



CITY OF OGLESBY

2020 COMPREHENSIVE PLAN

City of Oglesby 2020 Comprehensive Plan



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Oglesby Business List

**Photographs courtesy of Kathy Casstevens & NCICG*

Executive Summary

A Comprehensive Plan is a long-range plan intended to guide growth and development of a community and includes analysis, recommendation, and proposals for land use, housing, transportation, economic development, community facilities, natural resource preservation, natural hazard mitigation, and community issues.

This document is an update of the 2009 Oglesby Comprehensive Plan.

Chapter 1: Introduction

The introduction addresses, in further detail, what a Comprehensive Plan is, the purpose of Oglesby's Comprehensive Plan, and how it interrelates with the City's zoning and subdivision ordinances.

The plan was updated under the guidance of the Oglesby Plan Commission along with North Central Illinois Council of Governments (NCICG), 613 W Marquette Street, Ottawa, Illinois, 61350. The review process and the contributors are listed in this chapter. The chapter also emphasizes the importance of implementing the Plan.

Chapter 2: Historical Profile

Part of a city's character is its history. This chapter highlights Oglesby's past including the history of incorporation, major industries, public facilities, transportation, and civic awards.

Historically, a key factor in Oglesby's prosperity was the mineral resources in the area. The prevalence of coal and limestone made coal mining and cement manufacturing highly profitable. Coal mining operations ceased in the area in the early 1900's due to the increased difficulty and costs for extraction of the remaining coal deposits. Cement manufacturing has been in decline, and operations have now ceased about a decade ago, as a result of the downturn in the economy.

Chapter 3: Demographics and Economic Profiles

Oglesby's population characteristics and projections are outlined in this chapter. Other demographic information includes household characteristics, ethnic composition, and educational attainment. The City's economic profile includes income levels, employment, and unemployment data. In some instances, the data is compared to LaSalle County and State of

Illinois data. The demographic and income level data is from the 2000 and 2010 Census. Most of the data tables are accompanied by graphs.

In the year 2010 the City had a population of 3,791. Oglesby maintains a higher percentage of population over 65 than LaSalle County. The educational attainment levels continue to increase as well as the median household income in higher than LaSalle County but lower than the State. The largest employers by industry in Oglesby is manufacturing and education. LaSalle County's October 2019 unemployment rate, was 4.2%. Since January 2019 the unemployment rate for the county has seen a steady drop from a high of 8.4%.

Chapter 4: Land Use

Land use is a description of how land is occupied or utilized. This chapter covers both the existing and future land use in Oglesby and its 1.5 mile planning area. The primary land uses, listed in this chapter, in and around Oglesby are agriculture, residential/housing (single-family, two-family, multi-family), industrial, institutional, commercial/business, parks and recreation, and open/green space. The existing and future land use maps are located in this chapter along with information on the use of the maps.

Oglesby's largest land use by acreage is residential. There are several data tables on housing in this chapter. The data shows that the majority of the City's housing is single-family residential. Over the past 10 years there has been a significant increase in the available housing options including; senior and multi-family in the City. Oglesby has an aging housing stock with over 70% of its housing units over 50 years old. Some of the housing has become deteriorated; as a result the City will continue to enforce its rental inspection program and building codes.

Oglesby contains several new residential subdivisions on the City's south and west sides. These subdivisions offer plenty of opportunity for infill development. All new residential development shall be restricted to the areas within or near the existing City limits and infrastructure in order to conserve city resources and agricultural land to the south and west of the City.

The City's commercial and industrial areas are concentrated along Walnut Street in downtown and near the Walnut Street and Interstate Route 39 (I-39) interchange. Most of the new commercial and industrial development will continue to grow along Walnut Street and the I-39 interchanges. Oglesby's close proximity to I-39, Interstate Route 80, and the Illinois River make it an ideal place to locate commercial and industrial centers. Most of the industrial and commercial growth in Oglesby

should be located near the three I-39 interchanges. Industrial and commercial uses near the interstate shall include logistics and travel center development, restaurants, hotels, or industrial uses requiring bulk shipment of goods.

The largest institutional uses by acreage are the Oglesby Public Schools and Illinois Valley Community College. The Oglesby schools and Illinois Valley Community College shall continue to expand or upgrade the existing facilities, as needed, to make room for new students and programs.

Chapter 5: Community Facilities and Infrastructure

Chapter five (5) covers education, public services, health care, service organizations, community buildings, and public and private infrastructure.

There are four (4) schools located in Oglesby: Illinois Valley Community College, Lincoln Elementary, Washington Junior High School, and Holy Family School. The public services and community buildings in Oglesby include police protection, fire/EMS services, Oglesby District Public Library, Oglesby City Hall, and the Dickinson House. Oglesby has two medical clinics and multiple dentists and chiropractor offices; and is under five (5) miles from the nearest hospital (Illinois Valley Community Hospital). Three (3) service organizations are located within the city limits.

The City maintains its own water treatment and distribution, sewage treatment and collection, and electric distribution systems. Natural gas, cable TV, Internet, and phone services are provided to Oglesby residents by private sources. The City's infrastructure is adequate for current demand. However, the City shall continue to maintain, upgrade and expand infrastructure as funding allows. The city is exploring the feasibility of adding fiber for internet as one of the services the city provides.

Chapter 6: Transportation

One of Oglesby's advantages is its proximity and access to major transportation networks. The City has direct access and is in close proximity to major roadways, two (2) waterways, and a regional airport.

Interstate 39 and several state routes crisscross Oglesby. Interstate 80, which runs from the East to West Coasts of America, is only four miles from Oglesby and can be accessed easily by I-39. Oglesby has a spur rail line (owned by Buzzi Unicem, the local cement company) that allows a direct connection to several regional rail lines. Oglesby is located just south of the Illinois River, a major water route between Lake Michigan and the Mississippi River, and is partially bordered

by the smaller Vermilion River. Illinois Valley Regional Airport is seven (7) miles from Oglesby and offers charter air service.

Chapter 7: Parks, Open Spaces, and Trails

This chapter details Oglesby's nine (9) parks, nearby parks, open spaces, and potential for pedestrian/bike trail and new park development.

The City's nine (9) parks include Courtyard Park, Dickinson Baseball Complex, Lehigh Park (including the canoe launch), Memorial Park, Oak Park, Municipal Swimming Pool, McPhedran Park, and Seneca Square. The City currently meets the recommended ratio of eleven (11) acres of parkland per 1000 people.

Oglesby is in close proximity to Matthiessen State Park, Starved Rock State Park, and the Illinois & Michigan Canal Trail. This chapter discusses the potential of connecting the aforementioned parks and trail to Oglesby with a bike path. Sections of these paths may include abandoned railroad tracks that are converted to bike paths.

Chapter 8: Environmental Features

This chapter outlines Oglesby's physiography, climate, prominent soil types, surface water, groundwater, and mineral resources. Oglesby covers 4.23 square miles and the land is flat except for the areas around the Illinois and Vermilion River valleys. The soils in Oglesby vary greatly in quality. The Vermilion River is Oglesby's main hydrological feature. Oglesby obtains its drinking water from two 2,800 foot deep wells. Gravel, sand, and limestone are the most prominent mineral resources in and around Oglesby.

Chapter 9: Tourism

Outlined in this chapter are the rivers (Vermilion and Illinois) and the state parks (Starved Rock State Park, Matthiessen State Park, and Buffalo Rock State Park) in the Oglesby area that draw tourists from all over the region. The chapter also includes accommodations, Illinois Scenic Byways, area golf courses, and local events.

Chapter 10: Economic Development

Economic development is the key to the City of Oglesby's future vitality. This chapter profiles the City's economic development tools used to attract and maintain commercial and industrial development. The development tools include marketing, tax increment financing districts (TIF), and Enterprise Zone. Businesses and industries need to be retained and expanded in Oglesby, and new ones need to be attracted to the City.

Recently, Oglesby has been very active in economic development. In 2019 the City filled the vacant Economic Development Coordinator position. The City is also a member of Illinois Valley Chamber of Commerce, North Central Illinois Economic Development Corporation, and the North Central Illinois Economic Development District; all of which help promote the City of Oglesby.

Oglesby has created two Tax Increment Financing (TIF) districts. These districts cover a large portion of the City and help to spur economic growth through incentives. The City offered a TIF grant program for businesses along Walnut Street and Columbia Avenue. The City is also eligible for the enterprise zone; Upper Illinois River Valley Development Authority (UIRVDA).

Chapter 11: Natural Hazards

The City of Oglesby chose to participate in, and passed a resolution adopting, the LaSalle County and Putnam County Natural Hazards Mitigation Plan (NHMP) in January 2015. This chapter describes the NHMP and the risk assessment completed during the 2015 NHMP. LaSalle County is in the process of updating the 2015 NHMP. The update will be completed in 2020.

Chapter 12: Goals, Strategies, and Tasks

The Comprehensive Plan addresses issues due to past and present trends and other community policies and practices. This chapter of the Plan includes long-range goals, strategies and tasks that affect growth and development. These goals, strategies, and tasks recommend actions for public policy, infrastructure, parks, environment, tourism, housing, transportation, downtown development, commercial development, industrial development, and disaster mitigation.

Chapter 13: Implementation

This chapter of the Plan stresses the importance of the Plan Commission and City Council following through with the implementation of the Plan. The chapter also emphasizes the significance of ongoing data collection of variances and building permits to track development and measure the effectiveness of the Zoning and Subdivision Ordinances. The Comprehensive Plan, along with the Zoning and Subdivision Ordinances, should be reviewed and updated on a regular basis. This chapter also identifies a list of funding sources to help implement the goals of the Comprehensive Plan and identifies short term (1-3 years), medium (3-5 years) and long term (5+ years) goals.

Below is a brief synopsis of the goals that have been developed to help assist the City in achieving the desired outcome of each of these 10 categories.

Public Policy

Goal: Improve existing partnerships with Illinois Valley Community College (IVCC) and other appropriate regional organizations.

Goal: Explore changing to Home Rule form of government.

Goal: Expand or share cost of city services with surrounding area communities.

Goal: Utilize hospitality training.

Goal: Be known as a community that works well with businesses for the development of the community and growth of businesses.

Infrastructure

Goal: Improve and upgrade public infrastructure (water, sewer, road, fiber optic, electric) within the community to provide the residents of Oglesby with the best services available.

Goal: Improve, upgrade, and create Community facilities and structures to provide the residents of Oglesby with the best services available.

Parks and Recreation

Goal: Create more activity-oriented places for the residents and visitors of Oglesby through the creation of a Parks and Recreation Plan

Goal: Acquire new and utilize existing land for active and passive recreation.

Tourism

Goal: Participate with other marketing organization or outlets.

Goal: Encourage hotel/lodging development/restaurants.

Goal: Encourage the development of tourism associated amenities.

Housing

Goal: Encourage sustainable growth and quality housing to meet needs of current and future residents.

Transportation

Goal: Include transportation in the Capital Improvement Plan.

Goal: Enable Oglesby to attract more business and industry through viable transportation choices.

Goal: Work with IVCC to implement the plan for pedestrian/ bicycle connection to the City.

Goal: Utilize transportation resources to enhance the tourism possibilities for the City.

Downtown

Goal: Foster the downtown district into a destination.

Goal: Diversify the tax-base in downtown.

Commercial Development

Goal: Improve the variety and availability of local and regional commercial opportunities.

Industrial

Goal: Maintain and enhance a diverse industrial tax base that is environmentally friendly.

Goal: Help cultivate and maintain a viable workforce.

Goal: Explore investment options in alternative power sources.

Natural Hazards Preparedness

Goal: Prepare the community for common natural hazards to the region to mitigate the damage, shorten recovery time to make Oglesby a more resilient community.

Introduction

A Comprehensive Plan is the vision of what the community wants to become and the steps needed to meet that vision. The Plan is composed of a series of separate but interrelated elements that address specific topics as defined in the Illinois Planning Technical Assistance Act (Public Act 92-0768, Sec. 5).

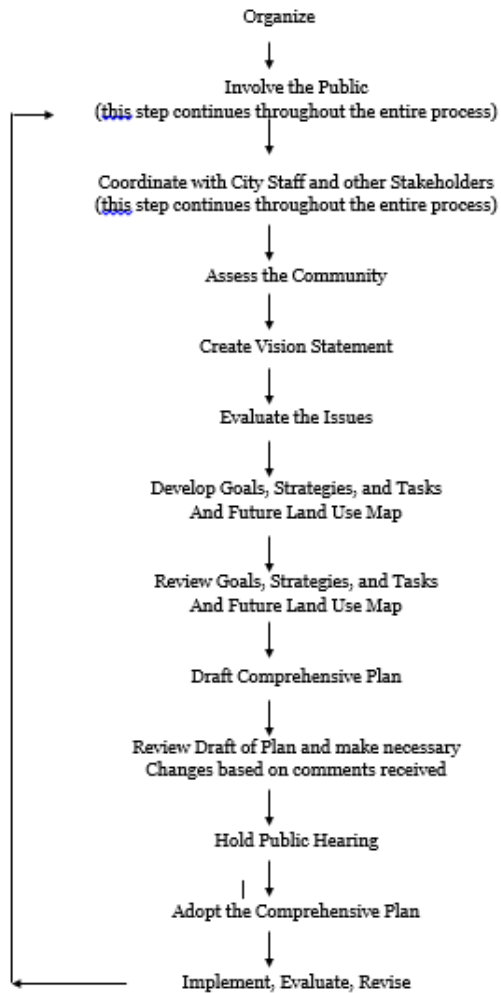
The purpose of this Comprehensive Plan is to present, in words, the community image and to guide future development. This Plan has been created to guide the City of Oglesby's development process for the next 20 years. This 2020 Comprehensive Plan focuses on updating the Goals, Strategies, and Tasks section of the 2009 City of Oglesby Comprehensive Plan that was prepared by North Central Illinois Council of Governments (NCICG).

The City of Oglesby has been committed to the comprehensive planning process since as far back as the 1950s. In 1956 the City approved the FA Cushing Smith & Associates Comprehensive Plan. This plan served as a guide for community growth and development for area such as; zoning, industry, and housing.

The 2020 Comprehensive Plan update is the result of months of research, meetings, and discussions involving the Plan Commission, the business community, the residents, and NCICG. This process included two (2) public meetings to get input on the goals, strategies and tasks of the 2009 Plan. At these meetings, the existing and future land use maps were reviewed and updated. The demographics were updated to include information from the 2010 Census. All other sections of the plan were reviewed and updated with pertinent information. Priorities were added to the implementation section and were categorized as immediate (0-2 years), middle (3-5 years) and long range (6-10 years). The implementation section also had updated funding source information showing possible avenues for funding potential projects.

Geographically this Comprehensive Plan covers the boundaries of the City of Oglesby, as well as the 1.5-mile planning area surrounding the City limits. The plan focuses on a broad range of topics rather than the specific details. This plan is designed to guide the overall future development of the City of Oglesby.

The following flow chart shows the comprehensive planning process.



The development of the 2009 plan included the following:

1. The first meeting with the City and its residents involved an educational PowerPoint to describe what planning involves, what a comprehensive plan can do, and the process of creating a comprehensive plan.
2. A **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats (S.W.O.T.) meeting came next. The meeting with officials and residents involved identifying items for these four (4) categories. See Appendix A for results.
3. Individual interviews were conducted next with members of the City Administration, city employees, business owners, and active members in the community. Individual interviews allowed those who participated to offer information and opinions in a private setting. This is necessary to collect unknown and otherwise unsavory information about the City.
4. A survey (see Appendix B and C for cover letter and survey) was conducted to gather further information from the residents of Oglesby. The survey was sent to every 4th resident with their water bill. Every water customer was informed about the survey and extra copies were left at City Hall and the library. Residents were given two (2) weeks to respond to the survey and drop the completed forms at City Hall or the library. There were 95 completed surveys returned.

5. Throughout the next few months, historical and current information was collected and the chapters for the plan were drafted.
6. A community meeting was held to determine the goals for the City of Oglesby. The goals were drafted from the S.W.O.T. meeting, the survey comments, and the discussions at the goals meeting.
7. The rough draft was then reviewed and, after corrections were complete, a final draft was given to the Plan Commission, the think-tank, and made available on-line for the residents to review.
8. The public hearing took place on October 22, 2009.
9. The Plan Commission made a formal recommendation to the City Council on October 22, 2009.
10. Adopted by Oglesby City Council on December 7, 2009.

The Comprehensive Plan can influence private and public decisions by providing a readily available source of information and ideas. The Plan document is a coordinated set of advisory proposals. The degree to which the plan influences decisions depends upon the soundness of the plan, its relevance to the actual situation, and its availability to developers and the public. If the Plan Commission and City Council neglect the plan, others will follow suit. On the other hand, if the Plan Commission and other City agencies use the Plan to guide and substantiate decisions, private decision makers are more likely to do so as well. The Plan is intended as a guide for the City as well as the residents, to promote future investments in a manner that will contribute to making Oglesby a more desirable place to live and work. Through the cooperative efforts of the citizens and City officials, this Plan will be the foundation to make the goals of the City become reality.

The City's new Land Development Code adopted in 2018 is one of the tools used in the implementation of the Comprehensive Plan. The Zoning Ordinance will help to guide the City in regulating land use as the community grows. While zoning controls land use, subdivision regulations control and direct the division and development of land. These ordinances should be reviewed every five (5) years and updated every ten (10) years. To assist in identifying trends and assessing the effectiveness of ordinances, the City should annually review the number, types and location of building

permits, special use permits, and variances, that were issued or denied. The tracking of changes in zoning and variances helps to identify areas of the ordinances that may need to be amended.

Future development will be referenced through this Comprehensive Plan to determine if it follows the goals of the City. The future land-use map should also be referenced to guide the location of development. The Plan, however, should be amended as the City changes. The Plan should be reviewed yearly and updated every five (5) years.

This Comprehensive Plan focuses on the City of Oglesby and its role within LaSalle County and the region. The City is located in the west central portion of LaSalle County and the north central part of the State. This area is predominately rural. However, Oglesby is part of a cluster of cities situated on the Illinois River that include the larger cities of LaSalle, Peru, and Spring Valley. This cluster of cities is interconnected through employment opportunities, entertainment, and services.

Implementation of the Comprehensive Plan is the most critical step in the planning process and determines the success of the Plan. Action must be taken by the City Plan Commission, City Council, developers, and citizens to bring plans into reality. It is essential that citizens be informed and realize both obligations and benefits derived from the Plan. A program of public information and education can be one of the strongest forces in activating the Comprehensive Plan. A plan that cannot be seen and is not used can hardly be influential.



Historical Profile

The City of Oglesby is located in LaSalle County, just south of Interstate 80 and transected by Interstate 39. It is also located near the confluence of the Vermillion River and the Illinois River.

In 1848, the completion of the Illinois and Michigan Canal stimulated growth to form the inception of the Illinois Valley. The I&M Canal was vital because it provided a commercial route between the Great Lakes, Mississippi River and the Gulf of Mexico. The canal led first to the development of LaSalle, Peru, Utica, and Ottawa because of their close proximity to the waterway, but soon other towns, like Oglesby, began to emerge due to the establishment of coal mines and manufacturing plants.

Oglesby is named after Richard J. Oglesby, who was Commanding Officer of the 89th Illinois Infantry Regiment during the Civil War, as well as a U.S. Senator (1873-1879) and a three-term Governor of Illinois (1865-1869, 1872-1873, 1885-1889). Oglesby was not the first name chosen for the area. Mr. Thacker Tucker Bent of the Oglesby Coal Company developed a coal mine south of the Illinois River near LaSalle and wished to call the town Kenosha after his own hometown in Wisconsin. However, this name was rejected due to the possible confusion of two (2) towns with the same name. In 1902, the city was called 'Portland' due to the prevalence of the cement industry. On August 5, 1913, the residence of Portland voted to rename the city to Oglesby to honor Richard J. Oglesby.

In the early history and settlement of the City of Oglesby, coal mining played an important role in the livelihood of the residents. Three (3) different companies operated mines in the Oglesby area: the Oglesby Coal Company operated the Bent Mine, the Illinois Zinc Company operated the Black Hollow Mine, and the Illinois Valley Coal Company operated the Jonesville Mine. The mines provided for much of the work and revenue throughout the late 1800's until 1930.



*Richard J Oglesby
bust in front of City Hall*

Many factors contributed to the end of coal mining in Oglesby. The Bent Mine was the first to close, in 1918, after years of litigation with the cement industry over mining rights. The Black Hollow Mine, known for the robbery/murder of men while delivering \$6,000 of payroll on May 29, 1913, was mined out by 1922. The last remaining mine, the Jonesville Mine, was closed in 1930 when most of the coal was depleted and it became cost prohibitive to remove the remaining coal.

The cement industry has historically been a major fixture for Oglesby's economy. Two (2) cement companies, the Lehigh Portland Cement Company and the Marquette Cement Company, operated simultaneously throughout Oglesby's history. Both companies had cement mines snaking underneath Oglesby until the early 1900's, when mechanization made open pit mining more productive. The Lehigh Portland Cement Company began manufacturing cement in 1898 and closed permanently in 1963. The Marquette Cement Company (evolved into Lone Star Industries, now Buzzi Unicem USA), founded in 1892, is still in operation today as a distribution point and operates with a minimum workforce.

The first church of Oglesby, the Oglesby Union Church, started in 1868 by holding Sunday school classes in a barn loft on the Oglesby Coal Company property.

The Jonesville Gospel Tabernacle was built in 1932 by O.L. Jones, owner of the Jonesville Mine, with the lumber from the dismantled coal mine company store. Sacred Heart Roman Catholic Church was founded in 1900. The Lithuanians constructed St. Constantine Church on the corner of Florence and Spring. The two (2) churches then merged in 1951 to become Holy Family Catholic Church. The Oglesby Baptist Church held its first meeting on April 12, 1908. Fire destroyed the church on February 22, 1937



The Oglesby Public School District #125 was born in 1869 on the corner of Walnut Street and Woodland Ave. The one-room school house was called Central School. In 1899 the Cement School was built for the children of the employees of the Chicago Cement Company (Lehigh). Because of the proximity to the cement plant, the school was closed down in 1907, deemed to be ‘unfit’, due the heavy cement dust. Deer Park School was built for the children of the employees of the Black Hollow Mine. Columbus School was built in Jonesville for the children of the Jonesville Mine. Jackson School on Clark Street was built for the children of the Crockettville area. Lincoln School was built in 1938 for the students of Columbus School and Jackson School. Oglesby is also the home of the Illinois Valley Community College (IVCC). IVCC broke ground on June 23, 1970. More on the schools can be found in the Community Facilities section.

The newspaper in Oglesby, the *Oglesby Sentinel*, was short lived during the 1930’s. It reported on local news, including school attendance, marriages, problems in the area businesses, visitors, and the daily happenings in the City of Oglesby. The only other newspaper on record is the very short-lived *Oglesby Shopper*.

The original transportation systems in the region were based on the transit of goods to and from the Illinois and Mississippi Rivers. In 1852 the Illinois Central Railroad System traveled from Bloomington through Oglesby to south of LaSalle. The main purpose was to get goods to and from the canal. The Chicago, Burlington, and Quincy line, which started in 1869, transported workers to and from LaSalle-Peru traveling through Streator, Kangley, Leonore, Deer Park, Oglesby, LaSalle, and Peru to Zearing along the Vermillion River.

The Dickinson House has been an important facility for the City of Oglesby. The recreational center was built in 1941 for the residents of Oglesby through the cooperative efforts of Bertha K. Evans and the Marquette Cement Company in memory of Theodore G. Dickinson. Dickinson was founder and builder of the Marquette Cement plant in Oglesby in 1898 and President of Marquette Cement Manufacturing Company. This center provided a space for vocational study and recreational facilities to the men employed in Oglesby, along with their families. The Dickinson House is still in operation today providing a bowling alley, meeting rooms, dining room, and baseball diamonds for the public.

The most recognized landmark in the ‘backyard’ of the City of Oglesby is Starved Rock State Park. Starved Rock State Park was purchased by the State of Illinois in 1911. The park has an average of three (3) million visitors each year.

Along with Starved Rock State Park, and the newly acquired sale of 2,629 acres from Buzzi Unicem USA on October 25, 2018 Oglesby is able to take advantage of its strategic location in relation to Matthiessen State Park (within 1 mile), Buffalo Rock State Park (within 10 miles). The city is able to provide places to stay, eat, and shop for tourists and visitors.

In 2003, Oglesby received the Governor's Home Town Award. This is awarded to "Citizens of Illinois who give unselfishly of their time, money and efforts to make their communities better places to live and work." The City of Oglesby received the award for their collaboration in writing "Oglesby Our Home Town 1902-2002" (this book is available at the Oglesby Public Library). Other hometown awards include a 1999 award for raising \$100,000 to build a new accessible library, a 1999 award for the construction of the Korean War Monument at Memorial Park (with the efforts of over 200 volunteers), and a 1982 award for the Celebration Day Festival.

