
OGDEN AVENUE

COMMERCIAL CORRIDOR



M A S T E R P L A N

VILLAGE OF DOWNERS GROVE, ILLINOIS

PREPARED BY: THE LAKOTA GROUP, INC.

March 1999



OGDEN AVENUE

COMMERCIAL CORRIDOR

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1. OVERVIEW





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1. MASTER PLAN OVERVIEW

The following is a Master Plan for the revitalization of the Ogden Avenue Commercial Corridor in the Village of Downers Grove, Illinois. The 3.7 mile long Corridor extends from the I-355 interchange at the Village's west boundary to Williams Street at its east boundary.

The Master Plan is presented in a summary format. Its planning and design recommendations are conceptual and intended to identify opportunities for improving Ogden Avenue's commercial viability as a shopping, service and dining corridor.

The Village, through its Economic Development Commission (EDC), conducted the planning process that resulted in this Preliminary Master Plan. The process included:

- a Corridor tour, focus group discussions, and plan reviews with business/property owners, leaders, and Village staff;
- a planning charette/workshop;
- a cable TV presentation and Downers Grove Heritage Fest exhibit describing the preliminary plan.

The process emphasized the need for a comprehensive approach and fresh look toward improving this vital commercial corridor. The Plan reflects new design concepts and development ideas generated by The Lakota Group, the team of city planners and landscape architects retained by the Village to facilitate the process and work with leaders and businesses to craft this coordinated development guide.

The Master Plan was prepared with the cooperation and input of Downers Grove leaders, business and property owners, and citizens. The Economic Development Commission established the Ogden Avenue Strategic Planning Sub-Committee to spearhead the effort.

PLANNING GOALS

The following goals were defined during the planning process:

- *Establish an optimal long-range plan for improving and developing this diverse and active commercial corridor.*
- *Enhance and beautify the Corridor's physical conditions.*
- *Establish streetscape elements and traffic patterns that enhance the commercial viability of the Corridor.*
- *Improve traffic and pedestrian access, circulation and safety.*
- *Establish a unified design framework to guide future public and private improvements.*
- *Strengthen the Village's economic base by maintaining Ogden Avenue as a viable, attractive and convenient shopping area that continues to attract shoppers from the Village and region.*



CORRIDOR CONTEXT

The "Ogden Avenue Corridor" extends for 3.7 miles through the Village of Downers Grove from I-355 to Williams Street. There are approximately 300 businesses along the Corridor's 21 blocks. These include:

- 99 retail businesses
- 63 service businesses
- 22 restaurants
- 14 auto dealers

There are several "activity generators" in or near the Corridor:

- restaurants
- auto dealers and auto service shops
- Dominick's Food Store
- Jewel Food Store
- Good Samaritan Hospital
- Downers Grove High School
- Metra Stations (at Main, Fairview, Belmont)
- I-355 & 1-88 Corporate/Research Corridors

The Corridor is a four lane continuous arterial roadway with a center turn-lane that widens to five lanes at major intersections. The Corridor's road system moves large volumes of traffic through the area on a daily basis, and generates the following traffic counts for businesses on Ogden Avenue at:

- | | |
|-------------------------|-------------------------|
| ■ Belmont/Finley Road: | 36,800 vehicles per day |
| ■ Main/Highland Avenue: | 36,800 vehicles per day |
| ■ Fairview Avenue: | 32,900 vehicles per day |
| ■ Interstate 355: | 34,100 vehicles per day |

The Village conducted a survey in 1997 to determine the shopping habits and attitudes of Downers Grove residents toward Ogden Avenue. The survey indicated that this roadway is an active shopping, service, and dining corridor, with 68% of residents using the Corridor at least once a week and over 90% using it at least once a month. Residents indicated an interest in adding a discount department store as well as clothing, shoe, book, outlet, and fresh produce stores to the shopping opportunities on Ogden Avenue. Residents identified a desire for physical improvements, including reducing sign clutter and enhancing storefront appearance. They also indicated a need to improve vehicular and pedestrian traffic safety.



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**Village
Context
Map**



2. ISSUES & OPPORTUNITIES



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2. PLANNING ISSUES AND OPPORTUNITIES

The Corridor has several problems affecting its future viability that are similar to other suburban commercial corridors located along major arterial roads. These problems include: inefficient parking lots; too many curb cuts which impede traffic flow; too many business signs; lack of a unified streetscape; and sub-optimal or inappropriate land uses.

Following is a summary of the planning issues and opportunities identified by The Lakota Group:

General

- A comprehensive vision for improving and developing the Corridor is needed.
- Property and business owners need to become actively involved in the improvement and promotion of the Corridor.
- There is a need to maintain the Corridor as an economic engine for the Village and improve its competitive edge.

Land Use

- Several properties are vacant or contain sub-optimal land uses. Several adjacent properties could be consolidated for larger developments.
- Some businesses located in older structures are interested in rehabilitation and/or expansion, but lack adjacent land area.
- A number of potential redevelopment opportunity sites exist.

Building Conditions

- Most buildings appear to be in good condition. However several are unattractive, have a dated appearance, and/or are showing signs of deterioration.
- There is an opportunity to establish design guidelines and concepts for new development and building rehabilitation to improve/modernize commercial space.

Business Signage

- There are too many business and advertising signs along the Corridor. Sign "clutter" or "chaos" affects safe traffic flow, makes it difficult to locate businesses, and negatively impacts the Corridor's appearance.



- Signs are often too large for sites, are deteriorating, and/or have a dated appearance.

Wayfinding

- Addresses are missing and/or difficult to read on many buildings and signs.
- The existing Village sign at Williams Street lacks visibility for passing motorists. Ogden Avenue's intersections with Williams, Main and Belmont/Finley lack special identity as "gateways" for the Corridor and Village. It is difficult to determine where one town ends and another begins when traveling along this major east/west route, which also affects motorists who are searching for addresses.
- There is a need for directional signage to destinations outside the Corridor such as the Downtown, Good Samaritan Hospital, and expressways.

Streetscape/Beautification

- Several properties have attractive, well-maintained landscaping. However, numerous properties lack landscaping or are poorly maintained.
- Inconsistent landscaping, poor quality signage, poorly maintained parking lots, and disconnected sidewalks negatively affect the attractiveness of the Corridor.
- Several commercial properties flanking residential side streets lack parkways, curbs, and landscaping. In some locations, dumpsters, storage/loading areas and unattractive landscaping are the first things seen upon entering adjacent neighborhoods.

Vehicular Circulation/Parking

- There are too many curb cuts closely spaced along Ogden (265 driveways and 43 north/south cross streets). These curb cuts create confusing and unsafe turning movements, and also make it difficult to locate businesses.
- Most parking lots are not interconnected between properties, which negatively impacts traffic movement as well as discourages shoppers and restaurant patrons from visiting other businesses.
- Several properties lack adequate parking and/or have inefficient lot configurations.
- Heavy traffic makes left turns onto Ogden difficult, especially during peak hours.



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- The center left-turn lane is sometimes used as an acceleration and merging lane.
- Several large pole signs located in the middle of parking lots make it difficult for motorists to maneuver through parking lots.

Pedestrian Circulation

- The Corridor has scattered, disconnected, and missing sidewalks. Paths have been worn in front of Mr. B's restaurant and the vacant site between Stonewall and Lee, indicating a need for sidewalks.
- Crosswalks and pedestrian signals could be enhanced at major intersections to improve public safety.

Potential Redevelopment Sites

- There are several locations along Ogden Avenue that can be considered redevelopment "Opportunity Sites" based on sub-optimal land uses, deteriorating buildings, underutilized sites, key corner locations, and/or the potential to consolidate small parcels of land to create larger sites.



3. CORRIDOR MASTER PLAN



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3. CORRIDOR MASTER PLAN

The following recommendations highlight opportunities for improving the Ogden Avenue Commercial Corridor and optimizing its development potential. The site designs delineated in the Master Plan drawings are conceptual, and indicate potential development densities, landscaping, and parking layouts. **Actual building, landscaping, and site design will vary as more specific site plans are generated by property owners, businesses, and developers.**

Land Use

- Encourage redevelopment of identified "Opportunity Sites" or other locations whose value to the Corridor and community could be enhanced through redevelopment.
- Consider closing minor north-south streets to provide additional developable land or additional/more efficient parking for the Corridor.

Building Conditions

- Improve the facades of unattractive and/or deteriorating buildings to improve the general appearance of Ogden Avenue.
- Encourage redevelopment of sites with buildings in poor physical condition or whose size/layout makes them inefficient or unusable. This would create opportunities for new buildings or interconnected/expanded parking areas.

Business Signage

- Improve business signage to reduce sign clutter and enhance the Corridor's physical character and traffic safety, while maintaining individual business identification.
- Consolidate multiple business signs into a single vertical sign to further reduce sign clutter.
- Install signs that are compatible with a building's architecture and incorporate, where possible, the new Ogden Avenue logo into the sign.
- Where feasible, provide signage that is a uniform distance from Ogden Avenue.



Wayfinding

- Incorporate visible address numbers on business signs to help orient drivers along Ogden Avenue.
- Install oversized street signs, which indicate street names as well as block numbers.
- Install new directional signs along the Corridor for the Downtown, Good Samaritan Hospital, and expressways.
- Install decorative gateway signs identifying "Ogden Avenue - Downers Grove" at key intersections:
 - Interstate 355 (east of viaduct)
 - Belmont Road/Finley Road (all corners)
 - Main Street (all corners)
 - Fairview Avenue (all corners)
 - Williams Street (northwest corner)

Streetscape/Landscape

- Establish a common landscape/streetscape design theme along Ogden Avenue to enhance the visual quality of the Corridor for shoppers, visitors and residents. Improve the parkway with new trees, plantings, signage and sidewalks.
- In locations where it is not feasible to increase green buffers along Ogden, use a low masonry "theme" wall or decorative metal fence on private property to screen parking areas.
- Consider a common program for maintaining existing and new landscape/streetscape improvements in the Corridor on a more regular and consistent basis.
- Improve landscaping in and around parking lots.

