

# APPENDIX A - MERCHANT SURVEY QUESTIONS AND COMMENTS SUMMARY

## Questions:

What do you feel is the Best Aspect of the Ogden Avenue Corridor?

- A. Visual appeal (6) 9%
- B. Location (46) 69%
- C. Variety of businesses (9) 13%
- D. Uniqueness of each building (0) 0%
- E. No Response (2) 3%
- F. Other (Please describe) (4) 6%
  - Nothing right now, but it should be (A) - Visual appeal
  - I-355
  - Accessibility from major highways
  - Center turn lanes

Do you feel that the location of your business on Ogden Avenue in Lisle has a positive impact on your overall revenue?

*Minor Impact 1 2 3 4 5 6 7 8 9 10 Major Impact*

*6.6 average based on 64 responses*

Do you feel that increasing public transit access to this corridor would positively impact your business?

- A. Yes (26) 39%
  - B. No (22) 33%
  - C. Uncertain (19) 28%
- If no, please explain
- Customers drive-in
  - I have yet to have a client visit my office via public transportation
  - Do not service the public
  - My clientele have their own transportation
  - People find us - they do not stop in on impulse!
  - All my clients have their own cars
  - Our sales are to distributors, not consumers

Would you be in favor of an initiative to enhance visual appeal of the Ogden Avenue Corridor?

- A. Yes (40) 60%
- B. No (12) 18%
- C. Uncertain (15) 22%

If no, please explain

- I feel visual appeal does not affect business as much
- It would be based on the cost
- Not unless the money comes from Lisle. No more new taxes!
- Nothing wrong with it as is
- Not interested

Rate each of these aspects of Ogden Avenue from Least Desirable to Most Desirable, one (1) being the least desirable and ten (10) being most

In order of least desirable category (component that needs the most improvement):

1. Overall Architectural Appearance = 4.8
2. Provided Landscaping = 4.9
3. Existing Land Use = 5.3
4. Signage = 5.3
5. Traffic Safety = 6.0

Below is a list of possible improvements for the Ogden Avenue Corridor. Please rank them in order from 1 to 6, with 1 being the highest priority.

In order of highest priority:

1. Transportation improvements (safety, access, etc.) = 3.1
2. Improved mixture of businesses/land use = 3.5
3. Addition/improvement of pedestrian walkways and bikeways = 3.5
4. Improved landscaping = 3.9
5. Improved infrastructure = 3.9
6. Cohesive building architecture = 4.2
7. Cohesive signage = 4.2

How would you rate accessibility to your business for customers?

*Least Desirable*    1 2 3 4 5 6 7 8 9 10    *Most Desirable*

6.6 average based on 67 responses

How would you rate accessibility to your business for routine deliveries?

*Least Desirable*    1 2 3 4 5 6 7 8 9 10    *Most Desirable*

6.5 average based on 67 responses

**Other Comments:**

- Like having a diverse corridor.
- We need street lights from Naper Blvd. to 355 - it is very dark at night. Drive into Naperville on Ogden at night, and it is very bright. Driving into Lisle from Naperville is like driving into a black hole.
- I have been in our building 3033 Ogden for 28 years. The west end of Ogden has been somewhat difficult to find renters and attract businesses. The last time Ogden was reconstructed about 20 years ago there was a disastrous decline in business. The construction caused the demise of some businesses. Please do not undertake "improvements" that will impede access to businesses.
- I feel the visual appeal of Ogden Avenue does not affect a business as much as ease of traffic flow and volume. To me, islands, landscaping, etc. do not influence my decision to shop in an area. What influences businesses to locate in an area like the Ogden Avenue corridor is traffic flow /volume and the ability of patrons to get to your business with ease. The traffic flow and center turn lanes on Ogden Avenue are great, right now! Please do not try to ruin it with islands and landscaping or excessive signage and architecture. Try waiting a few years and see if improvements to Downtown Lisle actually helped the businesses there.
- We would support any visual enhancement. More important is bringing in more businesses to the corridor and reducing the number of small houses.
- We do not want anything that makes accessing businesses difficult. In these bad economic times, health care is also suffering and we can not have business decrease further by decreased ease of access.
- All the cosmetic enhancements in the world will not change the corridor's viability until the business mix (retail) is upgraded.
- The east-bound lack of access combined with the lack of traffic signals is of utmost importance for safety, as much as accessibility. We watched accidents and dozens of illegal turns for entry and exit to our site, and have already witnessed one death due to this problem.
- There is a ton of potential for improving the image of Lisle.

- This should have been started about 20 years ago. The Village could care less about Ogden Avenue and the businesses on Ogden. The people who have run this Village in the past made it clear that they are happy with Ogden Avenue and could care less about bringing in new business and improving.
- I'm not in favor of an initiative to enhance the visual appeal of Ogden unless the money comes from the Lisle Library. No more new taxes.
- There's nothing wrong with it as is.
- Ogden is a speedway here. People only interested in getting home/work as fast as possible. I do not even know of any businesses.
- With the new downtown and pond area, the last piece in the puzzle is along Ogden Avenue. The bridge over Route 53 must be redone and the corner properties (Fox Restaurant and gas station) need to be improved or removed to bring Lisle to a new level. But I know people think Lisle is rough because of the poor appearance of that bridge over Route 53.
- Make Ogden left turns all through Lisle - both ways.
- 355 is the natural barrier. Ogden is the Main Street people use to enter Lisle's business district. The Main Street project will never live up to its potential without the right kind of retail on Ogden Avenue. These two streets can have a unique synergy.
- This is a move in the right direction!
- Turning left out of my plaza is rather dangerous. Improvement to traffic safety is a concern.
- Ogden Avenue is I-355 to Naper Boulevard needs some help. I drive down Ogden daily and I am amazed at all the "ugly" properties along this corridor. It gives people the impression of a run-down community! Please beautify.
- Improve access to existing buildings. There is a need to create more user-friendly turn lanes and more incentives for restaurants east of Naper Boulevard.
- Gaps in sidewalks mean Lockformer should be rectified. When is done we can reunite Auvergne Avenue with the rest of Lisle.
- Pedestrian safety needs to be improved. Commuters who park north of Ogden and then walk to the train station can not safely cross Ogden.
- Entering and exiting Ogden from our parking lot is difficult most of the time because of oncoming traffic. Additional traffic signals may help.
- Do not change Ogden Avenue to retail. We need something big on Ogden likes a sports complex or a movie theatre, even a Meijer would be nice, and would drive customers to downtown Lisle. Look at Main Street and all the empty store fronts, this will happen to Ogden Avenue.
- Drive down Ogden from Chicago to Sandwich! In today's business climate I would hope that the Village of Lisle would be very careful of how regulated and zoned you make this. Do you wish to burden the tax payers with more than they can afford? Would you rather have a vacant piece of property on a tax paying, unsightly property? In the end, customers dictate what will come and stay.

- In these tough economic times, landscaping is not a high priority.
- I would only support an initiative to enhance Ogden Avenue by the Village, State and Federal governments that would include infrastructure, landscaping and wayfinding signage. The initiatives should not be at the expense of the property owners.

**Appendix B:  
On-Line Customer Survey**

**Ogden Avenue Customer Survey Multi Graph Report**

From 2009/2/24 to 2009/5/15

Respondents 74

1 . How far do you travel to use businesses along Ogden Avenue?	Responses	BTR	XNA
A) Less than 1 Mile 	17	22.97%	22.97%
B) 1-2 Miles 	23	31.08%	31.08%
C) 2-5 Miles 	19	25.68%	25.68%
D) More than 5 Miles 	15	20.27%	20.27%
No Answer	0	0%	

2 . How often do you frequent at businesses along Ogden Avenue?	Responses	BTR	XNA
A) More than 3x each week 	13	17.57%	17.81%
B) 1-3 times a week 	28	37.84%	38.36%
C) 1-3 times per month 	16	21.62%	21.92%
D) Less than 12 times per year 	11	14.86%	15.07%
E) Do not shop along Ogden Avenue (skip to question #9) 	5	6.76%	6.85%
No Answer	1	1.35%	

3 . How often do you shop Ogden Aveue for Retail services (i.e. clothing, hardware, gifts, grocery)?	Responses	BTR	XNA
A) More than 3x each week 	3	4.05%	4.17%
B) 1-3 times each week 	15	20.27%	20.83%
C) 1-3 times per month 	14	18.92%	19.44%
D) Less than 12 times per year 	40	54.05%	55.56%
No Answer	2	2.7%	

