

The City of Marseilles Comprehensive Plan 2014

Marseilles Comprehensive Plan 2014

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EXECUTIVE SUMMARY

This Comprehensive Plan for the City of Marseilles is an update to the 2007 Marseilles Comprehensive Plan. The plan describes what the city proposes for the future within the city limits and the 1-1/2 mile extraterritorial jurisdiction (ETJ) for the next 15-25 years. The development of this comprehensive plan is the first step of the planning process. The key to its success is the implementation of the plan by the City, staff, residents and investors in the community.

The ability to implement the plan and move the City forward will insure the success of the planning process. The plan should be reviewed and updated every 5 years.

Chapter 1 - Introduction

The Introduction explains the purpose of this Comprehensive Plan update and the planning process completed to develop it. Funding for the plan was received from a grant that was available from the Illinois Department of Commerce and Economic Opportunity, Illinois Disaster Recovery Program. Funds came to Illinois from the federal government because of the flooding caused by Hurricane Ike in 2008.

Chapter 2 - Historical Profile

The Historical Profile gives a brief glimpse into the history of Marseilles from its earliest settlers, the construction of the I & M Canal, the many industries that have come and gone, and the development of the hydro plant and Nabisco factory.

Chapter 3 - Demographic Profile

The Demographic Profile looks at the various characteristics of the residents of Marseilles and LaSalle County such as education, income, race and age. The chapter also shows data on home values, households, workforce and employment.

Chapter 4 - Land Use

The Land Use Chapter describes the existing land uses in the city and ETJ. This chapter presents a plan for future land use and development for the city the ETJ.





EXECUTIVE SUMMARY

Development of the Interstate 80 interchange area will play an important role in the future of the City as will the redevelopment of the downtown.

Chapter 5 - Community Facilities and Infrastructure

The community facilities and infrastructure that are available in Marseilles are described in this chapter including such assets as the school, library and emergency services. A list of capital projects for improving the City's infrastructure and community facilities has been developed.

Chapter 6 - Transportation

The transportation chapter describes the roadway system available in Marseilles and the region. It also describes the river, rail, air transportation and public transportation systems.

Chapter 7 - Parks, Open Space and Recreation

The parks, open space and trails available in Marseilles are inventoried and described in this chapter. This chapter also discusses what park space and amenities are missing in the city and how these improvements would benefit the quality of life of the residents and visi-

tors. Marseilles is home of Illini State Park.

Chapter 8 - Environmental Features

The Environmental Features chapter presents the topography, geology, surface water, habitats and physiology of Marseilles and the planning area. The area soils are also described in this chapter.

Chapter 9 - Tourism

This Tourism chapter presents the available resources and destinations for the area. It also presents ideas for better marketing of the numerous tourism assets in Marseilles and the region.

Chapter 10 - Economic Development

The Economic Development chapter discusses the make-up of the economy of the community and region. It also adds strategies to use to keep moving Marseilles' economy forward in a positive direction.

Chapter 11 - Natural Hazards

The natural hazards that could impact Marseilles are described in this chapter. A particular focus on flooding that has occurred and what can be done to mitigate flooding in the future is included. Marseilles' involvement in the Federal Emergency Management Agency (FEMA) approved Natural Hazard Mitigation Plan is discussed.

Chapter 12 - Goals

The Goals chapter presents the vision of the community for the future of Marseilles by discussing goals, objectives and actions items for implementing this vision. Categories included are: infrastructure, transportation, parks and open space, industrial development, commercial development, residential development, natural hazards and economic development/tourism.



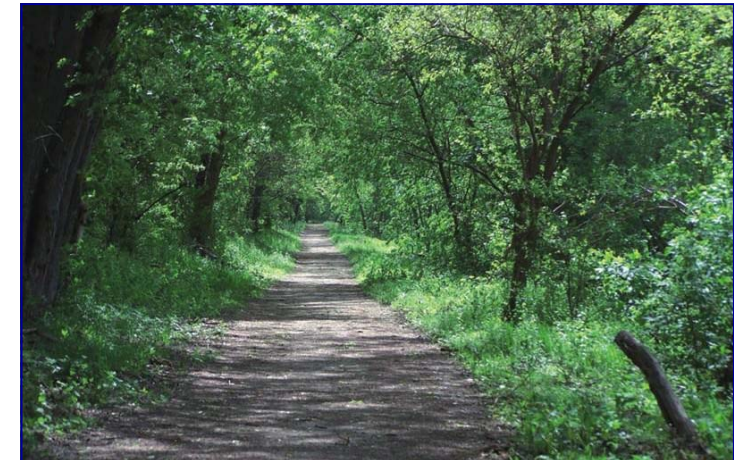
Chapter 13 - Implementation

The Implementation chapter presents what steps city officials, staff, residents and investors can take to ensure the plan is a success. The chapter also identifies funding sources for the many possible projects that are described in the plan.

The City of Marseilles received funding for the development of the Marseilles Comprehensive Plan update because of the flooding in 2008 caused by Hurricane Ike in which LaSalle County was declared a federal disaster. A grant for \$83,120 was received from the Illinois Department of Commerce and Economic Opportunity for the plan update and to have a flood mitigation study completed. The flood mitigation study is included as an appendix to this comprehensive plan. The updated plan fulfills the Illinois Planning Technical Assistance Act as well as the United States Department of Housing and Urban Development (HUD's) sustainability principles.

Appendix

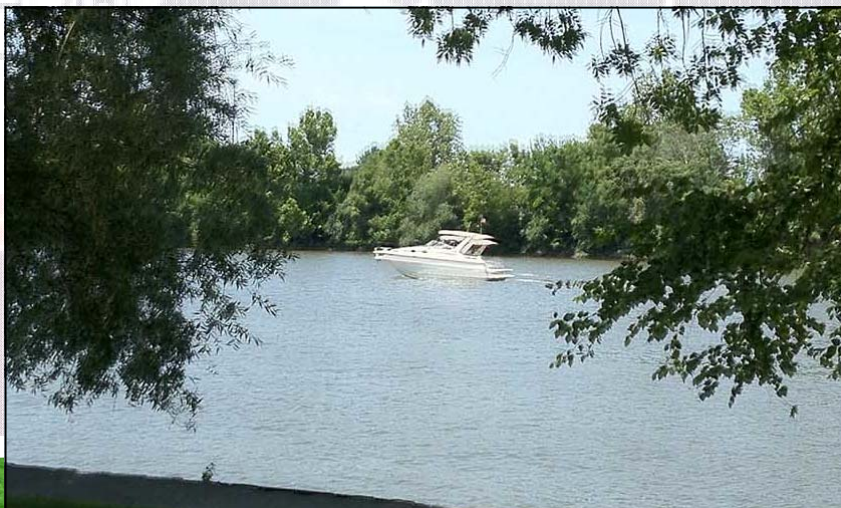
- ⇒ Community Survey Results
- ⇒ Flood Mitigation Study



INTRODUCTION

Marseilles, Illinois (2010 Census Population 5,094) is located in eastern LaSalle County straddling the Illinois River. U.S. Route 6 passes through along the northern edge of downtown.

In September 2008 Marseilles experienced considerable flooding due to heavy rains brought to the Midwest by hurricane Ike flooding the Illinois River. As a result of this disaster the City of Marseilles was able to obtain a \$83,120 grant from the Illinois Department of Commerce and Economic Opportunity (DCEO) to update the 2007 Comprehensive Plan. This update includes a section on natural hazards and how the city can plan to mitigate damage caused by them. The grant also provided funding to do a flood mitigation study of the community.



Over the last 9 months the City of Marseilles has engaged in a planning process to develop this update of the 2007 Comprehensive Plan. The city selected the North Central Illinois Council of Governments (NCICG) to lead them through the planning process as NCICG did for the 2007 Comprehensive Plan.

Renwick and Associates, Inc., consulting engineers, was selected by the city to develop the flood mitigation study which was a required part of the grant scope of work.

This comprehensive plan update fulfills the Illinois Planning Technical Assistance Act (Public Act 92-0768, Sec. 5) by addressing the following; issues and opportunities, land use and natural resources, transportation, community facilities, telecommunications infrastructure, housing, economic development, natural resources, public participation and natural hazards.

This plan lays out a vision of what the City of Marseilles sees for the future within the



city limits and the 1-1/2 mile extraterritorial jurisdiction (ETJ) for the next 15 – 25 years. The development of this comprehensive plan is the first step of the planning process. The key to this plan is implementation of the plan by the city, staff, residents and investors in the community. The ability to implement the plan and move the city forward will make the plan process and results a success. The plan should be reviewed and updated every 5 years.



The plan is for the city council, planning commission, staff, residents and private sector to use in making decisions on future development in the city and the 1-1/2 mile ETJ. The comprehensive plan is intended to guide the local decision makers on land use issues and policies. It should provide guidance on decisions concerning community facility expansion, transportation, parks and recreation, economic development, residential development or redevelopment.

The plan should be used in conjunction with the city's zoning ordinance, subdivision ordinance and capital improvement plan when making land use decisions. Though it does not hold the adopted legality to enforce land and building restrictions, it is a strong piece of the puzzle for the city to utilize in fulfilling its vision. The planning commission and city council members should always have a copy available to consult during official meetings.

Input was taken at several joint public meetings of the planning commission and city

council. The first public meeting was held November 21, 2013 where the planning process for the comprehensive plan update was presented and a strength, weaknesses, opportunities and threats (SWOT) analysis was conducted.





In November, a Community Survey was sent out to every third household to receive feedback about such topics as community services, recreation services, transportation infrastructure, housing, economic development, and growth issues. Surveys were made available at city hall for those residents that did not receive it and who wanted to complete one.

On January 30, 2014 a second public meeting was held to review the goals and objectives from the 2007 plan and to conduct a future land use mapping exercise.

In March, key person interviews were held to receive additional input on the community and the comprehensive plan. These were mainly technical in nature to get a better background on the community from local and regional experts and also included receiving perspectives from residents, business owners and managers.



A third public meeting was held April 24, 2014 to present and discuss the community survey results, conduct a visual preference survey (VPS) and have a presentation and discuss various design ideas with the landscape architect from Bergfeld Studios.

On May 29, 2014 a public meeting was held to present the results of the VPS and a final draft of the plan. The final draft was made available at city hall as well as online.



The official public hearing was held July 10, 2014 and the City of Marseilles Comprehensive Plan 2014 was adopted by the city council at their July 16, 2014 regular meeting.

To comply with the grant requirements the updated Marseilles Comprehensive Plan also addresses the HUD sustainability principles; 1) provide more transportation choices, 2) promote equitable, affordable housing, 3) enhance economic competitiveness, 4) support existing communities and 5) coordinate policies and leverage investment.

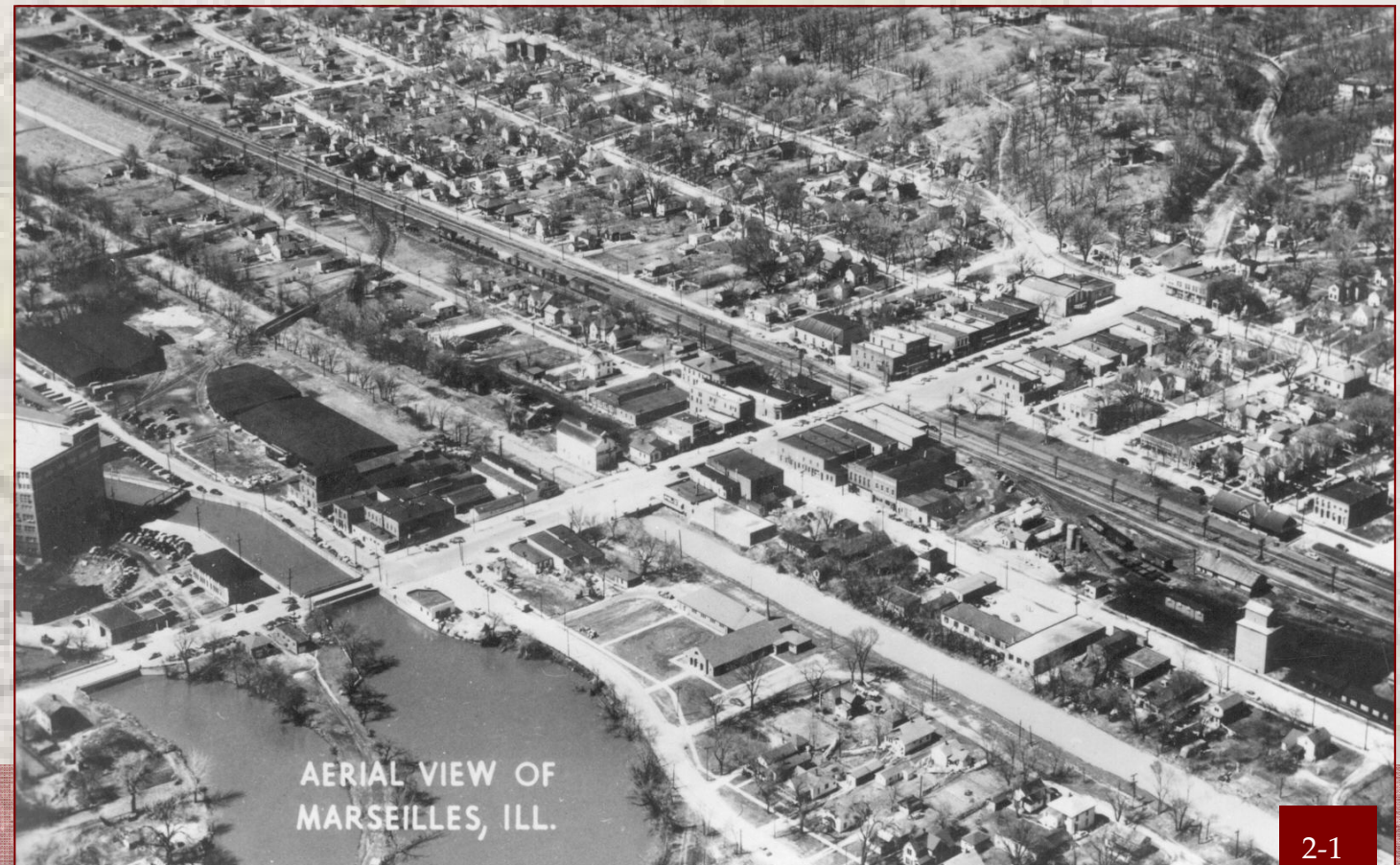
HISTORICAL PROFILE

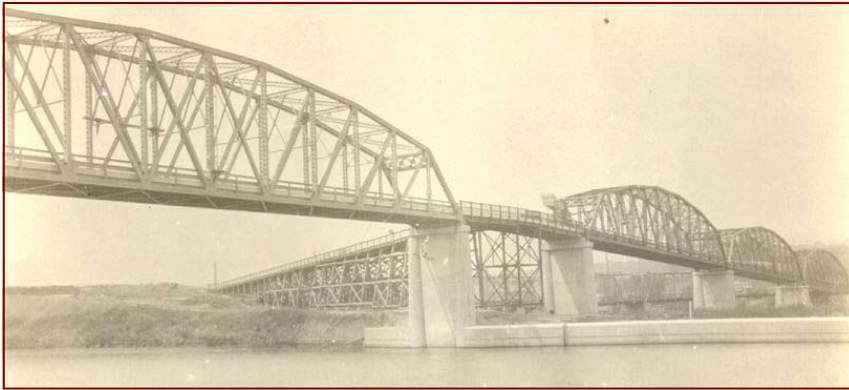
The Illinois River attracted early settlers to the region. Native Americans who first settled the area used the river as a means of life for transportation, trade, and food. French explorers who arrived in the late 1600s were forced to stop at this location as a result of rapids which made the river impassable. Accordingly, it is thought that a fort was constructed here by Henry de Tonti that served as a warning post for Fort St. Louis, a colony at Starved Rock founded by Robert de LaSalle. The colony feared the tribes of the Iroquois, known for their aggressive war tactics. LaSalle sought to protect the safety of his colony from approaching enemies. As late as the 1830s the French and Indians lived amongst each other.

James Galloway along with his wife and five children were the first European family to settle in the region in 1827. A few years later in 1830, William Richey and his son moved from Ohio and built the first home in what would become Marseilles. The home was along a busy route for stage coaches and wagons and it was soon converted into a coach tavern. In 1834, Lovell Kimball moved from New York to the area. He noticed the potential of the area to be a manufacturing and industrial hub powered by water

and knew that the Illinois and Michigan Canal (I & M) would be passing through. The I & M Canal would link the Great Lakes to the Mississippi River. Kimball was not alone in recognizing the potential. When Kimball arrived, he found that Ephriam Sprague had

built a saw mill and was operating a lumber business. He offered to buy Sprague out, but was turned down. Kimball knew that Sprague did not have a proper title to the land and therefore, purchased it from the government shuttering Sprague's business.





After constructing a saw mill and organizing a ferry to cross the river, Kimball headed east toward New York to find investors for his vision. He returned with the promise of investment and financial capital. On June 3, 1835, he had a plat recorded for land on the north side of the river. He called this site Marseilles, named after the French city. Kimball hoped that his city would achieve her status. He founded the Marseilles Manufacturing Company (M.M.Co.) the following year.

In 1836, the population of Marseilles was 150 people. Work had started on the I & M Canal, but in 1837, the State of Illinois went broke and construction halted. The canal was not finished until 11 years later in 1848. Kimball pushed on, despite a flood destroying his first dam. He rebuilt a state of the art grist and flour mill that opened in 1841. The mill was only open for nine (9) months before it burned to the ground in 1842. Kimball's insurance company refused to pay for the damage because one of the directors on the M.M. Co. board owned shares in the insurance company. Kimball was financially broken and his dreams for

Marseilles were destroyed.

Marseilles continued to grow withstanding Kimball's misfortunes. In 1856, the Marseilles was organized as a village under a special charter by the state legislature. In 1867, the Marseilles Land and Power Company constructed a dam across the Illinois River in an effort to attract new business. The company remains in operation today. In 1891, Marseilles was incorporated as a city. The dawn of the new century brought with it expansion of manufacturing and industry to Marseilles. Several new businesses including the Marseilles Match Company, Marseilles Wrapping Paper Company, the National Biscuit Company (NABISCO), cigar factories, and brickyards located in the city between 1900 and 1910. The first railroad made its way to Marseilles in 1853, linking Chicago to LaSalle, but the construction of the interurban rail line linking towns along the I & M Canal meant further growth for the city. The Illinois Traction System, which operated the Interurban Line, completed construction of the Marseilles Hydro-Plant in 1911 to provide power for the line. The generating building had seven (7) generators capable of producing two (2) megawatts of

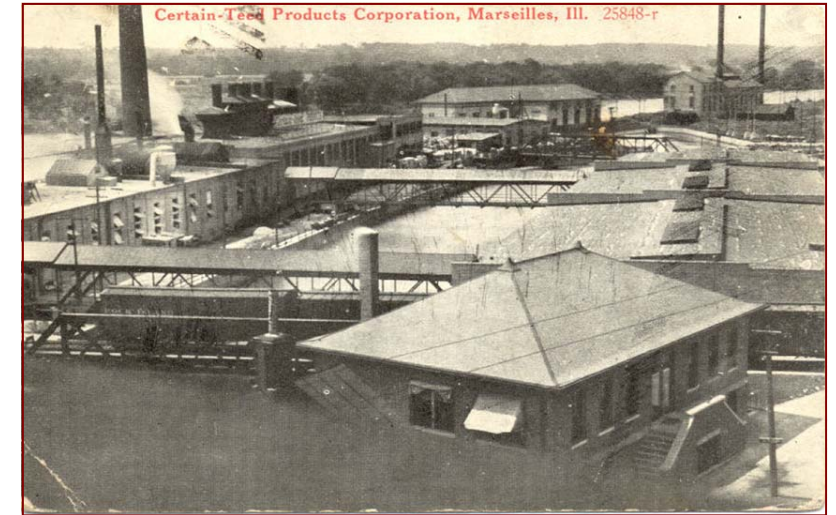
electricity. Improvements were later made to increase production. The availability of jobs attracted people and increased the need for a city hall, fire department, public library and another grade school. Growth slowed with the closure of the M.M. Co. in 1912 and men leaving for World War I in 1914.

The 1920s were a prosperous time in Marseilles. The population continued to grow as businesses expanded and located in the city. During this period, more homes were built; stores lined Lincoln, Young and Washington streets; and four (4) passenger trains passed through daily. Another paper-related business, CertainTeed Product Corporation, opened. Unfortunately, the booming '20s came to an end with the collapse of the Stock Market in 1929 and the Great Depression that followed. Small businesses closed; those that survived were open only part-time; the interurban passenger line shut down; and a bypass was constructed on the Illinois River that allowed barges to bypass the city.

There was minimal growth during the 1940s. NABISCO and CertainTeed were the major industrial businesses remaining in town. Construction of landing ship tanks for World War

II in nearby Seneca attracted people to the community and started the trend of Marseilles being a commuter city. Economic activity continued to decline in the 1950s. CertainTeed closed in 1957 and the opening of Interstate 80 further allowed regional commuting. The 1960s fared better with opening of Keisman Manufacturing Company and Illinois Nitrogen Company, but the recession of the 1970s forced Keisman to close and Illinois Nitrogen to reduce its workforce. Construction of the nuclear power plant south of Marseilles provided jobs for some of those that had lost work, but many residents had to find employment elsewhere such as the Caterpillar plants in Joliet, Aurora and Pontiac. Economic decline continued through the 1980s. NABISCO closed its paper making operations in 1985 and the hydro-plant powered Marseilles for more than 70 years closed in 1988.

The founders of Marseilles understood the possibilities for industry. Economic factors have changed greatly since their time, but the



possibilities remain true. Marseilles' location along the Illinois River, access to Interstates 80, 39, and 55, and access to rail, give the city the potential to attract new residents and businesses to the community. The city has been working diligently to attract new business. Plans are coming together to construct a new hydro-plant. The facility will provide new jobs and clean energy.

Marseilles' population has remained steady because of the high quality of life that is offered by living in a small-town. The city boasts numerous social and four season recreational opportunities including the I & M Canal trail, the Middle East Conflicts Memorial Wall, Illini State Park, a nostalgic downtown with shops and restaurants, and several churches. The Marseilles Elementary School offers quality education to preschool through eighth grade children. In 2010, the City of Marseilles celebrated its 175th Anniversary. The strength of the community was challenged in April 2013 after flooding destroyed hundreds of homes and caused nearly \$7 million in damage to the elementary school. Marseilles residents responded by joining together and helping each other cleanup and begin the rebuilding process. Hard work and a sense of community have kept Marseilles strong and will for many years to come.

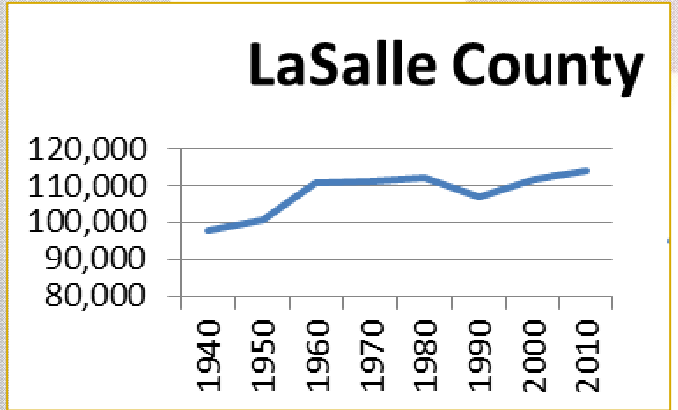
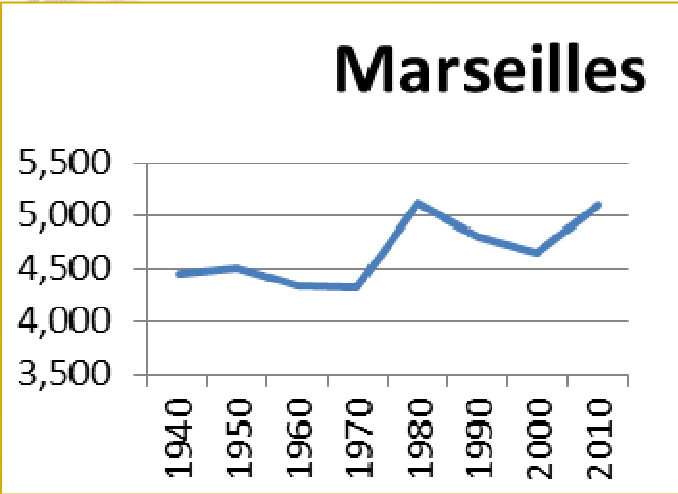
Source: Main St. & More: 1935-2010; Marseilles, Illinois (2010)



DEMOGRAPHIC PROFILE

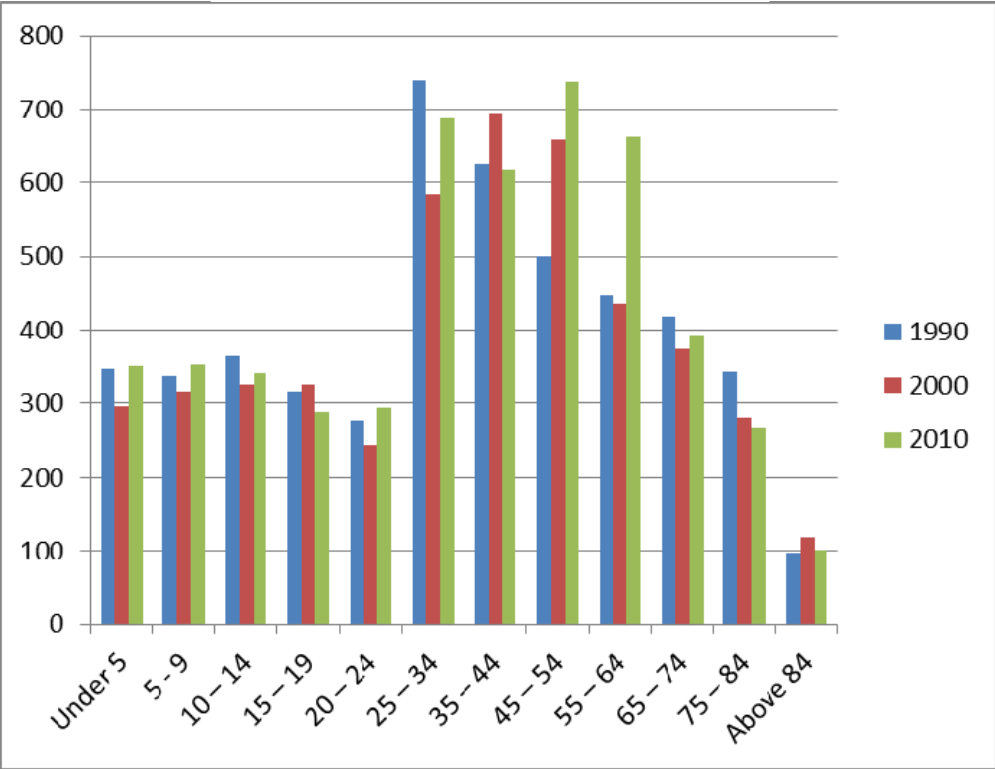
Marseilles population has fluctuated over the last 70 years showing an overall increase in population. During the 70’s there was an 18.4 percent increase in population and then saw its largest decrease in the subsequent decade at 6.3 percent. LaSalle County has also had fluctuation in its population but has seen an overall increase during the last 70 years. The county’s largest decrease was also in the 80’s while its largest increase in population occurred during the 50’s.

	Marseilles	± % change	LaSalle County	± % change
1940	4,455	--	97,801	--
1950	4,514	1.3%	100,610	2.9%
1960	4,347	-4.0%	110,800	10.1%
1970	4,320	-0.6%	111,409	0.6%
1980	5,114	18.4%	112,033	0.6%
1990	4,811	-6.3%	106,913	-4.6%
2000	4,655	-3.4%	111,509	4.1%
2010	5,094	9.4%	113,924	2.2%



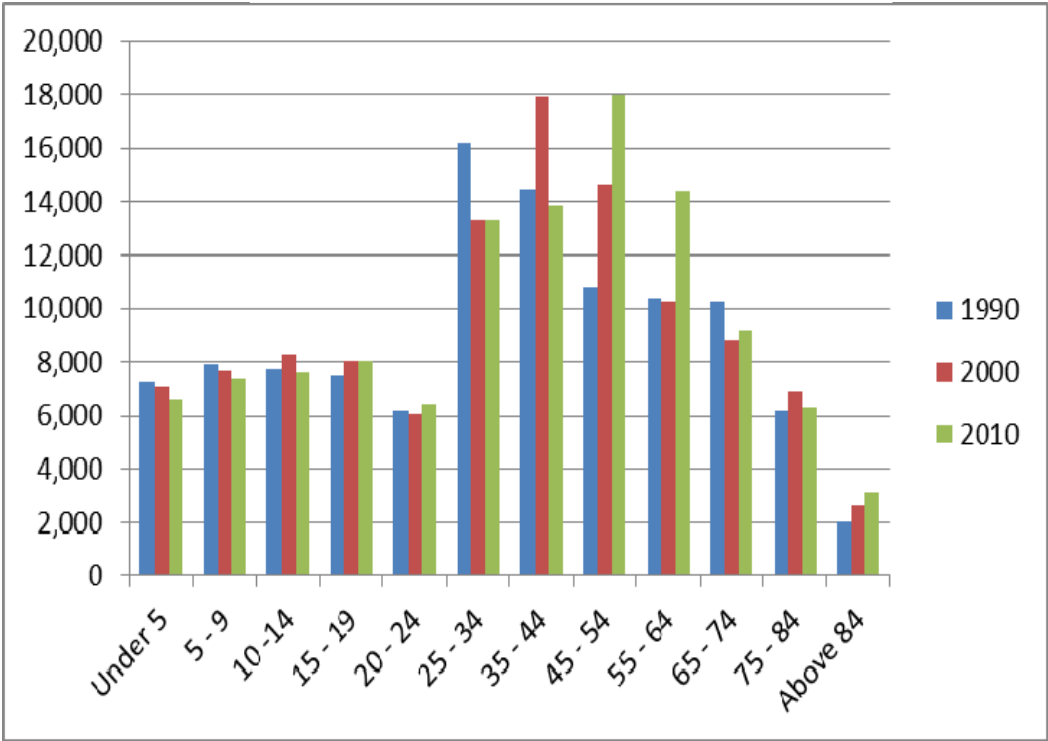
The median age of the Marseilles residents has increased 3.1 years over the last two decades which is smaller than the LaSalle County increase of 8.6 years. From 2000 to 2010 the age group that increased the most is the 55-64 group with 226. Surprisingly the 25-34 group was the second largest increase with 103. The age group with the largest loss was 35-44 with a loss of 76 and the 15-19 age group with a loss of 37.

Marseilles Age Breakdown



For LaSalle County from 2000 to 2010 the largest increase was in the 55-64 group which increased by 4,151 with the 45-54 group in second with 3,356. The largest loss of population during this timeframe was in the 35-44 group with a loss of 4,049.

