

Appendix

- 1. Additional Transportation Recommendations**
- 2. Zoning Recommendations**

Additional Transportation Recommendations

As part of the corridor planning process, the Consultant Team identified additional transportation recommendations that have been reviewed by transportation agencies. These recommendations provide options for meeting the goals of the Corridor Plan by subdistrict covering topics such as pedestrian crossings, intersection safety, and parking.

Residential Corridor District Additional Recommendations

Pedestrian Crossings

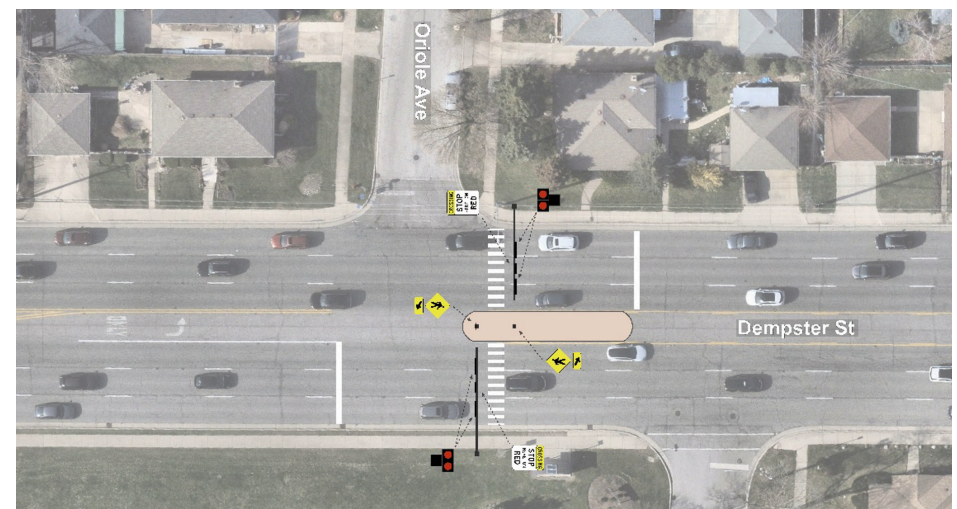
Currently, there are no pedestrian crossings between Harlem Avenue and Ozark Street, a gap of more than 3,500 feet. A pedestrian desiring to cross Dempster Street at the mid-point of that gap would need to travel an additional 13 minutes to make the crossing via existing crosswalks. This gap makes it difficult and potentially dangerous for pedestrians to access Notre Dame College Prep and bus stops along the corridor. Village staff have reported Notre Dame students frequently crossing Dempster Street outside crosswalks to reach commercial destinations on the north side of the corridor.

Two options for providing pedestrian crossings include:

- Install an additional full traffic signal on Dempster Street between Harlem Avenue and Ozark Street. Per IDOT guidance, this new signal would ideally be located at least 750 feet from any existing signal. This option could be difficult to implement due to the offset intersections in this segment. Further, the traffic volumes of intersecting streets on this segment likely do not meet the threshold for a typical signal warrant.

- Install a pedestrian refuge island and pedestrian-activated Pedestrian Hybrid Beacon at one or more locations. There is precedent for installing this type of traffic control device on a six-lane cross section, and pedestrian refuge islands can be installed at several locations along the segment without impeding left turns.

Figure A.1: Oriole Avenue New Pedestrian Crossing Example Concept (with Pedestrian Hybrid Beacon)



Commercial Corridor District Additional Recommendations

Dempster & Harlem Intersection Safety

The intersections of Dempster Street with Harlem Avenue and Waukegan Road are the two highest-crash locations in the corridor study area according to 2019-2023 data. Geometric, signal, and signage improvements can benefit all users, including potentially substantial positive impacts for pedestrian safety.

Dempster Street & Harlem Avenue Intersection Near-Term:

Near-term pedestrian safety improvement opportunities include:

- Review signal timing plans to investigate potential for pedestrian timing improvements (including potential for automatic pedestrian phases)
- Install high-visibility continental-style crosswalk markings. According to the Federal Highway Administration (FHWA), high-visibility crosswalks can reduce pedestrian injury crashes up to 40%
- Implement leading pedestrian intervals (LPIs) for pedestrian signals, providing pedestrians a 2-3-second head start to begin crossing before vehicle traffic receive a green light. FHWA advises utilizing LPIs at intersections with large volumes of turning movements. According to the FHWA, LPIs can reduce pedestrian-vehicle crashes at intersections by up to 13%
- Improve lighting with additional fixtures at the intersection. According to the FHWA, intersection lighting can reduce pedestrian crashes up to 42%
- Remediate existing sidewalk accessibility deficiencies in intersection area, as documented in existing conditions report

Harlem Avenue Intersection Mid-Term:

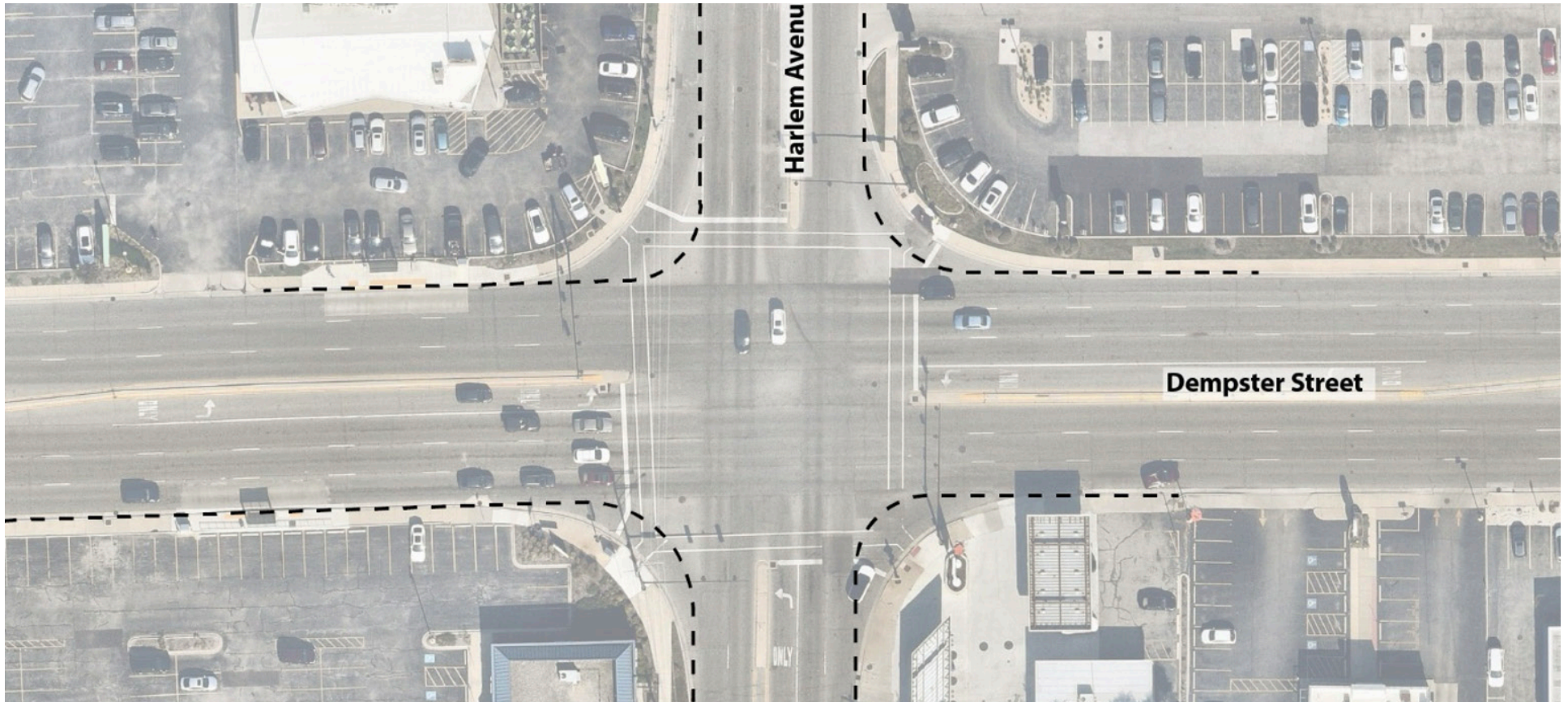
In the mid-term, intersection geometry can be redesigned and rebuilt to reduce existing substantial corner turning radii, with the goal of achieving safer vehicle turning speeds and reducing pedestrian crossing distances while still accommodating large vehicle movements. Overall, a more compact intersection would be expected to reduce dangerously fast vehicle movements, which would be expected to result in positive safety impacts for all users.

