



What's OUR Tomorrow?

Comprehensive Plan

2015-2035

Prepared by the City of Le Roy with assistance
from MSA Professional Services, Inc.

Adopted by the City Council of Le Roy
November 21, 2016

Acknowledgments

Le Roy City Council

Steve Dean, Mayor
Glenn Reinhart, Ward 1
Brad Poindexter, Ward 1
Anne Anderson, Ward 2
Ron Legner, Ward 2
Hilary Sandy, Ward 3
Judy Marshall, Ward 3
Dawn Hanafin, Ward 4
Greg Steffen, Ward 4

City Staff

Dave Jenkins, City Administrator



Comprehensive Plan Steering Committee

Brian Eddy, Resident
Manuel Hernandez, High School Student
Doug Lehr, Park District
Frank Lunn, Business Leader
Jeff Mayfield, Clerical
Eric Mennenga, Agriculture
Mike McLaughlin, Fire District
Steve Myers, Land Management
Pam Pliura, Downtown Business
Jim Rafferty, Empire Township
Gary Tipsord, School District
Carmen Wood, Real Estate

MSA Professional Services, Inc.

Stephanie Brown, AICP, Urban Planner
Greg Crowe, AICP, Client Services Manager
Stephen Tremlett, AICP, CNU-A, Urban Planner



“ *Today*, the City of Le Roy is a proud rural community providing outstanding services and amenities to our residents. Our sense of community is strengthened through our commitment to and active participation in our education system, our churches, our civic organizations, our local businesses, and our diverse recreational amenities. To ensure a better *tomorrow*, we intend to capitalize on the richness of Le Roy’s history and traditions, as well as invest purposefully in ensuring that our community looks to the future with a focus on maintaining our small town character with big city opportunities. ”

COUNTY OF McLEAN, STATE OF ILLINOIS

RESOLUTION NO. 16-11-02-30

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN

ADOPTED BY THE CITY COUNCIL OF THE CITY OF LE ROY THIS
21st Day of NOVEMBER 2016

PRESENTED: November 21, 2016

PASSED: November 21, 2016

APPROVED: November 21, 2016

RECORDED: November 21, 2016


PUBLISHED: November 21, 2016

In Pamphlet Form

Voting "Aye" 6
Voting "Nay" 0
Voting "Abstain" 1

The undersigned being the duly qualified and Acting City Clerk of the City of LeRoy does hereby certify that this document constitutes the publication in pamphlet form, in connection with and pursuant to Section 1-2-4 of the Illinois Municipal Code, of the above-captioned **resolution** and that such **resolution** was presented, passed, approved, recorded and published as above stated.

(SEAL)


Vicki Moreland, City Clerk of the
City of Le Roy, McLean County, Illinois

Dated: November 21, 2016

RESOLUTION NO. 16-11-02-30

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN

WHEREAS, a Comprehensive Plan will assist the City of Le Roy in controlling and promoting future growth in and around the City of Le Roy; and

WHEREAS, a public meeting was properly noticed and held on Tuesday, November 1, 2016; and

WHEREAS, following the above referenced public meeting and comment period, the City of Le Roy Comprehensive Plan is attached hereto as Exhibit "A" and incorporated herein be adopted and approved in all respects; and

WHEREAS, the plan has been prepared pursuant to the Illinois Municipal Code, which grants the City of Le Roy Planning and Zoning Steering Committee the authority "to prepare and recommend to the corporate authorities a comprehensive plan for the present and future development or redevelopment of the municipality" (65 ILCS 5/11-12-5); and

NOW THEREFORE BE IT RESOLVED that the City of Le Roy Council hereby adopts this resolution to adopt the City of Le Roy Comprehensive Plan on the date of signing.

Approved this 21st Day of November, 2016.

PASSED by the City Council of the City of Le Roy, Illinois, upon the motion
Made by Greg Steffen, and seconded by Ron Legner by roll call vote on the 21st day of
November, 2016, as follows

Aldermen elected 8

Aldermen Present 7

Voting Aye: Dawn Hanafin, Anne Anderson, Brad Poindexter, Glenn Reinhart,
Greg Steffen, Ron Legner

Voting Nay: None

Absent: Hilary Neal

Abstain: Judy Marshall

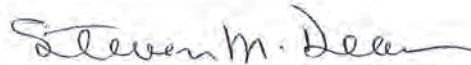
Other: None

and deposited and filed in the office of the City Clerk in said municipality on the 21st
day of November 2016



Vicki Moreland, City Clerk of the City of LeRoy
Mc Lean County, Illinois

APPROVED BY the Mayor of the City of Le Roy, Illinois, this 21st day of
November 2016.



Steven M. Dean, Mayor of the City of Le Roy,
Mc Lean County, Illinois

ATTEST: (SEAL)



Vicki Moreland, City Clerk of the City of
Le Roy, Mc Lean County, Illinois

CERTIFICATE

I, Vicki Moreland, certify that I am the duly appointed and acting municipal clerk of the City of Le Roy, of McLean County, Illinois.

I further certify that on **November 21, 2016** the Corporate Authorities of such municipality passed and approved **Resolution No. 16-11-02-30** entitled:

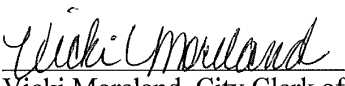
A RESOLUTION ADOPTING A COMPREHENSIVE PLAN

which provided by its terms that it should be published in pamphlet form.

The pamphlet form of Resolution No. **16-11-02-30**, including the Resolution and a cover sheet thereof, was prepared, and a copy of such Resolution was posted at the municipal building, commencing on **November 21, 2016** and continuing for at least ten days thereafter. Copies of such Resolution were also available for public inspection upon request in the office of the municipal clerk.

Dated at Le Roy, Illinois this 21st day of November 2016.

(SEAL)


Vicki Moreland, City Clerk of the City of
Le Roy, McLean County, Illinois

STATE OF ILLINOIS)
) SS:
COUNTY OF MCLEAN)

I, Vicki Moreland, do hereby certify that I am the duly qualified and acting City Clerk of the City of Le Roy, McLean County, Illinois, and as such City Clerk that I am the keeper of the records and files of the Mayor and the City Council of said City.

I do further certify that the foregoing is a true, correct and complete copy of an ordinance entitled:

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN

I do further certify said *Resolution* was adopted by the City Council of the City of Le Roy at a regular meeting on the 21st day of November 2016, and prior to the making of this certificate the said ordinance was on file with the permanent records of said City where it now appears and remains as a permanent record of said ordinance in the record books.

Dated this 21st day of November 2016

(SEAL)



Vicki Moreland, City Clerk of the
City of Le Roy, McLean County, Illinois

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Development Limitations

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Future Land Use | Planning Area

Future Land Use | Inset

Amendment Log

Amendment Number	Description of Amendment	Council Approval	Amendment Prepared By: Name & Title
1			
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"...This progressive LeRoy community and area that is ours today did not just happen. It came about through the struggles and trials, ideals and goals, monetary investments and hard work, dedication and devotion of many who have gone on before."

~O.J. Lere, Mayor of Le Roy, 1976¹

¹ *Heritage of the prairie : a history of LeRoy and of Empire and West townships, McLean County, Illinois. LeRoy Historical Society; LeRoy Bi-Centennial Commission*



Introduction

This Chapter provides the foundation for the Comprehensive Plan, outlining why and how it was funded and developed. It also provides basic community information and the groundwork on which this plan was built.

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1.1 | The Plan as a “Living Guide”

Why a Comprehensive Plan?

What is our tomorrow? This is the question that local stakeholders and visionaries asked themselves at the start of and continuously throughout the process. The Committee realized that while external factors always play into the future of the community, they also have control over what happens in and around their community.

It is difficult to know and control exactly what the future will bring for Le Roy, or any community, for that matter. As residents and businesses come and go, and economic trends rise and fall, changes will occur. The purpose of this plan is to establish a *shared vision* for Le Roy to guide future actions and decisions. Le Roy has lacked a cohesive or unified vision causing decisions to be piecemeal and disjointed. It has also made attracting developers and residents challenging. The intent of this plan is to provide guidance, predictability and consistency over time which in turn encourages and supports investment. We plan so that can act and react in a changing world with a confident understanding of our common values and goals. This plan will serve as a guide to ensure that Le Roy can know its tomorrow to the best of its ability.

In order to best serve Le Roy and its needs, this plan gives a solid analysis of each of the following subject areas: Housing; Public Infrastructure & Utilities; Transportation; Parks & Open Space; and Community Facilities. These areas are critical to the long-term social and economic vitality of the community.

In addition to and in conjunction with the Comprehensive Plan, the City also created an Economic Development Plan which will be referenced throughout this plan. The need for a specific and separate Economic Development Plan is critical in making Le Roy a larger player in the region.

Plan Maintenance

This planning document is a “living” guide for growth and change in the City of Le Roy. The plan represents the City’s best effort to address current issues and anticipate future needs; however, it can and should be amended from time to time if conditions warrant reconsideration of policies in this plan. If decisions are being made that are not consistent with this plan, then the plan has lost its relevance and should be amended. The process of amending the comprehensive plan should not be onerous, but it should trigger a brief pause to consider again the long term vision for the community. This plan’s value is dependent upon frequent use and occasional updates.

Illinois Comprehensive Planning

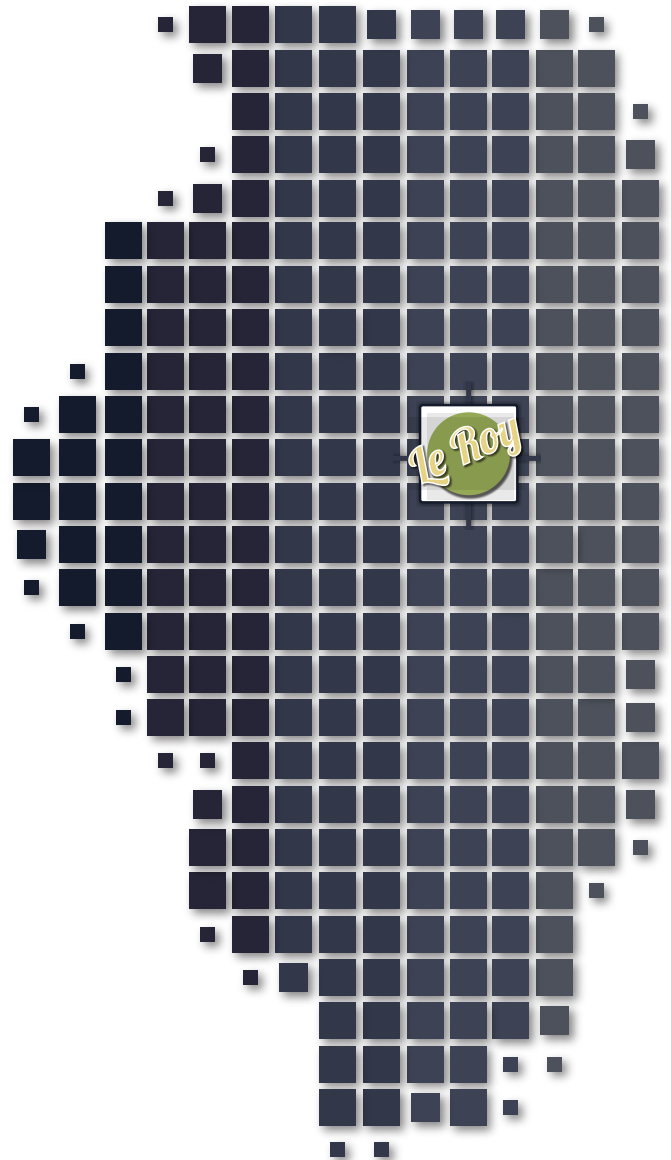
Comprehensive plans are defined in the Illinois Local Planning Technical Assistance Act (Public Act 92-0768, Sec. 5). Here, the common elements addressed in a comprehensive plan are:

1. Land Use
2. Natural Resources
3. Historic Preservation
4. Transportation
5. Economic Development
6. Housing
7. Utilities & Community Facilities
8. Urban Design / Community Character
9. Agricultural & Forestry
10. Intergovernmental Cooperation

All comprehensive plans include:

- A statement of authority to prepare and adopt the plan.
- Background data and analysis - including area history, a description of existing social, economic and physical (natural and man-made) conditions and trends, and economic and demographic projections.
- Documentation of stakeholder's interests and involvement - these include interests of residents, public officials, the business community, and developers.
- Vision statement (or statement of desired goals and objectives) - desired outlook, generally 20 years from now.
- Future plan map or maps - these maps depict various components, including land use, transportation, community facilities, and housing areas.

- Plan Implementation - framework or schedule that describes specific measure to carry out the plan, the time frame to execution, and potentially cost ranges.





1.1 | The Plan as a “Living Guide”

Plan Organization

The plan is divided into five chapters plus several important appendices, as described below:

Chapter 1 | Introduction

Chapter 1 discusses the role of the plan, planning in Illinois, the planning area boundaries and regional context, and Le Roy’s previous planning efforts.

Chapter 2 | Planning Process & Public Participation

Chapter 2 outlines the planning process, including a description of the public participation methods and feedback as well as a summary of Le Roy’s assets and liabilities.

Chapter 3 | Goals, Objectives, & Strategies

Chapter 3 includes a vision for the future of the City, as desired in 2045, and goals, objectives, and strategies for each element of the plan, including:

Housing

Public Infrastructure & Utilities

Transportation & Mobility

Parks & Open Space

Community Facilities

Land Use

Chapter 4 | Land Use

Chapter 4 describes current land use characteristics, defines future land use categories and policies, and presents the future land use map.

Chapter 5 | Implementation & Action Plan

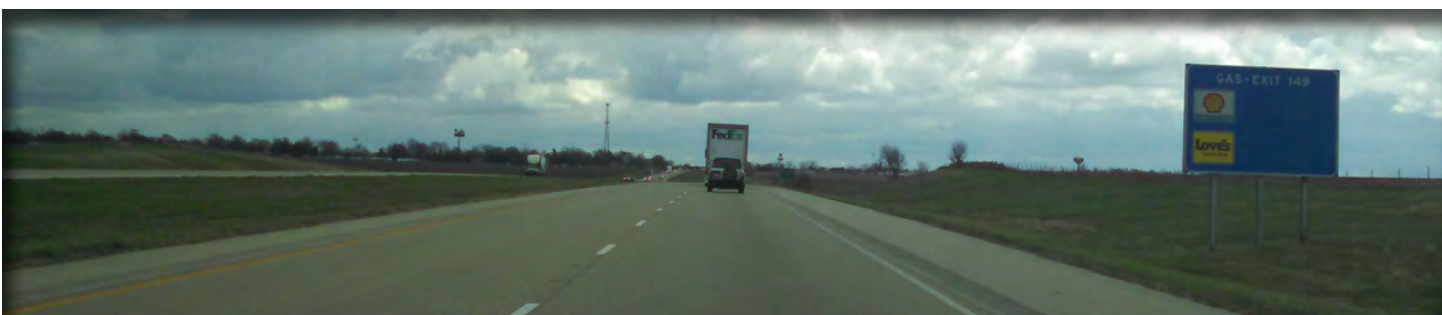
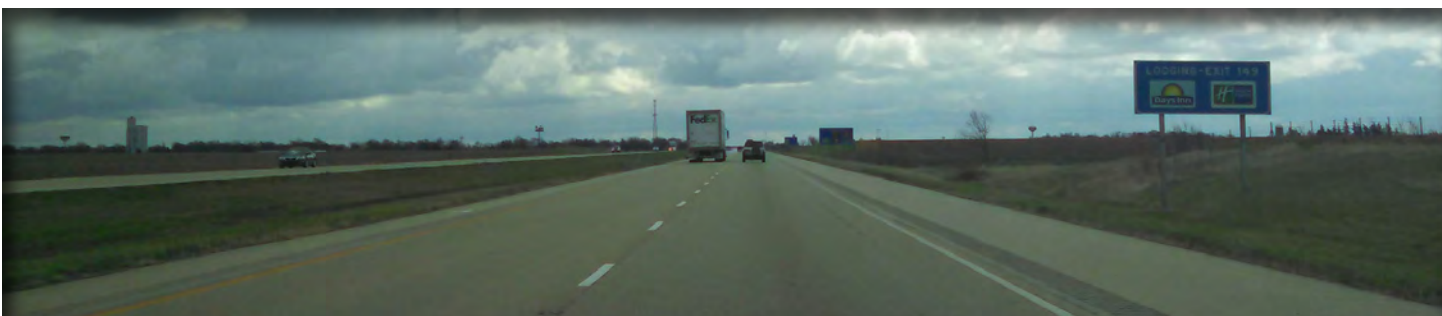
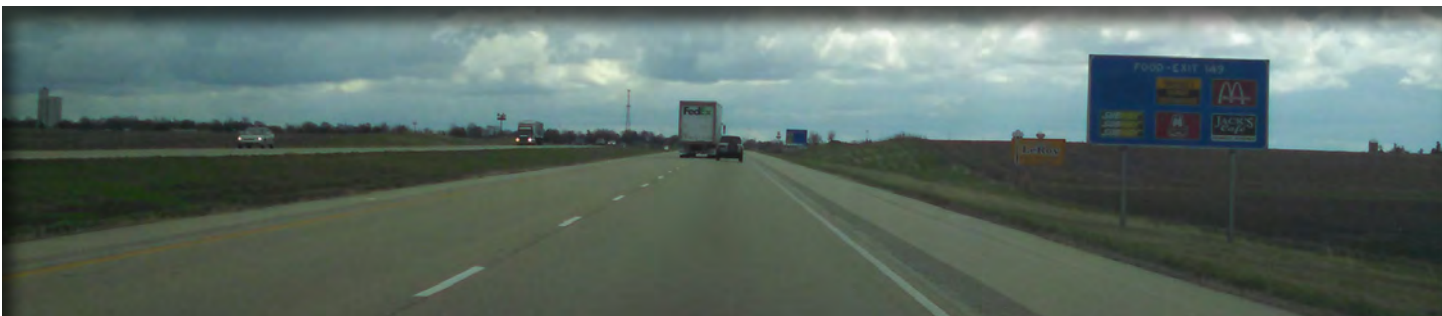
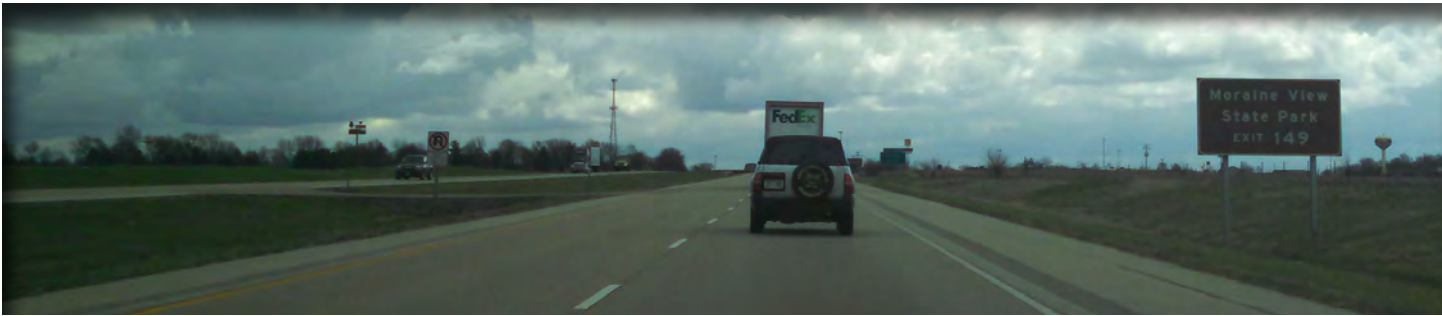
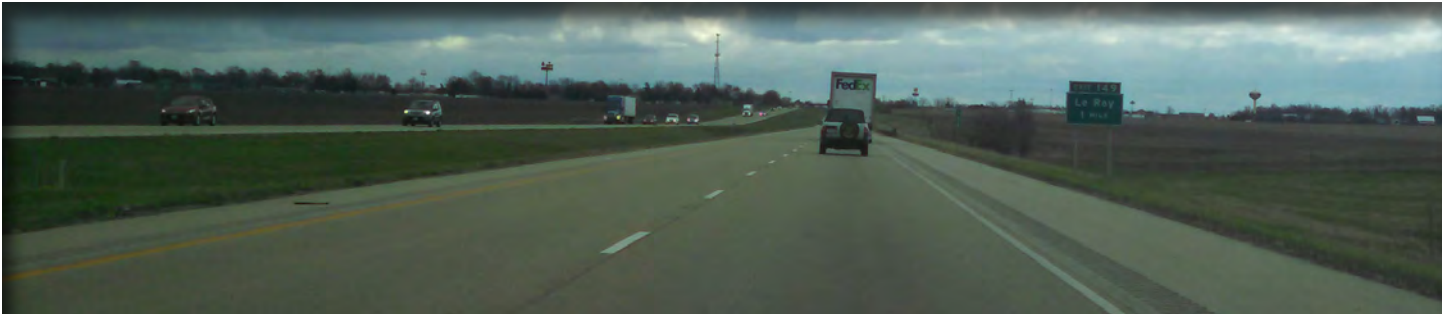
Chapter 5 describes the tools and procedures by which the plan will be implemented and provides a detailed time line of action steps for successful implementation of the plan.

Appendix A | Community Indicators

Appendix A is a compilation of data that describes the existing conditions, trends, and projections for the City of Le Roy. This data informs the planning process and should be updated from time to time to track progress and change in the City.

Appendix B | Plan Area Maps

Appendix B is a complete index of all the maps created for the Comprehensive Plan in one easy and printable reference.



Highway signage for Le Roy.



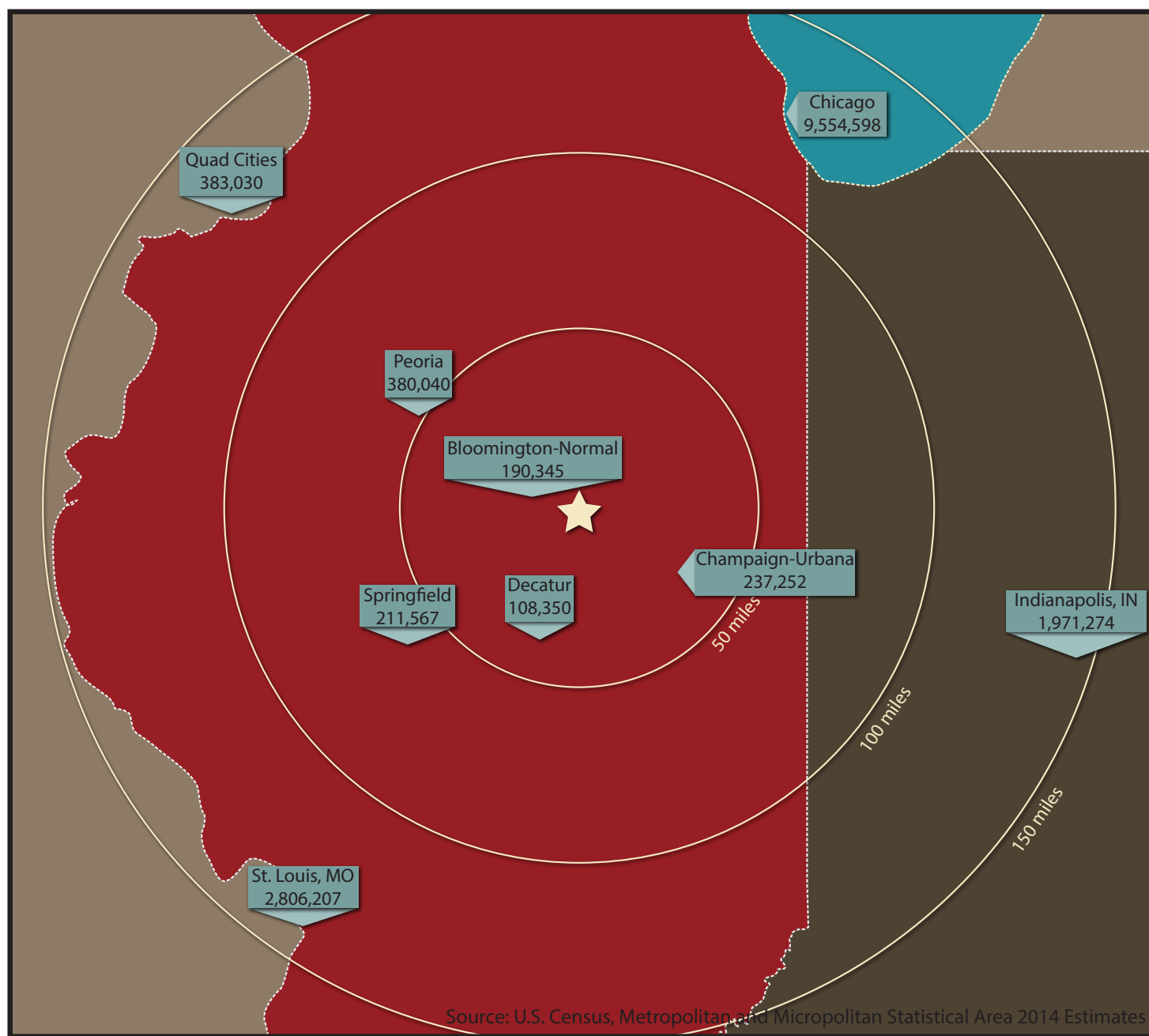
1.2 | A Snap Shot of Le Roy

Planning Area

The study area for this Plan includes all lands in which the City has both a short- and long-term interest in planning and development activity. As shown on the following page, the Planning Area includes all lands within the current municipal limits and within the City's potential 1.5-mile extraterritorial jurisdiction. The City is approximately 1,850 acres (2.89 square miles). The entire Planning Area is approximately 15,600 acres (24.4 square miles). See map on opposite page.

Regional Context








Le Roy is located along Interstate 74 in Central Illinois. It is within 50 miles of the Metropolitan Statistical Areas (MSA) of Bloomington-Normal, Champaign-Urbana, and Decatur; within 100 miles of the MSA's of Springfield and Peoria; and around 150 miles of the MSA's of Indianapolis, St. Louis, Chicago and the Quad Cities. See figure below.





BASE MAP

City of Le Roy
McLean County, Illinois

- | | | | |
|---|--------------------|---|---------|
|  | PLANNING AREA |  | STREETS |
|  | MUNICIPAL BOUNDARY |  | TRAILS |
|  | PARCELS |  | LAKES |
|  | RAILROAD | | |

DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY
REGIONAL PLANNING COMMISSION.
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL
DATA CLEARINGHOUSE; 2011 ILLINOIS DEPARTMENT OF
TRANSPORTATION ORTHOPHOTOGRAPHY.



MSA
PROFESSIONAL SERVICES



1.2 | A Snap Shot of Le Roy

History

1835 | Le Roy was founded and first home was built at the corner of Center and Chestnut Sts.

1839 | First school was built.

1865 | Le Roy High School opened.

1875 | First fire truck was purchased.

1881 | The first sewer was laid from city square to East Street.

1888 | First well was dug with windmill, pump and 50 barrel holding tank.

1892 | The Le Roy Opera House was built.

1893 | The first electric street lights were installed.

1897 | Sidewalks were converted to brick from boards.

1898 | City Square was turned into a Park, Le Roy's first official.

1902 | First City Hall was built.

1907 | The Great Fire destroyed several downtown buildings.

1916 | The Princess Theatre opened.

1927 | The J.T. & E.J. Crumbaugh Public Library opened.

1934 | The Leroy Civilian Conservation Corp Camp was formed and operated until 1939.

1976 | Le Roy celebrated the Bicentennial with a festival and publication of a thorough history of the City and surrounding area.

2016 | Council adopted a new Comprehensive Plan and Economic Development Plan

Key Community Indicators

The subsequent pages analyze the over-arching population and demographic trends for Le Roy. Examination of these trends provide a foundation for the planning process and implementation of the plan. The data was collected from the U.S. Census Bureau, the American Community Survey (ACS), and local, regional and state sources. See **Appendix A** for a full report on Le Roy’s Community Indicators.

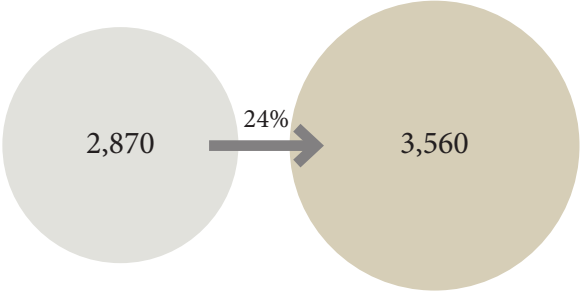
Population Trends & Projections

In the decade between 1980 and 1990 Le Roy saw a decline in population (-3.2%) while the next decade brought robust growth (+20%). Between 2000-2010 the city saw another increase in population (+6.9%). These patterns were similar to the County.

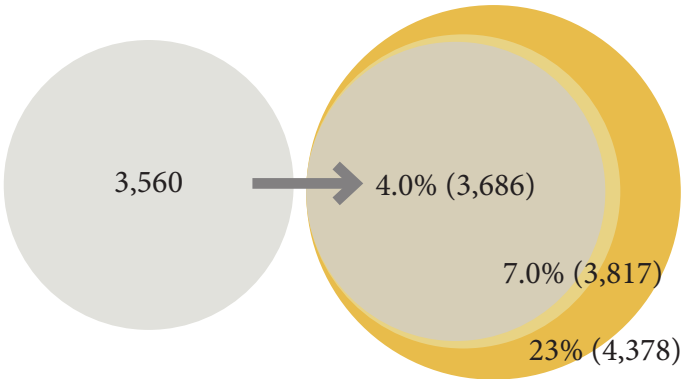
There are many factors to consider and weigh when looking into population forecasts. Illinois provides population forecasts at the State and County levels into the year 2025. According to the State, Illinois is anticipating a modest 1% population percent increase every five years through 2045. Illinois is also expecting McLean County to increase its population, although by a more robust 3-5% in its population every five years through that same period. These two forecasts, in addition to local social, economic, and environmental factors must be considered when projecting the population of Le Roy over the next 30 years.

To help combat the challenge of population forecasting, three scenarios were created. The first is a ‘Conservative Growth’ scenario in which Le Roy grows at a 0.5% rate which is half that of the State giving the City a population of 3,686 residents by the year 2045. The second scenario is a ‘Moderate Growth’ projection in which Le Roy is more in line with the projected growth of Illinois at 1% every five years, or a projected population of 3,817. The third is a more arbitrary ‘Robust Growth’ in which Le Roy would experience a 3% growth in population every five years, or reach a population of 4,378 residents by 2045.

30-Year Population Change | 1980 - 2010



Population Projection | 2010 - 2045



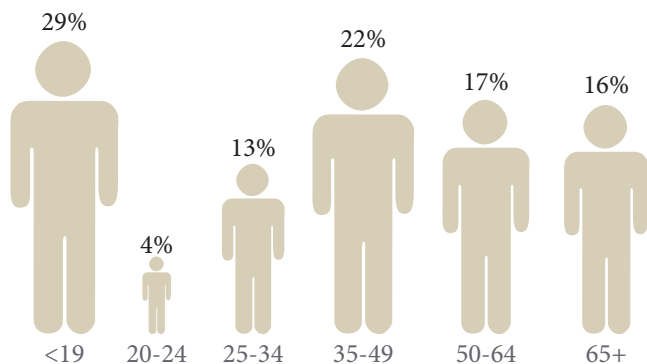


1.2 | A Snap Shot of Le Roy

People

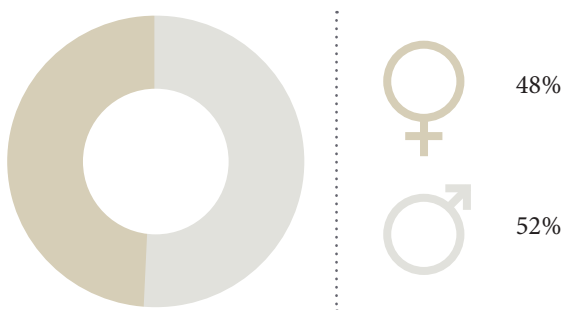
Age

The distribution of age cohorts in Le Roy show an aging population consistent with Central Illinois. The smallest cohort is that of those aged 20-24. The assumption here is that this age range is typically away receiving a higher degree of education and/or training outside of the community.



Gender

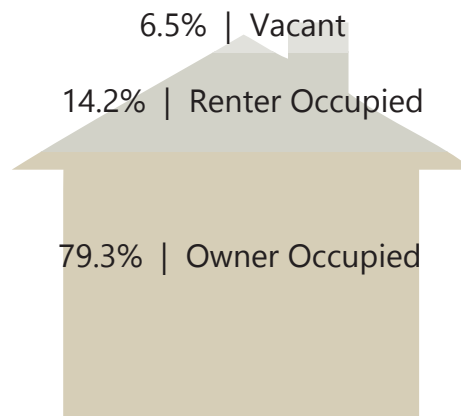
The breakdown between female and male residents in the City is average with an almost even split and a slight edge to the females.



Housing

Occupancy

Nearly 80% of the City residents live in owner-occupied housing. This percentage held steady over the last decade, despite the 2008 housing market crisis, suggesting a resilient local housing market. The vacancy rate (6.5%) is just above what is considered the healthy range of 5% to 6%. This rate of vacancy allows for movement within the market. However, 44% quarter of those vacancies are for homes, the other 56% are vacant rentals.



Average Median Value

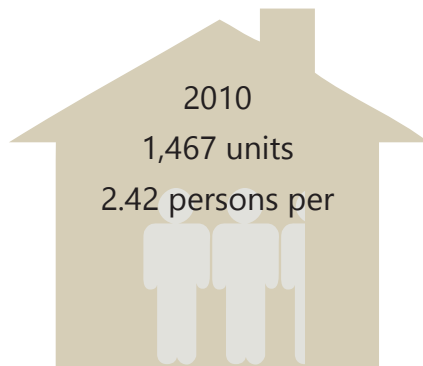
The value of a home is also an indicator to the strength of the housing market and in turn, the vitality of the community. Le Roy's housing market appears to be holding on as the five year average median value of a home in the City, \$130,100, is slightly less the County's average value of \$157,200, and well below the State's of \$182,300.