Although not a large city, with a population of just under 3,800 (3,791 2010 census) people, Oglesby provides many great opportunities.

Demographics

Population Characteristics

The City of Oglesby population grew to its peak population of 4,215 in 1960. The population declined from 1960 until it increased again from 1990 to a population of 3,647 in 2000. From 2000 to 2010 the population grew by 3.95% to 3,791.

Oglesby maintains an aged population with a higher percentage of its population over 65 than LaSalle County for the same age group. While the median age for Oglesby decreased slightly from 40.2 in 2000 to 39.4 in 2010 the LaSalle County’s median age rose from 38.1 in 2000 to 41.0 in 2010. In 2010 both Oglesby and LaSalle County continued to have a higher median age than both Illinois and United States. According to the U.S. Census Illinois’ median age in 2000 was 34.7 and rose to 36.6 in 2010 and the U.S. median age rose from 35.3 to 37.2 during that same time period.

Table 1 – City of Oglesby - Population

	Oglesby	+/- % Change	LaSalle County	+/- % Change	Illinois	+/- % Change
1950	3,922	-0.41%	100,610	2.87%	8,712,176	10.32%
1960	4,215	7.47%	110,800	10.13%	10,081,158	15.71%
1970	4,175	0.95%	111,409	0.55%	11,110,285	10.21%
1980	3,979	-4.69%	112,033	0.56%	11,427,409	2.85%
1990	3,619	-9.05%	106,913	-4.57%	11,430,602	0.03%
2000	3,647	0.77%	111,509	4.30%	12,419,293	8.65%
2010	3,791	3.95%	113,924	2.17%	12,859,995	3.55%

Source: 1950 – 2010 U.S. Census

Chart 1 – Oglesby Population Comparison: 1950 - 2010

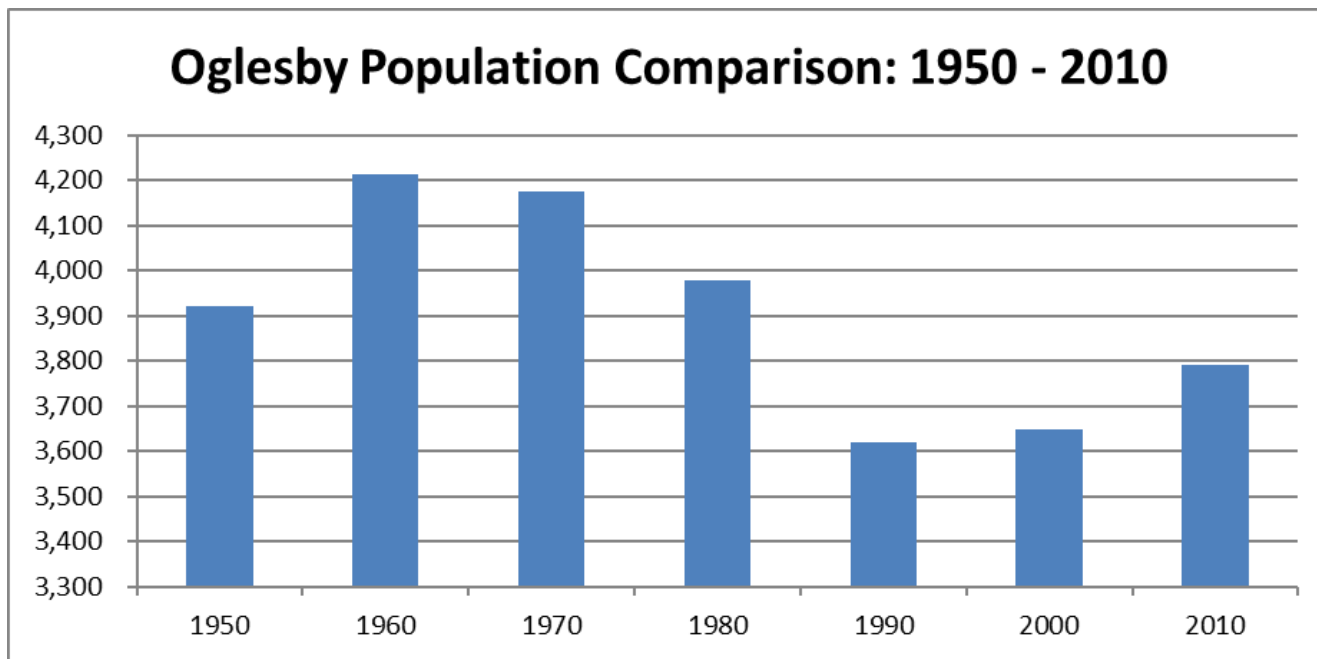


Table 2 – Oglesby Population by Age Group

Village of Oglesby Population by Age Group				
Age Range	2000		2010	
	Total Persons	% of Total	Total Persons	% of Total
Under 5	212	5.81%	251	6.6%
5-14	490	13.44%	519	13.69%
15-24	391	10.72%	421	11.11%
25-34	454	12.45%	472	12.45%
35-44	573	15.71%	485	12.79%
45-54	412	11.30%	557	14.69%
55-64	342	9.38%	422	11.13%
65-74	349	9.57%	307	8.10%
75-84	315	8.64%	232	6.12%
Above 84	109	2.99%	125	3.30%
Total Population	3,647	100.00%	3,791	100.00%
Median Age	40.2		39.4	

Source: 2000 & 2010 U.S. Census

Chart 2 – Population Percentage by Age Group, Oglesby

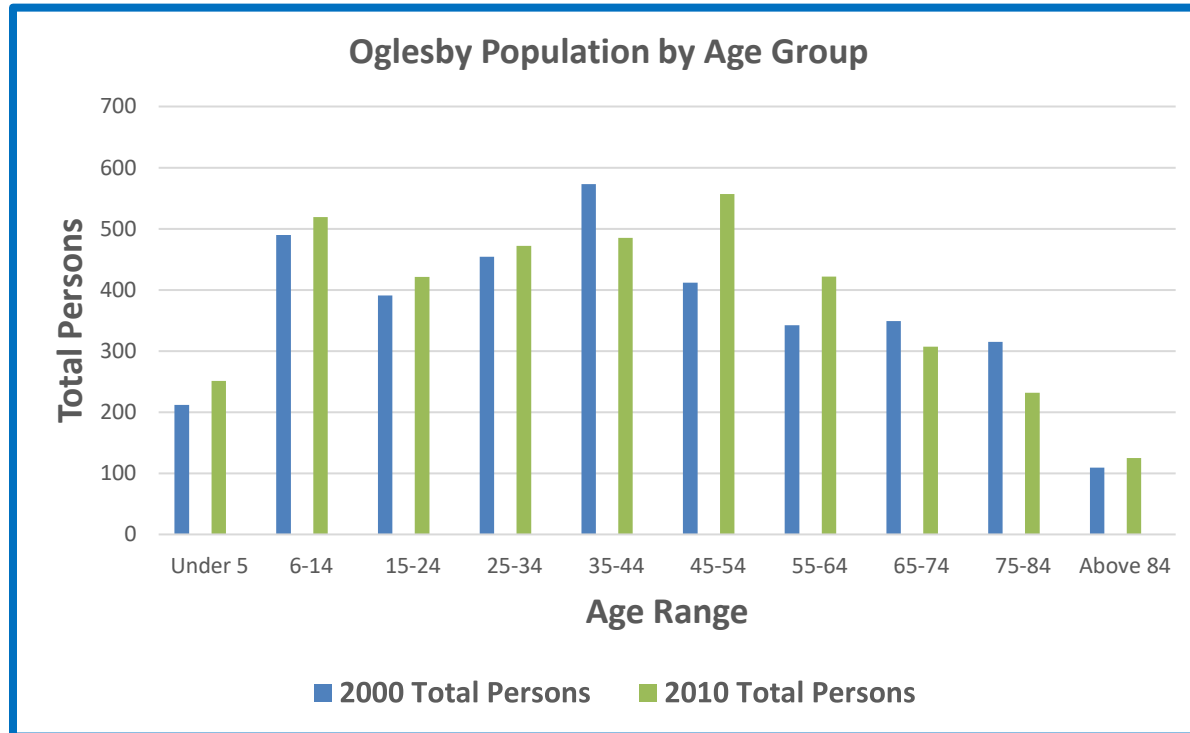
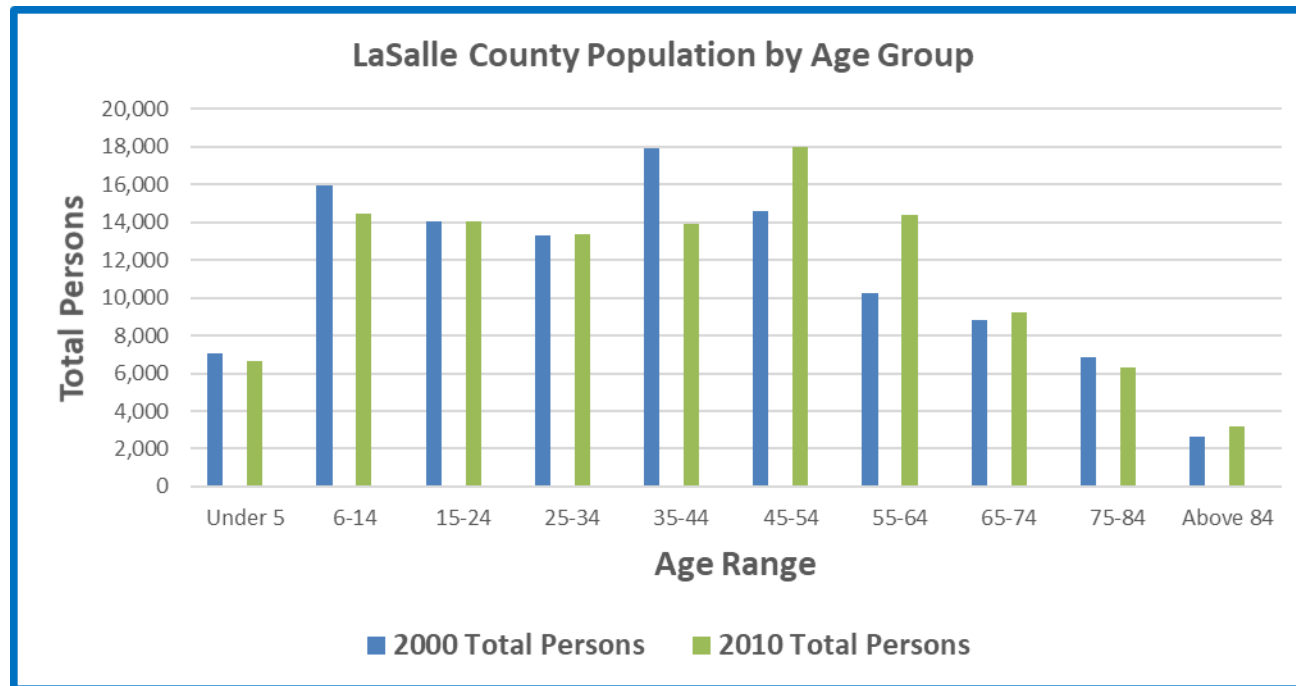


Table 3 – LaSalle County Population by Age Group

LaSalle County Population by Age Group				
Age Range	2000		2010	
	Total Persons	% of Total	Total Persons	% of Total
Under 5	7,033	6.31%	6,618	5.8%
5-14	15,961	14.31%	14,439	12.67%
15-24	14,079	12.63%	14,065	12.35%
25-34	13,319	11.94%	13,341	11.71%
35-44	17,945	16.09%	13,896	12.20%
45-54	14,607	13.10%	17,963	15.77%
55-64	10,273	9.21%	14,424	12.66%
65-74	8,811	7.90%	9,202	8.08%
75-84	6,857	6.15%	6,324	5.55%
Above 84	2,624	2.35%	3,152	2.77%
Total Population	111,509	100.00%	113,924	100.00%
Median Age	38.1		41.0	

Source: 2000 & 2010 U.S. Census

Chart 3 – Population Percentage by Age Group, LaSalle County



Population Projections

The State of Illinois predicts a slightly decreasing population of LaSalle County through 2025. While the county population is expected to decrease Illinois' population is expected to see a slight uptick of just over one percent during the five (5) year intervals.

Table 4 – Population Projections

	LaSalle County	% Change	Illinois	% Change
2010	113,924	--	12,830,632	--
2015	112,881	-0.96%	12,978,800	1.15%
2020	112,417	-0.41%	13,129,233	1.16%
2025	112,034	-0.34%	13,263,662	1.02%

Source: 2010 U.S. Census & Illinois Department of Public Health – Population Projections for Illinois Counties 2010 to 2025 (2017)

Household Characteristics

Throughout the City of Oglesby, the majority of housing values have increased between 2000 and 2010. The total number of households has increased slightly, by 16 households, between 2000 and 2010, while the total number of housing units has increased by 59.

LaSalle County has showed an increase in the total households and total housing units between 2000 and 2010. When looking at the owner-occupied houses for Oglesby, they have stayed relatively the same between 2000 and 2010, yet are consistently higher than the owner-occupied housing percentage in LaSalle County.

The median house value in Oglesby increased by 33% while LaSalle County saw an increase of 43.9% between 2000 and 2010. This trend increases the value difference between La Salle County and Oglesby houses. Along with the lower cost of housing, the median monthly rent is also significantly lower in Oglesby in comparison to LaSalle County.

Table 5 – Household Characteristics Summary

	City of Oglesby		LaSalle County	
	2000	2010	2000	2010
Total Households	1,583	1,599	43,417	45,347
Total Housing Units	1,701	1,760	46,438	49,978
Owner Occupied Housing Units	1,250 (79.0%)	1,261 (78.9%)	32,584 (75.0%)	33,773 (72.7%)
Renter Occupied Housing Units	333 (21.0%)	338 (21.1%)	10,833 (25.0%)	11,574 (25.5%)
Persons Per Household	2.29	2.37	2.49	2.45
Persons Per Family	2.88	2.95	3.04	3
Families	1,017	1,030	29,840	30,116
Median House Value	\$76,300	\$101,500	\$87,000	\$125,500
Median Monthly Rent	\$287	\$713	\$474	\$646

Source: 2000 & 2010 U.S. Census

Ethnic Composition

The population of the City of Oglesby is predominately white. The next largest category is Hispanic, which comprised 2.8% of the population in 2000 and increased to 6.2% in 2010. This trend is also reflected in the County of LaSalle with an increase from 5.20% to 8.0%. As the Oglesby and LaSalle County populations continue to grow, the racial makeup will become more heterogeneous.

Table 6 – Race and Ethnic Origin

	White	%	Black	%	Hispanic*	%	Amer. Indian/ Eskimo/ Aleut	%	Asian/ Pacific Islander	%	Other	%
2000												
City of Oglesby	3,578	98.1	16	0.40	103	2.8	3	0.10	12	0.3	13	0.40
LaSalle County	105,896	9.50	1,723	1.50	5,791	5.2	191	2.00	598	0.5	470	4.0
2010												
City of Oglesby	3,628	95.7	14	0.4	247	6.5	5	0.1	28	0.7	52	1.4
LaSalle County	106,187	93.2	2,186	1.9	9,135	8.0	289	0.3	762	0.7	2,838	2.5

*Note: Persons of Hispanic origin may be of any race Source: 2000 and 2010 U.S. Census

Educational Attainment

Education attainment of Oglesby residents continues to increase. There has been a decrease in the number of high school graduates by 3.3% from 37.90% in 2000, to 34.6% in 2010. Whereas the LaSalle County high school graduate level has remained the same from 2000 to 2010. The percentage of some college education has increased while the number of people with an associate’s degree has slightly increased.

The most noticeable increase however has been in the number of bachelor’s degrees which has more than doubled from 7.33% in 2000 to 15.1% in 2010. This is a much higher increase than LaSalle County. In Oglesby the number of graduate or professional degrees has also more than doubled from 3.07% of population in 2000 to 7.2% in 2010. In 2010, 90.2% of Oglesby’s population had a high school degree or better. The increase in education levels makes Oglesby a more attractive area for prospective employers to locate their businesses. The City can market the availability of a ready and skilled labor market from which to choose employees. Oglesby saw a significant increase of those that have education levels of at least some sort of college degree from 41.8 % in 2000 to 55.6% in 2010. LaSalle County saw a smaller increase from 42.8% to 49.2 % during that same time.

Table 7 – Educational Attainment (Population 25 Years and Over)

	Less Than 9 th Grade	9 th to 12 th Grade, No Diploma	High School Graduate	Some College, No Degree	Associate Degree	Bachelor’s Degree	Graduate or Professional Degree
2000							
City of Oglesby	6.46%	13.83%	37.90%	21.43%	9.97%	7.33%	3.07%
LaSalle County	6.20%	12.40%	38.60%	22.60%	6.90%	9.00%	4.30%
2010							
City of Oglesby	2.70%	7.10%	34.60%	19.80%	13.50%	15.10%	7.20%
LaSalle County	4.00%	8.20%	38.60%	24.30%	9.10%	10.60%	5.20%

Source: 2000 & 2010 U.S. Census

Income Levels

While the City of Oglesby per capita income remained below the County the State levels in 2010 the median family income surpassed the County’s and almost reached the State’s level. The median household income also surpassed the County’s as the percentage of families below poverty dropped dramatically while the County’s percentage increased. These income changes likely go hand in hand with the increased education levels of those in Oglesby receiving associates, bachelor’s and graduate or professional degrees.

Table 8– Income Breakdowns

Income Breakdowns				
	Per Capita Income	Median Family Income	Median Household Income	Families Below Poverty Level
2000				
City of Oglesby	\$18,674	\$44,778	\$35,000	9.50%
LaSalle County	\$19,185	\$49,533	\$40,308	6.90%
Illinois	\$23,104	\$55,545	\$46,590	7.80%
2010				
City of Oglesby	\$23,821	\$65,787	\$55,057	1.80%
LaSalle County	\$24,982	\$62,252	\$51,705	8.00%
Illinois	\$28,782	\$68,236	\$55,735	9.20%

Source: 2000 & 2010 U.S. Census

Employment

In 2018 the unemployment rate for LaSalle County was 5.8%. This rate is 7.70% lower than the highest recorded rate of 13.5% in 1985. In 2010 the county unemployment rate had reached 12.0% but has continued to decline since. As the table shows the LaSalle County rate is historically higher, by at least a whole percentage point, than that of the State or the U.S. rates. LaSalle County has also seen a continued shrinking labor force since its high point in 2010.

Table 9 – Unemployment Rate for LaSalle County

	<i>LaSalle County</i>					
	Labor		Unemployed		Unemployment Rate	
	Force	Employed	Number	Rate	<i>Illinois</i>	<i>U.S.</i>
2018	56,230	52,968	3,262	5.8	4.3	4.3
2017	56,192	53,008	3,184	5.7	4.9	4.4
2016	57,112	53,247	3,865	6.8	5.8	4.9
2015	57,425	53,442	3,983	6.9	6.0	5.3
2010	61,858	54,430	7,428	12.0	10.4	9.6
2005	57,175	53,577	3,598	6.3	5.7	5.1
2000	56,379	53,331	3,048	5.4	4.3	4.0
1995	54,808	50,660	4,148	7.6	5.2	5.6
1990	51,442	47,307	4,135	8.0	6.1	5.6
1985	51,491	44,548	6,943	13.5	9.1	7.2

Source: Illinois Department of Employment Security

The City of Oglesby realizes the distinct benefit of businesses that are rooted in the community. Whether big or small, they present new employment opportunities, create community identity, increase tax base, contribute to the health of the community, and serve as the building blocks to attract more businesses. Oglesby is proud to have unique and diverse businesses, and is a center for higher education for the area.

Major employer sectors in Oglesby are from the education, manufacturing, warehousing/logistics, and the service sectors. Combined the businesses in Oglesby have an Output (represents the value of industry production) of over \$216 million, and Total Value Added (represents the sum of employee compensation, proprietor income, other property income, and taxes on production and imports less subsidies) of over \$115 million.

Land Use

Land use is a broad term for the current particular purpose or function of land in a specific area. Land use is classified according to present use and the suitability for future use such as residential, parks and open space, institutional, agricultural, commercial, or industrial. Land use controls, such as zoning, are meant to protect the health, safety, and welfare of communities. Land cover, on the other hand, describes the actual physical material at the surface such as grass, trees, or houses.

In 2018 Oglesby created a new Land Development Code to replace the old zoning ordinance that had cumulative (pyramidal) zoning. The City did this to combine requirements of subdivision and zoning ordinance into one code and to segregate incompatible uses which the pyramidal zoning allowed. The Land Development Code will be a tool used to assist in the implementation of this comprehensive plan.

Existing Land Use

The purpose of the existing land use section is to describe the types of land use in the City of Oglesby and within the 1.5 mile planning area. The existing land use survey was updated in the fall of 2019. Please see MAP 1 (Existing Land Use Map) for a complete reference of existing land use.

The existing land uses in Oglesby are described using the following categories:

Agriculture: Identifies areas that are currently undeveloped, sparsely developed, or primarily used for farm related activities.

Single-Family Residential (SFR): Detached single-family dwelling units.

Two-Family Residential (TFR): Identifies attached single-family dwelling units and two-unit apartment dwellings.

Multiple-Family Residential (MFR): Includes attached single-family dwelling units, multi-unit apartments, and senior housing facilities.

Commercial/Business: Retail, office, and service-related facilities where commercial and customer activity is the primary use. Also includes overnight lodging where permanent housing is not the primary priority.

Industrial: Light manufacturing, mining, research facilities, production plants, warehousing, and wholesale businesses are located.

Institutional: Includes land use for schools and associated school grounds, municipal buildings, other government-owned land and facilities, churches, religious facilities and places of worship.

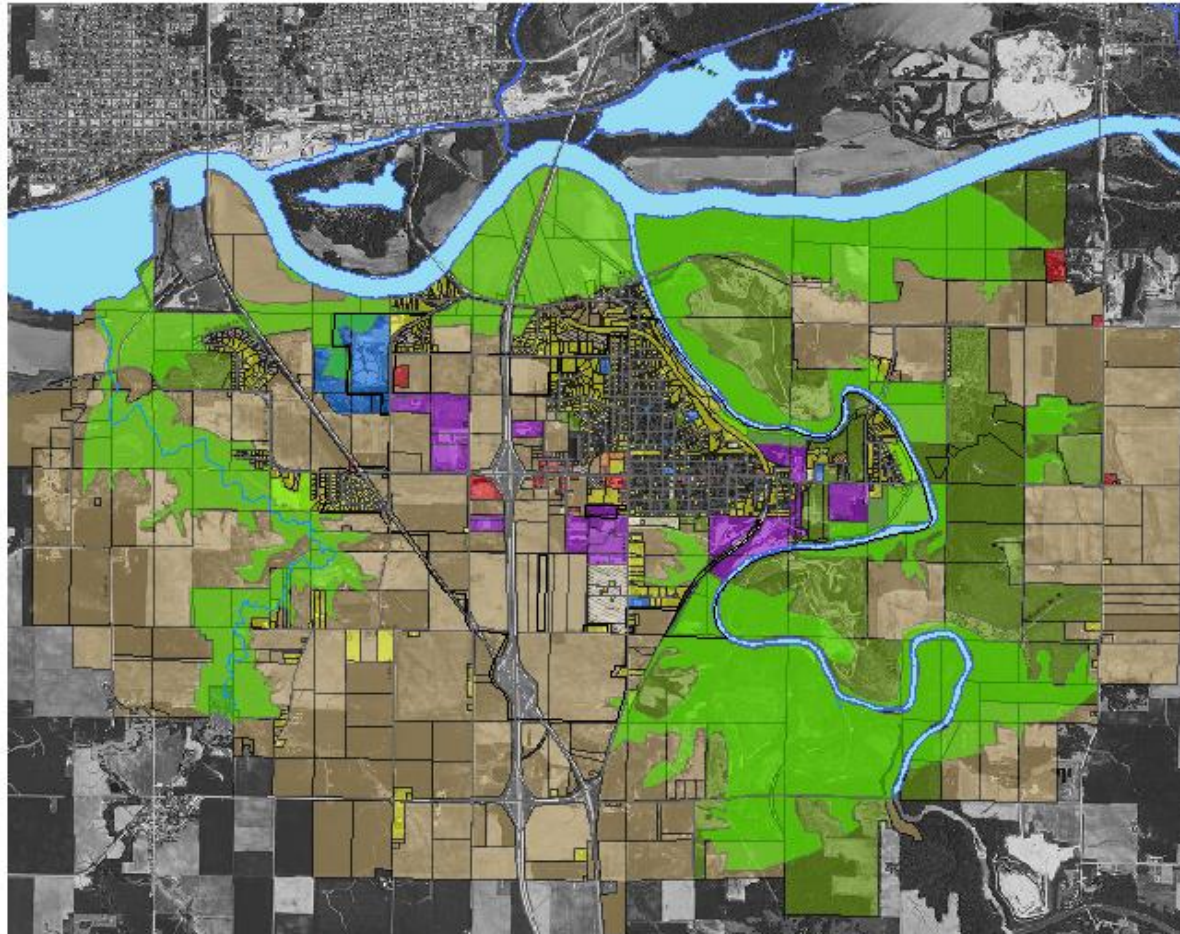
Parks and Recreation: Includes land used for city parks, state parks, and golf courses.

