

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.

Oglesby currently has cumulative (pyramidal) zoning. Pyramidal zoning allows the first category of zoning to be limited to certain uses, and each additional zoning category to allow all uses allowed in the previous category, plus some others. Thus, the least protected district, such as a heavy industrial, would permit all uses allowed in all other districts including all the residential uses. In the least protected commercial district all the commercial uses would be allowed along with all the residential uses. The use permitted in the most protected district (R-1) would only be single-family residential. Oglesby is currently working on changing their zoning ordinance away from pyramid zoning in order to segregate incompatible uses.

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 conducted in the summer of 2008. 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.

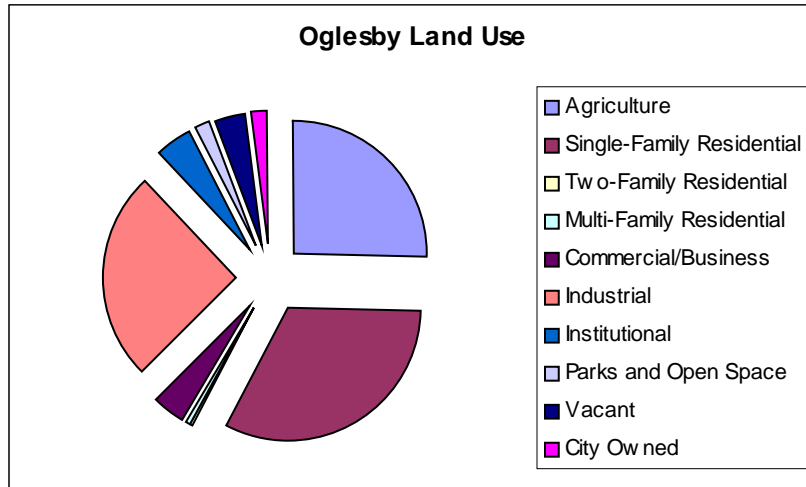
The following is a table of the land use acres by category in the City of Oglesby.

Table 11- Land Use Acreage

Land Use Category	Acreage	%
Agriculture	685	25%
Single-Family Residential	859	32%
Two-Family Residential	5	0.20%
Multi-Family Residential	13	0.50%
Commercial/Business	105	4%
Industrial	691	26%
Institutional	122	5%
Parks and Open Space	56	2%
Vacant	91	3%
City Owned	55	2%
Total	2710	100%

Source: ArcView™ calculations rounded to nearest whole number

Chart 4 – Oglesby Existing Land Use



Agriculture

Currently, 25% of the land use in Oglesby is agricultural. 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

Residential land use makes up 33% of Oglesby. 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. Only 12.5 percent of the housing stock has been built since 1980 (see Table - 13). The



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.

Two mobile home parks (Rigazio's Park with 40 lots and The Oaks with 8 lots) in Oglesby provide an affordable option for homeownership.



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.

Accept 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 rent to or own their home. The median value of an owner-occupied house in Oglesby according to the 2000 Census was \$76,300. This was a considerable rise from the 1990 median value (\$43,400), but is still lower than the median value for LaSalle County (\$87,000). 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 \$384, considerably lower than the value for LaSalle County (\$474). Only about 15.33 percent of the housing has two or more dwelling units (see Table - 12).

There is also a distinct lack of senior housing development. Currently, the local trends have caused the creation of senior housing developments in the surrounding communities. The Cities of Peru, Ottawa, Streator, Mendota, and Princeton all have developments tailored towards seniors.

Table 12– Housing Units in Structure by Category Percentage

Units in Structure	Oglesby	LaSalle	Peru	Ottawa	Streator	North Utica	Illinois
1-unit detached	78.50%	71.56%	77.70%	70.60%	78.10%	72.99%	57.90%
1-unit attached	2.53%	1.29%	0.90%	3.00%	0.30%	3.57%	4.80%
2 units	3.70%	6.56%	6.70%	8.90%	4.50%	4.02%	6.90%
3 or 4 units	8.93%	8.68%	3.50%	6.50%	5.10%	1.79%	6.50%
5 to 9 units	2.29%	3.17%	2.60%	3.20%	3.60%	0.00%	6.20%
10 to 19 units	0.41%	1.27%	3.40%	3.40%	1.80%	0.00%	4.30%
20 or more units	0.00%	5.44%	3.30%	3.10%	2.70%	0.00%	10.10%
Mobile home	3.64%	2.03%	1.90%	1.10%	3.90%	17.63%	3.20%
Boat, RV, van, etc.	0.00%	0.00%	0.00%	0.10%	0.00%	0.00%	0.00%