- Right turns for large vehicles should be accommodated, where possible, by assuming steering into a far lane of traffic, which is acceptable per the Illinois Department of Transportation's (IDOT) Bureau of Design and Environment (BDE) Manual as long as the vehicle does not over-steer into oncoming traffic lanes and if the turning movement is protected from cross-traffic and left-turning conflicts
- In all instances, corner radii should be designed to the tightest standard allowed per design vehicle guidance. Per the IDOT BDE (36-1.36), turns from an arterial onto an arterial should utilize a WB-65 design vehicle, and turns from an arterial onto a collector or a collector onto an arterial should utilize a WB-55
- Review turning movement counts to determine feasibility of removing the SB Harlem Avenue right-turn lane in order to reduce pedestrian crossing distances

Commercial Corridor District Recommendations

Figure A.2 details a high-level concept of approximate possible corner turning radii given existing dimensions and BDE guidance as well as a right-turn lane removal. Potential approximate future curb locations are shown in dashed lines. These improvements could reduce pedestrian crossing distances by approximately 21-30%, which could also have positive impacts on vehicle signal timing efficiencies through reduced clearance interval requirements. The improvements would also establish additional and more comfortable areas for pedestrians to wait to cross and additional space for pedestrians utilizing mobility devices to navigate around equipment such as fire hydrants. Further engineering analysis is required.

Figure A.2: Harlem Avenue Intersection Approximate Potential Revised Radii



Commercial Corridor District Recommendations

Dempster & Waukegan Intersection Safety

Waukegan Road Intersection Near-Term

Near-term pedestrian safety improvement opportunities include:

- Review signal timing plans to investigate potential for pedestrian timing improvements (including potential for automatic pedestrian phases)
- Install high-visibility continental-style crosswalk markings. According to the FHWA, high-visibility crosswalks can reduce pedestrian injury crashes up to 40%
- Install No Turn on Red signage at all right turns and implement red light arrow signals when pedestrians have a conflicting walk signal
- Implement leading pedestrian intervals (LPIs) for pedestrian signals, providing pedestrians a 2-3-second head start to begin crossing before vehicle traffic received a green light. FHWA advises utilizing LPIs at intersections with large volumes of turning movements. According to the FHWA, LPIs can reduce pedestrian-vehicle crashes at intersections by up to 13%
- Remediate existing sidewalk accessibility deficiencies in intersection area, as documented in existing conditions report.

Waukegan Road Intersection Mid-Term

In the mid-term, intersection geometry can be redesigned and rebuilt to reduce existing substantial corner turning radii, with the goal of achieving safer vehicle turning speeds and reducing pedestrian crossing distances while still accommodating large vehicle movements. Additionally, removing channelized right-turn lanes can reduce overall pedestrian crossing distance, time, and complexity. Overall, a more compact intersection would be expected to reduce dangerously fast vehicle movements, which would be expected to result in positive safety impacts for all users.

- Right turns for large vehicles should be accommodated, where possible, by assuming steering into a far lane of traffic, which is acceptable per the Illinois Department of Transportation's (IDOT) Bureau of Design and Environment (BDE) Manual as long as the vehicle does not over-steer into oncoming traffic lanes and if the turning movement is protected from cross-traffic and left-turning conflicts
- In all instances, corner radii should be designed to the tightest standard allowed per design vehicle guidance. Per the IDOT BDE (36-1.36), turns from an arterial onto an arterial should utilize a WB-65 design vehicle, and turns from an arterial onto a collector or a collector onto an arterial should utilize a WB-55
- Review turning movement counts to determine feasibility of removing right-turn lanes in order to reduce pedestrian crossing distances. Removing the additional third southbound Waukegan Road through lane should also be evaluated

Commercial Corridor District Recommendations

Dempster & Waukegan Intersection Safety

Figure A.3 details a high-level concept of approximate possible corner turning radii given existing dimensions and BDE guidance. Potential approximate future curb locations are shown in dashed lines. At the Waukegan Road intersection, right-sizing curb radii (including channelized turn lane removal) could reduce pedestrian crossing distances by up to 14 to 20%. The improvements would also establish additional and more comfortable areas for pedestrians to wait to cross and additional space for pedestrians utilizing mobility devices to navigate around equipment such as fire hydrants. Further engineering analysis is required.

Figure A.4 details a high-level concept of approximate possible corner turning radii given existing dimensions and BDE guidance as well as a right-turn lane removal, which could reduce pedestrian crossing distances by up to 30 to 39%.