Open/Green Space: Includes undeveloped forested land, wetlands, and prairie land.

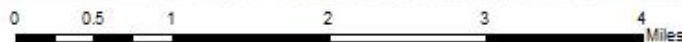
Vacant: Includes lots that are unused, undeveloped, and not agricultural.

City owned land: Includes land owned by the City.

City of Oglesby, Illinois Existing Land Use Map



Legend	
Existing Land Use	
	Single-Family Residential
	Two-Family Residential
	Multi-Family Residential
	Vacant
	Agriculture
	Commercial/Business
	Industrial
	City
	Institutional
	Parks and Recreation
	Open/Green Space
	Water
	Oglesby City Limits



Agriculture

The majority of land outside of the city limits and within the 1.5-mile planning area is agricultural. The agricultural lands surrounding Oglesby have good soils making them ideal for the production of crops. The primary crops in production around Oglesby are corn and soybeans. To preserve these lands as agricultural lands, Oglesby should keep growth within the City limits and along the southern and the western periphery where new development is already occurring.

Residential Housing

Most of the existing homes in Oglesby are single-family detached dwellings. Much of the single-family housing stock is well-established. The city has seen an increase of new housing construction within the past 20 years. Over 25 percent of the housing stock has been built since 1980 (see Table - 13). The newest developments can be found on the southern and western edges of town. Cedar Creek 3rd Addition contains 30 lots and was platted in July 2005, Creek Side was platted in May 2006 and contains 80 lots, Heritage Fields 2nd Addition was platted in July 2006 and contains 40 lots, and Stone Bluff Terrace contains 6 lots and was platted in January 2009. The housing is characterized as modest dwellings on small- to medium-sized lots that typically contain driveways and yards. Many of the residential lots in town are as small as 5,000 square feet, though currently the minimum lot size is 7,200 square feet. Table 12 can give an indication about the type of density depending on the predominant type of housing found in a town.





There are two mobile home parks in Oglesby; Rigazio's Park and The Oaks. Both parks provide an affordable option for homeownership to residents. The Oaks Park is located on California Street and contains 14 available lots. Rigazio's Park is off Walnut Street and is the larger of the two parks with approximately 40 lots.

The Oaks Entrance, Oglesby, IL

Oglesby also has two LaSalle County Housing Authority developments. James Gallo Court is located at 425 W. Walnut Street contains 20 single occupant units. The Stan Clark Homes are located at 410 W. Second Street and contain 10 units for families only.

*James Gallo Court
425 W. Walnut St.*



Except for the public housing; there is little multi-family housing in Oglesby. The cost of living in the city is still relatively low. Single-family housing is desired because it is affordable for many people to rent or own their home. The median value of an owner-occupied house in

Oglesby according to the 2010 Census was \$101,500. This was a considerable rise from the 2000 median value (\$76,300), but is still lower than the median value for LaSalle County (\$125,500). Oglesby has the third lowest median value of housing when compared to similar nearby towns (see Table - 14). Part of the difference in the housing values can be attributed to the smaller lots on which the existing homes are located. The majority of new housing in the county is still affordable but costs considerably more than the homes built decades ago.

The median rent in Oglesby is \$713, noticeably higher than the rate for LaSalle County (\$646). Only about 11 percent of the housing has two or more dwelling units (see Table - 12).

Except for the Stough Group housing development off of Sunset Boulevard, there is minimal senior housing options available in the City. Currently, the local trends have caused the creation of larger senior housing developments in the surrounding communities. The Cities of Peru, Ottawa, Streator, Mendota, and Princeton all have multiple developments tailored towards seniors.

Table 12– Housing Units in Structure by Category Percentage

2006-2010 Units in Structure	Oglesby	LaSalle	Peru	Ottawa	Streator	North Utica	Illinois
1-unit detached	83.80%	81.30%	75.80%	70.00%	81.40%	79.40%	58.50%
1-unit attached	1.20%	1.70%	3.30%	5.00%	0.70%	8.10%	5.80%
2 units	4.40%	2.40%	8.70%	5.10%	3.10%	2.10%	6.00%
3 or 4 units	6.10%	4.90%	3.90%	5.50%	3.30%	1.30%	6.80%
5 to 9 units	0.00%	2.50%	2.20%	2.00%	4.20%	0.00%	6.20%
10 to 19 units	0.00%	0.90%	2.60%	4.00%	1.20%	0.00%	4.10%
20 or more units	0.50%	4.30%	3.40%	6.30%	3.10%	0.00%	9.90%
Mobile home	4.00%	2.00%	0.20%	2.10%	3.10%	9.10%	3.20%
Boat, RV, van, etc.	0.00%	0.00%	0.00%	0.10%	0.00%	0.00%	0.00%

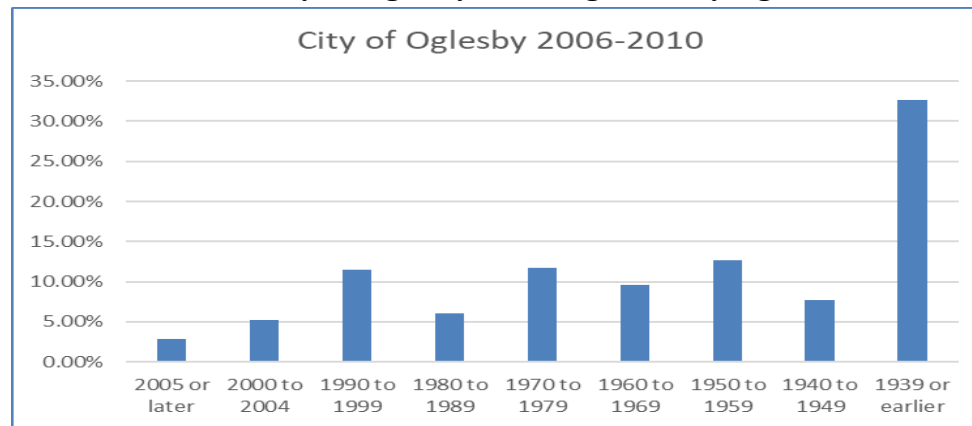
Source: 2006 - 2010 U.S. Census

Table 13 – Housing Unit Age by Category Percentage

2006-2010 Age of Structure	Oglesby	LaSalle	Peru	Ottawa	Streator	North Utica	Illinois
2005 or later	2.90%	2.20%	4.10%	2.90%	0.40%	4.70%	3.30%
2000 to 2004	5.20%	1.90%	6.50%	7.30%	2.80%	6.20%	6.80%
1990 to 1999	11.50%	4.50%	6.90%	9.20%	3.90%	18.90%	10.60%
1980 to 1989	6.10%	4.70%	3.30%	6.00%	3.40%	7.00%	8.90%
1970 to 1979	11.70%	7.20%	8.00%	10.80%	8.20%	17.40%	14.70%
1960 to 1969	9.60%	8.50%	12.40%	9.80%	11.20%	5.50%	12.10%
1950 to 1959	12.70%	12.10%	15.70%	13.50%	19.40%	8.30%	13.40%
1940 to 1949	7.70%	9.50%	7.80%	8.90%	11.40%	4.70%	7.10%
1939 or earlier	32.60%	49.40%	35.50%	31.60%	39.20%	27.40%	23.10%

Source: 2006-2010 U.S. Census

Chart 5 – City of Oglesby Housing Units by Age



Source: 2006-2010 U.S. Census

Table 14 – Median Housing Value by Category Percentage

2006 - 2010 Median Value	Oglesby	LaSalle	Peru	Ottawa	Streator	North Utica	Illinois
Less than \$50,000	11.30%	10.40%	2.60%	3.50%	14.20%	6.30%	6.50%
\$50,000 - \$99,999	37.70%	42.80%	31.30%	28.10%	58.90%	23.40%	13.70%
\$100,000 - \$149,999	26.00%	24.30%	33.00%	30.90%	16.60%	19.30%	13.80%
\$150,000 - \$199,999	10.50%	9.70%	17.50%	16.80%	6.40%	22.40%	15.30%
\$200,000 - \$299,999	12.90%	8.10%	11.30%	15.10%	2.10%	24.50%	21.90%
\$300,000 - \$499,999	1.60%	2.90%	3.80%	4.20%	0.80%	4.20%	19.50%
\$500,000 - \$999,999	0.00%	1.20%	0.60%	1.20%	0.00%	0.00%	7.60%
\$1,000,000 or more	0.00%	0.50%	0.00%	0.10%	0.90%	0.00%	1.60%
Median Value	\$101,500	\$97,100	\$118,300	\$123,500	\$79,400	\$152,700	\$202,500

Source: 2006-2010 U.S. Census

There are a number of opportunities for infill development. The most notable possibilities are the four (4) new residential subdivisions: Cedar Creek 3rd Addition, Creek Side, Heritage Fields 2nd Addition, and Stone Bluff Terrace. These subdivisions all contain multiple vacant lots. This is a great opportunity for new development.

Commercial/Business

Commercial businesses are in highest concentration on Walnut Street. This corridor is where most commercial and retail businesses are located. The speed limit is 20 miles per hour where Walnut Street passes through the downtown area of Oglesby. The low speed limit creates a pedestrian-friendly atmosphere and allows cars to easily merge into and out of parking spaces. The businesses in downtown are typically in the retail and service industry. (see Appendix D for list of businesses). Currently there are several vacant commercial spaces in the downtown buildings. These offer a perfect main street opportunity for small businesses. There are several hotels, restaurants, and gas stations situated along the western stretch of Walnut Street near Interstate Route 39 (I-39) that cater to the travelers and residents. Columbia Avenue (north/south State Route 17/351) also is sporadically lined with several commercial businesses. (see Appendix for list D of Oglesby businesses).

Industrial

The industrial land use is the third largest single land use in Oglesby. The largest industrial land holder is Buzzi Unicem USA, Inc. Buzzi was a major employer in Oglesby for many years, but is currently not operating its cement manufacturing plant or mines. However, the company is now operating a cement distribution center with a minimal number of employees.

Oglesby's largest industrial employer, with over 350 employees, is Advantage Logistics. In 1998, the company built a 308,000 square foot facility on 40 acres just west of the Walnut Street and I-39 interchange. The company ships approximately 140 trucks per week to Supervalu stores and other independent stores.

Badge-A-Minit is Oglesby's second largest industrial/manufacturing employer, with over 60 employees. Badge-A-Minit has been in business since 1971. The company built an 80,000 square foot manufacturing facility in 1993. The company manufactures badges and badge making machines.

Industries regularly need to ship and receive bulk goods, making Oglesby's location to the major interstates as well as the Illinois River an opportune place to locate.

Institutional

Institutions include but are not limited to schools, municipal buildings, government owned land, churches, libraries, and community buildings.

Many institutions exist in Oglesby, but the Illinois Valley Community College (IVCC) is the largest. The College has a vast track of land within the City of Oglesby. The school attracts people of all demographics throughout the region, but most of all it brings all these traditional and non-traditional students into Oglesby. IVCC is the largest employer in the City with over 500 employees.



Parks and Recreation

Oglesby has nine (9) parks located throughout the City. The most recent park is Seneca Square, which is located on Walnut Street in downtown Oglesby. The City has a diverse selection of parks from small pocket neighborhood parks like McPhedren to expansive park complexes such as LeHigh Park. City parks offer; competitive athletic fields, tennis and basketball courts, playgrounds, swimming pool, hiking, canoe launch, fishing, picnicking, restrooms, biking, and sledding.

In addition to the local parks, the City of Oglesby is ‘next-door neighbors’ to Matthiessen State Park, Starved Rock State Park, and the Vermillion and Illinois Rivers. These parks and rivers are great resources from both a natural resource and recreation perspective. The state parks as well as the rivers are some of the most diverse and popular sites in the state. Offering locals and visitors an opportunity to experience high quality natural areas and unique recreational opportunities.

In 2018, the State of Illinois acquired an additional 2,600+ acres of open space adjacent to Starved Rock and Matthiessen State Parks. This expansion of public parks not only expands the most popular public park in the State but it brings the park boundaries right up to the City limits on the west and south sides.

Table 15- Parks Acreage

City Parks	Approx. Size (acres)
Courtyard Park	2.64
Dickinson Baseball Complex	8.77
Lehigh Park (Canoe Launch)	29.63
Memorial Park	4.66
Municipal Swimming Pool	9.03
Oak Park	2.25
McPhedran Park	7.91
Seneca Square	0.57
Total	65.46

Open/Green Space

Wetlands, heavy forests, and prairies encompass much of the land surrounding the Illinois and Vermillion Rivers and their tributaries. These lands are currently undeveloped and rather well preserved. The open/green space should be preserved as much as possible in the future.

Future Land Use

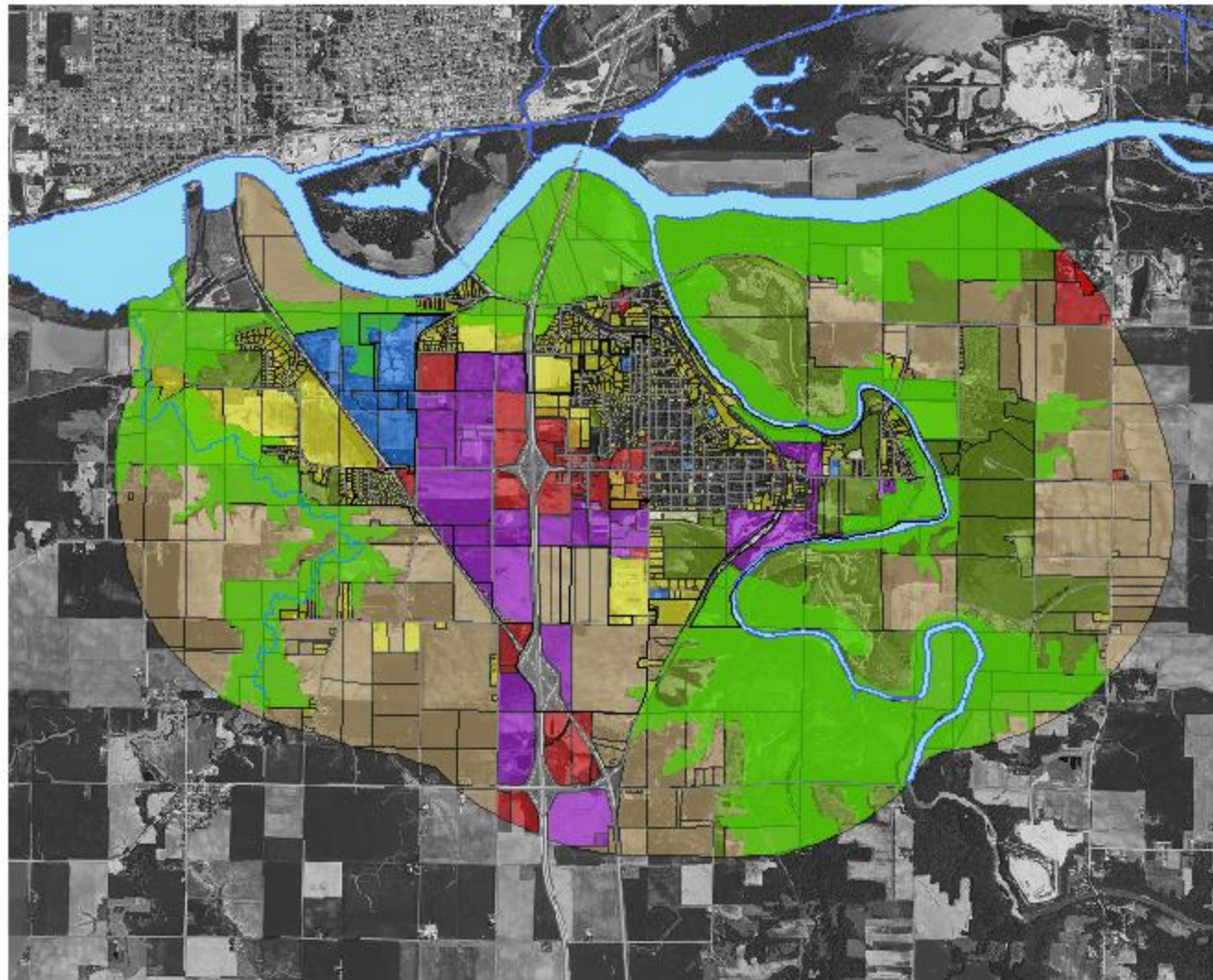
The future land use map was reviewed and discussed with the Plan Commission during public meetings held during the plan update process. Based on discussion and comments received during these meetings the future land use map was updated. Please see MAP 2 (Future Land Use Map) for complete details.

Agriculture

Protecting farmland and other open spaces not only protects the agricultural economy and promotes compatible adjacent land uses but serves crucial environmental purposes as well.

While development will occur and the push into the outer regions tends to happen, Oglesby can actively prohibit growth in agricultural areas and encourage growth in areas not suitable for farming. Oglesby can utilize planned unit developments (PUD) to help preserve agricultural areas or other scenic and topographically challenging lands. The PUD helps minimize the development impact and provides for open space. Other practices such as transfer of development rights (TDR) or conservation easements can maintain vital natural and agricultural land areas in perpetuity.

City of Oglesby, Illinois Future Land Use Map



Legend	
Future Land Use	
[Yellow Box]	Single-Family Residential
[Orange Box]	Two-Family Residential
[Light Orange Box]	Multi-Family Residential
[White Box]	Vacant
[Brown Box]	Agriculture
[Red Box]	Commercial/Business
[Purple Box]	Industrial
[Light Yellow Box]	City
[Blue Box]	Institutional
[Dark Green Box]	Parks and Recreation
[Light Green Box]	Open/Green Space
[Light Blue Box]	Water
[Black Outline Box]	Oglesby City Limits



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*Created by North Central Illinois
Council of Governments
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Housing

Owning an affordable home is the goal for most people. As such, a correlation must be made between new housing and affordable new housing. Currently, there are a number of affordable homes in town. Utilizing infill lots, often is a great approach to using lower market value land while providing housing for people with limited incomes.

The majority of the housing in Oglesby is single-family. Opportunities will likely exist to build multiple-family housing, but since the cost of living in Oglesby and north central Illinois is still relatively low, there are fewer obstacles to owning a home. Large swaths of land are available for residential development.



The number of housing units increased by 110 units between 1990 and 2000 and 59 units between 2000 and 2010. This plan assumes that there will be a slight increase in housing opportunities in Oglesby over the next 20 years. These opportunities will likely be south and west of the city limits and infill development of existing subdivisions with empty lots. There are also exiting residential developments to the south and west with available lots. Residential development should be restricted to areas bordering the existing City limits in order to conserve agricultural land and allow for efficient connections to public services and utilities.

There is currently a large degree of street connectivity among most of the residential neighborhoods. This should continue throughout Oglesby. Though some of the streets are not straight like one would see in a traditional grid network, there are not many cul-de-sacs or dead-end streets that do not provide two ingress and egress locations. The grid system connects each area and allows for a more efficient means of transportation. Visitors are also more easily oriented with the layout of the community. New subdivisions should maintain infrastructure that can be connected to future developments whenever feasible.

While it is the goal of Oglesby to provide housing for a wide range of incomes, it is understood that larger-lot housing will be in demand. However, the number of high square footage homes should be kept to a minimum. Transitions should be provided between neighborhoods using open space or landscaped buffers. New neighborhoods should establish unique themes that make them identifiable.

Housing should transition in density as one travels out of the city and into a more rural environment. Larger estate or rural residential housing should contain lot sizes that are more appropriate for residential developments located near farmland. Utilizing larger lot standards and setbacks will not overburden the infrastructure system and not add too much density to the city. Both Cedar Creek and Creek Side Subdivisions fulfill this requirement.

Contrary to having large lots on the periphery of Oglesby, the city should be flexible in allowing smaller lot sizes for infill housing where it is deemed appropriate. Most of the communities within the area, in the Illinois River valley, have smaller lots that would not conform to many of today's zoning ordinances. The city should carefully analyze the number and degree of variances requested and then determine if certain areas are in need of zoning revisions. Maintaining areas where smaller lots can be built upon also allows for more affordable housing to be built.

The land between Oglesby's commercial and single-family residential areas shall be developed into multi-family and senior housing. This will allow the people in apartments and seniors to walk to nearby stores and services. Multi-family developments also generate more traffic and shall be located near major roads. Oglesby should promote multi-family development near the Illinois Valley Community College to provide student housing.

Currently, the city requires sidewalks on both sides of the street, curbs, and gutters in new subdivisions but does not have impact fees. When residential development increases the city should consider the implementation of impact fees for all new development that would at least cover a portion of the incurred cost for city services such as schools, roads, utilities, and public safety. The impact fees would only be used to cover the proportion of the cost of accommodating new developments and not to correct any past deficiencies.

However, the fees should not be so much where they would dramatically increase housing costs in Oglesby. They are utilized to share some of the costs of development within a community. It is important not to rely too heavily on property taxes and other miscellaneous taxes, particularly with a sales tax base that is slowly building and not able to provide all of the revenue necessary to keep up with existing infrastructure needs and future growth trends.



Not only should Oglesby consider implementing impact fees, but it is important to have the infrastructure ready for new residential growth. While the impact fees would ultimately make the land ready to build, having updated infrastructure available in areas the city would like to see residential growth would expedite the process of attracting growth.

The city must make sure that the new housing is of a substantial quality and will not deteriorate over time. Updating the City's building codes on a regular basis and enforcing those codes will ensure quality new housing. Building codes were not as comprehensive prior 1970's and some of that housing may become in need of repair and need to be brought up to code. The City should consider the creation of a property maintenance code to ensure the safety of the residential structures and prevent blight. The City should continue to manage and enforce the rental inspection program to prevent the deterioration of rental housing and ensure the safety of the renters. Grants should be made available to low-income homeowners that need to rehabilitate their homes. The Illinois Department of Commerce and Economic Opportunities (DCEO) has a housing rehabilitation grant program that the city may be eligible for.

Commercial/Business

The commercial corridor is well established in Oglesby. Oglesby needs to encourage stable retail to increase and stabilize the tax base. New businesses are essential to a community as well as older and more established businesses. The slower speed of 20 mph down Walnut Street needs to be maintained and enforced to encourage pedestrians to utilize the downtown for shopping, eating, and visiting. People need to be enticed to congregate in downtown areas. Uses such as second floor residential, entertainment, and public spaces often encourage people to be in the downtown area.

The creation of design guidelines or standards will help Oglesby keep the downtown unique and appealing at the same time. Managing signage and encouraging upkeep and rehabilitation of buildings is imperative to maintaining a vital and vibrant downtown that people want to visit.

Commercial areas shall be expanded near Illinois Valley Community College. The commercial uses shall include business parks, restaurants, and services. These uses would cater to both the students and the employees at the College.



The commercial businesses around the Walnut Street and Interstate Route 39 (I-39) interchange shall continue to provide services to travelers and tourists as well as residents of Oglesby. Oglesby should also foster growth around the Route 251/I-39 and Route 71/I-39 interchanges. Ideal businesses around all three I-39 interchanges should include hotel/motels, restaurants, travel center/fuel stations, and entertainment attractions.

With the significant expansion of the State's most popular park system to the east and south of the city, preparation should be made for the potential of new and expanding commercial business opportunities to the city. Planning at the State level is still early and ongoing for potential new public access points into the park system. With the development of new access points either to the east, south, or both sides of the city, there is reasonable belief that private development could come as well. The potential for a renewed interest in the Walnut Street corridor is highly probable if a large-scale public access point is developed near the city. Another potential area for increased commercial activity could be the Route 71 corridor into and through the city, as well as, the I-39 and 71 interchange.

With expansion and development of the State Park system, there exists a great opportunity to increase tourism within the city. With increased tourism and the potential of commercial growth along the various corridors and intersections. Traffic patterns and transportation needs should be taken into account for the increased daily vehicles counts along the main arterial and collector roadways.

