City of Ottawa, Illinois

2014 Comprehensive Plan

a beautiful historic lovable

The gateway to Starved Rock Country just 90 minutes from the Chicago Loop

OTTAWA COMPREHENSIVE PLAN AND DOWNTOWN PLAN

2014 Comprehensive Plan

City of Ottawa, Illinois Adopted, May 20, 2014

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Prepared By



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VIPREHENSIVE PLAN AND DOWNTOWN PLAN

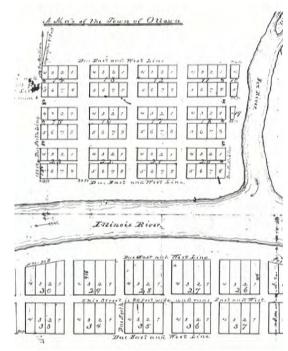
" A livable city needs good infrastructure and it needs to be safe, but to be lovable it needs to be comfortable and somewhat easy to live in. It needs to be convivial, meaning it has to have things that help bring us together. But at the top of the pyramid, it has to be fun.

I think we want to be more than a livable city. We need to be a lovable city. And that happens when the citizens go above and beyond and do extraordinary things for their communities, leaving "love notes," if you will, along the way."

Mayor Robert M. Eschbach's 2013 State of the City Address

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 on to it's historic heritage, and major damage from post-war suburban style development has been generally averted.

In 2002 Ottawa adopted a Comprehensive Plan and Downtown Plan to establish a vision for development within the community. These documents have guided land use, development and growth in Ottawa for the last decade. The city has continued to build on these 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 locations, and general traffic flow was needed.

In 2013, the City of Ottawa received an Ike Grant from the Illinois Disaster Recover Program to update the City's 2002 comprehensive plan and downtown plan. The Ike Grant Program was created to help communities address disaster relief, restoration to infrastructure and housing, and economic revitalization in areas affected by flooding caused by the 2008 Hurricane Ike storm.

Rooted in community engagement and a focus on developing Ottawa's Waterfront, the 2014 Plan aims to meet three simple objectives: (1) create one cohesive document that consolidates, not reinvents, all past efforts; (2) create a detailed downtown waterfront master; and (3) develop a strategy to address flood impacts.

The document is laid out as a user friendly double-sided book, and reflects the innovative ideas and enduring passion of the citizens of Ottawa for their lovable city.





As a foundation for planning, goals for the community were formulated to guide the preparation of the plan. The development of goals and the implementation of policies are the keys to long-term success of the plan. Goals were informed by an assessment of current needs, past planning documents and community input.

cultivate tourism balance land position downtown connect transportation attract workers enhance housing

contain sprawl

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.

Find balance between land and settlement as a leader in stewardship and conservation. Preserve farmland and conserve natural assets such as water features, trees and natural topography.

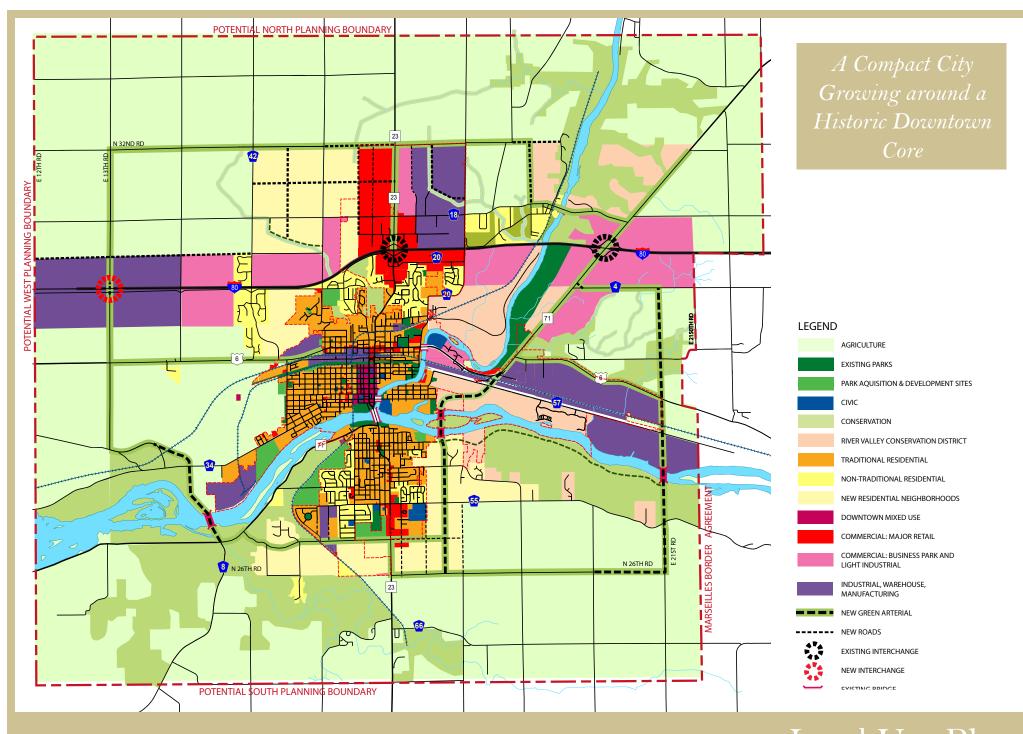
Position Downtown Ottawa as a model of an intact and vibrant historic American city.

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

Create 21st century jobs and attract new corporate campuses and industry. Add amenities to meet the needs of a growing workforce. Capitalize on Ottawa's location for development and growth of business opportunities.

Reinvest in existing neighborhoods to keep them vibrant. Add diversity to Ottawa's housing stock to meet the needs of an evolving workforce.

Establish the future growth boundary of the city and direct new development toward the area's core. Discourage development that compromises the preservation of agricultural and natural land.



Land Use Plan City of Ottawa, 2014 Comprehensive Plan

The 2014 Comprehensive Plan for Ottawa

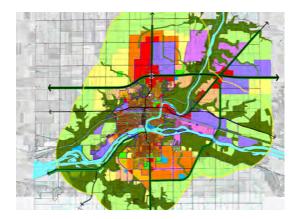
Establish a Clear Future Municipal Boundary

The 2002 Comprehensive Land Use Plan looked at a 1.5 mile area around the city's municipal boundary from that year. Since then, the City of Ottawa has negotiated a border agreement to the east with the City of Marseilles. Currently, there are no border agreements with Utica to the west or Grand Ridge to the south. There are no existing municipalities for at least 20 miles to the north.

The 2014 Comprehensive Plan recommends a clear Future Municipal Boundary for the City of Ottawa that defines an approx. 68 square mile area.

• Protect the farmlands and natural assets within the proposed boundary

• Prevent sprawl in remote areas that are not contiguous to current development and infrastructure



• Preserve the compact scale of Ottawa by directing growth closer to Downtown and existing neighborhoods

• Protect land within the boundary from the adverse impacts of sand mining, or other environmentally damaging activities.

Prevent Sprawl into Areas Not Served by City's Infrastructure

The 2014 Plan reduces the land area that was designated in the 2002 plan for future growth. This is more realistic given the current trends in housing demand, and keeps the next wave of new development closer to the heart of the city. Specifically, the plan recommends contain future new growth to the north to N 33rd Road and to N 2650th Road to the south.

Preserve Valuable Highway Frontage for Job Producing Uses

The 2014 Plan recommends that no new single use residential development be permitted along I-80 or IL 71 to preserve valuable highway frontage for job producing and revenue generating uses.

Create a River Valley Conservation District

The 2002 Plan recommended significant areas along the river for conservation to protect natural assets like the floodplain, tree groves, topography etc. The 2014 plan continues this commitment to conservation, and recommends the creation of two "River Valley Conservation Districts" with clear guidelines for development. These include (see map for boundaries):

- 1. Fox River Valley Conservation District
- 2. Illinois River Valley Conservation District

Permitted Uses within the conservation districts are uses that can benefit from being close to the river and natural areas, and can follow the guidelines for development. These include: Corporate office campuses, tourism-oriented uses, resorts, recreational uses, and others TBD.

Simplify the List of Proposed Land Uses

The 2002 Comprehensive Plan recommended the following thirteen Land Use Designations:

1 AGRICULTURAL PRESERVATION, 2 CONSERVATION, 3 PARKS, 4 HIGHWAY GREENBELT CORRIDOR, 5 OPEN SPACE CONSERVATION AREAS, 6 MIXED USE CORRIDOR / NEIGHBORHOOD DISTRICT, 7 INDUSTRIAL, WAREHOUSING AND MANUFACTURING, 8 CIVIC USES, 9 HIGHWAY BUSINESS COMMERCIAL, 10 NON TRADITIONAL RESIDENTIAL NEIGHBORHOOD, 11 TRADITIONAL NEIGHBORHOOD RESIDENTIAL, 12 HAMLET NEIGHBORHOOD RESIDENTIAL, and 13 RURAL RESIDENTIAL

The 2014 Comprehensive Land Use Plan recommends a simpler and smaller list of Ten Land Use designations that are easier to convey and regulate, as shown on Map to the left.

Future Land Uses

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.

Parks

Both existing and future park locations are identified in the Future Land Use map to serve existing neighborhoods and future growth areas. The Comprehensive Park plan is discussed in detail in Section 6: Parks.

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 significant landmark buildings.

Conservation Land Uses

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

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.

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, as discussed in greater detail in Section Six: River Valley Conservation District.

Residential Land Uses

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 mixeduse 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 sub-divisions 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 Land Use 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 and Revenue Generating Land Uses

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. This land use designation strongly encourages the continuation of this diversity of uses in the Downtown Core.

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.

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 and 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 and Manufacturing

This land use is a mixture of light manufacturing, research facilities, office and warehouse combinations, industrial 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.







Since the Planning process kicked off in May of 2013, the plan has been crafted with 7 months of extensive participation and interaction with the community. Three widely attended public forums (July, September and December of 2013) have allowed the citizens to participate very actively in the shaping of the plan, especially the waterfront. The large amount of feedback and support from the community is summarized in Appendix 1, and many quotes from citizen feedback have been incorporated throughout this document.

Summary List of Community Ideas for the Downtown Waterfront

Major Public Anchors

- amphitheater / bandstand
- monolithic bandshell
- indoor / outdoor ice facility / skating rink
- library

٠

- art gallery / museum / artists studios
- ٠ indoor / outdoor pool
- gym / fitness center
- community recreation facility

related merchandising

place for artists to sell work

- performing arts center ٠ arboretum / botanic garden
 - greenhouse and gift shop, perhaps garden
 - convention center

OTTAWA COMPREHENSIVE PLAN AND DOWNTOWN PLAN

- meeting hall, multi purpose hall for events
- scenic venue for weddings, banquet hall
- farmers market / botanic arts market
- botanical garden / river themed museum
- kids science center
- ottawa visitors center / a new ottawa museum
- . banquet hall
- theater •
- auditorium
- indoor hockey
- boat building club for youth
- boat docks
- marina .
- ferry terminal / river cruises public restrooms

Landscape Elements

- public riverwalk
- shallow pool for summer, ice rink in winter
- picnic shelters

- · limited flower gardens, more lowmaintenance green areas
- dog park
- fountains / water features
- tents for markets
- bleachers, stepped seating, terraces with
- lawn chairs seating for outdoor classes
- pond for miniature boats (remote controlled)
- botanical display
- waterfalls, sculpture
- beach
- splash park
- dance area
- bike trails
 - trails for electric vehicles
 - fish cleaning stations
- piers

labyrinth / maze

- Active Recreation
- skateboarding park, teen oriented venue
- zip line
- winter tobogganing, sledding
- basketball circles
- volleyball, sand volleyball
- whitewater rafting, canoeing and kayaking
- bmx bicycle park

Lodging

- hotels
- riverboat hotel

- paddle boating

- bed and breakfasts, inns
- upper level reuse of downtown buildings
- cottages

- Food
 - waterfront restaurants
 - restaurants on barges in the water
 - portable food vendors area
 - farmers market
 - food trucks / trailers

Other Commercial Development

Engaging Major Stakeholders

For seven months, the consultant team and

the City have continuously met with a large

number of local stakeholders in small working

meetings. These have included meetings with

Chamber of Commerce, Downtown Businesses and Owners

representatives from the following:

Plan Commission

Library

IVCC

Hospital

YMCA

Developers

Tourism Forum

Ottawa Visitor's Center

Starved Rock Country

Ottawa Special Events

Transportation Forum

IDOT District 3

Robinson Engin

Reps from the local Hotels

Illinois River Road Scenic Byway

Heritage Corridor

Heritage Harbor

Industrial and Business owners

Ottawa Historical and Scouting Heritage Museum

Schools (grade school, high school and catholic school)

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Environmental Consultants, Fehr- Graham

- small riverboat casino
- ٠ tourist shop
- . bait shop
- bike rental •
- boat canoe rental
- gas station for boats
- antique stores / market

Events

- music concerts
- festivals
- boat races
- scout conferences
- weddings
- fireworks
- winterfest riverfest
- morel fest
- winter wonderland

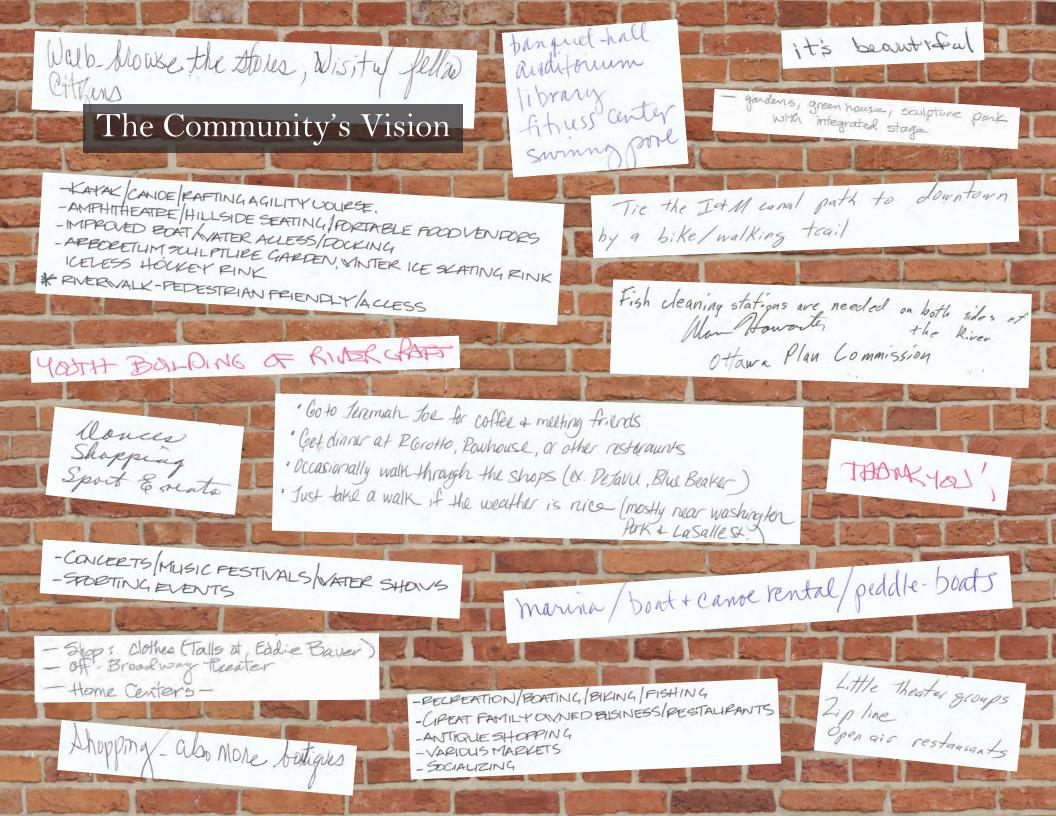
Other Ideas

• flower baskets on bridge

ped bridge at rail bridge

 a daily event at the same time every day that brings all to the waterfront

rename route 71 "the romantic road"





a blooming city

SPEE

A first-time competitor, the City of Ottawa earned second place in the 2013 America In Bloom competition.

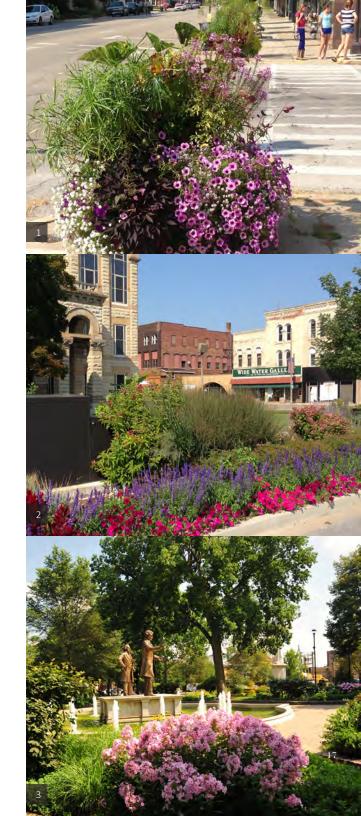
In 2013 Ottawa earned second place in the *America In Bloom* national competition. The achievement was made possible by great community participation, financial contributions from businesses and sponsors, and strong support from community businesses and individuals. As the result of the competition and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

Businesses contributed new planters and landscaping, and residents across town planted flowers and spruced up their grounds. The effort included the removal of unnecessary asphalt around the downtown area without any loss of parking and the greening of those areas. The city resurfaced and installed planting beds around the parking lot on the east end of the Jordan block. A similar project was completed on the public rightof-way at the Coldwell Banker parking lot. Ottawa finished second in their population category by a narrow margin with a rating of 4 blooms out of a possible of 5, a remarkable achievement for a first time entry. The city ranked second only to Calabasas, California, which has an annual landscape budget of \$6 million.

However, Ottawa placed in the top three of all the population categories in one of the six categories – that of Overall Impression. This strong showing was based on the cleanliness of the City of Ottawa, the good condition of its streets and shoulders and the attractive appearance of its homes and neighborhoods.

Ottawa also received two Special Mention citations – one for having transformed downtown Ottawa from being a concrete desert just a few years ago to its current beautiful condition, and one for its flood management efforts.

1 Petunias grow on a downtown sidewalk. 2 Flower beds create a more livable downtown. 3 A thick canopy and lush garden enhance the Lincoln-Douglas statue in Washington Square.



an historic city

⁶⁶ History can become revered when communicated with passion and candor, contributing to that pride of place that makes for an endearing community." 2013 America in Bloom Judges' Report

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 Pottawattomie. 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. Battles were fought between many of these Native American tribes. One such battle was with the Ottawa and Pottawattomie Indians who "starved" the Illinois Indians in revenge for the slaughter of Chief

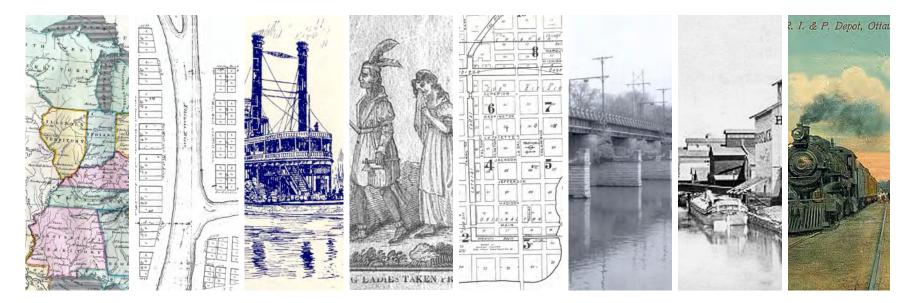
Pontiac at the location of what is now known as Starved Rock. These Indians found that Starved Rock was also a perfect lookout over the valleys below where they hunted bison and deer. They later traded goods with early settlers in the region.

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.

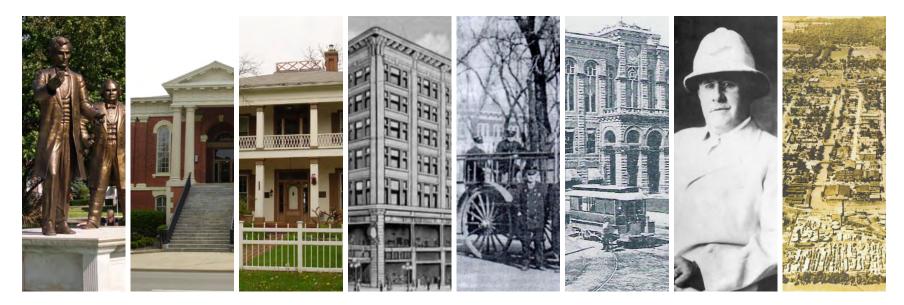
A Canal Town

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.

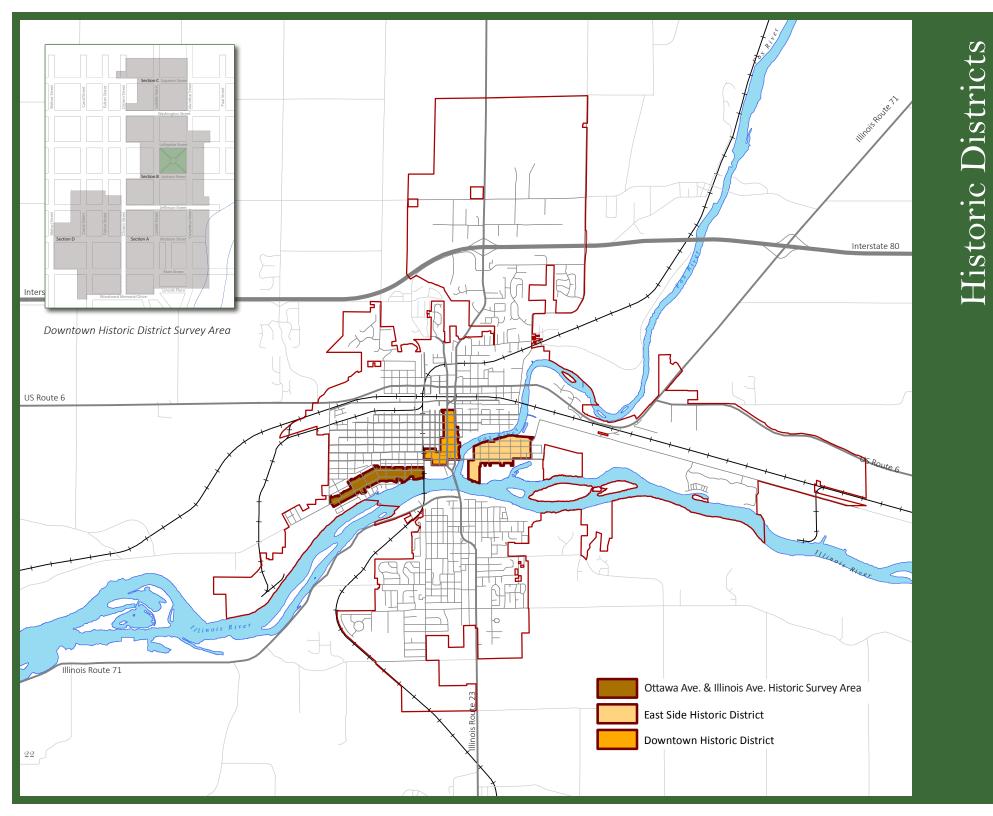




Over the years, the abandoned canal was thought to be undesirable. The canal is now becoming a main feature in the redevelopment of Ottawa and other communities due to its historic and recreational value. Many areas are rediscovering the importance that the canal had in the development of their community and are trying to preserve the heritage associated with it.