Figure A.3: Waukegan Road Intersection Potential Revised Radii

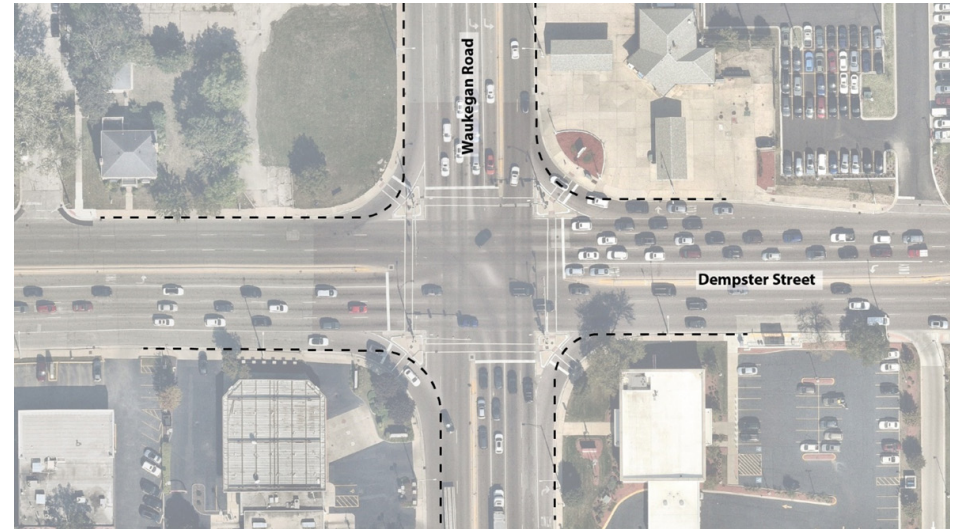
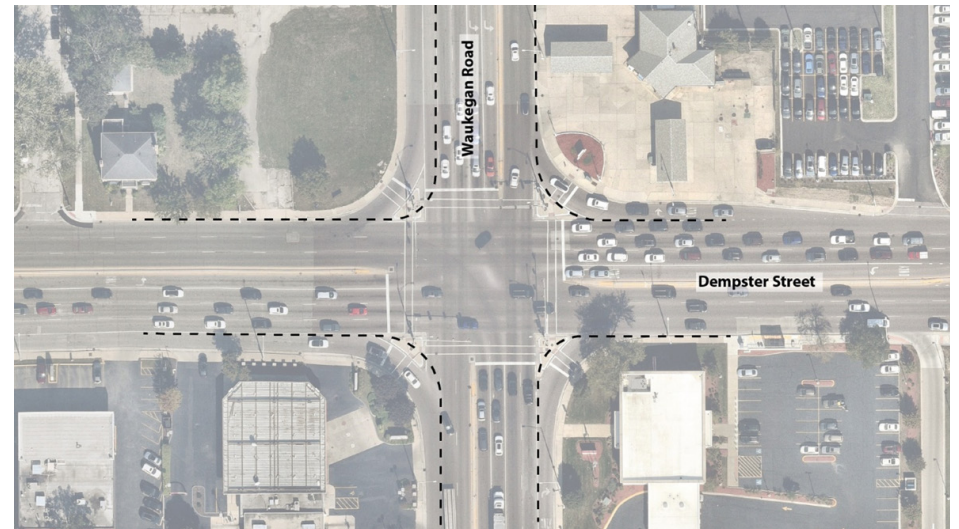


Figure A.4: Waukegan Road Intersection Revised Right Turn Lane



Commercial Corridor District Additional Recommendations

Grade-Separated Crossings

Considering existing complexities including the river, intersection geometry, railway operations, electrical transmission lines, trail user volumes, rail volumes, and traffic volumes, the Dempster Street/Lehigh Avenue area may benefit from grade-separation strategies. However, the scale and number of these complexities also makes this location potentially more challenging than the typical grade-separated crossing site. Given the presence of the river, all underpass opportunities should be considered prohibitively complex and costly.

Vehicle Overpass

A Dempster Street roadway overpass crossing the river and railroad tracks would likely be a prohibitively complex and costly option considering:

- Access from Dempster Street to Lincoln Avenue, Narragansett Avenue, and Ferris Avenue would likely need to be severed in order to accommodate the ramped bridge approach from the east.
- The need to span both the river and railroad would likely require a more expensive bridge design to support a longer span. This longer span may also require taller girders, which would require a taller overall bridge to maintain required railroad clearances. This would further elongate bridge approaches and their impact on surrounding property and roadway connections.
- Access from Dempster Street to Lehigh Avenue would either need to be severed, re-routed through the adjacent wooded area, or be accommodated by an additionally complex and expensive connection at bridge level.
- Electrical transmission lines would potentially need to be buried or rerouted.

Railroad Overpass

A railroad overpass across Dempster Street would likely be a prohibitively complex and costly option considering:

- The distance of 1,400 feet from the river south to the east-west portion of Lincoln Avenue is not sufficient distance to ramp trains up to a bridge, which would require Lincoln Avenue to be re-routed and the Metra Station to be relocated.
- The need to span both the river and Dempster Street would likely require a more expensive bridge design to support a longer span. This longer span may also require taller girders, which would require a taller overall bridge to maintain required railroad clearances. This would further elongate bridge approaches and their impact on surrounding property and roadway connections.
- To maintain rail operations during construction would likely require either a costly and complex temporary relocation of tracks or constructing the new bridge and approaches to the east or west of the existing alignment. Both options would be significantly constrained and/or costly particularly north of Dempster Street given adjacency to the river, electrical transmission lines, and Lehigh Avenue.

Commercial Corridor District Additional Recommendations

Pedestrian and Bicycle Trail Overpass

Installing a grade-separated crossing (bridge) for trail users to cross Dempster Street and/or the railroad and/or the river 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.

Per state standards, a bridge would need to clear the roadway by at least 17 feet, 3 inches and would need to clear the railroad tracks by at least 23 feet. Ramps up to the bridge could run at a maximum grade of 1:12 and require a flat landing area for every 30 inches of rise. These standards would likely require ramps at least 300 feet long, depending on whether the bridge crosses just the roadway or the railway as well. These ramps would likely require the removal of existing mature trees in the Forest Preserve. Further analysis is needed to determine potential impacts on existing electrical transmission lines.

Figure A.5: Recent Pedestrian and Bicycle Bridge Precedents

Location	Des Plaines River Trail Lawrence Avenue Bridge	Elk Grove Village Arlington Heights Road Bridge
Project Lead	Forest Preserves of Cook County	Elk Grove Village
Bridge Span	138'	120'
Ramp Lengths	330-345'	450'
Bridge Width	14'	14'
Timeline	Conceptual discussions begin: 2011; Preliminary IDOT approval: 2021; Construction begins: 2022;	Conceptual discussions: 2022;
	Bridge completed: 2024	Construction begins: 2025;
		Bridge completed: 2026
Costs	\$7.3 million for bridge construction	\$8.3 million for bridge construction
	\$15.3 million for broader trail upgrades	\$1 million for engineering
Funding	Forest Preserves invested \$600k in local motor fuel tax dollars; Project was awarded \$7.9M in Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funds; Additional funding from West Central Municipal Conference, Invest in Cook, and local municipalities.	Village TIF funding; Village has also applied for federal, state, and county grants.
Notes	Required removal of approximately 1.15 acres of existing mature trees	Project provides connection to Busse Woods and was formally approved by Forest Preserves of Cook County

Main Street District Additional Recommendations

Figure A.6: Conceptual Medians along Dempster Street - Lincoln Avenue to Georgiana Avenue



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.