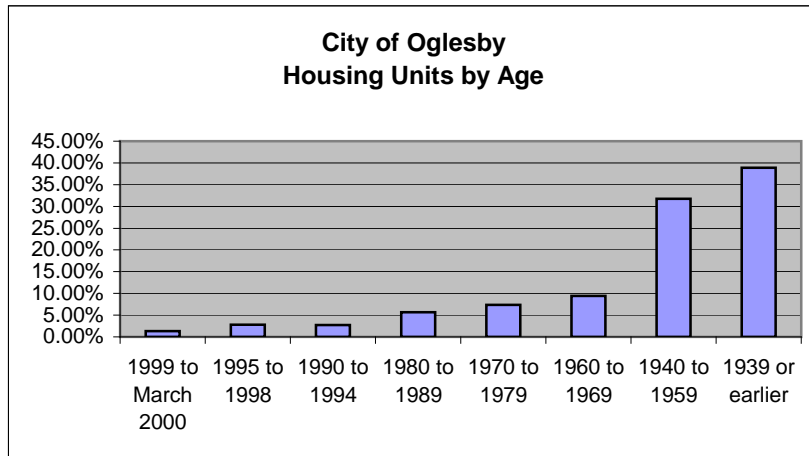
Source: 2000 U.S. Census

Table 13 – Housing Unit Age by Category Percentage

Age of Structure	Oglesby	LaSalle	Peru	Ottawa	Streator	North Utica	Illinois
1999 to March 2000	1.35%	0.71%	2.10%	1.20%	0.20%	4.46%	1.60%
1995 to 1998	2.82%	1.38%	2.40%	5.00%	0.70%	13.39%	5.30%
1990 to 1994	2.70%	2.63%	2.50%	3.60%	1.30%	7.14%	5.50%
1980 to 1989	5.64%	3.41%	2.70%	6.50%	4.00%	9.38%	9.70%
1970 to 1979	7.40%	8.97%	8.30%	12.20%	8.90%	11.16%	16.30%
1960 to 1969	9.46%	8.48%	14.80%	7.90%	10.40%	4.46%	14.60%
1940 to 1959	31.73%	26.92%	30.40%	28.30%	32.30%	17.41%	24.40%
1939 or earlier	38.90%	47.49%	36.90%	35.30%	42.20%	32.59%	22.60%

Source: 2000 U.S. Census

Chart 5 – City of Oglesby Housing Units by Age



Source: 2000 U.S. Census

Table 14 – Median Housing Value by Category Percentage

Median Value	Oglesby	LaSalle	Peru	Ottawa	Streator	North Utica	Illinois
Less than \$50,000	12.65%	19.64%	9.10%	6.50%	40.50%	15.97%	9.30%
\$50,000 - \$99,999	62.48%	58.00%	59.50%	55.90%	49.70%	41.06%	26.40%
\$100,000 - \$149,999	16.08%	14.25%	22.20%	23.80%	7.10%	26.62%	23.60%
\$150,000 - \$199,999	7.20%	4.99%	5.80%	10.80%	2.00%	13.31%	17.40%
\$200,000 - \$299,999	0.35%	1.87%	2.20%	2.20%	0.30%	1.52%	14.00%
\$300,000 - \$499,999	1.23%	0.37%	0.60%	0.80%	0.20%	1.52%	6.60%
\$500,000 - \$999,999	0.00%	0.16%	0.40%	0.10%	0.20%	0.00%	2.30%
\$1,000,000 or more	0.00%	0.73%	0.10%	0.00%	0.00%	0.00%	0.50%
Median Value	\$76,300	\$72,300	\$85,700	\$87,500	\$56,800	\$90,800	\$130,800

Source: 2000 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. The current economic climate has had a negative effect on the housing market in Oglesby, but it is expected to rebound in the coming years.

Commercial/Business

The Commercial/business land use occupies 4% of Oglesby. 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 businesses).

Industrial

The industrial land use occupies 26% of Oglesby. This 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

The institutional land use covers 5% of Oglesby. Institutions include but are not limited to schools, municipal buildings, government owned land, recreation facilities, 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 from throughout the region, but most of all it brings all these different people into Oglesby. Oglesby City officials are currently working on advancing their relationship with IVCC. They are the largest employer in the City with 506 employees.

Parks and Recreation

The parks and recreation land use covers 2% of Oglesby. Oglesby has six (6) parks located throughout the eastern portion of the City. One more park, McPhedran Park, will be constructed on the west side of town and is in part being funded by the Illinois Department of Natural Resources (IDNR) Open Space and Land Acquisition

and Development (OSLAD) grant. The OSLAD program is administered by the IDNR with the intention of creating more recreational opportunities closer to home. The OSLAD program provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.

The City of Oglesby is very close to Matthiessen State Park, Starved Rock State Park, and the Vermilion and Illinois Rivers. These parks and rivers are well utilized and offer a recreational retreat for locals and visitors.

Table 15- Parks Acreage

<i>City Parks</i>	<i>Approx. Size (Acres)</i>
Courtyard Park	2.85
Dickinson Baseball Field Complex	9.12
Lehigh Park	29.06
Memorial Park	5.3
Municipal Swimming Pool	6.2
Oak Park	2.17
Sub-total	54.7
McPhedran Park (Proposed)	6.71
Total	61.41

Open/Green Space

Wetlands, heavy forests, and prairies encompass much of the land surrounding the Illinois and Vermilion 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 existing land use was reviewed with the Plan Commission and the residents of Oglesby. In an activity at a public meeting, with the guidance of NCICG, these groups determined what types of growth should happen in the City and where that growth should occur. This was then reviewed by city officials and the Plan Commission and a final map was developed. 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.

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 has increased by 110 units between 1990 and 2000. This plan assumes that there will be a slight increase in population and housing opportunities in Oglesby over the next 20 years. Most of these opportunities will be south and west of the city limits. The recent pattern of residential growth has been to the south and west, where the most easily developable and desired land

is located. However, residential development must be restricted to areas bordering the existing City limits in order to conserve agricultural land in the south and west.

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 shall 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. 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. The fees would likely increase the odds of seeing more residential growth because developers will feel more comfortable having a ready supply of buildable land.

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 also consider a 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.

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. Existing industrial sites throughout Oglesby (such as the Lehigh Cement property) should be marketed for redevelopment. 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 is already in the planning and financing stage for a \$30 million technology and workforce development center projected to be completed within three years. 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 proposed McPhedran Park, on the west side of town will be 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. (please see appendix E-1 for map)

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.

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 planning map on the following page 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.