Housing Counts

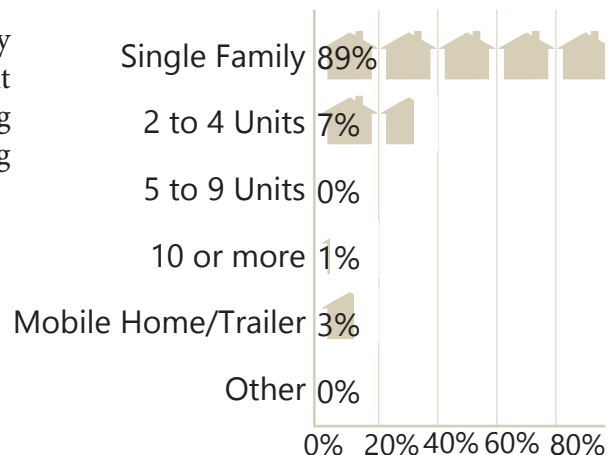
Household trends for the City of Le Roy show a 10.6% increase in households between 2000 and 2010, which was similar to that of the County (14.7%) but well above the State (5.3%) for that same time period.

Nationally, the number of persons per household has been declining in recent decades which has been explained several ways, including fewer children per family, an increase in single parent households, and an increase in life expectancy. In 2010, Le Roy was below the National Average of 2.58 persons per household with 2.42 persons per. McLean County had an average of 2.44 person per and Illinois was at 2.59.



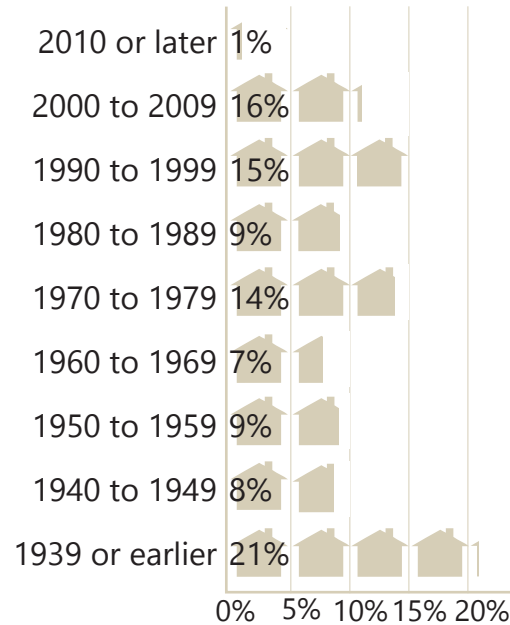
Unit Type

Nearly 90% of the City residents live in single-family housing. Multi-family housing in the City has a decent mix in the number of units per dwelling with 7% having 2 to 4 units, 0% having five to nine units, and 1% having dwelling greater than ten units.



Year Structure Built

Le Roy can showcase a large variety in housing stock through the decades. Housing built in each decade adds variety to the housing stock while new housing will help accommodate the projected population increase in the upcoming decades.



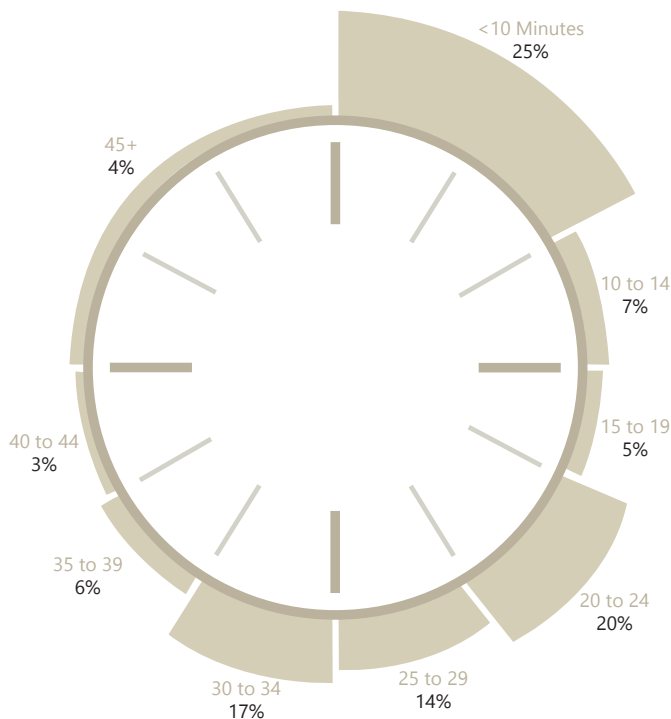


1.2 | A Snap Shot of Le Roy

Transportation

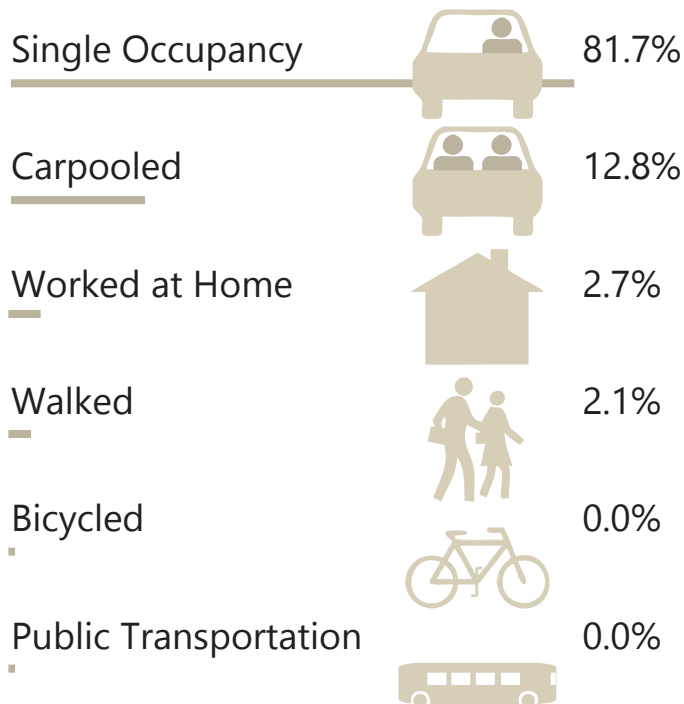
Commuting Time to Work

Only one-quarter of the City's commuters age 16 or older work within 10 minutes of their place of employment. Average commute time for Le Roy was 21.1 minutes while the County's was slightly shorter with 17.9 minutes on average. Approximately half (51%) of Le Roy workers have a commute that is between 20 and 34 minutes. These times suggest most residents work in a nearby community such as Bloomington or Normal.



Commuting Method to Work

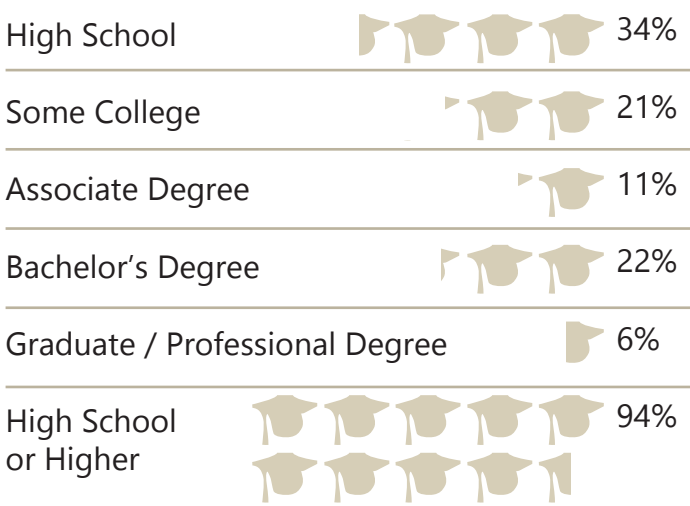
Commuting to work in Le Roy is mostly done by car, with 81.7% of commuters traveling in a single occupant vehicle. This number is about the same for McLean County (79.8%) and Illinois (73.6%). Additionally, an estimated 12.8% of commuters in Le Roy carpooled to work, 2.1% walked, 0% biked, and 2.7% worked from home.



Economic Prosperity

Educational Attainment

The percentage of Le Roy residents 25 years or older who have at least a high school diploma (94%) is the same as McLean County (94%) but higher than Illinois (87%). The percentage of residents who have obtained only a high school degree (34%) has decreased over the last decade (40%), showing a higher level of education in the City. While this could be sampling error in the data, it is generally consistent with regional and national trends, in which the recession economy encouraged more people to seek and complete secondary degrees.



Income Indicators

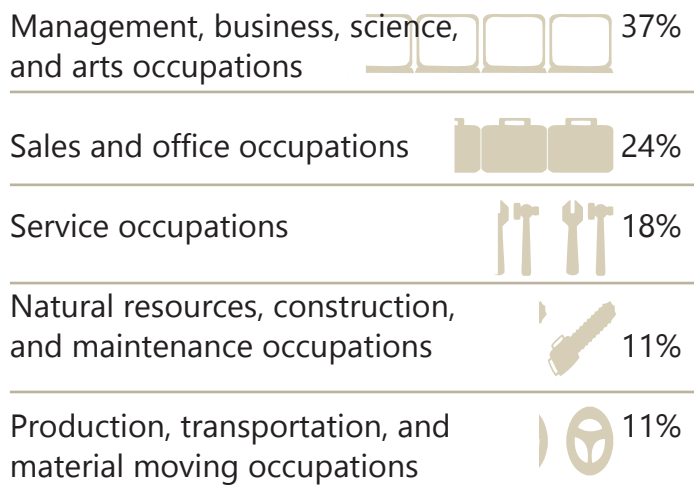
Income is another way to look at the economic vitality of a community. For Le Roy, the per capita income at \$24,944 is lower than the County's \$30,460. The median family (\$76,194) and median household (\$58,920) incomes for Le Roy are roughly the same as the County, but slightly out performing the State as a whole. These higher averages are certainly related to the level of educational attainment and percentage of individuals living below the poverty level. In the City, only 6.3% of the population is estimated to be below the poverty level.

Occupations

Not surprisingly Le Roy's unemployment rate increased since 2000 alongside the County and State.

Nearly 80% of workers in Le Roy earn a private wage and salary. And nearly a tenth (9.8%) of the labor force in Le Roy is employed by a Governmental (Local, State or Federal) entity.

The most common occupational category among Le Roy's residents is "Management, business, science, and arts occupations" (37%) and is followed by "Sales and office occupations" (24%) and "Service occupations" (18%). "Natural resources, construction, and maintenance occupations" (11%) and "Production, transportation, and material moving occupations" (11%) and follow next, respectively. In this regard, Le Roy more closely resembles the State than McLean County.





1.3 | Existing Plans & Studies

Five Year Strategic Plan

Adopted February 24, 2004 and created by the University of Illinois Extension Office in collaboration with McLean County Extension Unit, the plan was developed as a five year strategic plan for the community. The objectives identified were as follows:

1. To identify the major development issues facing the community.
2. To develop plans to address strategically the identified issues over the course of the next five years.
3. To seek broad-based community participation and support in the development and implementation of the plan.

Goals Identified were as follows:

- To provide quality education for all age groups in Le Roy.
- To provide a variety of affordable, quality housing in Le Roy.
- To use infrastructure to enhance economic, social, and quality of life opportunities in Le Roy.
- To provide quality, sustainable and relevant services to address the needs of the present and future population Le Roy.
- To provide year round recreational activities for all age groups in Le Roy.
- To enhance Le Roy as a pro-tourism and pro-business community.

Provided with each goal was a series of objectives, strategies and action steps.



Planning Process & Public Participation

This Chapter provides an overview of the public participation process. Summaries of public input for the community event, citizen survey, visual preference survey, steering committee meetings, and stakeholder interviews are provided.

2.1	Planning Process	2
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2.1 | The Planning Process

Planning Process

In the summer of 2015, the City of Le Roy engaged MSA Professional Services, Inc. to assist in the updating of its Comprehensive Plan, the previous of which had been completed in 2004.

As is key to any successful endeavor, the public was engaged and incorporated throughout the planning process. Key components of this planning process included:

Community Survey - using the online survey tool, Survey Monkey, a survey was made available for four (4) weeks. During this time over 269 participants gave feedback on a variety of topics covering the entire City and how it functions for the residents.

Project Website - MSA created and maintained a project website (www.leroycompplan.wordpress.com) to post draft material, notice meeting dates, host open dialogue, and gather feedback from interested individuals through direct email subscription.

Community Event - MSA worked with the City and chose the annual Le Roy Fall Festival event to use as a community engagement opportunity. A table was set up at the event and feedback was solicited from passerby residents. Maps were available for comment and the link to the survey was provided.

Public Meetings - the project included 8 project meetings, seven of which were working sessions with the Steering Committee, which was tasked by the Council to work with MSA to develop the updated Comprehensive Plan as well as the Economic Development Plan.

The Comprehensive Plan Steering Committee consisted of members representing a wide range of public and private interests and acted as the primary sounding board for the planning process. The Committee met bimonthly from August 2015 to August 2016. All meetings were open to the public.

Incorporating Input into the Plan

The goals, objectives and strategies of a comprehensive plan support the community's vision for the future of Le Roy and address barriers and opportunities to realizing this vision. Elements of the plan have been crafted from individual participant's ideas, common themes identified in stakeholder interviews, discussions and debates among Committee members, anonymous concerns identified in surveys, and the past experiences of the community as a whole.

This input allows us to construct underlying themes as a frame for the plan and provides information on what specific issues and ideas are most important to Le Roy's citizens. This foundation ensures that the plan is not just a hollow document, but a guide for future decisions in Le Roy that are in line with the community's ideals. From this foundation, a better Le Roy can and will be built.

Project Schedule

This Plan was discussed and developed through a series of working session meetings and interviews between June 2015 and October 2016 (see side bar for the project milestones). All meetings were open to the public.

- June 2015** | Kickoff Process with City Staff and MSA
- August 2015** | Kickoff Meeting with Steering Committee on Comprehensive Plan; Survey Development
- August 2015** | Community event: Le Roy Fall Festival
- September 2015** | Survey Release (Community and Consumer)
- October 2015** | Meeting #2, Economic Development Plan, first meeting; Review of Survey Responses
- December 2015** | Meeting #3, Comprehensive Plan - Land Use Map
-
- April 2016** | Meeting #4, Economic Development Plan
- June 2016** | Meeting #5, Vision, Goals & Objectives
- August 2016** | Meeting #6, Economic Development Plan
- September 2016** | Meeting #7, Action Steps & Implementation
- October 2016** | Draft Plan open for public comment
- November 2016** | Community Open House to review and comment on proposed documents.
- November 2016** | Plan Adoption by City Council



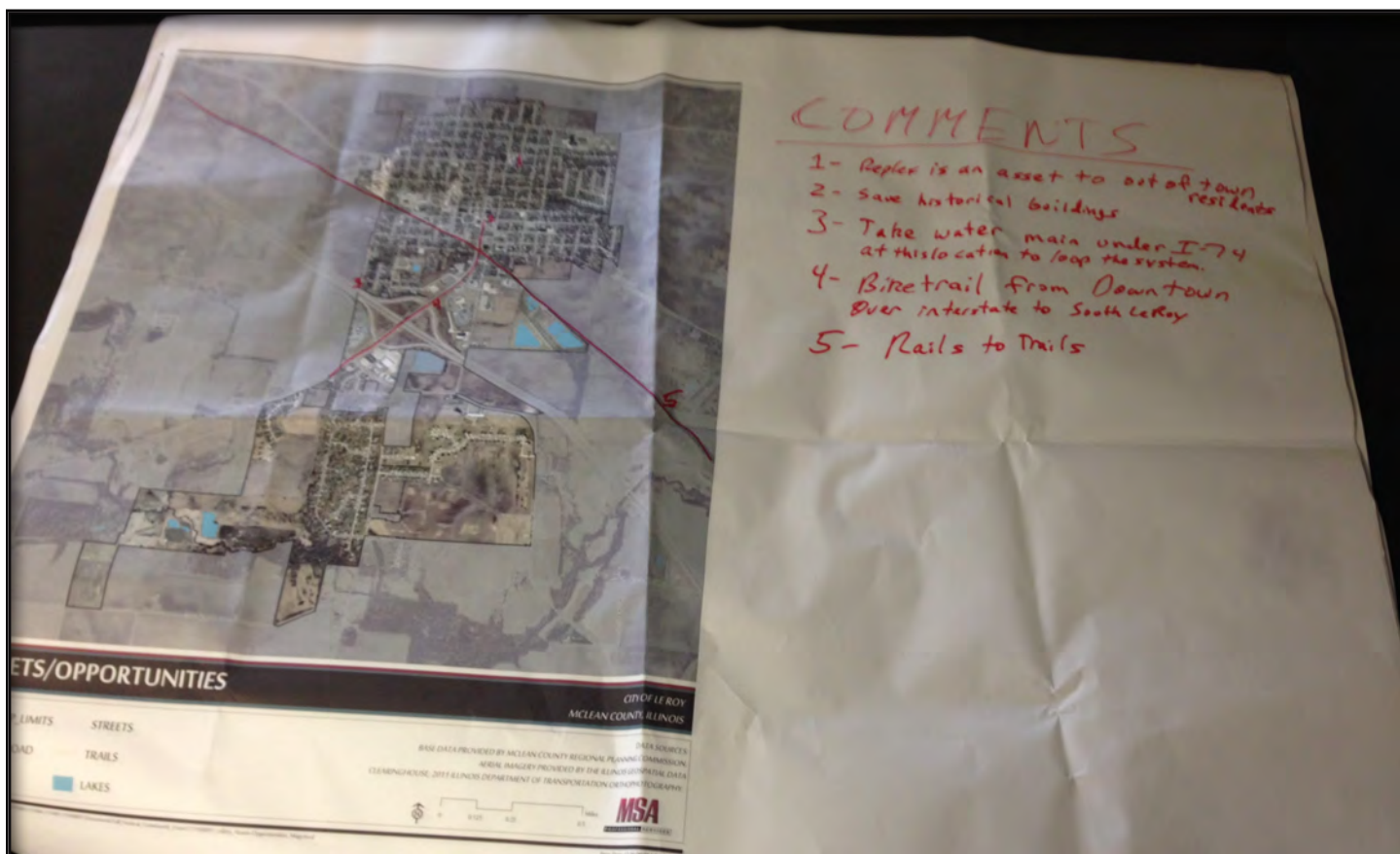
2.2 | Community Event

Le Roy Fall Festival

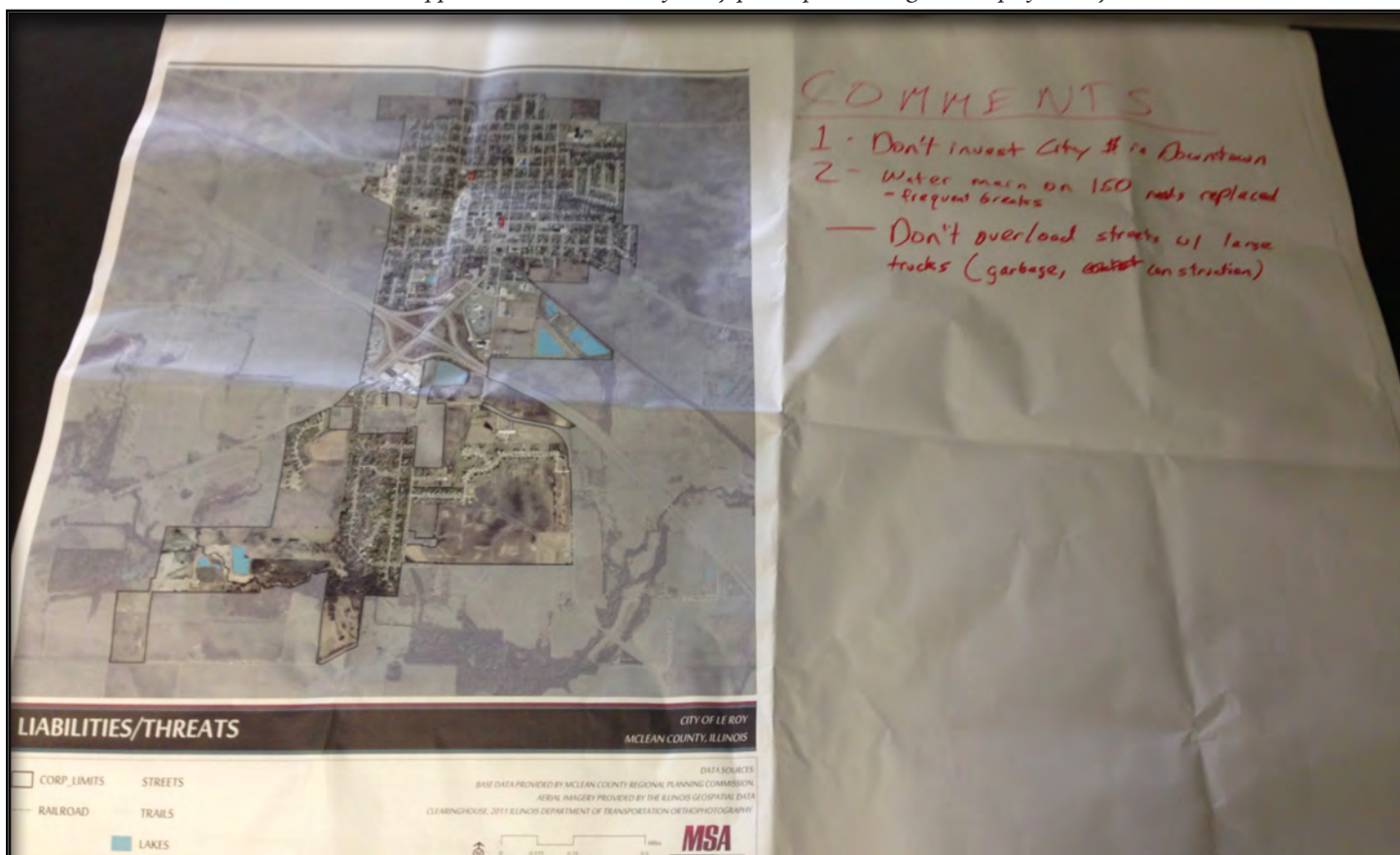
MSA worked with the City and chose the annual Fall Festival event to use as a community engagement opportunity. A table was set up at the event and feedback was solicited from passerby residents. Maps were available for comment and the link to the survey was provided.



Design of the card which was distributed at the event.



Assets and Opportunities were identified by participants using this map of Le Roy.



Threats and Liabilities were identified by participants using this map of Le Roy.



2.3 | Community Survey

Methods

The Community Survey launched in September at the same time as the Consumer Survey (see Economic Development Plan) and was designed to gather resident opinions on a range of topics relevant to preparing a plan to guide growth and change in Le Roy over the next 10-20 years. The survey covered quality of life, city facilities and services, housing preferences, economic development, and more.

The community survey was available in two forms: 1) digitally via the City's and Project's websites and 2) by paper copies made available at City Hall and the Replex. Availability of the survey was made public through emails by the steering committee, an ad in the two local newspapers and flyers posted around town.

The 43-question survey was completed by 269 respondents or approximately 13.2% of the total population of Le Roy (3,560). This section provides a profile of respondents, and main themes from the survey. Complete survey data is on file with the City of Le Roy.

Respondent Profile

When collecting surveys, the goal is to obtain a cross-section which is representative of the community. The first seven (7) questions of the survey were directed at gathering this type of information.

Of those that responded, the majority were female (63%), and of the whole, were between the ages of 30-49 (61%). The top five occupations were Education (21%); Service (15%); Retired (12%); Health Care (11%); and Management (11%). Half of the respondents work in Bloomington-Normal while 35% work in Le Roy. The remaining work in various towns within a one (1) hour drive of Le Roy.

Nearly 90% of the respondents live in a single-family home; 6.4% live on a farmstead; and the remaining in some sort of apartment, condominium, or mobile home. Respondent home ownership is at 91%.

Le Roy Community Survey

RESPONDENT PROFILE

These questions will help us understand how well the survey responses represent the overall population of the City.

1. Your age (person filling out the survey)?

☐ Under 18 yrs

☐ 18 - 29 yrs

☐ 30 - 39 yrs

☐ 40 - 49 yrs

☐ 50 - 59 yrs

☐ 60 - 69 yrs

☐ 70 and older

2. What is your gender?

☐ Female

☐ Male

3. How many people in each of the following age groups live in your household, including yourself?

0

1

2

3

4

5+

0 - 5 yrs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 - 17 yrs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
18 - 34 yrs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
35 - 49 yrs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
50 - 64 yrs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
65 and older	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Quality of Life

When asked to note the top four (4) reasons “you and your family choose to live in Le Roy”, five responses stood out: Small Town/Rural Atmosphere (72%); Near Job/Work Here (45%); Quality Schools (43%); Near Family & Friends (41%); and Raised Here (30%). Select comments include:

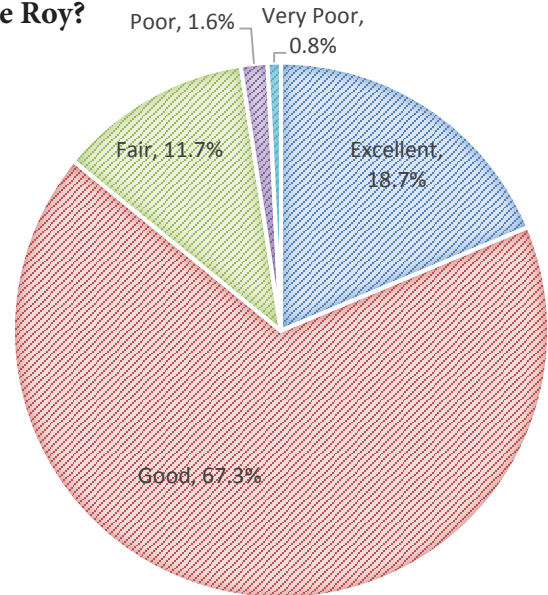
- » Close to Maine View Park
- » Cost of land/building a home
- » County home
- » Near U of I
- » Location in relation to B/N and C/U

Looking holistically, 86% of respondents would rate the quality of life in Le Roy as either good or excellent. They also sight that the quality of life has stayed the same (28%); slightly improved (49%); and significantly improved (11%). When asked what changes would improve the quality of life in Le Roy, these were top four (4) answers: Expand retail shopping options (60%); Decrease taxes and fees (54%); Increase employment opportunities (47%); and Improve Bike and Pedestrian Facilities and Improve Access to High Speed Internet (32%).

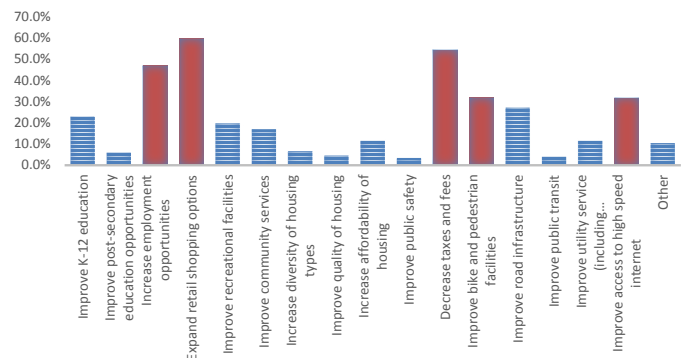
Based on the open ended responses, several themes emerged:

- » Improve water quality
- » Increase restaurant options
- » Improve/Install walking trails throughout town
- » Reinvest/develop downtown

Q9 Overall, how would you rate the “quality of life” in Le Roy?



Q11 Please indicate your top FOUR changes which you think would improve the “quality of life” in Le Roy.





2.3 | Community Survey

Transportation

When asked rate Le Roy's transportation networks, a plurality of respondents felt that the State and County networks were in good to excellent condition (85%) while the local street and sidewalks were in fair to poor condition (approximately 70%). Select comments include:

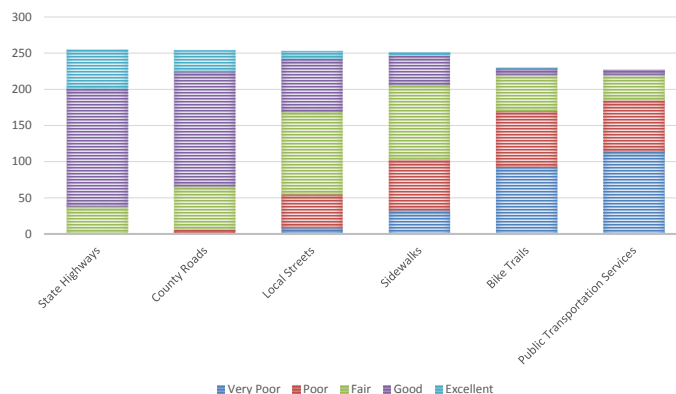
- » No bike trail or public transportation
- » No bike trails, but not really necessary considering the traffic levels
- » There are no sidewalks out by us
- » I like not having sidewalks

Thinking about the money spent on transportation in next ten years, respondents strongly supported measures toward maintenance of existing roadways and pathways (92%). A plurality was also in favor of off-road bicycling pathways (68%). Select comments include:

- » Improve/add walkways
- » Please find a way to make it safe for bike & pedestrian traffic to cross I-74.
- » How about just finish and properly repair current city streets. The gravel is a step in the wrong direction.

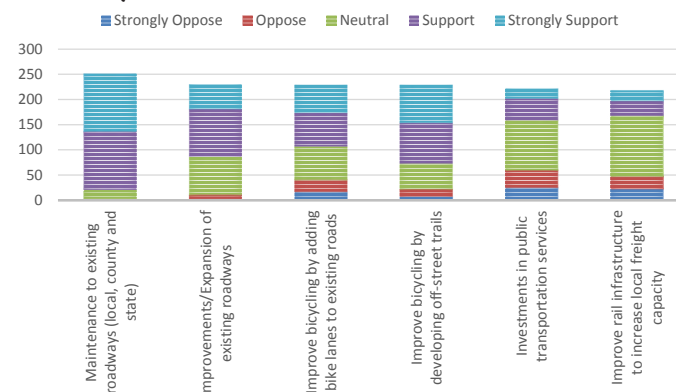
Q12

Rate Le Roy's transportation networks.



Q13

During the next ten years, which of the following transportation investments do you support in Le Roy?



Agricultural & Natural Resources

Natural resources are vital to any community and the respondents of this survey overwhelmingly are in favor of protecting all types of natural resources (see Q14 at right).

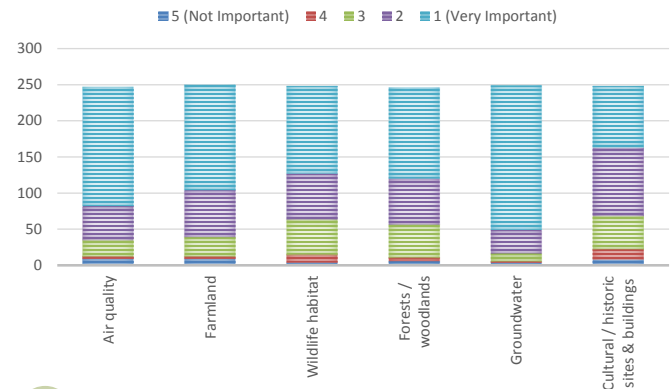
When asked specifically about existing policies, the plurality agreed that they at minium protected these natural resources (50-60%). A large portion (25-30%) also had no opinion which could either indicate more education is needed, or these types of policies and regulations are not closely monitored by the general public. Opinions on initiatives to protect and improve the natural environment through increased monitoring and regulation were met with similar results; 55-65% were in support of an increase while around 30% were not sure of such a change.

According to the respondents, 75% feel that the City currently has enough parks and recreation opportunities that meet the needs of their household (see Q17 at right). Select comments include:

- » Rec facilities need to be more affordable
- » The parks need better development and maintenance
- » A dog park might be nice
- » Running or biking trails
- » Could have a community splash park
- » Not much for children to do
- » There's no park in my neighborhood
- » Fully handicapped accessible [is needed]
- » Need play area for all ages, not just for 5 yrs and under

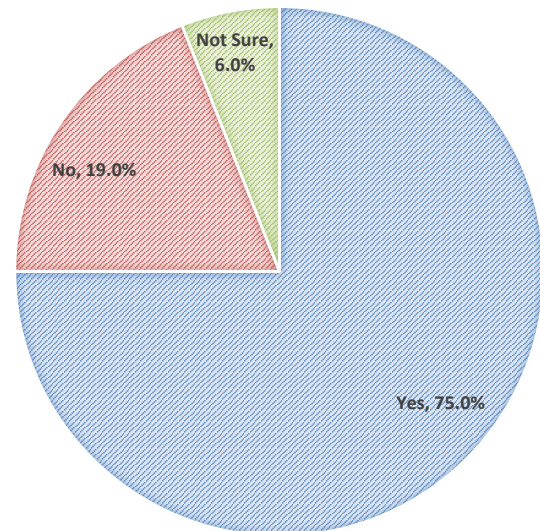
Q14

Please share your opinion on how important it is to protect each of the following resources in Le Roy (1 = Very Important, 5 = Not Important).



Q17

Does the City currently have enough parks / recreational facilities to meet the needs of your household?





