

# THE CITY OF LELAND GROVE COMPREHENSIVE PLAN

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Prepared for the City of Leland Grove by the  
Springfield-Sangamon County Regional Planning Commission





## LETTER FROM THE EXECUTIVE DIRECTOR

August 2013

Dear Mayor Bangert, Council Members, and Citizens of Leland Grove:

In conjunction with the Leland Grove Comprehensive Plan Committee, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) is pleased to present this comprehensive plan. It has been an honor and pleasure to work with the leadership and citizens of Leland Grove in the development of this plan, which we believe offers long-term guidance for the maintenance and enhancement of areas critical to the city's successful future.

From the very inception of the planning process, all of those involved endeavored to incorporate the perspectives and desires of Leland Grove residents in the development of the plan. During November-December of 2012, for example, residents responded to a community survey intended to gather their opinions concerning the opportunities and challenges the city faces over the next 20 years. During the spring of 2013, the Leland Grove Council and residents of the Leland Grove were offered yet again the opportunity to provide input into the plan at public meetings. In these meetings, residents reviewed and commented on the survey results and conceptual designs for proposed future land use which SSCRPC staff had created based on community survey results and the recommendations of city officials.

As a result of this dialogue and the information gathered, the SSCRPC developed this plan, which shows the city's past and present conditions, and highlights scenarios that the city can pursue to further enhance the community in the years to come. We are hopeful that this comprehensive plan will meet the needs of the City of Leland Grove over the next 20 years.

The SSCRPC thanks you for the opportunity to participate in building Leland Grove's future.

Sincerely,

Norm Sims, Executive Director  
Springfield-Sangamon County Regional Planning Commission



## COMPREHENSIVE PLAN EXECUTIVE SUMMARY

The comprehensive plan for the City of Leland Grove describes the city’s present situation and targets future challenges and opportunities. It provides a flexible blueprint for the city to use when approaching its long-term future. The overview of the city’s current assets is broken down into history, demographics, environmental factors, land use, transportation, and community development components.

The plan incorporates resident feedback through a community survey conducted by the SSCRPC. An analysis of survey results is provided as an appendix to the plan document, and resident quotations from the open-ended comments section are highlighted throughout the plan.

The plan also contemplates many goals for the community’s long-term success, which are discussed thoroughly in the “Implementation” section of this plan. Some of these goals are described in greater detail than others, and proposed “views” allow Leland Grove residents to envision their community with enriched assets, improved intersections, and land uses and amenities tailored to their future needs.

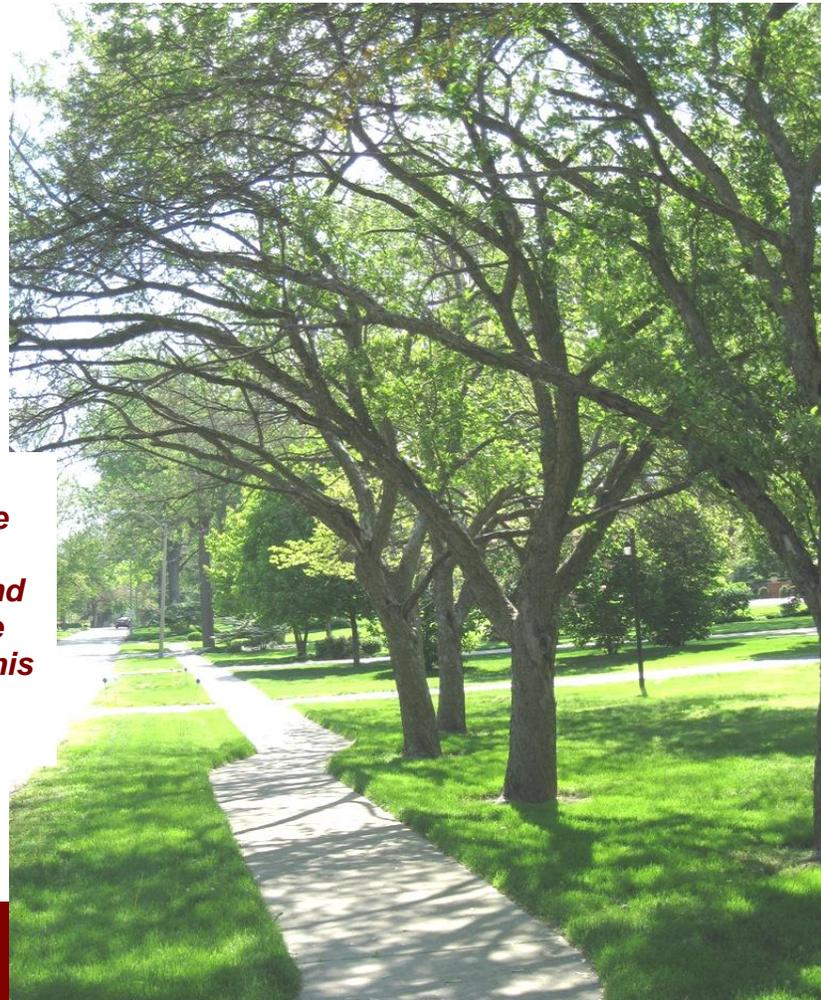
Several key themes become evident throughout the plan, and should serve as the bedrock for the city’s thinking about its future. These include:

- Leland Grove should maintain and enrich its current assets, building upon existing resources. In particular, Leland Grove’s **high-quality residential character** represents its greatest strength in the eyes of both the SSCRPC and city residents. Through targeted efforts specifically intended to showcase its residential strengths and build on amenities desirable for a residential area, Leland Grove can fully take advantage of the opportunities afforded to maintain its vibrant residential base. Supporting its high-value residential base also implies that Leland Grove may consider supporting immediately local businesses and developing tree management strategies. These activities are essential to continued “place-making” efforts that will attract young families to the residential area.
- In order to maintain this base, another component that will be important in Leland Grove’s future is that of its **city infrastructure and transportation networks**. Leland Grove’s road network has long been a matter of focus and concern for the community. Improvements to this network, as well as integration with infrastructure in support of other forms of transportation, such as bike and pedestrian trail networks, are key components to the long-term health and mobility of the city, and will also be important to continued residential viability. Some challenges related to Leland Grove’s sewage and drainage infrastructures are also important considerations for the city. Leland Grove should in particular identify opportunities to address stormwater management increasingly stringent regulations and other utility concerns through cooperative actions with neighboring communities.

- Finally, Leland Grove should take into consideration that one of its greatest strengths may also become a weakness without long-term attention. Great “pride in place” exists in Leland Grove, and this community spirit is a valuable asset. However, the city is situated within other communities, and is dependent on these surrounding communities for its business, educational, and many other needs. Leland Grove should work to foster a culture of **intentional regional engagement** and awareness. In particular, Leland Grove may benefit from engagement in regional governance activities occurring in the area and from organizing a coordinated, institutionalized group to facilitate community outreach and philanthropic endeavors from Leland Grove residents. Such a regionally-oriented mentality will help Leland Grove communicate and work with the surrounding communities so that both become stronger by supporting one another. Leland Grove will benefit from strengthening its physical, social, and governmental connections with its immediate neighbors and the surrounding community.

Comprehensive plans open doors for communities in terms of long-range thinking, intentional connections to the surrounding region, pattern identification and responsible thinking, and opportunities to generate additional resources. Though comprehensive plans assist communities in identifying what they like about themselves, developing strategies for preserving and expanding these things, and putting structures in place that make this easier and more cooperative, they should also be treated with a degree of flexibility that provides communities opportunity to move forward strategically as their future unfolds.

***“[Leland Grove has] history, architecture, [and a] small village atmosphere... This is a very good place to live.”***



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## CITY HISTORY

Leland Grove is purported to have been named for a grove of oaks on or near the old Horace Leland farm. Horace S. Leland and his family were immigrants to the area in the nineteenth century, and opened the Leland Hotel in Springfield in 1867. Leland died in 1889, and his estate was broken up. Since time, others have occupied the Leland farmhouse and other historic buildings in the area. Eventually, Clifford Conry, who would become Leland Grove's second mayor, would buy the old Leland property (*Illinois Times*, March-April 1978; *Sangamon Valley Collection*).

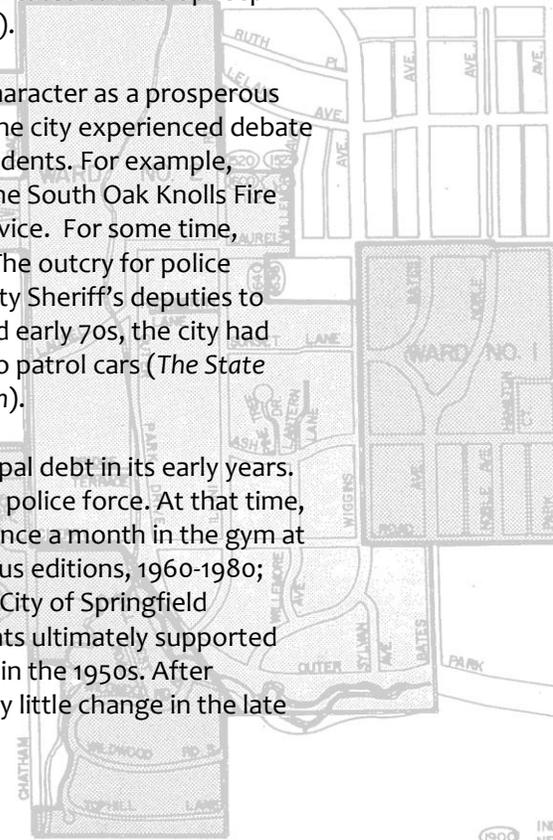
The City of Leland Grove was incorporated on April 21, 1950. It has many historical resources within its incorporated area, including the Crowder Cemetery on modern Chatham Road, which is home to a revolutionary war hero's grave in addition to approximately seventy other historic gravesites. Before the time of incorporation, the area was part of unincorporated Woodside Township, and was considered a suburb of Springfield. As the region developed, its need for municipal services increased. The conversation regarding Leland Grove's incorporation began based primarily on the condition of the streets in the area. As an unincorporated area, Leland Grove had insufficient resources to address potholes and other road maintenance issues. Residents debated the relative benefits of incorporating versus being annexed into Springfield in the late 1940s and in early 1950, but determined that the City of Springfield did not have the resources to dedicated needed attention exclusively to Leland Grove roads.

Leland Grove therefore took steps to incorporate, but pursuant to state legislation, could not do so as a village, since it was immediately adjacent to another city. On April 21, 1950, Leland Grove residents voted, with 70% in favor, to become a city with an elected mayor, aldermen, clerk, and treasurer. Residents elected Charles H. Lanphier the City's first mayor. The City's first corporate fund budget totaled \$12,000, and \$9,750 of these expenditures was dedicated to road upkeep (*Illinois State Journal*, various editions, 1950; *Sangamon Valley Collection*).

Since its incorporation, Leland Grove has had a distinctive residential character as a prosperous and peaceful community. As it grew throughout the 1950s and 1960s, the city experienced debate surrounding what level of municipal services should be provided to residents. For example, Leland Grove did without fire protection until 1959, when as a part of the South Oak Knolls Fire Protection District, it contracted with the City of Springfield for this service. For some time, Leland Grove also experienced concerns related to police protection. The outcry for police protection increased in the 1960s, and initially Leland Grove hired County Sheriff's deputies to patrol the area in 1967. When it did establish its force in the late 60s and early 70s, the city had three full-time and two part-time police officers equipped with only two patrol cars (*The State Journal-Register*, various editions, 1960-1980; *Sangamon Valley Collection*).

As it expanded services, the City of Leland Grove struggled with municipal debt in its early years. In 1976, the city underwent a 20-cent tax increase in order to sustain its police force. At that time, there was no city hall. In its early years, the city had council meetings once a month in the gym at the Vachel Lindsay Elementary School (*The State Journal-Register*, various editions, 1960-1980; *Sangamon Valley Collection*). The debate regarding annexation into the City of Springfield resurfaced in both 1956 and 1976. At these times, however, few residents ultimately supported annexation, even when it would have led to a decrease in overall taxes in the 1950s. After overcoming these initial challenges, Leland Grove experienced relatively little change in the late twentieth century.

Ward map for the city of Leland Grove.



Leland Grove has also experience recurring controversy over the issue of an east-west road corridor through the city. The late 70s saw controversy related to a Banbury Lane cut-through and the closing of Huntleigh Road in response to traffic generated by White Oaks Mall. In the late 1980s, Leland Grove worked to prevent an extension of South Grand Avenue (*The State Journal-Register*, various editions, 1980-1990; *Sangamon Valley Collection*). Concerns about development on Springfield's west side and its effects on traffic flow in Leland Grove played a prominent role in the city's awareness and efforts throughout this period, evidenced by a Traffic Evaluation Study conducted in 1983 ("Evaluation of Traffic Problems in Leland Grove, Illinois," The Center for Community and Regional Studies, Sangamon State University, 1983). Questions and debate surrounding these road corridors continue to make streets a central topic of conversation for Leland Grove, just as they were at the beginning of its incorporation debate.

Leland Grove's character has historically been one of a peaceful, well-kept, primarily residential area. Efforts to maintain this character have been formalized through Leland Grove's Land Use Ordinance of 1969 and other planning efforts. Its character and rich history contribute to Leland Grove's prospects for a positive future, guided by the efforts to grow and plan effectively described in this Comprehensive Plan.

## DEMOGRAPHIC FACTORS





## DEMOGRAPHIC FACTORS

### Population

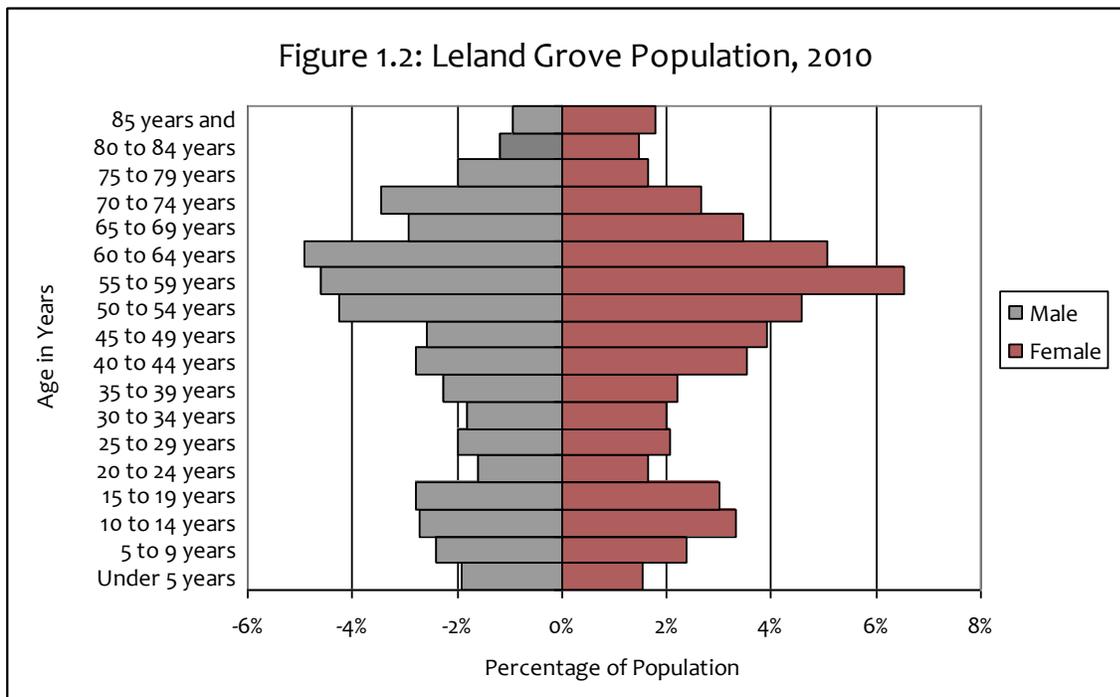
At the 2010 Census, the City of Leland Grove had a population of 1,503. From 2000 to 2010, the city's population declined 5.6%, from 1,592 people to 1,503 people. Compared to other small communities located entirely within Springfield's urbanized area, Leland Grove has a similar population. However, Leland Grove has a significantly smaller population than municipalities in the area with comparable income levels and residential character areas, including Chatham, Sherman, or portions of the City of Springfield.

1,441	Grandview
1,503	Leland Grove
1,642	Southern View
1,656	Jerome
4,148	Sherman
11,500	Chatham

### Population Age

In 2010, the median age of Leland Grove's population was 50.9 years, as compared to Sangamon County's median age of 39.2 years. Leland Grove has large cohorts of 45- to 54-year-olds, 55- to 64-year-olds, and 65- to 74-year-olds. These age groups comprised 15.4%, 21.1%, and 12.5% of the total population, respectively. Another large cohort was the age group under 15 years of age, who made up 14.3% of the total population.

