



CITY OF OTTAWA

# Comprehensive Plan Update



# A BIG THANKS Acknowledgements

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The 2022 Update prepared by Teska is an update to the 2014 Comprehensive Plan prepared by Ginkgo Planning & Design, Inc.







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## CHAPTER 1

# Introduction

Ottawa showcases some of the best principles in city planning: small walkable blocks, a classic central square, a grid of connected streets, and buildings rich with architectural detail.

“This Plan is a guide to community development, outlining a vision of how the City of Ottawa desires to grow and evolve over time.”

### Introduction

Ottawa is a beautiful historic city that sits at the confluence of the Illinois and Fox Rivers. One of the original Canal Towns, Ottawa was platted by James Thompson in 1829, a year before he prepared the plat for the City of Chicago. As one of the earliest examples of a platted midwest city, Ottawa showcases some of the best principles in city planning: small walkable blocks, a classic central square, a grid of connected streets, and buildings rich in architectural detail.

These enduring qualities have been beautifully preserved by a caring community. Downtown Ottawa has held onto its historic heritage, and major damage from post-war suburban style development has been generally averted.

Ottawa has also embraced change and adapted over time. The community has a strong collections of stores, restaurants, hotels and other businesses centered around the I-80/ Illinois Route 23 interchange. New industrial/distribution businesses like Tyson Fresh Meat, Petsmart and Kohl's have located in Ottawa to take advantage of the communities excellent location and workforce.

This comprehensive plan builds on these past successes and charts a course for the City's future.



## Background

In 2002 Ottawa adopted a Comprehensive Plan and Downtown Plan to establish a vision for development within the community. These documents guided land use, development and growth in Ottawa for over a decade, and the City has continued to build on the plans with many new planning initiatives that have had significant positive impacts on the city.

Downtown Ottawa is the vibrant heart of this historic city. After the 2008 flooding event affected significant parcels along the waterfront, the City started acquiring key parcels in the area. The exploration of adaptive re-use opportunities led to the realization that a physical plan addressing site specific strategies, market feasibility, parking needs, and general traffic flow was needed. The 2014 Comprehensive Plan provided a vision for this key area of the community. And while the 2014 Plan is relatively new and still generally relevant, the City felt that an update to the plan was needed to address changing market conditions.



Source: Ginkgo Planning & Design, Inc.

## Plan Purpose

**The Comprehensive Plan is a guide to community development, outlining a vision of how Ottawa desires to grow and evolve over time.**

It is used to guide land use and zoning decisions and to plan for capital improvements. It is based on the best available data at the time of adoption and should be updated periodically as conditions change.

The Comprehensive Plan is an advisory document. The City's zoning and development ordinances are some of the regulatory tools used by the City to implement the vision outlined in the Comprehensive Plan.



## Existing Conditions Summary

### A Historic City

Historically, the attraction of Ottawa was its location. The confluence of the Fox and Illinois Rivers ensured that travelers and traders would pass by this land. The beautiful prairies and valleys encouraged people to stop and consider this area. What they found was rich soil for agriculture and mining, and the convenience of the rivers for transporting goods east to Chicago and west to the Mississippi.

The name Ottawa comes from an Indian tribe that dominated the area. Other tribes were the Illinois, Iroquois, Sac, Fox, Kickapoo, and Pottawatomie. These Native Americans linked trading routes from the Illinois Valley to Cahokia, Illinois near St. Louis where some Native American remains have been dated back to twelve thousand years ago. These tribes found that Starved Rock was also a perfect lookout over the valleys below where they hunted bison and deer. They later traded goods with early settlers in the region.

## Did You Know

### Ottawa was the testing ground for the Interstate Highway System.

In 1956, a site in Ottawa was selected for the Association of State Highway Officials (AASHO) Road Test, which included constructing and testing seven miles of two-lane pavements in the form of six loops and a tangent, half concrete, half asphalt.

The design of pavements and bridges on the Interstate System largely followed the results of the AASHO Road Test, and the test site later became part of I-80. *(Federal Highway Administration, 2017)*

## Did You Know

### A significant feature in the development of Ottawa was the construction and operation of the Illinois and Michigan (I&M) Canal.

After the first year of operation, the canal helped Chicago become the nation's largest inland port. With the construction of the canal came the influx of Irish workers. That group provided the majority of manual labor needed to construct the canal. A vast majority of those laborers and their families stayed in the community following its completion.

Louis Joliet and Fr. Jacques Marquette were two of the first explorers to visit the Illinois Valley. Another explorer, Robert Sieur Cavalier de LaSalle, established a fur trading post called Fort St. Louis on top of Starved Rock. The first American settlers in the region were migrants from the New England States. They became farmers, merchants, and miners. The soil was perfect for growing a variety of crops. Farm animals such as cattle and horses grazed the prairies. The soil was also rich in minerals which could be mined for glass sand, aluminum, and clay. The clay for example, was used to make bricks, pottery, and a variety of other useful products. These products could then be easily transported on the rivers.

It was the construction of the Illinois and Michigan Canal in 1836 that put Ottawa a step ahead of other communities in La Salle County. From its completion through the Civil War, the city saw consistent population growth. The canal served as an important port for grains being shipped eastward to Chicago.

On August 21, 1858 over 10,000 people attended the first senatorial debate in Ottawa between candidates Abraham Lincoln and Stephen A. Douglas. These series of debates on the issue of slavery brought Lincoln the national spotlight that would later carry him to the presidency. The debate was held in Washington Square with a platform located on the east side of the square. A boulder and plaque mark the site of this historic debate. Statues of Lincoln and Douglas also commemorate the event in downtown Washington Square.



## Ottawa's Historic Districts

Local landmarks, either in the form of structures, buildings, and/or sites, collectively form a cultural heritage. Recognizing this cultural heritage is important both to honor the past and to understand the present and the future. Historic preservation seeks to continually identify, protect and preserve landmarks that constitute Ottawa's cultural heritage for use, for education, for observation and for pleasure.

### *Ottawa Commercial Historic District*

In 2011, a Historic Resources Survey Report was prepared for the overall Downtown Area, referred to as the "Ottawa Commercial Historic District" in the report. About 232 structures were surveyed, located within an area roughly bounded by the border of the Illinois and Michigan Canal Corridor to the north, Columbus Street to the east, Main Street to the South, and Clinton and Walnut Streets to the west.

### *Ottawa East Side Historic District*

East Side was among the City's premier neighborhoods in the 19th and early 20th centuries. On October 18, 2013, an area bounded by the Fox River and Chapel Street on the north, Illinois River on the south, Shabbona Street and Ottawa Township to the west and Green Street on the east consisting of 245 principal buildings became registered as East Side Historic District.

### *Ottawa Avenue and Illinois Avenue Historic Survey Area*

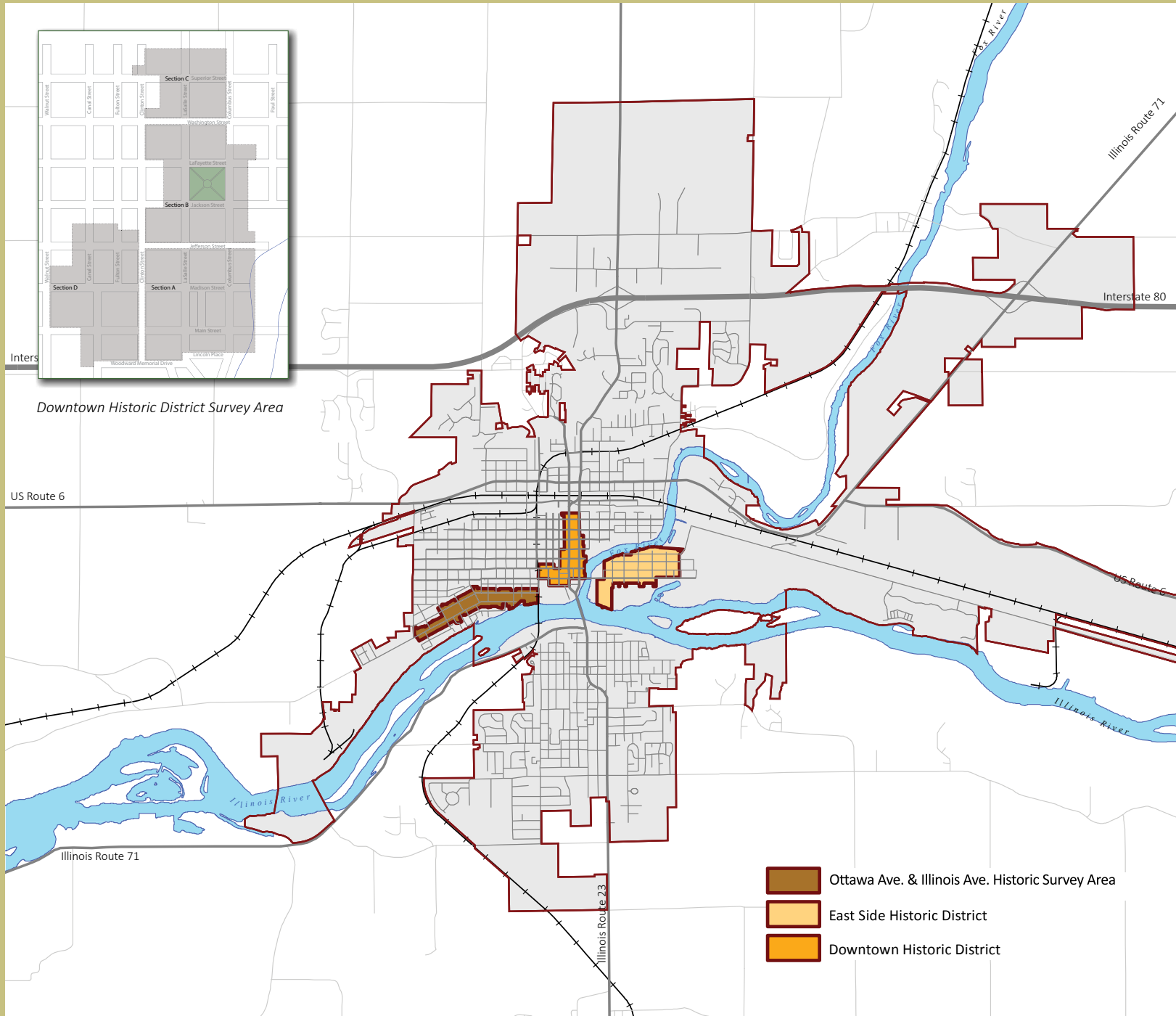
Ottawa Avenue and Illinois Avenue Historic Survey Area encompasses a half-mile stretch of a boulevard which highlights the character of our unique historic homes. The survey area, consisting of 235 structures, is situated north of the Illinois River, west of the railroad tracks and east of Ottawa Avenue Cemetery.

There is also a large historic neighborhood on the south bluffs of the Illinois River. In each of these neighborhoods there are a large variety of styles that represent the history of Ottawa.

*From Left to Right: LaSalle Street Businesses, County Courthouse, Columbus Street Homes, William Reddick Mansion | Source: Ginkgo Planning & Design, Inc.*







# Historic Districts Map

## 2022 COMPREHENSIVE PLAN UPDATE



## A Destination City

Ottawa is just minutes from Starved Rock State Park, where the legendary wooded cliffs, soaring river bluffs and impressive waterfalls attract more than two million visitors a year.

The first thing visitors notice when arriving at Ottawa is the striking natural beauty of the land. Seated at the confluence of the Illinois and Fox Rivers, visitors can enjoy a variety of outdoor activities. Whether hiking along the I&M Canal or fishing in the Illinois River, Ottawa is a “natural” delight. Ottawa offers visitors a wide array of activities including: skydiving, boating, snowmobiling, biking, hiking, canoeing, sledding, geocaching and golfing.

Downtown Ottawa charms visitors with notable architecture, restaurants and shops, historic sites and year-round events and entertainment. Just 90 minutes from the Chicago Loop, Ottawa is a convenient getaway for Chicago residents.

Taking advantage of its location and amenities, the City has worked hard to increase tourism in the area. The City has implemented several programs and projects to help promote the city’s history, attractions, events and amenities. A branding campaign encourages Illinois residents to “Pick Us,” a fitting phrase for the city’s botanical theme. The Ottawa Visitors Center provides the traveling public with information about the City, and markets Ottawa in partnership with the regional tourism coalition, Illinois Bureau of Tourism.

Walking, driving, biking, and boat tours of the city and the surrounding area are popular. The self-guided Ottawa Heritage Tour allows visitors to follow Ottawa’s rich history while viewing many of the city’s historic landmarks. The self-guided “Brush with History” tour teaches visitors about the city’s striking murals.



One of the many murals in Downtown Ottawa | “Revolution” by John Pugh



# Ottawa in Numbers



TOTAL  
POPULATION

**18,840**



MEDIAN  
HOUSEHOLD INCOME

**\$52,809**



BACHELOR'S  
DEGREE OR HIGHER

**20.0%**



OTTAWA  
MEDIAN AGE

**38.7**



MEDIAN  
HOME VALUE

**\$137.7K**

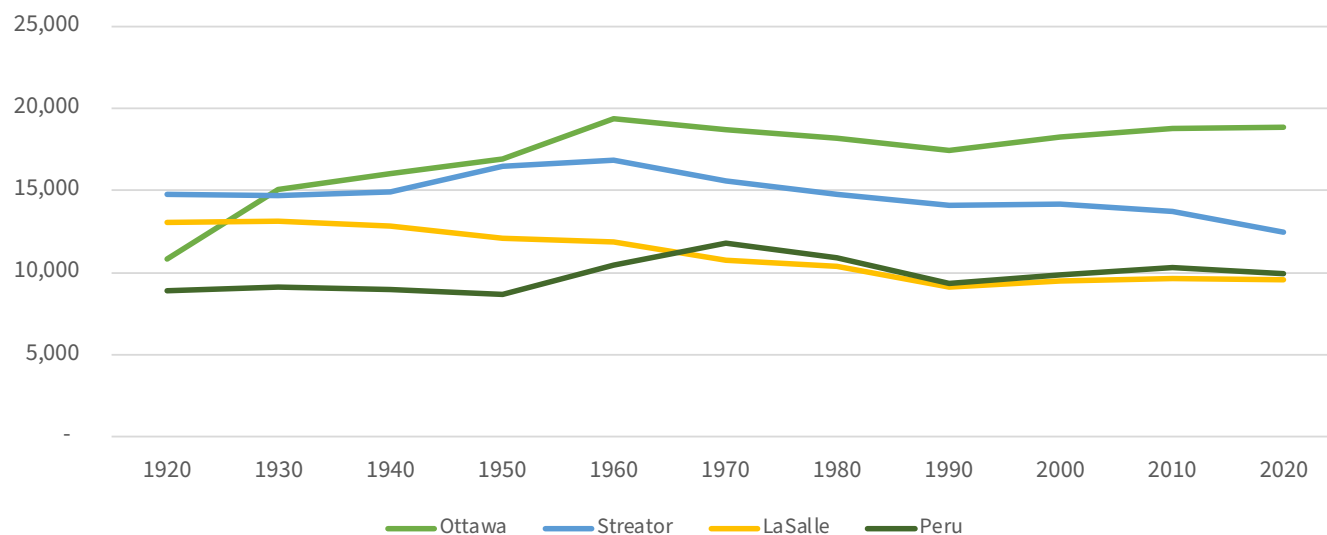
	CITY OF OTTAWA	LASALLE COUNTY	STATE OF ILLINOIS
POPULATION	<b>18,840**</b>	110,691	12,762,130
MEDIAN HOUSEHOLD INCOME	<b>\$52,809</b>	\$56,877	\$68,663
EDUCATION (BACHELOR'S AND ABOVE)*	<b>20.0%</b>	16.2%	35.8%
MEDIAN HOME VALUE*	<b>\$137.7K</b>	\$138.4K	\$225K
EMPLOYMENT RATE*	<b>60.6%</b>	58.5%	61.7%
MEDIAN AGE	<b>38.7**</b>	42.5	38.4
LANGUAGE OTHER THAN ENGLISH SPOKEN AT HOME*	<b>8.3%</b>	7.6%	23.3%
Source: ESRI 2021 estimates - Census 2019 ACS* - Census 2020**			



# Ottawa in Numbers

Source: US Census

## TOTAL POPULATION



► **Ottawa's population has not seen a significant change over the last fifty years.** In 1960 Ottawa reached its highest population of 19,408. Ottawa's population decreased between 1960 and 1990, but has continued to increase since 1990. Ottawa was the only community out of its comparable neighbors, including Streator, LaSalle, and Peru, that increased between 2010 and 2020.

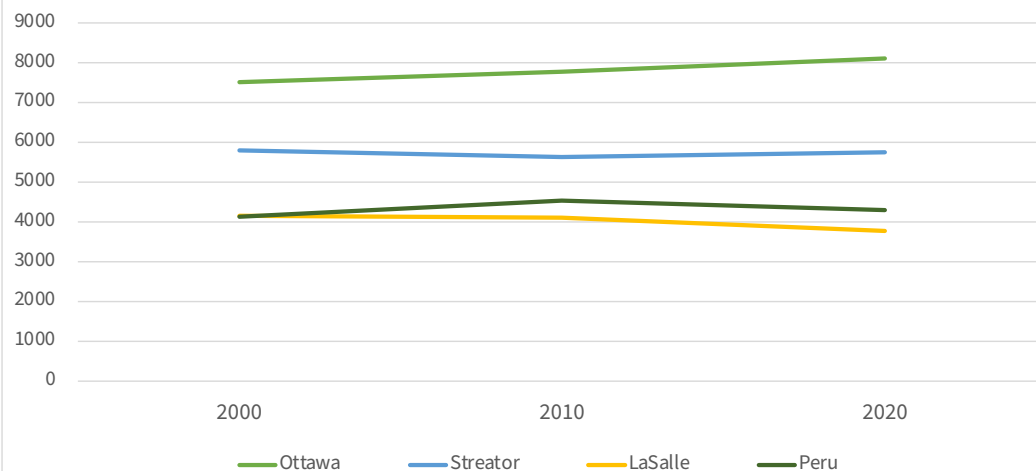
Note: Ottawa is a part of what the census bureau calls an "urban cluster". These clusters include areas not incorporated into the municipality, but just outside the corporate limits. In Ottawa's case, this would include Naplate and Dayton – essentially the entire 61360 area code.

This areas 2020 census population was 20,408.

► Similar to population, **Ottawa has seen a steady increase in households** from a total of 7,512 in 2000 to a total of 8,097 in 2020.

Source: US Census

## TOTAL HOUSEHOLDS

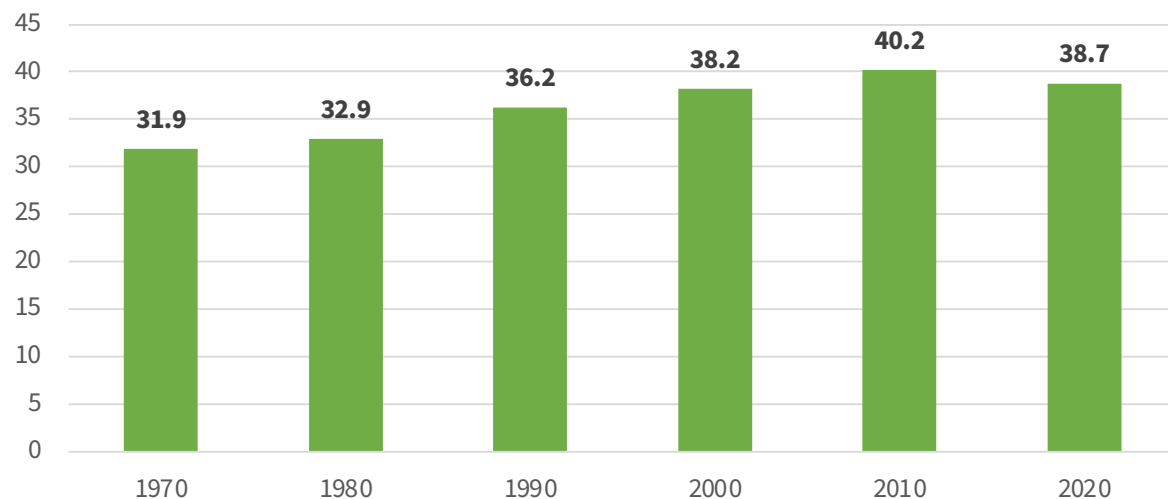




# Ottawa in Numbers

Source: US Census

## OTTAWA MEDIAN AGE

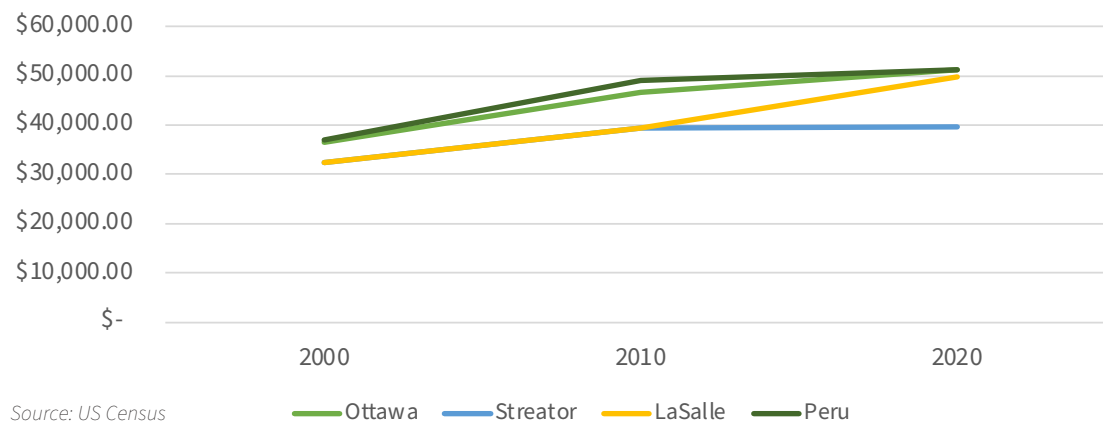


► The median age of Ottawa residents has increased by 7 years since 1970, rising to 38.7 in 2020. However, Ottawa's median age decreased between 2010 and 2020.

Ottawa's current age is similar to the State of Illinois' median age, which was 38.6 in 2020, and is significantly less than LaSalle County's age, which was 42.1 in 2020.

► Ottawa's median household income in 2021 is \$52.8K, which has increased by 9% since 2010. Ottawa's median household income increased at a much faster rate between 2000 and 2010 with a 33% percent increase during the 10 year period. Ottawa's median household income is similar to neighboring communities but slightly less than LaSalle County, indicative of the City's wide range of housing types and income levels.

## MEDIAN HOUSEHOLD INCOME







ROXBURY

BACK TO THE FUTURE  
GHOSTBUSTERS  
JAWS  
GOONIES  
GROWN UPS  
JURASSIC PARK  
SHREK



## CHAPTER 2

# Community Engagement

Through online surveys, public meetings, stakeholder interviews, and a transparent project website, residents' ideas were integrated into the Ottawa Comprehensive Plan.

“I would like to see an upgrade to Kiwanis Park. It is routinely one of the most popular/busy parks for young families and it has outdated equipment.”

- Resident Idea

### Introduction

Community engagement helps provide answers to important questions about what residents want for the future. Effective outreach means effective communication—active listening, reporting back, reworking ideas, refining concepts, and ultimately producing a set of actionable goals that speak to what the community wants, needs, and aspires to achieve. Ultimately, the City of Ottawa's comprehensive plan was formulated to reflect and represent community-wide interests..

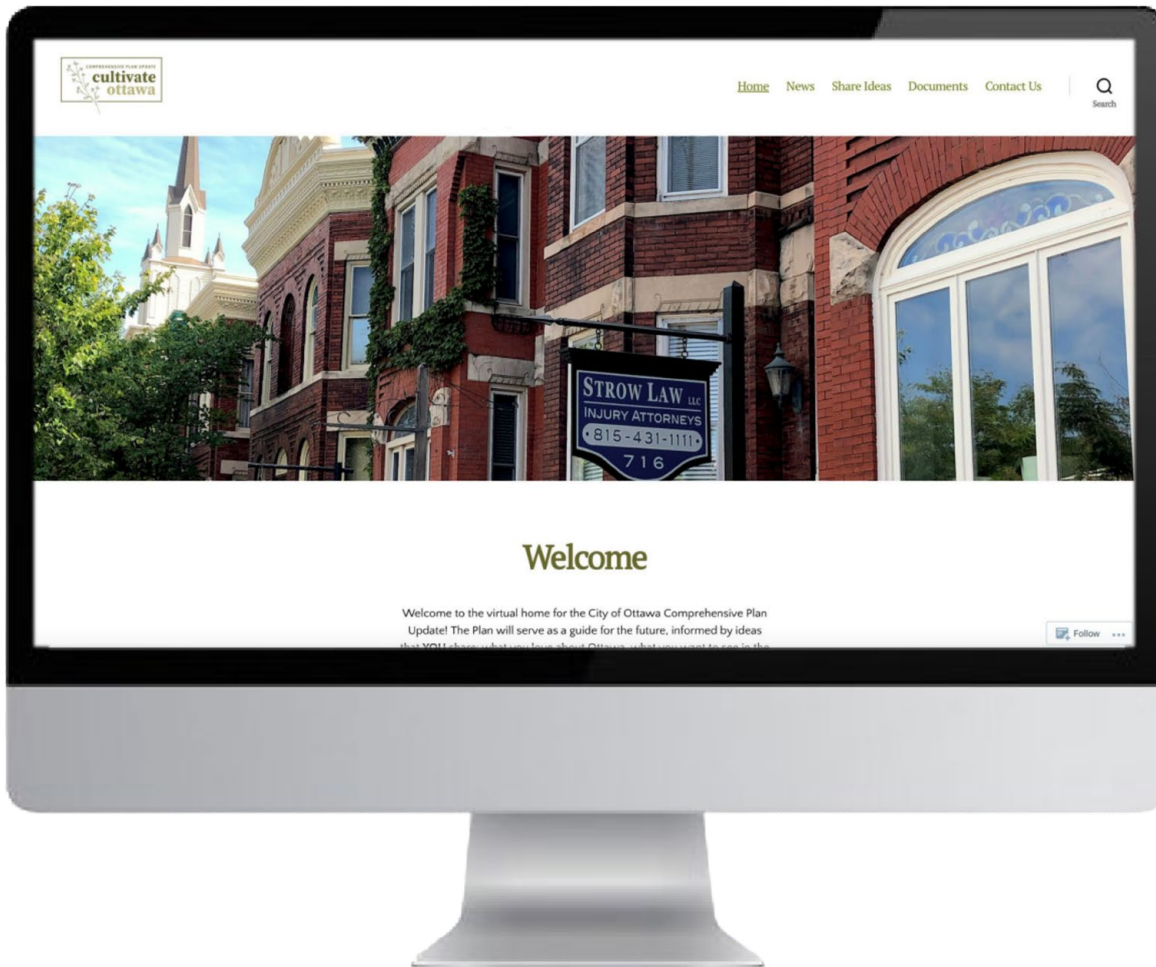
The 2014 Comprehensive Plan was informed by months of extensive participation and interaction with the community. This included three widely attended public forums (July, September and December of 2013), which allowed the citizens to participate very actively in the shaping of the plan.

While this plan mostly builds on the feedback and suggestions from the 2014 planning process, additional community outreach collected new feedback that is more reflective of current conditions and local opinions. Several tools, including a project website and a community survey, were used to collect additional feedback from the community. Stakeholder interviews were also conducted during this process to collect new insights from local business owners and other stakeholders.



## Project Website

The project website, [www.cultivateottawa.com](http://www.cultivateottawa.com), provided a one-stop shop for all plan-related updates, documents, and resources. The site also offered a platform for community comments and idea sharing, with a “Share Your Idea” portal. Users were able to subscribe to the website and receive email updates for upcoming meetings and project news. The website received over 750 page views, over 360 unique visitors.



▲ The “Cultivate Ottawa” community engagement process used an interplay of different mediums and tools, such as creative marketing, a project website, a community survey, and one-on-one stakeholder interviews to collect additional feedback from the community.



### ***Stakeholder Interviews***

Interviews were conducted with community leaders from both the public and private sectors to gain insights into current opportunities and challenges. A brief summary of key issues is provided below.

CHALLENGES	OPPORTUNITIES
<ul style="list-style-type: none"><li>◆ Limited housing options in the \$150,000 to \$200,000 range</li><li>◆ At-grade railroad crossings and traffic back-ups</li><li>◆ Need improved wayfinding signs</li><li>◆ Need to update the sign code; consider reduction in sign pollution (promote lower/monument style signs)</li></ul>	<ul style="list-style-type: none"><li>◆ A new YMCA facility is planned along the riverfront, with final fundraising underway</li><li>◆ Great opportunity to create a unique outdoor venue/public space along River</li><li>◆ High School has capacity to support additional growth</li><li>◆ Levy improvement project has helped address flooding issues</li><li>◆ Have good internet access – important in attracting new residents/businesses</li><li>◆ Build on synergy of having the Illinois Valley Community College branch in downtown</li><li>◆ Heritage Harbor has been a very successful second home development, and new subdivisions on the north side of Ottawa have done well due to positive perceptions of the school district</li><li>◆ Downtown revitalization has been great, with opportunities for continued success – i.e. adding residential, a small hotel, and additional entertainment options</li></ul>







## CHAPTER 3

# Vision & Goals

A thriving and evolving downtown provides a great place for residents to work, shop and play while attracting tourists that discover Ottawa's unique historic charm, beauty and fun culture.

“Waterfront has so many opportunities because of the beauty of the river. However, don't forget the focus of the river should be boating, fishing, etc. not just a view...”

- Resident Idea

### Introduction

The vision and goals described here merge the ideas heard from residents and stakeholders during the planning process. The plan's Vision is an aspirational picture of the future, and that some aspects of it are true today speaks to the quality of life that currently exists in the City.

Ottawa is well positioned for continued success. The community's location along I-80 provides connections to anywhere in the United States. With a location within 2 or less hours drive of Chicago, Rockford, Bloomington, Peoria and the Quad Cities, Ottawa residents have access to major centers of commerce and entertainment while residents from these communities can easily visit Ottawa for a fun day or weekend trip.

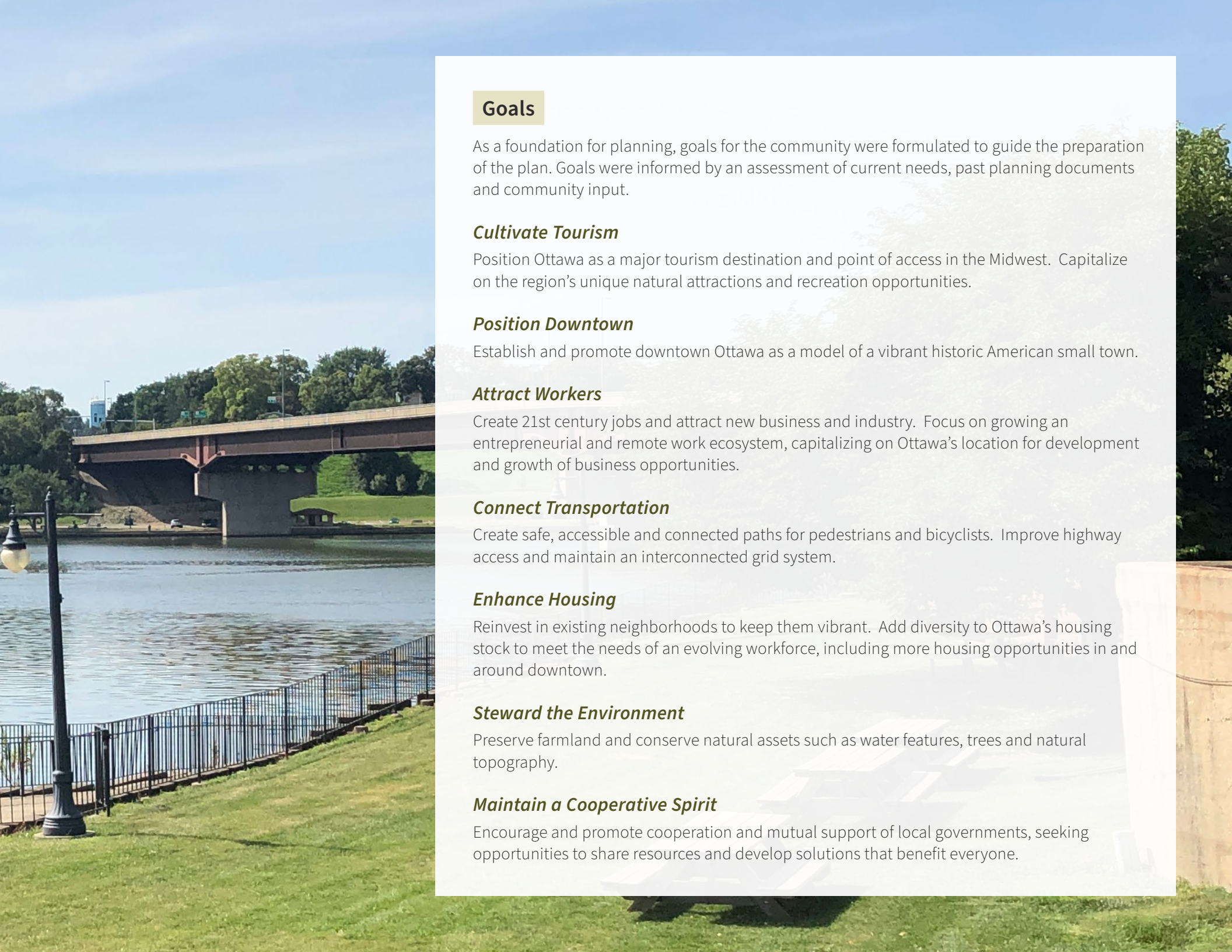


# Vision

Ottawa is small town perfection! A thriving and evolving downtown provides a great place for residents to work, shop and play while attracting tourists that discover Ottawa's unique historic charm, beauty and fun culture. The surrounding natural environment is both conserved and celebrated while the City cultivates nature at home. A diverse employment base keeps commutes short and opportunities close to home. Residents enjoy diverse housing options in attractive neighborhoods served by excellent schools, parks, and City services. Ottawa is a welcoming community where neighbors look out for each other and greet visitors with open arms.





A scenic view of a river, likely the Ottawa River, with a bridge in the background. The foreground shows a grassy area with a black metal fence and a black lamppost. The sky is blue with some light clouds.

## Goals

As a foundation for planning, goals for the community were formulated to guide the preparation of the plan. Goals were informed by an assessment of current needs, past planning documents and community input.

### ***Cultivate Tourism***

Position Ottawa as a major tourism destination and point of access in the Midwest. Capitalize on the region's unique natural attractions and recreation opportunities.

### ***Position Downtown***

Establish and promote downtown Ottawa as a model of a vibrant historic American small town.

### ***Attract Workers***

Create 21st century jobs and attract new business and industry. Focus on growing an entrepreneurial and remote work ecosystem, capitalizing on Ottawa's location for development and growth of business opportunities.

### ***Connect Transportation***

Create safe, accessible and connected paths for pedestrians and bicyclists. Improve highway access and maintain an interconnected grid system.

### ***Enhance Housing***

Reinvest in existing neighborhoods to keep them vibrant. Add diversity to Ottawa's housing stock to meet the needs of an evolving workforce, including more housing opportunities in and around downtown.

### ***Steward the Environment***

Preserve farmland and conserve natural assets such as water features, trees and natural topography.