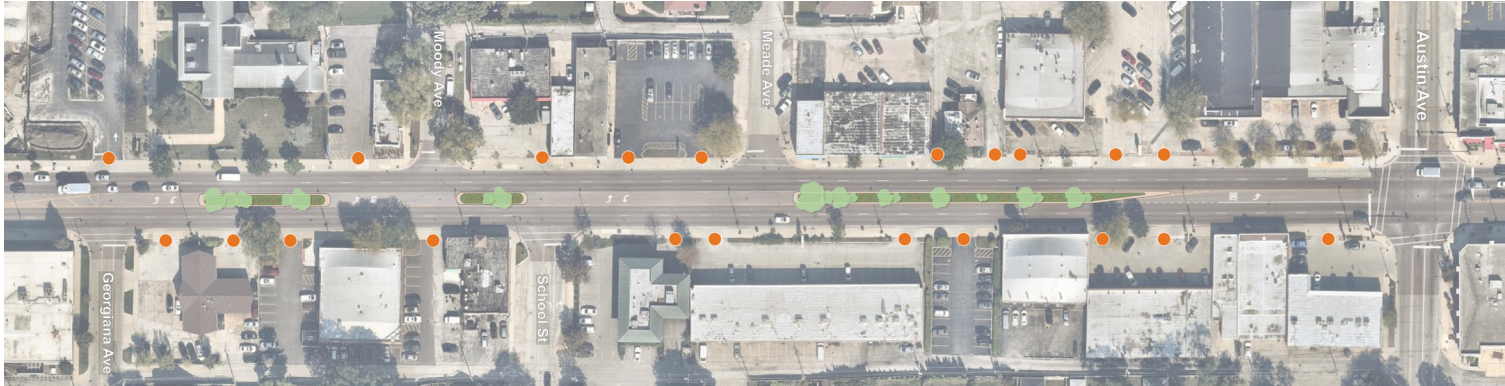
Option B: Medians Medium: Option B further restricts left-turn movements to and from Dempster Street and five intersecting streets on the north side of the roadway.



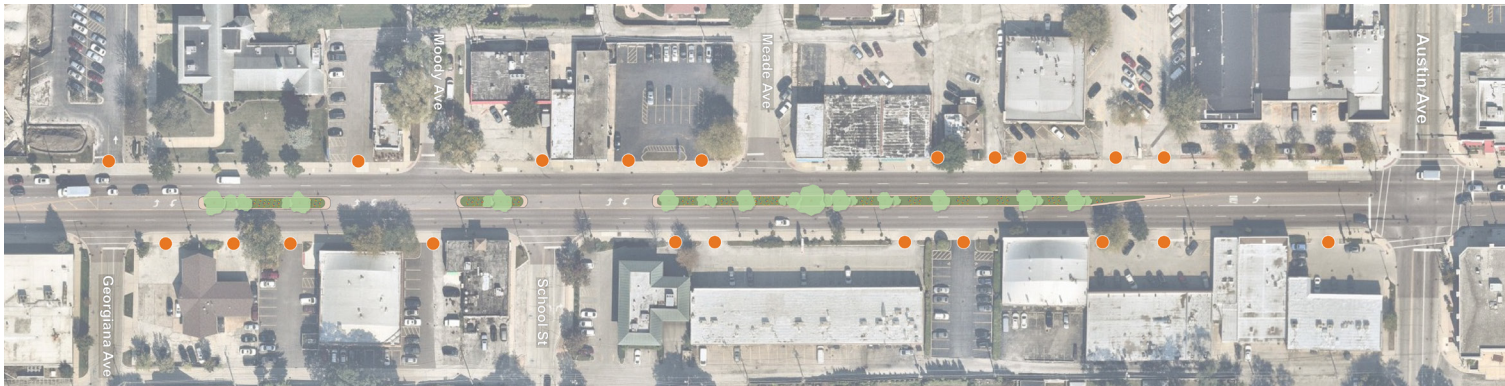
Option C: Medians Heavy: Option C further restricts left-turn movements to and from Dempster Street and four additional intersecting streets. In this scenario, most left-turning movements would occur at signalized intersections, as well as at School Street and Lincoln Avenue.

Main Street District Additional Recommendations

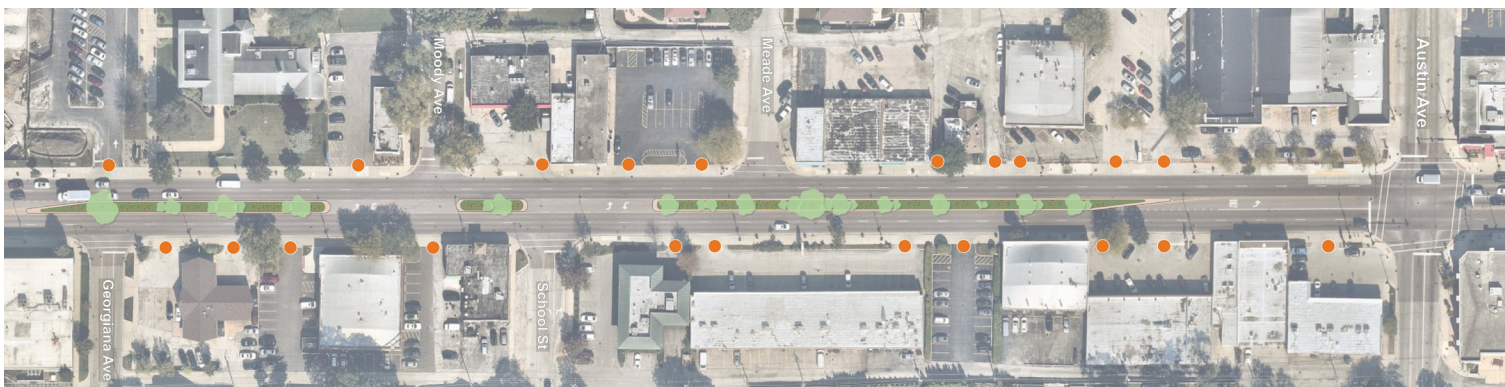
Figure A.7: Conceptual Medians along Dempster Street - Georgiana Avenue to Austin Avenue



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.



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.



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

Main Street District Additional Recommendations

Figure A.8: Conceptual Medians along Dempster Street - Austin Avenue to Menard Avenue



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.



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.



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

Main Street District Recommendations

Figure A.9: Conceptual Medians along Dempster Street - Menard Avenue to Central Avenue



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.



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.



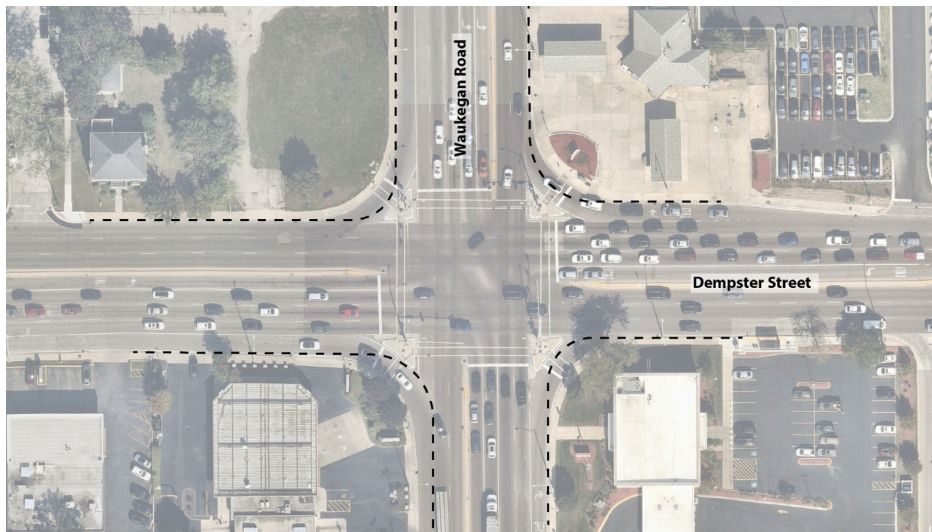
Option C: Medians Heavy: Option C further restricts left-turn movements to and from Dempster Street and four additional intersecting streets. In this scenario, most left-turning movements would occur at signalized intersections, as well as at School Street and Lincoln Avenue.

