Application form: 
Community Planning Program and 
Local Technical Assistance Program

DEADLINE: Noon on Thursday, June 25, 2015

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com.
Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant: Village of Lisle

2. Main Contact for Application:

Name: Katie Helfert
Title: Senior Planner
Phone number: 630.271.4169
Email: khelfert@villageoflisle.org

3. Type of Applicant (please check any that apply):

____ Local government
____ Multijurisdictional group* 
  Please list the members of the group (including government and nongovernmental organizations):
  ____________________________________________
  ____________________________________________
  ____________________________________________

____ Nongovernmental organization* 
  Name of local government partner(s):
  ____________________________________________
  ____________________________________________

*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP, RTA, or CCDPH prior to submitting their application to discuss their project and the demonstration of local support.
4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP, RTA, or CCDPH.)

__x__ My project involves preparation of a plan.
_____ My project helps to implement a past plan.
_____ My project links land use, transportation, and housing.
_____ My project has direct relevance to public transit and supports the use of the existing transit system.
_____ My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.
__x__ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Local Match Requirement (please initial to indicate you are aware of the local match requirements):

I am aware that a local match will be required for most projects, and understand that if my project is selected it is up to the project applicant to contribute a local match. (See the program guide for further details on local match requirements.)

__x__ Yes, I understand that applicants will be required to contribute a local match.

6. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The Village of Lisle is located approximately 28 miles west of downtown Chicago with convenient access to both Interstate 88 and Interstate 355. Downtown Lisle is located adjacent to two regional arterial roadways, Ogden Avenue on the north and IL Route 53 on the west (see attached map). Downtown Lisle is a mixed use area primarily containing a range of retail, service, office, institutional and low density residential uses. The Village Hall, a Fire Station, Prairie Walk Pond, a historic park and historic cemetery are also located in downtown.

The BNSF Railroad runs east/west through the center of downtown Lisle and a Metra station is located near the southeast corner of downtown. Approximately 2,000 riders board at the Lisle Metra station daily. Additionally, the Lisle Metra station is served by PACE route 828 which allows reverse commuters to ride the Metra from Chicago and take the bus to Lisle-Naperville Office Corridor which houses major employers such as Navistar (ridership: 92 as of April 2015). A pedestrian underpass and underground tunnel provides access to both sides of the tracks in two locations. Additionally, two viaducts at IL Route 53 and Main Street provide access under the tracks for vehicular traffic.

7. Project Description:

**Please tell us what you would like to do in your community, and what assistance is needed.** If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)
Project Description:

Background
Recognizing the need for a comprehensive approach toward improving and developing downtown Lisle, the Village Board initiated and adopted a Downtown Master Plan in 1999 (http://www.villageoflisle.org/DocumentCenter/View/80). Since its adoption, the village has continued to implement the vision of the Plan through a series of village initiated projects and support of projects involving private investment.

While the village continues to implement the Plan and strives to improve downtown Lisle, many initiatives have been perceived to potentially negatively impact downtown parking supply. In order to accurately plan for future parking demand and supply, the village proposes evaluating downtown and commuter parking demand, supply and management strategies. A brief summary of major initiatives implemented since the adoption of the Plan are described below.