### ***Maintain a Cooperative Spirit***

Encourage and promote cooperation and mutual support of local governments, seeking opportunities to share resources and develop solutions that benefit everyone.







## CHAPTER 4

# A Livable City

Ottawa's rich housing stock, diverse neighborhoods, mix of employment opportunities, and outstanding public services make the City a great place to call home.

“Sense of place” refers to how an area is perceived and experienced, and how people connect with a space. It is created through both the physical environment and the communal environment.

### Introduction

Ottawa is a great example of a community with all the right pieces to boast a strong “sense of place” – rich housing inventory, diverse neighborhoods, a mix of businesses and employment opportunities, and outstanding public services that make the City a great place to call home.

“Sense of place” refers to how an area is perceived and experienced, and how people connect with a space. Sense of place is created through both the physical environment (buildings, parks, streetscapes, natural areas) and the communal environment (neighborhoods, gatherings spaces, schools, and community events). It refers to both the character and uniqueness of a community, as well as bond that people create with a place. This concept has real value as both an economic development tool and a source of community pride.

One of the lessons learned from the Covid-19 pandemic is that many employees can work anywhere, provided the community has good internet access. Given Ottawa's many assets and livability, combined with good internet access, the community's future is bright. Employees that can work from anywhere may well choose Ottawa with its appealing small town charm, great dining, and access to nature. The City is close enough to Chicago and other regional centers when needed yet far enough away to escape the more urban nature of these larger cities.





## Housing

Housing near Ottawa's downtown is among the oldest in the city. Beautiful brick homes are part of the Downtown Historic District along Columbus. Several multi-family public housing complexes also exist in the city's central area. These are operated by the Housing Authority for LaSalle County. Many opportunities exist to enhance and restore historic residential structures, provide new and diverse housing within the general boundaries of the downtown area, and to create new neighborhoods that will build on the existing community.

### HOUSING GOALS

- ◆ **Reinvest in existing neighborhoods** to keep them healthy and vibrant.
- ◆ Encourage a **diverse housing stock in all areas of Ottawa** that can serve a variety of age and income groups, and attract new workforce to Ottawa.
- ◆ Encourage a **variety of lodging options** for visitors and tourists.
- ◆ Promote **best practices in neighborhood design and energy efficiency** in both old and new homes.

### *Downtown/Central Neighborhood*

This comprehensive plan strongly encourages attracting a variety of new housing types within the walkable downtown core. These can include new urban rowhouses and townhomes, condominium and apartment buildings, and mixed-use buildings with residential units on the upper floors. Anthony Place, a 56-unit senior housing development in downtown is a good example of a new project that capitalizes on the amenities of downtown. However, more downtown housing is encouraged to enhance the area's vibrancy and take advantage of the excellent dining, shopping, working and recreational amenities of downtown Ottawa.

Residential uses are also strongly encouraged for the upper floors of existing older buildings, including lodging options for visitors and tourists. More affordable housing choices and additional units catered to seniors are also strongly encouraged within the walkable downtown core of the city.

## ***Lodging***

Lodging for tourists and visitors in the Downtown Core is critical to the success of the waterfront and continued vitality of Downtown businesses. Reuse of upper floors of old buildings and old houses is a great option for providing alternative forms of lodging. River Loft on West Main Street, for example, offers a furnished one bedroom apartment and roof deck overlooking the scenic Illinois River. Madison Street Living provides fully furnished apartments for short term stay and corporate rental in a 1888 two-story Victorian building in the heart of Downtown. There has been a national trend for the creation of small boutique hotels in downtown settings, and such a facility would be a great fit for downtown Ottawa.

## ***Public Housing***

The Housing Authority for LaSalle County has eight high rise facilities, three of which are located in downtown Ottawa. Originally designed for senior living, they offer independent living in a community environment.

The public housing program provides affordable housing to over 1,600 families in the area. Stretching across LaSalle County, the HALC owns and operates more than 1,000 units of affordable housing over a variety of housing sites, including multifamily developments, scattered site homes, and high rises.

## ***Senior Housing / Assisted Living***

There has been much investment in senior housing over the last several years including independent living as well as dependent care living facilities.

Large private investments in senior housing have resulted in Anthony Place, Ottawa Pavilion, Pleasant View Luther Home and Ottawa Senior housing on Champlain Street. In 2014, Ottawa Pavilion completed a \$13.5 million remodel with its 79,000 square foot facility that has six wings and includes an Alzheimer's unit. Pleasant View Lutheran Home has also completed several improvement projects.

“Hospitality & lodging are Ottawa’s major economic development opportunities. Upper story residential in the downtown is a related opportunity that should be explored more.”

- Stakeholder Interview Feedback



Source: Imagery ©2021 Google; Google Streetview



Source: Imagery ©2021 Google; Google Streetview



Anthony Place Senior Apartments | Source: www.anthonypplaceottawa.com



## Strengthening Existing Neighborhoods

Ottawa has a rich and diverse housing inventory with a mixture of old and modern developments. The more dominant historic neighborhoods are located immediately adjacent to the downtown, on the east side of the downtown and also across the Fox River in the area of the Ottawa High School. There is also a large historic neighborhood on the south bluffs of the Illinois River.

Each neighborhood showcases a large variety of styles that represent the history of Ottawa. There are also modern neighborhoods that have their own unique characteristics scattered around Ottawa. The homes in these modern neighborhoods vary in size and style. Some of the unique features of these neighborhoods are highlighted below.

### *West Side*

Ottawa's beautiful historic west side neighborhood stretches generally from Downtown Ottawa to Boyce Memorial Drive to the west, featuring a diverse and affordable stock of single-family homes. Ottawa Avenue, a tree lined boulevard is the heart of the southern blocks of the area, includes many elegant historic homes near the Illinois River. The tree-dotted boulevard is crowned on its west end by a Classical Revival war memorial. Many of Ottawa's elegant historic homes are located here, including the Nash, Swift Carriage, Hickling and Moloney residences.

### *East Side*

The east side is a beautiful historic neighborhood nestled between the Fox and Illinois rivers, with many of the homes dating back to 1840's. Ottawa's historic east side, east of the Fox River and north of the Illinois River, features some of Ottawa's finest older homes. Many of these larger houses were built in the 19th century and have been well-preserved by residents. Notable historic homes include the Strawn, Griggs, Duncan, Harris, Anthony and Bushnell residences.

### *South Side*

The south side neighborhood, south of the Illinois River, had grown as a desirable location for homes by the late nineteenth century. Prospect Avenue still showcases many of the beautiful large homes from that time, perched high over the river valley, and overlooking Allen Park. Major historic homes include the Catlin, Leland, Palmer, Porter, Hossack, Pope, Hills, Wing and Lester Strawn residences.

### *Far North and Far South*

These areas have seen significant growth in the twentieth century post war years with newer subdivisions, and will potentially continue to see future growth in single family housing.

## OPPORTUNITIES

- ◆ Develop clear **design guidelines for new construction to be compatible with the existing character and scale of the neighborhood**, including lot size, lot assembly, setbacks, height, and architectural features.
- ◆ Create a **clear review process to address any proposed demolition** of an existing home.
- ◆ Consider **housing and lodging options other than single family homes** where appropriate to bring new investment to mature neighborhoods.
- ◆ Encourage **retrofitting older homes to be more energy efficient**. A home can be eligible for USDA energy efficient loans if International Energy Conservation Code (IECC) standards are met. The loans makes it possible for low to moderate income families to qualify for better homes. Typical elements of energy efficiency include the following:
  - ◆ **Appliances** - EnergyStar appliances, such as washers, dryers, refrigerators, and dishwashers
  - ◆ **Windows** - Energy efficient windows keep a home cool in the summer, while retaining heat inside during the winter, with utility savings
  - ◆ **HVAC** - Heating and cooling systems that are high efficiency may cost more, but use a lot less energy in the long run
  - ◆ **Insulation** - Proper insulation in a home is the key to using heating and cooling efficiently, and keeping harsh weather elements outside.

## Economic Development Focus Areas

Ottawa has positioned the following areas to strengthen and retain existing economic anchors, and to attract new economic development that creates new jobs, adds revenue and attracts new residents to the area. These areas include:

### ***Northside Industry***

Investment in northside industry has already resulted in the creation of more than 2,000 new jobs. The current Dayton TIF serves as a financial incentive to attract firms to the area. With significant land still available, Ottawa's northside has good potential for future industrial growth.

### ***Northside Retail***

Ottawa expects to see significant growth in retail on the Northside and along the Interstate 80 and Route 71/Norris Drive Corridors. The current I-80 Commercial TIF will serve future commercial growth near the interstate.

Recent development in Ottawa has involved the reuse of several large-footprint vacant buildings. New building uses include a car dealership and lumber store. Recent additions to the Ottawa business sector include auto retail, sports retail, a chain restaurant and hotel. To better serve retail activity, the City has invested in new sidewalks and streetscaping on the west side of Illinois Route 23.

### ***Ottawa Industrial Park***

With proximity to rail lines, waterways and state and national highways, Ottawa Industrial Park on east Route 6 is an attractive area for future industry. Land is currently available and carries options for future expansion. Enterprise zones, TIF districts and environmental permits are currently in place to incentivize firms to move to the area. Other resources available to prospective businesses include readily available electricity, natural gas, water mains, sewer lines and detention reservoirs.

### ***Marquette District***

Marquette Street runs parallel to the north of the historic I & M Canal and offers redevelopment opportunities across a 1.2 mile stretch. While there are a few small manufacturing uses in the district, there are a significant number of sites that are underutilized or vacant, or are used as junk yards. This area would be ideal for commercial uses that need good access but do not need high visibility.

### ***Downtown and Waterfront***

Ottawa's waterfront and downtown are an important part of the City's history and identity. Recent streetscaping efforts have revived the area and attracted several new shops and restaurants. Combined with the ongoing restoration of historic buildings, Ottawa is attracting more visitors and looks forward to future growth.

Ottawa was able to place a large portion of downtown in a national Historic Commercial District, making owners eligible to receive federal income tax credits for restoration. Since then, a stronger focus has been placed on purchasing and restoring historic buildings for commercial usage.

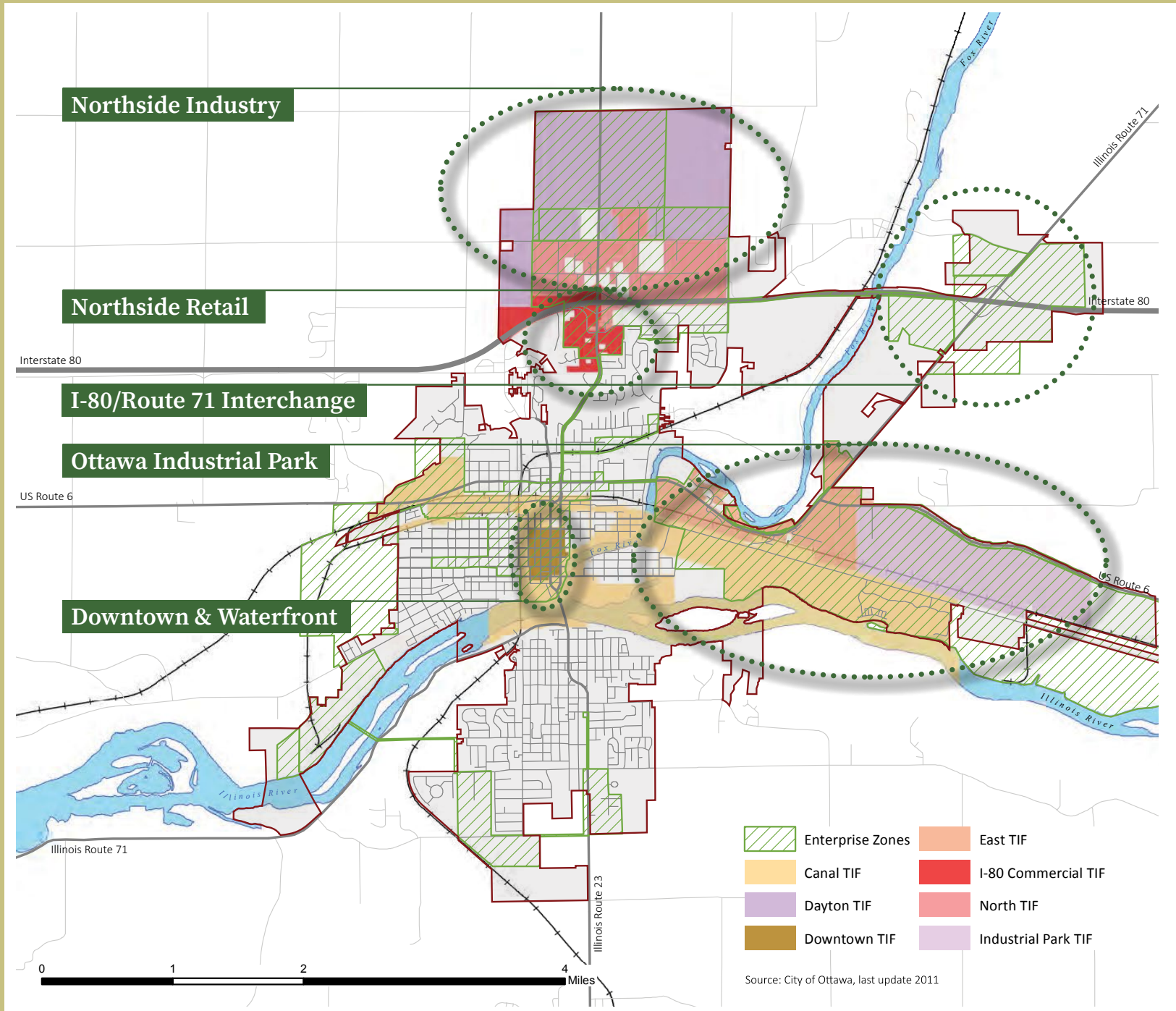
“Development of the Route 71 corridor needs to be well thought out on the basis of looks, traffic, jobs created, investment, tax base, the market and setting trends.”

- Resident Idea



# Economic Development Focus Areas

## 2022 COMPREHENSIVE PLAN UPDATE



## Major Anchors

### Government

Ottawa is the largest city and county seat of LaSalle County, with an **Appellate Court branch, the County Courthouse, and County Offices** located within the City. Main offices for the County can be found at the LaSalle County Governmental Center, located just south of I-80.

The LaSalle County Courthouse sits on the site of several earlier courthouses. Construction of the limestone building began in 1881. It was dedicated by 1884. Today Ottawa is the seat of the Third Appellate Court District, which serves 21 northern Illinois counties. The Third District Appellate Court Building is found on the northeast corner of Washington Square.

### Healthcare

The City of Ottawa is fortunate to have a local hospital and two walk-in clinics that serve its residents and the larger region. **OSF Saint Elizabeth Medical Center**, formerly known as Ottawa Regional Hospital and Healthcare Center, has had a presence in the community since 1895. OSF Saint Elizabeth is a 99-bed facility that provides both inpatient and outpatient procedures, emergency care, and other medical services. OSF Saint Elizabeth is part of OSF HealthCare and has a network of more than 600 primary care, specialist physicians, and advanced practice providers.

OSF Saint Elizabeth operates an express location in Ottawa that treats patients with minor illnesses and injuries on a walk-in basis. Residents may also take advantage of **St. Mary's Health Care-Ottawa**, a walk-in clinic on the city's south side. In addition to treating non-life-threatening illnesses and injuries, the facility provides diagnostic imaging, laboratory services, occupational health services, physical therapy, and an on-site pharmacy.



County Courthouse in Downtown Ottawa



Check out the Ottawa Video Tour to learn more about the City and everything it has to offer: [www.ottawainow.com](http://www.ottawainow.com)





### ***Sand and Glass***

Because of numerous silica sand deposits, Ottawa has been a major sand and glass center for more than 100 years. Silica sand mining began in Ottawa in the 1860s. At that time in Ottawa, glass manufacturing was one of the most important industries and the silica sand and glass manufacturing businesses grew simultaneously. Transportation of the sand is facilitated by the navigable Illinois River and the Illinois Railway Ottawa Line. Ottawa sand continues to be extracted from several quarries in the area, and is recognized in glass-making and abrasives for its uniform granularity and characteristics. Ground and unground silica products have a wide variety of applications, including glass production of all kinds, foundry and refractory sand, abrasives, polishes, paint and other fillers, filtration sand, frac sand, and cement testing sands.

Two of Ottawa's major sand and glass employers are Pilkington Glass Works, a successor to LOF (Libbey Owens Ford), and US Silica.

### ***SABIC Innovative Plastics***

In 2008, SABIC purchased GE Plastics from General Electric, creating SABIC Innovative Plastics that focuses on the global growth of thermoplastics and engineering plastics through innovation to serve the automotive, electronics, healthcare, and construction sectors. SABIC products go into automobiles, telephones, refrigerators, homes, computers, children's toys and many other items. Along with the manufacturing site in Ottawa, SABIC Innovative Plastics has manufacturing sites in Alabama, New York, Indiana, West Virginia, Mississippi, and abroad. With sales offices in more than fifty countries, SABIC Innovative Plastics has established itself as a diverse and global company.

The Ottawa site is situated on 215 acres along the Illinois River between Ottawa and Marseilles, Illinois. The plant has the capacity to produce approximately five hundred million pounds of Cycloc/ABS plastic each year.



*Pilkington Glass Works*

*SABIC Innovative Plastics*

## ADM

Located on the Illinois River south of the Ottawa Industrial Park, Archer Daniels Midland Company (ADM) owns and operates river terminals and country elevators throughout the United States. ADM provides the essential link between the producer and the end-user of commodities and processed products, and handles a range of commodities from corn, soybeans, wheat, and specialty grains to fertilizer and processed products.

## Mitsuboshi Belting Ltd. Group

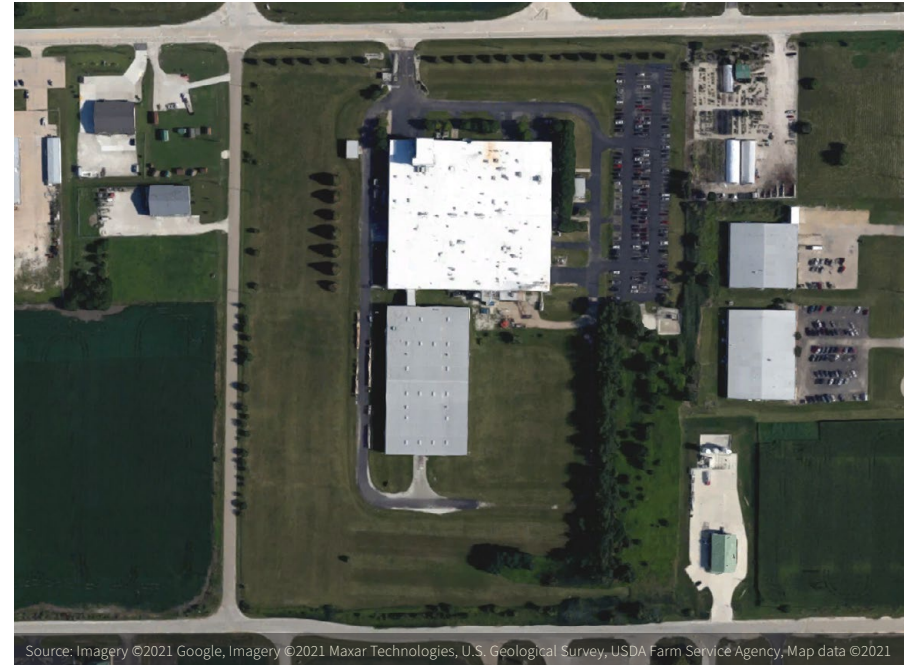
Located at 601 Dayton Road, MBL Corporation's Illinois Manufacturing Plant in Ottawa began production in March, 1988. Belts manufactured at this plant include all types of V-belts, V-ribbed belts and timing belts for both original equipment and service parts in the automotive and industrial markets. In addition to supplying the North America market, products are exported to many countries worldwide.

## Port District

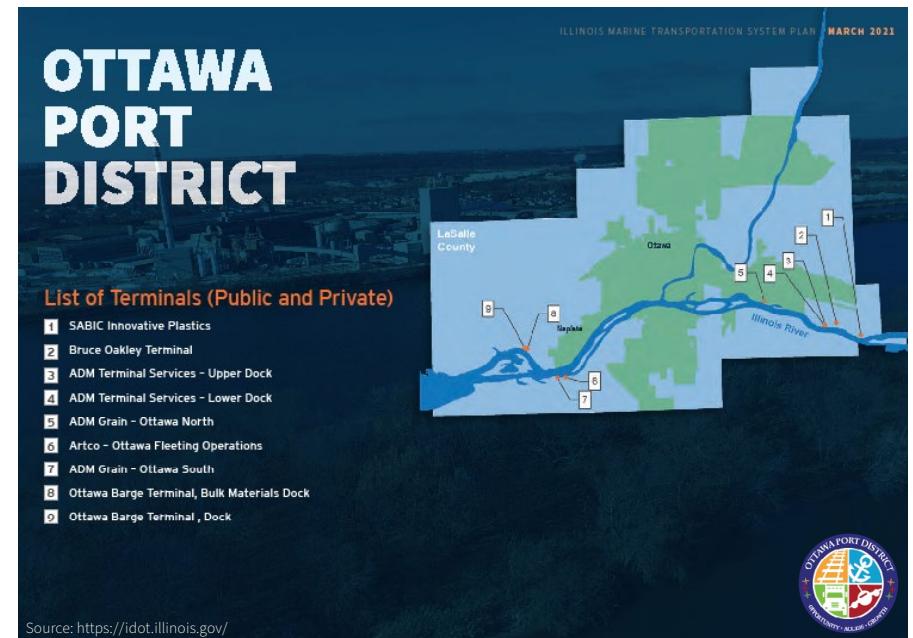
The Ottawa Port District, formed in 2011 by the Illinois General Assembly, covers all of Ottawa and some areas outside the city limits. The Port District is a new economic tool to assist development in Ottawa and the surrounding area.

## Major Logistics Anchors

Major logistics anchors include Kohl's Distribution Center, PetSmart Distribution Center and Tyson, all located within close proximity of Interstate 80.



Mitsuboshi Belting Ltd. Group



Ottawa Port District Map - Illinois Marine Transportation System Plan 2021



## Schools

### *School Districts & Boundaries*

Ottawa Elementary School District 141 encompasses the greater part of Ottawa's incorporated area. The district is home to 5 public elementary schools with a total enrollment of 1,842 students in 2020. 50.5% of elementary school students are classified as low-income by the State, 6.6% are English learners, and 19.3% are students with IEPs/disabilities. The average instructional spending is \$6,712 per student, lower than the state average of \$8,582 per student.

Wallace School District 195 serves areas to the north of District 141, and includes all the major tax revenue generating commercial and industrial areas around I-80. District 141, that serves the majority of Ottawa's residents, is facing major funding issues, yet does not have access to these major revenue sources outside its boundaries.

The City of Ottawa is committed to the growth of the Ottawa Industrial Park to the east and development north of Interstate 80. Planning and investment in the area by the City of Ottawa will likely increase tax revenue for the Wallace and Waltham school districts rather than the Ottawa Elementary School District. An amendment to the district boundary is encouraged to ensure that Ottawa's investment in its own incorporated boundary is reflected in the resources available to students living in Ottawa. A need for additional resources is stressed by more recent reductions in funding sources. Reduced aid from the state and new local tax exemptions have contributed to tighter annual budgets for Elementary School District 141.

### *Ottawa Township High School*

Ottawa Township High School is the only public high school to serve the City of Ottawa. The school, located in downtown Ottawa, has an enrollment of 1,188 students in 2020. 34% of students are classified as low-income by the state, 2% are English learners, and 14% are with IEPs/disabilities. An average of \$9,144 per student is spent on instruction, higher than the state average of \$8,582 per student. The 4-year graduation rate was 81% in 2020.

### *Private Schools*

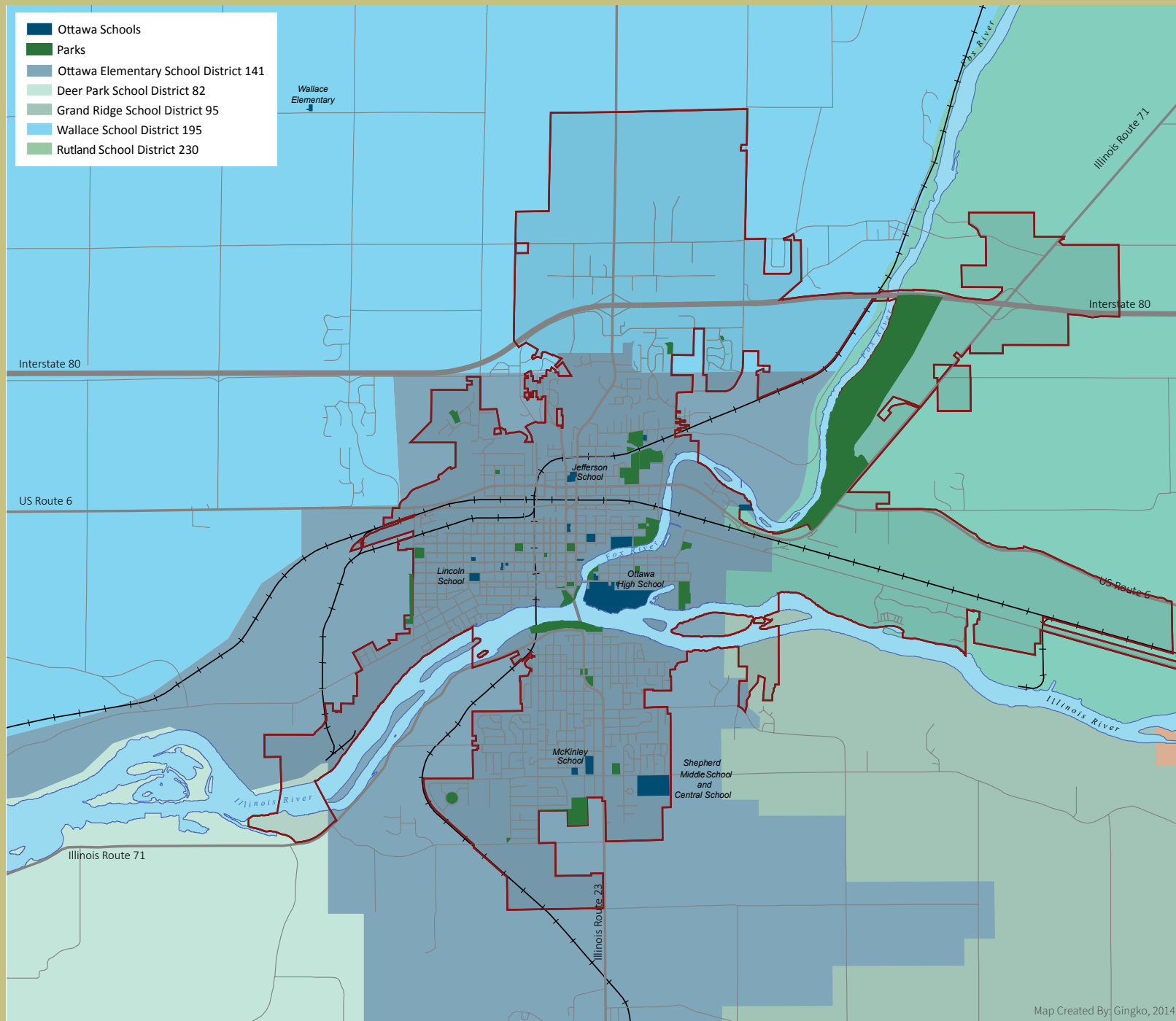
Ottawa's private schools are: Marquette Academy, with early education located at 727 Jefferson St. and the Elementary School at 1110 LaSalle Street and Marquette High School at 1000 Paul Street.

### *Illinois Valley Community College Campus*

Illinois Valley Community College offers a full service campus in downtown Ottawa. The Ottawa Center enables students to get most general education courses out of the way, which can be transferred to a four-year institution. The facility also offers a full CNA program, continuing education courses, GED/ESL programs, and citizenship classes.

### NEAREST HIGHER EDUCATION FACILITIES

- ◆ **Illinois Valley Community College**, Ottawa Center and Oglesby, IL, 14 miles
- ◆ **Joliet Junior College**, IL, 37 miles
- ◆ **Waubensee Community College**, Sugar Grove, IL, 37 miles
- ◆ **Aurora University**, Aurora, IL, 37 miles
- ◆ **Northern Illinois University**, Dekalb, IL, 41 miles
- ◆ **Kishwaukee College**, Malta, IL, 22 miles
- ◆ **Lewis University**, Romeoville, IL, 44 miles
- ◆ **University of St. Francis**, Joliet, IL, 45 miles
- ◆ **North Central College**, Naperville, IL, 50 miles



# School Districts Map

## 2022 COMPREHENSIVE PLAN UPDATE







## CHAPTER 5

# Economic Development

The City of Ottawa is viewed as a place with potential – it has many great assets and local officials, residents, and investors are committed to the City’s economic success.

### Introduction

Ottawa is viewed as a place with potential. The City has multiple assets—recreational, historic, cultural, and commercial. Ottawa’s local officials, residents and investors routinely collaborate and are committed to the City’s economic success. Visitors continue to discover Ottawa and its businesses and amenities.

Like similar regional centers in largely rural areas in Illinois and the Midwest, Ottawa also recognizes the critical nature of two greater issues—rural population changes and the importance of capitalizing on the City’s best market opportunities. For cities like Ottawa, both sets of issues have layered implications for future economic growth and the ability to attract new residents, visitors, and investment throughout the community.

### Did You Know

In 2013 Ottawa earned second place in the *America In Bloom* national competition. The achievement was made possible by great community participation, financial contributions from businesses and sponsors, and strong support from community businesses and individuals. As the result of the competition and the ***Ottawa Is Blooming*** local campaign, the City of Ottawa has never looked better.





## Demographics & Markets

Selected demographics and related market maps are displayed in Table 5.1 and Figure 5.1 & 5.2. This demographic data includes information about these markets:

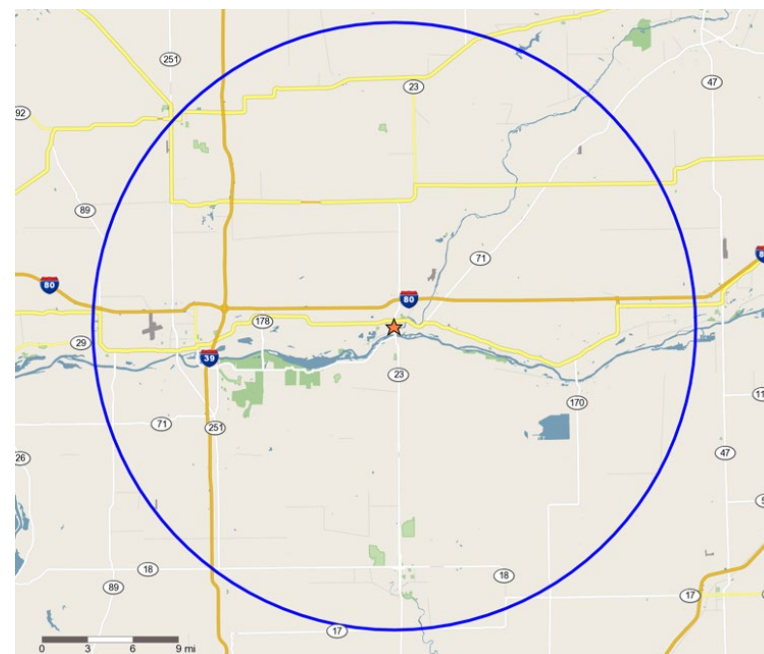
- **The City of Ottawa.** City residents strongly identify with their community and also represent an important source of spending power for any community's businesses.
- **10-Minute Drive Time,** or a convenience drive time to Ottawa's downtown. The same drive would represent a 15-20-minute bike ride to the center of Ottawa.
- **20-Mile Radius.** Based upon Plan interviews, most patrons for Ottawa's businesses, including the three priority study areas for this Plan update, reside in this market geography. (see Figure 5.1)
- **30-Minute Drive Time.** Like the 20-Mile Radius, this market was cited as the primary source of patrons for Ottawa's businesses. It shares certain demographics similarities with the 20-Mile market. (see Figure 5.2)
- **60-Minute Drive Time.** This drive time market encompasses what interviewees characterize as Ottawa's core visitor market, including for downtown Ottawa's multiple destination businesses. (see Figure 5.2)

Table 5.1: Market Demographics

Selected Demographics (Centerpoint: 116 West Lafayette)					
	City of Ottawa	10 Minute Drive	20 Mile Radius	30 Minute Drive	60 Minute Drive
Total Population	18,234	20,790	116,326	107,462	870,649
Total Households (HHs)	7,509	8,545	46,055	43,049	301,869
Average HH Size	2.43	2.43	2.53	2.50	2.88
Population Density (Pop/Sq Mi)	1,425.79	701.17	92.40	131.51	195.00
Median Age	41.2	42.6	42.0	37.6	37.6
Projected Population Change by 2024	-1.1%	-1.0	-0.9%	-0.6	1.4%
Employees	7,347	9,254	51,564	50,582	297,731
Jobs per HH	0.98	1.08	1.12	1.17	0.99
Average HH Income	\$72,485	\$73,683	\$74,979	\$75,594	\$94,768
Median HH Income	\$55,321	\$56,264	\$60,174	\$60,228	\$76,245
Per Capita Income	\$30,247	\$30,662	\$30,100	\$30,651	\$33,078
Educational Attainment: Bachelor's Degree or Higher	19.3%	19.6%	17.1%	18.2%	25.9%
Renter Occupied Housing Units	31.2%	34.3%	27.7%	30.5%	22.6%

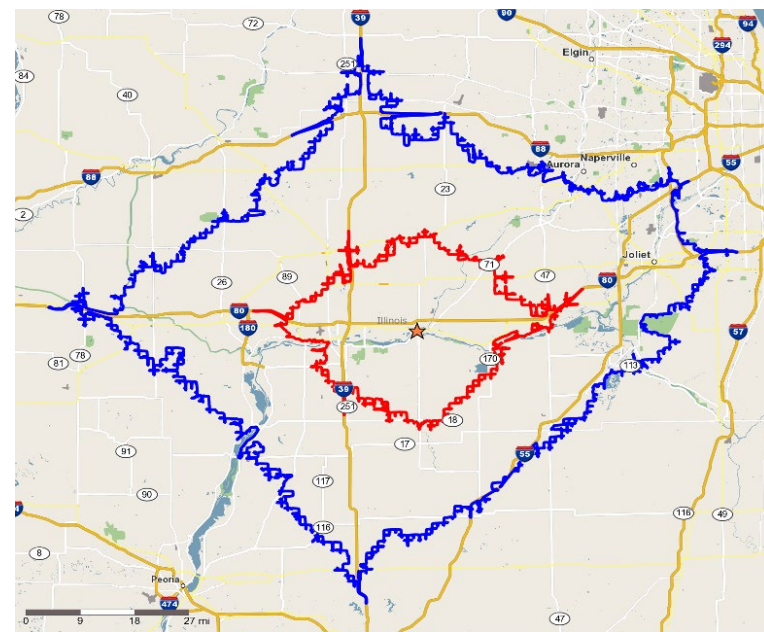
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Figure 5.1: 20-Mile Radius



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Figure 5.2: 30 and 60-Minute Drive Times



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- » Overall, the City of Ottawa exhibits similar incomes, ages, and household size when compared with all but the 60-Minute market. The City and the 10-Minute markets are significantly denser, given the City's population within those boundaries.
- » While the 30-Minute and the 20-Mile markets share similar characteristics, the 20-Mile market is older and less densely populated. The 30-Minute includes areas to the east and west along I-80 with easy highway access to Ottawa and its businesses.
- » The total population growth for the City and its key markets can be characterized as flat. Only the 60-Minute Drive Time market is projected to grow slightly (1.1%). As noted in Figure X, this market includes parts of suburban Chicago.
- » This 60-Minute Drive Time market also has the largest average household size, the highest income levels, and the highest level of educational attainment. It also had roughly double the Hispanic population (17.8%) of the other markets with Hispanic populations ranging from 8.8%-9.7%.