2.3 | Community Survey

Housing

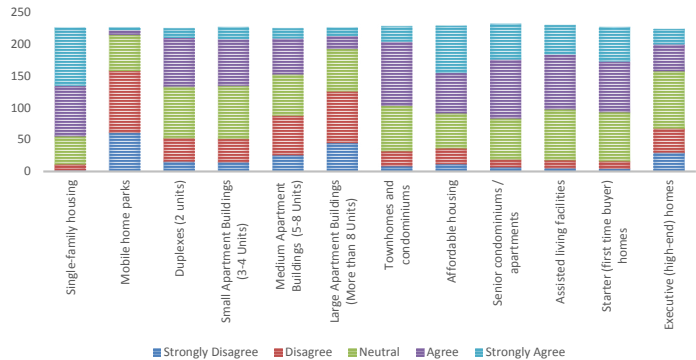
Since Le Roy is positioned to house residents who work in Bloomington-Normal and other surrounding communities, the housing element is a vital component to attracting and maintaining residents. According to the respondents, new housing types needed are single-family (75%), affordable (60%), senior condos/apartments (65%), assisted living (57%), and starter (first time buyer) homes (69%). See Q18 at right.

When considering improvements to existing housing, the respondents were somewhat divided on how best to focus between housing supply (22%), housing cost (31%), housing quality (31%), and those with no opinion (16%).

In considering new construction for housing, respondents felt that new development should occur as follows: as infill within the developed areas of the City (60%); away from active farm operations (53%) and anywhere there is a suitable site for development (53%). However, for each option, one-quarter of the respondents were not sure where they thought new housing development should occur indicating some education and outreach may be necessary when considering such development in the future.

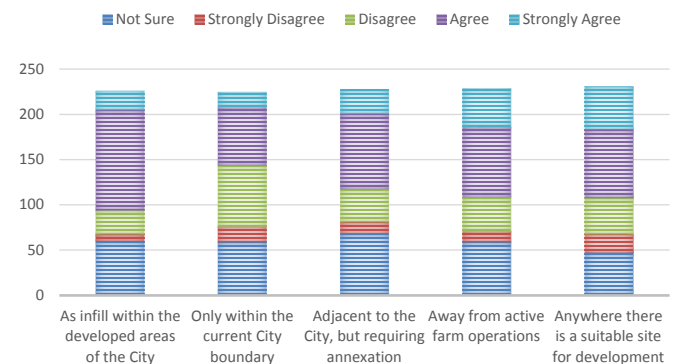
Q18

Please share your opinions about the types of new housing that is needed in Le Roy.



Q20

In Le Roy, new residential development should be located:



Economic Development

While a more in depth survey was conducted on Economic Development for the Economic Development Plan, a few questions were asked on this Community Survey.

An overwhelming majority of respondents feel that employment opportunities are lacking in Le Roy (81%). Select comments include:

- » There may be many entry level positions, but not many mid- and upper-level positions
- » It is adequate for the size of the community and distance to larger cities
- » Plenty of minimum wage jobs, not many long term jobs
- » One of the draws to Le Roy is it's easy access to larger cities for work

When considering the security of the respondents' current employment, 51% felt it was secure while 23% felt it was somewhat secure and only 8% felt insecurity about the future of their existing jobs.

Respondents believe that the City should commit funding to retain, attract and grow private sector businesses and jobs in Le Roy (68%). Comments include:

- » But only if it makes sense and is profitable on the return to investment
- » IF they can do it without raising our taxes even higher
- » Tax money should not be used for private businesses

Respondents also support incentives for private sector investment and development, but only in certain areas. They do not support incentives for residential development (43%) or on undeveloped land (48%). However, they do for retail businesses (66%), non-retail businesses (47%), in the downtown area (63%), and on vacant infill sites (50%). See Q24 at right.

When asked if the respondents thought that Le Roy was a good place to start a business, 5% strongly agreed, 40% agreed, 25% disagreed, 7% strongly disagreed, and 22% were not sure. Comments included:

- » It would depend on the type of business

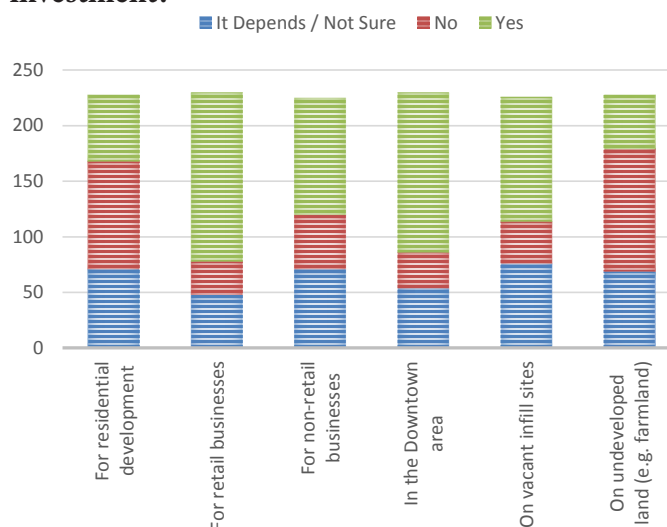
- » Easy access off of I-74, between two larger cities and several small towns
- » Tried twice. There is little support from the community, just 'lip service'
- » Not enough to sustain the business
- » Not impressed with building availability
- » Small businesses in small towns are very hard to maintain

When asked if they support or oppose the development of a variety of Industrial establishments, the respondents support transport industrial (73%), light manufacturing (81%), high-technology manufacturing (68%), and non-intensive agricultural related businesses (80%). Support for intensive agricultural operations came in with support at 46% and heavy manufacturing with 37% (and 33% opposing with the remainder unsure). Select comments include:

- » Medical marijuana growth, distribution and sale
- » Organic farms, free range chicken, etc.
- » As long as we don't support marijuana industries

Q24

Should Le Roy offer financial incentives to encourage private sector development and investment?





2.3 | Community Survey

Community Facilities and Services

The majority of respondents felt that the essential services provided in Le Roy were either 'Good' or 'Excellent'. However there were a few services by which the majority found to be 'Fair' or 'Poor'. These were Storm Water Management (50%), Yard Waste Disposal Options (50%), Street and Road Maintenance (70%), and Cable/Telecommunications (66%). See Q28 at right.

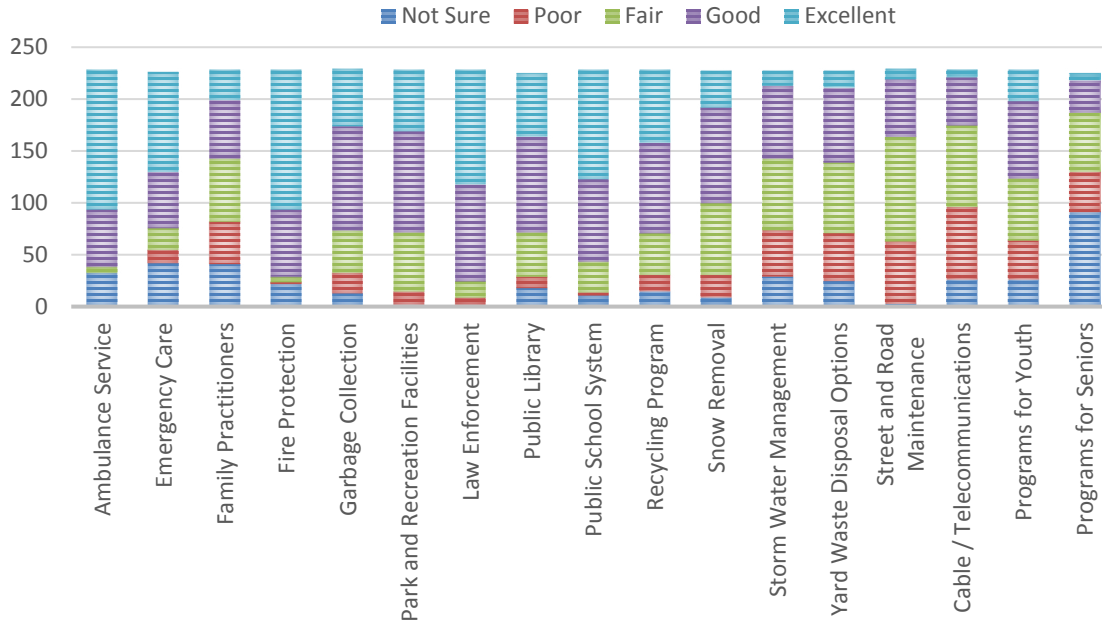
When considering how City tax dollars are currently spent on City services, respondents were asked if more, the same, or less money should be allocated; an option for no opinion was also given. Over all respondents agreed that the same amount of money should be spent on most provided City Services. Anomalies for this question were 'Programs for Youth' (47%) and 'Economic Development' (60%). Select comments include:

- » Improve the quality of drinking water
- » Sidewalks and curbs in older part of town near schools [more money]
- » We need to make sure we budget properly.

In reflecting on recreation amenities within Le Roy, the top six which residents would like to either see expanded or improved were Walking Trails (68%), Bike Trails (51%), Playgrounds (30%), a Dog Park (28%), Community Gardens (18%), and a Splash Park (18%).

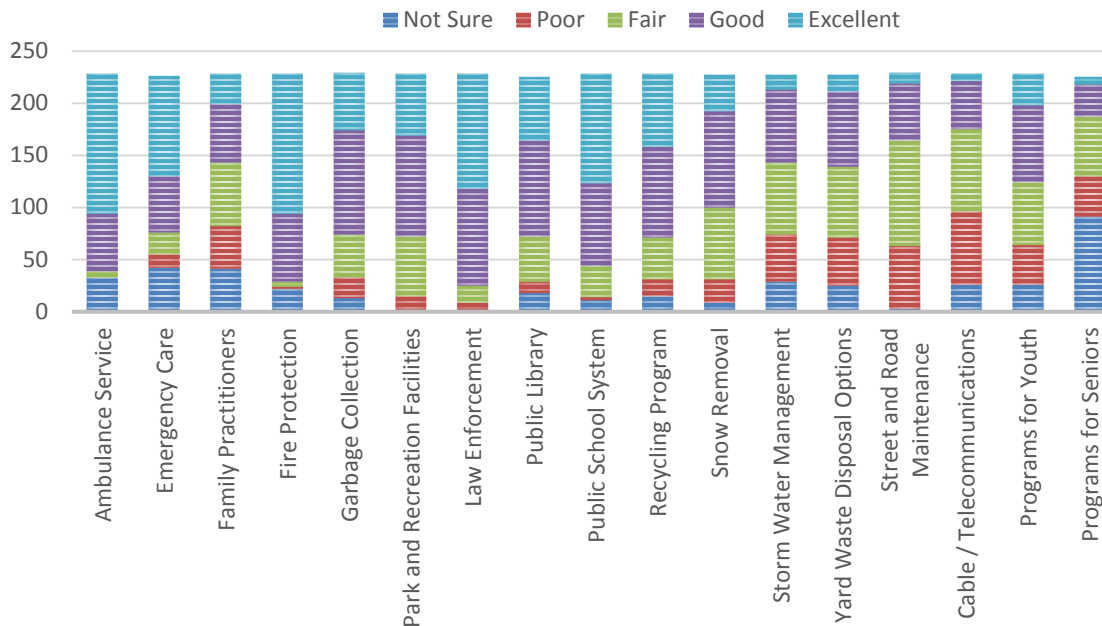
Q28

From your experience, please rate the following services in Le Roy:



Q29

The City of Le Roy supports many public services with a limited budget. How would you like the City to prioritize spending on these services? Please indicate your spending preferences based on your satisfaction with these public services.





2.3 | Community Survey

Land Use & Development

A plurality of respondents (64%) think that Le Roy has experience some growth, but not a lot, over the last five (5) years while 22% think that the City has experienced almost no growth at all. Comments showed concern for growth in population but not business as well as an increase in vacant buildings along side the growth.

When regarding land use policies and regulations, 47% would direct City leaders to be LESS restrictive and allow MORE flexibility on how land may be used and developed; 14% would prefer to see MORE restrictive policies with LESS flexibility; and 40% are okay with the policies which are currently in place. Select comments include:

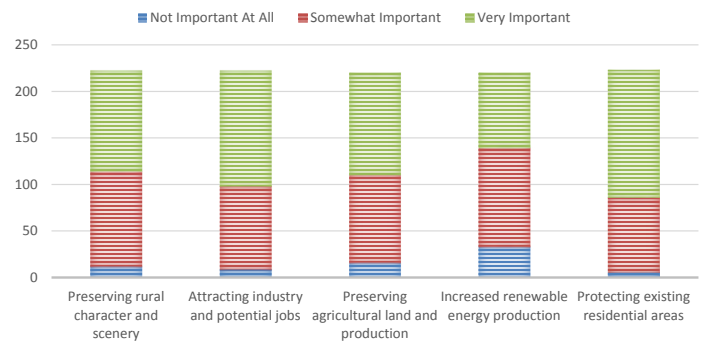
- » Not familiar with current policies
- » Generally in favor of less rather than more regulations
- » Let people re-purpose the [downtown] buildings instead of let them fall down

When asked to consider competing interests, respondents said it was very important to: preserve rural character and scenery (49%); Attract industry and potential jobs (56%); preserve agricultural land and production (50%); and protect existing residential areas (61%). See Q33 at right.

Respondents were asked to rate seven (7) aspects of life in Le Roy. Generally, the plurality rated all seven as being either good or excellent. Property upkeep/cleanliness was the only one to be rated more toward the fair to poor end of the spectrum. See Q34 at right for more information.

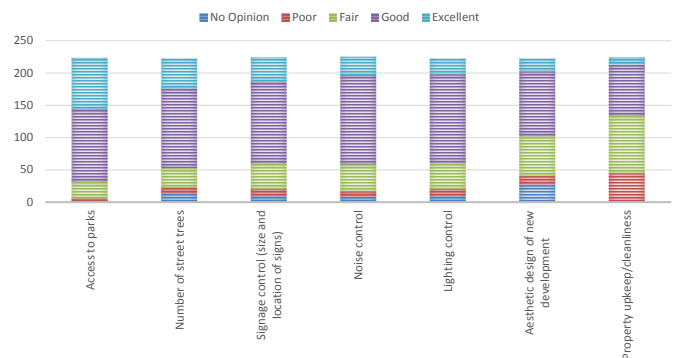
Q33

Whenever a development project is proposed, be it new homes, commercial or manufacturing uses, City leaders must balance competing interests. Please indicate the importance of each of the following to you:



Q34

How do you rate the following aspects of Le Roy?



Lastly, the respondents were asked to name the ONE thing they would not want to see change in Le Roy. In total, 106 open-ended answers were given. Of those responses, 33% focused on ensuring that a “small town” feel was maintained; 10% wanted to ensure continued support for youth and complimentary activities; 8.5% enjoy the sense of community in Le Roy; 7.5% want to ensure the current feeling of safety; and 7.5% want to maintain the high quality school system. Select comments include:

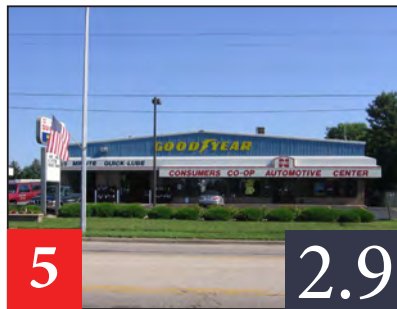
- »
- » Small town, rural setting
- » Youth activities through school and Replex
- » We feel very safe here - can walk the dog at night with no fear
- » Our pride in our community
- » The school systems are GREAT!!!!
- » Loss of Replex
- » Must keep movie theater and pretty street lights
- » Historic buildings, brick roads
- » Ambulance/fire service. They are top notch
- » Increased taxes
- » Recently there has been a push for cleaning up properties --- keep pushing
- » The square and downtown area could use some improvements but need to stay
- » The small town aspect. That is why we moved here.
- » Agriculture
- » Traffic. I love that my kids and I are able to walk everywhere and that the streets have such light traffic.
- » The lamp posts...they give an eclectic flair to the town
- » Independence of school system
- » Community pride and spirit
- » Hometown feel
- » Do not emulate Bloomington or Normal
- » The amount of activities families can do together (parks, trails, rec facilities)

Community Design

The last section of the survey of the survey used photos as a visual for the types of (re)development respondents would or would not like to see in Le Roy. Respondents were asked to rate photos as they would pertain to Le Roy. The responses were averaged on a scale of 0 to 4 with 0 being the least appropriate for Le Roy and 4 being the most appropriate. Appropriate developments (an average score above a 3) have been highlighted in green.

DOWNTOWN Building Scale & Setback

How appropriate would each type of development shown above be in DOWNTOWN Le Roy? In particular, look specifically at the buildings overall size (height and mass), and how close/far the building is from the street.



COMMENTS:

- » We just want to see the buildings kept up and filled!
- » Save buildings to create a downtown with character and encourage development.
- » Make it look historical. Farmer City has actually done some great things with the buildings they already had downtown.
- » Any new structures especially ones that replace/remove an older or dilapidated building would be excellent!
- » I like the "old town" character and wouldn't want that to be lost, though I understand that bringing in certain business would require new types of buildings.
- » 1 and 5 don't belong "downtown" that is more on a main road and more for high traffic and parking needed. --- 6 could be on the edge of downtown.
- » Less concerned about it being upscale; more concerned about it being consistent, clean of debris (ie snow/ice), warm and inviting.
- » Current downtown. . .building are pretty close to street. . .looks like a shopping district in a small town although it could be updated. Would like to retain small town charm. . .as in #2. . .low building. . .[but should have fronts with character] and could use some bigger buildings with that old town look as in #6
- » All of the existing buildings are right up to the sidewalk, so it's a dumb question.

INTERSTATE Building Scale & Setback

How appropriate would each type of development shown above be NEAR THE INTERSTATE? In particular, look specifically at the buildings overall size (height and mass), and how close/far the building is from the street.



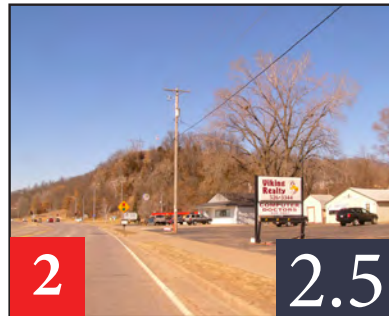
COMMENTS:

- » Building 5 looks cheap. Brick/Stone building would look good and withstand wind.
- » I'd like an additional way into town from the South side of the overpass. It is just plain stupid to ride our bikes into town from the Golden Eagle subdivision due to the semi traffic, but I really like to ride in town. I'd like to see a pedestrian bridge over the interstate.
- » Easy access off the Interstate would draw people from other small towns.

Community Design

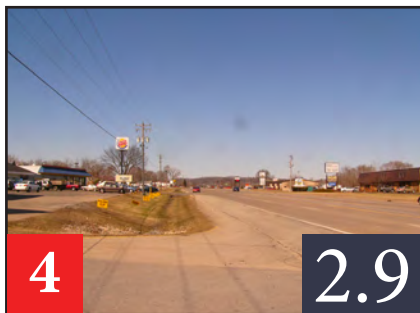
DOWNTOWN Parking Edge Treatments

How appropriate are each of the following parking edge treatments (i.e. between the sidewalk and parking area) in DOWNTOWN Le Roy?



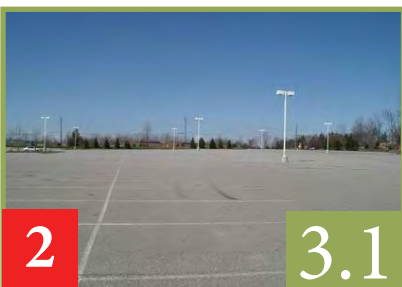
INTERSTATE Parking Edge Treatments

How appropriate are each of the following parking edge treatments (i.e. between the road and the parking area) for development in the INTERSTATE area?



INTERSTATE Parking Lot Design

How appropriate are each of the following parking lot treatments/designs for developments in the INTERSTATE area?



Community Design

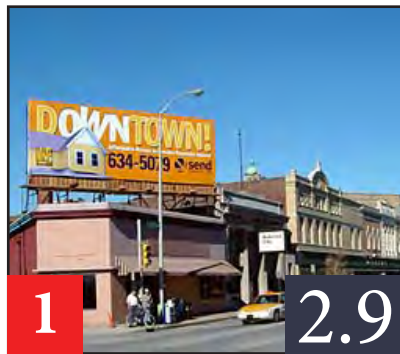
DOWNTOWN Commercial Signage

How appropriate would each type of signage be for commercial developments in the DOWNTOWN?



INTERSTATE Commercial Signage

How appropriate would each type of signage be for commercial developments near the INTERSTATE?





2.5 | Steering Committee Meetings

Steering Committee

Steering Committees are an invaluable method to involve key stakeholders and explore important issues. Le Roy's Steering Committee was the primary review body throughout the planning process. They met with City Staff and Consultants to thoroughly discuss each component of the Comprehensive Plan. The following texts gives an abbreviated summary of each of the meetings.

Meeting #1 | Assets & Liabilities

The group met for nearly 2 hours. Introductions were made, and the Consultants gave an overview of the process, the roles of the committee members, and the project schedule. The group was then lead through a Community Assets and Liabilities Exercise using a series of aerial maps. Topics covered were housing, public infrastructure, transportation and mobility, parks and open space, and community facilities.

Meeting #2 | Future Land Use

The group met and reviewed existing land use throughout Le Roy. They then discussed potential future land use categories and where those categories would best be applied. The result of the meeting was the future land use map. See Chapter 4 for resulting map.

Meeting #3 | Vision and Goals

The Steering Committee met, discussed, debated and set 17 Overarching, 2 Housing, 3 Public Infrastructure, 6 Transportation & Mobility, 2 Parks & Open Space, 4 Community Facilities & Services, and 3 Land Use Goals. They also created a Vision for the community. See Chapter 3 for the full Vision Statement and list of goals, objectives and strategies.

Meeting #4 | Action Plan

The Steering Committee met, discussed, debated and prioritized the top five action steps to achieve over the next ten years. For those not in attendance of the meeting, including Council Member, a survey was sent out to ensure as much feedback as possible on the action plan.



Photo Credit: MSA Professional Services.



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2

Goals, Objectives & Strategies

This Chapter presents a vision for the future of Le Roy and describes goals, objectives, and strategies to achieve that vision. Housing, Public Infrastructure & Utilities, Transportation & Mobility, Parks & Open Space, Community Facilities & Services, and Land Use are all addressed.

3

- | | | |
|-----|---------------------------------|----|
| 3.1 | Vision & Goals | 2 |
| 3.2 | Housing | 4 |
| 3.3 | Public Infrastructure | 6 |
| 3.4 | Transportation & Mobility | 8 |
| 3.5 | Parks & Open Space | 12 |
| 3.6 | Community Facilities & Services | 14 |
| 3.7 | Land Use | 16 |

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5
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3.1 | Vision & Goals

“*Today, the City of Le Roy is a proud rural community providing outstanding services and amenities to our residents. Our sense of community is strengthened through our commitment to and active participation in our education system, our churches, our civic organizations, our local businesses, and our diverse recreational amenities. To ensure a better **tomorrow**, we intend to capitalize on the richness of Le Roy’s history and traditions, as well as invest purposefully in ensuring that our community looks to the future with a focus on maintaining our small town character with big city opportunities.*”

Chapters 1 and 2 assessed where Le Roy currently stands; the values, assets, liabilities, opportunities, and threats. This Chapter identifies the overall planning vision to guide Le Roy over the next ten to twenty years, along with the goals and objectives to assist the community in achieving the vision. Housing, Public Infrastructure, Transportation & Mobility, Parks & Open Space, Community Facilities & Services, and Land Use are all addressed. Refer to Chapter 4, for specific policies related to the City’s Future Land Use Map.

VISION STATEMENT

“Today, the City of Le Roy is a proud rural community providing outstanding services and amenities to our residents. Our sense of community is strengthened through our commitment to and active participation in our education system, our churches, our civic organizations, our local businesses, and our diverse recreational amenities. To ensure a better tomorrow, we intend to capitalize on the richness of Le Roy’s history and traditions, as well as invest purposefully in ensuring that our community looks to the future with a focus on maintaining our small town character with big city opportunities.”

Each element of the comprehensive plan contains goals, objectives, strategies and action items established during the planning process and based on public input and the

information contained in Appendix A: Community Indicators. This section defines the goals, objectives, and strategies as follows:

Goal: A goal is a long-term target that states what the community wants to accomplish. Written in general terms, the statement offers an over-arching desired condition.

Objective: An objective is a statement that identifies a course of action to achieve a goal. They are more specific than goals and are usually attainable through planning and implementation activities.

Strategy: A strategy is a plan of action or policy statement designed to achieve the goals and objectives of the plan. Not all strategies will be implemented by the City and some may require collaboration with other entities. Policies typically use words like “shall” or “will” to designate firm commitments by the City. All future actions and decisions made by the City should be consistent with these policies, unless unforeseen circumstances arise which make a policy impractical or impossible to adhere to. Such occasions should be rare and probably indicate a need to amend this plan according to the procedures identified in Chapter 5. Policies using the words “should,” “encourage,” “discourage,” or “may” are intended to serve as a guide for City decisions and actions.

OVER-ARCHING GOALS

- » Promote a well-planned community with the highest quality of public services and reasonable taxes.
- » Maintain the welcoming, small-town character of the City.
- » Continue the effort to protect existing neighborhoods by enforcing City ordinances, policies and procedures.
- » Promote pedestrian and bicycle use within the City by connecting neighborhoods with sidewalks and designated bike trails.
- » Promote the highest and most efficient levels of Police, Fire and First Responder services.
- » Promote efficient and effective maintenance and construction programs for streets within the City so as to provide an excellent transportation system.
- » Promote efficient and effective maintenance and construction programs for water, sanitary sewer and storm sewer systems within the City of Le Roy.
- » Maintain and improve the current quality of life in Le Roy by focusing on quality education, public recreational activities, increased business opportunities and carefully considered growth patterns.
- » Cultivate the high level of trust that exists within the community by encouraging citizens to participate in community affairs.
- » Build strong relationships with neighboring communities by continuing to participate in area-wide community agreements, contracts, programs and discussion groups.
- » Create a strong local economy by meeting the needs of existing businesses and attracting new employers.
- » Revitalize and enhance the business districts by attracting new entertainment, hospitality and retail businesses.
- » Promote the creation of jobs and expanded industry in order to make Le Roy a well-balanced place to live.
- » Maintain and improve the City's parks and open spaces and provide recreational opportunities for residents and visitors of all ages.
- » Promote the protection of productive agricultural areas within the City extraterritorial plat review areas.
- » Promote the infill and redevelopment of under utilized properties in the City, especially for residential, commercial and recreational uses.
- » Continue to serve all housing needs by providing a full range of housing choices.



3.2 | Housing

Goals & Objectives

Goal 1: To continue to support quality housing options for all current and future City residents including first time home buyers, seniors and all segments of the population.

Objectives:

1. By supporting the development of conveniently located areas suitable for housing.
2. By encouraging a mixture of housing unit sizes, types, and market-rate price points in all neighborhoods.
3. By eliminating blighting influences through rehabilitation or reconstruction.
4. By planning for a variety of housing choices, including median rent single family and senior housing that support a range of incomes from low to high.
5. By continuing to promote the development of sidewalks, pedestrian and bicycle paths to connect neighborhoods and parks in the City.
6. By enhancing the appearance of the community by promoting attractively designed housing and housing developments.

Goal 2: To preserve, enhance and expand the residential character in areas of single-family housing in the City.

Objectives:

1. By preventing the incursion of incompatible, non-residential uses into single-family residential neighborhoods.

2. By providing, where feasible, a full range of park and recreation facilities in or near each neighborhood.
3. By infilling around existing development both new and old.
4. By discouraging non-local traffic from passing through residential neighborhoods.
5. By reducing the impact of existing traffic passing through residential neighborhoods.
6. By removing blighting influences from residential areas.
7. By extending services to new areas for residential development.
8. By appropriately annexing land for residential expansion.

Goal 3: To promote the construction of multi-family housing in the appropriate sections of the City.

Objectives:

1. By designating areas suitable for the development of apartments and similar medium-high density residential uses in areas suitable for that purpose.
2. By maintaining areas of existing multi-family housing.
3. By identifying areas and districts suitable for a mix of residential housing.

Strategies

Residential Character

- » The residential component of the Future Land Use Plan shall clearly indicate the allowable zoning categories, residential uses, densities, intensities, and ancillary uses allowed in the City. These uses shall be adhered to unless there is a compelling overall community reason to change the Future Land Use Plan.
- » Future residential development in the City shall continue to contribute to the development of neighborhoods. The allowable characteristics of future neighborhoods should be specific to each and shall be identified in the Future Land Use section. Features to consider include future park features, neighborhood organizations, neighborhood naming, allowable uses, densities, intensities and access to existing infrastructure such as sidewalks and bike facilities.
- » The City needs to look at screening; changing road patterns; possibly relocating some uses; buffering residential and incompatible uses; and where necessary, removing blighting influences from residential areas.

Housing and Transportation

- » Future residential developments and neighborhoods should be located within a well-defined collector-arterial system that keeps non-local traffic from passing through local streets in residential developments.
- » Sidewalks should continue to be required on both sides of all new residential streets.
- » Easements for walking and biking trails should be secured to link new housing and park developments.

Housing and Infill Development

- » Infill development providing housing opportunities shall be encouraged in Le Roy.
- » The City will support alternative uses for vacant properties which benefit the neighborhood (i.e. community gardens, mini parks, civic spaces, etc.).

Housing Rehabilitation

- » The City of Le Roy should pursue programs aimed at housing rehabilitation if conditions warrant such activity.
- » The City maintains a comprehensive building code that requires inspection of new structures and repair of unsafe and unsanitary housing conditions.
- » The City will increase its oversight and enforcement of property maintenance.
- » The City will actively enforce code violations related to housing standards and property maintenance.
- » Explore incentives to promote rehabilitation of existing housing within a historic preservation context.

Variety of Housing Options

- » The City should encourage developers of large projects to provide a mix of lot sizes in larger developments. A well-designed variety of lots will be able to provide housing options for all segments of Le Roy's population. Lot sizes for residential development areas should provide for an efficient and cost effective extension of City services.
- » Multi-family units will use good building design to blend with surrounding housing stock.

Senior & Assisted Living Housing

- » Proposed new senior or assisted living facilities should be located in areas that are served by adequate pedestrian or bicycle facilities which can provide non-motorized access to retail and recreational amenities.
- » Consider a variety of options for senior housing including condominium, zero-lot line duplex, smaller lot single family and other available options including assisted living and nursing homes.



3.3 | Public Infrastructure

Goals & Objectives

Goal 1: Sewer and water service will effectively meet the needs of current and future residents and businesses.

Objectives:

1. By ensuring sewer and water service is safe and reliable.
2. By requiring new development to support the efficiency and fiscal sustainability of sewer and water systems.
3. By becoming proactive, rather than reactive, in implementing changes to the infrastructure.

Goal 2: Le Roy will continue to invest in older, outdated or poorly/under performing infrastructure.

Objectives:

1. By prioritizing areas based on deterioration and need.
2. By finding funding and revenue sources to make the necessary upgrades, changes, and maintenance to the infrastructure.
3. By installing curb and gutter systems (where feasible) in the older parts of town.

Goal 3: Le Roy will continue to work to provide high speed and reliable communication connections for current and future residents and businesses.

Objectives:

1. By coordinating the community facilities and services planning with land use and transportation planning.
2. By continuing to direct new development to areas that can be efficiently and economically served by existing or planned City streets, sanitary sewers, public water mains and stormwater management facilities.

Goal 4: Coordinate the location of public utilities and facilities with projected growth and desired development patterns.

Objectives:

1. By coordinating the community facilities and services planning with land use and transportation planning.
2. By continuing to direct new development to areas that can be efficiently and economically served by existing or planned City streets, sanitary sewers, public water mains and stormwater management facilities.
3. By encouraging efficient land use.

Goal 5: Ensure affordable utilities and community facilities in Le Roy.

Objectives:

1. By evaluating new development proposals on the basis of their fiscal impact and their impact on service levels.
2. By seeking grants, low-interest loans and alternative methods of funding improvements.
3. By maximizing the use of existing utility systems.

Strategies

Sewer and Water

- » The City will identify where curb and gutter is not present and create a long-term plan for installation.
- » Look for creative funding, such as grants or low interest loans, to help cover the cost of infrastructure.
- » Water quality standards will continue to be strictly adhered to, including both drinking water standards and standards for quality of treated wastewater returned to waterways to reinforce Le Roy's high quality of life.
- » Extend the sewer where necessary to meet current and future needs.
- » The City will encourage infill development and other practices that efficiently and cost effectively utilize existing infrastructure.
- » The City will continue to make investments that allow for long-term cost control.
- » Loop the water main in parts of town to improve and extend service.
- » The City will conduct regular review of sewer and water capacities to serve future growth and development.
- » The City will implement the recently completed

Stormwater Management Plan.

- » The City will implement good retention/detention methods for new development and ensure methods are used in redevelopment projects.
- » Review the potential for a stormwater utility fee.

Communications

- » The City will work with communication providers to ensure fast and reliable connections to meet current and future needs within Le Roy.

Utilities

- » Evaluate existing speeds for internet for city residents and businesses and find solutions to increase where needed.
- » Continuously evaluate rates of utilities provided to residents and businesses to those rates of comparable communities.



3.4 | Transportation & Mobility

Goals & Objectives

Goal 1: Improve the efficiency and safety of the transportation system in the City.

Objectives:

1. By separating local and through traffic wherever feasible.
2. By improving the major street system to carry projected traffic volumes.
3. By encouraging the improvements on major transportation routes in and out of the City.
4. By promoting efficient and effective street maintenance and construction programs.
5. By ensuring that safety features are incorporated into the design of all transportation facilities.
6. By enforcing current policies related to speed, access and design of local streets.
7. By promoting safe neighborhood streets by discouraging high volumes and speeds of through traffic in residential areas.
8. By correcting problem or dangerous intersections.
9. By reducing automobile dependency by promoting other forms of transportation including bicycle, pedestrian and transit.