Industrial

The I-39 corridor is a strategic place for industrial growth to occur. The land around the three I-39 interchanges are ideal and opportune places to expand the industrial sector with logistics and manufacturing facilities. The proximity to the Interstate is ideal for the shipment of goods. Oglesby should explore the creation of an industrial park with defined boundaries. The area around Illinois Valley Community College should be developed with technology related industries.

Institutional

The Oglesby Public Schools and Illinois Valley Community College shall continue to expand or upgrade the existing facilities, as needed, to make room for new students and programs. IVCC recently completed a state-of-the-art Technology center that expand the college facilities by 80,000 SF. The City facilities as well as the Dickenson House shall continue to be maintained and expanded as needed to accommodate residents' needs with future growth.

Parks and Open Space

The newly constructed McPhedran Park, on the west side of town is a welcome addition to a neighborhood with no public park. The pond and the trail are unique to the Oglesby park system and will be an asset to the City.

To maintain the land use standard of 11 acres of park per 1000 people ratio, park space needs to be part of any new subdivision designs. Each subdivision should contain a small neighborhood park and a connection to a larger trail system that could be developed with existing sidewalks, easements, and new greenways. All subdivisions should contain infrastructure, transportation, and pedestrian connections that create open and inviting neighborhoods. Developers can be required to contribute toward the construction of new parks or the rehabilitation of existing ones. When parks are built in new subdivisions, they must be deeded to the City.

With the recent acquisition of state park property to the Starved Rock and Matthiessen Parks, there is the high probability that additional recreational opportunities will present themselves to both residents of the city and tourists. As State and local IDNR staff explore the possibilities of expanding public access to the newly acquired sections of the park, the city should be a key stakeholder to the locations and access points of the proposed developments.

Protecting nature in a community is very important. Local officials, as the primary decision makers, should identify valuable open spaces that merit preservation. Zoning ordinances, landscape ordinances, and other regulations should be created and amended so that they encourage increased open spaces and the planting of native grasses and trees.

Use of the Future Land Use Map

The Future Land Use map does not necessarily mirror the current regulated zoning districts for the City of Oglesby. Zoning maps are available at City Hall. Rather, the Future Land Use map serves as a guide, representing a basis for future land use planning, on which future zoning and other land use regulation decisions can be based.

These areas of future land use are determined by current growth and development patterns, along with significant studies of current land use. The planning map essentially shows how the City would like to manage growth over the next 15 to 20 years. The map also provides a legal basis for City officials to base planning and land use decisions on. Developers and landowners can use the Future Land Use map as an informational tool to identify where the City will support new development.

Community Facilities and Infrastructure

In this chapter the existing facilities of the City of Oglesby are described. These facilities include, but are not limited to, schools, city buildings, health care facilities, clubs and associations, community buildings, and infrastructure.

Education

The public schools serving the City of Oglesby area include an elementary school, a junior high, a high school, and a community college. There is also one (1) parochial elementary school and one (1) parochial high school. The elementary (including preschool) and junior high have an enrollment of 561 students for the 2017-2018 school year. There are 35 full-time teachers employed at the two (2) schools. The parochial school has 187 students enrolled in the 2018-2019 school year. There are 10 full-time teachers employed at the school.

Oglesby has two (2) school districts, which includes an elementary school district and a high school district. The elementary district is the Oglesby Elementary School District 125 and the high school district is LaSalle Peru Township High School District 120.

The perception of the school system in any community is very important. A good school system, with good schools, is important to many people when considering where to move. It is vital to keep up the appearance of the schools as well as the standard of education.

Holy Family School

Holy Family School is Oglesby's only parochial school. This school provides classes from pre-school through 8th grade. The school is operated by the Holy Family Parish in the Diocese of Peoria. The school was constructed in 1960 with an addition added for the Library and Art class in 1994. The school is 27,000 square foot structure located on 3.17 acres of land.



1 Holy Family School, 336 Alice Avenue

Lincoln Elementary School

Built in 1958 with an addition in 2000, Lincoln School houses students from grades Pre-K – 5. Lincoln is a 54,800 square foot structure located on 4.14 acres of land.



2 Lincoln School, 755 Bennett Avenue

Washington Junior High School

Washington Junior High, was constructed in 1957 and houses students from grades 6-8. Washington is a 34,750 square foot structure located on 2.22 acres of land.

Oglesby School District 125 would like to see improvements at both of these sites regarding additional parking, safer traffic patterns and improving student safety getting to and from school. Future goals would be to have all students in one building with wings for various ages, multiple gyms, a STEM lab, modern classrooms, ample parking and safe routes off main roads.



St. Bede Academy

St. Bede Academy opened in 1891 to provide a catholic education to young men. The course of studies and the student body have changed over the years. In 1972 the Academy enhanced their student body by allowing girls to enroll. Currently the academy has an enrollment of approximately 320. In 2019, St. Bede opened up the Perino Science Center, a state-of-the-art learning center. There are 12 Benedictine monks who own and operate the academy. The monks are currently assisted by approximately 44 faculty and support staff.

St. Bede Academy
24 W US HWY 6, Peru



La Salle-Peru Township High School

The public high school that students in Oglesby can attend is LaSalle-Peru Township High School (L-P) located in LaSalle. L-P opened in 1898 and houses students from grades 9-12. The school serves children from La Salle, Peru, Oglesby, Lostant, Utica, Tonica, Cedar Point, Leonore, and surrounding rural areas. The enrollment for the 2017-2018 school-year is 1,231. L-P has 80 full-time teachers with a 17.4:1 student to teacher ratio. The campus consists of one (1) main structure and three (3) auxiliary structures. The main structure houses most of the classrooms, two (2) cafeterias, one (1) gym, and the Matthiessen Memorial Auditorium. Two (2) of the auxiliary structures contain vocational classrooms and the third structure contains a swimming pool, a gym, and vocational classrooms. The buildings total 350,000 square feet and are located over 45 acres of land. The school's football stadium and practice field are located on the school premises. The L-P Sports Complex opened in the 2013-2014 school year. It features track-and-field, soccer, and tennis facilities and is located at 2750 Chartres Street in LaSalle. In 2019, the school completed a multi-year, \$28 million building improvement project that addressed; life safety, improving energy efficiency, improving universal accessibility, and renovating classrooms.

*La Salle-Peru Township High
School
541 Chartres St., La Salle*



Illinois Valley Community College

Illinois Valley Community College (IVCC) is located within the city limits of Oglesby. IVCC was founded in 1924 as LaSalle-Peru-Oglesby Junior College. It was renamed Illinois Valley Community College in 1966 after referendum. IVCC offers Associates degrees in four (4) areas (Arts, Sciences, Engineering Science, and General Studies), 221 career programs, and 42 certificate programs. The 2018 enrollment was 2,958 students with 1,718 of those being full-time students. IVCC has 72 full-time and 171 adjunct faculty members.

The IVCC district serves 149,607 residents and 22 high schools and covers 2,000+ square miles. The campus itself is 425 acres. Students and faculty come from all over the area. According to the College Profile in the fall of 2018, enrollment was listed at 2,958. The Full Time Equivalent is 1,718. That means 1,718 fulltime students, with an average age of approximately 23, enter the City of Oglesby to attend class. In 2009, IVCC received a \$23 million grant from the State of Illinois toward a new \$30.5 million Community Technology Center. The project enabled the college to build a new 80,000 SF facility technology center.



*Illinois Valley Community College
815 North Orlando Smith Avenue*

Public Services*City Hall*

City Hall is located in downtown Oglesby. The City of Oglesby purchased and renovated their current location in February 2002. City Hall houses the city council chambers, the offices of the Mayor, City Clerk, and other City staff.



*Oglesby City Hall
110 E. Walnut Street*

Oglesby Public Library District

The Oglesby Public Library District is located at 111 S. Woodland Avenue. The Library was organized in 1920, and became a district library in 1989. The current facility opened in 1998 and is 7,200 square feet and contains 25,000 books, magazines, dvds, vhs tapes, and audio materials.

*Oglesby Public Library
111 S. Woodland Avenue*



Police Protection



The City of Oglesby Police Department is on duty 24-hours a day and is staffed by a Police Chief, an Assistant Chief, two (2) Sergeants, four (4) Patrol Officers, and one (1) Juvenile Officer.

The department is housed in the old City Hall, which included the library on the upper level. When the City Administration moved one (1) block east, and a new library was constructed, the police department was able to utilize the entire structure.

*Oglesby Police Department
128 W. Walnut Street*

Fire and Ambulance Protection

The Oglesby Fire and Ambulance Protection District covers 10 square miles. The fire department is staffed by 23 paid members who are on call to respond to emergencies 24 hours a day, 7 days a week. Starting with one (1) hose cart in 1906, the Oglesby Fire Department has come a long way. They now have eight (8) pieces of equipment that are used to protect the city and surrounding fire protection district.

Health Care

Oglesby has two (2) satellite medical clinics; Illinois Valley Community Hospital clinic, St. Margaret's Hospital clinic. The city also has numerous other medical care facilities such as; dentist, chiropractic and eye care in the city limits.



*IVCH Oglesby Clinic
520 W Walnut Street*

*St Margaret's
402 W Walnut Street*



The nearest hospital to Oglesby is Illinois Valley Community Hospital located 4.6 miles away in Peru. Other nearby hospital facilities include St. Margaret's Hospital in Spring Valley (approximately 8.2 miles away), and Ottawa Regional Hospital (approximately 16.9 miles away), All three (3) hospitals are full service and have affiliations with larger urban hospitals when specialized care is needed.

Service Organizations

There are several clubs and organizations for the residents of Oglesby to participate in. They include: Knights of Columbus, Elks, and the American Legion.



*American Legion Post 237
410 Clark Street*

*Elks Lodge
800 E. Walnut Street*



*Knights of
Columbus
307 E.
Florence
Street*



Community Building

The Dickinson House is located at 440 Dale Ave. It houses two (2) meeting rooms and a six-lane bowling alley. The indoor swimming pool is not up to current standards and is not useable. The building was originally built 1940. Currently the facility is owned by the City and operated by the Dickinson House Foundation. The building is available for public rental and concerts are held outside during the summer.



*Dickinson House
440 Dale Avenue*

Broadband/Connectivity

The City is connected to a high-speed fiber broadband network, called iFiber. iFiber owns and manages a network of over 900 miles of underground fiber throughout northern and north central Illinois. A portion of the iFiber backbone runs through the city connecting community anchors such as; schools, library, healthcare and other municipal facilities. <http://www.ifiber.org>

Cable/Internet/Phone

Comcast is Oglesby's cable television provider. Comcast also provides cable Internet to residents and businesses. AT&T provides landline phone and DSL internet in Oglesby.

Electrical System

The City of Oglesby operates its own electrical department for power distribution. The 2004 valuation of the electric distribution system was \$8,890,000. The City has a bulk power purchase agreement with AmerenIP. The City electrical department employs five (5) full-time people. There are four circuits that provide power to the residents and businesses. A new substation is currently being constructed west of I-39 to provide power for the west/south circuit. This substation opens up possibilities for new development near and around the I-39 and Walnut Street interchange. Dynergy operates a peaker natural gas power plant in Oglesby. The plant is only used when required during peak power use periods. The turbines in the plant produce up to 18 megawatts.



Natural Gas

Natural gas is provided to Oglesby residents and businesses by Ameren.

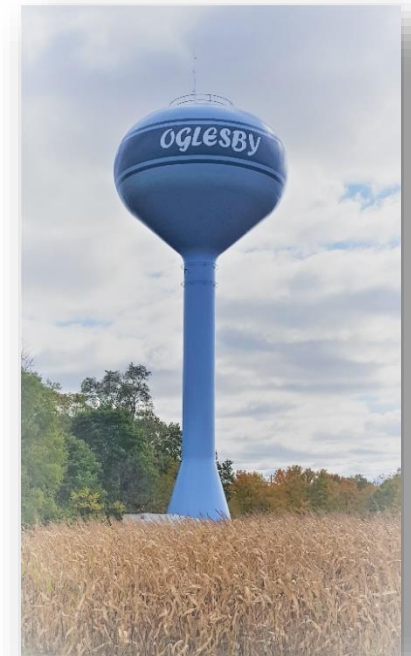
Sewer System

There are currently 31 miles of sewer in Oglesby. All developed portions of Oglesby are served with combined sanitary and storm sewers except the new subdivisions in town that are served by independent sanitary-storm sewers. The century old combined storm and sanitary collection system causes problems when excess flows occur. These problems occur in the service area and at the wastewater treatment plant (WWTP). Separation of the storm and sanitary systems is an ongoing project. The City has initiated a phased separation project. The majority of locations still need to be separated. The capacity of the WWTP is sufficient for the current number of users plus some limited growth.

Oglesby's WWTP provides treatment through an anaerobic digester process. Treatment effluent is discharged into the Vermillion River. The current plant capacity (500,000 gallons per day) is adequate for the City's usage. Engineering plans for plant upgrades have been completed. Oglesby has applied for state and federal funds to aid financing these improvements.

Water System

Oglesby is served by two (2) deep wells with a combined capacity of approximately 1,400 gallons per minute. This capacity is more than enough to cover the maximum daily demand by users in the City. Water treatment includes iron and manganese removal, as well as, radium and hardness softening. Storage is provided in two (2) elevated water towers. One (1) tower is 300,000-gallon of storage and located between 1st and 2nd Streets and Dale and Woodland Avenues. The second, larger tower is located south of Walnut Street on the west side of town. This tower has a capacity of 500,000-gallon. The combined system storage is approximately 800,000-gallon. Water is distributed through 22.5 miles of PVC and iron water mains with size ranging from 4 to 12 inch in diameter. While most of the mains are looped, some dead-end situations exist.



Transportation

Location

Oglesby is located in the western central portion of LaSalle County. Oglesby is within 100 miles of Chicago, Illinois, 80 miles of the Quad Cities, and within 60 miles of other major Illinois urban areas such as Bloomington, Rockford, and Peoria.

The City of Oglesby is located at the heart of the nation's transportation system. Both highways and railways, two of the most prominent forms of passenger and freight transportation in the United States, serve the City. Oglesby is also in close proximity to waterway and air transportation the Oglesby Area Transportation Map on the following page.

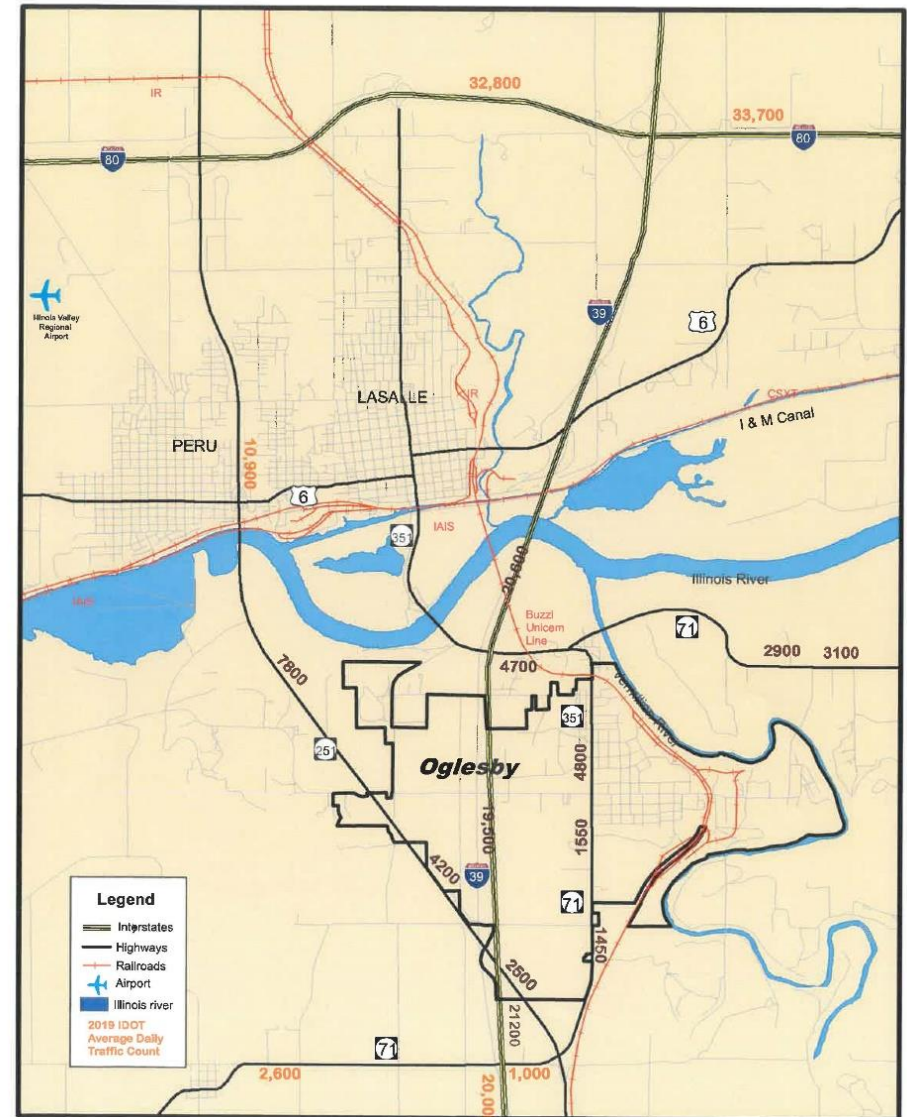
Roadways

The City of Oglesby has four (4) major roadways running through the City limits. Interstate Route 39 (I-39), a north and south interstate, runs through the western side of the City. I-39 runs from Normal, IL (where it connects to I-55) to Rothschild, WI. Illinois Route 71 runs through the City from the northeast to the south. Route 71 is an east-west route north and south of the City. Route 71 goes from Hennepin, IL (as a link to the City of Peoria) in a northeasterly direction through Oglesby to Oswego, IL. Illinois Route 251 runs north and south through the City's far west side. Illinois 251 runs parallel to I-39 and U.S. Route 51 for most of the length of I-39 in Illinois. Illinois Route 351 runs north and south through the northern part of Oglesby. Route 351 connects Route 71 with Interstate Route 80 (I-80). I-80, the second longest interstate in the United States, which runs from San Francisco, California, to Teaneck, New Jersey, is just 4-miles north of the City of Oglesby and can be accessed within minutes, by Route 251, Route 351, or I-39.



Oglesby’s proximity to these major interstates and its central location within the interstate network provides an ideal location for transportation of goods and services to and from all parts of the country. These interstates are among the heaviest traveled in the country. A 2019 IDOT average daily traffic counter reports on I- 39 shows that 19,500 vehicles (south of Walnut St.) and 20,600 vehicles (north of Walnut St) pass through Oglesby and 32,800 vehicles travel on I- 80 near east of the I-39/I-80 interchange (see Oglesby Area Transportation Map for more detailed traffic counts). The aforementioned factors provide Oglesby with a prime location for industrial, manufacturing, logistics, and travel center development.

Oglesby Area Transportation Map



Data source:
<http://www.arcgis.com/apps/webappviewer/index.html>: IDOT 2019 traffic counts

Public Transportation

North Central Area Transit (NCAT)

- Oglesby residents have access to rural, public transportation. LaSalle County's transit system is: North Central Area Transit (NCAT). Area residents can schedule rides to medical appointments, dialysis, education, employment, leisure and recreational. NCAT's hours of operation are: Monday through Friday- 8:00AM. – 4:30PM. To schedule a ride a person can call: 1-833-433-8228. You can find more information at www.ridencat.com.

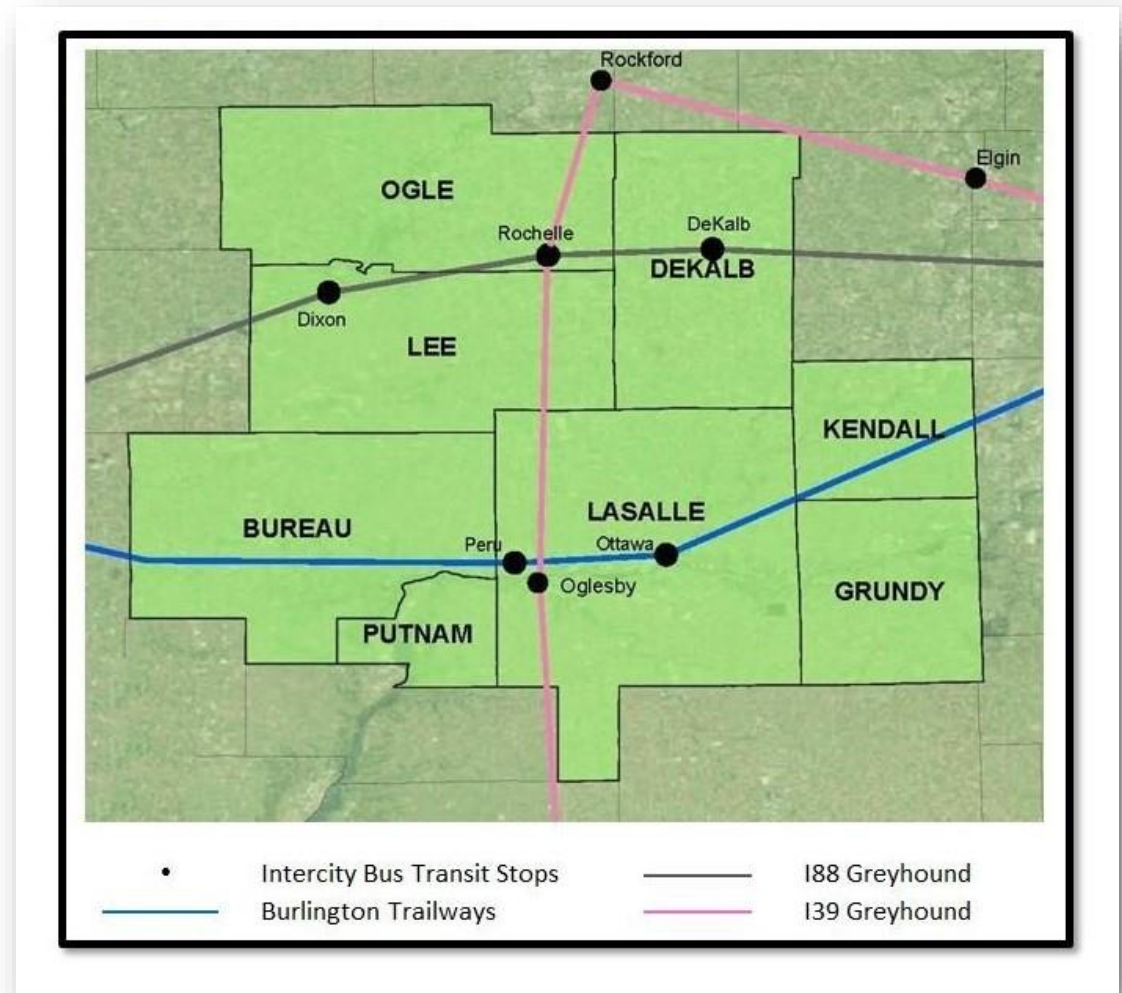


Bureau-Putnam Area Rural Transit (BPART)

- Another option for public transportation would be: Bureau-Putnam Area Rural Transit (BPART) who would transport residents of Bureau County to the Oglesby area for medical appointments, dialysis, education, employment, leisure or recreational needs. BPART's hours of operation are: Monday through Saturday: 6:00AM. - 9:00PM. You can find more information about BPART at www.ridebpart.org.

Greyhound Heart of Illinois Intercity Bus Route

The addition of the Greyhound “Heart of Illinois” Intercity bus route’s inception started in January 2019, with a bus stop location at Oglesby McDonald’s restaurant 115 N Lewis Ave. There are two routes daily. One route starts in Chicago and has stops in Elgin, Rockford, Rochelle, Oglesby, Bloomington–Normal, Champaign and ends in Danville. Another route starts in Danville and stops in Champaign, Bloomington–Normal, Oglesby, Rochelle, Rockford, Elgin ending in Chicago. Both routes are run daily. These routes were made possible because of grant funding provided by the Illinois Department of Transportation to Lee County and in partnership with Greyhound. The grant is administered by the Lee-Ogle County Transportation Systems (LOTS).



Railroads

The City of Oglesby is connected to America's railroad network through a spur track connected to the Iowa-Interstate, CSXT, and Illinois Railway main-line rail at LaSalle. The spur track is located along the northeast side of the city. The nearest Amtrak passenger rail station is located 22 miles from Oglesby in Mendota, Illinois.



Waterways

The City of Oglesby is located on the Vermillion River. This river is primarily used for recreation; though it is used as a barge turn-around at its mouth to the Illinois River. The Illinois River is located just north of Oglesby. The Illinois River is entirely navigable and maintains a nine-foot navigation channel between its eight (8) locks and dams. The river is a primary connection for barge transportation between Lake Michigan and the Mississippi River. The Illinois River is heavily used as a source of recreation for both residents and visitors.