- In 2003, the Village Hall was relocated from the northeast corner of Main Street and Burlington Avenues to make way for new development on Main Street in downtown. In the interim, portions of the subject property have served as daily fee commuter parking for Metra riders.
- In 2010, Prairie Walk Pond was created to serve as both a stormwater retention pond and the western gateway to downtown. Stormwater capacity is available in the pond, for a fee-in-lieu, to aid in alleviating the burden of providing on-site stormwater retention when required.
- In 2004, Lisle retained a parking consultant to evaluate downtown parking occupancy. The study determined the existing parking supply was meeting the demand of downtown businesses.
- In 2006, the village created a new downtown zoning district reducing bulk requirements and residential parking requirements to encourage downtown redevelopment.
- In 2010, a major renovation of Main Street including new streetscape (i.e. sidewalks, landscape, lighting, etc.) was undertaken to dramatically change the image and character of the downtown core. As part of the project, the street was narrowed to two drive lanes with the diagonal parking on both sides to provide a more pedestrian oriented environment. Since the improvements to Main Street including a lane reduction and parking reconfiguration, downtown parking supply has not been re-evaluated in a comprehensive manner by the village.
- In 2006, the village funded a facade improvement program for downtown businesses. The majority of businesses on the east side of Main Street updated the facades of their buildings including prairie style elements to achieve a cohesive Main Street appearance.
- In 2014, the village retained Business Districts, Inc. to perform a market analysis on several areas of Lisle including the future downtown TIF area (http://www.villageoflisle.org/171/Downtown-Lisle-Ogden-Avenue-Market-Study).
- In 2014, the Village Board approved a Restaurant Grant for new full service restaurants locating within Lisle in its continued efforts to attract new restaurants and to support the expansion of existing restaurants, with a focus on downtown. To date, one downtown restaurant has taken advantage of the grant, to nearly double the seating accommodating in a newly constructed building.
- In 2014, the Village Board created an Economic Development Coordinator position and hired a staff member to focus on business recruitment and economic development for the village with one of the primary areas of focus being the downtown.
- In April of 2015, the Village Board approved a TIF District in downtown Lisle (see attached map). The village is actively market the TIF area for redevelopment in conjunction with property owners.
- In June of 2015, the Village Board approved a petition from Marquette Companies for a mixed use development (Main Street Village) comprised of 15,000 square feet of retail and 201 luxury apartments adjacent commuter station on Burlington Avenue (construction to begin in the fall of 2015). The project will be located on the former Village Hall site.
• In 2015, the Village Board has approved funding to hold a series of summer concerts in downtown in a village owned parking lot adjacent to Prairie Walk Pond, Ale Fest will also take place in this location as well. If successful, the village may consider holding additional events here in the future.

Existing Parking Supply
Downtown Lisle is comprised of a series of commuter surface parking lots (village and Metra owned, permit and daily fee), on-street metered spaces, on-street 2 hour parking, 15 minute parking and one additional village owned surface lot available to downtown employees and patrons (see attached map). Furthermore, downtown properties have a varying level of on-site private parking for downtown businesses.

Proposed Project
As outlined above, Lisle’s downtown landscape has changed since downtown parking was evaluated in 2004 and will continue to change dramatically with recent efforts for business recruitment and approval of incentives. In anticipation of the construction of Main Street Village, additional summer events at Prairie Walk Pond, redevelopment within the TIF boundaries and continued efforts to pursue new restaurants and retailers for downtown, the village seeks to conduct a comprehensive evaluation of its' downtown and commuter parking supply and parking management strategies with the goals of improving the downtown parking experience, plan for the long term management of parking and provisions for additional parking if found necessary. Below is a general overview of the goals the village would like to achieve.

Downtown Parking Evaluation
• Develop a comprehensive and accurate inventory of all commuter parking, off-street and on-street public and private parking stalls.
• Develop an inventory of all parking signage including posted parking limitations.
• Conduct occupancy counts for all parking stalls during different peak operating hours to determine if parking demand exceeds supply, and determine where vehicles are parked throughout different times of the day.

Downtown Parking Management Strategies
• Develop goals and recommendations for managing Lisle’s existing downtown and commuter parking supply taking into account the village’s unique characteristics, needs and potential future redevelopment.
• Determine if additional supply is necessary now or anticipated to be necessary in the future and whether or not that would be in the form of a parking structure or surface lot.
• Develop strategies for monitoring and evaluating parking demand and supply in the future.
• Develop a plan and recommendations for parking signage, pricing, payment and marketing strategies.
• Evaluate existing downtown parking regulations outlined in the Zoning Ordinance and how those regulations affect new and existing downtown businesses, commuters, residents and redevelopment to determine if modifications to the Zoning Ordinance are necessary.
• Develop an implementation plan that consists of action items, timelines and approximate cost that is based on the results of the parking survey and community goals and objectives.

Overall, having the opportunity to evaluate commuter and downtown parking on a comprehensive light, furthers the goal of GOTO2040 by continuing to improve Lisle as a livable community through future planning and development decisions made at the community level.
*The Data is provided without warranty or any representation of accuracy, timeliness, or completeness. It is the responsibility of the "Requester" to determine accuracy, timeliness, completeness, and appropriateness of its use. The Village of Lisle makes no warranties, expressed or implied, to the use of the Data. Data provided via the Illinois Department of Transportation website.
Downtown Lisle TIF Boundary

Legend

☐ TIF District Boundary

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Land parcel data provided by DuPage County GIS.