1858	1860	1860	1868	1881	1889	1910	1914
	•	•	•	•	•	•	•
Over 10,000 people attend the first Lincoln- Douglas senatorial debate in Ottawa.	The Illinois Supreme Court is located in Ottawa from 1860 until 1897.	John Hossack is tried for violating the Fugitive Slave Law as owner of an Underground Railroad home.	The Carson, Pirie, Scott & Company department store gets its start at the J.E. Scott Store on LaSalle Street.	Five blocks of downtown burn to the ground in the Great Ottawa Fire.	Streetcar service begins in Ottawa. Interurban streetcar service was offered from 1901 to 1934.	Ottawan William Dickson Boyce incorporates the Boy Scouts of America.	The deteriorated I&M Canal is closed to traffic after 66 years of use.



City of Ottawa, 2014 Comprehensive Plan

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.

Major elements and recommendations of the survey are highlighted in pages 24 and 25.

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.



St. Columba Renovation The \$3.3 million renovation represents the community's commitment to honoring the role of St. Columba in the history of Ottawa. Renovations to the 130 year-old church included exterior repairs, tuck-pointing, and the restoration of 35 stained glass windows. The restored exterior is a great example of beautiful architecture, an icon that will continue to distinguish Ottawa's skyline in years to come.



Significant Downtown Historic Buildings

3 5 5 5 5 5

County Courthouse
 William Reddick Mansion
 LaSalle Street Businesses
 LaSalle Street Businesses
 Appellate Court
 Christ Episcopal Church
 First Congregational Church
 Columbus Street Homes
 Ottawa City Hall





Preserving a Rich Architectural Heritage

According to the 2011 Historic Resources Survey Report for the Ottawa Commercial Historic District, the period of significance for historic buildings extends from 1850 through 1962. **The survey data supports the nomination of the Ottawa Commercial Historic District to the National Register of Historic Places.**

The National Register boundary of the Ottawa Commercial Historic District is shown below. The boundary includes all the buildings, sites and structures that:

• Face Main Street between the Fox River to Canal Street and line the north side of Main Street between Canal and Walnut Streets

• Face Madison Street between Walnut Street and the Fox River, with the exception of the north side of the 300 block

• Face Clinton Street, between Woodward Memorial Drive and Madison Streets and line the east side of Clinton Street between Madison and Jackson Street

• Face LaSalle Street between Main Street and the Illinois and Michigan Canal Corridor

• Face Columbus Street between Main Street and Lafayette Street, including the Illinois Appellate Court Building at the corner of Main and Lafayette Streets

• Line the west side of Columbus Street between Lafayette Street and the Illinois and Michigan Canal Corridor

• Are situated on cross streets between the portions of LaSalle and Columbus Streets described above

Historic Architectural Styles

The survey shows that Ottawa has retained many original examples of almost every popular architectural style in the Midwest, from 1850 to 1962, including the following:

• Simple frame residences and commercial structures best described as **Victorian Eclectic** through **Italianate** commercial and residential structures in wood, brick and stone, with the Reddick Mansion, the Appellate Court Building and the County Court House providing the highest expression of these styles.

• Religious buildings, most constructed in the late 1800s, rely on the **Gothic Revival Style** or present various elements of the **Romanesque Revival Style**.

• Commercial structures constructed from 1930 to 1961 provide a mix of design elements ranging from the simple curves of a brick automobile service facility to the **Art Deco** details in terra cotta that decorate the Roxy Theater, to the angular features and ribbon windows of later buildings like the laundry at the corner of Columbus and Superior or the exuberance of the 1950s Sands Motel that greets visitors at the LaSalle Street gateway to the commercial district.

• Although individual buildings have been altered, the district as a whole retains integrity of design, location, workmanship, setting, feeling, association, and materials.

1 Historic view of Court Street, 1893. **2** Ottawa Commercial Historic District Map.







With a new Downtown Waterfront, Ottawa is poised to become a stronger tourism destination for the region.

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. In 2013 the park was nominated to be "The 8th Wonder of the World" on virtualtourist.com.

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 the striking surroundings through 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 and market Ottawa in partnership with the regional tourism coalition, Illinois Bureau of Tourism.

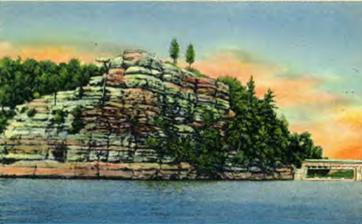
Walking, driving, biking, or by boat, tours of the city and the surrounding area are popular. The self-guided *Ottawa Heritage Tour* allows visitors to follow Ottawa's rich history while viewing many of the city's historic landmarks. The self-guided *Brush with History* tour teaches visitors about the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

August is Ottawa's most active month for tourism, with a heavier flow of visitors throughout the summer season. The festivals and outdoor activities draw visitors from across the Midwest, including major summer festivals like the Ottawa 2 Rivers Wine Fest and the Midwest Morel Fest, and the Ice Odyssey in winter. Ottawa is the gateway to two regional destinations: "Starved Rock Country", and the "Illinois River

Road Scenic Byway'



Eagle Chil. Slotved Kark State Bark. Rilpols





Gateway to "Starved Rock Country"

Starved Rock State Park

Starved Rock State Park is located on the south bank of the Illinois River in Utica, Illinois. It attracts over 2 million visitors every year. The park features over 13 miles of hiking trails on which visitors can enjoy views from tall sandstone bluffs. The deep canyons and waterfalls were formed by glacial melt-water and stream erosion.

Hiking, fishing and boating, cross-country skiing, camping and picnicking are popular activities within the Starved Rock State Park. A historic lodge built by the Civilian Conservation Corps in the 1930s sits on a high bluff in the park. The hotel offers 72 hotel rooms and 22 cabin rooms. Visitors can dine at the lodge's restaurant and relax by the stone fireplace in impressive Great Room. The park hosts several annual events, including: Winter Wilderness, Eagle Watch weekends, the Annual Wildflower Pilgrimage and Fall Colors Weekend.

In Starved Rock State Park and greater Starved Rock Country, visitors can enjoy:

- Hiking and biking
- Trolley tours and rentals
- Wineries
- Horseback riding
- Canoeing, kayaking and rafting
- Boating and water cruises
- Hunting and fishing
- Camping and picnics
- Skiing and snowmobiling
- Restaurants
- Entertainment

Other Area Attractions

Route 34 Drive-In Theater	Earlville	Drive
Lanuti's & Rip's Tavern	Ladd	Locally
Illinois & Michigan Canal	LaSalle	
LaSalle County Historical Society & Museum	LaSalle	
Hegeler Carus Mansion	LaSalle	
LaSalle Speedway	LaSalle	racetrack
Lock 16 Visitor Center	LaSalle	
Illini State Park	Marseilles	In
Zip Chicago	Marseilles	Cables
Middle East Conflicts Wall Memorial	Marseilles	
Middle East Conflicts Wall Memorial Owen Lovejoy Homestead	Marseilles Princeton	(koljadcent
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Owen Lovejoy Homestead	Princeton	Adjac ent Park
Owen Lovejoy Homestead Starved Rock State Park	Princeton Utica	
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Owen Lovejoy Homestead Starved Rock State Park Matthiessen State Park Mitchell's Grove Nature Preserve	Princeton Utica Utica Utica	Park
Owen Lovejoy Homestead Starved Rock State Park Matthiessen State Park Mitchell's Grove Nature Preserve Illinois River Winery	Princeton Utica Utica Utica Utica	Park One
Owen Lovejoy Homestead Starved Rock State Park Matthiessen State Park Mitchell's Grove Nature Preserve Illinois River Winery Grizzly Jack's Grand Bear Resort Belle of the Rock (Starved Rock State	Princeton Utica Utica Utica Utica Utica	Park One

OTTAWA COMPREHENSIVE PLAN AND DOWNTOWN PLAN

Local Attractions

Lincoln-Douglas Debate Memorial Plaza

Bronze statues of Abraham Lincoln and Stephen Douglas mark the site of the first Lincoln-Douglas debate in Washington Park. It was here where Lincoln first publicly addressed the issue of slavery, which was to soon divide the nation in civil war. The popular attraction is considered to be where Lincoln's "voice was first heard".

Ottawa Historical & Scouting Heritage Museum

This museum is dedicated to W.D. Boyce, who founded the Boy Scouts of America in Ottawa. The museum features many scouting items as well as year-round outdoor hiking trails. Thousands of Boy Scouts make annual pilgrimages to the Boyce gravesite in Ottawa Avenue Cemetery to pay their respects to the founder each year.

Reddick Mansion

Built in 1856, this mansion was constructed by philanthropist and state senator William Reddick. The home features 22 rooms and is thought to be one of the most expensive and ornate Italianate residences ever constructed in the Midwest in the mid-19th century. The mansion is open for tours.

Allen Park

Two large steel sculptures by local artist Mary Fanning tower forty feet high over the Illinois River in Allen Park. Now registered with the Smithsonian Art Inventories Catalog, the pieces were built using parts of Ottawa's old Hilliard Bridge.

Buffalo Rock State Park

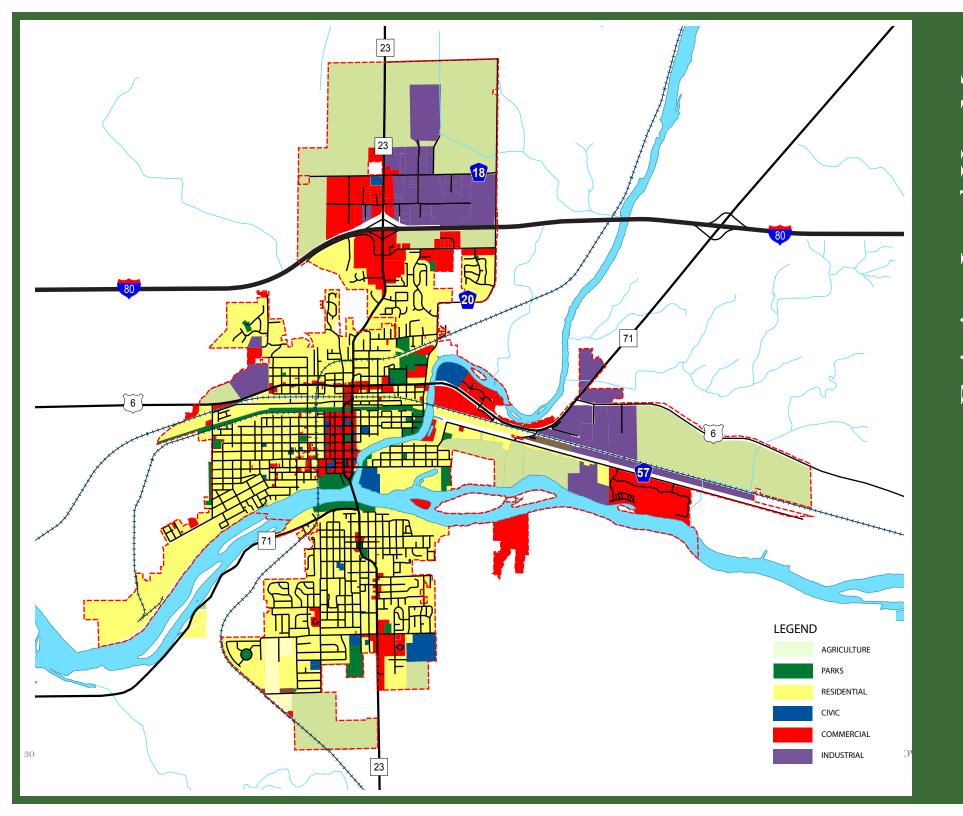
Now on the north bank of the Illinois River, Buffalo Rock State Park was once an island. The promontory offers live bison and a stunning view overlooking the river. The Effigy Tumuli earthwork is a tribute to ancient Native American mound building. Visitors are invited to climb on the artworks, which measure hundreds of meters.

Festivals

Ottawa's annual Riverfest is LaSalle County's largest festival. A celebration of summer, events include carnival rides, art shows, craft and flea market, kids activities, music, parade, and the Taste of Ottawa. The city's annual Wine Fest showcases wines from over 20 wineries across the state. This event, which takes place in early June, also features live jazz entertainment and a craft and gardening fair.

Other attractions and events in Ottawa include: mule-pulled boat rides on the I & M Canal, Catlin County Park, Radium Girl Memorial Plaza, Illinois Waterway Visitor Center, Odeum Community Theater, Skydive Chicago, Pine Hills Golf Course, Ice Odyssey Fest and Midwest Morel Fest. Ottawa's visitors center offers more information on lodging, attractions, events and tourism amenities.





Existing Land Use Map City of Ottawa, 2014 Comprehensive Plan

A Livable City

Housing near Ottawa's downtown is among the oldest in the city. The Reddick Mansion was built in 1856. 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.

The 2014 Comprehensive Plan proposes the following goals for housing in Ottawa:

- 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, condomimium and apartment buildings, and mixed use buildings with residential units on the upper floors.

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 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.

Public Housing

The Housing Authority for LaSalle County has 8 high rise communities, 3 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 1600 families in the area. Stretching across LaSalle County, the HALC owns and operates more than 1000 units of affordable housing. This includes a variety of housing sites including multifamily developments, scattered site homes and high rises.

Senior Housing

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 Ottawa Pavilion, Pleasant View Luther Home and Ottawa Senior housing on Champlain Street. Earlier this year 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 been under construction the last several years with improvement projects.

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, where many of the elegant historic homes are located, not far from the Illinois River to the south. 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. Propsect 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. Typcial 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 savings in utility bills
- 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.

Notable Examples

1 East Side: Andrew J. O'Connor III House, added to the National Register of Historic Places in 2008, is a good example of Colonial Revival architecture. It was originally constructed in 1848 and underwent major remodeling in 1922. A 6,000-square-foot house commanding a view of the Fox River, it is one of the best remaining examples of its style in Ottawa.

2 West Side: The Fisher–Nash–Griggs House, named for its first three owners, was built c. 1852–57 on Ottawa Avenue in Ottawa, Illinois. The house, of brick construction, is an example of high-style Greek Revival architecture, and was added to the U.S. National Register of Historic Places in 1998.

3 East Side: The Jeremiah Strawn House, at 532 Congress St., was added to the U.S. National Register of Historic Places in 1995, is a high-integrity example of the front-gable architectural design, also known as Mid 19th Century Design. Essentially this style of American residential design was loosely based upon Greek and Roman models. It features Italianate detailing such as the brackets beneath the eaves. The house is architecturally significant as the only example of such design in Ottawa, with most others falling into the Italianate or Greek Revival categories.

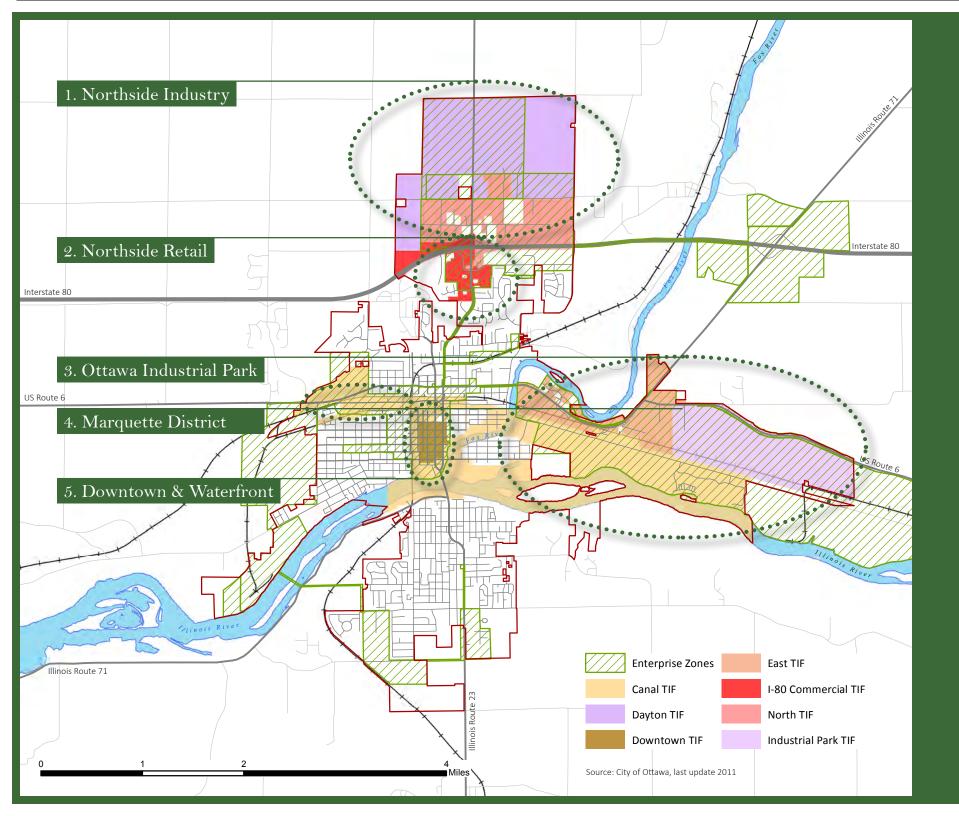
4 South Side: John Hossack House, built in 1854–55, and was a "station" on the Underground Railroad. It was added to the National Register of Historic Places in 1972. Hossack was an abolitionist who hid as many as 13 fugitive slaves in his house. The house is considered one of Ottawa's most beautiful houses. It is sited on the banks of the Illinois River overlooking the city. The building was designed by Sylvanus Grow and constructed by Alonzo Edwards. The house is a good example of Greek Revival architecture. Its details and proportions draw a conscious connection to the Classical tradition.

5 West Side: Ottawa Avenue, the tree lined historic boulevard is the heart of the historic neighborhood in the west side.





Major Economic Development Focus Areas



Major 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:

1. Northside Industry

Investment in northside industry has already resulted in the creation of more than 2,000 new jobs in the past decade. 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.

2. Northside Retail

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

In 2012, the City committed to attracting more national brand retail business by hiring a private consultant to assist in recruitment. With its assistance, Ottawa has made contacts with targeted national brand retail businesses and developers.

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.

3. 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.

The City of Ottawa is currently working on developing the next 80 acres of city-owned land for the Ottawa Industrial Park. A \$4.7 million plan is underway to improve the industrial park's infrastructure, rail service and utilities. The plan will prepare city-owned sites for investment by the private sector.

4. 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. The Marquette District opportunities and recommendations are discussed in detail in Section 4.

5. 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.

Two years ago, 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. Recent business additions to move into downtown historic buildings include a restaurant, boutique garden store, book store, tanning salon and community theater.

This Comprehensive Plan has focused on positioning Downtown and the Waterfront as major economic engines for the City. Detailed plan recommendations are discussed in Section 3.





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.



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 guarries 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 Cycolac/ABS plastic each year.

ADM

Located on the Illinois River south of the Ottawa Industrial Park, ADM, a division of 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.

Cristal Metals

Cristal Metal's Ottawa Plant manufactures titanium powders and alloy metals in a new facility with a capacity of 2,000 metric tons per year. The Ottawa Plant is the first facility of its type in the world, exclusively producing highpurity titanium powders. The plant is located in the Ottawa Industrial Park, at U.S. Rt. 6 and IL Rt. 71, on a 19 acre site.

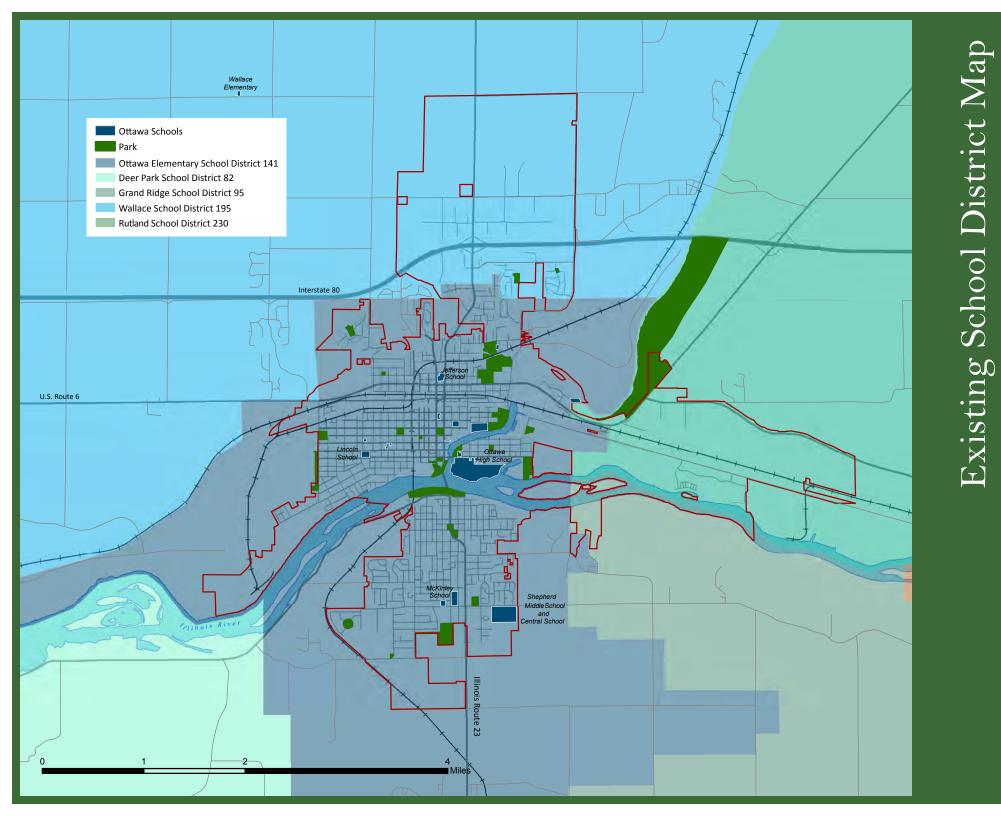
Port District

The Ottawa Port District was formed in 2011 by the Illinois General Assembly, and 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.





City of Ottawa, 2014 Comprehensive Plan

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 2,124 students in 2013. 48% of elementary school students are classified as low-income by the State and 17% are with disabilities. The average instructional spending is \$6,496 per student, lower than the state average of \$6.974 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 it's 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 1,476 students in 2014. 31% of students are classified as low-income by the state and 12% are with disabilities. An average of \$8,293 per student is spent on instruction, higher than the state average of \$6,974 per student. The 4-year graduation rate has dropped from 92% in 2009 to 81% in 2013.

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 fullservice 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
- Waubonsee 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

Jefferson Elementary , K-4, 347 students
 Lincoln Elementary , PreK-4, 488 students
 McKinley Elementary, K-4, 386 students
 Central School, 5-6, 474 students
 Shepherd Middle School, 7-8, 425 students

6 Ottawa Township High School, 9-12, 1,476 students

7 Wallace Grade School, K-8, 318 students



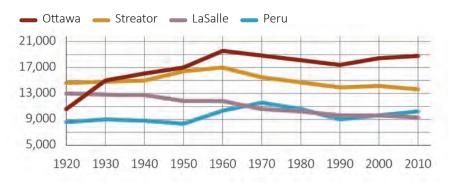




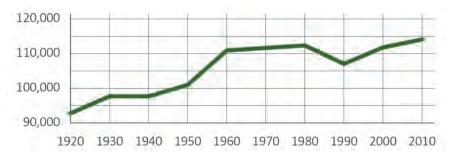
Ottawa's population has not seen a significant change over the last fifty years. In 1960 Ottawa reached its highest population of 19.408. Alghough Ottawa's population had a slight increase from 2000 to 2010, it is still below the population of 1960.