Air Service

There are no commercial air facilities in Oglesby. The nearest airport to Oglesby is the Illinois Valley Regional Airport in Peru (7 miles north). The airport does not offer scheduled passenger service. It is primarily used for corporate, private, and charter flights. The airport has a 6,000 by 100 foot and a 4,000 by 75 foot crosswind paved and lighted runways. Forty-four (44) aircraft are based there with 20,000 annual operations. The airport has three (3) – ten (10) bay t-hangars, one (1) – eight (8) bay t-hangar, four (4) corporate hangars, one (1) aircraft maintenance hangar and one (1) storage hangar.

The closest commercial airports offering scheduled passenger service and freight are in Bloomington, Peoria, Quad Cities and Rockford (within 75 miles). Also, two major commercial airports Chicago's O'Hare International and Midway Airports are located within 100 Miles of Oglesby.



Parks, Open Spaces, and Trails

Parks, open spaces, and trails are a vital part of any community. The importance of these areas is often widely underestimated. Cities have a responsibility to provide areas of recreation and leisure for its residents. Parks, open spaces, and trails are necessary for the community and the resident's physical health, economic well-being, and environmental quality.

A park is:

1. A piece of ground in or near a city or town kept for ornament and recreation or
2. An area maintained in its natural state as a public property.

Parks and protected areas have also been defined as “*public lands held in trust with both a recreation/tourism and conservation/preservation mandate, and owned and operated by a public agency*”.

The city's goal for the amount of park space mimics that of the Illinois Department and Natural Resources. The city's goal is to allow public access of 11.35 acres of open space per 1,000 population for the residents of Oglesby and to have 5.3 acres of open space/per 1,000 for regional parks.

Currently the city owns 65.46 acres of public open space parks, however, not all 65.46 acres is open for public access. Of the total acres, approximately 46.46 acres (17.22 acres / 1,000 population) are open for public recreation. The city would like to continue to expand available public parks to the residents and visitors of the city.



Oglesby has a unique position in the Illinois Valley area in that the City has a Community College, a wide array of recreation facilities (parks), is located adjacent to two major State Parks and a walking/bicycling trail. All these amenities, located within close proximity, are virtually untapped resources the City could benefit from using.

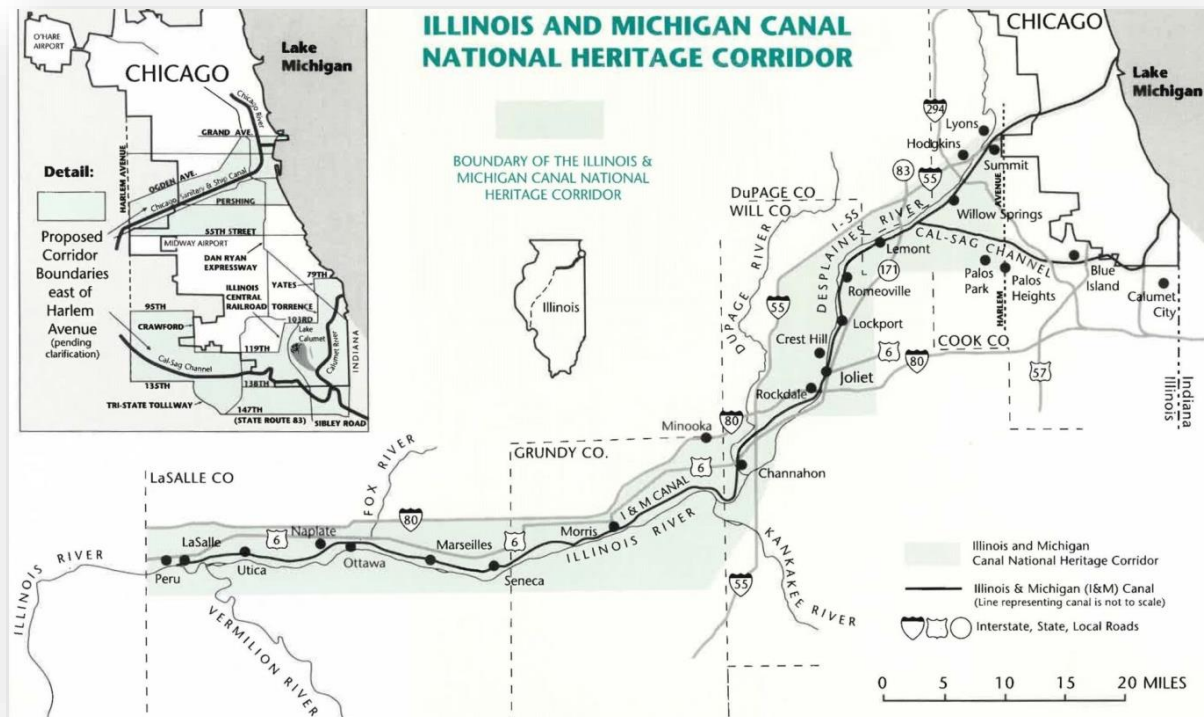
Non-motorized transportation (NMT) includes walking, bicycling, non-motorized watercraft, small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel. Accommodating for these different (and less used) modes of transportation is a great asset for Oglesby.

Cooperation and Opportunity:

The participation of the local residents, along with cooperation of the City of Oglesby, is needed to implement a walking trail and biking trail system. Participation from residents and concerned parties will help further the planning process. The steps needed to begin and continue the process of establishing and implementing the trail system include the following:

- Involve the community,
- Set up a timeline,
- Create a plan,
- Begin implementation.

Planning for future parks and achieving an interconnectivity of recreational areas is a priority for Oglesby. Linking the city from the East to the West will bring about opportunities for the City to join with Illinois Valley Community College as well as Starved Rock and Mathessien State Parks. Both the College and



the State Parks are viable entities for the City of Oglesby to partner with.

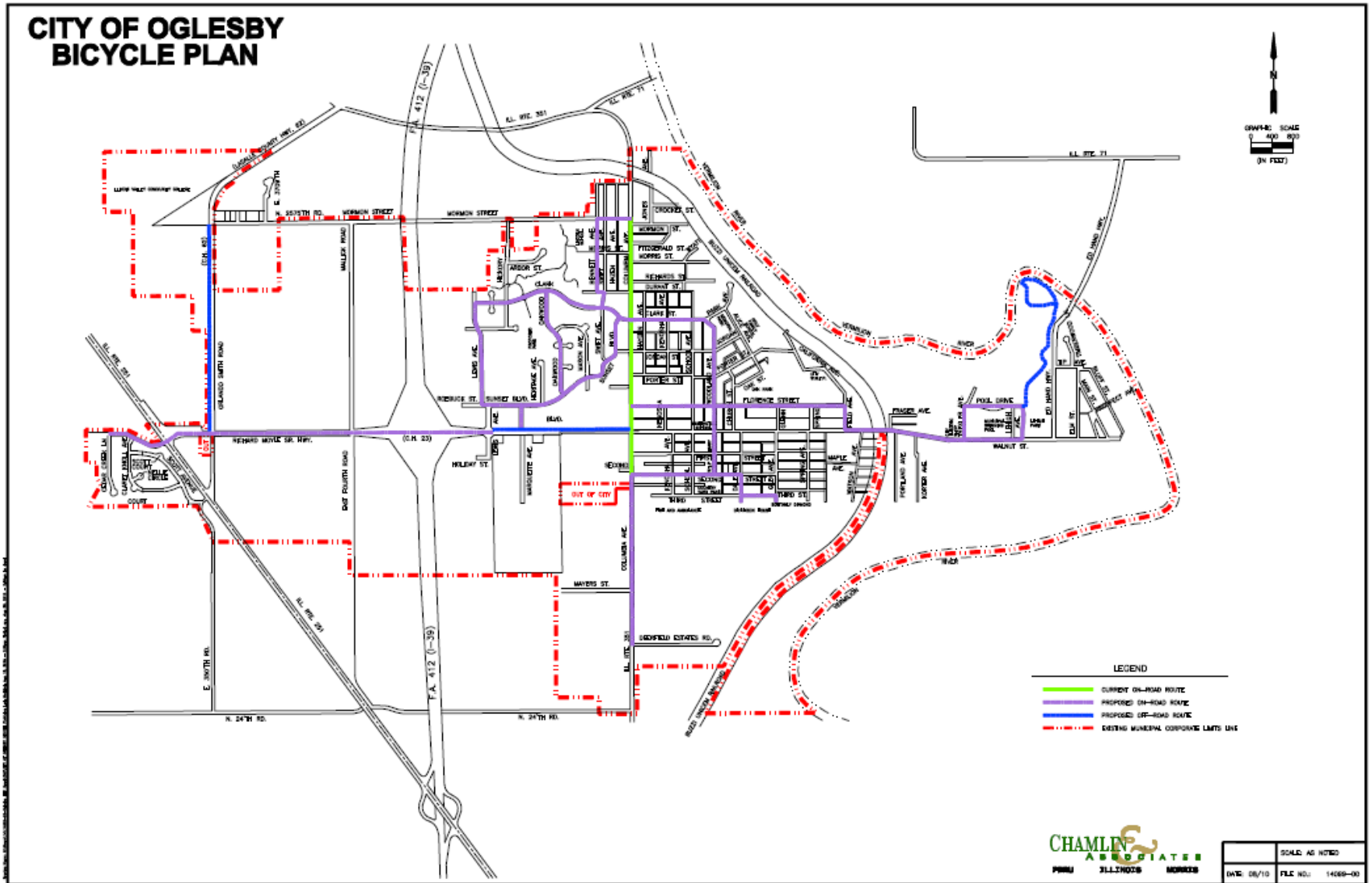
The Illinois and Michigan (I & M) Canal State Trail (as shown in previous page), which is located just north of the City of Oglesby, provides an excellent opportunity for the City to be a central area that connects a multitude of trails, institutions, parks, and cities. The I & M Trail is 61 miles one way from LaSalle to Rockdale, Illinois. The I & M trail is part of the intricate network of trails across northern Illinois called the Grand Illinois Trail. The Grand Illinois Trail is a 535-mile loop trail in northern Illinois spanning from Lake Michigan to the Mississippi River.

A few of the communities in the region have adopted biking plans; Ottawa and Princeton. Designating streets with biking paths is a way for communities to provide safety measures for non-motorized transportation. It is also a cost-effective method of providing paths. Oglesby should consider planning for a network of alternative (bike & walking) routes.

Creating trails and giving residents and tourists a place to go without having to use a motor vehicle is an environmentally friendly approach. Oglesby has approximately 61 acres (including Seneca Square Park) of public parks.

IDOT Policy Warrants for Bicycle Consideration

- Listing as a recommended bike route in a regional or local bike plan or published in a regional or locally adopted map.
- Projected bicycle Average Daily Traffic (ADT) volume for the peak three months at 25 or greater (5 years after the project is completed), and current motor vehicle traffic volume exceeds 1,000 ADT.
- Route provides primary access to a park, recreational area or other significant destination.
- Route provides unique access across a natural or man-made barrier.
- Highway project negatively affects the recreational or transportation utility of an independent bikeway or trail.



Oglesby 2020 Comprehensive Plan

Connecting Oglesby with designated and marked bike and/or walking paths is also a possible beginning to an extended trail system. The City is in a position to attract more residents and development that could further its economic status. Planning now for a means of transportation other than that of motor vehicles, such as walking or biking, and doing so by supplying routes through the City, such as between the current parks and the proposed parks, will help Oglesby provide for all residents and create a vibrant and safe atmosphere. Support facilities will be needed

for bikers and hikers as well (e.g. parking for bikes, informational kiosks, signage, restrooms, and rest areas).

One way to promote more Non-Motorized Transportation (NMT) is by educating residents and citizens in the area. Having available brochures at City Halls is one way to get information out. This could also be a partnership opportunity for Oglesby and the Heritage Corridor Convention and Visitor Bureau.

Planning parks, open spaces, and trails jointly will provide residents and visitors with options other than driving. Connecting parks within the City and then connecting areas of development as well as businesses and shopping for residents and visitors is a viable option. Outlying areas, such as IVCC, Starved Rock State Park (proper) and the expansion of Starved Rock and Matthiessen State Parks, can be connected in the future giving people another route to destination areas. The close proximity of the 2,600 acre



State Park expansion to the north and east boundaries of the City offer an excellent opportunity to provide NMT access to the State Parks. Communication and planning will need to be a major focus by the City and State Park officials in order for this opportunity to come to fruition.

Promoting active living in the City of Oglesby should be a priority due to the growing health problems in the nation due to inactivity among children, as well as adults. The City of Oglesby already provides programs to the community, by promoting and continuing to offer programs, such as winter and summer recreation, and by keeping the parks in use and encouraging the residents to use them.

When thinking about deciding where to live, having sidewalks and places to take walks for exercise or fun is important to nearly eight in ten Americans (79%), and “very” important to four in ten (44%).¹ Connecting the parks throughout Oglesby would be an asset to the City because it would give residents places to walk through the neighborhoods and by the schools.

State Park System:

Starved Rock State Park is one of the top tourist attractions in the state of Illinois. The rich history, unique natural features, and expansive land holdings make this park very appealing to visitors of all kinds. Located adjacent to Starved Rock, and considered part of the larger park complex is Matthiessen State Park. Matthiessen is in some ways very similar to Starved Rock, in natural resources and recreation opportunities. Together these parks encompass over 6,000 acres of open space.



¹ “Americans’ Current Attitudes Toward Walking and Creating More Walkable Communities.” Surface Transportation Policy Project. Oct. 2002, 17Jan 2009. http://www.transact.org/library/reports_html/pedpoll/pedpoll.asp.

In 2018, the Illinois Department of Natural Resources (IDNR) purchased approximately 2,600 additional acres along the east and south edge of Oglesby to add to the Starved Rock / Matthiessen State Park complex. The expansion of the State Park system brought the park boundaries right up to the city limits and in a few instances inside the city.

It is the city's desire to be a close partner with the IDNR in planning for future access and recreational opportunities for the latest additional to the park complex.

Areas of opportunity that the city would like to focus on for planning new public access to the state parks are; local access, diverse and unique recreation opportunities, natural resource protection and restoration, scalable tourist access and amenities, and future traffic accommodation.

Rails-to-Trails Conservancy:

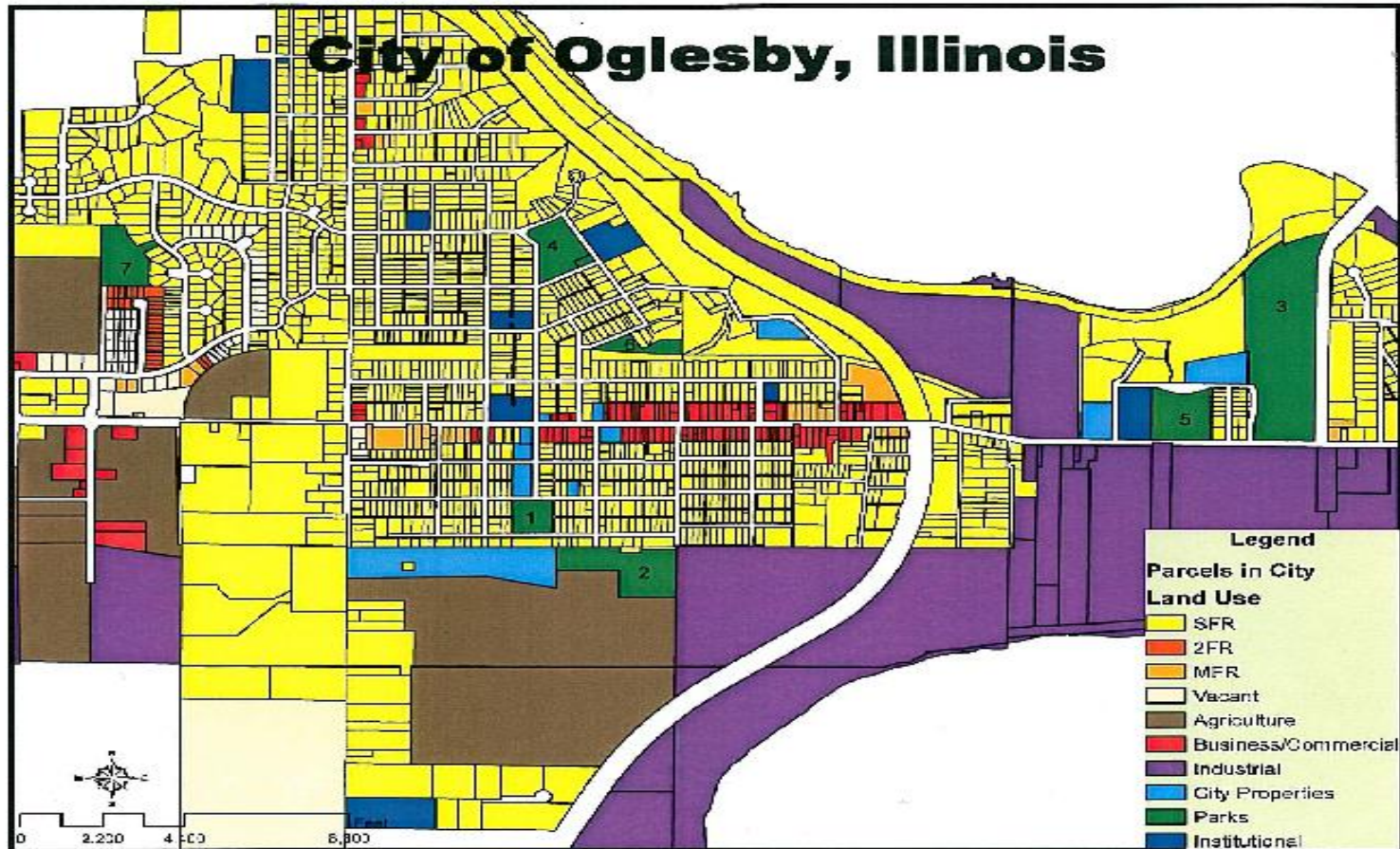
Oglesby has an abandoned rail line track bed that runs along Vermillion River on the City's northern border. The rails and ties have already been removed leaving just the level rail bed. This may be a great opportunity to convert the old rail line to a multi-use trail. There are funding options available through federal, state, and local government mechanisms to assist in making this happen. There are also grants, private partnerships and other sources. One of the many obstacles the City would have to overcome is obtaining the right of way for the trail, the land the existing rail bed currently run through numerous private landowners.

Another option to expand the trail system over rail lines is Railbanking. This method is utilized when corridors that would otherwise be abandoned can be preserved for future rail use through interim conversion to a trail. The railroad may remove all the equipment, except bridges, tunnels, and culverts and turn the corridor over to a qualified private organization or public agency. The railroad, however, does keep the right to use the rail corridor again in the future. The conditions of the agreement should be worked out in the contract when the rail corridor is transferred.

The Parks

The City of Oglesby currently has nine (9) parks: Courtyard Park, Dickinson Baseball Complex, Lehigh Park (including Canoe Launch), Memorial Park, Municipal Swimming Pool, McPhedran Park, Senica Square, and Oak Park. The following map shows that the parks are their relative distance to one another. All but McPhedran Park are on the East side of town. The information collected on the parks, including all the park amenities, are listed in the matrix on the following page.

Corresponding Map #	Location/Park Type	Approx. Size (Acres)	Baseball Field	Softball Field	Soccer Field	Tennis Court	Basketball Court	Playground	Splash Area	Swimming Pool	Ice Rink	Bikeway/Hiking	Boat Launch	Fishing Area	Stage	Picnic Shelter	Picnic Tables	Concessions	Restrooms	Parking Spaces	Water Fountains	Sledding Hill
City Parks																						
1	Courtyard Park	2.64				2		1											1			
2	Dickinson Baseball Complex	8.77	3	1				1								1	6	1	9	84		
3	LeHigh Park <i>(including Canoe Launch)</i>	29.63			1			1					1	1	1	2	42		8	44	3	
4	Memorial Park	4.66	2	1													2	1	2		2	
5	Municipal Swimming Pool	9.03								2						1	9			2	1	
6	Oak Park	2.25																				1
7	McPhedran Park	7.91						1				1		1						5	1	
8	Senica Square	0.57							1		1			1			9		1		1	
	Total	65.46	5	2	1	2	0	4	1	2	1	1	1	2	2	4	68	2	21	135	8	1



Numbers in the park polygons on map correspond to the numbers on the Parks Matrix

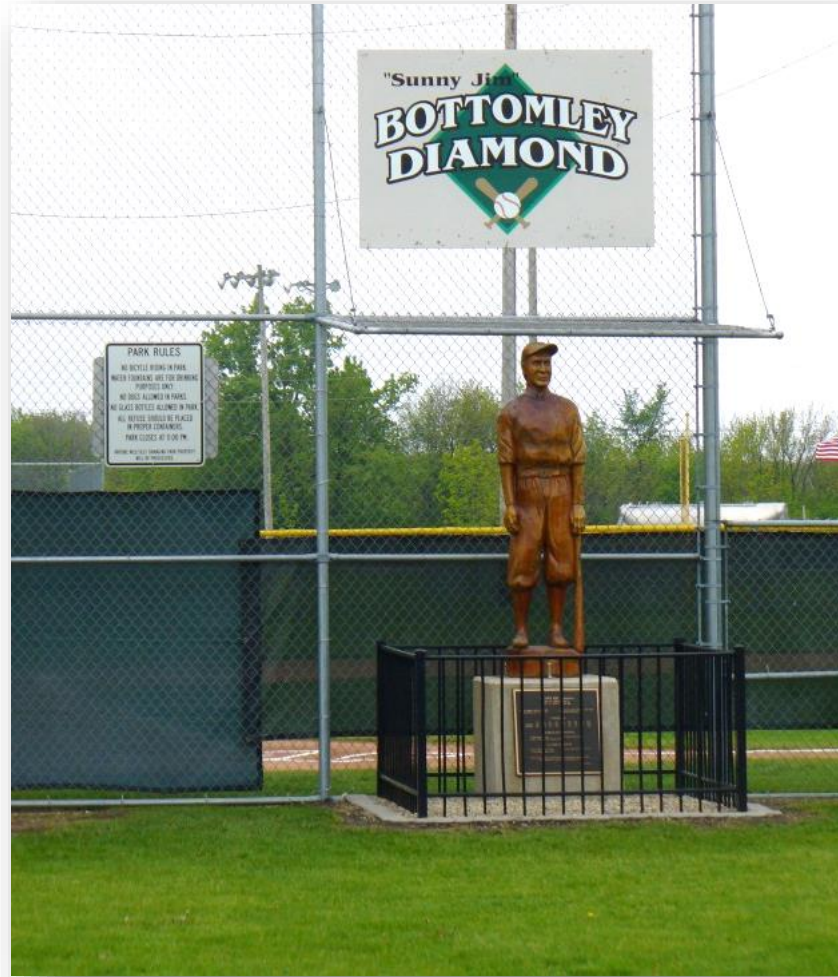


Courtyard Park



Lehigh Park

Oglesby 2020 Comprehensive Plan



Dickinson Field



Memorial Park

Municipal Swimming Pool





Oak Park

Safety and Signage

The picture to the right shows a courtesy sign from a neighboring park, asking people to walk around the park in a certain direction and to bike or skateboard in another. This simple regulation allows people to see who they are approaching and who is approaching them. Safety is important to pursuing recreation activities. It is especially important when children are involved in the usage. Parents want to know that their children are safe and learning the rules that keep them safe.

Signage indicating “Share the Road” is a companion to use along with building new trails and paths. Share the Road Safely Program is a newer program being created by a coalition of groups. The Share the Road Safely Program educates people about how to prevent accidents, injuries, and deaths by sharing the road safely with other types of vehicle.



Environmental Features

Physiography

The City of Oglesby currently covers an area of approximately 3,290 acres, or 5.14 square miles. The land topography is generally flat and open except for the areas of the city near the Vermillion River and Illinois River Valleys that are steep and heavily wooded. Agricultural land surrounds the southwest portion of the City and is comprised of corn, soybean, and wheat crops.

