

## Features Shared by Both Master Plan Concepts

### TRAILS

- The Hutchinson Ravine Trail has two new bridges and the conversion of the wood chip surface to asphalt. This improves accessibility and simplifies maintenance of the trail surface.
- The asphalt trail to the south on the Parade Grounds is extended to create a complete loop around the perimeter.
- The temporary turf trail is transformed into a "Birding Trail Loop" with three new bridges, improved drainage, soils and turf durability.

### SEATING AREAS with INTERPRETIVE EXHIBITS

- Four proposed seating areas will have new and relocated interpretive exhibits that would provide information about the cultural and natural history of the preserve. Information will be added on the significance of the Lake Michigan Flyway and the efforts that are taking place to restore the unique natural communities at the site.

### NATURAL COMMUNITIES

- Bluffs: Plant with a rich diversity of species and protect rare plants from negative human impacts.
- Upland Forests: Plant trees and shrubs to benefit bird species and the other plant and animal species that depend on forest habitat.
- Lakeshore: Increase populations of rare native species and protect from coastal erosion and negative human impacts.
- Nearshore: New breakwaters expand capacity for protection and restoration of habitat for fish and other aquatic species.
- Grassland: The center grassland area will be managed while maintaining a view to the lake.

### KAYAK PUT-IN/TAKE-OUT

- A designated launch or landing is not being considered due to accessibility concerns with the steep bluff, safety concerns and maintenance costs resulting from potential unexploded ordnance.

### PARKING

- In the future, overflow parking could potentially be offered at the existing Lake Forest and Highwood Metra lots.

## Features Unique to Concept A

### ENTRY and PARKING

- Preserve entrance is moved to George Bell Drive and ends near the Hawk Nest interpretive exhibit, with a 40-car lot and evaporator toilet. Benefits of these features include:
  - + Central location on the site. From this location visitors have convenient access to the Hutchinson Ravine Trail (ravine/lakeshore), Parade Grounds Trail Loop (historic district), and the Birding Trail Loop (plateau/ bluff). After completing one loop, visitors can easily add another before leaving the preserve.
  - + Visitors do not have to drive through the Town of Fort Sheridan to find the preserve entrance and parking.
  - + Reduces the number of entry drives/parking lots that the District maintains and patrols from three to two.
  - + Reduces vehicle traffic in front of Fort Sheridan residences.
  - + Potentially reduces foot traffic through restored and sensitive habitats where threatened and endangered species live by shifting the location of the parking lot further from the bluff.
- A total of 60 cars are accommodated on preserve property. In the future parking could be expanded at the cemetery to 38 spaces from 20.

### TOILETS

- One evaporator toilet is located at the George Bell Road parking lot and one at the cemetery parking lot.

## Features Unique to Concept B

### ENTRY and PARKING

- Main preserve entrance remains at Gilgare Lane. The lot size is reduced from 80 spaces to 20. Benefits of these features include:
  - + Brings the visitors who are interested in seeing the lakeshore close to Lake Michigan.
  - + Increases accessibility to the lake for visitors of all ages and abilities.
  - + One toilet is located closer to the lakeshore as well.
- Utilizes existing infrastructure, George Bell Road has a new 10-car lot with a drive circle and pull-off lane.
- Expands the existing cemetery parking to a 38-car lot.
- Preserve has three entry points and three parking areas of various sizes.
- A total of 68 cars are accommodated on preserve property.

### TOILETS

- One evaporator toilet is located at the bluff parking lot and one at the cemetery parking lot.