## Market Trends

Market trends, such as new purchasing technologies, have either accelerated or changed emphasis, given the ongoing global pandemic. The dual impact of altered consumer behaviors and changed business and workplace operations will likely affect real estate, tenancies, and all types of uses for years. Technology and technological change will remain important drivers of the shifts occurring in all uses. At the same time, the importance of 'local' as a broader trend has also accelerated. Though 'local' has many aspects, celebrating any community both supports and differentiates the local identity. Overall, these broader market trends will have an impact on Ottawa's future and those uses that evolve and succeed, particularly in this Plan's priority study areas.

### Commercial Market Trends

Market trends affecting all commercial uses and their implications for Ottawa's future are described below.

- » **The retail sector was struggling pre-pandemic and continues to struggle. The combination of excess retail lease space, the dramatic growth of online shopping, the need for less selling space, and consumer purchasing preferences for entertainment, dining, or travel versus traditional shopping have all had an impact on the sector.** In all retail business categories, digital transformation has been critical to retail business survival during the pandemic. Vacancies in all types of retail areas are increasing, given the convergence of these market factors. For Ottawa's property owners, filling existing vacancies with viable business tenants will take time.





- » Restaurants have faced the most publicized operating challenges during the ongoing pandemic. **According to the National Restaurant Association (NRA), one (1) in six (6) U. S. restaurants have closed permanently. Revenues from limited contact sales, reduced indoor seating capacities, and liquor sales (if permitted locally) are insufficient to cover unit operating expenses.** Despite these challenges, unique business models and operating adaptations are occurring industry-wide, and restaurants continue to use technology to gain efficiencies and enhance customer experiences. Some of these altered operating practices, including certain safety protocols, will likely remain part of restaurant operations in the future.
- » **The impact of broader market trends and the pandemic on the service sector varies significantly by business type.** Personal services, a sizeable component of the business mix in most retail areas, are facing revenue challenges like retailers and restaurateurs. For office uses, stay-at-home orders forcing work from home for many offices. **The unknown is how work from home will ultimately affect employers, small office users, office occupancies, and relocations to smaller communities over time.**
- » **The industrial sector, particularly logistics-related, continues to expand with the increased importance of last mile deliveries for consumer and commercial goods.** Ottawa's central location and access to major population centers via Interstate 80 represent competitive strengths for development at the Interstate 80/Illinois 71 interchange.



- » **Within the next 5 years, a surge of entrepreneurship is projected to occur, particularly in downtowns.** These entrepreneurial businesses are expected to include those new and emerging uses desirable for communities, like Ottawa. Identifying Ottawa's commercial opportunities, local and regional start-up resources, and any local barriers to entrepreneurial growth can support future business growth in Ottawa.
- » **Attracting more visitors to Ottawa is a stated objective of much of the City's business community.** This also reflects the national travel trends toward increased domestic travel. **There is greater interest in places that embrace their 'story' and provide visitors with memorable experiences.** At the community level, focusing on ways to increase visitor spending versus increase visitor numbers serves as the basis for balancing tourism growth while sustaining community identity.
- » **Related to increasing tourism to Ottawa, hotels were identified by interviewees as potential new uses for downtown Ottawa and for the area near the Interstate 80/Illinois 71 interchange.** Like restaurants, the hotel industry faces multiple and significant challenges given the pandemic impact on travel. According to the American Hotel and Lodging Association (AHLA), an estimated 71% of U. S. hotels will require additional federal assistance to the industry to continue operations, and 59% of hotel operators are in danger of losing a hotel property to foreclosure. **The industry will require a recovery period before new lodging construction re-starts.**

## Residential Market Trends

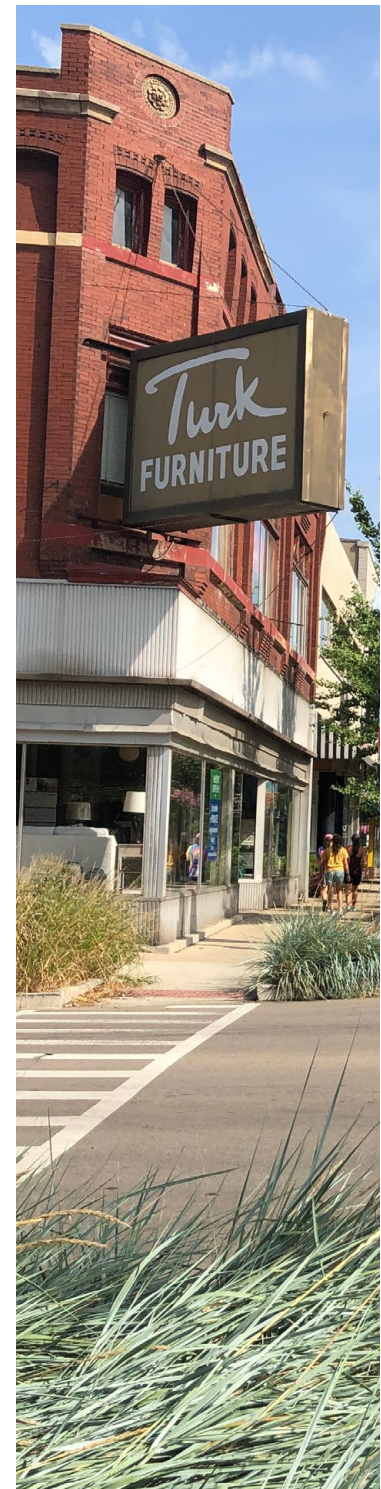
The major housing trends affecting Ottawa's future include the following. Each have implications for future development, particularly in downtown and on the riverfront.

- » With **amenities, services, and character with affordability and perceived safety**, communities like Ottawa will continue to attract urban dwellers and suburbanites looking for more open space and greater quality of life. This trend includes the **interest in second homes**.
- » **Active lifestyles and sustainability have been among the fastest-growing trends** in home building and community design in recent years. This trend encompasses multiple activities, including community gardens and varied fitness and recreation options. **Ottawa's Heritage Harbor development is an early example of this trend**.
- » Work from home, either full- or part-time, will remain a design factor for housing of all types. **Since the pandemic will likely result in some level of increased work from home, provisions for flexible at-home workspace will be necessary in new and updated residential construction.** It will also be a likely design factor in future multi-generational housing.
- » **Multi-generational living** has become increasingly important. This multigenerational trend has three (3) general aspects: **larger homes with separate living areas and entrances; various types of accessory dwelling units (ADUs) on the same property, or lot, and the purchase of housing near family** – either by parents moving closer to adult children or by adult children with young families returning to home communities for family reasons.

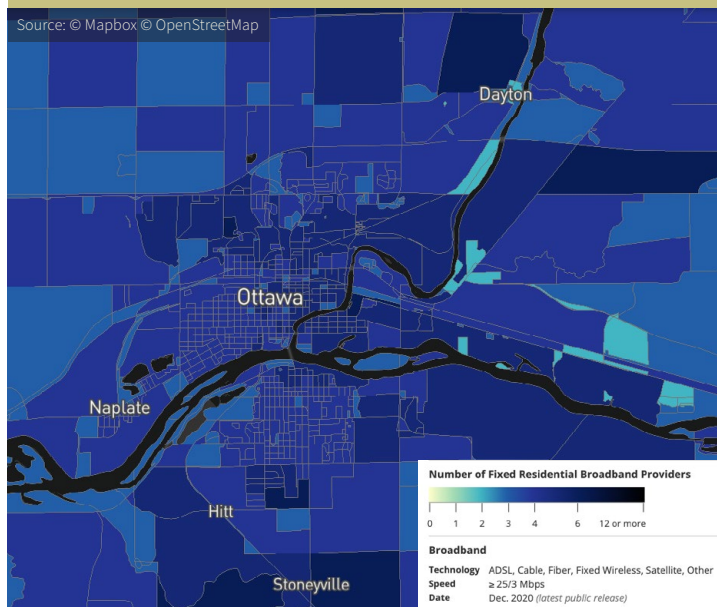
## Local Real Estate

As has happened nationally, Ottawa's commercial areas have increased vacancies due largely to the impact of the global pandemic. Ottawa's residential real estate market, in contrast, has experienced increased interest and sales as purchasers from Chicago and its suburbs seek out second homes in areas perceived as safer. Whether this increased residential market interest continues to remain unknown. The following observations are based upon published sources and information from Ottawa area real estate professionals.

- » Asking residential rents, including apartments and single-family homes, vary widely throughout Ottawa. The current asking rent range is \$0.75-\$1.80 per square foot (PSF).
- » Listing prices for homes in Ottawa, given the variety of single-family housing, range from \$55,000 to \$400,000. According to realtor.com, the current median listing is \$134,000, or \$101 PSF. Ottawa's median home value is currently estimated at \$179,000.
- » Commercial asking rents also vary significantly. Most are listed as negotiable. The asking rents for available lease space near the U. S. Route 6/Illinois 23 intersection are \$15-20 PSF, typically NNN. Downtown's asking lease rates generally range from \$5.00-\$12.00 PSF, and leases are generally structured on a modified gross basis (with utilities and maintenance as negotiable).
- » Asking sales price listings for land and improved commercial properties were described as negotiable.







## Did You Know

### BROADBAND INTERNET SERVICES

**Definition:** Broadband is the transmission of wide bandwidth data over a high speed internet connection. It has a minimum of 25 Mbps download and 3 Mbps upload speeds. Broadband provides high speed internet access via multiple types of technologies including fiber optics, wireless, cable, DSL and satellite.

Access to reliable, high-speed internet services is essential for economic growth in Ottawa. Not only is the internet an important amenity for residents in everyday life, but it has also become an important component of education, healthcare, and business/industry. High-speed internet services are now an essential amenity for most businesses as everyday operations have become reliant on internet and technology and more employers offer remote employment. Additionally, many industries are rapidly evolving to become more high-tech all around.

## Employment

Ottawa's current number of employees is 7,347. Tables 5.2 and 5.3 identify the City's major employers and local employment by business sector.

- » **75% of the City's employment base** is concentrated in three (3) sectors: **Services, Retail, and Public Administration**. The concentrations in Services and Public Administration reflect Ottawa's position as County seat and employment in healthcare and education.
- » Ottawa's **eating and drinking establishments employ 40.4%** of all retail sector workers.
- » Overall employment includes a **diverse mix of jobs in multiple sectors**.

Table 5.2: Ottawa's Major Employers

City of Ottawa: Largest Employers	
Name	# Employees
<b>OSF St. Elizabeth Hospital</b>	<b>645</b>
<b>Clover Technologies</b>	<b>450</b>
<b>PetSmart Distribution Center</b>	<b>450</b>
Tyson Fresh Meats	394
Kohl's Distribution Center	318
SABIC Innovative Plastics	250
Ottawa Dental Laboratory	250
MBL USA Corp.	200
Pilkington North America	178
U.S. Silica	160
Sources: North Central Illinois Economic Development Corporation; BDI.	

Table 5.3: Ottawa's Employment By Sector

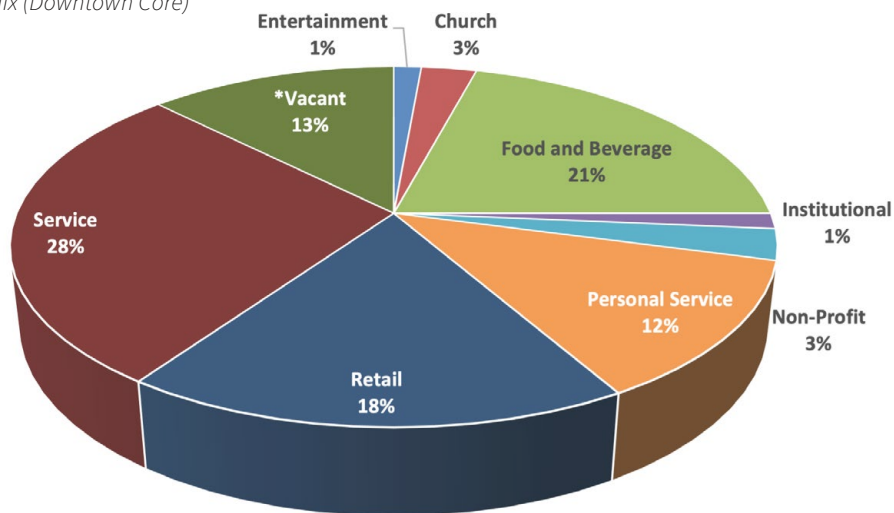
City of Ottawa: Employment By Sector		
Sector	# Employees	% of Total Employees
Services	2,892	39.4%
Retail	1,439	19.6%
Public Administration	1,176	16.0%
Manufacturing	534	7.3%
Finance, Insurance, & Real Estate	450	6.1%
Wholesale	280	3.8%
Transportation, Communications, Gas, Electric and Sanitary	252	3.4%
Construction	171	2.3%
Others	153	2.1%
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## Business Mix

The business mix in Ottawa's downtown core is shown below in Figure 5.3. The boundaries of the core are LaSalle and Columbus Streets between Jackson and Main Streets.

- » The **service sector**, including personal service businesses and office-related uses, **represents 40%** of the core mix.
- » **Food and beverages businesses, primarily restaurants, comprise 21%** of the mix. These businesses include multiple formats, ranging from a bakery to regional destinations, such as Tangled Roots Brewing Company.
- » **Vacant units comprise ~13% of the units.** This vacant percentage includes a future mixed-use site.
- » **Unusual for most downtowns in cities with a similar population**, the retail component of the core's mix has **five (5) apparel stores**.

Figure 5.3: Business Mix (Downtown Core)



Source: City of Ottawa, Downtown Buildings Data, 2020; BDL.

Near the U. S. Route 6/Illinois 23 intersection, auto-oriented uses dominate. These uses include automotive repair and maintenance, quick service restaurants, national drug and convenience stores, and a small number of financial services firms. Destination business, Steve's Bakery, operates one of its three (3) locations at the intersection.

At the Interstate 80/Illinois 71 interchange, a small cluster of businesses serve Interstate 80 truck and auto traffic. The Dayton Bluffs Preserve is also located south of the intersection. Most of the land proximate to the interchange presents opportunities for future long-term development for Ottawa.









## CHAPTER 6

# Land Use

Today, Ottawa is a mature community with room to grow. There are opportunities for redevelopment, infill, and changes in land use, as well as some new opportunities for development.

“Tourism is important, but so is keeping Ottawa a good place to live.

The City has so much potential – the riverfront is the key to the future for tourists, businesses, residents, and future residents.”

- Stakeholder Interview Feedback

### Introduction

Ottawa’s land use character has been strongly influenced by its unique location at the confluence of the Illinois and Fox Rivers. The historic downtown riverfront is the heart of the city. Over time, new development grew from that central area outward in response to the city growing and new regional modes of transportation or industry, including the I&M Canal just north of the downtown and later the I-80 interstate just north of the City.

Today, Ottawa is a mature community with room to grow. There are opportunities for redevelopment and changes in land use, as well as some new opportunities for development in appropriate places. However, new development should not dramatically alter the City’s land use character. While change is good, growth at all costs is not. The City must adapt and evolve, responding to changing market conditions and the needs of residents and businesses. The emphasis of that change, however, should be on sustainable, incremental improvements.

As redevelopment and reuse of properties occurs, those changes will be shaped by real estate markets, City zoning and development regulations, and City land use policy. New development should be responsive to the environment, the fiscal limitations of the various local taxing bodies, compatible with the City’s traditional forms of development, and the sense-of-place that the community has cultivated and maintained.

This section conveys how those factors can come together as the land use future of Ottawa.



## Existing Land Use

The current land uses in Ottawa are shown in Figure X. As the map indicates, the City is a primarily residential community at the core, with the Downtown Riverfront commercial district at the center. The Norris Drive (Route 6) Corridor is an extension of the Downtown Riverfront commercial district, but includes a different mix of commercial uses and some larger, medical-related commercial uses and some small-scale industrial uses on the eastern side of the Fox River. At the northern end of the City, near the I-80/ Rt. 23 interchange, is a large commercial cluster, which includes larger, auto-oriented commercial uses, as well as a large industrial cluster on the eastern side of Rt.23. Some newer auto-oriented commercial uses and some older industrial uses can be found near the I-80/ IL Route 71 interchange.

Descriptions of the land use categories are presented below.

### ***Residential***

Residential land uses in Ottawa include single-family, townhome, and multifamily buildings spread throughout the city. Most homes are part of subdivisions that include green spaces and mature trees. The majority of residential structures in Ottawa are single-family homes.

### ***Commercial***

Commercial uses in the City include historic commercial and mixed-use buildings in the downtown, in-line shopping centers, some with outlots, and larger, standalone retail centers. These uses have been developed in a wide range of sizes and include small to large shopping centers and major retailers. Commercial centers are clustered in the downtown riverfront and areas along State Street, Columbus Drive, Norris Drive, and near both I-80 interchanges.

### ***Industrial***

Industrial uses vary between small and larger industrial spaces containing manufacturing, warehouse, logistics and storage facilities. Industrial uses are generally found in the northern portion of Ottawa, in an area adjacent to I-80, and in an area off of Norris Drive in the eastern portion of the City.

### ***Civic***

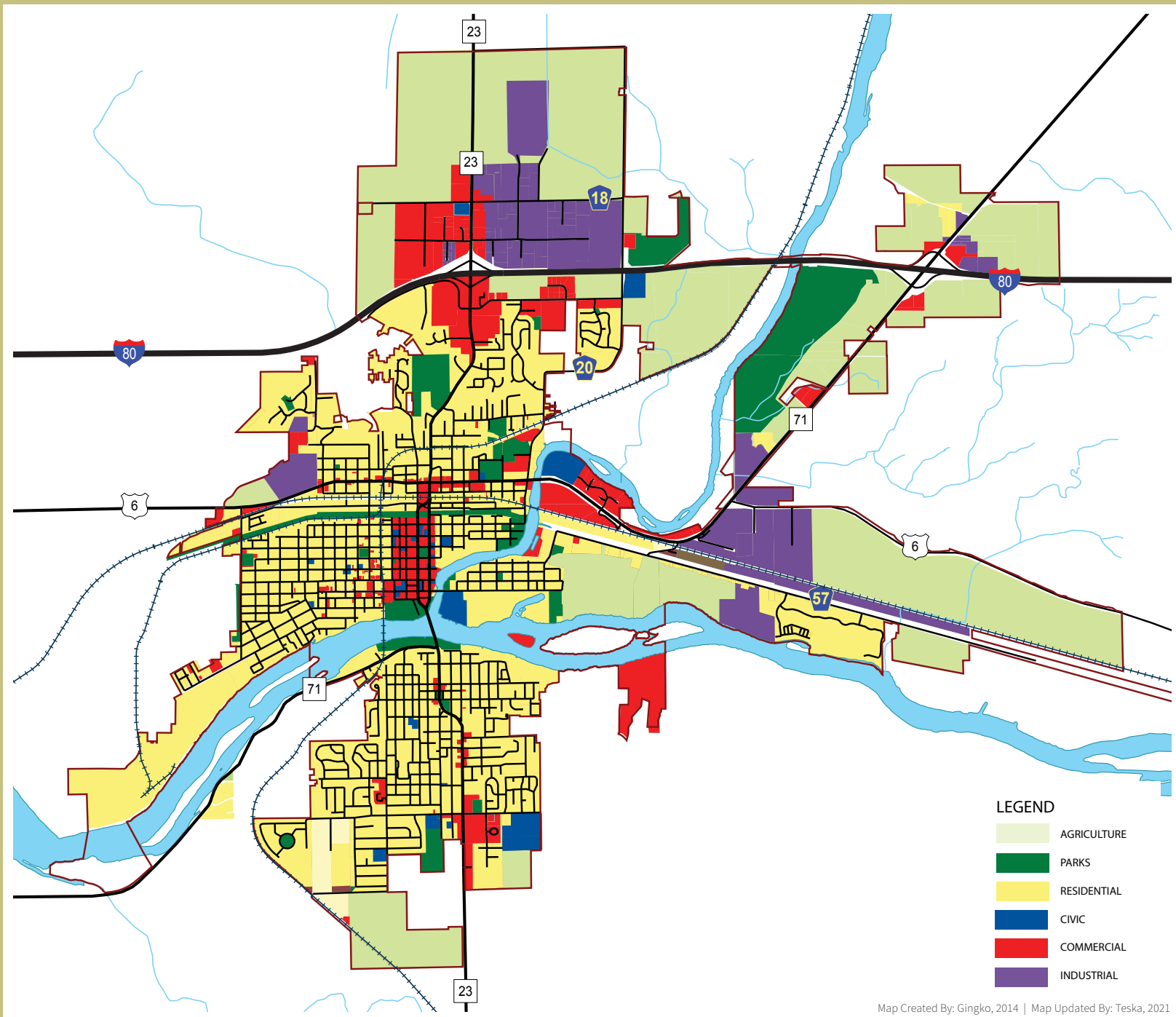
Institutional uses include government buildings and facilities, schools, religious institutions, major non-profit groups, etc.

### ***Parks***

This category includes park district facilities, such as the Lincoln-Douglas Park off of Norris Drive, and the parks and open spaces found in neighborhoods around the community.

### ***Agriculture***

Land used for agriculture production, including active agricultural land, farmsteads and accessory buildings necessary for agricultural production, land intended for agricultural production, and undeveloped land.



Map Created By: Gingko, 2014 | Map Updated By: Teska, 2021

# Existing Land Use Map

## 2022 COMPREHENSIVE PLAN UPDATE



## Future Land Use

In keeping with the vision and goals developed as part of this comprehensive plan, Figure X indicates the future land use plan for Ottawa. This plan is designed to be flexible and will need to be updated over time. This plan will \_\_\_ as a guide to future development, but the zoning map and ordinance will remain the key regulatory tool. Descriptions of the land use categories are similar to those for the existing land uses – described in more detail below. Ottawa’s land use pattern is not likely to drastically change with the exception of three key sub-areas. A more detailed description of plans and policies for key subareas of the City are presented in the next section.

### ***Agriculture & Agritourism***

The Agriculture land use designation is intended to help preserve the large amount of prime farmland around Ottawa from undesired sprawl and land uses that can damage the natural and environmental assets of the land.

Agritourism involves any agriculturally based activity that brings visitors to a farm, including buying produce, navigating a corn maze, picking fruit, feeding animals, eating at a farm restaurant, or staying at a B&B on a farm. These support uses can help local farmers and strengthen Ottawa’s role as a tourist destination.

### ***Conservation Land Uses***

Two designations are recommended to conserve the many natural assets of the area: (1) Conservation Development, where a variety of land uses can be developed in a clustered manner to preserve natural areas, and (2) Conservation Open Space, where the majority of the land is preserved with minimal development.

#### **Conservation Development –**

This land use is intended to allow clustered development for a variety of uses in areas with natural features, especially along the Fox and Illinois River Valleys.

#### **Conservation Open Space –**

The Conservation land use designation protects unique and physical natural features including woods, natural drainage ways, significant slopes, and natural areas along the two rivers and creekways. These open spaces are ideal for wildlife habitat and passive recreation such as trails, bird watching and nature interpretation, and are essential to the ecological health of Ottawa’s watershed, providing natural buffers and stormwater storage and filters for urban runoff.

### ***Civic and Institutional***

Civic uses include public and private land uses that have civic, cultural or educational purposes. Examples include government buildings, churches, schools, libraries, convention facilities, hospitals, post offices, museums, community buildings, day care centers, courthouses, and landmark buildings.

### ***Parks***

This category includes park district facilities, such as the Lincoln-Douglas Park off of Norris Drive, and the parks and open spaces found in neighborhoods around the community. Both existing and future park locations are identified in the Future Land Use map to serve existing neighborhoods and future growth areas.

### ***Residential***

Residential land uses in Ottawa include single-family, townhome, and multifamily buildings spread throughout the city. Most homes are part of subdivisions that include green spaces and mature trees. The majority of residential structures in Ottawa are single-family homes.

#### **Traditional Residential –**

This land use designation is for existing mature and historic neighborhoods in Ottawa that exemplify best practices in creating livable and walkable neighborhoods. These areas are intended to have a mix of land uses and mixed-use buildings woven together but predominantly residential in use and character. They include reduced building setbacks, alleys, a variety of street designs, more public open spaces, squares and greens, civic, and commercial uses in prominent locations.

### **Non-Traditional Residential –**

These areas consist of developments and subdivisions that were constructed generally following the Second World War and represent subdivision design practices that are typical in the suburbs. Typical elements include larger lots, larger setbacks, more cul-de-sacs and disconnected streets, and larger blocks. These are typically auto oriented developments, and do not often offer a diverse mix of housing types or uses within walking distance of each other.

This designation is limited to areas that have already been developed or partially developed and have already been subdivided as shown on the Map.

### **New Residential Neighborhood –**

New residential development in Ottawa should be developed following the Best Practice principles of the existing mature traditional neighborhoods, including the following:

- **Provide a network of well-connected streets and small, walkable blocks.** Avoid cul-de-sacs or disconnected streets unless warranted by existing site constraints.
- **Encourage compact development that provides a mix of uses,** including residential, commercial, civic, and open spaces within walking distance of each other.
- **Provide a mix of housing styles, types, and sizes** to accommodate diverse age and income groups.
- **Preserve natural and environmental features** as assets for the whole neighborhood to enjoy.
- **Consolidate detention ponds, stormwater areas, natural areas (tree groves, floodplains etc.) with public open spaces to create a central public amenity** for the neighborhood.
- **Encourage a variety of architectural styles** that are not exclusively traditional in aesthetic.
- **Promote energy efficient homes.** A home can be eligible for USDA energy efficient loans if International Energy Conservation Code (IECC) standards are met. The loans makes it possible for low to moderate income families to qualify for better homes.

### ***Job Producing & Revenue Generating***

#### **Downtown Mixed Use –**

Downtown Ottawa is already a classic example of a vibrant mixed use core, where retail, office, civic, institutional, residential and open spaces coexist in a walkable setting. New mixed use development is encouraged to be multiple stories, with commercial on the ground floor and offices and/or residential dwellings on the upper floors. New residential developments can include 2-3 story urban rowhouses and townhomes, 4-5 story condominiums and apartments, offering a variety of housing options to diverse age and income groups.

#### **Community Mixed Use –**

This land use designation would allow for a variety of retail, restaurant, office use while providing opportunities for multi-family housing (townhomes, apartments, etc.)

#### **Commercial: Major Retail –**

This land use designation preserves land that can accommodate major new retail development in the future, primarily in the I-80 District, north of the I-80 along Columbus Street, as well as along 1st Avenue between McKinley Street and Fossey Road at the southern end of the city. Support uses can include offices and other job producing and revenue generating uses.

#### **Commercial: Business Park & Light Industrial –**

This land use designation preserves land that can accommodate major new business parks and corporate campuses, with a major focus on the land around the I-80 and IL 71 interchange. This is an opportunity to create a strong gateway to Ottawa that takes advantage of the natural resources of the land and the proximity to the Fox River. Support uses can include retail, light industry and other job producing and revenue generating uses.

#### **Industrial, Warehousing & Manufacturing –**

This land use is a mixture of light manufacturing, research facilities, office and warehouse combinations, logistic and storage facilities as well as packaging and sales of already prepared materials. Airports, self storage, factories, and grain elevators would be appropriate in this land use. Future industrial uses are generally focused near; the I-80/Route 171 interchange (~500 acres), the I-80/IL Route 23 interchange (~612 acres), the eastern portion of Ottawa near Norris Drive (~1310 acres), and the western portion of Ottawa surrounding I-80 (~1312 acres).

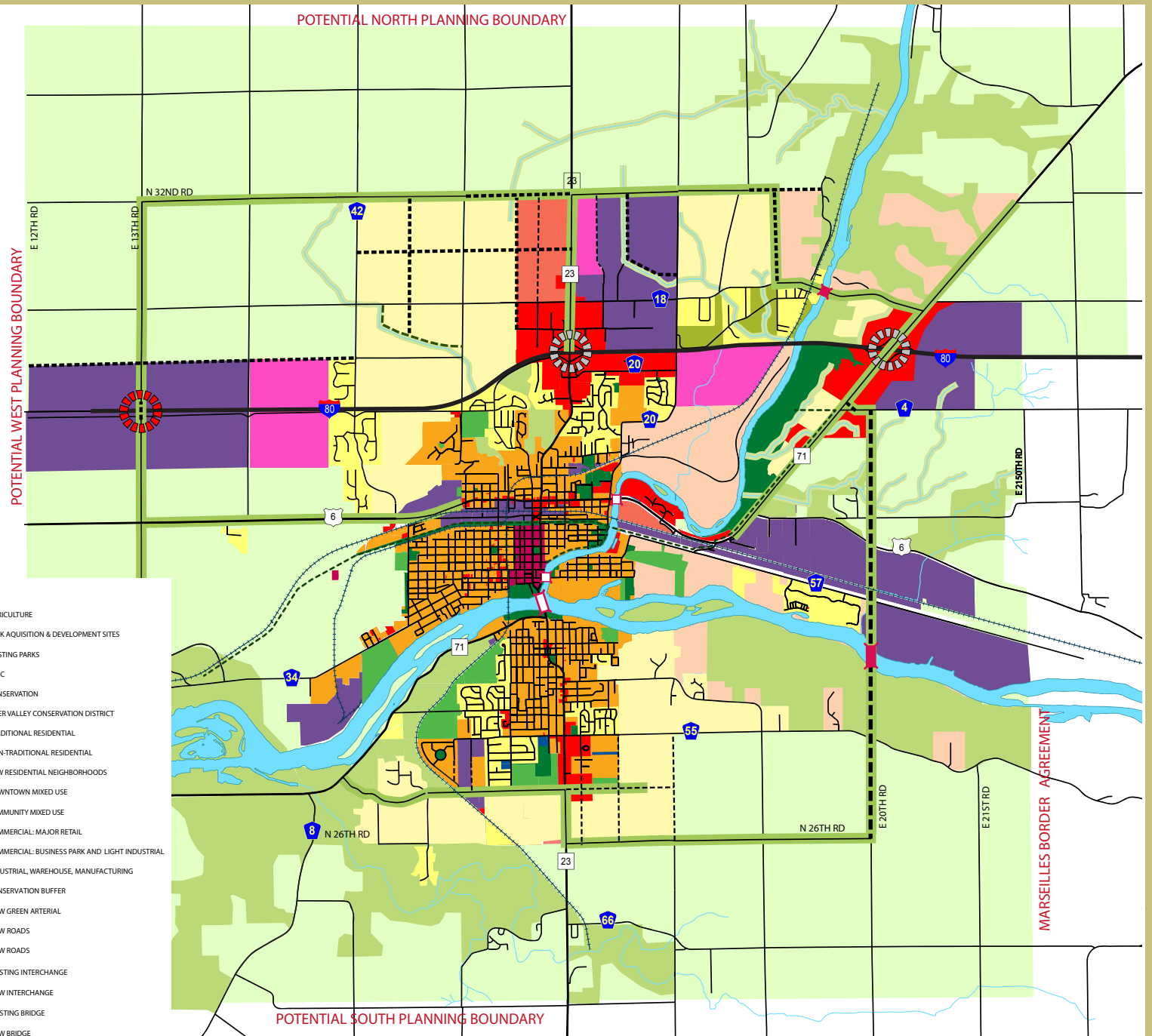


# Future Land Use Map

## 2022 COMPREHENSIVE PLAN UPDATE

### LEGEND

- AGRICULTURE
- PARK ACQUISITION & DEVELOPMENT SITES
- EXISTING PARKS
- CIVIC
- CONSERVATION
- RIVER VALLEY CONSERVATION DISTRICT
- TRADITIONAL RESIDENTIAL
- NON-TRADITIONAL RESIDENTIAL
- NEW RESIDENTIAL NEIGHBORHOODS
- DOWNTOWN MIXED USE
- COMMUNITY MIXED USE
- COMMERCIAL: MAJOR RETAIL
- COMMERCIAL: BUSINESS PARK AND LIGHT INDUSTRIAL
- INDUSTRIAL, WAREHOUSE, MANUFACTURING
- CONSERVATION BUFFER
- NEW GREEN ARTERIAL
- NEW ROADS
- NEW ROADS
- EXISTING INTERCHANGE
- NEW INTERCHANGE
- EXISTING BRIDGE
- NEW BRIDGE



Map Created By: Gingko, 2014 | Map Updated By: Teska, 2021

## Key Sub-Areas

This Plan Update identifies three key sub-areas within the City: the Downtown Riverfront, the Norris Drive (Route 6) Corridor, and the I-80/ IL Route 71 Interchange Area. Each of these key sub-areas have a unique role in the function and character of the City. While these three areas are all unique, all three are prime areas for development and reuse given that they:

- Are business oriented;
- Act as “gateway” areas for the City; and
- Are impacted by the changing economy by nature of their types of use.

This potential for change presents opportunities for community enhancement. Future development and improvements in these key areas also will impact the City’s character as a whole: how it looks, feels, and functions. For these reasons, the sub-areas merit more focused consideration. Chapters 7-9 provide a deeper dive into the unique aspects and potentials for each sub-area.

## Zoning

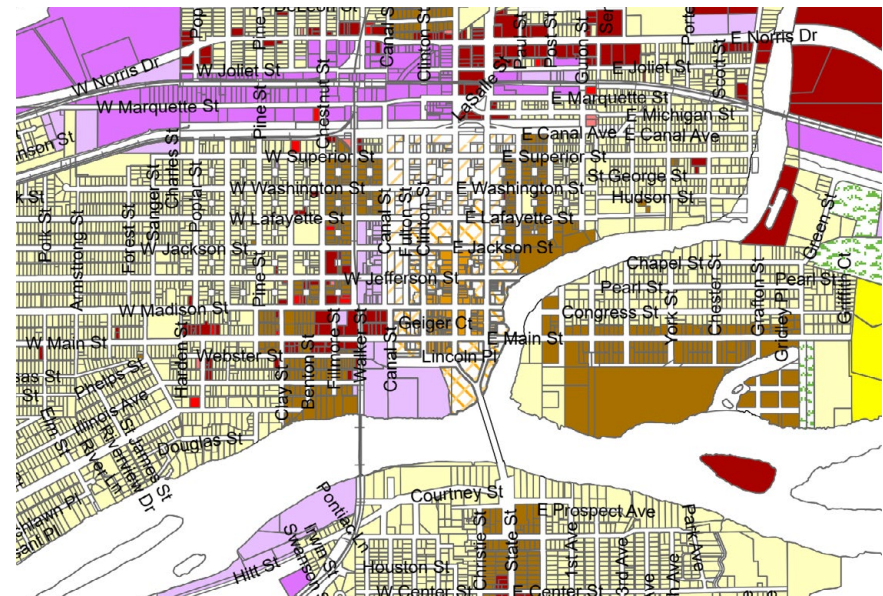
The City of Ottawa Zoning Ordinance defines the type and form of land use in the City, designating the appropriate locations for homes, shops, industry, community facilities, etc.