4 . How often do you shop along Ogden Avenue for Personal Care services (i.e. dry cleaning, beauty salon, spa, child care)	Responses	BTR	XNA
A) More than 3x each week 	0	0%	0%
B) 1-3 times each week 	5	6.76%	7.14%
C) 1-3 times per month 	18	24.32%	25.71%
D) Less than 12 times per year 	47	63.51%	67.14%
No Answer	4	5.41%	

5 . How often do you utilize Ogden for Professional, Medical and Financial Offices?	Responses	BTR	XNA
A) More than 3x each week 	2	2.7%	2.86%
B) 1-3 times each week 	7	9.46%	10%
C) 1-3 times per month 	8	10.81%	11.43%
D) Less than 12 times per year 	53	71.62%	75.71%
No Answer	4	5.41%	

6 . How often do you utilize Food/Restaurant and Entertainment Establishments along Ogden?	Responses	BTR	XNA
A) More than 3x each week 	2	2.7%	2.82%
B) 1-3 times each week 	15	20.27%	21.13%
C) 1-3 times per month 	24	32.43%	33.8%
D) Less than 12 times per year 	30	40.54%	42.25%
No Answer	3	4.05%	

7 . How often do you utilize Automotive Services/Gas Stations along Ogden?	Responses	BTR	XNA
A) More than 3x each week 	1	1.35%	1.43%
B) 1-3 times each week 	20	27.03%	28.57%
C) 1-3 times per month 	31	41.89%	44.29%
D) Less than 12 times per year 	18	24.32%	25.71%
No Answer	4	5.41%	

8 . In comparison to other shopping areas in Lisle (Downtown, Maple Avenue, Route 53), how often do you shop at businesses along Ogden Avenue?	Responses	BTR	XNA
A) More Frequently 	20	27.03%	28.57%
B) An Equal Amount 	11	14.86%	15.71%
C) Less Often 	39	52.7%	55.71%
No Answer	4	5.41%	

9 . How would rate the overall architectural appearance of Ogden Avenue?	Responses	BTR	XNA
A) Desirable 	1	1.35%	1.35%
B) Better than average 	0	0%	0%
C) Average 	12	16.22%	16.22%
D) In Need of Improvement 	38	51.35%	51.35%
E) Very Undesirable 	23	31.08%	31.08%
No Answer	0	0%	

10 . How would you rate the overall landscaping along Ogden Avenue?	Responses	BTR	XNA
A) Desirable 	1	1.35%	1.35%
B) Better than average 	1	1.35%	1.35%
C) Average 	17	22.97%	22.97%
D) In Need of Improvement 	32	43.24%	43.24%
E) Very Undesirable 	23	31.08%	31.08%
No Answer	0	0%	

11 . How would you rate signage along Ogden Avenue?	Responses	BTR	XNA
A) Desirable 	2	2.7%	2.74%
B) Better than average 	6	8.11%	8.22%
C) Average 	23	31.08%	31.51%
D) In Need of Improvement 	28	37.84%	38.36%
E) Very Undesirable 	14	18.92%	19.18%
No Answer	1	1.35%	

12 . How would you rate traffic safety along Ogden Avenue?	Responses	BTR	XNA
A) Desirable 	2	2.7%	2.7%
B) Better than average 	4	5.41%	5.41%
C) Average 	39	52.7%	52.7%
D) In Need of Improvement 	22	29.73%	29.73%
E) Very Undesirable 	7	9.46%	9.46%
No Answer	0	0%	

13 . If public transit (i.e. Pace bus; Metra park and ride)were available along Ogden Avenue, how frequently would you use it?	Responses	BTR	XNA
A) More than 3x each week 	2	2.7%	2.74%
B) 1-3 times each week 	2	2.7%	2.74%
C) 1-3 times per month 	5	6.76%	6.85%
D) Less than 12 time per year 	15	20.27%	20.55%
E) Not at all 	49	66.22%	67.12%
No Answer	1	1.35%	

14 . If there were bicycle paths and sidewalks along Ogden Avenue, how frequently would you use them?	Responses	BTR	XNA
A) More than 3x each week		6	8.11% 8.11%
B) 1-3 times each week		12	16.22% 16.22%
C) 1-3 times per month		15	20.27% 20.27%
D) Less than 12 times per year		19	25.68% 25.68%
E) Not at all		22	29.73% 29.73%
No Answer		0	0%

15 . In your opinion, what additional businesses are most needed along Ogden Avenue (check all businesses you feel are needed)?	Responses	BTR	XNA
A) Grocery and Specialty Food and Beverage Stores		39	52.7% 55.71%
B) Home Improvement Stores		20	27.03% 28.57%
C) Convenience Stores (i.e. CVS/Walgreens)		22	29.73% 31.43%
D) Other Retail (i.e. gifts, boutique, clothing, etc.)		0	0% 0%
E) Personal Care Services (i.e. cleaners, hair, nail, spa)		0	0% 0%
F) Medical and Dental Offices		8	10.81% 11.43%
G) Banking/Insurance/Real Estate Services		10	13.51% 14.29%
H) Restaurants		54	72.97% 77.14%
I) Entertainment		29	39.19% 41.43%
J) Automotive/Gas Services		5	6.76% 7.14%
K) None		6	8.11% 8.57%
No Answer		4	5.41%

16 . What is your sex?	Responses	BTR	XNA
A) Female		37	50% 50%
B) Male		37	50% 50%
No Answer		0	0%

17 . Please select the category that includes your age:	Responses	BTR	XNA
A) Under 18		0	0% 0%
B) 18-25		6	8.11% 8.22%
C) 26-35		12	16.22% 16.44%
D) 36-45		20	27.03% 27.4%
E) 46-55		24	32.43% 32.88%
F) 56-65		10	13.51% 13.7%
G) Over 65		1	1.35% 1.37%
No Answer		1	1.35%

18 . Where is your residence?	Responses	BTR	XNA
A) In Lisle, North of Ogden Avenue		20	27.03% 27.4%
B) In Lisle, Between Maple Avenue and Ogden Avenue		32	43.24% 43.84%
C) In Lisle, South of Maple Avenue		12	16.22% 16.44%
D) Outside of Lisle		9	12.16% 12.33%
No Answer		1	1.35%

19 . Please provide any comments below:	Date
1. We would welcome seeing an Ogden Ave "identity" as part of Lisle's economic community. (And who writes these questions -- "How often do you frequent at businesses..."? Ugh.	2/24/2009 1:23:09 PM
2. In the worst recession in the past 70 years, I believe it is unwise to increase the Village of Lisle's spending. It is particularly critical to control our spending because of anticipated deficits. Moreover, the Village of Lisle funded most of the Garfield Pond Park and Downtown developments and this is straining our financial resources. In this terrible recession, I do not understand the wisdom to further depleting our financial resources when we haven't completed or seen any success from the Garfield Pond Park and Downtown developments.	2/27/2009 12:15:30 PM
3. I don't that any money should be spent improving Ogden. Not only is the Lisle portion of Ogden not very long, it is also perfectly fine. Adding more stores or buses would only increase traffic, which no one wants. Also, Ogden is much to busy for things like walking or bike trails.	2/27/2009 6:33:46 PM