Vehicular Circulation

- Where feasible, consolidate driveways to more efficient, shared locations to reduce curb cuts along Ogden Avenue and improve turning movements.

As indicated conceptually on the Master Plan, closing driveways and possibly some side streets could reduce curb cuts from 308 to 196 - a 36% reduction. The street closures shown on the Plan are for illustrative purposes only.



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Actual street closures would be based upon Village policy, traffic impacts, neighborhood preferences, new use/development potential along the Corridor, and other factors.

In addition to reducing curb cuts, street closures can provide opportunities for additional developable land area and shared or increased parking.

- Encourage installation of a new traffic signal midway between Saratoga and Belmont and coordinate all traffic signals along Ogden Avenue to facilitate peak-hour flow.
- Where possible, business signs should be relocated from parking lots and driveways to landscaped areas to increase parking spaces, to improve traffic circulation and improve sign visibility.

Pedestrian Circulation

- Provide interconnected sidewalks along the entire length of the Corridor.
- Improve crosswalks and pedestrian controls at major intersections.

Parking

- Improve the Corridor's parking supply by:
 - Redesigning parking areas.
 - Consolidating and linking parking lots.
 - Creating diagonal and perpendicular parking on side streets.
 - Encouraging sharing of parking between businesses and adjacent properties.
 - Closing some minor side streets and using vacated rights-of-way.

Corridor Sub-Areas

The Master Plan was divided into 5 sub-areas in which streetscape improvements, parking changes, and redevelopment opportunity sites were identified:

- Sub-Area A West: I-355 to Downers Grove Dodge Parcel
- Sub-Area B West: Sara Lee Store to Lee Avenue
- Sub-Area C Central: Lee Avenue to Saratoga Street
- Sub-Area D East: Saratoga Street to Sterling Road
- Sub-Area E East: Sterling Road to Williams Street



REDEVELOPMENT OPPORTUNITY SITES

The Master Plan delineates 24 sites that have significant potential for short-term or long-range development along Ogden Avenue. As noted earlier, these locations can be considered redevelopment "Opportunity Sites" based on sub-optimal land uses, deteriorating buildings, underutilized sites, key corner locations, and/or the potential to consolidate small parcels of land to create larger sites. Some sites may be in the process of redevelopment.

Delineated in the Master Plan are conceptual site designs for these locations that indicate potential development of approximately 384,860 square feet if buildings are one story and 414,510 square feet if some buildings are two stories. Possible building sizes range from 2,400 to 111,100 square feet.

The conceptual square footage listed below for each redevelopment site indicates a building footprint size. Some buildings may be more than one story if appropriate parking space is available. Actual building, landscaping, and site design will vary as more specific site plans are generated by property owners, businesses, and developers.

As noted earlier, the Master Plan delineates a few locations within Redevelopment Opportunity Sites as conceptual street closures. These closures are for illustrative purposes only. Actual street closures would be made based upon Village policy, traffic impacts, neighborhood preferences, new use/development potential, and other factors.

Sub-Area A West: I-355 to Downers Grove Dodge Parcel

1. Southeast Corner Ogden & Walnut	60,350 square feet
2. South Side between Drendel & Cross	25,950 square feet
3. Northwest Corner Ogden & Cross	12,600 square feet
4. Northeast Corner Ogden & Cross	10,200 square feet
5. Southeast Corner Ogden & Cross	7,750 square feet

Sub-Area B West: Sara Lee Store to Lee Avenue

6. South Side between Stonewall & Lee	111,100 square feet
7. North Side between Plycraft & ComEd	2,400 square feet



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Sub-Area C Central: Lee Avenue to Saratoga Street

- | | |
|--------------------------------------|-------------------|
| 8. Southeast Corner Ogden & Middaugh | 8,400 square feet |
| 9. Southwest Corner Ogden & Linscott | 6,050 square feet |

Sub-Area D East: Saratoga Street to Sterling Road

- | | |
|---|--------------------|
| 10. Southeast Corner Ogden & Prince | 9,900 square feet |
| 11. Northwest Corner Ogden & Main | 11,200 square feet |
| 12. North Side between Main & Highland | 10,450 square feet |
| 13. Southeast corner Ogden & Main | parking |
| 14. North Side between Highland & Lindley | 9,000 square feet |
| 15. Southwest Corner Ogden & Stanley | 6,175 square feet |
| 16. Northwest Corner Ogden & Glendenning | 4,200 square feet |
| 17. North Side between Glendenning & Sterling | 10,200 square feet |

Sub-Area E East: Sterling Road to Williams Street

- | | |
|--|--------------------|
| 18. South Side between Sterling & Douglas | 7,350 square feet |
| 19. Southeast Corner Ogden & Douglas | 22,500 square feet |
| 20. Southwest Corner Ogden & Fairview | 14,325 square feet |
| 21. Southeast Corner Ogden & Fairview | 10,500 square feet |
| 22. South Side between Fairview & Florence | 7,800 square feet |
| 23. Northwest Corner Ogden & Florence | 4,660 square feet |
| 24. Southwest Corner Ogden & Cumnor | 11,800 square feet |

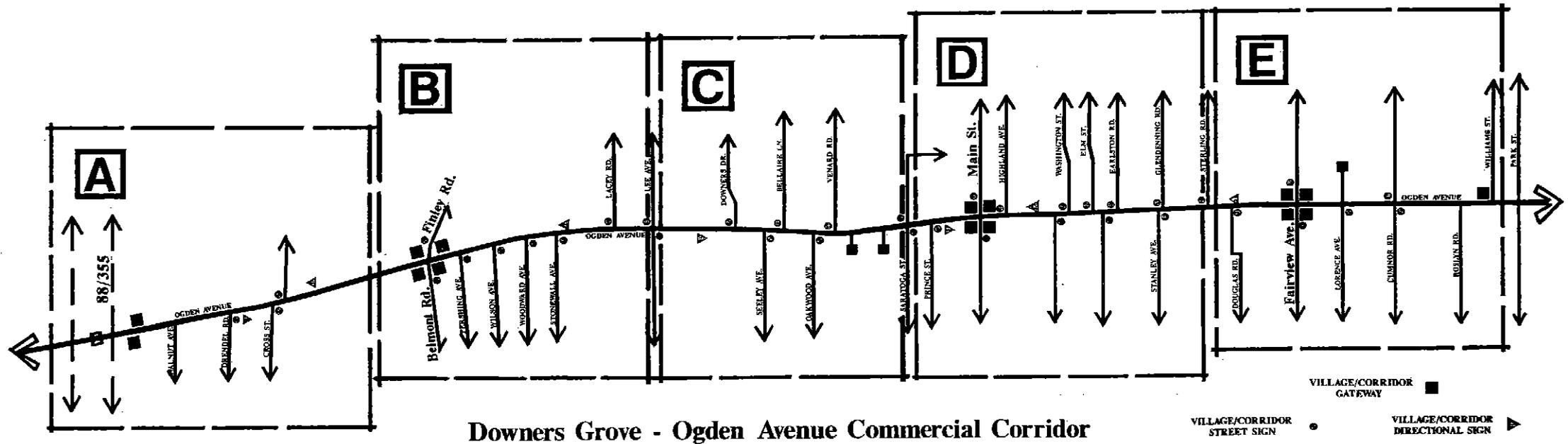
Total Potential Building Space (if all buildings were one story)	384,860 square feet
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Total Potential Building Space (with a few two story buildings as shown in Master Plan)	414,510 square feet
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Corridor Sub - Areas