This trend indicates that a large number of Baby Boomers (described by the Census Bureau as those born between 1946 and 1964) live in Leland Grove. As the Baby Boomer population continues to age, the city, like other regions in the County, may want to consider population age as it determines when and how to provide services. Compared to some other regions in Sangamon County, Leland Grove's population is slightly older.



The impact of the Baby Boomers is shown in Figure 1.2, above. The chart provides a visual depiction of the age distribution of Leland Grove as of the 2010 Census. Bulges at the bottom of the pyramid would commonly indicate a population with many children, which would be associated with rapid population growth. Bulges at the top of the pyramid would indicate a somewhat elderly population. This is the case for Leland Grove, contributing to its population decline over the last decade.

## Race and Ethnicity

Table 1.3, below, shows the racial and ethnic composition of Leland Grove’s population as of the 2010 Census. Leland Grove is predominantly white in racial designation, as it has been throughout its history. Hispanics (which the Census Bureau defines as an ethnic, not racial, category) now make up a little under 2% of Leland Grove’s population. The largest racial group aside from whites is that of Asians, who make up 1.5% of Leland Grove’s population.

<b>TABLE 1.3</b>		
<b>Racial Composition of Population</b>		
<b>Leland Grove, IL 2010</b>		
Source: 2010 U.S. Census		
<b>RACIAL DESIGNATION</b>	<b>#</b>	<b>%</b>
One Race	1,483	98.7%
White	1,438	95.7%
Black or African American	13	0.9%
American Indian and Alaskan Native	1	0.1%
Asian	22	1.5%
Native Hawaiian and Other Pacific Islander	1	0.1%
Some other race	8	0.5%
Two or more races	20	1.3%
TOTAL	1,503	100.0%
<b>HISPANIC</b>	27	1.8%

## Household Type

As of 2010, the City of Leland Grove had 717 housing units. Of this total, 94.4% of the units were occupied and 5.6% were vacant. Table 1.4 shows the breakdown of the 677 households that occupied housing units within the city.

Approximately 65.3% of the households were families, defined by the Census Bureau as “at least one householder and one or more other people related to the householder by birth, marriage, or adoption,” (Census Bureau, 2012). Approximately 34.7% of the households were non-family.

***“We have lived here for forty years and do not plan to leave...”***

<b>TABLE 1.4</b> <b>Household Type</b> <b>Leland Grove, IL 2010</b> Source: 2010 U.S. Census		
<b>TOTAL HOUSEHOLDS: 677</b>		
Family	442 (65.3%)	
With own children < 18		143 (21.1%)
Non-Family	235 (34.7%)	
One Person		
Male householder		81 (12%)
Female householder		124 (18.3%)
Over 65 Years		
Under 65 Years		
2+ Persons		

## Education

Although education by grade level can reveal important insights about a community, the 2010 Census short form did not contain any items related to educational attainment. Accordingly, this analysis relies on estimates provided by the Environmental Systems Research Institute (ESRI). ESRI estimates are based upon the population of individuals over age 25, with 2000 Census data for the base year. Table 1.6, right, compares the ESRI 2010 estimates for high school and college graduates aged 25 and up in Leland Grove to those of nearby municipalities in Sangamon County. Leland Grove has substantially more high school and college graduates than comparable Sangamon County municipalities, and higher proportions of all levels of education.

Table 1.5 shows the ESRI 2010 estimates for level of education for individuals aged 25 and up in Leland Grove. According to the estimate, those with graduate or professional degrees comprise the largest percentage of Leland Grove residents, with 37.3%. Approximately 98.1% of Leland Grove's population are high school graduates or higher. Approximately 33.2% of Leland Grove's population has a Bachelor's Degree.

**TABLE 1.5**  
**EDUCATIONAL ATTAINMENT**  
**Leland Grove 2010 Estimates**  
Source: ESRI Business Analyst Online

Total Population over 25 years old: 1,182	
Less than 9 <sup>th</sup> grade	0.9%
9 <sup>th</sup> - 12 <sup>th</sup> grade, no diploma	0.9%
High school graduate	11.3%
Some college, no degree	10.2%
Associates degree	6.1%
Bachelor's degree	33.2%
Graduate/professional degree	37.3%

**TABLE 1.6**  
**EDUCATIONAL ATTAINMENT**  
**Leland Grove 2010**

Source: ESRI Business Analyst Online

	High School	College
<b>Leland Grove</b>	<b>98.1%</b>	<b>70.5%</b>
Sangamon County	91.9%	33.2%
Springfield	91.9%	33.2%
Jerome	93.6%	28.5%
Grandview	83.0%	10.5%
Chatham	96.8%	41.6%
Sherman	94.7%	39.3%

## Household Income

Table 1.7, below, displays the ESRI estimates of household income distribution for Leland Grove and Sangamon County in 2011. ESRI estimates are built from 2000 Census data, because the 2010 US Census did not collect income data by household.

The table indicates that the largest percentage of Leland Grove residents fell in the household income ranges over \$75,000. Leland Grove's percentage of residents in the lowest annual household income bracket (20%) was less

than the comparable Sangamon County percentage (33%). Also, in the bracket of "\$35,000-\$75,000" Leland Grove responded with 24% of the households and Sangamon County with 35%. Leland Grove displays a much larger percentage (26%) of households in the highest household income bracket of over \$150,000 annually than Sangamon County (7%).

Table 1.8 also displays the high mean and median household income in Leland Grove as compared to Sangamon County and other communities in the region. Leland Grove's income levels are considerably higher than other communities' in both measurements.

**TABLE 1.7**  
**Household Income Distribution 2011 Estimates**  
 Source: ESRI Business Analyst Online

	Leland Grove		Sangamon County	
	#	%	#	%
Total Households	695	100%	83,630	100%
Less than \$15,000	56	8%	9,088	11%
\$15,000 to \$24,999	50	7%	9,180	11%
\$25,000 to \$34,999	31	4%	9,492	11%
\$35,000 to \$49,999	62	9%	12,816	15%
\$50,000 to \$74,999	104	15%	16,630	20%
\$75,000 to \$99,999	72	10%	11,338	14%
\$100,000 to \$149,999	137	20%	9,647	12%
\$150,000 to \$199,999	69	10%	2,963	4%
\$200,000 or more	114	16%	2,476	3%
<b>Summary</b>				
Under \$35,000	137	20%	27,760	33%
\$35,000 - \$74,999	166	24%	29,446	35%
\$75,000 - \$149,999	209	30%	20,985	25%
\$150,000 or more	183	26%	5,439	7%

**TABLE 1.8**  
**Comparative Household income**  
**Leland Grove 2011 Estimates**

Source: ESRI Business Analyst Online

	<b>Median</b>	<b>Mean</b>
<b>Leland Grove</b>	\$88, 970	\$115,540
Sangamon County	\$51,227	\$66,541
Springfield	\$45,674	\$62,414
Jerome	\$43,502	\$51,732
Grandview	\$37,484	\$45,259
Chatham	\$69,891	\$78,521
Sherman	\$79,887	\$89,656

## Population Projections

Population changes in small communities can be difficult to predict over time, decreasing the utility of projections. Since Leland Grove is already fully developed, 2010 Census data on population and reasonable expectations based on resident demographics are the only bases for projecting Leland Grove’s future population.

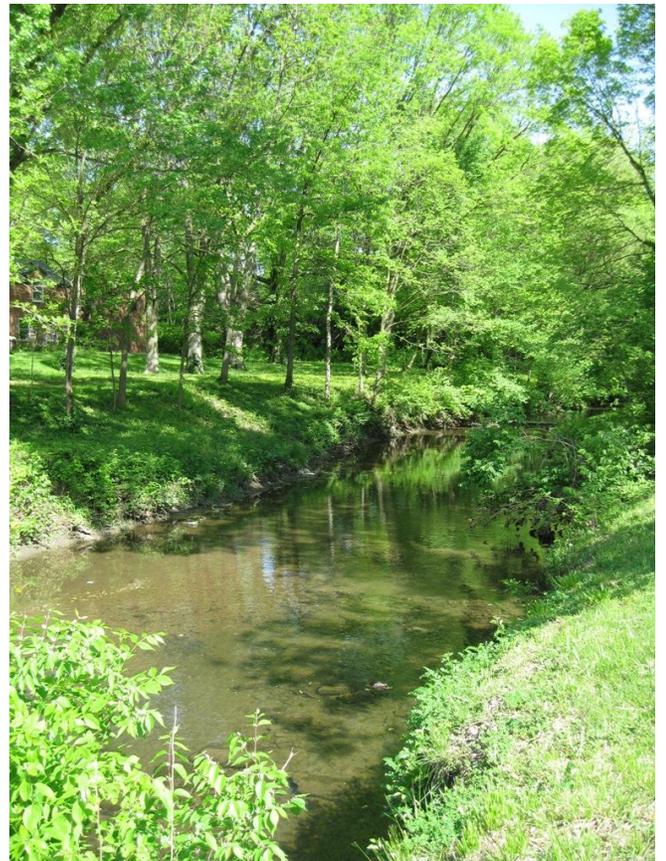
Because Leland Grove residents are on average older than many communities’ residents, it is reasonable to expect that the city will have a slightly slower growth rate, with fewer children being born, than other residential communities. Leland Grove’s population declined by 5.6% between 2000 and 2010. Because of the large cohort of Baby Boomers, and their life cycle effect on the population, Leland Grove’s population will likely continue to see low to moderate decline for approximately the next 20 years.

Table 1.9, below, demonstrates the projected population of Leland Grove in situations of medium and low population decline, no growth, and low and medium growth. The most likely scenario would be a mixed growth scenario, beginning with a slight decline, which would eventually level or taper off into no growth or low growth as younger families moved into the area.

<b>Table 1.9 Population Projections</b>				
	<b>Low Decline</b>	<b>No Growth</b>	<b>Low Growth</b>	<b>Probable Mixed Growth Scenario</b>
2000	1,592	1,592	1,592	<b>1,592</b>
2010	1,503	1,503	1,503	<b>1,503</b>
2020	1,488	1,503	1,518	<b>1,488</b>
2030	1,473	1,503	1,533	<b>1,510</b>



## ENVIRONMENTAL FACTORS



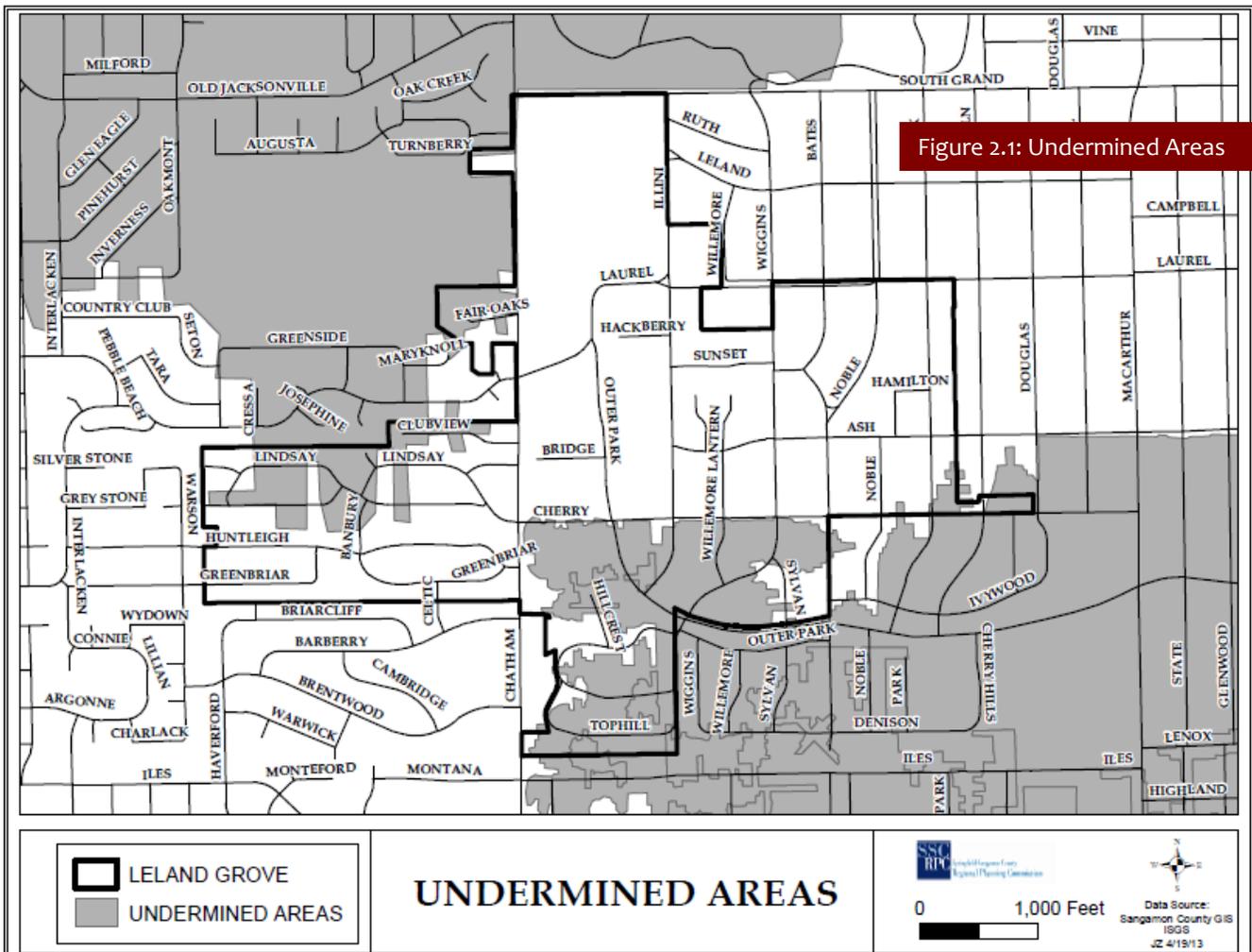


## ENVIRONMENTAL FACTORS

An important consideration related to community development is whether environmental factors exist that may affect Leland Grove’s long-range plans. Since the city is already fully developed, these factors have less potential for impact than they might in a jurisdiction that has vacant or undeveloped properties. Nevertheless, environmental constraints should inform Leland Grove’s thinking about its current and future land use.

### Undermined Areas

Much of Leland Grove is undermined, as displayed in Figure 2.1. Although the SSCRPC is not aware of mine subsidence problems in Leland Grove, the city should have an awareness of its undermined areas and of the development concerns that can be associated with mine subsidence in its future.



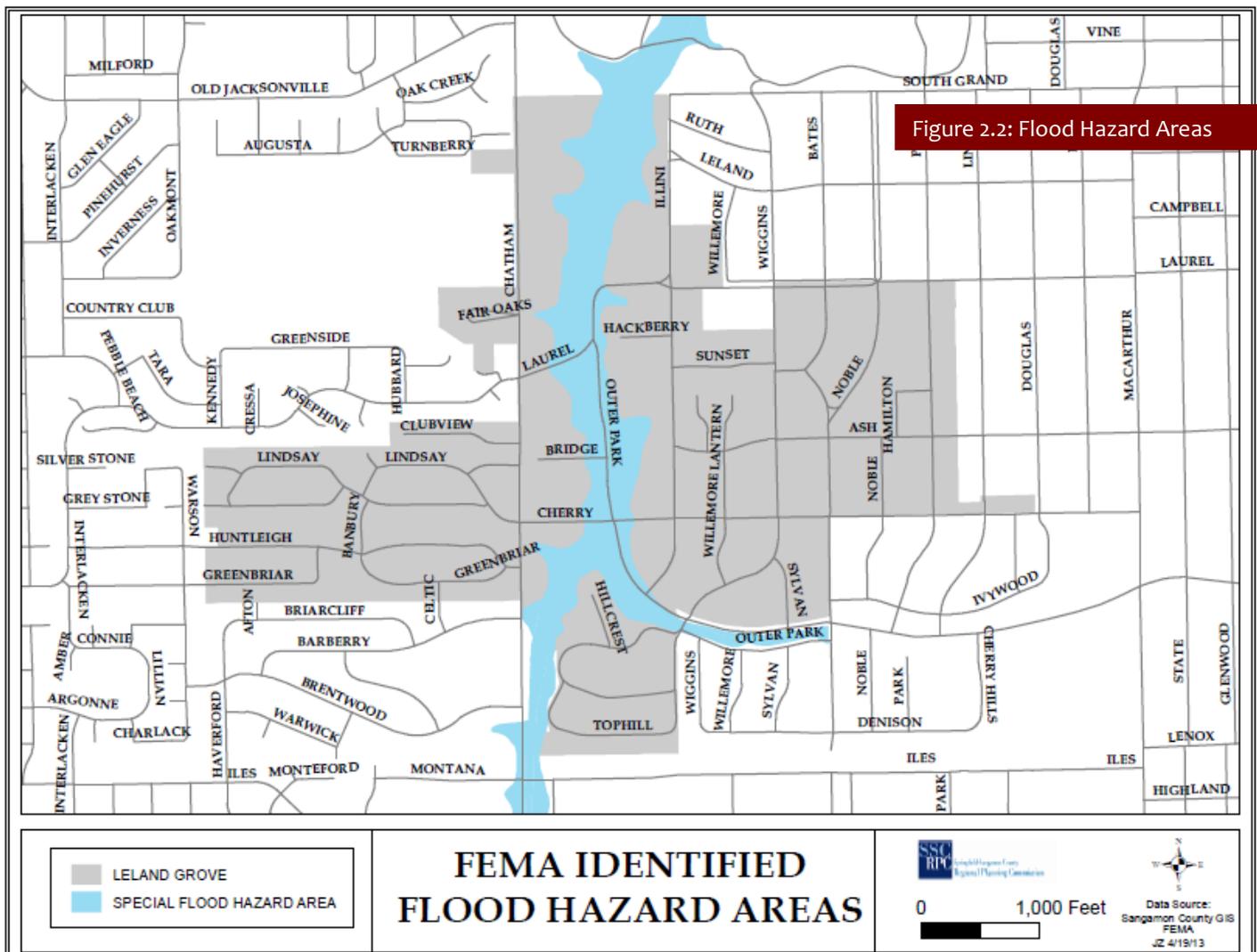
### Floodplains and Wetlands

Under current Sangamon County ordinance, a floodplain development permit is required for any development in a 100-year floodplain. This is due to Sangamon County’s limitations resulting from

the County’s participation in the National Flood Insurance Program. The Sangamon County Board adopted its flood plain ordinance on November 16, 1982, which was most recently updated in March 2004. The floodplain ordinance regulates development in the 100-year floodplain. The main purposes are:

- to protect human life & health,
- to prevent increased flood or drainage hazards,
- to protect buildings from damage,
- to decrease taxpayer costs related to flood control projects, flood damage repairs, and rescue operations,
- to maintain property values, and
- to make federal flood insurance available.