Commercial Corridor District Additional Recommendations

Figure A.10 details a high-level concept of approximate possible corner turning radii given existing dimensions and BDE guidance. Potential approximate future curb locations are shown in dashed lines. At the Waukegan Road intersection, right-sizing curb radii (including channelized turn lane removal) could reduce pedestrian crossing distances by up to 14-20%. The improvements would also establish additional and more comfortable areas for pedestrians to wait to cross and additional space for pedestrians utilizing mobility devices to navigate around equipment such as fire hydrants. Further engineering analysis is required.

Figure A.11 details a high-level concept of approximate possible corner turning radii given existing dimensions and BDE guidance as well as a right-turn lane removal, which could reduce pedestrian crossing distances by up to 30-39%.

Figure A.10: Waukegan Road Intersection Approximate Potential Revised Radii

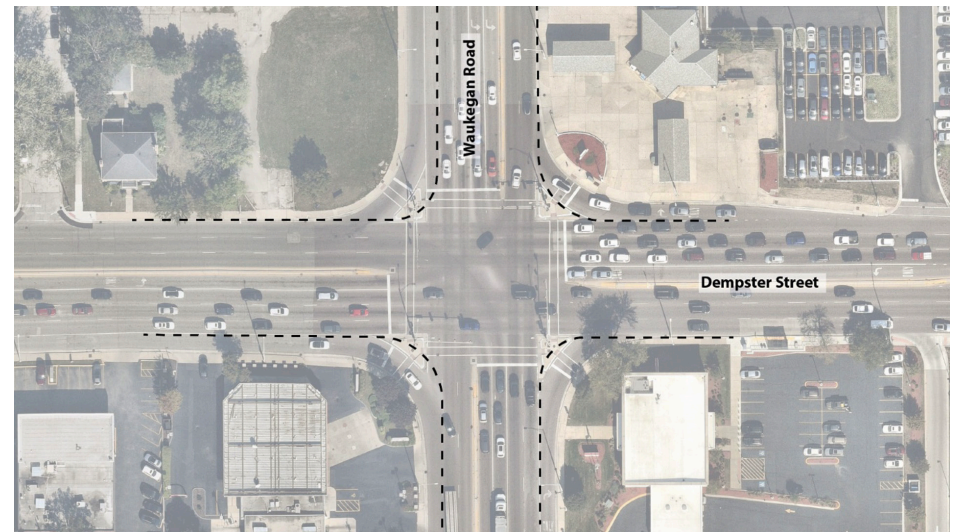


Potential Redevelopment Opportunity Impact

Removing the turn lane and third through lane on SB Waukegan Road, north of Dempster Street, could have additional positive impact on the viability of redeveloping the vacant NW corner site. Shifting intersection turning movements further east would provide additional distance from the existing driveway on the south end of the site, potentially providing enhanced site circulation opportunities.

Additionally, driveway consolidation and/or width reduction should be studied further for the SW and NE corners of the Waukegan Road intersection. The goal would be to shift driveways as far as possible from the intersection, reduce the overall number of potential unique vehicle turning movements, and reduce pedestrian conflicts.

Figure A.11: Waukegan Road Intersection Approximate Potential Revised Radii and Right-Turn Lanes



Parking Standards Research

Draft Land Use Goal 3, Objective 3 describes recommendations for transit-oriented development: “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. Parking can be a dominating feature, and future development can likely be successful with parking ratios lower than current Village standards (listed in the table below). Furthermore, private developers have strong incentives to get the parking ratio right for any individual project. Potential impacts can be mitigated through other regulations, such as overnight parking permits on adjacent streets.

Below is a sampling of research on parking standards and ratios in peer communities to provide context for Morton Grove’s future parking considerations.

Residential Use	Current Village Parking Requirement
Attached dwellings (townhomes)	2.0 spaces per dwelling unit
Housing for senior citizens	0.5 spaces per dwelling unit
Multi-family dwellings	1.75 spaces per dwelling unit
Single-family dwellings	2.0 spaces per dwelling unit
Two-family dwellings	2.0 spaces per dwelling unit

Peer Transit-Oriented Development (TOD) Projects

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.

Draft 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	1.0
Ravinia Crossing	Highland Park	30	30	1.0
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

Parking Standards Research

“Stalled Out” Report

The Center for Neighborhood Technology’s (CNT) 2016 report “Stalled Out” found that:

- Parking minimums add time and cost to Chicago-area transit-oriented developments. In particular, this discourages developing affordable housing near transit, where the cost of land comes at a premium.
- In apartment buildings studied, average provided parking was approximately 0.61 spaces per unit, while actual usage was approximately 0.34 spaces per unit, indicating a large over supply of parking in many cases.
- The report found that developments located within a 10 minute walk of a transit station offered approximately 0.50 spaces per unit with actual overnight utilization at about 0.33 spaces per unit.

Evanston, IL

A 2017 report found a need for only 1.0 parking space per unit in Evanston’s downtown TOD area, while past regulations had typically required 1.25 to 2.0 spaces per unit.

- The goal of Evanston’s TOD Parking Regulations Update was to increase the use of transit, balance the supply of parking needs in TOD areas, and refine policy that will “lead to the elimination of unnecessary parking being constructed in the City.”
- The study highlights that many new residential and mixed use developments near transit have provided less parking than previous zoning required.

Champaign, IL

In 2016, Champaign removed minimum parking requirements in its downtown and university districts. A 2023 study tracked the results of this reform and found that:

- Onsite parking construction in the deregulated zones decreased from 108 percent of the earlier requirement to 46 percent.
- Among 43 new major developments, 84 percent built less parking than would have been required under the prior minimums, including eight developments that built zero parking. 16 percent of developments still built at least the amount of parking previously required, voluntarily.
- Collectively, developers avoided constructing approximately 2,142 parking spaces, translating into up to \$49 million in avoided construction cost.

West Allis, WI

In May 2022, the City of West Allis, WI, a community of 60,000 residents adjacent to Milwaukee, removed all parking minimums from their zoning code. The table below represents a sampling of six multifamily developments proposed in West Allis since parking minimums were lifted. One development proposed exceeding the previous parking minimum ratio of 2.0, while the other five

Project	Units	Parking Spaces	Ratio
SoNa Lofts	66	75	1.14
F Street 92	136	201	1.48
Hidden Lofts	60	136	2.27
Allis Yards	248	383	1.54
The Revv	247	319	1.29
Urban Pioneer	43	47	1.09

Parking Standards Research

Shared Parking

Shared parking allows multiple land uses to draw from a common pool of parking spaces, typically because those uses have different peak periods (e.g., office uses peak during the day, retail uses in the evening). Shared parking may be particularly appropriate in mixed use, transit served, or walkable corridors. In mixed-use developments, where several adjacent businesses may own redundant parking stock, shared parking works in tandem to achieve minimum parking requirements. The Village of Morton Grove's existing code provides specific requirements for shared parking including direction on compatible uses and a matrix for calculating total parking required.