Goal 2: Provide a transportation system that meets the needs of all citizens, including transit-dependent and disabled citizens.

Objectives:

1. By continuing to participate in area transit programs such as Show Bus.
2. By informing residents about existing transit programs.

Goal 3: Promote pedestrian and bicycle use within the City.

Objectives:

1. By continuing to require sidewalks in all developments. This may include constructing sidewalks along existing streets that do not currently have sidewalks, especially near school,

commercial areas and other daily destinations.

2. By connecting neighborhoods and important civic amenities throughout the City with sidewalks and designated bike facilities.
3. By encouraging bicycle system support facilities, such as secure and convenient library, grocery stores, employment centers, etc., and requiring new developments to provide such facilities.
4. By correcting intersections that are dangerous for pedestrians and bicyclists, such as Interstate 74 and Chestnut; and Chestnut and Cedar.

Goal 4: Create an environmentally responsible transportation system.

Objectives:

1. By utilizing Best Management Practices for all transportation construction projects to reduce air, water and noise impacts.
2. By working to reduce the number of single occupancy vehicle trips (a goal of the McLean County Regional Comprehensive Plan). To do so, alternative transportation opportunities for City residents (e.g. walking, biking and transit) must be expanded.
3. By carefully identifying, evaluating and fully considering environmental impacts of transportation investments and operating decisions.

Goal 5: Ensure transportation is affordable.

Objectives:

1. By operating and maintaining transportation facilities in a way that reduces the need for expensive future repairs.
2. By continuing to require developers to pay for all (or a large share of) transportation costs incurred with new development.
3. By looking at ways to subsidize alternative transportation options, such as transit and bicycles, through state, federal or non-profit grants or cost-sharing programs.

Goal 6: Provide an attractively designed transportation system.

Objectives:

1. By maintaining or elevating the quality of street design so that streets are attractive and inviting for pedestrians, bicyclists, drivers and transit riders. Streets and right-of-ways are the single largest visible public spaces in the City and should be planned and developed in an aesthetically pleasing way. This may involve using landscaping, colored pavements, attractive lighting, public art and/or site furniture in transportation corridors.
2. By using qualified and creative engineers to provide interesting structural solutions to transportation designs.



3.4 | Transportation & Mobility

Strategies

Traffic Circulation

- » The City should follow an arterial and collector plan with all future transportation development so that local and through traffic is separated as much as possible.
- » Discourage the use of cul-de-sacs and dead-end streets.
- » Implement the street expansions and connections as shown on the Proposed Transportation Map as necessary to support associated land access and development.

Public Transit

- » Continue to work with Show Bus to explore options for increased bus service from Le Roy to Bloomington-Normal, particularly for senior citizens.

Transportation Safety

- » Incorporate colored pavement or other distinct markers for pedestrian crossing, especially in the Downtown, around the school on Route 150, and around other economic development centers, in the redesign of busy street intersections, or construction or new collector and arterial streets.
- » Properly maintain street trees, landscaping, signage, and roads to ensure adequate visibility and road safety.

Parking

- » Introduce policies to require new and existing industrial areas to have well-screened parking areas for semi-trailers and other large equipment to maintain the aesthetics of the community. Parking should be located in the rear or on the side of the building whenever possible.
- » Provide adequate, but not excessive, parking spaces in existing and new commercial areas. Consider potential use of shared parking lots or establishing maximum parking space restrictions to avoid excessively large parking lots in the City.

Pedestrian and Bicycle Circulation

- » Consider developing bike routes and lanes, which connect residential areas to businesses, schools and commercial areas throughout the City.
- » Create and maintain a Sidewalk Plan to identify and address areas where sidewalks are needed or where pedestrian connections are lacking.
- » Search for funding sources and cooperation with IDOT to improve pedestrian and bicycle access over I-74.

Transportation and the Environment

- » To the greatest extent possible, avoid constructing transportation facilities in environmentally sensitive areas.
- » Reduce single occupancy vehicle usage by encouraging ride-sharing initiatives and increased pedestrian/bicycle and transit trips.

Attractive Transportation Design

- » New roads shall be built according to City standards and inspected before accepted for dedication.
- » Build transportation facilities that reflect the scale of the surrounding neighborhood. Alternative road widths (including narrower streets) and traffic calming should be encouraged.
- » Use street trees, landscaping and street furniture (benches, trash cans, etc.) where appropriate. These must be carefully coordinated with utilities and traffic safety to avoid conflicts and competition for limited space in City right-of-ways.
- » The City will coordinate with IDOT to ensure the Interstate-74 interchange is maintained and remains in good condition. It will also work to improve the right-of-way surrounding the interchange in Le Roy through funding for aesthetic/artistic enhancements.

Transportation Planning

- » The City will continue to map the preferred routes and connection points for major streets

and recreational trails and will ensure adequate and appropriate right-of-way dedication as land is divided. The City will utilize its official mapping powers to coordinate long-term facility planning in the City and surrounding extraterritorial area.

- » When considering new development proposals the City may require agreements that define the responsibilities of the City and the developer regarding any required improvements to City streets and funding of such improvements. The City may also require that the developer fund the preparation of a traffic impact analysis by an independent professional prior to approving new development.
- » Where appropriate, the City may designate weight restrictions and truck routes to protect local streets and improve traffic flow.
- » The City will work with representatives from the IDOT and McLean County to raise awareness of local concerns when State and County highways in the area are slated for improvement. The City will coordinate improvements to adjacent local roads, when appropriate.
- » The City will engage residents to ensure their commuting needs are being met.



3.5 | Parks & Open Space

Goals & Objectives

Goal 1: Maintain and improve the City's parks and open spaces and provide recreational opportunities for residents and visitors of all ages that support individual and community health.

Objectives:

1. By managing with an understanding of the diverse outdoor recreational needs and strong desires of the community.
2. By continuing to facilitate and improve park and recreation facilities, programs, amenities and special events.
3. By researching and implementing new recreational activities desired by the residents (e.g. a splash park, community garden, or regional bike trails)
4. By ensuring that park and recreation facilities are planned on a neighborhood, community and City-wide basis as related parts of a unified, well-balanced system that provides maximum opportunities for all residents. These parks should be acquired through land dedication requirements in new developments, as provided in subdivision and planned unit development ordinances.
5. By taking advantage of opportunities to purchase park and/or recreation land as needed when such land becomes available.
6. By promoting the multiple use of facilities in design and development, including developing school/park combinations and community centers/

recreation spaces.

7. By continuing to devote resources to first maintain and improve existing park and open space areas and then to develop any new parks and open spaces.
8. By using pedestrian and bicycle facilities to connect parks and open spaces.

Goal 2: Find viable and long term uses for existing City owned property.

Objectives:

1. By researching viable uses and funds for the soon-to-be converted landfill site.

Goal 3: Coordinate a marketing campaign to promote all parks and open space opportunities within Le Roy.

Objectives:

1. By improving the supply of information (uniform interpretive signage, websites, online forms, maps, brochures, etc.) at and for community parks and recreational activities.

Strategies

- » The City will continue their work to provide outdoor recreational opportunities for all ages and abilities.
- » The City will continue to develop recreational opportunities around Le Roy, including introducing trail facilities.
- » The City will coordinate recreational planning with other public and private entities to maximize resources (e.g. School District, businesses, etc.).
- » The City will continue to improve existing park and recreation facilities and services to meet the needs of the community, while improving safety and efficiency of the facilities provided.
- » The City will explore all opportunities and potential for a new outdoor recreation space which utilizes the previous landfill site.
- » Require parkland dedication and/or trail rights-of-way for all new developments. Ensure that land accepted in dedication is either set aside for preservation or accepted only after size, access, buffering and facilities layout can be demonstrated as suitable for development. Continue to periodically review the dollar amount of fees in lieu of the land donation.
- » Parks should be designed with multiple access points, including sidewalks, from the surrounding neighborhoods.
- » Park facilities should be designed to meet the needs of all residents in the City, including special groups such as the elderly, disabled, economically disadvantaged and pre-school age children. These facilities can be funded through open space grants, subdivision dedications, user fees and general funds.
- » The City should consider implementing a Parks and Recreation Plan to ensure a cohesive and comprehensive system.
- » Conduct regular (seasonal, annual or as appropriate) evaluation of park and recreation sources (programs, facilities and operations) to ensure that community needs are being met.



3.6 | Community Facilities & Services

Goals & Objectives

Goal 1: Provide services and facilities necessary to improve the quality of life of Le Roy's residents, property owners, businesses and visitors.

Objectives:

1. By continuously reaching out and understanding the diverse needs and strong desires of the community.
2. By encouraging and supporting improvements to community facilities.

Goal 2: Continue to offer a strong educational system that attracts families and supports success and social interaction.

Objectives:

1. By ensuring Le Roy Community Unit School District #2 keeps pace with changes to the population it serves.
2. By making Le Roy Public Schools an integral part of community life; much more than simply a primary and secondary education service.
3. By encouraging lifelong learning through public and private programs.

Goal 3: Le Roy will maintain and enhance recreation facilities and services that support individual and community health.

Objectives:

1. By managing the Replex with an understanding of the diverse indoor recreational needs and strong desires of the community.

Goal 4: Le Roy will continue to encourage the activities and initiatives of civic and service organizations.

Objectives:

1. By ensuring the continuation of community pride through support of local organization's events and happenings.

Strategies

Public Facilities

- » Continue investments in public facilities such as the renovations and improvements currently underway at the Library.
- » Continue to support EMS, Fire and Police Protection through quality facilities and proper equipment.

Schools

- » The School District should continue to communicate and work together on school improvements, new school sites and impact evaluation of new developments on the School District's capacity to provide adequate services and transportation.
- » The City will support higher education institutions, such as the University of Illinois, Illinois State University, Parkland Community College, and Heartland Community College, to provide continuing education, professional development, personal enrichment and summer programs for residents.
- » The City will work with cultural and historical institutions (including the Public Library and the Empire Township Historical Museum) to develop free and low-cost educational and cultural programs for residents of all ages.
- » The City will collaborate with the School District to maximize the community's capital investment in school facilities by making those facilities readily available, as feasible, for other uses that support social interaction and health within the community, such as community meetings, neighborhood festivals, and adult sports.

- » The City will collaborate with the School District to promote and make available to all residents certain services and events, such as student athletics and music and drama performances.
- » The City will support School District efforts to engage residents in the education process through tutoring, mentors, and guest speaker initiatives.
- » The City will support and encourage School District efforts to teach students about local history and instill civic pride through knowledge of the community.
- » The City will work with and support the School District in attracting new families to the area.
- » The City will collaborate with the Public School District to anticipate and plan for changes in the size or makeup of the City's school-age population.
- » The City will support the School District and regional economic development agencies to attract and retain high quality educators and staff.

Recreational Facilities

- » The City will continue their work to provide quality recreational opportunities and programs for all ages and abilities.

- » The City will continue coordinate recreational planning with other public and private entities to maximize resources (e.g. School District, businesses, etc.).
- » The City will continue to improve existing recreational facilities and services to meet the needs of the community, while improving safety and efficiency of the facilities provided.
- » Continue to facilitate and improve facilities, programs, amenities and special events.
- » Improve supply of information (uniform interpretive signage, websites, online forms, maps, etc.) at and for community facilities and key attractions. Coordinate this supply of information with all necessary entities and organizations.
- » Pursue grants to update existing facilities.

Civic Organizations

- » Continue to support events and initiatives of churches, civic organizations and social groups which add to and improve the quality of life for residents of Le Roy.



Goals & Objectives

Goal 1: New development will contribute to the city's small town charm and character, and protect existing neighborhoods and commercial areas.

Objectives:

1. By ensuring that adjacent land uses are compatible with regard to such factors as smoke, noise, odor, traffic activity, and appearance.
2. By encouraging the preservation and expansion of the downtown as an important community gathering place with a variety of civic, retail, residential, small office, restaurant and entertainment uses.

Goal 2: Ensure an adequate supply of land in appropriate geographic locations to accommodate and promote the orderly and efficient growth of the City.

Objectives:

1. By supporting infill and redevelopment on lands that are vacant, blighted, or under utilized.
2. By supporting development that is consistent with the extension of community facilities and services as identified in this comprehensive plan.
3. By continuing to extend the existing pattern of development in the City beyond the current limits, including neighborhoods that are interconnected and consist of a mix of housing types and sizes, and are in close proximity to commercial, employment, recreation and civic areas. This development pattern allows people to move easily and quickly between the places they live, work, shop and recreate and maximizes the use of public facilities and services.

Goal 3: Ensure new growth complements the high quality of life that City residents and businesses currently enjoy and expect.

Objectives:

1. By striving for an equitable balance between new market-driven developments, the City's small community character, the quality of life, and the City's ability to provide public facilities and services.
2. By examining the impacts of growth and construction on the quality of life, including the impacts and costs on City services and facilities.

Goal 4: The City will continue to be a dynamic, growing community.

Objectives:

1. By ensuring that all new developments are consistent with this comprehensive plan, including the Future Land Use Map.
2. By planning for and identifying lands suitable for residential and employment growth as well as tourist accommodations and recreational opportunities.

Goal 5: Encourage new growth and development to respect the City's farmland and agricultural resources.

Objectives:

1. By continuing to restrict and discourage development from prime farmland and flood hazard areas.
2. By working to minimize impacts from storm drainage from developments.
3. By incorporating significant natural features in an environmentally sensitive way into new developments; build with the land, not against it.

Strategies

Aesthetics

1. Include a public arts component in development requests for Proposal for City-owned sites.
2. Develop and maintain guidelines for development in historic districts.
3. Create a Downtown Master Plan to encourage appropriate re- and in-fill development.
4. Construct and maintain uniform interpretive wayfinding signage at key attraction locations to further promote the assets of the community.

Development

- » Inform developers and potential developers about this comprehensive plan and the importance of their reviewing and understanding that it must be implemented prior to submitting an application for development.
- » Provide simple, clear application forms and written explanations of the City development review processes and requirements to ensure “permit ready” projects.
- » When evaluating development, rezoning or annexation proposals, identify potential impacts to surrounding land uses and require that all adverse impacts be minimized or eliminated prior to approval. For example, existing residential areas should be adequately buffered from new institutional uses through the use of zoning setbacks, vegetative screening, berms, fences and/or walls.
- » The City should support and encourage the development of senior housing, as well as businesses necessary to serve the aging population, such as pharmacies and clinics.
- » Maintain site and building design review criteria ordinances. New development and redevelopment projects (especially in the Downtown area) should

include high quality site plan designs, landscape designs and building designs.

- » The City should encourage site plans and building designs that locate garage doors, parking lots and loading in areas that will not dominate the visual environment from public right-of-ways and neighboring properties.
- » To the extent possible, institutional land uses such as school, churches, libraries, community centers, etc. should be located in areas where they will not have a negative impact on traffic flows and volumes in surrounding residential areas.
- » All future land uses should be internally designed with the concern for future development, whether immediate future or long term.
- » The City should continue to ensure that all existing areas within the City are adequately served with existing utilities.
- » The City should require new development to be contiguous to existing development.
- » Consider creating a Traditional Neighborhood Development (TND) Zoning District to allow the implementation of many of the existing characteristics already evident in the City such as: interconnected streets; development oriented to pedestrian activity; a mix of uses and types; the preservation of significant natural features; the provision of parks or other public spaces; and architecture and landscape that respond to the unique character of the area.
- » Where practical, infill areas within the existing City boundaries.
- » As the City grows, support the development of commercial areas to serve new neighborhoods, such as small offices, restaurants, grocery stores, etc. to provide these residents with every day conveniences that other City residents enjoy.



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3

Land Use

This chapter outlines the desired future land use for Le Roy and the surrounding planning area, including categories of land uses, development densities and design strategies consistent with the goals, objectives, and strategies of Chapter 3.

4

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4.1 | Future Land Use Map

Using the Future Land Use Map

The Future Land Use Map (Page Opposite) identifies categories of similar use, character and density. These categories, and associated policies, are described in the preceding pages, including explanation of the City's intent, zoning, design and development strategies for each.

These plan includes two Future Land Use Maps, one scaled to view the entire planning area and an additional map scaled to those areas within the City limits at the time this plan was developed. Other than the difference in layout design both maps are identical and together are considered the City's official Future Land Use Map.

This map and the corresponding text are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development shall be consistent with the future land use category shown on the map and the corresponding plan text.

Where existing uses in this map differ from the current use, it is not the general intent of the City to compel a change in zoning or a change in use. Except in rare instances when the City may actively facilitate redevelopment of a priority site, the City's use of this map will be only reactive, guiding response to proposals submitted by property owners and developers.

Future Land Use Categories, Policies & Design Strategies

The future land use categories identify areas of similar use, character and density. These classifications are not zoning districts - they do not legally set performance criteria for land uses (i.e. setbacks, height restrictions, etc.); however, they do identify those City of Le Roy Zoning Districts that currently "fit" within each future land use category (herein described as "generally acceptable zoning districts"). The list of generally acceptable zoning districts will be used by the City to confirm whether requests for rezoning of property are consistent with this plan. Areas subject to City zoning districts include all lands located within the City of Le Roy Municipal Boundary. Areas outside the municipal boundary, but within the City's extraterritorial plat

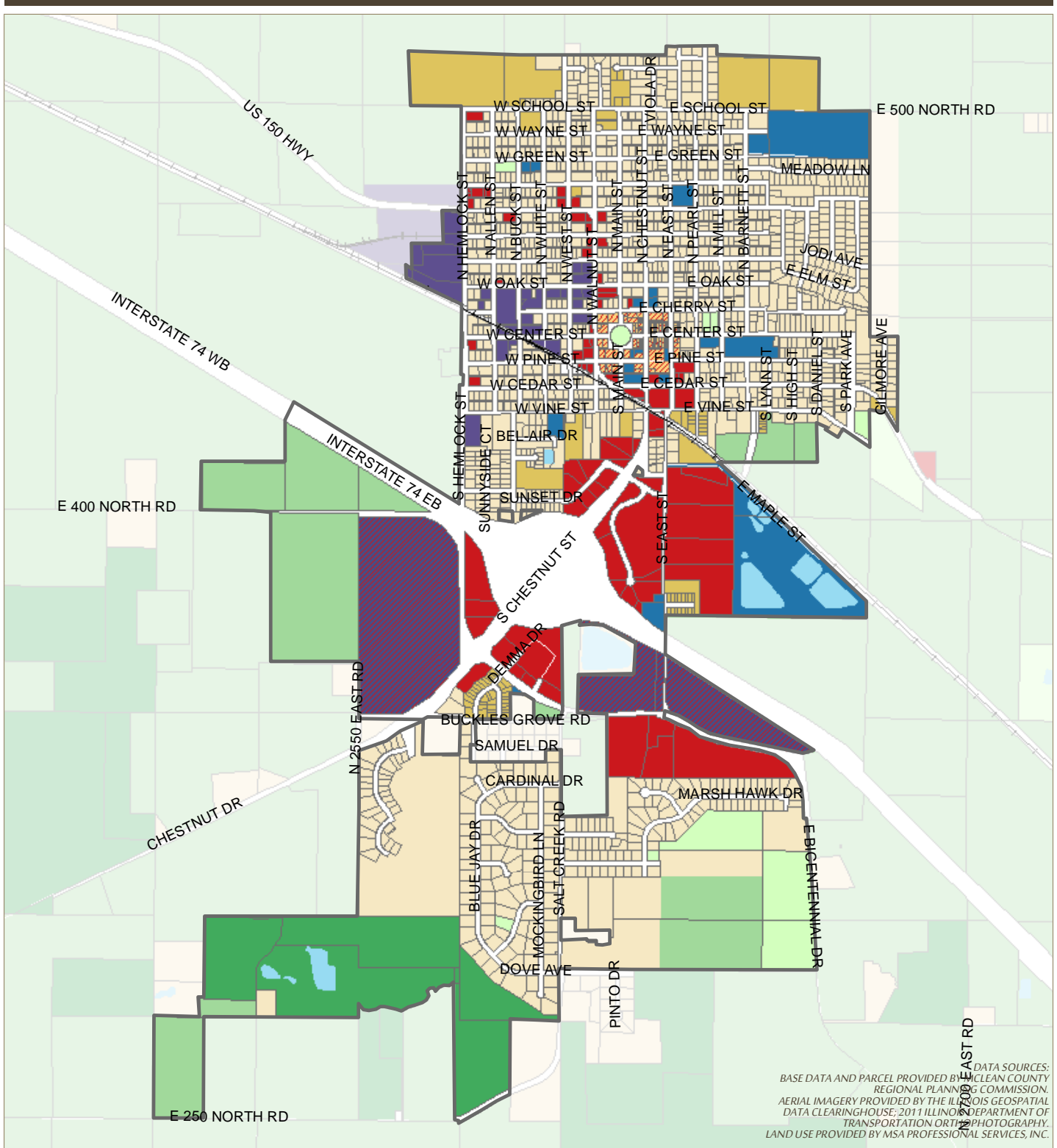
review jurisdiction are subject to the City's Subdivision and Land Division Ordinance in addition to McLean County Zoning regulations.

The illustrations and strategies listed within each category are provided to help landowners and City officials make design decisions during the development process consistent with the intent of the future land use category. These strategies may be used to help determine whether to approve a rezoning, which zoning district to apply, and what conditions to set, if any. Some categories also feature design recommendations and representative photos or illustrations.

The identification of future land use categories and associated uses does not comply the City to approve any and all development or rezoning petitions consistent with the future land use category or map. Other factors will have to be considered, such as the quality of the proposed development, its potential effect on adjacent properties, and ability to provide services to the site, and the phasing of development before an application is approved.

The ten categories designated on the Future Land Use Map are:

RL Rural Lands	MU Mixed Use
OS/C Open Space / Conservation	C Commercial
PR Parks & Recreation	MU Commercial/ Light Industrial
MDR Medium Density Residential	I Industrial
HDR High Density Residential	PI Public/Institutional



FUTURE LAND USE | INSET

City of Le Roy
McLean County, Illinois

- | | | | |
|--------------------|---------------------------------------|----------------------------|-----------------------------|
| MUNICIPAL BOUNDARY | RURAL LANDS (LOW DENSITY RESIDENTIAL) | MEDIUM DENSITY RESIDENTIAL | COMMERCIAL |
| PARCELS | OPEN SPACE/CONSERVATION | HIGH DENSITY RESIDENTIAL | COMMERCIAL/LIGHT INDUSTRIAL |
| RAILROAD | PARKS & RECREATION | MIXED USE | INDUSTRIAL |
| LAKES | | | PUBLIC/INSTITUTIONAL |





4.2 | Future Land Use Categories, Policies & Design Strategies

Rural Lands (Low Density Residential)

The Rural Lands (RL) category is intended to preserve land and rural character in areas deemed unlikely, inappropriate, or infeasible for non-agriculturally based development at the time this plan was developed. Typical uses in these areas include:

- » Farming & Farmsteads
- » Agricultural Based Businesses
- » Forestry Operations
- » Quarry Operations
- » Open Spaces and Woodlands
- » Limited low density residential non-farm developments on well and septic systems

The development of residential subdivisions is strongly discouraged in areas designated as Rural Lands. The preferred development density is one (1) dwelling unit per ten (10) acres, or less of contiguous land under single ownership rounded to the nearest whole number. In limited cases, the use of conservation subdivisions or cluster developments may be permissible. The development of non-agriculturally based commercial and manufacturing uses is also strongly discouraged in RL areas.

Development in RL areas should be limited in order to preserve rural vistas, open spaces, woodlands, and agricultural lands. In addition, limiting development in these areas serves to reduce urban sprawl and inefficient land development. Non-agriculturally based uses should be targeted for development within the City where a full range of urban services can be provided and developments can occur at greater densities.

Those new developments which are deemed appropriate for approval in RL areas shall be located in order to minimize the fragmentation of productive agricultural land and to minimize any disruption to existing farm operations. New access points on to county and state highways should be avoided when possible, particularly those intended on serve only one property. New developments that would pose a threat to the efficient expansion of the City should be prohibited.

Generally Acceptable Zoning Districts include:

- » A - Agricultural

RURAL LANDS

DESIGN STRATEGIES

Conservation Design Strategies for Rural Residential Neighborhoods

Discouraged Layout

Placing the property in the center of the parcel (property) fragments the side and productive agricultural lands.



Discouraged Layout

Desired Layout Options

Placing the property at the corner of the parcel (property) maximizes productive agricultural land.



Desirable Layout #1



Desirable Layout #2

Conservation Development

Conservation development layout example: Emphasis on minimal roadways with a large amount of conserved land for public use.





4.2 | Future Land Use Categories, Policies & Design Strategies

Medium Density Residential

Medium Density Residential (MDR) areas are intended for housing with densities that range from three (3) to seven (7) units per acre in a Traditional Neighborhood Design. Areas classified as MDR will typically be predominately single-family detached units with the potential for some duplex, twin-dominiums, four-plex, and other lower density attached housing developments. Though single-family housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:

- » Senior Housing
- » Parks and recreational facilities
- » Small municipal and institutional facilities (e.g. well house)
- » Community centers
- » Places of worship
- » Schools
- » Day care centers

Small pockets of High Density Residential (<25% of total area, typically located as a buffer to non-residential uses or along major roadways/intersection to the development)

Small commercial uses that serves neighborhood needs (<10% of total area, typically located as a buffer to non-residential uses or along major roadways/intersections to the development area).

Generally Acceptable Zoning Districts include:

- » R-1 1 & 2 Family Residential
- » R-2 General Residential

High Density Residential

High Density Residential (HDR) areas are intended for housing with densities that exceed seven (7) units per acre in a Traditional Neighborhood Design. Areas classified as HDR will typically be predominately multi-family attached units with the potential for some single-family attached, single-family detached, duplex, twin-dominiums, four-plex, and other lower density housing developments.

Though multi-family housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:

- » Senior Housing
- » Assisted Living Facilities
- » Parks and recreational facilities
- » Small municipal and institutional facilities (e.g. well house)
- » Community centers
- » Places of worship
- » Schools
- » Day care centers

Small pockets of Medium Density Residential (<25% of total area)

Small commercial uses that serves neighborhood needs (<20% of total area, typically located along major roadways/intersections to the development area).

Generally Acceptable Zoning Districts include:

- » R-1 1 & 2 Family Residential
- » R-2 General Residential

TRADITIONAL NEIGHBORHOOD DESIGN

Traditional Neighborhood Design (TND) is a planning concept that calls for residential neighborhoods to be designed in the format of small, early 20th century Cities and neighborhoods. Those traditional formats were characterized by one-family and two-family homes on small lots, narrow front yards with front porches and gardens, detached garages in the backyard, walkable "Main Street" commercial areas with shops lining the sidewalk, and public parks, town greens, or City squares.

TND is intended to provide an alternative to bland subdivisions and suburban sprawl. Most contemporary development is characterized by an orientation to the automobile, separation of land uses, and low intensities. In contrast, TND calls for compact, pedestrian-oriented neighborhoods with a mix of commercial and residential uses, a variety of housing types, and public places where people have opportunities to socialize and engage in civic life. The automobile is still accommodated, with ample parking and efficient circulation, but it no longer dominates the landscape.

MEDIUM & HIGH DENSITY RESIDENTIAL

DESIGN STRATEGIES

Single Family Design Strategies



This graphic illustrates how a single-family homes can use varying techniques to create a relationship with the street (see text for technique descriptions).

A | Building setbacks will vary according to building type and lot size but should generally not exceed 30 feet.

B | There should be windows on the street facade.

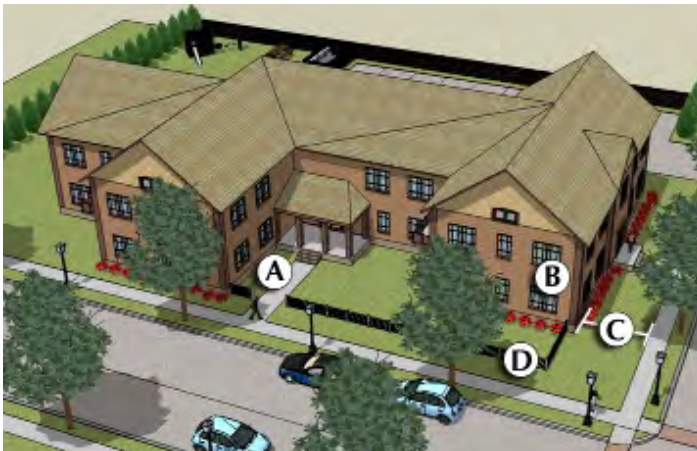
C | Utilize low fences, hedges or other landscaping to establish a layer of privacy behind the sidewalk.

D | Incorporate covered front porch or at least a raised stoop, preferably covered.

E | Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk. And include sidewalks and pedestrian scaled lighting

F | Consider garage location and scale to avoid a “garage-scape” street appearance.

Medium Density Residential Design Strategies



This graphic illustrates how a multi-family building can use varying techniques to create a relationship to the street (see text for technique descriptions).

A | The front door should face the street and there should be a clear route to the door from the street or sidewalk.

B | The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floor plan, facade design, and color choice to avoid monotony.

C | Building setbacks will vary according to building type and lot size but should generally not exceed 30 feet. When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/ or variation in the depth of the setback along the building facade.

D | Utilize low fences, hedges or other landscaping to establish a layer of privacy behind the sidewalk.



4.2 | Future Land Use Categories, Policies & Design Strategies

Mixed Use

The Mixed Use (MU) area is intended to provide a unique mix of commercial, residential, public and related uses in a pedestrian-friendly environment. Anticipated uses in the Downtown include:

- » Attached Single-Family Residential
- » Multi-Family Residential
- » Senior Housing
- » Assisted Living Facilities
- » Restaurants and Entertainment
- » Retail Sales and Service
- » Small Professional Offices
- » Live-Work Residential
- » Civic and Institutional
- » Park and Recreation

Single-family detached housing may be appropriate in the MU area; however, this area is anticipated to

transition over time to include more single-family attached developments, multi-family developments, and upper story residential units above ground floor commercial uses. The Downtown area will continue to serve as the civic center of the community with a variety of public, institutional, and recreational uses.

The City encourages all new development, or exterior site and building renovations, in the downtown area to maintain the urban fabric and character of the area. This includes shallow or zero-lot setbacks, sidewalks, areas for outdoor dining and recreation, and multi-story buildings.

Generally Acceptable Zoning Districts include:

- » C-1 Central Commercial
- » R-2 General Residential
- » B.O.I. Business, Office, Industrial

MIXED USE

DESIGN STRATEGIES



Street side outdoor seating area with planters to provide visual interest.



Home office conversions maintain residential character while allowing for commercial use.



Wall mounted store signage, pedestrian scale.



Decorative sidewalks and lighting



Custom projection panel signage



Awning signage adds architectural interest and satisfies several design strategies, including pedestrian scaled signage and building projections, varied materials.



Multi-unit apartment or condo units.



Townhomes with zero front and side yard setbacks.



Local retail and merchandize.



4.2 | Future Land Use Categories, Policies & Design Strategies

Commercial

Commercial (C) areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. Example uses include:

- » Big Box retailers and shopping centers
- » Offices
- » Clinics and health care facilities,
- » Hotels
- » Restaurants and entertainment businesses
- » Storage
- » Gas Stations and convenience stores
- » Automobile sales and services

The type and size of use will be determined by location and business characteristics (e.g. size, hours of operation, traffic impacts, etc.) For example, areas near major transportation routes or near highway interchange ramps are generally better suited for larger retail uses such as “big-box” commercial uses. These uses typically require larger building footprints and parking lots.

Those areas located along local streets or adjacent to residential neighborhoods are better suited for small commercial uses that serve neighborhood needs. These uses typically require smaller building footprints and parking lots and are less likely to have intensive truck and delivery needs.

Generally Acceptable Zoning Districts include:

- » C-2 Highway Commercial
- » B.O.I. Business, Office, Industrial

Industrial

Industrial (I) areas are intended for light industrial and manufacturing businesses. Typical uses include:

- » Manufacturing, processing or assembling products
- » Repair Services
- » Warehousing
- » Distribution
- » Wholesale trade
- » Accessory office and sales

Manufacturing areas typically have outside storage of equipment and materials. Manufacturing areas should be located near regional transportation routes. When located near residential uses proper site design methods should be used to screen manufacturing uses.

The City encourages and supports investment in older manufacturing sites in existing neighborhoods. Older manufacturing sites with depilated buildings should be targeted for redevelopment into new manufacturing, commercial, residential, or civic uses through the use of all economic development tools at the City’s disposal.

The City encourages for all manufacturing projects the use of design strategies that will maintain property values over time. Many of the design strategies previously illustrated for Mixed Use Commercial & Light Industrial and Commercial can be applicable for Manufacturing areas. At a minimum Manufacturing areas should adhere to the lighting and service area design strategies illustrated in Figure 3.10 and the stormwater management strategies illustrated in Figure 3.11. In addition, loading docks should be screened from public view along the front of the building through landscaping or building design.

Generally Acceptable Zoning Districts include:

- » I-1 Light Industrial
- » I-2 Heavy Industrial

COMMERCIAL

DESIGN STRATEGIES



Decorative wall and landscaping separating adjacent uses from parking lot.



Landscaped edge separating the sidewalk from the parking lot.



Native planting medians and islands serve a stormwater function while beautifying the parking lot.



Well designed parking lots have separate pedestrian circulation and complete landscapes.



Awnings help define building entrances, generate intrigue and visual interest.



Canopies and architectural entry features help define building entries by creating visual interest along the street frontage.



One and half to two story neighborhood commercial



Commercial monument signs in lieu of pole signs.



Variations in building setbacks, heights, and facades. Areas for outdoor dining.