Since Leland Grove is already fully developed, this does not represent a major concern to the city. However, Leland Grove does have a portion of its territory situated in a floodplain area, as pictured in Figure 2.2.



In the event that any of the properties within the floodplain becomes vacant (i.e. no longer includes a structure or dwelling due to deconstruction or natural disaster), the city should encourage the use of these properties as open spaces. More information on flood plains is available via the Planning Commission’s website at [www.sscrpc.com](http://www.sscrpc.com).

## Stormwater Management and Erosion Control

The Jacksonville Branch Creek runs through the center of Leland Grove from the city’s northeast edge to its southwest border, within the area defined as floodplain above. The city has historically experienced streambed erosion concerns along this creek. There are a variety of means through which the city can work to reduce stream bed erosion. Netting or erosion control blankets, native plant species, or other mechanisms may merit consideration. The property surrounding the creek is generally owned by the property owners for the parcels it touches, so the city may want to consider incentives for erosion reduction measures implemented by these private property owners.

Linked to erosion concerns are drainage and stormwater issues more broadly. Leland Grove is included in the Springfield Urbanized Area covered under Sangamon County’s NPDES Phase II Stormwater Management Program. In addition to the best management practices for working toward clean water and stormwater control described in this plan, individual residents of various communities can take action steps to reduce stormwater run-off from their individual properties. Rain barrels, bio-swales, reducing impervious surfaces, and targeted stormwater discharge are all mechanisms for stormwater management that can be taken into consideration.

Storm sewers and stormwater management have been addressed more thoroughly in the Utilities subsection of this plan below. However, it is important to note that stormwater will prove important to the city during the horizon of this plan because of Environmental Protection Agency (EPA) regulations through the Clean Water Act (CWA). Leland Grove is currently in process of updating and improving its stormwater management plan and compliance measures related to the *National Pollutant Discharge Elimination System (NPDES) Permit Program*, and undertaking activities to address its stormwater needs.

**“...lovely trees, homes, and neighbors... [I like] its beauty and wildlife [and] the Creek.”**

### Natural Area Inventory and Tree Canopy

The *Inventory of Sangamon County Natural Areas (2004)*, prepared by LaGessee and Associates, provides a classification of natural areas according to natural community type and relative quality. The inventory identifies grades for each forest within Sangamon County. All natural areas near the City of Leland Grove

are Grade C. The grades are described as follows:

Grade A:	Relatively stable or undisturbed communities.
Grade B:	Late successional or lightly disturbed communities.
Grade C:	Mid-successional or moderately to heavily disturbed communities.
Grade D:	Early successional or severely disturbed communities.
Grade E:	Very early successional or very severely disturbed communities.

These natural areas spread south and east along the Jacksonville Branch Creek, and also roughly follow the pattern of the floodplain moving south and west toward and along Chatham from the

area around the intersection of Cherry Road and Outer Park Drive. These natural areas, in addition to being Grade C, are categorized as “Floodplain Forest Silver Maple-Cottonwood” natural communities.

Along the northernmost boundary of Leland Grove there is also a slight area that is categorized as a Grade C Natural Area. Its natural community categorization is “Mixed Timber.”

Though Leland has limited natural areas as defined by the LaGesse and Associates study, its tree canopy represents one of its most prominent positive features. Tree canopy in Leland Grove is relatively dense for a residential area, and contributes to the environmental quality and beauty of the area (Figure 2.3).

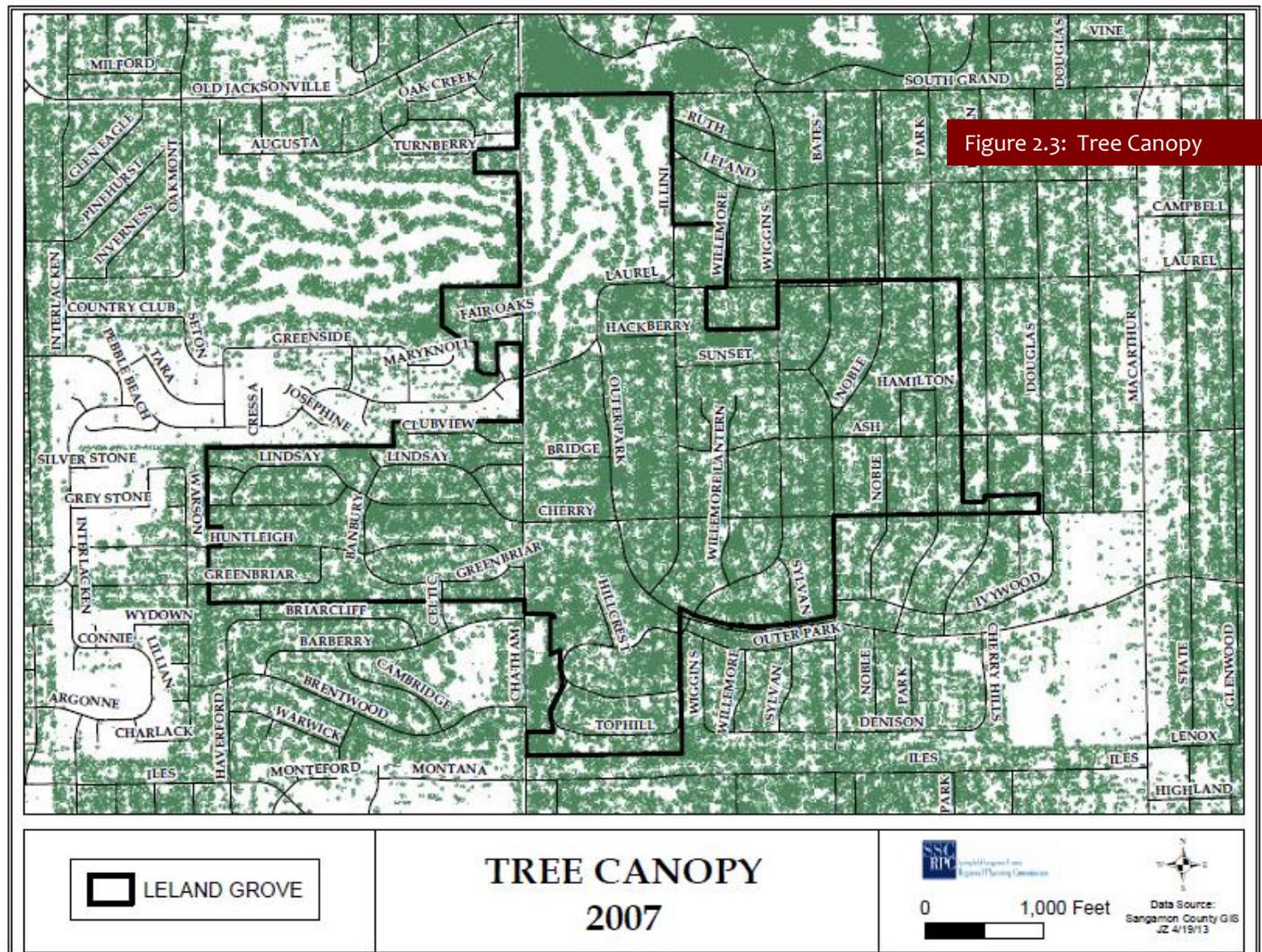


Figure 2.3: Tree Canopy

Since Leland Grove’s tree cover is one of its greatest assets, it should be considered and protected in the city’s long-range planning and policies. The city may want to consider creating a tree management plan in order to ensure that its aging trees are cared for, and if lost in the future, are replaced by desired species

***“...large, old trees provide unique look & feel to city...”***

of younger trees in a fashion that does not diminish the natural beauty of Leland Grove.

## Natural Hazard Mitigation

In 2007-2008, a multi-jurisdictional Natural Hazard Mitigation Plan was prepared by a number of Sangamon County communities by a task force convened by the SSCRPC. This plan considered dam failure, drought, earthquake, extreme heat, flooding, mine subsidence, severe storm, tornadoes, and winter storm. Though the City of Leland Grove did not choose to participate in this plan, much of the information presented in this plan is relevant, particularly focusing on hazard risks and mitigation steps identified for Leland Grove's near neighbor, Jerome.

Communities have long aspired to protect residents from disasters. Traditionally, this has meant responding to residents' needs after a natural hazard occurred. Instead, mitigation attempts to reduce the need for response. One strategy for mitigation is to permanently remove people and structures from harm's way when a known area of impact can be identified, e.g., a floodplain. Another strategy is to significantly reduce the impact from a known risk, e.g., a tornado. Leland Grove may benefit from reviewing the mitigation strategies presented in the multi-jurisdictional plan and considering their potential for implementation within the city, particularly in light of the environmental factors discussed above. Leland Grove should also consider adopting the plan or participating in future Natural Hazard Mitigation planning efforts.



## TRANSPORTATION





## TRANSPORTATION

The existing transportation system in Leland Grove includes both roadways and pedestrian ways. Leland Grove’s existing transportation system can be strengthened by taking both aspects of its transportation network into account, along with the existing character and use of the properties to which the transportation system provides access.

### Roadways

Every roadway system is made up of a hierarchy of streets. For this plan, the SSCRPC used the following roadway descriptions related to the classifications for the existing street system in the City of Leland Grove. Though Leland Grove does not have any major arterial streets, this definition is included as well as a point of reference for comparing Leland Grove’s street classifications to the surrounding area.

Table 3.1: Street System Classification Definitions	
<b>Major Arterial Street:</b>	The highest traffic volume corridors serving major activity centers and the longest trip desires. Service to abutting land is subordinate to the provision of travel service to major traffic movements. They are normally spaced on a one mile grid pattern and may include expressways.
<b>Minor Arterial Street:</b>	Streets and roadways which interconnect with and augment the major arterial street system and provide service trips of moderate length at a somewhat lower level of travel mobility than major arterials. Minor arterials place more emphasis on land access and distribute travel to geographic areas smaller than those identified with major arterials.
<b>Collector Street:</b>	Streets penetrating neighborhoods collecting traffic from local streets and channeling it into the arterial street system. A minor amount of through traffic may be expected, but collector streets primarily provide land access service and carry local traffic movements within residential neighborhoods and commercial and industrial areas.
<b>Local Street:</b>	Streets not classified in a higher system which primarily provide direct access to abutting land and access to higher types of roadways. They offer the lowest level of mobility being the narrowest and shortest streets in the street system. Through traffic is deliberately discouraged.

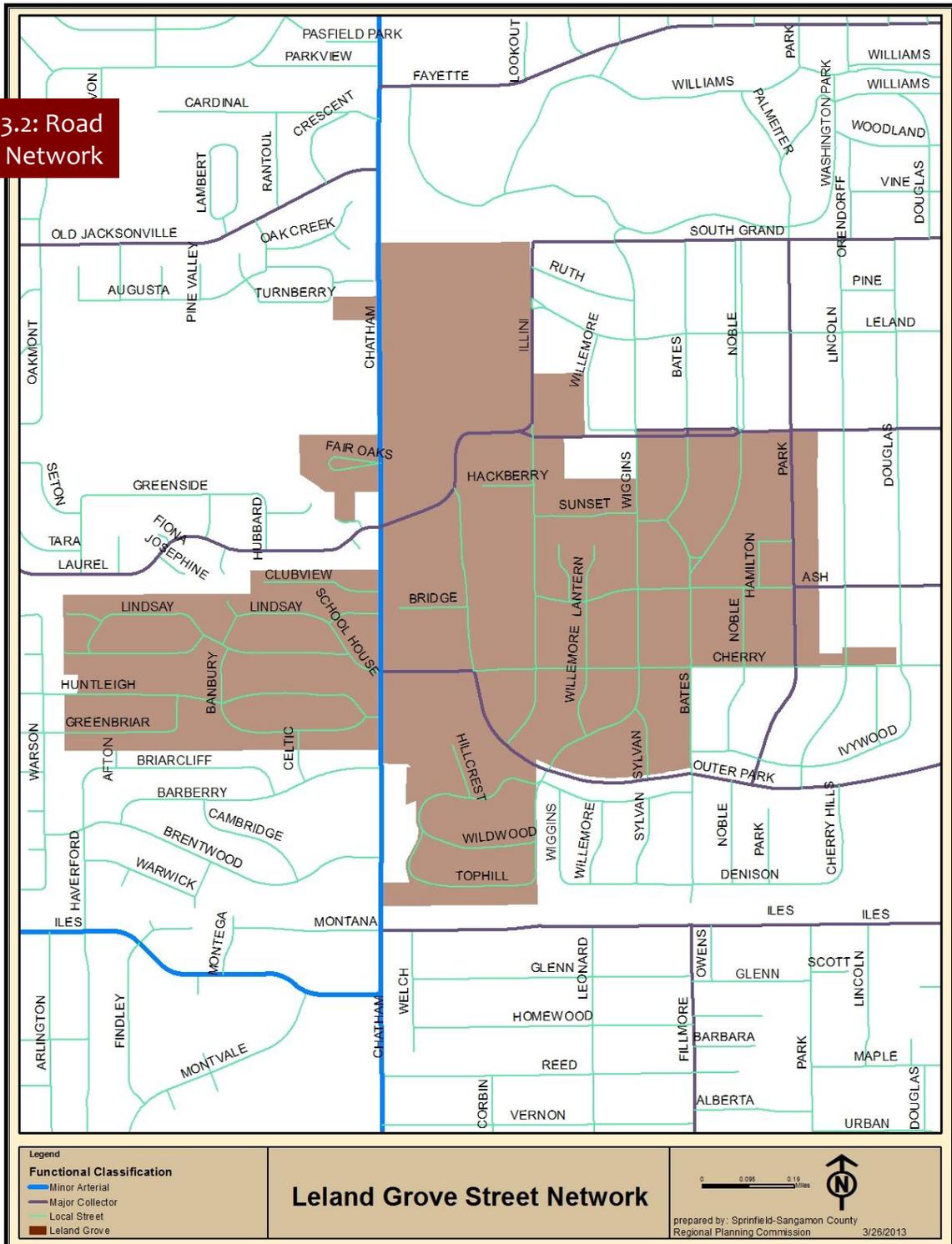
In Leland Grove, only Chatham Road is an existing Minor Arterial Street. Chatham Road runs north-south through Leland Grove, effectively separating the city into east and west portions. The nearby portion of Iles Avenue west of Chatham Road, though outside the city limits, is also classified as a minor arterial.

Collector streets in the City of Leland Grove include Illini Road from South Grand Avenue to the intersection with W. Laurel Street, as well as W. Laurel Street, much of Outer Park Drive, a small portion of Cherry Road nearing the Chatham Road intersection, Park Avenue, and a small portion of Ash Street on the far eastern extremity of the city. These streets make up the primary east-

west routes through and around the City of Leland Grove, with the exception of Park Avenue, which runs north-south near the eastern border of the city.

All other streets within Leland Grove are classified as Local Streets. The Street Network Map included below as Figure 3.2 provides a visual depiction of the road classifications in Leland Grove.