OGDEN AVENUE COMMERCIAL CORRIDOR

Master Plan



Downers Grove - Ogden Avenue Commercial Corridor

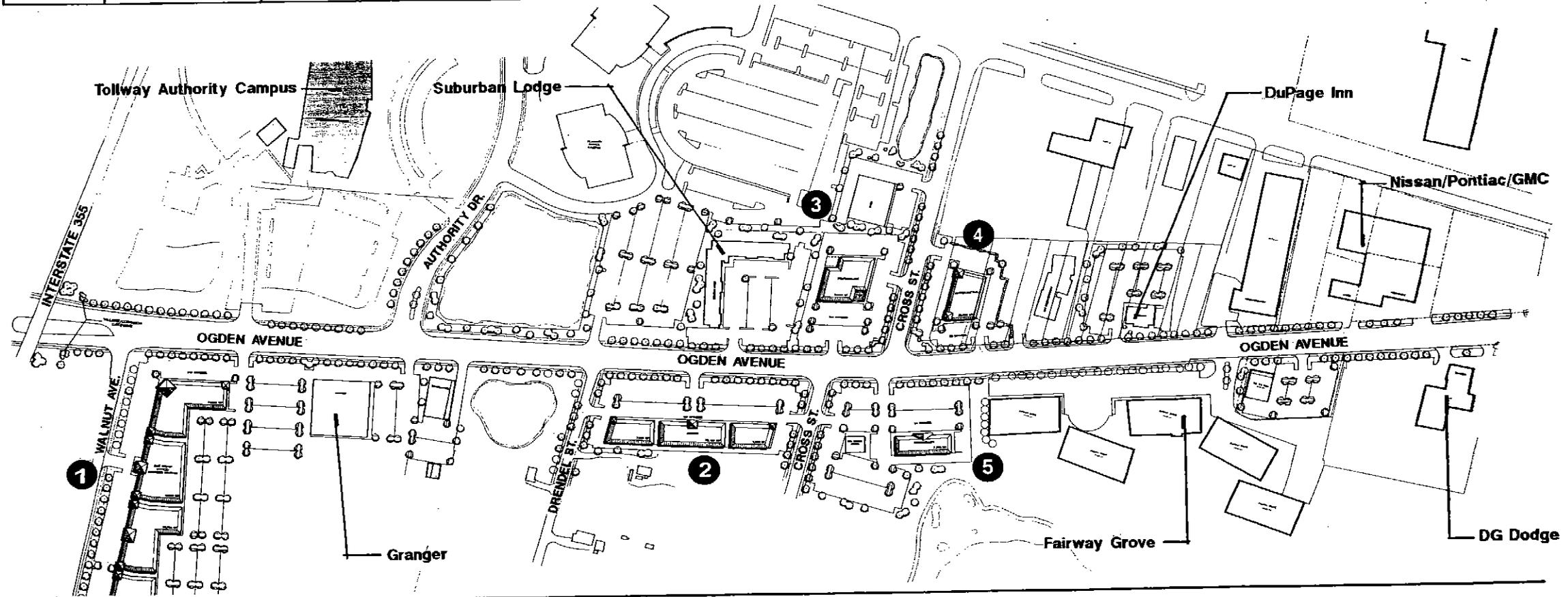
Redevelopment Opportunity Sites

A

OGDEN AVENUE COMMERCIAL CORRIDOR

Master Plan Section A: I-355 to Downers Grove Dodge

Site	1. Ogden/Walnut (SE corner)	2. Drendel/Cross (South side)	3. Ogden/Cross (NW corner)	4. Ogden/Cross (NE corner)	5. Ogden/Cross (SE corner)
Site Area	199,500 sq. ft.	109,620 sq. ft.	66,000 sq. ft.	52,000 sq. ft.	44,000 sq. ft.
Building Area	60,350 sq. ft.	25,950 sq. ft.	12,600 sq. ft.	10,200 sq. ft. (20,400 sq. ft. w/ 2 stories)	7,750 sq. ft.
Potential Use	Office Campus (1 Story)	1 & 2 Story Office	Restaurant	2 Story Office/Retail	Restaurant
Existing Use	Vacant Land	Small Businesses and Residence	Vacant Land	Vacant Land	Beauty Parlor



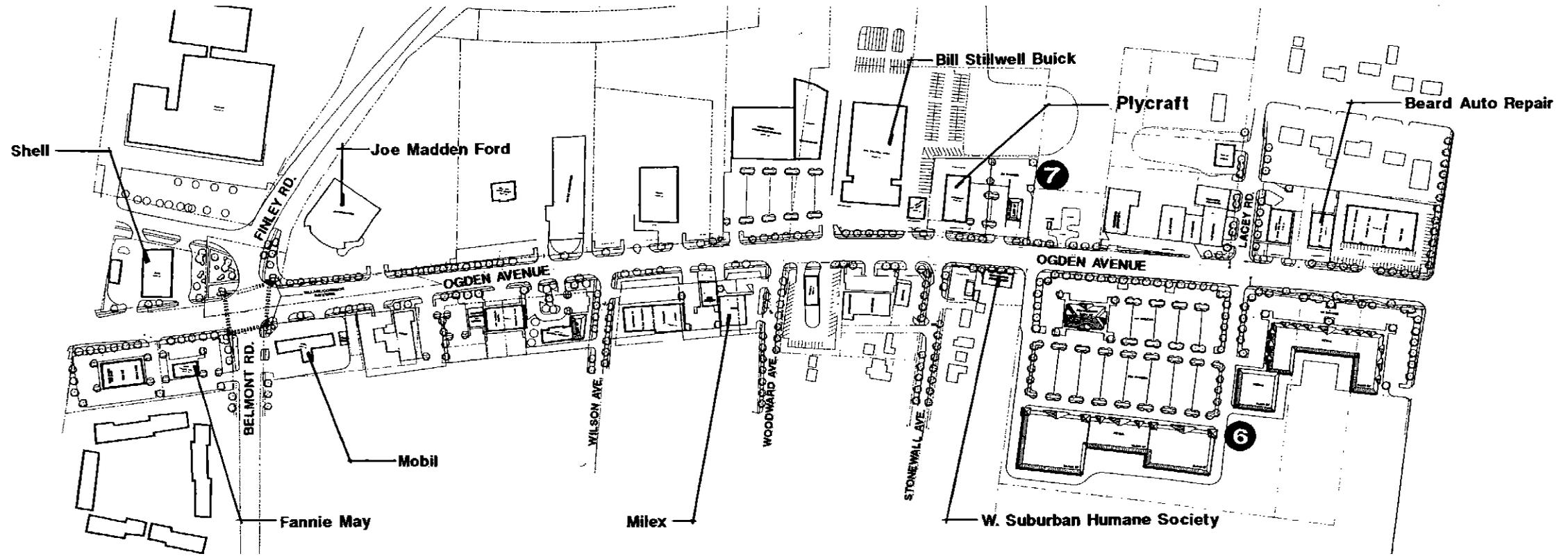
Redevelopment Opportunity Sites

B

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Master Plan Section B: Sara Lee Store to Lee Avenue

Site	6. Stonewall/Lee (South side)	7. Plycraft and ComEd Site (North side)
Site Area	592,800 sq. ft.	23,744 sq. ft.
Building Area	Retail: 105,100 sq. ft. Restaurant: 6,000 sq. ft.	2,400 sq. ft.
Potential Use	Retail/Restaurant	Retail
Existing Use	Vacant Land	Vacant land



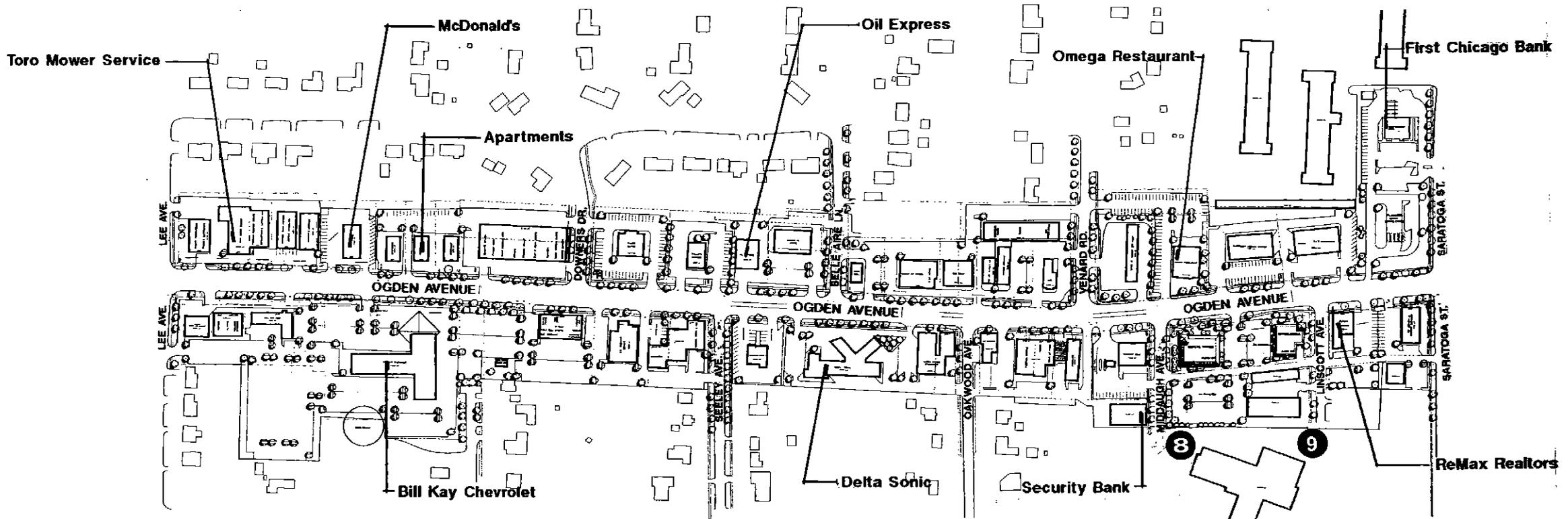
Redevelopment Opportunity Sites



OGDEN AVENUE COMMERCIAL CORRIDOR

Master Plan Section C: Lee Avenue to Saratoga Street

Site	8. Ogden/Middaugh (SE corner)	9. Ogden/Linscott (SW corner)
Site Area	8,400 sq. ft.	24,000 sq. ft.
Building Area	16,800 sq. ft. (2-story)	6,050 sq. ft.
Potential Use	Medical Office	Retail/Office
Existing Use	Truck Sales, Curf's Pride	Used Cars, Carpet & Tile, LaMantia