4.	Ogden Ave itself needs to be patched / repaved.	3/4/2009 7:12:53 AM
5.	As one of only 3 primary east-west corridors in DuPage Ogden if developed properly could make Lisle an actual retail destination.	3/4/2009 10:50:15 AM
6.	The Village should invest to upgrade the appearance of Ogden Ave.	3/5/2009 11:45:04 AM
7.	I would suggest that a book store/coffee shop such as Borders or Barnes & Noble would be a way to capture customers and have them linger. My preference is to locate this bookstore at the old Village Hall site but on Ogden, near Main and Rt53 would work as well.	3/6/2009 11:24:51 AM
8.	There is absolutely NO reason to spend any money on improving Ogden avenue. Please get a clue	3/6/2009 7:45:04 PM
9.	more retail, please. However, we have more than enough liquor stores	3/9/2009 8:39:02 PM
10.	Ogden Avenue in Lisle is a definite improvement over Ogden Avenue in Downers Grove and Westmont, which is totally deplorable. It is an ugly street, poorly maintained, with a visual cacophony of signs and no aesthetically pleasing plan. I would encourage Lisle to work hard to keep Ogden Avenue in Lisle from becoming similarly distressed. Although I do not live in Lisle, I am a member of the Lisle Chamber of Commerce and the new down town area and the park on Route 53 are splendid examples of good, aesthetically pleasing planning. Keep up the good work.	3/10/2009 8:11:29 PM
11.	The main problem with Ogden Avenue is the disparity of uses. We have an attractive Post Office, several attractive dental/medical offices & Bank, juxtaposed next to extremely un-attractive and unkept restaurants / gas stations /tire repair/ old homes. The hardware store is charming in its' old fashioned way, I do occasionally shop for small home needs but is not attractive and unfortunately is in an awkward spot, taking up prime area, same as Cit-go! I especially dislike the lack of screening for our Subdivision from the lighted Bill Kay dealership, and the danger of entering and exiting our subdivision. The new Dunkin Doughnuts is great, but inconvenient and difficult to exit in traffic. I frequent Downers Grove along Ogden for groceries, as well as the Lisle Jewel, an alternative in Lisle along Ogden might be too much?? We do not need any more Car dealerships or fast food establishments. I think better dining establishments with lovely set-backs/ screening and outdoor areas would be ideal. Something attractive / "Arboretum" setting...similar the River Bend restaurant...like Molex building use to be?? or was that brunch restaurant a dream from long ago??	3/11/2009 5:44:36 PM
12.	Would appreciate fewer potholes.	3/12/2009 3:30:36 PM
13.	I go there also for my printing needs and renting movies.	3/13/2009 11:15:11 AM
14.	You've already nearly bankrupt the village. Have you learned nothing? What must our business vacancy rate be for you to consider that you're on the wrong path? 50%? 75%? How long have the storefronts been vacant by Dunkin Donuts and Speedway on Ogden? And you think adding shrubs will fix that? Ogden needs sidewalks and crossing lights for pedestrians. Anything else should be determined by private investors. Quit trying to micro-manage our village. You're killing it. Open your eyes!	3/18/2009 11:15:03 PM
15.	It would be great if Ogden were pedestrian friendly and consumer friendly. Connect everything so its easy to get everywhere and bring business that is worth going to.	3/19/2009 12:38:42 PM
16.	Don't go suggesting to use general tax money to spruce up the Ogden Ave. Any project should be funded by the business owners on the road itself.	3/19/2009 1:02:53 PM
17.	With our current economic times the village should only be spending \$ on safety issues. With that said, Ogden Ave is a dangerous road for our residence who wish to walk or ride their bikes. It needs sidewalks. and where there are sidewalks they are WAY to close to the traffice, the sidewalks should be set back from the street.	3/19/2009 1:14:17 PM
18.	Don't raise taxes to do this. Not worth it. Majority of the customer is drive by.	3/19/2009 2:32:58 PM
19.	We don't need any more nail salons or dry cleaners or liquir stores. We need a big box store to get people into town (Home Depot). And some upscale restaurants. Speed should be reduced to 35 too.	3/19/2009 2:56:05 PM
20.	No more strip malls on Ogden. There are to many of them already and they are half empty. Smaller signs, the Harley Davidson dealer signs are to big & to bright.	3/19/2009 4:13:23 PM
21.	Our Ogden Avenue area needs help! Goes from an eye sour to okay to acceptable depending on the block.	3/20/2009 12:13:18 AM
22.	I think the landscaping should be consistent with the new prairie style downtown to create a unique Lisle style.	3/20/2009 9:59:48 AM
23.	While things have improved somewhat in recent years, there doesn't seem to be a consistent plan that pulls the area together. There are a number of businesses that look very uninviting and reflect badly on Lisle and in general it still looks like a hodge podge.	3/20/2009 10:09:07 AM
24.	An Ogden Ave beautification program should be similar to the Naperville program requiring businees to invest in signage and landscaping with some percent rebate by the village upon successful implementation.	3/22/2009 7:52:01 PM
25.	Creating a more uniform and inviting facade to the buildings along Ogden may give the village a cleaner hometown appearance. As it stands now, the new park off 53 seems out of place (in a good way) with the disheveled appearance of Ogden.	3/23/2009 2:04:51 PM
26.	Lisle is so ideally situated, so if the right kind of businesses took hold in downtown Lisle and along Ogden, then Lisle could become a great place. Zoning rules are very important! Naperville has such a nice look to it, which is why people will visit their downtown.	3/23/2009 2:19:21 PM
27.	Landscape and many buildings buildings on Ogden are no maintained. Access to businesses during peak hours is difficult. If I need to turn left out of the lot during peak hours, I will try to find another business easier to get in and out of before dealing with the traffic. On a positive note, Ogden in Downers Grove is worse as far as traffic goes. Rear alley access to main streets with traffic lights would help boost business but also takes up a lot of parking space. Quite a challenge.	3/23/2009 10:51:33 PM
28.	Putting auto dealerships next to residential areas just shows Lisle's poor zoning codes.	3/27/2009 1:16:57 PM
29.	Like the downtown....Ogden Avenue needs a facelift....The EDC director is doing an outstanding and awesome job.	3/28/2009 12:58:35 AM
30.	Probably too large of a project for the village to undertake at this time.	4/1/2009 11:36:04 AM
31.	Corner of Ogden and Main St. Lisle needs considerable attention. The Fox Restaurant has awnings of two different shades of red, the west facing side of that building is very ugly, the gas station looks run down, the strip malls on either the northwest corner and southeast corner look shabby and the signage reflects it also.	4/1/2009 12:39:34 PM

32.	<p>A continuous sidewalk along the south side of Ogden would be wonderful in order to access the downtown area and businesses near Naper Blvd. Improved route markers for bike paths and increased availability of bike paths would also improve the community via access to the downtown area as well as the health of Lisle residents. Safe access (walkers/bikers) to the Arboretum would also be welcomed.</p>	4/1/2009 5:33:53 PM
33.	<p>Lisle needs retail stores. There is nowhere to shop in this town. There are too many offices and banks. My family can't buy clothing in Lisle, there are no stores. Same for electronics, DVD's, furniture, there's just nothing. If you want to improve the living experience for residents and increase village income from taxes, start being business friendly. We need stores to shop in. Why isn't there a Target/Walmart/Meier or some other company here? Boutique stores won't cut it unless you create enough traffic for them to survive, and still, many residents will not shop in those boutique stores, period. Lisle is a disaster for businesses and residents alike. Businesses aren't allowed to open here because of ridiculous personal decisions. How does having Main Street full of empty stores help? Or even the empty offices above the stores. Those building owners are going bankrupt because the Village has no clue what they are doing. This isn't Naperville or Downers Grove. Lisle can be a great town. Stop trying to imitate other towns. Be business friendly, but at the same time, demand businesses look professional. Ogden avenue is an eyesore. And it's a major embarrassment that right at Ogden and Main is a gray/blue house that looks abandoned. The paint is almost gone, the grass is two feet high. The house should be repaired or torn down. You can spend millions making Main Street look beautiful, but when the Village allows that house to look in disrepair, as thousands of drivers sit at that stop light everyday, it's an embarrassment to the residents. People won't look at our stores when that house, and the rest of Ogden avenue, is such a dump. Almost every business on Ogden looks like a junkyard.</p>	4/7/2009 1:14:38 PM
34.	<p>Thank you for asking the questions. Please take the houses (2?) on the North side of Ogden Ave., just West of Yackley, by eminent domain if possible. They are truly awful!</p>	4/14/2009 12:27:18 PM
35.	<p>No more dry cleaners, liquor stores - something for rest of us to shop at or use. Lowes hardware would be cool. Or a store that specializes in eco/green products.</p>	4/28/2009 11:03:24 AM
36.	<p>Please, no more liquor stores or nail salons.</p>	5/14/2009 6:31:34 PM

## Appendix C - Ogden Avenue Corridor Plan May 7, 2009 Public Workshop Summary

The meeting started at 7:00 p.m. at the Village of Lisle Police Station training room. Approximately thirty (30) members of the public were in attendance. In addition, Tony Budzikowski and Josh Potter of the Village of Lisle were in attendance, and steering committee members, Bret Richter and Joe Schmitt attended.

The intent of this meeting was to introduce the planning effort to the public and seek public input on corridor issues and ideas for corridor improvements. Village staff first introduced and gave an overview of the planning effort. Next, the attendees were given worksheets with maps to mark up individual comments, as described below. Finally, the group broke into small groups to list 3 high-priority improvements or actions for the corridor. The public input is summarized below.

The meeting adjourned at 8:40 p.m.

### Part One: Individual Comments:

The attendees were given a worksheet with a list of 4 questions to mark up individual responses. The questions and comments are summarized below.

#### 1) Identify issues that impair the corridor today.

- *Transportation.* A variety of traffic related issues were identified including traffic congestion, maneuverability, roadway disrepair and sight-line conflicts related to signage and other obstructions.
- *Floodplain.* The floodplain prevents redevelopment and property investment for impacted properties.
- *Property Maintenance.* The number of abandoned, deteriorating buildings and properties detract from the corridor.
- *Land Use.* Lack of modern retail, inconsistent uses and lack of residential density near the downtown area of the corridor were all land use related issues identified.
- *Lack of Bicycle and Pedestrian Access.* The discontinuous stretches of sidewalk and lack of facilities to accommodate bicycles were indicated.
- *Limited Lot Size.* The abundance of small, individual properties and businesses were identified more than once as critical issues that prevents viable redevelopment.