Regional Transportation Authority (RTA): The RTA cites shared parking as a strategy to support transit-oriented development. The RTA recommends parking arrangements such as those that are open only to commuter parking during peak commuting times (generally early morning to early evening on weekdays) and available for local restaurants and shops in the evening and on weekends. This strategy, which applies to both off-street and on-street parking facilities, must be well managed by the municipality and well communicated to users through posted parking regulations (such as types of users and time restrictions) and signage.

The Grove Avenue Parking Deck: This facility in Berwyn, IL offers shared-used parking supporting Metra commuters and local businesses. Opened in 2009, it replaced 86 surface spaces with a 396-space, five-level parking deck. Of these parking spaces, 296 are reserved for commuters at \$3 per day, while 100 spaces on

the top floor are available for retail and hospital users at \$0.25 per hour.

Evanston, IL: Evanston's 2017 Transit-Oriented Parking Regulations Update outlines that shared parking is allowed for certain non-residential uses and a general 20 percent parking reduction for non-residential uses is allowed in the Downtown districts. The Report encourages shared parking approaches to further reduce residential requirements in mixed-use developments if parking will in fact be shared.

Schaumburg, IL: A 2023 shared parking study for a redevelopment (Walker Consultants) showed that by modeling staggered peak demand, the site could reduce total required parking supply significantly compared to summing standalone requirements. The analysis found that by accounting for overlapping demand among uses (restaurant/entertainment vs. hotel guests vs. retail customers) and non peak hour usage, the required parking supply could be significantly lower than if each use was treated independently. This allowed for more compact site planning and better use of land near key destinations like the Woodfield Mall. The Village accepted these findings to support a more flexible, coordinated parking strategy in suburban redevelopment.

Parking Standards Research

Illinois Senate Bill 2111 Impacts:

Illinois SB 2111, passed in October 2025, outlaws municipal minimum parking requirements for any future development within 1/8 mile of a corridor featuring transit service with at least 15-minute frequency and within 1/2 mile of a transit station. The law does not prohibit developers from building parking, but municipalities cannot enforce minimum parking requirements as part of development approval and permitting.

In Morton Grove, parking is likely to remain an important component of any successful residential or commercial development. Developers have a strong financial incentive to right-size parking—building too much is a waste of money and building too little could harm the financial viability of the project.

In lieu of building on-site parking, developers may seek to:

- Utilize nearby private parking facilities (including shared parking arrangements).
- Utilize nearby off-street public parking facilities.
- Utilize on-street parking.

To prevent unwanted on-street residential parking, a municipality has two primary options:

- Restrict all overnight on-street parking in a particular area.
- Restrict all overnight on-street parking in a particular area to permit-holders only and restrict residents of a new development from obtaining permits.

Additional Transit Operations Improvements

Coordinate Stop Locations:

The Pace Pulse Stations in the corridor study area should also serve as stops for local routes, where services overlap that Pace was implementing at the time of preparing the plan. Local stops within close proximity of a Pulse Station should be consolidated as follows:

- Relocate the westbound Route 250 stop at Harlem Avenue from its existing position on the east side of the intersection to co-locate with the Pulse Station on the west side of the intersection
- Eliminate existing Pulse and Route 250 signage at the southwest corner Harlem Avenue and Dempster Street. The Pace Pulse Station located 100 feet west should serve as the location for all boardings and alightings for eastbound service at this intersection

Access Infrastructure Improvements:

Pedestrian access at transit stops should be as complete as feasible, ideally including crosswalks to facilitate the most direct pedestrian access from both sides of the street and to discourage pedestrians crossing outside marked crosswalks. Because nearly every transit trip starts and ends as a pedestrian trip, all sidewalk, trail, and crossing improvements will lead to improved safety and access to transit services. To further improve existing conditions on the corridor:

- Add pedestrian crosswalks at School Street, Marmora Avenue, and Oriole Avenue to better serve existing bus stops (see detailed analysis in other sections)
- Rebuild the existing 95-foot curb cut on the north side of Dempster Street at Central Avenue (currently a gas station)

to reduce the width of the driveway curb cut and to allow the westbound Route 250 bus stop to relocate closer to intersection

- Add wayfinding signage at the Metra Station directing passengers to nearby transit routes and stops
- Add wayfinding signage at Ferris Avenue Route 250 stops directing passengers to the Metra Station
- Incorporate benches and bicycle racks into streetscape upgrades near bus stops whenever possible

Consolidate Stops:

Consolidating stops should be considered to combine closely-spaced stops and to better position stops near crosswalks. Consolidations may include removing closely-spaced stops served by Route 210 that appear in the GTFS feed and online Pace maps but have no physical signage at: Westbound Dempster at Birch Avenue, Eastbound Dempster at Lincoln Avenue, Eastbound Dempster at Narragansett Avenue and Northbound/Southbound Ferris at Hennings Court.

Consolidations and relocations should also be considered between Harlem Avenue and Waukegan Road to better locate stops near crosswalks and balance spacing:

- Relocate westbound National Avenue stop to near-side Shermer Road
- Remove eastbound National Avenue Stop and move eastbound Shermer Road stop to far-side

Zoning Recommendations

An analysis of current zoning through the Unified Development Code (UDC) and a comparison with the land use and economic goals of the plan led to recommendations for a new Main Street Overlay District as well as more general updates to the UDC. These recommendations can be taken into account through further due diligence and public engagement. Implementation of the design toolbox and opportunity site development concepts developed for the plan requires adherence to the Village’s zoning regulations and other standards in the Unified Development Code (UDC). In many cases, existing zoning regulations and UDC standards are supportive of plan recommendations. However, in certain cases there are potential barriers to implementation, which may warrant the need to amend certain parts of the Village’s zoning regulations and UDC standards.

The following text and tables summarize an analysis of the zoning code and recommended amendments to the Village’s zoning regulations and UDC standards that can remove these barriers, support corridor improvements, and unlock the Dempster Corridor’s development potential while ensuring a high-quality of design standards.

General Recommendations by Subdistrict

A review of permitted and special uses, bulk regulations, design guidelines, and parking standards was conducted for the Study Area. Below are recommendations organized for the four subdistricts that make up the Corridor.

“Main Street” Overlay District

The primary recommendation is to establish a new overlay zoning district that translates the plan’s goals and recommendations for the sub-district defined as the “Main Street District” into the UDC. The Main Street District encompasses the railroad tracks

east to I-94, which is a stretch of Dempster Street that has been of particular focus for the Steering Committee and community throughout this planning process. Through public input community members have expressed that there is great potential to improve this area with new mixed-use development that includes quality retail space and expanded housing opportunities, new retail development, and new multi-family development. Input has also focused on the need for high quality materials and design and public realm amenities such as plazas and open space. The future vision, driven by community feedback, calls for a vibrant, fresh, and walkable Main Street feel with an inviting streetscape and a variety of shops, restaurants, civic uses, and public spaces.