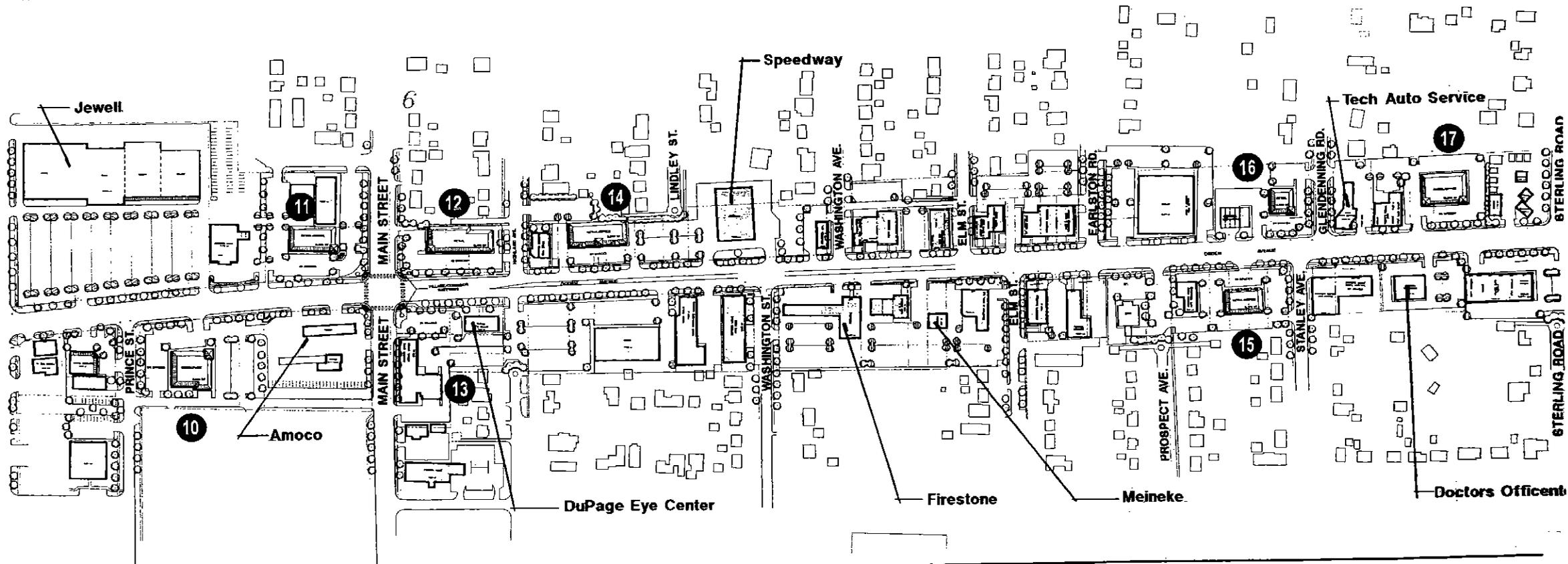
Redevelopment Opportunity Sites

D

OGDEN AVENUE COMMERCIAL CORRIDOR

Master Plan Section D: Saratoga Street to Sterling Road

Site	10. Ogden/Prince (SE corner)	11. Ogden/Main (NW corner)	12. Main/Highland (North side)	13. Ogden/Main (SE corner)	14. Highland/Lindley (North side)	15. Ogden/Stanley (SW corner)	16. Ogden/Glendenning (NW corner)	17. Glendenning/Sterling (North side)
Site Area	62,688 sq. ft.	37,530 sq. ft.	35,360 sq. ft.	10,080 sq. ft.	33,600 sq. ft.	32,000 sq. ft.	19,500 sq. ft.	37,050 sq. ft.
Building Area	9,900 sq. ft.	11,200 sq. ft.	10,450 sq. ft.	parking lot	9,000 sq. ft.	6,175 sq. ft.	4,200 sq. ft.	10,200 sq. ft.
Potential Use	Restaurant	Retail/Office	Retail	parking lot	Retail/Office	Retail/Office	Retail	Retail/Office
Existing Use	Dear Frank, FIM Store, Forest Street	One-Hour Photo, Chiropractor	Vacant Land, Barber, Michelin Tires	Gyro King	Vacant, Dorion Carpet, Spa, Lindley Street	Discount Fence	Used Car Dealer	Duellman's Motel



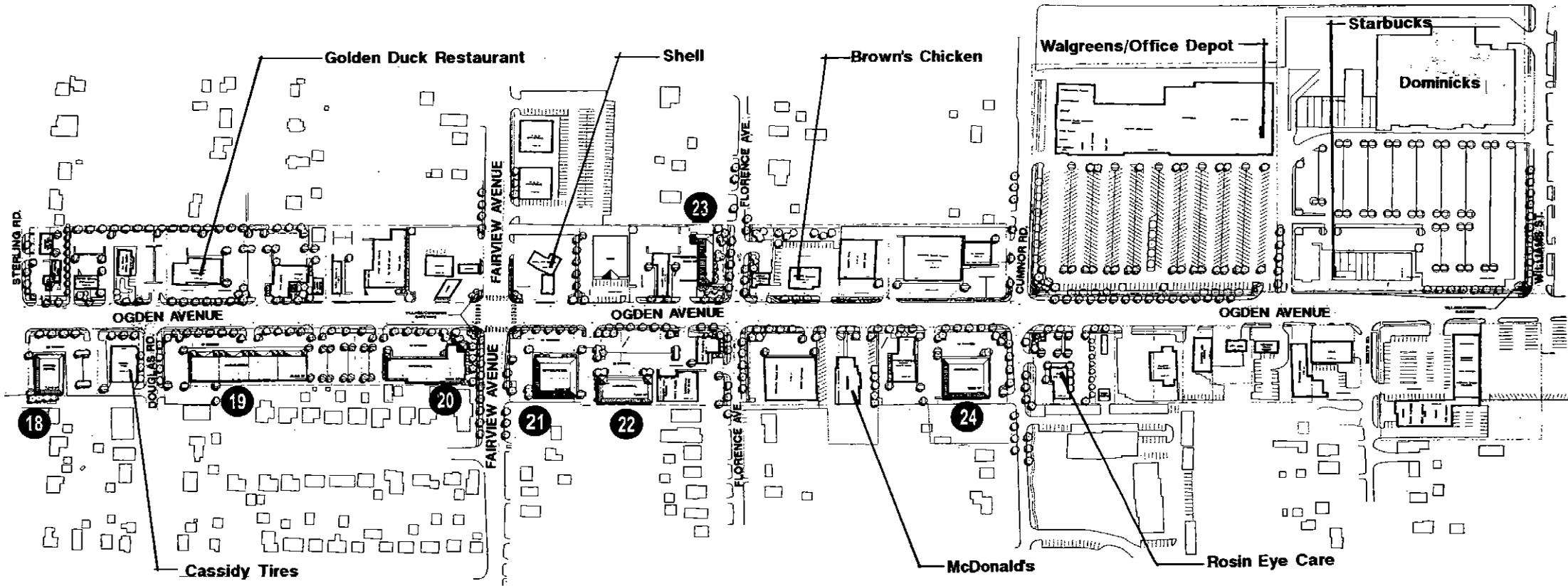
Redevelopment Opportunity Sites

E

OGDEN AVENUE COMMERCIAL CORRIDOR

Master Plan Section E: Sterling Road to Williams Street

Site	18. Sterling/Douglas (South side)	19. Ogden/Douglas (SE corner)	20. Ogden/Fairview (SW corner)	21. Ogden/Fairview (SE corner)	22. Fairview/Florence (South side)	23. Ogden/Florence (NW corner)	24. Ogden/Cumnor (SW corner)
Site Area	27,200 sq. ft.	71,325 sq. ft.	53,720 sq. ft.	36,000 sq. ft.	38,850 sq. ft.	16,150 sq. ft.	35,600 sq. ft.
Building Area	7,350 sq. ft.	22,500 sq. ft.	14,325 sq. ft.	10,500 sq. ft.	7,800 sq. ft.	4,660 sq. ft.	11,800 sq. ft.
Potential Use	Retail/Office	Retail/Office	Retail/Office	Retail/Office	Retail/Office	Retail/Office	Retail/Office
Existing Use	Sterling Road, Stadler Heating	Professional Building to Microstar Computers	Microstar Computers to Best Limousine	A-Len Radiator & Auto Body	LaMantia Enterprises to Suzanne's Studio	Somerset Budget Inn	Downer Grove Motel





4. STREETSCAPE IMPROVEMENTS



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4. STREETScape IMPROVEMENTS

One of the key recommendations of the Master Plan for Ogden Avenue is the improvement of its streetscape conditions based on a coordinated design for the overall Corridor. The following is an overview of possible funding sources for streetscape improvements and maintenance as well as an outline of potential costs. The cost estimates will be refined in later phases of the Ogden Avenue revitalization process based on more specific design and engineering drawings.

Financing Sources

There is a variety of funding sources that may have potential to address streetscape and redevelopment projects in the Corridor. The feasibility of these programs as well as State roadway enhancement funds will be further reviewed by the Village Council and Economic Development Commission.

Tax Increment Financing:

Tax Increment Financing (TIF) is a state authorized program that can be administered by the Village that provides targeted financial resources for a specific redevelopment area. A TIF district is structured as follows:

1. Property values in the designated district are established at a base point in time (base value).
2. All governments with property taxing authority in the district continue to receive tax revenue generated at the "base value" tax rates.
3. The additional value, also known as incremental value, created by new development, is taxed at the overall rate levied by the governments.
4. The tax revenue generated from the incremental property value is distributed to the Village to pay for eligible redevelopment costs, financed through bonds or other funding vehicles.

Eligible costs include TIF studies, property acquisition, demolition, and rehabilitation, infrastructure improvements, certain financing costs, job training, and environmental remediation. The versatility of TIF makes it a popular device to finance clearance and redevelopment activities.

**Common Parking Easements:**

The Corridor's overall commercial viability is negatively affected by shortages of parking in its more densely developed blocks and overall lack of interconnected parking lots. The limited amount of available land on these blocks requires innovative solutions to parking and circulation problems. Common parking easements may be a way to address the need to link and share parking areas.

An easement is a right-of-way granted, but not dedicated for public or quasi-public use of a specified area. A parking easement could increase parking supply, improve traffic circulation for multiple stop shoppers, enhance physical conditions and safety through regular and uniform maintenance by a supervising entity, and possibly reduce parking lot ownership costs via economies of scale.

A common parking easement could be structured as follows:

1. Business owners would allow common use of private parking lots and interconnected driveways.
2. The lot would then be reconfigured and connected with lots on adjacent properties to increase the number of parking spaces as well as provide an interconnected circulation system.
3. The Village and/or a private company would assume responsibility for maintaining the easements (parking lots), including reconstruction, cleaning, painting, and repairing.
4. Property owners would pay a proportional fee for those services based on lot size (under an SSA or BID designation).