#### 2) Identify projects or actions that should be taken to improve the corridor.

- Incentives to encourage property consolidation to create larger tracts for redevelopment.
- Allow rezoning of residential property to expand commercial zones to a minimum of 300 feet along the corridor.
- Allow mixed-use development/higher density residential.
- Remove blighted buildings.
- Add a traffic signal at the intersection of Ogden and Ivanhoe.
- Fix bridge over Route 53.

- Add/improve lighting.
- Consistent addressing and mailboxes.
- Add bicycle and pedestrian paths.
- Sustainable stormwater management and landscaping practices.
- Improve aesthetics through property improvement programs.
- Remove the current moratorium on certain uses.
- Make grant money available for building façade/property enhancements.
- Increase landscaping.
- Traffic study.

3) What types of land uses or development needs to be added to the corridor?

- Family Restaurant
- Keep existing businesses
- Attractive shopping and restaurants
- Boutique-style stores
- Starbucks
- Healthier fast-food alternatives
- Bicycle/pedestrian facilities, such as bike racks
- Destination to draw new customers into Lisle
- Restaurants
- Any viable business
- Mixed-Use
- Anchor Retail, such as Target
- Purpose-built destinations
- Shopping epicenters

4) What types of land uses or development should NOT be added to the corridor?

- Gas stations
- Everything we have now
- Big-Box stores
- Single family residential
- Storage/Warehouses
- Crematory
- Small single-lot redevelopment
- Single family homes converted into businesses

**Part Two: Group Priorities:**

The second part of the public input divided the attendees into small groups to list 3 high-priority improvements or actions needed for the corridor. The attendees divided into 6 groups and reported the following priorities:

**Group #1**

- Create incentives to encourage consolidation of smaller properties to create larger redevelopment parcels
- Promote increased destinations/cohesive land uses
- Stormwater management improvements

### Group #2

- Use the connection with the Morton Arboretum and Downtown Lisle to the corridor's advantage.
- Zone for additional retail, but NOT additional strip malls
- Choose strategic locations for larger redevelopment without impacting adjacent property owners

### Group #3

- Pedestrian-friendly streetscape improvements to help improve the corridor's identity and aesthetics.
- Protect adjacent residential property with redevelopment
- Less regulation

### Group #4

- Improved vehicular access and mobility
- Increased landscaping
- Improved land use, identity and zoning

### Group #5

- Improve traffic safety and mobility, including a better addressing system and pedestrian and bicycle accessibility
- Lighting improvements
- Stormwater Management to address drainage issues and floodplain

### Group #6

- Add street lights
- Improved timing of traffic signals
- Stormwater management to address floodplain

### Additional Comments:

- What will the cost be to merchants and owners?
- Make sure traffic flow moves well
- Uniform stormwater management is needed
- Safe vehicular access is needed for businesses
- Landscaping is needed to dress up the corridor, including maintenance in the winter
- Approve zoning for retail businesses that will increase the number of customers

## Appendix D - Ogden Avenue Corridor Plan August 6, 2009 Public Workshop Summary

The meeting started at 7:00 p.m. at the Village of Lisle Police Station training room. Eight (8) members of the public were in attendance. In addition, Tony Budzikowski and Josh Potter of the Village of Lisle were in attendance.

The intent of this meeting was to provide an update on the progress of the planning effort, conduct a design preference survey and describe the next steps of the planning process.

The meeting adjourned at 8:30 p.m.

### Planning Process Update:

It was explained that since the May 7, 2009 public workshop, the community outreach, existing conditions analysis and planning framework has been completed. The details of this work and key findings are summarized in the Community Outreach and Existing Conditions Report and the Planning Framework Report. Both of these reports are available on the Village's website.

The existing conditions analysis includes detailed study of each of the corridor's main components, including land use, zoning, transportation and appearance. As a result, five (5) critical issues were identified that included: poor overall appearance; underutilized and unbalanced land use inventory; excessive amount of floodplain; limited lot size; and infrastructure deficiencies.

Based on the existing conditions report and community outreach, the steering committee developed a group of goals, objectives and opportunities that are summarized in the planning framework report. Some of the main goals, objectives and opportunities included: provide consistent zoning regulations; consolidate lots; improve key gateways, improve pedestrian access to the corridor; and improve downtown synergy with Ogden Avenue.

The next step in the process is to put together the component and sub-area plans that will include specific recommendations on how to improve the corridor. The component plans will include a land use plan, transportation and circulation plan, and appearance and design plan. The sub-area plans are intended to highlight the recommendations of the component plans with specific development concepts.

### Design Preference Survey:

A design preference survey was conducted which consisted of 72 slides on a variety of design topics that included architecture, landscaping, signage, building orientation, various ancillary site design elements and public realm/streetscape. The intent of the design preference survey was to gather public input on design preference in order to help provide a starting point for the design of the corridor component plans.

Each attendee was given a worksheet and asked to rate each of the slides on a scale of 1 (least desirable) to 10 (most desirable). In addition, the worksheets included space for additional comments on the design images. A summary of the survey responses for each design category and list of general comments are provided below:

*Architecture/Building Materials.* Overall, the group preferred images of consistent building materials, traditional design, architectural projections and focal points, or other interesting features. In addition, in reference to building scale, a building height above a single-story design was preferred. In contrast, strip buildings with monolithic or blank building elevations and incompatible architectural features received the lowest rating.

*Landscaping.* An adequate amount of building foundation landscaping, well-planted perimeter landscaped areas and planted parking lot islands were all well-received landscaping improvements. In particular, natural landscaping was preferred over hardscape materials, such as brick pavers or planter boxes. Images that showed a lack of overall site landscaping or sites with excessive landscaping, especially where the plants blocked the visibility of the buildings, were viewed negatively.

*Signage.* In general, appropriately-scaled ground-mounted signs with a monument base with landscaping were viewed as the most desirable freestanding signs. Freestanding signs that included electronic/video message boards, no landscaping at the base and larger signs were rated lower. In relation to wall signs, signs attached directly to the building, and of a scale proportionate to the building, were preferred over larger box signs or large channel letter signs with raceways attached to the building.

*Building Orientation/Location.* A site design that includes parking and driveways located on the side or the rear of buildings generally was preferred over the traditional design of parking and drive aisles located in front of the building adjacent to the street. However, buildings located up to property line were not rated as highly as a design with at least a minimum building setback and landscape buffer area.

*Site Design Elements.* Some of the favored ancillary site design elements included public spaces that included outdoor seating areas and plazas, and trash enclosures located out of the public view and property screened. Poorly rated design features included improvements that provide pedestrian barriers, such as site furnishings located on a sidewalk, poorly maintained stormwater management facilities and other elements, such as utilities and trash enclosures that are located in the public view, or unscreened.

*Public Realm/Streetscape.* Overall, enhanced landscaping and decorative-style streetscape in the public right-of-way was rated higher than minimal landscaping and standard IDOT improvements, including landscaping, lighting, street signs and traffic signals in addition to other public improvements. Moreover, adequately setback sidewalks with at least some landscaping were strongly preferred over sidewalks located closer to the street with no landscaping. Also, key intersection enhancements were viewed favorably.

*Additional Comments:*

- Getting away from rectangular design would be good
- Natural plants would be good for landscaping
- Buildings that are located further from the street is good
- Don't need any more strip malls. Let's try for a two-story minimum building height
- Natural landscaping is good and bio-swales are great as long as they are properly maintained

- Brick (monument) structures are best, but I don't like electronic displays which are disturbing and dangerous for motorists
- Locally-sourced building materials are preferred
- Like native grasses, seek low-maintenance landscaping options
- I would strongly support regional stormwater management facilities
- I don't like electronic signs
- Bike racks should not block sidewalks
- Monument signs need a flat backdrop for clear visibility
- An electronic sign on Ogden could be like texting - a distraction for the driver