Figure 3.2: Road Network



## Intersection Design and Safety Improvement

Although Leland Grove does not have immediate needs in terms of developing, expanding, or improving most of its roadways, one major concern related to the Leland Grove roadway network is the existence of intersections that may create confusion or place pedestrians or motorists in danger. The SSCRPC undertook an analysis of several intersections the Leland Grove Planning Committee identified as particularly problematic.

### Intersection 1: Illini Road and W. Laurel Street

The first intersection identified for redesign was that of Illini Road and W. Laurel Street. Currently, this intersection, which is located at the immediate southeast corner of the Illini Country Club, has several challenging features. The character of the intersection as currently designed is triangular, with a small island in the southern portion of the intersection, which creates a split in W. Laurel Street as motorists approach from the west and continue eastward or northward through the intersection. There are stop signs for those continuing eastward onto W. Laurel Street, but not for those veering left to go northward onto Illini Road.

For those approaching the intersection from the east, there are stop signs entering the intersection from W. Laurel Street. Motorists can turn right and merge onto northbound Illini Road or turn left to enter southbound Illini Road without stopping a second time. However, should they choose to proceed straight onto W. Laurel Street, there is a second stop sign. For those approaching from the south, the situation is similar.

Finally, those approaching from the north are confronted with a single stop sign after which there is a great deal of open space mid-intersection. Some of the road markings currently appear to reflect historical traffic patterns, rather than existing use. Moreover, on the northwest corner of the triangular intersection, the Illini Country Club currently has a driveway that opens directly into the intersection.

In terms of pedestrian use of the intersection, sidewalks and crosswalks currently exist on Laurel approaching the intersection from the east, along the intersection on the east side of Illini Road and crossing Illini Road immediately north of the intersection. These pedestrian ways do not connect to other pedestrian ways on the north, south, or west sides of the intersection.

Confusing road markings, the split directions of a portion of the intersection, and the lack of pedestrian ways make this intersection a prime location for safety concerns. In response to these concerns, the SSCRPC has designed an intersection that extends Laurel Street further into the intersection as it approaches from the east, and expands the island and green space to remove the multi-directional splits in the roadway.

Concerns in redesigning this intersection include the existence of utilities in the existing center island, as well as a driveway that exits into the south side of the intersection on W. Laurel Street. The SSCRPC has worked to confront these challenges through the proposed design, displayed in various views below. Figure 3.3 displays the redesigned intersection from a number of angles, and additional views are available in Appendix C. The Illini Country Club drive has been removed, and the private drive on the south side of the intersection has been redirected.

The proposed intersection design also adds green space on the east side of the intersection as a traffic calming mechanism, which allows opportunity for community beautification efforts

including City of Leland Grove signage, making the intersection a focal point or community character “identifier,” rather than a hazardous site for pedestrians. Proposed intersection views also add pedestrian connectivity around the entire intersection, connecting this area to the larger regional network.



## Intersection 2: W. Laurel Street and Outer Park Drive

The second intersection identified for redesign is at the crossing of W. Laurel Street and Outer Park Drive. At the current intersection, pedestrian safety is a primary issue of concern, due to the placement of the pedestrian crosswalk. The triangular shape of this intersection makes the crosswalk very long, which decreases pedestrian safety. This crosswalk connects the Leland Grove Trail that runs along Outer Park Drive both north and south of W. Laurel Street, a major Leland Grove pedestrian way.

With intersection redesign, additional green space narrows the intersection, creating a traffic calming effect. Moreover, a redesign of the intersection to extend sidewalks and improve the trail connection would allow for improvements to the existing pedestrian bridges which currently include drop-offs and are very narrow. This will assist with ADA compliance and equipping Leland Grove cultivating bike and pedestrian safety.

The views below display a redesigned approach to this intersection, and additional views are available in Appendix C. It should be noted that these views and those of the Illini Road and W. Laurel Street redesign demonstrate the use of unique traffic control mechanisms such as bump-outs and narrower roads, which can effectively slow traffic and improve safety without need for additional traffic control devices.



Figure 3.4: W. Laurel Street and Outer Park Drive Intersection

## Pedestrian Connectivity

As noted in Leland Grove’s community survey, pedestrian safety is a concern for residents, as well as at both the local and national levels of government. In the City of Leland Grove, traffic concerns and pedestrian safety in particular have long been a major issue for residents. In recent years, the city has experimented with various traffic calming devices, such as road closures and speed humps, to slow traffic and increase pedestrian safety.

***“...We would like to see sidewalks and street lights along the entire length of Cherry Road and also sidewalk along Illini Rd...”***

Aside from slowing traffic, another option for increasing pedestrian safety is providing pedestrian infrastructure that connects to the surrounding area. To address concerns about pedestrian safety at the local level, one possible strategy is to encourage the implementation of “complete streets” concepts. According to the Springfield Area Transportation Study, the concept of complete streets “refers to public rights-of-way that are designed and operated to provide a safe and accessible transportation network for all users, including pedestrians, bicyclists, and transit riders, regardless of age or ability. This context-sensitive approach considers all transportation projects as potential opportunities to improve safety, access, and mobility for all travelers.” Building complete streets is a way that the city could improve public safety while improving transportation options for residents.

Currently, the residential core of the city has very few sidewalks. Sidewalks are an important means of protecting pedestrians and other non-motorized traffic when traveling from place to place within the city. If there are no sidewalks in an area, pedestrians typically walk in the street, thereby increasing the possibility of a pedestrian and vehicle conflict.

The figures below illustrate Leland Grove’s opportunities for increased bike and pedestrian connectivity in a number of ways. The Priority Connectors Map shown in Figure 3.7 demonstrates Leland Grove’s internal priorities for bike/pedestrian network connections. The routes identified as local priority connectors could be sidewalks or bike trails depending upon local preferences, opportunities, and regional connection priorities. Local priority connectors are identified in order to assist the city in prioritizing its sidewalk/bike trail implementation needs. The routes identified in Figure 3.7 would strengthen the city’s internal bike and pedestrian traffic flow, increase pedestrian safety, and help connect more portions of the city to amenities like Washington Park in a safe fashion. While the identified routes do not represent the entire network of potentially desirable sidewalks or bike paths, they chart a course for the city’s internal priority implementation actions in the next several years.

Beyond these local priority connections, Figures 3.8-3.11 depict the regional goals for sidewalks, paths, and bike trails, as defined and established by the Springfield Area Transportation Study (SATS), the metropolitan planning organization for transportation activity in the region. These maps identify only SATS objectives for arterial roadways, but are important for Leland Grove’s consideration in relation to the surrounding regional network.

### Sidewalks

One option for pedestrian connectivity in the city is the inclusion of additional sidewalks. Although sidewalks have met with limited popularity in the past, Leland Grove community survey respondents indicated support for sidewalks in a variety of areas, particularly along arterial roads and routes used to travel to school (Appendix B). The pedestrian map (Figure 3.8), which

connects Leland Grove to the broader regional pedestrian network (Figure 3.9) designated by the Springfield Area Transportation Study, takes these considerations into account and identifies prime areas for the inclusion of sidewalks. Main corridors such as Cherry Road and Illini Road provide opportunity for sidewalks to dramatically increase safety of runners and walkers.

One major consideration for Leland Grove is the importance and value residents place on its existing tree cover. Leland Grove’s mature tree canopy adds immensely to the community’s character and property values, and these trees should play an active role in sidewalk considerations. Bump-outs, curved sidewalks, or walkways on a single side of residential streets may be tools the city could use to build sidewalks in a manner amenable to the tree cover and city residents. It is important for the city of Leland Grove to actively consider sidewalk implementation in a manner that does not conflict with its other objectives, such as community beautification, tree management, and maintaining a strong residential character. Figure 3.5, below, provides illustrations of an aesthetically appealing and environmentally sensitive manner in which sidewalks could be installed in Leland Grove.



### Trails

In addition to sidewalks, pedestrian and bike trails plan a role in connectivity within the City of Leland Grove and between the city and the surrounding community. The proposed bike map

below demonstrates the most viable options for connecting Leland Grove to the existing network, thereby contributing to recreation, safety, and home values in the community.

The City of Leland Grove has the ability to make important contributions to the regional network of on-road and off-road bicycle and pedestrian trails in the future (Figures 3.10 and 3.11). The following funding sources could be used to construct a bicycle or pedestrian trail or fund improvements related to a bicycle or pedestrian trail.

The **Illinois Transportation Enhancement Program (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. Sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify in one of the twelve eligible categories listed in the *ITEP Guidelines Manual* and it must relate to surface transportation to be eligible for funding.

The **Recreational Trails Program (RTP)** funds a variety of motorized and non-motorized trail projects. This program is 80% federal funding with a 20% local match. The maximum award grant is \$200,000 per application for non-motorized development projects. There is no set maximum grant award amount for acquisition or motorized projects. This program could fund an unpaved trail. Applications are placed through IDNR and are due by March 1 of each calendar year. There are sometimes long delays between application and funding for this grant source.

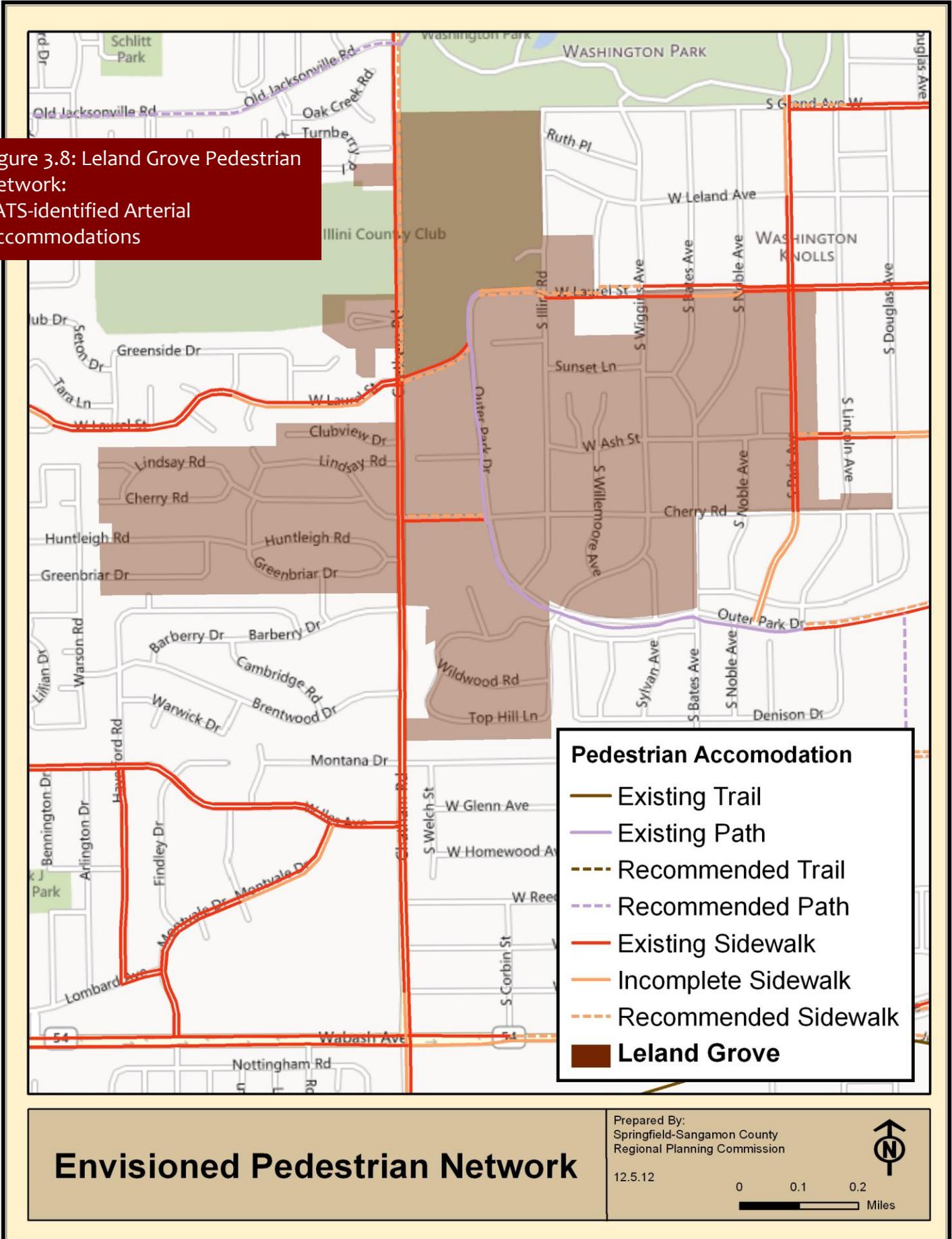
Figure 3.6 depicts some potential views for bicycle lanes that would cultivate increased pedestrian safety. While these views are along the west side of Illini Road north of the W. Laurel Street intersection described above, the safety and recreational benefits they provide are applicable through the city and should be considered with regard to the full bike and pedestrian network.

Figure 3.6: Proposed Bike Trail Views (west side of Illini Road)





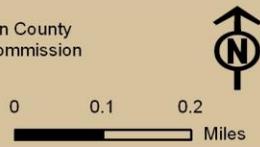
Figure 3.8: Leland Grove Pedestrian Network:  
SATS-identified Arterial Accommodations



# Envisioned Pedestrian Network

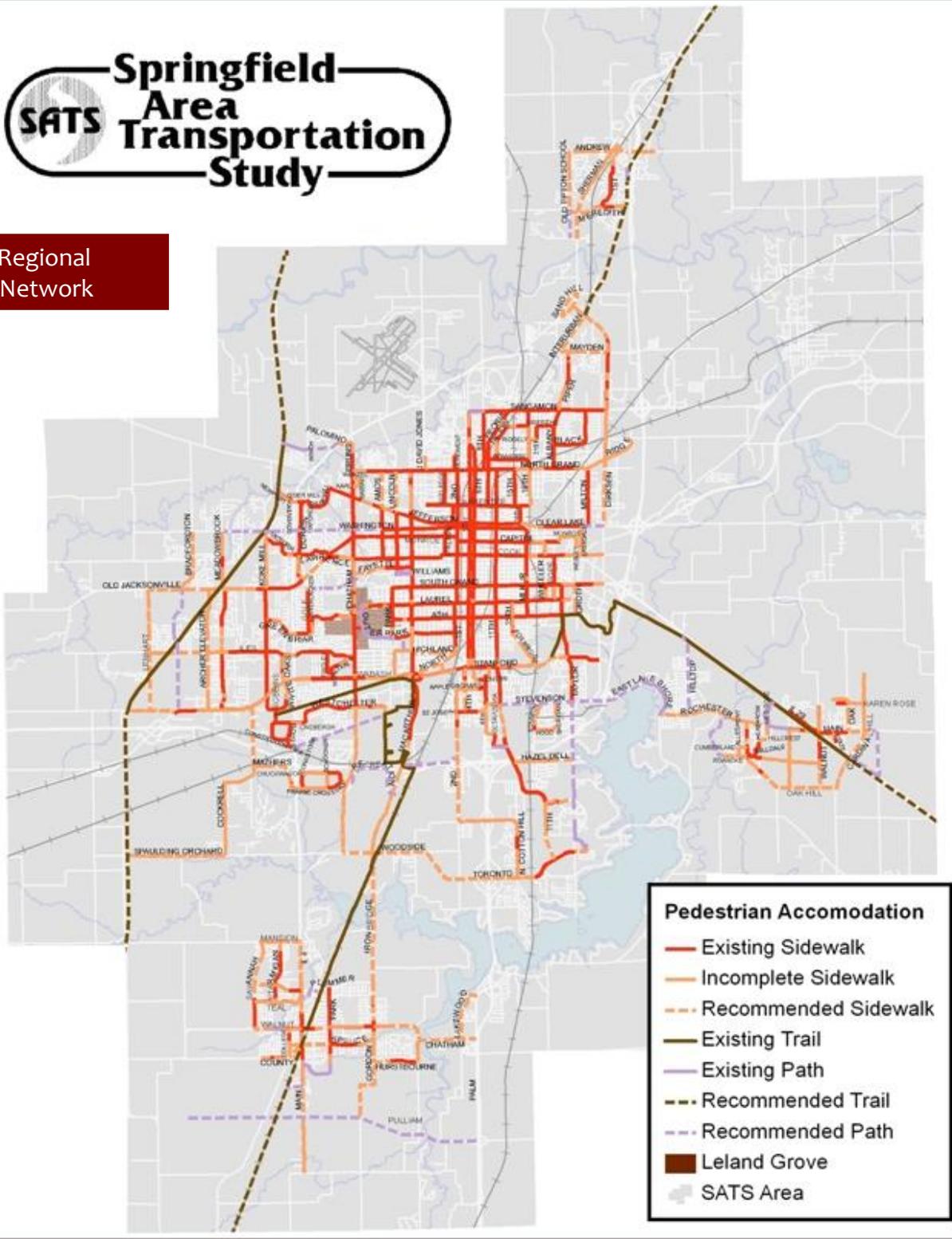
Prepared By:  
Springfield-Sangamon County  
Regional Planning Commission