4.2 | Future Land Use Categories, Policies & Design Strategies

Commercial & Light Industrial

Commercial & Light Industrial (CLI) areas are intended for a wide range of retail, commercial, office, and light industrial uses. Most areas identified as CLI have yet to be developed. The purpose of the CLI category is to provide flexibility in determining the most appropriate mix of complementary land uses in close proximity to one another. The mix of land uses may include one or a combination of the following:

- » Professional and corporate offices
- » Business incubators
- » Medical facilities
- » Business supported uses - retail, daycare, health club, etc.
- » Light Industrial High Tech uses
- » Eco-Business Park

Industrial uses that require outside storage of equipment or materials are generally not permitted in these areas and are better suited for areas identified as Manufacturing on the Future Land Use Map, unless the land area needed for outside storage is minimal and high quality screening is proposed block views.

CLI developments are usually designed in a unified manner and feature both public and private landscaping, and common directory signage and/or entry features.

Generally Acceptable Zoning Districts include:

- » B.O.I. Business, Office, Industrial
- » C-2 Highway Commercial
- » I-1 Light Industrial
- » I-2 Heavy Industrial

COMMERCIAL & LIGHT INDUSTRIAL

DESIGN STRATEGIES

Business Park Design Strategies



Defined building entrance with red awning.



Building entrance defined by arching glass facade and canopy.



Central building entrance enhanced by building articulation changes and over hang awning.



Masonry, LED lit business park tenant list directory sign.



Standard business park tenant directory list sign.



Logo incorporated business park tenant directory sign.



Outdoor seating areas for employees.



Enhanced landscaping.



Variations in facade depth and heights for light industrial uses.



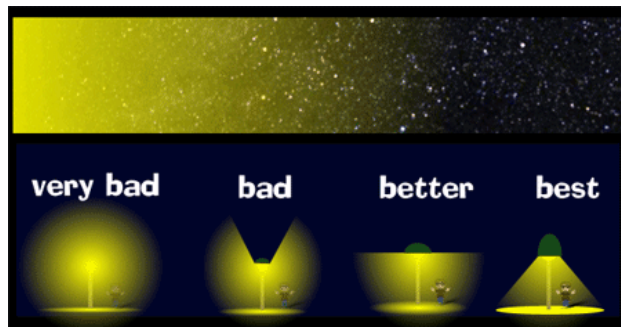
4.2 | Future Land Use Categories, Policies & Design Strategies

LIGHTING & SERVICE AREAS

DESIGN STRATEGIES

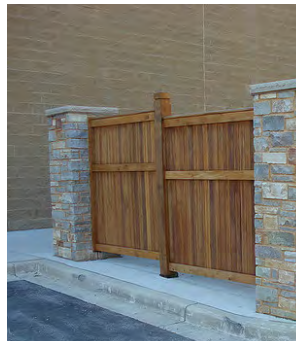
Lighting

Lighting plays a role in safety, comfort and design aesthetic. This exhibit illustrates the differences in light fixture cut off and light pollution associated.



Service Area Enclosure

Decorative enclosures screen and hide unsightly and smelly dumpster and recycling receptacles from view.



STORMWATER

DESIGN STRATEGIES



Bio-infiltration trenches, planting areas in and around parking lots, filter, store and infiltrate water.



Permeable asphalt, provides an alternative to traditional, less permeable asphalt.



Decorative and permeable paving parking lot.



Rain gardens of all sizes can help collect, filter and infiltrate stormwater run off while attracting wildlife and natural beauty.



Infiltration planters separating a public sidewalk and street.



Planter terrace/parkways can collect run off prior to entering into the stormwater system.



4.2 | Future Land Use Categories, Policies & Design Strategies

INFRASTRUCTURE

DESIGN STRATEGIES

Connectivity

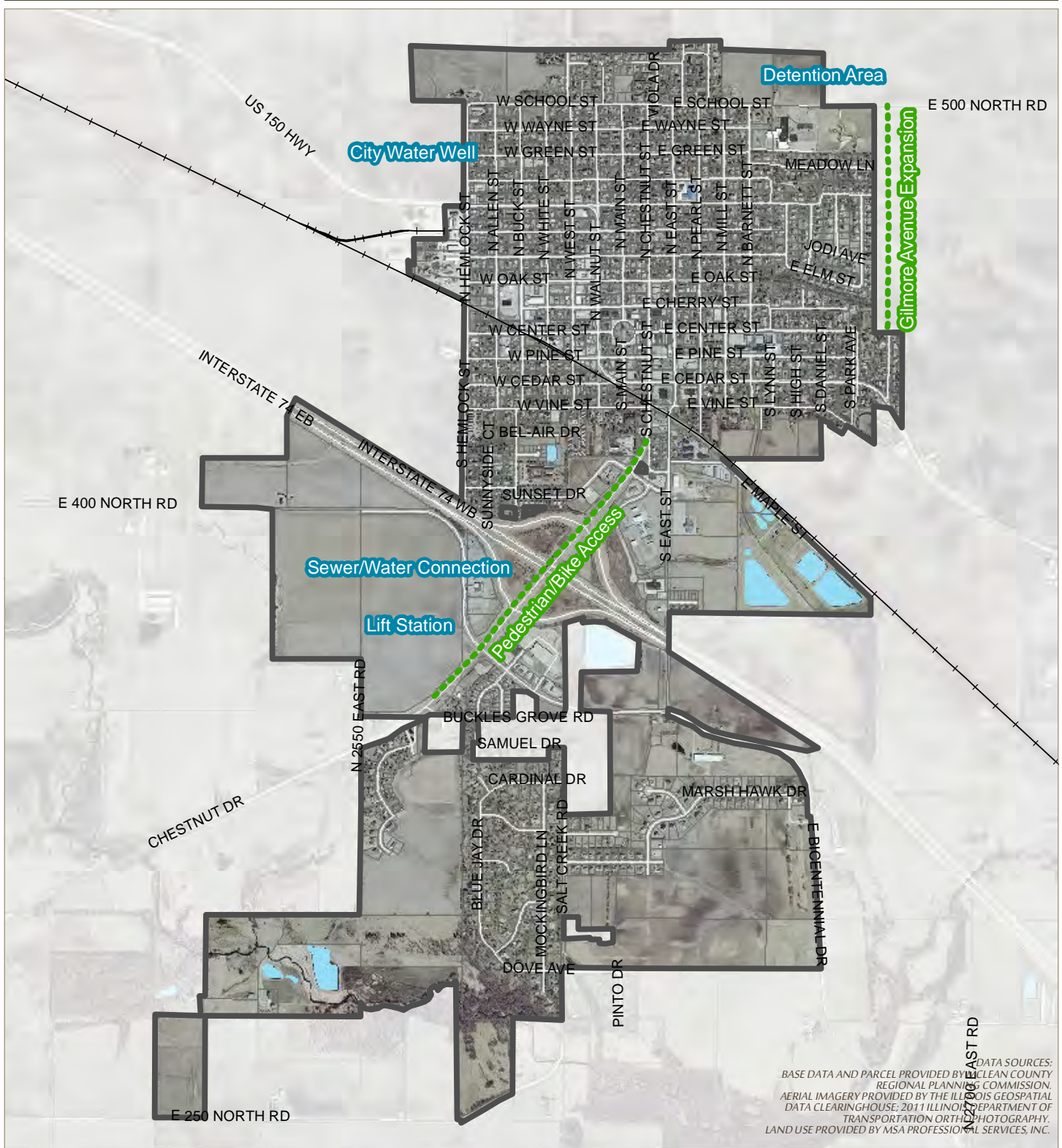
Ensure residents and visitors are able to transverse the community via auto, bike or walking, easily and efficiently.

- » **Pedestrian access over I-74** | Connecting the newer residential areas to the downtown, schools, and commercial areas will benefit existing and future residents.
- » **Gilmore Avenue Expansion** | Continuing Gilmore Avenue to the north will provide better circulation and flow for traffic to and from the grade school. It will also offer an additional, uninterrupted north-south connection which is lacking in Le Roy.




Future Growth & Expansion

Planning to meet the needs of current and future residents and businesses should be a priority.

- » **Detention Area** | Storm water runoff on the northeast side of town is a problem for residents which will need to be addressed, especially if further development in the area occurs with the school or residential housing.
- » **City Water Well** | The City is looking for a new site for an additional well. One potential site is on the northwest side of town. Expanding the water supply will ensure a sufficient and quality supply for existing and future residents.
- » **Sewer/Water Connection** | Infrastructure for sewer and water needs to be better connected on the south side of I-57. Looping the water main and providing sewer will help Le Roy accommodate residential growth and the potential for new commerce and industry around the interchange.
- » **Lift Station** | Due to the topography, a lift station will be needed to move water through the lines to and from the treatment plant.



FUTURE LAND USE | PROPOSED INFRASTRUCTURE IMPROVEMENTS

- | | |
|--|---------|
|  MUNICIPAL BOUNDARY | STREETS |
|  PARCELS | TRAILS |
|  RAILROAD | LAKES |



4.2 | Future Land Use Categories, Policies & Design Strategies

Public, Civic, Institutional

Public, Civic, Institutional (PI) areas are intended for churches, schools, cemeteries, art and cultural facilities, local government facilities, utilities and other parcels that are owned by a public, quasi-public, or religious entity. Park and recreational uses are sometimes a primary or secondary use on these sites.

Generally Acceptable Zoning Districts include:

The City does not maintain a stand alone public and institutional zoning district. Such uses are typically considered as acceptable and allowable in most zoning districts.

Parks and Recreation

Parks and Recreation (PR) areas are intended for active and passive recreation uses or preservation of natural areas, stormwater facilities, or drainage basins.

Areas identified as POS should be preserved for passive and active recreational uses. Some stormwater management or other utility/institutional uses (e.g. water towers) may be located within these areas.

Generally Acceptable Zoning Districts include:

These uses are permitted and suitable in almost all zoning districts.



Open Space/Conservation

The Open Space and Conservation category was created with the intent of protecting areas vital to the region's ecosystem as well as the City's recreation character and culture. Conservation areas include land that is restricted from development due to natural conditions such as slope, soil type, vegetation, or flooding. The Conservation areas also include land that is otherwise developable but which the City/County chooses to protect by preventing such development. The intended use for Conservation land is passive recreation (bike and walking paths, trails, etc.)





4.3 | Amending the Future Land Use Map

Amending the Future Land Use Map

It may from time to time be appropriate to consider amendments to the Future Land Use Map. See **Chapter 5** for a description of the procedural steps for amending any aspect of this plan. The following criteria should be considered before amending the map.

Agricultural The land does not have a history of productive farming activities, does not contain prime soils (see *Prime Agriculture Map* in **Appendix B**), or is not viable for long-term agricultural use. The land is too small to be economically used for agricultural purposes, or is inaccessible to the machinery needed to produce and harvest products.

Compatibility The proposed development, or map amendment, will not have a substantial adverse effect upon adjacent property or the character of the area, with a particular emphasis on existing residential neighborhoods. A petitioner may indicate approaches that will minimize incompatibilities between uses.

Natural Resources The land does not include important natural features such as wetlands, floodplains, steep slopes, scenic vistas or significant woodlands, which will be adversely affected by the proposed development. The proposed building envelope is not located within the setback of Floodplain zones (raised above regional flood line). The proposed development will not result in undue water, air, light, or noise pollution. Petitioner may indicate approaches that will preserve or enhance the most important and sensitive natural features of the proposed site.

Emergency Vehicle Access The lay of the land will allow for construction of appropriate roads and/or driveways that are suitable for travel or access by emergency vehicles.

Ability to Provide Services Provision of public facilities and services will not place an unreasonable financial burden on the City. Petitioners may demonstrate to the City that the current level of services in the City, or region, including but not limited to school capacity, transportation system capacity, emergency services capacity (police, fire, EMS), parks and recreation, library services, and potentially water and/or sewer services, are adequate to serve the proposed use. Petitioners may

also demonstrate how they will assist the City with any shortcomings in public services or facilities.

Public Need There is a clear public need for the proposed change or unanticipated circumstances have resulted in a need for the change. The proposed development is likely to have a positive fiscal or social impact on the City. The City may require that the property owner, or their agent, fund the preparation of a fiscal impact analysis by an independent professional.

Adherence to Other Portions of this Plan The proposed development is consistent with the general vision for the City, and the other goals, objectives, and policies of this Plan.

Interpreting Boundaries

Where uncertainty exists as to the boundaries of districts shown on the Future Land Use Map, the following rules will apply. If uncertainty still exists, the City Administrator shall decide any inquiries related to map boundaries.

1. Boundaries indicated as approximately following the center lines of streets, highways, or alleys will be construed to follow such center lines.
2. Boundaries indicated as approximately following platted lot lines or U.S. Public Land Survey lines will be construed as following such lot lines.
3. Boundaries indicated as approximately following municipal boundaries will be construed as following such boundaries.
4. Boundaries indicated as following railroad lines will be construed to be midway between the main tracks.
5. Boundaries indicated as following shorelines and floodplains, will be construed to follow such shorelines and floodplains, and in the event of change in the shorelines and floodplains, it will be construed as moving the mapped boundary.
6. Boundaries indicated as following the center lines of streams, rivers, canals, or other bodies of water will be construed to follow such center lines.
7. Boundaries indicated as parallel to extension of features indicated in the preceding above will be so construed. The scale of the map will determine distances not specifically indicated on the map.



1
2
3
4

Implementation & Action Plan

Chapter 5 outlines how the vision, goals, objectives, and strategies of the plan will be implemented in everyday decisions and annual goal-setting and budgeting and how the plan should be updated and amended when necessary.

5

- | | | |
|-----|--------------------------------|----|
| 5.1 | Guiding Daily Decisions | 2 |
| 5.2 | Adoption, Amendments & Updates | 4 |
| 5.3 | Action Plan | 6 |
| 5.4 | 5 in 10 | 8 |
| 5.5 | Potential Funding Sources | 10 |

A
B



5.1 | Guiding Decisions

Guiding Daily Decisions

Responsibility for implementing this plan lies primarily with City Council, City Zoning Board of Appeals, and City Staff.

City Council

City Council sets priorities, controls budgets and tax rates, and often has the final say on key aspects of public and private development projects. The value and legitimacy of this plan is directly related to the degree to which Council members are aware of the plan and expect City actions to be consistent with this plan. Each council member should have a copy of the plan and should be familiar with the major goals and objectives described herein. City Council should expect and require that staff recommendations and actions both reference and remain consistent with this plan.

Zoning Board of Appeals

Land use and development recommendations are a component of this plan, and the members of the Zoning Board of Appeals have a role in influencing those decisions. Board members must each have a copy of this plan and must be familiar with its content, especially Chapter 4: Land Use. It is generally the responsibility of the Board to advise the City Council on all matters related to variance requests from the City's Zoning Ordinance regulations, as well as serve as the appeals board for zoning rulings made by the City of Le Roy City Council. These decisions should be made with a clear understanding of the intent of this plan.

City Staff

Key City Staff have a significant influence on the selection and completion of all kinds of capital and operational projects. It is imperative that individuals in key roles know about, support, and actively work to implement the various strategies and actions in this plan. Specifically, the following people should consult and reference the comprehensive plan during goal-setting and budgeting processes, during planning for major public projects, and in the review of private

development projects:

- » City Administrator
- » Public Works Superintendent
- » Code Enforcement
- » Building/Electrical Inspector

These key staff members are expected to know and track the various goals, objectives, strategies and actions laid out in this plan, and to reference that content as appropriate in communications with residents and elected and appointed officials. All other department heads should also be aware of the plan and the connections between the plan and City projects. The purpose of this extra effort is to strengthen staff recommendations and reinforce the plan as a relevant tool integral to City functions.

The City Administrator, as lead administrative official of the City, is responsible for ensuring that other key staff members are actively working to support and implement this Comprehensive Plan.

Guiding Annual Decisions

To provide lasting value and influence, this plan must be used and referenced regularly, especially during budgeting and goal setting processes. To inform these annual processes, City staff will prepare, with input from other departments and the City Administrator, a concise Comprehensive Plan Annual Report with the following information:

- » Action items in progress or completed during the prior 12 months (celebrate success!)
- » Staff recommendations for action items to pursue during the next 12 months.
- » City actions and decisions during the past 12 months not consistent with the plan (if any).
- » Staff recommendations for any amendments to the adopted plan.

The Comprehensive Plan Annual Report/Working Action Plan should be maintained on an annual basis, starting with the actions in this plan and evolving over time. Completed actions should be celebrated

and removed, while those actions not yet carried out should be given new deadlines (if appropriate) and assigned to specific individuals, boards or committees for completion per the new schedule and City Council directive. If the updated action plan is consistent with the goals, objectives, and policies of the comprehensive plan, updating the action plan should not require an amendment to the plan and can be approved simply by Council action.

Implementation Tools

Many of the strategies identified in this plan presume the use of existing City ordinances and programs. The City's key implementation tools include:

Operational Tools

- » Annual Budget Process
- » Capital Improvement Program
- » Annual Goal-Setting Process
- » Strategic Plan
- » Plans & Studies (Comp Plan, Econ Dev Plan, TIF, etc.)

Regulatory Tools

- » Land Use Regulations (including zoning, land division, subdivision, landscaping, and signage regulations)
- » Building and Housing Codes (including sanitary, mechanical, and electrical codes)
- » Erosion and Stormwater Ordinances
- » Official Maps

Funding tools

- » General Fund Revenues
- » Fees & Special Assessments
- » Fundraising
- » Grants & Low Interest Loans

Education & Advocacy

Implementation of this plan also depends, to a great degree, on the actions and decision of entities other than City Government. The Action Plan (see *Section 5.3* of this Chapter) indicates responsible parties that the City of Le Roy does not control or direct. These include, and are not limited to:

- » Community Unit School District #301
- » Le Roy Chamber and Economic Development, Inc.
- » Le Roy Community Foundation
- » Bloomington-Normal Area Convention & Visitors Bureau
- » McLean County
- » Illinois Department of Transportation

It is necessary to persuade these entities to be active partners in the implementation of the goals, objectives, and strategies of this plan. The following City activities can support this effort.

- » Share this plan with each organization, including a memo highlighting sections of the plan that anticipate collaboration between the City and the organization.
- » Take a lead role in establishing a collaboration.
- » Know and communicate the intent of relevant objectives and strategies - partner organizations need to understand and buy in to the rationale before they will act.



5.2 | Adoption, Amendments & Updates

Adoption, Amendments, & Updates

Although this Plan is intended to guide decisions and actions by the City over the next 10 to 20 years, it is impossible to accurately predict future conditions in the City. Amendments may be appropriate from time to time, particularly if emerging issues or trends render aspects of the plan irrelevant or inappropriate. The City may be faced with an opportunity, such as a development proposal, that does not fit the plan but is widely viewed to be appropriate for the City. Should the City wish to approve such an opportunity, it should first amend the plan so that the decision is consistent with the plan. Such amendments should be carefully considered and should not become the standard response to proposals that do not fit the plan. Frequent amendments to meet individual development proposals threaten the integrity of the plan and the planning process and should be avoided.

Any changes to the plan text or maps constitute amendments to the plan and should follow a standard process as described in the following section. Amendments may be proposed by either the City Council or the Plan Commission, though a land owner or developer may also petition Plan Commission to introduce an amendment on their behalf.

Amendments may be made at any time using this process, however in most cases the City should not amend the plan more than once per year. A common and recommended approach is to establish a consistent

annual schedule for consideration of amendments. This process can begin with a joint meeting of the Plan Commission and City Council (January), followed by Plan Commission recommendation (February), then public notice procedures leading to a public hearing and vote on adoption by City Council (March or April).

The 20-year planning horizon of this plan defines the time period used to consider potential growth and change, but the plan itself should be fully updated well before 2036. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and to ensure, through a process of new data evaluation and new public dialogue, that the plan remains relevant to current conditions and decisions. An update every ten years is recommended, though the availability of new Census or mapping data and/or a series of significant changes in the community may justify an update sooner.

Plan Amendment Process

In the years between major plan updates it may be necessary or desirable to amend this plan. A straightforward amendment, such as a strategy or future land use map revision for which there is broad support, can be completed in about six to eight weeks through the following process:

Step One

A change is proposed by City Council, the Zoning Board of Appeals, or staff and is placed on the agenda for preliminary consideration. Private individuals (landowners, developers, others) can request an amendment through the City Administrator, who will forward the request to Council for consideration.

Step Two

Once consideration has been heard, City Council will schedule a public hearing and at least two weeks public notice is published. Notice of the proposed amendment should also be transmitted as appropriate to other entities that may be affected by or interested in the change, such as McLean County or other Regional Agencies.

Step Three

City Council hears formal comments on the proposed amendment, considers any edits to the amendment, then considers adoption of the amendment.

Step Four

Staff completes the plan amendment as approved, including an entry in the plan's amendment log. A revised PDF copy of the plan is posted to the City web site and replacement or supplement pages are issued to City staff and officials who hold hard copies of the plan.

Plan Amendment vs. Plan Update

From time to time the City may be faced with an opportunity, such as a development proposal, that does not fit the plan but is widely viewed to be appropriate for the City. Should the City wish to approve such an opportunity, it must first amend the plan so that the decision is consistent with the plan. Such amendments should be carefully considered and should not become the standard response to proposals that do not fit the plan. Frequent amendments to meet individual development proposals threatens the integrity of the plan and the planning process and should be avoided.

Any change to the plan goals, objectives, policies or maps constitutes an amendment to the plan and must follow the adoption/amendment process previously described in this section. Amendments may be made at any time using this process; however, in most cases the City should not amend the plan more than once per year. A common and recommended approach is to establish a consistent annual schedule for consideration of amendments. This process can begin with a meeting of the Planning Commission (January), followed by Planning Commission recommendation (February), then the 30-day public notice procedures leading to a public hearing and vote on adoption by the City Council (March or April).

We recommend following the standard protocol of updating the plan at least once every 10 years. Unlike an amendment, the plan update is a major re-write of the plan document and supporting maps. The purpose of the update is to incorporate new data and ensure that the plan remains relevant to current conditions and decisions. The availability of new Census or mapping data and/or a series of significant changes in the community may justify an update after less than 10 years. Frequent requests for amendments to the plan should signal the need for a comprehensive update.



5.3 | Action Plan

Action Plan

The next two pages highlight the five reoccurring themes brought through by the comprehensive planning process. They are the top five action items to pursue over the next 10 years in order to implement the vision, goals, and objectives of this plan. This list was developed in part from the list of strategies outlined in Chapter 3 and from the results of the Community Survey. These action items supplement other strategies described for each planning element within Chapter 3.

Priorities & Timelines

The 5 in 10 list is not listed by priority and multiple actions may be pursued at the same time. Decisions regarding the timing, budgeting, and coordination of each action item with the next 10 years will be reviewed at least once annually by the City Council as part of the municipal budget setting process or the Comprehensive Plan Annual Report. All action items are perceived to have a deadline of 10 years; the timeline before the next recommended update of this plan. The timing of when certain action items are completed will be decided by the City Council and in many cases are variable since completion of certain actions may be dependent on market conditions or other forces outside of the City's control. In addition, some actions may require continual efforts on behalf of the City.

Timeframe

All strategy items are perceived to have a deadline of 10 years, however, there are more than 5 action items identified in the plan. Those are included in here as well, and are either continually occurring, or could be completed in the next 10-20 years. In order to assist in the progression of each project intermediate tasks may need to be identified and carried out.

Responsible Parties

Most of these strategies require leadership and effort by multiple people and organizations, with the understanding that the City Council generally has ultimate budgeting and approval authority. However, achievement of these action items should be a focus of the entire community including the City, local businesses, service clubs, and residents.

Funding Sources

Most of these strategies come with some cost. It is presumed that most could be supported by tax revenue from the City's general fund. Other sources of potential funding may exist, such as grant programs, tax increment financing, or community fundraising. *See section 5.5 for full list*

Measuring Success

Success in implementing the community improvement projects will vary. In some cases, success is evaluated based on whether a facility is ultimately built (e.g. a new Library). In other cases, success may be judged by whether interim implementation tasks have been completed or the degree to which change has occurred. Change can be measured both quantitatively (e.g. the number of new business or jobs created since plan adoption) or qualitatively (e.g. degree to which residents are satisfied with improvements).



5 in 10

1. Update and Maintain a Capital Improvements Plan.

The City should maintain a rolling five-year capital improvement plan to guide future utility, infrastructure and transportation projects to allow for long-term cost control.

- » The City should continue to ensure that all existing areas within the City are adequately served with existing utilities.
- » Look for creative funding, such as grants or low interest loans, to help cover the cost of infrastructure.

Water

- » Improve the service and quality of Le Roy's water system. Water quality standards will continue to be strictly adhered to, including both drinking water standards and standards for quality of treated wastewater returned to waterways to reinforce Le Roy's high quality of life.
- » Loop the water main in parts of town to improve and extend service and prevent stagnant water.

Sewer

- » Extend the sewer where necessary to meet current and future needs.

Communications

- » The City will work with communication providers to ensure fast and reliable connections to meet current and future needs within Le Roy.

Transportation

- » Search for funding sources and cooperation with IDOT to improve pedestrian and bicycle access over I-74.
- » Consider developing bike routes and lanes, which connect residential areas to businesses, schools and commercial areas throughout the City.
- » The City should follow an arterial and collector plan with all future transportation development so that local and through traffic is separated as much as possible.
- » Reduce single occupancy vehicle usage by encouraging ride-sharing initiatives and increased pedestrian/bicycle and transit trips.

Parks & Recreation

- » The City will continue to improve existing park and recreation facilities and services to meet the needs of the community, while improving safety and efficiency of the facilities provided (which includes the Replex).
- » The City will coordinate recreational planning with other public and private entities to maximize resources (e.g. School District, businesses, etc.).

2. Development across all sectors will increase in the next decade.

Development

- » Adopt and implement Le Roy's Economic Development Plan while working closely with the Chamber of Commerce and local businesses. The plan includes action steps to fill market gaps as well as ideas for the marketing and branding of Le Roy.
- » Provide simple, clear application forms and written explanations of the City development review processes and requirements to ensure "permit ready" projects.
- » Create a Downtown Master Plan to encourage appropriate re- and in-fill development.
- » Improve supply of information (uniform interpretive signage, websites, online forms, maps, etc.) at and for community facilities and key attractions. Coordinate this supply of information with all necessary entities and organizations.
- » Inform developers and potential developers about this comprehensive plan and the importance of their reviewing and understanding that it must be implemented prior to submitting an application for development.
- » The City should support and encourage the development of senior housing, as well as businesses necessary to serve the aging population, such as pharmacies and clinics.
- » Continue to support EMS, Fire and Police Protection through quality facilities and proper equipment.

5 in 10

3. Make Le Roy attractive for families moving into McLean County.

Education

- » The City will work with and support the School District in attracting new families to the area.
- » The City will support the School District and regional economic development agencies to attract and retain high quality educators and staff.

Quality of Life

- » Continue to support events and initiatives of churches, civic organizations and social groups which add to and improve the quality of life for residents of Le Roy.

4. Review and Update the City Zoning, Subdivision, and Building Codes and Ordinances for consistency with this plan. They should include:

Code Enforcement

- » The City maintains a comprehensive building code that requires inspection of new structures and repair of unsafe and unsanitary housing conditions.
- » The City will actively enforce existing codes.

Land Use

- » Codes should ensure Le Roy will grow and develop smartly and efficiently.
- » Where practical, encourage infill development areas within the existing City boundaries.
- » As the City grows, it will support the development of commercial areas to serve new neighborhoods, such as small offices, restaurants, grocery stores, etc. to provide these residents with every day conveniences that other City residents enjoy.
- » The City should require new development to be contiguous to existing development.

5. The City will ensure housing for all family sizes and incomes.

Housing

- » The City encourages developers of large projects to provide a mix of lot sizes in larger developments. A well-designed variety of lots will be able to provide housing options for all segments of Le Roy's population. Lot sizes for residential development areas should provide for an efficient and cost effective extension of City services.
- » Consider a variety of options for senior housing including condominium, zero-lot line duplex, smaller lot single family and other available options including assisted living and nursing homes.
- » Infill development providing housing opportunities shall be encouraged in Le Roy.
- » Consider creating a Traditional Neighborhood Development (TND) Zoning District to allow the implementation of many of the existing characteristics already evident in the City such as: interconnected streets; development oriented to pedestrian activity; a mix of uses and types; the preservation of significant natural features; the provision of parks or other public spaces; and architecture and landscape that respond to the unique character of the area.





5.5 | Potential Funding Sources

Funding sources continually change, therefore, this is not an exclusive and exhausted list. It is however, a good starting point when seeking alternative funding sources to complete the 5 in 10 list.

Infrastructure

Community Development Block Grants (CDBG) | HUD

- » 51% LMI Requirement
- » Given to businesses which save or create rural jobs. Borrowers can be public or private. Can be used for the purchase of land, equipment, buildings, tourist and recreation facilities and housing development.
- » Emergency Public Infrastructure – When emergencies strike, communities may apply for emergency funding to undertake projects that address an emergency or a particular urgency requiring immediate public infrastructure assistance to eliminate conditions detrimental to health, safety, and public welfare.

Business Development Public Infrastructure Program | IDCEO

- » 51% LMI Requirement
- » Provides grants to units of local government for public improvements on behalf of a business(s) undertaking a major expansion or relocation project that will result in substantial private investment and the creation and/or retention of a large amount of Illinois jobs. The infrastructure improvements must be made for public benefit and on public property and must directly result in the creation or retention of private sector jobs. The Program helps local governments finance public infrastructure needed to support economic development and private sector job creation. Funding is available only for infrastructure projects which lead directly to private sector expansion or retention activities.

General Development

Community Development Block Grant Program | IDCEO

- » Available for loan by a local government to businesses locating or expanding in the community. Funds may be used for machinery and equipment, working capital, building construction and renovation. Grants may also be available for

improvements to public infrastructure in direct support of a business that would create and/or retain jobs in the community.

Tax Increment Financing Program (TIF) | Le Roy

- » Illinois law allows units of local governments to designate areas within their jurisdiction as TIF districts. These specially designated districts are used by local governments as a way to spur economic growth by dedicating the sales tax revenues and additional property tax revenues generated within the TIF for improvements within the district with the hope of encouraging new economic development and job creation.

Business Recruitment

Business & Industry Loan Guarantees | USDA-RD

- » Given to businesses which save or create rural jobs. Borrowers can be public or private. Can be used for the purchase of land, equipment, buildings, tourist and recreation facilities and housing development.

Rural Business Enterprise Grants | USDA-RD

- » Program finances the development of small and emerging business enterprises in rural areas. Grants may be used for acquisition and development of land, construction of buildings, machinery, roads, utilities, the creation of rural distance learning programs, technical assistance for businesses, industrial park improvements.

Advantage Illinois: Participation Loan Program | IDCEO

- » Given to businesses which save or create rural jobs. Borrowers can be public or private. Can be used for the purchase of land, equipment, buildings, tourist and recreation facilities and housing development.

Advantage Illinois: Capital Access Program | IDCEO

- » Enhances access to capital for Illinois businesses. Accessed via participating banks and uses small amount of public resources to generate private bank financing. Covers start-up costs, working capital, business procurement, franchise fees, equipment, inventory, and bricks and mortar improvements.

Transportation

Economic Development Program | IDOT

- » Provides grant assistance for roadway improvements necessary for access to new or expanding industrial, manufacturing, or distribution facility companies.

Truck Access Route Program (TARP) | IDOT

- » Assists local governments to upgrade roads to accommodate 80,000 pound truck loads.

Illinois Transportation Enhancement Program (ITEP) | IDOT

- » The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

Safe Routes to School (SRTS) | IDOT

- » Safe Routes to School (SRTS) programs encourage children ages K-8 to walk and bike to school by creating safer walking and biking routes.
- » Eligible projects/activities must focus on children in kindergarten through eighth grades. Projects must be within a two-mile radius of any elementary or middle school.

National Scenic Byways Discretionary Grants | FHA

- » A project should benefit the byway traveler's experience, whether it will help manage the intrinsic qualities that support the byway's designation, shape the byway's story.

Brownfields/Redevelopment

Municipal Brownfield Development Grant | IEPA

- » Provides funding for properties contaminated or suspected of being contaminated by petroleum, hazardous waste, or both.
- » Funds can be used for implementation of remediation activities.

Parks & Recreation

PeopleForBikes Community Grants | PeopleForBikes

- » Funds bicycle infrastructure projects such as bike paths, lanes, trails, and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, end-of-trip facilities (bike racks, storage), and more.

Open Space Lands Acquisition and Development Program (OSLAD) | IDNR

- » Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.

Land and Water Conservation Fund (LWCF)

- » Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space.



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Community Indicators Report

This Report is a summary of current conditions and recent trends in Le Roy, based on the best available data. The purpose of these indicators is to enable informed choices about the future of the City. This report is included as an appendix to the comprehensive plan so that it may be easily updated from time to time as new data becomes available.

A
B



A.1 | Demographics

About the Data

These indicators utilize a mixture of local, county, state, and federal data sources. The U.S. Census has historically been a key source of data for many community indicators. Much of the information previously collected by the decennial U.S. Census is now collected only by the American Community Survey (ACS). The ACS is an ongoing survey that collects sample data every year and reports estimates of population and housing characteristics. For communities smaller than 20,000 people, the best available estimates are reported as rolling averages over 5-year periods – they indicate average conditions over the reporting period rather than a snapshot of a single point of time. Because the ACS estimates are based on a sample of the population, they include some error. The margin of error is reported for each estimate, and is an indication of how reliable the estimate is. As a general rule, the ACS data is quite reliable at the State level, generally reliable at the County level, and less reliable at the municipal level. The margin of error makes the data much more difficult to interpret. To simplify tables in this plan, the reliability of each value is indicated simply by the formatting of the text. For each ACS estimate, the margin of error is divided by the estimate. If the error is 10% or less than the estimate, the value in the table is bolded and underlined (See sample table below). In graphs, the ACS data exceeding this 10% error threshold will be denoted at the bottom of the graph.

The second important note when using ACS estimates is that they cannot be compared to decennial census data because they are measured in different ways. While some of the tables in this report show both decennial census data and ACS data, caution should be used when trying to draw conclusions about trends by comparing the two sets of numbers.