Ogden Avenue Corridor Plan  
Design Preference

Public Workshop  
August 6, 2009



Building Materials




4.4

- awnings flood walkway
- very average
- industrial & strange



5.3

- reasonable uniformity
- not inviting
- ok

5.9

- modern...ok
- looks industrial
- boxey

5.9

- curves are good
- has more interest
- ok



5.6

- good look

5.4

- feels warm & inviting
- canopies drain onto walk

4.7

- trees obstruct



#8 Building Materials/Façade Design

5.3  
 - disjointed  
 - looks inviting  
 canopies drain onto walk



#9 Building Materials/Façade Design

6.1  
 - canopies drain onto walk  
 - columns are good



#10 Building Materials/Façade Design

6.0  
 - looks cold, not inviting  
 - lacks covered entries



#11 Building Materials/Façade Design

6.6  
 - Ok, but canopy does not function



#12 Building Foundation Landscaping



#12 Building Foundation Landscaping

4.1  
 - too weedy  
 - looks like a weedy patch



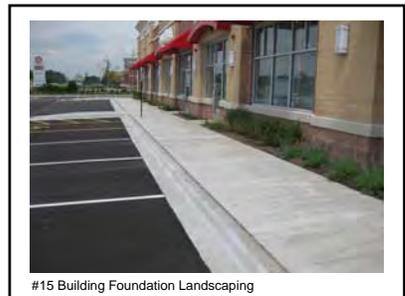
#13 Building Foundation Landscaping

3.7  
 - stark, but easily maintained  
 - trees are clean, pots look nice  
 - not enough green



#14 Building Foundation Landscaping

3.7  
 - big trees obstruct signs  
 - too much  
 - trees too tall  
 - good blend



#15 Building Foundation Landscaping

3.7  
 - good height  
 - really scraggly  
 - low is nice  
 - stark



6.0  
- where does snow go  
- really like



5.1  
- good barrier  
- too little



6.9  
- bushes need trimming  
- very nice  
- nice barrier



4.4  
- snow will melt  
- bad pedestrian zone



5.0  
- looks clean



4.9  
- not a fan of stones  
- nice clean look



7.7  
- this is nice  
- breaks up the parking lot nice  
- nice height for flowers



4.9  
- looks like a weed bed  
- It's a little wild  
- weeds



3.6  
- too small  
- too small for parking lot size  
- trees are stunted



#25 Site Entrance Median Landscaping

6.4



Signage



#26 Freestanding Sign

4.1  
 - too busy  
 - too high  
 - looks very large  
 - awfully big



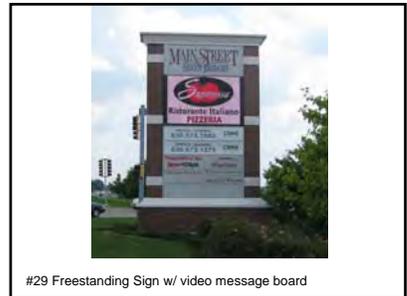
#27 Freestanding Sign w/ electronic message board

5.6  
 - ok, electronic sign is like texting  
 - don't like electronic signs  
 - electronic is too glitzy



#28 Freestanding Sign

6.1  
 - very nice looking  
 - fine



#29 Freestanding Sign w/ video message board

4.4  
 - video may cause accident  
 - cluttered



#30 Freestanding Sign

5.9  
 - excellent for user



#31 Freestanding Sign

4.1  
 - clean, simple to read at 40 mph  
 - looks old  
 - cheesy



#32 Wall Sign - Box

4.7  
 - hard to read  
 - fine



#33 Wall Sign – Box w/ Letters

6.0

- black background is good on brick
- easy to see from street



#34 Wall Sign – Channel letters on raceway

4.0

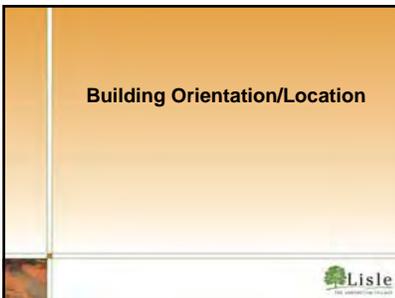
- hard to read from street
- hard to read in daylight



#35 Wall Sign - Channel letters attached to building

6.3

- need a flat background, not brick
- easy to read from street



#36 Building Location – parking in front

5.1



#37 Building Location – Up to property line "street wall"

5.0

- flower boxes are a waste of space



#38 Building Location – Parking on side

6.6



#39 Patio Area

7.3

- OK



#40 Plaza

6.0  
- useless



#41 Patio Area

5.4  
- Ogden is too noisy for this  
- too small



#42 Bike Rack - On Sidewalk

5.6  
- rack should not block sidewalk  
- bike racks?



#43 Bike Rack - Off Sidewalk

7.4  
- better location for racks



#44 Trash Enclosure

2.7  
- too obvious  
- could be hidden



#45 Trash Enclosure

6.1  
- looks better



#46 Stormwater Detention Facility

5.7  
- could be a better design



#47 Stormwater Detention Facility

6.9  
- wild looks fair  
- nicely landscaped  
- native plants!



#48 Stormwater Detention Facility

3.3  
- looks hazardous & messy  
- too stagnant  
- looks poorly planned



#49 Site Light Fixture

5.7  
 - has character  
 - too high



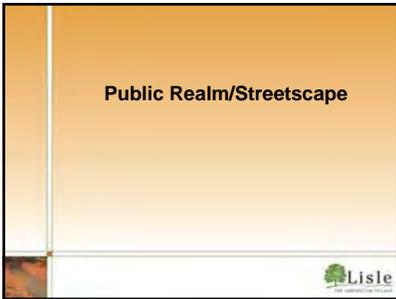
#50 Site Light Fixture

5.4  
 - stylish  
 - too high



#51 Site Light Fixture

3.4  
 - too high  
 - too commercial looking  
 - industrial



Public Realm/Streetscape



#52 Intersection Treatment

6.9  
 - clean corner



#53 Intersection Treatment

6.9  
 - low plants, better  
 - very nice



#54 Seating Areas

6.3  
 - seats a good idea



#55 Bus Stop Shelter

5.3  
 - looks expensive



#56 Bus Stop Shelter

5.0  
 - needs a seat



#57 Wayfinding Sign

7.0  
 - good idea  
 - easy to read



#58 Wayfinding Sign

6.4  
 - fancy, but not easy to read  
 - needs arrow



#59 Wayfinding Sign

5.1  
 - not at 40 mph  
 - too small



#60 Sidewalk/Pedestrian Zone

1.9  
 - unsafe  
 - sidewalk too close to street



#61 Sidewalk/Pedestrian Zone

7.3  
 - Ok



#62 Sidewalk/Pedestrian Zone - Pavers

5.3  
 - pavers are nice but too close to street  
 - too expensive



#63 Sidewalk/Pedestrian Zone

5.3  
 - shrubs hide signs  
 - poles should be between sidewalk & street



#64 Street Light

5.3  
 - love the two levels of lamps  
 - decent  
 - looks expensive



#65 Street Light

3.1  
 - located too close to street  
 - too industrial looking  
 - mundane



#66 Traffic Signal

5.1  
- looks fine



#67 Traffic Signal

6.9  
- black poles show signs better



#68 Traffic Signal – Street Sign

4.4  
- Ok



#69 Traffic Signal – Street Sign

7.1  
- Ok



#70 Street Sign

4.1  
- needs addresses



#71 Street Sign

7.0  
- has the block numbers - good



#72 Street Sign

4.4  
- Ok

## Appendix E - Ogden Avenue Corridor Plan January 28, 2010 Public Workshop Summary

On Thursday, January 28, 2010, the Village of Lisle hosted its third public workshop meeting to gather public input on the Ogden Avenue Corridor Plan. The meeting started at 7:00 p.m. at the Village of Lisle Police Station training room. Ten (10) members of the public were in attendance. In addition, Tony Budzikowski and Josh Potter of the Village of Lisle, Steering Committee member and Village Board Trustee, Joe Schmitt, and Greg Sagen, the Village's consulting landscape architect, were in attendance.

The intent of this meeting was to provide an update on the progress of the planning effort, present the corridor component plans and sub-area concepts, and seek public input on the draft plans.

The meeting adjourned at 8:40 p.m.

### Planning Process Update:

It was explained that since the August 6, 2009 public workshop, staff has developed draft corridor component plans and sub-area concepts. The intent of the plans is to address the goals, objectives and opportunities identified in the planning framework and to follow-up on the public input received from the design preference survey. The component plans and sub-area concepts include key recommendations for improvements of each of the components of the corridor. The sub-area concepts provide examples to illustrate how the recommendations can be implemented through redevelopment. The draft corridor component plans and sub-area concepts were first presented to the steering committee on October 28, 2009, were subsequently refined, and now are available on the Village's website for review and comment.

### Corridor Component Plans and Sub-Area Concepts:

Staff presented a power point presentation that summarized the key recommendations for each of the component plans, including: transportation; land use; and appearance and design. In addition, sub-area concepts plans were presented for a site in each of the corridor's four (4) sub-areas to highlight key recommendations contained in the component plans. The complete draft set of corridor component plans and sub-area concepts are available on the Village's website. Staff invited public comment and questions at any point of the presentation in order to facilitate a flexible public input format, more consistent with a question-and-answer format. The public comments/questions and staff responses from the meeting are summarized below.