The Village should research the feasibility of establishing a common parking easement for existing and future parking areas in the Corridor.

Common Streetscape Easement:

To begin to enhance the appearance and marketability of the Corridor to shoppers and developers a coordinated approach to providing and maintaining landscaping in the Corridor needs to be developed. An easement is a right-of-way granted, but not dedicated for public or quasi-public use of a specified area.

A streetscape easement should be considered along both sides of Ogden Avenue to provide a consistent green edge for the Corridor and may be an effective way to comprehensively beautify and maintain the Corridor.



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A streetscape easement could be structured as follows:

1. All Corridor properties would provide the Village with a 20 foot wide frontage for new interconnected sidewalks, common planting areas, and coordinated signage.
2. The Village could construct streetscape improvements. The Village and/or a private company would then maintain the streetscape on a continuing basis, including planting, watering, pruning, and other maintenance tasks.
3. Property owners would pay a proportional fee for those services based on lot size (under an SSA or BID designation).

The Village should study the possibility of establishing a streetscape easement along Ogden Avenue.

Special Service Area:

A Special Service Area (SSA) is a state authorized financing program that can be administered by the Village that provides financing resources for a specific area. It is funded through a special tax assessment paid by property owners in a designated area.

An SSA is initiated by property and business owners wanting certain services above those already provided by the Village or other services not provided such as advertising/marketing, parking, loan programs, and capital improvements and maintenance.

A group of contiguous property owners vote to form an SSA consisting of all properties that will benefit from the services, and elect to levy an additional property tax to pay for the services. If approved by the Village Council, the tax will be levied and distributed to the SSA on an annual basis.

A Special Service Area Commission is formed with representatives of businesses and property owners to collect the funds and administer the services. Local business or development organizations often sponsor SSA applications and/or administer the services. Such groups along with municipalities hold public meetings and discuss the benefits of a SSA with the community. The entire process takes between six and twelve months to complete.

An SSA is a useful implementation tool for improving, managing, and maintaining commercial districts and should be considered for Ogden Avenue.

Business Improvement Districts:

A Business Improvement District is a state authorized development program that municipalities can establish for improving designated areas. The benefits of such districts include:



- Use of eminent domain for acquiring real or personal property for a development/redevelopment project.
- Acquisition, management, conveyance, or disposition of real or personal property according to a development/redevelopment plan.
- Acceptance of grants and/or loans from the Federal and/or State government.
- The right to borrow funds and issue bonds as deemed necessary.
- The right to enter into contracts with any public or private agency or person.
- The right to sell, lease, trade, or improve real property acquired in connection with the development/redevelopment plan.
- The ability to employ persons necessary for planning, administration, and implementation of business district plans.
- The ability to expend public funds as necessary for the planning, administration, and implementation of business district plans.
- The ability to establish by ordinance or resolution, procedures for planning, execution, and implementation a business district plan.
- The ability to create a commission to act as an agent for the municipality for business district development/redevelopment.

The advantage of a BID is the versatility in using its powers and funds for a wider range initiatives and activities than are available under a Special Service Area.

A BID district may be an effective tool for the Corridor.



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STREETSCAPE COST ESTIMATES

Village of Downers Grove: Ogden Avenue Corridor

Streetscape Improvements: Preliminary Cost Estimates

Summary (Entire Corridor: I-355 to Williams Street, 3.7 miles)

CORRIDOR SUB-AREA		TOTAL
Sub-Area A West:	I-355 to Near Sara Lee Store	\$532,379
Sub-Area B West:	Sara Lee Store to Lee Avenue	\$518,144
Sub-Area C Central:	Lee Avenue to Saratoga Street	\$352,552
Sub-Area D East:	Saratoga Street to Sterling Road	\$736,243
Sub-Area E East:	Sterling Road to Williams Street	\$541,739
TOTAL:		\$2,681,057

Estimates are conceptual and based on Lakota's Corridor Master Plan. The estimates will be refined during Streetscape Design/Engineering Phases that will follow the Master Plan. Improvements are shown along entire corridor. Some streetscape segments were not changed due to good conditions. Funding sources have yet to be determined.

STREETSCAPE COST ESTIMATES



Village of Downers Grove: Ogden Avenue Corridor Streetscape Improvements: Preliminary Cost Estimates

SUB-AREA A WEST: I-355 TO DOWNERS GROVE DODGE PARCEL

ITEM	AMOUNT /UNITS	UNIT COST ¹	TOTAL
Special Features			
Identity Gateway Signs with Fencing	2	\$16,000 each	\$32,000
Decorative Fencing (to screen parking)	0 Linear feet	\$65 /linear foot	\$0
Landscaping			
Street Trees (Deciduous)	202	\$550 each	\$111,100
Ornamental Trees (at Gateways)	6	\$350 each	\$2,100
Special Plantings (at Gateways)	120 Square feet	\$5 /square foot	\$540
Shrubs (to screen parking; @ gateways)	400 Square feet	\$5 /square foot	\$2,000
Mulch for Trees and Shrubs	40 cubic yards	\$45 /cubic yard	\$1,800
Soil for Trees, Shrubs, and Sod (6")	293 cubic yards	\$20 /cubic yard	\$5,860
Sod ²	1,760 Square yards	\$5.50 /square yard	\$1,760
Signs			
Directional Signs	3	\$300	900
Street Signs (new, with street numbers)	5	\$500	\$2,500
Paving/Curb/Gutter/Sidewalks			
Removal of Driveway Aprons (7 - 24" reinforced)	583 cubic yards	\$116 /cubic yard	\$67,628
New Driveway Aprons (7")	104 Square yards	\$20 /square yard	\$2,080
Sidewalk Removal	0 Square feet	\$2 /square foot	\$0
Sidewalk Addition	44,910 Square feet	\$5 /square foot	\$224,550
Curb/Gutter	580 Linear feet	\$14 /linear foot	\$8,120
Decorative Pavers (at key intersection corners)	0 Square feet	\$12 /square foot	\$0
Pavement Striping (pedestrian crosswalks)	0 Linear feet	\$2 /linear foot	\$0
Subtotal:			\$462,938
15% Contingency			\$69,441
TOTAL			\$532,379

Source: The Lakota Group

Notes:

1: All costs include installation.

2: Assumes 14' wide parkway.

Estimates are conceptual and based on Lakota's Corridor Master Plan. The estimates will be refined during Streetscape Design/Engineering Phases that will follow the Master Plan. Improvements are shown along entire corridor. Some streetscape segments were not changed due to good conditions. Funding sources have yet to be determined.



OGDEN AVENUE

COMMERCIAL CORRIDOR

Village of Downers Grove: Ogden Avenue Corridor

Streetscape Improvements: Preliminary Cost Estimates

SUB-AREA B WEST: SARA LEE STORE TO LEE AVENUE

ITEM	AMOUNT /UNITS	UNIT COST ¹	TOTAL
Special Features			
Identity Gateway Signs with Fencing	2	\$16,000 each	\$32,000
Decorative Fencing (to screen parking)	160 linear feet	\$65 /linear foot	\$10,400
Landscaping			
Street Trees (Deciduous)	162	\$550 each	\$89,100
Ornamental Trees (at Gateways)	11	\$350 each	\$3,850
Special Plantings (at Gateways)	60 square feet	\$5 /square foot	\$300
Shrubs (to screen parking; @ gateways)	575 square feet	\$5 /square foot	\$2,875
Mulch for Trees and Shrubs	35 cubic yards	\$45 /cubic yard	\$1,575
Soil for Trees, Shrubs, and Sod (6")	1,003 cubic yards	\$20 /cubic yard	\$20,060
Sod ²	6,020 square yards	\$5.50 /cubic yard	\$33,110
Signs			
Directional Signs	3	\$300	\$900
Street Signs (new, with street numbers)	4	\$500	\$2,000
Paving/Curb/Gutter/Sidewalks			
Removal of Driveway Aprons (7 - 24" reinforced)	270 cubic yards	\$116 /cubic yard	\$31,320
New Driveway Aprons (7")	583 square yards	\$20 /square yard	\$11,660
Sidewalk Removal	1,950 square feet	\$2 /square foot	\$3,900
Sidewalk Addition	37,350 square feet	\$5 /square foot	\$186,750
Curb/Gutter	755 linear feet	\$14 /linear foot	\$10,570
Decorative Pavers (at key intersection corners)	800 square feet	\$12 /square foot	\$9,600
Pavement Striping (pedestrian crosswalks)	295 linear feet	\$2 /linear foot	\$590
Subtotal:			\$450,560
15% Contingency			\$67,584
TOTAL			\$518,144

Source: The Lakota Group

Notes:

- 1: All costs include installation.
- 2: Assumes 14' wide parkway.

Estimates are conceptual and based on Lakota's Corridor Master Plan. The estimates will be refined during Streetscape Design/Engineering Phases that will follow the Master Plan. Improvements are shown along entire corridor. Some streetscape segments were not changed due to good conditions. Funding sources have yet to be determined.