The ordinance also outlines the process by which new development occurs, and whether a formal community process is required to evaluate it and manage potential adverse impacts on the community. Under this approach, the goal of any zoning ordinance is to facilitate desirable development that supports community quality of life and a strong business environment. An ordinance that is working best is one that clearly conveys this aim and standards to the community, and is an effective tool for city officials and staff to accomplish local land use goals, such as those identified in a comprehensive plan.

Several recommendations for updates to Ottawa’s zoning ordinance are summarized in the Implementation Chapter (page 100).



2022 Ottawa Comprehensive Plan Update Subarea Map



Section of the City of Ottawa's Official Zoning Map (2021)







## CHAPTER 7

# Downtown Ottawa

Downtown Ottawa’s unique character comes from its vibrant main streets, an attractive and pedestrian-oriented experience, and a beautiful blend of historic buildings.

### Downtown Ottawa Goals

- ◆ Revitalize and preserve Ottawa’s **downtown architectural heritage** and traditional downtown atmosphere.
- ◆ Encourage a **vibrant cultural atmosphere** and public involvement in downtown, including improving connections and access to Ottawa’s riverfront.
- ◆ Promote **public and private investment** in the future of downtown.
- ◆ Reinforce the **sense of historical continuity and unique character** and setting in downtown Ottawa.
- ◆ Increase and promote **residential uses** in Ottawa’s downtown.

### Introduction

Ottawa’s downtown is the heart of community life. The city has already preserved the elements of a world class small downtown – its main streets are vibrant, streetscape and signage lend to an attractive and pedestrian-oriented experience, and beautiful, historic buildings lend to the city’s unique character.

Ottawa adopted a downtown plan in 2002 that outlined goals for preservation and development. A branding plan was later adopted in 2008. Downtown Ottawa is still vibrant due to past planning initiatives. The 2014 plan reflected on those goals from past planning efforts, which were a broad expression of the community’s desires. The 2014 plan included detailed site plans with over 20 acres of redevelopment opportunity at the confluence of the Fox and Illinois Rivers.

The 2014 Plan presents a bold vision for the Riverfront – and one that is still very appealing. That plan was updated and refined in the 2016 Ottawa Waterfront Master Plan. However, that plan came with a large price tag including significant regrading due to creation of a harbor and creation of a new “Market Street”. This 2022 Plan preserves many of the key features of the earlier plan, but removes some of the more costlier elements of the 2014 plan. As the area is still mostly undeveloped, both options are presented here for consideration and discussion with future developers.





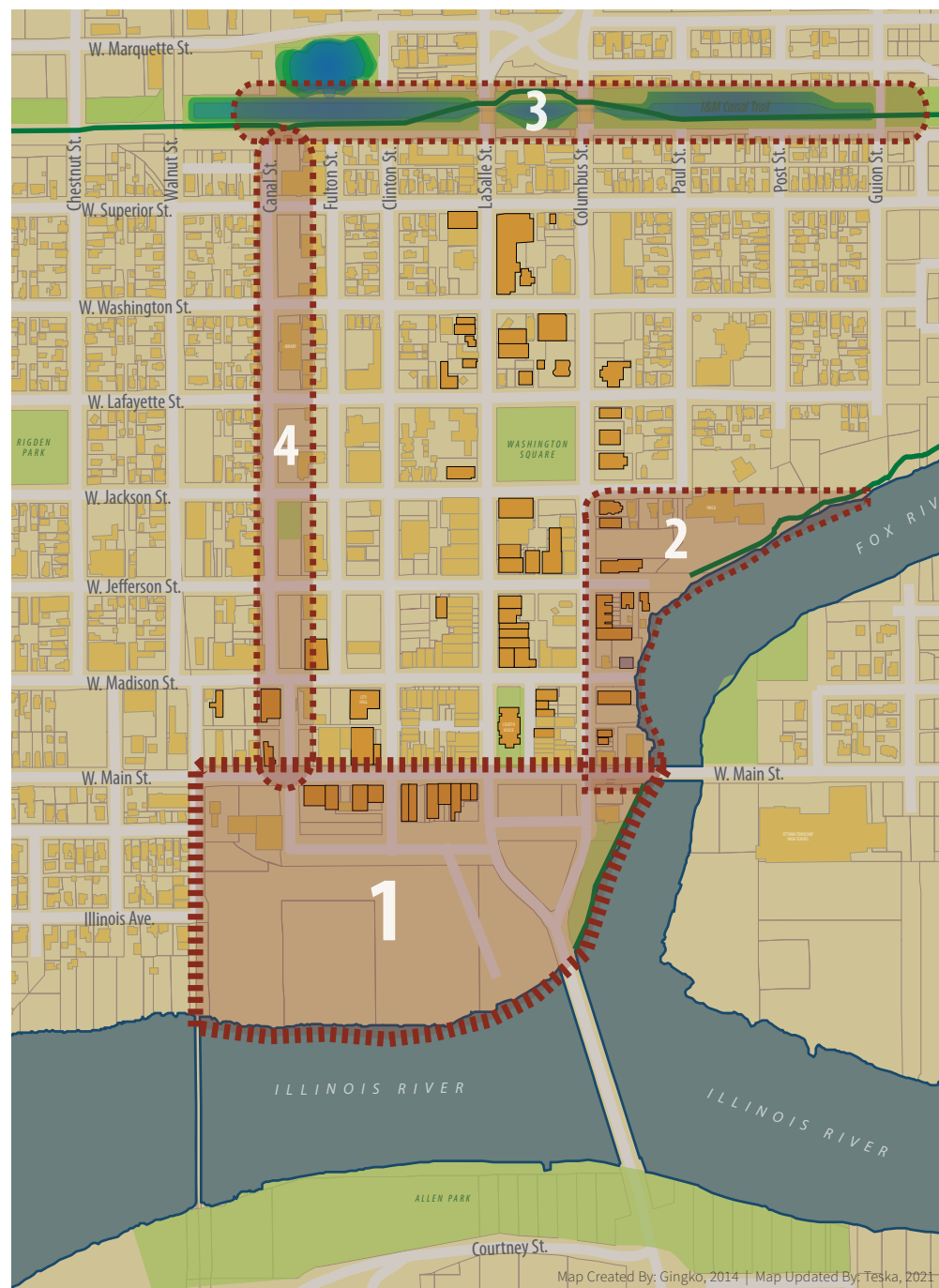


### Downtown Ottawa Opportunity Areas

Four major opportunity areas were identified for potential redevelopment, infill development, and infrastructure improvements. The implementation of concepts developed for these areas can have a catalytic impact in positioning downtown Ottawa as one of the most vibrant and unique destinations in the region.

The opportunity areas include the following:

- 1) Downtown Waterfront
- 2) Fox River Boardwalk
- 3) I & M Canal Park
- 4) Canal Street Corridor





# Opportunity Area #1 – Downtown Waterfront

## Existing Conditions

### *Parcels & Ownership:*

The Waterfront Master Plan is for a total of approximately 25.6 acres of land owned by the City at the confluence of the Illinois and Fox Rivers. The plan proposes a unique riverfront park that opens downtown Ottawa to the River and provides a memorable experience for both residents and visitors.

### *Floodplain and Floodway:*

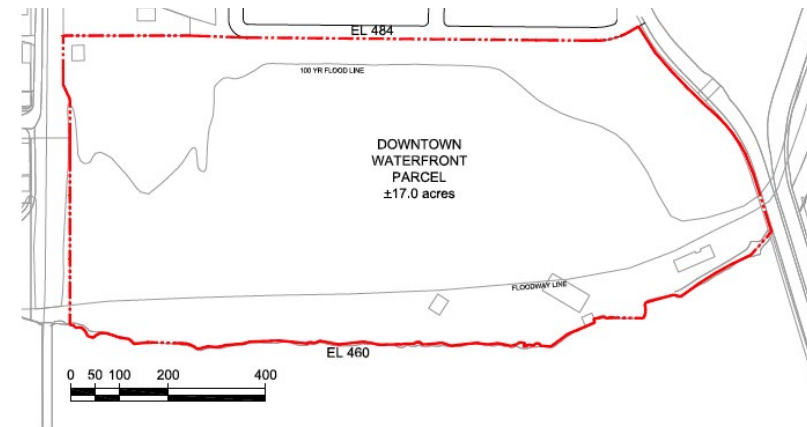
Approximately 60 feet of the site along the edge of the river is in the floodway. The master plan does not propose any new buildings in this zone.

A significant amount of the site is within the 100 year floodplain. The location of all major public and private buildings that have been identified are all outside the 100 year floodplain zone. However, a pavilion/stage is planned outside the floodway, but within the floodplain.

### *Site Grading and Topography:*

The site has a significant topography change from the street level to the river that offers many creative design opportunities (See Page 51). The Master Plan uses the grade change to look at the site in four tiers:

- River Level + 460'
- River Promenade Level + 465'
- Waterfront Park Level + 474'
- Street Level (at Main Street) + 484'
- TOTAL: 24' grade change from river to street



JAY PRITZKER PAVILION

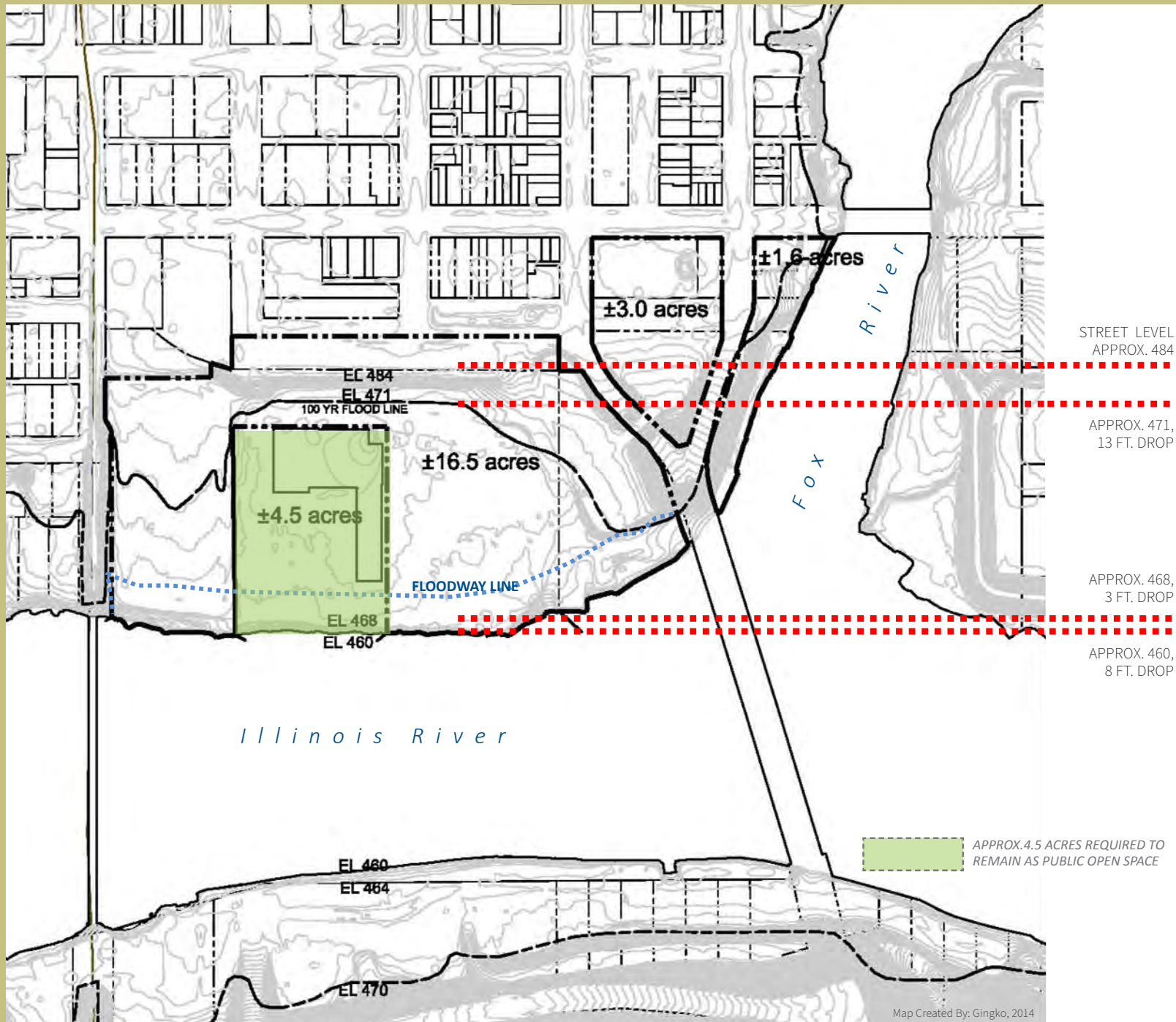
## Did You Know

### **The waterfront site is a Brownfield Site.**

“Brownfields are abandoned or under-used industrial and commercial properties with actual or perceived contamination and an active potential or redevelopment.”

The Illinois Environmental Protection Agency Remedial Project Management Section (RPMS) manages the brownfields loan programs and offers technical support to communities.

The Illinois Brownfields Redevelopment Loan Program offers low interest loans to support efforts by local governments and private parties to clean up brownfields sites that have already been assessed for contamination. These cleanups take place under the Illinois EPA's voluntary Site Remediation Program. The loans will pay for limited investigation, remediation, and demolition costs at brownfields sites. The maximum loan amount for any single loan application is \$500,000. ” (*Illinois Environmental Protection Agency*)

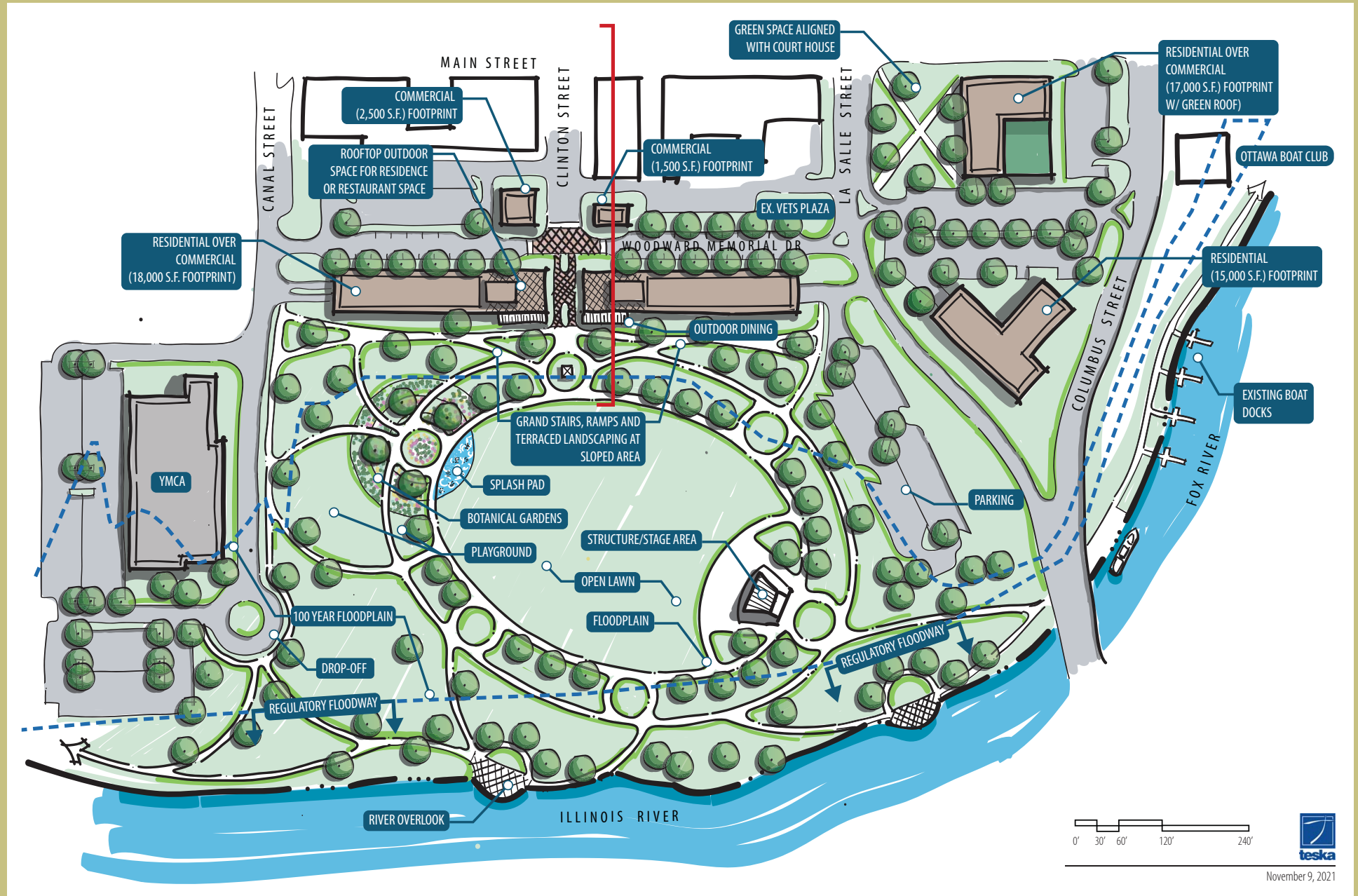


# Downtown Existing Conditions

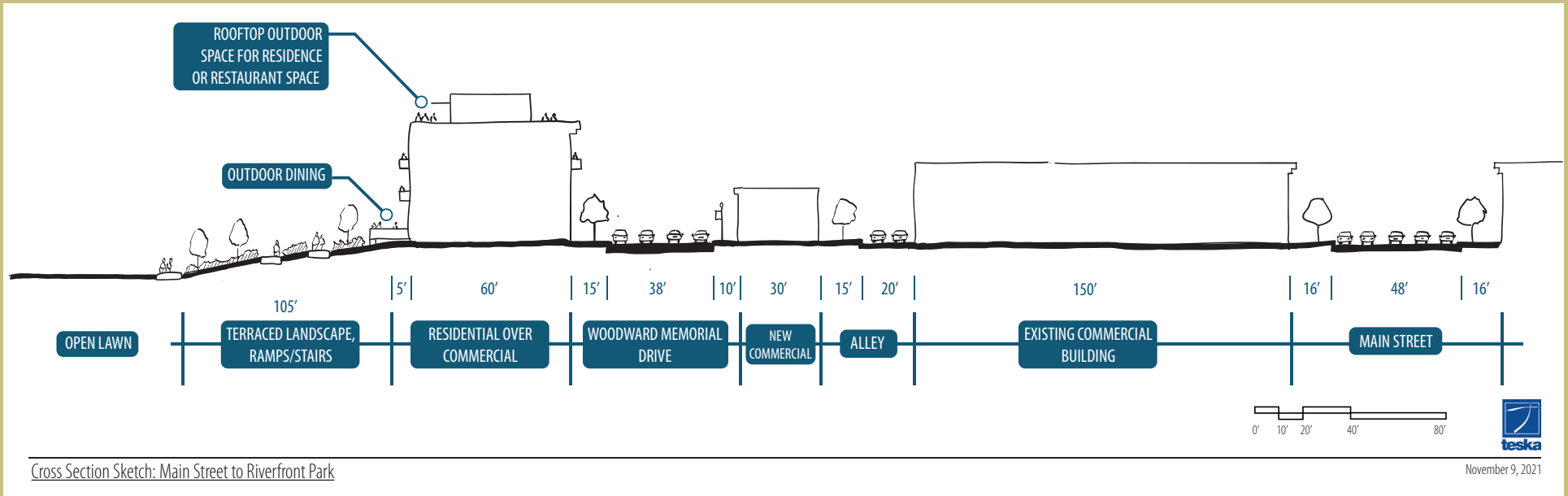
## 2022 COMPREHENSIVE PLAN UPDATE



# Waterfront Plan 2022 COMPREHENSIVE PLAN UPDATE



# Waterfront Plan 2022 COMPREHENSIVE PLAN UPDATE



Example of an amphitheater, outdoor stage, and open lawn from Wauwatosa, WI.

(Source: [www.wauwatosa.net](http://www.wauwatosa.net))

The outdoor performance space holds significant potential for attracting acts appealing to a regional audience, and should be designed to accommodate crowds of 5,000 plus. It should also be designed to accommodate ticketed events with appropriate security.



# Waterfront Plan 2016 WATER FRONT MASTER PLAN

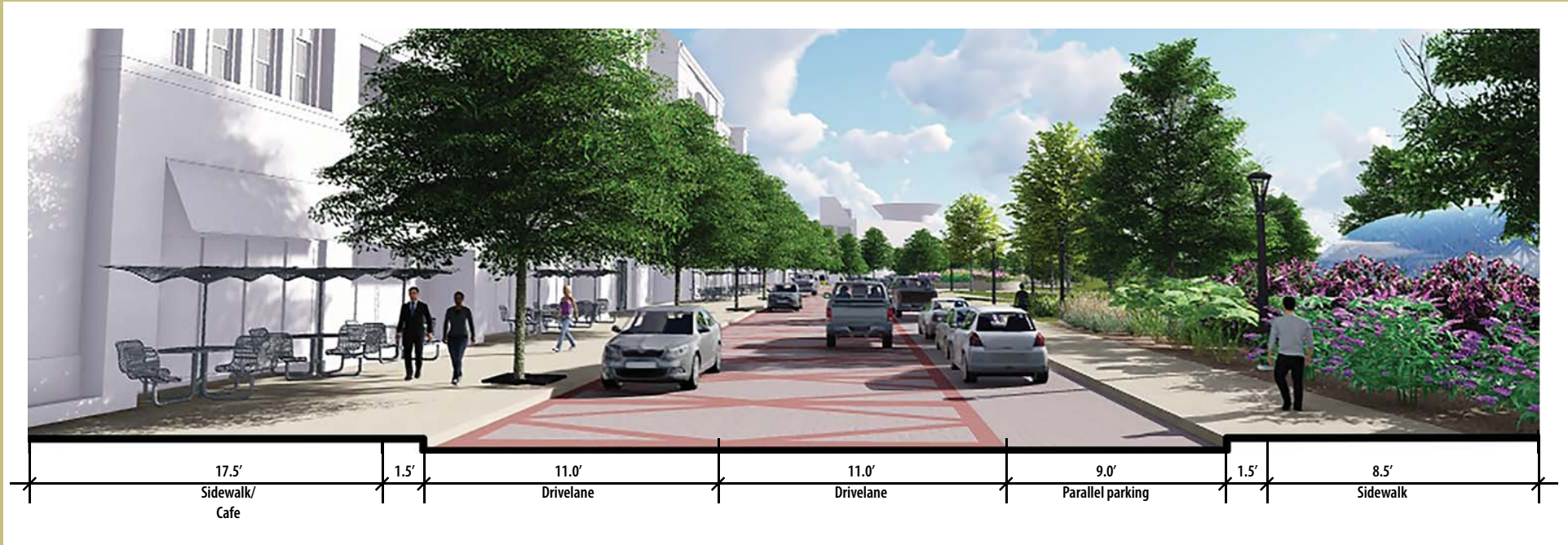


Playpedestr

1 Amphitheater, Open Lawn & Stage 2 Transient Harbor 3 New Market Street 4 Riverwalk Promenade 5 Botanic Gardens & Conservatory 6 Play Area  
7 Parking 8 Islands 9 River Overlook 10 New Mixed Use Development 11 Hotel & Mixed Use Development 12 Restaurants 13 Community Facility



# Waterfront Plan 2016 WATER FRONT MASTER PLAN



The 2022 Waterfront Plan and the 2016 Waterfront Plan are concepts for how Ottawa's waterfront site can be developed. These plans take into consideration the feedback collected from residents and stakeholders over several years and many planning processes, and were designed with the community's interests in mind.

Both plans should be used to inform potential future developers of what the City is looking for in terms of developing this site. The City understands that flexibility and responsiveness to the market is needed to execute this bold vision for the waterfront, and is open to combining elements of both plans if it results in a superior outcome.





ELEMENT	2022 PLAN	2016 PLAN
<b>YMCA</b> <i>(Riverfront location on site of former Central School athletic field)</i>	<ul style="list-style-type: none"> <li>◆ Development of a 65,000 sq. ft. YMCA (planned for 2022 construction), including a natatorium, large gym with track above, community and fitness rooms, meeting space, childcare space, and a rehab/physical therapy area to be operated by OSF Hospital</li> </ul>	<ul style="list-style-type: none"> <li>◆ Potential for a large community center that incorporates space for a new library, history museum, fitness center, community rooms, banquet facilities, live theatre space and other event space as well as bathroom and showering facilities for the waterfront and transient marina.</li> </ul>
<b>RIVERFRONT PARK</b>	<ul style="list-style-type: none"> <li>◆ Amphitheater, Open Lawn and Stage</li> <li>◆ Large Botanic Gardens</li> <li>◆ Splash Pad</li> <li>◆ Playground</li> <li>◆ Possible additional boat docks on the Fox River</li> <li>◆ Riverwalk Promenade with piers and overlooks</li> <li>◆ Parking</li> <li>◆ Public restrooms</li> <li>◆ Grand Stairs, Ramps, and, Terraced Landscaping</li> <li>◆ Natural Landscaped Edge</li> </ul>	<ul style="list-style-type: none"> <li>◆ Amphitheater, Open Lawn and Stage</li> <li>◆ Large Botanic Gardens</li> <li>◆ Transient Harbor</li> <li>◆ Islands and Shallow Pool</li> <li>◆ Riverwalk Promenade</li> <li>◆ Parking</li> <li>◆ Park Pavilions</li> <li>◆ Piers and Overlooks</li> <li>◆ Shallow Pool</li> <li>◆ Natural Landscaped Edge</li> </ul>
<b>JORDAN BLOCK</b> <i>3.0 Acres approx. (320' frontage -Main Street)</i>	<ul style="list-style-type: none"> <li>◆ Great location for a small hotel offering beautiful views of the new waterfront, the river and the confluence, and also views of downtown to the north.</li> <li>◆ As an alternative, this site would also provide a good opportunity for mixed-use development, with residential over retail along Main Street.</li> <li>◆ Provision of a small public plaza at the southeast corner of Main Street and LaSalle Street.</li> <li>◆ The southern part of the site is bracketed by the two ramps going up to the LaSalle Street bridge. This area could provide an opportunity for additional residential use in a multi-story building. If needed and economically viable in the future, this site would also provide an opportunity to provide structured parking that is not visible from the street.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Potential for a 6-7 story Hotel and Banquet Facility over a parking garage with a 3-4 story mixed use development facing Main Street</li> <li>◆ Great location for a small hotel offering beautiful views of the new waterfront, the river and the confluence, and also views of downtown to the north.</li> <li>◆ The southern part of the site is bracketed by the two ramps going up to the LaSalle Street bridge. This provides a great opportunity to provide significant structured parking that is not visible from the street. The site is large enough to provide approximately 650 spaces in a 2 level garage, with approximately 325 cars per level.</li> </ul>

ELEMENT	2022 PLAN	2016 PLAN
<b>WOODWARD MEMORIAL DRIVE</b> <i>(South of the existing roadway)</i>	<ul style="list-style-type: none"> <li>◆ The existing municipal parking lots along the south side of Woodward Memorial Drive are proposed for mixed use redevelopment.</li> <li>◆ Location has excellent views towards the river and the planned park.</li> <li>◆ Great location for ground floor or rooftop restaurants with outdoor seating facing the park and looking down toward the river. Retail uses could also be located on the ground floor – which would be accessed from the existing Woodward Memorial Drive.</li> <li>◆ Possible upper-level uses: multi-family residential use (apartments or condominiums), or a variety of Lodging options: rental, condominiums, vacation rentals, studio apartments etc., as well as office and institutional.</li> <li>◆ Creation of a small plaza between buildings at the extension of Clinton Street.</li> <li>◆ The existing slope would be turned into a terraced garden area with walks transitioning the slope, and potential outdoor dining areas integrated for adjacent restaurants.</li> <li>◆ A shared parking strategy is recommended for the whole waterfront, wherein new development is required to provide minimal on-site parking. The concept would provide residential parking below the building with entrances to the east and west. Commercial parking would be along Woodward Memorial Drive, and in existing lots to the north and east.</li> <li>◆ <i>See Cross Section Sketch on Page 53 for additional details.</i></li> </ul>	<ul style="list-style-type: none"> <li>◆ Relocation of Woodward Memorial Drive to the bottom of the existing slope</li> <li>◆ Potential for 3-4 story mixed use development facing the relocated Woodward Memorial Drive</li> <li>◆ Possible upper-level uses include a variety of lodging options: rentals, condominiums, vacation rentals, studio apartments, etc. as well as office and institutional uses</li> <li>◆ Potential structured parking can yield approximately 179 residential spaces and 26 commercial spaces.</li> <li>◆ <i>See Cross Section Sketch on Page 55 for additional details.</i></li> </ul>

“The waterfront has so many opportunities because of the beauty of the river. However, do not forget the focus of the river should be boating, fishing, etc. – not just a view...”

-Resident Idea



## Opportunity Area #2 – Fox River Boardwalk Riverfront

### Existing Conditions

#### *A Critical Link in the Riverwalk System*

There is a critical link missing in the existing riverwalk system between Main Street and Jefferson Street, where existing buildings and river edge topography have made a connection challenging.

#### *Overlooks Along the Boardwalk*

Two street level overlooks are proposed at the ends of Jefferson and Madison Streets. These can be designed to have seating, lighting, landscaping and other architectural features to be attractive focal points visible from Columbus Street.

#### *Access to the Lower Level*

Given the challenges of the topography of the river edge, access to the lower river level is limited to the Jefferson Street overlook.

#### *Connecting the Boardwalk to Columbus Street*

The three intersections with Columbus Street at Jefferson, Madison and Main Streets should be improved with signage and markers directing visitors to the boardwalk, pedestrian signals and perhaps special paving.

#### *New Development to Bring Residents and Activity to the Boardwalk*

Two possible redevelopment sites were identified along the boardwalk:

- SITE A: Existing YMCA Site
- SITE B: Former Clifton Hotel Site



Source: @OttawaVisitorsCenter on Facebook

## Opportunity Area #3 – The I & M Canal as the Gateway to Downtown

### Existing Conditions

#### *Rewatering the Historic I & M Canal*

The City recently undertook an ambitious project to re-water the 2,900 feet stretch of the historic I&M Canal between Guion and Walnut Streets. The project had three-phases, which included clearing volunteer trees within the prism, grading the prism back to nearly the original geometry, piping a water supply to the canal section and providing an overflow outlet at Guion St. The project kicked-off in 2015, and was recently completed in the spring of 2021.

#### *The Rewatered Canal as a Recreation Destination*

The re-watering project is expected to transform the canal into a major recreation destination for residents and visitors, as well as users of the I&M Canal Trail. Opportunities include the following:

- Boating and canoeing in the rewatered canal.
- Ice Skating during the winter months.
- Possible water trail connections to the Fox River to the east.

#### *Canal Street Park as a Major Access Point*

The old lateral canal in Ottawa ran along the east side of Canal Street and connected to the I & M Canal to the north. The City recently completed the Canal Street Art Walk, a pedestrian and biking trail that stretches north from Madison Street to the Illinois & Michigan Canal that occupies the old lateral canal parcels.

The city-owned parcel at the end of Canal Street is a great opportunity to create a park that connects the Canal Street Art Walk and the I&M Canal Trail, and offers the following amenities:

- Parking, access and signage to the rewatered canal
- Reuse of old structure into a picnic shelter
- Pedestrian and bike access to the I & M Trail
- Possible seasonal concession stands

#### *Connecting the I & M Trail to the Streets*

New ramps are recommended for convenient and safe connections between the I & M Trail and the street level. These also discourage pedestrian and bike crossing at the LaSalle and Columbus Street bridges that carry significant car traffic.

#### *Enhancing the Bridges as “Gateways into Downtown”*

Downtown Ottawa today has a very well defined and beautifully preserved historic core near Washington Park. However, it is unclear where downtown starts as one approaches from the north along LaSalle Street. The LaSalle and Columbus Street bridges over the I & M Canal have been enhanced to create a unique and attractive gateway to the historic downtown.

#### *A Reborn Canal as an Economic Engine for Adjacent Properties*

The sites adjacent to the canal today have a variety of commercial uses near LaSalle and Columbus Streets, and residential uses to the east and west. Many lots are underdeveloped and offer long term potential to attract small shops, cafes and housing that can take advantage of the new destination.

#### *A New North Detention Pond and Park*

The large undeveloped site between the canal and Marquette Street to the north (east of the Ameren Substation site) is a good location for a possible detention pond for the area to the north. While the pond and canal will be at different water elevations, this could be an added amenity to the rewatered canal destination.



## Opportunity Area #4 – Canal Street Corridor

### Existing Conditions

#### *The Historic Lateral Canal*

The I&M Canal was supplied with water from the Fox River via a feeder canal originating from the Fox River Dam at Dayton. The Lateral Canal along present day Canal Street connected the I & M Canal to a hydraulic basin located near what is now the Woodward parking lot. The Lateral Canal carried barges downtown and water for hydraulic power.

#### *Canal Street Today*

The City of Ottawa purchased the Lateral Canal from the State of Illinois in 1970 and converted most of the filled area to parking lots, public housing, the public library, and recreational uses. The city still owns most of the half block sites along the east side of Canal Street, where the original Lateral Canal was located. The Reddick Public Library and the Ottawa Historical and Scouting Heritage Museum are the two major anchors on Canal Street today.

Since the adoption of the 2014 Comprehensive Plan, the City has worked to create the Canal Street Art Walk, a pedestrian and biking trail that stretches north from Madison Street to the Illinois & Michigan Canal. This new path incorporates art pieces and a partial recreation of the historic Lateral Canal locks at the end of the path near the Illinois & Michigan Canal. The path is flanked by a pollinator garden created by the University of Illinois Extension Master Gardeners and Ottawa Garden Club members.



Source: @OttawaVisitorsCenter on Facebook

## Downtown Ottawa – Opportunities for Enhancement

### Opportunity Area #1 – Downtown Waterfront

- ☐ **Build the YMCA** - Work cooperatively with the Y to develop their new riverfront site.
- ☐ **Seek park funding** - Seek a grant (Illinois Downtown grant or other park grant program) to begin the initial phase of the riverfront park, focused on the performance stage and seating area.
- ☐ **Develop the park in phases**, based on available funding.
- ☐ Seek a developer for **mixed use development along Woodward Memorial Drive**.

### Opportunity Area #2 – Fox River Boardwalk Riverfront

The following elements are recommended to create this critical two block connection that can tie the waterfront to the Fox River Park and the I & M Canal to the north.

- ☐ **Street level connection from Jefferson Street riverwalk to Madison Street.**
- ☐ From **Jefferson Street to Main Street**:
  - ☐ **On-Street Connection on existing R.O.W. of Madison and Columbus Streets to Main Street**
  - ☐ **Connection through the existing alleys with a designated bike path**
  - ☐ **Riverwalk Connection along the river edge with an underbridge connection to the existing riverwalk south of Main Street.**  
Challenges to this option include:
    - ☐ Requires an easement from existing office building at the corner of Main and the River
    - ☐ The design of the underbridge connection will have to ensure that it does not constrict the river further under the Main Street bridge, and add to the flooding issues in this area.