	LaSalle County	Salle County Ottawa Streator		LaSalle	Peru
1920	92,925	10,816	14,779	13,050	8,869
1930	97,695	15,094	14,728	13,149	9,121
1940	97,801	16,005	14,930	12,812	8,983
1950	100,610	16,957	16,469	12,083	8,653
1960	110,800	19,408	16,868	11,897	10,460
1970	111,409	18,716	15,600	10,736	11,772
1980	112,033	18,166	14,791	10,347	10,886
1990	106,913	17,451	14,121	9,717	9,302
2000	111,509	18,307	14,190	9,796	9,835
2010	113,924	18,768	13,710	9,609	10,295

Community Population Trends



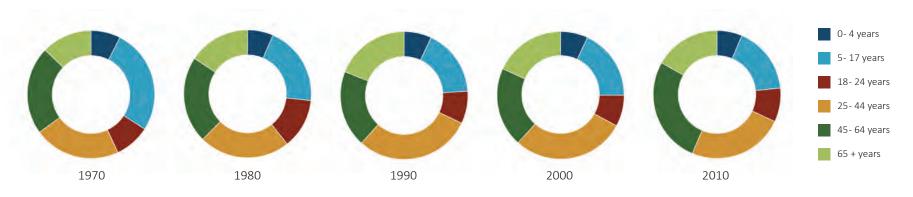
LaSalle County Population Trend



Age Distribution



Ottawa Age Distribution



Ottawa's median population has continued to increase over the last 40 years.

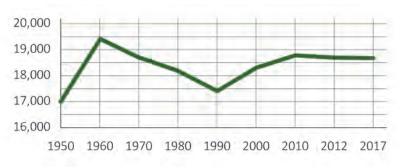
The median age of Ottawa residents has increased by almost 9 years since 1970 to 40.2. LaSalle County has seen a similar change in median age. Ottawa's and LaSalle County's median age has increased at a much faster rate than the state of Illinois and has surpassed the state's median age of 36.6.

	1970	1980	1990	2000	2010
Total	18,716	18,166	17,451	18,307	18,768
0-4	7.5%	6.5%	7.0%	6.4%	6.7%
5-17	26.8%	20.6%	17.0%	18.6%	16.6%
18-24	8.8%	12.7%	7.9%	8.1%	8.4%
25-44	22.0%	24.1%	29.7%	28.2%	24.7%
45-64	22.1%	22.0%	19.6%	20.8%	27.1%
65+	12.8%	15.9%	8.9%	17.9%	16.6%
Median Age	31.9	32.9	36.2	38.2	40.2

Population Projections



Population Trend and Projection



Ottawa and LaSalle County are projected to see a slight decrease in population by 2017.

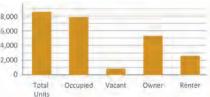
Ottawa has seen a steady increase in households from 1990 to 2010 and at a similar rate of LaSalle County. Ottawa has also seen an increase of over 1,400 housing units during the same time frame.

Population Trend Households

1950	16,957	
1960	19,408	
1970	18,716	
1980	18,166	
1990	17,451	
2000	18,307	
2010	18,768	
2012	18,702	
2017	18,672	



2010 Housing Units by Occupancy



Peru

\$37,060

\$50,765



Unemployment

Unemployment Rate

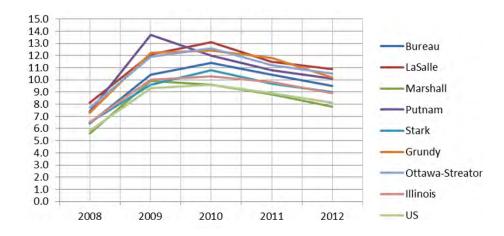
Attracting and retaining qualified work force to Ottawa is a major challenge.

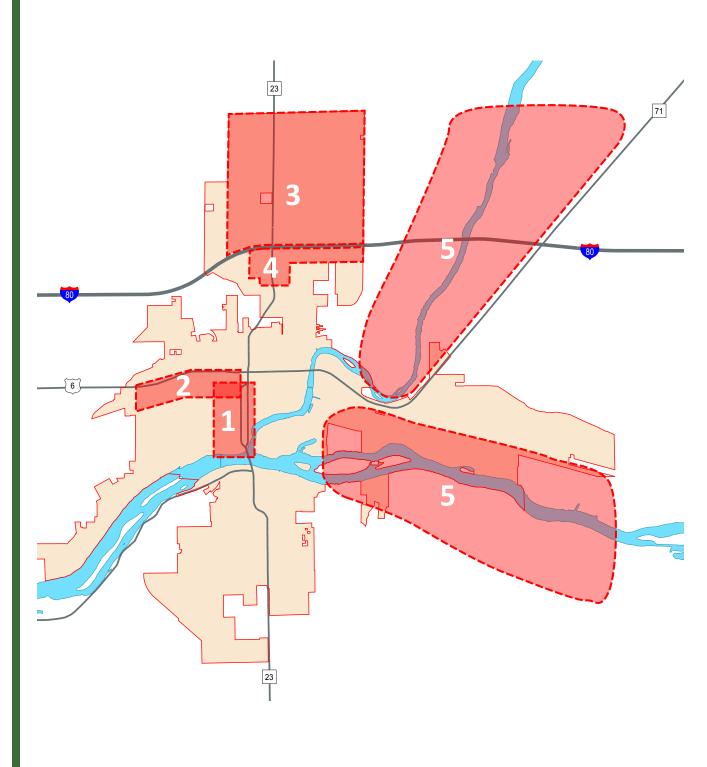
enen	ipioj mei	it itute					Ottawa-		
	Bureau	LaSalle	Marshall	Putnam	Stark	Grundy	Streator	Illinois	US
2008	6.4	8.1	5.6	7.4	6.5	7.3	7.7	6.5	5.8
2009	10.4	12.1	9.9	13.7	9.6	12.2	11.9	10.0	9.3
2010	11.4	13.1	9.6	12.0	10.8	12.4	12.6	10.3	9.6
2011	10.4	11.5	8.8	10.8	9.7	11.8	11.2	9.8	8.9
2012	9.5	10.9	7.8	10.1	9.0	10.2	10.5	8.9	8.1

Higher skilled job opportunities are being created in Ottawa, but employers continue to struggle to attract skilled professionals to the city. Major challenges include:

- Distance from Chicago
- Lack of commuter rail connections

• Lack of amenities to attract and retain young professionals: wellknown restaurants, fitness center / gym, entertainment venues etc.





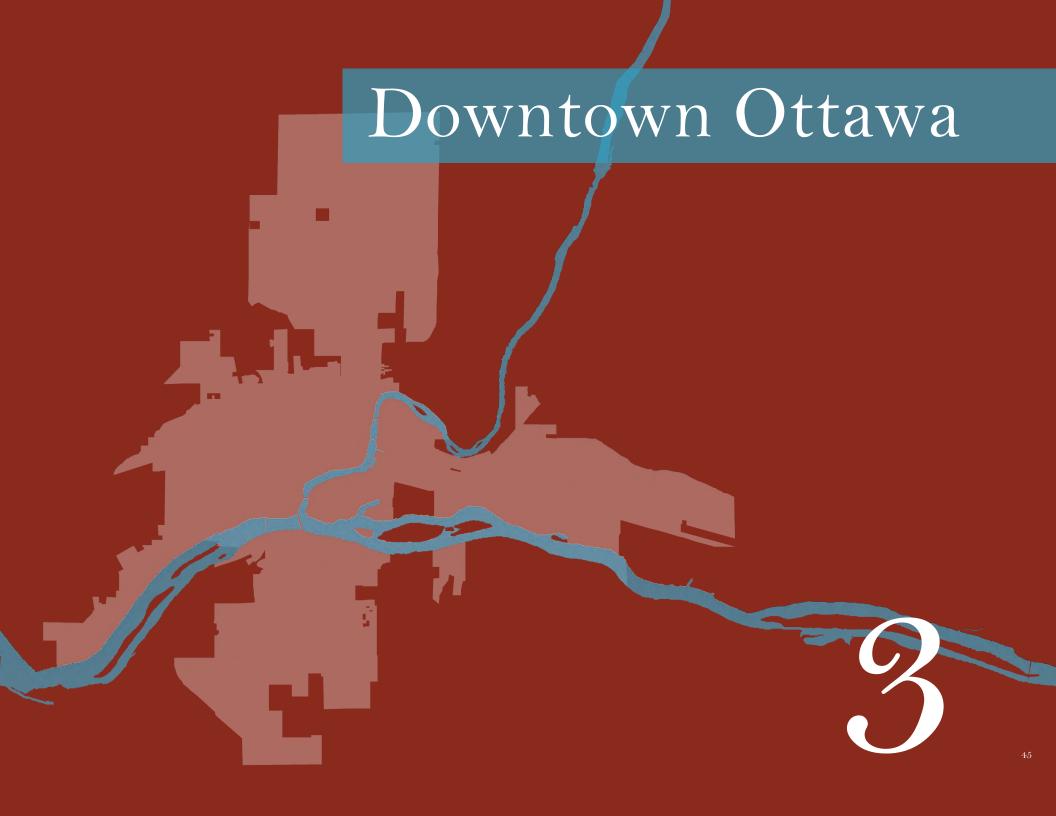
The 2014 Comprehensive Plan looked at five Sub-Areas in greater detail, with the primary focus on the Downtown and Waterfront district. The Sub-Areas include the following:

1) Downtown Ottawa, including the Waterfront and the Canal Corridor

- 2) Marquette Street District
- 3) I-80 North District
- 4) I-80 South District

5) River Valley Conservation District

Each of these sub-areas are discussed in greater detail in the following sections.



Downtown Ottawa



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. Beautiful and 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 reflects these goals, which were a broad expression of the community's desires. New detailed site plans, including over 20 acres of redevelopment opportunity at the confluence of the Fox and Illinois Rivers, bring these goals into focus.



Downtown Goals

Revitalize and preserve Ottawa's downtown architectural heritage and traditional downtown atmosphere

Encourage a vibrant cultural atmosphere and public involvement in downtown

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





Major Downtown Opportunity Areas

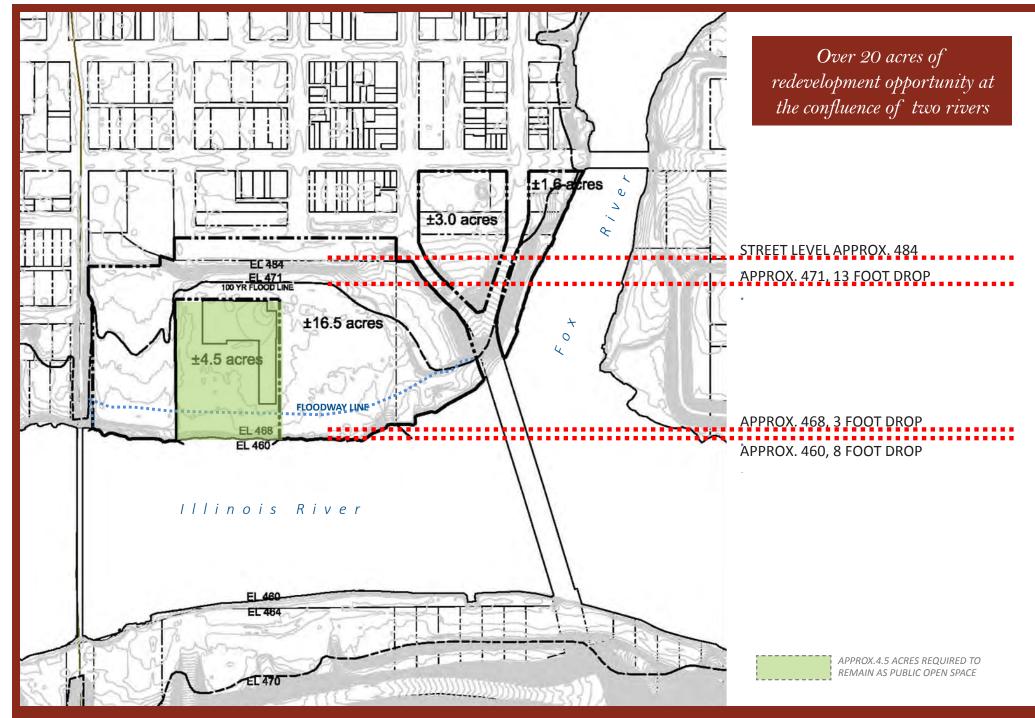
Six major opportunity areas were identified for the 2014 Downtown Ottawa Plan for potential redevelopment, infill development, and infrastructure improvements. The implementation of concepts developed for these areas can have a catalytic impact in positioning downtown Ottawa as one of the most vibrant 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
- 5) New Downtown Parking Garage

The 2014 Downtown Plan recommends detailed concepts for each of these areas, with the primary focus on the Downtown Waterfront. These concepts are discussed in detail in the following pages.



DOWNTOWN OPPORTUNITY AREA PARK EXISTING TRAIL DOWNTOWN HISTORIC DISTRICT HISTORIC CONTRIBUTING BUILDING



Existing Site Conditions City of Ottawa, 2014 Comprehensive Plan

Opportunity Area 1

Existing Site Conditions

Parcels and 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.

Parcel	Acreage	
Central School Site		
Redevelopment Area	16.5 acres	
Required Open Space	4.5 acres	
Jordan Block	3.0 acres	
TOTAL	24.00 acres	

Floodplain and Floodway

Approximately 20 feet of the site along the edge of the river is in the floodplain. The master plan does not propose any new buildings in this zone.

The Ottawa River Rescue Squad building is the only building remaining in the floodway. The Master Plan proposes keeping the building and using it as a pavilion for seasonal events. A significant amount of the site is within the 100 year floodplain. New development parcels that have been identified are all outside the 100 year floodplain zone.

Site Grading and Topography

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

Level	Elevation
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

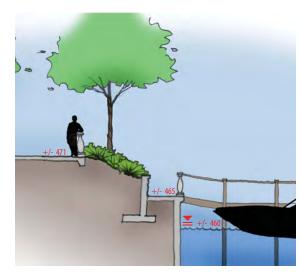
 $1\ \&\ 2\ 13\ foot\ slope\ from\ street\ level\ to\ the\ site.\ 3$ Former Rescue Squad building to be reused as seasonal pavilion.





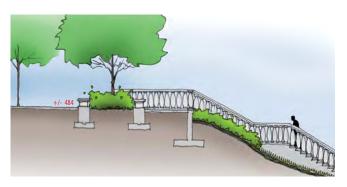
Downtown Waterfront Concept Master Plan City of Ottawa, 2014 Comprehensive Plan Opportunity Area 1

Waterfront



Section A: At the River Promenade along the Harbor

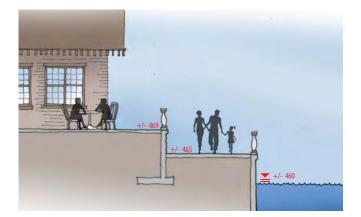
Using existing site topography to create a multilevel waterfront destination.



Section C: At the Entry Promenade to the Park



Section B: At the new Park Drive



Section D: At the Riverside Pavilion

Elements of the Plan

Amphitheater, Open Lawn and Stage Botanic Gardens New Market Street Transient Harbor Islands and Shallow Pool Riverwalk Promenade Parking Park Pavilions Community Recreation Center New Mixed Use Development Hotel and Mixed Use Development Piers and Overlooks Vertical Connection Shallow Pool Natural Landscaped Edge

Amphitheater Examples for Comparable Cities

The community feedback reflected overwhelming support for an outdoor amphitheater, stage or large gathering space that looked out to the river.

Alliant Energy Amphitheater - Dubuque, Iowa



The Alliant Energy Amphitheater adjacent to the Mississippi Riverwalk and near the American Trust River's Edge Plaza. The Amphitheater faces the restored Star Brewery and is used for special events, festivals and concerts. Rental fees are \$200 per day for private events. Dubuque's population is approximate 58,000.

Vetter Stone Amphitheater -- Mankato Minnesota



The Vetter Stone Amphitheater is part of the Riverfront Park in Old Town Mankato, Minnesota. Riverfront Park is a 14-acre park that provides riverfront recreation amenities and access to Mankato residents and visitors. With a population of approximately 40,000, Mankato is twice the size of Ottawa. Some of the Riverfront Park's features include: a playground and fun play equipment for children, educational kiosks, an exhibit featuring poems written by citizens, and access to the river for recreational boating, canoeing, kayaking and fishing. The amphitheater was recently constructed for approximately \$2 million.

Riverloop Amphithetar - Waterloo Iowa



Alton Amphitheater -- Alton, Illinois

The Riverloop Amphitheater opened in the summer of 2012 and is the last project of Waterloo's River Renaissance Projects. Constructed as a part of the flood wall along the Mississippi River, it has become an important landmark in Waterloo. It has 600 tiered seats and a permanent stage. The amphitheater is adjacent to an arts mall and Mark's Splash Park . Operated by the Waterloo Center for the arts, the venue is booked for weddings, concerts and other public and private events. Waterloo has a population of approximately 68,000.

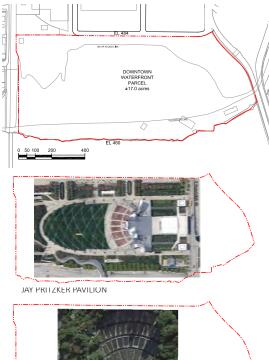


Alton's 4,500 seat Amphitheatre is located near the Argosy Casino and the Alton Marina and is the centerpiece of the ambitious renewal of the Alton riverfront vicinity of this historic town on the Mississippi River. A five dollar Fridays summer concert series features tribute bands. The venue is also available for rentals. Alton has a population 28,000 is 15 miles north of St. Louis.

An Amphitheater as the Major Anchor of the Waterfront

What fits on the site?

The site is large enough to fit an outdoor amphitheater with a capacity for over 10,000 people, like the Jay Pritzker Pavilion in Millennium Park and the Hollywood Bowl in Los Angeles.



in the second

HOLLYWOOD BOWL

What is the right size?

Many examples were considered to determine the size that would be appropriate for the site and meet the needs of the community, with the final recommendation for a space large enough for 4000- 5000 people.



OPTION FOR 10,000 CAPACITY



SELECTED OPTION: 4000-5000 CAPACITY

What is the right location?

Various options for the location and orientation for the stage and the lawn were considered, and the final option was selected with strong community support.

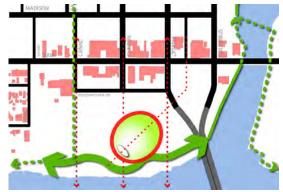
ON AXIS WITH LASALLE STREET, STAGE NEAR RIVER



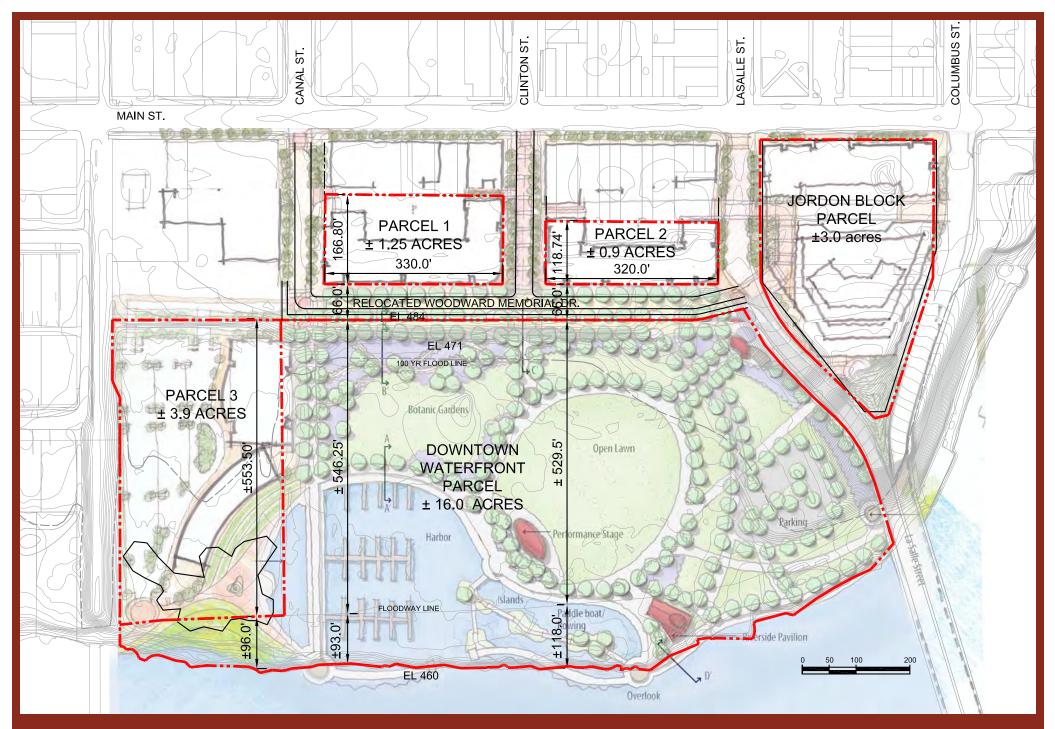
PARALLEL TO RIVER, STAGE NEAR JORDAN BLOCK



AT THE WEST PART OF SITE, STAGE NEAR WATER



SELECTED OPTION: ORIENTATION TOWARDS JORDAN BLOCK, STAGE NEAR WATER



Downtown Waterfront Concept Parcel Plan City of Ottawa, 2014 Comprehensive Plan

Development Parcels

Parcels 1 and 2

Size:

Parcel 1- 1.25 Acres approx. (330' x 167') Parcel 2- 0.90 Acres approx. (320' x 118')

Recommended Use

• Potential for 3-4 story mixed use development

• Great location for restaurants with outdoor seating facing the park and looking down toward the river

• Possible Upper Level Uses: Variety of Lodging options: rental, condominiums, vacation rentals, studio apartments etc., as well as office and institutional

Parking

• A shared parking strategy is recommended for the whole waterfront, wherein new development is required to provide minimal on site parking.

• Potential Structured Parking can yield approx. 179 residential spaces and 26 commercial spaces.

Jordan Block Parcel

Size: 3.0 Acres approx.(320' frontage-Main Street)

Recommended Use

• 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

• 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.

• The southern part of the site is bracketed by the two ramps going up to the Lasalle Street bridge (+--- feet from Main Street level). This provides a great opportunity to provide significant structured parking that is not visible from the street.

Parking

• The site is large enough to provide significant structured parking for the block as well as the waterfront. Approximately 650 spaces can be accommodated in a 2 level garage, with approx. 325 cars per level.

Parcel 3

Size: 3.8 Acres approx. (315' x 553')

Recommended Use

• 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.

Parking

• The site provide significant structured parking for the community center, entire waterfront area and the greater downtown business district.

• Temporary parking of up to approximately 300 surface spaces can be accommodated for downtown and waterfront events until the development of the community center.

NOTE : Development potential is based on the concept plan. A detailed master plan with site due diligence is needed for more specific development projections.