LaSalle County Age Breakdown



Marseilles Population by Age Group

	1990		2000		2010	
Age Range	Total Persons	Percent	Total Persons	Percent	Total Persons	Percent
Under 5	347	7.20%	297	6.40%	351	6.90%
5 - 9	337	7.00%	316	6.80%	353	6.90%
10 - 14	365	7.60%	325	7.00%	340	6.70%
15 - 19	316	6.60%	326	7.00%	289	5.70%
20 - 24	276	5.70%	244	5.20%	294	5.80%
25 - 34	739	15.40%	585	12.60%	688	13.50%
35 - 44	626	13.00%	694	14.90%	618	12.10%
45 - 54	501	10.40%	659	14.20%	738	14.50%
55 - 64	447	9.30%	436	9.40%	662	13.00%
65 - 74	418	8.70%	373	8.00%	393	7.70%
75 - 84	342	7.10%	281	6.00%	266	5.20%
Above 84	97	2.00%	119	2.60%	102	2.00%
Total Population	4,811		4,655		5,094	
Median Age	35.4		38.3		38.5	

LaSalle County Population by Age Group

	1990		2000		2010	
Age Range	Total Persons	Percent	Total Persons	Percent	Total Persons	Percent
Under 5	7,215	6.70%	7,033	6.30%	6,618	5.80%
5 - 9	7,915	7.40%	7,681	6.90%	7,345	6.40%
10 - 14	7,746	7.20%	8,280	7.40%	7,594	6.70%
15 - 19	7,499	7.00%	8,013	7.20%	8,013	6.70%
20 - 24	6,181	5.80%	6,066	5.40%	6,454	5.70%
25 - 34	16,177	15.10%	13,319	11.90%	13,341	11.70%
35 - 44	14,502	13.60%	17,945	16.10%	13,896	12.20%
45 - 54	10,796	10.10%	14,607	13.10%	17,963	15.70%
55 - 64	10,366	9.70%	10,273	9.20%	14,424	12.70%
65 - 74	10,275	9.60%	8,811	7.90%	9,202	8.10%
75 - 84	6,201	5.80%	6,857	6.10%	6,324	5.50%
Above 84	2,037	1.90%	2,624	2.40%	3,152	2.40%
Total Population	106,913		111,509		113,924	
Median Age	32.4		38.1		41	

Households Characteristics

The number of households in Marseilles increased by 9.5 percent from 2000 to 2010. This was only slightly higher than the population growth of 9.4 percent. This continued the trend in Marseilles which matched the national trend of smaller sized households. The number of housing units increased by 20.9 percent during the same timeframe and would likely have been even larger had it not been for the economic recession that struck the nation. The median rent in Marseilles increased at a rate of 38.8 percent while median housing value increased at a lower rate of 25.9 percent. LaSalle County had a similar percentage increase of median rent while median housing value outpaced Marseilles at 45.9 percent from 2000 to 2010. However compared to Chicago-area housing costs in Marseilles and LaSalle County is more reasonable. During this decade it is anticipated that the housing market will take a while to recover from the crash in 2008.

Household Characteristics Summary

	Marseilles			LaSalle County		
	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
Total Households	1,880	1,867	2,045	41,284	43,417	45,347
Total Housing Units	1,991	2,003	2,422	43,827	46,438	49,978
Owner Occupied Housing Units	1,359 (72.3%)	1,395 (74.7%)	1,484 (72.6%)	30,224 (73.2%)	32,584 (75.0%)	33,773 (74.5%)
Renter Occupied Housing Units	521 (27.7%)	472 (25.3%)	561 (27.4%)	11,060 (26.8%)	10,833 (25.0%)	11,574 (25.5%)
Persons Per Household	2.51	2.44	2.45	2.53	2.49	2.45
Persons Per Family	2.99	2.99	3	3.07	3.04	3
Families	1,332	1,259	1,327	29,313	29,840	30,116
Median Housing Value	\$47,600	\$79,000	\$99,500	\$49,700	\$87,000	\$126,900
Median Monthly Rent	\$311	\$474	\$658	\$324	\$474	\$675

Ethnic Composition

Marseilles minority population continues to grow slowly as does LaSalle County's. The largest increase in Marseilles from 2000 to 2010 was the Hispanic population which increased 219 percent. LaSalle County saw a Hispanic population growth of 58 percent during this same time. While the numbers of the White population increased in Marseilles, the percentage decreased by 1.7 percent. It is expected that Marseilles and LaSalle County will continue to have a more diverse population.

Race and Ethnic Origin

	White	%	Black	%	Hispanic*	%	Amer. Indian/ Eskimo/Aleut	%	Asian/ Pacific Islander
1990									
Marseilles	4,779	99.3	7	0.1	53	1.1	14	0.3	5
LaSalle County	103,805	97.1	1,153	1.1	3,249	3.0	206	0.2	523
2000									
Marseilles	4,559	97.9	4	0.1	89	1.9	10	0.2	12
LaSalle County	105,896	95.0	1,723	1.5	5,791	5.2	191	0.2	598
2010									
Marseilles	4,899	96.2	18	0.4	284	5.6	20	0.4	24
LaSalle County	106,187	93.2	2,186	1.9	9,135	8.0	730	0.6	1,089

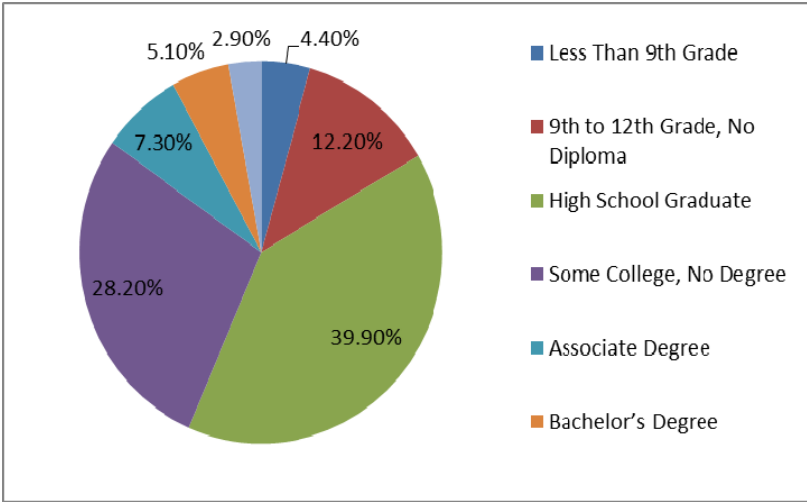
Education Attainment

From 2000 to 2010 Marseilles saw an increase of residents 25 and older taking any level of college courses. In 2000 26.5 percent had taken some college level classes or obtained some type of college degree. This has increased to 43.5 percent in 2010. With today's economy some level of college education is needed in today's working world whether it be obtaining a or a training certificate at a community college. Having a more educated and prepared workforce in the region improves talent for existing companies to be able to expand and in the ability to attract new companies. In 2010 Illinois Valley Community College open a campus in Ottawa. Residents of Marseilles have taken advantage of this opportunity. During the first four years of operation the Ottawa Campus has averaged 73 students from Marseilles each semester, excluding summer sessions.

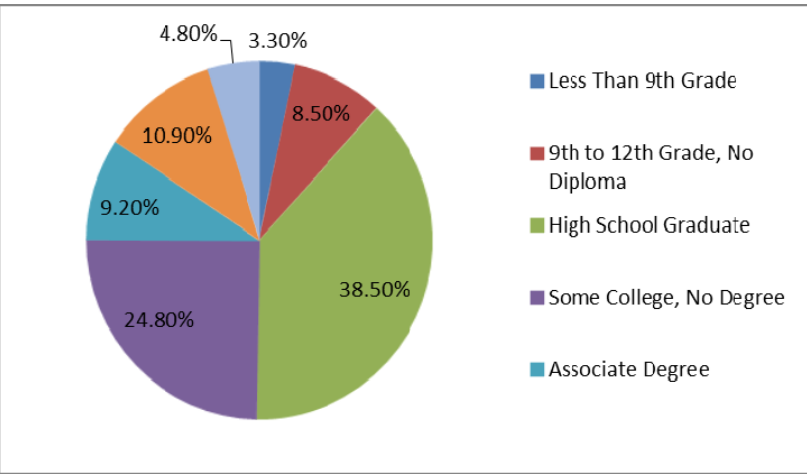
Educational Attainment (Population 25 Years and Over)

	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
1990							
Marseilles	12.10%	17.20%	44.10%	13.50%	5.20%	4.50%	3.30%
LaSalle County	12.10%	14.80%	39.30%	16.90%	6.40%	7.10%	3.40%
2000							
Marseilles	5.70%	12.80%	45.10%	23.30%	5.00%	5.60%	2.50%
LaSalle County	6.20%	12.40%	38.60%	22.60%	6.90%	9.00%	4.30%
2010							
Marseilles	4.40%	12.20%	39.90%	28.20%	7.30%	5.10%	2.90%
LaSalle County	3.30%	8.50%	38.50%	24.80%	9.20%	10.90%	4.80%

Marseilles 2010



LaSalle County 2010



LaSalle County 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's Degree	Bachelor's Degree	Graduate or Professional Degree
LaSalle Co.	3.3%	8.5%	38.5%	24.8%	9.2%	10.9%	4.8%
Bureau Co.	4.0%	7.1%	40.0%	23.8%	8.2%	10.9%	6.0%
Dekalb Co.	3.1%	5.8%	28.6%	24.4%	9.1%	18.2%	10.8%
Grundy Co.	2.6%	6.3%	36.8%	27.5%	7.7%	13.4%	5.7%
Kendall Co.	3.3%	4.1%	24.7%	25.5%	8.2%	22.4%	11.8%
Lee Co.	4.0%	9.9%	35.9%	25.9%	9.5%	10.6%	4.3%
Livingston Co.	4.5%	10.7%	40.3%	23.5%	7.3%	9.1%	4.7%
Marshall Co.	3.4%	5.6%	42.3%	22.8%	9.4%	12.6%	3.9%
Woodford Co.	2.7%	4.3%	31.6%	24.5%	10.6%	17.8%	8.5%
Illinois	5.8%	7.3%	27.2%	21.3%	7.4%	19.3%	11.8%

Income Levels

The Marseilles per capita income continues to be lower than LaSalle County’s and the State’s. While it increased 16.6 percent it was also at a slower rate than LaSalle County’s and the State’s. The State’s income levels have traditionally been much higher than Marseilles due to the metro areas. While families below poverty increased across the board during the decade Marseilles was at a much larger rate, almost a 70 percent increase.

Income Breakdowns

	Per Capita Income	Median Family Income	Median Household Income	Families Below Poverty Level
1990				
Marseilles	\$11,351	\$28,730	\$24,574	8.30%
LaSalle County	\$12,337	\$33,226	\$27,093	8.70%
Illinois	\$15,201	\$38,664	\$32,252	9.00%
2000				
Marseilles	\$17,793	\$45,909	\$38,432	4.80%
LaSalle County	\$19,185	\$49,533	\$40,308	6.90%
Illinois	\$23,104	\$55,545	\$46,590	7.80%
2010				
Marseilles	\$21,343	\$58,000	\$38,667	15.80%
LaSalle County	\$25,641	\$65,081	\$52,356	11.20%
Illinois	\$29,519	\$70,144	\$56,853	13.70%

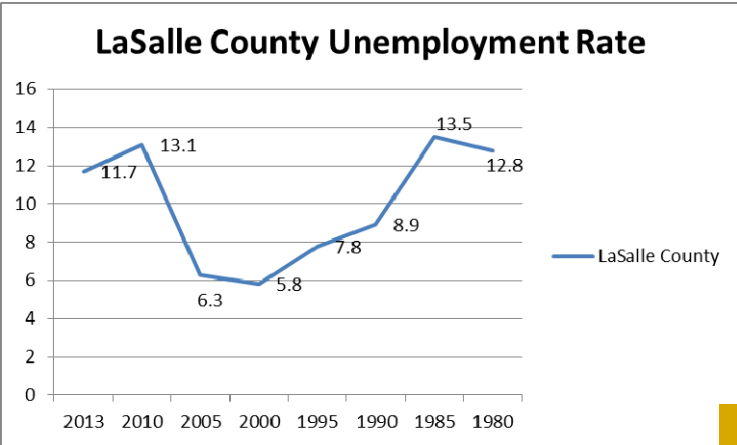
Population Projections

Based on economic dynamics the City of Marseilles is expected to lose about 7.1% of its population over the next 25 years.

City of Marseilles Population Projections						
Year	2015	2020	2025	2030	2035	2040
Population	5,022	4,950	4,878	4,809	4,742	4,664

Employment

LaSalle County’s unemployment rate peaked during the recession in January 2010 at 16.9 percent. The rate has continued to decrease in a fluctuating manner to a rate of 11.2 percent in March 2014. The labor force for LaSalle County peaked in 2010 at 60,237 and has been on a decline since almost reaching the 2005 levels. The regional labor for including counties within 30 miles of the center of LaSalle County was 296,958 in 2012 and was 1,212,537 for 45 mile radii in 2012.



Labor Force and Unemployment Rate for LaSalle County

	Labor		Unemployed	
	Force	Employed	Number	Rate
2013	56,782	50,323	6,459	11.7
2010	60,237	52,327	7,910	13.1
2005	56,608	53,023	3,585	6.3
2000	57,220	53,925	3,295	5.8
1995	54,719	50,456	4,263	7.8
1990	49,925	45,467	4,458	8.9
1985	51,491	44,548	6,943	13.5
1980	49,457	43,118	6,339	12.8

Largest Employers

Company Name	Employees
Exelon Corporation	800
River Shore Rehabilitation & Nursing Center, LLC	122
Independence Tube Corporation	103
Marseilles Elementary School District 150	100
Infra-Metals Co.	72
Illinois Valley Cellular RSA 2, Inc.	59
Liberty Laser Solutions, Inc.	50
State of Illinois Department of Military Affairs	50
Pcs Phosphate Company, Inc.	38
Marseilles Fire Protection	34
Glen-Gery Corporation	32
Marseilles Area Ambulance Service Inc	25
Terry Bentz Buick Inc	20
Precision Pipelining Innovations LLC	20

LAND USE

Land use is a public policy term which encompasses all uses for the current particular purpose or function of land in a specific area. The land use chapter of the Marseilles Comprehensive Plan provides the essential function of identifying uses of land in an efficient and also, ethical way. This chapter also can serve as a guide to show how land uses fit together currently and how patterns of use will need to change the future landscape.

Land Use Categories

The existing land use of the City of Marseilles includes not only the existing corporate boundaries of the city but also the 1½-mile extraterritorial jurisdiction. A parcel-by-parcel survey was conducted to examine the existing land use. This survey, with the assistance of city staff, was converted to the existing land use map included on page 4-7. The existing land use map represents usage of the land at the parcel level.

Categories of land use identified by this study are defined to the right.

Currently the corporate limits of the city include approximately 7,200 acres. Because the city has the National

Agriculture	Includes areas that are presently undeveloped, sparsely developed, or primarily used for farm-related activities. Very little land within the corporate limits of the city is used for agriculture.
Single-Family Residential	Includes detached single-family dwelling units, as well as related storage, recreational, and other accessory facilities.
Multi-Family Residential	Includes attached single-family dwelling units, apartments, senior housing, as well as related storage, recreational, and other accessory facilities.
Commercial	Includes all types of 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	Includes areas where 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.
Military	Includes such uses as military training, living and recreational facilities for military personnel, storage and maintenance facilities, and other related facilities. This includes the IL Army National Guard Military Training Area (2,826 acres).
Parks and Recreation	Includes primarily undeveloped or preserved land used for parks, recreation, conservation, and other outdoor or nature-related activities.
Open Space	Includes land that is currently vacant, not devoted to any usable land use, is not in agricultural production, or has not been developed.

Background photo by Roy Walker

Guard site the majority of land within the corporate limits is classified as military. This representation may be misleading as the core of the city is predominantly residential in use. Single-family residential is the largest residential use in the city. Open space, industrial and commercial uses are the third, fourth and fifth largest uses respectively. Combined, industrial and commercial land uses make up less than 15% of the overall land use. In the ETJ agriculture makes up most of the land use followed by open space and then single family.



Agriculture

As with most communities in northern Illinois, the majority of the land located outside the city limits is currently used for the production of agricultural products. With the use of extensive drainage measures the land surrounding the city has been able to sustain profitable crop production. Due to the sheer expense of infrastructure extensions, the majority of current development is taking place near the city limits. In order to preserve the rural character of the land surrounding the city these practices should be continued. Whenever possible, the city should try to place development in areas that are not prime farmland and to limit the unnecessary sprawl of development into areas that are utilized for agricultural purposes.

The future land use map follows this ideology with one (1) exception. The city has underutilized opportunities at the interstate 80 interchange. The city should continue efforts to develop the interchange. The development of the interchange may have an adverse effect on crop production as infrastructure is constructed north. The tradeoff for segmenting the farmland should result in increased property values



Residential

Single-family detached homes constitute nearly all of the residential structures in the city. The majority 57.9% of homes in the city were constructed prior to 1959. According to American Community Survey, more than 200 structures were constructed since 2000. Very few homes have been constructed in the last 5 years. The great recession dramatically affected the growth of the city. As the economy rebounds and the foreclosure market recedes, the city will experience a reappearance of housing developments. Over the past decades, the majority of the housing developments have been located outside the corporate limits of Marseilles. One of the

newest developments, Saddlewood Estates is located on North 30th Road (the Morris Blacktop). These homes were built on larger lots and have more similarities to a suburban development. Walbridge Creek Estates which is mainly vacant is the newest subdivision which is located along County Highway 15 south of the Morris Blacktop. Most of the pre-1980 housing is found on smaller lots (typically around 1/8 acre per lot). Newer housing has larger lot sizes and the transportation network deviates from the standard grid pattern to more of a meandering pattern. The potential exists for new homes to be built to the north and west along route 6 as the demand for housing increases, though the most sustainable options include (north 30th) and infill development. Multi-family and low-income housing is located throughout Marseilles.

Commercial

The primary appeal of the commercial business in the city is to the local population. Although visitors will utilize some retail services the majority of use is local. The downtown is predominantly made up of small scale businesses. There is only a handful of scattered highway/chain retail located within the city.

Nearly all of the retail business is located along the Route 6 and Main Street corridors. The city has a mix of retail businesses including: auto sales/service, bars/restaurants, a pharmacy, retail shops, service industries (accounting, financial planning, insurance sales, legal services), and a grocery store for residents to frequent.

The city should continue to focus commercial development efforts in downtown and near the interstate interchange. The cornerstone of the redevelopment effort will be the realignment of Main and Rutland Streets, see page 4-9. This realignment will change the entrance from the downtown and will alleviate traffic congestion, improve sightlines, and make the entrance safer for pedestrian travel. The city should work towards implementing the downtown building design plans completed several years ago by Martin Design (see example building on following page). The city shall also continue to focus efforts north near and eventually at the interstate interchange. This area is prime for commercial development.

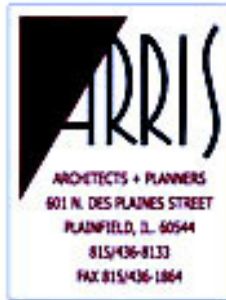
Because of the great tourism base the city and region already has efforts should be made towards developing commercial efforts for the tourism industry.

Industrial

Marseilles has several large scale industrial developments located along Route 6 or on the Illinois River on the east end of town. These locations include such industries as Independence Tube, Infra Metals, PCS Phosphate, Glenn-Gery and Precision Pipelining. Route 6 gives the industries access to the river, rail, and highway. As the city works to attract industrial development the future land use map should be utilized to make industrial areas contiguous and efficient. The city should focus on two (2) main areas for industrial development. There is a potential site on the west end of the city that could be a third area of focus for industrial development.

The city has experienced recent interest in the development of a parcel of land located





MAINTAIN ORIGINAL CHARACTER OF FACADES



south of the Illinois River. This parcel has unique attributes that make it ideal for the location of a river based industrial development. To date the city has not located a tenant but considerations should be made to utilize the site for industrial development. The site is identified on the future land use map.

The second area of industrial development is a continuation of the existing development located east along route 6. The city has several sites along route 6 and should continue to promote this area for large scale industrial development. The sites have both rail and river access. These attributes make the sites more attractive and efficient for development.

Institutional

Institutional land use makes up less than one (1) percent of the total land use of the city. Institutional land uses include all city-owned buildings and properties and any other public or tax-exempt buildings, such as schools or churches. The majority of the institutional land uses are located south of route 6. Several structures formerly utilized for institutional type uses have since become vacant and some of them are in disrepair. The city should continue to monitor

the condition of these facilities to ensure that deterioration does not negatively impact the area.

Other institutional structures include city hall, city maintenance facilities, fire and police headquarters, post office, library, Illinois River Area Chamber of Commerce headquarters, nine churches, and a union hall. Though the city does not have a large meeting area within the city hall, space is often utilized at either the fire station or union hall.

The city should consider renovation or new construction to address issues in the city complex. The current facility is undersized and does not offer the required amenities. The construction effort should be carefully considered and the city should include local organizations in the process.

Military

Military uses are typically complex collection of activities that may include a wide range of activities associated including military training, liv-

ing and recreational facilities for military personnel, storage and maintenance facilities, and other related facilities.

The corporate limits of Marseilles include the Illinois Army National Guard Military Training Area (MTA) which is 2,826 acre area that is utilized as a collective training area. The IL Department of Military Affairs uses the site for field training during spring, summer, and fall and for cantonment and range firing on year round basis. The Illinois Department of Natural Resources uses the site for wildlife propagation, forestry and prairie habitat restoration and outdoor recreational opportunities throughout the year and upland game hunting during the late fall and winter months. Because of its main use is for the National Guard the site is classified in the land use maps as military.

Parks and Recreation / Open Space

Excluding the state owned land, Illini State Park, the park space in the city is sufficient for the current needs. The city has worked to maintain existing facilities including several ball fields, basketball courts, picnic areas, and a pool. The largest park in the city Guthrie Park is located along Commercial Street. This park area includes the ball fields and the pool. A sketch of





the site is included as exhibit 3. This site has some access and parking issues and the concept address these needs. A concept of several redesigns for Broadway Park is also included in exhibit 3. This park is bifurcated by Broadway Street and offers interesting challenges for access and safety. The concept gives options for updating the basketball court area, adding a splash pad next to the playground equipment, adding an area for bags games and adding bathrooms to the picnic shelter.

The city should work with Illini State Park and the State of Illinois to work towards improving the park as a greater tourism attraction for the city and the region.

As the city continues to grow, the needs for park and open space evolve. The city should look to redevelop existing space as well as create new park space to keep up with community

needs. A parks assessment should be created and adopted as an addendum to this plan.

Use of Future Land Use Map

Land use maps (shown on the following pages) are not, by nature, to be interpreted as zoning maps. Although zoning and planning are interrelated functions, they have very separate functions within Illinois. The most obvious difference is the scope of the maps. The land use map includes the 1-1/2 mile ETJ, where zoning regulation only includes the corporate limit of the city. Also, the maps identifying existing and future land use do not currently mirror the zoning map. Instead, the future land use map serves as a guide for development and will offer a basis for needed zoning modifications. The future land use map should be considered for all future zoning updates and rezoning decisions. The map also provides a legal basis for city officials to base planning and land use decisions on. The city should analyze the map each year and make revisions every five (5) years.

The zoning ordinance should be configured in a manner that is easily flexible and allows greater conformity to the policies in this plan and the future land use map. Needs of developers and residents

will continue to evolve and both this plan and the zoning ordinance should reflect that desire. The map reflects the areas in an around the city that have the existing infrastructure to add growth. It also attempt in most cases to preserve prime farmland and move development to areas that can support the new structures.

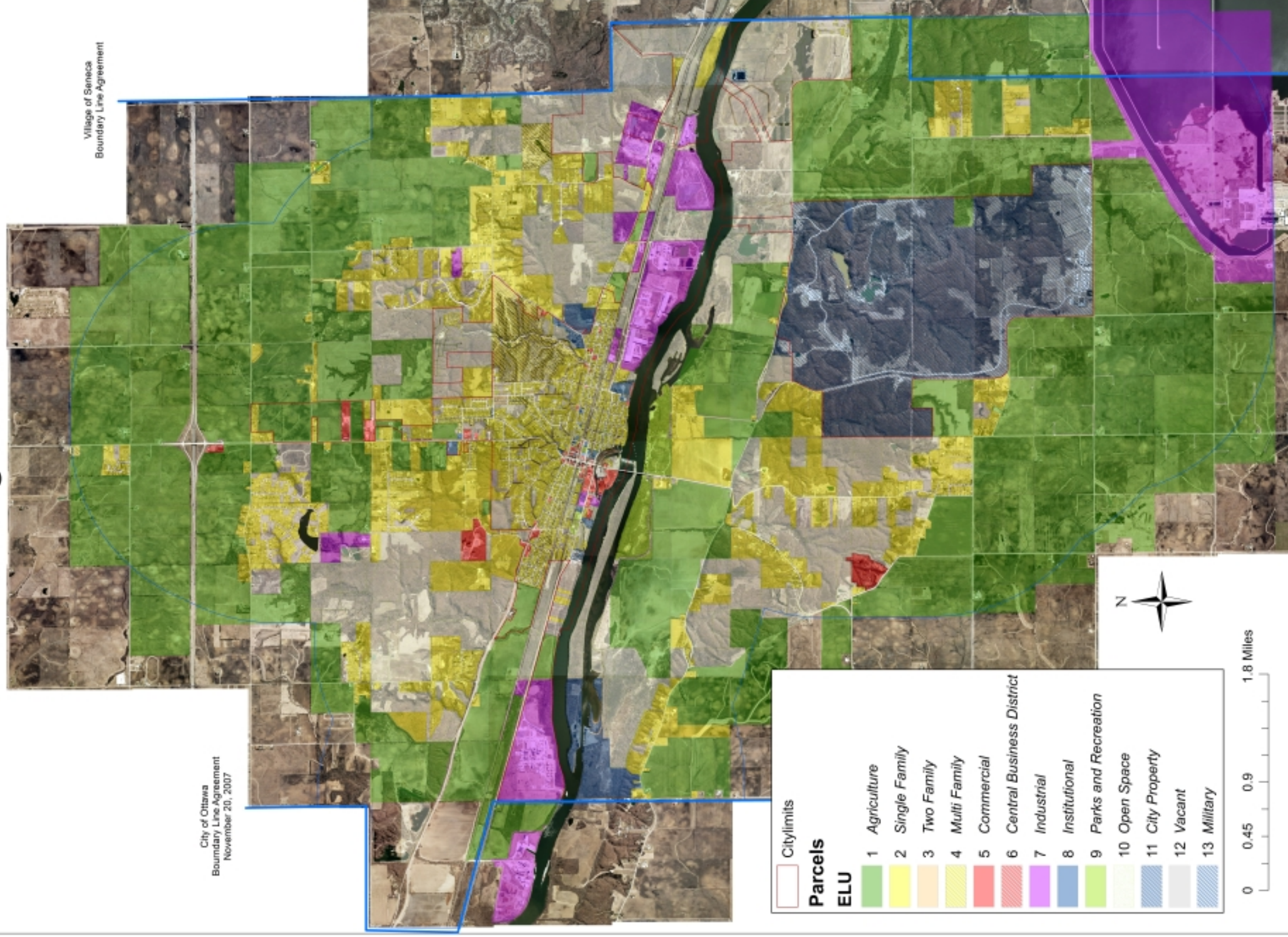
Development Areas

These areas of future land use were determined by current growth and development patterns, along with significant studies of current land use. Many key stakeholders within the city were consulted to get options and knowledge of future development options.

Specific areas for consideration include the commercial corridor along Rutland Street, redevelopment of the intersection at Rutland and Bluff, redevelopment south of the Illinois River, west end industrial site along Route 6 and development of the industrial corridor along the east end of Route 6 and on the Illinois River.

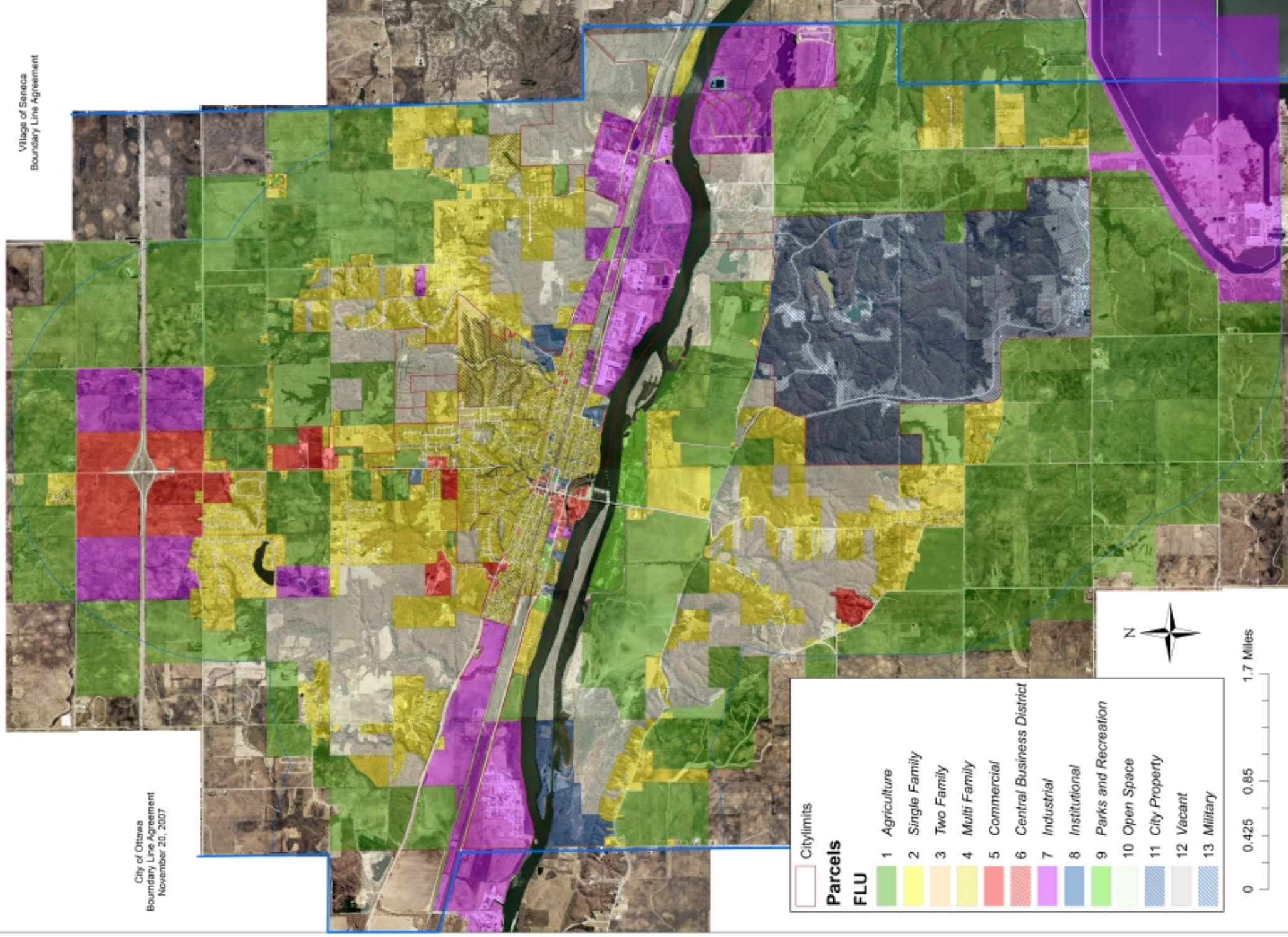
Marseilles Comprehensive Plan

City of Marseilles Existing Land Use



Marseilles Comprehensive Plan

City of Marseilles Future Land Use



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Date: July 1, 2014

SCALE: 1"=50'-0"

CITY OF MARSEILLES
Comprehensive Plan Update

Exhibit
Number
1

See Exhibit # ___ for Overhead Structure Detail

After



Limestone Piers Installed at Bridge Abutments

Before

COMMUNITY FACILITIES AND INFRASTRUCTURE

City Hall

Marseilles City Hall is located at 209 Lincoln Street. City hall houses the city’s administrative staff and monthly board meetings.

Police Department

The Marseilles Police Department is located at 142 Lincoln Street. The department has nine (9) full-time sworn-in officers, five (5) part-time sworn-in officers, and one (1) civilian employee. The department patrols 24 hours a day, seven (7) days a week. All emergency calls are received through the City of Ottawa’s dispatch unit. Marseilles’ police officers are state certified and many have certifications in other areas such as First Responder and Investigations. The department has a Tactical Response Team that executes search warrants, drug arrests, hostage situations, and high-risk felony arrests.