### Opportunity Area #3 – The I & M Canal as the Gateway to Downtown

- ☐ **Enhancement** - Continue efforts to maintain water levels within the canal
- ☐ **Redevelop** - Promote redevelopment of key sites along the canal

### Opportunity Area #4 – A Bold Vision for Canal Street

Ottawa is considering bold options for restoring the Lateral Canal as a unique downtown amenity that can revitalize the west part of Downtown, with potential new mixed use development lining the canal. This long term plan can be approached in the following incremental steps:

- ☐ **Anchor the North End at the I & M Canal** – create a new “Canal Park” at the north end of Canal Street to connect to the rewatered I & M Canal. Restore the CCC structure into a picnic shelter. Provide parking and signage, and boat access to the rewatered I & M Canal. Encourage possible seasonal concession stands.
- ☐ Pursue new **infill mixed use and multifamily development along the Canal Street Art Walk**. Explore opportunities for mixed-use developments that would tie in with the new Canal Street Art Walk and waterfront developments.
- ☐ To **enhance the connection between the Canal Street Corridor and the rest of downtown Ottawa**, develop streetscape improvement plans for the west downtown transitional area (Clinton to Chestnut) and take a closer look at landscape improvements with Main, Madison, Jefferson and Lafayette from Clinton to Chestnut.







## CHAPTER 8

# Norris Drive (Route 6) Corridor

Norris Drive is a key commercial corridor within the City of Ottawa and serves as a gateway, welcoming regional visitors coming from I-80 into the City.

### Norris Corridor Goals

- ◆ **Enhance streetscaping and general aesthetics** throughout the corridor – with a focus on enhanced pedestrian improvements in the western portion of the corridor and enhanced landscape improvements in the eastern portion – to create a welcoming gateway for visitors entering the City.
- ◆ Work with property owners to **enhance building appearance and property maintenance**, particularly in the western portion of the corridor.
- ◆ Work with property owners to **enhance signage** throughout the corridor with a focus on lower, monument style signs.

### Introduction

Norris Drive (Route 6) runs east-west through the central portion of Ottawa. It is a key commercial corridor within the City and also serves as a gateway, welcoming regional visitors coming from I-80 into the City. The roadway is controlled by IDOT, and carries between 4,500 (far west) and 15,000 (between Route 23 and the Fox River) average daily trips.

For the purposed of this plan, the Norris Corridor was divided into three subsections –Norris West, Norris Central, and Norris East– based on distinct characteristics, such as uses and overall aesthetic, and the organic separation of the corridor by major landmarks, such as the rail line and the Fox River.



*View of looking south from the Norris Drive/Columbus Street Intersection*



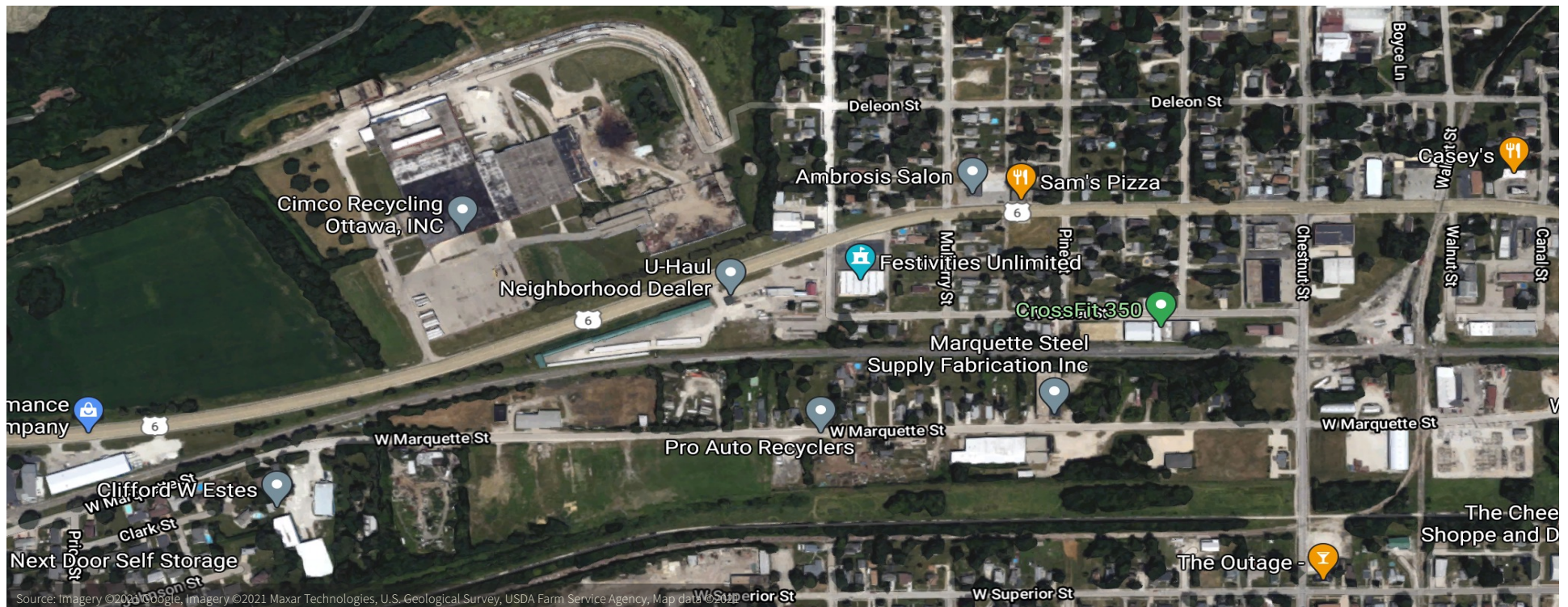
## Norris West – Existing Conditions

- » In this section of the corridor, Norris Drive is a four-lane roadway that carries an average of 7,350 vehicles daily.
- » Consists mostly of service commercial uses and older residential homes along Norris Drive, with some light industrial businesses near the rail line.
- » This section is not very pedestrian friendly, with a very narrow right-of-way and an aging carriage walk only on the north side of Norris Drive.
- » Street lighting and utility poles/lines are aging.
- » There are several vacant/underutilized sites, as well as aging structures and hardscapes in need of repair.



View of Norris Drive facing East

Aerial View of Norris West





## Norris West – Opportunities for Enhancement



### Norris West Recommendations:

- Corridor streetscape enhancements; upgrade street lighting with decorative poles and fixtures.
- Work with property owners to enhance building facades and landscaping.
- Restore carriage walk.
- Consider 3-lane cross section, with added space for walks and parkway improvements.

### Proposed Uses for Opportunity Sites:

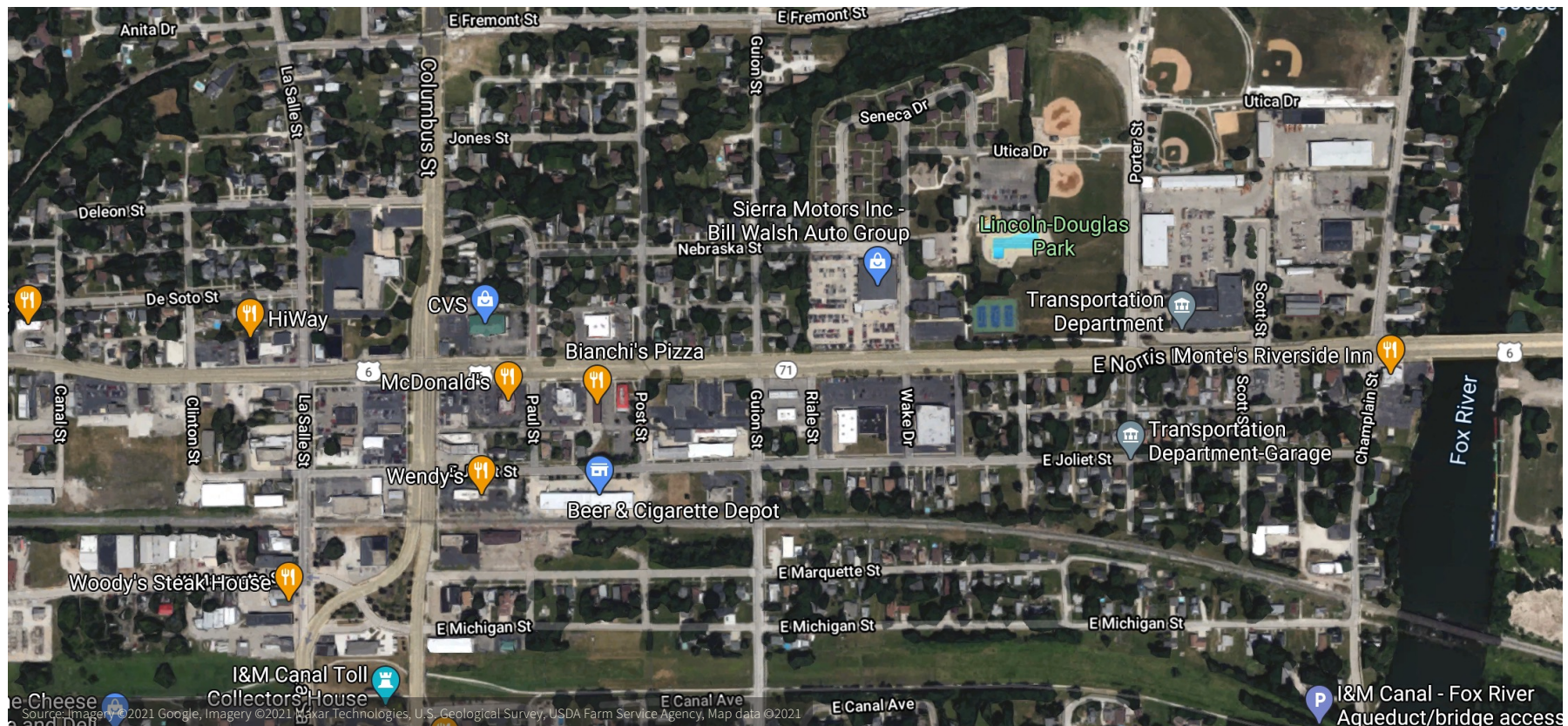
- #1. Industrial
- #2. Commercial/Service Commercial
- #3. Commercial/Service Commercial
- #4. Retail/Office
- #5. Retail/Office



## Norris Central – Existing Conditions

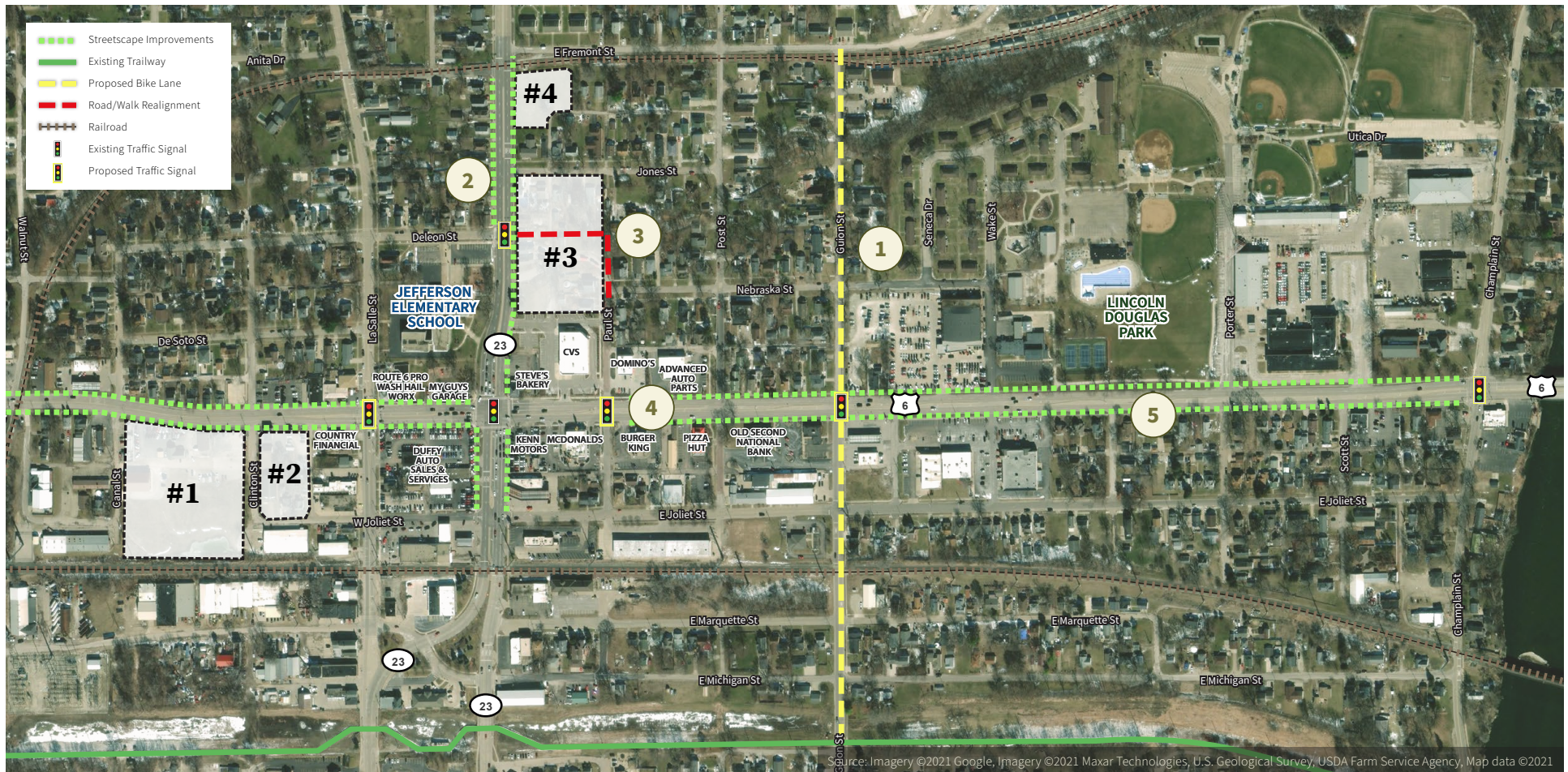
- » In this section of the corridor, Norris Drive is a six-lane roadway at the Norris Drive/Columbus Street intersection that carries an average of 13,100 vehicles daily.
- » Near the U. S. Route 6/Illinois 23 intersection, auto-oriented uses dominate. These uses include automotive repair and maintenance, quick service restaurants, national drug and convenience stores, and a small number of financial services firms. Destination business, Steve's Bakery, operates one of its three locations at the intersection.
- » Norris Central is in a transitional phase with a mix of aging commercial uses and new or updated commercial uses.
- » Minimal landscaping is found along Norris Drive & Columbus Street.
- » A large number of curb cuts, dense concentration of drive-thru and convenience uses, and lack of cross-access between commercial properties creates additional traffic conflict points. The City has worked with IDOT to address these issues. Solutions included: new traffic patterns at the Norris Drive/Columbus Street intersection, limiting U-turns, turns onto Norris Drive, and side-street usage, and alley conversions to carry traffic away from the Norris Drive/Columbus Street intersection.
- » Most of this section of Norris Drive has sidewalks, but also narrow right-of-ways, long pedestrian crosswalks, and no bike facilities. This section of the corridor is anchored by Jefferson Elementary School, so safe pedestrian access is a priority.

*Aerial View of Norris Central*





## Norris Central – Opportunities for Enhancement



### Norris Central Recommendations:

- Bike Lane or Sharrow connecting residents to I&M Trail
- Gateway streetscape enhancements
- Conduct traffic study of the Rt. 23/Rt. 6 interchange area
  - Road/walk realignment
  - Islands to restrict turning movements (*see page 41*)
- Corridor streetscape enhancements; street trees, decorative street lighting, light pole banners, wayfinding signage

### Proposed Uses for Opportunity Sites:

- #1. Retail/Office
- #2. Retail/Office
- #3. Mixed Use (with residential)
- #4. Mixed Use (no residential)



## Norris Central – Opportunities for Enhancement

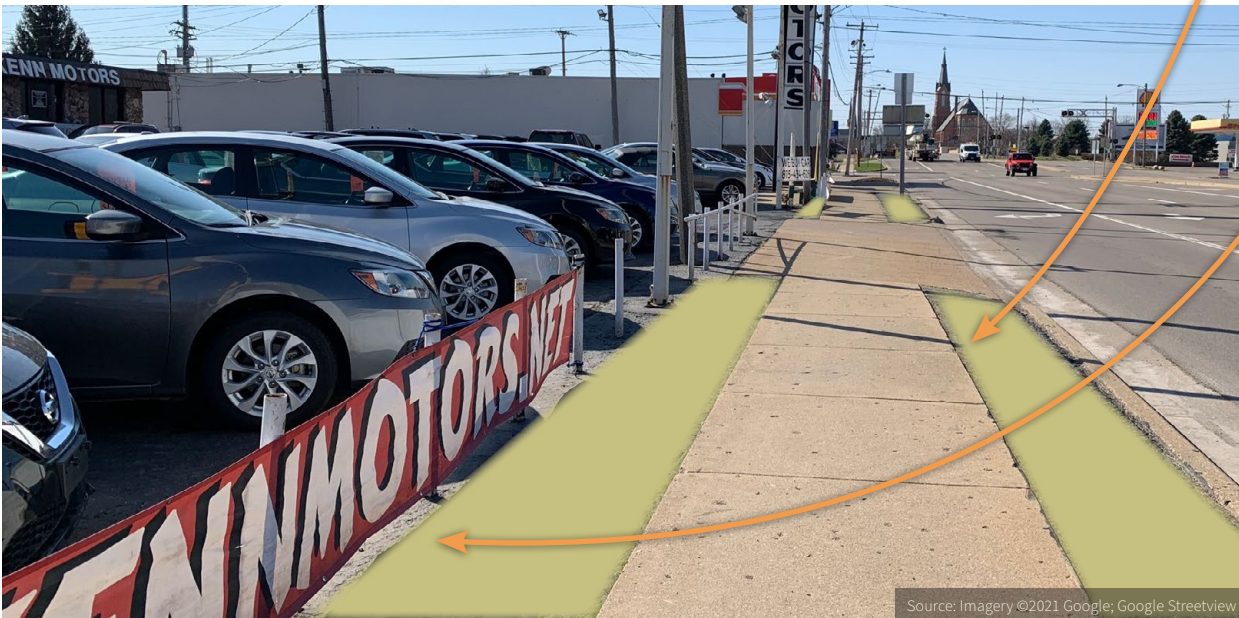


Source: Imagery ©2021 Google; Google Streetview

Example of where enhancements would be recommend along Norris Drive



Mass Daylily or perennial planting beds act as both a pedestrian buffer and aesthetic enhancement.



Source: Imagery ©2021 Google; Google Streetview

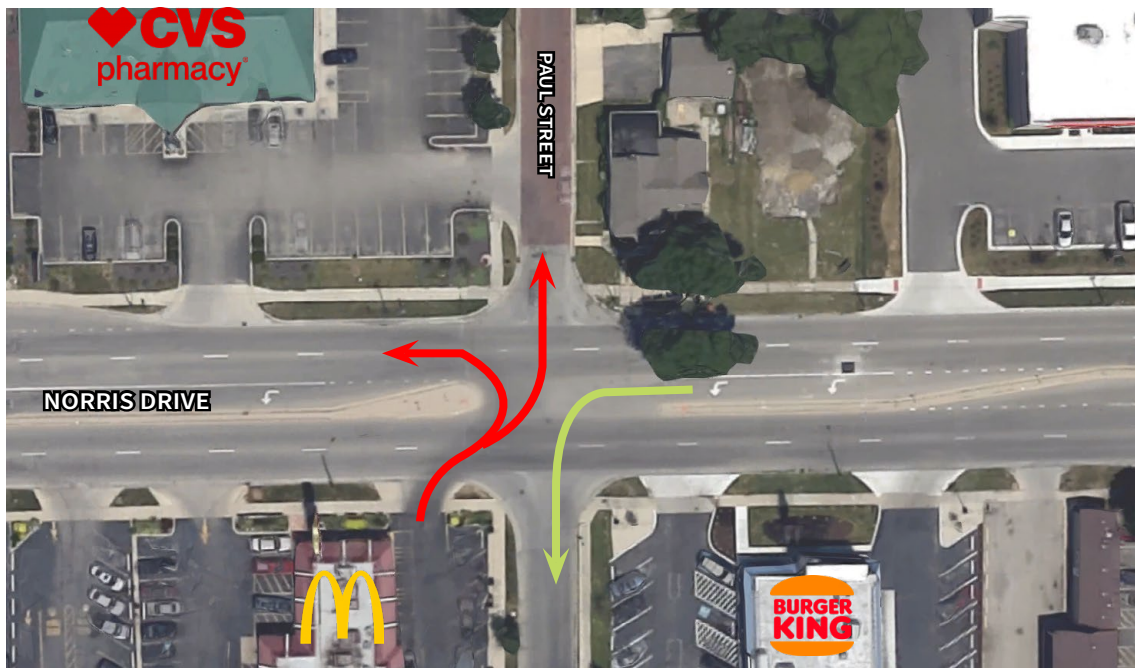
Example of where enhancements would be recommend along Norris Drive



Low fencing or guard rails can be used as a buffer when there is no green or landscaped buffer between lots and the pedestrian right-of-way.



## Norris Central – Opportunities for Enhancement



### ***Traffic Challenge:***

A large number of curb cuts, dense concentration of drive-thru and convenience uses, and lack of cross-access between commercial properties creates additional traffic conflict points.

This example shows traffic conflicts with drivers entering/existing drive-thrus along Norris Drive, as well as drivers entering/existing Paul Street onto Norris Drive.



### ***Opportunity for Enhancement:***

- Consider a traffic island north of Norris Drive on Paul Street. This will limit the ways that drivers can enter/exist.
- Consider extending the traffic island on Norris Drive to limit drivers crossing Norris Drive and limiting left turns from the south side of Norris Drive.



## Norris East – Existing Conditions

- » In this section of the corridor, Norris Drive is a four-lane roadway that carries an average of 10,550 vehicles daily.
- » This area has mostly commercial and medical uses, including OSF Saint Elizabeth Medical Center and campus.
- » There are sidewalks on the north side of Norris Drive that provide pedestrian access to the area, but there is minimal connection to adjacent uses, including OSF Saint Elizabeth Medical Center, and no sidewalks within neighboring uses, including the medical campus.
- » Minimal landscaping is found along the Norris Drive.

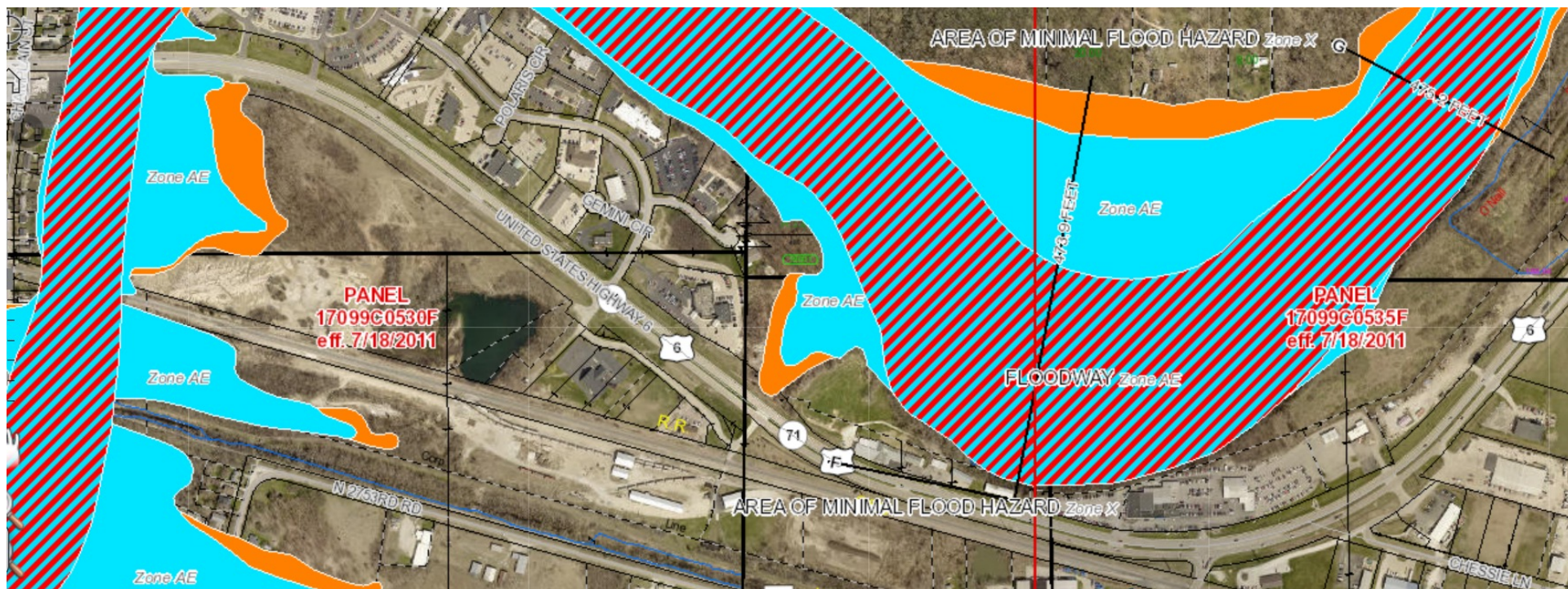
*Aerial View of Norris East*



Source: Imagery ©2021 Google, Imagery ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021



## Norris East – Existing Conditions



Fox River Floodplain



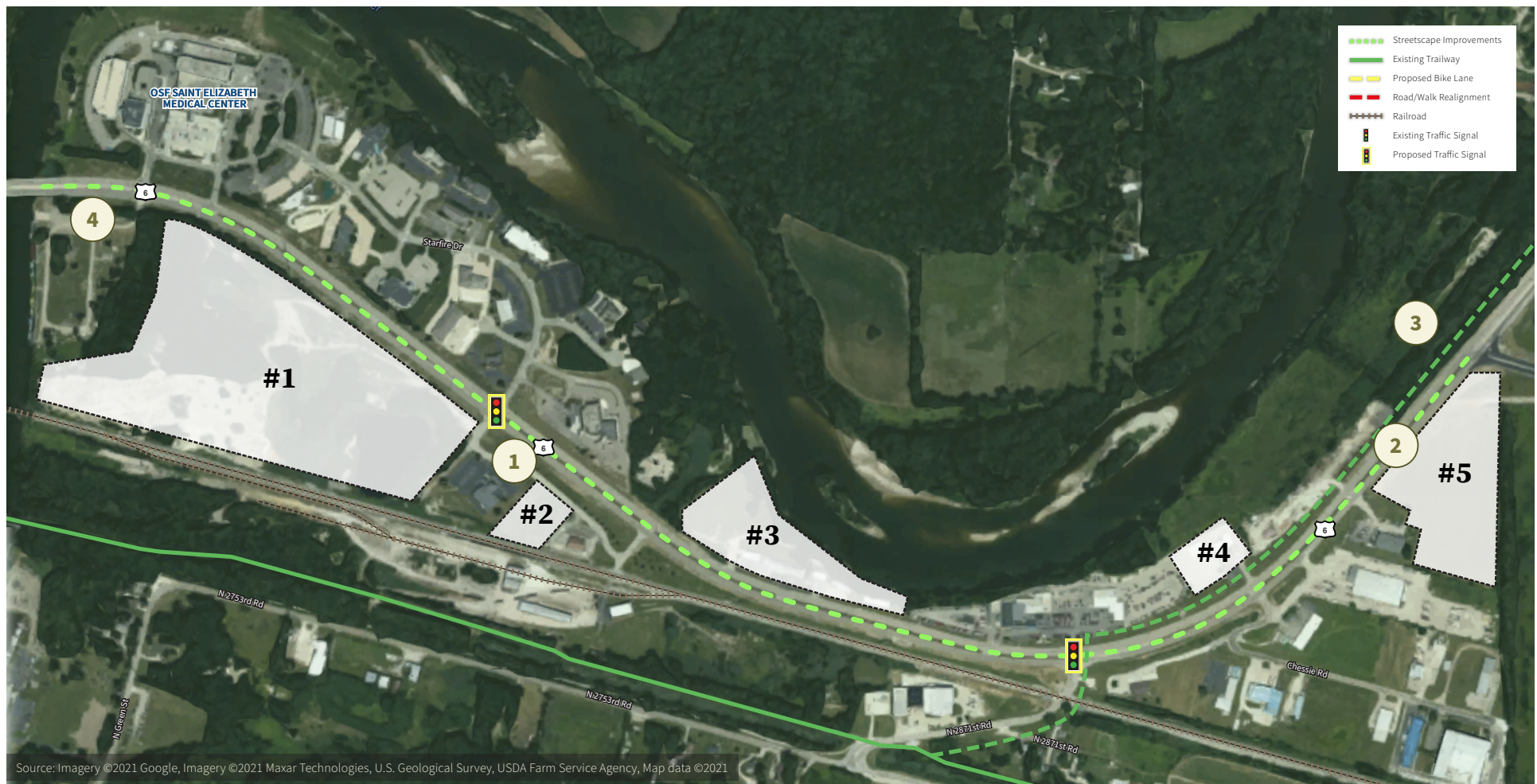
West end of Norris East looking West



East end of Norris East looking East



## Norris East – Opportunities for Enhancement



### ***Norris East Recommendations:***

1. Consider smaller business signs throughout corridor
2. Work with IDOT on trees/landscape medians
3. Create trail to Dayton Bluffs and beyond
4. Corridor streetscape enhancements; street trees, landscaping, wayfinding signage

### ***Proposed Uses for Opportunity Sites:***

- #1.** Mixed Use (could include multi-family or senior)
- #2.** Retail/Office
- #3.** Retail/Office
- #4.** Retail/Office
- #5.** Mixed Use (no residential)

## Norris East – Opportunities for Enhancement



Example of trail with pedestrian safety features (landscaping buffer and bollard lighting).



Example of roadside landscaping that could be used for aesthetics and screening.

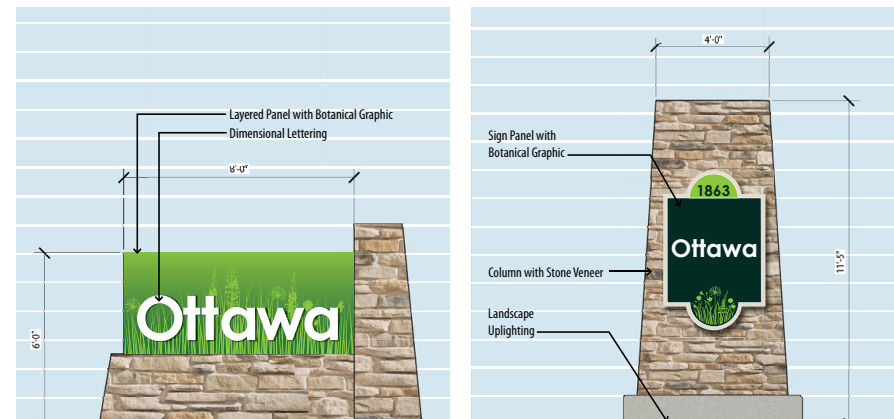


Example of Parkway and Street Trees (Bolingbrook, IL)



## Norris Corridor – Opportunities for Enhancement

- ❑ **Establish a consistent identity for the corridor that highlights and markets its locational advantage and supports continued building occupancy, renovation, or redevelopment.**
- ❑ **Implement a streetscape program for the corridor.** The intent of such a program is to create placemaking and identity enhancements along Norris Drive that exemplify the City of Ottawa, foster pride in the area, and encourage people to visit businesses and other amenities.
- ❑ **The intersection of Norris Drive and Columbus Street should be enhanced to become an attractive gateway marker.** This intersection is the first major intersection that people drive through as they head into Downtown, so it's important that this intersection make a good first impression.
- ❑ **Improve access to and awareness of important destinations within the City, such as the downtown, through wayfinding signage.**
- ❑ **Explore funding options for the installation and maintenance of trees and landscaping within public right-of-way, specifically roadway medians.**
- ❑ **Enhance pedestrian connections throughout the corridor.** These enhancements should focus on moving residents and employees between uses and across major roadways. Special attention should be given to improving safety and walkability for Jefferson Elementary School students and parents.



Examples of gateway and wayfinding signage designed for Ottawa | Source: Teska



Example of banners, decorative street lights, and seasonal landscaping



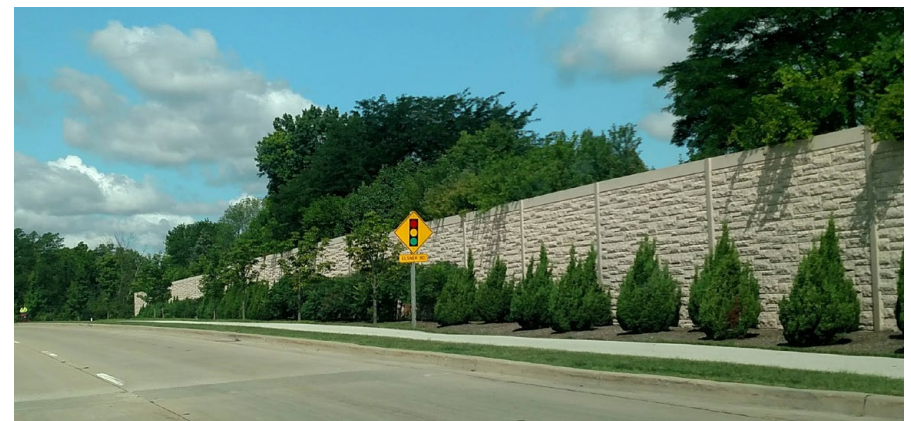
Example of an enhanced pedestrian crossing with bold striping

## Norris Corridor – Opportunities for Enhancement

- ❑ **Identify improvements to better connect bicyclists and pedestrians between the mix of uses in the corridor and to trails in the area.** Enhancements should increase safety and improve connectivity in the area with the goal of connecting major destinations and existing trails throughout the City and the Region.
- ❑ **Coordinate with local partners (LaSalle County, Conservation Foundation, IDOT, etc.) to install a trail that connects the existing trailway within the Dayton Bluffs Preserve to the existing trailway along the Fox River (North/South) and the I&M Trail (East/West).** This trail could run along Route 71, along the Fox River, or within an existing utility easement would most likely run along the Fox River from the Dayton Bluffs Preserve to the I&M Canal where the existing trailway begins.
- ❑ **Work with property owners and commercial brokers to understand their needs and how the City can help attract local and regional businesses to the Corridor.**
- ❑ **Seek developers for larger parcels within the corridor. Work with them to create new models of development for this corridor that integrate quality design features.**
- ❑ **Continue to enforce design standards/guidelines for (re)development within the corridor.** While integrating quality design is important for new development, revitalization and/or redevelopment of older and potentially obsolete uses along the corridor can help with corridor enhancement and increased economic development in the City.



Example of a trail with pedestrian safety features (striped crossing, bollards, signage)



Example of roadside landscaping



Example of recent redevelopment in the corridor Source: Imagery ©2021 Google Street View





## CHAPTER 9

# I-80/IL Route 71 Interchange

The I-80/ IL Route 71 Interchange Area is Ottawa’s next frontier, primed for intentional development that is compatible with the area’s “green corridor” status.

### I-80/Rt. 71 Interchange Goals

- ◆ **Capitalize on valuable highway frontage** for job producing and revenue generating uses.
- ◆ Preserve and enhance open space along the Fox River to **create a green corridor**.
- ◆ Encourage **intentional extension of residential and commercial uses into this area** that are considerate of municipal utilities and existing development patterns.

### Introduction

I-80/ IL Route 71 Interchange Area has a mixed land use character. Recently, the area surrounding the interchange has developed to accommodate some highway-oriented uses, such as gas station/truck stops. Older uses in this area include small industrial/manufacturing uses. However, this area is also considered to be a green corridor within the City given the presence of the Dayton Bluffs Preserve, a large conservation area along the Fox River.