Climate

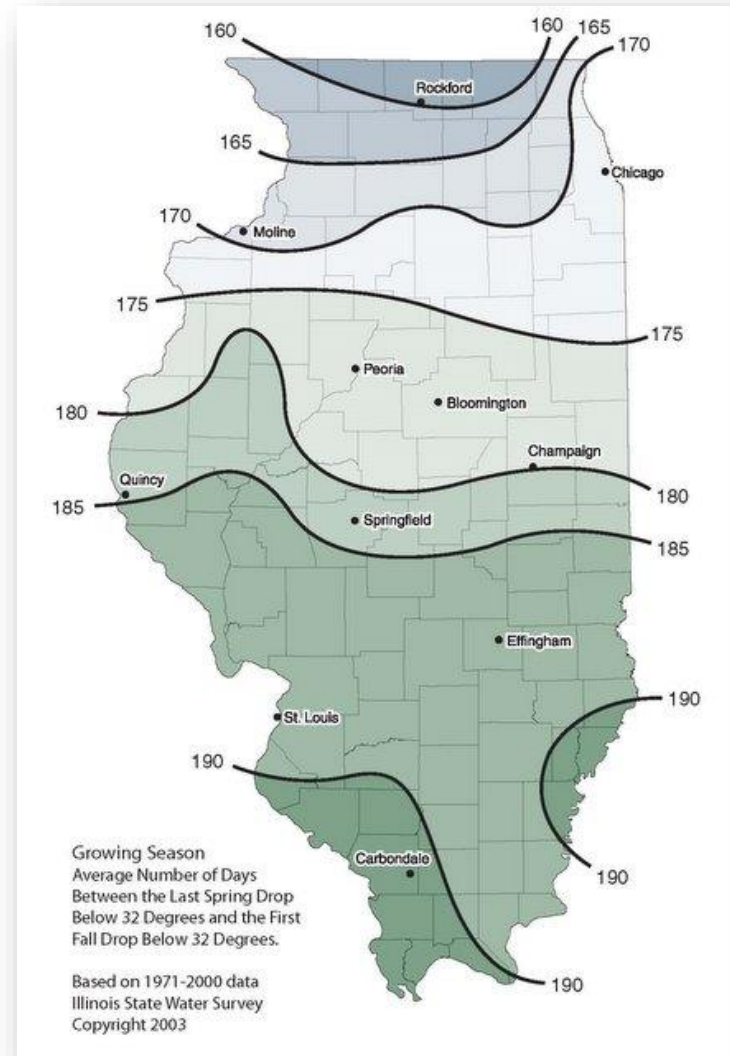
Oglesby has typical Midwest weather. On average the warmest month is July, with an average high of 85 degrees Fahrenheit and a record high of 104 degrees in 1983. January is the coldest month with an average high of 29 degrees Fahrenheit and an average low of 12 degrees. The record low was set in 1985 when the temperature was recorded at -26 degrees.

The average growing season in LaSalle County is 175 days.

Soil

The following information on soils is from the latest Soil Survey of LaSalle County, Illinois (2006). The United States Department of Agriculture Soil Conservation Service and the Natural Resources Conservation Service completed the survey.

Soils are responsible for producing our food, filtering our water supply, and supporting our buildings and development. Because



there are hundreds of soil types and formations, certain types of soil are better than others for certain uses. The five (5) general factors that determine the type of soil that forms in a certain location are composition of the parent material, climate, plants and organisms, land relief, and time.

Soil parent materials are formed by disintegration and decomposition of rock. Water, wind, or glaciers, resulting in varying mixes and densities, can distribute parent materials. Climate and vegetation are active factors in the soil formation process by altering the accumulated parent material and developing its characteristics to a certain soil classification. The climate accomplishes this by the processes of weathering and erosion. Freezing and thawing help break down minerals and rock fragments. Dead plants and other organisms add to the formation process by contributing rich nutrients and organic matter to the soil through decay.

The Soil Survey of LaSalle County, Illinois identifies the following soil types as the most prominent in the corporate limits of Oglesby, Illinois: 154A Flanagan Silt Loam, 236A Sabina Silt Loam, 356A Elpaso Silty Clay Loam, 804D Orthents, and 818A Flanagan-Catlin Silt Loams.

154A Flanagan Silt Loam

Flanagan Silt Loam makes up approximately 300 acres of the soils in the City of Oglesby. This type of soil is associated with ground moraines and is relatively flat with slopes of 0-3%. Though the soil is not prone to flooding or pooling, it is somewhat poorly drained and is generally incompatible as a location for structures. This soil is prime for farmland where drained.

236A Sabina Silt Loam

Sabina Silt Loam makes up approximately 300 acres of the soils in the City of Oglesby. This soil type is associated with till plains and ground moraines and is relatively flat with slopes of 0-2%. Though the soil is not prone to flooding or pooling, it is somewhat poorly drained and is generally incompatible as a location for structures. This soil is prime for farmland where drained.

356A Elpaso Silty Clay Loam

Elpaso Silty Clay Loam makes up approximately 450 acres of the soils in the City of Oglesby. This soil type is associated with ground and end moraines and is relatively flat with slopes of 0-2%. Though the soil is not prone to flooding, it is

prone to pooling and is poorly drained. The soil is generally incompatible as a location for structures. This soil is prime for farmland where drained.

804D Orthents, Acid

Orthents make up approximately 250 acres of the soils in the City of Oglesby. This soil type is associated with leveled land, spoil piles, and stream terraces. The soil is somewhat steep with an undulating and rolling slope. The soil is well drained and is generally somewhat limited as a location for structures. This soil is not prime for farmland.

818A Flanagan-Catlin Silt Loams

Flanagan-Catlin Silt Loams make up approximately 450 acres of the soils in the City of Oglesby. This soil type is associated with ground and end moraines. The soil is relatively flat slopes with 0-3% slopes. The soil is moderately well drained to somewhat poorly drained and is not prone to flooding or pooling. The soil is very limited as a location for structures, but is prime for farmland.

Surface Water

The main hydrological feature in Oglesby is the Vermillion River (bordering the City's east, northeast, and southeast sides). The Vermillion River watershed occupies 1,330 square miles. The River travels 115 miles from its source in Ford and Livingston Counties to its confluence with the Illinois River near Oglesby. The Vermillion and its tributaries support 54 species of fish, 29 species of clams and mussels, and 12 species of crayfish. The waters of the Vermillion from the Illinois River upstream to Streator, IL are considered to be of good quality according to the Illinois Department of Natural Resources (IDNR). However, the waters further upstream from Streator are considered to be impaired



(polluted with high levels of bacteria, heavy metals, and/or nitrates)

The Illinois River is located just north of the City and runs in an east-west orientation along this stretch. The River runs 332 miles from Minooka to Grafton, IL and has a watershed of more than 18.6 million acres in Illinois.

Groundwater

The City of Oglesby obtains its drinking water from two deep wells drilled approximately 2,800 feet into the Cambrian-Ordovician deep bedrock aquifer below Oglesby. There is currently an adequate water supply for Oglesby's industrial, municipal, and domestic uses.

Mineral Resources

The most prominent resources around and under the City of Oglesby are sand, gravel, and limestone. The sand and gravel are located in alluvial and terrace deposits along the Illinois River. Historically, the City was home to a robust mining industry. Mining around the City has slowed down over the past couple of decades. The last mining operation on the eastern edge of the City stopped mining in 2008 and is now used as just a distribution center.

Historically coal was mined under Oglesby. There are still coal deposits in and around the Oglesby area, however, the local coal is less desirable than other coals used today. The high sulfur content of the local coal causes acid rain (i.e. sulfur dioxide emissions). Most Illinois power plants are not equipped to burn high sulfur coal.



Tourism

Tourism can be simply explained as the act and process of spending time away from your home for the purpose of relaxation, recreation, and pleasure. When a tourist spends time in an area of interest, they rely on services that are provided. Those services such as attractions, facilities, transportation, entertainment, nourishment, shopping, and accommodations are essential to the tourist experience. Tourism contributes towards economic activities, generates more employment, revenues, and plays a significant role in overall development

Preserving the small and intimate nature of the town was identified as a priority by the Oglesby Planning Commission. This commitment was also strongly supported by the citizens involved in the process. The conclusion was to maintain the heritage, and quality of life of the city while creating a destination highlighting the assets, adventures, activities, and showcasing the qualities that attract visitors time and time again.

Types of Tourism

There are many types of tourism in the world, the Oglesby area provides unique experiences in the following:

Ecotourism

Ecotourism is defined by the International Ecotourism Society as "responsible travel to natural areas that conserves the environment, sustains the well-being of the local people and involves interpretation and education". This type of tourism is about uniting conservation, communities, and sustainable travel.

Oglesby has the ability to attract ecotourists due to the vast natural resources, seasonal waterfalls, scenic bluffs, rugged canyons and wildlife in the area. An example of ecotourism is experiencing the beauty of nature such as the Bald Eagles at Starved Rock State Park during the winter months.



Adventure Tourism

Adventure tourism is associated with high levels of activity by travelers with most of it done outdoors. Risk is a key factor in adventure tourism. The risk activity takes place over the setting of the destination. Those that desire this type of activity may enjoy ice climbing at Starved Rock in the winter, rafting or kayaking the Vermillion

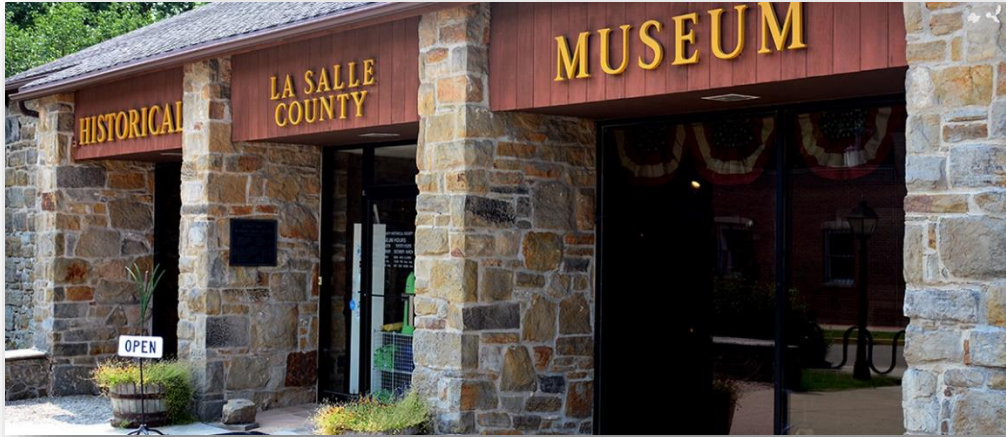


River and peddle bike rentals in LaSalle at the Lock 16 Visitors Center. Hiking, canoeing, cross country skiing, Jet-Ski rentals, and fishing are other adventure activities that can be found within a short distance from Oglesby.

Heritage/Historical Tourism

Heritage/historical tourism is defined as the visiting of sites of historical or cultural significance. There are many historical sites in and around Oglesby that have great significance to different cultures as well as local and regional interests. The City of Oglesby tourism will benefit from area historic/cultural attractions such as; The LaSalle County Historical Society & Museum, Carus Mansion, Lock 16 Visitors Center & Canal Boat Rides , the I & M Canal, Reddick Mansion, Illinois Waterway Visitors Center (Starved Rock Lock & Dam), Lincoln/Douglas debate historical site, Westclox Museum and the Starved Rock Lodge and Conference Center, just to name a few.





*LaSalle County Historical Society
Museum in Utica*

*Lock 16 Canal Boat Rides
in LaSalle*





Bald Eagles that are transitory to the area. Birders, people who travel to watch birds migrate to certain places, come to the area for the Bald Eagles.

Matthiessen State Park is located within a mile west of Oglesby. The Park encompasses an area of approximately 1,686 acres and now directly adjoins the Starved Rock State Park and the park area recently acquired by IDNR. Matthiessen is located on the Vermillion River and contains five (5) miles of trails to several canyons, streams, prairie, forest, and waterfalls. There are several picnic areas throughout the Park.

State Parks

Oglesby is located in the heart of the Starved Rock State Park. The park now encompasses an area of over 5,200 acres with the addition of 2,629 acres in October of 2018. The additional acres will provide many more activities and opportunities in the future for the entire area.

The Park contains 13 miles of trails to the 18 canyons, numerous waterfalls and spectacular Illinois River bluff overlooks. The Park offers a lodge/conference center, visitor's center, camping, fishing, boating, and picnic areas. Many special events are held at the Park throughout the year. Starved Rock State Park markets the



Buffalo Rock State Park is located within ten (10) miles northwest of Oglesby. The Park covers approximately 298 acres of land and is located on a bluff above the Illinois River with trails, river overlooks, and picnic areas. Two (2) American Bison are held in a grazing area at the Park.

The Illinois & Michigan Canal is located near Oglesby on the north side of the Illinois River. The Canal runs 61.5 miles from Rockdale, Illinois to LaSalle, Illinois. The old towpath along the length of the canal is now used as a bike/walking path and snowmobile trail. Canal tours are available in a replica canal boat that is docked at Lock 16 in LaSalle. Area residents also use the canal for fishing and small non-motorized watercraft.



National Scenic Byway

The Illinois River Road National Scenic Byway begins in Ottawa and ends 140 miles south in Havana, IL. The Byway follows the Illinois River and passes through the City of Oglesby on Route 71, and offers birding and wildlife watching, hunting, fishing, biking, canoeing, and hiking amongst other adventures.

The National Scenic Byway is "part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States."

According to America's Byways® "The natural, archaeological, and historic heritage along the Illinois River Road shows byway visitors the nature of life along the riverbanks." Oglesby has a very interesting history, which should be shared with visitors and travelers using and experiencing the Illinois River Road.



Accommodations and Food

The Route 39 exit to Oglesby has two (2) hotels (Days Inn and Best Western) to accommodate travelers to the area. The City of Oglesby offers locally owned, non-chain places to eat, homemade pizza, a root beer stand, and a few taverns to socialize with the residents.

Golf Courses

Senica's Deer Park Golf Club

This course was founded in 1904 as a private golf club and features 110 acres of manicured rolling fairways in a park-like setting. As of 2016, the golf club was transformed to a public course to enhance golfing in the area. The clubhouse and certain areas may be rented for weddings and other events.



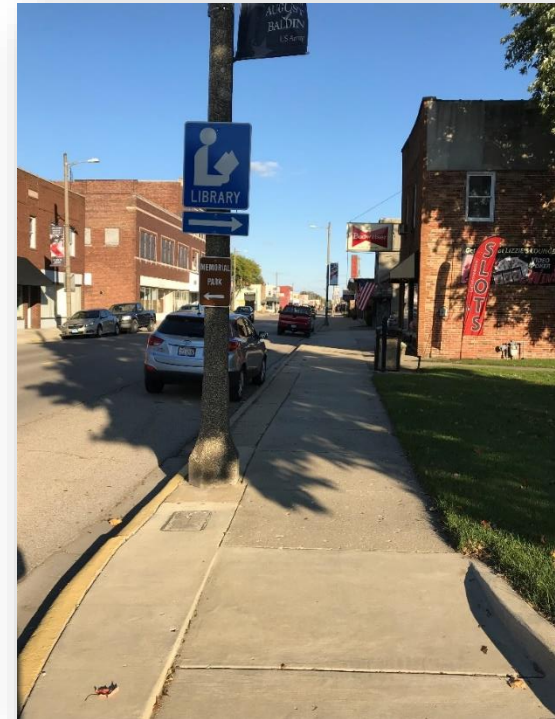
Senica's Oak Ridge Golf Club

Designed to utilize the area's natural beauty, this course development features an 18-hole, 6900-yard, par 72, championship golf course. Landscaping includes oak woodlands past five (5) sparkling lakes, along a creek and over 49 sandtraps. Three (3) sets of tees allow players of all abilities to enjoy the course.



Local Events

Oglesby hosts multiple events during the year. A Farmer's Market is held in the downtown every Thursday evening from July to September. Harvest Fest, held in October, includes a craft/vendor fair, bags tournament, Halloween parade, trick-or-treating with the downtown businesses, and free hotdogs and pumpkins. Harvest Fest is held downtown in Seneca Square. The city Christmas Event is held in December and rotates between the Dickinson House and Seneca Square. The Oglesby Municipal Band holds concert nights outside throughout the summer. The Illinois Valley Car Club hosts Blood, Sweat, and Gears in August at the Oglesby Root Beer Stand and the Annual Oglesby Turkey Trot- 3 mile/run walk, held at Holy Family School, on Thanksgiving morning is a regional favorite.



Economic Development

Economic development is the key to the City of Oglesby's future vitality. Businesses and industries need not only to be maintained and expanded in Oglesby, but new ones need to be attracted to the City. Small towns need to adopt a framework for creating smart growth and long-term sustainability. Oglesby realizes the three core components of a smart growth plan which are supporting businesses, supporting workers, and supporting quality of life. The City is currently using several economic development tools in order to attract and maintain commercial and industrial development; the tools include marketing, tax increment financing districts (TIF), Enterprise Zone and placemaking activities. The State of Illinois also has a comprehensive menu of incentives to complement local efforts. The Federal government contributes via an established Economic Development District (EDD) funded through local contributions, North Central Illinois Council of Governments (NCICG), and the U.S. Department of Commerce and Economic Development Administration (DCEO).

Marketing

Oglesby's officials and committees are very active in the promotion of the City. The community understands the need to increase economic opportunities through activities that improve the business climate and quality of life in Oglesby. The City Council, advisory groups, and other organizations set out to accomplish seven general objectives: promote and market the Oglesby area to attract overnight stays/tourism, assist existing employers to become more competitive, encourage new employers from within the community, attract new employers from outside the community, develop strategies for capturing more local consumer dollars, access outside sources of capital/grants, and assist the improvement of infrastructure, housing, recreational and cultural facilities.

City officials, along with economic stakeholders, have focused on the input of the community and developed activities and projects based on that exchange. Recommendations that have come to fruition include the farmers market, park improvement plans, an improved city website, city re-branding activities, abandoned building tours, and the promotion of year-a-round activities. Realizing the importance of managing all aspects of current and future development, the City, in the fall of 2019 has added the part-time position of Economic Developer to work jointly with businesses, developers, and other agencies to prepare and implement plans, programs, and services for the community.

The City and numerous businesses are members of Illinois Valley Chamber of Commerce (IVAC). IVAC is a resource center for site selectors and developers looking to come to the area. IVAC provides information such as available building sites, demographic and labor statistics, community amenities, and



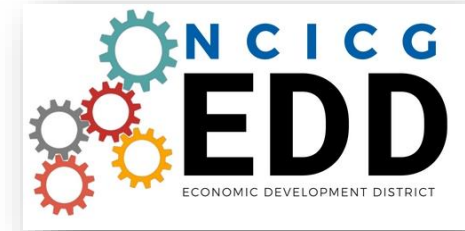
tourism. IVAC also proactively promotes the Illinois Valley through regional advertising and its website www.ivaced.org.

Oglesby development sites and other development information can be found on the City Website www.oglesby.il.us, NCICG website at www.ncicg.org, and North Central Illinois Economic Development Corporation (NCIEDC) website at www.northcentralillinois.org. These websites provide general information about development sites, transportation, demographics, development incentives, and quality of life.

In 2016, business leaders and elected officials in Bureau, LaSalle, and Putnam Counties formed the Economic Development Corporation of North Central Illinois (NCIEDC.) This partnership is totally focused on marketing the region for new investment and job creation. Oglesby is included in this partnership and realizes the importance of marketing and attracting new businesses to promote positive growth and quality of life for its residents. www.nciedc.org



The City is located within the North Central Economic Development District (NCIEDD). The district covers six (6) counties (LaSalle, Putnam, Bureau, Marshall, Livingston, and Stark) and is administered through NCICG. The district focuses on regional cooperation, partnerships and development efforts to supplement the existing individuals, organizations and associations. The District is designated and partners with DCEO. More information on the district can be found on NCICG's website www.ncicg.org.



Illinois River Road National Scenic Byway (Byway) is marketed to tourists by the State of Illinois and several organizations. Illinois Route 71 is part of the Byway that passes through the City. More information on the Byway can be accessed at www.bvways.org/explore/states/IL.

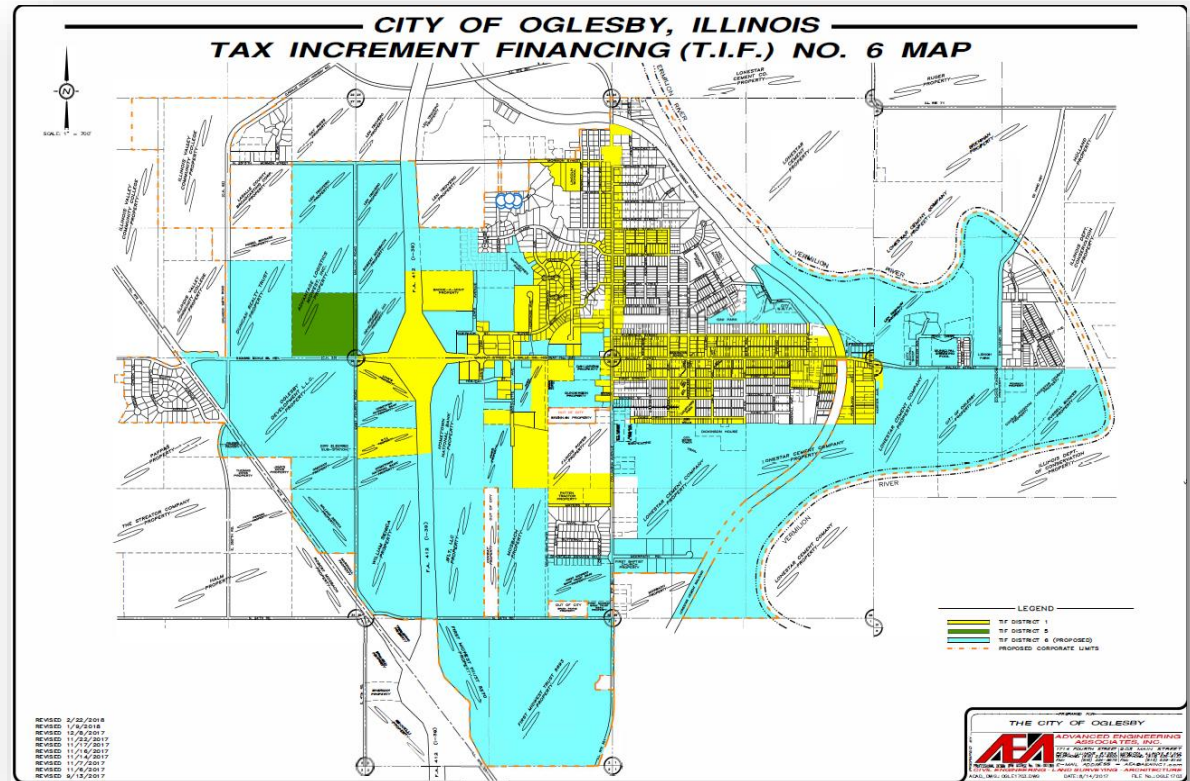
Work Force Training

Illinois Valley Community College (IVCC), in Oglesby, operates the Business Training Center (BTC) that provides consulting and training solutions designed to help their clients maintain a competitive operation and a skilled, knowledgeable workforce. The BTC has earned a reputation for top-notch consulting, instructor excellence, relevant content and practical results-oriented training. The College's programs and services are described in detail on the IVCC website www.ivcc.edu.

Tax Increment Financing Districts

Tax Increment Financing (TIF) is a method of facilitating development or redevelopment of a certain area by utilizing future property or sales tax revenues to pay for necessary public improvements or to provide tax breaks to developers. The area designated for development or redevelopment is called a "TIF District". Creation of the TIF District does not in and of itself mean that development or redevelopment will occur; market factors will also be the principal motivation for development or redevelopment. A TIF District is usually created as a marketing tool in hopes of attracting new businesses to a target area.

The City of Oglesby has two (2) TIF districts. The City is currently operating TIF's 1, and 6 (as shown on the attached map). TIF 1 ends tax year 2021, TIF 6 ends tax year 2042 and TIF #5 expired at the end of 2019.



Enterprise Zone

Enterprise zones are a locally driven tool that provides financial incentives for companies seeking to develop or create new jobs in the enterprise zone. This could be property tax reductions, an investment tax credit, sales tax exemptions on building materials, utility tax exemptions on natural gas/electricity, and the telecommunication excise tax, among others. New businesses in Oglesby can apply for enterprise zone status through the Upper Illinois River Valley Development Authority at www.uirvda.com

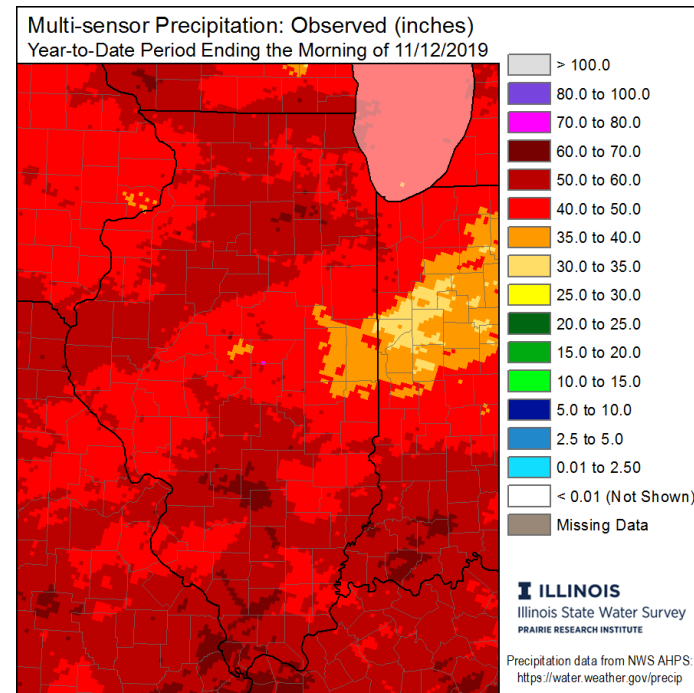
Natural Hazards

In 2015, Oglesby was part of a multi-jurisdiction Natural Hazards Mitigation Plan (NHMP) that included Bureau, LaSalle, Marshall, Putnam, and Stark Counties. Participation in this planning process was on a volunteer basis. The City of Oglesby chose to participate in the plan and passed a resolution adopting the plan in.