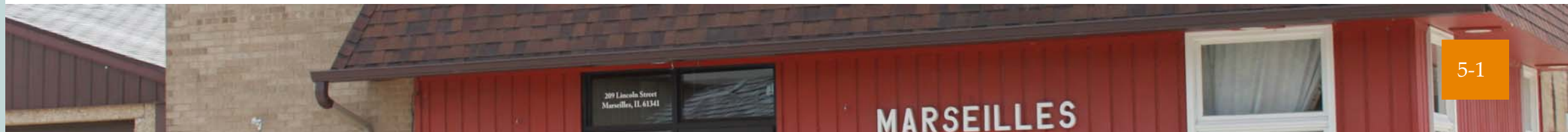
The department recently completed its first strategic plan that identifies short-term, mid-term, and

long-term goals. The department is proud to be a National Weather Service *StormReady* Community and to have been the first department in LaSalle County to use reverse 911 *CodeRed* warning system. Officers must be prepared for a variety of situations. This year, the department completed a school safety plan and carried out a full-scale emergency situation for training purposes.

Police department personnel are members of the Marseilles Police Association, a community organization that participates in activities throughout the year and encourages interaction with residents.

Ambulance Service

The Marseilles Area Ambulance Service (MAAS) provides emergency response to a 104 square mile area. MAAS has two (2) departments, one (1) located in Marseilles at 207 Lincoln Street and another in Seneca. MAAS is a private nonprofit 501 C3 organization that is funded mostly through billing of 911 calls and non-emergency transfers. MAAS is staffed by ten (10) paramedics and 15 emergency medical technicians (EMTs). All EMTs are



COMMUNITY FACILITIES AND INFRASTRUCTURE — CHAPTER FIVE



volunteer and paid on call. Marseilles is the first community in LaSalle County to have its own Search Team.

Fire Protection District

The Marseilles Fire Protection District (MFPD) headquarters is located at 205 Lincoln Street. The station includes space for vehicles and equipment as well as a training room, kitchen, and offices. The training room also serves as the Community Room, which is used for special events and meetings. The district is staffed by 29 paid on call volunteer firefighters and the fire chief.



Post Office

The U.S. Post Office in Marseilles is located at 100 Washington Street. The post office has been at this location since 1937.

Marseilles Public Library

The Marseilles Public Library located at 155 East Bluff Street has been serving the community since 1905. The library is one of nearly 1,700 libraries funded by Scottish-American businessman and philanthropist Andrew Carnegie during the early 20th century. Today, the library provides approximately 2,700 patrons with access to more than 27,000 books. The library is also equipped with computers for patron use.

Healthcare

The City of Marseilles has several healthcare clinics to serve the medical needs of the community. These include:

Marseilles Family Health Center, 151 Washington Street

Marseilles Healthcare Center, 580 Sycamore Street

Marseilles Nursing Service, 227 North Main Street

Ottawa Regional Medical Center, 102 11th Street

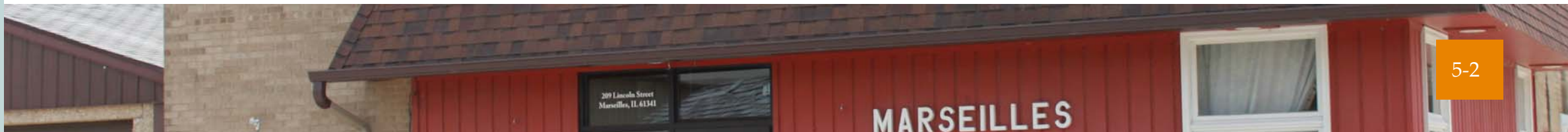
The city does not have a hospital within its corporate boundaries. The closest emergency medical center is OSF St. Elizabeth Regional Hospital located at 1100 East Norris Drive in Ottawa.

Nursing Homes

The need for additional senior services and housing was identified by residents in the community survey. The city has one (1) nursing home, River-shores Healthcare and Rehabilitation Center, located at 578 West Commercial Street. The facility has 103 certified beds and 75 residents as of August 2013 and provides Medicare and Medicaid services.

Schools

The City of Marseilles has one (1) school, Marseilles Elementary School (MES), for preschool through eighth grade students. The building is located at 201 Chicago Street and served as Marseilles High School until it closed in 1990.





The building experienced extensive flood damage in April 2013 totaling \$6.4 million. Make-shift schools were set-up around the community during renovation. As a result of the flooding, and families having to move the student enrollment dropped by about 30 students. Approximately 658 students attend MES. The district employs 100 employees.

The MES District 150 closely resembles the city's boundaries. The district relies on property taxes to pay for operational expenses. As the most recent developments have occurred outside of the district's boundaries, there is a need to attract new commercial and industrial development within the city to lessen the tax burden on residents.

Marseilles residents may also send their children to private schools including Saint Patrick's

COMMUNITY FACILITIES AND INFRASTRUCTURE — CHAPTER FIVE

Grade School and Marquette Academy in Ottawa. Most of Marseilles' high school students attend Ottawa Township High School. A small section of Marseilles falls within the Seneca High School District.

The closest post-secondary educational institution to Marseilles is Illinois Valley Community College (IVCC) located 28 miles west in Oglesby. However, there is a satellite campus (opened in 2010) in Ottawa about 10 miles west that offers several courses. The satellite campus has benefitted Marseilles' residents by making it more convenient to take on-campus courses. In Fiscal Year 2014, which includes summer 2013, fall 2013, and spring 2014, a total of 144 students from Marseilles were enrolled at IVCC's Ottawa Center. They accounted for approximately 681.5 credit hours and 244 class registrations.

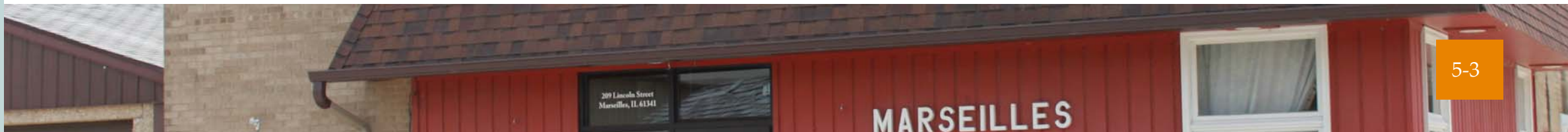
IVCC offers four (4) baccalaureate transfer degrees, 23 career programs (Associates in Applied Science degrees with limited transferability), and 52 certificate programs. Graduates of the career and certificate programs typically find employment within two (2) years.

Illinois River Area Chamber of Commerce

The Illinois River Area Chamber of Commerce promotes economic and community development in Marseilles, Seneca, and the surrounding area. The chamber is located at 135 Washington Street in Marseilles in a retrofitted caboose.

Illinois National Guard Marseilles Training Center

The development of the Marseilles Training Center (MTC) was a joint effort between the Illinois Department of Natural Resources and the Department of Military Affairs of Illinois in 1972. The complex covers more than 2,800 acres south of the Illinois River in Marseilles. The facility is utilized for training by all branches of the U.S. military and includes a 700-person housing complex, six (6) live-fire ranges, and multiple training areas. Other local, state, and federal agencies train at the facility. The complex has served as a pre-mobilization site for military operations. In 2008, the 33rd Infantry Brigade Combat Team (IBCT) mobilized at the site before being deployed to support operations Iraqi and Enduring Freedom. Marseilles is proud to have the brave men and women of the U. S. military train in their community.



Churches

The City of Marseilles has numerous churches of varying denominations. These churches include:

- Marseilles Church of the Nazarene
- Frist Baptist Church of Marseilles
- First Church of God
- First Congregational United Church of Christ
- Immanuel Lutheran Church
- Marseilles United Methodist Church
- Saint Joseph Catholic Church
- Trinity Lutheran Church
- Parkview Baptist Church

Civic Organizations

Marseilles has a variety of civic organizations. These include, but are not limited to:

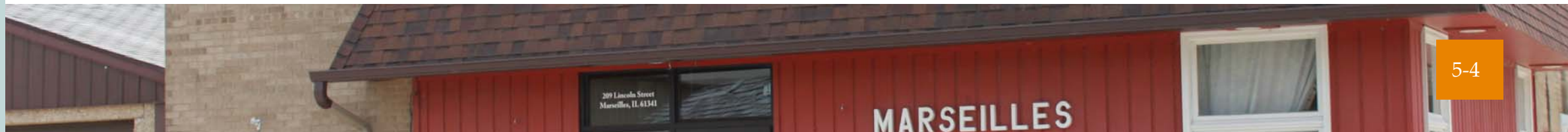
- Marseilles Lions Club
- Marseilles Rotary Club
- Marseilles American Legion
- Veterans of Foreign Wars
- Red Knights Chapter 11
- Marseilles Masonic Temple
- Laborer's Local 393
- Marseilles Fireman's Association
- Marseilles Policeman's Association

Infrastructure

Water Treatment System

Marseilles currently operates two (2) water treatment and distribution systems. On the north side

of the Illinois River, the city has two (2) standpipe water storage tanks. Both of the tanks are currently in good condition. There are three (3) wells, #3, #4, and #5, located on the north side. Well #3, located on Pacific Street, is out of service and needs refurbished. The treatment plant on well #3 is also in poor condition. The city is in the preliminary planning stage of designing a radium removal plant and refurbishing the well. Wells #4 and #5 are in good-to-excellent condition. Well #4 is located on Tenth Street and has a state of the art radium removal treatment plant with filters. The well has a depth of 1,425 feet and pumps 572 gallons per minute (GPM). Well #5 is located on Best Street and has a depth of 1,540 feet and pumps 660 GPM. The treatment plant on well #5 does not need filters. South of the river, there is one (1) well with a water treatment plant and one (1) water tower. Well #6 on River Road, has a depth of 1,330 feet and pumps 560 GPM. The water treatment plant meets the city's needs. The tower on the south side needs painted to avoid deterioration and corrosion. In 2013, average water consumption on the north side was 6,500,000 gallons per month. Water consumption on the south side was considerably less, as would be expected, with usage of only 500,000 gallons



per month. Water pressure throughout the city is at 55-65 pounds per square inch (PSI), which is acceptable.

This water system provides adequate water to all of the residents, businesses, and fire services. The city was fortunate that the water treatment and distribution system did not experience any issues with flooding in April 2008 and April 2013. However, there are improvements that are needed to better serve current and future residents of the city. The city identified several projects that will improve the system. These include:

- ⇒ Extending water to Interstate 80 - Constructing water lines along Rutland Street. Water to the Morris Blacktop has been permitted. However, to expand, farther improvements would be needed to increase the capacity of the water treatment facility.
- ⇒ Constructing a new well house, a 150,000 gallon storage tank, and radium removal facilities on Pacific Street.
- ⇒ Constructing a new water main loop from the Glenwood addition to Commercial Street.
- ⇒ Upgrading water main throughout the city. While certain areas of town have been updated with new water main, most piping throughout the city is approaching the century mark. Water main breaks will become more common unless piping is replaced.

Waste Water Treatment Facility

In 2010, the city completed a \$5.6 million upgrade project on the waste water treatment facility (WWTF). The project included replacing out-of-date technology and equipment. The facility should be functional for the next 20 years, unless additional Illinois Environmental Protection Agency (IEPA) requirements are put in place.

Waste water is treated at the facility through processes including bar screening, grit removal, primary clarification, biological reduction with activated sludge, and secondary clarification and chlorination of the final effluent. Bio solids (sludge) are produced as a result of the treatment process. The City of Marseilles disposes of this waste through an agricultural land application process.

The facility has a design average flow of 1.23 million gallons per day (MGD) into the primary treatment system. The maximum flow into this system is 3.15 MGD. When capacity is exceeded during a first flush event, flow is pumped into a ground storage tank capable of holding 0.6 million gallons. Once the tank is full, excess flow is then diverted to the Illinois River. The city holds a permit that allows for bypassing the treatment facilities for wet

weather flows after storage of first flush flows. Influent is screened prior to entering the facility. The excess flow pumping station has a pumping capacity of eight (8) MGD, which is equivalent to the hydraulic capacity of the collection system.

Included in the original design for upgrades at the WWTF was a flood protection wall and storm pumping station. The design called for raising the levee surrounding the facility to 500-year level and installing automatic pumps to remove effluent and storm water when the Illinois River rises. Unfortunately, the Illinois Environmental Protection Agency (IEPA) ruled that that the project was ineligible for low-interest funding. Raising the levee is vital to protecting the facility and preventing raw sewage backups throughout the city. The project has the necessary permits and is ready to be constructed however lacks funding.

The city also operates a much smaller WWTF on the south side of the river that only serves Timbers Edge subdivision and the National Guard Training Center.



Waste Collection System

The majority of city residents are served by the waste collection system. Because of the varying topography of the valley, most of the system is gravity fed. The collection system includes over 15 miles of piping and four (4) lift stations each with two (2) pumps. Two (2) trunk lines transport waste to the waste water treatment plant. Approximately 1,892 homes are on the system. The condition of the collection system throughout town can be described as fair to bad. Most of the sewer main is made out of clay tiles that are deteriorating and are in need of repair or replacement. Newer areas of town have PVC piping, but are suspected to be some of the highest areas of inflow as a result of sump pumps.

The city has made several improvements to the collection system. The sewer was extended on to Agrium on East Broadway, and a new sanitary/storm water lift station was put on-line for the Wallace Street area. Along with the lift station, this section of town received a new sanitary sewer, while the old sanitary sewer was converted to a storm sewer. The force main coming from the Riverfront Lift Station on South Main Street had 75% of the force main repaired in January 2014. New insulation and heat trace was installed on the line, which was replaced to due to damage from the April 2013 flood and the severe cold this past winter (2013-2014).

Planned improvements for the collection system include televising known problem areas and repairing deficiencies. The city plans to be proactive in removing sources of inflow (sump pumps and downspouts) from sanitary sewer system. Other projects identified that will improve the system include:

Extending sewer lines to Interstate 80 will include constructing sewer lines along Rutland Street. The city has received permits to extend sewer to N 2950th Road just north of the Shell Gas Station.

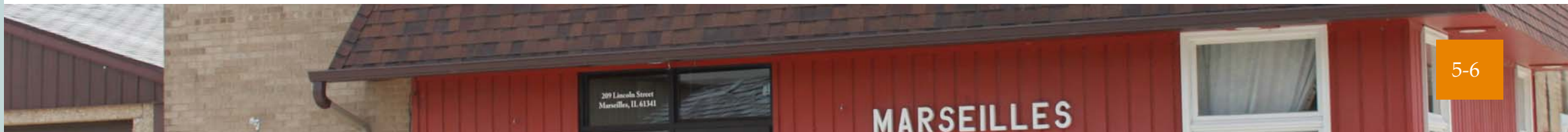
Electricity Provider

Marseilles is along the borders of the electric services territories for Commonwealth Edison (Com Ed) and Ameren so depending on location electricity to Marseilles residents is provided by one of the companies.

Broadband

The City of Marseilles receives broadband (high-speed) internet service through MTCO Communications. The city is part of the iFiber network, a 900-mile fiber optic cable network that connects rural communities in northwest Illinois. The iFiber network increases broadband capacity, speed, and

service and gives communities a tool to improve education, public safety, and build upon economic opportunities. There are over 500 community anchor institutions (CAIs) that are connected to the network including schools, libraries, colleges, healthcare providers, and governmental facilities. Marseilles' CAIs include the library, grade school, fire station, and city hall. Construction of the iFiber network was made possible through funding from a \$69 million federal broadband construction grant.



TRANSPORTATION

Regional Location

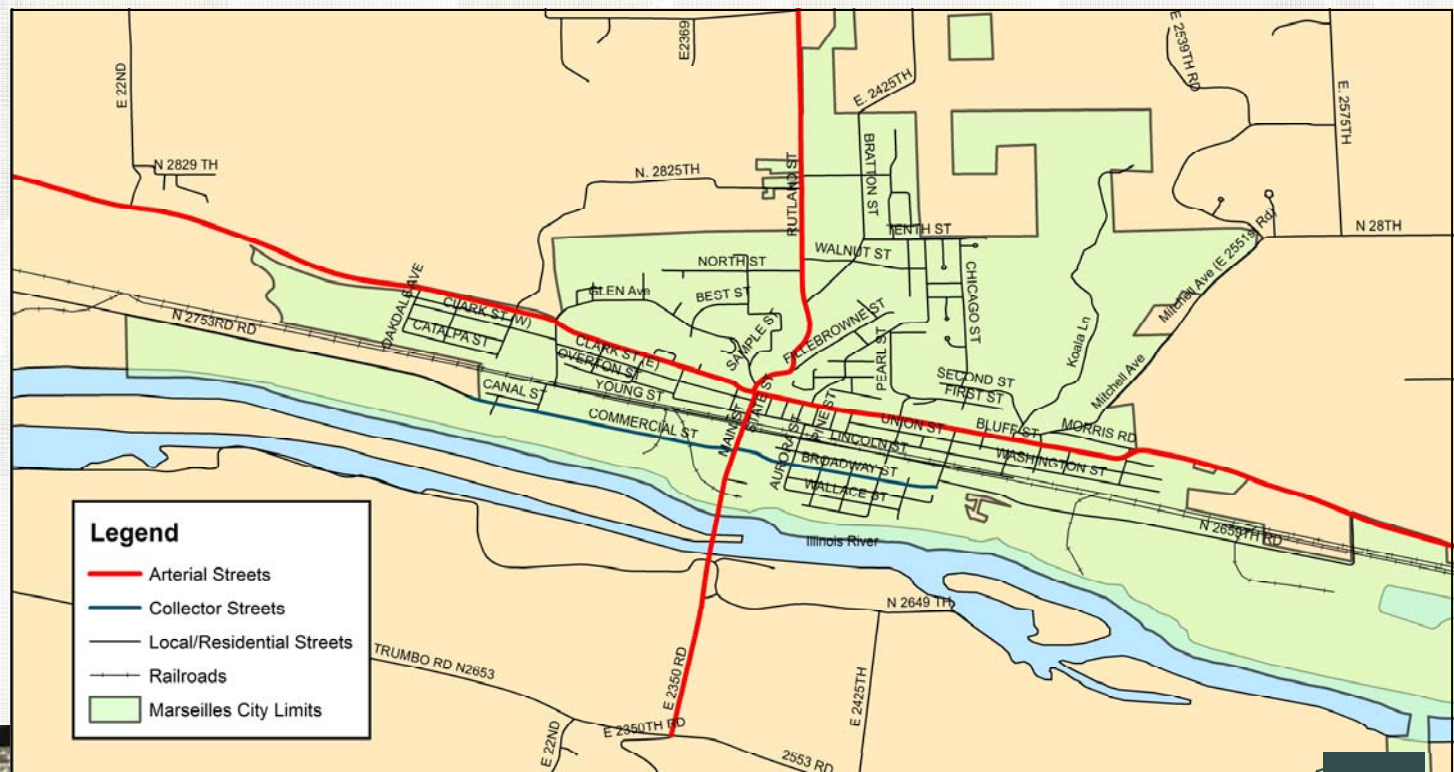
The City of Marseilles is located in eastern LaSalle County, south of Interstate 80 (I-80) off exit 97. The city is located along the Illinois River and Illinois & Michigan Canal. Route 6 bisects the city. Marseilles has access to Interstate 39 (I-39) to the west and Interstate 55 (I-55) to the east via I-80. I-39 provides access to Bloomington/Normal and Rockford, and I-55 provides access to Chicago and St. Louis. Marseilles is six (6) miles east of Ottawa and 15 miles west of Morris. Marseilles is 80 miles from downtown Chicago, ensuring goods and services can be moved quickly and easily.

Marseilles' location on the I-80 corridor and along the Illinois River provides multiple transportation options for residents, visitors, and businesses alike. I-80 is the country's most heavily traveled highway. For individuals working in the Chicago suburbs, Marseilles' proximity allows people to live in Marseilles and commute to their jobs in the suburbs.

Marseilles' location near the Illinois River offers spectacular views throughout the city. The river sculpted valleys on both sides and the city was eventually built upon these bluffs. Rutland Street offers

a scenic, winding entrance as it travels into the downtown area. Sandstone bluffs are found on both sides of the street, uncommon throughout much of north central Illinois. Most of the city's elevation changes are a result of the Illinois River. Much of the area north of the bluff is relatively flat.

The area around the I-80 exit for Marseilles is mostly undeveloped and offers several opportunities for future development. Currently, development consists of an empty restaurant on the southwest quadrant. The city boundaries are at the Morris Blacktop Road just south of I-80. Planning development in this area is of the utmost importance for the city.

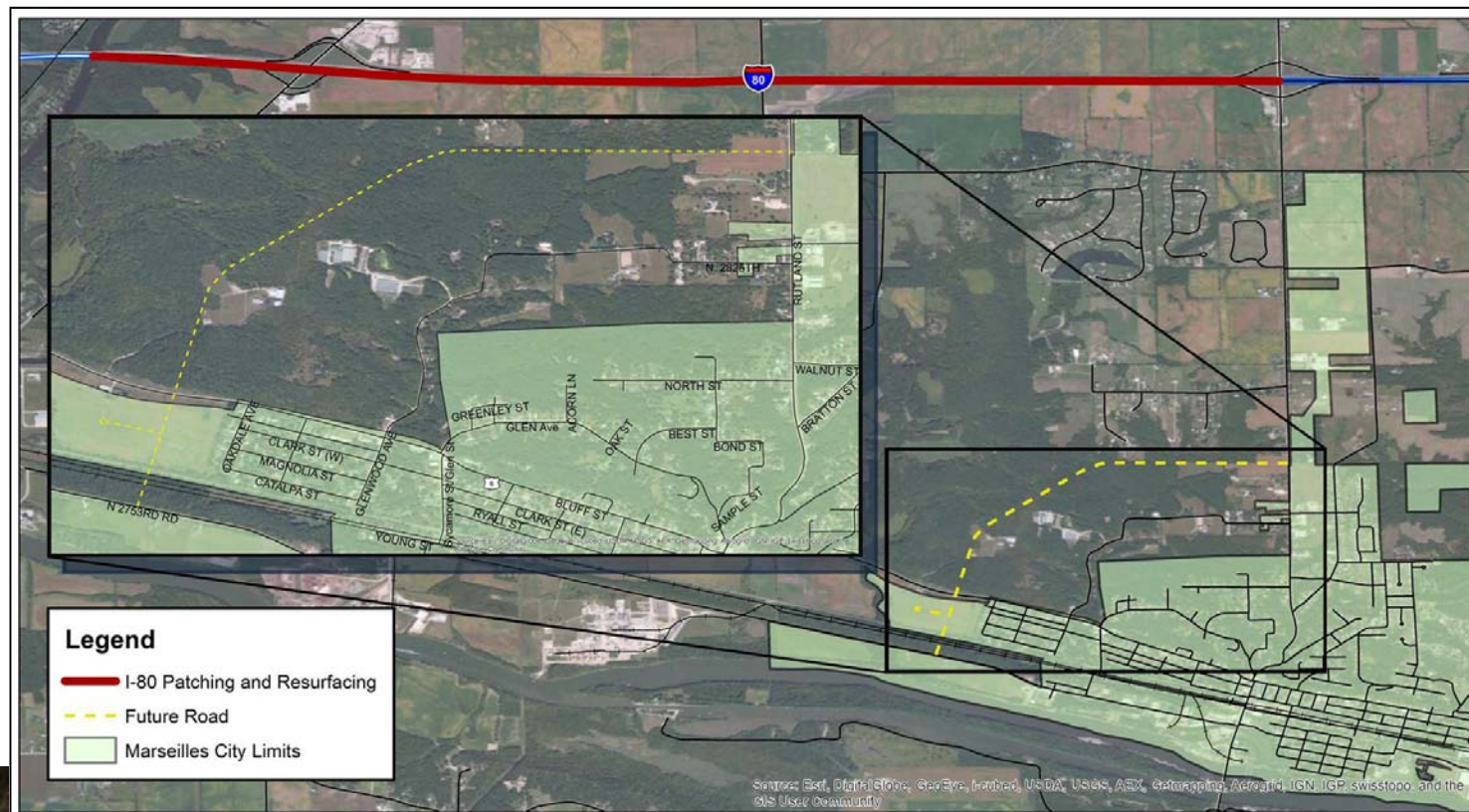


Transportation Network

Marseilles and the surrounding region are served by an extensive transportation network consisting of highways, railroads, and waterways. This network ensures industrial development has the proper infrastructure by which to transport goods and services.

Highways

There are three basic functional classifications of roads: Arterials, collectors, and local or residential roads. Each classification serves an important purpose to move people in and around the city and county and efficiently. Also, these classifications are based primarily on their average daily traffic count and not on unusual traffic patterns that may cause more traffic on a given day.



Arterials

Arterials are the major roadways that move vehicles in and out of a city. They act as linkages to major points and other major traffic generators. Arterials are meant to carry more than 5,000 vehicles per day or 500 vehicles per hour. On-street parking is generally prohibited and driveways and curb cuts are kept to a minimum. Two (2) streets in Marseilles qualify as arterials; these are US Route 6 and County Highway 15.

Route 6 is a two-lane highway that provides Marseilles a connection to Ottawa and LaSalle/Peru to the west and Seneca and Morris to the east. Route 6 also serves as the primary east-west road within the city. Speed limits are slower along the portion of Route 6 within Marseilles as a result of narrow roadway widths and the abundance of residential units. The road is relatively straight, with slight bends on the outskirts of town. The average daily traffic count on Route 6 through the city ranges between 2,200 and 5,050 depending on the section of roadway in the city. Route 6 is in sufficient shape for the amount of traffic that uses the road.

Route 15 is a north-south, two-lane highway that connects Marseilles with Illini State Park and Route 55 to the south and to I-80 to the north. The

road is relatively straight through the downtown area along Main Street section. Once this road turns into Rutland St. it begins to curve slightly around the topography of the land. The average daily traffic count along the downtown stretch of this road ranges between 6,300 and 6,600 vehicles.

There are only a few commercial establishments located on U.S. 6. Most of the existing lots can only be utilized by small-scale retail or office uses. As a result of higher traffic volumes commercial uses such as gas stations, convenience stores, or restaurants could succeed. Some lots have the potential for future development; however, much of the future development will likely occur outside of the city where larger lots are located. These lots will better accommodate larger buildings and more parking space.

Aside from the two (2) arterials in town, I-80 also serves as an arterial. I-80 has an average daily traffic count of 28,100 vehicles, but the interstate is located outside of the Marseilles planning area.

Collectors

The purpose of collectors is to provide for the movement of traffic through the city on a more local basis. They act as the connection between arterials and

smaller residential streets. Ideally, collectors transport vehicles quickly to arterials with the least amount of necessary intersections. Generally, a wide array of development occurs on collectors. It can range from heavy manufacturing industries to low density residential development. Collector roads typically carry between 2,000 and 8,000 vehicles per day and are two lanes wide.

Although only one (1) road in Marseilles fits the above definition of a collector, three (3) are used in this analysis because of how the roads are utilized. These are Rutland Street, Broadway Street, and Commercial Street.

Rutland Street is a two-lane, north-south street connecting the north to the southern end of the city. The average daily traffic count along Rutland Street is 5,200 vehicles. This road serves as an arterial based on its traffic count as well as a collector based on its primary use connecting the residential area on the north end of the city with the downtown. A four-way stop is currently located at Rutland/Main Street and Route 6. There may be a need to place a traffic signal at this intersection as it is the intersection of two (2) arterial roads with high traffic volume. Another option is to develop a round-

about at this intersection. In order for either of these options to occur, the Marseilles Bank would have to relocate as the structure currently resides in the right-of-way that would be needed to place a traffic signal or round-about. Presently, Rutland/Main Street meanders slightly through the intersection dramatically widening the area that the intersection, creating potential confusion with the flow of traffic, thus causing safety concerns. The road width is sufficient and is in good condition. Numerous traditional downtown stores are located along Main Street. Main Street also serves as the primary entrance to Illini State Park.

Broadway Street is a two-lane, east-west street located on the southern edge of the downtown intersecting Main Street south of the CSX Railroad tracks and the I&M Canal. The road makes connections with Marseilles Elementary School. At this point Broadway Street terminates into Chicago Street; the next section of Broadway Street is a half block north of this intersection. The average daily traffic count on Broadway Street is 2,600. The road is fairly wide which allows for on-street parking on either side. This street mostly consists of single-family residential, but also includes a park, church, and



the school. The wide width of the street creates safety concerns in the area by inadvertently encouraging speeding. The city should investigate this potential hazard for accidents. This potential hazard is especially a concern near the school due to high pedestrian traffic from students, staff, and faculty. Creating more visible crosswalks and installation of bump out where appropriate would allow for safer pedestrian traffic and will work to slow vehicular traffic in the area.

Commercial Street becomes Broadway Street at Main Street on the south edge of the downtown. Visibility at the intersection of Commercial Street and Main Street presents a concern to safety. This intersection should be realigned to make the intersection safer. This alignment would require the acquisition of the building on the northwest corner and the southeast corner. The average daily traffic count for Commerce Street is 2,400. Numerous land uses are found along this street. Some of these include a park, nursing home, city maintenance facility, and limited residential. The street exits the city to the west becoming County Highway 51 (Canal Road) and travels to Ottawa. Due to high number of commercial and industrial lots, Commercial Street has strong potential for redevelopment. As with Broadway Street, Commercial Street also shows signs of needed repair. Since the road is an alternative route

west to Ottawa, repair along this street should be a priority for the city.

Local or Residential Streets

The third category of roads is intended only for the access to housing. Speed limits are intentionally kept at a minimum to ensure a safe environment for citizens and pedestrians in the area and to minimize the number of additional vehicles from using the roads. This is often done through the use of cul-de-sacs and loops. Residential streets generally flow into collectors. With the exception of arterials and collectors, most of the roads in Marseilles are classified as local or residential streets.

The residential street layouts differ between the north and south end of the city. The street pattern on the north end of town (north of Route 6) is largely undefined. Streets meander in a curvilinear pattern, typical of suburban development. Lots in this area vary in size and shape and as a result of the meandering street grid; it is easy to lose direction. The street layout on the south end of the city (south of Route 6) follows a grid

pattern. In this layout, streets form square or rectangular blocks. The utilization of this grid pattern is encouraged as it allows for the safest and most efficient flow of traffic. Some variation to the grid pattern is acceptable; however, the roads should not be designed in such a way that they disorient travelers. Road widths should be constructed in a way that allows for the safe movement of emergency vehicles, yet does not encourage speeding through the residential areas. The safety of everyone using the transportation network should always be of the highest concern.

Most streets in Marseilles have curbs, gutters, and sidewalks on one (1) or both sides of the street. The practice of having them on both sides of the street is strongly encouraged in future subdivision developments. Streets and sidewalks must also be made handicapped-accessible.

The city should create and continually update an infrastructure maintenance plan. This plan would evaluate existing conditions of streets and infrastructure and provide the city a guide by which to make necessary repairs. This plan would prioritize which roads and



sidewalks are in the greatest need of repair as well as an estimate on the level of funding needed each year for improvements.

The city has developed a sidewalk replacement program within the residential districts. Residents pay for the materials of sidewalk repair and the city will pay for the labor. The program benefits both the city and residents by maintaining the pedestrian way infrastructure. It also lessens the financial burden on both parties.

Parking

According to Marseilles' residents, the limited amount of parking in downtown is seen as a concern. On-street parking is available along Main Street, in the heart of downtown. Parking is available at a 60 degree. On-street parallel parking is available along most streets in the city. The city offers one (1) off-street parking lot south of the railroad tracks on Main Street.

On-street parking along Main Street may be a cause for safety concern as they can create blind corners for vehicles. Converting this parking from 60 degree angles to 45 degree angles or parallel parking will create a safer environment. The disadvantage to this is in the reduction in the number of parking spaces. Creating parallel parking may also allow the

city to lessen the road width. This in turn may create more available space for the sidewalks in the fronts of businesses. This also provides more space to allow for streetscaping projects.

A greater awareness of where parking is located is needed. Wayfinding signage should direct visitors and residents alike towards parking. Signage should assume that everyone is a first time visitor and should be located near the city's main entrances. Signage should include as few words as necessary to direct visitors.

Parking lots developed outside of downtown for future commercial or industrial uses should attempt to use shared parking lots. This will have positive effects on the environment by reducing the amount of impervious surface and potential run-off into adjacent properties. Whenever possible, parking lots should be constructed in the rear of buildings to improve the aesthetics of the property. Parking lots should be developed using minimum landscaping provisions. Landscaping creates a transition from the natural environment to the man-made environment.