12.5.12



# SATS Springfield Area Transportation Study

Figure 3.9: Regional Pedestrian Network



## Envisioned Pedestrian Network

Prepared By:  
Springfield-Sangamon County  
Regional Planning Commission

12.5.12

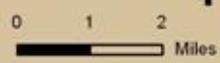
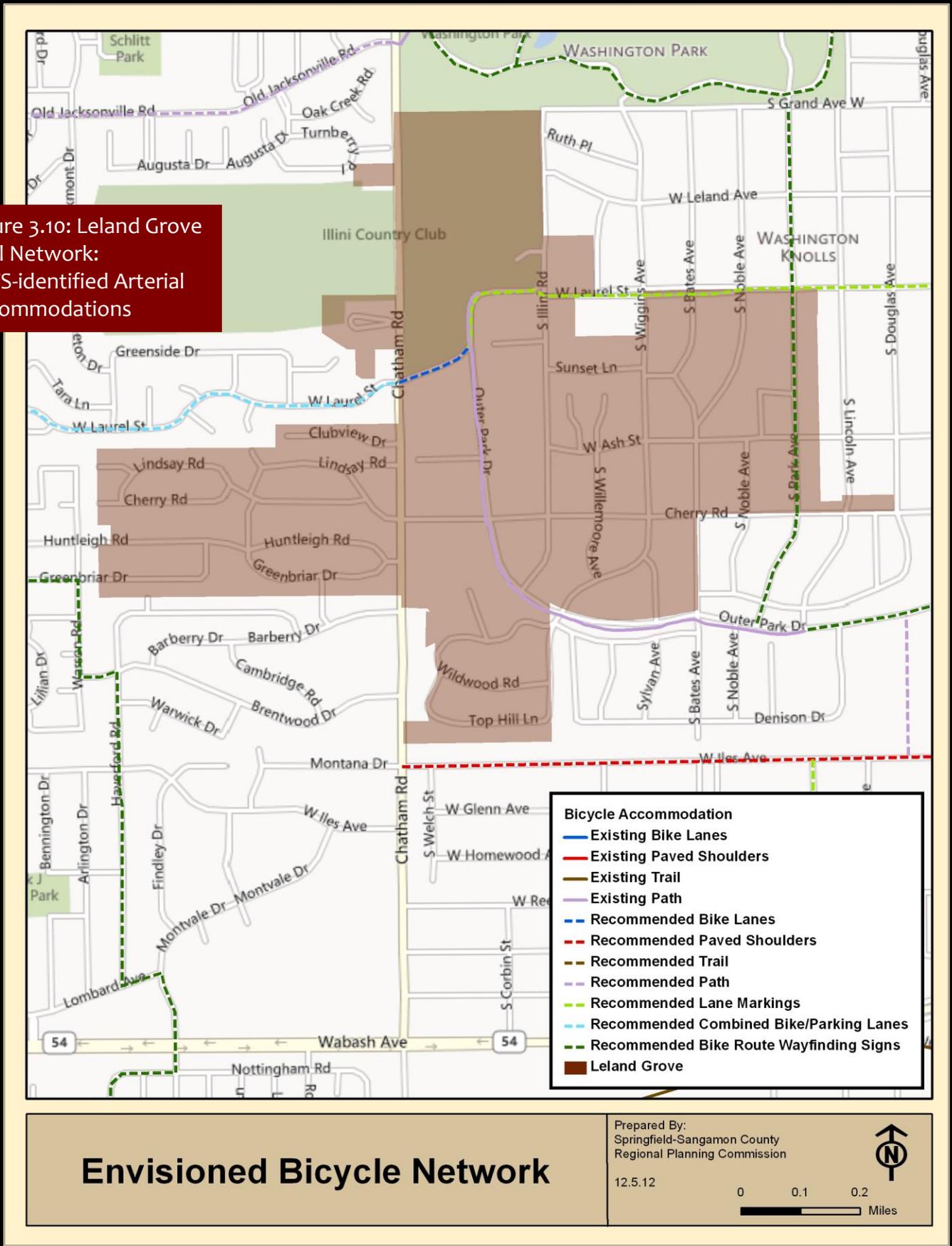
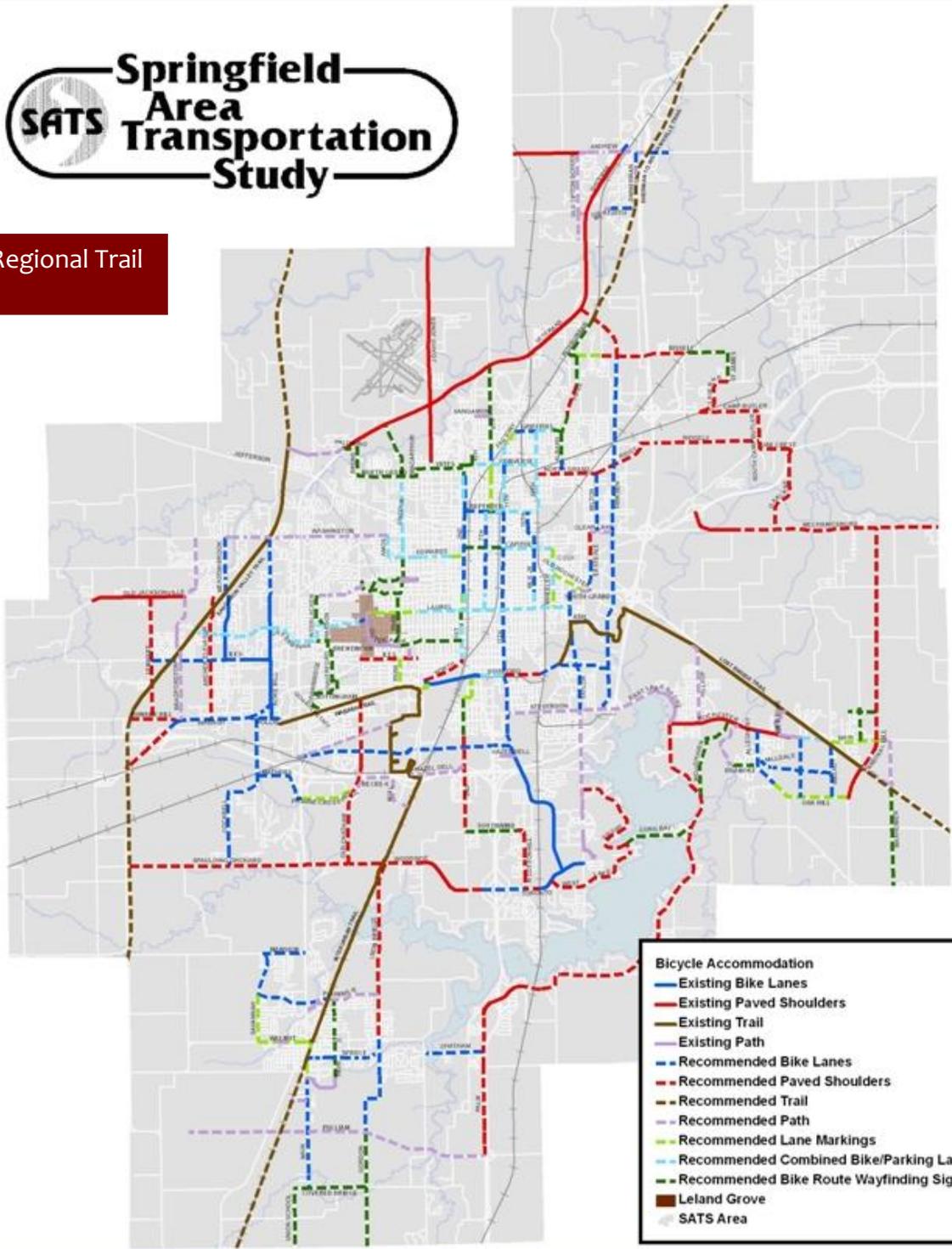


Figure 3.10: Leland Grove Trail Network: SATS-identified Arterial Accommodations



# Springfield Area Transportation Study

Figure 3.11: Regional Trail Network



## Envisioned Bicycle Network

Prepared By:  
Springfield-Sangamon County  
Regional Planning Commission

12.5.12



Bike trails can also include on-road markings, widened shoulders, and other amenities that do not require paving a new trail. On-road improvements include things such as wide shoulders/outside lanes, bike lanes (approximately 5 feet wide), and sharrows. An on-road pedestrian/bicycle improvement can be as simple as way-finding signs along the roadway. An assessment of risk factors should accompany the planning of on-road improvements. To demonstrate the pedestrian safety and visual benefit of bike trails to the community, the SSCRPC has provided a number of proposed views for the section of trail located north of the Illini Road and W. Laurel Street intersection.

## Regional Network

In addition to the increased regional connectedness that will naturally result from additional bike and pedestrian infrastructure, the city should consider achieving all of its traffic and transportation goals through strategies that are more regionally-oriented. Presently, major transportation concerns for the city center on automobile speeds, particularly for cars traversing the city from east to west.

To date, the city has employed traffic control devices such as speed humps, vehicle barriers, and speed limit enforcement in order to address these concerns. However, these strategies tend to be controversial for residents both within and outside the city, and do little to address regional transportation network needs.

Better planning practices and different traffic control devices may better equip Leland Grove to meet its traffic safety goals while not deterring regional connectivity. For instance, Leland Grove may benefit from further considering bump-outs or other traffic calming mechanisms, signage, and pedestrian/bike lane striping on its roads. These tools and devices represent low-cost ways to slow traffic and make a safer and friendlier environment, without some of the drawbacks associated with road barriers and speed humps. The views above demonstrate the use of bump-out to narrow intersections and slow traffics. They also incorporate pedestrian-friendly measures such as appropriate-length crosswalks and sidewalks, which will draw pedestrians out of the street and make the transportation environment safer for both pedestrians and motorists.

Moreover, these design concepts can achieve multiple planning goals simultaneously, by highlighting the “neighborhood” feel of the community and raising community awareness through identifying signage. Consideration can also be given to focusing Leland Grove’s contributions to the regional network so that they bring passers-by into contact with Leland Grove amenities, such as a future community park or the Crowder Cemetery. Such connections can build upon Leland Grove’s strengths and expand awareness of unique historical amenities that are currently under-recognized, thereby welcoming increased openness and connection with the surrounding community.

## COMMUNITY DEVELOPMENT





## COMMUNITY DEVELOPMENT

Community development and economic development are two important components of a comprehensive plan. Economic development typically involves efforts designed to improve the financial well-being of a community through the expansion, attraction, creation, and retention of business activity. Efforts to increase or maintain the economic base of a community are important because the generation of new wealth and business opportunity provides the public resources most often needed to implement the community's long-range plans. Community development instead emphasizes amenities, quality-of-life components, and strengthening the social and cultural fabric of a community through coordinated efforts. Development planning as a whole often includes policies and programs that governments use to achieve objectives by providing the vital infrastructure and services that improve or retain a community's competitive position while maintaining the necessary balance for substantial and sustained growth.

Leland Grove represents a unique economic development scenario since the community is currently at or near its development capacity. Additionally, there are very few businesses within Leland Grove, and residents have expressed little desire for increased commercial activity. This suggests that little possibility for business growth exists in Leland Grove as compared to many communities undergoing the comprehensive planning process, and that community development, rather than economic development, forms the basis for its development planning.

However, it does not suggest that Leland Grove has any less need for a thoughtful and thorough strategy toward development. Leland Grove's development strategies should work to maintain its existing resources, such as a viable workforce and strong residential areas. Rather than marketing the city to prospective businesses, Leland Grove should view its primary "client" base as residential customers, particularly as it is important to keep the residential community strong to maintain Leland Grove's primary revenue source, property taxes.

Development that maintains and expands on Leland Grove's current economic assets will focus on strengthening its infrastructure, residential base, quality of life, and access to community amenities. Leland Grove residents highlighted the community's attractive residences and unique heritage as the core community assets in its community survey. Community development in Leland Grove focuses on continuing to attract a strong residential base to preserve the community's homes and heritage, while being aware of assets and liabilities in the economic fabric of Leland Grove and the surrounding community.

### Supporting Infrastructure

Consumers, producers, and suppliers all need physical access to the marketplace and utilities necessary for both residential and commercial activities. For this reason, the availability of supporting infrastructure is critical to long-term success of any economic system. Minimally, this infrastructure includes roads and highways, necessary provision of water and sewer, and access to electricity and telecommunication services.

For many small communities, one infrastructure-related difficulty is having the knowledge needed for asset management. Most communities manage their infrastructure on a haphazard basis or not at all, due largely to a limited understanding of types and conditions of existing infrastructure. A method for combating this haphazard management is the creation of a computerized asset

management program. Leland Grove may want to consider inventorying and managing its infrastructure assets in conjunction with a GIS System that enables physical mapping and review.

## Utilities

Leland Grove's supporting infrastructure is adequate for its current residential development and minimal commercial development. Since the city is embedded within the urbanized area of the City of Springfield, it receives water and electric services from City Water, Light, and Power and gas from Ameren Illinois. Leland Grove also has adequate telecommunications and high speed internet access through Comcast and AT&T. Moreover, since little or no growth is anticipated within the horizon of this plan, the city can expect to utilize existing infrastructure in the future without concern that it will become overburdened.

Leland Grove's sewer system represents the utility with most potential for concern. The Springfield Metro Sanitary District has assumed control of the city's sanitary sewers. However, storm sewers and stormwater management will still prove important to the city because of increasingly stringent Environmental Protection Agency (EPA) regulations through the Clean Water Act (CWA). Leland Grove is currently in process of updating and improving its stormwater management plan and compliance measures related to the *National Pollutant Discharge Elimination System (NPDES)* Permit Program. Moving into the future, the city must continue to be aware of its planned tasks associated with its EPA stormwater permit. Leland Grove is also included in the Springfield Urbanized Area covered under Sangamon County's NPDES Phase II Stormwater Management Program. Key best management practices outlined in this plan should be taken into account.

A number of neighboring communities, including Champaign, Urbana, Bloomington, Sterling, and Rock Island, have created a Stormwater Utility to address and generate funding for these regulations. Leland Grove should be aware of and engage in any regional conversations on this topic.

## Regional and City Road Network

As previously discussed, the city has historically faced concerns with traffic flow and roadway accessibility. Leland Grove residents have made efforts in the past to restrict through traffic in its neighborhoods and limit vehicle use of residential streets. However, the residential and economic vitality of Leland Grove also depends on residents' continued access to commercial centers and other amenities. Leland Grove is within a 5- to 10-minute drive of most Springfield community amenities, and has this access via nearby Chatham Road, Veteran's Parkway, and Wabash Avenue. Leland Grove's supporting infrastructure will require maintenance attention for its roadways to maintain this balance.

Although funding for asset management systems like those described above is typically scarce, Leland Grove could benefit from participation in existing efforts of this type. For example, the city may consider a request to utilize Sangamon County's Pavement Management Software to update its 2010 pavement preservation plan. Leland Grove's participation in the City of Springfield's Chatham Road patching program may also achieve some of its pavement preservation goals during the coming year.

## Workforce Availability

The population of Leland Grove at the time of the 2010 Census was 1,503. This was down marginally from the 2000 population count. As previously discussed, resident age in Leland Grove is relatively higher than the community average, and many Leland Grove residents are nearing retirement age. Since Leland Grove has little commercial development and is unlikely to acquire any within the horizon of this plan, the age of its workforce has little impact on business within the city. Most Leland Grove residents work in the City of Springfield or other communities.

However, the age of its workforce does have implications for Leland Grove’s residential development. In the last decade, Leland Grove has seen a decline in the number households with families, from 501 family households (72%) in 2000 down to 442 (65%) in 2010. Of these, 36% were family households with their own children in 2000, whereas only 21.1% were family households with children in 2010.

Table 4.1 Leland Grove City Sales Tax Revenues Source: Illinois Department of Revenue	
	Municipal Sales and Related Taxes
FY 2005-2006	\$ 18,090
FY 2006-2007	\$ 30,014
FY 2007-2008	\$ 13,900
FY 2008-2009	\$ 14,457
FY 2009-2010	\$ 18,209
FY2010-2011	\$ 15,280

Currently, this does not appear to have led to a substantive decline in occupancy, as the percentage of occupied households in Leland Grove declined only about 1% from 2000 (96%) to 2010 (94%). However, median household size in Leland Grove declined from 2.3 persons in 2000 to 2.2 persons in 2010. This is an important feature of Leland Grove’s economic well-being, since its residential character means that housing occupancy is the foundation of its economic well-being.