### *Public Comments/Questions:*

- **How do you plan to limit automobile-service use along the corridor?**  
*Staff response: The land use inventory conducted during the existing conditions analysis step of the planning process revealed that service-commercial, in particular, automobile-service related uses represented a significant land use in the corridor. In fact, 22 of the 55 service-commercial uses located along the corridor are automobile-service related. One of the main land use objectives identified in the planning framework is to provide a balanced land use inventory.*

*As such, the idea is to limit the amount of automobile-service use in the corridor. The regulatory mechanism to achieve this has not been decided, as the implementation and regulatory strategy section of the plan is currently being discussed. However, initially, staff foresees a special use permit being required, as is now presently required for automobile-service uses in the B-2 Community Business district.*

- **Why is there a stretch of sidepath proposed on the south side of Ogden between Yender Avenue and the Old Tavern Road?**  
*Staff response: This recommendation is consistent with the recommendation contained in the 2009 Lisle Bicycle and Pedestrian Plan. A short sidepath is proposed on the south side of Ogden from Yender Avenue to the traffic signal at Old Tavern Road to facilitate safer bicycle and pedestrian movement along Ogden Avenue in a stretch that has multiple driveways. A sidepath provides an improvement that will make the presence of bicyclists and pedestrians more apparent.*
- **Is the focus on attracting restaurants and entertainment?**  
*Staff response: Through the community outreach and existing conditions analysis, the public identified the desire for additional destinations along the corridor, including restaurants, shopping and entertainment. Furthermore, the land use inventory revealed a lack of destinations along the corridor. As such, one the main objectives identified in the planning framework of the plan is to facilitate additional destination uses for the corridor. However, the Ogden corridor should include a wide mixture of uses, including office, service commercial and multi-family residential, among others to provide an overall strong land use base necessary to support a vibrant highway commercial corridor.*
- **Traffic Signals. There were comments made related to the proposed addition of traffic signals along the corridor.**  
*Staff response: The proposed locations of additional traffic signals were decided based upon public input, traffic analysis and the location of significant redevelopment opportunities. Staff also explained that there are pros and cons associated with additional traffic signals. Pros include helping to facilitate redevelopment since they are often required for significant retail developments and to help improve crossing and mobility of certain challenged intersections. Cons include increasing congestion along the corridor with additional traffic stops. Staff indicated that working with IDOT is essential since they are the permitting authority and could help with timing signals to help limit congestion.*
- **Grants/Incentives. There were comments and questions regarding the possibility of extending downtown grants and incentives to the Ogden corridor.**  
*Staff response: Staff and the steering committee are currently working on the implementation and regulatory strategy. The steering committee reviewed a first draft on January 12, 2010 and anticipates follow-up review in late February. Initial recommendations and discussion have included the possibility of extending the downtown incentive programs to the Ogden corridor. There needs to be further discussion on this. It was also discussed that the City of Naperville enacted a property improvement grant program as a follow-up to the adoption of their Ogden plan.*

- **Non-conforming uses.** A question was asked about the status of properties that may become non-conforming due to zoning changes recommended in the plan. *Staff response: Any changes to the zoning code will require proposed text amendments to be discussed and reviewed through the Village's planning and zoning process. If the Village Board approves a zoning change that renders a use non-conforming, the use is subject to the non-conforming provisions of the zoning code. In general, a legal non-conforming use is allowed to remain, but is restricted from expanding its use on the property. A change in use or discontinuation of the use for a period of 12 consecutive months requires the new use to comply with the current code requirements.*
- **Appearance and Design.** There was a comment made that some of the proposed design elements, such as locating buildings closer to the right-of-way in the downtown district, or incorporating outdoor seating areas or public space along the corridor, will not work due to the high volume of traffic along Ogden. *Staff response: The intent of the proposed design recommendations for property along Ogden in the downtown district is to provide more synergy between the Ogden corridor and the downtown. This includes incorporating pedestrian-oriented design principles, including locating buildings closer to the right-of-way line to create a unique public realm, incorporating wider sidewalks and locating utilitarian improvements, such as parking, trash and utilities, behind the building and out of the public view. The La Grange Road and Ogden Avenue intersection in La Grange was discussed as an example of pedestrian-oriented design within a highway corridor. Staff emphasized that wider sidewalks and additional landscaping will be key to enhance the public realm along Ogden in the downtown and will help to make the pedestrian more comfortable.*

*In terms of incorporating additional open space and outdoor gathering places/seating areas, staff explained the intent is to make the destinations along the corridor as attractive as possible by incorporating common public spaces where possible. Including appropriate landscape buffers are necessary to make these areas as comfortable and inviting as possible. Staff recognizes that these public spaces are not ideal along a highway corridor, but stated that it does enhance the property and help make the site more attractive. The Glen Ellyn commercial development example along Roosevelt Road was discussed where common public space with an outdoor gathering area was used to break up a typical monolithic strip retail design.*

- **Ogden Bridge over Route 53/ Replacement Project.** A question was asked regarding the timing and the proposed improvements of the Ogden Bridge over Route 53 replacement project. *Staff response: The project is planned to start this year. IDOT has agreed to some of the proposed bridge aesthetic enhancements, including a decorative concrete median, painting the guardrails black and using a decorative material for the wall. The additional aesthetic enhancements recommended in the plan, including decorative street lights, landscaping and identity signage is not part of the upcoming project, but could possibly be done at a later date.*

- Public Realm Landscaping.** There was a comment that the proposed public realm landscape buffers will create stormwater/drainage issues and reduce exposure to the businesses along the corridor.

*Staff response: Any landscaping installed along the public realm must demonstrate positive drainage. This likely means drainage along public sidewalks and into parking lots/catch basins. The required landscaping along the public realm consists of low landscaping with intermittent gaps to ensure each property has adequate visibility.*
- Implementation Cost/Funding Sources.** How does the Village expect to pay for these improvements?

*Staff response: This topic is currently being discussed with the steering committee. First and foremost, the proposed implementation strategy is part of a long-term comprehensive plan (20 years) that identifies typical funding sources, and in no way commits the Village to a budget. The main objective of the implementation strategy is to be proactive, but at the same time ensuring the Village's resources are spent wisely. To that end, the Village will seek out available grants, require improvements are done with redevelopment, determine if improvements can be constructed concurrently with other capital projects, and examine other local funding sources. Preliminary cost estimates have been provided by the Village Engineer and Village Landscape Architect to estimate cost of the proposed public improvements. Having these cost estimates available is valuable in prioritizing improvements, planning capital improvements projects and seeking grants. However, again, the cost estimates are not provided to establish a budget. There is no clear answer on how to fund the recommended improvements, however sound planning means evaluating all available options and identifying those options in the long-range plan.*

**Next Steps:**

Staff explained the next step in the planning process includes working on the implementation strategy with the steering committee. The implementation strategy is the last step in the plan making process. Once the implementation strategy is completed, the entire plan will be put together and placed on the Village's website for review and comment. Staff, along with the steering committee, will then forward the draft plan to the Planning and Zoning Commission for a public meeting. The Planning and Zoning Commission's recommendation will be forwarded to the Village Board for final action. Staff anticipates that a public meeting will be held in March with the Planning and Zoning Commission and the Village Board should review the plan in April. The Village's website will be frequently updated as the final steps are completed, and public input can be made at any time to Village staff or at any of the upcoming Planning and Zoning Commission and Village Board meetings.