The city should investigate the utilization of a rubber-wheeled trolley during special

events. This trolley could provide a connection between the downtown and Illini State Park. A similar trolley is heavily used to connect downtown Utica with Starved Rock State Park. This trolley would offer an alternative to limited parking availability at Illini State Park as well as to reduce the traffic in and out of the park. Additionally, this trolley could be used to provide tours of the city. The trolley should not be used as an alternative to creating additional parking spaces in downtown but rather as a transportation device when larger crowds visit the city.

Gateways and Signs

Welcome signs are located at each of the major roadway entrances into the community. The welcome signs contain a basic welcoming message for travelers into Marseilles. The signs contain a basic landscaping design. Although the signs are attractive, there is an opportunity for a stronger message to be conveyed. This could be accomplished by adding a short, iconic phrase to the sign. For example, the sign could say "Welcome to Marseilles: Home of Illini State Park" or "Welcome to Marseilles Home of Middle East Conflicts Wall Memorial"



to complement this, artwork could be placed on and/or around the sign. The artwork depicted on the sign could display images or local attractions such as Illini State Park, the I & M Canal, the Illinois River, and historic buildings. Artwork placed around the sign could be commissioned by local artists. Signs should be viewed as an attempt to entice visitors into spending time exploring the city. Signs also demonstrate the city's sense of pride and community.

Illinois Department of Transportation (IDOT) signs indicating the Marseilles' exit and exit for the Middle East Conflicts Wall Memorial can be found along the I-80 corridor. To better advertise Marseilles, the city may consider purchasing a billboard that is visible along the I-80 corridor.

The downtown is the focal point of Marseilles. A well-planned downtown creates a strong sense of community pride. Marseilles should consider placing permanent gateways into the downtown at both ends



of Main Street. The northern gateway would be placed at the intersection of Rutland/Main and Route 6. The southern gateway would be placed shortly after crossing the Illinois River Bridge. Much like the city gateway signs, the downtown gateway sign should be a landscaped, well designed sign, possibly with artwork and lighting on or around the sign, see exhibit on following page. This sign should create a clear identification of the downtown and be a warm welcome for visitors and residents alike. It is recommended that the any landscaping around the sign be coordinated to match the streetscaping within the downtown. Gateways can be as simple as vertical posts or as ambitious as an arch. An arch into and out of the downtown area would create an incredibly strong sense of community and civic pride. Arches would span the length of the street and would benefit greatly by being lit up in the evening.



Railroads

The CSX Railroad passes through downtown Marseilles in an east-west direction. This freight line connects Marseilles with Ottawa to the west and Joliet to the east before traveling onto other destinations. This railroad, combined with I-80 and the Illinois River, provides Marseilles an opportunity to market to potential industrial businesses requiring easy access to multiple transportation networks.

The nearest Amtrak rail stations providing services to residents are located in Dwight, Joliet, Mendota, and Plano. Marseilles has been involved in a study exploring the feasibility of



providing a passenger rail line connecting Joliet with LaSalle/Peru. It is undetermined at this time whether or not passenger rail would stop in Marseilles. This rail service would be a tremendous benefit for residents of Marseilles even if a stop was not located in the City. While passenger rail may be several years away before implementation or it may not be implemented at all, Marseilles should continue to plan for the opportunity of a passenger line traveling through Marseilles. If passenger rail has a stop in Marseilles, parking will need to be provided and city and rail officials will need to determine the best location for a station.

Waterways

The Illinois River is a major navigable body of water. It travels east-west through Marseilles; however, it follows a largely northeast-southwest path through the state. To the northeast it provides access to the Des Plaines River and eventually connects to Lake Michigan in Chicago. To the southwest it travels into the Mississippi River, which eventually connects to St. Louis and New Orleans. Marseilles location along the Illinois River offer several benefits to the city, especially for recreation and economic development. Personal watercrafts utilize the river

heavily during the summer and barge traffic is high throughout the entire year. The river is completely navigable between Lake Michigan and the Mississippi River, containing eight (8) locks and dams.

Air Service

There are no commercial air facilities in Marseilles. The closest small public regional airports are in Morris and Peru. The Morris Municipal Airport is within 20 miles of Marseilles. It is primarily used for corporate, private, and charter flights. It has one (1) lighted and paved runway measuring 75 feet wide by 5,000 feet long with a parallel taxiway. Corporate hanger space is available for aircraft storage. Illinois Valley Regional Airport in Peru is within 25 miles of Marseilles. The airport does not offer scheduled passenger carrier service. It is primarily used for corporate, private, and charter flights. It has two (2) lighted and paved runways; one of the runways measures 100 feet wide by 6,000 feet long and the other runway is 75 feet wide by 4,000 feet long. Hanger space is available for long or short term air craft storage. The closest



private airports are located in Newark and Ottawa.

Marseilles is located within 75 miles of large primary commercial airports such as Chicago Midway International Airport and Chicago O'Hare International Airport. Other primary commercial airports located within 100 miles of Marseilles include Central Illinois Regional Airport in Bloomington, Chicago-Rockford International Airport in Rockford, Peoria International Airport, and Quad Cities International Airport.



Public Transportation

North Central Area Transit

Rural public transportation service is available to Marseilles residents via North Central Area Transit (NCAT). NCAT is a county-wide public transportation service. It operates as a demand-response service. This form of public transportation differs from the standard fixed-route service that is available in larger cities. In demand-response service an individual calls ahead for service and the transit system will pick them up at their origin of travel and bring them directly to their destination.

NCAT operates Monday through Friday from 8:00am to 4:30pm, excluding major holidays. In order to reserve a ride, the rider must make a reservation no less than 24 hours in advance. NCAT provides service throughout all of La Salle County. All trips must begin or end within La Salle County.

Passenger Rail

Marseilles is located within 39 miles of two (2) passenger rail services. The passenger rail stations are located in Mendota which is 38 miles away and Joliet which is 39 miles away. Passenger rail service in

Mendota is served via Amtrak. Amtrak service provided to passengers along the Mendota route transports individuals from Chicago to San Francisco on its California Zephyr Line. Additional stops in Illinois include Princeton and Galesburg. Joliet has two (2) passenger rail services: Amtrak and Metra. Amtrak service provided to passengers along the Joliet route transports individuals from Chicago to St. Louis on its Lincoln Service. In 2010, the Lincoln Service began to undergo track reconstruction and upgrades in preparation for 110 miles per hour high speed rail service. Track upgrades along the entire stretch of rail are expected to be complete in 2017. In 2014, transportation from Chicago to St. Louis took between five (5) and six (6) hours to complete. After the upgrades transportation from Chicago to St. Louis is expected to take one (1) hour less to complete. Stops along this route include: Chicago, Summit, Joliet, Dwight, Pontiac, Bloomington-Normal, Lincoln, Springfield, Carlinville, Alton, and St. Louis. Metra is a commuter rail service operated under the Chicago Transit Authority. It provides frequent commuter rail service between Chicago and the outlying suburbs.

Intercity Bus

Two (2) intercity bus operators, Greyhound Lines and Burlington Trailways, conduct trips along Interstate 80 connecting Chicago to the Quad Cities. The Greyhound line does not have any stops between Chicago and the Quad Cities. Burlington Trailways has a stop in Peru at the Sapp Bros. Truck Stop along Interstate 80.

Future Road Improvements

Patching and resurfacing is expected to begin along I-80 between the Fox River (north of Ottawa) and Highway 15 (north of Marseilles). This projects will go out for bid in June of 2014 and work is expected to begin in the fall of 2014 with estimated completion occurring in the spring/summer of 2015, weather permitting. The estimated cost of this project is \$8.1 million.

The city is considering construction of a road that would allow traffic to more easily access a proposed industrial development site on the west end of the City. The proposed



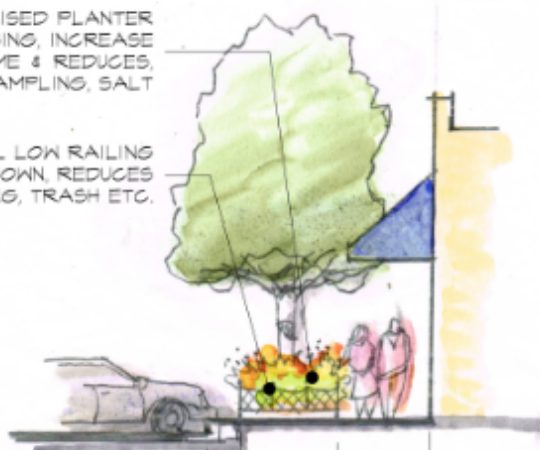
road would connect North 2753rd Road on Marseilles west end with Rutland Street on Marseilles north end. If the city were to construct the industrial park at the west end of the city, this connection would allow for a more efficient flow of traffic, connecting businesses with I-80 and would also decrease traffic congestion at the intersection of Route 6 and Highway 15 in the downtown.

The Main street improvements as shown on following page including better connection to I & M Canal, streetscaping, bumpouts and lighting should be implemented.



RAISED PLANTER WITH CURBING, INCREASE SOIL VOLUME & REDUCES TRAMPLING, SALT

OPTIONAL LOW RAILING IS SHOWN, REDUCES TRAMPLING, TRASH ETC.



2' x 16' TYP x 5' MIN.

SECTION A - STREETScape TREE & PLANTER

NEW POLE WILL CARRY NEW OVERHEAD STREET, PEDESTRIAN SCALE LIGHT AND BANNER,

OUTDOOR DINING ENLIVEN THE SIDEWALK SPACE WITH COLOR, MOVEMENT AND INTEREST.

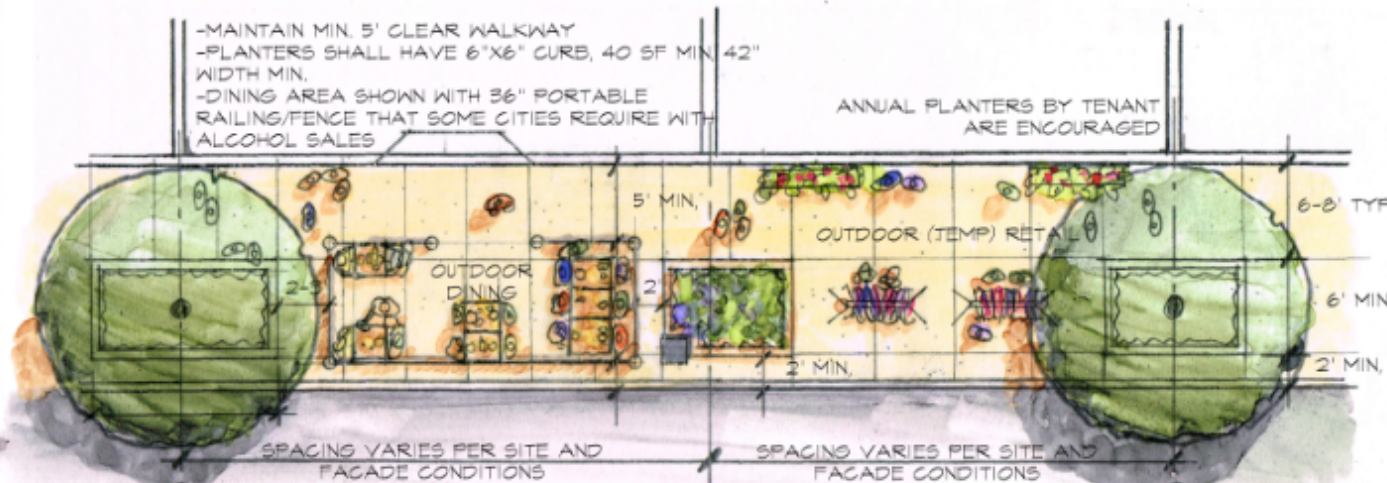


2' x 2' x 5' MIN. PATH OF TRAVEL

SECTION B - OUTDOOR DINING

-MAINTAIN MIN. 5' CLEAR WALKWAY
-PLANTERS SHALL HAVE 6"x6" CURB, 40 SF MIN, 42" WIDTH MIN.
-DINING AREA SHOWN WITH 36" PORTABLE RAILING/FENCE THAT SOME CITIES REQUIRE WITH ALCOHOL SALES

ANNUAL PLANTERS BY TENANT ARE ENCOURAGED



ALIGN TREES (AND PLANTERS) AT PROPERTY LINES TO MINIMIZE BUILDING ACCESS AND BUSINESS SIGNAGE CONFLICTS, SPACING: 25' MIN., 65' MAX

TYPICAL SIDEWALK PLANTER PLAN



EXISTING CONDITIONS



THREE TREES AT BUILDING EDGES



TWO TREES AT BUILDING EDGES



COMMUNITY ENTRY PORTAL & LIMESTONE PIERS



See Above for Overhead Structure Detail

After



Limestone Piers Installed at Bridge Abutments

Before

PARKS, OPEN SPACE AND RECREATION

Introduction

Parks and open space serve several functions:

1. They fulfill human needs, both physical and psychological, in the form of active and passive recreation;
2. They enable the preservation and conservation of significant natural areas;
3. They enhance environmentally critical areas by prohibiting development of land that is not suited for other purposes;
4. They establish a focal point in residential areas;
5. They provide visual and aesthetic relief in developed areas of the city;
6. They can buffer residential areas from encroachment of non-residential uses.

Existing Facilities

Marseilles has four (4) developed municipal parks in the community:

Knudson Park
Broadway Park
Guthrie Park
Reilly Park

A new park, Danielson-Stevenson Park, is currently being developed in the north part of the community in the northern part of the city at 10th Street and Andrew Lane. Land for this park was donated by a local resident.

Being located on the Illinois River and in a rural environment blessed with scenic woodlands, streams, and nearby State Park facilities, Marseilles has an unusually large amount of open space around it, but a relatively small amount of this has been reserved, or set aside, for permanent recreational uses. Presently, Illini State Park and LaSalle Lake State Fish and Wildlife Area are the only major public recreation facilities within the planning area. The city's existing park and recreation facilities are limited to the parks listed above. The largest of them are the "Pool Park" site on Commercial Street known as Guthrie Park, and Broadway Park located at the intersection of Broadway and Grant streets. The latter is a small neighborhood park with



Photo By Skip Hupp





playground equipment, basketball courts, a small shelter and open play area. Guthrie Park provides two baseball diamonds and a municipal swimming pool.

Based on the recommended standards of the Illinois Department of Natural Resources there should be 11.35 acres of locally provided park and recreation land per 1,000 population. Marseilles should have 58 acres of local park land. The city currently has approximately 10 acres of developed parkland and an additional 16 acres of undeveloped parkland. This suggests that the city lacks adequate park land and should consider acquiring additional land for recreation.

PARKS, OPEN SPACE AND RECREATION – CHAPTER SEVEN

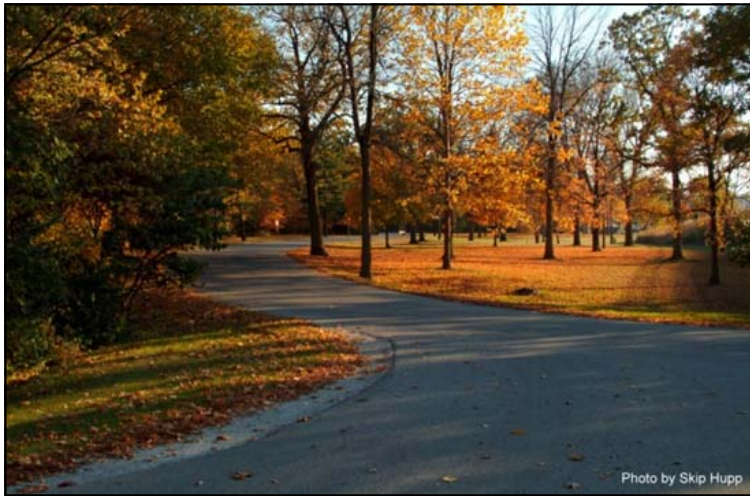
There is a disconnection with the displacement of the existing parks system. Nearly all of the public park space is located south of U.S. Route 6, or entirely within the older, more established part of the city. The only exception is a small pocket park that is under construction in the northern part of the city. As a general rule, neighborhood level parks (one acre or less in size and serving residents within a 10-minute walk or ½ mile radius). These parks are the easiest to add to the overall parks system, though they do not significantly add to the total park acreage. Ideally, every neighborhood within Marseilles would have a park within a safe, easy walking distance that are all connected via sidewalks or dedicated walk/bicycle pathways.

- ⇒ The city owns several tracts of property that could be developed into parks. In particular:
- ⇒ A parcel west of the wastewater treatment plant;
- ⇒ A tract of land south of Guthrie Park that serves as parking for the park.
- ⇒ A fourteen (14) acre parcel on the east side of town
- ⇒ A piece of property (approximately 4.5 acres) near the Rivershores facility.

The city should consider the possibility of purchasing vacant lots within existing neighborhoods for small pocket or neighborhood parks. The parks do not have to be heavily landscaped or contain numerous recreational amenities. They should contain direct signage and adequate lighting that maintains a safe atmosphere within the subdivision. The lighting should not pollute adjacent properties but should instead be focused within the park and any potentially dark areas where trouble could occur.



PARKS, OPEN SPACE AND RECREATION – CHAPTER SEVEN



Nearby Public Recreation Sites

Illini State Park

Located across the Illinois River from the City of Marseilles, the 510-acre Illini State Park lies along the northern edge of the “Great Falls” of the river. In just two (2) miles, the river drops three (3) feet, creating beautiful roaring rapids. The park itself sits atop an old glacial moraine (elongated ridge-type hill bulldozed up by an advancing Pleistocene glacier) and features a dense hardwood forest of oaks, hickories, sugar maple, black walnut, white ash, silver maple and, cottonwoods in the bottoms, providing diverse habitat for birds and birders.

Hikers (and cross country skiers in winter) can take the parks Marasottawa Trail which loops from the Sycamore Grove Shelter on the east end of the park up to the Mallard Bay Shelter and Boat Launch on the east end. There is also something for every type of camper at Illini State Park. Both tent and trailer sites, including electric and sanitation service, are offered and some of the sites offer breathtaking views of the river. A youth area is available for youth groups.

Fishing in this area is quite good and a variety

of fresh fish are available in the river. A boat ramp is available for visitor’s boats. Open fields, a baseball diamond, and numerous horseshoe pits provide additional recreational opportunities.

Illinois Fallen Soldiers Tree Memorial

Located next to the Marseilles Lock is the Illinois Fallen Soldiers Tree Memorial. This memorial honors the lives of Illinois lives of Illinois soldiers lost in Iraq and Afghanistan.

The two-and-a-half acre meadow has 250 oak trees including a monument and flags that make up the Illinois Fallen Soldiers Tree Memorial. Much of the work for this memorial was done by volunteer work including members from the Illinois National Guard and family and friends of the fallen soldiers.

LaSalle Lake State Fish and Wildlife Area

Located east of the LaSalle Power Station the 2,058 acre lake serves as a cooling lake for the power station. The lake is a popular spot for anglers. Fishing from motorized boats as well as from shore is allowed at LaSalle Lake. Portions of the lake go to a depth of 70 feet with



PARKS, OPEN SPACE AND RECREATION – CHAPTER SEVEN



the average being 15 feet. There is one boat ramp on the southwestern corner of the lake for boaters to use.

Middle East Conflicts Wall Memorial

The Middle East Conflicts Wall Memorial is located on a path that runs along the sidewalk north of the Illinois River. The area, called Shehorn Park, was dedicated in December 2004. This park was made possible in large part by the generous efforts of IL Valley Cellular and their affiliates. It is a passive recreation area that offers residents and visitors greater access to the river and pays tribute to those who served overseas in the military. The park has outstanding views of the passing boats on the river and the landscaping makes the park warm and inviting. Plentiful parking is found in the adjacent lot for the Illinois Valley Cellular building.



Illinois and Michigan Canal State Trail

The Illinois & Michigan Canal flows east west directly through the city limits just south of U.S. Route 6. Constructed in 1848, it was used in the 19th Century by barge traffic. Later shipping demands declared the canal too narrow for barges to pass through and railroads became the

means of moving goods and people. The canal is now part of a National Register of Historic Places bike/walk trail. It is the nation's first National Heritage Corridor.

The Illinois & Michigan (I & M) Canal runs for 96 miles from the south branch of the Chicago River at Bridgeport to the Illinois River in LaSalle. The canal, which was constructed to move goods from Chicago to the Illinois River, is now used for recreational purposes. Visitors can follow the I & M Canal Trail along the old towpath from Rockdale to LaSalle, experiencing nearly 62 miles of scenic views, historic sites, state parks, and an abundance of wildlife and distinctive landscapes, ranging from bluffs to rolling hills.

The trail on the old canal towpath is easy walking and gives access to sights and views not visible from any other avenue of travel. Bicyclists can take advantage of the groomed towpath. The trail is marked and has wayside exhibits describing features of the canal. Canoeists can travel open water in the canal from LaSalle to North Utica. A full-size replica canal boat located in LaSalle offers cruises, with guides dressed as Canal era crew and passengers. The canal boat is operated out of



PARKS, OPEN SPACE AND RECREATION – CHAPTER SEVEN



the Lock 16 Visitor's Center of the Canal Corridor Association in LaSalle.

An old swing bridge is located on the canal in Marseilles. The city should coordinate with IDNR to highlight this asset more for those traveling along the canal.

New Recreational Facilities

Many different ideas for recreational activities to be developed have been considered by the city and different interest groups over the years. These include:

BMX Bike Course - BMX bicycling is a type of off-road bicycle racing. The format of BMX was derived from motocross racing. BMX bicycle races are sprint races on off-road single-lap race tracks. The track usually

consists of a starting gate for up to eight racers, a groomed, serpentine, dirt race course made of various jumps and rollers and a finish line. The course is usually flat, about 15-foot (4.6 m) wide and has large banked corners that help the riders maintain speed.

Skatepark – A skatepark is a recreational area designed for skateboarding, BMX biking and in-line skating. Skatepark construction can be divided into two major categories - prefabricated and custom built concrete. Prefabricated parks can be made of wood, plastic, sheet metal, and concrete. Most are designed and built by playground equipment manufacturers who present these parks as a cost effective alternative to custom designed concrete skateparks. In reality, custom built concrete skateparks can be quite cost competitive with prefabricated skate ramps.

Boardwalks – Boardwalk construction can provide public access in areas that may be inaccessible due to marshy ground or limited transportation links. The abundance of natural water features in Marseilles creates opportunities for Boardwalks to be installed. The

difference in a boardwalk and a bridge is that the bridge generally crosses deep or moving water, while a boardwalk traverses very shallow water or even dry land. A boardwalk can be supported every few feet while a bridge needs longer clear spans and must be engineered to carry more weight. Boardwalks are often used for interpretive facilities in habitat areas such as swamps. Enabling access by wheelchairs, strollers, and people with difficulty walking is another benefit where the trail must cross wet or rough terrain.

Creek adventure paths – A common activity in the region, but not a formalized program, is simple creek walking. This entails wearing sturdy shoes and finding safe access to the area's smaller creeks and simply walking right in the creek. This is a way to experience views and vistas that cannot be seen from any other form of transport. This activity is for unnavigable waters. Marseilles has three (3) creeks running through the community. Possibilities exist to develop simple signage, access points, safety guides, maps, and instruction booklets for a Marseilles Creek Adventure Program.

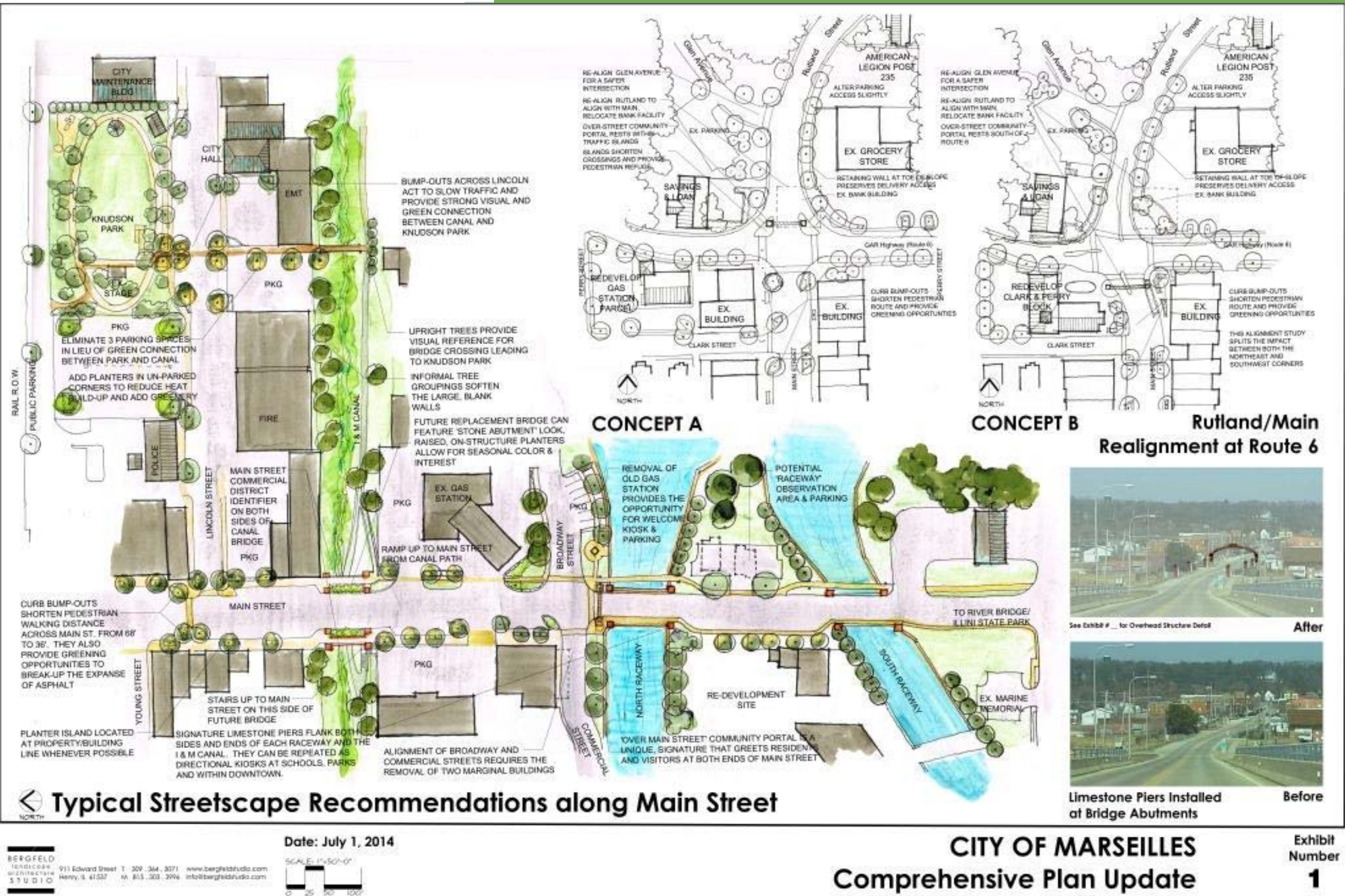


Boat Access - Marseilles does not have a public access on the north side of the Illinois River. This has long been a goal for the city. The boat ramp facilities at Illini State Park are extremely busy and parking is very limited. Plans are being considered for a new boat access in a few locations around the city. The Illinois Department of Natural Resources (DNR) has a Boat Access Program that will help fund acquisition and development of boat access facilities. DNR also has a Boat Access development Guide available for download off of their website.

Pedestrian and Bicycle Paths - Additionally, as new developments occur within the life of this plan, the city should consider the creation of a dedicated walk/bike path. As new housing slowly increases, the city should make it a priority to create a parks system that connects neighborhoods, parks, community landmarks, and the riverfront. A north-south path would be a good start. It would connect the newer residential developments atop the bluff with the downtown and the Illinois and Michigan Canal State Trail. The right-of-way near Rutland Street lends itself to the possibility of a path. A sidewalk is located on the eastern side of the County Highway 15 Bridge over the Illinois River, creating a

link to Illini State Park. While Rutland Street is the most opportune location for a path because of the space available, other roads such as Colorado Street may be an option. Using local residential roads such as Colorado Street would entail using existing sidewalks. Whichever option is most desired, the path should include visible signage at various points and a safe separation between pedestrians and vehicles.





The three diagrams illustrate different design options for the Grant Street playground area, bounded by Tolin Street to the north, Broadway Street to the east, Illinois Street to the south, and Grant Street to the west. Each diagram shows the layout of the playground, parking areas, and surrounding streets, with various annotations detailing the design choices.

- Diagram 1 (Left):** This plan shows a playground area with a splash pad and a play area. The splash pad is located near the intersection of Grant Street and Broadway Street. The play area is located near the intersection of Grant Street and Illinois Street. The parking area is located near the intersection of Grant Street and Broadway Street. The diagram includes annotations such as "GRANT STREET IS CLOSED OFF TO THROUGH TRAFFIC", "NEW PLAY EQUIPMENT, COURT AND 2 OR 3 COURTS REPLACE EXISTING TENNIS COURTS", "UTILIZE EXISTING LAWN FOR BACKS PLAY, TEMPORARY OR PERMANENT PLAY AREAS", "UTILIZE EXISTING ROADWAY TO PROVIDE SAFE, AMPLE PARKING", "SPLASH PAD ADDED TO PLAY AREA", "PLAYGROUND AREA IS FENCED, ONE ACCESS GATE", "FLASH-PAD ADDED TO PLAY AREA", "UPDATE PLAYGROUND EQUIPMENT TO REQUIRED TO ACCOMMODATE SEPARATE DIFFERENT AGE GROUPS", "EXISTING RESIDENCE, TYP.", and "ILLINOIS STREET".
- Diagram 2 (Middle):** This plan shows a playground area with a splash pad and a play area. The splash pad is located near the intersection of Grant Street and Broadway Street. The play area is located near the intersection of Grant Street and Illinois Street. The parking area is located near the intersection of Grant Street and Broadway Street. The diagram includes annotations such as "GRANT STREET IS CLOSED OFF TO THROUGH TRAFFIC", "NEW PLAY EQUIPMENT, COURT AND 2 OR 3 COURTS REPLACE EXISTING TENNIS COURTS", "UTILIZE EXISTING LAWN FOR BACKS PLAY, TEMPORARY OR PERMANENT PLAY AREAS", "UTILIZE EXISTING ROADWAY TO PROVIDE SAFE, AMPLE PARKING", "SPLASH PAD ADDED TO PLAY AREA", "PLAYGROUND AREA IS FENCED, ONE ACCESS GATE", "FLASH-PAD ADDED TO PLAY AREA", "UPDATE PLAYGROUND EQUIPMENT TO REQUIRED TO ACCOMMODATE SEPARATE DIFFERENT AGE GROUPS", "EXISTING RESIDENCE, TYP.", and "ILLINOIS STREET".
- Diagram 3 (Right):** This plan shows a playground area with a splash pad and a play area. The splash pad is located near the intersection of Grant Street and Broadway Street. The play area is located near the intersection of Grant Street and Illinois Street. The parking area is located near the intersection of Grant Street and Broadway Street. The diagram includes annotations such as "GRANT STREET IS CLOSED OFF TO THROUGH TRAFFIC", "NEW PLAY EQUIPMENT, COURT AND 2 OR 3 COURTS REPLACE EXISTING TENNIS COURTS", "UTILIZE EXISTING LAWN FOR BACKS PLAY, TEMPORARY OR PERMANENT PLAY AREAS", "UTILIZE EXISTING ROADWAY TO PROVIDE SAFE, AMPLE PARKING", "SPLASH PAD ADDED TO PLAY AREA", "PLAYGROUND AREA IS FENCED, ONE ACCESS GATE", "FLASH-PAD ADDED TO PLAY AREA", "UPDATE PLAYGROUND EQUIPMENT TO REQUIRED TO ACCOMMODATE SEPARATE DIFFERENT AGE GROUPS", "EXISTING RESIDENCE, TYP.", and "ILLINOIS STREET".