The Dempster Corridor Plan includes recommendations for public-led interventions, but fully achieving this vision will require significant private investments in new commercial, residential, or mixed-use development. Zoning is one important tool the Village can use to encourage private investment that aligns with Village priorities. Clear and consistent regulations that allow by-right development within existing zoning can set the stage for a more predictable and streamlined process for developers, facilitating the Village's desired development outcomes. The recommended overlay district would formalize this approach by enabling project design and use standards to be addressed administratively and without having to go through a sometimes lengthy and costly special use or PUD approval process.

An overlay district also tailors regulations to a target area with specific guidelines. The Main Street District is almost entirely zoned C-1 General Commercial, but making changes to C-1 District regulations would also impact areas west on Dempster Street and along Waukegan Road, two areas that are distinct and have a more commercial and auto-oriented character that match the intent of current C-1 District regulations.

For more detail on this recommendation, see Part 2: Main Street District Recommendations on pages 66-81.

Residential Corridor District

Recommendations in the Residential Corridor District primarily focus on improving safe access at pedestrian crossings. Improvements and opportunities proposed for the Residential Corridor District include a landscaped median along Dempster Street, bike boulevard connections along neighborhood streets, pedestrian-oriented lighting, and gateway signage at the far western end of Dempster Street around Ozark Avenue. Since these

improvements and additions would take place within the road right-of-way, they do not require any Village-led zoning changes. However, individual property owners may want to consolidate lots and propose planned developments or rezoning for multifamily residential uses along the north side of Dempster Street.

Commercial Corridor District

Improvements and opportunities proposed for the Commercial Corridor District include shared community spaces (public and private), parking lot enhancements, and development opportunity sites that do not require rezoning the district as a whole. These development opportunities would likely be in the form of Planned Unit Developments, as described further in the section below.

Metra TOD District

Most of the recommendations in the Metra Transit Oriented Development (TOD) District are focused on creating community spaces, enhancing the streetscape, promoting public art, and improving interconnected bike access. This area is largely zoned C/R Commercial/Residential or R-3 General Residence and already has a denser, mixed-use environment with close access to the Metra station and other Pace bus routes off of the Dempster Corridor. There are a few opportunity sites in the Metra TOD District, including the current Village Hall and Police Department site that will eventually become available for redevelopment once the municipal facility moves to its new location on Dempster Street.

Planned Unit Developments (PUDs)

Planned Unit Developments (PUDs) are an important zoning tool best used in specific circumstances, including when dealing with a difficult site, granting specific zoning relief, and securing additional community benefits.

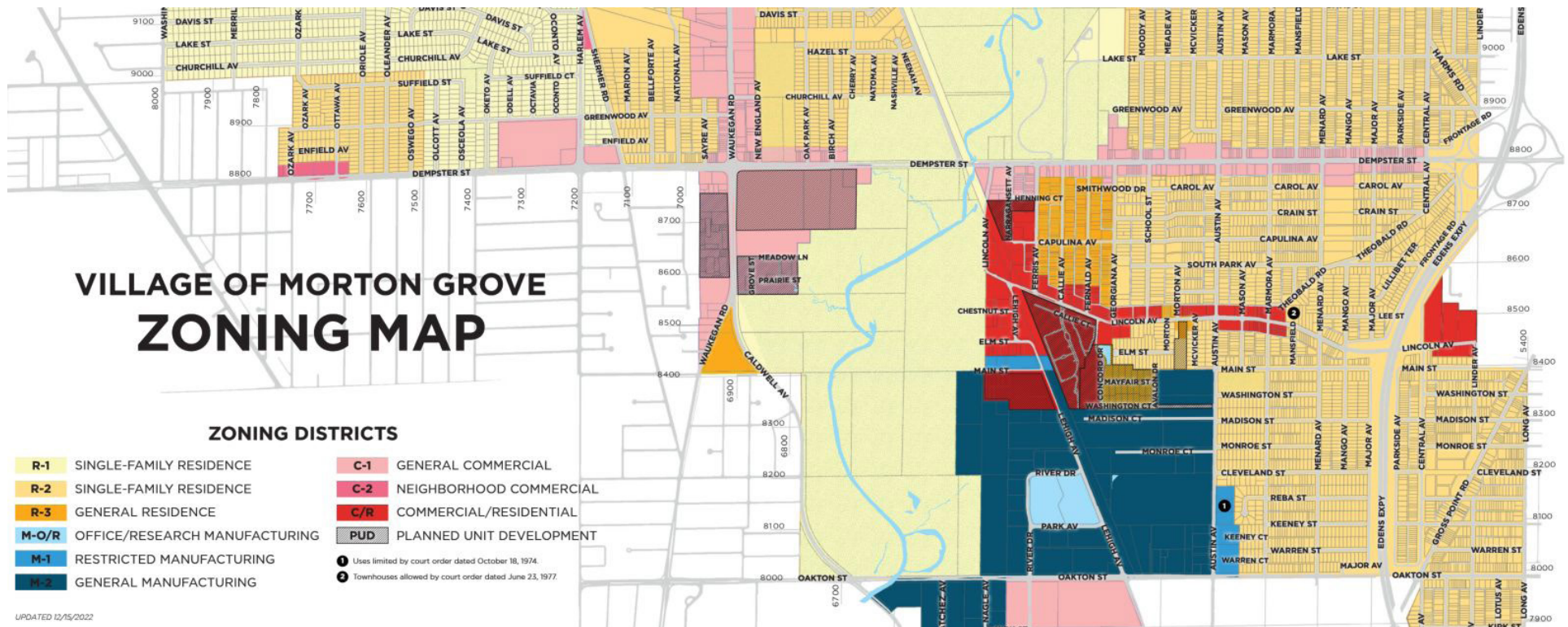
Existing PUDs in Morton Grove serve as models for potential opportunity sites in the corridor study area, particularly those outside of the Main Street Overlay District, could also be developed as PUDs to enable higher density, mixed-use developments. Chapter 12-6: Planned Unit Developments outlines how the PUD standards are beneficial to allowing creative design that incorporates community benefits, including:

- More efficient arrangement of buildings, transportation systems, land use, and utilities
- More usable and suitably located common open space and/or recreation areas
- Aesthetic amenities that enhance the character of the site and corridor
- Preservation of site characteristics
- Higher standard of site and building design
- Variety of housing types, including quality affordable housing units
- Energy efficiency and use of green building and site design techniques
- The Village may consider expanding the list of PUD objectives (Section 12-6-2) to include some of the design standards discussed in the Main Street Overlay District, such as transit-friendly amenities and context-sensitive design transitions to surrounding streets and uses (e.g. screening, building setbacks)

Existing Zoning Review

The table below summarizes how the four corridor subdistricts touch upon each of the six zoning districts that are represented in the corridor study area.