**Appendix F: Implementation Action Plan**

<b>Implementation Action Plan</b>													
<b>Short-Term Goals: Within Next 2 Years</b>													
<i>Recommendation</i>	<i>Timeframe</i>	<i>Responsibility/Partners</i>	<i>Total Cost*</i>										
<b>▶ Administrative Actions</b>													
1. Adopt the Plan	2010	Village	Staff Time										
2. Use the Plan	2010	Village	Staff Time										
3. Make the Plan Accessible	2010	Village	Staff Time										
4. Communicate the Plan	2010	Village	Staff Time										
• Press Release	"	"	"										
• Village Media (Website, E-Notify, Newsletter)	"	"	"										
• Meet w/ IDOT & other stakeholders	"	"	"										
5. Actively Research Available Grants	2010/2011	Village	Staff Time										
6. Update the Comprehensive Plan	2010/2011	Village	Staff Time										
<b>▶ Regulatory Actions</b>													
1. Update the Zoning Code	2010/2011	Village	Staff Time/Village Attrny. Fees										
• B-2 List Permitted Uses	"	"	"										
• Overlay Zoning/Flexible Bulk Requirements	"	"	"										
• Parking Code Update	"	"	"										
• Landscaping Code Update	"	"	"										
• Sign Code Update	"	"	"										
2. Property Maintenance Program	2010/2011	Village/Property Owners	Staff Time										
<b>▶ Capital Improvement Program (CIP)</b>													
1. Review CIP w/ Public Works Director	2010/2011	Village	Staff Time										
2. Determine scope of potential stormwater study	2010/2011	Village	Staff Time										
<b>▶ Economic Development Initiatives</b>													
1. Marketing	Ongoing	Village/Chamber	Staff Time										
2. Site Development Listing Sheets	2010	Village/Property Owners	Staff Time										
3. Business Retention	Ongoing	Village	Staff Time										
4. Determine if Incentive Programs can be extended to Ogden	2010	Village	Staff Time	<i>Potential Funding Options**</i>									
5. If yes, adopt Incentive Program guidelines				Village	Inter-Govrnt. Part.	CMAQ	STP	ITEP	RTP	SSA	TIF	BD	
• Façade/Property Improvement Grant	2010/2011	Village/EDC	To be determined	x						x	x	x	
• Retail Grant	2010/2011	Village/EDC	To be determined	x						x	x	x	
• Restaurant Grant	2010/2011	Village/EDC	To be determined	x						x	x	x	
<b>Within 5 Years</b>													
<i>Recommendation</i>	<i>Timeframe</i>	<i>Responsibility/Partners</i>	<i>Total Cost*</i>	<i>Potential Funding Options**</i>									
<b>▶ Capital Improvement Program (CIP)</b>													
1. If feasible, conduct Stormwater Management Study	By 2015	Village/TBD	TBD	Village	Inter-Govrnt. Part.	CMAQ	STP	ITEP	RTP	SSA	TIF	BD	
				x	x					x	x	x	
<b>Long-Term Goals: Within 20 Years</b>													
<i>Recommendation</i>	<i>Timeframe</i>	<i>Responsibility/Partners</i>	<i>Total Cost*</i>	<i>Potential Funding Options**</i>									
<b>▶ Cohesive Streetscape Identifiers</b>													
	Long Term	To be determined		Village	Inter-Govrnt. Part.	CMAQ	STP	ITEP	RTP	SSA	TIF	BD	
1. Decorative Side Street Signs	"	"	\$55,000	x		x	x	x		x	x	x	
2. Ogden and Route 53 Median & Interchange Improvements	"	"	\$124,602	x		x	x	x		x	x	x	
3. Yackley and Ogden Intersection Improvements	"	"	\$130,960	x		x	x	x		x	x	x	
4. Replace Traffic Signal with Decorative Signal	"	"	\$3,000,000	x		x	x	x		x	x	x	
5. Street Lights	"	"	\$5,625,000	x	x	x	x	x		x	x	x	
<b>▶ Transportation Infrastructure Improvements</b>													
	Long Term	To be determined											
1. Mid-block crossing "flashing" pedestrian sign	"	"	\$1,225	x	x	x	x	x	x				
2. Traffic Signal Pedestrian Activation for Existing Signals	"	"	\$20,000	x	x	x	x	x	x	x	x	x	
3. Sidewalk	"	"	\$376,650	x	x	x	x	x	x	x	x	x	
4. Sidewalk	"	"	\$1,168,750	x	x	x	x	x	x	x	x	x	
5. New Traffic Signals	"	"	\$1,380,000	x	x	x	x	x	x	x	x	x	
<b>▶ Capital Improvement Program (CIP)</b>													
1. Establish budget per Vilge. Brd. priority and available funds	Long Term	Village	Staff Time	x	x								

\* Itemized Unit Costs Available in *Appendix G*. \*\* Detailed Descriptions of Funding Options provided in *Section 7: Implementation Strategy*

# Village of Lisle

## Yackley and Ogden Intersection Improvements

### Lisle, Illinois

Landscape Architect's Opinion of Probable Costs - Preliminary

Estimate Date: 14 DECEMBER 2009

Plan Date: DECEMBER 2009

Note: This Opinion of Probable Costs represents the Landscape Architect's best judgment as a design professional familiar with the construction industry. It is recognized, however, that neither the Landscape Architect nor the Owner has control over the cost of labor, materials or equipment; or over the Contractor's methods of determining bid process or over competitive bidding, market or negotiating conditions. Accordingly the Landscape Architect cannot and does not warrant or represent that the bids or negotiated prices will not vary from any Opinion of Construction Cost prepared by the Landscape Architect.

# Yackley and Ogden Intersection - Lisle, Illinois

## PRELIMINARY COST OPINION

12.21.2009

A. DEMOLITION / EXCAVATION / UTILITIES		U.M.	Qty.	Unit Cost	Total Cost
	Pavement Removal / Corner Excavation	SF	3000	2.00	6,000.00
	Utility Adjustments	LS	1	3,500.00	3,500.00
	Crosswalk Excavation ( 8 ft. wide )	SF	2200	4.00	8,800.00
	Removal / Excavation of Access Drives	SF	1300	2.50	3,250.00

**SUBTOTAL: \$21,550.00**

B. HARDGOODS		U.M.	Qty.	Unit Cost	Total Cost
	Pavers	SF	3000	12.00	36,000.00
	Masonry Seatwall with Cap ( 21 in. height )	LF	110	150.00	16,500.00
	Crosswalk - Color stamped Concrete ( 8 ft. wide )	SF	2200	8.50	18,700.00
	New Conc. Walk For Access Drives	SF	300	5.00	1,500.00
	New Conc. Curb For Access Drives	LF	80	22.50	1,800.00
	Wall Ornamental Fencing	LF	30	30.00	900.00
	Ornamental Fencing Logo Panel	EA	2	800.00	1,600.00
	Freestanding Ornamental Fencing	LF	60	45.00	2,700.00

**SUBTOTAL: HARDGOODS \$79,700.00**

C. PLANT MATERIALS		U.M.	Qty.	Unit Cost	Total Cost
	Parkway Trees	EA	12	450.00	5,400.00
	Ornamental Trees	EA	6	350.00	2,100.00
	Ornamental Shrubs	EA	24	40.00	960.00
	Amended Topsoil For Planting Beds	CY	6	40.00	240.00
	Shredded Hardwood Bark Mulch	CY	10	45.00	450.00
	Topsoil For Access Drive Areas	CY	20	25.00	500.00
	Replacement Sod	SY	300	2.85	855.00

**SUBTOTAL: PLANT MATERIALS \$10,505.00**

Yackley and Ogden Intersection - Lisle, Illinois

PRELIMINARY COST OPINION

12.21.2009

D.	SITE FURNISHINGS	U.M.	Qty.	Unit Cost	Total Cost
	Planters	EA	4	1,200.00	4,800.00

**SUBTOTAL: SITE FURNISHINGS      \$4,800.00**

E.	MISCELLANEOUS	U.M.	Qty.	Unit Cost	Total Cost
	Traffic Control / Signage	LS	1	2,500.00	2,500.00
	Contingency (10% )	LS	1	11,905.50	11,905.50

**SUBTOTAL MISCELLANEOUS:      \$14,405.50**

**TOTAL PRELIMINARY COST OPINION      \$130,960.50**

Village of Lisle  
Ogden and Route 53  
Median and Interchange Improvements  
Lisle, Illinois

Landscape Architect's Opinion of Probable Costs - Preliminary

Estimate Date: 14 DECEMBER 2009

Plan Date: DECEMBER 2009

Note: This Opinion of Probable Costs represents the Landscape Architect's best judgment as a design professional familiar with the construction industry. It is recognized, however, that neither the Landscape Architect nor the Owner has control over the cost of labor, materials or equipment; or over the Contractor's methods of determining bid process or over competitive bidding, market or negotiating conditions. Accordingly the Landscape Architect cannot and does not warrant or represent that the bids or negotiated prices will not vary from any Opinion of Construction Cost prepared by the Landscape Architect.