Alternative B

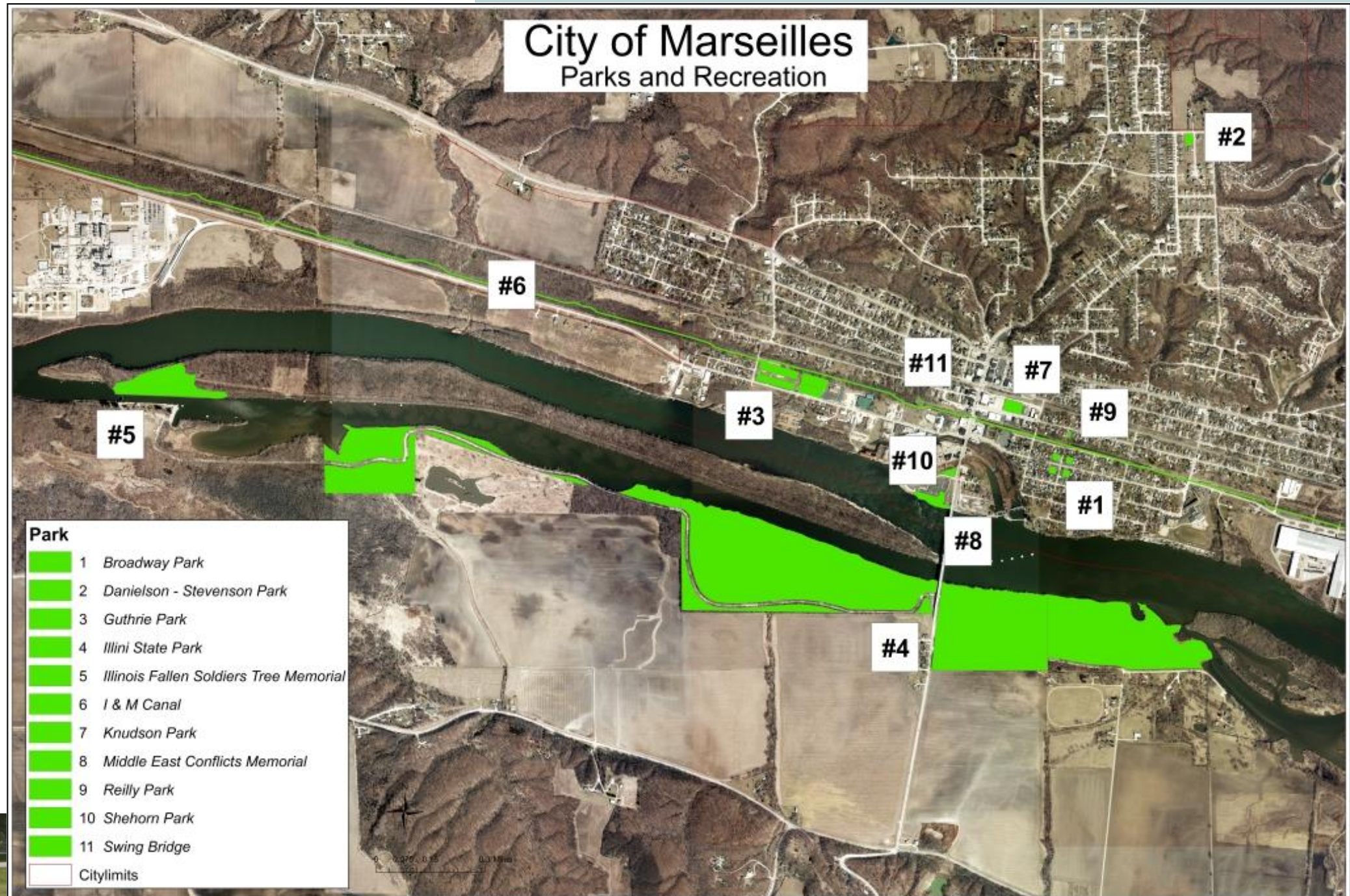
Alternative C



Grant St.
Rock Street

EXISTING
RESIDENCE,
TYP.

Alternative C



ENVIRONMENTAL FEATURES

Streams and Rivers

Illinois River and Marseilles Lock and Dam

The largest waterway in the City of Marseilles is the Illinois River. A main feature of the Illinois River in Marseilles is the lock and dam. The Marseilles Dam and Marseilles Lock are unusual in that they are not in the same physical location. The lock is 2.4 miles downstream from the dam on a canal that was dug to bypass a large rapids in the main river channel. The main dam structure blocks the Illinois River, while it allows water to flow freely into the Marseilles Canal. The dam has side structures that also regulate the flow of water into the two (2) mill raceway intakes. The main dam structure is approximately 600 feet long. It features eight (8) submersible Tainter gates. These gates can be raised to allow water to flow under them in the summer, and then lowered to allow ice to flow over them in winter. The South Channel Headrace dam is 111-feet long with one Tainter gate. The North Channel Headrace dam is 206-feet long with two (2) Tainter gates.

Construction of the 9-foot navigation channel project on the upper Illinois River was started by the

State of Illinois in 1921. The project was mostly complete by 1930 when the State ran out of money and stopped the project. The project was turned over to the US Army Corps of Engineers, who completed the project in 1933. The 1933 dam replaced an 1867 era dam. Various mills had dams at this location going back to 1832.

Marseilles Lock and Dam is an important barrier along the Illinois River

where water is diverted either to a navigation canal for barge traffic or a former hydroelectric canal. It takes six(6) hours for water to travel from Dresden Island Lock and Dam to Marseilles during flood or high flow conditions. So the city has a little time to prepare when river levels rise up stream. In addition to the main channel, there is a channel to the south that is the navigation channel. This channel handles the barge traffic. The best way to see this channel is to enter the



Illini State Park and drive on the access road to the locks to the northwest. There is another pair of channels to the north of the dam. The north channel flows by an old hydroelectric plant. The south channel is now a stub that once went through the old box factory. The old hydroelectric power plant provided power to an interurban railway. It has been left idle for years. A project to build a new hydro-electric plant and use the north channel and is moving through the development process.

The dam is one of the historic original five dams across the Illinois River to convert the wild river to a navigable waterway. The cost was about \$3 million, shared between the state and federal government. Over the years, maintenance and improvements were made. However, today, the locks are inadequately sized for the traffic that go through them. The Illinois River is part of the Mississippi River Navigation Waterway and connects Chicago to the Mississippi River.



Creeks

Marseilles has three (3) creeks that meander through the city (or very near the city) and discharge into the Illinois River.

Long Creek – Located on the west side of the community and discharging into the Illinois River in the Great Falls area. This is near the wastewater treatment plant.

Walbridge Creek – Located 1.4 miles west of Marseilles. This creek follows an oblique path from the upper bluffs down to the Illinois River just west of the city limits.

Gum Creek – Gum Creek is located up river from the Marseilles Lock and Dam. This creek discharges into the Illinois River just east of Marseilles Elementary School.

All three (3) of the creeks mentioned are good fishing spots for area anglers. They also offer opportunities for future trail locations if land acquisition can be accomplished. Trails along the creeks would offer an opportunity to see parts of the community that are currently hidden from view by trees and hedgerows. Even without the land acquisition, a series of creek walking maps and guides may be developed as guides for local residents and

visitors. Hikers walk directly in the creek and have a very good chance of finding arrowheads or other artifacts and seeing a variety of wildlife and native vegetation.

Watersheds and Water Quality

Marseilles is located in the Illinois River Valley Watershed. A watershed is the area of land that receives rainfall and stormwater run-off that drains or seeps into a wetland, stream, river, lake or groundwater.



A watershed is an area of land that feeds all the water running under it and draining off of it into a body of water. It combines with other watersheds to form a network of rivers and streams that progressively drain into larger water areas. Care should be taken to prevent unnecessary erosion and sediment runoff into the river from the tributaries that flow into it in the Marseilles area.

The Illinois River has cut a relatively deep, narrow valley through the Norway, Ransom, and Farm Ridge moraines and into the underlying bedrock for practically its whole length through the county.

The highest elevation in La Salle County is about 910 feet in the vicinity of Welland in the northwestern part of the county. The lowest elevation is about 445 feet in the Illinois River valley where the river exits the county near the City of La Salle-Peru.

Most of La Salle County is drained by the Illinois River and its tributaries, the Fox, Vermilion, and Little Vermilion Rivers. The Illinois River flows into the Mississippi River, which empties into the Gulf of Mexico.

Climate

Marseilles has a continental climate typical of northern Illinois with warm to hot summers and cold winters. The average winter temperature is 25 degrees Fahrenheit and the average summer temperature is 72 degrees Fahrenheit. The city averages about 35 inches of precipitation a year, including 24 inches of snowfall a year. The average date of the last frost is in mid to late April and there are approximately 180 days in the normal growing season. A solid growing season can typically be expected from late April through early October in Marseilles. Major droughts are infrequent, though recent years have experienced drier conditions than normal and have had negative impact on the many acres of corn and soybean fields surrounding Marseilles.

Geology

The topography and geology of Marseilles is one determining factor in deciding where prospective land uses can or should be located. This plan attempts to avoid



developing environmentally sensitive areas or areas with numerous wildlife. Such environmentally sensitive locations could include floodplains, floodways, unsuitable soils, steep inclines, or attractive view sheds.

LaSalle County lies within one of the most geologic diverse areas within Illinois. The Illinois River helped shape the valleys that are so picturesque and changed the landscape from a predominant level topography to one that has rolling hills and undulations. Exposed bedrock and thick drift is found within the river valleys around Marseilles. The city is within the Bloomington Ridged Plain and features some relatively steep slopes. Loamy till and clayey till deposited as moraines are the surficial deposits in this area. The river basin has well developed rolling moraines within the upper Illinois River area. According to the LaSalle County Soil Survey, the Bloomington Ridged Plain consists mainly of Woodfordian glacial till of Wisconsinian age, and is characterized by low, broad ridges, with intervening wide stretches of relatively flat or gently undulating ground moraines.

The county was covered by continental glaciers during the Ice Age or Pleistocene. The thickness of the glacial drift varies from as little as 50 feet or less to over 500 feet. Limestone is prevalent along the Illinois River

and it is exposed on some bluffs overlooking the city. Illite is the dominant clay mineral in the glacial tills, ranging from 50 to 70 percent. Clay and shale are mined extensively in the county, including in Marseilles, for making tile and brick.

Soils

The Marseilles city limits north of the Illinois River are located within the Nappanee-Chatsworth-Marseilles soil association. The soils within this association are characterized by a light coloring developed in thin loess over silty clay glacial till. This association makes up about five percent of the area of LaSalle County. It is about 24 percent Nappanee soils, 16 percent Chatsworth soils, seven percent Marseilles soils, and 53 percent other soils. Nappanee soils are somewhat poorly drained, occurring on very gently to gently sloping topography in areas of silty clay till. Chatsworth soils are found on the steeper slopes in areas of silty clay till. Marseilles soils occur where shale is found at moderate depths.

The bottomlands south of the Illinois River is comprised of the Hersch-Calco-Millington soil association. This area consists

primarily of thin to moderately thick alluvial material over sandstone, limestone, and shale bedrock. The topography is generally level. The soil association includes about four percent of the county. It is about 15 percent Hesch and Hesch variant soils, 10 percent Calco soils, 10 percent Millington soils, and 65 percent other soils. Hesch and Hesch variant soils are found in sandy material 10 to 40 inches thick over sandstone. Calco soils are poorly drained, moderately fine textured, dark, and calcareous. Millington soils are poorly drained, dark, loamy textured, and calcareous. Much of the area south of the river is farmed where deeper alluvial soils are present, though some areas are susceptible to flooding.

Topography

Except for the low flat lands bordering the Illinois River, the topography of Marseilles and the surrounding area varies from steep to gently rolling. The valley walls extend vertically 80 to 100 feet, with the upland portions being as much as 200 feet in elevation above the valley floor. The courses of the creeks previously described climb the valley wall cutting and carving a varied and



attractive network of rolling to steep slopes, and gentle to sharp inclined valleys. The abundant tree coverage and occasional out-cropping of sandstone formations contribute to the scenic beauty of Marseilles and its planning area.

Floodplains

Floodplain is defined by the Federal Emergency Management Agency as “Any land area susceptible to being inundated by flood waters from any source.”



Special Flood Hazard Area (SFHA) is defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. FEMA defines the floodplain maps by utilizing various zones which show the chances of an area to be flooded. Structures located within the SFHA

have a 26-percent chance of flooding during the life of a standard 30-year mortgage. Moderate flood hazard areas (Zone B or Zone X) are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard (Zone C or Zone X), are the areas outside the SFHA and higher than the elevation of the 0.2-percent

ZONE	DESCRIPTION
A	Areas subject to inundation by the 1-percent-annual-chance flood event. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown.
AE, A1-A30	Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. BFEs are shown within these zones. (Zone AE is used on new and revised maps in place of Zones A1-A30.)
AH	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are 1-3 feet. BFEs derived from detailed hydraulic analyses are shown in this zone.
AO	Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are 1-3 feet. Average flood depths derived from detailed hydraulic analyses are shown within this zone.
AR	Areas that result from the decertification of a previously accredited flood protection system that is determined to be in the process of being restored to provide base flood protection.
A99	Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of an under-construction Federal flood protection system. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes. Zone A99 may be used only when the flood protection system has reached specified statutory progress toward completion. No BFEs or flood depths are shown.



-annual-chance flood. The floodway is the channel of a stream/river plus any floodplain areas that must be kept free of encroachment to that the 100 year flood can occur without increases in flood heights. Communities should restrict structures from being constructed within the floodway.

The floodplains in Marseilles are located along the Illinois River and the areas where several creeks enter the Illinois River, see maps on following pages. There are several areas of the city that area susceptible to flooding but not in the floodplain because of the speed and volume of rainwater runoff that comes down the river bluffs.

Brownfields

A brownfield is a parcel of real property, or a portion of the parcel, that has actual or perceived contamination. Brownfields are abandoned, unused, or underused industrial and commercial properties. Brownfield properties vary in size, location, age, and past use. They can be ab small empty corner gas station or a several hundred acre closed steel plant.

Brownfields can pose a threat to health and safety, lower surrounding property values, contribute to sprawl as business relocate to farmland and open

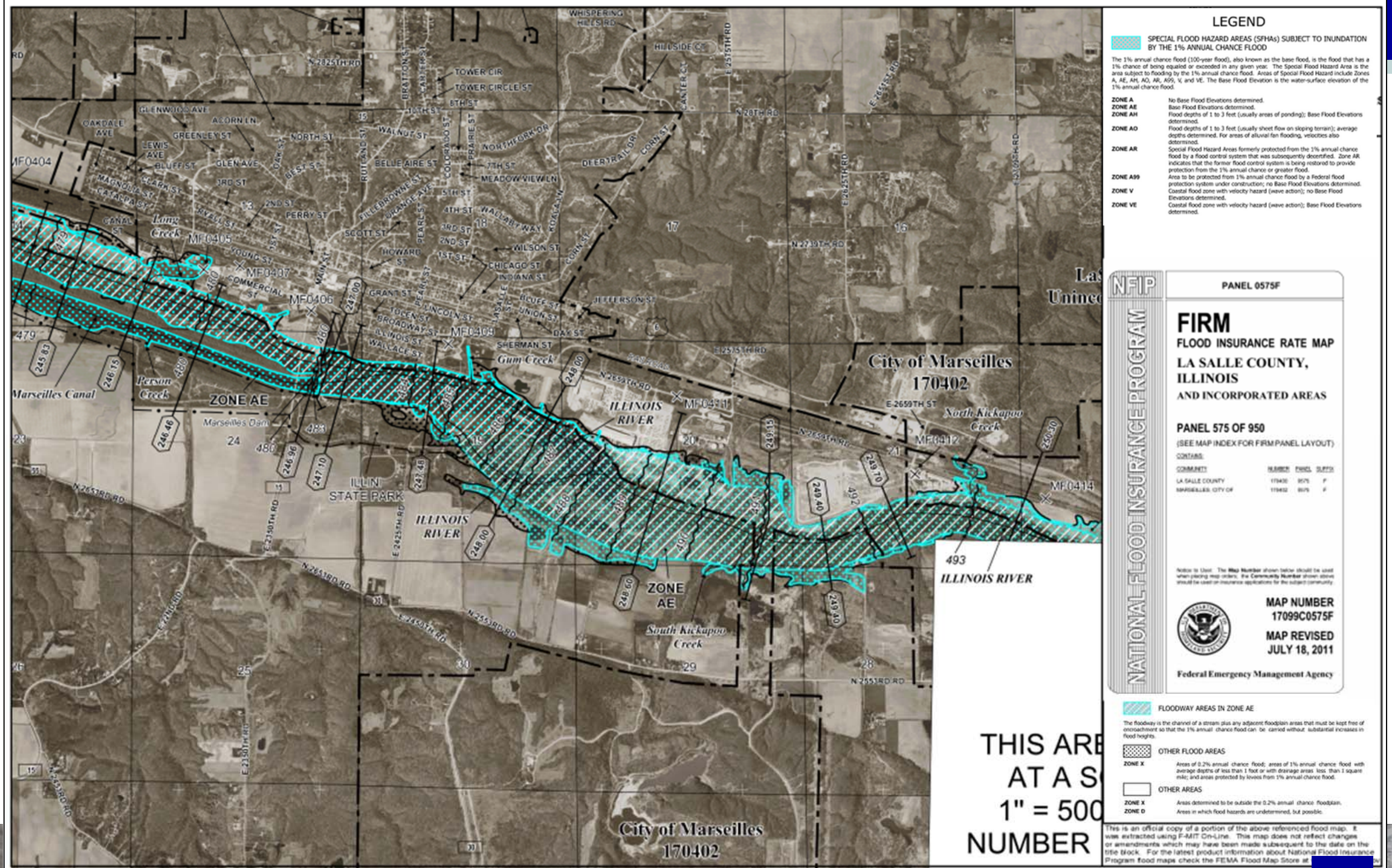
space and can limit economic growth and development.

Redevelopment of a brownfield can benefit a community by eliminating a health and safety hazard, increase local employment and private sector investment, increase tax revenues and revitalize neighborhoods. Not cleaning up brownfields can be an ongoing expense for a community not only because of lost revenues but because of the time devoted by fire, police and other city staff to respond to

problems at the site from dumping, to vandalism to other concerns at the site. The city is responsible for promoting the health and well being of Marseilles and can play an important role in brownfied redevelopment projects that the private sector would not undertake on its own. The city also has certain legal and financial tools available to them that the private sector does not have. There are federal and state programs the city could tap into to assist in the cleanup and redevelopment of brownfields in Marseilles.



Marseilles Comprehensive Plan



This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

TOURISM

As a leading contributor to revenue generation for the state of Illinois, tourism can be an integral part of building and sustaining a community's economy. Direct travel expenditures in Illinois in 2011 totaled \$23.7 million and those expenditures generated nearly 292,000 jobs in Illinois. On average, Illinois leisure visitors spend \$100 per day on transportation, lodging, dining shopping and recreation. Taxes generated by this spending save the average Illinois household \$1,100 per year in taxes. Tourism is important to the quality of life and place in our communities.

In 2012, LaSalle County visitors generated \$168.55 million in traveler spending – a 22% increase over three years. Marseilles is well-positioned to be an active part of the county's tourism efforts and to capitalize on the growth that visitor-based economic development is experiencing in LaSalle County. In tourism, the sum is indeed greater than its parts. Taking part in the region's collaborative marketing efforts is the most effective and cost-efficient way for communities to promote their sites, events and appeal

to visitors. Collaborative marketing efforts can reach a broader audience and show visitors there is more to explore. Unique communities and diversity of attractions – from wildlife watching or adventure sports to discovering history – are what inspire visitors to make the trip. The more there is to see and do, the more likely visitors are to travel, extend their stays, and return for another visit.

Visitors today seek experiential trips that take them beyond the beaten tourist paths and dive deeper into authentic, local culture, connecting with people from other cultures and communities in ways that enrich travelers' lives and create lasting memories. With abundant natural resources and a rich history, this region attracts visitors interested in both *Cultural Heritage Tourism* and *Nature Tourism*, and that experiential aspect can be easily incorporated into both.

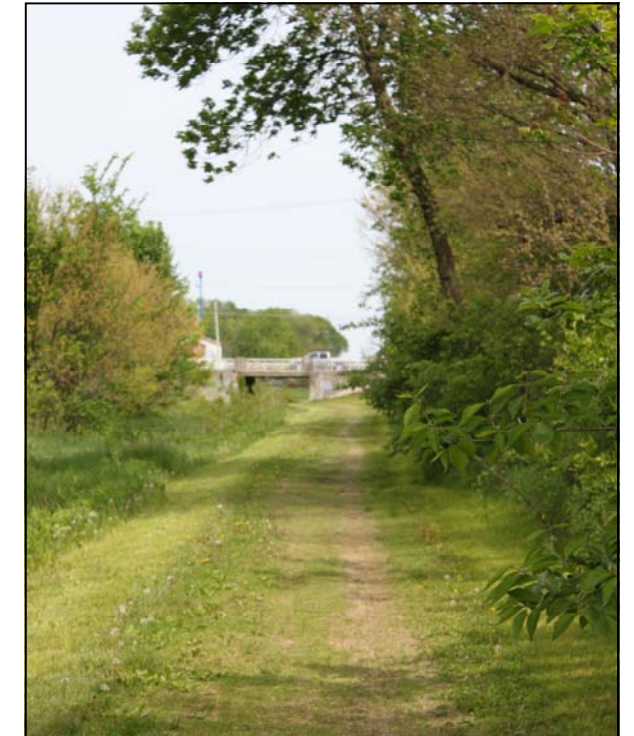




Types of Tourism

Cultural Heritage Tourism connects visitors to the places and activities that authentically represent the stories and people of the past and present. By sharing with visitors its history and what shaped the community (including the Spring Flood of 2013 and its impact on the community), Marseilles can provide visitors with a sense of place and appreciation for what it is today. Helping visitors understand and appreciate how the community's past ties in to the history of the rest of the region is also key to connecting with visitors.

Nature Tourism connects visitors to the outdoors – whether it is through hiking, bicycling, boating, hunting, fishing or wildlife watching. **Ecotourism**, one subset of Nature Tourism, involves environmentally responsible travel to natural areas, in order to enjoy and appreciate natural sites that promote conservation, have a low visitor impact and provide for beneficially active socio-economic involvement of local peoples.





Adventure Tourism includes such activities as whitewater rafting, rock climbing, ziplining, mountain biking, riding ATVs or mud runner (a.k.a. Spartan Race and Warrior Dash) events.

Agritourism involves any agriculturally-based operation or activity that brings visitors to a farm or ranch, and includes a wide variety of activities, including buying produce direct from a farm stand, navigating a corn maze, picking fruit, feeding animals, or staying at a Bed & Breakfast on a farm.

Marketing

Below are several regional tourism marketing and development efforts of which Marseilles can be a part:

The Illinois River Road National Scenic Byway (IRRNSB) is the organization for a nationally designated roadway packaging and promoting the 10-county Illinois River Valley corridor between Marseilles and Havana as a nature tourism destination for those looking to explore roads less traveled and seek an authentic tourism experience. Opportunities for Marseilles to get involved at various levels, including listing events, small businesses (lodging, dining, shopping and recreation), and other information on IRRNSB website to promote the community's tourism appeal and quality of life. Some services through the IRRNDB are free and some are available with community investment. Promotion of Marseilles' historic sites and stories is one way to peak the interest of travelers. IRRNSB is currently creating a descriptive inventory of the



byway region's historic sites, people and stories. A historical visitor interpretation tour will be created from the results.

Starved Rock Country is a regional branding initiative involving the communities from Princeton to Morris areas and promoting them as part of Starved Rock Country. Opportunities are available for Marseilles through this initiative for advertising in the quarterly Starved Rock Country magazine mailed to potential visitor households. The city could also sponsor events being developed, such as concerts and an annual marathon.

LaSalle County Tourism Coalition is a county-wide collaborative effort to promote tourism sites and events in LaSalle County. Opportunities include Marseilles advertising annually in the Starved Rock Country Online Visitors Guide and access to grant funding for tourism promotion of events in Marseilles.

Heritage Corridor Convention and Visitors Bureau (HCCVB) is the State of Illinois Office of Tourism-supported organization marketing the 4-county region consisting of Grundy, Will, LaSalle and Putnam

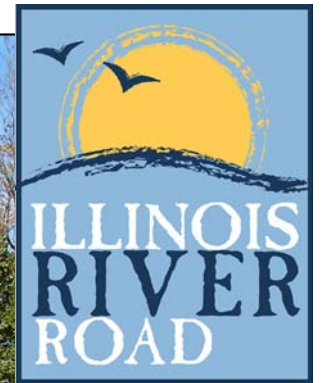
Counties as a tourism destination for leisure travelers and meeting planners. Opportunities for Marseilles include becoming an active part of the HCCVB's marketing efforts through membership, advertising and event promotion.

Sites and Events

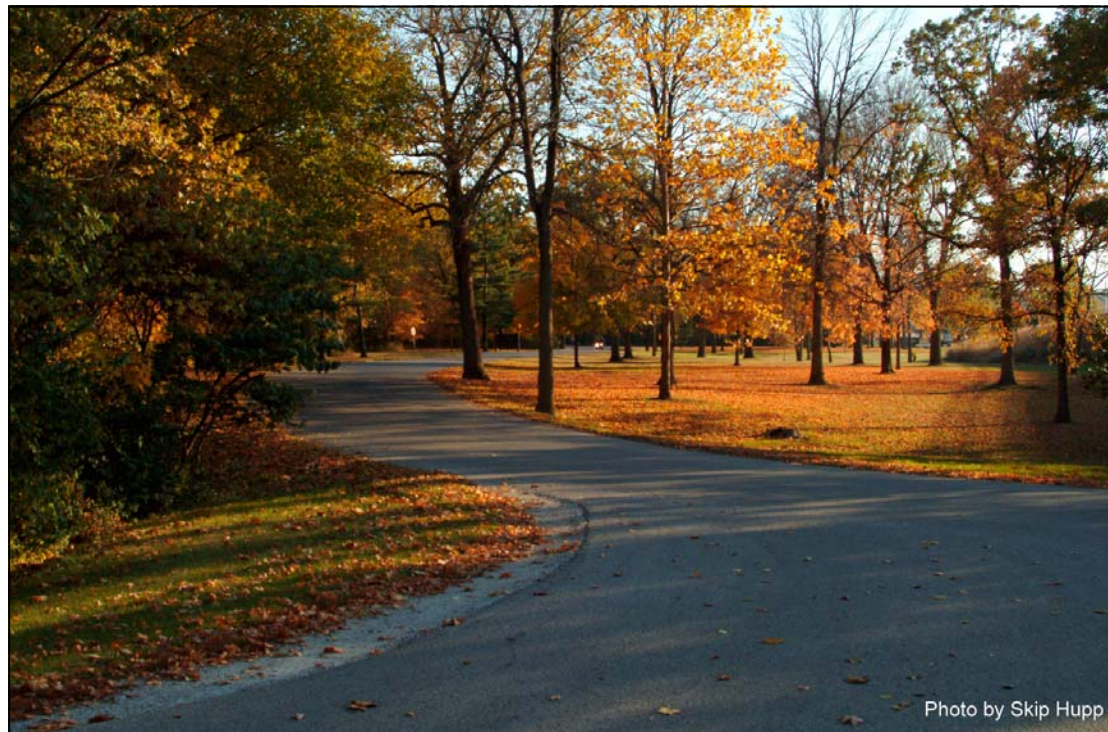
Marseilles has several sites and events that can be promoted by the community and through the regional initiatives above. Events such as Marseilles Fun Days and an annual Cruise Night can bring tourists into town.

Marseilles' proximity to Starved Rock State Park and its location on the Illinois River can also be leveraged to attract visitors. In addition, the sites described below position Marseilles to be an integral part of the Illinois River Road, Starved Rock Country and LaSalle County Tourism experiences:

Illinois River Road National Scenic Byway - Developing and promoting nature, historical and cultural tourism. The Byway promotes communities and small business growth within them.



Illini State Park is a 510-acre park which boasts great hiking trails, fishing, camping, a boat ramp and roaring rapids where there is a drop in streambed gradient. The parks proximity to downtown makes it easy for visitors to find opportunities for dining, shopping, or exploring history.



LaSalle Lake State Fish & Wildlife Area is an area including a 2,058 acre lake that serves as a cooling lake for the LaSalle Generating Station. The lake is popular among anglers and varies in depth from 15 feet to 70 feet in some locations.

Middle East Conflicts Wall Memorial is the only such monument of its kind, the granite memorial wall was dedicated in 2004 to honor those soldiers who have fallen in Mideast conflicts since 1979. This is a site of historical and cultural significance for visitors, and makes Marseilles a destination for many travelers.



The Cliffs Insane Terrain Off-Road Park and Zipline Experience – A true adventure and recreational site for those looking for a unique experience in the Illinois River Valley. Host of the Dirt Runner event eries; and the place for ultimate ATV, dirt bike, 3-wheeler adventures; and the spot for the increasingly popular activity of zip-lining.

RV and Camping Parks – Several parks to accommodate those with tents or RVs

Annual Illinois Motorcycle Freedom Run – Occurring annually, the third Saturday in June, this event was created to honor fallen soldiers in Middle East wars. The Annual Freedom Run attracts tens of thousands of participants, and the event proceeds help pay to update and maintain the Memorial Wall.

Marseilles Fun Days – This annual community event, with carnival, bands and food, brings the community together and helps provide a sense of place for Marseilles residents, in addition to attracting visitors who enjoy connecting with the community through local events.

Woodland Meadows Horse Rental - For nature tourists or equestrians who want to experience nature on horseback.

Prairie Lakes Country Club & Inn – Dining, lodging and 9-hole public golf course available to visitors.

Illinois Army National Guard’s Marseilles Training Center – 2,500+ acre individual and collective training site for military organizations through battalion size. In addition to the Army National Guard, the MTC is used by a variety of police agencies, FBI and Bureau of Alcohol, Tobacco and Firearms for training. While not a tourism site the training center generates visitors who are looking for something to do in their downtime.

Marseilles has tremendous potential for visitor-based economic growth by promoting its own and nearby attractions, through regional marketing initiatives. These nearby attractions, in addition to several locally-owned eateries located in Marseilles make it a great stop for visitors traveling through or spending time in the community.

Websites

City of Marseilles –

www.cityofmarseilles.com

Illinois River Road National Scenic Byway – www.illinoisriverroad.org

Starved Rock Country –

www.starvedrockcountry.com

LaSalle County Tourism Coalition –

www.enjoylasallecounty.com

Heritage Corridor Convention and Visitors Bureau –

www.heritagecorridorcvb.com



ECONOMIC DEVELOPMENT

The City of Marseilles economy continues to benefit from transportation access as it has since attracting the original settlers to the area. Manufacturing continues to play a big role as it did back in the days of the development of the I & M Canal and the Marseilles Manufacturing Company.

Because of Marseilles location on the Illinois River and along US Route 6, having access to Interstate 80 (I-80) the railroad, and being only 80 miles from downtown Chicago makes it a great location for companies to call home.



Interstate 80 Interchange

The city is slowly working towards extending infrastructure to the I-80 interchange. The city's current municipal boundaries extend north to the Morris Blacktop which is just south of I-80. The Marseilles interchange is one of a few along this section of Interstate 80 that does not have public infrastructure and is not fully developed.

The city has been working incrementally on getting permits and extending municipal water and sewer to the interchange. Attracting a development to the interchange will expedite the extension of these services for future development. This interchange has great potential for Marseilles. There is a family restaurant at the interchange but is not currently served by city water or sewer services.



Development Sites

The city should identify suitable properties for industrial development with willing property sellers and assist in marketing those properties for new investments into the community. Once identified it would be in the city's best interest to get an option on the property if not able to purchase the site to stabilize property costs for an investor coming into the community. One site identified for investment includes a group of 4 to 5 acre lots on the west end of the city on Route 6 including connecting a road down to County Road 51 (N2753rd Rd). The concept for this site also includes a future road that would connect up to County Highway 15 north of the bluff.





Because Marseilles is located within a rich agricultural area, any new development should be placed in corridors that can support the growth and traffic and not unnecessarily take away prime agricultural or other environmentally fragile land.