STREETSCAPE COST ESTIMATES



Village of Downers Grove: Ogden Avenue Corridor Streetscape Improvements: Preliminary Cost Estimates

SUB-AREA C CENTRAL: LEE AVENUE TO SARATOGA STREET

ITEM	AMOUNT /UNITS	UNIT COST ¹	TOTAL
Special Features			
Identity Gateway Signs with Fencing	0	\$16,000 each	\$0
Decorative Fencing (to screen parking)	0 linear feet	\$65 /linear foot	\$0
Landscaping			
Street Trees (Deciduous)	155	\$550 each	\$85,250
Ornamental Trees (at Gateways)	0	\$350 each	\$0
Special Plantings (at Gateways)	0 square feet	\$5 /square foot	\$0
Shrubs (to screen parking; @ gateways)	0 square feet	\$5 /square foot	\$0
Mulch for Trees and Shrubs	31 cubic yards	\$45 /cubic yard	\$1,395
Soil for Trees, Shrubs, and Sod (6")	1,277 cubic yards	\$20 /cubic yard	\$25,540
Sod ²	7,664 square yards	\$5.50 /square yard	\$42,152
Signs			
Directional Signs	3	\$300	\$900
Street Signs (new, with street numbers)	8	\$500	\$4,000
Paving/Curb/Gutter/Sidewalks			
Removal of Driveway Aprons (7 - 24" reinforced)	302 cubic yards	\$116 /cubic yard	\$35,032
New Driveway Aprons (7")	424 square yards	\$20 /square yard	\$8,480
Sidewalk Removal	0 square feet	\$2 /square foot	\$0
Sidewalk Addition	19,638 square feet	\$5 /square foot	\$98,190
Curb/Gutter	402 linear feet	\$14 /linear foot	\$5,628
Decorative Pavers (at key intersection corners)	0 square feet	\$12 /square foot	\$0
Pavement Striping (pedestrian crosswalks)	0 linear feet	\$2 /linear foot	\$0
Subtotal:			\$306,567
15% Contingency			\$45,985
TOTAL			\$352,552

Source: The Lakota Group

Notes:

- 1: All costs include installation.
- 2: Assumes 14' wide parkway in lawn areas.

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OGDEN AVENUE COMMERCIAL CORRIDOR

Village of Downers Grove: Ogden Avenue Corridor

Streetscape Improvements: Preliminary Cost Estimates

SUB-AREA D EAST: SARATOGA STREET TO STERLING ROAD

ITEM	AMOUNT /UNITS	UNIT COST ¹	TOTAL
Special Features			
Identity Gateway Signs with Fencing	2	\$16,000 each	\$32,000
Decorative Fencing (to screen parking)	530 linear feet	\$65 /linear foot	\$34,450
Landscaping			
Street Trees (Deciduous)	225	\$550 each	\$123,750
Ornamental Trees (at Gateways)	8	\$350 each	\$2,800
Special Plantings (at Gateways)	90 square feet	\$5 /square foot	\$405
Shrubs (to screen parking; @ gateways)	1,150 square feet	\$5 /square foot	\$5,750
Mulch for Trees and Shrubs	47 cubic yards	\$45 /cubic yard	\$2,115
Soil for Trees, Shrubs, and Sod (6")	1,509 cubic yards	\$20 /cubic yard	\$30,180
Sod ²	8,971 square yards	\$5.50 /square yard	\$49,341
Signs			
Directional Signs	3	\$300	\$900
Street Signs (new, with street numbers)	9	\$500	\$4,500
Paving/Curb/Gutter/Sidewalks			
Removal of Driveway Aprons (7 - 24" reinforced)	530 cubic yards	\$116 /cubic yard	\$61,480
New Driveway Aprons (7")	1,272 square yards	\$20 /square yard	\$25,440
Sidewalk Removal	15,275 square feet	\$2 /square foot	\$30,550
Sidewalk Addition	41,880 square feet	\$5 /square foot	\$209,400
Curb/Gutter	1,220 linear feet	\$14 /linear foot	\$17,080
Decorative Pavers (at key intersection corners)	800 square feet	\$12 /square foot	\$9,600
Pavement Striping (pedestrian crosswalks)	235 linear feet	\$2 /linear foot	\$470
Subtotal:			\$640,211
15% Contingency			\$96,032
TOTAL			\$736,243

Source: The Lakota Group

Notes:

- ¹: All costs include installation.
- ²: Assumes 14' wide parkway.

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STREETSCAPE COST ESTIMATES



Village of Downers Grove: Ogden Avenue Corridor Streetscape Improvements: Preliminary Cost Estimates

SUB-AREA E EAST: STERLING ROAD TO WILLIAMS STREET

ITEM	AMOUNT /UNITS	UNIT COST ¹	TOTAL
Special Features			
Identity Gateway Signs with Fencing	3	\$16,000 each	\$48,000
Decorative Fencing (to screen parking)	555 linear feet	\$65 /linear foot	\$36,075
Landscaping			
Street Trees (Deciduous)	158	\$550 each	\$86,900
Ornamental Trees (at Gateways)	6	\$350 each	\$2,100
Special Plantings (at Gateways)	150 square feet	\$5 /square foot	\$675
Shrubs (to screen parking; @ gateways)	2,000 square feet	\$5 /square foot	\$10,000
Mulch for Trees and Shrubs	33 cubic yards	\$45 /cubic yard	\$1,485
Soil for Trees, Shrubs, and Sod (6")	1,000 cubic yards	\$20 /cubic yard	\$20,000
Sod ²	5,593 square yards	\$5.50 /square yard	\$30,762
Signs			
Directional Signs	3	\$300	\$900
Street Signs (new, with street numbers)	5	\$500	\$2,500
Paving/Curb/Gutter/Sidewalks			
Removal of Driveway Aprons (7 - 24" reinforced)	312 cubic yards	\$116 /cubic yard	\$36,192
New Driveway Aprons (7")	1,000 square yards	\$20 /square yard	\$20,000
Sidewalk Removal	3,595 cubic yards	\$2 /cubic yard	\$7,190
Sidewalk Addition	30,408 square feet	\$5 /square foot	\$152,040
Curb/Gutter	612 linear feet	\$14 /linear foot	\$8,568
Decorative Pavers (at key intersection corners)	600 square feet	\$12 /square foot	\$7,200
Pavement Striping (pedestrian crosswalks)	245 linear feet	\$2 /linear foot	\$490
Subtotal:			\$471,077
15% Contingency			\$70,662
TOTAL			\$541,739

Source: The Lakota Group

Notes:

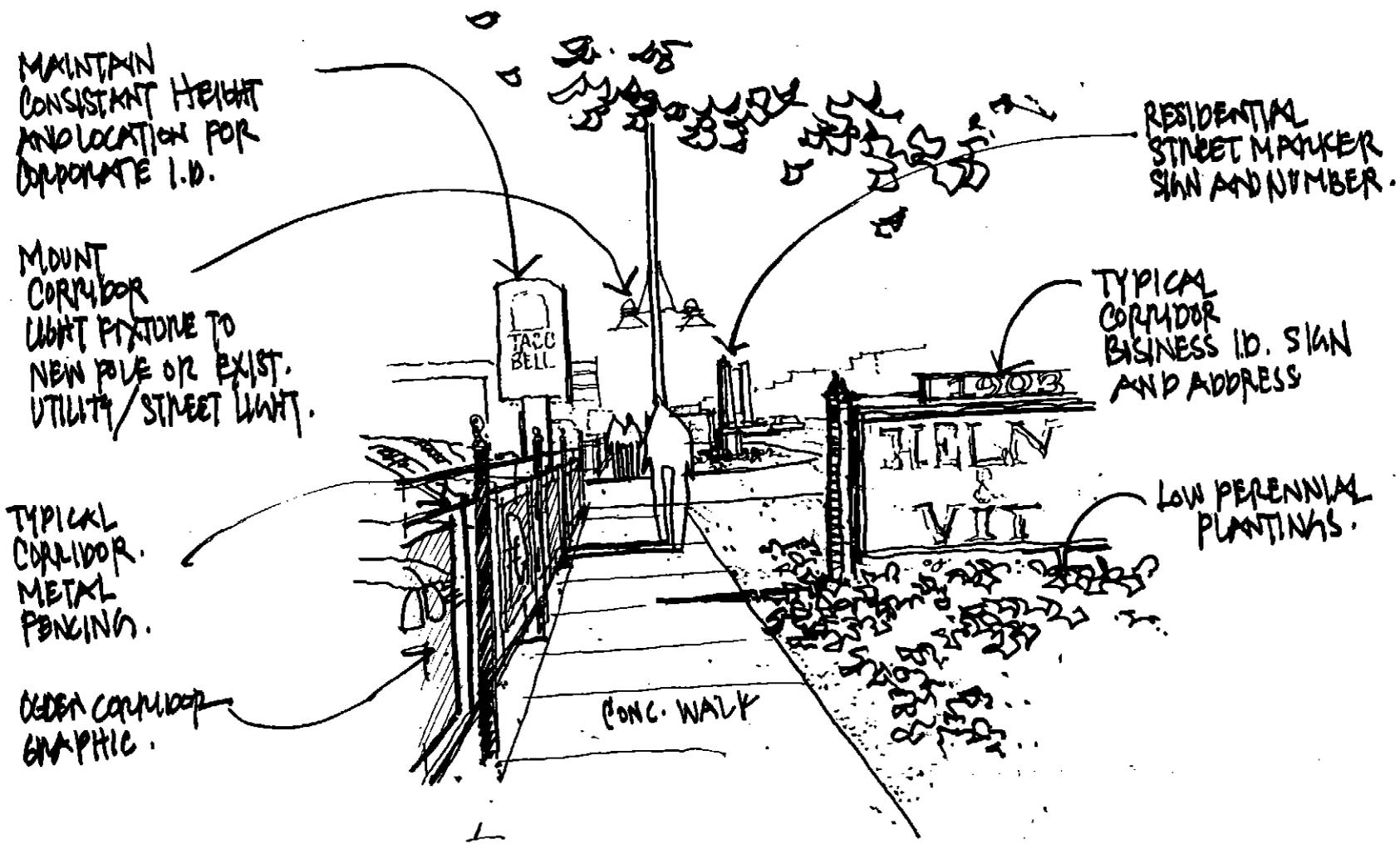
1: All costs include installation.

2: Assumes 14' wide parkway.