This report is a summary of current conditions and recent trends in Le Roy, based on the best available data. The purpose of these indicators is to enable informed choices about the future of the City.

	City		County	
	Number	Percent	Number	Percent
1990	124	2.2%	79,364	5.0%
2000	138	3.4%	100,601	6.0%
2010	143	10.0%	145,452	7.0%
Avg. 2007-2011	378		<u>253,053</u>	

↑ error exceeds 10% ↑ error less than 10%

← Census data ← ACS data

Population & Age Trends

Historically, population trends for the City of Le Roy show an overall increase in population; with an exception between 1980 and 1990 where there was about a 100 person dip. However, between 1980 and 2010, the City saw growth of nearly 25%.

There are many factors to consider and weigh when looking into population forecasts. Illinois provides population forecasts at the State and County level into the year 2025. According to the State, Illinois is anticipating a modest 1% population percent increase every five years. Illinois is also expecting McLean County to gain considerably more at an increase of about 5% every five years. These two forecasts, in addition to local social, economic and environmental factors must be considered when projecting the population of Le Roy over the next 30 years.

To help combat the challenge of population forecasting, three scenarios have been created. The first is a ‘Conservative Growth’ scenario in which Le Roy grows at a rate (0.5%) which is half that of the State. The second scenario is a ‘Moderate Growth’ projection in which Le Roy is more in line with growth of the County and the projected growth of Illinois at 1% every five years. The third is a more arbitrary ‘Robust Growth’ in which Le Roy would experience a 3% growth in population every five years.

The distribution of age cohorts in Le Roy show an aging population consistent with Central Illinois. The smallest cohort is that of those aged 20-24. The assumption here is that this age range is typically away receiving a higher degree of education and/or training outside of the community; which, subsequently, is why McLean County has such a large population in this age cohort with Illinois State University, Illinois Wesleyan University, and Heartland Community College. Gender, as to be expected, is split down the middle, with a slight edge to the females (52%).

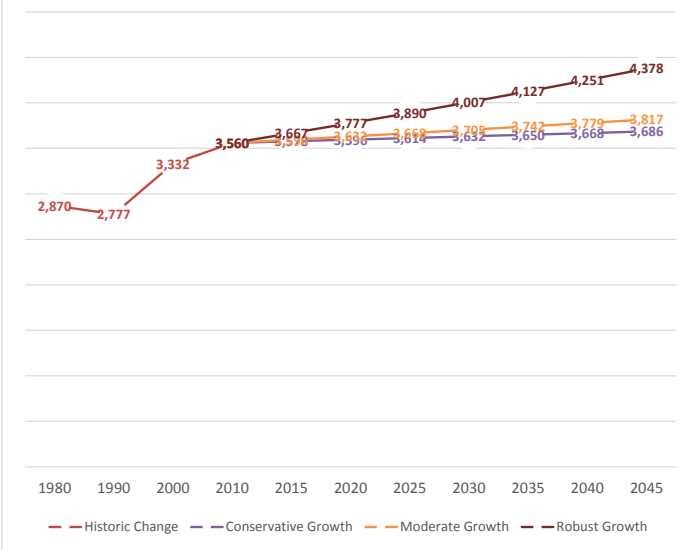
Population Trends & Projections

Source: 2010 U.S. Census, State of Illinois Data Portal (2015-2025 Projections), MSA Projections - Moderate Growth Scenario

	City of Le Roy	McLean County	Illinois
1980	2,870	119,149	11,426,518
1990	2,777	129,180	11,430,602
2000	3,332	150,433	12,419,293
2010	3,560	169,572	12,830,632
2015	3,596	178,627	12,978,799
2020	3,632	188,341	13,129,238
2025	3,668	197,855	13,263,654
2030	3,705	205,769	13,396,291
2035	3,742	211,942	13,530,253
2040	3,779	218,301	13,665,556
2045	3,817	222,667	13,802,212

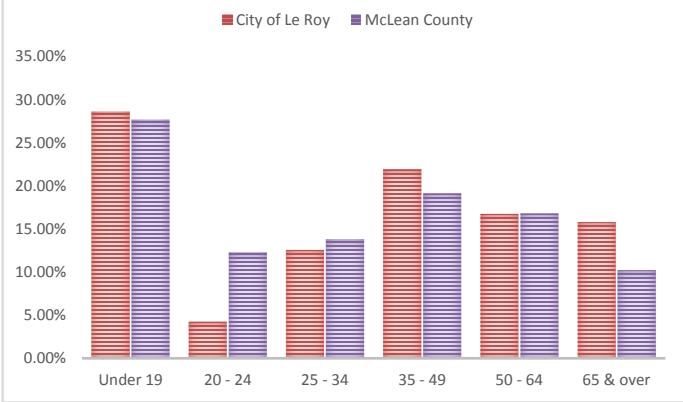
Population Projections - 3 Scenarios

Source: 2010 U.S. Census, State of Illinois Data Portal (2015-2025



Age Distribution

Source: 2010 U.S. Census Data





A.2 | Housing

Household Counts

Household trends for the City of Le Roy show a 10.6% increase in households between 2000 and 2010. The number of households grew faster than the total population over that period (6.84%) because average household size dropped from 2.56 to 2.42 over that period.

Looking into the future, three projections are offered based on the three population growth scenarios. All three assume a stabilized average household size of 2.4 persons, consistent with the long-term national trend on household size, which has finally leveled off after six decades of decline explained by fewer children per family, an increase in divorce and single parent households, and an increase in life expectancy. In 2010, Le Roy was below the National average of 2.59 persons per household and the County average of 2.44 with only 2.42 persons per household. This may be attributed to the larger number of seniors and empty nesters.

Occupancy & Housing Stock

The diversity of Le Roy's housing stock is slightly atypical of small towns in the Midwest, with nearly 90% of units consisting of single family homes. Multi-family housing in the City is not well mixed in the number of units per dwelling with 7% have 2 to 4 units, 0% having five to nine units, and 1% having dwelling greater than ten units.

Over three-fourths (79%) of the City residents live in owner-occupied housing. In correlation with the 2008 housing market crisis, this percentage of vacant units rose at the end of the decade. Additionally, the distribution and balance of vacant units is important to note. There is an appropriate balance between the interest of landlords/sellers and the interests of renters/buyers in a healthy market. The healthy balance for owner-occupied homes is typically between 1% and 2%, reflecting the fact that sellers typically live in their homes while they are on the market and units are rarely vacant. A healthy balance for rental units is around 5%, allowing renters options in the market and the ability to

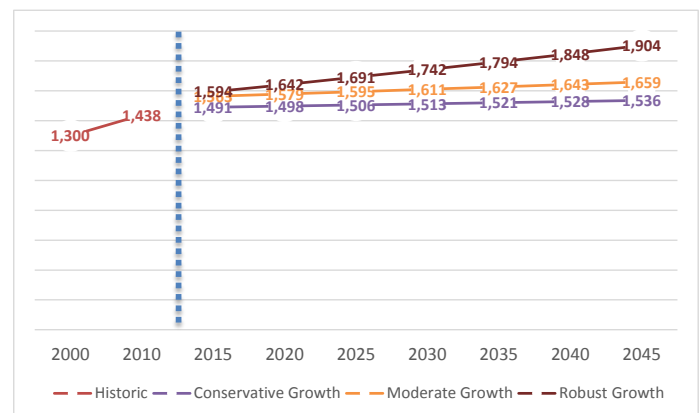
move in immediately. The average vacancy rate of 7% for both owner-occupied and rental housing is on the lower end of healthy, but not of too much concern.

Le Roy can showcase a large variety in housing stock through the decades. Housing built in each decade adds variety to the housing stock while new housing will help accommodate the projected population increase in the upcoming decades. It should be noted that the American Community Survey estimates picked up very few new structures being built after 2010 in Le Roy. However, the City of Le Roy Building Inspectors reported **XX** new structures built between 2010 and 2014.

Household Projections - 3 Scenarios

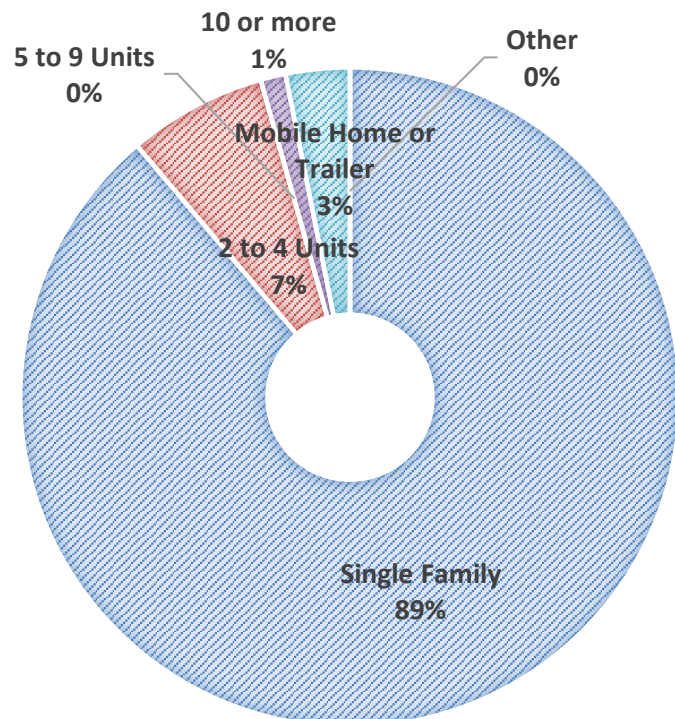
Source: US Census Bureau; MSA Forecasts based on projected population growth and 2.4 persons per household.

	Conservative Growth		Moderate Growth		Robust Growth	
	Households	Percent Change	Households	Percent Change	Households	Percent Change
2000	1,300	n/a	1,300		1,300	
2010	1,438	10.6%	1,438	10.6%	1,438	10.6%
2015	1,491	3.7%	1,498	4.2%	1,528	6.2%
2020	1,498	0.5%	1,513	1.0%	1,574	3.0%
2025	1,506	0.5%	1,528	1.0%	1,621	3.0%
2030	1,513	0.5%	1,544	1.0%	1,670	3.0%
2035	1,521	0.5%	1,559	1.0%	1,720	3.0%
2040	1,528	0.5%	1,575	1.0%	1,771	3.0%
2045	1,536	0.5%	1,590	1.0%	1,824	3.0%



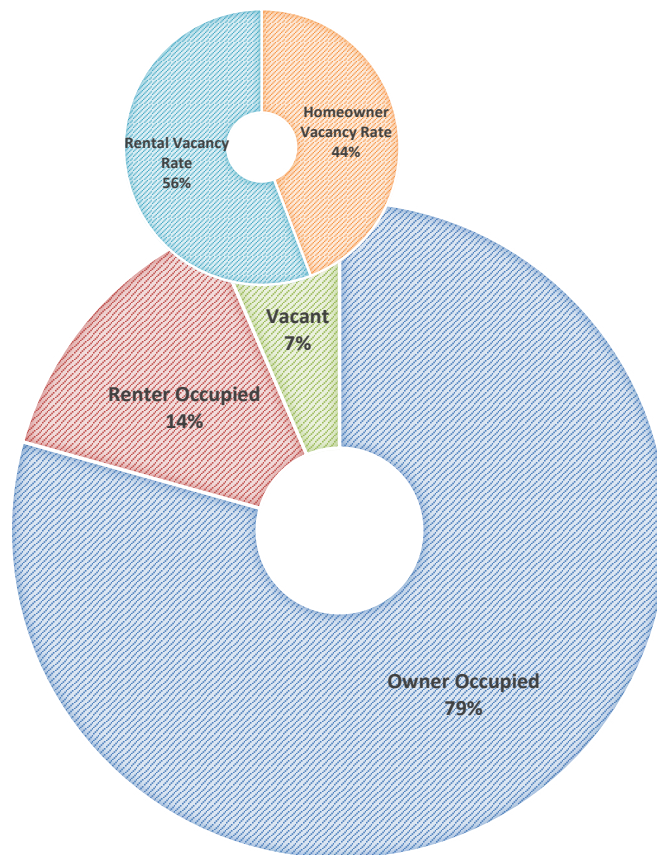
Unit Type

Source: American Community Survey, 2009-2013 Average



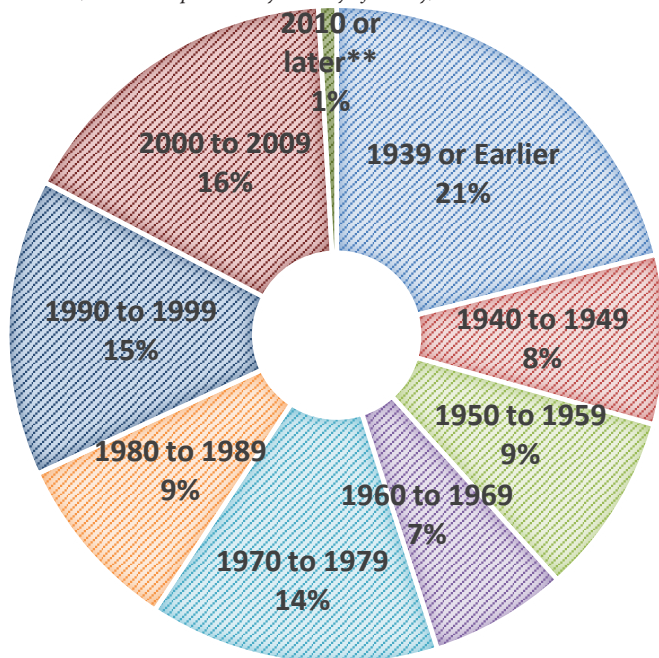
Unit Occupancy

Source: American Community Survey, 2009-2013 Average



Year Structure Built

Source: American Community Survey, 2009-2013 *Error greater than 10% on all data; **Number provided by the City of Le Roy, IL





A.2 | Housing

Affordability & Value

Affordable housing opportunities are often provided through the sale of older housing units. Housing is generally considered “affordable” when the owner or renter’s monthly housing costs do not exceed 30% of their gross monthly income. Le Roy appears to be rather affordable for residents as only 15% of Le Roy homeowners and renter pay more than 30% of their gross income.

While these numbers are important indicators of affordability, it is also important to note that some residents may consciously choose to devote more than 30% of their income to household and lifestyle expenses.

The median rent of \$647.00 for Le Roy is lower than the County median of \$742.00, which could be attributed to the presence of student housing found in Bloomington-Normal for the various Universities.

The value of a home is also an indicator to the strength of the housing market and in turn, the vitality of the community. The median value of a home in Le Roy is slightly less than one in McLean County; \$130,100 compared to \$157,200. However, both the City and County lag behind Illinois’ median home value which is nearly double at \$182,300. It should be noted that Illinois’ average also includes the Chicago Metro Area housing market which is drastically different than the markets in Central Illinois.

Housing Programs

No housing programs are currently offered by the City.

Selected Monthly Homeowner Costs

Source: American Community Survey, 2009-2013 Average

	Percent
Less than 20%	39%
20% to 24.9%	12%
25% to 29.9%	21%
30% to 34.9%	3%
35% or more	12%
Not computed	13%

Selected Monthly Costs for Renters

Source: American Community Survey, 2009-2013 Average

	Percent
Less than 15%	7%
15% to 19.9%	32%
20% to 24.9%	12%
25% to 29.9%	21%
30% to 34.9%	3%
35% or more	12%
Not computed	13%
Exceed affordable threshold	15%
Median Rent	\$647

Value (For Owner Occupied Units)

Source: American Community Survey, 2009-2013 Average

	2009-2013 AVG
Less than \$50,000	10%
\$50,000 to \$99,999	15%
\$100,000 to \$149,999	39%
\$150,000 to \$199,999	23%
\$200,000 to \$299,000	13%
\$300,000 to \$499,999	0%
\$500,000 or more	0%
Median Value	\$130,100

Subsidized & Senior Housing

Liberty Village of Le Roy: 509 Buck Road





A.3 | Transportation & Mobility

Commuting

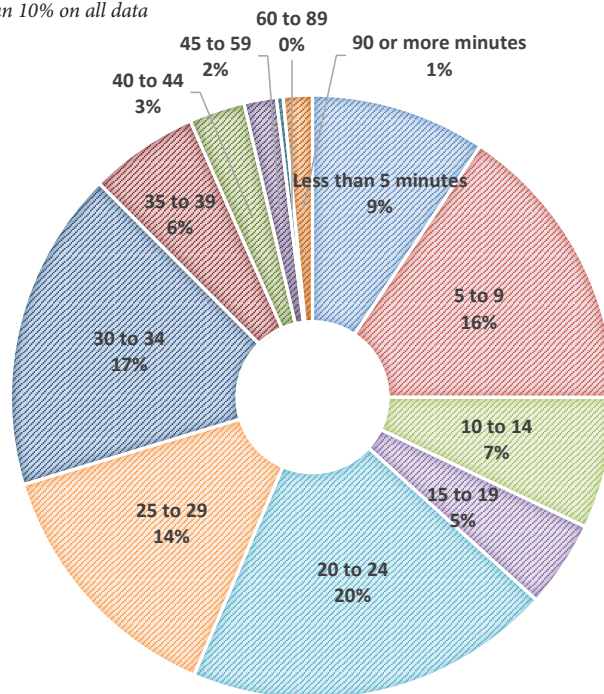
Over 30% of the City's commuters age 16 or older work within 14 minutes of their place of employment. Le Roy's average travel time to work is 21.1 minutes while McLean County commuters travel an average of 17.9 minutes. The State average commute is 28.0 minutes. A large percentage (70.3%) of Le Roy workers have a commute that is less than 29 minutes. These times suggest most residents work in the City or in nearby urban areas such as Bloomington-Normal or Champaign-Urbana.

Approximately 60% of the workforce is employed within McLean County. The percentage of residents who work out of the county is relatively high (39.1%) and is most likely due to the location of multitude of employers in nearby Champaign, Macon, and Coles Counties.

Commuting in Le Roy is mostly done by car, with 81.7% of commuters traveling in a single occupant vehicle. This number is slightly higher than McLean County (79.8%) and Illinois (73.6%) residents. Additionally, 8.8% of commuters in Le Roy carpooled to work, 3.2% walked, 0.6% biked, and 4.1% worked from home.

Commuting Time to Work

Source: American Community Survey, 2009-2013 Average; *Error greater than 10% on all data



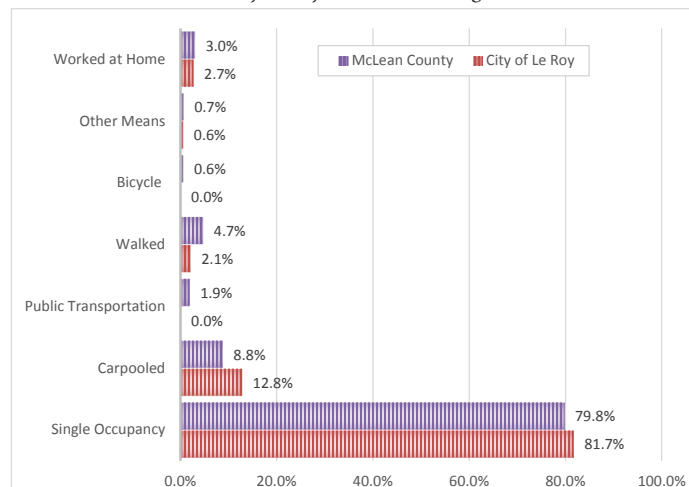
Place of Commute

Source: American Community Survey, 2009-2013 Average

	City of Le Roy	McLean County
Within McLean County	0.8%	89.7%
<i>Within the City</i>	---	---
<i>Outside the City</i>	---	---
Outside of County, Within State	16.2%	9.7%
Outside of State	0.0%	0.5%

Method of Commute

Source: American Community Survey, 2009-2013 Average



Major Modes of Travel

Aviation Service

Le Roy is served by several regional airports:

- » Central Illinois Regional Airport in Bloomington - 15 miles
- » Decatur Airport in Decatur - 43 miles
- » Willard Airport in Savoy - 44 miles

For larger airports:

- » Chicago O'Hare International - 140 miles
- » Indianapolis International - 156 miles
- » Lambert St. Louis International - 177 miles

Railway Service

Amtrak serves Bloomington-Normal with boarding times daily.

There is one (1) local freight railroad, Conrail (Consolidated Rail Corporation), with daily service through Le Roy.

Motor Carrier

All federal, state, county, and local roads are classified into categories under the "Roadway Functional Classification System" based upon the type of service they provide (see *Transportation Facilities Map* on the next page for road classifications in the Plan Area). In general, roadways with a higher functional classification should be designed with limited access and higher speed traffic.

Interstate 74, which runs northwest and southeast through the middle of Le Roy, is designated as a Class I Roadway. There is (1) interchange off of I-74 into Le Roy. Additionally, there are two US Routes (Class II) which service Le Roy: US Route 150 parallels I-74 to the north and US 136 runs east to west just south side of Le Roy. US 136 and I-74 provide a second interchange a mile southeast of town.

Roadway Improvement Projects

Illinois' Five Year Highway Improvement Program identifies projects by county and project limits. This list provides projects to be completed between 2016 and 2021. Currently, Illinois Department of Transportation (IDOT) does not have any plans for projects within or around Le Roy.



A.3 | Transportation & Mobility

Bike, Pedestrian & Transit Travel

At present, the City of Le Roy does not maintain a citywide transit system, nor are there any plans for the implementation of one.

Sidewalks, Trails, & Routes

Pedestrians and bicyclists use a combination of roadways and sidewalks. While many of the City's residential neighborhoods include sidewalks there are some neighborhoods throughout the City where sidewalks are limited, in a state of deterioration or nonexistent.

The City's Subdivision Code currently mandates the installation of sidewalks within new subdivisions.

Transit Service

Currently, Le Roy is served by Show Bus Public Transportation. This service provides residents with transportation to DeWitt, Ford, Iroquois, Kankakee, Livingston, Macon and McLean Counties. To utilize the service, residents must call ahead and arrange the transport.

Service is mostly on an "as requested" system. Regular stops or trips are not typical.

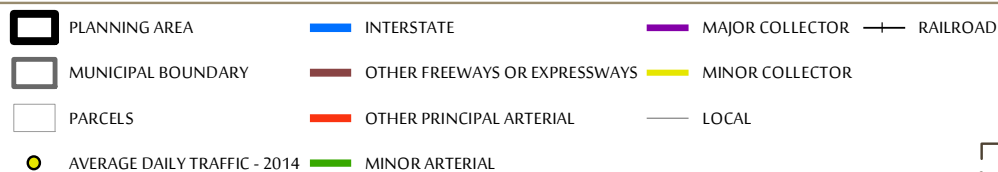
Vehicular Traffic

Motorized transportation is heavily used daily around and through Le Roy. The map on the opposite page shows the Average Daily Traffic Counts for the Planning Area. It also shows the level of service provided by the transportation network; from the full service, high volume interstate all the way to the low service local roads.



TRANSPORTATION FACILITIES | MOBILITY

City of Le Roy
 McLean County, Illinois





A.4 | Economic Prosperity

Education & Income

The level of education attained by a community can provide valuable insight into the existing labor force, including availability of skilled and professional workers and demand for training opportunities. The percentage of Le Roy residents 25 years or older who have at least a high school diploma is 93.80%, just below McLean County at 94.4% but higher than Illinois at 87.3%. The percentage of residents who have obtained a graduate or professional degree (5.5%) is lower than the County (13.0%) and State (12.0%). It should be noted that Le Roy saw an increase at all levels between the two reporting periods. While this could be sampling error in the data, it is generally consistent with regional and national trends, in which the recession economy encouraged more people to seek and complete post-secondary degrees.

Income is another way to look at the economic vitality of a community. For Le Roy, the per capita income at \$24,944 is lower than the County's \$30,460. The median family (\$76,194) and median household (\$58,920) incomes for Le Roy are also slightly lower than the County, but are out performing the State as a whole. These lower averages are certainly related to the level of educational attainment and percentage of individuals living below the poverty level. In the City, 6.3% of the population is estimated to be below the poverty level. (*The Census Bureau uses a set of income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level".*)

Educational Attainment*

Source: U.S. Census Bureau, American Community Survey, 2005-2009 Average & 2009-2013 Average; *Population 25 years and over

		Avg. 2005-2009	Avg. 2009-2013
Le Roy	HS Grad	40.30%	34.10%
	Some College	21.30%	21.00%
	Associate Degree	7.10%	10.80%
	Bachelor's Degree	18.10%	22.40%
	Graduate/Prof. Degree	5.40%	5.50%
	High School Grad or Higher	92.10%	93.80%
McLean County	HS Grad	26.8%	25.5%
	Some College	19.7%	19.8%
	Associate Degree	6.5%	6.2%
	Bachelor's Degree	27.6%	29.8%
	Graduate/Prof. Degree	12.3%	13.0%
	High School Grad or Higher	93.0%	94.4%
Illinois	HS Grad	28.1%	27.1%
	Some College	20.6%	21.3%
	Associate Degree	7.2%	7.4%
	Bachelor's Degree	18.6%	19.5%
	Graduate/Prof. Degree	11.2%	12.0%
	High School Grad or Higher	85.7%	87.3%

Income Trends

Source: U.S. Census Bureau, American Community Survey, 2009-2013 Average

		Avg. 2009-2013
Le Roy	Per Capita	\$24,944
	Median Family	\$76,194
	Median Household	\$58,920
	Below Poverty	6.3%
McLean County	Per Capita	\$30,460
	Median Family	\$83,812
	Median Household	\$62,089
	Below Poverty	14.2%
Illinois	Per Capita	\$29,666
	Median Family	\$70,344
	Median Household	\$56,797
	Below Poverty	14.1%

Existing Labor Force

A community's labor force includes all people over the age of 16 classified as employed or unemployed as well as members of the U.S. Armed Forces. Those not included in the labor force statistics include students, homemakers, retired workers, seasonal workers not currently looking for work, institutionalized people, and those doing only incidental unpaid family work.

As a whole, Le Roy's average unemployment rate is between the County (6.6%) and State (10.5%) at 8.4%. *(This rate is a reflection of the average unemployment rate over a five year period which included the "Great Recession". It is not an accurate depiction of today's unemployment, but rather a big picture look at trends.)*

- » Le Roy's labor force overall mimics that of the County and State.
- » Not surprisingly Le Roy's unemployment rate increased since 2000 alongside the County and State. Note, in 2010 the United States was in an economic downturn commonly referred to as the "Great Recession", accounting for the higher unemployment rates to be included in the five-year average.
- » Nearly 80% of workers in Le Roy earn a private wage and salary. And nearly a tenth (9.8%) of the labor force in Le Roy is employed by a Governmental (Local, State or Federal) entity.
- » The most common occupational category among Le Roy's residents is "Management, business, science, and arts occupations" (36.8%), followed by "Sales and office occupations" (23.6%). "Service occupations" (18.2%), "Natural resources, construction, and maintenance occupations" (11.0%), and "Production, transportation, and material moving occupations" (10.6%) follow next, respectively.
- » The "industry" that employs the most City residents is "Educational services, and health care and social assistance" category (25.0%) with "Finance and insurance, and real estate and rental and leasing" not far behind (18.6%). This is not surprising with Le Roy's proximity to two large university towns and the insurance hub of State Farm in Bloomington. Both Le Roy and McLean employ a significantly larger percentage of the population in Finance and Insurance than does the State.

Employment Status*

Source: U.S. Census Bureau, American Community Survey, 2005-2009 & 2009-2013; *Population 16 years and over.

	City of Le Roy	McLean County	Illinois
In Labor Force (2009-2013)	2,832	136,939	10,124,119
Unemployment Rate	8.4%	6.6%	10.5%
In Labor Force (2005-2009)	2,793	130,532	9,958,475
Unemployment Rate	5.7%	6.2%	8.0%

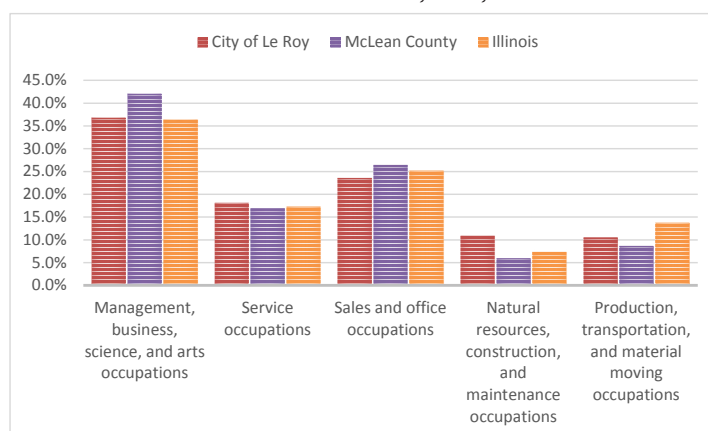
Class of Worker

Source: U.S. Census Bureau, American Community Survey, 2009-2013

	City of Le Roy	McLean County	Illinois
Private Wage & Salary	79.1%	72.3%	73.2%
Government Worker	9.8%	14.4%	13.0%
Private Not-for-Profit Worker	8.3%	9.0%	8.9%
Self Employed & Unpaid Family Worker	2.9%	4.3%	4.9%

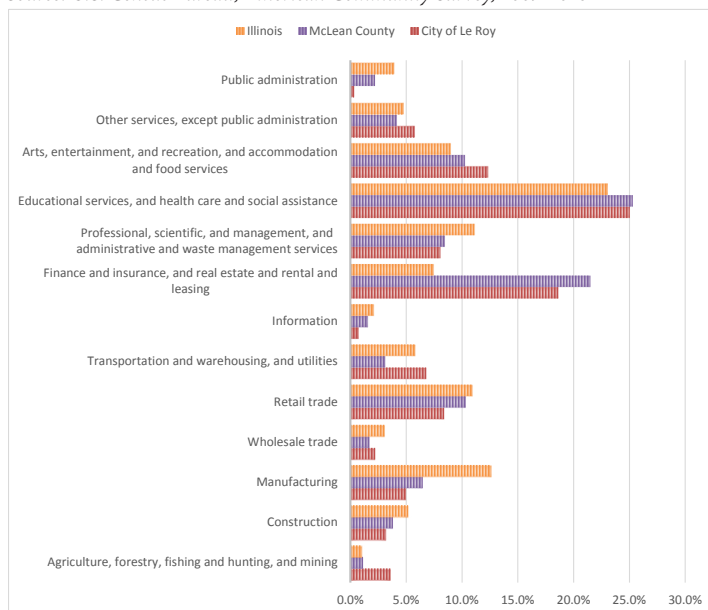
Occupations

Source: U.S. Census Bureau, American Community Survey, 2009-2013



Industry

Source: U.S. Census Bureau, American Community Survey, 2009-2013





A.4 | Economic Prosperity

Business & Industry

Industrial Sites

At present, the City of Le Roy owns one Industrial/Commercial Park of which lots are for sale. Currently, there is no development on the land. There are approximately 20 dividable acres with utilities present including 3 phase electric (Corn Belt Energy), gas (Nicor), and city operated water & sewer. See map below for location.

Major Employers

The largest employer is the Le Roy Community Unit School District #2 with 110 employees. Other major employers include Le Roy Manor (Nursing home) with 75 employees and Permabilt of Illinois (custom made homes) with 35 employed.

Major Employers & Manufacturers

Source: Illinois Department of Commerce and Economic Opportunity, 2013

Employer	Product/Service	Approximate Employment	Union Affiliation	Year Established
Le Roy Community Unit School District #2	Education	110	LEA	
Le Roy Manor	75 Bed Nursing Home	75	None	1989
Permabilt of Illinois	Custom made homes	35	None	1972
Busey Bank Le Roy	Banking	25	None	1924
Pioneer Seed Co.	Soybean	25	None	1979
City of Le Roy	Government	20		
Le Roy Fertilizer	Ag. Fertilizer sales	13	None	1955
Morgan Transfer	Trucking	12	None	1957



LeRoy Industrial/Commercial Park

I-74 Interstate Access & Visibility! - 20,000 Vehicles Daily!
Located on the same exit as Love's Truck Center & Shell Travel Center,
Two branded hotels & multiple restaurants!
Municipally Owned!



Employment Projections

The Illinois Department of Employment Security (IDES) encourages economic growth and stability in Illinois by providing Employment Services to Illinois residents and employers, analyzing and disseminating essential Labor Market Information, and administering Unemployment Insurance programs.

McLean County falls within the IDES Local Workforce Area 15 (LWA 15), which also includes the Counties of Fulton, Marshall, Mason, Peoria, Stark, Tazewell, and Woodford.

Statewide, the fastest growing industries are ‘Healthcare and Social Assistants’ and ‘Professional and Business Services’. In LWA 15, the fastest growing industry is ‘Software Publishers’. See the chart at right for the top fifteen list. *(Please note, while many sectors in both Industry and Occupations are the fastest growing, they may not employ the most employees.)*

The fastest growing occupations in the state are ‘Home and Healthcare’, ‘Financial/Computer/Mathematical Occupations’, ‘Healthcare Practitioners & Technical Occupations’, ‘Healthcare Support’, and ‘Skilled Labor: Masons/Electricians/Plumbers/Pipe fitters/Steamfitters/Mechanics/Welders’. In the LWA 15 many of the fastest growing occupations fall within these categories. Healthcare jobs in general are growing rapidly, both regionally and statewide due in part to the aging population and recent changes in the healthcare system. Additionally, since the region is known as an insurance/financial hub, the projected areas of high employment growth reflect this trend. See the chart at right for a detailed list.

Development Tools

The City of Le Roy currently has no posted incentives but has a history of working with developers to ensure quality and sustainable development.