Downtown Development

Marseilles has unmet potential in its downtown and commercial development. Some design modifications and building/property improvements could turn the already quaint downtown into a destination for those visitors already coming to Illini State Park or for pedestrians utilizing the I&M Canal path. A better connection to the I & M Canal needs to be made so travelers along the canal can easily access Main Street as well as other parts of town. The downtown is the visible centerpiece of the city. New commercial development is desired because of its ability to add to the sales tax base. Harmony must be established between traditional downtown retailers and chain outlets located outside of the downtown.

Business Retention and Expansion

The city needs to develop a business retention and expansion program to meet with ex-

isting companies to discuss what their needs are and address issues and to show their appreciation for doing business in Marseilles.

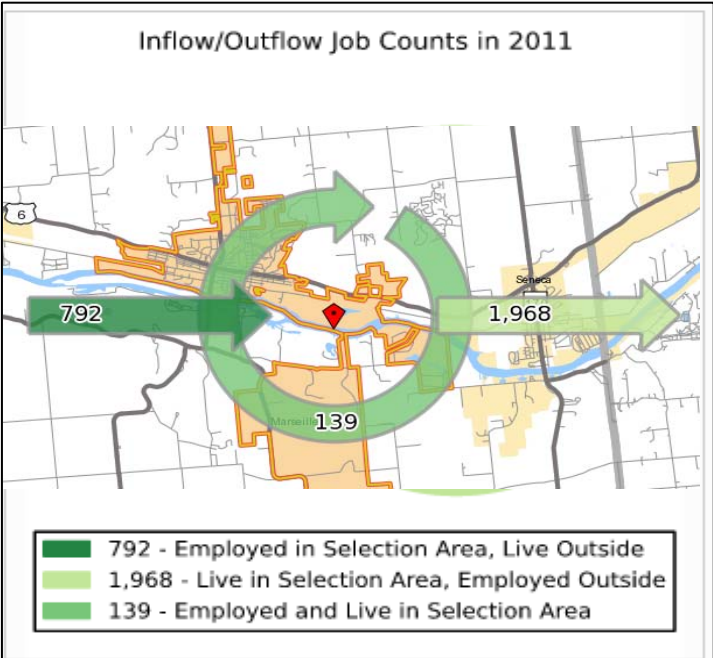
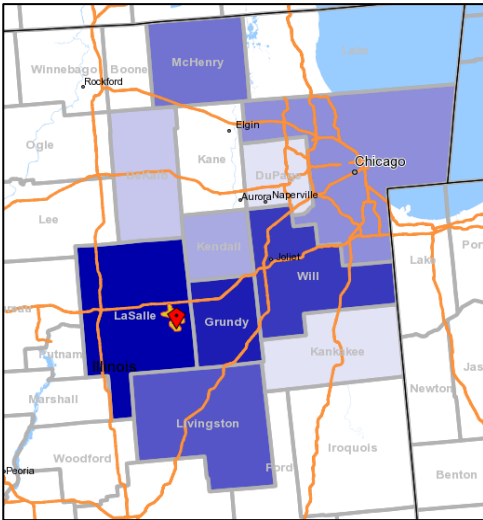
Below is a list of the largest employer in the Marseilles. Although not within the city limits Exelon Corporation is listed because of the large number of employees they have and their proximity to the city. Exelon runs the LaSalle County Generating Station which is a 2 unit nuclear power plant that came online in 1984.

Marseilles businesses employ 931 people. Of those jobs 139 are filled by residents of Marseilles. Forty five percent of the employees drive less than 10 miles to Marseilles for work and seventy one percent drive less than 25 miles. There are 1,968 residents that travel outside of the city for employment. Of those 33.5 % drive less than 10 miles to work, however 24.5 % are driving more than 50 miles.

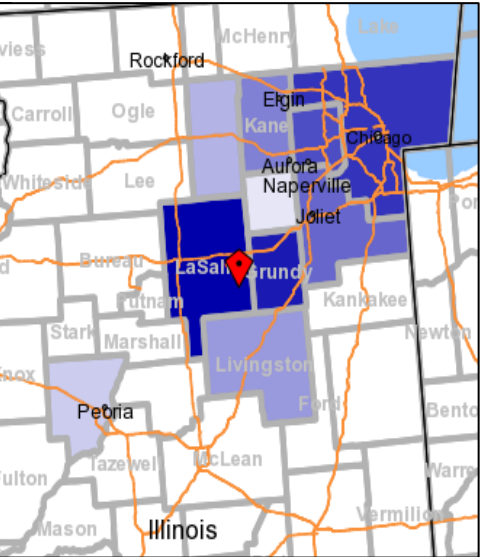
Workforce

To attract and retain companies a properly trained workforce is necessary. Marseilles is in the Illinois Valley Community College (IVCC) district. The city and businesses should continue to work with IVCC to bring training opportunities to the employees. The Business

Jobs Counts by Counties Where Workers Live - All Jobs		
	2011	
	Count	Share
All Counties	931	100.0%
LaSalle County, IL	563	60.5%
Grundy County, IL	83	8.9%
Will County, IL	60	6.4%
Livingston County, IL	26	2.8%
McHenry County, IL	21	2.3%
Cook County, IL	19	2.0%
Kendall County, IL	14	1.5%
DeKalb County, IL	13	1.4%
DuPage County, IL	11	1.2%
Kankakee County, IL	11	1.2%
All Other Locations	110	11.8%



Jobs Counts by Counties Where Workers are Employed - All Jobs		
	2011	
	Count	Share
All Counties	2,107	100.0%
LaSalle County, IL	944	44.8%
Grundy County, IL	220	10.4%
Cook County, IL	201	9.5%
DuPage County, IL	108	5.1%
Will County, IL	101	4.8%
Kane County, IL	68	3.2%
Livingston County, IL	58	2.8%
DeKalb County, IL	34	1.6%
Peoria County, IL	32	1.5%
Kendall County, IL	30	1.4%
All Other Locations	311	14.8%



Inflow/Outflow Job Counts (All Jobs) 2011		
	Count	Share
Employed in the Selection Area	931	100.0%
Employed in the Selection Area but Living Outside	792	85.1%
Employed and Living in the Selection Area	139	14.9%
Living in the Selection Area	2,107	100.0%
Living in the Selection Area but Employed Outside	1,968	93.4%
Living and Employed in the Selection Area	139	6.6%



Training Center at IVCC provides training to assist companies in their district so they can maintain a competitive edge with a well trained and reliable workforce. These training opportunities can be provided at the businesses or at the new IVCC Peter Miller Community Technology Center that was completed last year and was opened for classes for the 2014 spring semester. IVCC also has a campus in Ottawa.

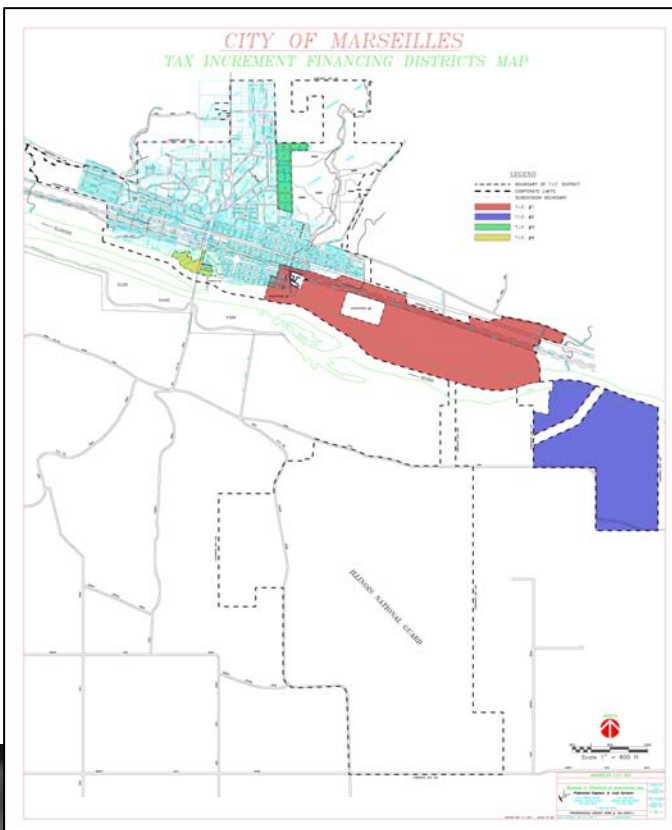
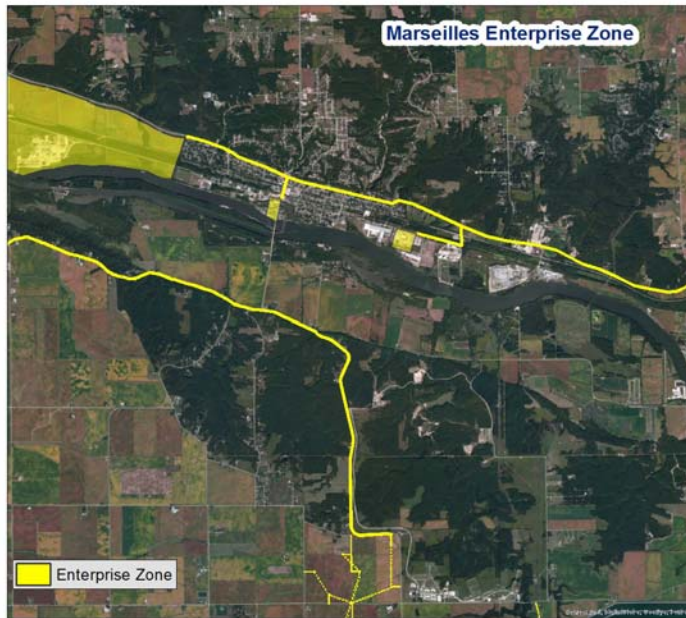
Another resource at IVCC that is available to small businesses in Marseilles is the Small Business Development Center which offers free business consulting services to established businesses as well as entrepreneurs.

Another workforce training partner is the Business Employment Skills Team, Inc. (BEST) which is a not for profit agency created to plan and implement the employment and training programs for the federal Job Training Partnership Act and the Workforce Investment Act. It is important to offer workforce training resources to new and existing businesses in Marseilles.

Incentives

The city has several economic financial resources available for assisting businesses in Marseilles. These incentive are important for attracting and retaining business investment in the community.

The city has four (4) Tax Increment Financing (TIF) Districts available in town. The TIF provides funding through the tax increment generated by the increase in property tax from the improvements made. The increment is the difference between the post project taxes paid and the pre project taxes paid on the particular property. The increment may be used for; administration of the TIF redevelopment project, property acquisition,



rehabilitation or renovation of existing public or private buildings, construction of public works or improvements, job training, relocation, financing costs, studies, surveys or plans, marketing of sites within the TIF, professional services, and demolition and site preparation. The city should consult with the school district whenever there are discussions on the establishment of TIF districts. The TIF provides funding to the city that can only be spent on activities occurring in the zone. The city negotiates with the developers about what type and how much incentive will be provided to the project.

Marseilles has territory in the Ottawa, Illinois Enterprise Zone (EZ). Possible benefits to a company for constructing in an EZ include investment tax credit, sales tax exemption, EZ machinery and equipment sales tax exemption, utility tax exemption, property tax incentives, and corporate contribution deduction.

The city has a Revolving Fund (RF) that is used to stimulate economic growth by assisting with the retention and growth of the existing industrial and commercial base, providing needed capital to new start-up businesses, and encouraging the development of minority and female owned businesses. It provides businesses with the opportunity to expand and encourage and helps

leverage loans to businesses by area private financial institutions.

These funds can be used for site development/training costs, infrastructure, construction of a new facility, additions or renovations of existing facilities, leasehold improvements, where appropriate, purchase of new or used machinery and equipment, and for working capital. The city is directing the use of these funds to traditional industrial and commercial businesses, start-ups, industries & businesses specializing in solid waste source reduction and recycling, minority/female owned businesses, service businesses, commercial enterprises and light industrial

The city should investigate the benefit of establishing a Business District. A Business District is a sales tax incentive for the development or redevelopment of an eligible contiguous geographic area of a municipality. The area has to qualify as a blighted area as defined by the regulations. This benefit can be used along with both TIF and Enterprise Zone benefits. Tax is not imposed on grocery items, pharmaceuticals, cars, boats, trailers or other vehicles licensed by the state.

The revenue generated from the tax can be used to assist in funding public and private project costs such as, administrative fees, property assembly, land acquisition, lot consolidation, site preparation, installation of public works or infrastructure, rehabilitation, remodeling and repair of existing buildings and facades and the cost of construction of a new privately-owned building.

Illinois River

There is much activity on the Illinois River in the Marseilles area. The lock sees around 4,000 vessels pass through the lock each year. This includes recreation, commercial and other vessels. Last year the recreational river traffic was down due to the flooding and that the boat launch at Illini State Park only reopened at the end of the recreational boating season. Much of the traffic from this ramp is

not included on the counts below because they do not use the lock and change pools. Adding a ramp on the north side of the river would provide an additional opportunity for boaters and potentially attract more visitors to Marseilles.

Tourism

Marseilles can utilize its location and association as a Portal Community for the Illinois River Road National Scenic Byway to attract investment, visitors and jobs to the community. Illini State Park is identified as an attraction site for the Byway and The Freedom Run is featured as an event.

The city can utilize the Business Development Study completed by the Byway as to what types of authentic byway businesses

are lacking in Marseilles. The city should also be trying to attract small businesses that provide essential services to the Marseilles residents as well as visitors.

The Illinois and Michigan Canal passes through the heart of Marseilles. The I & M Canal trail is part of the Grand Illinois Trail which is a 535 mile loop trail in northern Illinois. Marselles is about in the middle of a 79 mile section that runs from Joliet to Bureau Junction where it connects with the Hennepin Canal.

Comprehensive Economic Development Strategy

The Comprehensive Economic Development Strategy (CEDS) for the North Central Illinois Economic Development District (EDD) identifies business clusters for LaSalle County. The EDD is administered by the North Central Illinois Council of Governments and services the counties of Bureau, LaSalle, Marshall

MVR - LOCK & DAM	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
MARSEILLES										
Other Vessels	158	250	200	240	205	227	203	261	279	245
Recreation Vessels	2,962	2,829	2,995	2,456	2,428	2,131	1,548	1,605	1,359	1,501
Commercial Vessels	2,501	2,611	2,574	2,639	2,636	2,489	2,743	2,542	2,344	2,351
Total Vessels	5,621	5,690	5,769	5,335	5,269	4,847	4,494	4,408	3,982	4,097
Total Lockages	4,785	4,859	4,787	4,805	4,802	4,641	4,634	4,268	3,774	3,838

MVR - LOCK & DAM	2010	2011	2012	2013
MARSEILLES				
Other Vessels	232	360	479	475
Recreation Vessels	1,423	1,179	935	724
Commercial Vessels	2,320	2,489	2,497	2,209
Total Vessels	4,025	4,028	3,911	3,408
Total Lockages	3,848	3,943	3,869	3,425



and Putnam. Of the clusters identified for LaSalle County the top groups were mining, glass and ceramics, chemicals and chemical based products, transportation and logistics, agribusiness, food processing and technology. These are industry fields that Marseilles should target when seeking to attract businesses. Development of Industrial/Business Park property with necessary infrastructure is also identified in the CEDS.



The Grand Illinois Trail

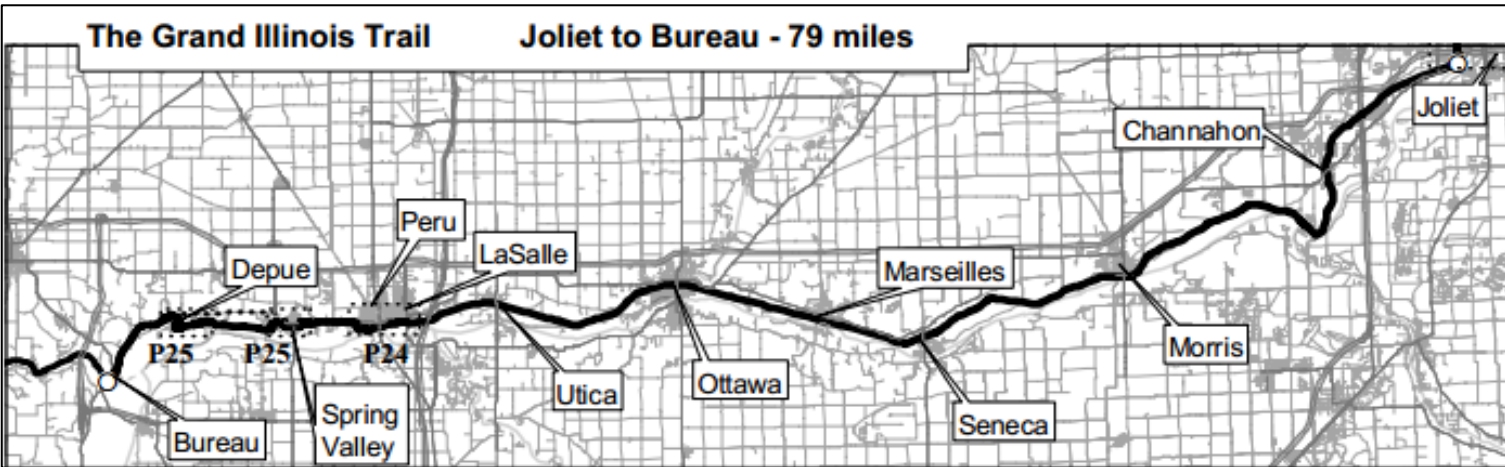
Having a CEDS approved by the Economic Development Administration (EDA) opens the door to possible funding for the installation of publicly owned infrastructure for the creation of jobs and private sector investment usually relating to industrial jobs.

Future

To attract industry to Marseilles the city should work towards joint marketing efforts when possible to maximize exposure and impact of dollars

spent. The city should work with the utility companies, railroads, the chamber, the LaSalle County EDC and the Economic Development District. The city should also look to form new partnerships when possible to market Marseilles and the region. LocationOne Information System should be utilized to market available buildings and sites. Industry clusters identified in the CEDS for LaSalle County and the region should be the focus of business marketing.

This comprehensive plan will help city officials show the private sector the community's desire for types of development and where they would like investments to occur. The city's website is in the process of being updated. To assist with economic development the site should include community and regional demographics, available buildings and sites, city incentives, business resources, and tourism information. Having a clear vision of where the city wants future commercial and industrial investment to occur will help community partners to show direct potential companies and developers to ideal locations.



NATURAL HAZARDS

Natural Hazards Mitigation Plan

In late 2008, the LaSalle County and Putnam County Natural Hazards Mitigation Plan was completed. The City of Marseilles chose to participate in this plan and passed a resolution adopting the plan in January 2009.

The Natural Hazard Mitigation Plan (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. Natural disasters and hazards will occur. The plan, however, was created to help the community prepare for and cope with natural disasters.

The NHMP addresses six (6) natural hazards that could affect LaSalle County and Putnam County. They are:

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

The NHMP is necessary because there are many ways to deal with natural hazards, both before and after they occur. This plan will help manage and mitigate disasters.

To have appropriate, effective, and efficient solutions to natural hazards, a well-prepared plan needs to be created, reviewed, and implemented through the best efforts of the community.

Goals and activities need to be collaborated on and correspond with mitigating natural hazards. The goals for the NHMP are included as goals within this Marseilles Comprehensive Plan as insurance that they will be focused on and completed along with the other goals that Marseilles choose to focus on for the betterment of the County.

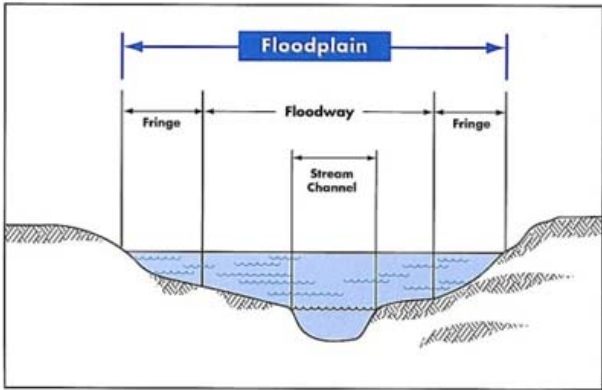
The Federal Emergency Management Agency (FEMA) required that each participating community adopt Action Items to keep the plan active and useful. Marseilles chose the following items:

1. Include mitigation provisions when considering the creation of and/or revision of plans and ordinances.
2. Remain informed about the Illinois Department of Natural Resources Flood Mitigation Program.
3. Continue to improve coordination and communication between agencies and communities in the region.
4. National Flood Insurance Program (NFIP) compliance. Adoption and enforcement of floodplain management regulations is required.

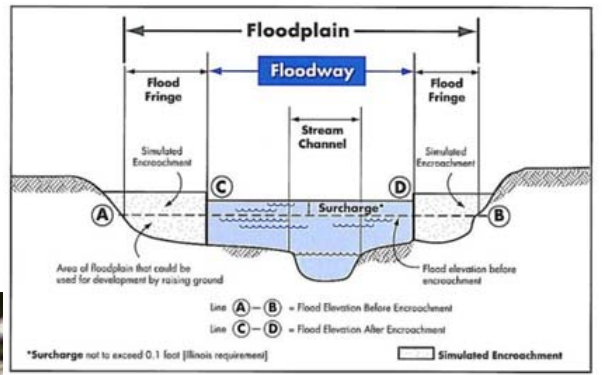


Chance of Flooding				
Time Period	Flood Size			
	10-year	25-year	50-year	100-year
1 year	10%	4%	2%	1%
10 years	65%	34%	18%	10%
20 years	88%	56%	33%	18%
30 years	96%	71%	45%	26%
50 years	99%	87%	64%	39%

Understanding the Riverine Floodplain



Understanding the Floodway



Including a section on natural hazards in the 2014 Marseilles Comprehensive Plan is to assure that neither this plan nor the LaSalle and Putnam Counties NHMP will not become stagnant. Both plans are active, living plans and need to remain in use and updated.

Flooding

Floods are one of the most common hazards in the United States. Every community is at risk of a flood event. Floods usually develop over several days but in certain instances flash floods can develop within minutes. Flooding occurs in several ways but can be represented by three (3) types: flash flooding, river or stream flooding, and overland flooding. Flash floods often create a wall of fast moving water that carries rocks, mud, and other debris and can sweep away most things in its path. River or stream flooding is the most common type of flooding and occurs as a direct result of a river or stream jumping its banks and flowing in the floodway or floodplain. Overland flooding occurs outside a defined river or stream.

Flood designations are based on statistical averages, not the passage of time. The term “100-year flood” represents a 1 in 100 or 1% chance that a large flood will occur. Because climate varies, large floods could happen in successive years. The table to the right is an overview of the chance of a flood based on time periods and according to size.

Understanding the chance of a flood occurrence is not enough. One must also know where and why they could occur. Understanding the floodplain and floodway, as well as how flooding affects these areas is essential. A floodplain is the land that is subject to a 1% annual chance or greater of flooding in any given year. The floodway is the channel of a river or other watercourse and the adjacent land acres that must be reserved in order to pass the base flood without increasing the water surface elevation more than a designated height.

The pictures to the far left show the effect development within the floodplain has on surrounding areas. The Illinois River watershed takes nearly all surface water from the Chicago metro region. The development in the metro region has had a great effect on flooding along the Illinois River and consequently further down the watershed to the Mississippi River. Floodplains have changed so drastically in the last decade that the Army Corp of Engineers and Illinois Department of Natural Resources have remodeled the flood maps to represent a rise of 1.3 feet in elevation of the base flood data.

Being located on the Illinois River and with much of the city in the river valley Marseilles has experienced flooding from both the rising Illinois River and from heavy rains that have brought water swiftly down the bluff into the river valley.

Over the last several years Marseilles has experienced several flooding events of varying degrees.

Spring 2006

In Spring 2006 a flooding problem came for Independence Tube via heavy rains that filled the I& M Canal adjacent to the company. A solution to this flooding issue is to dredge the canal and install a culvert to reroute some of the water under Broadway Street to a ditch that drains to the Illinois River.

August 2007

In late August 2007 Marseilles received 9 to 11 inches of rain over several days causing flooding in the city. The sanitary sewer system had manholes that surcharged and also backed up into homes on Washington and Wallace Street. Backups varied from 2 inches to 2 feet. Both independent power feeds to the wastewater treatment facility (WWTF) were knocked out.

Gum Creek overflowed and put water on Union Street near LaSalle Street. The I & M Canal also overflowed and put water into the sanitary system in several locations on Wallace Street. Pumps were set up to lower

the excess water in the sanitary sewer system on Wallace at Illinois and Aurora Streets. After pumping down as far as the city could they dye tested Gum Creek at the Union Street Bridge to identify broken sewer conduit.

When the Young Street drainage ditch overflows it causes all three pumps to come on at the WWTF. After the 3rd storm early Friday (24th) morning the hillside next to Williams Street slid down the hill past the sidewalk onto Glen Avenue.

Following the flooding the City of Marseilles decided to provide a cleanup for residences that had damage because of water in their basement. This started August 28th



and ended on September 5th. Dumpsters were provided in neighborhoods.

Some lessons learned from this flood event include:

- ⇒ Identified the need to set up a regular rotation of cleaning the sewer lines to eliminate grave and other debris that exacerbates flooding.
- ⇒ The hook up of sump pumps to the sewer system has been a problem that has been hard to deal with and needs to be analyzed for a better solution.
- ⇒ It was identified at that time that retention ponds in the hill area or in the valley would help considerably in combating heavy rains.
- ⇒ The Washington Street ditch needed to be cleaned out. It was full of gravel east of the railroad tunnel that allowed it to go under the tracks.
- ⇒ Young Street drainage ditch enters Long Creek behind the pool and needed some work. There were trees growing up and it could be widened out on the north side of Young Street up to the railroad bridge. The banks could be built up higher with a small dozer. Possibly move the sewer in this ditch from the creek bed which runs over to Commercial Street and maybe putting it on Sycamore Street running it under the canal and creek at that location to the intersection on Glen Avenue.

September 2008

Remnants of Hurricane Ike hit northern Illinois on September 14, 2008 causing widespread flooding on the Illinois River and affecting Marseilles. This followed heavy rains brought by Tropical Storm Gustav about a week earlier. (see rain maps below) All of this rain caused record flooding on the Illinois River at Marseilles (480.77).

The WWTF was sandbagged by city workers and volunteers. They installed 1000 sandbags in three hours. There was residential flooding along Commercial Street. The Marseilles Public Works garage flooded and the ADM terminal grain bin and office buildings flooded. (Source: Draft River Stages In Illinois: Flood and Damage Data, August 2009.)

July 2011

In July 2011 heavy downpours resulted in flooded basements in a number of homes in the lower part of the city. Pacific Street which is parallel to CSX tracks was hit hard. A drainage ditch runs along it. Using 3 detention ponds is a better alternative to just making the ditch larger.

April 2013

On April 17 and 18 2013, the City of Marseilles received 4.94" of rainfall and for the month of April, the WWTF recorded 8.09" of rainfall, including 6.55" from April 8-18. These major rains across northern Illinois caused flooding in Marseilles. On the night of Thursday April 18, 2013 the levee on the north bank of the Illinois River behind the elementary school was breeched and along Wallace and River Streets causing major flooding. The Illinois River Bridge was closed due to the flooding. As many as 1,500 residents were evacuated from the city. More than 200 homes were affected along with the Marseilles Elementary School. The flooded area is south of the Illinois and Michigan Canal and east of Main Street. In that neighborhood a lift station was flooded. It

was being constructed to help alleviate flooding issues that occurred in 2008. The lift station was part of a new sanitary sewer collection system being installed. The old sanitary sewer has been turn into a storm sewer collection system.

Because of all the rain and the strong river currents seven barges broke free from their tow and burst into the dam. 5 of the 8 gates were damaged by the barges, two of them being inoperable. The last of the partially submerged barges were removed in the beginning of June 2013. The Army Corps of Engineers has constructed a temporary rock dike which assisted them in their removal of the barges and in making temporary repairs to the damaged gates.

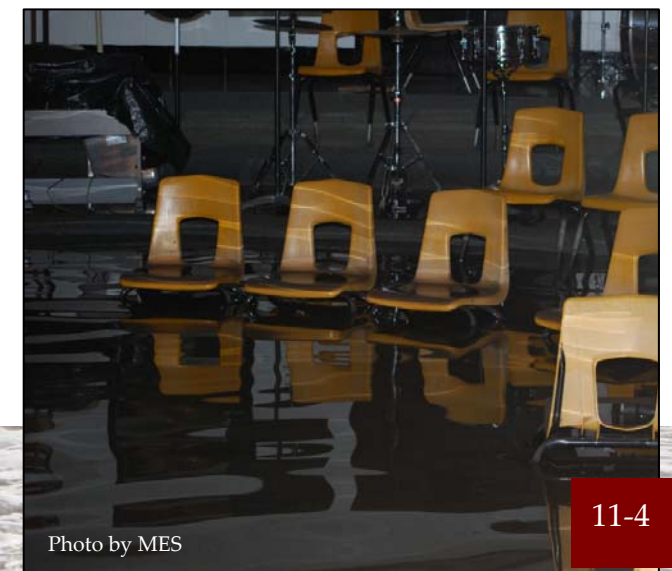
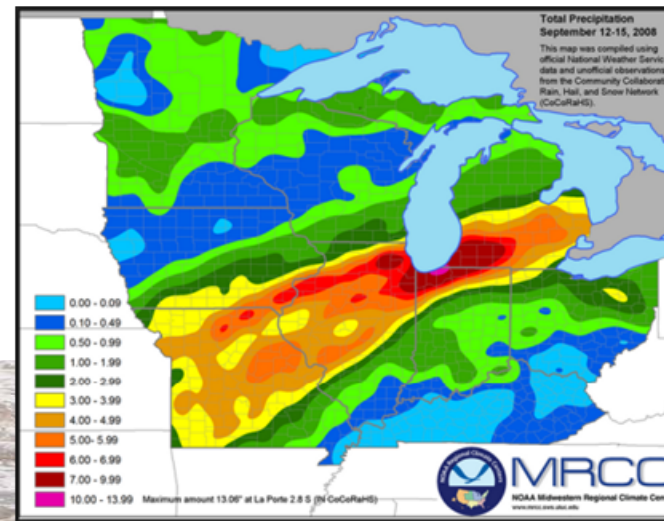
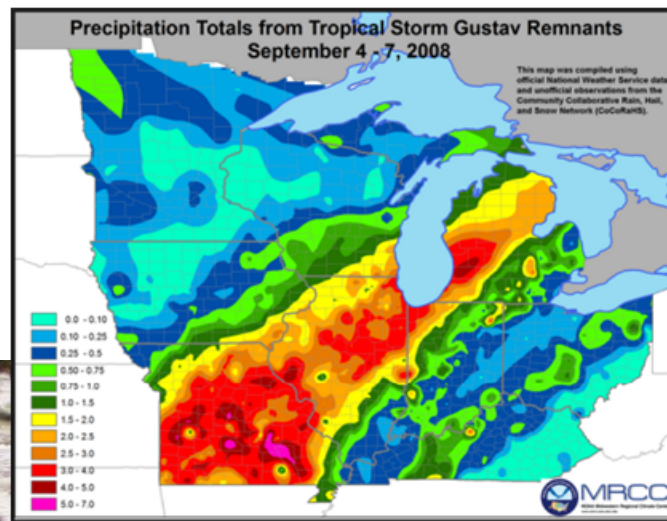


Photo by MES

Areas of town that historically had issues with basement backups were monitored. Pumps were placed in manholes at Aurora and Illinois streets, along with Washington St. and Gum Creek to alleviate possible basement backups. Pumps were only in place for 2 hours, as flows in the collection system quickly receded.

The river pumps were put into service at the WWTF. These pumps are utilized when the Illinois River level reaches the same level as the weir in the Chlorine Contact Tank. When this level is reached the effluent needs to be pumped out, as it is no longer able to flow out via gravity. When this level of flooding is

reached there is only 7 feet until the river would breach the top of the levee.