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5. DESIGN CONCEPTS



MAINTAIN
CONSISTANT HEIGHT
AND LOCATION FOR
CORPORATE I.D.

MOUNT
CORRIDOR
LIGHT FIXTURE TO
NEW POLE OR EXIST.
UTILITY/STREET LIGHT.

TYPICAL
CORRIDOR
METAL
FENCING.

CORPORATE CORRIDOR
GRAPHIC.

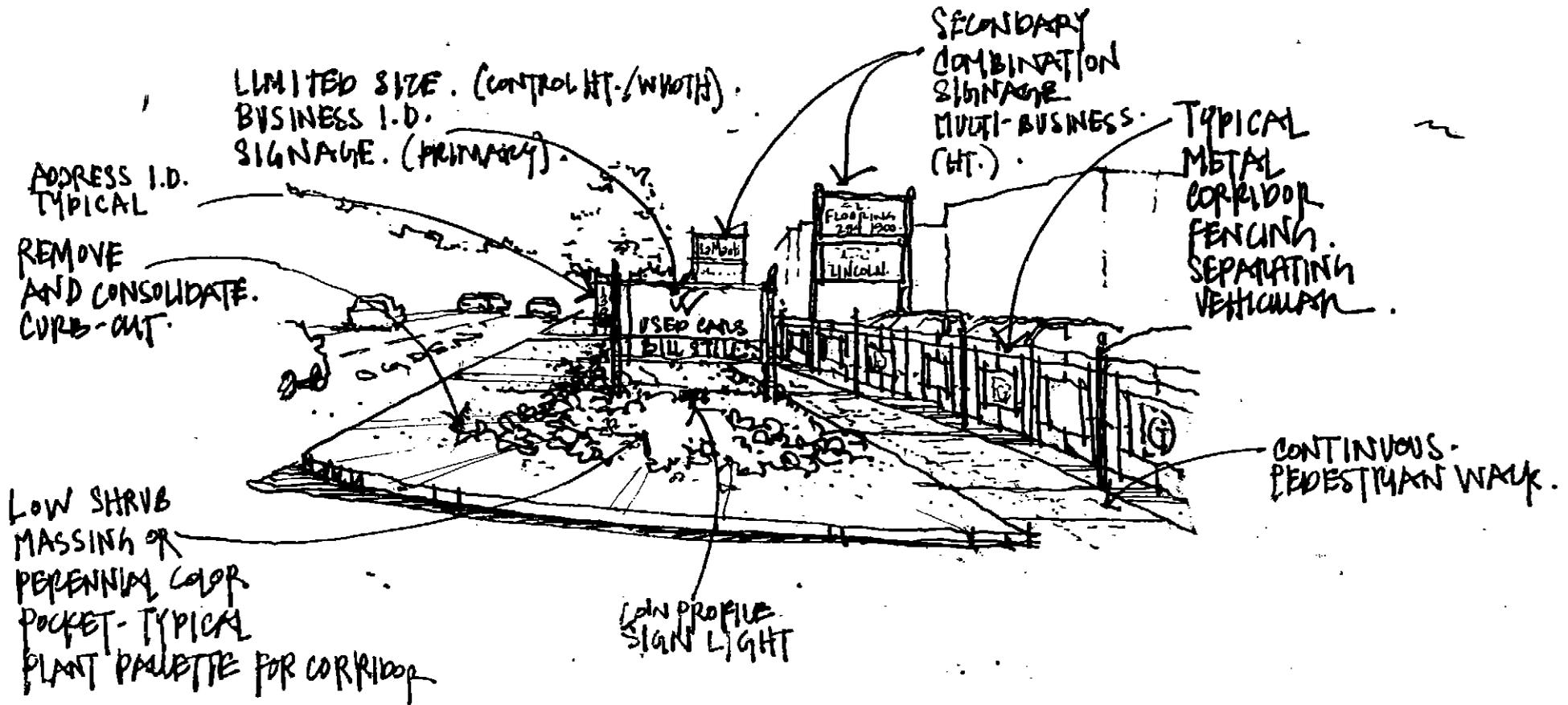
CONC. WALK

RESIDENTIAL
STREET MARKER
SIGN AND NUMBER.

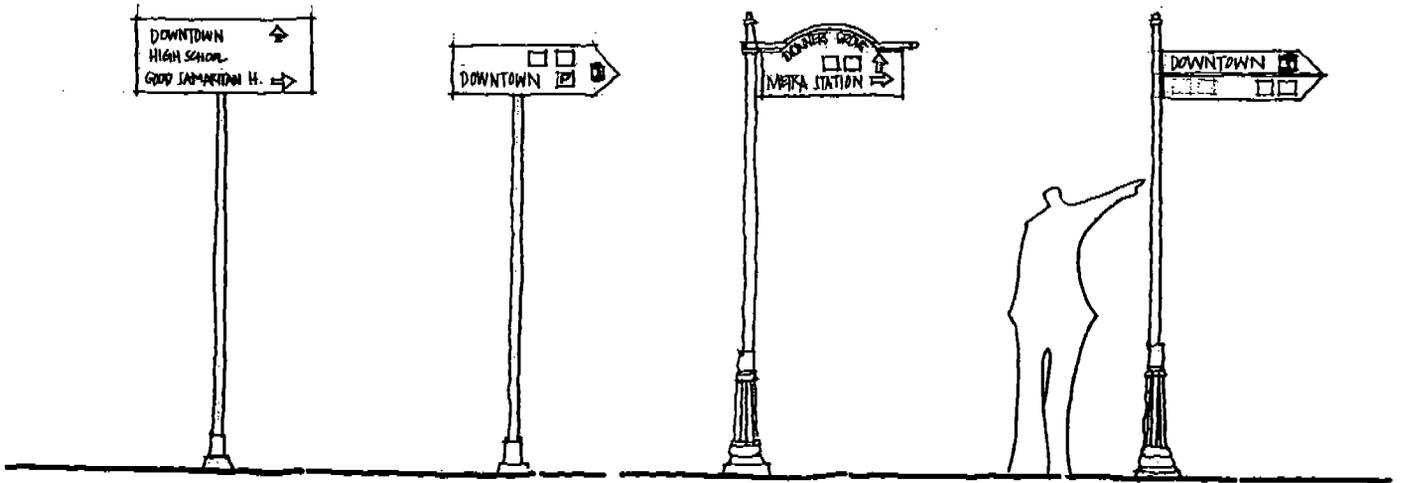
TYPICAL
CORRIDOR
BUSINESS I.D. SIGN
AND ADDRESS

LOW PERENNIAL
PLANTINGS.

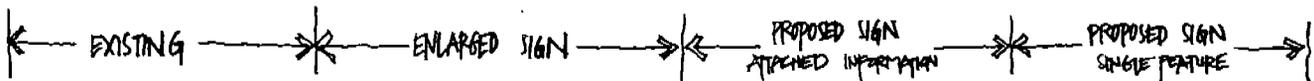
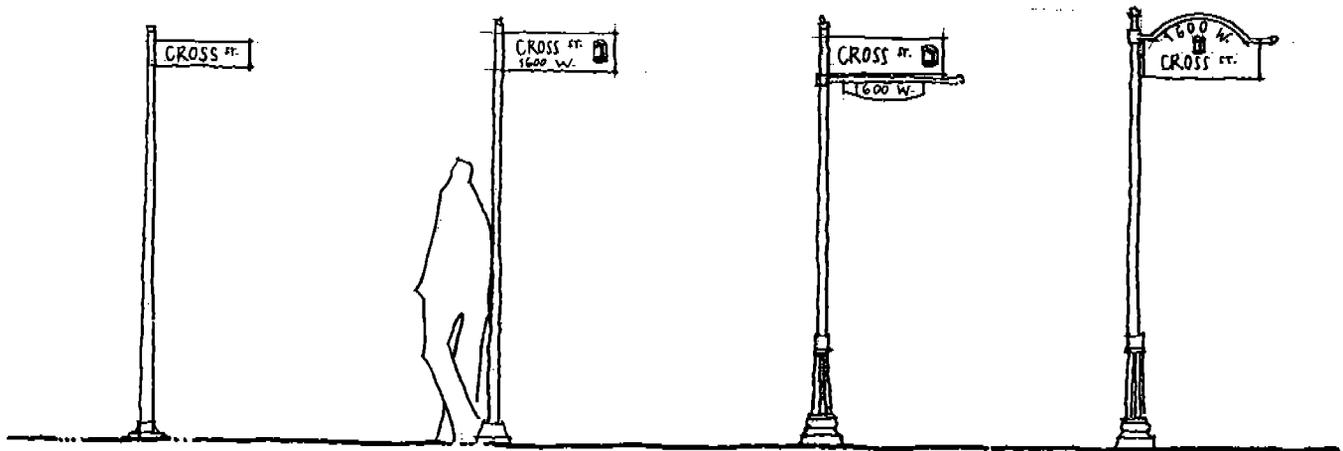
Streetscape Improvement Concept