Parcel One Illinois Building 3 to 4 Stories Parcel Two Fox Building 3 Stories

* Concepts developed by Linden Group Architects. Concepts are for informational purposes only. A detailed plan and market analysis is needed for more specific development projections. Parcels 1 and 2 Concepts City of Ottawa, 2014 Comprehensive Plan

Development Parcels 1 and 2

Development Concepts

Development concepts for Parcel 1 and 2 were prepared with Linden Group Architects to test the capacity of Parcels 1 and 2. The following assumptions were made for the design concepts:

1. Zero lot line buildings: No front or side setbacks required.

2. Commercial uses at the street level with residential uses at the upper levels.

4. Building height varies from 3 to 4 floors, with possible penthouse elements.

5. Building mass is articulated and varied to avoid long monotonous facades.

6. Sidewalks along the relocated Woodward Memorial Drive are wide enough for outdoor seating. Canopies, awnings, projecting signs etc. are allowed to project over the sidewalk.

8. Parking:

• Residential Parking is assumed at 1.5 cars per unit

• Commercial Parking: Some parking is provided on site, but majority of parking is assumed to be off-site, in the larger parking areas proposed in waterfront area.

Development Summary

Development summary of the concepts for the two parcels are shown below. These are for informational purposes only. Actual yield will depend on the uses and unit types proposed.

Parcel 1 / Illinois Building Data: Parking for 140 Cars **FIRST FLOOR**: Commercial/Retail Use= +- 32,000 SF -minus parking under building= (3,300 SF) -minus 15% circulation/common areas (4,800 SF) Net Rentable= 23,900 SF (Partial Parking off-site or on street)

Second Floor and Third Floors/ Net Area: +- 27,000 SF/ per floor

Mix of 2-Bedroom and One Bedroom Units				
@ +- 26 per floor =	52 Units			
Partial Fourth Floor =	24 Units			
Estimated Total	76 Units			
@ 1.5 cars per=	114 Cars			
Leaving 26 for Commercial Use or sold to tenants				

Parcel 2 / Fox Building Data:

Parking for 65 Cars

FIRST FLOOR: Commercial/Retail Use=	+- 28,000 SF
-minus parking under building=	(3,300 SF)
-minus 15% circulation/common areas	(4,200 SF)
Net Rentable= (Parking off-site or on street)	20,500 SF

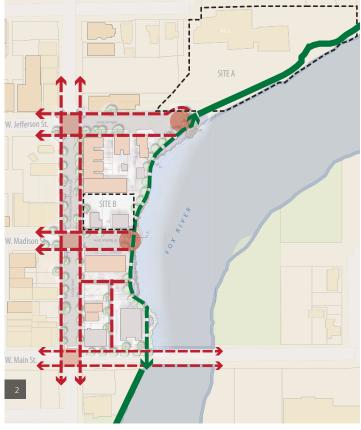
Second Floor and Third Floors/ Net Area: +- 23,800 SF Mix of 2-Bedroom and One Bedroom Units

@ 22 per floor =	44 Units
@ 1.5 cars per=	65 Cars

1 Examples of well articulated building facades and massing. 2 & 3 Conceptual views from the waterfront and Woodward Memorial Drive.









Fox River Boardwalk City of Ottawa, 2014 Comprehensive Plan

Elements of the Boardwalk

- Proposed Boardwalk
- Jefferson Street Overlook
- Madison Street Overlook
- Lower /River level access at Jefferson Street
- Potential Alley Trail Connection

• Columbus Street Enhancements (directional markers, signage, pedestrian signals, special paving etc.)

1 Connections and redevelopment sites along the Boardwalk. 2 SITE A: Existing YMCA Site, and SITE B: Former Clifton Hotel Site. **3** Existing riveredge conditions from Main Street to Jefferson Street.

Opportunity Area 2

Fox River Boardwalk Riverfront

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. 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.

1) Street level connection from Jefferson Street riverwalk to Madison Street.

2) From Jefferson Street to Main Street, following options are recommended:

2a) On-Street Connection on existing r.o.w. of Madison and Columbus Streets to Main Street

2b) Connection through the Existing Alleys with a designated bike path

2c) 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.

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.

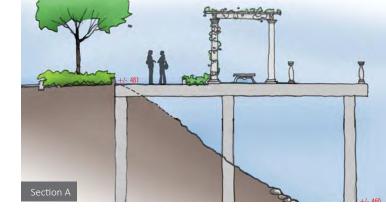
Connecting the Boardwalk to Columbus Street

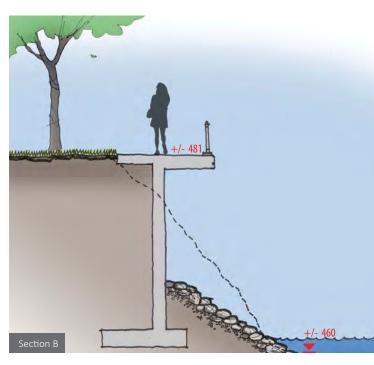
The three intersections with Columbus Street at Jefferson, Madison and Main Streets should be improved with signage and markers directing visitors to the boardwalk, pedestrian signals and perhaps special paving. These should be part of the planned 2015-2016 Columbus Streetscape project funded by an ITEP grant.

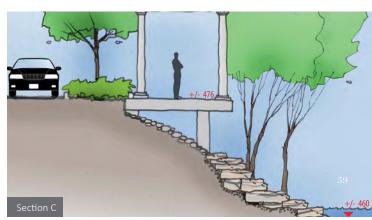
New Development to Bring Residents and Activity to the Boardwalk

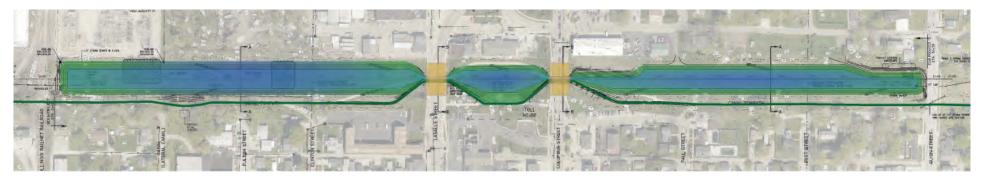
Two possible redevelopment sites were identified along the boardwalk:

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



















Example: Building on the success of the LaSalle Canal Boat Ride

The City of LaSalle, about fifteen miles west of Ottawa, is also one of the historic towns founded along the I & M Canal by the canal commissioners. The City reintroduced a boat ride on a mule-pulled, full-size replica canal boat for tourists and events. Located only five miles from Starved Rock State Park and two hours from Chicago, the round trip journey allows visitors to experience the hand-dug historic waterway that 19th century pioneers traveled. Guides dressed as Canal Era crew and passengers take visitors back in time to life on the American frontier and the Illinois prairie.

Located at the heart of downtown LaSalle, the canal tours can take advantage of amenities like downtown shops, dining and free parking.

I & M Canal Concepts City of Ottawa, 2014 Comprehensive Plan

The I & M Canal as the Gateway to Downtown Ottawa

Rewatering the Historic I & M Canal

The city has undertaken an ambitious project to re-water the approximately 2900 feet stretch of the historic I&M Canal between Guion and Walnut Streets. The project involves 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 is slated to start in 2015. Three phases are anticipated to complete the project:

• Phase 1: The current phase includes clearing trees, grading, construction of the embankments at both ends of the project and relocation of the trail.

• Phase 2: Construction of retaining walls, inlet and outlet structures and 1050 feet of 12" outlet pipe to discharge to city storm sewer.

• Phase 3: Construction of a water supply pumping system and 9,000 feet of 12" pipe to bring the source water to the canal section.

The Rewatered Canal as a Recreation Destination

The rewatering project is envisioned 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. Boaters can do loops for the half mile length of the canal.

• Ice Skating during the winter months

• Long term, 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-owned parcel at the end of Canal Street is a great opportunity to create a park that 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 can be enhanced to create a unique and attractive gateway to the historic downtown. Bridge area enhancements can include:

• New lighting and signage that is consistent with the designs used in downtown streets

- New custom railings
- Maps to downtown and I & M Canal attractions

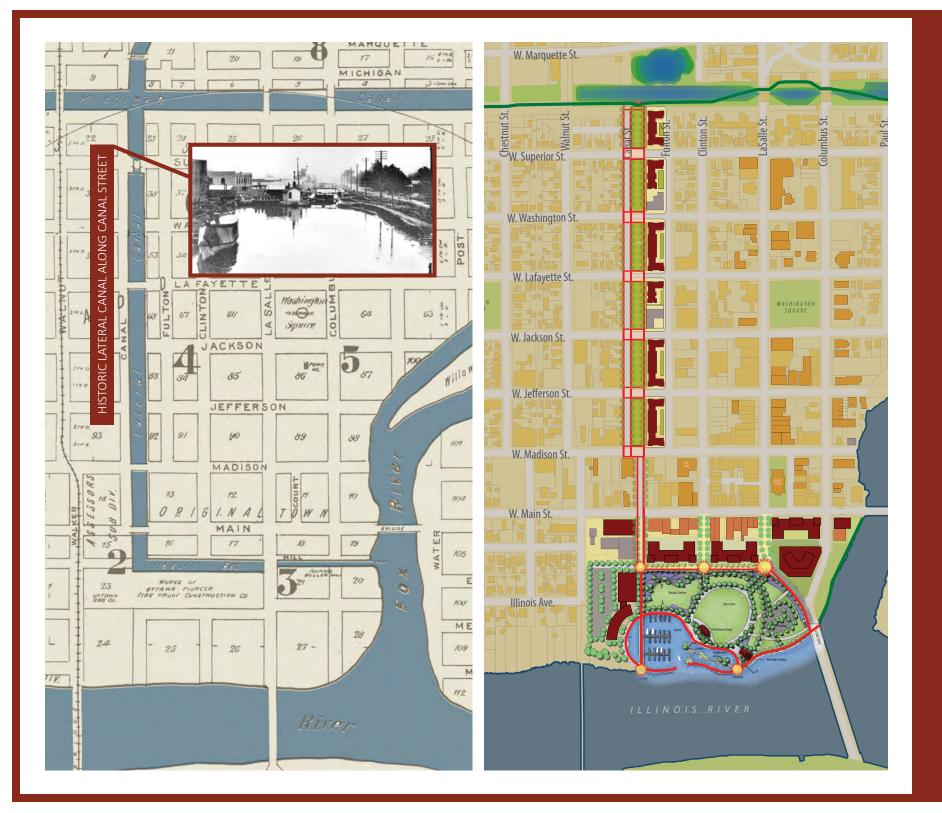
A Reborn Canal as an Economic Engine for Adjacent Properties

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 future rewatered canal destination.





Opportunity Area 4

Canal Street Corridor

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.

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:



1. 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.

2. Anchor the South End at Madison Street

Move the Skate Park to the Waterfront or another location. Create a linear park from Madison to Jackson Street.

3. Complete the linear park once the Ottawa Reddick Library relocates to the waterfront.

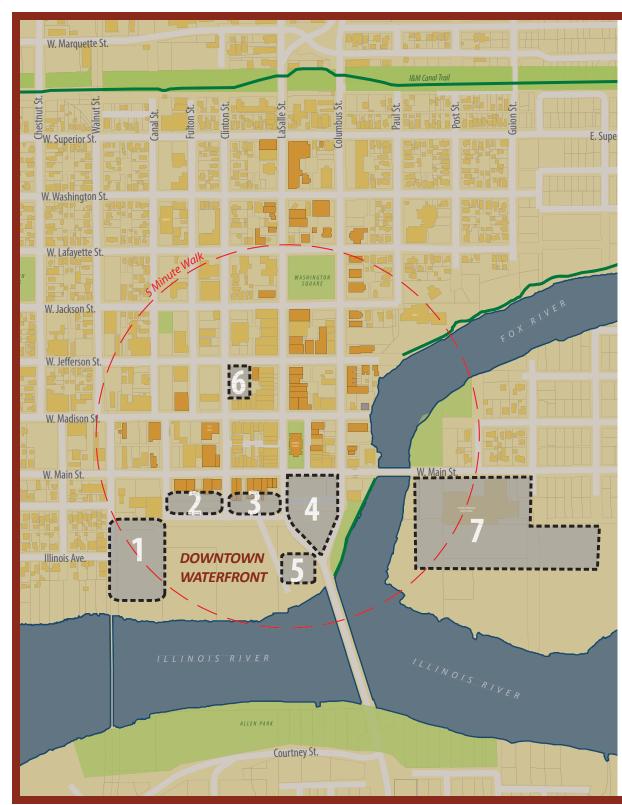
The library has been looking at different options to move to a more central downtown location. The 2014 Downtown Waterfront Master Plan recommends that the library be a key component of the proposed community center to the west of the new waterfront park. The site is large enough to meet the potential growth of the library, and can offer ample parking and shared facilities with other community anchors. 4. Pursue new infill mixed use and multifamily development along the linear park

After the library building is demolished, many creative options can be considered for the six block length Canal Park, including:

• A unique linear park, perhaps an "Art Park"

- A "Water Feature" that is a visual testament to the historic lateral canal
- An actual "Canal Waterway" that restores the lateral canal running through downtown.

Whichever long term option is pursued, the Canal Park has great potential to be one more unique destination in Ottawa. With creative designs for paving, signage, landscaping and trails, this can be a vibrant connection from the waterfront to the I & M Canal, lined with shops, cafes and homes.



Major Downtown Parking Opportunity Areas

1) Downtown Waterfront Parcel 3

- Temporary Parking without community center: approx. **300** spaces
- Potential Parking with community center: approx. **150** spaces

2) Downtown Waterfront Parcel 1

- Total Parking: approx. **140** spaces
- Assuming approx. 26 spaces for retail /public parking and 114 spaces for 76 units at 1.5 spaces per unit

3) Downtown Waterfront Parcel 2

• Total Parking: approx. **65** spaces. Development option assumes all spaces used for 44 residential units at 1.5 spaces per unit.

4) Jordan Block Development

Total Parking: approx. **650** spaces in multiple parking levels, including one below grade level.

5) Waterfront Parking Lot

• Total Parking: approx. **50** spaces in surface lot

6) New Downtown Parking Garage

• Total Parking: approx. **150** spaces in a 3 story garage with approx. 50 spaces per floor

7) High School Parking

• Total Parking: approx. **190** spaces in existing lots that is available within a short walk.

A Parking Strategy to strengthen a walkable Downtown

Ottawa has already maintained and implemented a best practice approach to Downtown Parking, with many parking options dispersed through Downtown. The 2014 Comprehensive Plan builds on these efforts, and recommends a strategy that is based on the following principles:

- Provide parking dispersed through Downtown and the waterfront that promotes a five to ten minute walk from parking to the destination. Downtown Ottawa is compact and walkable, with a great pedestrian environment. Increased foot traffic across Downtown is critical to the success of existing and new street level retail.
- Avoid large suburban style parking lots along streets and in front of buildings. While large supply of parking right in front of a destination appears convenient, it discourages foot traffic and limits stops at other places.
- Continue to provide On-Street parking on all Downtown streets where feasible.
- Place large parking lots to the rear of buildings, and not in front. Allow only small parking lots to the side of buildings.
- Promote shared parking between different user groups
- Provide dispersed parking locations to distribute traffic and promote pedestrian traffic.

Future Parking Garage

The existing surface parking at the southeast corner of Jefferson St. and Clinton St. is a good site for a parking garage to meet future parking needs for the historic Downtown core as well as the waterfront.

The concept sketch (right) shows a garage with the following possibilities:

A. Three story garage with approx. 50 spaces per floor, total of about 150 cars. Garage can be taller based on funds available.

B. Vehicular access to garage from Jefferson Street or the rear alley.

C. Shallow retail space along Clinton Street that can screen the 3 story garage behind.

D. Possible new infill building on Clinton Street.



Right top: Existing Site for potential garage Right bottom: Concept sketch for a three storey garage

OVER 1,000 SPACES WITHIN WALKING DISTANCE OF DOWNTOWN AND THE WATERFRONT



City of Ottawa, Comprehensive Plan Update 2013

Marquette Street Corridor

Marquette Street Corridor





OTTAWA COMPREHENSIVE PLAN AND DOWNTOWN PLAN

Existing Challenges and Opportunities

Marquette Street runs parallel to the north of the historic I & M Canal and was identified by the city as an area needing a more detailed plan. This plan for the Marquette Street Corridor considered a 1.2 mile stretch from Lasalle Street on the east to Boyce Memorial Drive on the west.

Existing Land Uses

While there are a few small manufacturing uses in the corridor, there are a significant number of sites that are underutilized or vacant sites, or are used as junk yards.

The Bike Shop in Ottawa is a full service bicycle shop located on the I&M Canal on Chestnut Street, in the former Teachers' Credit Union Building. This is a great example of a small business in the district that can also attract the users of the I & M canal regional bike trail. Trail users are welcome to park cars and use the shop as a trail head.

The North Central Illinois Council of Government (NCICG) office building is a major anchor for the district. NCICG is a regional planning agency that has been providing planning, technical assistance, and grant writing services to counties, townships, and communities since 1979.

Residential Uses: Along the north side of Marquette Street, there are a few homes that

Images on left: **1** The Bike Shop. **2** NCICG Building. **3** Example of Existing Home in good condition. **4** Example of Abandoned / Dilapidated Home.

are abandoned or in dilapidated condition. Most of the remaining existing homes appear to be in fair condition based on a drive by survey. The west end of the district along Boyce Memorial Drive has a cluster of about 45 houses south of Marquette Street. South of the I & M Canal are existing residential blocks, with a city-owned public works storage site between Armstrong Street and Sanger Street.

There are small commercial and service oriented uses and services to the east along LaSalle Street including a couple of restaurants and a flower store.

Cimco Recycling Ottawa is just north of the district on West Norris Drive / US 6. A major recycling center serving Central Illinois, it offers a 400,000 square-foot warehouse. The corridor could be better connected to this existing anchor with a possible connection to Route 6 by extending Poplar Street.

Environmental Impacts and Restrictions

The environmental conditions of the area make new residential development unlikely. Commercial and industrial end uses are more appropriate given the environmental impacts. Many existing sites have deed restrictions. For example, the deed for the North Central Illinois Council of Governments lot at 613 W Marquette Street reads: "Property shall not be used for dwelling units, rooming units, mobile homes, factory built housing, camping facilities, hotels, hospitals, educational institutions, primary schools, day care center. No disturbance of soils is permitted below 4 feet."

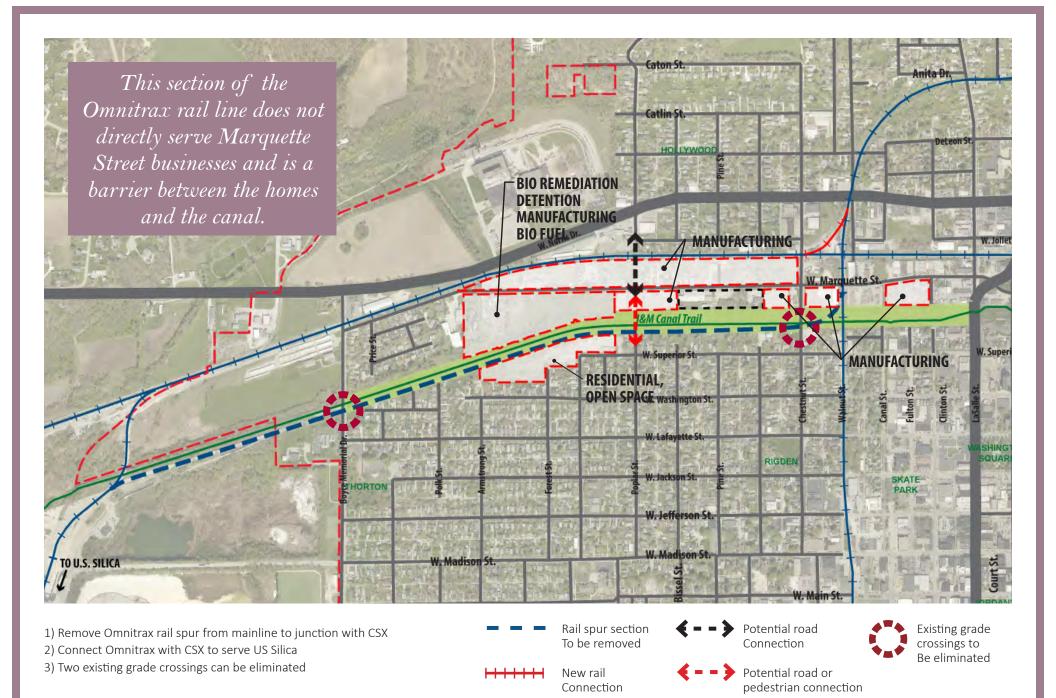
Transportation and Access

Rail: The area is served by two rail lines: the CSX line to the north and the Omnimax line to the south of Marquette Street.

Road access: There is direct access to the district from LaSalle Street on the east and Boyce Memorial on the west. Chestnut Street is the only north-south street within the 1.2-mile stretch connecting to US 6 to the north.

The I & M Canal: The historic I & M Canal is an under utilized amenity running right through the district. The towpath along the old historic I&M Canal is a significant regional trail connecting over 60 miles of Central Illinois.

Ottawa has undertaken the ambitious effort to re-water the approximately 2900 foot stretch of the historic I&M Canal between Guion and Walnut Streets. When completed, the rewatered canal is envisioned to provide recreational amenities like canoeing and kayaking, and public access (parking, shelters, ramps to the trail etc.). The re-watered canal can be a great impetus for attracting new development on the eastern portion of the corridor.



Marquette Street Corridor Concept Map City of Ottawa, 2014 Comprehensive Plan

Marquette Street Corridor Recommendations

Develop a Clear Identity as a Hub for Small Businesses and Manufacturing

The following assets of the area can be highlighted to attract small businesses and manufacturing uses to the corridor:

• A good location, just north of downtown and the I & M Canal

• Significant acreage of under utilized, vacant or redevelopment sites.

• Easy access to rail, and proximity to Route 6/ US 71 to the north

• The I & M Canal as an amenity to workers, as well as a buffer to homes to the south

- Affordable housing stock within walking distance
- Small support retail and services to the east

Rezone the Corridor

Given the challenging environmental site conditions, the following land use recommendations are proposed:

• Encourage relocation or removal of existing residential uses west of Chestnut Street

• *Re-zone the area to manufacturing/commercial and do not allow residential development as a permitted use.*

• Review and update the current zoning ordinance and classifications for the Marquette Street Corridor.

• The industrial zoning area by LaSalle Street and up by Route 6 at the east end is in need of rezoning.

• Consider creating an overlay district for "Marquette Street Corridor" that makes it easier for small business and manufacturing to locate here.

Relocate the Omnimax Rail Spur

The 1.5 mile section of the Omnimax Rail spur runs south of the the canal along an existing residential section of the city. This leg of the spur does not provide any rail access to the Marquette Street sites, and is a barrier between the homes and the canal corridor.

• Investigate if the CSX line can be used by Omnimax if the Omnimax spur is relocated to maintain access to the manufacturing users to the west of Boyce Memorial Drive.

• Add a new rail connection to the CSX line to the north in the block southeast of US 6 and Chestnut Street.

• Eliminate the two existing grade crossings at Chestnut Street and Boyce Memorial Drive.

• Extend Poplar Street to Marquette Street

• Poplar Street currently stops at Joliet Street, just a block north of Marquette Street. There is a city owned r.o.w. that is currently vacant that would allow Poplar Street to continue south and connect to Marquette Street. • A new grade crossing will be needed with the CSX tracks. The closing of the two existing grade crossings along the Omnimax Spur might make a new grade crossing more viable.

• Long term, consider extending Poplar Street across the canal to Superior Street with a new road bridge or a pedestrian bridge.

The corridor offers over 35 Acres of redevelopment potential along Marquette Street.