The Illinois River finally crested at 28.2' (old record was 27.89' in Sept. 2008) on April 19th. The WWTF levee was overcome in 2 -3 places, but was spared flooding due to sand-bagging efforts. As in 2008 plant personnel and volunteers placed 1,000 sandbags on the south

end of the waste water treatment plant levee to protect against the rising floodwaters.

The boat ramps and a set of docks at Illini State park were damaged as a result of the flooding. The Corps used the boat ramp during the barge salvage efforts and repairing the dam gates. The boat ramps were not reopened until October.



Photo by MES



Photo by US Corps

The dike that was breached by the flood waters was built in the 1930's. It was put in place to maintain the navigation pool for barge traffic not solely for flood control. Because of the damage received the Army Corps is planning a two or three phase program to restore the earthen dike at Marseilles. The first phase is to keep dike from failing. The second phase is to restore it to its 1930 condition. The possible third phase, if authorized, is to improve dike to full flood protection standards.

Because of the flooding the Marseilles Elementary School received \$6.4 million in damage because including damage to the gym floor, boilers, electrical system, flooring and walls. School was in session on May 2, 2013 in session in 3 different locations. Kindergarten – 3rd grade was housed at the Marseilles Church of the Nazarene. They provided a dozen classrooms and some extra room for special needs students and Fellowship Hall as a cafeteria. The

church needed modifications to bring it up to school codes. Installed were new doors, fire alarms and other building changes to accommodate the school. The 4th and 5th grades were housed at Seneca Elementary North Campus. The 6 – 8th grade utilized the old Seneca High School.

During the event 7 barges broke free of its tug and ran into the dam. Damage to the dam included broken anchorage systems to gates two and three and they are not operational. Gates four, five and six were not operable because of interference from floating barges. Gates one, seven and eight were operational. The repairs to the dam have received funding and construction is to start this summer. Three (3) gates need replaced and 2 need repairs. After the dam is repaired the earthen dike will be repaired. In the meantime to protect the city to a water level of 490 feet a wall of Hesco barriers have been put into place. The dike is not currently planned to be changed to a flood control levee but the city has requested a section 205 study small flood control project be completed.



Photo by US Corps

Community Rating System

The City of Marseilles participates in the National Flood Insurance Program (NFIP) of the Federal Emergency Management Agency's (FEMA). Community members have the opportunity to lower flood insurance premium rates for their residents in Special Flood Hazard Areas through involvement in the Community Rating System (CRS). There are ten (10) levels in the rating system and residents receive a five (5) percent decrease in their premium for each level achieved. The CRS encourages community flood-plain management activities that exceed the minimum NFIP requirements. These activities result in a reduction in flood risk and thus, the reduction in flood insurance premium rates. The three (3) goals of the CRS are to reduce flood losses, facilitate accurate insurance rating, and promote awareness of flood insurance. The CRS levels for local communities are based on 18 creditable activities under the four (4) categories; 1) public information, 2) mapping and regulations, 3) flood damage reduction and 4) flood preparedness.

Current Mitigation Activities

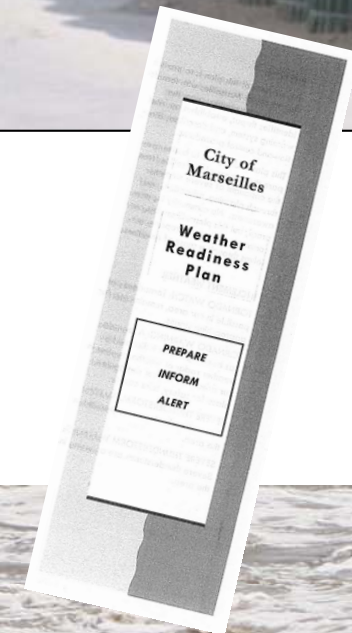
Following the flooding that occurred in 2007 the city adopted a flood prevention ordinance and

updated it in 2011. To be better prepared before and during a natural hazard event Marseilles has become a StormReady community. StormReady is a program of the National Weather service that helps municipal leaders and emergency managers strengthen local safety programs.

The city and the police department have developed a Weather Readiness Plan to prepare, inform and alert the residents during a natural hazard event. The city has been participating in regional meetings with other communities on the Illinois River to better understand and address flooding caused by the river and what can be done to lessen the effects of flooding. From the flood mitigation study the city completed as part of the planning project the city has applied for funding to construct several of the detention ponds on the bluff of the river valley.

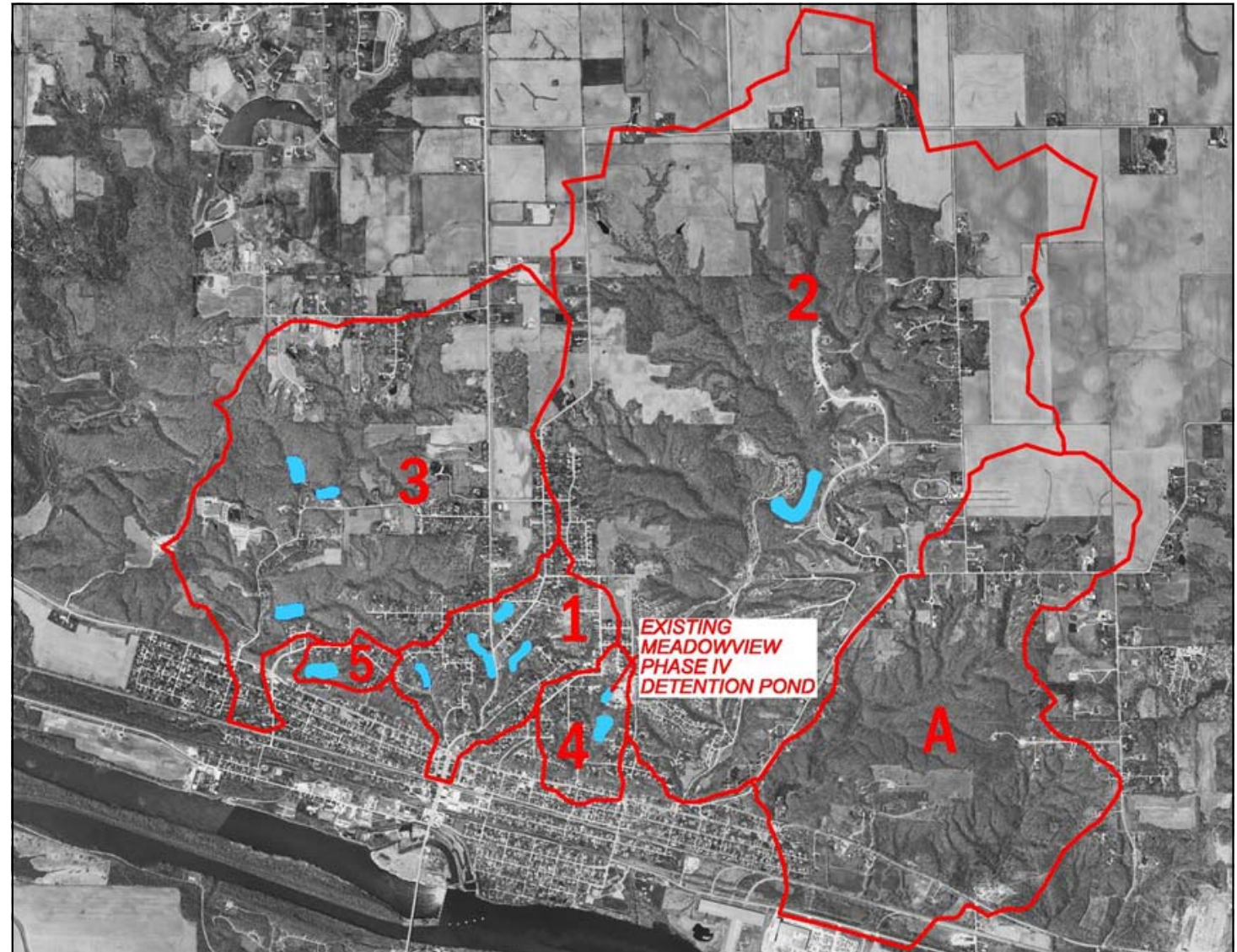
Flooding Mitigation Recommendations

It is often difficult to prevent flooding. However, actions can be taken and policies can be adopted that reduce the impact that flooding has on a community. Listed below are recommendations relating to flood water mitigation that can organize the city to handle a flooding event.



Stormwater Management – Stormwater management is important because development outside the floodplain can contribute to flooding hazards. When impervious surfaces replace natural ground cover, stormwater runoff is increased. Streets and rooftops shed more water than natural ground cover. Drainage ditches and storm sewers make the travel of runoff quicker towards the streams. This can aggravate downstream flooding, and overload the drainage system. The city should consider adopting a stormwater management plan if it has not already done so. The city is planning on constructing several retention ponds on the bluff to slow the speed at which rainwater runoff comes down to the lower part of the city (see figure -- on the following page). The flood mitigation study for the retention ponds is attached as an appendix to this plan.

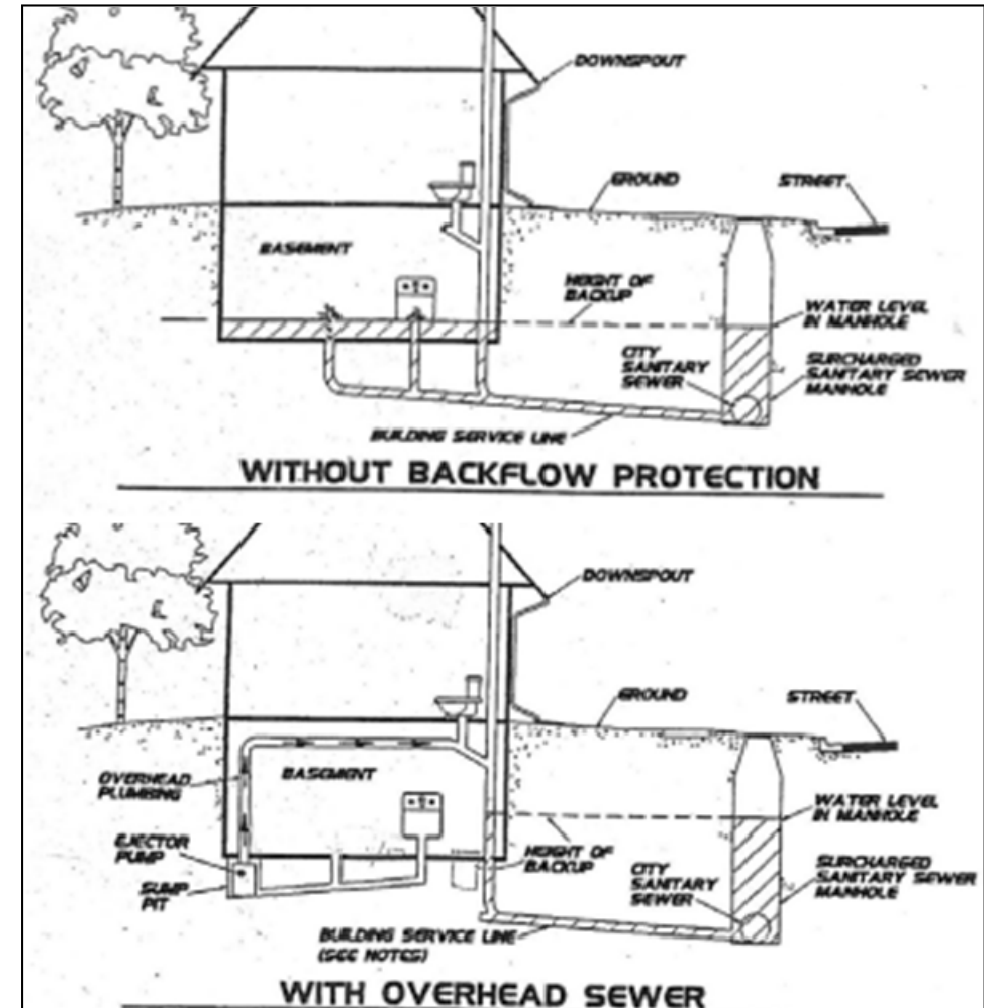
Planning, Zoning, and Land Use – Planning and zoning directs development. Zoning controls where development should or should not occur, such as floodplains and/or floodways. Development should coincide with proper land uses. Land uses should be compatible with the natural land conditions. Regular updates of the land use plan and zoning ordinance are critical to ensure safe development. The city is looking to update its zoning ordinance and when they do regulations should be



adopted to mitigate flooding damage. The city should look at requiring overhead sewers to eliminate backup flooding in basements (see figure --). The city should start and enforcement program to eliminate having sump pumps discharging into the sanitary sewer system.

Open Space Preservation – Preventing new development in floodplain and other hazard prone areas is the best way to minimize future damage to life and property. Open space can have many uses; it can be used for agricultural purposes, parks and recreation, golf courses, or greenways. Plans and ordinances can be created and devised to protect lands for open space through many means such as acquisitions, easements, zones, setbacks, and frontage.

Floodplain Management – Those who live and build in the floodplain are exposing themselves to danger every day. Floodplain management needs to include floodplain maps and development regulations. New development in floodplains is new risks to people and property. Any community that participates in the National Flood Insurance Program (NFIP) must maintain and enforce floodplain regulations. The city should have a staff person attend training to become a certified floodplain manager. The city should participate in the Community Rating System (CRS) and many of these recommendations would also assist the city in improving a CRS rating and therefore financially help residents save on their floodplain insurance premiums.



Tornadoes

A tornado is, according to the Glossary of Meteorology, a “A violently rotating column of air, in contact with the ground, either pendant from a cumuliform cloud or underneath a cumuliform cloud, and often visible as a funnel cloud. Tornadoes are classified using the Enhanced Fujita (EF) Scale. Dr. T. Theodore Fujita first introduced the Fujita scale, in 1971. He wanted to be able to classify tornadoes according to intensity and area, as well as estimate a wind speed according to the damage caused by the tornado.

Any tornado has the potential to be deadly. Generally tornadoes from southwest to northeast, but tornadoes have been known to move in any direction. The average forward speed is 30 mph. Tornadoes, however, may be stationary or move forward at up to 70 mph.

According to the National Oceanic and Atmospheric Administration (NOAA), “The area from central Texas, northward to northern Iowa, and from central Kansas and Nebraska east to western Ohio is often collectively known as Tornado Alley. Climatologically, Tornado Alley is ideally positioned for the formation of super-cell thunderstorms, and therefore

is also home to many violent tornadoes.” Based on this description, Marseilles is within Tornado Alley.

Tornadoes are unstoppable, but their devastation can be reduced through proper awareness and planning. Enforcing building codes, inspecting homes during construction, installing safe rooms, and ensuring that tornado sirens are in working condition can help reduce

Table 4: Fujita Tornado Damage Scale			Enhanced Fujita Tornado Damage Scale	
Scale	Wind Estimates (MPH)	Typical Damage	Scale	Wind Estimate (MPH)
FO	<73	Light Damage: Some damage to chimneys; branches broken off trees, shallow rooted trees pushed over; sign boards damaged.	EF0	65-85
F1	73-112	Moderate Damage: Peels off roofs; mobile homes pushed off foundations or overturned; moving autos blown off roads.	EF1	86-110
F2	113-157	Considerable Damage: Roofs torn off frame houses; mobile homes demolished; boxcars overturned; large trees snapped or uprooted; light-object missiles generated; cars lifted off ground.	EF2	111-135
F3	158-206	Severe Damage: Roofs and some walls torn off well-constructed houses; trains overturned; most trees in forest uprooted; heavy cars lifted off ground and thrown.	EF3	136-165
F4	207-260	Devastating Damage: Well-constructed houses leveled; structures with weak foundations blown away some distance; cars thrown and large missiles generated.	EF4	166-200
F5	261-318	Incredible Damage: Strong frame houses leveled off foundations and swept away; automobile-sized missiles fly through the air in excess of 100 meters (109 yds); trees debarked; incredible phenomena will occur.	EF5	>200



GOALS

One of the principal components of the comprehensive plan is the development of goals and objectives for the community. A goal is a broad overarching statement explaining the community’s vision and desire. Goals are long term and provide direction. An objective is a more specific purpose to be attained and is a means to reach the goal. The goals and objectives are to be used in guiding decisions for future growth, development and land use in the city and planning jurisdiction.

Goals, objectives and specific actions have been developed for the following categories for developing the community.

- Infrastructure
- Transportation
- Parks and Recreation
- Industrial Development
- Commercial Development
- Residential Development
- Natural Hazards Preparedness
- Economic Development/Tourism

INFRASTRUCTURE

- Goal:** Ensure a comprehensive suite of citywide services.
- Objective 1:** Update community facilities and infrastructure to encourage economic development and growth.
- Action:* Develop a Marseilles’ Capital Improvement Plan and budget for its implementation.
- Action:* Develop a long-term program to investigate sewer lines and sewer connections in order to reduce storm water infiltration.
- Action:* Extend water and sewer to Interstate 80 to attract new development. Construct water and sewer lines along Rutland Street in order to be prepared for future/potential development.
- Action:* Construct a new well house and a new 150,000 gallon ground storage tank on Pacific Street and install radium removal facilities.
- Action:* Construct a new watermain loop from Glenwood Addition to Commercial Street.
- Action:* Aggressively pursue new commercial and industrial developments to bring additional tax revenue into the community to reduce the pressure of rising property taxes.
- Action:* Expand public and private wireless network (Wi-Fi) access in as many areas of the city as possible, with particular attention on the downtown area.
- Action:* Continue the use of impact fees as a way to help new development pay for services offered to new residents.
- Action:* Go through the process of reviewing and updating the city’s zoning and subdivision ordinances.

Action: When new development in the area warrants the need, pursue the addition of a new fire/police facility near the Interstate 80 interchange.

TRANSPORTATION

Goal: Maintain and improve the city’s multi-modal transportation network to allow for safe and efficient movement on roadways, waterways, and railways.

Objective 1: Develop a better designed and maintained transportation system for vehicles as well as pedestrians

Objective 2: Encourage the utilization of the existing freight rail line for commuter and freight transportation.

Objective 3: Further capitalize on the Illinois River as an important transit network and recreational asset.

Objective 4: Better utilize the public transportation system for the residents and businesses of Marseilles.

Action: Implement a ten-year maintenance plan that identifies financing for the general upkeep of local roads, sidewalks, and bridges.

Action: Develop a program, identify funding and install curb and gutter on the remaining open ditch streets in the city.

Action: Reconfigure parking and crosswalks on Main Street to eliminate blind spots and improve safety for both pedestrians and vehicles.

Action: Beautify Main Street by installing a new street lighting system, landscaping, curb bump outs, and decorative crosswalks.

Action: When the opportunity arises realign Rutland Street with Main Street at the Route 6 intersection.

Action: Realign Broadway and Commercial Street intersection at Main Street.

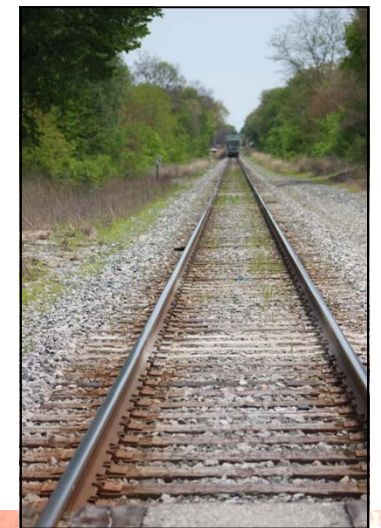
Action: Extend Young Street south across the I & M Canal to Commercial Street

Action: Rebuild the Main Street bridge over the I & M Canal to appear as it was originally constructed.

Action: Require new housing developments to connect to existing roads and sidewalks.



- Action:* Improve the existing sidewalks in Marseilles and mandate that new sidewalks be constructed on both sides of the street in new residential developments.
- Action:* Replace sections of sidewalk on Clark, Lincoln, Union, and Broadway Streets.
- Action:* Extend sidewalk from the American Legion building to the medical clinic at 11th Street.
- Action:* Extend sidewalk from city swimming pool west to Sycamore and north to CSX across the I & M Canal.
- Action:* Install improved pedestrian connections from I & M Canal to both sides of Main Street.
- Action:* Install additional and update existing signage that identifies important roadways and landmarks in Marseilles.
- Action:* Continue working with the Illinois Valley Rail Study committee to advance the potential reality of a commuter rail line through Marseilles.
- Action:* Pending the Illinois Valley Rail Study results, identify and acquire a location for a potential commuter rail station.
- Action:* Develop sites adjacent to the railroad so they are “development ready” by ensuring that they have appropriate infrastructure.
- Action:* Cooperate with railroad companies on making upgrades to the existing rail line to potentially handle commuter rail and additional freight traffic.
- Action:* Work with North Central Area Transit (NCAT) to better promote and utilize the public transportation for the residents and businesses of Marseilles.



PARKS AND OPEN SPACE DEVELOPMENT

Goal: Provide more recreation opportunities that meet the needs of the residential population and the many visitors of Marseilles.

Objective 1: Develop new park space in underserved portions of the city.

Objective 2: Create greenways that link residential neighborhoods, downtown, parks, I & M Canal and school.

Objective 3: Develop a process for identifying outdated and unsafe park equipment and facilities and implement a program for replacing or updating.

Objective 4: Increase access to existing natural features of the city.

Action: Create additional linkages to the I & M Canal trail, Illinois River, and future trails and parks. Install signage to clearly identify such linkages.

Action: Improve the connecting path from Lincoln Street Park to the I & M Canal.

Action: Construct a public boat launch on the north side of the river with ramps, parking, courtesy docks, restrooms and other amenities and further market the riverfront to boaters.

Action: When new housing developments occur require appropriate amount of park space be set aside or a fee in lieu of land that would go into a fund to add new space or amenities elsewhere in Marseilles.

Action: Construct a park within the existing residential developments in the city north of Route 6.

Action: Where appropriate acquire and combine adjacent vacant property to add further parks and open space.

Action: Consider acquiring land that would connect each area of the city through a greenway.

Action: Create a partnership with the local utility companies to utilize easements as pedestrian trails.

Action: Develop a park maintenance program to identify and prioritize the oldest and least safe equipment and set aside funding to replace the equipment and facilities.

Action: Increase the level of lighting in parks to maximize safety and prevent crime. Consider the use of solar/wind-lit lighting systems.

Action: Develop land owned by the city on the west side of the community into “natural” parks with interactive



displays to identify the vegetation and other features.

Action: Make the following improvements to Broadway Park; improve parking, install a splash pad, improve basketball courts, add additional bags area, update picnic shelter, install public bathrooms and improved landscaping.

INDUSTRIAL DEVELOPMENT

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

Objective 1: Retain existing industrial establishments and help them grow.

Objective 2: Recruit new small and large-scale businesses.

Objective 3: Minimize the impact of industrial uses on adjacent residential properties.

Action: Continue to meet with the existing companies on a regular basis and discuss any particular needs or issues and how they can be addressed.

Action: Connect existing companies with area resources to assist them in improving their workforce and identifying new markets.

Action: Improve marketing of the advantages of Marseilles and the region as a location for industrial development by working with other regional partners.

Action: Inform area industries about standard and customized training programs IVCC can provide to company employees.

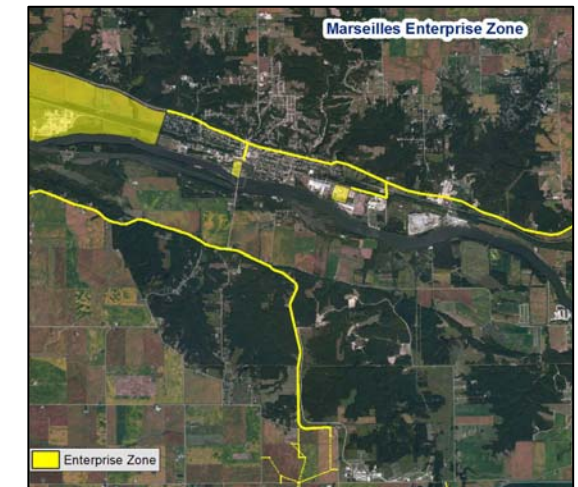
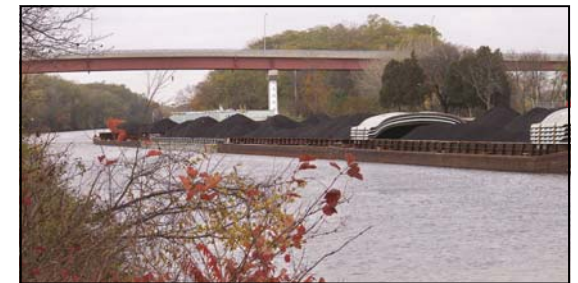
Action: Work with land owners to identify and market sites for industrial development or redevelopment.

Action: Develop land and ensure that the site has appropriate infrastructure to it.

Action: Encourage infill development of old industrial and brownfield sites where appropriate.

Action: Create buffers between industrial and residential uses by requiring appropriate setbacks and landscaping in order to prevent incompatible uses from creating hazards.

Action: Work towards attracting alike industries as the clusters already in the region.



COMMERCIAL DEVELOPMENT

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

Objective 1: Foster the downtown commercial district into a destination.

Objective 2: Improve the condition of the commercial building stock especially in the downtown.

Action: Install lighting, landscaping, and streetscaping amenities to give downtown a distinguished identity while improving the safety of pedestrians.

Action: Identify potential parking lots within a block of Main Street to increase the supply of off-street parking for downtown.

Action: Develop a program to assist building owners to make improvements to the buildings

Action: Set aside funding from the city and business owners to add new streetscape components, add or enhance community festivals, increase security, and increase the amount and visibility of community signage.

Action: Work towards attracting businesses downtown that enhance Marseilles as a tourist destination.

Action: Promote a “Marseilles First” campaign to educate the residents about the benefits of shopping local.

Action: Create a new commercial district designation within the zoning ordinance to physically distinguish the unique building styles and uses within the downtown district from those found in highway commercial districts.

Action: Analyze the many potential benefits of a possible future commuter rail extension stopping in the vicinity of downtown.

Action: To maintain and enhance the look of downtown by developing basic downtown design guidelines.

Action: Mandate the use of buffers to separate incompatible land uses and to minimize the level of noise leaving the premises.

Action: Urge commercial uses to have shared parking facilities and limit the number of curb-cuts within new developments.



- Action:* Adopt a landscaping ordinance to provide a minimum level of landscaping for commercial projects.
- Action:* Require the location of new commercial buildings in a style that is consistent within the setting of adjacent structures and maintains an appropriate pedestrian scale.
- Action:* Encourage the reuse of vacant or underutilized commercial facilities.
- Action:* Improve the time it takes a project to go through the development review and approval process by updating the zoning ordinance.
- Action:* Install a new street lighting system along with landscaping, curb bump outs and decorative crosswalks as conceptualized for downtown.
- Action:* Investigate adopting a business licensing program and a minimum property maintenance standard.

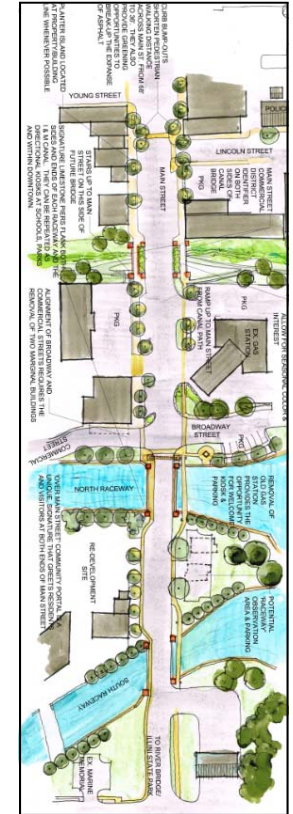
RESIDENTIAL DEVELOPMENT

Goal: Ensure housing for all income levels that offers unique design characteristics.

Objective 1: Allow for various residential styles and income levels.

Objective 2: Ensure that the existing and future housing stock is well-maintained.

- Action:* Encourage the development of residential units downtown above the first floor.
- Action:* Consider the possibility of requiring a minimum number of units in new housing development be available to low-income groups.
- Action:* Encourage the use of planned unit developments in areas with geographic hazards, environmental concerns, or the utilization of a mix of uses.
- Action:* Review the zoning ordinance and create an additional single-family residential district. Develop regulations that would clarify the distinction between the existing, older, smaller lot housing and newer, slightly larger lots with greater setbacks that are common within new subdivisions.
- Action:* Allow for lot sizes as small as 6,000 square feet to be developed as infill housing.
- Action:* Require a mix of housing appearances within new subdivisions of at least ten units. This can be accomplished through building design, location on the lot, setbacks, building heights, and other methods.



- Action:* Utilize residential cluster development or other transition techniques to buffer single family residential developments from adjacent incompatible uses or environmentally sensitive areas.
- Action:* Adopt and enforce a property maintenance code.
- Action:* Encourage the development of much needed senior housing options.
- Action:* Investigate the benefits of requiring the registration and inspection of all residential rental housing units.
- Action:* Review the building codes on a regular basis and update as needed.

NATURAL HAZARDS PREPAREDNESS

Goal: To minimize or alleviate the threat that natural hazards pose to the public's health and safety.

Objective 1: Continually engage in natural hazards planning and review activities in order to be prepared when disaster strikes.

Objective 2: Improve the city's public infrastructure to reduce the impact of natural hazards.

- Action:* Work with Corps of Engineers to repair levee
- Action:* Construct detention ponds in upstream areas along Rutland Street, Long Creek, Pearl Street, and Old Town Creek to control storm flows from the bluff areas into the valley areas.
- Action:* Install a flood protection wall and storm water pumping station at the waste water treatment plant.
- Action:* Remove and replace the top of the 6' x 6' box culvert from Main Street south to Pacific Street
- Action:* Work with Corps of Engineers and Hydro plant owners to improve and raise the height of the dikes along the Illinois River and Head Races to better protect the town.
- Action:* Work with LaSalle County authorities and other municipal authorities in the region for disaster response.
- Action:* Improve the city's Community Rating System (CRS) rating to assist the residents of Marseilles with the cost of flood insurance.



Photo by MES



Photo by MES

- Action:* Continue to improve the city's Weather Readiness Plan and educate residents of weather dangers.
- Action:* Remain informed about the Illinois Department of Natural Resources Flood Mitigation Program.
- Action:* Have a designated city employee become trained as Floodplain Manager.
- Action:* Include mitigation provisions when considering the creation of and/or the revision of plans and ordinances.
- Action:* Continue to improve disaster coordination and communication between agencies and communities in the region.
- Action:* Maintain membership in the National Flood Insurance Program (NFIP). For all jurisdictions participating in the NFIP, adoption and enforcement of floodplain management regulations is required.
- Action:* Require that all new development has appropriate stormwater retention/detention.

ECONOMIC DEVELOPMENT/TOURISM

Goal: Improve and diversify the economic environment of Marseilles (to attract private sector investment into Marseilles).

Objective 1: Increase the level of economic development activity in Marseilles.

Objective 2: Improve the perception of tourism as a benefit to the community.

Objective 3: Promote new commercial and industrial development that will provide a source of revenue for the taxing bodies of Marseilles.

Action: Extend water and sewer to Interstate 80 along Rutland Street in order to be prepared for future/potential development.

Action: Develop a Business/Industrial Park west of Glenwood Addition including the construction of a



road from Route 6 to Canal Road.

Action: Identify a location for a Business District to develop a funding mechanism for needed improvements and attracting investment.

Action: Make available information about sites and buildings on the city’s website along with other demographics, incentives and other appropriate information for business looking to locate in Marseilles.

Action: Develop a business retention and expansion program.

Action: Seek to attract new industrial and commercial development especially in the Marseilles Elementary District area to improve tax base revenue to the school.

Action: Work with utilities, railroads, and other regional partners to market Marseilles, the region and available industrial and commercial buildings and properties for investment.

Action: Coordinate with area schools such as Illinois Valley Community College (IVCC), Marseilles Elementary School, Ottawa High School, and Seneca High School to utilize their facilities to offer skilled-labor classes to increase the capability of the Marseilles labor market.

Action: Attract services that are either not available in Marseilles or are underserved, such as a hotel or other entertainment uses.