Employment Projections: Industry Local Workforce Area 15, 2010-2020

Source: Illinois Department of Employment Security, 2010

North American Industrial Classification System (NAICS)	Base Employment	Projected Employment	Change	Annual Compound
Title	2010	2020	2010-2020	Growth Rate
Software Publishers	5	15	10	11.36
Securities, Commodities & Financial Acti.	295	466	171	4.67
Computer Systems Design Related Serv.	366	566	200	4.45
Outpatient Care Centers	314	469	156	4.11
Couriers and Messengers	146	208	62	3.62
Management, Scientific & Tech. Services	366	498	132	3.14
Vocational Rehabilitation Services	673	895	222	2.89
Individual and Family Services	1,118	1,474	356	2.80
Warehousing and Storage	937	1,232	295	2.77
Wholesale Electronic Markets/Agts/Brokers	386	506	120	2.75
Funds, Trusts & Other Financial Vehicles	28	36	8	2.54
Social Assistance	2,603	3,266	662	2.29
Wood Product Manufacturing	40	50	10	2.28
Employment Services	2,934	3,648	715	2.20
Services to Buildings and Dwellings	2,367	2,933	567	2.17
Finance and Insurance, Total	3,961	4,886	925	2.12
Educational Support Services	15	18	3	2.12
Accommodation	818	997	179	1.99
Administrative and Support Services	7,531	9,136	1,605	1.95
Insurance Carriers & Related Activities	1,772	2,149	377	1.95

Employment Projections: Occupation Local Workforce Area 15, 2010-2020

Source: Illinois Department of Employment Security, 2010

Standard Occupational Classification (SOC)	Base Employment	Projected Employment	% Change	Annual Compound
Title	2010	2020	2010-2020	Growth Rate
Biomedical Engineers	11	17	6	54.55
Roustabouts, Oil & Gas	7	10	3	42.86
Home Health Aides	687	974	287	41.78
Interpreters & Translators	32	44	12	37.50
Locksmiths & Safe Repairers	8	11	3	37.50
Personal Financial Advisors	101	138	37	36.63
Sec./Commod./Fin.Services Sales Agents	199	270	71	35.68
Personal & Home Care Aides	565	766	201	35.58
Insurance Sales Agents	314	420	106	33.76
Brokerage Clerks	24	32	8	33.33
Statisticians	6	8	2	33.33
Market Research Analysts & Specialists	204	267	63	30.88
Medical Scientists, Except Epidemiologists	59	77	18	30.51
1st-Line Svprs/Mgrs Labors/Material Movers	138	179	41	29.71
Loan Officers	199	258	59	29.65



A.5 | Agricultural & Natural Resources

Physiography & Open Space

Physiography

McLean County mainly lies on a loess-covered till plain and is almost entirely formed by glaciers. The entire landscape is covered in loess. The Bloomington Moraine is one of the most prominent landform features in the county, which cuts through the center of the county. To the south the landscape is mostly level to sloping except along major streams. To the north the landscape is primarily gently sloping and sloping with very steep portions in the far northwest corner of the county.

One of the lowest points in the county is in the southwestern part where Sugar Creek flows out of the county. Here, the elevation is about 600 feet above sea level. The highest point is in the area due west of Moraine View State Park which is on the Bloomington Moraine and is at an elevation of about 926 feet above sea level.

Mineral & Natural Resources

There are several active Sand and Gravel Pits throughout McLean County as well as a couple inactive pits.

Additionally, there is still an active Coal Mine just outside and west of Bloomington.

Agricultural Land and Open Space

In 1997, approximately 665,894 acres in McLean County was used as cropland. Of this acreage, 333,205 acres was used for corn for grain or seed, 312,613 acres was used for soybeans, 1,844 acres was used for wheat, 881 acres was used for oats, and 5,919 acres was used for hay. The remaining acreage was used for pasture or alternative or specialty crops (USDA, 1997). The major row crops are corn and soybeans. The major small grain crops are wheat and oats. Forage crops include smooth brome, orchard grass, alfalfa, and red clover. Specialty crops include maple syrup, fruits, vegetables, sunflowers, trees, and nursery crops.

The soils in McLean County have excellent potential for continued crop production, particularly if the latest crop production technology is applied. This soil survey

can be used as a guide in applying the latest technology. Measures that control erosion and reduce wetness are needed on much of the cropland and pasture in McLean County.

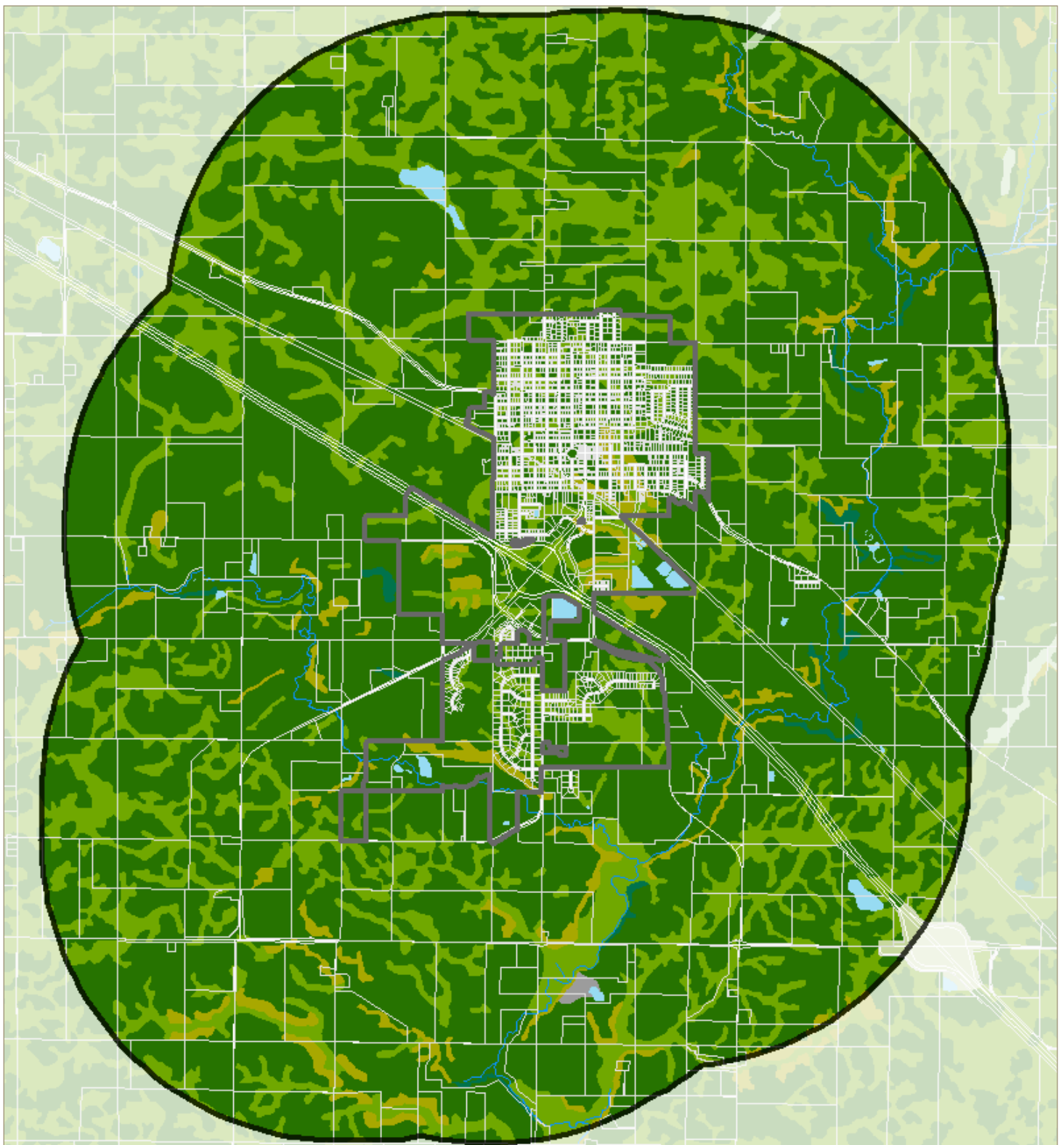
There are approximately 12,885 acres of agricultural land and open space in the planning area which is approximately 80% of the land. The majority of this land is located outside of the City but within the planning area.

Soils

Soil also is a very valuable natural resource; it provides a growing medium for plants, a surface to build upon, a filter for waste products, a sink for carbon, and storage for excess rainwater. The Land Evaluation score from the Natural Resource Conservation Service, emphasizes farmland productivity for a majority of the soils within the County.

The dominant kinds of parent material in McLean County are loess, glacial till, glacial outwash (including sand and gravel), alluvium, and colluvium which were deposited by wind, water, glaciers, or glacial meltwater. In some areas, the materials have been reworked by wind or water after deposition. The dominate soils--silt loam and silty clay loam--are considered prime agricultural soils.

Source: Soil Survey of McLean County, Illinois, United States Department of Agriculture, Natural Resources Conservation Service, and in cooperation with Illinois Agricultural Experiment Station. 2002.



AGRICULTURAL & NATURAL RESOURCES

City of Le Roy
McLean County, Illinois

	PLANNING AREA		MISCELLANEOUS SOILS		SILTY CLAY SOILS
	MUNICIPAL BOUNDARY		SILT LOAM SOILS		ORTHENTS, LOAMY, UNDULATING
	ELU_PARCELS		SILTY CLAY LOAM SOILS		GRAVEL PITS
	STREAM / RIVER		LOAM SOILS		WATER

DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY REGIONAL PLANNING COMMISSION.
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL DATA
CLEARINGHOUSE; 2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY.
SOIL DATA PROVIDED BY THE USDA GRIDDED SOIL SURVEY GEOGRAPHIC DATABASE, APRIL 2014.





A.5 | Agricultural & Natural Resources

Water Resources

Watersheds

McLean County contains four river basins: 1) the Mackinaw, 2) Salt Creek, 3) Upper Sangamon, and 4) Vermillion. Le Roy is completely within the North Fork Salt Creek Watershed of the Salt Creek River Basin.

Surface Water

In general, all surface water in McLean County eventually empties into the Illinois River. Water south of the Bloomington Moraine flows southwest in creeks, such as Kickapoo Creek, Sugar Creek, and Salt Creek. Water in the eastern part of the county flows east in the Sangamon River before emptying into the Illinois River. Water north of the Bloomington Moraine flows northwest in the Mackinaw River. Water in the extreme northeastern part of the county flows north toward the Vermilion River.

The county has about 2,792 acres of impounded water. Most of this water is in Lake Bloomington, Dawson Lake, Evergreen Lake, and Spin Lake. The rest is in smaller, privately owned ponds.

Ground Water

Groundwater is a critical resource, not only because it is used as a source of drinking water, but also because rivers, streams, and other surface water depend on it for recharge. Groundwater contamination is most likely to occur where fractured bedrock is near the ground surface, or where only a thin layer of soil separates the ground surface from the water table. The County has an abundant supply of ground water in the sand and gravel deposits in buried valleys and in areas where glacial drift is thick. The municipal water supplies and many rural areas depend on ground-water wells.

Floodplains

Federal Emergency Management Agency (FEMA) designated 100-year floodplains within the planning area are illustrated on the Development Limitations Map. The majority of the floodplain lies along two

streams. The first is along the banks of the Hayes Branch Stream which runs northeast to southwest along the northeast corner of Le Roy. The second is along the banks of the Scattering Fork Stream which runs northeast to southwest along the southwest corner of Le Roy.

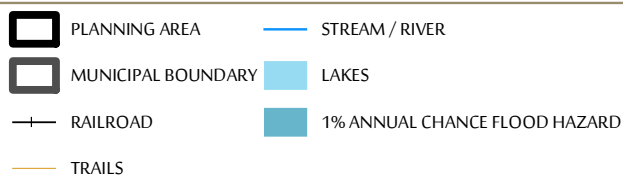
Wetlands

Since the area was tiled and drained in the 1800's not many wetlands remain. See *Development Limitations Map*.

Sources: *Soil Survey of McLean County, Illinois, United States Department of Agriculture, Natural Resources Conservation Service, and in cooperation with Illinois Agricultural Experiment Station. 2002. Federal Emergency Management Agency, floodplain databases, July 2008.*

DEVELOPMENT LIMITATIONS

City of Le Roy
McLean County, Illinois



DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY REGIONAL PLANNING COMMISSION.
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL DATA
CLEARINGHOUSE, 2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY.
FLOOD DATA PROVIDED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, JULY 2008.



MSA
PROFESSIONAL SERVICES



A.6 | Community Facilities & Services

General Facilities

Health Care Facilities

Advocate Medical Group (Le Roy Family Medicine) | 911 South Chestnut)

Dr. David J. Hansen, DC | 205 E. Center Street

Doc's Drugs | 304 Sunset Drive

Le Roy Veterinary Clinic (Dr. Bane) | 1010 North West Street

Le Roy Manor | 509 South Buck Road

Police & Emergency Facilities

Law enforcement in the City is provided by the Le Roy Police Department, located at 111 E. Center Street. There are currently five (5) full time officers, a full service K9, a Sergeant, and a Police Chief.

Fire protection is provided by the Le Roy Community Fire Protection District which is comprised of 29 volunteer firefighters. The station is located at 11 S East Street.

The Le Roy Emergency Ambulance Service Inc. is part of the McLean County EMS System.

Government Facilities

- » *City Hall, 207 S East Street*
- » *Street Department, 410 N Hemlock Street*
- » *Le Roy City Sewage Treatment, 701 S East Street*
- » *Replex Center, 304 E Washington Street*
- » *Le Roy Community Building, 212 W Pine Street*
- » *U.S. Postal Office, located at 104 E Cherry Street*

Library Facilities

Le Roy is served by the Crumbaugh Public Library, located at 405 East Center Street. The library features the Empire Township Historical Museum and a spiritualist church.

School Facilities

The City is served by the LeRoy Community Unit School District #2 which is a Early Childhood - 12 public school system with 3 schools. The district operates one (1) elementary school, one (1) junior/senior high school, one (1) preparatory academy.

- » LeRoy Elementary School (Grades Early Childhood - 6th); 805 N. Barnett
- » LeRoy Junior-Senior High School (Grades 7-12); 505 East Center Street
- » LeRoy Preparatory Academy (Grades 9-12); 809 Century Street

Nearby Higher Education Facilities

There are seven higher education facilities located within fifty miles.

- » Illinois State University, Normal, IL (about 20 miles; enrollment - 34,732)
- » Illinois Wesleyan University, Bloomington, IL (about 20 miles, enrollment - 2,090)
- » Heartland Community College, Normal, IL (about 20 miles; enrollment - 5,324)
- » Parkland Junior College, Champaign, IL (about 33 miles, enrollment - 9,715)
- » University of Illinois at Urbana-Champaign, Urbana, IL (about 37 miles; enrollment - 43,603)
- » Richland Community College, Decatur, IL (about 38 miles; enrollment - 7,600)
- » Millikin University, Decatur, IL (about 47 miles; enrollment - 2,340)

INSERT COMMUNITY FACILITIES MAP



A.6 | Community Facilities & Services

Utilities & Services

Waste Water & Sanitary Sewer System

The City of Le Roy Sewage Treatment Plant, located 701 South East Street. The City of Le Roy provides sewage treatment through a lagoon system. The city currently has a combined waste and storm water system. The City is currently working on a Illinois EPA mandated Long Term Control Plan or LTCP. The purpose of the LTCP is to reduce Combined Sewer Overflows (CSO) to four (4) or less per year. The City's LTCP method is to complete the separation of the sanitary and storm sewer through out the City. By completing this process, the hydraulic capacity of the City's sewage treatment plant will be increase. This will prolong the life of the existing plant. As of October, 2007, the Illinois Environmental Protection Agency (IEPA) and the City are still working on the final LTCP. As enhancements are made, the City has been separating the two systems. The 5-10 year plan calls for upgrades to the existing plant to accommodate increased flow and demands placed on the system by an ever increasing population. The existing system has 1.2 million in excess capacity.

Water Supply

The Le Roy water treatment plant has a 1 million gallon a day capacity. The plant is an iron removal system with (aeration/micro-filtration). The plant draws ground

water from three wells, which are fed into an aerator to remove hydrogen sulfide, methane, and oxidize iron. Chlorine and Sodium Permanganate are currently added to help oxidize arsenic. The water is then passed through micro-filters to remove iron and arsenic. These filters backwash every 30 minutes to remove all build up of solids. The filtered water is finally softened and then treated again with chlorine and fluoride before being passed to the finished water storage tank and pumped out into the distribution system.

Solid Waste & Recycling Facilities

The City contracts with a private disposal company for pick-up of refuse and curbside recycling.

The City of Le Roy owns a landfill which has been closed since the early 1980's and is currently working with IEPA to officially close the facility and complete all required functions.

Telecommunications Facilities

Power Plant & Transmission Lines

Power (gas & electric) is provided by Ameren Illinois. Natural Gas is provided by Nicor Gas.



A.6 | Community Facilities & Services

Parks & Recreation

In total, the City operates just shy of 4 acres of parkland. Based on the National Recreation and Park Association's (NRPA) recommendations, the City currently has a deficit of 32.22 acres using a policy of ten (10) acres per 1,000 people. Assuming the population projections for Conservative Growth (see chart below) and the City doesn't add additional parkland, the City will have a deficit of 33.5 acres by year 2045.

Although the total acreage is an easy indicator that a community has or has not met its recreation and parkland needs, it is not the only indicator. Access to parkland is also an important indicator. Generally speaking, any park is accessible by vehicle; however, walkability is even more important, especially for children and young adults. Therefore, neighborhood parks should be within a 1/4 mile in order to service that neighborhood. As the Parkland Service Map on the next page illustrates, while the parks may be small, they are well distributed throughout Le Roy.

Moreover, there are two neighborhood parks in the southern part of town which aid in the distribution of accessible parkland.

The **National Recreation and Park Association (NRPA)** recommends 6-12 total acres of parks or recreation space per 1,000 people within a community. NRPA also defines park and open space types, including desirable size, service area, and total acres needed to service a community.

- **Mini Parks** - 2 acres or less in size, servicing 1/8 mile radius (0.25-0.5 acres / 1,000 residents)
- **Neighborhood Playgrounds** - 2-4 acres in size, servicing 1/4 mile radius (0.5-1.5 acres / 1,000)
- **Neighborhood Parks** - 2-10 acres in size, servicing 1/4 mile radius (1.0-2.0 acres / 1,000)
- **Community Play fields/Parks** - 5 acres or more, servicing 1.0 mile radius (5-8 acres / 1,000)

Parkland Needs Forecast, 2010-2045

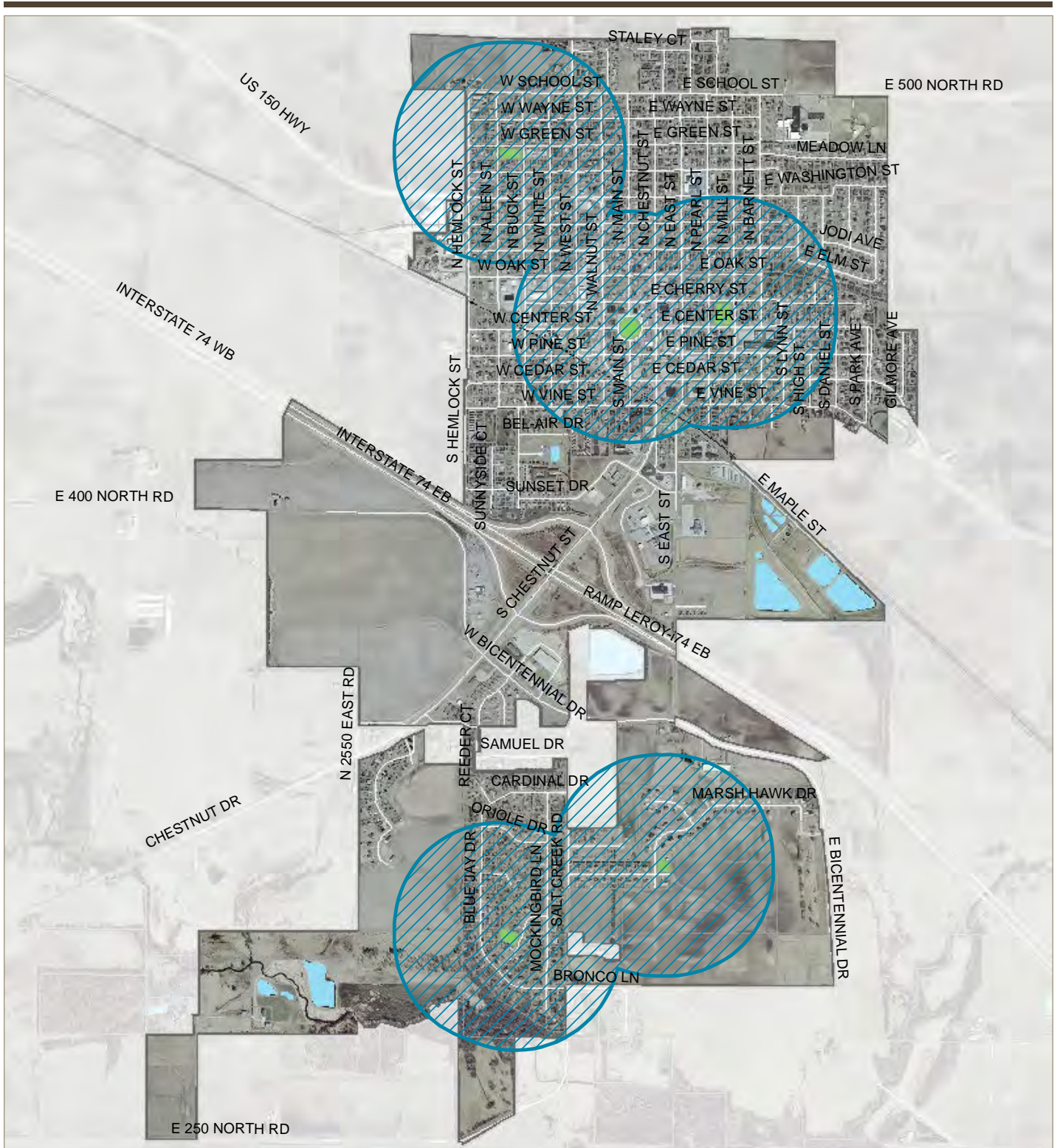
Source: City of Le Roy, MSA Projections

	Conservative			Moderate			Robust		
	2010	2030	2045	2010	2030	2045	2010	2030	2045
Population	3,560	3,632	3,686	3,560	3,705	3,817	3,560	4,007	4,378
Demand (10 acres/1,000)	35.60	36.32	36.86	35.60	37.05	38.17	35.60	40.07	43.78
Total City Operated Supply	3	3	3	3	3	3	3	3	3
Surplus/Deficit (6 acres/1,000)	-32.22	-32.94	-33.48	-32.22	-33.67	-34.79	-32.22	-36.69	-40.40

Existing Parkland

Source: City of Le Roy

Name	Acres	Amenities
Bowman Park	1.26	The park was named in honor of Randy C. Bowman, a long-time teacher and coach in the school system. In addition to playground equipment, this park also has a basketball court, tennis court, and pavilion.
Gaultney Memorial Park	0.81	The park and playground is named in honor of the Gaultney brothers, who lost their lives in World War II. In addition to playground equipment, this park has a butterfly garden and a sand volleyball court.
Kiwanis Park	1.31	Kiwanis Park is located at the center of town and known as "the circle." The park includes an Indian chieftain statue, a cannon from the Spanish-American war, commemorative markers, and the bandstand. The park is utilized for most of Le Roy's community-wide celebrations and festivals.
SUBTOTAL:	3.38	
Falcon Ridge Park	0.5	Falcon Ridge Park and Owens Memorial Playground are located in Falcon Ridge subdivision. The playground was a gift from Bruce and Jan Owens and family, dedicated in 2007 in memory of Bruce's parents, Bob and Rosie Owens.
Wilson Park	0.83	Lester C. Wilson Park is located in the Golden Eagle subdivision. It was named after another long-time faculty member and contains a pavilion, provided by the Le Roy Kiwanis Club, as well as play equipment and picnic tables.
SUBTOTAL:	1.33	
GRAND TOTAL:	4.71	



PARKLAND

City of Le Roy
McLean County, Illinois

- MUNICIPAL BOUNDARY
- PARKS & RECREATION LAND
- PARCELS
- 0.25 MILE WALKING DISTANCE
- RAILROAD
- LAKES

DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY
REGIONAL PLANNING COMMISSION.
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL
DATA CLEARINGHOUSE; 2011 ILLINOIS DEPARTMENT OF
TRANSPORTATION ORTHOPHOTOGRAPHY.
LAND USE PROVIDED BY MSA PROFESSIONAL SERVICES, INC.



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PROFESSIONAL SERVICES



A.7 | Community Character

Heritage Planning

Historic Preservation Commission

The City of Le Roy has many historically and culturally significant features that contribute greatly to the City's identity. However, there is currently no Historic Preservation Commission or organization tasked with overseeing historic resources within Le Roy. Although, there is the Empire Township Historical Museum, which collects stories, artifacts, and memorabilia with the goal of preserving the history of Empire Township.

The Illinois Historic Preservation Agency has identified one (1) National Register Historic District, the Le Roy Commercial Historic District, which consists of 111-123, 200-223, 300 Center Street, it also includes the park in the square, and 106-118 Chestnut Street. A full list of registered properties in the district can be viewed at right.

Downtown Le Roy

Over the years many interest groups have worked hard to make Downtown Le Roy a great place to do business, live, work, shop, eat, and recreate. Currently, there are visible signs of neglect and investment is needed to keep the charm and character of the downtown.

Currently, there are no design standards or regulations on the type and style of (re)development within the Downtown District.

Significant Name	Other Name	Location
Cumberland Presbyterian Church		SE corner Main & Pine
C.A. Barley Building		122 E Center
Crumbaugh Public Library		SE corner Center & Pearl
		207 E. Center
		107 N. Lynn
		702 N. Mill
Monument		Town Square, Main & Center
		S. side Vine at Mill
		215 E. Center
		815 E. Center St.
		822 E. Center
Field, Eugene School	Community Center	SW corner East & Pine
Pavilion	Band Stand	SE cor Town Park
First National Bank		121-123 E. Center
LeRoy State Bank		201 E. Center
LeRoy Commercial Historic District		111-123, 300 Center & 106-118 Chestnut Sts.
Simeon H. House III		SE corner School & Chestnut
Simeon H. House IV		NW corner Wayne & East
Bratton House		SE corner Oakland & East St.
J. T. & E. J. Crumbaugh House & Spiritualist Church Parsonage		SW corner Center & Pearl
Dickerson-Eskew House		Facing N. on Vine St. at the S. end of Mill St.
Masonic Temple	Methodist Church	SW corner Cherry & Chestnut
Wilcox Building		200-202 E. Center
Barnett Jefferson House		200 N Chestnut
Kennan Florence House	Kayser House	406 N Chestnut
Illinois Central Railroad Station		SW corner White & Oak
Benjamin Brinley House		SW corner Center & Allen
Samuel F. Barnum House		NE corner Allen & Elm
Robert Taylor House	Killion Jess	SW corner Allen & Washington
Floyd Williams House	Fisher-Wright House	SW corner Cedar & Pearl



A.8 | Land Use

Existing & Projected Land Use

The City of Le Roy includes approximately 1,398 acres, and approximately 2.7 square miles. The majority of the City is currently comprised either as agriculture (48% of City) or residential (32%). Developed lands (i.e. Commercial, industrial, institutional, quarry, transportation and residential) make up 47% of the City. As discussed prior, there are several limitations to building development (i.e. steep slopes, wetlands, and floodplain), reducing the potential for future development. In total there are only about 62 acres of land with development limitations, which accounts for 4% of Le Roy. Therefore, roughly 677 acres remain developable. Although, it should be noted that much of this developable land is currently being used as prime agricultural lands and should be conserved to the best of the City's ability.

Using the projected population and household sizes assumptions from the previous sections, it is expected that the City of Le Roy will need an additional 7 acres of residential land, 4 acres of commercial land, and 1 acre of industrial land in the next 25 years. However, this methodology is based on an assumption that commercial and industrial lands will grow in the same proportion to residential development as currently exists into the future.

However, in reality the City is likely to experience significantly greater demand for commercial and industrial land uses as historically have occurred. This is due to a variety of factors including the City's location to state and federal highways and improved (and proposed) access to new lands that can support these uses.

Redevelopment Opportunities

Redevelopment opportunities are buildings or parcels that have fallen into disrepair and are no longer contributing positively to the social or economic life of the City. Redevelopment is typically synonymous with commercial or industrial infill development. Downtown Le Roy, the I-74 Interchange area, and the area south and east of I-74 have all been identified as locations to focus redevelopment efforts. For more information, see the City of Le Roy Economic Development Plan (2016).

Contaminated Sites

The Bureau of Land Databases within the Illinois Environmental Protection Agency oversees the investigation and cleanup of environmental contamination and the redevelopment of contaminated properties. The Database provides access to information on incidents ("Activities") that contaminated soil or groundwater. These activities include spills, leaks, other cleanups and sites where no action was needed. Based on the database, there currently fifty (50) sites within Le Roy denoted as "of interest" for either the State or Federal EPAs.

ZONING

Land development and building activity within the City are subject to the City's zoning ordinance. Within the City, requests for zoning amendments are reviewed and approved by the City Council.

Note: Residential use projections were calculated by multiplying the change in projected households by the average households per acre, as of the year 2010. Projections for commercial and industrial acreage assume that these land uses will grow at a similar rate to the current proportion of commercial or industrial land to residential land (i.e. maintaining status quo). Actual needs may differ based on market conditions and the land use policies of the Village.