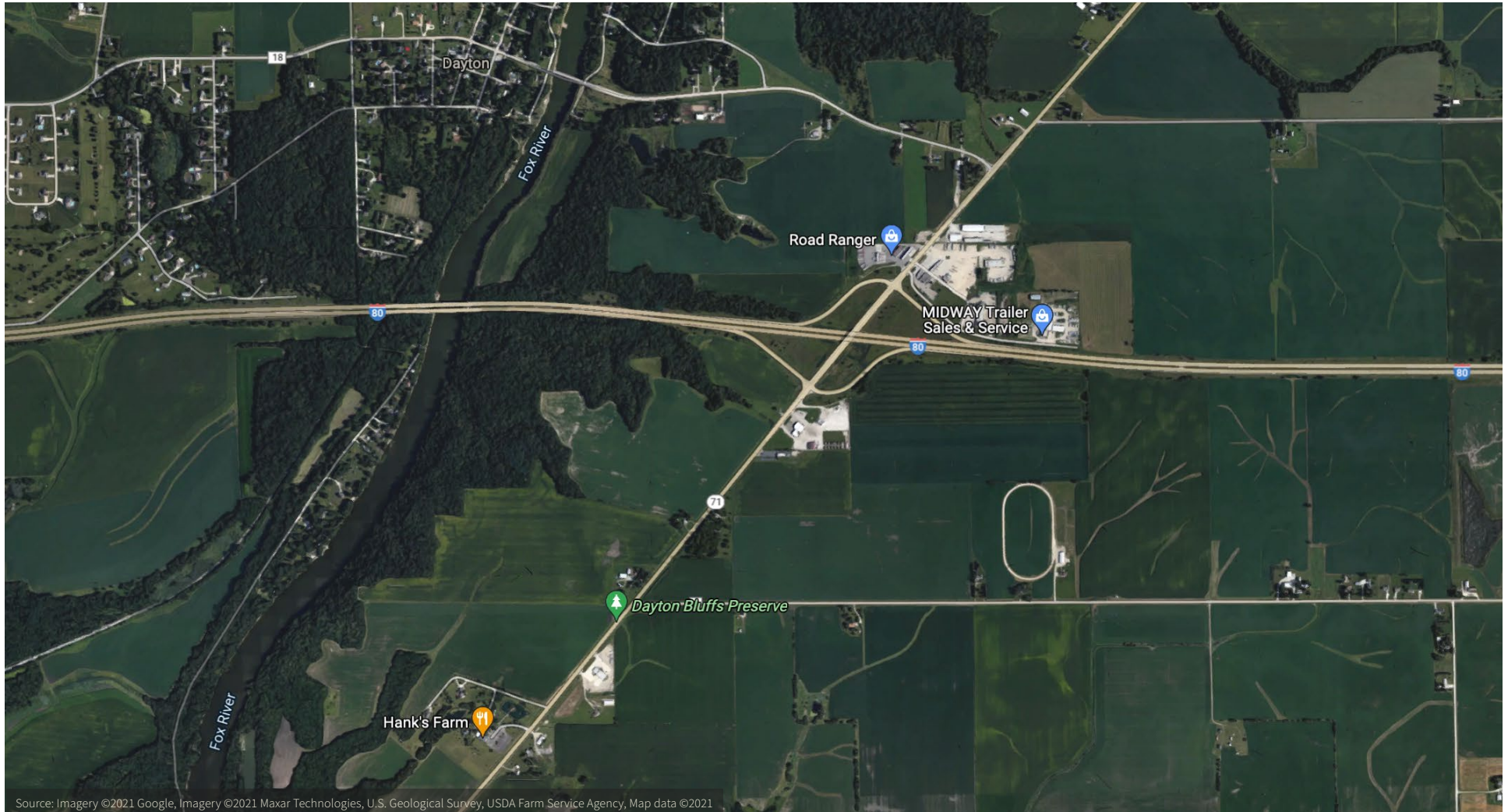
*View of looking northeast from IL Route 71*



## I-80/ IL Route 71 Interchange – Existing Conditions

- » At the Interstate 80/Illinois 71 interchange, a small cluster of businesses serve Interstate 80 truck and auto traffic.
- » The Dayton Bluffs Preserve is also located south of the intersection.
- » Most of the land proximate to the interchange presents opportunities for future long-term development for Ottawa.

*Aerial View of I-80/IL Route 71 Interchange Area*





## I-80/ IL Route 71 Interchange – Existing Conditions

Source: Imagery ©2021 Google; Google Streetview



View of looking east from Dayton Road

Source: Imagery ©2021 Google, Imagery ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2021



Aerial view of existing development northeast of the I-80/ IL Route 71 Interchange

Source: @daytonbluffspreserve on Facebook



## Did You Know

### THE DAYTON BLUFFS PRESERVE

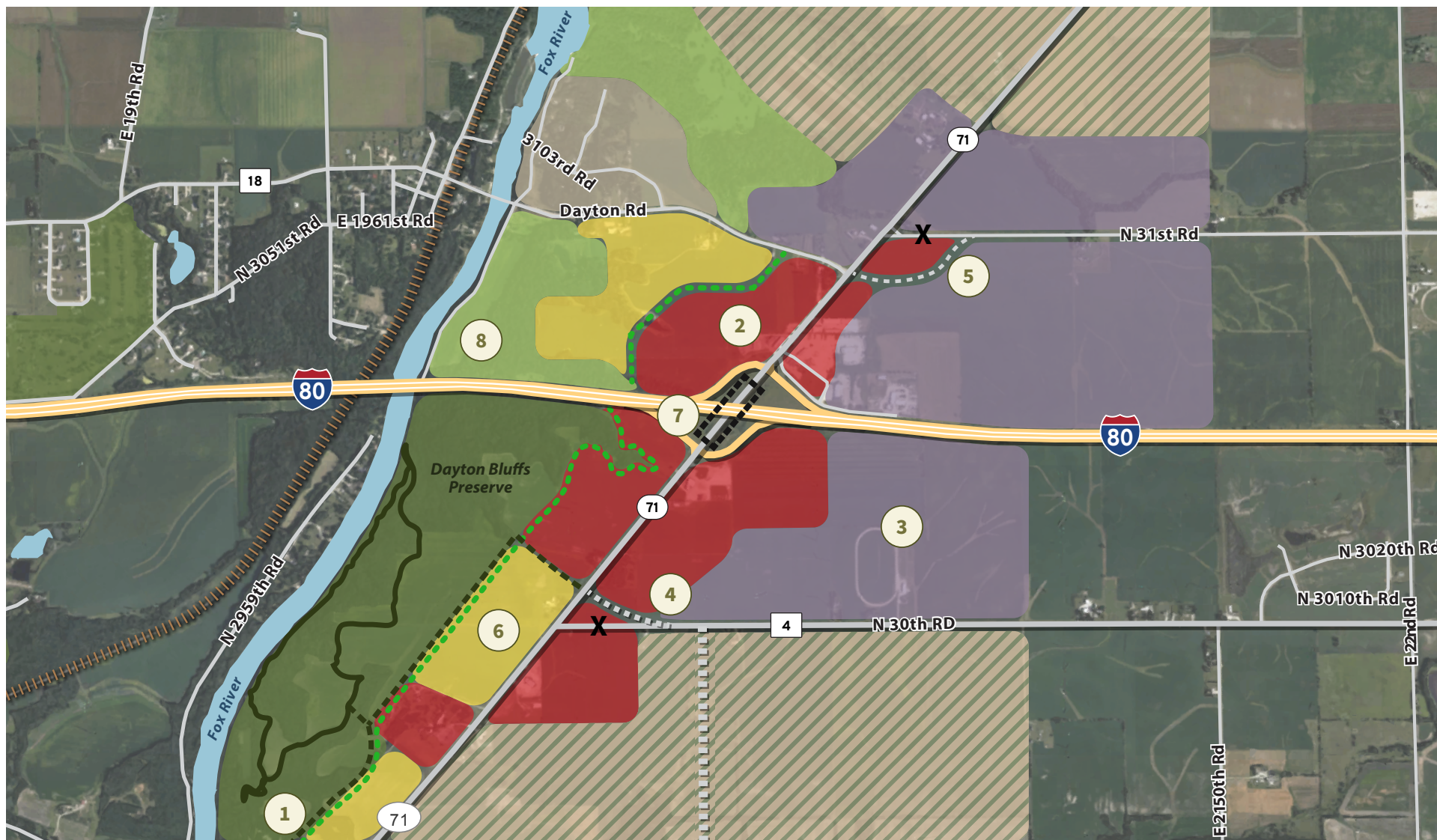
**Location:** 2997 Illinois Route 71 – Just north of Ottawa, south of the I-80 and Route 71 interchange on the West side of the road.

“A partnership of The Conservation Foundation and the City of Ottawa has created the Dayton Bluffs Preserve, a 253-acre natural area preserve along the Fox River established for the citizens of Ottawa, La Salle County and all of Illinois... Through a very creative partnership agreement, The Conservation Foundation leases the Dayton Bluffs Preserve to the City of Ottawa who manages it as a public preserve. The land was designated as an Illinois Land and Water Reserve by the Illinois Nature Preserves Commission in 2014.”

- The Conservation Foundation ([www.theconservationfoundation.org](http://www.theconservationfoundation.org))



## I-80/ IL Route 71 Interchange – Opportunities for Enhancement



Ottawa, IL  
Future Land Use – I-80/ IL Route 71 Interchange Subarea

### LEGEND

Single Family Residential	Open Space	Expressway/Interstate	Proposed Road/Realignment	Gateway Bridge Enhancements
Estate Residential	Parks	Major Road	Road Segment Removed After Realignment	
Commercial	Agriculture	Local Road	Proposed Landscape Buffer	
Industrial		Existing Trails	Proposed Trail Extensions	

## **I-80/ IL Route 71 Interchange – Opportunities for Enhancement**

### ***I-80/ IL Route 71 Interchange Recommendations***

1. Extend a bike trail to link this area with the I&M Canal Trail and other areas of Ottawa. This trail could either be in two general locations. The trail could be placed along the west side of Route 71 as a side path parallel and along the existing roadway. Another possible location would be within an easement obtained by the City of Ottawa when water lines were extended in the area. This easement lies west of Route 71.
2. Pursue highway-oriented commercial development near the interchange. Hotels and restaurants would be the obvious opportunities.
3. Provide opportunities for industrial development along I-80, particularly north of 30th Road and south of 31st Road. These areas have both visibility and convenient access to the Interstate. Once the areas along the Interstate are developed, expansion of this industrial use could be considered both to the north and south – primarily on the east side of Route 71.
4. Realign North 30th Road to create a “T” intersection with Route 71. This will enhance safety, and allow for more efficient utilization of land.
5. Realign North 31st Road to provide a 90-degree intersection with Dayton Road at Route 71. This will provide for continuous east/west access through the region parallel to I-80.
6. Provide opportunities for new residential development on the west side of Route 71. A buffer should be provided along the Dayton Bluffs preserve to provide an appropriate transition. This would be a good area to consider a conservation design approach which preserves key environmental features such as drainage ways and wooded areas, provides additional open space, and reduces overall infrastructure costs. Housing in this area would benefit from the proximity to the Preserve, and convenient access to both I-80 and the rest of Ottawa via Route 71. A variety of housing products is recommended to respond to market demand.
7. Create a gateway at the I-80/Route 71 interchange. This gateway should welcome visitors and residents to Ottawa. Ideally, a decorative treatment would be worked into the existing bridge. Wayfinding signs should be integrated to direct motorists to downtown, Dayton Bluff Preserve, etc.
8. Preserve steep slopes and woodland areas north of I-80 and east of the Fox River. These areas, shown in light green on the map, are an important natural resource that should be protected from development. These areas could potential become an extension of the existing Dayton Bluff Preserve, or they could be kept in private ownership – potentially with a conservation easement placed over the land.



## I-80/ IL Route 71 Interchange – Opportunities for Enhancement

- ❑ Reserve land for job producing industrial/business park/commercial uses that take advantage of the locations excellent regional and national accessibility.
- ❑ Create an **attractive gateway to the city** and also **take advantage of the natural resources of the land along the Fox River.**
- ❑ Encourage **cohesive design for development within the corridor**, including landscaped buffers, buildings along the roadways and parking located to the side or rear of properties where feasible.
- ❑ Explore opportunities with developers for **low impact development and/or conservation design that blends with and is considerate of existing natural features**, like the Fox River Park and the Dayton Bluff Preserves.
- ❑ Establish a **consistent identity for the district that highlights and markets its locational advantage** and supports building occupancy, renovation, or redevelopment. New coordinated wayfinding and gateway signage for the district and streetscape can advance this opportunity.



Example of a master-planned conservation community (Prairie Crossing, Grayslake, IL)



Dayton Bluffs Preserve

## I-80/ IL Route 71 Interchange – Opportunities for Enhancement

- ❑ Work with property owners and commercial brokers to understand their needs and how the City can help **attract local and regional businesses to the Corridor.**
- ❑ Seek developers for larger parcels within the corridor. Work with them to **create new models of development for this corridor that integrate quality design features.**
- ❑ Encourage **cross-access linkages between sites to ease traffic and enhance connectivity** as part of redevelopment and new development.
- ❑ **Expand bicycle and pedestrian infrastructure to create a connected network** throughout the City, specifically connecting the Dayton Bluffs to other existing trailways, recreational areas, and nearby residential uses.

“The Route 71 Corridor is like a blank canvas. It should be carefully planned to represent tourism and lifestyle of Starved Rock Country. It should be done very tastefully and with commercial projects that will generate tax revenues, both real estate and sales taxes.”

- Resident Idea





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## CHAPTER 10

# Transportation

Ottawa's transportation system is a multi-modal network of roadways, truck routes, public transit, air transportation, rail transportation, river travel, and bicycle/pedestrian facilities.

### Transportation Goals

- ◆ Maintain and **enhance the walkable character of Ottawa.**
- ◆ **Expand bike trails to connect all areas** of the community.
- ◆ Implement recommendations from the rail crossing study to **reduce congestion and improve safety.**
- ◆ **Maintain interconnections between neighborhoods** as Ottawa expands while pursuing long-term improvements such as **an additional river crossing or new western interchange with I-80.**

### Introduction

The transportation system within the City of Ottawa is a multi-modal network of roadways, truck routes, public transit, air transportation, rail transportation, river travel, and bicycle/pedestrian facilities.

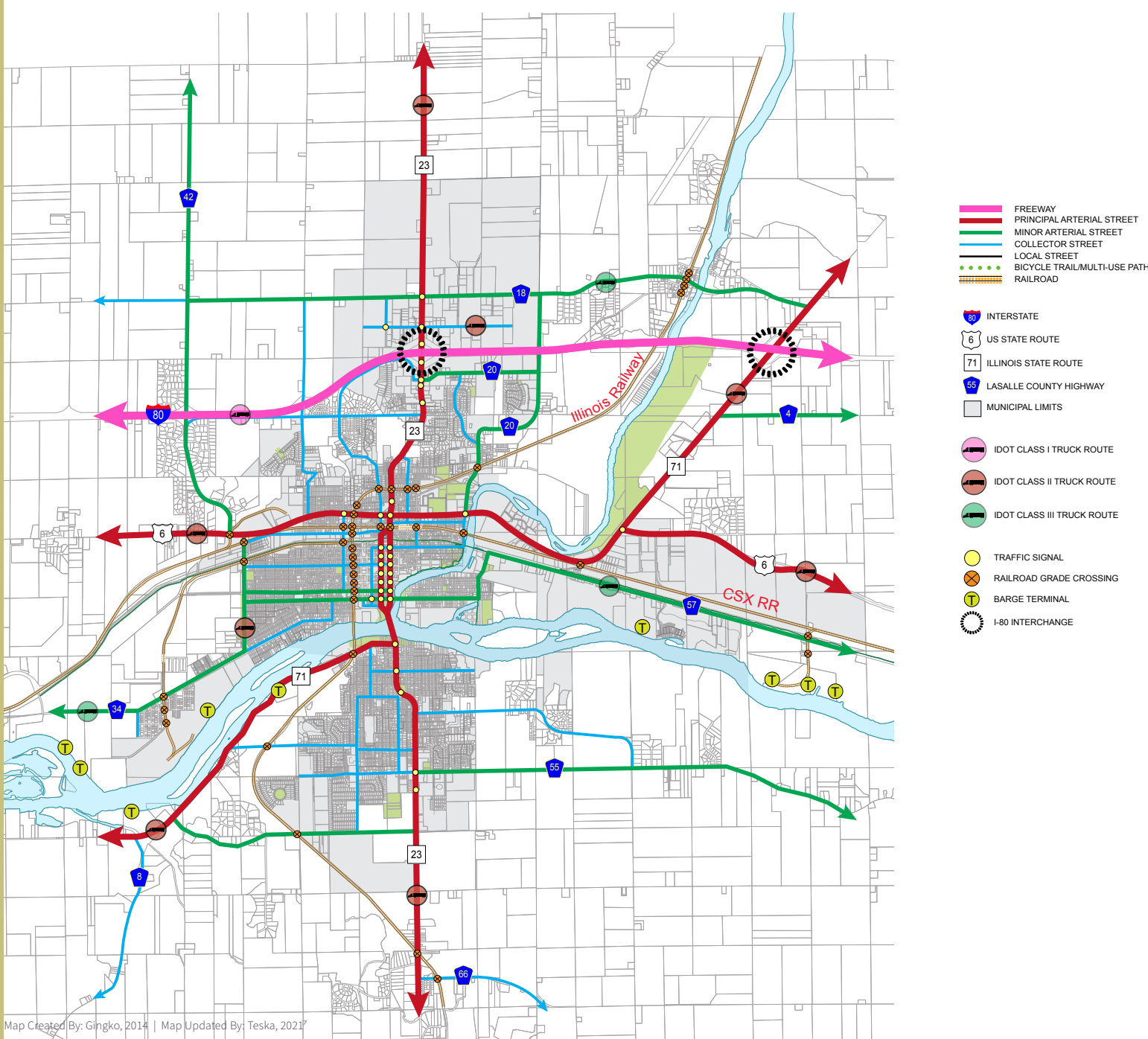
The roadway system serving the City of Ottawa includes federal, state, county, township, and municipal facilities that accommodate long distance travel as well as short local trips. These roadways have two basic functions: to provide mobility and to provide land access.

For planning and design purposes, roadways are classified by function. Four general functional classifications are typically used, including freeways, arterials, collectors and local streets. Arterials and collectors are commonly subdivided into major or minor designations based on location, service function, and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system.

Freeways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. Interstate 80 (I-80), which is under the jurisdiction of the Illinois Department of Transportation (IDOT), travels through the northern portion of the city and is accessed from IL 23 and IL 71.



# Existing Transportation System



## Roadways

### Arterials

Principal arterials are intended to provide a high degree of mobility and function as the primary travel routes through urban areas. In Ottawa, these arterials are US or IL state routes that are under IDOT jurisdiction. Minor arterials augment the principal arterials by accommodating somewhat shorter trips with less stringent access controls. In Ottawa, these arterials are either LaSalle County highways or municipal roadways.

- Illinois Route 23 (IL 23) is the principal north-south spine road through the city and the only roadway that crosses the Illinois River, via the Veterans Memorial bridge. In the downtown area, between the Illinois & Michigan (I&M) Canal and the Illinois River, the route splits into a one-way couplet with the southbound segment using LaSalle Street and the northbound segment using Columbus Street.
- US Route 6, which is the principal east-west through route in the city, extends just north of the downtown and the I&M canal.
- Illinois Route 71 (IL 71) extends through the City from northeast to southwest, following the same route as US 6 (US 6/ IL 71 intersection- US 6/IL 23 intersection) and IL 23 (US 6/IL 23 intersection-IL 23/IL 71 intersection).

The convergence of these three principal arterials in the downtown area, along with the single river crossing, results in high volumes of traffic using the IL 23 one-way couplet (12,000-13,000 vehicles per day each direction) and crossing the Veterans Memorial bridge (24,700 two-way vehicles per day).

There are 34 intersections in Ottawa under traffic signal control, including signals along IL 23, US 6, IL 71, Main Street, and Stevenson Road. All but one (Stevenson Road) of the signals is located along an arterial street.

### Collectors

The collector system is designed to support the arterial network. Collector streets consist of medium-capacity, medium-volume streets that have limited continuity and serve to link higher level arterials with the lower level local streets. Collectors provide some direct land access but to a lesser limit.

### Local Streets

Local streets provide direct land access and are accessed from arterial and collector streets. Trip lengths on local streets are typically short and volumes and speeds are typically low. All remaining streets in Ottawa not mentioned above are classified as local streets.

## Truck Routes

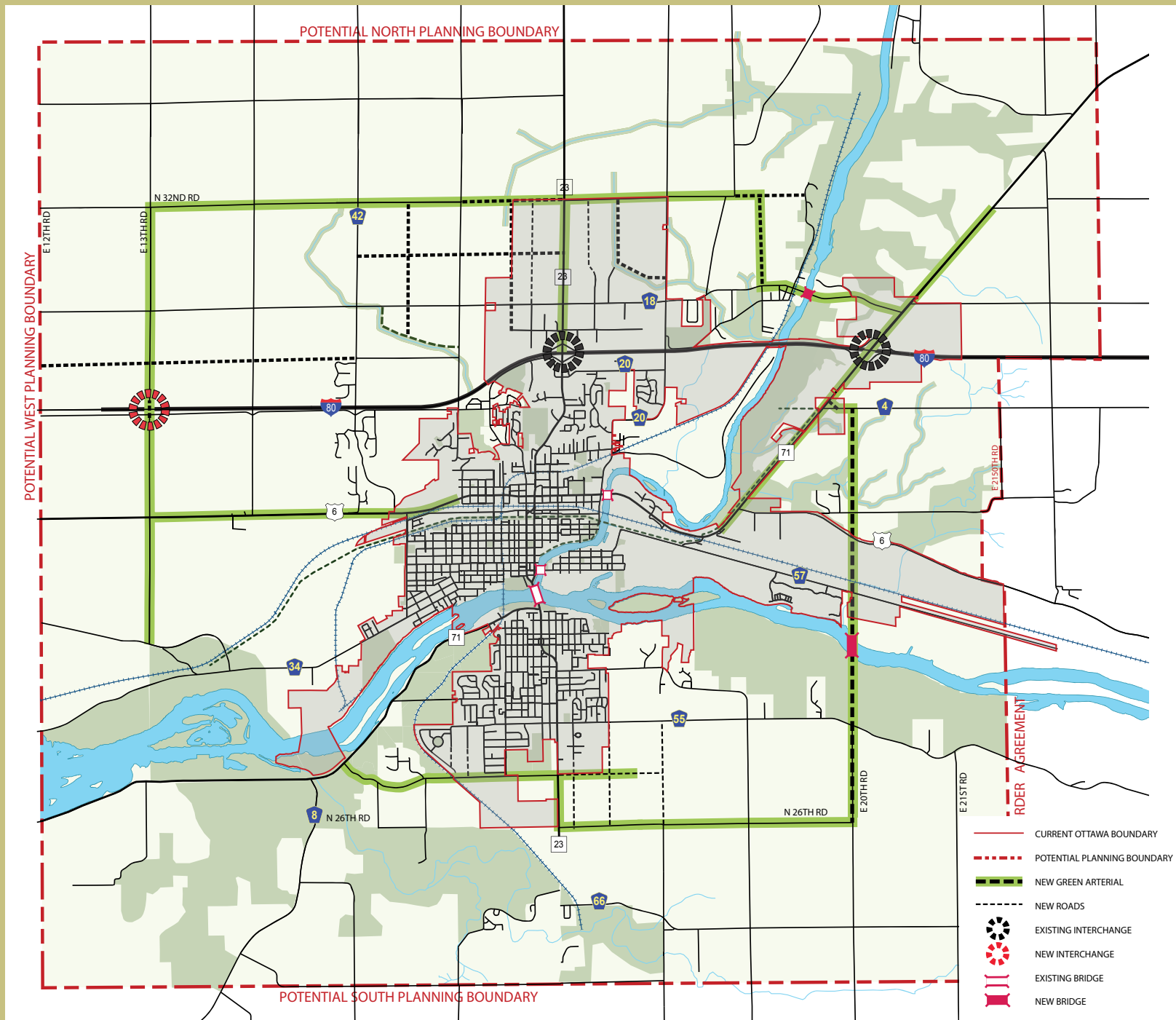
Posted truck routes are typically roadways that provide continuous regional travel and are designed to support heavy commercial traffic while avoiding residential areas. IDOT has established a Designated State Truck Route System that consists of two classifications of roadways (Class I and II) with specific design standards and maximum legal vehicle dimensions and loaded weights. In Ottawa, these truck routes include I-80, the US and IL state routes, Boyce Memorial Drive, Stevenson Road and Titanium Drive. LaSalle County and the City of Ottawa have established a secondary non-posted truck route system to access local businesses and industrial areas from the State Truck Route System, which are classified as Class III routes or local truck routes.

- Class I Facility: I-80
- Class II Facility: US 6, IL 23, IL 71, Boyce Memorial Dr, Stevenson Road, Titanium Dr
- Class III Facility: Dayton Road (CH 18), Canal Road (CH 51)



# Roadways Plan

## 2022 COMPREHENSIVE PLAN UPDATE



## Transit, Air, and River

### ***Public Transportation***

Local public transportation service is provided under the North Central Area Transit (NCAT) City of Ottawa Service Area. The service utilizes accessible minibuses and offers door to door, origin to destination service designed to meet residents transportation needs. Services are available on weekdays between 7:30am and 4:30pm. All NCAT vehicles are lift or ramp equipped for accessibility. Service is also provided twice a month to Peoria. Residents just need to call NCAT to schedule their ride. Fairs are very affordable, and transit passes are available.

### ***Commercial Air Transportation***

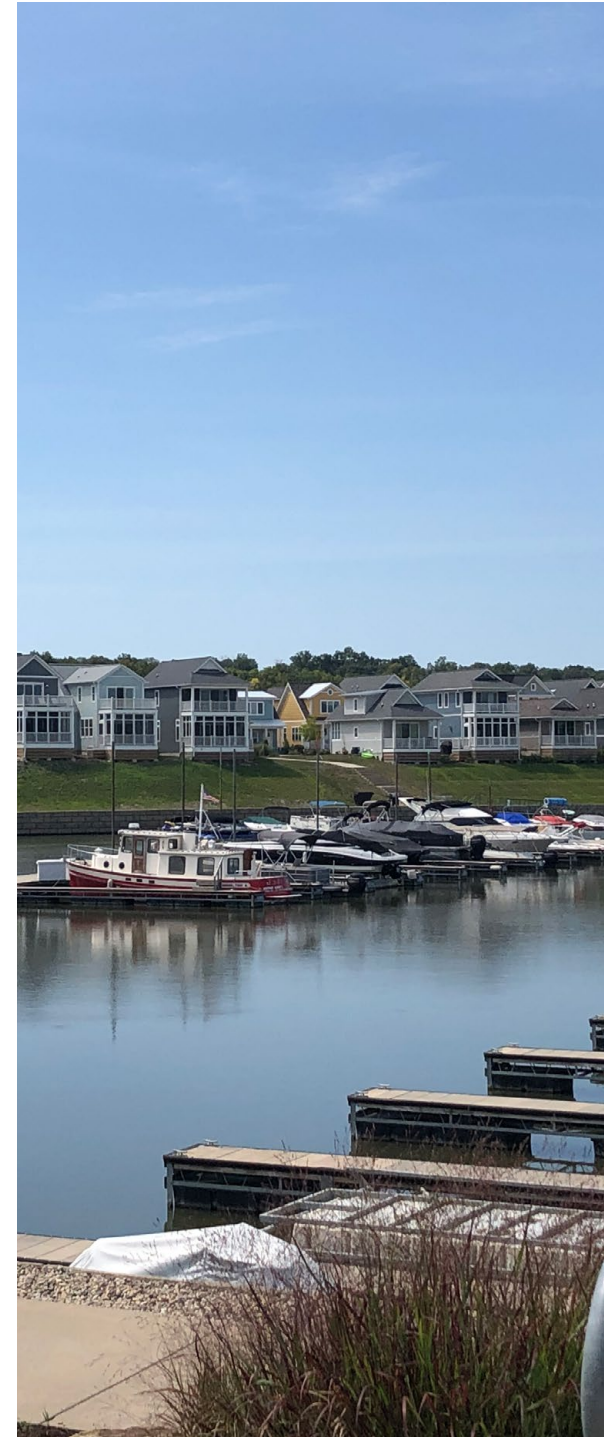
The nearest regularly scheduled airline passenger service is located in Chicago at O'Hare International Airport and Midway International Airport, in Bloomington-Normal at the Central Illinois Regional Airport, in Rockford at the Chicago Rockford International Airport, in Peoria at the Peoria International Airport, and in Moline at the Quad City International Airport. Skydive Chicago Airfield located at 3215 E. 1969th Road offers local general aviation services in the Ottawa area.

### ***River Transportation***

The City of Ottawa is located at the confluence of two great rivers, the Illinois River and the Fox River. The Illinois River is an integral part of the national waterway system and remains a vital route for commerce to and from the City of Ottawa. Barges carry grain, sand, dry-bulk materials, steel and forest products, and other goods to and from the Chicago area and points further west.

Major terminals along the Illinois River include the ADM, Cargill, SABIC, Ottawa Barge Terminal, and Pilkington. The ADM and SABIC terminals are served by the CSX Railroad. The Pilkington terminal is served by both the CSX Railroad and the Illinois Railway.

Ottawa's waterways also provide opportunities for river recreation. Boating, kayaking and canoeing are popular activities along the Illinois and Fox Rivers. Riverboats also dock in Ottawa for the start or conclusion of their trip down the Illinois River towards Peoria.





## Trails

### *Bicycle Trail and Pedestrian System*

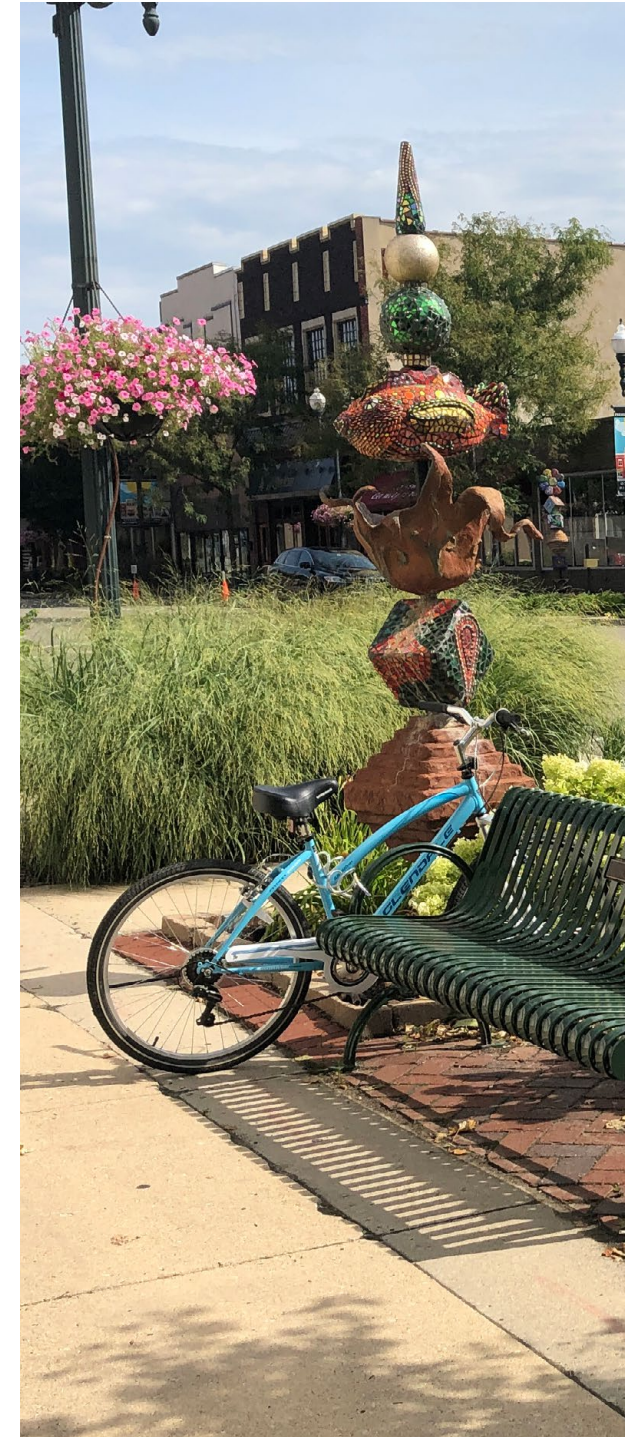
There are currently two bicycle trails within the City of Ottawa, including the Illinois and Michigan (I&M) Canal State Trail and the Riverwalk along the Fox River. IDOT's Official Bicycle Map for LaSalle County identifies only a few roadways in Ottawa as suitable for bicycling, most of which are on the fringe of the city, including IL 23 (north of Dayton Road and south of city limits), N. 30th Road (E. 15th Road-E. 16th Road), N. 32nd Road, 4-H Road (Country Oak Drive- IL 71), N. 3050th Road, and N. 3051st Road. All other major roadways are either not recommended for bicycling or have ride-with-caution advisories.

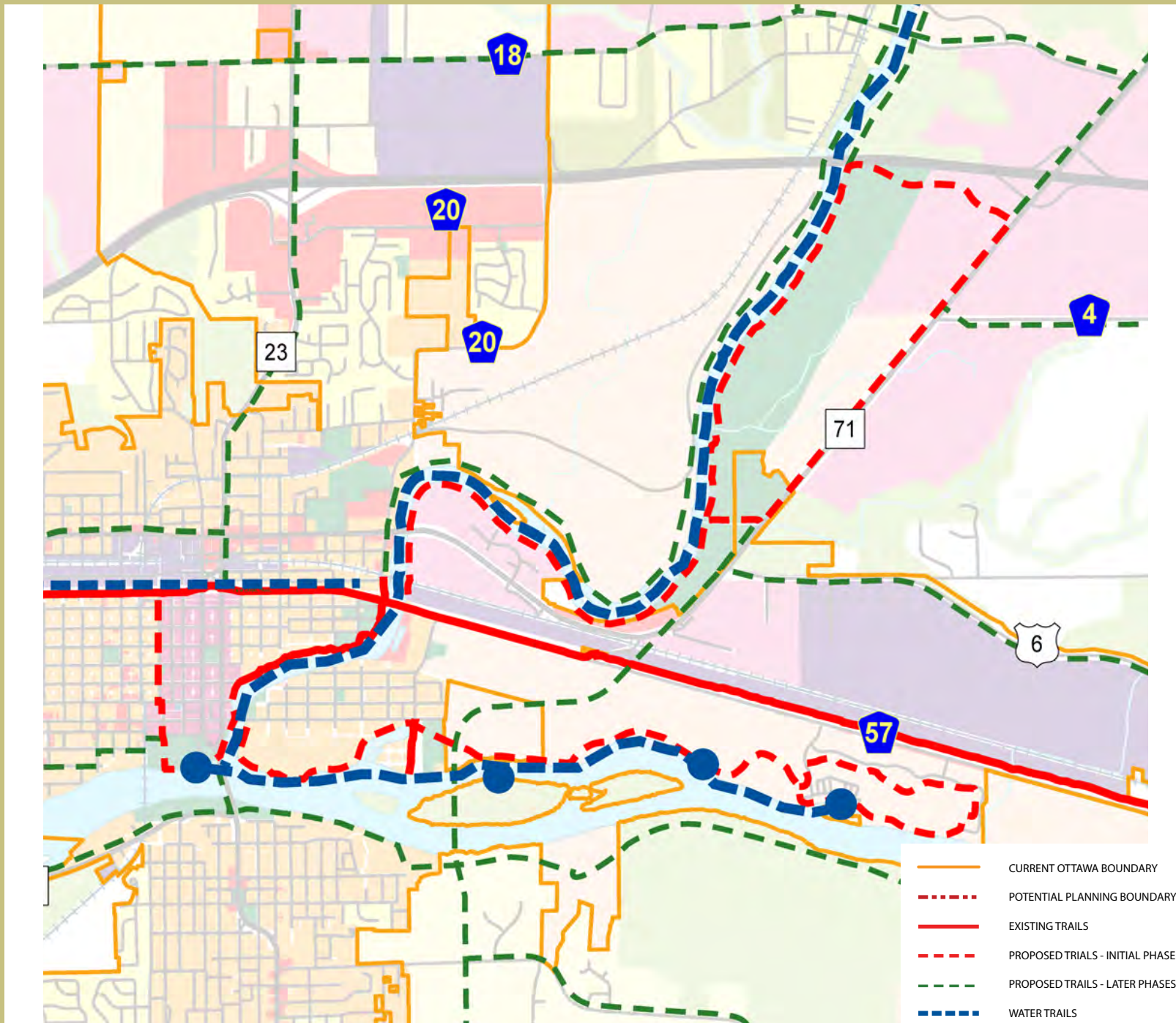
The City developed a bicycle plan in 2012 that evaluates comfort levels of riding on the city streets, both under existing and projected future traffic conditions, and includes a prioritized list of improvements to implement a city-wide system of bike routes, shared lanes, paved shoulders, sidewalks, bike lanes, side paths and bike trails.