Action: Collectively market the tourism attractions in Marseilles and the region on the city’s website and with such resources as the Heritage Corridor Convention and Visitors Bureau, Starved Rock Country, the Illinois River Road National Scenic Byway, LaSalle County Tourism Coalition, and private tourism attractions.

Action: Encourage local retailers to not just focus solely on the tourist market; instead they should look for opportunities to serve both residents and tourists.

Action: Encourage businesses to work together to promote each other and keep the shopper/tourist in town longer.



I-80 and County Highway 15 interchange

IMPLEMENTATION

This chapter provides information and a roadmap for actions to implement the Plan’s recommendations. This does not cover day-to-day decisions. Instead it identifies programs and specific actions that the city may undertake over the next several years.

Plan Adoption

The City of Marseilles’ Comprehensive Plan was adopted in accordance with the Illinois Compiled Statutes (65 ILCS 5/11-12-4). This action took place after a recommendation was made for adoption by the city’s appointed Plan Commission. Throughout the planning process opportunities for public input were extensive. A community wide survey was distributed and analyzed. Adoption occurred on July 2, 2014 after a formal public hearing.

Responsibility Elected Officials

City council members must make decisions on criteria regarding how specific activities will affect the entire community as well as how it will influence a

specific site. As a result, elected officials make complex decisions based upon the comprehensive plan, technical advice from the city engineer or other consultant, citizen input, and their own judgment. The comprehensive plan provides much of the factual information an elected official will need for decision making. The elected officials must familiarize themselves with the contents and overall goals of the plan in order to maintain the viability of the plan. At a minimum, the plan should be reviewed annually and updated every ten years.

Marseilles Plan Commission

The powers and duties of the plan commission have been established by Illinois Statutes (ILCS 65 5/11-12-4 to 11-12-13). The plan commission is the primary entity responsible for implementing and updating the comprehensive plan. As such, the plan commission should promote good planning practices in the city. Commission members should be knowledgeable about the contents, visions, and goals of the comprehensive plan.

The commission should promote active citizen participation in future planning efforts. The commission should keep the citizens and elected officials informed of any technical issues and proceedings within the current planning issues. The plan commission is responsible for periodic amendments to the plan so that regulations and ordinances are in compliance with plan. Likewise, the plan commission should review all new and existing ordinances to verify they are compliant with the goals and objectives of the plan.



Consistencies

The comprehensive plan was developed sequentially with supportive goals and objectives. Utilizing the community survey and SWOT analysis as a basis, key issues were identified within each element of the plan. Using these issues along with the United States Department of Housing and Urban Development's Sustainable Planning Principles and the Illinois Local Planning and Technical Assistance Act, factual information regarding natural features; past population and housing data, and an analysis of existing infrastructure, desired goals for Marseilles were created. The identified goals and objectives expressed in this plan were used to prepare the Future Land Use Map as well as the specified strategies and implementation actions which the city needs to employ throughout the lifespan of the plan. To maintain internal consistency, any amendment to the plan should be accompanied with an overall review of all plan elements and their associated goals and objectives.

Not only is it important to maintain internal consistencies but communities should also be aware of state and other planning documents and their relevance to their individual comprehensive plan. An attempt should also be made to maintain consistencies with these plans if possible. Some examples of these plans include: LaSalle County Comprehensive Plan, LaSalle & Putnam County Natural Hazards Mitigation Plan, and the Comprehensive Economic Development Strategy for North Central Illinois Economic Development District.

Land Use Planning Controls

Zoning and subdivision ordinances are the two most commonly utilized land use planning tools. There are other innovative tools which can be utilized such as capital improvements planning historic preservation ordinances and design guidelines. The city is having a flood mitigation analysis completed. The city should develop a capital improvements plan.

Zoning

The City of Marseilles administers its own zoning ordinance. The existing zoning ordinance was adopted by the city council in 1989. It is recommended that the city review the current zoning ordinance and update it to reflect the newly adopted comprehensive plan.

Land use plans and zoning perform differently. Land use plans provide a vision for 15 to 25 years, while zoning ordinances have an immediate impact on land use decisions. In order to rectify this difference, re-zoning is completed on an on-going basis in a manner that is consistent with the overall vision of the plan.

The city plan commission and the city elected officials must continually ensure that any future zoning changes are consistent with the local comprehensive plan. Several actions can be taken to ensure that zoning decisions are made that accommodate the preferred future land uses as indicated on the Future Land Use Map.

- ⇒ Compare intended future land uses with existing local zoning.
- ⇒ Encourage local citizens and elected officials to actively participate in ongoing meetings regarding all zoning and planning issues.
- ⇒ Review existing ordinances and develop new ordinances if needed which are reflective of the goals and objectives of all elements in the comprehensive plan.

Subdivision Ordinance

The city's council adopted the Marseilles Subdivision Ordinance in 1967. The subdivision ordinance regulates the division of raw land into lots for the purpose of sale for building development. The subdivision ordinance is related to the zoning ordinance in that it regulates the platting, or mapping, or newly created lots, streets, easements, and open areas. The subdivision ordinance will help implement the comprehensive plan but must be consistent with and conform with the local comprehensive plan goals.

The subdivision ordinance can incorporate construction standards and timelines for completion of community facilities such as transportation networks or curb and gutter systems. The city may want to consider requiring dedication of parks, playgrounds, or open space or a fee-in-lieu of dedication as a condition of approval of a subdivision.

It is recommended that the city review and update the subdivision ordinance.

Building Code

The City of Marseilles has adopted the *International Building Code*® from 2003.

The *International Building Code* the 2003 edition is designed to meet these needs through model code regulations that safeguard the public health and safety in all communities, large and small.

This comprehensive building code establishes minimum regulations for building systems using prescriptive and performance-related provisions. It is founded on broad-based principles that make possible the use of new materials and new building designs. The 2003 edition is fully compatible with all the International Codes ("I-Codes") published by the International Code Council (ICC), including the *ICC Electrical Code*, *International Energy Conservation Code*, *International Existing Building Code*, *International Fire Code*, *International Fuel Gas Code*, *International Mechanical Code*, *ICC Performance Code*, *International Plumbing Code*, *International Private Sewage Disposal Code*, *International Property Maintenance Code*, *International Residential Code*, *International Urban-Wildland Interface Code* and *International Zoning Code*.

This building code provides certain minimum standards, provisions and requirements for safe and stable design,

methods of construction and uses of materials in buildings and/or structures hereafter erected, constructed, enlarged, altered, repaired, moved, converted to other uses or demolished and regulates the equipment, maintenance, use and occupancy of all such buildings and/or structures. Its purpose is to protect and foster the health, safety and well-being of persons occupying or using such buildings and of the general public.

Prioritized Timeline

Following is a list of priority actions to be completed in the implementation of the Marseilles 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 Marseilles. Items with longer time frames are intended for early thought, but may take more resources and schedules for implementation. These items are not listed in any particular order of importance for that time frame.

Immediate: 0-2 years

- Construct detention ponds in upstream areas along Rutland Street, Long Creek, Pearl Street, and Old Town Creek to control storm flows from the bluff areas into the valley areas.
- Develop a Marseilles Capital Improvement Plan and budget for its implementation.
- Construct water and sewer lines along Rutland Street in order to be prepared for future/potential development.
- Go through the process of reviewing and updating the city's zoning and subdivision ordinances.
- Construct a public boat launch on the north side of the river with ramps, parking, courtesy docks, restrooms and other amenities and further market the riverfront to boaters.
- Create additional linkages to the I & M Canal trail, Illinois River, and future trails and parks. Install signage to clearly identify such linkages.
- Install additional and update existing signage that identifies important roadways and landmarks in Marseilles.

Middle: 3-5 years

- Construct a new well house and a new 150,000 gallon ground storage tank on Pacific Street and install radium removal facilities.
- Expand public and private wireless network (Wi-Fi) access in as many areas of the city as possible, with particular attention on the downtown area.
- Reconfigure parking and crosswalks on Main Street to eliminate blind spots and improve safety for both pedestrians and vehicles.
- Beautify Main Street by installing a new street lighting system, landscaping, curb bump outs, and decorative crosswalks.
- Improve the city's Community Rating System (CRS) rating to assist the residents of Marseilles with the cost of flood insurance.
- Continue extending water and sewer lines to the I-80 area to facilitate commercial and industrial growth.
- Make the following improvements to Broadway Park; improve parking, install a splash pad, improve basketball courts, add additional bags area, update picnic shelter, install public bathrooms and improved landscaping.

Long Range: 6-10 years

- Realign Broadway and Commercial Street intersection at Main Street.
- Install a flood protection wall and storm water pumping station at the waste water treatment plant.
- Develop a Business/Industrial Park west of Glenwood Addition including the construction of a road from Route 6 to Canal Road.

Funding Sources

This summary provides information about funding or other incentives for local or regional projects, grouped by project funding categories. As the city develops the capital improvements plan these sources should be review for funding of the identified projects.

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

Illinois Department of Commerce and Economic Opportunity Illinois Community Development Assistance Program (CDAP)

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

This is a statewide competitive program for communities with a population under 50,000. All communities applying must meet the established state and national objectives of the program. In particular the project must:

Benefit a minimum of 51% low to moderate-income individuals based on census data or community income survey results;
Improve public infrastructure and eliminate conditions which are detrimental to health, safety, and public welfare.

A. Public Infrastructure Construction Only -Applications due early June.

The funding priority for this component is for water, sanitary, and storm sewer projects. Acquisition, construction, reconstruction, rehabilitation, demolition or installation of public infrastructure and improvements are eligible activities. Project areas must be primarily residential in character. Funds may also be used to finance costs associated with the connection of residential structures to public facility improvements. The Public Infrastructure Construction Only grant ceiling is \$450,000.

B. Public Infrastructure with Design Component – Applications due early June

This component allows units of local government who do not have the resources to provide design engineering services to include eligible activities in their construction budget. In general, eligible design activities include: engineering, architectural and design costs related to a specific activity; blueprints; and, costs of implementing plans. Design fees are limited to \$150,000 of the overall grant award. Only units of local government that own (or are constructing) their own water or sewer system are eligible to apply for this grant.

C. Emergency Public Infrastructure - Applications submitted as needed.

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

Illinois Environmental Protection Agency (IEPA)

Wastewater & Drinking Water State Revolving Funds (SRF)

A. The Water Pollution Control Loan Program (WPCLP) provides low interest loans to units of local government for the construction of wastewater facilities.

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

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

Please note that the Governor's Clean Water Initiative (CWI, announced in 2013, represents a substantial investment in the SRF loan programs over at least the three (3) fiscal years 2013, 2014, and 2015). The Clean Water Initiative provides a significant boost in funding for water infrastructure projects in Illinois, as much as doubling the funding available for the SRF programs on an annual basis.

United States Department of Agriculture - Rural Development

Rural Development (RD) provides financial assistance through guaranteed loans, direct loans, and some grant funds to individuals, public bodies, nonprofits, Native American tribes, and cooperatives in rural areas.

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

Programs for public infrastructure for the most part are limited to the following:

A. Community Facilities Grant and Loan Program (also have Guaranteed Loan Program)

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

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

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

Illinois Department of Transportation

Safe Routes to Schools Program (SRTS)

Illinois' Safe Routes to Schools Program (SRTS) uses a multidisciplinary approach to improve conditions for students who walk or bike to school. SRTS funds

infrastructure improvements and non-infrastructure improvements. Projects are funded at 80% with a 20% local match required.

II. EMERGENCY SERVICES (There are many programs – below are a few that may apply directly to municipal operations).

Justice Assistance Grant Program (JAG)

The Justice Assistance Grant (JAG), administered by the Illinois Criminal Justice Information Authority (ICJIA), was designed to streamline justice funding and grant administration. The program blends funding for Edward Byrne Memorial State and Local Law Enforcement Assistance (also known as ADAA) and m 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 and little notice is given so it is good to keep checking the web site: www.icjia.state.il.us/.

Bulletproof Vests Program (BPV)

The Bullet Proof Vest Partnership (BPV), created by the BPV Partnership Grant Act of 1998 (Public Law 105-181) and reauthorized by the BPV Act of 2000 (Public Law 106-517), is a unique U.S. Department of Justice Initiative designed to provide a critical resource the state and local law enforcement.

Since 1999, over 11,500+ jurisdictions have participated in the BPV Program, with \$118 million in federal funds committed to

support the purchase of an estimated 450,000 vests. The Office of Justice Programs' Bureau of Justice Assistance (BJA) administers the BPV Program. Typically, grant submissions are due each year in June.

NEW: The Bureau of Justice Assistance announced the Fiscal Year 2012 BVP funds are available for use. The FY 2012 award funds may be used for the latest National Institute of Justice (NIJ) compliant armored vests which are ordered on or after April 1, 2012. The deadline to request payments from the FY 2012 award funds is August 31, 2014, or until all available 2012 award funds have been requested.

Federal Emergency Management Agency (FEMA) – Assistance to Firefighters

A. Fire Prevention and Safety (FP and S) Grants

The Fire Prevention and Safety (FP and S) Grants are part of the Assistance to Firefighters Grants (AFG) and support 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. Funding becomes available annually and the program is typically rolled out in January.

B. Assistance to Firefighters Grant Program

The primary goal of the Assistance to Firefighters Grant (AFG) is to meet the firefighting and emergency response needs of fire departments and non-affiliated emergency medical service organizations. Since 2001, AFG has helped firefighters and other first responders to obtain critically needed equipment, protective gear, emergency vehicles, training, and other resources needed to protect the public and emergency personnel from fire and related hazards. The most recent funding cycle accepted grant applications in August 2012

C. Staffing for Adequate Fire & Emergency Response Grants

The Staffing for Adequate Fire and Emergency Response Grants (SAFER) 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. The goal of SAFER is to enhance the fire departments' abilities to comply with staffing, response, and operational standards established by the National Fire Protection Association (NFPA) and the Occupational Safety and Health Administration (OSHA). For details visit NFPA.org/SAFER Act-Grant. The most recent funding cycle accepted grant application in August 2012

III. ECONOMIC DEVELOPMENT

Illinois Department of Commerce and Economic Opportunity (DCEO)

A. Community Development Assistance Program-Economic Development Component

This program, managed by the Illinois Department of Commerce and Economic Opportunity (DCEO), offers funds for communities to assist in the location and/or retention of businesses in their communities. Funds are granted to the community and may be used for infrastructure or to loan to the benefiting company for machinery, equipment, building construction/renovation, or

infrastructure. The maximum grant request for this program is \$750,000 (\$15,000 per job created or retained).

B. Business Development Public Infrastructure Program (BDPIP)

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

Illinois Department of Transportation (IDOT)

A. Railway Freight Program (RFP)

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

B. Economic Development Program (EDP)

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

C. Truck Access Route Program (TARP)

This program assists local government agencies with the upgrading of roads

to accommodate 80,000-pound trucks. The Illinois Department of Transportation (IDOT) will provide up to \$45,000 per lane mile and \$22,000 per intersection or up to 50% of the total project costs. Projects must connect to a truck route and end at another truck route or truck generator. When requesting TARP funding in conjunction with an EDP application, the TARP funding is capped at \$150,000 for the overall project.

United States Department of Commerce - Economic Development Administration

A. Public Works and Economic Development

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

B. Economic Adjustment Assistance (EA)

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

C. Local Technical Assistance

Helps fill the knowledge and information gaps that may prevent leaders in the public and nonprofit sectors in distressed areas from making optimal decisions on local economic

development issues. Can be used for studies and analyses that forward economic development efforts.

IV. RECREATION/CONSERVATION

Illinois Department of Natural Resources - Outdoor Recreation Grant-In-Aid Programs - <http://www.dnr.state.il.us/>

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

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

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

- Development/Renovation of:
- picnic and playground facilities;
- outdoor nature interpretive facilities;
- sports courts and play fields;
- swimming pools, beaches and bathhouses;
- campgrounds and fishing piers;
- winter sports facilities;
- park roads and paths, parking, utilities and restrooms; and
- architectural/engineering (A/E) services necessary for proper design and construction of approved project components.

B. Boat Access Area Development Program

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

The BAAD program can provide up to 100% reimbursement funding assistance on approved project development costs and 90% reimbursement funding assistance on approved land acquisition costs. For development projects, higher priority is given in project evaluation for local agency financial contribution to the project, up to 30% of project cost for maximum credit. Maximum grant assistance for any one project or project element in a given fiscal year (grant cycle) is limited to \$200,000 for power boat access facilities and \$80,000 for non-motorized, canoe, and other car top boat launch facilities.

Grants are generally due in early September each year.

C. Illinois Trails Grant Programs which include the following:

1. *Illinois Bicycle Path Program* -Applications due March 1 of each year.

This program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non

-motorized bicycle paths and directly related support facilities.

2. *Snowmobile Grant Program*-Applications due May 1 of each year.

This program is financed from the registration fees of snowmobiles and provides up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved corridor land acquisition costs for public snowmobile trails and areas in the state. Snowmobile grants are available to local governments and snowmobile clubs and organizations under two (2) different IDNR trails grant programs (the Snowmobile Program and the Off-Highway Vehicle Program).

3. *Off-Highway Vehicle (OHV) Grant Program* - Applications due March 1 of each year.

Provides financial assistance to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for OHV parks, trails and trailside facilities that are open and accessible to the public in Illinois and to restore areas damaged by OHV use. The OHV grant program can provide up to 100% funding on approved projects.

4. *Recreational Trails Grant Program (RTP)* - Applications due March 1 of each year.

This is a federal program created through the National Recreational Trails Fund Act (NRTFA). The program provides funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails. The RTP provides 80% federal funding assistance on approved projects. There is a \$200,000 grant ceiling for non-motorized projects and no maximum grant for acquisition projects and for motorized projects.

D. Park and Recreational Facility Construction Act (PARC)

The Park and Recreational Facility Construction Act (PARC) was by Public Act 096-0820 effective November 18, 2009 created to provide grants to be disbursed by IDNR to eligible local governments for park and recreation construction projects.

It is important to recognize that the main intent of this program is to construct or rehabilitate/renovate existing recreation buildings or structures.

“Bondable” or “brick and mortar” projects for capital expenditures may include: demolition, site preparation and improvements, utility work, reconstruction or improvement of existing buildings or facilities, expansion of buildings/facilities, and new construction of buildings/structures.

Land acquisition projects for public park recreation and conservation purposes include, but are not limited to, acquisition of land for the following: to construct new public indoor/outdoor recreation buildings, structures and facilities; to expand existing public indoor/outdoor recreation buildings, structures and facilities; general park purposes such as regional, community and neighborhood parks and playfields; frontage on public surface waters for recreation use; open space/conservation purposes to protect floodplains, wetlands, natural areas, wildlife habitat and unique geologic and biologic features, and additions to such areas.

The maximum grant amount is \$2,500,000. The state will provide up to 75% of approved project costs, with the exception of those local governments defined as “disadvantaged”, which will be eligible for up to 90% funding. It is a reimbursable grant program. The community must be able to fund the entire project and be reimbursed upon project completion. IDNR has had two (2) funding rounds for this program. Dates for future funding rounds are not available at this time.

V. AFFORDABLE HOUSING/HOUSING REHABILITATION

(Note: There is a multitude of affordable housing initiatives and programs available. The programs listed below are programs with which North Central Illinois Council of Governments has had direct experience. If your community has an interest in housing projects, please do not hesitate to contact our office to explore these or other available options).

Community Development Assistance Program (CDAP)

This program is administered by the Illinois Department of Commerce and Economic Opportunity (DCEO) using United States Department of Housing and Urban Development (HUD) funds. This is a statewide competitive program for communities with a population under 50,000. The primary requirement is the project must benefit a minimum of 51% low to moderate-income individuals based on targeted area income survey results.

A. Housing Rehabilitation- Applications due March of each year.

This program provides communities the opportunity to address the housing needs of eligible low-to-moderate income persons by bringing existing housing up to standard living conditions. Communities can receive up to \$400,000 to be used to

rehabilitate residential buildings, including improvements to increase the energy efficiency of the structures, structural improvements, plumbing improvements, electrical improvements, public facility improvements, and/or residential connection costs, which will support a housing rehabilitation project, finance acquisition and/or disposition, or clearance and relocation to arrest the decline of an area.

B. Mobility and Accessibility Rehabilitation Supplement-
Applications can be submitted as funds are needed.

This program provides funds to be used for the rehabilitation of housing units for occupancy by persons with disabilities. Communities can receive up to \$100,000 to be used to make structural improvements to remove physical barriers that restrict mobility and accessibility of elderly and disabled persons.

United States Department of Housing and Urban Development

A. Section 202 - Supportive Housing for the Elderly

Section 202 is a program designed to enable low-income seniors (62 years or older) to live independently by increasing the supply of rental housing with supportive services. Section 202 provides interest-free capital advances to private non-profit organizations to construct or rehabilitate rental housing for low-income elderly. The funding amount is determined by a formula that is updated annually by the federal government (i.e. a set amount per unit constructed). The advance remains interest free

and does not need to be repaid as long as the housing remains available to low-income elderly for at least 40 years. The program also includes rental assistance for the residents. Residents pay 30 percent of their adjusted gross income in rent while HUD pays the difference between the monthly approved operating cost and the rent received from the tenant. Applications are typically due in May.

B. Section 811 - Supportive Housing for Persons with Disabilities

This program operates very much like the Section 202 program described above. The purpose of 811 is to enable low-income persons with disabilities to live independently by increasing the supply of rental housing with supportive services. Applications are typically due in May.

Illinois Housing Development Authority

A. Abandoned Properties Program

The Illinois Housing Development Authority (IHDA) recently established an Abandoned Properties Program. Under this program, IHDA will make grants to municipalities and counties for the maintenance or demolition of abandoned residential properties within their jurisdiction. Funds will be distributed throughout the state geographically, as determined by the enabling legislation. To be eligible, applicants must be a municipality or a county located in Illinois. Grant funds may be used for securing, maintaining, demolishing, or rehabilitating abandoned homes. The maximum grant award is \$75,000. Applications are ranked according to criteria set forth in the application. The highest ranking applications in each geographic set-aside will be awarded until funds are exhausted. The first round of this program accepted applications in December 2013. Another funding round is expected in 2014, but dates are not known at this time.

VI. PUBLIC TRANSPORTATION FUNDING

Illinois Department of Transportation

Funding for transit in rural areas is administered through the Illinois Department of Transportation (IDOT). IDOT was authorized by the Federal Transportation Administration as the statewide lead agency. There are two (2) primary funding streams for rural public transportation providers in Illinois.

5310 program - Enhanced Mobility for Seniors and Individuals with Disabilities – This program from IDOT provides funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the service provided is unavailable, insufficient, or inappropriate to meet these needs.

An eligible recipient may use the funds for capital and operating expenses. A minimum of 55% of the allotted funds must be used for capital expenses. There is no minimum that must be used for operating expenses. While distribution of these funds may vary in other states, in rural Illinois these funds are offered in the form of rolling stock.

VII. RECYCLING AND SOLID WASTE

A. Recycling Expansion and Modernization (REM) Program

The Recycling Expansion and Modernization (REM)

Program provides grants to divert materials from the municipal solid waste stream.

Project Classifications

Market Expansion project: modernizes key functions in a business or organization that manufactures recycled-content products or uses recyclable commodities in providing a service. The purpose is to increase the use of recyclable commodities as feedstock in manufacturing, thereby expanding markets for these reclaimed materials.

Waste Management Modernization project: improves a company's approach to solid waste management. Projects involve best practices in solid waste management including (a) source reduction activities that prevent the generation of solid waste, (b) waste reduction activities that recycle or reuse industrial or other solid waste materials, and/or c) improvements in product packaging.

VIII. HISTORIC PRESERVATION/TOURISM

A. Tourism Matching Grant Program

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

B Tourism Attraction Development Grant Program (TAP)

This program is administered by the Illinois Department of Commerce and Economic Opportunity (DCEO) with the purpose of providing financial assistance in

the form of grants to counties, municipalities, local promotional groups, or for-profit businesses for the development or improvement of tourism attractions in Illinois. <http://www.illinoistourism.org/Grants.aspx>

C. Illinois Historic Preservation Agency

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

IX. ENERGY EFFICIENCY

A. Illinois Energy Now

The Illinois Now Program is an energy efficiency program that provides millions of dollars in rebates to public facilities that make energy efficiency improvements to their electric and natural

gas systems. The program is administered by the Illinois Department of Commerce and Economic Opportunity (DCEO).

Eligible projects are in five (5) general categories. Potential upgrades to electric and natural gas systems include, but are not limited to:

- Lighting Equipment
- Heating, ventilation, and air conditioning (HVAC) Equipment
- Gas Equipment
- Variable Speed Drives
- Kitchen Equipment

B. Illinois Clean Energy Foundation

Through its grant program, the Foundation supports environmental best practices to create a healthy and prosperous Illinois. Financial support is provided for programs and projects that benefit the public by:

Implementing and improving the use of energy efficiency technologies and methods that can decrease pollution and reduce energy costs for Illinois consumers.

Energy efficiency funding is available for upgrades for wastewater treatment systems, lighting projects, various green building projects, and other innovative energy efficiency projects in several categories (e.g. HVAC).

Developing and increasing the use of renewable energy resources; wind power, solar power, biomass energy, and innovative new technologies such as fuel cells, that can decrease pollution, diversify Illinois' energy portfolio, and create economic benefits for the state's communities. The foundation also helps non-profit groups and local government organizations to purchase and install renewable energy technologies, including photovoltaic panels, solar thermal systems, wind turbines,

and biomass systems. Renewable energy provides heating, cooling, hot water, steam, or electricity, in an environmentally sound manner while also lowering or stabilizing utility costs.

Preserving and enhancing natural areas and wildlife habitats throughout Illinois.

Through its Natural Areas Program, the foundation supports nonprofit organizations and local governments in their efforts to protect and preserve important natural areas and wildlife habitat across Illinois. The primary focus of the foundation's Natural Areas Program is land acquisition.

APPENDIX

Community Survey Results

Flood Mitigation Study

Community Survey Results

City of Marseilles Community Opinion Survey

Section 1. How do you rate your community on the following items: *Please place a check mark in the appropriate box on how you personally rate the following services and issues within the City of Marseilles:*

<i>Community Services</i>	Current Condition				
	EXCELLENT	GOOD	FAIR	POOR	N/A
Water supply	27%	52%	16%	5%	0%
Water quality	11%	32%	27%	31%	0%
Storm sewers	6%	23%	36%	35%	0%
Solid waste collection	19%	46%	23%	6%	6%
Primary schools	13%	42%	25%	12%	8%
Secondary schools	9%	25%	17%	10%	40%
Adult education	1%	11%	14%	19%	55%
Health care services	18%	36%	26%	9%	10%
Ambulance services	49%	41%	7%	2%	1%
Fire service	51%	42%	4%	1%	1%
Police service	28%	40%	20%	12%	1%
Number of firefighters	28%	54%	9%	3%	6%
Number and training of police officers	19%	37%	25%	10%	10%
Senior services	6%	23%	27%	27%	17%
Day care services	3%	8%	13%	33%	43%
Animal control	4%	23%	30%	27%	16%

<i>Recreation Services</i>	Current Condition				
	EXCELLENT	GOOD	FAIR	POOR	N/A
Recreation programs/for all ages	7%	29%	37%	23%	4%
Ball fields	45%	35%	17%	2%	2%
Trails	10%	30%	29%	20%	11%
Park facilities	16%	37%	28%	16%	2%

<i>Transportation</i>	Current Condition				
	EXCELLENT	GOOD	FAIR	POOR	N/A
Condition of streets	2%	16%	38%	44%	0%
Layout of streets	6%	41%	39%	13%	1%
Sidewalk conditions	1%	18%	38%	42%	2%
Availability of sidewalks	2%	32%	35%	29%	2%
Availability of sidewalk lighting	1%	23%	37%	34%	5%
Condition of sidewalk lighting	1%	24%	34%	32%	9%
Street signs; traffic control	6%	49%	32%	13%	0%
Availability of street lighting	6%	47%	30%	16%	0%
Condition of street lighting	5%	48%	36%	9%	1%
Availability of parking downtown	8%	41%	34%	17%	0%
Availability of parking elsewhere	5%	41%	39%	13%	2%

<i>Housing</i>	Current Condition				
	EXCELLENT	GOOD	FAIR	POOR	N/A
Condition of houses	1%	30%	47%	22%	0%
Availability of single-family homes	4%	47%	36%	6%	8%
Availability of multi-family homes	5%	34%	37%	10%	14%
Availability of elderly housing	1%	19%	26%	39%	15%
Availability of rental units	5%	30%	42%	9%	14%

<i>Economic Development</i>	Current Condition				
	EXCELLENT	GOOD	FAIR	POOR	N/A
Retail items available	3%	15%	31%	52%	0%
Adequate parking	5%	37%	40%	17%	2%
Downtown storefront appearance	1%	20%	48%	31%	0%
Current local industry	0%	18%	35%	47%	0%
Retail development efforts	0%	11%	20%	65%	4%
Industrial development efforts	0%	15%	28%	54%	3%

Section 2. What is your opinion on:

		Agree	Disagree	No Opinion
A.	The City of Marseilles Council is responsive to the community.	34%	40%	26%
B.	The City of Marseilles staff is responsive to the community.	47%	29%	24%
C.	The cost of community services (utilities) is low.	17%	64%	19%

4. Where do you live?

I live within the City of Marseilles corporate limits.	93%
I live outside the corporate limits of the City of Marseilles	6%
I am a visitor to the City of Marseilles	1%

5. Where do you work?

I work within the corporate limits of the City of Marseilles	39%
I work elsewhere in LaSalle County	40%
I work in Grundy County	10%
I work in Livingston County	2%
I work in Marshall County	1%
I work in Putnam County	1%
I work in Bureau County	1%
I work in Lee County	1%
I work in DeKalb County	2%
I work in Kendall County	2%

		Agree	Disagree	No Opinion
A.	"Properly controlled" growth is good for the City of Marseilles.	67%	21%	12%
B.	The City of Marseilles is growing too fast	1%	90%	9%
C.	Growth around I-80 is a big concern for the future growth of the City of Marseilles.	77%	17%	7%
D.	It is important to attract new commercial or industrial establishments near I-80.	92%	4%	4%

		Very Desirable	Desirable	Neutral	Undesirable	Very Undesirable
1.	Parks and open space	30%	38%	25%	7%	1%
2.	Shopping centers	28%	37%	21%	7%	8%
3.	Fast food	14%	35%	37%	10%	4%
4.	Tourist-oriented businesses	28%	39%	23%	8%	2%
5.	Lodging	30%	41%	15%	9%	6%
6.	Senior housing	25%	46%	23%	4%	3%
7.	Condominiums	6%	26%	46%	18%	4%
8.	Single Family housing	15%	48%	31%	4%	1%
9.	Multi-family rental housing	8%	24%	47%	17%	4%
10.	Offices	18%	39%	37%	3%	3%
11.	Light industry/ warehousing	43%	36%	12%	8%	2%
12.	Heavy manufacturing	41%	27%	20%	10%	2%

2. How long have you lived in the City of Marseilles?

Less than 1 year	0%
1-3 years	3%
4-5 years	1%
6-10 years	15%
11-20 years	14%
More than 20 years	66%
Don't live in Marseilles	2%

3. What type of other properties, if any, do you own in the City of Marseilles?

Residential	81%
Business	6%
Rental Units (residential)	12%
Rental Units (commercial)	1%

4. Property values in the past five years have:

Gone up	11%
Stayed the same	16%
Gone down	69%
Haven't lived here that long	4%

6. What is your age group? (person filling out survey)

18-24	1%
25-34	3%
35-44	9%
45-54	18%
55-64	35%
65-74	22%
75+	13%

7. Occupation: Check all that apply to adult residents in your household

Executive/Management	9%
Professional	16%
Retired	28%
Unemployed	3%
Labor	10%
Homemaking	5%
Student	4%
Service	5%
Skilled craft	5%
Clerical	3%
Sales	5%
Utility Company	0%
Other (specify):	8%

Flood Mitigation Study

As part of the planning grant scope of work that included updating the Marseilles Comprehensive Plan a Flood Mitigation Study was completed by Renwick and Associates, Inc., consulting engineers. The Flood Mitigation Study will be printed as a separate document.