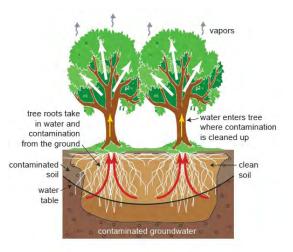




Best Practice Opportunities

Encourage Phytoremediation as an Interim Use to Clean Site Contaminants

Phytoremediation is a natural process that uses green plants and their associated microorganisms to stabilize or reduce contamination in soils. Plant species are selected based on a variety of factors, including ability to extract or degrade contaminants, adaptation to local climates, high biomass, depth root structure, compatibility with soils, growth rate, ease of planting and maintenance etc.



 Poplar Remediation Plantation, Woodburn Wastewater Treatment Plant, Woodburn, OR. 2 Active Phytoremediation Project Area, Elizabeth City, NC. 3 Whitney Water Purification Facility, New Haven, CT

Initiate a Pilot Phytoremediation Project

Redevelopment Site A (see below) could be a good location to do a pilot Phytoremediation Project. A grove of native trees and plant materials can act as a buffer for the homes to the east, and create an open space right next to the I & M Canal.

Use of native plants and trees can also reinforce Ottawa's "Ottawa is Blooming" brand by bringing back the heritage of local flora and fauna.

Phytoremediation with native trees can also provide for wildlife habitat enhancement and conservation and can save money over alternative cleanup methods.

Once established, the native plants do not require fertilizer, pesticides, or watering, and can provide the city cost savings in maintenance.



Reusing the former Peltier Glass Factory

Ottawa worked with the Technical Assistance to Brownfields (TAB) Program at Kansas State University (KSU) to solicit community input on desirable future uses for the former Peltier Glass Factory property. The facility is located at the northeast corner of Chestnut and Deleon, a few blocks north of the Marquette Street District.

Excerpts from the report of the project are shown here. This report summarizes the community, environmental, and economic considerations compiled from the two re-use planning sessions for the former Peltier Glass Factory site. Feedback from the community showcases possibilities that included new housing with complete demolition, non-residential with retention of new buildings, green space and housing with retention of newer buildings.



SITE HISTORY

- The property was home to the Peltier Glass Company for over 100 years
- Property was built prior to zoning being established In 1941
- The Peltier property was zoned A-2 residential
- · Single family housing developed around the factory
- 1950s to 1960s three underground storage tanks (USTs) possibly removed from property
- 1970s mercury spill reportedly occurred and was remediated
- The North side buildings were rebuilt after a fire in the 1990s
- · Late 1990s four USTs and four above ground storage tanks (ASTs) reportedly removed
- · 1996 limited environmental site assessments (ESA) conducted
- · Peltier Glass Company closed its doors in May 2010
- Site had a limited 'grandfathered' status as an industrial site
- · City received and denied an industrial zoning request March 2011 due to neighbor concerns
- May 2011 grandfather of use expired
- · 2011 Phase I ESA completed at request of city
- 2014 Phase II ESA completed



Reusing the former Peltier Glass Factory (contd.)

PROS AND CONS OF HIGH PRIORITY IDEAS

#1 HOUSING WITH COMPLETE DEMOLITION

Housing with complete demolition of current buildings:

- · Single family housing
- · Senior housing/assisted living

Pros:

- · Fits well with the residential neighborhood
- · Can increase adjacent housing values
- · Would provide tax dollars for school district
- · Low traffic

Cons:

- · Demolishing newer buildings would waste the structurally sounds parts of the factory complex
- · Expense of development for low return (especially for single family housing) for developer
- · Higher demolition cost
- · Moderate to high remediation costs

#2 Non-Residential with Retention of Newer Buildings

Cultural, recreational or community center:

- · Peltier and/or historical museum
- Art space
- · Meeting rooms
- Senior center
- · Indoor sports: ice rink, miniature golf, tennis
- · Walking track/recreation facility
- · Business/commercial use
- · Demolition of older buildings replaced with parking and /or greenspace

Pros:

- · Offers a benefit for the residents of the neighborhood
- · Potential to reuse the two factory spaces that are in good condition
- · Lower demolition costs
- · Can generate sales tax revenue
- Could generate jobs
- · Low to moderate remediation costs

Cons:

- Possibly noisy
- · Competition with existing facilities/businesses
- · Depending on success, could increase the traffic/congestion



#3 Greenspace with Complete Demolition

Parks/Gardens/Green Space:

- · Only lawn
- · Open park space with landscaping
 - · Community garden • Off leash dog park - small part

Pros:

- · Offers a benefit for area residents
 - Community meeting place
 - · Encourages athletic activity
 - · Offers an environmental benefit
 - · Potential low to moderate increase in property values
 - Low pollution

Cons:

- · Not revenue generating
- · Cost of maintenance for the City
- No tax generation
 - · Higher demolition cost
 - · Moderate to high remediation costs
 - · Demolishing newer buildings would waste the structurally sounds parts of the factory complex

#4 HOUSING WITH RETENTION OF NEWER BUILDINGS

Housing with retention of the two newer buildings:

· Housing - loft apartments or condos · Demolition of older buildings replaced with parking and /or greenspace

Pros:

- · Fits well with the residential neighborhood
- · Can increase adjacent housing values
- · Would provide tax dollars for school district
- Low traffic
- · Lower demolition costs
- · Low to moderate remediation costs

Cons:

· Would require major renovations and restructuring to turn into single family dwellings (adding plumbing, wiring, dividing the space, etc.)















Cluster Cohesive Land Uses along the I-80 Frontage

Preserve Valuable Highway Frontage for Job Producing and Revenue Generating Uses

The 2014 Plan recommends that no new single use residential development be permitted along I-80 or IL 71 to preserve valuable highway frontage for job producing and revenue generating uses, including retail, office, light industrial, manufacturing and warehousing.

The following uses are recommended for the five clustered areas along the interstate frontage:

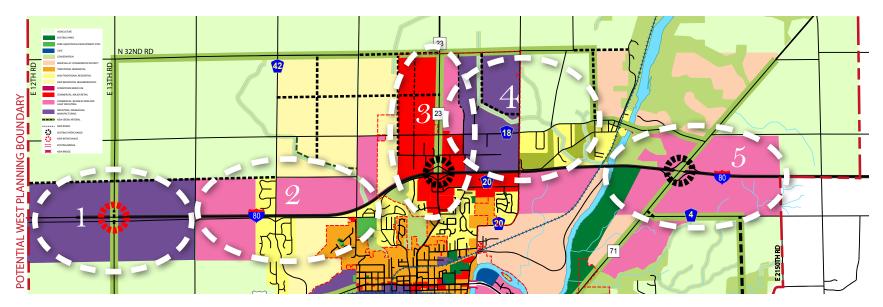
1. Reserve the significantly large tracts of land around East 13th Road for possible new large footprint industrial, warehousing and manufacturing facilities, and take full advantage of a possible third interchange at this location.

2. This area already has single family residential neighborhoods along E 15th Street on both sides of the highway. To minimize impacts on existing homes while still taking advantage of the highway frontage, commercial business parks and light industrial uses are recommended for this stretch.

3. Cluster major retail around the Columbus Street and I-80 interchange, with hotel, office and other job producing support uses around retail centers. 4. Major industrial, manufacturing and warehousing cluster centered around Dayton Road, with light manufacturing and business parks as a buffer to the east and west.

5. Reserve land at the IL 71 interchange for job producing uses that can create an attractive gateway to the city and also take advantage of the natural resources of the land along the Fox River. Corporate business campuses and support uses are strongly recommended, with generous landscaped buffers, buildings along the roadways and parking located in the back.

Areas around the Columbus interchange are discussed in detail in following pages.



I-80 North and South Districts

Located to the north and south of Interstate 80 at the Columbus Street interchange, these two districts offer great economic potential for Ottawa's future. These areas have seen significant new investment in the recent years, with new major retail, hotels and light industry moving to the area.

Plan recommendations focus on creating a clear framework of roadways, development parcels and land uses that can strengthen existing anchors and help attract new job producing and revenue generating uses to the two districts, and also create attractive gateways to the City of Ottawa.

MAJOR DISTRICT ASSETS

Proximity to the I-80 and Columbus St. interchange and good visibility from the highway

Large tracts of available land for new development and room for future expansion

Major existing retail, industrial and warehousing anchors





Recent Economic Activity

In the past several years, there have been significant investments and redevelopment projects in the I-80 North and South Districts, especially along Route 23. Major activity includes the following:

I-80 North District

Walmart and Farm and Fleet are the two major retail anchors, with siginificant tracts of land ready for new retail development. There are several dining opportunities including Cracker Barrel, Arby's, Taco Bell and Shakers along Route 23 north of I-80. There are several development ready sites available for additional retail and dining investments.

Major logistics and industrial anchors include Kohl's Distribution Center, PetSmart Distribution Center, Clover Technologies, HR Imaging, Tyson, Seattle Sutton, MBL and B & B Electronics. These facilities provide numerous jobs and are traffic generators for the immediate retail and dining facilities.

Car dealerships include a new **Toyota dealership** and a **Honda dealership** that will be redeveloping a dealership site on Route 23.

There are several hotel facilities located in this north part of Ottawa, including the **Holiday Inn Express and Hamton Inn of Ottawa**, within close proximity of the Columbus interchange.

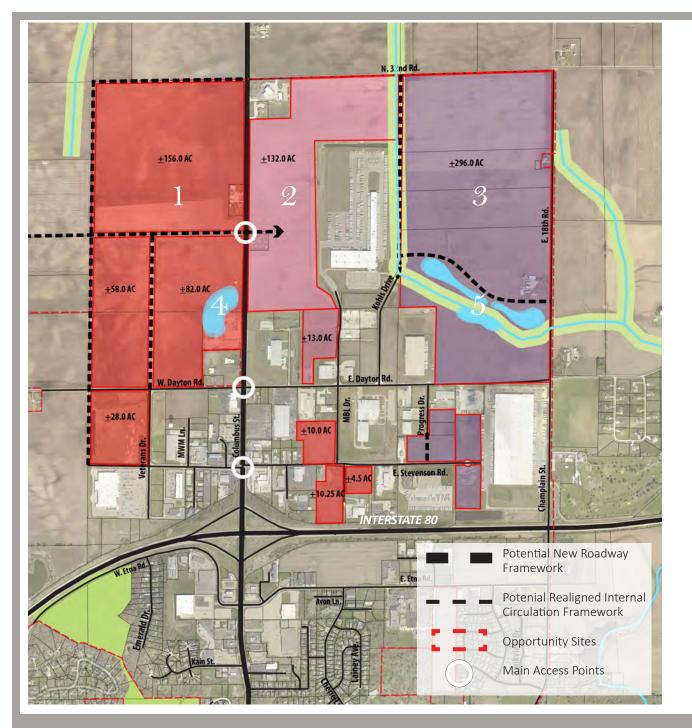
I-80 South District

The South District has a significant amount of underutilized and vacant parcels and buildings, offering great opportunities for redevelopment, reuse, and new construction. Several such projects have been successfully completed in recent years, bringing new investment to this important gateway area, including the following:

In 2010, a new **Fairfield Inn and Suites** was developed south of I-80 on the site of an older hotel that was demolished. A new **Culvers** was also opened in a redevelopment site on Route 23. Across the street, a new **Ford/Kia dealership** has been developed utilizing an old vacant retail building. Adjacent to the new car dealership another empty retail facility is planned to be reused by **RP Lumber**.

Across Route 23 from Culvers, a **Thorton's** convenience store and gas station has preceded the other investment in the area. An **O'Reillys Auto Parts store** recently opened across from RP Lumber on Route 23 south of Thorton's. Along with the vacant former Walmart and Hardees buildings, there are several small strip retail buildings in the area that are available for new investment opportunities.

1 Farm and Fleet 2 New Super Walmart and available sites 3,4 PetSmart and Kohls Distribution Facilities 5,6 New Car Dealerships 6 & 7 Culvers & Fairfield Inn, and Hotels



I-80 North District Recommendations

Roadways and Development Parcels

New major roadway connections are recommended to promote good connectivity, access and circulation, while reserving large parcels for major new development.

Major Land Uses

- 1. Reserve large tracts of vacant land north of the existing Super Walmart along the west side of Columbus Street for future large retail development.
- 2. Encourage office, support retail, office, and restaurants along the east frontage of Columbus Street to develop as a viable commercial corridor.
- 3. Encourage major industrial, manufacturing and warehousing that build on the major anchors already in the area.

Consolidated Detention

- 4. Encourage centralized detention as an open space amenity for future retail development.
- 5. Encourage a large centralized detention along the creekway with a new road along the north to create a well defined and shared open space amenity for the area.

I-80 North District Development Map City of Ottawa, 2014 Comprehensive Plan

I-80 South District Recommendations

Roadways and Development Parcels

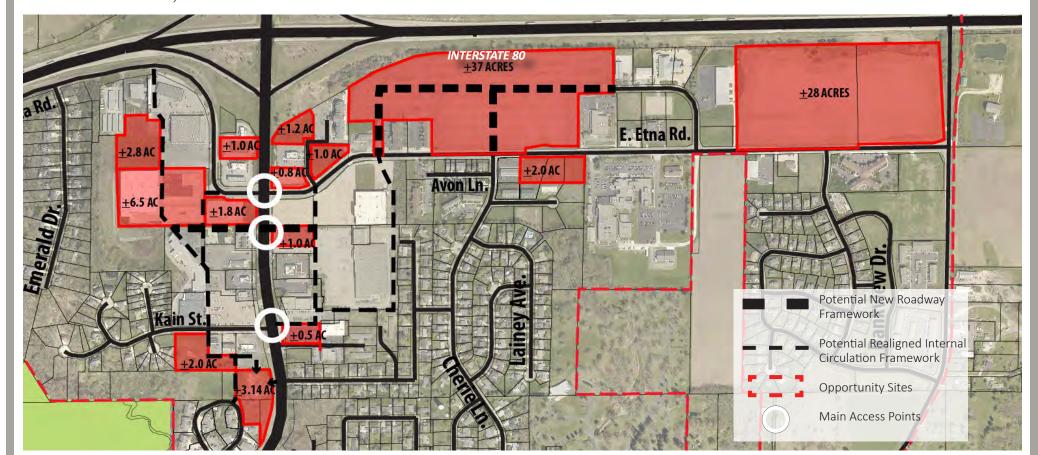
- New roadways are recommended to provide access to vacant parcels that are currently difficult to access.
- Consolidate curb cuts along Columbus Street to allow continuous sidewalks for pedestrians, and ease traffic issues by minimizing unnecessary turn movements.
- Use the existing signalized intersections as main access points to the commercial areas.
- Encourage shared parking and cross access easements for more efficient traffic circulation.

Land Use & Development

• Encourage retail, office, hotels and

restaurants that can add to existing anchors to create a vibrant gateway to Ottawa.

- Continue to encourage the reuse of vacant buildings and redevelopment of under utilized parcels
- Encourage buildings to be located near the roadways with parking to the rear or side.



I-80 South District Development Map City of Ottawa, 2014 Comprehensive Plan

River Valley Conservation District

a riverfront city

River Valley Conservation District

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, the area's water features, natural topography and wooded lands are unique assets that need to be preserved.

Activity surrounding rivers and natural areas in the region is already thriving. Often referred to as the **"Scenic Gateway to Starved Rock State Park,"** Ottawa is just minutes from the legendary wooded cliffs, soaring river bluffs and impressive waterfalls that attract more than two million visitors a year. Whether hiking along the I&M Canal or fishing in the Illinois River, Ottawa is a "natural" delight. Ottawa offers tourists a wide array of activities including skydiving, powerboating, sailing, snowmobiling, biking, hiking, canoeing, white water rafting and paint balling.

The 2014 Comprehensive Plan seeks to find balance between land and settlement and position Ottawa as a leader in stewardship and conservation. Ottawa can build upon these assets to generate growth without posing a threat to the health and longevity of natural resources.

Ottawa's 2007 Comprehensive Plan already outlined the city's key natural areas for future preservation. The 2014 simplifies and reinforces these areas, and recommends the creation of a single "River Valley Conservation District". The district stretches from the Fox River to the north, to the confluence at Downtown, and east along the Illinois River.

Goals

The purpose of this district is not to prevent growth, but to encourage growth that celebrates and is sensitive to the area's natural assets. Land uses should not have a negative impact on Ottawa's natural assets. Future development in the district should be fitting to and benefit from the natural surroundings.

The 2014 Comprehensive Plan provides a framework for the creation of a new ordinance that establishes the River Valley Conservation District. The ordinance will guide new development in the River Valley Conservation District with the following goals:

1) Encourage new development that benefits from being close to the river and the natural areas in the river valley.

2) Ensure that new development has no negative impact on the district's natural assets.

3) Encourage new riverfront development that strengthens Ottawa as a tourism destination

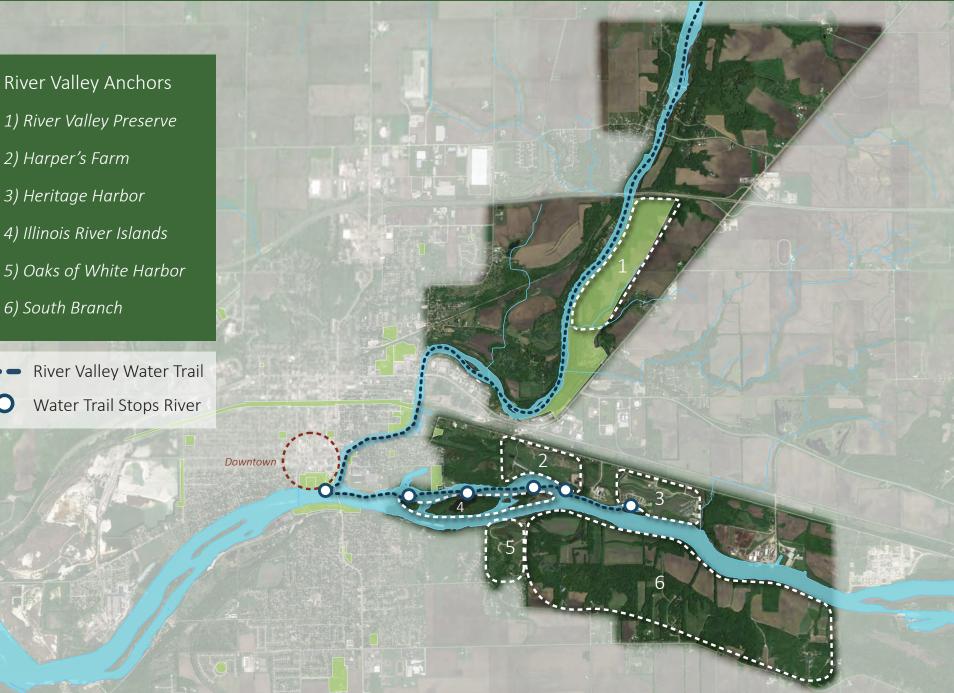
4) Market riverfront sites to attract corporate campuses looking for unique settings with natural scenic beauty.

 ${\bf 1}$ Kayakers enjoying Ottawa's waterways. ${\bf 2}$ Allen Park, Ottawa's Riverfront Park. ${\bf 3}$ View of Fox River, looking north from the confluence.



1) River Valley Preserve 2) Harper's Farm 3) Heritage Harbor *4) Illinois River Islands* 5) Oaks of White Harbor 6) South Branch

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River Valley Conservation District City of Ottawa, 2014 Comprehensive Plan

River Valley Anchors

1) Dayton Bluffs Preserve

The Conservation Foundation is currently working with the City of Ottawa to establish a 250 acre preserve just south of I-80 and east of the Fox River. Access to the preserve is proposed at the junction of N 30th Road and Route 71. The Dayton Bluffs Preserve will be a focal point of natural amenities and recreation for the Conservation Foundation

2) Harper's Farm

Harper's Farm is a new residential development on the banks of the Illinois River. The riverside resort community will feature 500 homes and a marina. It is located just west of the new Heritage Harbor resort community. Harper's Farm is part of a greater trend in new development that is capitalizing on Ottawa's natural assets as a riverfront city.

3) Heritage Harbor

Heritage Harbor of Ottawa is a developing resort community located on the east side of the City of Ottawa along the Illinois River. The project is envisioned as a community with traditional and walkable neighborhoods surrounded by natural beauty, excellent dining, adventurous activities, and many other resort amenities. Currently the Harbor offers a variety of single-family homes, townhomes, condominiums, vacation rentals, hotel-style accommodations, and more. It has a restaurant, a marina, and a welcome center. Up to 900 living units are planned for full buildout. Heritage Harbor also offers a full-service, state of the art marina that has a capacity of over 450 slips plus marine sales and service.

4) Illinois River Islands

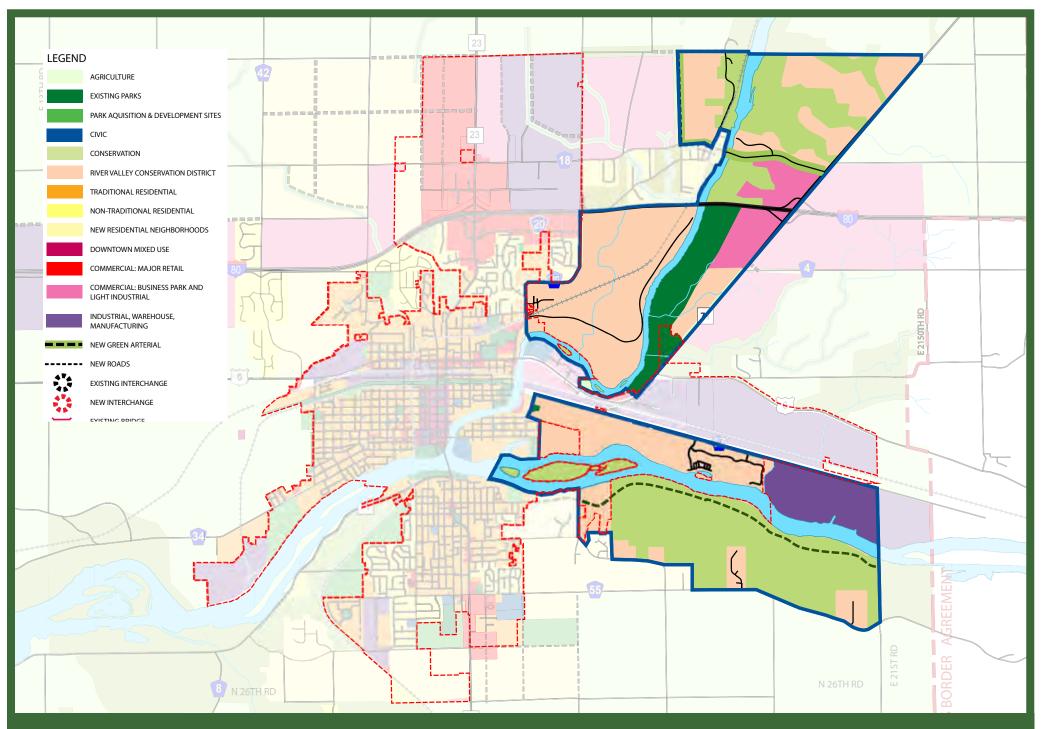
Two islands on the Illinois River present unique natural features to the east of downtown Ottawa: Scherer Island to the west and Bull's Island to the east. Bull's Island is privately owned and a favorite spot for boaters, scuba divers and swimmers. An abandoned sand mine left a pit at the center of Bull's Island that is now a white sand beach.