The City of Ottawa received a Walk Score of 82 by the popular website that was launched in 2007 to measure the "walkability" of communities. Walk scores range from 0 to 100 with the higher end of the range indicating that most errands do not require a car and the lower end of the range indicating that almost all errands require a car. A score of 82 falls within the "very-walkable" range indicating most errands can be done on foot. This high score is primarily due to the City's grid street system. Areas on the edges of town, with a more curvilinear street system and longer blocks, would have a lower Walk Score.

Within Ottawa, paved sidewalks are generally provided along both sides of the arterial and collector street system, which provides access to many of the city's commercial and civic land uses and connect with the local street system that serves the residential neighborhoods. Beyond the downtown, there are many gaps in the pedestrian system along the arterial and collector streets, as listed below, that limit mobility to existing land uses and future development areas. In the newer residential subdivisions, sidewalks are generally provided on both sides of the street while sidewalks are missing entirely in some of the older subdivisions. Some of the parks and athletic facilities are not connected to the pedestrian system, such as Varland Park, Peck Park, and Gracefield/Phillips Park.

To the north and east of Ottawa, there exists an extensive trail system along the Fox River extending from Oswego into Wisconsin. Kendall County has proposed a similar trail from Oswego extending through the County to Millington. Ottawa should work closely with LaSalle County, the Conservation Foundation, and others to pursue a long-term connection of trails in Ottawa to connect with this existing and planned trail system along the Fox River.





# Trail Plan

2022 COMPREHENSIVE PLAN UPDATE





Source: Imagery ©2022 Google, Imagery ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data ©2022

## Rail Systems

### *Freight*

The City of Ottawa is bisected by two major freight railroad lines. The CSX Railroad extends east-west through the city, generally parallel to and to the north of the I&M Canal State Trail. The rail line carries approximately 10 freight trains per day on a single track and serves local industries such as ADM, SABIC, Zip-Pak, Cimco Recycling, US Silica, and Pilkington. There are approximately 10 grade crossings along the CSX mainline and side spurs, including crossing at Canal Road, Old Chicago Road, Champlain Street, Guion Street, Columbus Street (IL 23), LaSalle Street, Chestnut Street, and Boyce Memorial Drive.

The Illinois Railway extends north-south through the city and has a westerly spurs that serves the US Silica plant. The rail line carries approximately ten freight trains per day on a single track and six of the trains continue west to the US Silica and Pilkington plants. There are approximately 20 grade crossings along the Illinois Railway mainline and US Silica spur line plus an additional three grade crossings both in the Village of Naplate and the community of Dayton.

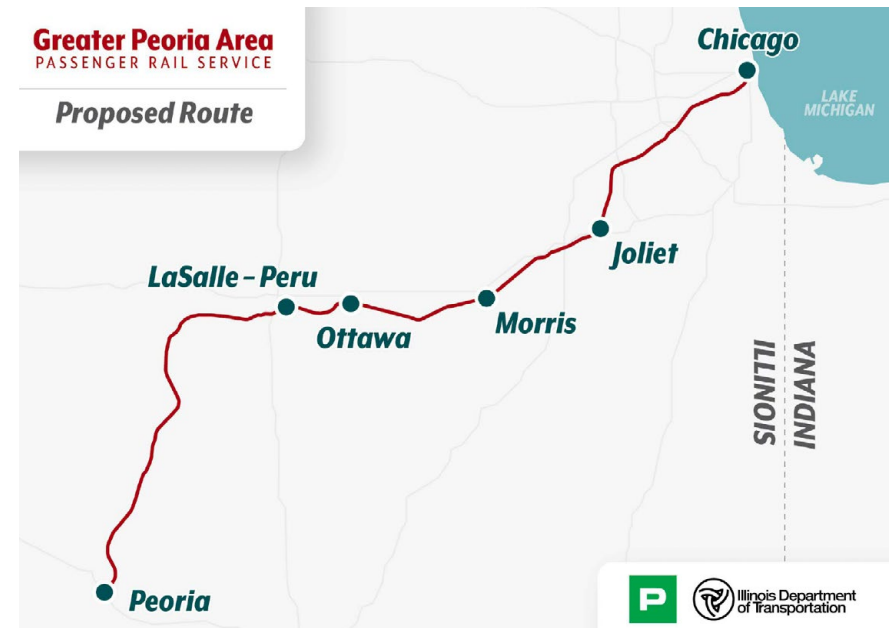
## Commuter

There is presently no commuter rail service or inter-city passenger rail service in Ottawa. The nearest commuter rail service connecting Ottawa to the greater Chicago area is 45 miles to the east in Joliet (Rock Island District Line and Heritage Corridor Line) and 40 miles to the northeast in Aurora (BNSF Railway Line). The nearest Amtrak service is available 30 miles northwest in Mendota or 40 miles southeast in Dwight.

In 2002, an initiative was proposed to bring commuter rail service or another form of regional transportation service to Ottawa and LaSalle County. With assistance from the Illinois Department of Transportation, the initiative kicked-off with the formation of the Illinois Valley Commuter Rail Steering Committee, made up of representatives from the municipalities of Channahon, Joliet, LaSalle, Marseilles, Minooka, Morris, North Utica, Ottawa, Peru, and Seneca, and the Boards of LaSalle and Grundy counties. The Committee led a Phase I study, known as the Illinois Valley Commuter Rail Feasibility Study, which concluded that commuter rail service along the Illinois Railway was feasible although not eligible to compete against other projects funded by the Federal Transit Administration's New Starts program in more densely populated areas. A Phase II study (Illinois Valley Corridor Public Transportation Study) was conducted to evaluate potential transportation service options between these communities. This study, completed in 2015, had an expanded study area that includes the City of Aurora and the CSX rail line.

Key recommendations as they relate to Ottawa include:

- **Expand Service Hours for existing bus service.** Regular local service has been shifted to a dial-a-ride type system since the study was completed.
- **Provide a new express bus service between LaSalle-Peru and Joliet.** This service would have a stop in Ottawa, proposed at the Walgreens on Route 6, and would connect to the Metra Station in downtown Joliet.
- **Consider a new passenger rail service via the Iowa Interstate and CSX line from LaSalle-Peru to Joliet, with a stop in Ottawa at the existing train station.** The consultant estimated a capital cost of \$425 million (2014 dollars) to improve facilities to accommodate this service.



Proposed route for passenger rail service



## Opportunities for Enhancement

## Planned Projects & Opportunities

Several roadways in the Ottawa planning area are programmed for improvement over the next five years by the Illinois Department of Transportation (IDOT) and the LaSalle County Highway Department. These projects primarily consist of roadway widening, resurfacing, sealing and bridge replacement.

*IDOT FY 2022-2027 Multi-Year Highway Improvement Program (MYP) Projects:*

- I-80 bridge deck repairs over the Fox River - \$3.5 million (2023-2027)
- US 6 bridge replacement over the Fox River – \$6.2 million (2023-2027)
- IL Route 23 overlay between Stevenson Road and U.S. Highway 52 - \$4.0 million (2022)

*LaSalle County 5-Year (2022-2027) Highway Improvement Plan:*

- As of November 2021, the LaSalle County 5-Year Highway Improvement Plan was still under review and not available for publication.

### Columbus Street Rail Crossing Alternative Study:

In 2020, the City of Ottawa commissioned a Columbus Street Rail Crossing Alternative Study to address blocking of the Columbus Street and Champlain Street railroad crossings for frequent and potentially extended periods to accommodate rail traffic and switching operations. This study examined several alternative solutions including grade separated crossings at Columbus and Champlain, improved alerts and communication to the public and a relocation of the existing railyard (currently located between Columbus and Champlain). The preferred alternative is to relocate the railyard/switching facility to the east of Ottawa to a location along the west side of Lyman's Mound Road.



*Additional railyard identified in the Columbus Street Rail Crossing Alternative Study*

### ***Key Transportation Challenges and Opportunities***

The following section summarizes the key transportation system issues in the City of Ottawa and the potential mitigation opportunities, organized into five categories, including traffic circulation, truck access, public transit, parking, and the bicycle and pedestrian system. This summary is based on field reconnaissance, information obtained from City of Ottawa staff and IDOT, and our review of the materials listed in the sidebar (*Relevant Plans*).

Moving forward in the planning process, these findings should help to shape and inform the community's vision, goals and objectives, and ultimate recommendations of the Comprehensive Plan.

### **Relevant Plans**

- ◆ Ottawa Comprehensive Plan (June 2002)
- ◆ Ottawa Downtown Plan (June 2002)
- ◆ Ottawa Bicycle Plan (June 2012)
- ◆ Ottawa Street Map (April 2011)
- ◆ Ottawa Downtown Parking Map (September 2009)
- ◆ Ottawa Mini-Bus Route Schedules
- ◆ Ottawa Downtown Public Parking Lot Survey (July 2013)
- ◆ Preliminary Assessment for IL 23 (LaSalle St)
- ◆ Downtown Re-Alignment (February 2008)
- ◆ Ottawa Bypass Preliminary Feasibility Study (February 2008)
- ◆ LaSalle County Comprehensive Plan (June 2008)
- ◆ LaSalle County 5-Year (2016-2021)
- ◆ Highway Improvement Plan LaSalle County
- ◆ Highway Map and Weight Limit Map
- ◆ Illinois Valley Commuter Rail Feasibility Study (August 2003)
- ◆ Illinois Commerce Commission Grade Crossing Inventory
- ◆ IDOT FY 2014-2019 Multi-Year Highway Improvement Program



	CHALLENGES	OPPORTUNITIES FOR ENHANCEMENT
TRAFFIC CIRCULATION	Single bridge crossing of the Illinois River creates traffic congestion on the bridge approaches and draws truck traffic through the downtown.	<ul style="list-style-type: none"> <li>❑ Preservation of approximately 1/4-mile wide corridor for a downtown bypass road with a second bridge over the Illinois River to the east of downtown.</li> <li>❑ Bypass road would extend from IL 71 - Norris Dr., turn south, cross the river and continue to N 2650th Rd.</li> <li>❑ Bypass road would provide alternate north/south access and improve local circulation and emergency access.</li> <li>❑ Bypass road would create a downtown bypass for truck traffic and could include a grade-separated crossing of CSX Railroad.</li> <li>❑ Bypass road and new bridge would include pedestrian and bicycle facilities.</li> </ul>
	Green Street is blocked during flood events, which limits access to the East Side to the Main Street bridge only.	<ul style="list-style-type: none"> <li>❑ Elevation of Green Street by 6-8 feet between Canal Road and Chapel Street to maintain East Side access during flood events.</li> <li>❑ Extension of Green Street over CSX Railroad to US 6.</li> <li>❑ The City has received a grant to assist with this effort.</li> </ul>
	Numerous railroad grade crossings along two major rail lines (CSX, Illinois Railway), combined with long trains traveling at slow speeds, result in lengthy daily vehicle delays.	<ul style="list-style-type: none"> <li>❑ Development of grade-separated railroad crossings on the East Side at Green Street and West Side at Boyce Memorial Drive to provide alternate travel/emergency access routes during train events.</li> <li>❑ Bypass road would provide a grade-separated railroad crossing on the East Side.</li> <li>❑ Rail crossings are currently under study, but final recommendations were not available as of November, 2021.</li> </ul>
	Lack of “destination” signage on I-80 limits opportunities to draw more visitors into the city.	<ul style="list-style-type: none"> <li>❑ Additional recreational/cultural interest signage on I-80.</li> <li>❑ Installation of Starved Rock State Park scenic route guide signage on I-80 at IL 23 exit coordinated with arterial trailblazing signs along IL 23 and IL 71.</li> </ul>

	CHALLENGES	OPPORTUNITIES FOR ENHANCEMENT
TRAFFIC CIRCULATION	IL 23 streetscape and aesthetics do not differentiate the roadway as the major entryway to the city.	<ul style="list-style-type: none"> <li>❑ Incorporation of gateway features at north and south ends of the corridor.</li> <li>❑ Development of a wayfinding sign system for major city destinations.</li> <li>❑ Replacement of painted or concrete medians with landscaped or brick-paved islands to create grand boulevard from I-80 to Joliet Street and from McKinley Road to Fosse Road. The median islands would also limit access and improve traffic flow.</li> </ul>
	Roadway infrastructure is insufficient to serve planned development growth areas on the city's southeast and northwest sides. Lack of continuous north-south roads puts added burden on IL 23 as both a through route and local circulation road.	<ul style="list-style-type: none"> <li>❑ Extension of Fosse Road from IL 23 east to E. 19th Road.</li> <li>❑ Extension of E. 18th Road north from N. 26th Road to Gentleman Road (spaced one mile east of IL 23).</li> <li>❑ Development of new north-south collector road between Gentleman Road and the bypass road, through Fosse Road extended and east of Central Intermediate School/Shepherd Middle School, mid-way between IL 23 and the E. 18th Road extension.</li> <li>❑ Extension of Adams Street south/east to IL 23 opposite bypass road (N. 26th Road).</li> <li>❑ Extension of Stevenson Road west to E. 16th Road.</li> <li>❑ Extension of N. 32nd Road west from IL 23 to E. 16th Road.</li> <li>❑ Extension of N. 3050th Road east approximately ½-mile to serve the industrial growth area.</li> <li>❑ Development of a new north-south collector road between N. 32nd Road extended and N. 3050th Road extended mid-way (1/2-mile) between IL 23 and E. 16th Road.</li> </ul>
TRUCK ACCESS	Traffic generated by west side industries must travel through the city to access I-80 via US 6 and IL 23.	<ul style="list-style-type: none"> <li>❑ Preservation of a corridor for future I-80 interchange via E. 13th Road or E. 14th Road.</li> </ul>



	RECOMMENDATION	OPPORTUNITIES FOR ENHANCEMENT
TRUCK ACCESS	Gaps in designated truck system result in truck travel on local streets.	<ul style="list-style-type: none"> <li>□ Designation of existing and future industry-serving roadways (e.g. sand quarries, grain terminals, rail yards, potential hydraulic fracturing sites) as local or Class III truck routes to fill gaps in the truck route network.</li> <li>□ Rehabilitation of these routes to State Legal (80,000 lb) weight limits, as necessary.</li> <li>□ Establishment of a consolidated truck route map for all IDOT, LaSalle County and Ottawa truck routes (Class I, II, III and Local).</li> <li>□ Installation of additional truck route signage on designated routes</li> </ul>
PUBLIC TRANSIT	Inter-city bus service is offered through Burlington Trailways with a local stop at the Dunkin Donuts at 2749 Columbus Street. Inter-city rail service is not available in Ottawa; nearest Amtrak service is 30 miles away in Mendota or 40 miles away in Dwight.	<ul style="list-style-type: none"> <li>□ Building off the findings from the Illinois Valley Commuter Rail Feasibility Study by actively participating in potential transportation service options between Ottawa, LaSalle-Peru, Streator, and Joliet, including express bus service and commuter rail service along the CSX and Illinois Railway lines.</li> </ul>
PARKING	High utilization of downtown public parking facilities can result in long walking distances to retailers and other destinations.	<ul style="list-style-type: none"> <li>□ Performance of downtown parking demand study.</li> <li>□ If warranted by the parking study, evaluation of needs and opportunities to develop a structured public parking resource within one block of LaSalle Street, possibly on an existing public parking lot and adjoining property.</li> </ul>
BICYCLE + PEDESTRIAN	Bicycle network limited to the Riverwalk and the Illinois & Michigan Canal State Trail.	<ul style="list-style-type: none"> <li>□ Implementation of a city-wide system of bike lanes, shared lanes, bike routes, side paths and bike trails per the city's 2012 Bicycle Plan.</li> <li>□ Incorporation of bicycle and pedestrian facilities into future rehabilitation of Veterans Memorial Bridge (IL 23).</li> </ul>

	RECOMMENDATION	OPPORTUNITIES FOR ENHANCEMENT
BICYCLE + PEDESTRIAN	Gaps in pedestrian system limit non-motorized mobility, particularly along arterial and collector streets that serve commercial and civic uses.	<input type="checkbox"/> Infill of missing sidewalk linkages along US 6, IL 23, IL 71, Boyce Memorial Dr, Canal Road, Champlain Street, Dayton Road, E. 15th Road, Etna Road, Fosse Road, Green Street, Main Street, McKinley Road, Ottawa Avenue and 29 collector streets.
	Wide pedestrian crossing on downtown streets, combined with higher traffic speeds on the IL 23 couplet, make pedestrian crossings difficult.	<input type="checkbox"/> Implementation of Complete Streets elements including curb extensions, high visibility or textured crosswalks, and countdown pedestrian signals, similar to the northwest corner of Jefferson/Clinton and the four corners around the LaSalle County Courthouse. <input type="checkbox"/> Prioritization of pedestrian crossings around Washington Park and the Jordan Block. <input type="checkbox"/> Capitalization of LaSalle Street grade separation for pedestrian connection to Jordan Block
	Pedestrian crossings outside of the downtown lack pedestrian safety provisions.	<input type="checkbox"/> Replacement of worn crosswalks with high visibility continental-style markings (i.e., zebra-striping). <input type="checkbox"/> Replacement of pedestrian signals at all signalized intersections with signals with countdown features, as well as audible features (where appropriate). <input type="checkbox"/> Installation of crosswalk markings and pedestrian signals at signalized intersections where no crosswalks exist.







## CHAPTER 11

# Parks

Parks, open space, and trails enhance resident's physical health and well-being. While Ottawa has a well-maintained and extensive parks system, there is always room for improvement and expansion.

“I would like to see an upgrade to Kiwanis Park. It is routinely one of the most popular/busy parks for young families and it has outdated equipment.”

- Resident Idea

### Introduction

Parks, open space, and trails are an integral part of any community. Parks, open space, and trails enhance resident's physical health and well-being. While Ottawa has a well-maintained and extensive parks system, there is always room for improvement and expansion of existing parks as well as acquisition and development of new parks.

Many communities in Illinois have an independent Park District that owns and operates park and recreational facilities. However, in Ottawa the City government has taken on the responsibility to provide adequate areas for recreation and leisure for its residents. This responsibility is shared with community partners such as the Conservation Foundation, the YMCA, and many independent sports associations. Working together, these entities provide residents with access to a wide variety of recreational resources.




## Parks Inventory

When the 2014 Comprehensive Plan was adopted, Ottawa had 124.5 acres of existing parkland. At that time, Ottawa did not meet the statewide average of 11.35 acres per thousand of population for overall parkland acreage, in accordance with the Illinois Recreation Facilities Inventory (IRFI). Ottawa needed to acquire 210 acres of park land to meet the statewide average.

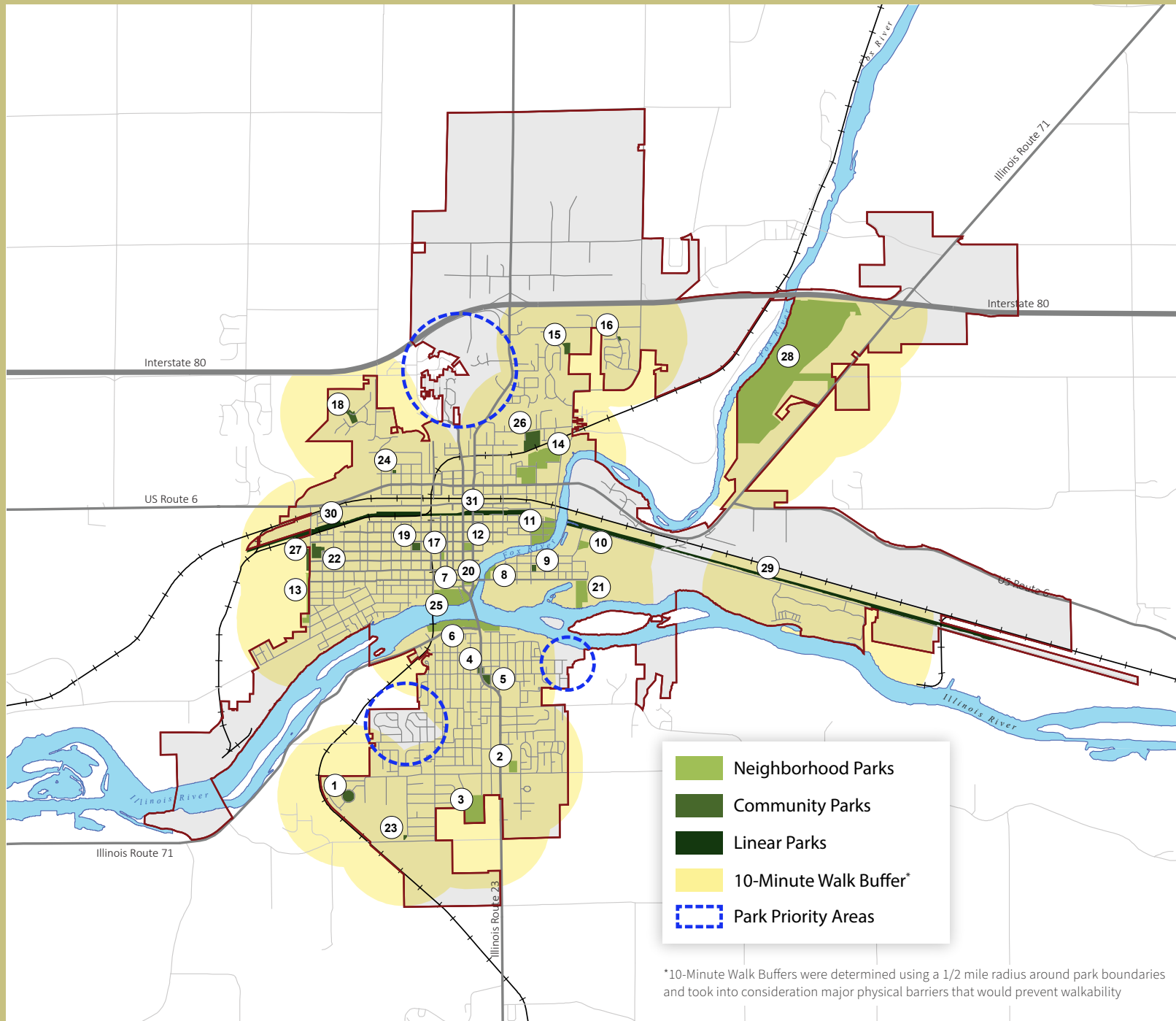
In 2013, the City of Ottawa formed a partnership with the Conservation Foundation to acquire and manage the Dayton Bluffs Preserves, which is approximately 266.5 acres of public park land. The Conservation Foundation owns the land, with the City of Ottawa baring responsibility for daily access, security and general maintenance. The all-volunteer Friends of Dayton Bluffs helps to maintain natural areas on the property. This acquisition helped the City meet its park needs. However, the City did not stop there. In 2021 the City made significant improvements to Thornton Park, including a splash pad, new playground equipment, refurbished tennis courts, two pickleball courts, a basketball court, and rehabilitation of the shelter. The City received an Open Space Land Acquisition and Development Grant covering 50% of the cost of the \$558,239 project.

These acquisitions, along with some smaller park acquisitions, brought the total acreage of public park land in Ottawa to 525 acres. With a population of 18,840 in 2020, that's approximately 27.9 acres of parkland per 1,000 residents, exceeding the statewide average. In 2021, 73.9% of residents are within a 10-minute walk of a park (Source: The Trust For Public Land – Park Serve Park Evaluator).



“A 2020 survey of 2,700 Illinois residents shows the value that Illinoisans place on their outdoor recreation resources. **Eighty-three percent** of respondents indicated that outdoor recreation plays an important role in their lives.”

- Illinois SCORP 2021-2025



# Existing Park Inventory

## 2022 COMPREHENSIVE PLAN UPDATE



NO.	NAME	PARK TYPE	ACCESS	ADDRESS	ACREAGE
1	Pembrook	Neighborhood	Private		3.96
2	Varland	Community	Public	310 E. McKinley Rd.	3.44
3	Peck	Community	Public	1510 State St.	19.7
4	South Side	Neighborhood	Public		1.26
5	Kiwanis	Neighborhood	Public	115 E. Glover St.	2.03
6	Allen	Community	Public	400 Courtney St.	21.24
7	Vietnam Veterans' Plaza	Community	Public	Woodland Memorial Drive and LaSalle St.	0.28
8	East Side Property	Community	Public	200 E. Main St.	2.72
9	East Side Neighborhood	Neighborhood	Public	712 York St.	0.99
10	Green Street	Community	Public	920 Greet St	2.53
11	Fox River	Community	Public	1025 Ontario St.	18.47
12	Washington Square	Community	Public	101 W. LaFayette St.	2.22
13	Boyce Memorial	Community	Private	300-600 Block Boyce Memorial Dr	7.38
14	Lincoln-Douglas	Community	Public	600 E Norris Dr	28.42
15	Gracefield/Phillips	Neighborhood	Public		2.67
16	Turnberry	Neighborhood	Public	2832 Turnberry Dr	0.58
17	Skate	Community	Public	325 W. Jackson St.	0.65
18	Autumnwood	Neighborhood	Public		3.13
19	Rigden	Neighborhood	Public	600 W. Jackson St.	2.21
20	Jordan's Block	Community	Public	111 Lincoln Pl.	1.11
21	East Main Boat Launch	Community	Public	933 E Main St	10.62
22	Thornton	Neighborhood	Public	1600 W Jackson St	4.95
23	Dairy Lane Park	Neighborhood	Public	1815 Dairly Ln	0.49
24	Hollywood	Neighborhood	Public	822 DeLeon St.	0.5
25	Riverfront/Waterfront	Community	Public	300 Albin-Stevens Dr.	20.53
26	Walsh	Neighborhood	Public	509 Bellevue Ave.	9.84
27	Boyce Memorial	Neighborhood	Public	Boyce Memorial Dr (across from Thorton Park)	2.94
28	Dayton Bluffs Preserve	Community	Public	2997 IL Rt 71	266.49
29	I & M Canal (E of Fox)	Lateral	Public		54.93
30	I & M Canal (W of Chestnut)	Lateral	Public		24.43
31	I & M Canal (mid City)	Lateral	Public		15.57

## Park Development and Acquisition

In 2010, the City of Ottawa adopted the Ottawa Park Development and Acquisition Plan. This plan was created by North Central Illinois Council of Governments with the input and involvement of the Mayor, Ottawa City Council, Playground and Recreation Board, city staff, and residents. With the residents' best interests in mind, the plan provides a policy for the implementation of the park development and acquisition goals and objectives for the City of Ottawa.

The purpose of the Ottawa Park Development and Acquisition Plan was twofold: first, the city needed to identify improvements and additional amenities needed in existing parks and second the city needed to determine sites for future development and acquisition of new parks, open space, and trails.



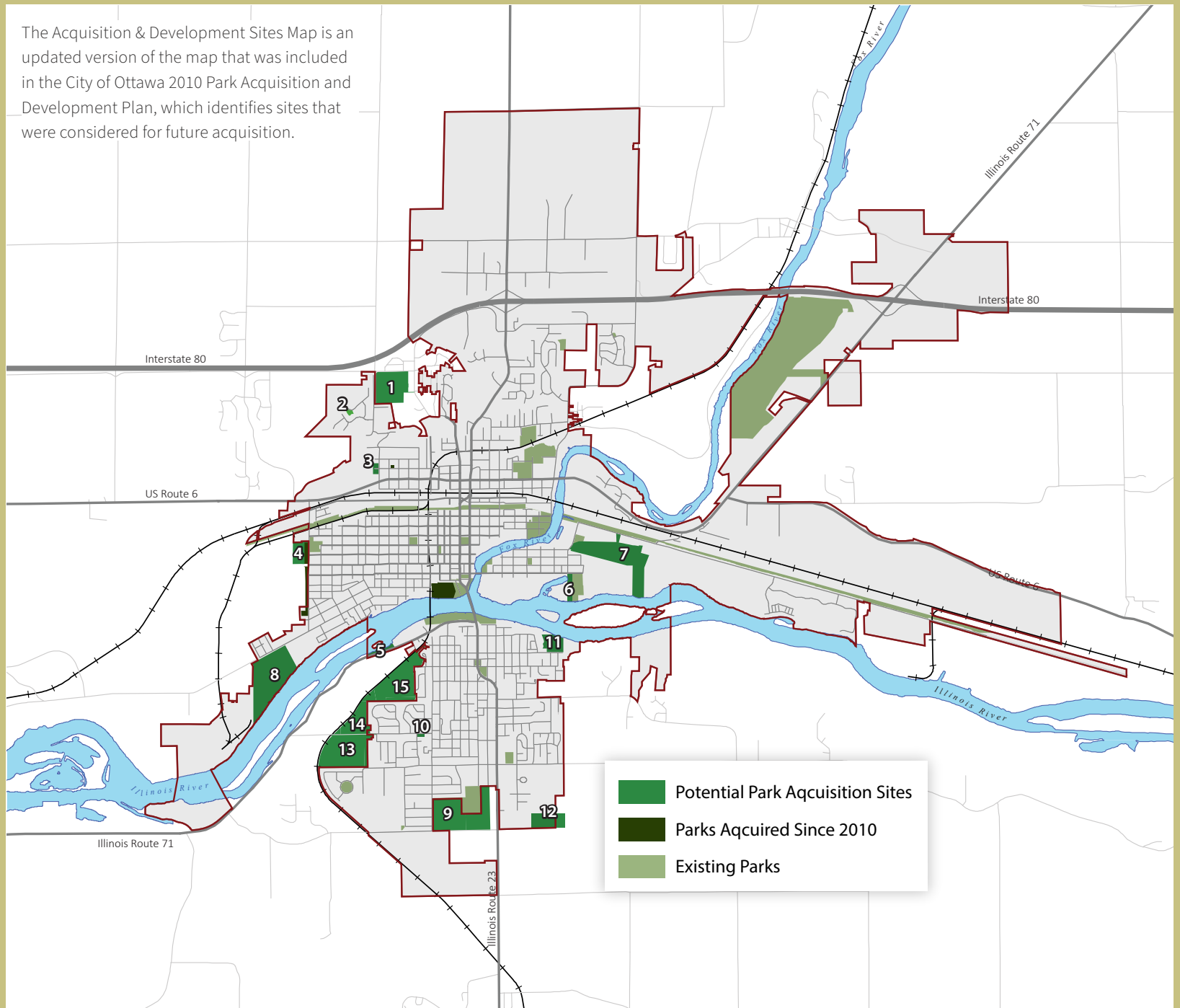
Parks, open space, and trails are an integral part of any community. It is Ottawa's responsibility to provide adequate areas for recreation and leisure for its residents. Parks, open space, and trails are necessary for the community, and the resident's physical health and well-being.



# Park Acquisition & Development Sites

## 2022 COMPREHENSIVE PLAN UPDATE

The Acquisition & Development Sites Map is an updated version of the map that was included in the City of Ottawa 2010 Park Acquisition and Development Plan, which identifies sites that were considered for future acquisition.





### SITE 1

The 36.7 acre site is located on top of a bluff. This site would be ideal for the development of a large community park. Currently this area of Ottawa is lacking a community park. Flat topography dominates the site and is conducive to the development of sports fields. The south side of the site is heavily wooded and could be used for picnic areas or a nature trail. Access to the site is available from three different streets.



### SITE 2

This 1.35 acre parcel of land will be deeded to the city upon completion of the second phase of the Autumnwood Subdivision in northwest Ottawa. Neighborhood park development would be ideal for the site.



### SITE 4

This site covers 12.8 acres and is located along the west side of Boyce Memorial Drive. The eastern third of the site is flat and clear, while the remainder of the site is wooded and varies in topography. Sports facilities or practice fields could be located on the east side of the site and natural areas for passive recreation could be located on the western side.



### SITE 5

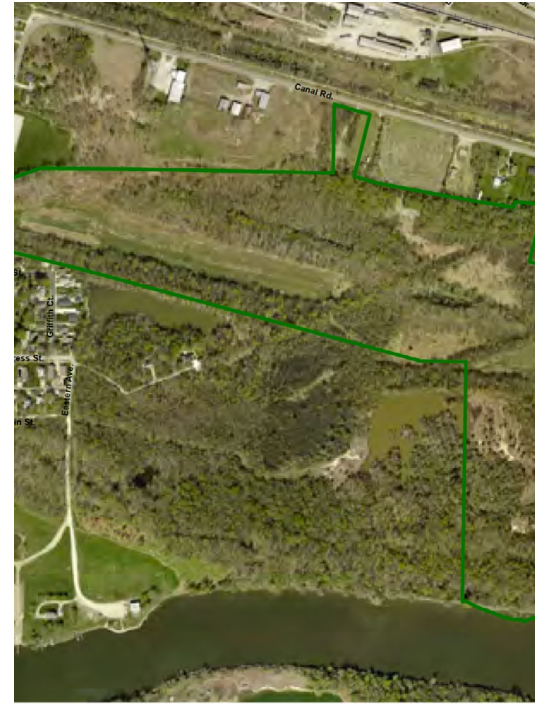
This 4.17 acre site is located on the north side of Route 71 at Ottawa's west entrance. Currently the property is an eyesore; it is filled with junk and is not maintained. This property could be cleaned up and transformed into a gateway park. The park should be well landscaped to welcome visitors to Ottawa. The property is located on the bluffs of the Illinois River and would offer scenic views of the river valley.





### SITE 6

This site contains 4.79 acres and is located west of the East Main Boat Launch. This land is heavily wooded and located in the flood plain. This property would make acceptable land for open space and trails. The additional land would also allow for expanded boat launch facilities.



### SITE 7

This 61.75 acre site contains dense vegetation, open space, and riverfront access. The topography of the site varies, but is predominantly lowland resulting in frequent flooding. The property could be used as conservation/ natural space with trails and limited development. Open space amenities such as soccer and football fields could be located at this property.



### SITE 8

This site consists of 69.98 acres of land. This riverfront property is located on Ottawa's far west side. A large lake is located on the site, as well as grassland and wooded areas. The site already contains a parking area with a road/path to the lake. The lake at the site could possibly be converted to a marina due to its close proximity to the river. This site would be ideal for the creation of a community park/natural recreation area.