As Leland Grove’s population ages, it will likely begin to see residential turnover as individuals grow older and adapt to different homes and lifestyles, and new families move into homes. For Leland Grove to maintain its status as a vibrant community that is in tune with residential needs, it should be attentive to these factors related to its workforce.

## Business Establishments and Revenues

The SSCRPC is aware of very few business establishments within the city limits of Leland Grove. Aside from the Illini Country Club, the only businesses in Leland Grove are accounting and consulting services that appear to be maintained out of residents’ homes.

In addition to these businesses, a single community facility exists in the City of Leland Grove, Springfield School District 186’s Instructional Resource Center. Located on Chatham Road, this structure also serves as the City Hall and houses the Police Department.

The current state of revenue-generating business activity can be partially assessed from sales tax data. Leland Grove receives minimal sales and related tax revenues from its businesses. Tax disbursement information for these businesses is provided in Table 4.1. After 2007-2008, fluctuations in sales tax disbursements received from the Illinois Department of Revenue are minimal.

In the future, Leland Grove’s business establishments are likely to remain similar to their current state. One issue of potential concern is the possibility of future use conflicts due to the number of in-home businesses, especially as Leland Grove experiences turnover to a younger population base. Based on the expectation that a younger generation will be increasingly inclined to work in non-traditional settings and use internet technologies, as well as the awareness that Leland Grove has historically had a high percentage of residents working in professional careers that allow this type of flexibility, Leland Grove should take note of this trend and pay attention to the potential for use conflicts.

## Market Presence and Potential

Although growth in Leland Grove, particularly commercial growth, is unlikely, Leland Grove residents maintain considerable consumer potential. As discussed, most Leland Grove residents are unlikely to work within the city limits, but contribute to its property tax base and its consumer potential. A significant part of Leland Grove’s strategy for maintaining its economic vibrancy will be to retain its strong residential base.

Leland Grove’s Median Household income is the highest of comparable communities in Sangamon County. Table 4.2 displays median household income for Leland Grove and comparable communities in Sangamon County. Leland Grove is therefore highly competitive in terms of consumer potential as compared to other municipalities in the County.

According to ESRI Community Analyst Online, Leland Grove residents have a great deal of retail market potential. The median *disposable* income for Leland Grove residents in 2010 was estimated to be \$65,539. Annual demand created by Leland Grove residents is estimated at over \$26.9 million in total retail trade, and over \$4.8 million in food and drink consumption. Top retail expenditure areas for Leland Grove residents include automobiles and general merchandise stores.

Local tax rates also affect residents’ and businesses’ location choices. Leland Grove has comparable sales and use taxes to other nearby communities, but a higher telecommunications tax than neighboring communities. Its property tax rate is less than that of the City of Springfield and greater than those of other surrounding communities (Table 4.3), but these property tax rates account for different service combinations in different areas.

	<b>Median</b>
<b>Leland Grove</b>	<b>\$88, 970</b>
Sangamon County	\$51,227
Springfield	\$45,674
Chatham	\$69,891
Sherman	\$79,887

Table 4.3. Tax Rates for Comparable Sangamon County Communities Source: IDOR				
	Leland Grove	Springfield	Chatham	Sherman
Sales Tax	6.25%	8.5%*	6.25%	6.75%
Use and Service Tax	6.25%	6.25%	6.25%	6.25%
Telecommunications Tax	13.0%	11.0%	13.0%	7.0%
Corporate Property Tax (2011, per \$100 EAV)	\$0.8615	\$0.9385	\$0.4654	\$0.2010

\*Springfield's Sales Tax rate may vary by location. At the writing of this plan, the South Central Business District had a total Sales Tax rate of 9.5%. These rates include the City of Springfield 0.5% increases enacted in April of 2013.

## Special Opportunities and Tools

### Unique Residential Character

Leland Grove's proliferation of historical homes gives it a unique, stately character that provides much of the community's residential charm. Homes and landscaping in Leland Grove are typically considered well-kept and attractive. The residential character of Leland Grove is one of its chief assets in attracting residents. Leland Grove residents possess a strong sense of "pride of place" at the quality of their homes and community aesthetics. Leland Grove should work to maintain and improve upon this strength. Alongside these residential strengths, Leland Grove has cultural resources in some open spaces, such as the Crowder Cemetery on Chatham Road. The City should maintain and awareness of its historical assets in conjunction with its efforts to enrich and maintain its unique character.

***"...large, spacious lawns. Beautiful homes and proximity to Washington Park..."***

### Parks and Recreational Trails

One of Leland Grove's valuable assets for maintaining its strong residential character is its excellent access to parks and recreational areas. Within its city limits, Leland Grove has the Illini Country Club and golf course. Immediately adjacent to Leland Grove's northern border is Washington Park. This open area is one of Springfield's most appealing and spacious recreational parks, and residents can utilize frequent access to Leland Grove. Leland Grove experiences a great deal of recreational jogging and walking on its streets and sidewalks as people travel in and around Washington Park. As quality of life is an increasingly important aspect of residential location, this asset will continue to be one of Leland Grove's unique strengths. The city should maintain an awareness of its park access and continue to facilitate transportation to and from recreational facilities in its long-term planning goals. Additional community parks and/or playgrounds in locations convenient to both east and west Leland Grove could strengthen this resource. For example, the area behind the current Instructional Resource Center or the existing green space in the western part of Leland Grove could house playgrounds or recreational areas.

## Special Challenges

### Fully-Developed Character

Although it provides some benefits in the planning process because the city's need to make difficult growth decisions is minimized, Leland Grove's fully-developed character could present future challenges. Leland Grove will have few opportunities to attract commercial development in the future, and its property and sales tax base are unlikely to grow over time. This will be an important consideration for Leland Grove to take into account as it moves forward, since its current city assets and revenues are unlikely to experience noticeably large increases.

### Educational Resources

One factor that may contribute to Leland Grove's declining levels of family households is the substantial number of challenges facing the public schools its residents attend. Students north of Cherry Road in Leland Grove attend Springfield High School, while the area of Leland Grove south of Cherry Road is in the Southeast High School district. Leland Grove public school students attend Franklin Middle School. For K-5, elementary school students living in Leland Grove east of Chatham road attend Butler Elementary, whereas those west of Chatham Road attend Owen Marsh Elementary School. Comparative school metrics for these high schools, Springfield District 186, and other area schools have been presented in Table 4.4. Difficulties currently facing District 186 present challenges for current and prospective residents of Leland Grove. Leland Grove citizens should continue to take an interest in and support efforts for improvement of District 186 schools.

It should be noted that a number of private schools are also available for Leland Grove residents. Respondents to the community survey indicated that among residents with school-age children, 51% of K-8<sup>th</sup> graders attended private schools and 45% of high school students attend private schools. The Illinois State Board of Education does not track adequate yearly progress or other data for these communities.

### Transportation Connectivity and Community Infrastructure

As previously noted, Leland Grove's residents have faced ongoing transportation concerns since the city's incorporation. Residents desire to limit vehicle traffic passing through the city, whereas the surrounding area may benefit from more east-west connectivity. One of Leland Grove's economic challenges will be balancing these competing concerns, which are described in further detail in the Transportation section of this plan. In addition to its transportation infrastructure which has been addressed more thoroughly in previous sections, Leland Grove's utilities and infrastructure will need adequate attention to ensure that they can support the city's residential assets. In dealing with these challenges, the city may also benefit from taking into account factors that contribute to road maintenance needs, such as the existence of numerous waste haulers within the city. Streamlining such services and encouraging additional pedestrian traffic in order to reduce wear and tear on roadways may assist the city in maintaining a strong road network.

Table 4.4 2011 Education Statistics- Leland Grove Schools and Surrounding Area

		Graduation Rate	Overall State Test Performance	ISAT Performance	PSAE Performance
			(percentage meets or exceeds state standards)		
Springfield District 186		76.0	68	72	40
	Southeast (HS)	70.6	34	n/a	33
	Springfield High (HS)	82.1	55	n/a	55
	Franklin (MS)	n/a	77	77	n/a
	Butler (ES)	n/a	72	73	n/a
	Marsh (ES)	n/a	83	83	n/a
Ball-Chatham CUSD #5		88.1	88	91	71
Williamsville CUSD # 15		95.4	90	94	74
State of Illinois- Avg		82.0 (min. target)	77	82	51

## Strategies for the Future

Although Leland Grove’s strategies and goals for the future will be considered in great detail later in the plan, a few key goals exist related to economic development. The first is for the city to recognize that, although it has few traditional businesses within its corporate limits the City of Leland Grove as a whole is the “business” of attracting residents. Preserving the heritage and residential character of Leland Grove in a manner that allows the city to adapt to residents’ future needs and goals will require city resources and committed residents. By considering itself in relation to the region at large and in comparison to broader trends, Leland Grove can develop stronger strategies for identifying and attaining the community amenities that will appeal to a continuously robust residential base.

***“...a quiet, safe bedroom community. Neighbors know each other and are mutually supportive...”***

### Maintain and Expand Upon Residential Assets and Supporting Infrastructure

Leland Grove residents can maintain and expand upon their existing pride of place by being attentive to the city’s residential character. Protecting historical dwellings and historical landmarks like the Crowder Cemetery, as well as ensuring that homes are well-maintained, play an important role in this objective. Citizens have a role to play in this effort by continuing to take responsibility for lawn maintenance and working to ensure that streets and gutters are free of yard waste and debris. The City of Leland Grove can encourage residents to settle in it by ensuring that it aggressively plans for infrastructure needs and works to

incorporate amenities and cultivate a sense of community. The city could also develop a historic homes recognition program to cultivate interest and awareness of its residential assets. Place-making efforts and building community amenities are also important to the long-term strength of Leland Grove's residential assets. Services that cater specifically to city residents, including private garbage and recycling pick-up and city branch pick-up should also be evaluated periodically to gauge whether opportunities for improvement exist.

### Support Immediately Local Schools and Businesses

While few businesses exist in Leland Grove, there are local schools and businesses in its immediate vicinity. Leland Grove residents can help maintain vitality of the area in and around their community by supporting local businesses. The city may also choose to encourage business development at some point during the horizon of this plan. Should this occur, Leland Grove residents can play an important role in supporting these businesses with their patronage. By supporting efforts related to the MacArthur Boulevard Master Plan and other planning and development efforts in its immediate vicinity, Leland Grove can ensure that its surroundings have improved character and thereby retain and strengthen high property values in the city.

### Consider Implications of Regional and Long-term Trends

Although Leland Grove has many characteristics that make it economically distinct from other communities, it is important for residents of Leland Grove to maintain the understanding that they do not live in a vacuum. If Springfield and the surrounding communities maintain business vitality and educational strength, Leland Grove residents will experience the benefits. The city should make it a priority to support cooperative regional efforts. Organized and intentional civic-mindedness, particularly at the regional level, will make Leland Grove a greater asset to the surrounding communities and, in turn, strengthen both.

### Develop a Leland Grove Community Group

To further improve and emphasize its community strengths, Leland Grove should consider forming a community promotion group. Many Leland Grove residents take an active role in regional civic activities, though often not with the specific priorities or identity of Leland Grove in mind. The city should gauge interest in the creation of a Leland Grove "team" to sponsor regular community events and represent Leland Grove at regional functions. Such events could include residential block parties, festivals, or community volunteering activities. Creating a sense of community engagement among residents will assist in Leland Grove's long-term development by fostering residential and community strength and pride of place in Leland Grove's future. Moreover, this group could take a coordinated approach to Leland Grove's outreach into the surrounding community, and could emphasize organized and intentional philanthropic and civic investment in the surrounding region through a "Leland Cares" arm. In doing so, Leland Grove could cultivate a culture of increased connectedness, raise awareness of existing Leland Grove contributions to the region, and thereby improve Leland Grove's relationship with the surrounding area.

## EXISTING AND PROPOSED LAND USE





## EXISTING AND PROPOSED LAND USE

### General Characteristics

The SSCRPC completed a survey of and mapped existing land uses in the City of Leland Grove. The land uses were classified into the following categories:

<b>TABLE 5.1 LELAND GROVE EXISTING LAND USE CATEGORIES AND DEFINITIONS</b>	
<b>Single Family:</b>	Detached, single family housing units, with one unit per lot.
<b>Duplex:</b>	Two-family, attached houses.
<b>Commercial:</b>	Any office, service, retail, museum, tourist attraction, or wholesale trade use except those involving extensive trucking, shipping, warehousing, and outside storage.
<b>Community Facility:</b>	Public facilities including but not limited to schools, churches, community centers, fire stations, libraries, city halls, cemeteries, or government buildings.
<b>Park/Open Space:</b>	Lots without buildings or other uses, used or expected to be used for recreational purposes.

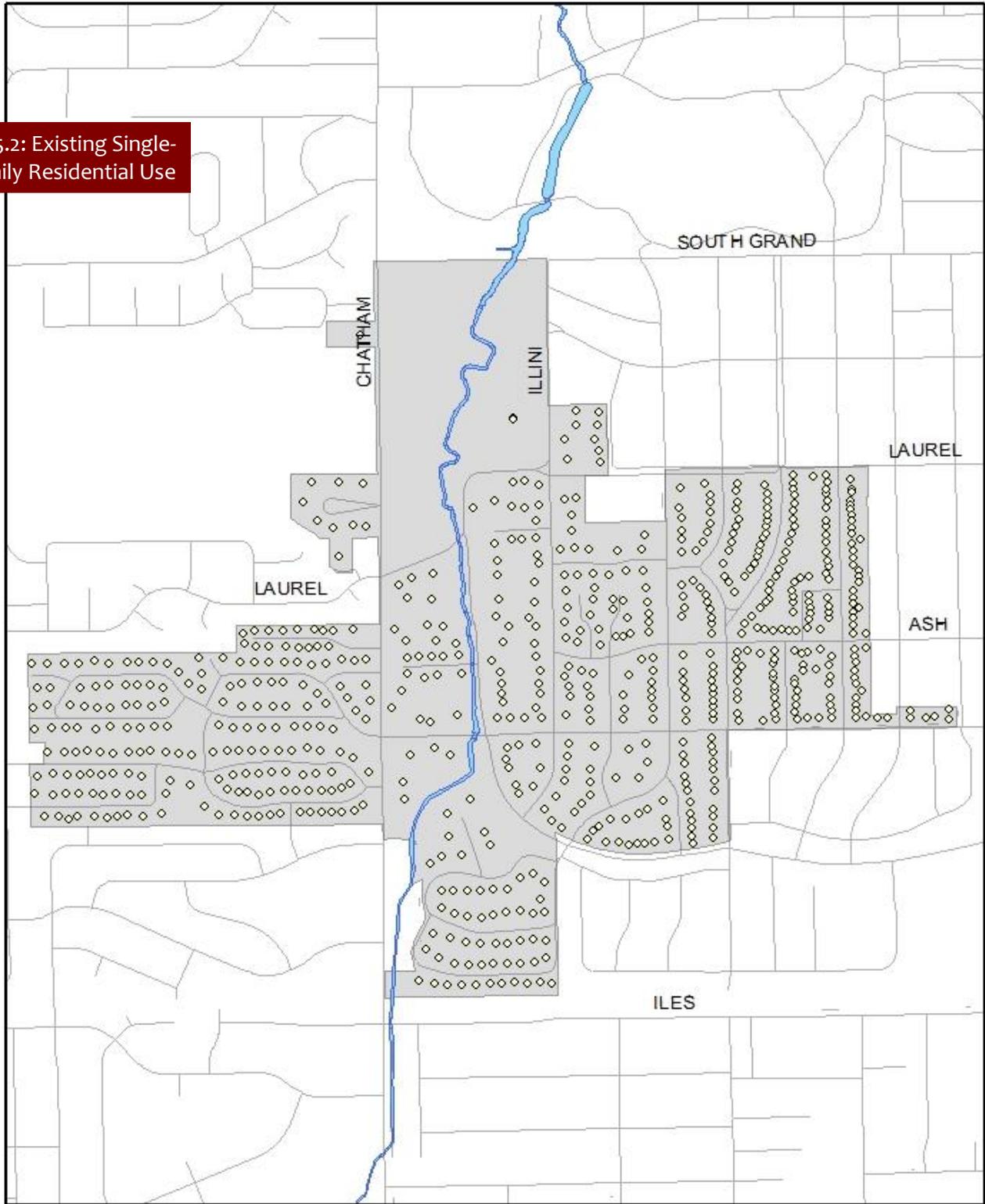
Leland Grove is predominantly single-family residential, as evidenced in the map in Figure 5.2. Some duplex housing also exists. Figure 5.3 displays duplex properties. Aside from residential uses, there are two public facilities in Leland Grove, including the Springfield District 186 Instructional Resource Center on Chatham Road and the Illini country Club north of W. Laurel Street (See Figure 5.4).

### Vacancy Rate

Some of the residential structures in the city are currently vacant. U.S. Census data from 2010 indicated that Leland Grove has a lower vacancy rate than the surrounding County (Table 5.5).