	R-1	R-2	R-3	C-1	C-2	C/R
Residential Corridor District	X	X			X	
Commercial Corridor District	X	X		X		
Main Street District	X	X	X	X		
Metra TOD District	X	X	X	X		X



Permitted and Special Uses

The UDC provides zoning district regulations in Chapter 12-4: Zoning Districts, with the residential districts (Section 12-4-2) and commercial districts (Section 12-4-3) being the most applicable to the Dempster Corridor. Permitted and special use tables are provided to identify whether each potential use type is a permitted use (P), special use (S), or not permitted (X).

This review finds that current zoning generally supports current and future desired development in the Dempster Corridor Study Area.

Zoning District	Recommendations
R-1 Single-Family Residence	<ul style="list-style-type: none"> • Single-family detached dwellings (P): Existing zoning should be preserved to protect established neighborhoods on the north side of Dempster Street between Oswego Avenue and Shermer Road. • Parks (P), recreation centers (S), and recreational facilities (S): Harrer Park, Forest Preserve land, and the Civic Center should be maintained to protect existing green space and recreational facilities at the center of the corridor.
R-2 Single-Family Residence	<ul style="list-style-type: none"> • Single-family detached dwellings (P): Existing zoning should be preserved to protect established neighborhoods on both sides of Dempster Street at various points along the corridor. • Parks (P), recreation centers (S), recreational facilities (S), and schools (S): Morton Grove Prairie Nature Preserve, Park District facilities, and multiple schools east of the Forest Preserve should be maintained to protect existing green space, recreational facilities, and schools throughout the corridor. • Municipal buildings (S): The current Village Hall and Police Department site will eventually become a redevelopment opportunity once municipal facilities move to the new planned location on Dempster Street. The Village may consider existing uses permitted within the underlying R-2 District, rezoning, or a PUD to allow more flexibility in development design.
R-3 General Residence	<ul style="list-style-type: none"> • Single-family detached dwellings (P) and attached dwellings (P,S): Existing zoning should be preserved to protect established neighborhoods south of Dempster Street near the Metra station. • Parks (P), schools (S), and houses of worship (S): Parks, schools, and houses of worship should be maintained to protect existing green space, schools, and religious institutions in the neighborhood near the Metra station.

Zoning District	Recommendations
C-1 General Commercial	<ul style="list-style-type: none"> • Various automobile, office, retail, service, and restaurant uses (P,S): It is appropriate to continue to allow for these uses to maintain existing commercial uses and support future commercial uses. • Multiple-family dwellings (S): The Residences at Sawmill Station apartment complex is the most prominent multiple-family residential use in the C-1 District. It is appropriate to maintain multi-family housing as a special use in the C-1 District to accommodate such development in the future. • Mixed use development (S): There are a few mixed-use developments that currently exist on properties zoned C-1 along the corridor, with Sawmill Station being the most prominent. Several identified opportunity site concepts are located in a C-1 District, so it is appropriate to maintain mixed-use development as a special use.
C-2 Neighborhood Commercial	<ul style="list-style-type: none"> • Various automobile, office, retail, service, and restaurant uses (P,S): It is appropriate to continue to allow for these uses to maintain existing commercial uses and support future commercial uses. • Multiple-family dwellings (S): Existing apartment buildings should be preserved to protect the few multi-story, high density residential uses along Dempster Street. • Mixed use development (S): While there are presently no mixed-use developments on properties zoned C-2, it is appropriate to maintain mixed-use development as a special use in the C-2 district for any redevelopment scenarios that may materialize in the future.
C/R Commercial/Residential	<ul style="list-style-type: none"> • Various automobile, office, retail, service, and restaurant uses (P,S): It is appropriate to continue to allow for these uses to maintain existing commercial uses and support future commercial uses. • Multiple-family dwellings (S): Multi-family uses should be encouraged to protect and expand the concentration of medium and high-density residential uses in the Metra TOD area. • Mixed-use development (S): Mixed-use development should be encouraged to foster and build upon the historic and walkable small town feel surrounding the Metra station area.

Parking

The UDC provides parking regulations in Chapter 12-7: Off Street Parking and Loading. The Village's parking regulations for the Dempster corridor will be impacted by the recently signed Northern Illinois Transit Authority Act (NITA Act or SB2111), which mandates the elimination of parking minimums near transit facilities, defined as within one-half mile of a public transportation hub (like the Morton Grove Metra Station) or one-eighth mile of a public transportation corridor (like the Pace Pulse Dempster Line). The RTA, CMAP, and MPC are currently preparing guidance on how municipalities should address the impact of SB2111 on their parking regulations. *(See Appendix: Additional Transportation Recommendations, Parking Standards Research for more detail).*

Other UDC Recommendations

Certain recommendations relate to standards in other parts of the UDC that apply to most or all of the Dempster Corridor. These corridor-wide recommendations are intended to facilitate implementation of some of the design toolbox elements, as summarized below.

Bike Lanes, Bike Boulevards, and Multi-Use Paths

- Add standards for bike lanes, bike boulevards, and multi-use paths in Chapter 5-2: Traffic Control and Chapter 5-11: Bicycles.

Road Right-of-Way

- Add standards for the handling of restricted left turn lanes in Chapter 5-2: Traffic Control and Section 12-9-2: Street Design Standards.
- Add standards for curb extensions/bump-outs in Chapter 5-2: Traffic Control and Section 12-9-2: Street Design Standards.
- Add standards for use of potential side street closures for functional, non-vehicular use in Section 12-9-5: Vacation of Public Right of Way.

Public Areas

- Add standards for signage and landscaping within public parking lots in Section 12-7-4: Off Street Parking Design Standards.
- Add standards for activated alleyways in Section 12-9-3: Alleys,

Sidewalks, Pedestrian ways, and Driveways.

- Maintain existing pedestrian-oriented lighting standards in Section 12-12-3: Lighting.
- Maintain existing standards for streetscape elements in Section 12-12-4: Miscellaneous Structures and Street Furniture.

Landscaping

- Add standards for landscaped medians in Section 12-9-2: Street Design Standards and Chapter 12-11: Landscaping and Trees.
- Ensure tree and plant species are salt tolerant (Section 12-11-3).

Gateways, Wayfinding, and Other Signage

- Add standards for gateway and wayfinding signage in Chapter 10-10: Sign Regulations, particularly Section 10-10-7:G (Ground

Monument Signs and Pylon Signs).

- Add additional standards to properly regulate and provide guidance on acceptable sign types, colors, and materials in Section 10-10-6: General Sign Regulations and Section 10-10-7: Regulations by Type of Sign, including specific signs like illuminated signs (Section 10-10-7:B), projecting signs (Section 10-10-7:E), wall signs (Section 10-10-7:F), and ground monument signs (Section 10-10-7:G).
- Provide clarifying language for murals and public art as “signs that are painted directly on any part of a building or fence” in Section 10-10-5: Prohibited Signs, including whether or not murals or other public art are exempted if not directly painted on any part of a building or fence.

Consider prohibiting or further restricting electronic messaging signage within the “Main Street” Overlay District to better preserve a cohesive, pedestrian-oriented character. Such signage can introduce visual clutter, distraction, and a more auto-oriented aesthetic that may be inconsistent with the desired traditional

DEMPSTER CORRIDOR PLAN

WHERE COMMUNITY MEETS COMMERCE