The NHMP is a necessary component of emergency management. A NHMP can aid, through identification and assessment of natural hazards, to reduce and eliminate the loss to human life and damage to public and private property.

The NHMP addresses six (6) natural hazards that could affect the north central Illinois region. They are:

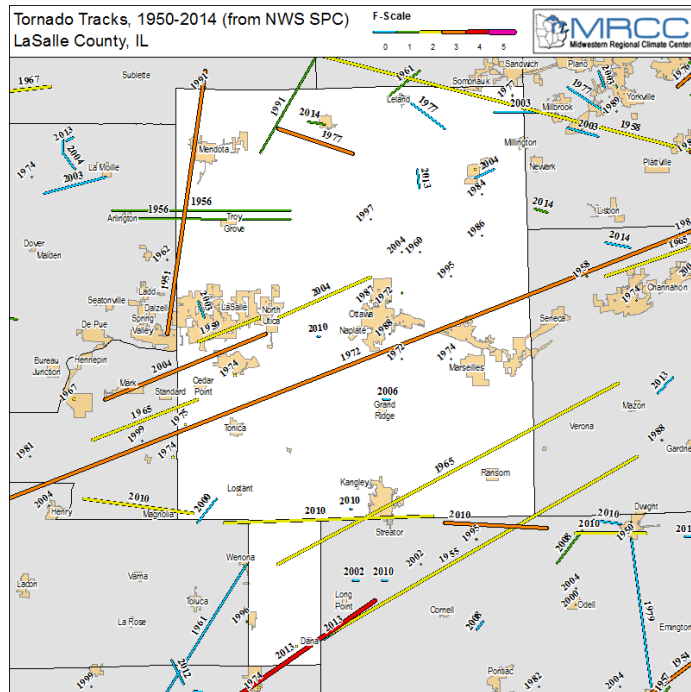
- Thunderstorms (including lightning, hail, and tornados)
- Winter Storms
- Floods
- Earthquakes
- Drought
- Extreme temperatures (heat/cold)



As part of the NHMP, the City identified a Community Risk Assessment that contains 5 mitigation strategies that the City felt important to focus on to strengthen the resiliency of the community to natural hazards. They are

1. Engage in a regional discussion on the implementation of best practices for activating early warning sirens during storm events.
2. Identify and promote heating and cooling center locations to residents and ensure that such facilities are compliant with the American Disabilities Act (1990) 2010 Standards for Accessibility Design Requirements.

3. Inform residents on the importance of understanding their flood insurance policy.
4. Participate in the development of a regional stormwater management ordinance that will reduce flooding and protect lives, property, and the environment.
5. Work together as a region to share resources and to create opportunities for the public to be engaged and informed about the risks of natural hazards and mitigation activities.



The City is currently participating in the 2020 NHMP update. LaSalle County has chosen to complete a single county mitigation plan that will include all communities within the county (if they so choose to participate). The updated 2020 NHMP is anticipated to be completed in the summer of 2020.

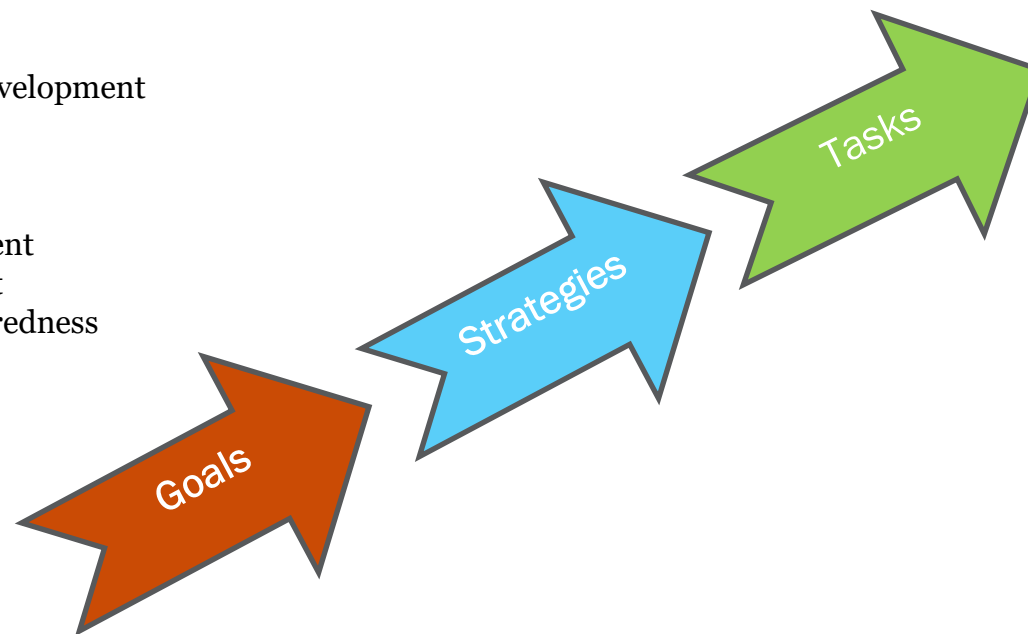
Not if, but when a natural disaster impacts Oglesby, the City should have in place resiliency measures to assist local homeowners and businesses in the recovery effort. These measures could include (but not limited to); expedited permitting process for clean-up / restoration of property, streamlined Revolving Loan for businesses, and post disaster communication outlets with residents and business owners.

Goals, Strategies, and Tasks

This chapter will outline Oglesby's goals, strategies, and specific tasks that are necessary to accomplish each of the City's goals. Goals are the broadest expressions of a community's desires. **Goals** give direction to the plan as a whole and express a realistic direction of where the city wants to be. Goals are concerned with the long term, and often describe ideal situations that would result if all plan purposes were fully realized. Since goals are value-based, their attainment is difficult to measure. A **Strategy** is a careful plan or method. It can also be an art of devising or employing plans or moves towards a goal. A **Task** is defined as an assigned action to reach the strategy and is often to be finished within a certain timeframe.

Goals, strategies and tasks have been developed for the following categories for developing the community.

- Public Policy
- Infrastructure
- Parks
- Tourism/ Economic Development
- Housing
- Transportation
- Downtown
- Commercial Development
- Industrial Development
- Natural Hazards Preparedness



Public Policy:

Goal: Improve existing partnerships with Illinois Valley Community College (IVCC) and other appropriate regional organizations.

Task: Meet with IVCC on a regular basis to develop a better working relationship.

Task: Represent the City on various organizations; Illinois Valley Area Chamber (IVAC), IVCC, Scenic Byway, North Central Illinois Economic Development Corporation (NCIEDC), and the Heritage Corridor Convention and Visitors Bureau (HCCVB) in events.

Strategy: Market Oglesby and Region collectively with other economic development efforts.

Task: Coordinate with Starved Rock Country branding efforts.

Goal: Explore changing to Home Rule form of government.

Task: Investigate the pros and cons of Home Rule.

Goal: Expand or share cost of city services with surrounding area communities.

Strategy: Review sharing costs with surrounding areas for various services.

Goal: Utilize hospitality training.

Task: Create a modern welcome wagon concept for new residents of Oglesby.

Task: Work with IVCC and businesses to create programs for hospitality training for business owners, City employees, and others.

Task: Work with IVCC, the Business Employment Skills Team (BEST)/ North Central Illinois (NCI) Works, and other pertinent organization for soft skills training businesses have identified as a need for employees.

Goal: Be known as a community that works well with businesses for the development of the community and growth of businesses.

Task: Review permit and development process to streamline for development responsiveness.

Task: Bring community resiliency into discussion of all aspects of the development process.

Task: Investigate public transportation needs of residents to get to and from work, shopping and commercial services.

Strategy: Encourage development of broadband internet services.

Task: Study the feasibility of expanding current fiber network in Oglesby for residential and commercial use.



Infrastructure:

Goal: Improve and upgrade public infrastructure (water, sewer, road, fiber optic, electric) within the community to provide the residents of Oglesby with the best services available.

Strategy: Maintain and implement a 10-year Capital Improvement Plan (CIP).

Task: Actively maintain and update the CIP on a regular basis.

Strategy: Develop financing mechanisms to fund infrastructure improvements.

Task: Seek grant funding to help offset the cost of infrastructure projects when possible.

Task: Annually fund and implement the CIP.

Task: Combine road construction with underground infrastructure projects (water, sewer, fiber, electric).

Task: Review engineering contracts for inclusion of needed road work.

Task: Create comprehensive mapping of all City utilities using GIS.

Strategy: Provide necessary public utilities and infrastructure to the west side of Interstate 39 for business retention and development.

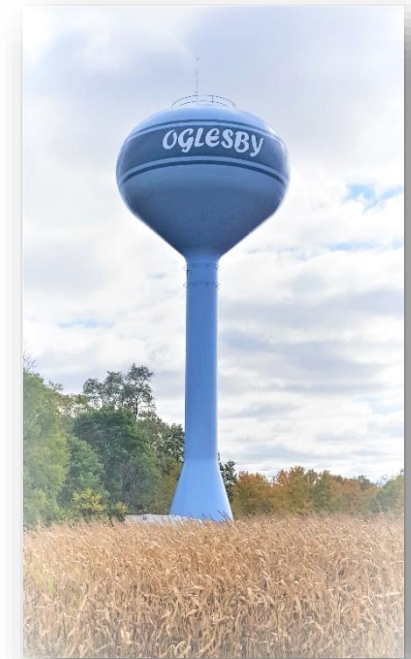
Task: Extend electric utilities to IVCC and find financing for the extension.

Task: Assess current capacity of infrastructure for potential business attraction.

Goal: Improve, upgrade, and create Community facilities and structures to provide the residents of Oglesby with the best services available.

Strategy: Assess the current police department facilities and future needs of the department.

Task: Work with the Illinois Valley (IV) Regional Dispatch on jail options.



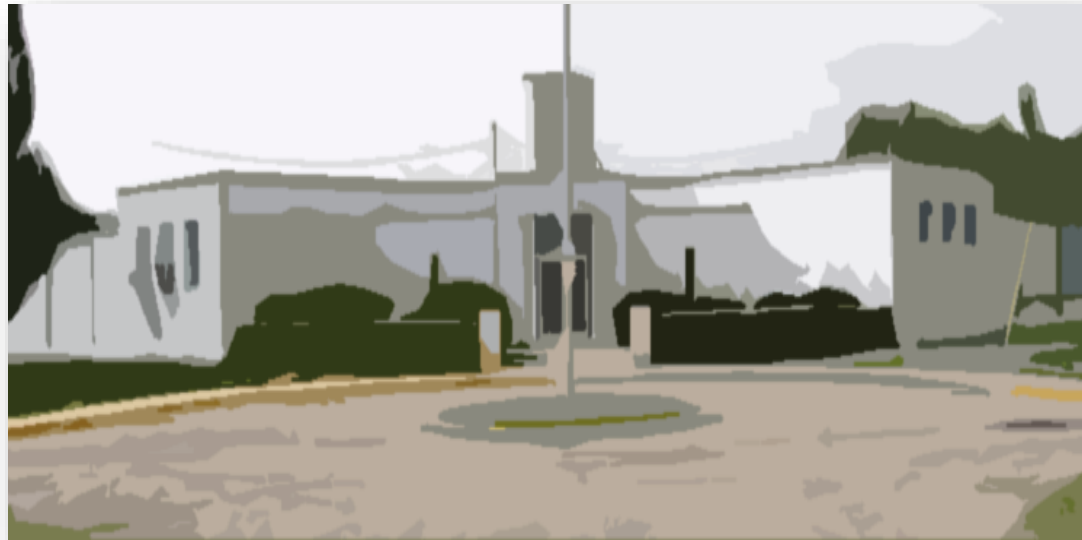
Strategy: Preserve historically significant facilities.

Task: Upgrade and maintain Dickinson House.

Task: Find alternative use for old firehouse.

Strategy: Investigate the possibility of creating an Oglesby Historical Museum.

Task: Work with existing organization regarding opening an Oglesby site to serve as an Oglesby museum.



Parks and Recreation:

Goal: Create more activity-oriented places for the residents and visitors of Oglesby through the creation of a Parks and Recreation Plan

Strategy: Explore and obtain funding from available grant programs for park projects.

Task: Assess each park and identify needs and expansion of amenities at each location.

Task: Increase access to McPhedran Park and complete developing the improvements on the west side of the park.

Task: Continue to develop Senica Square as a destination site.

Strategy: Develop paths and trails for walking, biking and other recreational opportunities.

Task: Design a path connecting Lehigh Park to the Vermillion River boat access.

Task: Create a pedestrian/ bicycle connection to the State Parks, the Illinois and Michigan (I&M) Canal and IVCC.

Task: Convert the unused/ abandoned railroads/ railroad beds to trails with “Rails to Trails”.

Task: Work with the Illinois Department of Natural Resources (IDNR) for development of the recently acquired park property.

Strategy: Maintain and develop existing park space.

Task: Develop a dog park



Task: Create a water feature area at the municipal pool or at another location.

Task: Develop multi-plex facility for regional attraction.

Task: Develop area by municipal swimming pool with a shelter.

Task: Inventory equipment and assess safety.

Goal: Acquire new and utilize existing land for active and passive recreation.

Strategy: Establish neighborhood parks when land is available.

Task: Include native plantings in park (re)development projects.

Task: Study old landfill for potential prairie restoration area.

Strategy: Regional Park development.

Task: Be a participant in the planning of the new IDNR parkland.



Oglesby 2020 Comprehensive Plan

Tourism

Goal: Participate with other marketing organization or outlets.

Task: Work with Heritage Corridor Convention and Visitors Bureau (HCCVB).

Task: Coordinate with Starved Rock Country branding efforts.

Task: Be involved with area state and regional parks to assist in developing plans to attract visitors to the parks and Oglesby.

Strategy: Actively participate in the Illinois River Road Scenic Byway.

Task: Create Byway visitor experiences that will be marketed by the Byway group.

Task: Ensure City has designated participating representation with the Byway organization.

Goal: Encourage hotel/lodging development/restaurants.

Task: Create advertising materials to use to increase overnight stays in the City.

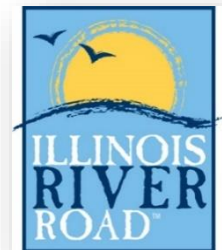
Task: Work with local organizations to develop new and improve existing festivals/activities to draw tourist to stay for the weekend.

Task: Explore the feasibility of additional overnight facilities.

Goal: Encourage the development of tourism associated amenities.

Task: Identify potential good locations for campgrounds in reference to other appropriate uses.

Task: Review and work toward implementing recommendations from Roger Brook's Study.



Housing:

Goal: Encourage sustainable growth and quality housing to meet needs of current and future residents.

Strategy: Identify housing needs for growth in community.

Task: Encourage the development of senior housing.

Task: Encourage affordable housing.

Task: Enforce building codes to ensure quality housing.

Strategy: Encourage the maintenance of existing housing units to prevent blight.

Task: Adopt a Property Maintenance Code.

Task: Investigate the City's eligibility in DCEO housing rehabilitation grant program and other similar programs.

Strategy: Prioritize housing code enforcement for; new construction, rental properties, and renovations to ensure safe and equitable housing stock in the city.

Task: Continue to enforce the Rental Inspection Program.

Task: The program shall be balanced to control any severely adverse impact of rental inspection program on landlords.

Task: Have new subdivisions maintain infrastructure that can be connected to future development whenever feasible - minimize dead ends and cul-de-sacs.

Task: Require new subdivisions to plat open space and sign over to city for future neighborhood parks.



Transportation:

Goal: Include transportation in the Capital Improvement Plan.

Strategy: Assess current and future physical and service needs of the residents.

Task: Investigate public transportation needs.

Task: Promote and maintain a relationship with North Central Area Transit (NCAT).

Task: Investigate alternative transportation options.

Task: Create a sidewalk / bike trail plan.

Task: Develop a 10-year road and bridge plan for maintenance.

Task: Replace deteriorating sidewalks within the residential neighborhoods.

Task: Extend sidewalks / multi-use path on Walnut Street west to I-39.

Task: Explore the possibility of establishing a grade separation for pedestrian access across I-39 on Walnut Street.



Strategy: Create uniform theme to enhance small town atmosphere.

Task: Create uniform signage and way-finding measures.

Task: Have Rt. 251 exit sign off I-39 include Oglesby.

Goal: Enable Oglesby to attract more business and industry through viable transportation choices.

Strategy: Identify corridors or facilities for transportation improvements.

Task: Interview existing businesses about transportation needs.

Task: Develop rail line opportunities.

Task: Promote and maintain a relationship with NCAT and local businesses.

Strategy: Work with IDOT to update wayfinding signage into Oglesby and to the State Parks.

Goal: Work with IVCC to implement the plan for pedestrian/ bicycle connection to the City.

Goal: Utilize transportation resources to enhance the tourism possibilities for the City.

Strategy: Promote local and regional public transportation on City advertisements and news outlets.

Task: Market NCAT and Greyhound transportation services.

Strategy: Due to the close proximity of the Starved Rock / Matthiessen Park expansion (newly acquired IDNR property). Seek an entrance that will allow for safe and convenient alternative transportation from downtown.



Downtown:

Goal: Foster the downtown district into a destination.

- Task:** Develop appropriate wayfinding signage to direct visitors and tourist to the downtown.
- Task:** Provide for safe and convenient pedestrian crossings across Walnut Street, ie; signals, bump-outs.
- Task:** Focus community events in the downtown.
- Task:** Develop Senica Square as an accessible gathering place to attract residents and visitors downtown.
- Task:** Promote outdoor dining downtown in sidewalk areas where enough appropriate room is available.
- Task:** Where suitable space is available develop small business opportunities in downtown using a cluster of small portable and temporary structures to create a shopping experience.



Strategy: Building rehabilitation will be encouraged after design guidelines are developed.

- Task:** Utilize TIF Grant Program – Utilize TIF funds to assist in the development of downtown.
- Task:** Explore extending TIF 1.
- Task:** Maintain and market the Oglesby Façade Program.
- Task:** The City will invest in downtown and develop information and ideas to provide business owners.
- Task:** The City will encourage private investment.
- Task:** Explore the idea of a business incubator to entice development and businesses.



Goal: Diversify the tax-base in downtown.

Strategy: Use marketing in order to attract new businesses to the downtown.

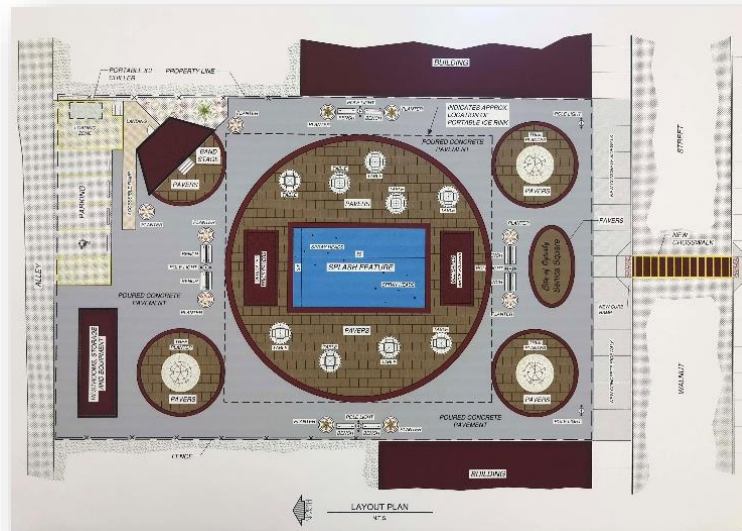
Task: Develop a marketing plan.

Task: Investigate retail options.

Task: Develop a Revolving Loan Fund (RLF).

Task: Work with businesses, CABO and other organizations for the development of and promotion of downtown activities to attract people to downtown.

Task: Continue to conduct the empty building tour to attract businesses and investment into downtown.



Commercial Development:

Goal: Improve the variety and availability of local and regional commercial opportunities.

Strategy: Develop a Marketing Plan to help Oglesby attract and retain businesses.

Task: Continue promoting the 'Empty Buildings Tour' as a method to market and create interest in available commercial properties.

Strategy: Develop an incentive package that identifies local, state, or other potential benefits to businesses incentives and create an incentive package.

Task: The City will staff a Tourism Coordinator.

Task: Build relationships to encourage land and building owners to list existing available sites on Location One Information System (LOIS) and other similar sites.

Task: Maintain strong partnerships with local and regional economic development organizations. (NCIEDC, NCIEDD, IVACCED, LCDC).

Task: Maintain and market the Oglesby Façade Program.

Strategy: Enforce the design guidelines to ensure new or retrofit construction of buildings and property are complimenting the character and setting of adjacent structures and maintains an appropriate pedestrian scale.

Task: Maintain a landscape ordinance that provides minimum level of landscaping for commercial projects.



Industrial:

Goal: Maintain and enhance a diverse industrial tax base that is environmentally friendly.

Strategy: Retain and recruit industrial businesses.

Task: Maintain and upgrade existing infrastructure which includes road, sewer, water, rail, electric, and fiber to meet the needs of small and large-scale businesses.

Task: Designate corridors and areas most suitable for industry growth and expansion.

Task: Minimize the impact of industrial uses on adjacent properties.

Task: Purchase options on potential industrial sites to assist in guaranteeing future land costs for development.



Goal: Help cultivate and maintain a viable workforce.

Strategy: Partner with IVCC Business Training Center and other local and regional agencies for skills and job training (Workforce Board, NCI Works, BEST).

Strategy: Build relationships with area businesses to better understand the needs and hurdles of the staffing.

Task: Use business retention meetings to gain knowledge of business needs and issues, and suggestions to provide solutions.

Task: Maintain open dialog with existing employers.

Goal: Explore investment options in alternative power sources.

Strategy: Explore consulting with professionals in the alternative energy field on possibilities to leverage the City's current power resources.

Natural Hazards Preparedness:

**This goal is utilizing information taken from the 2015 LaSalle County Natural Hazards Mitigation Plan.*

Goal: Prepare the community for common natural hazards to the region to mitigate the damage, shorten recovery time to make Oglesby a more resilient community.

Strategy: Participate in the planning process of updating the LaSalle County Natural Hazards Mitigation plan, every five (5) years, in order to remain eligible to apply FEMA PDM funds.

Strategy: The City will delegate tasks and remain active in implementing the NHMP activities.

Task: Engage in a regional discussion on the implementation of best practices for activating early warning sirens during storm events.

Task: Maintain outdoor warning sirens in good working condition and update when necessary. Purchase new sirens for full community coverage, as expansion requires.

Task: Identify and promote heating and cooling center locations to residents and ensure that such facilities are compliant with the American Disabilities Act (1990) 2010.

Task: Inform residents on the importance of understanding their flood insurance policy.

Task: Participate in the development of a regional stormwater management ordinance that will reduce flooding and protect lives, property, and the environment.

Task: Work together as a region to share resources and to create opportunities for the public to be engaged and informed about the risks of natural hazards and mitigation activities.

Task: Identify potential mitigation projects and apply for FEMA PDM funding.

Task: Include mitigation provisions when considering the creation and or revision of plans and ordinances.

Task: National Flood Insurance Program (NFIP) compliance. Adoption and enforcement of floodplain management regulations is required.

Task: Consider natural hazard mitigation when constructing new buildings and when renovating and revitalizing buildings.



Accomplishments from the 2009 plan

The City has accomplished the several items from the 2009 plan goals, strategies and tasks. Many of the items were accomplished with the new Land Development Code (LDC) developed and adopted in 2018. The Land Development Code applies to all structures and land uses including construction of new building, additions to existing buildings, and development of sites. The LDC addresses requirements for subdivision development including park space requirements. The development of the LDC eliminated the pyramidal zoning that was allowed in the previous zoning ordinance. Landscaping, lighting, design, sign and sidewalk requirements are also presented in the LDC. The new Land Development Code was developed to make development requirements easier to understand and for development to occur.