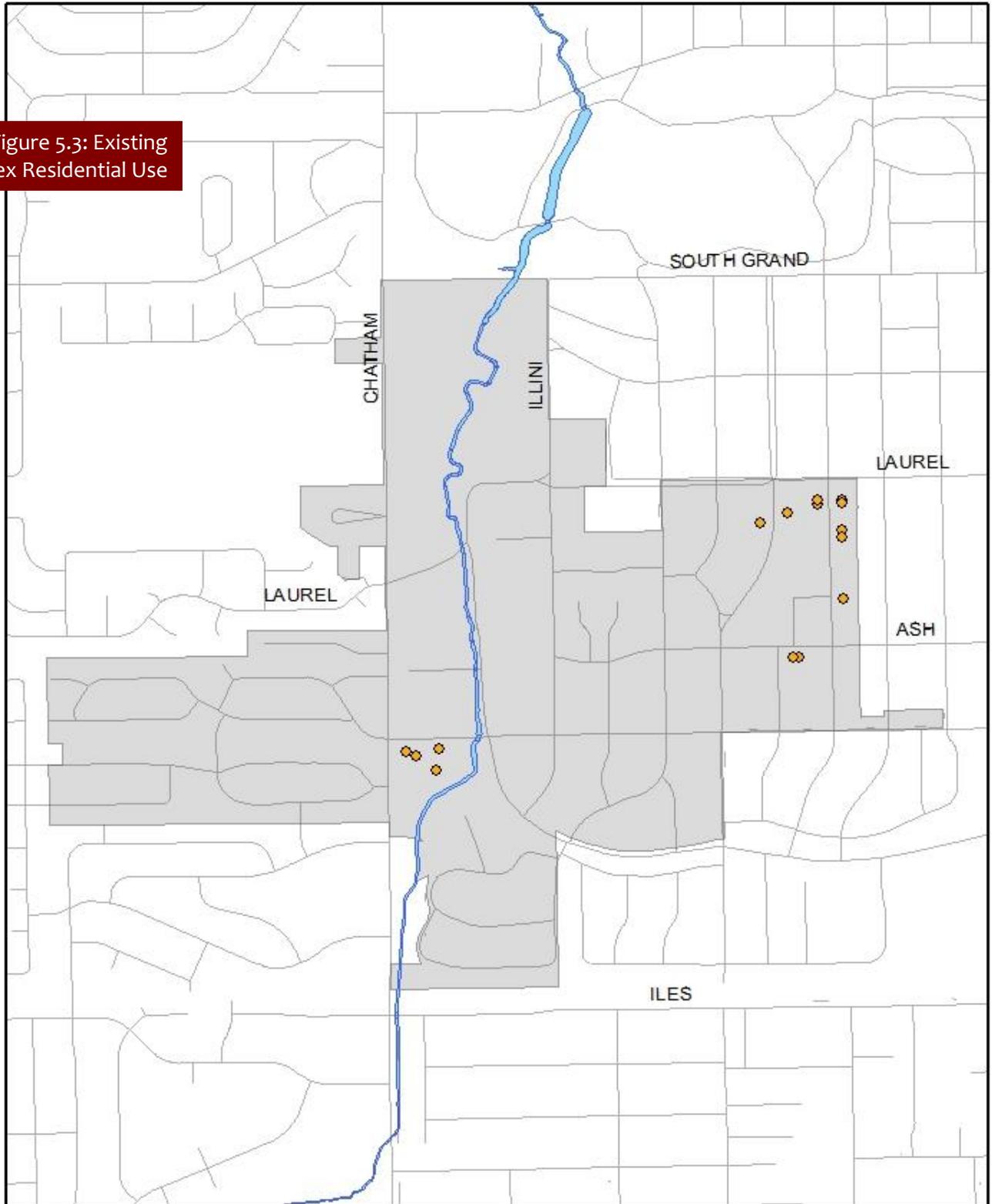
<b>TABLE 5.5 HOUSING UNIT VACANCY RATES 2010</b>				
Source: 2010 U.S. Census				
Jurisdiction	Total Housing Units	Occupied Housing Units	Vacant Units	% Vacant
Illinois	5,296,715	4,836,972	459,743	8.7
Sangamon County	89,901	82,986	6,915	7.7
Leland Grove	717	681	36	5.04

Figure 5.2: Existing Single-Family Residential Use



<p>◇ SINGLE FAMILY + LELAND GROVE</p>	<p><b>Leland Grove User Classification: Single Family</b></p>	<p> DATA SOURCE: Sangamon County GIS CWLP JZ - 7/13/11</p> <p> 0 500 Feet</p>
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Figure 5.3: Existing Duplex Residential Use



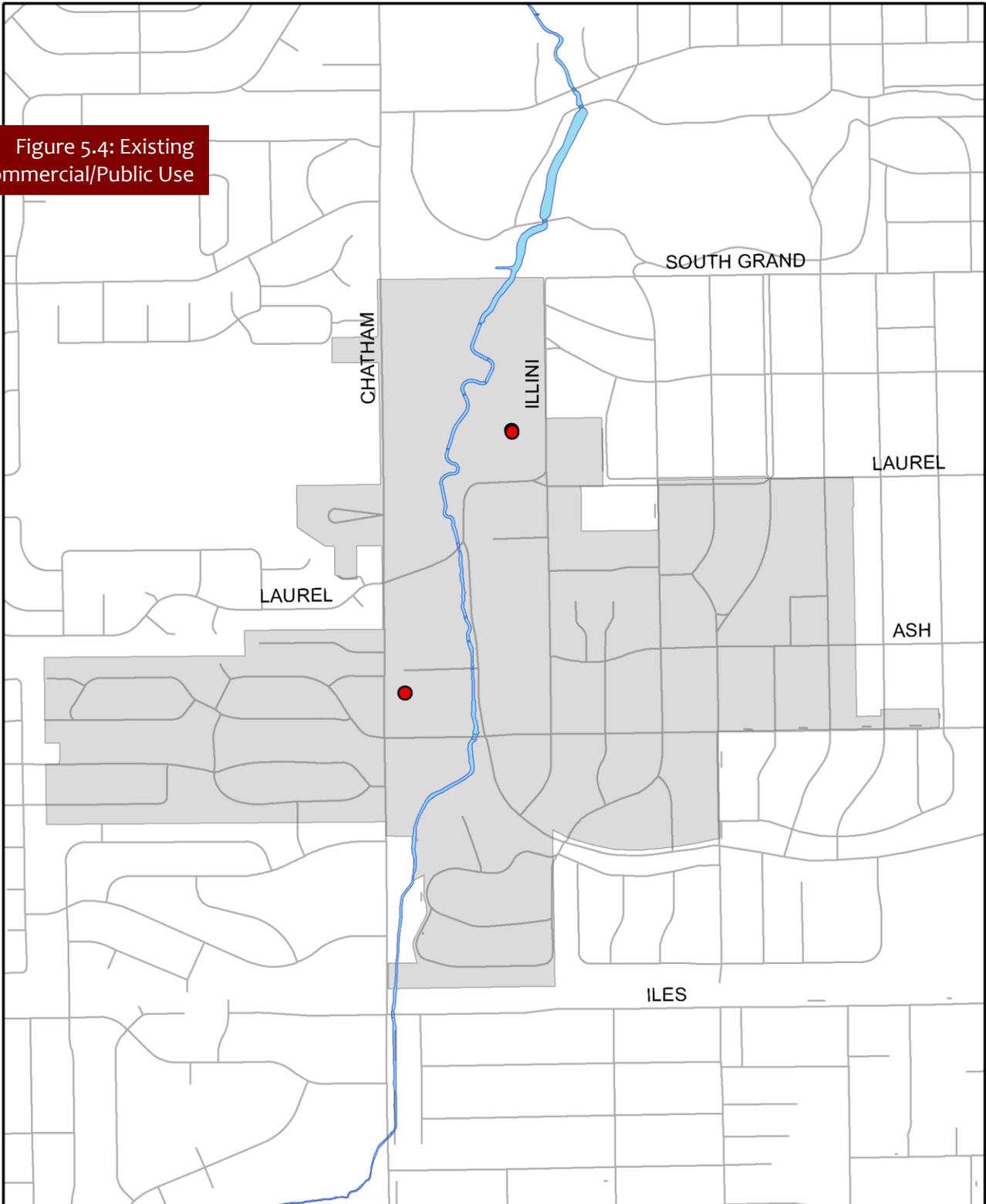
	DUPLEX
	LELAND GROVE

**Leland Grove  
User Classification:  
Duplex**

  
DATA SOURCE:  
Sangamon County GIS  
CWLP  
JZ - 7/13/11

  
0 500 Feet  


Figure 5.4: Existing Commercial/Public Use



● COMMERCIAL  
+ LELAND GROVE

### Leland Grove User Classification: Commercial

**SSC**  
RPC  
Springfield-Sangamon County  
Regional Planning Commission  
DATA SOURCE:  
Sangamon County GIS  
CWLP  
JZ - 7/13/11

North arrow and scale bar:  
0 500 Feet

## Proposed Uses

A comprehensive plan includes more than just proposed land use. Often a proposed land use map is mistakenly viewed as *the plan* by members of the public. It is important to note that, in addition to a land use map, a comprehensive plan includes proposed goals and initiatives to guide change throughout its planning period. Since the City of Leland Grove is already fully-developed, the SSCRPC took a slightly different approach to proposed land use in this plan than in the typical community comprehensive plan. Leland Grove residents expressed in their community survey a strong desire to limit commercial growth in Leland Grove and to limit future alterations to the make-up and character of Leland Grove's existing land use.

Taking these considerations into account, the SSCRPC considered possibilities for a little- or no-growth land use plan for the city that still achieves intentional and beneficial planning improvements for the community. The land use map below (Figure 5.6) depicts this scenario. The SSCRPC found the existing residential uses that span much of Leland Grove to be appropriate for its future strategies, and attempted to limit commercial and public facilities to existing locations as well. The slight addition of a park and green space behind the existing District 186 Instructional Resource Center and improvements of the current parking lot area immediately north of the Resource Center to add green space represent the most substantive proposed alterations to Leland Grove's land use. The existing green space west of Chatham Road can also be considered for additional park or recreational amenities.

## Views and Illustrations

To further inform residents relative to this land use map, the SSCRPC has developed "views" of various smaller land use features that may be of benefit in the community's future. Coupled with the guiding policies of maintaining the residential character of Leland Grove, allowing for additional open space in the Leland Grove floodplain as land becomes available, and considering the long-term or eventual purchase of lands for a community center, these views provide a reasonable set of imaginative land use goals for Leland Grove to pursue in its immediate and long term future. In fact, the entire body of the Leland Grove comprehensive plan paints a picture, using current assumptions, of what the city may look like in the future. Combined, the proposed land use map, the views and the information presented throughout this comprehensive plan provide a framework to future decisions. However, flexibility is also important in implementing the comprehensive plan, because the community's needs and desires can change over time.

The most substantive change to existing Leland Grove land use currently being proposed by the SSCRPC is the addition of a community park/playground in the area behind the District 186 instructional resource center. To reach this park, a restored footbridge on existing footings over Jacksonville Branch Creek is proposed. Although this would likely require intergovernmental agreement or land purchase, it would be an additional amenity that would make Leland Grove more family friendly and encourage residents to further use the Leland Grove trail for recreational purposes through a foot bridge connecting the trail to the park/playground. The neighborhood entrance and trailhead immediately north of the instructional resource center are also depicted in a redesigned format. Figure 5.7 and 5.8, below, provide a labeled overview and demonstrate various potential "views" of this area. A number of additional views are available in Appendix C.

Figure 5.6: Proposed Land Use Map

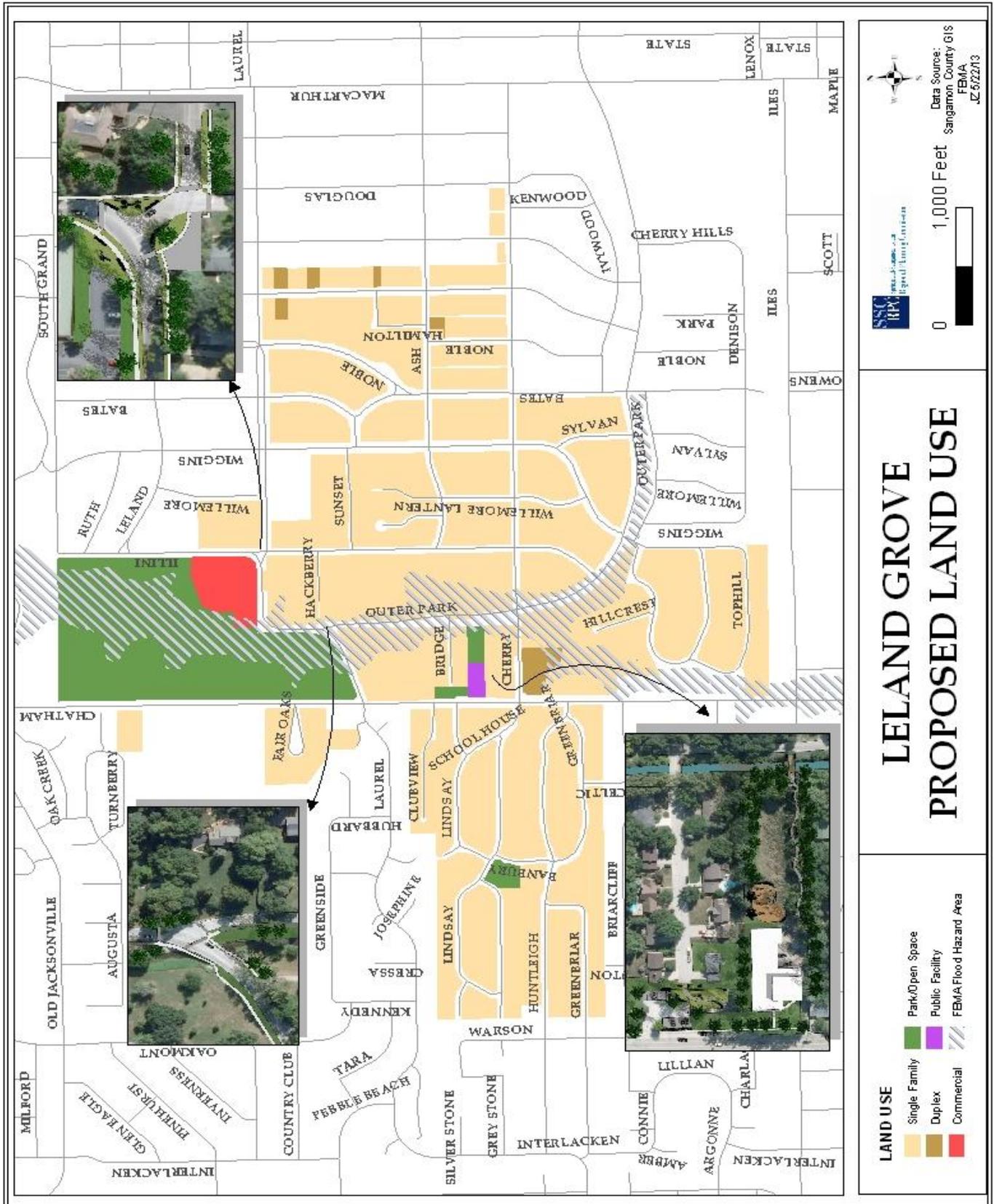




Figure 5.7: Proposed Community Park and Pedestrian Way Overview



Figure 5.8: Proposed Community Park and Pedestrian Way Views

Proposed Parking Lot  
Beautification and Pedestrian  
Access to District 186 Instructional  
Resource Center



Proposed Park and Open Space  
between Rear of District 186  
Instructional Resource Center and  
Jacksonville Branch Creek  
Footbridge



In addition to a park behind the District 186 Instructional Resource Center, the proposed land use plan for Leland Grove recommends maintaining the green space off Banbury Road in the Western portion of Leland Grove, currently owned by the Lindsey Place Association. Leland Grove can utilize as examples the playground and park equipment installed in other areas of the county, such as the Villages of Jerome or Sherman in developing a future community park behind the District 186 Instructional Resource center, and residents may also want to take these examples into account in other areas of the city. Photographs are provided in Figure 5.9, below.



Figure 5.9: Neighboring Community Park Photographs



## IMPLEMENTATION





## IMPLEMENTATION

The preceding sections of this plan provide a catalog of the city’s present situation, and begin to develop a blueprint for the city’s future, identifying a number of considerations to be taken into account to ensure both community stability and amenity preservation. As part of the planning effort, the city should consider and address a number of specific goals relevant to plan implementation. Associated with these goals are recommended strategic initiatives. In some cases initial action steps are identified that will assist the city in advancing these initiatives.