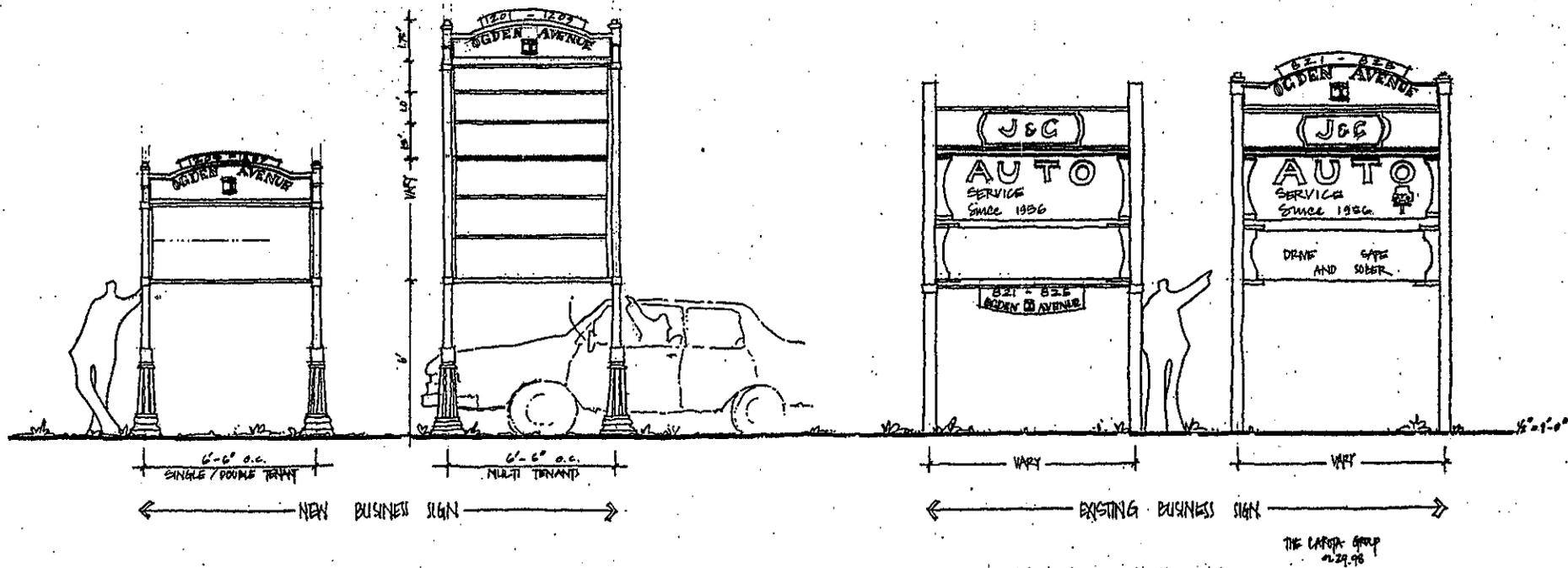
Streetscape Improvement Concept



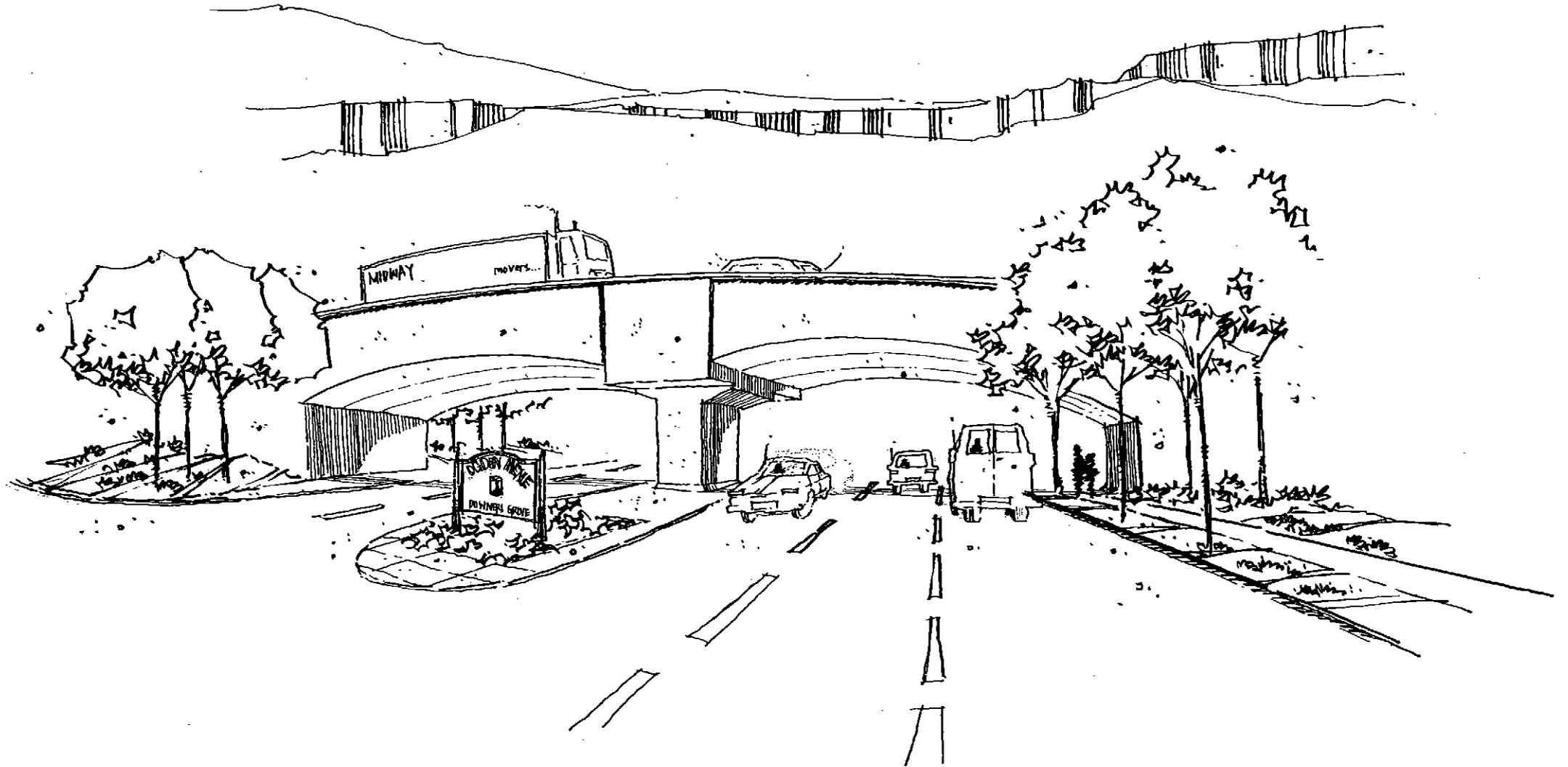
Directional Sign Concepts



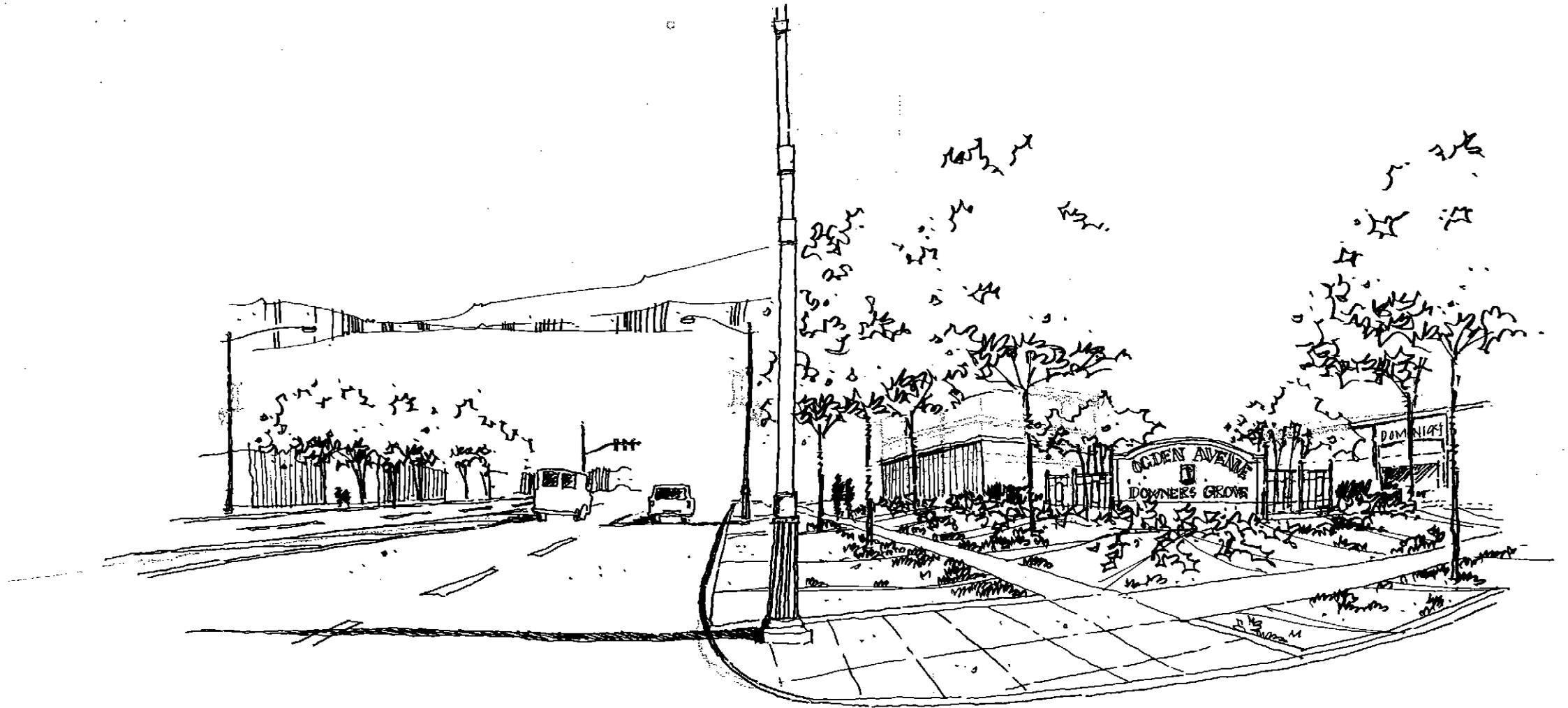
Street Sign Concepts



Business Sign Improvements



West Gateway Concept at Interstate 355



East Gateway Concept at Williams Street