The new zoning map with the LDC defines the downtown area and implements a residential/commercial buffer and where commercial would be compatible and not disruptive to neighborhoods.

The city has addressed the need for parking at Lehigh Park, Memorial Park and downtown. The Vermillion River Boat Launch was developed adjacent to the new Ed Hand Highway Bridge. A senior housing development was completed by the Stough Group and Love's Travel Stop developed on the southeast corner of W Walnut and Mallick Road. The City recently filled the vacant economic development director position.



Implementation

The City of Oglesby's Comprehensive Plan is a broad community policy statement comprised of a variety of both graphic and narrative policies intended to provide basic guidelines for making community development decisions. The residents of Oglesby and persons with vested interests in the future development of the City should use this plan when making decisions within the City and the 1.5-mile planning area. By updating this plan, the City of Oglesby has taken the next step in the consensus building process. This document, as well as the City, will continue to evolve. Over the next 20 years, through the use of ordinances and regulations, the City will work to implement the goals outlined in the plan. Implementation is the most crucial step in the planning process. This step will determine the overall success of the Comprehensive Plan. The degree to which this influences decisions depends upon the soundness of the plan, its relevance to the actual situation, and its availability to developers and the public.

Comprehensive Plan Development

A comprehensive plan can influence public and private decisions by providing a readily available source of information and ideas. The plan document is a coordinated set of advisory proposals. A plan that is not available to the public and is not used can hardly be influential. If the Plan Commission and City Council neglect the comprehensive plan, others will follow suit. Conversely, if the City uses the Plan to guide their decisions, they will experience a private sector willing to follow suit. In order for a planning document to be truly effective the plan must be made available to the public. The City should continue making the plan available on their web site.

City Council

The Oglesby City Council is the final authority on policy formulation for the community. The City Council must support the planning process to ensure effective function. The City Council, under the direction of the Mayor, is responsible for the adoption of a budget, the passage of local ordinances, and the development of planning policy. The Council is also responsible for the appointment a Plan Commission and adoption of the comprehensive plan. In order to effectively implement the plan, the Council will administer the zoning ordinance and subdivision regulations.

To assist in the implementation in the plan the City Council maintains a 10-year capital improvement plan, which is reviewed and updated every year.

Plan Commission

The Oglesby Plan Commission consists of a chairman and ten (10) other members, which are appointed by the Mayor and approved by the City Council. The commission includes the mayor and commissioner of accounts and finances who serve as ex officio members. The commission was established to advise the City Council on direct planning matters, while representing the overall views of the community. The plan commission shall have the power to prepare and recommend to the City Council a comprehensive plan for present and future development or redevelopment of the City. The plan may be made applicable to land within the corporate limits of the City and contiguous territory not more than 1.5 miles beyond the corporate limits and not included in any other municipality or their previously planned area. The plan may be implemented by ordinances as designated by the City Council.

Additional powers of the plan commission include: to recommend changes in the official comprehensive plan, to prepare and recommend to the City Council plans for specific improvements in pursuance of the official plan, to give aid to the City officials charged with the direction of projects for improvements suggested in the official plan, and to promote the realization of the official plan.

The plan commission's most important responsibility is to ensure that the Council is aware of the community's viewpoints on direct planning issues. The commission acts as the facilitator between the public and elected officials, spending time researching, studying, and listening to public opinion and comment, and making recommendations to the Council to reflect the community's views.

Zoning

The City adopted a new land development code in October of 2018 that replaced their previous pyramidal zoning ordinance. In accordance with Illinois State Statute, the ordinance regulates structures and land uses in order to preserve, protect, and promote the public health, safety, and welfare through implementation of Oglesby's Comprehensive Plan. The zoning

ordinance is a set of regulations the City uses to for regulating existing and future land use in the community. Zoning is the primary implementation tool of the planning process as it relates to private land and development. The zoning ordinance should be continually reviewed and updated.

Variances

A yearly summary report of variance requests and outcomes should be compiled. Monitoring variance requests is an outstanding technique that can be used to gauge the appropriateness and effectiveness of the current zoning regulations.

Subdivision Regulations

The City adopted a new land development code in October of 2018 that incorporated the subdivision regulations. This replaced the 1999 Subdivision Regulations Ordinance. There had been several revisions to the subdivision ordinance over the years before developing the Land Development Code. Along with classifying land within the city into zoning districts the Land Development Code ensures sound development and community growth by establishing minimum standards for subdivision design.

The purpose of the Land Development Code also requires that the cost of design and installation of improvements in new, platted subdivisions to be borne by the persons purchasing the lots rather than by any direct or indirect burden upon existing property owners beyond the limits of the subdivision. It also coordinates new subdivision design with the design of the city as a whole to allows for the proper capacity of all types of improvements on the basis of an orderly sequence of subdivisions as a part of neighborhoods and neighborhoods as a part of the community.

Building Permits

The City of Oglesby and LaSalle County have building permit information for the City and the 1.5 mile planning area. This information is an excellent tool for expressing ongoing development trends in map form for the Planning Area and within the City. Yearly and monthly totals should be compared often to show any development trends that may be occurring.

Updating the Plan

The Oglesby Comprehensive Plan, in whole or in part, may be amended, as necessary and as planning and legislative bodies deem appropriate. Because of the timeliness of the information and goals presented in this plan, this document must be reviewed regularly to remain updated, ideally every four to five years. New goals, along with added or amended maps and information, must be added.

Prioritized Timeline

Following is a list of priority actions to be completed in the implementation of the Oglesby Comprehensive Plan. These actions are broken into three time frames: immediate, 0-2 years; middle, 3 -5 years; and long range, 6-10 years. The most immediate actions are those that can and should be started with relatively ease and/or are more urgent to the future of Oglesby. Items with longer time frames are intended for early thought, and may take more resources and scheduling for implementation. These items are not listed in any particular order of importance for each time frame.

Immediate: 0-2,

- Work with IVCC and businesses to create programs for hospitality training for business owners, city employees, and others. **(Economic Development Director / Businesses)**
- Explore the feasibility of additional overnight facilities. **(City / Economic Development Director)**
- Promote outdoor dining downtown in sidewalk areas where enough appropriate room is available. **(City / Businesses)**
- Review permit and development process to streamline for development responsiveness. **(City / Economic Development Director)**
- Assess City parks and identify needs and expansion of amenities at each location. **(City)**
- Using GIS create comprehensive mapping of all City utilities. **(City / Public Works)**

- Where suitable space is available develop small business opportunities in downtown using a cluster of small portable and temporary structures to create a shopping experience. **(City / Businesses)**
- Find alternative use for old firehouse. **(City)**
- Develop a dog park. **(City)**
- Adopt a property maintenance code. **(City)**
- Building rehabilitation will be encouraged using design guidelines that have been developed. **(City)**
- Work with IDNR for development of the recently acquired state park property. **(City)**
- Develop Senica Square as an accessible gathering place to attract residents and visitors downtown. **(City / Businesses)**
- Investigate the pros and cons of Home Rule. **(City / Plan Commission)**
- Extend sidewalks / multi-use path on Walnut Street west to I-39. **(City)**
- Extend electric utilities to IVCC and find financing for the extension. **(City / Electric Department)**

Middle: 3-5 years

- Investigate the possibility of creating an Oglesby Historical Museum. **(City)**
- Identify potential mitigation projects and apply for FEMA PDM funding. **(City / Public Works)**
- Investigate the City's eligibility in DCEO housing rehabilitation grant program and other similar programs. **(City)**
- Update the sidewalk / bike trail plan. **(Plan Commission / City)**

- Work with businesses, CABO and other organizations for the development of and promotion of downtown activities to attract people to downtown. **(Economic Development Director / City/ Tourism Director)**

Long Range: 6-10 years

- Purchase options on potential industrial sites to assist in guaranteeing future land costs for development. **(City)**
- Create a pedestrian/ bicycle connection to the State Parks, the I&M Canal and Illinois Valley Community College. **(City)**

Funding Possibilities

The City of the Oglesby should research various grant programs in order to help subsidize the cost of projects. There are a multitude of grant programs, both state and federal, that the City may utilize to keep costs down. The following is a list of programs the City should research to supplement the cost of completing the items currently identified in their Capital Improvements Plan (CIP):

PUBLIC INFRASTRUCTURE PROJECTS

Illinois Department of Commerce and Economic Opportunity (DCEO)

Illinois Community Development Block Grant Program (CDBG)

- **Public Infrastructure Construction**
Local governments that need to improve public infrastructure and eliminate conditions detrimental to public health, safety, and public welfare may request a maximum of \$500,000.00 to undertake projects designed to alleviate these conditions, with an emphasis on helping communities with substantial low to moderate-income populations. The application deadline varies yearly.
- **Disaster Response Program**
Communities may apply for a maximum of \$500,000.00 in funding for interim assistance following a disaster as

declared by the Governor. Applications are accepted on a rolling basis.

For more information on the above programs, visit

<https://www2.illinois.gov/dceo/CommunityServices/CommunityInfrastructure/Pages/default.aspx>.

Illinois Environmental Protection Agency (IEPA) **Wastewater/Stormwater and Drinking Water**

- **The Water Pollution Control Loan Program (WPCLP)** provides low-interest loans to units of local government for the construction of wastewater and stormwater facilities.
- **The Public Water Supply Loan Program (PWSLP)** provides low-interest loans to units of local government for the construction of community water supply facilities.
These programs are offered yearly.

For more information on the above programs, visit <https://www2.illinois.gov/epa/topics/grants-loans/state-revolving-fund/Pages/default.aspx>

United States Department of Agriculture (USDA) - Rural Development (RD)

- **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 granted to both public entities and not-for-profits (e.g. health care, fire and rescue, assisted living projects, day care etc.). Program awards are based on a point-based system that considers population and median household income.
- **Water & Waste Disposal Loans and Grants** (also have Guaranteed Loan Program). Eligibility for this program is based on community median household 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 may supplement loans to keep user rates affordable.

For more information on the above programs, visit <https://www.rd.usda.gov/programs-services>

Illinois Department of Transportation (IDOT)**➤ 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 and non-infrastructure improvements. Projects are funded at 80 percent with a 20 percent local match required.

For more information visit www.idot.illinois.gov

RECREATION/CONSERVATION**Illinois Department of Natural Resources (IDNR)
Outdoor Recreation Grant-In-Aid Programs**

The following grant is federally-funded and therefore, remains active.

➤ Open Space Lands Acquisition and Development Program (OSLAD) & Federal Land and Water Conservation Fund (LWCF)

The OSLAD and LWCF Programs are a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.
Notice of Funding Opportunity (NOFO) 5/1/2020, application deadline 7/1/2020.

➤ Boat Access Area Development Program

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.

For more information on the above programs, visit

<https://www.dnr.illinois.gov/AEG/Pages/OpenSpaceLandsAquisitionDevelopment-Grant.aspx>

Illinois Trails Grant Programs

➤ **Illinois Bicycle Path Program**

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.
NOFO 1/1/2020, application deadline 3/1/2020.

➤ **Snowmobile Grant Program**

This program is available to any unit of local government located in a region of Illinois with sufficient snow cover and having statutory authority to acquire and develop lands for public park and recreation purposes.
NOFO 3/1/2020, application deadline 4/30/2020.

➤ **Off-Highway Vehicle (OHV) Grant Program**

Provides financial aid to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for off-highway vehicle parks and trails. These facilities must be open and accessible to the public. The program can also help restore areas damaged by unauthorized OHV use.

Applications for grant assistance must be received by IDNR no later than March 1 of each calendar year. Awards are generally announced within 180 days following the application deadline date.
NOFO 1/1/2020, application deadline 3/1/2020.

➤ **Recreational Trails Grant Program (RTP)**

This program provides funding assistance for acquisition, development, rehabilitation and maintenance of both motorized and non-motorized recreation trails.
Applications for grant assistance must be received by IDNR no later than March 1 of each calendar year. Awards are generally announced within 180 days following the application deadline date.

For more information on the above programs, visit <https://www.dnr.illinois.gov/grants/> and use the search bar.

AFFORDABLE HOUSING/HOUSING REHABILITATION**Illinois Department of Commerce and Economic Opportunity (DCEO)**

- **Housing Rehabilitation Program** – Low-to-moderate income communities can apply for grants to improve housing and rehabilitate and retrofit properties. A maximum of \$500,000 in grant funds or \$50,000 per household is available to improve the homes of low-to-moderate income residents of owner-occupied single-family housing units. Grants provide residents with safe and sanitary living conditions and help to stabilize neighborhoods and affordable housing in the community.

For more information visit

<https://www2.illinois.gov/dceo/CommunityServices/CommunityInfrastructure/Pages/default.aspx>

United States Department of Housing and Urban Development (HUD)

- **Section 202 - Supportive Housing for the Elderly**
Provides capital advances to finance the construction, rehabilitation or acquisition with or without rehabilitation of structures that will serve as supportive housing for very low-income elderly persons, including the frail elderly, and provides rent subsidies for the projects to help make them affordable.

This program helps expand the supply of affordable housing with supportive services for the elderly with options that allow them to live independently but in an environment that provides support activities such as cleaning, cooking, transportation, etc.

- **Section 811 - Supportive Housing for Persons with Disabilities**
Provides funding to develop and subsidize rental housing with the availability of supportive services for very low- and extremely low-income adults with disabilities.

The program allows persons with disabilities to live as independently as possible in the community by subsidizing rental housing opportunities which provide access to appropriate supportive services.

For more information on the above programs visit www.hud.gov and use the search bar.

TOURISM/HISTORIC PRESERVATION

Illinois Office of Tourism

➤ **Tourism Attraction Development Grant Program (TAP)**

This program is administered by the Illinois Department of Commerce and Economic Opportunity Grant to develop and/or enhance Illinois tourism attractions.

This program intends to target Illinois based not-for-profit corporations or organizations; municipal, township or county unit of government; or for-profit business developing a new attraction in Illinois.

ECONOMIC DEVELOPMENT

Illinois Department of Commerce and Economic Opportunity (DCEO)

➤ **Economic Development Component**

Local governments may request a maximum of \$1,000,000.00 for gap financing to assist businesses locating or expanding in the community. Funds may be used for machinery and equipment, working capital, building construction and renovation, or improvements to public infrastructure that creates and/or retains jobs in the community. The refinancing of existing debt is not an eligible activity.

Applications are accepted on an ongoing basis as projects arise.

For more information visit

<https://www2.illinois.gov/dceo/communityservices/communityinfrastructure/pages/default.aspx>

Illinois Department of Transportation (IDOT)

➤ **Rail Freight Loan Program (RFP)**

- The purpose is to provide capital assistance to communities, railroads and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development.
- The program generally provides low interest loans to finance rail improvements.

➤ **Truck Access Route Program (TARP)**

- Every fall IDOT solicits local projects that can be constructed during the upcoming fiscal year. This program has assisted local governments with the upgrading of roads to accommodate 80,000 pound trucks. IDOT has provided up to \$45,000 per lane mile and \$22,000 per intersection or up to 50% of the total project costs not to exceed \$900,000.
- For more information visit <http://www.idot.illinois.gov/> and use the search bar for the above programs.

➤ **Economic Development Program (EDP)**

The purpose of this grant is to provide state assistance for roadway improvements or new construction that are necessary for access. Funding will include preliminary engineering, construction, construction engineering and contingencies. The focus of the program is on the creation and retention of permanent full-time jobs. Funding amounts for each project are determined by the number of new and retained jobs.

For more information visit <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/economic-development-program>.

United States Department of Commerce Economic Development Administration (EDA)

Applications for the programs below are accepted quarterly by the Chicago Regional Office and reviewed with similar projects across the six (6)-state region.

➤ **Public Works and Economic Adjustment Assistance Programs**

- Supports the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities, including those negatively impacted by changes to the coal economy. *There are no submission deadlines under this opportunity. Proposals and applications will be accepted on an ongoing basis.*

➤ **Local Technical Assistance**

- Assists eligible recipients in creating regional economic development plans designed to build capacity and guide the economic prosperity and resiliency of an area or region. *Applications are accepted on a continuing basis and processed as received.*

Visit <https://www.eda.gov/programs/eda-programs/> for more information on the above programs.

EMERGENCY SERVICES

Illinois Criminal Justice Information Authority - Law Enforcement Personnel Training

➤ **Justice Assistance Grant Program (JAG)**

The JAG program, administered by the Illinois Criminal Justice Information Authority, was designed to streamline justice funding and grant administration. The program blends funding for Edward Byrne Memorial State and Local Law Enforcement Assistance and Local Law Enforcement Block Grant (LLEBG) programs to provide agencies with the flexibility to prioritize and place justice funds where they are needed most. Deadlines vary from year-to-year.

For more information visit www.icjia.state.il.us

United States Department of Justice

➤ **Bulletproof Vests Program (BPV)**

The purpose of the Bulletproof Vest Partnership (BVP) Program is to reimburse states, counties, federally recognized tribes, cities, and local jurisdictions up to 50% of the cost of body armor vests purchased for law enforcement officers. *Typically, grant submissions open in April and end 6 weeks after the open date.*

For more information visit <https://ojp.gov/bvpbasi/>

Federal Emergency Management Agency (FEMA) **Assistance for Firefighters Grants Programs**

➤ **Fire Prevention and Safety (FP&S) Grants**

This grant supports projects that enhance the safety of the public and firefighters from fire and related hazards. The primary goal is to reduce injury and prevent death among high-risk populations.

➤ **Assistance to Firefighters Grant Program (AFG)**

The primary goal is to enhance the safety of the public and firefighters with respect to fire-related hazards by

providing direct financial assistance to eligible fire departments, nonaffiliated Emergency Medical Services organizations, and State Fire Training Academies. This funding is for critically needed resources to equip and train emergency personnel to recognized standards, enhance operations efficiencies, foster interoperability, and support community resilience.

➤ **Staffing for Adequate Fire and Emergency Response Grants (SAFER)**

The Staffing for Adequate Fire and Emergency Response (SAFER) Grants was created to provide funding directly to fire departments and volunteer firefighter interest organizations to help them increase the number of trained, "front line" firefighters available in their communities.

For more information on the above programs, visit <https://www.fema.gov/welcome-assistance-firefighters-grant-program>

Hazard Mitigation Assistance Grants (HMA)

- **Hazard Mitigation Grant Program:** makes grants available to state and local governments as well as eligible private, non-profit organizations to implement cost-effective and long-term mitigation measures following a major disaster declaration.
- **Pre-Disaster Mitigation Grant Program:** makes funding available to local governments to implement cost-effective hazard mitigation activities that complement a comprehensive mitigation program.
- **Flood Mitigation Assistance Program:** is a cost-share program (75% federal, 25% local match) through which communities can receive grants for the development of a comprehensive flood mitigation plan and the implementation of flood mitigation projects.

For more information on the above programs, visit <https://www2.illinois.gov/iema/Mitigation/Pages/MitigationPrograms.aspx>

Below is a list of Oglesby businesses.

A&J Lawn Care	Brightwood Corp.
Advantage Logistics, Inc.	Business Employment Skills Team
Advertising Con	Business Training Center
Agnes Dei Design	C&N Carretto Distributing Inc.
Ajster Music	Cal Manufacturing
Altorfer Inc.	Casaps Tavern
Altorfer Industries Inc.	Cindy's on 39
Amoco	City of Oglesby Admin.
Anchored Ivies LLC	Clearview Window Cleaning
Archway Tap	Clover Technology Group LLC.
Aug Illinois LLC	Cmm Internet Ventures LLC
Avanti Tools and Accessories Inc.	Coal Mine 351
B Brothers Real Estate LLC	Cocked and Loaded Firearms
Badge-A-Minute Ltd (inc)	Compass Home Solutions
Barajas Home Improvement	Cookie Kingdom, Inc.
Barneko Holdings LLC	Cpom, LLC
Beck Oil Company of Illinois	Curtin Mini Storage
Benchmark Music, Inc.	Curtin Plumbing and Heating
Best Impressions Catalog Company, Inc.	Daley, TJ Transfer Inc.
Bills Express Shuttle Taxi	Days Inn
Boudie's Auto	Dean Joseph Smith Trucking
Bradshaw Ground Transport	Deer Park Country Club Inc. (Senica's Deer Park)
Brennan Iron & Steel	Devine Floral Design and Gifts
Brian Billard DMD PC	Diamond Sounds
Brightway of the Illinois Valley	Hickory House Restaurant
Dolgencorp, LLC	

Donald's Subway, Inc.
Dose Agency, LLC
Double J Machine Parts, LLC
Ebners Platinum Builders Inc.
Edward D Jones & Co. L.P.
Edward Jones Financial Advisor Daryk
EFR Trucking Inc.
El Perrero K-9 Dog Training Academy
Elegant Edges
Empire Pawn
Energysolutions
Eureka Savings Bank
First Impression
Fisher Auto Body
Franklins Bens Barb & Sylist
Gary L Peterlin Atty
Gerald M Hunter Ltd.
Glad Monogram Creations
Glass Company Antique Mirror
Graphics Plus
Grosenbach's Auto Repair, Inc.
H&S Contracting
Happily Ever After
Hardee's
Heartland Bank and Trust
Helping Hands Chiropractic
Henry Bates
Henry James & Henry Kenneth
Kelly L Deboer MD

Hi-Tech Electronic Products & Mfg, Inc.
Holland Utica Garage
Holy Family Oglesby Federal Credit Union
Homested Oil Company, Inc.
I No,LLC
Icall Services Inc.
Ignatius Ernat & Sons
Illini State Bank
Illinois Accounting and Tax
Illinois Department OF Natural Resources
Illinois Valley Community College
Illinois Valley Community College Foundation
Illinois Vally Solid Modeling Services, LLC
Industrial Pump and Reducer Repair, Inc.
IV Construction
IVCC Early Childhood Education Center
Jasiek Motor Rebuilding, Inc.
Jay Baxter CPA
JCB Hay & Grains LLC
John F Pini Insurance
John Gault Jr. Enterprises
John Jr's True Value Hardware
John Senica Jr Plumbing , Heating & Appliance
Johns Service and Sales, Inc.
Kathy Knoblauch Advertising Services
Kays Blanco Eyecare LLC

Kenneth W Hansen Jr Machinery repair
Kentucky Fried Chicken
LaSalle County Broadcasting, Inc.
LaSalle County Of Illinois
Lia Sophia
Lizzie's Lounge
Loaded LLC
Lone Star Industries, Inc.
Loves Travel Stops & Country Stores, Inc.
Lucky PJ's Dollar
M G Roll Off Service Inc.
Marfam Properties
Marine Corps League
McDonald's 12229
Memorable Monuments
Mijac Investments Inc.
Mike Zamin Insurance
MJB Contracting LLC
MJ's Walnut St Pub
Moore's Family Restaurant
Morris Ohana LLC.
Mr. Salsas
Mr. Sparkle Auto Spa LLC
North Central Illinois Economic Development Corp.
Oglesby Ambulance Service
Oglesby Elementary School District 125
Oglesby Family Medicine & Pediatrics
Oglesby Hotel Group Best Western
Oglesby Fire Department
Oglesby Public Library District
Oglesby Shell
Oglesby Union Church
Oriental Kitchen
Oscars Automotive
Pabian Enterprises LLC
Pabiancreek
Patton Power Systems, Inc.
Perona law offices
Pineapple Express LLC
Pizza Luginas
Progressive Logistics Services
Quality Electric Heating and Air Conditioning
Quistbuilder Inc. Adam Kirchhoff
Reps for Rescues Nfp Inc.
Repsel Sales and Marketing Inc.
Richard Mertel Trucking Inc.
Riverstone Group Inc.
Rod Smith Guns
Rootbeer Stand
Rpb Dynamic Digital, LLC
RTW Machining Inc.
Rubio Family Rentals
Ruppert Concrete
Sam's Pizza
Sbk Inc
Schafer Staffing Inc.
Seatonville Greenhouses Inc.

Shields Funeral Chapel
Sj Technologies LLC
Skin 1
Spelich, Brian General Contracting
St. Margaret's Hospital
Starved Rock Lodge & Conference Center
Stevens Service Center
Stough Grp Oglesby Sr II
Sudha Corp.
Supervalu Inc.
Taco Bell
Tcei of Oglesby Inc.
The Prey-Mueller funeral Home PC
The Puppy Parlor
The Red Door Chili House LLC
Topcoat Painting & Decorating LLC
Trust US Home Improvement
T'S Custom Sewing
United States Postal Service
Univision Radio Inc.
Venturelli's Appliance and Furniture Co.
Weiden Construction LLC.
Wire Mesh LLC
WLPO
Xland Fitness LLC
Zepeda Dental Lab
Zettaview Systems Inc.

Source: D & B, October 2019