### SITE 9

This site consists of 56.54 acres surrounding Peck Park, and could be acquired for an expansion. The park already has several types of sports areas, and with additional youth football, soccer, and baseball fields the park could be an ideal location for a youth sports complex. The existing tennis courts and basketball courts should be repaired or replaced. An additional playground, shelter, and parking area could be added.





### SITE 11

This 12.05 acre parcel of land is located on the south bank of the Illinois River. Half of this land is open space, but some of the area near the river bluff is covered by a stand of mature oaks. The City of Ottawa should continue to work with the United Auto Workers (UAW) to create a public-private partnership to develop a neighborhood or community park near the UAW retreat.



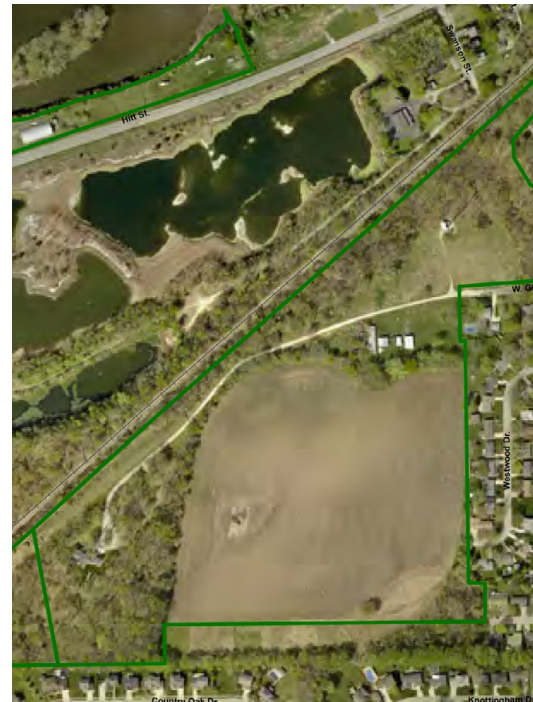
### SITE 12

This site is owned by the Ottawa School District. This site could be the future location of shared sports facilities/complex or community park.



### SITE 13

This 51.59 acre site is located on the far southwest side of Ottawa. The site is heavily wooded and has varying topography. Hiking/biking trails and picnic areas would be the ideal use for this site. Development of the site should be limited in order to preserve the natural aspects of the site.



### SITE 15

This 46.29 acre property is located in western Ottawa, south of the Illinois River. The site contains a vast area of flat open space surrounded by woodland. The site would be ideal for the development of a neighborhood or community park due to its size, location, and land cover.





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GUEST  
QUARTERS  
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BEAUTY  
COLLECTIVE



## CHAPTER 11

# Implementation

The Comprehensive Plan should be a living document – one that is used regularly to guide growth and development, and one that is updated periodically to respond to changing conditions.

“Our goals can only be reached through a vehicle of a plan, in which we must fervently believe, and upon which we must vigorously act. There is no other route to success.”

– Pablo Picasso

### Introduction

The Comprehensive Plan is a statement of policy, expressing the objectives and aspirations of the City to develop a well-planned community and maintain a high quality of life. The plan is a fluid document and not an end unto itself, emphasizing its impact on sustaining Ottawa’s growth management process.

Adoption of the 2022 Comprehensive Plan Update does not signal the end of the planning process in Ottawa. Rather, it signals the beginning of continuous implementation activities and revisions, whereby the plan serves as a guide for the City to make decisions affecting the future of the community. This requires that City leaders and the community be familiar with and generally support the major tenets of the plan. Therefore, it is important that the plan be well publicized, understood and supported by the entire community for it to be recognized as a practical and effective guide for the City.

The Comprehensive Plan should be a living document – one that is used regularly to guide growth and development, and one that is updated periodically to respond to changing conditions. The City must periodically reexamine and update the plan as conditions and community aspirations change.



## Zoning

The City's zoning ordinance is used to regulate the use of land. It is one of the major tools the city has to implement the vision of the Comprehensive Plan. The ordinance has been updated overtime to address various land use issues such as integration of provisions for solar facilities, cannabis businesses, cargo containers, and other similar issues that have evolved overtime.

The ordinance has also been updated in the past to promote consistency with the Comprehensive Plan. For example, the ordinance was updated to add several transitional districts in and around downtown to assist in implementation of the downtown plan. In a similar vein, the zoning ordinance has been reviewed in the context of this Comprehensive Plan update. The following list summarizes several issues which the City should consider in a future zoning ordinance update:

- ❑ Illustrations are needed throughout the document to help users visualize ordinance requirements.
- ❑ Some overall review and reorganization would be helpful. For example, provision of zoning for annexed properties is listed between wind energy and inns. The more common approach is to have a general provisions section of the code where this would be addressed.
- ❑ The definition section should be review (and illustrated). For example, items like height, setback, lots, etc. are easy and appropriate to illustrate. The list of definitions should be reviewed to ensure that all regulated uses are defined, all definitions are used in the ordinance, and any additional definitions that are needed for clarity are added.
- ❑ The City should consider clarification of landscape requirements, including better definition of appropriate buffering, quantity of required trees, shrubs, preference for native materials, use of perennials, etc. The current code just establishes a minimum amount of landscape space but has few parameters on how that is to be planted.
- ❑ The ordinance currently requires a conditional use for all home occupations. Home occupations are becoming more and more common, and a more business friendly approach may be to allow some home occupations to be permitted. If a home occupation has the potential for issues related to parking, noise, etc. it should still go through the conditional use process.
- ❑ Wind energy systems are well covered, but the City might consider some regulations for solar systems.
- ❑ Some communities have added provisions for backyard chickens in their zoning regulations.
- ❑ Fees are contained throughout the ordinance. We suggest removing from the code and referencing a city fee chart which can be updated on a regular basis without having to amend the zoning ordinance each time a fee changes.
- ❑ Setback depths are defined as a percent of lot length. This approach seems sound, and likely provide some additional variety in setback. If this standard is working well should be kept. However, the more common approach is to just establish a minimum setback distance regardless of lot depth or width.
- ❑ Some communities have combined their Plan Commission and Zoning Board of Appeals – dependent on volume of cases and availability of people to serve.
- ❑ Regarding public hearing notices, State statute does not require the use of certified mail and many communities are starting to get away from that requirement due to cost. In fact, the only required is a notice in a newspaper with local circulation.
- ❑ The City's sign regulations should be reviewed and updated to comply with recent Supreme Court cases and to address new sign types.
- ❑ The City's zoning categories are non-conventional and are summarized below along with some specific suggestions for modification.

## Funding Opportunities

This summary provides information about funding or other incentives for local or regional projects, grouped by project funding categories.

### **I. PUBLIC INFRASTRUCTURE PROJECTS (drinking water, wastewater, storm water, roads, public utilities, sidewalks)**

#### *Illinois Environmental Protection Agency (IEPA)*

##### *Wastewater & Drinking Water State Revolving Funds (SRF)*

- A. The Water Pollution Control Loan Program (WPCLP) provides low interest loans to units of local government for the construction of wastewater facilities.
- B. The Public Water Supply Loan Program (PWSLP) provides low interest loans to units of local government for the construction of community water supply facilities.

The loans are awarded with a maximum term of 20 years at low interest rates.

##### *United States Department of Agriculture - Rural Development*

Rural Development (RD) provides financial assistance through guaranteed loans, direct loans, and some grant funds to individuals, public bodies, nonprofits, Native American tribes, and cooperatives in rural areas. Programs for public infrastructure that Ottawa may be eligible for are limited to the following:

Community Facilities Grant and Loan Program (also have Guaranteed Loan Program) Funds are used to construct, enlarge, extend, or otherwise improve essential community facilities. Funds are for public entities and not-for-profits (e.g. health care, fire and rescue, assisted living projects, day care etc.).

#### *Illinois Department of Transportation*

##### *Safe Routes to Schools Program (SRTS)*

SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. SRTS funds infrastructure improvements and non-infrastructure improvements. Projects are funded at 80% with a 20% local match required, with a maximum award of \$250,000.

### **II. ECONOMIC DEVELOPMENT**

#### *Illinois Department of Commerce & Economic Opportunity (DCEO)*

##### *Illinois Department of Transportation (IDOT)*

###### *A. Railway Freight Program (RFP)*

This program provides capital assistance to communities, railroads, and shippers to preserve and improve rail freight service in Illinois. Low interest loans are typically provided, but in some cases a community may be eligible to receive grant funds.

###### *B. Economic Development Program (EDP)*

This program provides assistance in improving highway access to new or expanding industrial, distribution, or tourism developments. The focus of the program is on the retention and creation of primary jobs. The program provides up to 50% state matching funds for eligible roadway-related construction and engineering items.

###### *C. Truck Access Route Program (TARP)*

This program assists local government agencies with the upgrading of roads to accommodate 80,000-pound trucks. IDOT will provide up to \$45,000 per lane mile and \$22,000 per intersection or up to 50% of the total project costs. Projects must connect to a truck route and end at another truck route or truck generator. When requesting TARP funding in conjunction with an EDP application, the TARP funding is capped at \$150,000 for the overall project.



## ***Department of Commerce - Economic Development Administration***

### ***A. Public Works and Economic Development***

Supports the construction, expansion, or upgrade of essential public infrastructure and facilities.

### ***B. Economic Adjustment Assistance (EAA)***

Provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time (e.g., strategy development, infrastructure construction, revolving loan fund capitalization).

### ***C. Local Technical Assistance***

Helps fill the knowledge and information gaps that may prevent leaders in the public and nonprofit sectors in distressed areas from making optimal decisions on local economic development issues. Can be used for studies and analyses that forward economic development efforts.

## ***United States Department of Agriculture – Rural Development***

### ***A. Rural Business Enterprise Grant Program (RBEG)***

The RBEG program funds projects that facilitate the development of small and emerging rural businesses, distance learning networks, and employment-related adult education programs.

- Technical Assistance for small business enterprises. This assistance is defined as a problem-solving activity such as market research, product or service improvement or completing a feasibility study.
- Capital expenditures to assist in the development of small businesses (e.g. lighting, streetscaping).
- Relending loan programs which provide financial assistance to small businesses.

## **III. RECREATION/CONSERVATION**

### ***Illinois Department of Natural Resources - Outdoor Recreation Grant-In-Aid Programs***

<http://www.dnr.state.il.us>

#### ***A. Open Space Lands Acquisition and Development Program (OSLAD) & Land and Water Conservation Fund (LWCF) - Applications due July 1 of each year.***

The OSLAD and LWCF programs provide funding assistance to local government agencies for acquisition and /or development of land for public parks and open space.

Eligible Activities include:

Acquisition of land for new park sites or park expansion, water frontage, nature study, and natural resource preservation.

Development/Renovation of:

- Picnic and playground facilities
- Outdoor nature interpretive facilities
- Sports courts and play fields
- Swimming pools, beaches and bathhouses
- Campgrounds and fishing piers
- Winter sports facilities
- Park roads and paths, parking, utilities and restrooms
- Architectural/engineering (a/e) services necessary for proper design and construction of approved project components.

#### ***B. Boat Access Area Development Program***

The Boat Access Area Development (BAAD) program is a State-financed program, administered by the Illinois Department of Natural Resources (DNR), which provides funding assistance to local units of government for the acquisition and/or construction/renovation of approved public boat, including canoe, access areas in Illinois.

### ***C. Illinois Trails Grant Programs which include the following:***

1. Illinois Bicycle Path Program -Applications due March 1 of each year  
This program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities.
2. Snowmobile Grant Program-Applications due May 1 of each year.  
This program is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/ rehabilitation costs and 90% of approved corridor land acquisition costs for public snowmobile trails and areas in the state. Snowmobile grants are available to local governments and snowmobile clubs and organizations under two different DNR trails grant programs (the Snowmobile Program and the Off-Highway Vehicle Program).
3. Off-Highway Vehicle (OHV) Grant Program - Applications due March 1 of each year.  
Provides financial assistance to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for OHV parks, trails and trailside facilities that are open and accessible to the public in Illinois and to restore areas damaged by OHV use. The OHV grant program can provide up to 100% funding on approved projects.
4. Recreational Trails Grant Program (RTP) - Applications due March 1 of each year.  
This is a federal program created through the National Recreational Trails Fund Act (NRTFA). The program provides funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails. The RTP provides 80% federal funding assistance on approved projects. There is a \$200,000 grant ceiling for non-motorized projects and no maximum grant for acquisition projects and for motorized projects.

## **IV. HISTORIC PRESERVATION/TOURISM**

### ***A. Tourism Matching Grant Program***

Funding for this program comes from the Illinois Department of Commerce and Economic Opportunity and provides grant assistance to counties, municipalities, and local not-for-profit organizations to promote local tourist attractions, and events in order to increase hotel/motel occupancy and travel into and throughout Illinois.

### ***B Tourism Attraction & Festivals Development Grant Program (TAP)***

This program is administered by the Illinois Department of Commerce and Economic Opportunity with the purpose of providing financial assistance in the form of grants to counties, municipalities, local promotional groups, or for-profit businesses for the development or improvement of tourism attractions in Illinois. <http://www.illinoistourism.org/Grants.aspx>

### ***C. Illinois Historic Preservation Agency***

The Preservation Services Division of the Illinois Historic Preservation Agency is home to the State Historic Preservation Office (SHPO) for Illinois. The SHPO is charged with administering federal and state preservation programs and laws, including: overseeing the nomination of sites to the National Register of Historic Places; conducting surveys of historic and archaeological resources; reviewing federal and state undertakings (such as road projects) for their impact on cultural resources; working with local governments in developing local historic preservation programs in preparation for designation as Certified Local Governments; administering rehabilitation tax incentives for qualified historic buildings; providing Main Street design services; and providing education, training, and technical assistance to the public in historic preservation matters.



## **V. Economic Development**

### ***Business Attraction Prime Sites***

The intent of this program is to assist companies with large-scale capital investment projects that commit to significant job creation for Illinois residents as they relocate or expand operations within Illinois. Business Attraction Prime Sites grants can encompass a wide range of economic development projects and may include infrastructure and capital equipment purchases that will result in job creation in the state of Illinois. To be eligible to apply for a Business Attraction Prime Sites grant, the project must have been: (a) approved as eligible for the Illinois Economic Development for a Growing Economy (EDGE) program or the Illinois High Impact Business Program (HIB) in the last six (6) months or (b) have a pending application for the EDGE or HIB programs. An applicant must commit to creating at least 50 new jobs for Illinois residents and a \$40 million investment OR 100 new jobs for Illinois residents and \$20 million in investment. In each case, new jobs must be located at the project site where the capital project is located.

Award amounts for eligible projects will be formula based, and an applicant may apply for a grant of up to \$5,000 per new job created, with a minimum of 50 new jobs pledged. This formula sets the minimum award amount at \$250,000; grants may not exceed \$6,000,000. This grant opportunity also includes a 4:1 match requirement, meaning grant funds can only cover 20% of the total eligible capital expenses for the proposed project.

### ***Tourism Attraction & Festivals Grant Program***

Aimed at revitalizing the hard-hit tourism industry by bringing back new and returning tourism attractions and festivals, The Tourism Attractions and Festivals Grant program is made possible with support of federal dollars from the American Rescue Plan Act (ARPA). Grants up to \$1,000,000 will be awarded to establish and enhance tourism attractions or festivals. Tourism Attractions are defined as fishing and hunting areas, State parks, historical/cultural sites, areas of historic or scenic interest, museums, recreation areas, botanical gardens, theme/amusement parks, interpretive programs and other facilities or businesses that attract or serve visitors that are open to the public for a minimum of 100 days per year and are marketed and promoted to visitors from more than 50 miles away. Tourism Events are defined as an event, such as a major convention, trade show, sporting activity or

festival, with potential to attract visitors from outside a 50-mile radius and to produce significantly increased economic impact for the State of Illinois through overnight stays. Tourism Festivals are defined as an organized series of public activities for a specific duration which may include, but is not limited to the following activities: fairs, carnivals, exhibitions, musical and cultural performances with potential to increase economic activity within the tourism, travel and hospitality industries while generating foot traffic in neighborhoods and business corridors which have experienced a decline in economic activity due to the COVID-19 public health emergency. A total of \$10,000,000 is available. Preference will be given to applicants seeking funding for 50% or less of the entire amount of actual expenditure for the project. If an applicant is a for-profit business, the grant amount will not exceed 25% of the entire amount of actual expenditure for the project. No one grant shall exceed \$1,000,000.

### ***Rural Business Development Grant***

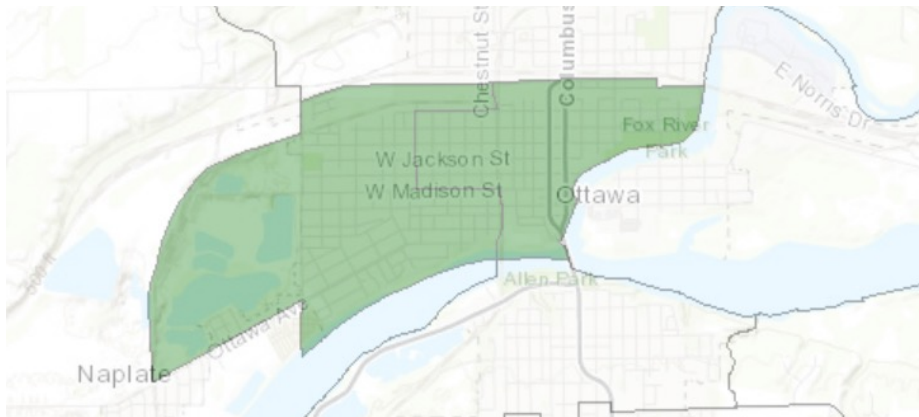
The Rural Business Development Grant is designed to provide technical assistance and training for small rural businesses. Small means that the business has fewer than 50 new workers and less than \$1 million in gross revenue. Enterprise grants must be used on projects to benefit small and emerging businesses in rural areas. Eligible uses include training and technical assistance; activities associated with the acquisition and development of land; plants, machinery, and equipment; pollution control and abatement; the capitalization of revolving loan funds; distance adult learning for job training and advancement; rural transportation improvement; community economic development; technology-based economic development; feasibility studies and business plans; leadership and entrepreneur training; rural business incubators; and long-term business strategic planning.

More information: <https://www.rd.usda.gov/programs-services/business-programs/rural-business-development-grants>

### ***New Markets Tax Credit Program (NMTC Program)***

The New Markets Tax Credit Program (NMTC Program) helps communities attract private capital by providing investors with a Federal tax credit. Investments made through the NMTC Program are used to finance businesses, breathing new life into communities. The Program has supported a wide range of businesses including manufacturing, food, retail, housing, health, technology, energy, education, and childcare. Communities benefit from the jobs associated with these investments, as well as greater access to community facilities and commercial goods and services.

As illustrated below, only a portion of Ottawa is eligible for the NMTC Program, including the riverfront area downtown. The planned downtown YMCA is taking advantage of the NMTC program.



## **VI. Public Infrastructure**

### ***Rebuild Downtowns & Main Streets Capital Grant Program***

The Rebuild Downtowns & Main Streets Capital Grant Program (Rebuild Downtowns & Main Streets), will provide grants of up to \$3 million to support improvements and encourage investment in commercial corridors and downtowns that have experienced disinvestment, particularly in communities hardest-hit by the COVID-19 public health and economic crisis. The program funds capital projects that make these commercial areas in Illinois more attractive for private investment, generate short-term and long-term employment opportunities, and improve quality of life in the community through high-quality infrastructure and amenities.

Grants to private businesses or organizations (including non-profits) must include a minimum match of 50%. Units of local government are not required to offer matching funds but doing so may improve the chances of receiving an award. Successful applicants will demonstrate that investment plans are well-conceived, consistent with local and regional economic development strategies, facilitate recovery from the economic downturn caused by the COVID-19 pandemic, and will promote job creation and enhance quality of life in the area. The total amount of grant funds anticipated for this award is \$50 million. Individual awards will range from \$250,000 to \$3,000,000.

### ***Community Facilities Direct Loan & Grant Program***

The Community Facilities Direct Loan & Grant Program provides funding to develop essential community facilities in rural areas (communities of less than 20,000). An essential community facility is defined as a facility that provides an essential service to the local community for the orderly development of the community in a primarily rural area, and does not include private, commercial or business undertakings.

Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment, and pay related project expenses.

Examples of essential community facilities include:

- Public facilities such as town halls, courthouses, airport hangars or street improvements
- Community support services such as child care centers, community centers, fairgrounds or transitional housing
- Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles or equipment
- Educational services such as museums, libraries or private schools
- Local food systems such as community gardens, food pantries, community kitchens, food banks, food hubs or greenhouses

More information: <https://www.rd.usda.gov/programs-services/community-facilities/community-facilities-direct-loan-grant-program>



## Action Plan

On the following pages, key recommendations contained in the Comprehensive Plan are summarized in tabular form. To highlight that this is a community plan, and not just a City plan, the table lists partners required to advance a particular recommendation, along with a priority.

### Priorities:

**A** = High Priority (0 to 3 years)

**B** = Medium Priority (4 to 6 years)

**C** = Low Priority (6 plus years)

	RECOMMENDATION	PARTNERS	PRIORITY
DOWNTOWN OTTAWA	Development of a 65,000 sq. ft. YMCA (planned for 2022 construction), including a natatorium, large gym with track above, community and fitness rooms, meeting space, childcare space, and a rehab/physical therapy area to be operated by OSF Hospital	YMCA, City	<b>A</b>
	Develop a First Class Riverfront Park in Downtown Ottawa, including: Amphitheater, Open Lawn and Stage <ul style="list-style-type: none"> <li>◆ Large Botanic Gardens</li> <li>◆ Splash Pad</li> <li>◆ Playground</li> <li>◆ Grand Stairs, Ramps, &amp; Terraced Landscaping</li> <li>◆ Parking</li> <li>◆ Public restrooms</li> <li>◆ Possible additional boat docks on the Fox River</li> <li>◆ Natural Landscaped Edge</li> </ul>	City, IDNR, IDCEO, Potential Riverfront Foundation	<b>A</b>
	Add lodging facilities in downtown, including a boutique hotel near the rivers.	Private developer/property owner, hotel operator, City	<b>B</b>
	Redevelop the Jordan Block for mixed-use development, with a potential hotel or residential over retail along Main Street.	Private developer/property owner, City	<b>A</b>
	Develop streetscape improvement plans for the west downtown transitional area (Clinton to Chestnut) and take a closer look at landscape improvements with Main, Madison, Jefferson and Lafayette from Clinton to Chestnut.	Landscape Architect, City	<b>B</b>
	Provision of a small public plaza at the southeast corner of Main Street and LaSalle Street.	City	<b>C</b>
	LaSalle Street/Columbus Street Triangle - This area could provide an opportunity for additional residential use in a multi-story building. If needed and economically viable in the future, this site would also provide an opportunity to provide structured parking that is not visible from the street.	Private developer/property owner, City	<b>C</b>
	Redevelop the existing municipal parking lots along the south side of Woodward Memorial Drive for mixed use redevelopment.	Private developer/property owner, City	<b>B</b>

	RECOMMENDATION	PARTNERS	PRIORITY
NORRIS CORRIDOR	<b>Norris West Recommendations:</b>		
	◆ Corridor streetscape enhancements; upgrade street lighting with decorative poles and fixtures.	City, IDOT	<b>C</b>
	◆ Work with property owners to enhance building facades and landscaping.	Property owners, City	<b>A</b>
	◆ Restore carriage walk.	City, IDOT	<b>C</b>
	◆ Work with IDOT to create a 2-lane cross section, with added space for walks and parkway improvements.	City, IDOT <a href="https://iowadot.gov/traffic/4-to-3-lane-conversion/3-lane-roads">https://iowadot.gov/traffic/4-to-3-lane-conversion/3-lane-roads</a>	<b>C</b>
	<b>Norris Central Recommendations:</b>		
	◆ Create a bike lane/route along Guion Street to connect with I&M Trail	City	<b>A</b>
	◆ Provide gateway streetscape enhancements.	City, IDOT	<b>B</b>
	◆ Conduct traffic study of the Route 23/Route 6 intersection to address traffic flow issues	City, IDOT	<b>A</b>
	◆ Implement recommendations of Route 23/Route 6 intersection traffic study	City, IDOT, adjacent property owners	<b>B</b>
	<b>Norris East Recommendations:</b>		
	◆ Work with businesses to install lower, monument-style signs	Businesses, City	<b>A</b>
	◆ Develop a Green Gateway to Ottawa by installing street trees and lanscape improvement in the median and parkways.	City, IDOT	<b>B</b>
	◆ Create a trail extension parallel to Route 71 from the I&M Canal Trail to Dayton Bluffs.	City, IDOT, IDNR	<b>C</b>
	<b>Norris Corridor Recommendations:</b>		
	Improve access to and awareness of important destinations within the City, such as the downtown, through wayfinding signage.	City, IDOT	<b>A</b>
	Work with property owners and commercial brokers to understand their needs and how the City can help attract local and regional businesses to the Corridor.	Commercial brokers, City	<b>B</b>



	RECOMMENDATION	PARTNERS	PRIORITY
NORRIS CORRIDOR	Seek developers for larger parcels within the corridor. Work with them to create new models of development for this corridor that integrate quality design features.	Commercial brokers, City	<b>B</b>
	Continue to enforce design standards/guidelines for (re)development within the corridor. While integrating quality design is important for new development, revitalization and/or redevelopment of older and potentially obsolete uses along the corridor can help with corridor enhancement and increased economic development in the City.	City, property owners/developers	<b>A</b>
I-80/RT.71 INTERCHANGE AREA	<b>Extend a bike trail to link this area with the I&amp;M Canal Trail and other areas of Ottawa.</b> This trail could either be in two general locations. The trail could be placed along the west side of Route 71 as a side path parallel and along the existing roadway. Another possible location would be within an easement obtained by the City of Ottawa when water lines were extended in the area. This easement lies west of Route 71.	City, IDOT, IDNR, Conservation Foundation	<b>B</b>
	<b>Pursue highway-oriented commercial development near the interchange.</b> Hotels and restaurants would be the obvious opportunities.	Property owners, Commercial Brokers, City	<b>A</b>
	<b>Provide opportunities for industrial development along I-80, particularly north of 30th Road and south of 31st Road.</b> These areas have both visibility and convenient access to the Interstate. Once the areas along the Interstate are developed, expansion of this industrial use could be considered both to the north and south – primarily on the east side of Route 71.	Property owners, commercial brokers, City	<b>B</b>
	<b>Realign North 30th Road to create a “T” intersection with Route 71.</b> This will enhance safety, and allow for more efficient utilization of land.	Property owners, IDOT, City	<b>B</b>
	<b>Realign North 31st Road to provide a 90-degree intersection with Dayton Road at Route 71.</b> This will provide for continuous east/west access through the region parallel to I-80.	Property owners, IDOT, City	<b>B</b>
	<b>Provide opportunities for new residential development on the west side of Route 71.</b> A buffer should be provided along the Dayton Bluffs preserve to provide an appropriate transition. This would be a good area to consider a conservation design approach which preserves key environmental features such as drainage ways and wooded areas, provides additional open space, and reduces overall infrastructure costs.	Property owners, developer, City, Conservation Foundation	<b>B</b>

	RECOMMENDATION	PARTNERS	PRIORITY
I-80/RT.71 INTERCHANGE AREA	<b>Create a gateway at the I-80/Route 71 interchange.</b> This gateway should welcome visitors and residents to Ottawa. Ideally, a decorative treatment would be worked into the existing bridge. Wayfinding signs should be integrated to direct motorists to downtown, Dayton Bluff Preserve, etc.	City, IDOT	<b>C</b>
	<b>Preserve steep slopes and woodland areas north of I-80 and east of the Fox River.</b> These areas, shown in light green on the map, are an important natural resource that should be protected from development. These areas could potential become an extension of the existing Dayton Bluff Preserve, or they could be kept in private ownership – potentially with a conservation easement placed over the land.	Property Owners	<b>A</b>
	<b>Reserve land for job producing industrial/business park/commercial uses</b> that take advantage of the locations excellent regional and national accessibility.	Property Owners, City	<b>A</b>
	Work with property owners and commercial brokers to understand their needs and how the City can help <b>attract local and regional businesses to the Corridor.</b>	Property owners, City, Real Estate Brokers	<b>Ongoing</b>
	<b>Seek developers for larger parcels within the corridor.</b> Work with them to <b>create new models of development for this corridor that integrate quality design features.</b>	Developers, Property owners, City, Real Estate Brokers	<b>A</b>
	<b>Encourage cross-access linkages between sites to ease traffic and enhance connectivity</b> as part of redevelopment and new development.	Developers, Property owners, City	<b>Ongoing</b>
	<b>Expand bicycle and pedestrian infrastructure to create a connected network throughout the City,</b> specifically connecting the Dayton Bluffs to other existing trailways, recreational areas, and nearby residential uses.	City, property owners/developers	<b>B</b>
TRANSPORTATION	<ul style="list-style-type: none"> <li>◆ Preservation of approximately 1/4-mile wide corridor for a downtown bypass road with a second bridge over the Illinois River to the east of downtown.</li> <li>◆ Bypass road would extend from IL 71 - Norris Dr., turn south, cross the river and continue to N 2650th Rd.</li> <li>◆ Bypass road would provide alternate north/south access and improve local circulation and emergency access.</li> <li>◆ Bypass road would create a downtown bypass for truck traffic and could include a grade-separated crossing of CSX Railroad.</li> <li>◆ Bypass road and new bridge would include pedestrian and bicycle facilities.</li> </ul>	City, IDOT, property owners	<b>C</b>



	RECOMMENDATION	PARTNERS	PRIORITY
TRANSPORTATION	<ul style="list-style-type: none"> <li>◆ Increase elevation of Green Street by 6-8 feet between Canal Road and Chapel Street to maintain East Side access during flood events.</li> <li>◆ Extension of Green Street over CSX Railroad to US 6.</li> <li>◆ The City has received a grant to assist with this effort.</li> </ul>	City, CSX	<b>A</b>
	<ul style="list-style-type: none"> <li>◆ Development of grade-separated railroad crossings on the East Side at Green Street and West Side at Boyce Memorial Drive to provide alternate travel/emergency access routes during train events.</li> <li>◆ Bypass road would provide a grade-separated railroad crossing on the East Side.</li> <li>◆ Rail crossings are currently under study, but final recommendations were not available as of Nov. 2021.</li> </ul>	City, IDOT, Railroad	<b>B</b>
	<ul style="list-style-type: none"> <li>◆ Additional recreational/cultural interest signage on I-80.</li> <li>◆ Installation of Starved Rock State Park scenic route guide signage on I-80 at IL 23 exit coordinated with arterial trailblazing signs along IL 23 and IL 71.</li> </ul>	City, sign company, IDOT	<b>B</b>
	<ul style="list-style-type: none"> <li>◆ Incorporation of gateway features at north and south ends of the corridor.</li> <li>◆ Development of a wayfinding sign system for major city destinations.</li> </ul>	City, sign company, IDOT	<b>A</b>
	<ul style="list-style-type: none"> <li>◆ Replacement of painted or concrete medians with landscaped or brick-paved islands to create grand boulevard from I-80 to Joliet Street and from McKinley Road to Fosse Road. The median islands would also limit access and improve traffic flow.</li> </ul>	City, IDOT	<b>B</b>
	<ul style="list-style-type: none"> <li>◆ Extension of Fosse Road from IL 23 east to E. 19th Road.</li> <li>◆ Extension of E. 18th Road north from N. 26th Road to Gentleman Road (spaced one mile east of IL 23).</li> <li>◆ Development of new north-south collector road between Gentleman Road and the bypass road, through Fosse Road extended and east of Central Intermediate School/Shepherd Middle School, mid-way between IL 23 and the E. 18th Road extension.</li> <li>◆ Extension of Adams Street south/east to IL 23 opposite bypass road (N. 26th Road).</li> <li>◆ Extension of Stevenson Road west to E. 16th Road.</li> <li>◆ Extension of N. 32nd Road west from IL 23 to E. 16th Road.</li> <li>◆ Extension of N. 3050th Road east approximately ½-mile to serve the industrial growth area.</li> <li>◆ Development of a new north-south collector road between N. 32nd Road extended and N. 3050th Road extended mid-way (1/2-mile) between IL 23 and E. 16th Road.</li> </ul>	Property owner and developers, City	<b>As development occurs</b>
	<ul style="list-style-type: none"> <li>◆ Preservation of a corridor for future I-80 interchange via E. 13th Road or E. 14th Road.</li> </ul>	Property owner, City	<b>B</b>

	RECOMMENDATION	PARTNERS	PRIORITY
TRANSPORTATION	<ul style="list-style-type: none"> <li>◆ Designation of existing and future industry-serving roadways (e.g. sand quarries, grain terminals, rail yards, potential hydraulic fracturing sites) as local or Class III truck routes to fill gaps in the truck route network.</li> <li>◆ Rehabilitation of these routes to State Legal (80,000 lb) weight limits, as necessary.</li> <li>◆ Establishment of a consolidated truck route map for all IDOT, LaSalle County and Ottawa truck routes (Class I, II, III and Local).</li> <li>◆ Installation of additional truck route signage on designated routes</li> </ul>	City, LaSalle County, IDOT	<b>B</b>
	<ul style="list-style-type: none"> <li>◆ Building off the findings from the Illinois Valley Commuter Rail Feasibility Study by actively participating in potential transportation service options between Ottawa, LaSalle-Peru, Streator, and Joliet, including express bus service and commuter rail service along the CSX and Illinois Railway lines.</li> </ul>	NCAT, City, LaSalle County, neighboring communities	<b>Ongoing</b>
	<ul style="list-style-type: none"> <li>◆ Conduct a downtown parking demand study. If warranted by the study, conduct feasibility study for a structured public parking resource within one block of LaSalle Street, possibly on an existing public parking lot and adjoining property.</li> </ul>	Parking consultant, City	<b>C</b>
	<ul style="list-style-type: none"> <li>◆ Implementation of a city-wide system of bike lanes, shared lanes, bike routes, side paths and bike trails per the city's 2012 Bicycle Plan.</li> <li>◆ Incorporation of bicycle and pedestrian facilities into future rehabilitation of Veterans Memorial Bridge (IL 23)</li> </ul>	City	<b>B</b>
	<ul style="list-style-type: none"> <li>◆ Infill of missing sidewalk linkages along US 6, IL 23, IL 71, Boyce Memorial Dr, Canal Road, Champlain Street, Dayton Road, E. 15th Road, Etna Road, Fosse Road, Green Street, Main Street, McKinley Road, Ottawa Avenue and 29 collector streets.</li> </ul>	City, IDOT	<b>Ongoing</b>
	<ul style="list-style-type: none"> <li>◆ Implementation of Complete Streets elements including curb extensions, high visibility or textured crosswalks, and countdown pedestrian signals, similar to the northwest corner of Jefferson/Clinton and the four corners around the LaSalle County Courthouse.</li> <li>◆ Prioritization of pedestrian crossings around Washington Park and the Jordan Block.</li> <li>◆ Capitalization of LaSalle Street grade separation for pedestrian connection to Jordan Block</li> </ul>	City, IDOT	<b>B</b>
	<ul style="list-style-type: none"> <li>◆ Replacement of worn crosswalks with high visibility continental-style markings (i.e., zebra-striping).</li> <li>◆ Replacement of pedestrian signals at all signalized intersections with signals with countdown features, as well as audible features (where appropriate).</li> <li>◆ Installation of crosswalk markings and pedestrian signals at signalized intersections where no crosswalks exist.</li> </ul>	City, IDOT	<b>B</b>



# Comprehensive Plan Update

CITY OF OTTAWA