5) South Branch

The south branch of the proposed conservation district is home to a variety of existing natural areas along the Illinois River. Recreation amenities can be found at Marseilles State Fish and Wildlife Area, Illini State Park and various private campgrounds. Heavy wooded landscape is a key characteristic of the area, which offers great opportunities for fishing, hunting and water recreation.

 ${\bf 1}$ Scherer Island and Bull's Island on the Illinois River. ${\bf 2}$ The marina at the Heritage Harbor resort community. ${\bf 3}$ Waterfront homes in the Heritage Harbor resort community.





River Valley Conservation District Land Uses City of Ottawa, 2014 Comprehensive Plan

A Framework for a Future Ordinance

A new River Valley District Ordinance should be aligned with Ottawa's over arching goals for resource conservation and community development. In the process of writing and adopting the ordinance, the city must consider the following questions and their community's goals:

- How much land should be conserved?
- What uses should be allowed in the conserved space?
- Which resources should be protected?
- Should incentives be offered for certain design characteristics?
- How should development size be determined?
- What community concerns about design and layout should be addressed?

Conserved Resources

The following natural resources may fall under preservation in the River Valley District Ordinance:

Floodplains and wetlands Riparian areas and surrounding uplands Habitat for threatened or endangered species Wildlife corridors Drinking water supply areas Cemeteries Historic sites Scenic view sheds Contiguous, high-productivity woodlands Productive agricultural or forest soils Existing or planned recreation trails

Land Uses

The Comprehensive Plan will lay the foundation for a new ordinance that provides regulation for new development in the River Valley. The ordinance should permit uses that are aligned with the River Valley Conservation District's goals, with clear guidelines for development.

Site design should be aligned with Ottawa's over arching goals for natural resource preservation. Natural resource areas, such as the river corridor, should be protected as one contiguous block even though several individual parcels are developed at different points in time. Potential uses may include:

- Parks and recreation areas
- Conservation subdivisions
- Destination resorts
- Corporate campuses
- Bed and breakfast
- Motor coach resort
- Tent camping
- Hotel
- Boutique inn
- Vacation rental

Benefits

A clearly defined ordinance can attract appropriate development and provide long-term economic, environmental and social benefits to the community, including the following:

• Conservation design typically calls for clustered development that can lead to significant cost savings from reduced lengths of roadways and infrastructure.

- Property values within conservation districts can appreciate faster due to the added amenities provided by the adjacent open space.
- Residents and employees can enjoy the recreational opportunities provided by the preserved open space.
- Important and unique natural and cultural features can be protected.
- Impervious surface area is reduced, thus reducing runoff to local water bodies.
- A larger network of protected areas and open space can be created if open space is connected across several developments, and potentially support trail networks for walking, biking, and hiking.
- The clustering of houses can encourage more walking and more frequent interaction with neighbors, fostering a stronger sense of community.

Ordinance guidelines borrowed from INNOVATIVE LAND USE PLANNING TECHNIQUES: A HANDBOOK FOR SUSTAINABLE DEVELOPMENT, New Hampshire Department of Environmental Services



Corporate Campuses, Resorts and Recreational Uses

The River Valley Conservation District offers ample land for new corporate campuses and office buildings and supports private resort and recreation uses that can benefit on the area's natural surroundings.

Conservation Subdivision

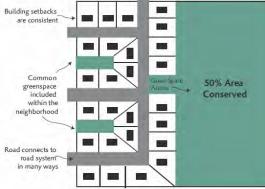
A conservation subdivision is a residential subdivision in which a substantial amount of the site remains as permanently protected open space. Abiding by certain practices, residential subdivisions can have minimal impact on surrounding natural areas. A Conservation Subdivision Ordinance should be included in the greater River Valley Conservation District Ordinance. The Subdivision Ordinance should:

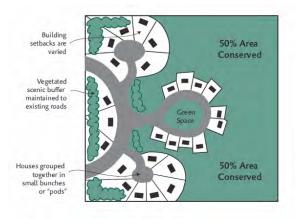
• Require a maximum percentage of "buildable" area of the parcel and minimum percentage of the "non-buildable" area that has to be conserved.

• Be explicit about what types of land can be counted as part of the open space.

• Provide clear guidelines for lots sizes, setbacks, impervious coverage etc. for clustered development that minimizes impacts on the land.

1 A conservation subdivision in Will County, Illinois, Subdivision Ordinance. 2 An example of a corporate campus in a natural area. 3 A possibility for conservation subdivision open space. Below, "village" and "rural pod" layouts for a conservation district. Borrowed from INNOVATIVE LAND USE PLANNING TECHNIQUES: A HANDBOOK FOR SUSTAINABLE DEVELOPMENT, New Hampshire Department of Environmental Services.





OTTAWA COMPREHENSIVE PLAN AND DOWNTOWN PLAN

Transportation



Ottawa's Transportation Network Today

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.

Roadways

The roadway system serving the City of Ottawa includes federal, state, county, township, and municipal facilities that accommodate longdistance 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. The following summarizes the roadway functional classification system in the City of Ottawa, as generally defined by the Illinois Department of Transportation.

Freeways

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.



Principal Arterials

US 6 (Norris Drive)

L 23 (Columbus Street/LaSalle Street, State Street, 1st Avenue, East 17th Road)

L 71 (Courtney Street, Hitt Street)

Minor Arterials

Aain Street

CH 55 (McKinley Road, Trumbo Road, North 27th Road)

Madison Street

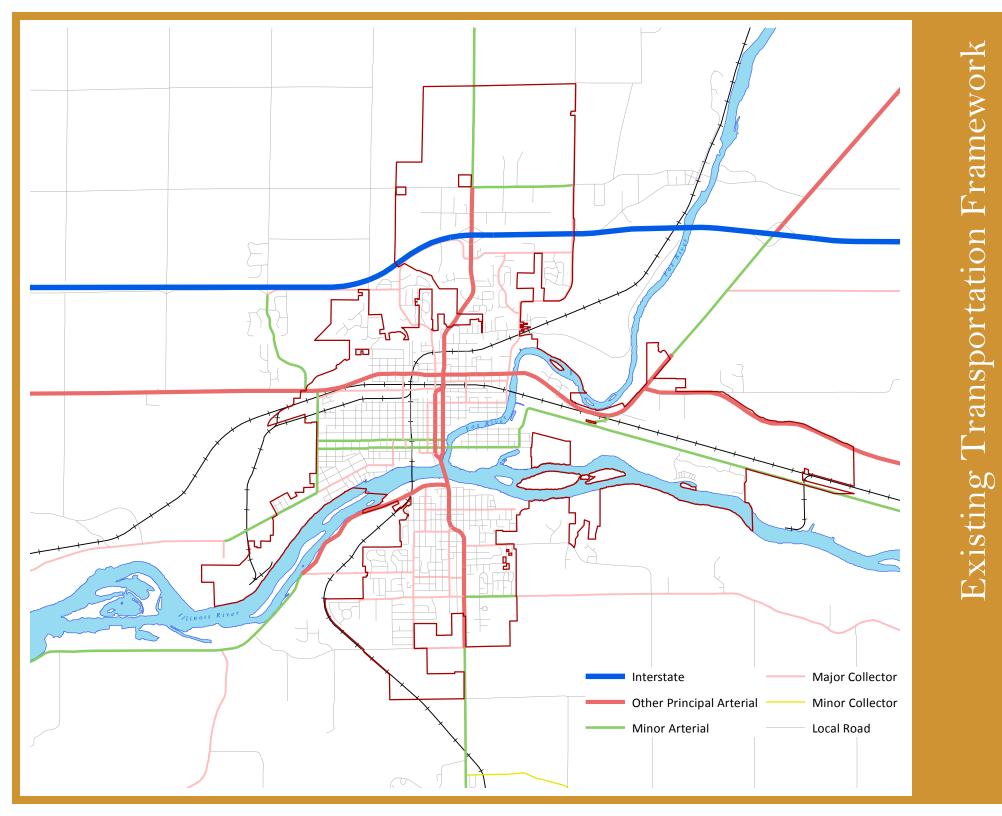
Green Street

- CH 20 (Etna Road, Champlain Street)
- CH 18 (Dayton Road, North 31st Road)

CH 51 (Canal Road)

Ottawa Avenue

- Boyce Memorial Drive
- CH 42 (East 15th Road)
- Fosse Road



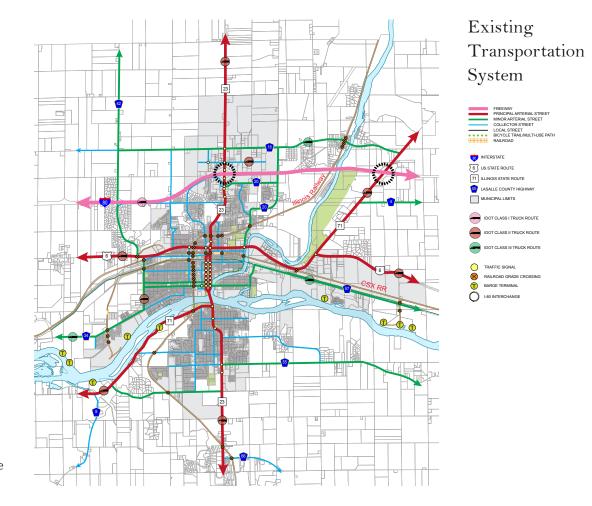
City of Ottawa, 2014 Comprehensive Plan



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 (27,500 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.

Roadways

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

Collectors

4-H Road	Clinton Street	Marquette Street
Adams Street	East 6th Road	McKinley Road
Airport Road	Erickson Street	Moore Street
Bellevue Avenue	Etna Road	Ottawa Avenue
Bluff Street		Poplar Street
Caton Road	Gentleman Road	Post Street
	Guion Street	State Street
Champlain Street	Guthrie Street	Stevenson Road
	Joliet Street	Superior Street
Chestnut Street	Lafayette Street	
	LaSalle Street	Woodward Memorial Drive

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)



Transit, Air and River

Public Transportation

Scheduled local public transportation service is provided under the North Central Area Transit (NCAT) City of Ottawa Service Area. The service utilizes accessible mini buses and offers four local routes (Red, Green, Purple and Blue) on weekdays between 9:00 A.M. and 3:30 P.M. All routes begin in the downtown area at the bus stop at Canal Street and Madison Street. The buses serve senior hi-rises and apartment complexes, the OSF Saint Elizabeth Medical Center and Ottawa Regional Medical Center, South Towne Center, Wal-Mart, grocery stores, and some retail stores. The minimum mini-bus service frequency is 60 minutes.

Some of the bus stops provide passenger waiting amenities such as shelters, benches, and lighting. In addition to the scheduled local mini-bus service, Ottawa residents have access to demandresponsive, curb-to-curb, paratransit service provided under the North Central Area Transit (NCAT) LaSalle County Service Area on weekdays from 8:00 A.M. to 4:30 P.M. Inter-city bus service is offered through Burlington Trailways with a local stop at the Dunkin Donuts at 2749 Columbus St.

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, and in Peoria at the Peoria 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.

¹ Ottawa local public transportation mini bus. 2 A bench for transit riders at a downtown transit stop. 3 A shelter for transit riders at a residential transit stop. 4 The Illinois River is an integral part of the national transportation system.



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 46 by the popular website that was launched in 2007 to measures 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 46 falls within the "car-dependent" range indicating most errands require a car.

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.



Pedestrian System Gaps

Principal Arterial Streets

East 1509th Rd- Mulberry St (B) Clinton St- Mulberry St (S) Saint Elizabeth Center west driveway- IL 71 (S) IL 71- North 29th Rd (B)
Dayton Rd- Etna Rd (B) Etna Rd- Prairie St (W) McKinley Rd- South Town Mall frontage (B)
Dayton Rd- US 6 (B) Swanson St- Spring St (S)

Minor Arterial Streets

Boyce Memorial Dr	Lafayette St- Ottawa Ave (E)
	Green St- Heritage Harbor (S)
Champlain St	Dayton Rd- Etna Rd (B) Etna Rd- CSX Railroad (E)
Dayton Rd	
	US- Dayton Rd (B)
	Champlain St- Centennial Dr (N) Post Office- Cherie Ln (N)
	Canal Rd- Main St (B)
Main St	Chester St- Grafton St (S)
McKinley Rd	IL 23- East 19th Rd (N) Dakota Dr- East 19th Rd (S)
Ottawa Ave	Boyce Memorial Dr- Dee Bennett Rd/24th

Principal Arterial Streets

4-H Rd	IL 71- Adams St (B)		IL 23- East 19th Rd (B)	
Adams St	Moore St- Lockrem St (B)	Guion St	Joliet St- Canal Ave (W)	
	Lockrem St- Thompson St (W) View St- McKinley Rd (W)		College Ave- Moore St (W)	
	Palmore Dr- Fosse Rd (E)	Joliet St	IL 23- Paul St (S)	
Airport Rd	Etna Rd- East 15th Rd (B)		Post St- Guion St (S) Porter St- Champlain St (S)	
	Elm Ln- Champlain St (S) Post St- Elm Ln (N)	Lafayette St Chestnut Si	t- Sycamore St (S)	
	Caton St- Evans St (E)	LaSalle St	Fremont St- Boyce Lane (W) Forest Park Rd- Boyce Lane (E)	
Caton Rd	Airport Rd- Boyce Ln (B)	Marquette St	LaSalle St- Boyce Memorial Dr (B)	
Center St	IL 23- 5th Ave (S)	McKinley Rd	IL 23- Pembrook Ln (S)	
	Park Ave- 8th Ave (B) 5th Ave- Park Ave (N)	Moore St		
	Marcy St- Adams St (S)	Poplar St	US 6- Caton St (B)	
Champlain St	Joliet St- Superior St (W)		IL 23- Bellevue Ave (W)	
Cherie Ln	Champlain St- Mara Dr (W)		Bellevue Ave- Nebraska St (B)	
	Mara Dr- Etna Rd (B)		Allen St- Erickson St (E)	
Chestnut St	Jackson St- Lafayette St (W) US 6- Illinois Railway (W)		McKinley Rd- Peck Park (B)	
			IL 23- Petsmart Distribution	
	Evans St- Dayton Rd (B)	Veterans DrDayton Rd	- Stevenson Rd	
Erickson St	IL 23- Catherine St (N) Catherine St- Adams St (B)	Woodward Memorial	Canal St- Clinton St (N)	
Etna Rd	Airport Rd- Emerald Dr (B) Emerald Dr- IL 23 (S)	(N) north side	(W) west side	
Even of		(S) south side (E) east side	(B) both sides	
	East 16th Rd- Bluff St (B)			



Rail

Rail Transportation

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, Cristal Metals, 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 10 freight trains per day on a single track; six of the trains continue west to the US Silica and Pilkington plants and four continue south across the Illinois River to Streator. 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. Grade crossings in Ottawa are located at Champlain Street, Guion Street, Post Street, Columbus Street, LaSalle Street, Deleon Street, Norris Drive (US 6), Marquette Street, Superior Street, Washington Street, Lafayette Street, Jackson Street, Jefferson Street, Madison Street, Main Street, Courtney Street (IL 71), 4-H Road, Fosse Road, Chestnut Street, and Boyce Memorial Drive.

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.

An initiative is underway 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 in 2002 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) is being conducted by Parsons Brinckerhoff to evaluate potential transportation service options between these communities. This study will have an expanded study area that includes the City of Aurora and the CSX rail line, and will also analyze other service modes such as express bus service.

Planned Projects and 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 2014-2019 Multi-Year Highway Improvement Program (MYP) Projects

- 4-H Road reconstruction for 0.51 miles from Adams Street to Ottawa city limits
- I-80 resurfacing for 3.96 miles from Fox River to CH 15 interchange in Marseilles
- US 6 bridge replacement over Milliken Creek
- IL 71 resurfacing for 10.22 miles from I-80 northeast to US 52

LaSalle County 5-Year (2011-2015) Highway Improvement Plan

- Terra Cotta Road (CH 42) widening and resurfacing for 4.2 miles from US 6 to CH 33
- Trumbo Road (CH 55) sealing for 1.3 miles from Ottawa city limits to Old Gentleman Road
- Deer Park Blacktop (CH 8) sealing for 4.6 miles from IL 71 to CH 57
- Canal Road (CH 51) resurfacing for 0.9 miles from Old Chicago Road to Heritage Harbor
- Gentleman Road sealing from E. 1809th Road to CH 55
- Fosse Road sealing from IL 23 west to IL 71
- E. 16th Road sealing from I-80 north to N. 33rd Road
- E. 19th Road sealing from Dayton Road north to N. 32nd Road
- N. 30th Street sealing from E. 14th Road to CH 9
- N. 31st Street sealing from E. 15th Road west to CH 9

Key Transportation Issues and Opportunities

The following matrices summarize 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 below. 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.

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 (2011-2015) 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

Issues and Opportunities

Issu	Potential Opportunities
One-way traffic flow, higher transient traffic and truck volumes, and higher traffic speeds along LaSalle Street adversely affect pedestrian access, parking and economic vitality of downtown businesses along the street.	 Performance of traffic operations study of IL 23 Conversion of LaSalle Street to two-way operation. Installation of new traffic controls along LaSalle Street, Clinton Street and/or Fulton Street.
Single bridge crossing of the Illinois River creates traffic congestion on the bridge approaches and draws truck traffic through the downtown.	 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. Bypass road would extend from IL 71- Norris Dr., turn south, cross the river and continue to N 2650th Rd . Bypass road would provide alternate north/south access and improve local circulation and emergency access. Bypass road would create a downtown bypass for truck traffic and could include a grade-separated crossing of CSX Railroad. Bypass road and new bridge would include pedestrian and bicycle facilities.
Green Street is blocked during flood events, which limits access to the East Side to the Main Street bridge only.	 Elevation of Green Street by 6-8 feet between Canal Road and Chapel Street to maintain East Side access during flood events. Extension of Green Street over CSX Railroad to US 6.
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.	 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. Bypass road would provide a grade-separated railroad crossing on the East Side.

Traffic Circulation

Issues	Potential Opportunities
Lack of "destination" signage on I-80 limits opportunities to draw more visitors into the city.	 Additional recreational/cultural interest signage on I-80. 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.
IL 23 streetscape and aesthetics do not differentiate the roadway as the major entryway to the city.	 Incorporation of gateway features at north and south ends of the corridor. Development of a wayfinding sign system for major city destinations. 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.
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.	 Bypass road would provide major roadway on periphery of southeast side growth area. Extension of Fosse Road from IL 23 east to E. 19th Road. Extension of E. 18th Road north from N. 26th Road to Gentleman Road (spaced one mile east of IL 23). 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, midway between IL 23 and the E. 18th Road extension. Extension of Adams Street south/east to IL 23 opposite bypass road (N. 26th Road). Extension of Stevenson Road west to E. 16th Road. Extension of N. 32nd Road west from IL 23 to E. 16th Road. Extension of N. 3050th Road east approximately ½-mile to serve industrial growth area. Development of 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.

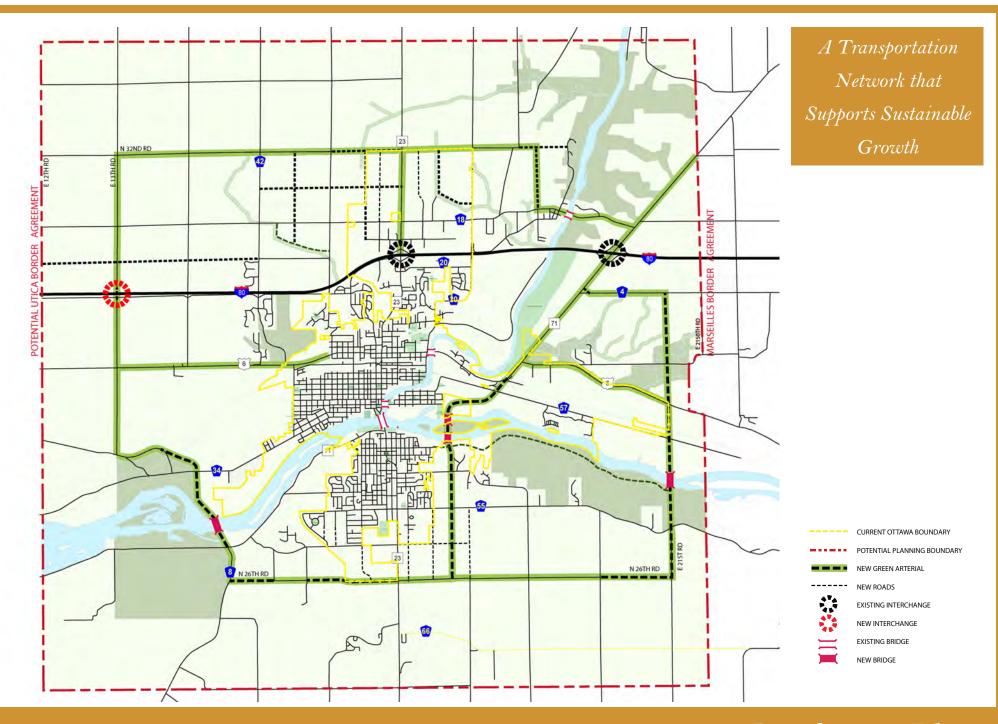
Traffic Circulation

Issues and Opportunities

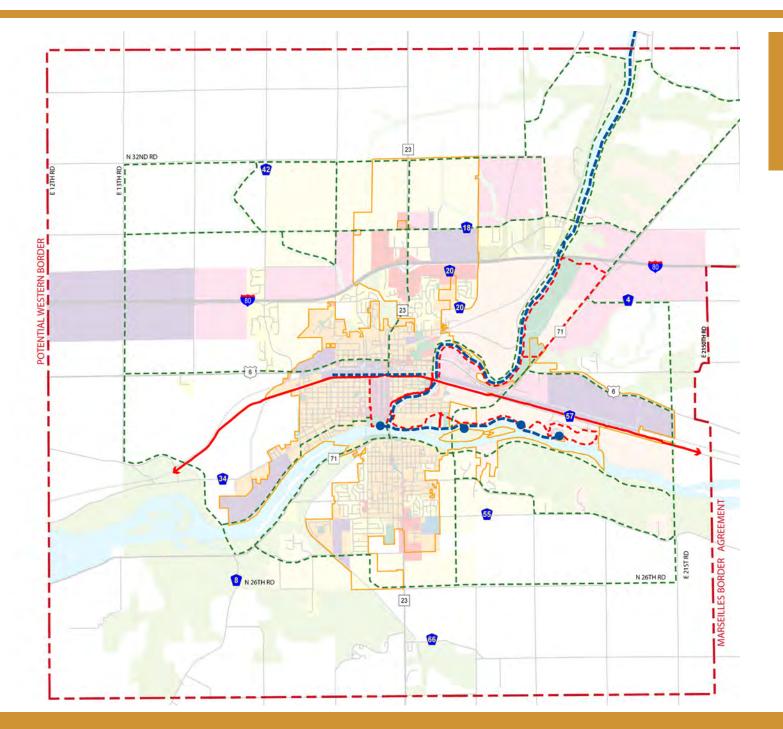
	Issues and opport	Potential Opportunitie
Truck Access	Traffic generated by west side industries must travel through city to access I-80 via US 6 and IL 23.	• Preservation of a corridor for future I-80 interchange via E. 13th Road or E. 14th Road.
Iruck	Gaps in designated truck system result in truck travel on local streets	 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. Rehabilitation of these routes to State Legal (80,000 lb) weight limits, as necessary. Establishment of a consolidated truck route map for all IDOT, LaSalle County and Ottawa truck routes (Class I, II, III and Local). Installation of additional truck route signage on designated routes.
Fublic 1 ransit	Intra-city public transit service limited to four local weekday mini-bus service routes (9:00 AM-3:30 PM) provided by NCAT City of Ottawa and local weekday (8:00 AM-4:30 PM) demand responsive paratransit service provided by NCAT. Minimum minibus service frequency is 60 minutes.	 Performance of community survey to determine need to modify service hours and frequency. Pursuit of funding to extend mini-bus service hours on weekdays and/or introduce weekend service. Increased service frequency on all mini-bus routes, particularly the Green route
T	Bus stops lack passenger waiting amenities.	 Installation of bus shelters with seating, lighting and route information at all bus stops. Extension of pedestrian system, where necessary, to serve all bus stops.
	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.	• Building off the findings from the Illinois Valley Commuter Rail Feasibility Study by actively participating in the pending Phase II study (Illinois Valley Corridor Public Transportation Study) of potential transportation service options between Ottawa, LaSalle-Peru, Streator, Joliet and Aurora, including express bus service and commuter rail service along the CSX and Illinois Railway lines.