Existing Land Uses

Source: MSA Mapping

Land Use	Acres	Percentage
Agricultural	666.79	48%
Parks & Open Space	31.83	2%
Vacant Residential	31.8	2%
Residential	454.29	32%
Vacant Commercial	7.92	1%
Commercial	110.06	8%
Public / Civic / Institutional	95.59	7%
TOTAL	1,398.32	100%

Development Limitations

Source: MSA Mapping

Land Use	Acres	Percentage
Developed	659.9	47%
Development Limitations	62.0	4%
Developable (Infill)	39.4	3%
Developable	637.0	46%
TOTAL	1,398.3	54%

**A large percentage of developable land is prime farmland which should be preserved as best possible.*

Projected Land Use Needs, 2015-3045

Source: U.S. Census, 2010; MSA Predictions

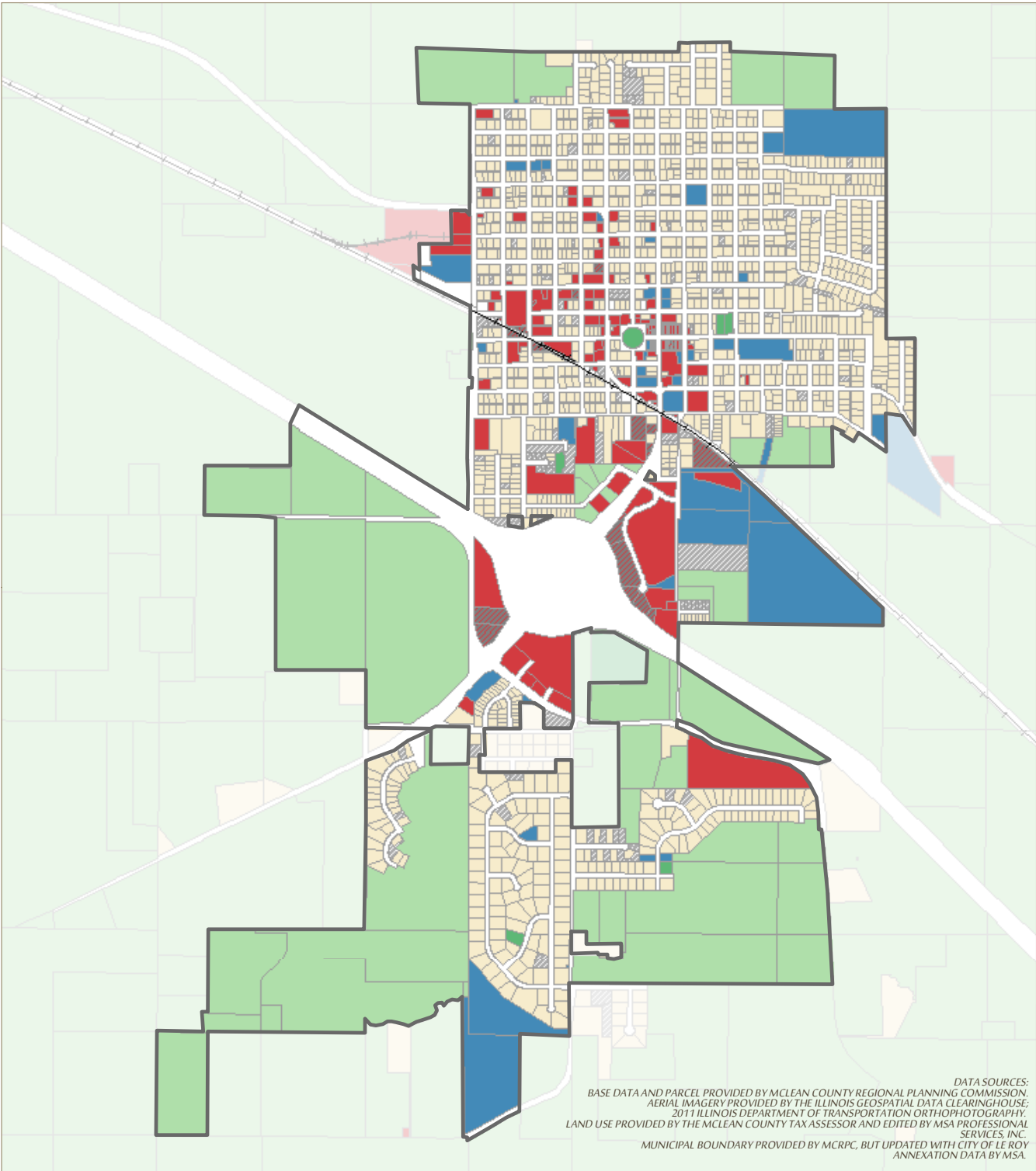
	2010*	2025	2035	2045	25 Year Change
Population	3,560	3,614	3,650	3,686	126
Household Size	2.42	2.40	2.40	2.40	-0.02
Housing Units	1,438	1,506	1,521	1,536	98
Residential (acres)*	486.1	490.6	491.6	492.6	7
Commercial (acres)*	67.8	69.2	70.6	72.0	4
Industrial (acres)*	44.2	44.7	45.1	45.6	1
Undeveloped Land (acres)**	39.4	33.0	30.2	27.4	-12

**Acres were based on GIS and McLean County Tax Assessor information from 2014.*

***Assumes development will occur within existing municipal boundary.*



A.8 | Land Use

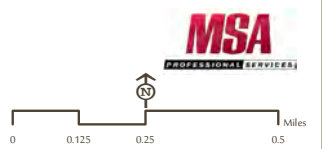


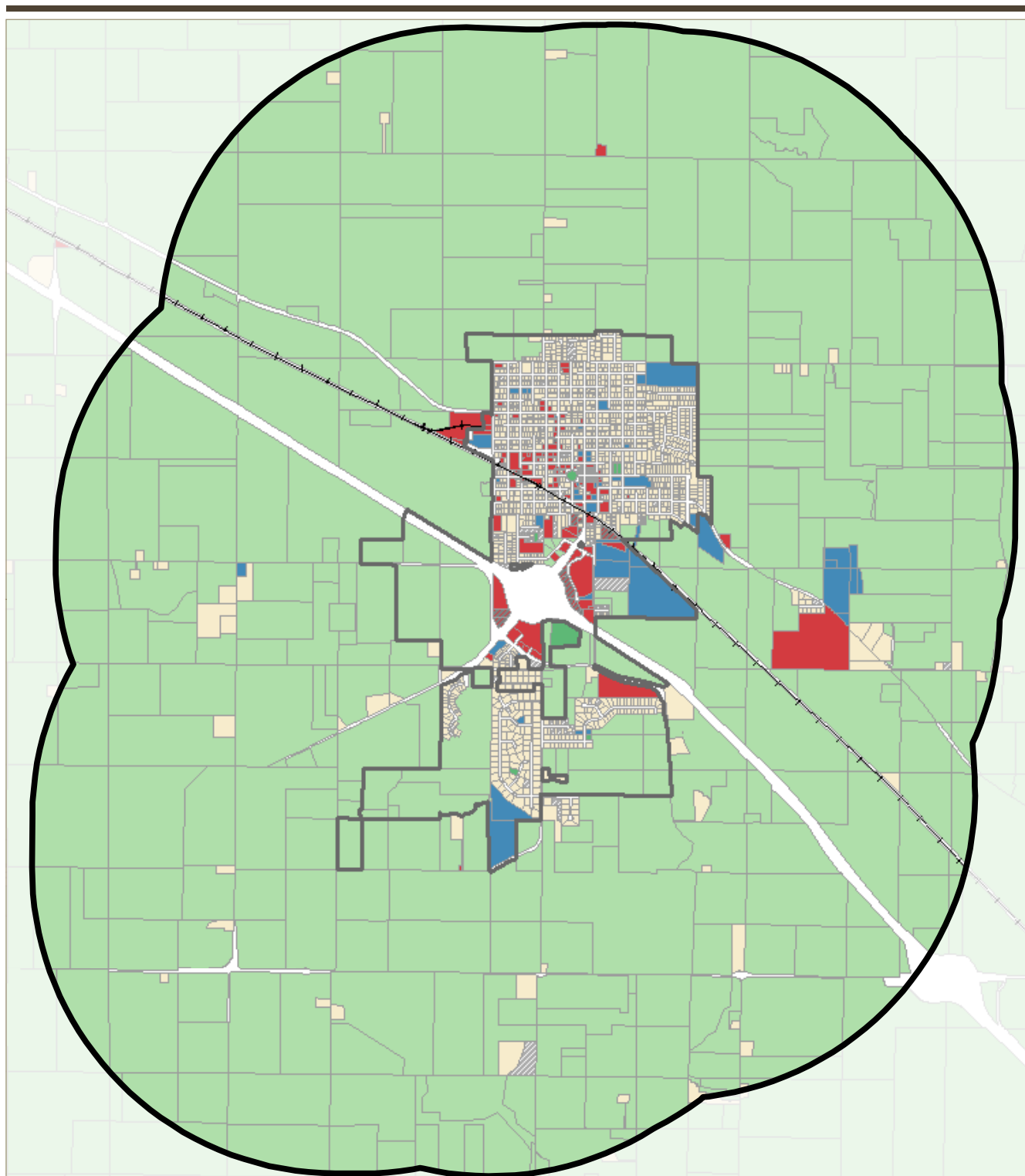
DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY REGIONAL PLANNING COMMISSION.
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL DATA CLEARINGHOUSE.
2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY.
LAND USE PROVIDED BY THE MCLEAN COUNTY TAX ASSESSOR AND EDITED BY MSA PROFESSIONAL SERVICES, INC.
MUNICIPAL BOUNDARY PROVIDED BY MCRPC, BUT UPDATED WITH CITY OF LE ROY ANNEXATION DATA BY MSA.

EXISTING LAND USE | INSET

City of Le Roy
McLean County, Illinois

- | | | |
|--------------------|--------------------|--------------------------------|
| MUNICIPAL BOUNDARY | AGRICULTURAL | VACANT COMMERCIAL |
| PARCELS | PARKS & OPEN SPACE | COMMERCIAL |
| RAILROAD | VACANT RESIDENTIAL | PUBLIC / CIVIC / INSTITUTIONAL |
| | RESIDENTIAL | |





EXISTING LAND USE | PLANNING AREA

City of Le Roy
McLean County, Illinois

- | | | |
|--------------------|--------------------|--------------------------------|
| PLANNING AREA | AGRICULTURAL | VACANT COMMERCIAL |
| MUNICIPAL BOUNDARY | PARKS & OPEN SPACE | COMMERCIAL |
| PARCELS | VACANT RESIDENTIAL | PUBLIC / CIVIC / INSTITUTIONAL |
| RAILROAD | RESIDENTIAL | |

DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY REGIONAL PLANNING COMMISSION.
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL DATA CLEARINGHOUSE.
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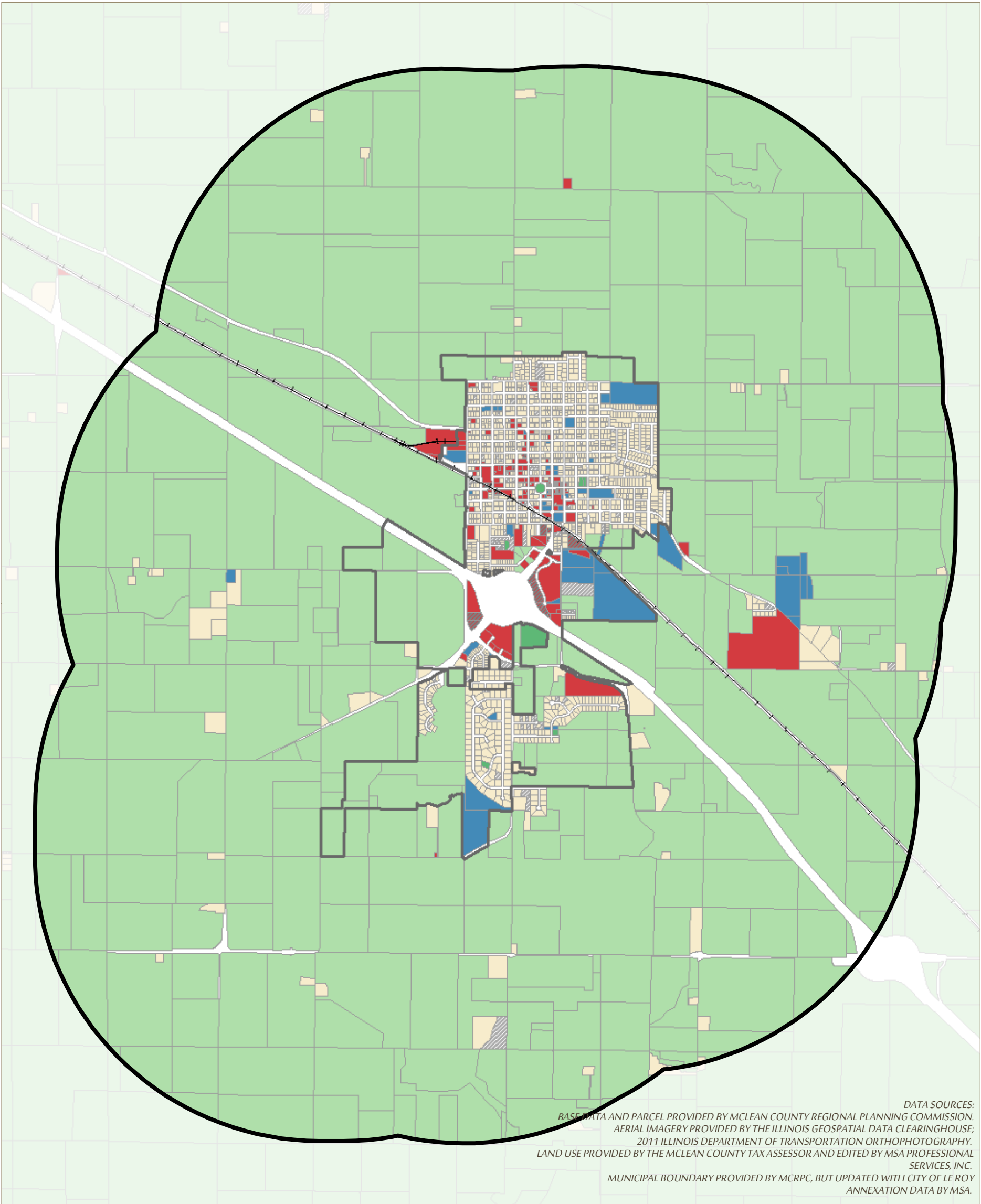
B.1	Base Map Planning Area	2
B.2	Base Map Inset	3
B.3	Existing Land Use Planning Area	4
B.4	Existing Land Use Inset	5
B.5	Agricultural & Natural Resources	6
B.6	Development Limitations Natural Resources	7
B.7	Development Limitations	8
B.8	Parkland	9
B.9	Transportation Facilities Mobility	10
B.10	Future Land Use Proposed Infrastructure Improvements	11
B.11	Future Land Use Planning Area	12
B.12	Future Land Use Inset	13

1
2
3
4
5
A

Maps

This appendix is a compilation of the maps created for the Comprehensive Plan in an easy to print 11x17 format.

B



EXISTING LAND USE | PLANNING AREA

City of Le Roy
McLean County, Illinois

PLANNING AREA

MUNICIPAL BOUNDARY

PARCELS

RAILROAD

AGRICULTURAL

PARKS & OPEN SPACE

VACANT RESIDENTIAL

RESIDENTIAL

VACANT COMMERCIAL

COMMERCIAL

PUBLIC / CIVIC / INSTITUTIONAL

0

0.125

0.25

0.5

Miles

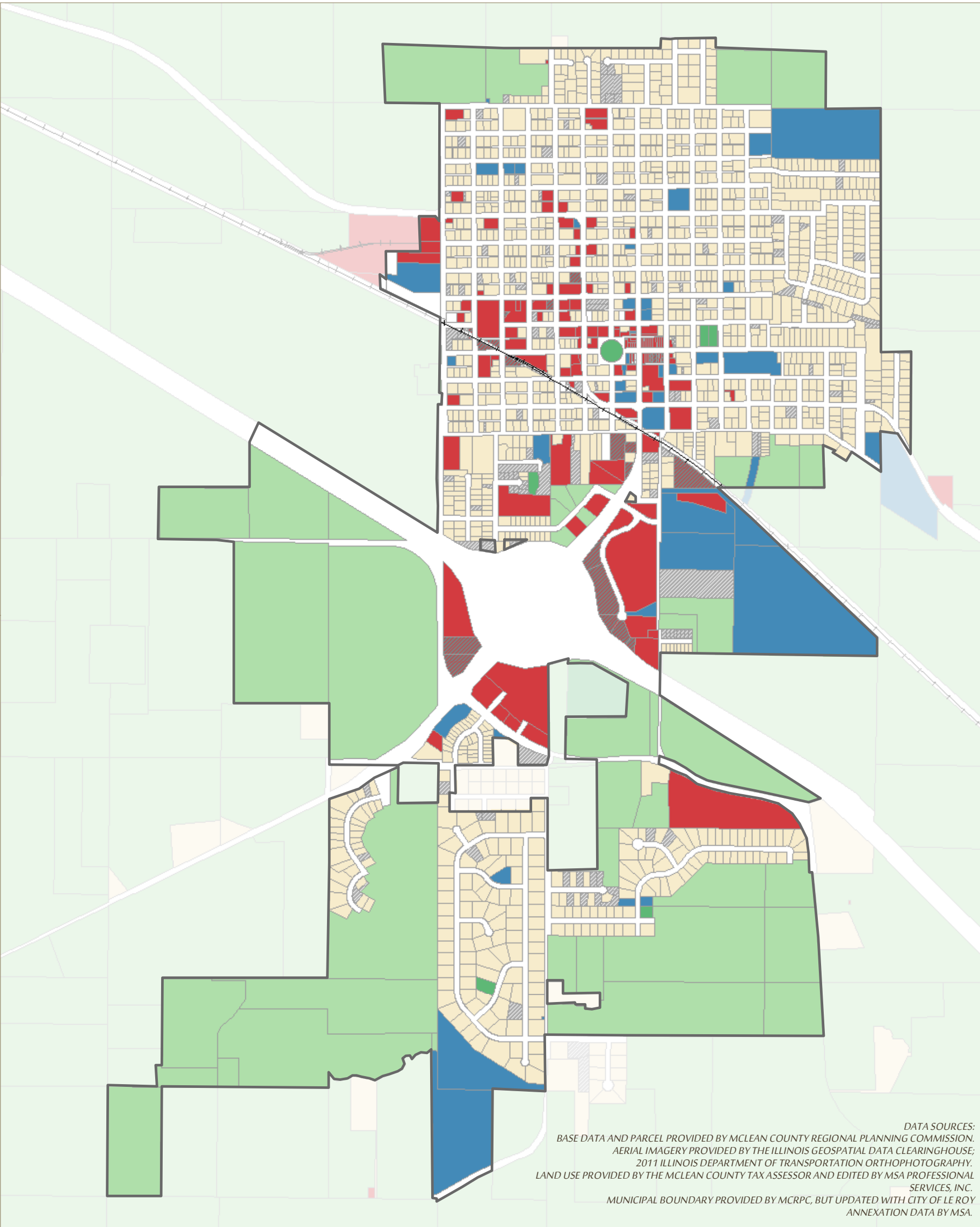
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PROFESSIONAL SERVICES

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B-4 Le Roy, Illinois | What's Our Tomorrow | Comprehensive Plan

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EXISTING LAND USE | INSET

City of Le Roy
McLean County, Illinois

MUNICIPAL BOUNDARY

PARCELS

RAILROAD

AGRICULTURAL

PARKS & OPEN SPACE

VACANT RESIDENTIAL

RESIDENTIAL

VACANT COMMERCIAL

COMMERCIAL

PUBLIC / CIVIC / INSTITUTIONAL

0

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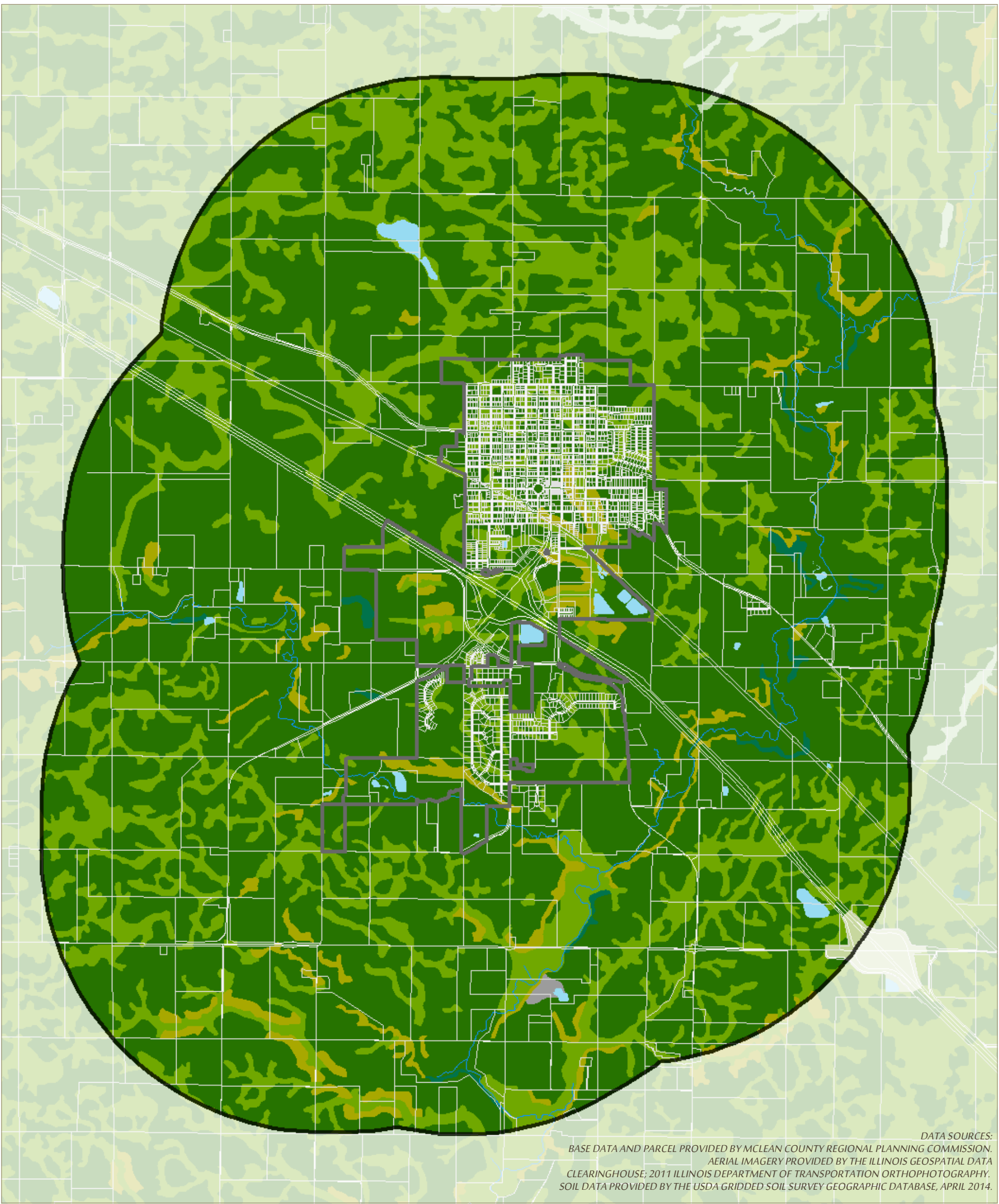
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PROFESSIONAL SERVICES



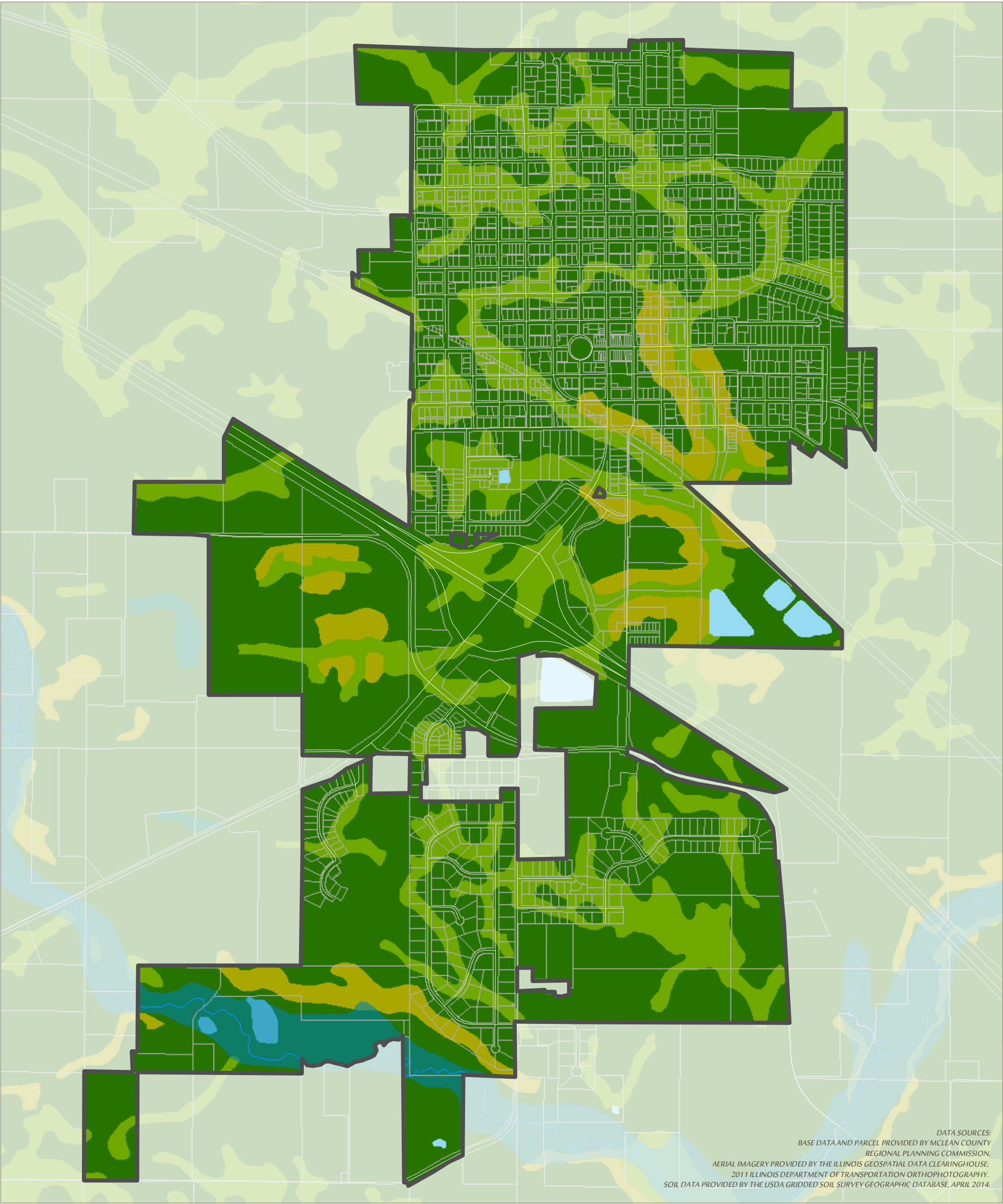
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AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL DATA
CLEARINGHOUSE; 2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY.
SOIL DATA PROVIDED BY THE USDA GRIDDED SOIL SURVEY GEOGRAPHIC DATABASE, APRIL 2014.

AGRICULTURAL & NATURAL RESOURCES

City of Le Roy
McLean County, Illinois

- | | | |
|--|---|--|
|  PLANNING AREA |  MISCELLANEOUS SOILS |  SILTY CLAY SOILS |
|  MUNICIPAL BOUNDARY |  SILT LOAM SOILS |  ORTHENTS, LOAMY, UNDULATING |
|  ELU_PARCELS |  SILTY CLAY LOAM SOILS |  GRAVEL PITS |
|  STREAM / RIVER |  LOAM SOILS |  WATER |
















DATA SOURCES:
BASE DATA AND PARCEL PROVIDED BY MCLEAN COUNTY
REGIONAL PLANNING COMMISSION;
AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL DATA CLEARINGHOUSE;
2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY;
SOIL DATA PROVIDED BY THE USDA GRIDDED SOIL SURVEY GEOGRAPHIC DATABASE, APRIL 2014.

DEVELOPMENT LIMITATIONS | NATURAL RESOURCES

City of Le Roy
McLean County, Illinois

- | | | |
|---|---|---|
|  MUNICIPAL BOUNDARY |  MISCELLANEOUS SOILS |  SILTY CLAY SOILS |
|  STREAM / RIVER |  SILT LOAM SOILS |  ORTHENTS, LOAMY, UNDULATING |
|  1% ANNUAL CHANCE FLOOD HAZARD |  SILTY CLAY LOAM SOILS |  GRAVEL PITS |
| |  LOAM SOILS |  WATER |





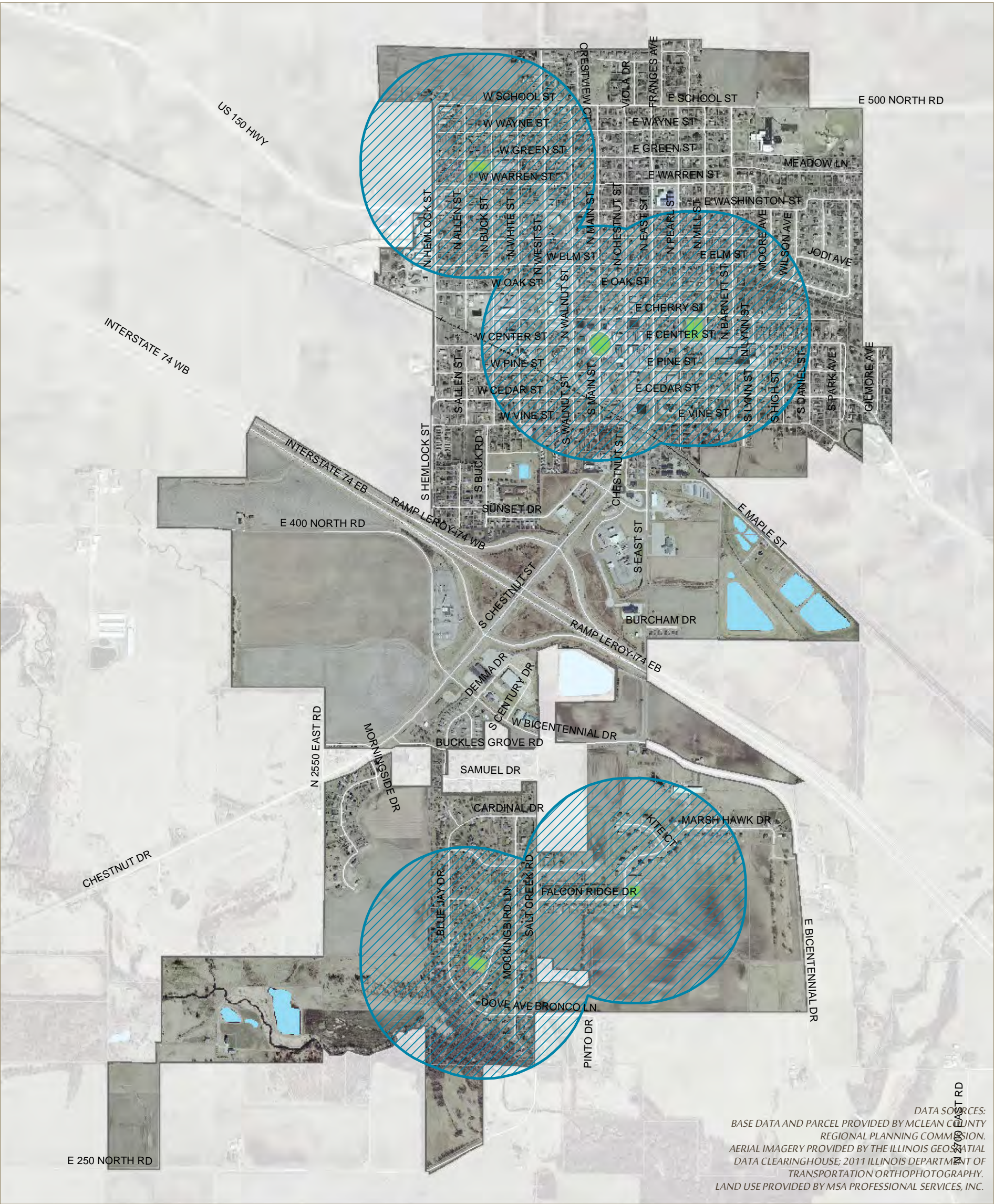
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CLEARINGHOUSE; 2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY.
FLOOD DATA PROVIDED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, JULY 2008.

DEVELOPMENT LIMITATIONS

City of Le Roy
McLean County, Illinois

- PLANNING AREA
- MUNICIPAL BOUNDARY
- RAILROAD
- TRAILS
- STREAM / RIVER
- LAKES
- 1% ANNUAL CHANCE FLOOD HAZARD

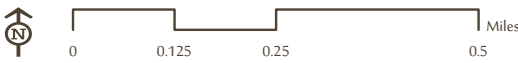


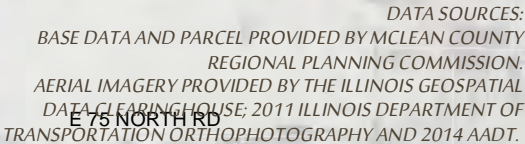


PARKLAND

City of Le Roy
McLean County, Illinois

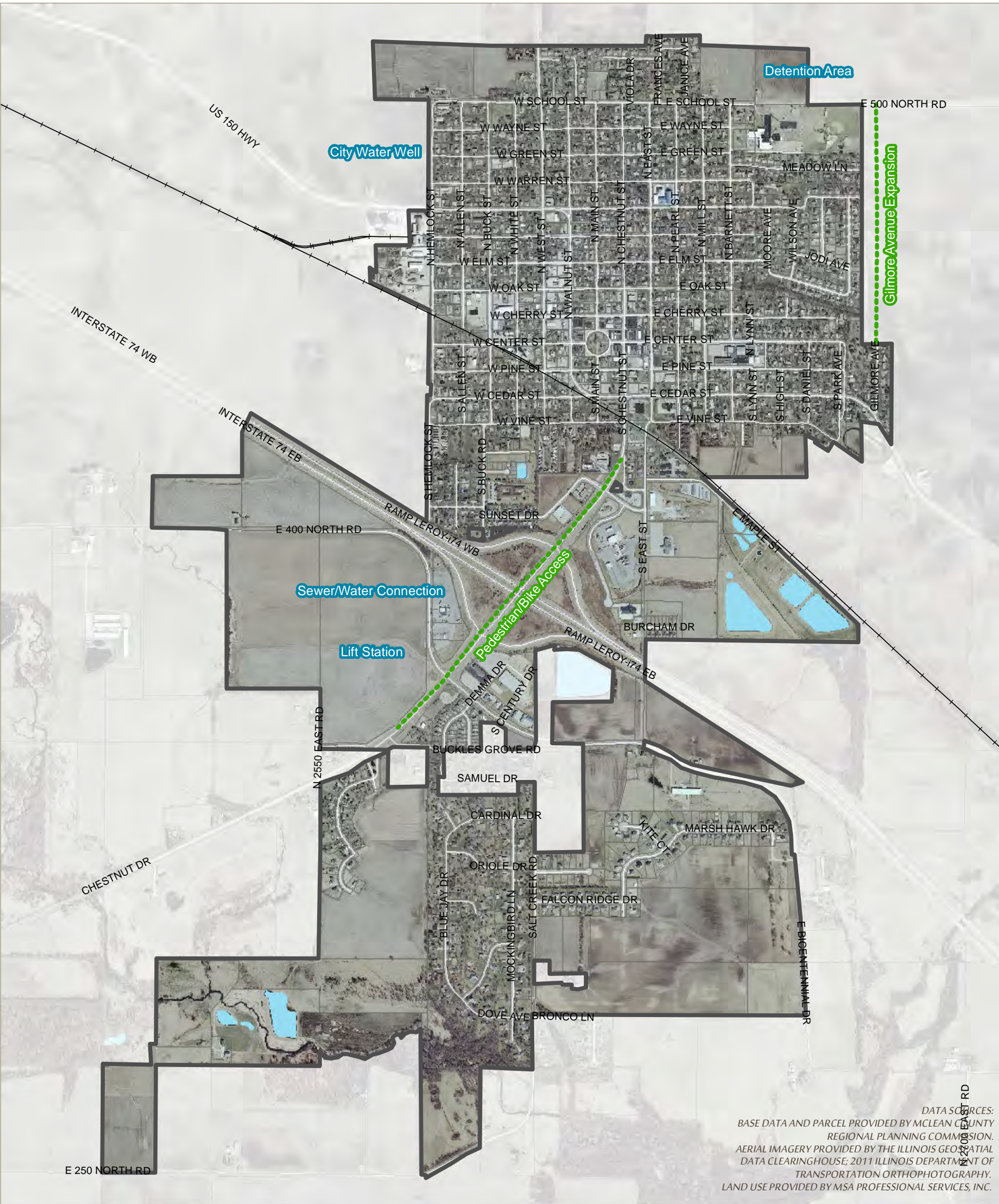
- MUNICIPAL BOUNDARY
- PARCELS
- RAILROAD
- LAKES
- PARKS & RECREATION LAND
- 0.25 MILE WALKING DISTANCE






City of Le Roy
McLean County, Illinois






DATA SOURCES:
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AERIAL IMAGERY PROVIDED BY THE ILLINOIS GEOSPATIAL
DATA CLEARINGHOUSE; 2011 ILLINOIS DEPARTMENT OF
TRANSPORTATION ORTHOPHOTOGRAPHY.
LAND USE PROVIDED BY MSA PROFESSIONAL SERVICES, INC.


FUTURE LAND USE | PROPOSED INFRASTRUCTURE IMPROVEMENTS

 MUNICIPAL BOUNDARY

 PARCELS

 RAILROAD

 STREETS

 TRAILS

 LAKES