# Ogden and Route 53 - Medium and Interchange Improvements

## PRELIMINARY COST OPINION

12.21.2009

A. DEMOLITION / EXCAVATION / UTILITIES		U.M.	Qty.	Unit Cost	Total Cost
	Median Excavation / Removal	SF	6000	3.00	18,000.00
	Utility Adjustments	LS	1	2,500.00	2,500.00

**SUBTOTAL: \$20,500.00**

B. HARDGOODS		U.M.	Qty.	Unit Cost	Total Cost
	New Stamped Concrete for Median Areas ( Excludes Bridge Area )	SF	4000	8.00	32,000.00
	Topsoil for Median Planting	CY	200	25.00	5,000.00
	Underdrainage	LF	400	20.00	8,000.00
	New Median Curb	LF	250	22.50	5,625.00

**SUBTOTAL: HARDGOODS \$50,625.00**

C. PLANT MATERIALS		U.M.	Qty.	Unit Cost	Total Cost
	Large Specimen Trees	EA	2	800.00	1,600.00
	Medium Shade Trees	EA	5	500.00	2,500.00
	Parkway Trees	EA	10	450.00	4,500.00
	Bald Cypress	EA	5	450.00	2,250.00
	Ornamental Trees	EA	13	300.00	3,900.00
	Ornamental Shrubs	EA	240	40.00	9,600.00
	Ornamental Grasses ( Median Plantings )	EA	500	15.00	7,500.00
	Perennial Flowers	EA	100	15.00	1,500.00
	Amended Topsoil For Planting Beds	CY	30	40.00	1,200.00
	Shredded Hardwood Bark Mulch	CY	80	45.00	3,600.00

**SUBTOTAL: PLANT MATERIALS \$38,150.00**

# Ogden and Route 53 - Medium and Interchange Improvements

PRELIMINARY COST OPINION

12.21.2009

D. MISCELLANEOUS		U.M.	Qty.	Unit Cost	Total Cost
	Traffic Control / Signage	LS	1	4,000.00	4,000.00
	Contingency (10% )	LS	1	11,327.50	11,327.50

**SUBTOTAL MISCELLANEOUS: \$15,327.50**

**TOTAL PRELIMINARY COST OPINION \$124,602.50**

NOTE: Conc. Sidewalk Extensions / Connections are **not** included in this Cost Opinion



**JAMES J. BENES AND ASSOCIATES, INC.**  
950 Warrenville Road ▪ Suite 101 ▪ Lisle, Illinois ▪ 60532  
Tel. (630) 719-7570 ▪ Fax (630) 719-7589

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## MEMORANDUM

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Date: January 7, 2010

To: Mr. Joshua Potter  
Village Planner  
Village of Lisle

From: Steve J. Gidley, P.E.  
Senior Associate 

Re: Engineering Review  
Ogden Corridor Costs Estimates  
Project No. 1047.219

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At your request following our recent meeting we have gathered cost data for your consideration. The following documents were given to us by the Village of Lisle for review;

1. Section 6 of the Village's Ogden Avenue Corridor Plan, "Component Plans and Sub-Area Concepts"

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### OVERVIEW

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The Village wishes to obtain information regarding projected budget costs of infrastructure improvements along the corridor for use in long term planning.

#### **Components and Costs**

Unit costs for construction of traffic signal improvements, street lighting improvements and decorative signage are provided on the attached table. These estimates are based on the accumulated data base of corporate projects Benes has worked on over many years in 15 to 20 different communities.

These components are subject to the design requirements and standards of IDOT for Route 34 (Ogden Avenue).

#### **Engineering Design Costs**

The associated costs for engineering design, construction supervision and coordination/permitting with IDOT and DuPage County Division of Transportation are estimated on the attached table. These costs will vary based on the size and complexity of the individual project.

## TRAFFIC SIGNAL INSTALLATION AT NEW LOCATION

MAST ARMS AND POSTS PAINTED BLACK  
LED STREET NAME SIGN PANELS ON MAST ARMS

IDOT DESIGN REQUIREMENTS INCLUDE; LED SIGNAL HEADS, COUNT DOWN PEDESTRIAN HEADS  
FIBER OPTIC INTERCONNECT TO SYSTEM, BATTERY BACK UP SYSTEM

CURB AND SIDEWALK MODIFICATIONS AS NECESSARY FOR ADA RAMPS

BUDGET CONSTRUCTION COST = \$280,000 TO \$320,000  
BUDGET ENGINEERING COST = \$45,000

## REPLACE TRAFFIC SIGNAL INSTALLATION AT EXISTING LOCATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION REQUIRED TO MAINTAIN TRAFFIC  
MAST ARMS AND POSTS PAINTED BLACK  
LED STREET NAME SIGN PANELS ON MAST ARMS

IDOT DESIGN REQUIREMENTS INCLUDE; LED SIGNAL HEADS, COUNT DOWN PEDESTRIAN HEADS  
FIBER OPTIC INTERCONNECT TO SYSTEM, BATTERY BACK UP SYSTEM

CURB AND SIDEWALK MODIFICATIONS AS NECESSARY FOR ADA RAMPS

BUDGET CONSTRUCTION COST = \$300,000 TO \$350,000  
BUDGET ENGINEERING COST = \$50,000

## STREET LIGHTING

DECORATIVE POLES (BLACK) 30 - 35 FOOT TALL ON BOTH SIDES OF STREET  
TYPICAL SPACING OF 100 TO 120 FEET LOCATED 3 TO 8 FEET IN BACK OF CURB

PER 1000 FEET OF ROADWAY; BUDGET CONSTRUCTION COST = \$300,000 TO \$350,000  
BUDGET ENGINEERING COST = \$50,000

## DECORATIVE STREET NAME SIGNS ON DECORATIVE POSTS AND CONCRETE FOUNDATION

(FOR USE AT MINOR SIDE STREETS)

BUDGET COST, INSTALLED = \$2250 TO \$2750 EACH

## Ogden Avenue Corridor Transportation Public Improvement Cost Estimates

Transportation Public Improvement Cost Estimates										
PROJECT	UNIT	COST	TOTAL COST	POSSIBLE FUNDING SOURCES						
				Village	Inter-Govrnt. Part.	Developer	CMAQ	STP	ITEP	RTP
<b>New Traffic Signal Installation</b>										
Ogden, Between Middle and Plank, to align with Burke redevelopment site	1		\$345,000	X	X		X	X	X	
Ogden and Beau Bien Blvd.	1		\$345,000	X	X		X	X	X	
Ogden and Arbor View Dr.	1		\$345,000	X	X		X	X	X	
Ogden, between Auvergne and Ivanhoe	1		\$345,000	X	X		X	X	X	
<b>Sub-Totals</b>			<b>\$1,380,000</b>							
<b>Replace Traffic Signal with Decorative Signal</b>										
	8	\$375,000	<b>\$3,000,000</b>	X			X	X	X	
<b>Traffic Signal Pedestrian Detection</b>										
Ogden and Old Tavern	1		\$5,000	X	X					
South Ogden Ramp and Route 53 (Garfield Park Connection)	1		\$5,000	X	X					
Ogden and I-355	2		\$10,000	X	X					
<b>Sub-Totals</b>	4		<b>\$20,000</b>							
<b>New Decorative Side Street Signs</b>										
	22	\$2,500	<b>\$55,000</b>	X			X	X	X	
<b>New Street Lighting</b>										
	15	\$375,000	<b>\$5,625,000</b>							
<b>Sidepaths - Typical asphalt paved path unless noted</b>										
Garfield/Main Connector Path	325'	\$150/ft.	\$48,750	X			X	X	X	X
South side of Ogden between Yender and Old Tavern	1526'	\$150/ft.	\$228,900	X			X	X	X	X
Ogden/Route 53 Interchange	660'	\$150/ft.	\$99,000	X			X	X	X	X
<b>Sub-Totals</b>	2,511'		<b>\$376,650</b>							
<b>Mid-Block Crossing Signs/Crosswalk Flashing "Pedestrian" Sign</b>										
Ogden and Center Ave Intersection	1	\$1,225	<b>\$1,225</b>	X	X				X	
<b>Sidewalk</b>										
Ogden Ave, South side, 3033 Ogden to Keller	903	\$125	\$112,875	X	X	X	X		X	X
Ogden Ave, South side, Village limits to 3175 Ogden	610	\$125	\$76,250	X	X	X	X		X	X
Ogden Ave, South side, Century Plaza strip mall to Beau Bien	260	\$125	\$32,500	X	X	X	X		X	X
Ogden Ave, South side, E side of Lockformer to W side of Lockformer	898	\$125	\$112,250	X	X	X	X		X	X
Ogden Ave, South side, Yender to Yackley	516	\$125	\$64,500	X	X	X	X		X	X
Ogden Ave, South Side, 2445 Ogden to 2595 Ogden	200	\$125	\$25,000	X	X	X	X		X	X
Ogden Ave, South Side, I-355 to Walnut	708	\$125	\$88,500	X	X		X		X	X
Ogden Ave, North and south sides, Ivanhoe to I-355	1440	\$125	\$180,000	X	X	X	X		X	X
Ogden Ave, North side, between Yackley and Main	3815	\$125	\$476,875	X	X	X	X		X	X
<b>Sub-Totals</b>	<b>9350</b>		<b>\$1,168,750</b>							
			<b>Total Cost</b>	<b>\$11,626,625</b>						