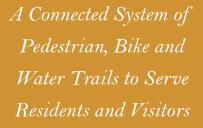
Issues and Opportunities

	Issue	Potential Opportunities
Parking	High utilization of downtown public parking facilities can result in long walking distances to retailers and other destinations.	 Performance of downtown parking demand 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.
an System	Bicycle network limited to the Riverwalk and the Illinois & Michigan Canal State Trail.	 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. Incorporation of bicycle and pedestrian facilities into future rehabilitation of Veterans Memorial Bridge (IL 23)
Pedestrian	Gaps in pedestrian system limit non-motorized mobility, particularly along arterial and collector streets that serve commercial and civic uses.	• 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.
Bicycle and	Wide pedestrian crossing on downtown streets, combined with higher traffic speeds on the IL 23 couplet, make pedestrian crossings difficult.	 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. Prioritization of pedestrian crossings around Washington Park and the Jordan Block. Capitalization of LaSalle Street grade separation for pedestrian connection to Jordan Block
	Pedestrian crossings outside of the downtown lack pedestrian safety provisions.	 Replacement of worn crosswalks with high visibility continental-style markings (i.e., zebra-striping). Replacement of pedestrian signals at all signalized intersections with signals with countdown features, as well as audible features (where appropriate). Installation of crosswalk markings and pedestrian signals at signalized intersections where no crosswalks exist.



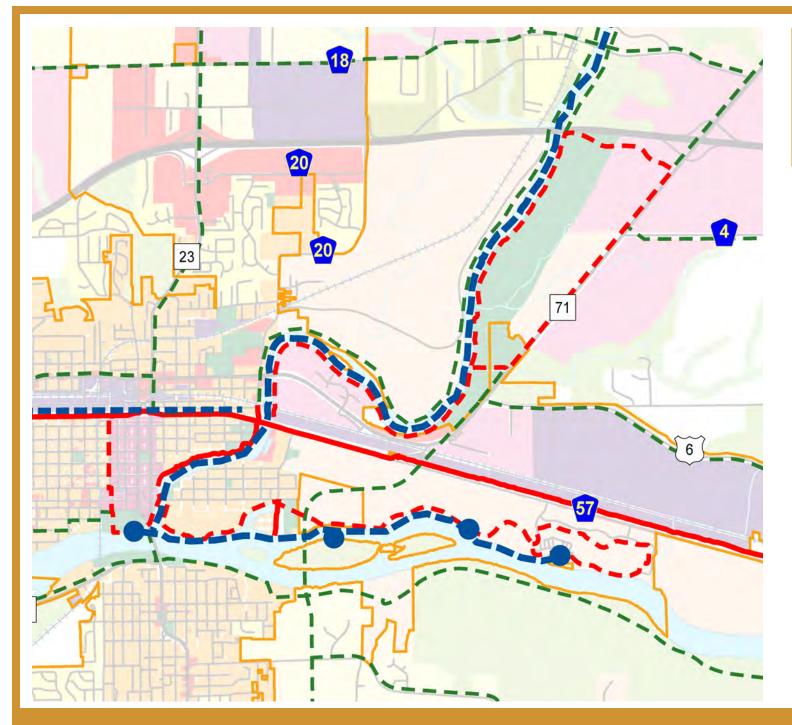
Roadways Plan City of Ottawa, 2014 Comprehensive Plan

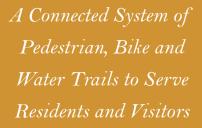




 CURRENT OTTAWA BOUNDARY
 POTENTIAL PLANNING BOUNDARY
 EXISTING TRAILS
 PROPOSED TRIALS - INITIAL PHASE
 PROPOSED TRAILS - LATER PHASES
 WATER TRAILS

City of Ottawa, 2014 Comprehensive Plan





CURRENT OTTAWA BOUNDARY
 POTENTIAL PLANNING BOUNDARY
EXISTING TRAILS
 PROPOSED TRIALS - INITIAL PHASE
 PROPOSED TRAILS - LATER PHASES
 WATER TRAILS

City of Ottawa, 2014 Comprehensive Plan



Park Plan

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. 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.

The purpose of the Ottawa Park Development and Acquisition Plan was two fold: first, the city needed to identify improvements and additional amenities needed at their existing parks and second the city needed to determine sites for future development and acquisition of new parks, open space, and trails. Ottawa currently has 124.5 acres of existing parks. The current statewide average for the supply of local open space and parkland acreage according to the Illinois Recreation Facilities Inventory (IRFI) is approximately 11.35 acres per thousand of population for overall parkland acreage. Currently, Ottawa does not meet this threshold. With a 2000 Census population of 18,307, Ottawa would have to have 207.7 acres of park land to meet the statewide average.

With the residents' best interests in mind, the plan document formed the basis to guide policy

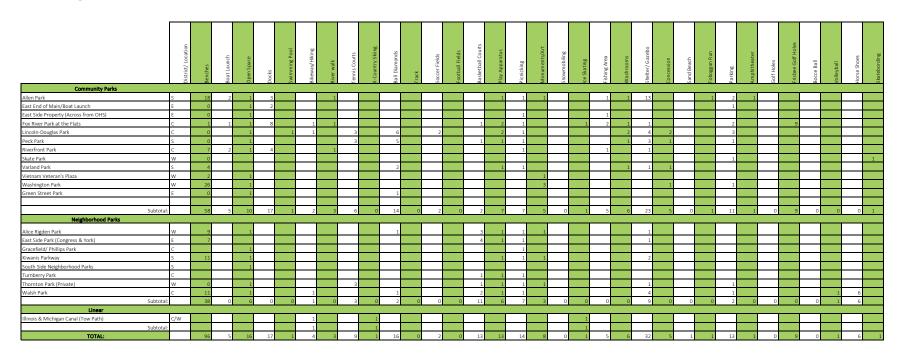


Parkland Needed to Meet Statewide Average

	Existing Acreage	Additional Acreage Needed	Total for 11.35 Acres/100
Community Parks and Linear Parks	102.7	63.5	166.2
Neighborhood Parks	21.8	19.7	41.5
Total	124.5	83.2	207.7

for the implementation of the park development and acquisition goals and objectives for the City of Ottawa. 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. Through the cooperative efforts of all of those involved, the *Park Acquisition and Development Plan* can be the foundation for visions to become reality.

Existing Outdoor Recreation Amenities



The Plan came together as follows:

1) An inventory of all the existing parks and amenities was completed. A matrix was developed to record the inventory.

2) The first meeting with city staff, elected officials, and the Playground and Recreation Board was held. This initial fact finding meeting was to gather information about Ottawa's current and future acquisition and development plans. 3) Individual interviews were conducted with city staff and elected officials. Individual interviews allowed those who participated to offer information in a private setting.

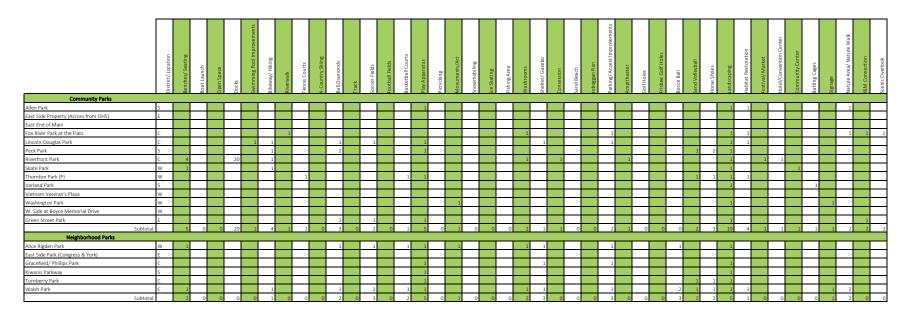
4) A Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.) meeting was held next. The meeting with officials and residents involved identifying items for the four SWOT categories.

5) A second meeting was held with the Playground and Recreation Board to prioritize acquisition and development goals.

6) A third public meeting was held for residents to prioritize the acquisition and development goals.

7) The plan was recommended by the Ottawa Playground and Recreation Board on October 14, 2010 and approved by the City Council on November 16, 2010.

Recommended Improvements: Existing Outdoor Recreation Amenities

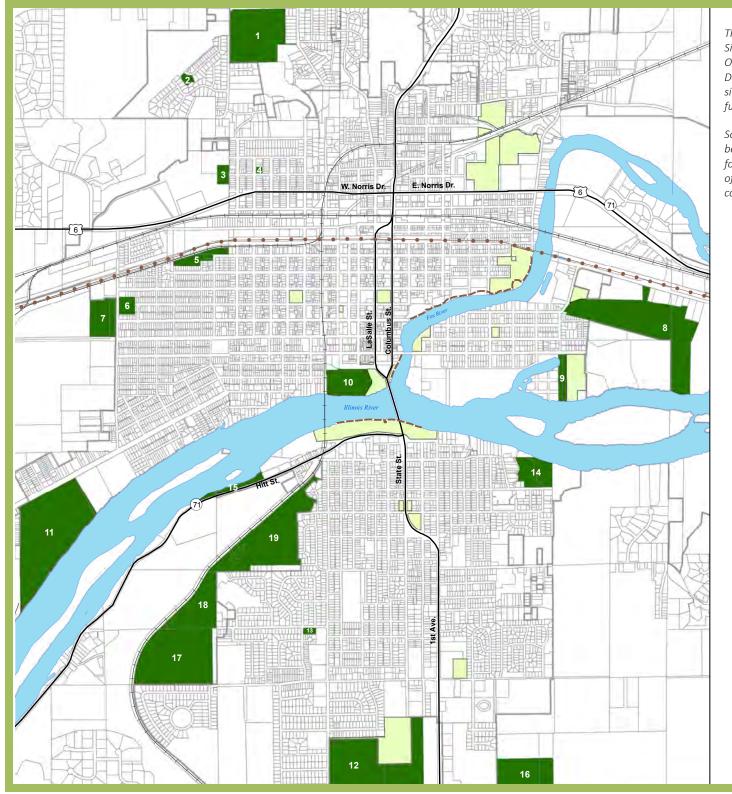


IDNR Recommendations

The Illinois Department of Natural Resources (IDNR) set state recreation guidelines for local governments to follow during park and recreation planning. The current statewide average for the supply of local open space and parkland acreage according to the Illinois Recreation Facilities Inventory is approximately 11.35 acres per thousand of population for overall parkland acreage. The IDNR recommends that municipalities meet or exceed this average. Approximately 20% of the local parkland shall be allocated to neighborhood or mini-park facilities serving up to a ½ mile radius and approximately 80% be allocated to community parks serving a community wide area or up to a 1.5 mile radius.

Ottawa currently has 125.52 total acres of parkland. This averages to 6.86 acres per thousand of population (based on a population of 18,307). This total is below the Illinois average. In order to meet the average, Ottawa will have to add 82.2 acres of parkland. The total acreage of community and linear parks (80%) that need to be added to meet the average is 62.46 acres. A total of 19.74 acres of neighborhood parks (20%) need to be added to meet the statewide average.

Due to a lack of parkland in southwest and northwest Ottawa, priority acquisition should take place in these areas. The areas lacking neighborhood park access are shown on the Park Service Area Map. The map displays service area buffers around neighborhood parks. These buffers cover a ½ mile distance except for areas that have natural or man-made barriers or impediments to pedestrians. These barriers include major roads, railroad tracks, rivers, and steep bluffs.



The Acquisition and Development Sites Map is from the City of Ottawa 2010 Park Acquisition and Development Plan and identifies sites that were considered for future acquisition.

Some of the sites may no longer be available for acquisition. The following pages highlight some of the sites that should still be considered for future parks.

> Potential park acquisition site

Park Acquisition and Development Sites

Potential Acquisition and Development Sites

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.



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 (3) 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

Site three is located in the Hollywood Neighborhood and fronts both Mulberry and Deleon Streets. An OSLAD grant was applied for in 2009 to acquire this half acre site for the development of a neighborhood park. Unfortunately, the grant was not funded, but currently the city is under contract for purchase of this site. The site is located in an underserved area. The site will need to be cleared by demolishing the structures on the site. Further improvements will need to be done to the site.



Site 5

This is a site of a former factory located south of the railroad tracks. The 6.3 acre site has been cleared, except for a few remaining buildings on the east side of the site. An underserved area surrounds the site, making it an ideal location for the development of a park. There is sufficient acreage for the development of sports fields. The city has purchased this parcel and it is currently being used as a public works site



Site 6

Site five is currently named Thornton Park. The park contains several amenities; though the amenities are showing signs of age and wear. The existing facilities are in need of repair or replacement. The site contains 3.78 acres of land. The Thornton Foundation currently owns and maintains the site. The City of Ottawa and the Foundation could work on an agreement to obtain the park or form a partnership to maintain and update the park.



Site 7

Site six 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 8

This 61.75 acre site will be deeded to the city in 2012 as part of as a land donation from a developer. The property is located in far eastern Ottawa. The 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. The west end of the site can be accessed from Green Street.

Potential Acquisition and Development Sites



Site 9

Site eight 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 10

This is the site of the old Central School. The school was damaged during flooding in 2008 and the property has been left vacant. The 14.9 acre site presents a great opportunity to expand Ottawa's Riverfront Park. Future development of the site could include: a conservatory, farmer's market, community center, and/or a transient marina. The riverwalk could be continued along this property, as well as, adding open and passive recreational amenities. This site could become a centerpiece for Ottawa's park system.



Site 11

Site eleven 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 12

Site twelve consists of 56.54 acres located to the east, west, and south of Peck Park, and could be acquired for an expansion of Peck Park. Peck Park is an ideal location for development of a youth sports complex. The park already has several different types of sports areas, and with additional youth football, soccer, and baseball fields the park would become an allpurpose 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 13

This 1.04 acre property is located on Adams Street in southwest Ottawa. The site is located in an underserved area for neighborhood parks. The property contains a historic stone well shelter and open space with some mature trees. The property would be ideal to convert to a neighborhood park site. The property is currently owned by the LaSalle County Historical Society.



Site 14

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 15

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 16

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



Site 17

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 18

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 community park due to its size, location, and land cover.

Below: Public Art in Allen Park, Ottawa's beautiful riverfront park to the south of the Illinois River





a resilient city

Ottawa has the number one rated flood action plan in the State of Illinois." Mayor Robert M. Eschbach's 2013 State of the City Address

The City of Ottawa is located at the beautiful valley at the confluence of two major rivers in the region: the Illinois River and the Fox River. The city is the south terminus of the Fox River Watershed, which extends all the way from Wisconsin, through McHenry, Lake and Kane County. The city also lies at the heart of the Illinois River Valley Watershed which extends from Grundy County to the east down to Jersey County to the south near the Mississippi River Valley.

Impacts of severe flooding from two watersheds are a major challenge facing the city. In 2008, Hurricane Ike caused major flooding along the Fox and Illinois rivers. Significant flooding has continued to impact the city as recently as the Spring of 2013.

The city has initiated significant efforts to address flood impacts, as described in detail in this section.

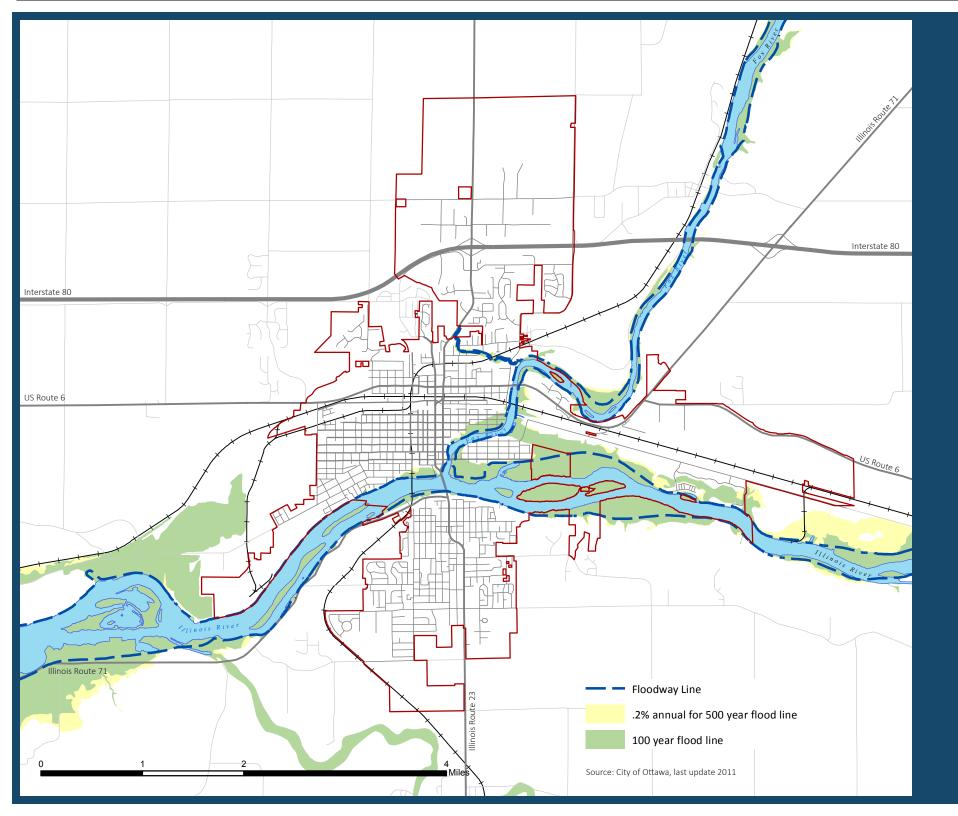
1 Flooding in the "Flats" area in 1982, source FEMA. **2** Sandbagging =source FEMA.

Mayor Robert M. Eschbach's 2013 State of the City Address on the April 18 flood, 2013:

"When I think back of the last twelve months probably the single most memorable event was the flood of April 18, after approximately 6 inches of rain fell inside the City limits, and as much as 7 to 14 inches fell upstream in the Fox River and Illinois River water sheds. When Ottawa experienced river levels 1 1/2 feet higher than anything we've ever seen in the past. We suffered about a \$250,000 in damages, but nothing like the tragic loss to homes and businesses suffered by the people of Marseilles, nor the losses suffered by some of our neighboring communities downstream.

Our losses were minimized, however, to a great deal because of the quick volunteer response of our citizens. In particular, the flood berm around our wastewater treatment plant would have been breached for the first time but for the tremendous sandbagging efforts of our staff and in particular a host of volunteers. If the berm had been breached, we surely would have suffered millions of dollars in damages."





Flooding as a Major Challenge

Location

The City of Ottawa is located in North Central LaSalle County, approximately 45 miles west of Joliet and 90 miles south of Rockford. The primary water course and sources of flooding are the Fox River and the Illinois River. A secondary and relatively inconsequential source of flooding is from the Goose Creek watershed which is only 6.58 square miles. The total fall for the Fox River from its source to Ottawa is 471 feet. The Fox River flows Southwest from its source, just North of Waukesha, Wisconsin, 187 miles to the mouth at the Illinois River in downtown Ottawa. There is a total of 2657 square miles of watershed in this basin. The water level of the Fox River is influenced more by the rainfall and runoff of Northeastern Illinois and Southern Wisconsin than by local rain events.

The Illinois River is influenced by Northeast Illinois, and Northwestern Indiana. The Kankakee, Iroquois, Des Plaines and Chicago Rivers are tributaries of the Illinois River upstream of Ottawa. A critical component of flood hazard in Ottawa is that the watershed of the Fox and Illinois Rivers upstream of Ottawa is more than 11,000 square miles. As a result, the City could receive a minimal amount of rain, yet experience a severe flood event caused by runoff from the watershed.

The Illinois River flows west from its source at the confluence of the Kankakee and Des Plaines Rivers, through Ottawa from (mile mark 242.6) the eastern boundaries to the western city limits (mile mark

238.3). Flood discharges during a 100 year flood event for the Goose Creek is 1,700 cubic feet per second (cfs), for the Fox River is 42,600 cfs and for the Illinois is 114,000 cfs.

The Illinois and Fox River flood characteristics have been studied by the Rock Island, U.S. Army Corps of Engineers. A Flood Damage Reduction Project for the Illinois and Fox Rivers was completed by the USACE in February 2001. A levee was constructed by the USACE pursuant to this study on the Illinois and Fox Rivers. This levee lost its accreditation in March of 2010. The preliminary Digital Flood Insurance Rate Maps, published in March 2010, increased the Base Flood Elevation on the Illinois and Fox Rivers approximately 1.5 feet. The levee provides protection for Ottawa High School, considered a critical facility, and a small section of the Fox River levee does not have the Flood Protection Elevation required for critical facilities. The Federal Emergency Management Agency (FEMA) has published a preliminary Flood Insurance Study dated March 10, 2010. A Hydrologic and Hydraulic analyses was performed for the City of Ottawa for Goose Creek in 1999.

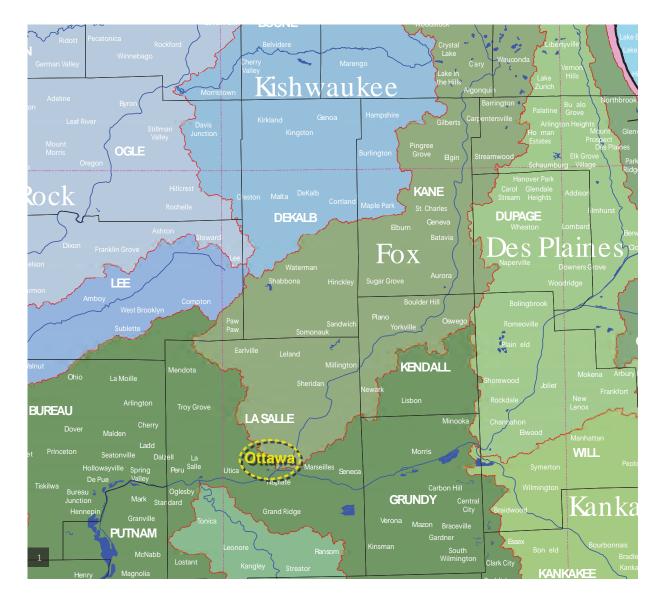
Past Flood Events

Record floods have occurred in 1974, 1982, 1983, 1996, 1997, 2007, 2008 and 2009 and 2013. The record event was in April of 2013 when the Illinois River crested 1.5' above any other event. The 1974, 1983, 1996, 2007, 2008 and 2013 floods all resulted in Federal Disaster declarations. In 2008 Central School was flooded and subsequently declared substantially damaged. This was perhaps the largest single flood loss recorded in the City of Ottawa with FEMA providing over 12 million dollars in relief.

During a flood event Green Street, a secondary means of egress for the East side of Ottawa, becomes impassible. The only other access to the East side is the Main Street bridge. During record flood events this bridge could become unusable, effectively isolating the East side.

During record flood events residential flooding occurs on the East side (Illinois River) and an area known as the "Flats" (Fox River)at approximately cross section "D" as noted on FIRM panel #530 dated July 18, 2011. As of this date all the homes in the Special Flood Hazard Area (SFHA) of the Flats have been purchased and removed. During these events Ottawa Regional Hospital can be threatened, however, they have recently constructed a flood protection wall which protects above the 500 year event. Ottawa High School is also threatened. The high school has a very good flood fighting plan which has been extremely effective, even preventing damage from the record floods of 2008 and 2013. The City of Ottawa's Waste Water Treatment Facility can also be threatened. A flood protection wall is being considered at this time. The YMCA is the only other commercial facility affected during major flood events.

During the winter months ice jams on the Fox River cause localized flooding from the mouth upstream to the Ottawa Regional Hospital.





The City of Ottawa is located in the beautiful valley at the confluence of two major rivers in the region: the Illinois River and the Fox River. The city is the south terminus of the Fox River Watershed and lies at the heart of the Illinois River Valley Watershed.

1 Ottawa in the Fox River Watershed. **2** Ottawa in the Illinois River Valley Watershed.

Strategies to Address Flood Impacts

The purchase and demolition of the Central School and the remaining houses in the area of the Flats culminates a five year effort to mitigate repetitive-loss properties in the floodplain. To date over 80 buildings have been removed from the floodplain and all property has been deed-restricted to open space in perpetuity.

After the flood of 2008 which was the second one hundred year event in two years, the City of Ottawa took serious steps to mitigate repetitive loss properties and plan for future flood events.

CRS Rating

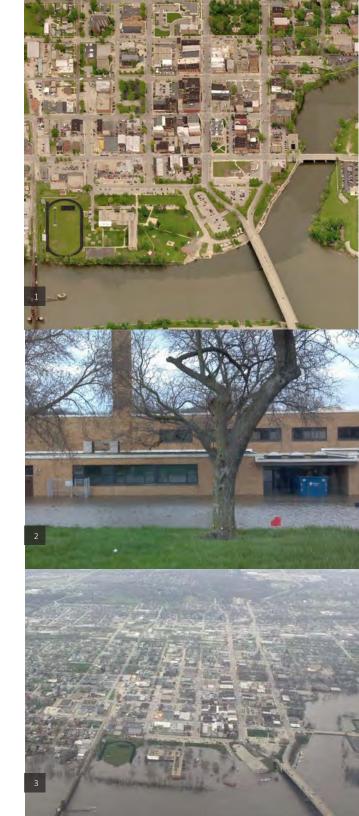
Shortly after the 2008 flood event the city joined the National Flood Insurance Program Community Rating System (CRS). The CRS rates communities on how well they can manage floodplain and stormwater in their community.

Based on the Community Rating System, the City of Ottawa is currently at a 5 and continues efforts to lower this rating. In 2009 the city's rating was a 10. Numerous efforts have been taken on by the City since then to gain credit points thus lowering the city's rating. These efforts have a financial benefit for Ottawa residents that purchase flood insurance. A rating of 5 provides a premium reduction of 25% for those in a special flood hazard area.

A New Flood Commission

Ottawa formed a Flood Commission and over a two year period identified floodplain problems, proposed mitigation plans and developed a Flood Threat Recognition and Response Plan. Since that time Ottawa became a Class 5 CRS community and currently has more points than any other community in the state of Illinois. Our citizens are entitled to a 25% discount on flood insurance as a result of these efforts. Our flood threat recognition plan is currently the highest rated plan in the state as well.





Flood Threat Recognition System

Law Enforcement Agency Data System

A nationwide system utilized by all law enforcement agencies to receive and transmit data. The City of Ottawa's Emergency 911 Communications Center receives emergency weather notification calls from the Emergency Weather Service across the LEADS. This system is used to make emergency weather notification calls. This system is manned at all times, and provides storm, flooding and other weather related data and alerts.

EmNet

(Emergency Management Network) This is a satellite based system. The EmNet server is constantly transmitting data stream that is derived from computers located at the National Oceanic and Atmospheric Administration (NOAA) Port facility. This data stream includes all warnings and alerts issued by the National Weather Service (NWS) for stations within the US. This is an audio alarm program. When an alert is broadcast the alarm notifies on duty dispatchers. The system is monitored at all times.

NOAA

(National Oceanic & Atmospheric Administration) The Emergency 911 Communications Center monitors the NOAA system at all times. A NOAA Weather Alert Radio, monitored 24/7, relays weather alerts to the dispatchers. Dispatchers can check local forecasts, radar, storm watches and warnings, weather graphs and real time weather reports. When emergency notification from either EmNet or LEADS is transmitted, dispatch uses this network for further details.

National Weather Service web page

The National Weather Service hosts a website with Advanced Hydrologic Prediction Service. This site is also monitored at the Emergency 911 Communications Center as well as Community Development Department, waste water treatment plant and by city personal responsible for floodplain management. This site gives advance warning of flood threats on the Illinois River, with approximately 48 hours lead time.

U.S. Geological Survey web page

The City of Ottawa's floodplain management team subscribes to a real time National Water Information System. This site provides valuable information related to water discharge rates immediately upstream of the city limits. When a flood watch or warning is issued this site is used primarily for real time data. Prediction of flooding on the Fox River in Ottawa, from the Fox Lake Pool is generally 24 to 48 hours in advance.

Emergency Warning Dissemination

Emergency 911 Communications Center

The Emergency 911 Communications Center, also known as a Public Safety Answering Point (PSAP) is a facility equipped and staffed to receive emergency and non-emergency calls requesting police, fire, EMS and other public safety services via telephone and other communications devices. The Ottawa Police Department's Emergency Communications Center is a "primary" PSAP, which means emergency calls are answered here first and triaged. The center is staffed and operating 24 hours a day 7 days a week.

The PSAP is also the point from which all calls are dispatched. The Ottawa Police 911 Communications Center employees (also known as Telecommunicators) are first level public safety communications professionals who essentially serve as first responders to every class of emergency for which public safety services are provided. The telecommunicators primary responsibility is to receive, process, transmit and/ or dispatch emergency and non-emergency calls for police, fire, EMS and other public safety services via telephone or other communications devices.

The Community Emergency Notification System

(CENS) is a web-based emergency notification system that will assist public safety officials in making emergency notifications in a timely manner. The system allows the originator to initiate a voice message broadcast to residents or businesses by their predetermined group or geographic location. This system is used to notify residents in the floodplain and critical facilities in the community of impending flood events. Cable TV & Radio Emergency Broadcasts: A system in place at the Ottawa Police Department for notification of life threatening emergencies, catastrophic flooding or other community disasters. The Ottawa police dispatch can interrupt local radio and cable TV broadcasts with emergency information and directions.

Ottawa Daily Times

When a flood emergency exists, the City Engineer or Building Official notifies the news center with the appropriate warning. This can be done via telephone, the web or text from a cell phone. The news center then publishes the warning on its front page of the web-based media and broadcasts this warning via its Social Media Network to Facebook, Twitter and all email subscribers.

River Gauges & Data Collection Points

The river gauge is a pressure transducer with a Data Collection Platform located at a gatewell in the Ottawa Township High School levee. The gauge elevation was surveyed and certified by the U.S. Army Corps of Engineers. The data is linked to the Corps of Engineers Hydraulics Branch and the National Weather Service via satellite.

Ottawa High School also has a secondary gauge located in the same gatewell. This gauge is hardwired to the school. Data is collected and stored by the Ottawa Township High School Maintenance Staff as a backup to the National Weather Service gauge and is calibrated and compared to the National Weather Service gauge.

Ottawa High School also has three staff gauges located around the property with elevation marks established by survey. The City of Ottawa has a staff gauge located on the downstream face of the north pier of Highway 23 Bridge. This gauge has been established by survey and has been compared and verified to the gauge at Ottawa High School by previous high water events.

The gauge at Ottawa High School is an official forecast point for the National Weather Service. The National Weather Service has multiple official forecast points both upstream and downstream of this gauge on both the Illinois and Fox Rivers. This data is monitored at all times by the City of Ottawa's Emergency 911 Communications Center.

Upstream indicators on the Illinois allows a 24 to 48 hour warning of peak flows.

Since the Corps of Engineers gauge is an official forecast point for the National Weather Service, it is continuously monitored. Maintenance is performed as required, and the Corps has dedicated staff to maintain these gauges and can be dispatched in short notice to make repairs. The City of Ottawa performs witnessed monthly checks of all data collection and communications and keeps record of these on file at the dispatch center.

On the Fox River approximately 5000 feet upstream of Ottawa city limits is another gauge. This gauge is maintained by the U.S. Geological Survey, Urbana, Illinois. The upstream gauges are easily monitored from the National Weather Service website and are an excellent warning source. Additional information is available on a real time basis from the USGS web site. Predictions from the Chain of Lakes pool levels allow at least a 24 hour warning.



Flood Mitigation Projects

The city is in the middle of a 6-year upgrade of the WWTP. Over \$10 million is being invested to bring the plant up to date and upgrade the processes. This investment is at risk of being lost if he plant were to flood. Furthermore, flooding of the plant would send millions of gallons of raw sewage down the Illinois River. To prevent these potential nightmares, a funding source must be found to build the wall.

Waste Water Treatment Plant

Ottawa's wastewater treatment plant (WWTP) was built near the Illinois River in the 1950's. It has been protected from river flooding by an engineered berm that was constructed under strict conditions and monitoring. To date, the river has never flooded the WWTP. The berm has held well. It should be noted that even though the berm has protected the plant, it is not a certified levee. In 2008, a record flood on the Illinois River crested about 6 inches above the Base Flood Elevation. The river water surface was just beginning to flow over the top of the berm when it crested and receded. Water began to trickle through the grass about ¼ inch deep across the top of the berm at several locations along its entire length.

Now the Base Flood Elevation of the Illinois is being revised in this area. The existing berm will be well below the new BFE. In addition, as flooding seems to get higher and higher as time goes on, we realize that the WWTP is no longer adequately protected. The wastewater treatment plant may be considered a critical facility and, as such of critical importance, to be protected.

The City needs to build a flood protection wall on top of the berm. The river modeling has been completed and permit received from the Illinois Department of Natural Resources to construct the wall. Unfortunately the cost of the wall is estimated to be 1.6 Million dollars.

Ottawa High School Levee

Funding for construction of the levee improvements is desperately needed. Due to technicalities, the FEMA funding could not be used and another source must be found. Without the levee, the bottom floor of the high school along with several houses will flood.

In 1999, the US Army Corps of Engineers constructed a levee to protect the Ottawa Township High School from flooding. In June of 2009 the Ottawa High School Board was notified by FEMA that the levee protecting the high school would lose its accreditation. The basis for the loss of accreditation is centered around the fact that FEMA, after an extensive flow study, raised the Base Flood Elevation (BFE) approximately 1.5 feet on the Illinois River at the High School property. With the new BFE, the levee is no longer considered to be high enough to retain its certification to protect a critical facility. Levees must be at least 3 feet higher than the BFE for a critical facility.

This levee is actually two levee systems separated by the Main Street Bridge. The Illinois River levee extends from a point south of the intersection of Main and York Street to the Illinois River, west about 1700 feet to the confluence with the Fox River, then north 800 feet to the flood protection wall south of the Main St. bridge. North of the Main St. Bridge the levee continues on the Fox River, north and then east where it terminates at the end of Shabbona Street.

FEMA announced potential funding assistance to upgrade existing accredited levees about to lose their accreditation due to a raising of the BFE. However, FEMA informed Ottawa that their funding could not be used to assist Ottawa Township High School because it was originally constructed by the Corps of Engineers, and their funding could not be used on a project originally built by another federal agency. The City of Ottawa approached the USACE when informed of the de-accreditation. They had no funding appropriated to them to address impacts of the BFE change as that money was appropriated to FEMA for the levees.

The USACE advised a topographic survey be done as they were unsure of the finished elevations. They often construct levees 2 or 3 feet higher than necessary to ensure against any possible settlement. The high school hired Renwick & Associates and had the current topographic survey completed. What was discovered is that the Illinois levee has enough elevation to protect a critical facility except in one area.

The flood protection wall just south of the Main St. Bridge was found to be 7 inches short of the required elevation. It seemed an easy fix would be to add 7 inches to the wall. However, structural calculations would be needed to prove that the wall could hold the pressure of an extra 7 inches of water. The USACE could not find the original structural calculations for the wall. Although 7 inches is a very minor height, proving the existing flood wall can withstand the extra pressure becomes very difficult with no records of what was built.

The second portion of the levee called the "Fox River levee" north of the Main St. Bridge is at a lower elevation. To protect a critical facility, 2.3 feet would have to be added to the Fox River levee. At the time the levee was constructed there were still many residential buildings in the area upstream know as the "Flats". At that time it was determined by modeling that further elevation of the Fox levee may have an adverse impact on this area. A flood plain buy-out program is in final stages of completion to mitigate the Flats area. It is believed that mitigating these properties will help dispel some concerns and allow for the Fox levee to be elevated without impact upstream.

As the next step in the process, a hydraulic analysis was performed on the Fox River to verify that there would be no unacceptable impacts of raising the Fox River levee. This Risk Assessment was completed in June 2011. In July 2013, the permit to construct the flood protection wall atop the levy was granted by IDNR. The solution to this problem is to elevate Green Street such that it will be passable during an extreme flood event. As some water moves across Green Street during floods, a series of box culverts or other water conveying structures would be needed, so the raised pavement would not block moving water. In order to appropriately plan for this flood event that will happen, and to protect the health and safety of the residents on the East Side, funding must be found to reconstruct and elevate Green Street.

Green St. Elevation

Ottawa is separated into three sections by the Illinois and Fox Rivers. The residential neighborhood north of the Illinois River and east of the Fox is called the "East Side" of Ottawa. The East Side has only two access roads: the Main Street Bridge over the Fox River to the west, and Green Street to the east.

During heavy flooding events, Green Street goes underwater leaving Main Street as the only means of ingress/egress for this entire section of town. During the September 2008 flood, the water on the Fox River was inches from pushing against the support beams of the Main Street Bridge. If the water had risen much higher, the City would have been forced to close the bridge to traffic for fear of collapse.

Floods have never been seen as high as they have been lately. The new DFIRMS have set the BFE about 1.5 feet higher than the 2008 flood. If the water rose that high, the Main Street bridge would indeed be closed. The East Side would be surrounded by water and isolated. No one would be able to get in or out for any purpose including food, water, or medical needs. Emergency vehicles including fire engines, police cars and ambulances would not get in or out either. As flood waters are becoming higher and higher, this problem is now becoming a focus of Ottawa's flood disaster planning efforts.

The Illinois and Fox Rivers move quickly when at flood stage. Travel by boat is extremely dangerous as large trees and other debris travel through the waters. Evacuation of the East Side via boat, as well as sending in emergency aid and supplies, is not possible.

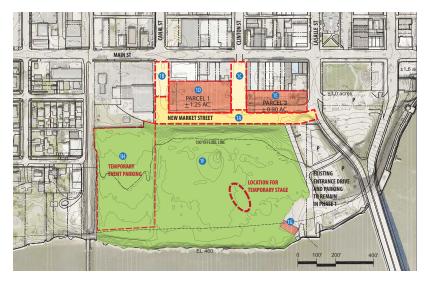


Implementation

Phasing Strategy to Build the Waterfront

OTTAWA DOWNTOWN WATERFRONT MASTER PLAN ELEMENTS	Description / Notes	Potential Funding Sources
PHASE 1: NEW STREET AND MIXED USE DEVELOPMENT		
New Market Street	Approx. 950 LF or Roadway with a 58 foot R.O.W. Roadway stays within the south edge of the existing parking lot at + 484 grade. Existing trees and slope to remain. Connection to Columbus Street needs closer look with IDOT.	MFT, EDP, EDA, TAR
Improvements to Canal Street	Approx. 190 LF within existing R.O.W. Streetscaping (lighting, signage, banners, landscaping, crosswalks etc.)	ITEP, RBEG,
Improvements to Clinton Street	Approx. 260 LF within existing R.O.W. Streetscaping (lighting, signage, banners, landscaping, crosswalks etc.)	ITEP, RBEG
Development Parcel 1	Approx 1.25 acres	Ottawa RF, TIF, UIRVDA, IFA, AI
Development Parcel 2	Approx .9 acres	Ottawa RF, TIF, UIRVDA, IFA, AI
Park Improvements	Sodding, stage area, existing trees to remain, other improvements to be added by HDG	OSLAD
Reuse of former Rescue Squad bldg as park pavilion	тво	OSLAD, RTP, Trails Program
Temporary Grass Parking area on former track area	Approx. 3.5 acres	
PHASE 2: WATERFRONT PARK: HDG to edit as needed		
Amphitheater, Open Lawn and Stage	Includes performance stage, electrical and sod	OSLAD, PARC, TAP
Entry Pavilion	Includes pavilion, plaza and wall	OSLAD,PARC
Bridge Overlook / Vertical Connection	Includes architectural structure and stairs	OSLAD
Riverwalk Promenade	Includes environmental controls, double tier promenades and overlook	OSLAD, RTP, Trails
Riverside Pavilion	Includes cost to repurpose and refurbish existing building	OSLAD
Transient Harbor	Includes environmental controls, earthwork, double and single tier promenade, piers and slips	
Islands	Includes bridges, walkways, shoreline armament and landscape	OSLAD
Parking	Includes parking lot, roadway and electrical	OSLAD
Shallow Pool / Water Feature	Includes shallow pool bottom and surround, water feature electrical, mechanical and controls	OSLAD
Botanic Gardens	Includes plants, amended topsoil and mulch	OSLAD
Natural Landscaped Edge	Includes plants, amended topsoil and mulch	OSLAD
Walking Paths	Includes earthwork and pavement	OSLAD,PARC
TOTALS		
PHASE 3: JORDAN BLOCK		
Mixed Use Development along Main Street		UIRVDA, IFA, AI
Hotel / Mixed use Development, structured parking		UIRVDA, IFA, AI
Improvements to LaSalle Street		ITEP, RBEG, EDA
Improvements to Columbus Street		ITEP, RBEG, EDA
PHASE 4: COMMUNITY FACILITY		
Community Recreation Center		PARC, brownfield
Outdoor Pool		PARC/ OSLAD
Parking		PARC
River Promenade		RTP, Trails
		ITEP, Trails





Phase 3



Phase 2



Phase 4











Summary of 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 Department of Commerce and Economic Opportunity

Illinois Community Development Assistance Program (CDAP)

This program is administered by the IL Department of Commerce and Economic Opportunity (DCEO) using United States Department of Housing and Urban Development (HUD) funds. This program is funded by Title I of the federal Housing and Community Development Act of 1974, as amended.

This is a statewide competitive program for communities with a population under 50,000. All communities applying must meet the established state and national objectives of the program. In particular the project must: • Benefit a minimum of 51% low to moderate-income individuals based on census data or community income survey results;

• Improve public infrastructure and eliminate conditions which are detrimental to health, safety, and public welfare.

A. Public Infrastructure Construction Only (PI) -Applications due early June.

The funding priority for this component is for water, sanitary and storm sewer projects. Acquisition, construction, reconstruction, rehabilitation, demolition or installation of public infrastructure, and improvements are eligible activities. Project areas must be primarily residential in character. (This does not include buildings used predominantly for the general conduct of government. Funds may also be used to finance costs associated with the connection of residential structures to public facility improvements). The Public Infrastructure grant ceiling is \$450,000.

B. Public Infrastructure with Design Component (PI+DE)-Applications due early June.

This component allows units of local government who do not have the resources to provide design engineering services to include eligible activities in their construction budget.

In general, eligible design activities include:

• Engineering, architectural and design costs related to a specific activity

- Blueprints
- Costs of implementing plans

Design activities are limited to a total of \$150,000 of the overall grant award.

C. Emergency Public Infrastructure- Applications submitted as needed.

Eligible activities are identical to those in the Public Infrastructure (construction only) component described above. The project must be of an urgent and unforeseen nature and have occurred outside the normal funding cycle. The Emergency Public Infrastructure grant ceiling is \$200,000.

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.

Please note that the Governor's Clean Water Initiative (CWI, announced in 2013, represents a substantial investment in the SRF loan programs over at least the three fiscal years 2013, 2014, and 2015). The Clean Water Initiative provides a significant boost in funding for water infrastructure projects in Illinois, as much as doubling the funding available for the SRF programs on an annual basis.

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.

In Illinois, Rural Development has an outstanding loan portfolio of over \$2.25 billion. Programs are delivered through offices in 12 locations as well as the state office in Champaign. Last fiscal year, RD obligated more than \$629 million in loans, grants, and guarantees to fund rural projects in Illinois. Programs for public infrastructure for the most part are limited to the following:

A. 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.).

B. Water & Waste Disposal Loans and Grants (also have Guaranteed Loan Program)

Eligibility for this program is based on community median income. Loans and grants are available for community water and sewer projects (includes solid waste and storm drainage) in rural towns with populations less than 10,000. Grants supplement loans to keep user rates affordable.

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.

II. ECONOMIC DEVELOPMENT

Illinois Department of Commerce and Economic Opportunity (DCEO)

A. Community Development Assistance Program-Economic Development Component

This program, managed by the Illinois Department of Commerce and Economic Opportunity, offers funds for communities to assist in the location and/or retention of businesses in their communities. Funds are granted to the community and may be used for infrastructure or to loan to the benefiting company for machinery, equipment, building construction/renovation, or infrastructure. The maximum grant request for this program is \$750,000 (\$15,000 per job created or retained).

B. Business Development Public Infrastructure Program (BDPIP)

This program is administered by the Illinois Department of Commerce and Economic Opportunity, with the purpose of providing low-interest loans to units of government for public improvements on behalf of businesses undertaking expansion or relocation projects. Maximum grant or loan is based on details of project (\$5,000 per job created or retained).

C. Advantage Illinois

Advantage Illinois consists of three programs to spur institutional lending to small businesses and one program to leverage private venture capital in start-ups and high-growth businesses.

• Capital Assistance Program (CAP) assists businesses with capital financing needs. It is designed to encourage financial institutions to make loans to small and new businesses that do not qualify under conventional lending policies, using small amounts of public resources to generate private bank financing that might not otherwise be available.

• Participation Loan Program (PLP) There are now four new product lines to support businesses with projects that create or retain jobs and/or modernize their business to improve competitiveness. DCEO seeks to encourage new bank lending to small business, by purchasing portions of bank term loans, and RLOCs, applying below market interest rates to DCEO's portion and subordinating its exposure to those of the lending entities.

• Collateral Support Program (CSP) CSP establishes savings accounts or CDs that provide cash collateral support to lending institutions in order to enhance the equity and/or loan collateral levels of small business borrowers.

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.

United States 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 Programshttp: 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 pubic 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 nonmotorized recreation trails. The RTP provides 80% federal funding assistance on approved projects. There is a \$200,000 grant ceiling for nonmotorized 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 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.