**“...very responsive city government, very good police and public works department...”**

The goals and strategies below are built on the foundation of the city’s history, demographics, and existing city services. As a base line, Leland Grove residents presently seem pleased with the services provided existing city government. These goals will equip the Leland Grove to continue to respond to resident needs and wishes in an informed manner.

Although there are not direct implementation steps associated with all of the components of Leland Grove’s present situation described above (i.e. history, demographics), all of these sections inform the implementation goals, initiatives, and actions described below. These goals are divided primarily into environmental, transportation, and community development/land use sections.

### Environmental Goals

Pursuing land use policies that account for the environment helps the city reach several goals. In the “Environmental” section and the “Utilities” subsection of this plan, the SSCRPC noted that sewerage and stormwater issues can impact residential property values. Also, protecting environmentally sensitive areas will help ensure future generations enjoy the city’s surroundings just as residents can today. The major goals of the environmental section include:

- Expand and enrich environmental assets, through programs such as open space preservation, tree management planning, or planting street trees, and
- Continue the protection of environmentally sensitive areas, particularly by addressing drainage, sewer, and erosion concerns as needed.

*GOAL 1: Maintain and improve city’s quality environmental resources.*

**INITIATIVE 1.A:** Keep existing open space areas and expand open spaces as opportunity arises.

**Action 1.A.1:** Plan and be alert to funding, regulatory, and construction opportunities to provide more open space.

**Action 1.A.2:** Consider especially reserving floodplain areas for open space in the event they become vacant.

**INITIATIVE 1.B:** Continue and expand beautification efforts in the city.

Action 1.B.1: Develop long-range plan for maintaining natural areas and tree coverage.

Action 1.B.2: Expand city efforts to landscape on public easements and publicly-owned properties.

Action 1.B.3: Encourage residents to maintain well-kept landscaping and properly cared-for trees.

INITIATIVE 1.C: Consider developing a tree management plan and taking steps to ensure on-going health of tree canopy.

***“[We need a] long term tree replacement plan to keep [the] look/feel of [the] City... ”***

Action 1.c.1: Provide educational resources to residents on tree care and management.

Action 1.C.2: Plant young street trees as aging trees begin to decay.

GOAL 2: *Preserve and protect environmentally sensitive areas.*

INITIATIVE 2.A: Encourage erosion control measures along Jacksonville Branch Creek

Action 2.A.1: Develop incentive programs for residents to lay erosion control netting.

Action 2.A.2: Provide educational resources for property owners related to native plant species that may contribute to erosion reduction along the creek.

INITIATIVE 2.B: Incorporate stormwater best management practices to help with drainage.

Action 2.B.1: Work to update and implement the city’s existing stormwater management plan.

Action 2.B.2: Consider avenues for implementing stormwater management best practices described in the Sangamon County Storm Water Management Plan.

Action 2.B.3: Incorporate stormwater management design concepts throughout the city and SMSD’s cooperative sanitary sewer system planning process.

Action 2.B.4: Follow any regional conversations that may occur related to the creation of a stormwater utility.

Action 2.B.5: Explore an engineered study of drainage problem areas within city limits. Act on its recommendations.

Action 2.B.6: Explore opportunities to reduce the amount of impervious surfaces within city limits.

INITIATIVE 2.C: Encourage individual residents to undertake efforts that will assist with stormwater management.

Action 2.C.1: Explore the creation of a city rain barrel program.

Action 2.C.2: Explore possibilities to partner or construct model rain gardens or bioswales.

Action 2.C.3: Require that stormwater be discharged onto yards rather than onto the street to allow better water infiltration into the ground.

INITIATIVE 2.D: Encourage residents to take advantage of opportunities for sustainable activities.

Action 2.D.1: Provide educational resources on existing private recycling programs and encourage residents to utilize these programs.

## Transportation Goals

Where people live and work, where economic activity takes place, and how people travel all contribute to the demand for an efficient, safe, and connected transportation network that is vital to the success of any growing municipality. The following proposed goals reinforce the key ideas discussed in the transportation section:

- Work to increase motorist and pedestrian connectivity and safety, and expand and take advantage of recreation and trail network opportunities, and
- Cultivate an effective road network for all varieties of transportation users that considers regional needs.

*GOAL 3: Provide a safe and efficient transportation network for all varieties of users.*

INITIATIVE 3.A: Take steps to improve ease of access and movement while retaining an attractive neighborhood-like community setting.

Action 3.A.1: Support future efforts to create a connected trail network in the Sangamon County region.

Action 3.A.2: Create crosswalks and sidewalks, particularly along arterials roadways or near key intersections. Create or improve sidewalks and curbing to increase pedestrian safety and mobility.

Action 3.A.3: Focus on key intersections including those identified as problematic above in order to facilitate safe and efficient movement of motor vehicles within the city.

Action 3.A.4: Use unobtrusive traffic calming devices such as bump-outs and narrower roads to slow traffic through Leland Grove while adding

green space and opportunities for beautification, rather than obstructive and controversial traffic control devices.

INITIATIVE 3.B: Adopt and incorporate the complete streets concept where appropriate to road type and intensity.

Action 3.B.1: Develop city complete streets requirements for appropriate locations based on best practices in like communities.

Action 3.B.2: Ensure that future road upgrades and development includes complete streets designs, such as sidewalks or pedestrian ways to provide for pedestrian safety.

INITIATIVE 3.C: Construct or improve sidewalks in areas where they do not exist or are in poor condition, especially in targeted areas that match community preferences described in Appendix B, such as arterial roadways.

Action 3.C.1: Identify roadways where sidewalks would be of benefit.

Action 3.C.2: Consider sidewalk design features that will protect the city's natural beauty, and educated residents regarding these design features, as demonstrated in Figure 3.5.

Action 3.C.3: Implement sidewalk and trail construction on a targeted basis, beginning with the intersection redesigns considered in this plan and the Priority Connectors Map provided in Figure 3.7.

INITIATIVE 3.D: Construct, sign, enhance safety of, and expand existing and proposed trail networks.

Action 3.D.1: Provide attractive wayfaring signs to encourage trail network awareness and use.

Action 3.D.2: Encourage increased use of existing network by targeting improvements to connect to popular community amenities, such as Washington Park.

GOAL 4: *Recognize that Leland Grove's transportation network exists within a larger regional network and work to strengthen connections to this network.*

INITIATIVE 4.A: Require street, sidewalk, and trail connections between existing and any future trail development.

INITIATIVE 4.B: Consider roadway and intersection design measures that support Leland Grove residents' goals of traffic and pedestrian safety while not weakening relationships with surrounding community.

Action 4.B.1: Consider implementing intersection improvements described in this plan.

Action 4.B.2: Work to use traffic control devices such as bump-outs and landscaping that slow traffic without impeding it completely.

Action 4.B.3: Consider the removal of existing road barriers and implementing other traffic slowing devices.

Action 4.B.4: Consider reducing or removing existing speed humps and implementing other traffic slowing devices.

Action 4.B.5: Utilize regional network improvements to highlight unique community features such as potential parks or Crowder Cemetery.

#### INITIATIVE 4.C: Build on existing planning efforts

Action 4.C.1: Adopt the Springfield Area Transportation Study's Bike and Pedestrian Plan.

Action 4.C.2: Work to implement this plan in keeping with the regional bike and pedestrian maps in Figures 3.8 and 3.11.

Action 4.C.3: Support implementation of the MacArthur Boulevard Corridor Plan.

## Community Development and Land Use Goals

Development is a key part of enhancing the quality of life and financial interests of a community. Effective economic development policies and programs produce the financial resources needed to ensure that a community's long-range plans are carried out. Coupled with quality land use patterns, Economic development policies and programs help pave the way for a community to maintain an attractive and competitive community status.

Although Leland Grove's status as a predominantly residential and fully-developed community makes its economic develop situation unique, there is still a role for development considerations in the city. Leland Grove can utilize economic development-like strategies to keep its residential base strong and vibrant, thereby ensuring the long-term viability of its property tax base, which represents the city's main revenue stream.

Studying a community's market presence and its ability or inability to maintain existing resources is vital to long-range visions or plans. The following goals build upon key concepts discussed in the economic development section, and can be summarized as:

- Work to develop and enrich community amenities and improve city infrastructure in support of Leland Grove's residential base,
- Take demographic and other long-term trends into account in community development activities,
- Improve regional communication local government operations to facilitate strong residential status, and
- Capitalize on Leland Grove "pride in place" and work to organize and institutional positive that develop out of this community spirit.

GOAL 5: *Retain the city's existing residential strengths and expand upon this base.*

INITIATIVE 5.A: Maintain quality infrastructure to ensure that residential housing remains attractive, vacancy rate stays low, and city maintains a strong residential character.

Action 5.A.1: Pursue stormwater management policies described above.

Action 5.A.2: Continuously improve road/sidewalk/trail network as resources allow.

Action 5.A.3: Work to acquire resources for computerized asset management system and build upon existing regional asset management efforts.

Action 5.A.4: Recognize the importance of services provided to residential areas, including garbage, recycling, and branch pick-up, and leverage village resources to ensure these services are provided efficiently and effectively by both public and private partners.

INITIATIVE 5.B: Develop and expand upon programs and policies that support quality residential character.

Action 5.B.1: Encourage residents to maintain attractive, quality residential climate through landscaping and home care, and to assist in infrastructure maintenance by limiting the introduction of yard waste and debris into the streets and sewer system.

Action 5.B.2: Consider working with Sangamon County to pursue cooperative code enforcement.

Action 5.B.3: Create scenic “identifiers” at entrances or focal points in Leland Grove. See Figure 3.3 for example signage at Illini Road and W. Laurel Street. Chatham Road and Cherry Road may also offer opportunity for an identifier focal point.

INITIATIVE 5.C: Promote increased “pride of place” through citizen participation in local projects.

Action 5.C.1: Consider hosting annual picnics, block parties, or other community oriented events.

Action 5.C.2: Consider creating a Leland Grove Improvement Committee, or creating a volunteer opportunity or program that involves residents in beautification efforts.

Action 5.C.3: Periodically explore resident support for municipal efforts toward the development of a community center.

INITIATIVE 5.D: Make use of potential city cultural, recreational and leisure amenities.

Action 5.D.1: Utilize and market trail access and proximity to Springfield and Washington Park as unique city assets, along with historical resources such as Crowder Cemetery.

Action 5.D.2: Pursue opportunities to link the Leland Grove trail to the existing trail network in Sangamon County and nearby Washington Park.

INITIATIVE 5.E: Continue to pursue land use policies in support of Leland Gove's residential character.



Action 5.E.1: Encourage expansion of recreational opportunities with the addition of one to two playgrounds.

Action 5.E.2: Work to develop a community park in the open space near the existing District 186 instructional resource center.

INITIATIVE 5.F: Work to support immediately local businesses in order to strengthen the region and retain high property values in Leland Grove.

Action 5.F.1: Assist in MacArthur Boulevard Master Plan implementation.

GOAL 6: *Identify and prepare for long-term needs within Leland Grove and the surrounding area.*

INITIATIVE 6.A: Recognize and respond to demographic trends that may impact Leland Grove's needs.

Action 6.A.1: Ensure that sidewalks and trail network provide safe recreational environment for both an aging population and young families.

Action 6.A.2: Consider community programs for aging residents, such as a community carpool.

Action 6.A.3: Ensure that Leland Grove's transportation and recreational infrastructure are family oriented to continuously attract new residents.

Action 6.A.4: Support efforts to maintain high-quality education in public and private institutions in the surrounding region.

INITIATIVE 6.B: Maximize public and private resources through partnerships, including economic development partnerships with regional actors.

Action 6.B.1: Offer municipal support to local civic organizations to encourage growth and participation, and to foster citizen involvement in local projects.

GOAL 7: *Study and pursue opportunities to strengthen local governmental operations and community and regional*

***“We receive small town services (quick & personalized responses to requests) in the midst of a larger city.”***

*communication, both within city government and in conjunction with the surrounding region.*

INITIATIVE 7.A: Work to expand capacity of Leland Grove municipal government.

Action 7.A.1: Encourage local leaders to attend educational and professional development forums, including civic and other engagement seminars and learning opportunities.

Action 7.B.2: Consider potential additional sources of municipal revenue to strengthen existing revenue base.

INITIATIVE 7.B: Connect to other communities through regional activities.

Action 7.B.1: Ensure that Leland Grove is represented in regional planning functions such as hazard mitigation and transportation planning, and in regional networks such as the newly-formed regional Sangamon County Leadership Council.

Action 7.B.2: Adopt and work toward implementation of Sangamon County Regional Comprehensive Plan when completed.

INITIATIVE 7.C: Cultivate stronger communication with city residents and the surrounding region.

Action 7.C.1: Continue to expand resources available on city web page, possibly including a monthly newsletter.

INITIATIVE 7.D: Develop greater public awareness and receptivity to Leland Grove as a “good neighbor.”

Action 7.D.1: Promote awareness of Leland Grove’s civic culture and community spirit by creating a civic group in Leland Grove.

Action 7.D.2: Institutionalize community service and philanthropic activities through a “Leland Cares” arm of this civic group.

Action 7.D.3: Educate Leland Grove residents and the surrounding community related to Leland Grove’s resources and community outreach activities.

## Summary

These goals and initiatives represent a set of actions that will assist Leland Grove residents in building on their community assets. Flexibility with and expansion upon these goals will be important as the city progresses.



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## APPENDIX A: CITY OFFICIALS, PLANNING COMMITTEE, AND CONSULTING STAFF

The SSCRPC would like to acknowledge all of the citizens of Leland Grove for their role in the development of Leland's long-range comprehensive plan. The Village Zoning Committee and other village officials listed below played a particularly extensive role in guiding the SSCRPC's efforts in the planning process.

### City Officials

Mayor Rex Bangert  
Treasurer Matthew Jennings  
Clerk Kathleen Alcorn

Aldermen:  
Jim Turner  
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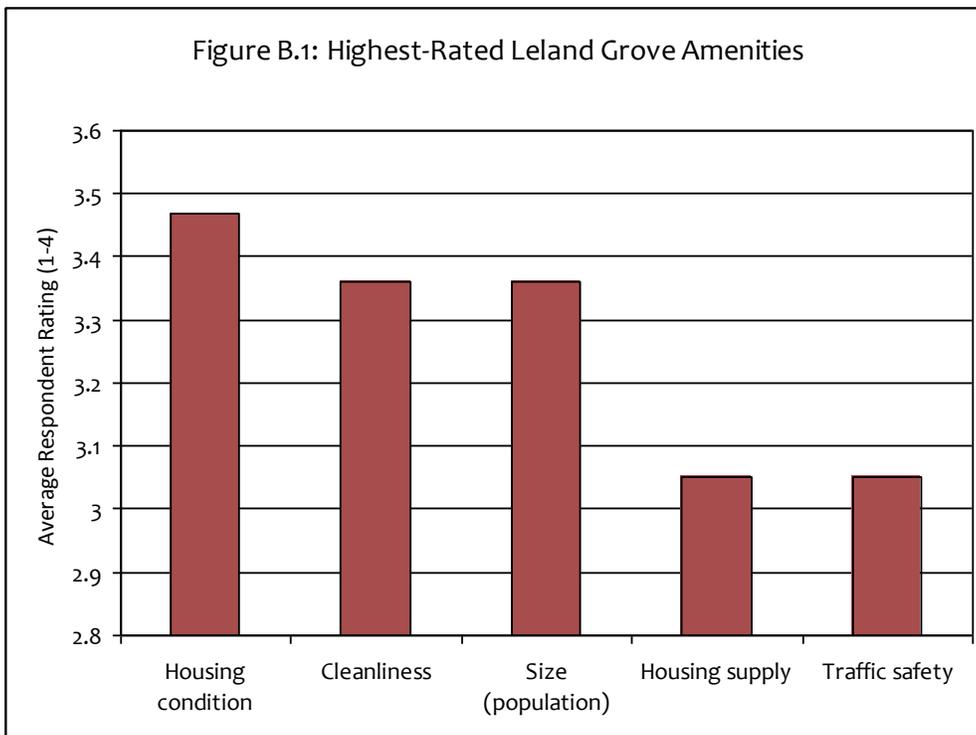
## APPENDIX B: COMMUNITY SURVEY ANALYSIS

In the fall of 2012, the SSCRPC developed a community-wide survey for the City of Leland Grove. The non-scientific survey was distributed in print to each household located within Leland Grove. Respondents returned the surveys directly to the SSCRPC, at which time results were tabulated and analyzed by SSCRPC staff. The return rate for this household survey was slightly more than 33%. The following analysis identifies significant findings from the community survey, and addresses the community feedback and trends that the SSCRPC considers particularly relevant to its work.

### CITY CHARACTER AND AMENITIES

The survey first addressed general services and amenities available to residents. Survey results indicated that, while Leland respondents feel the city needs improvement in certain areas, the city has many overall positive qualities and amenities.

Respondents were asked to rate a series of twenty-one Leland Grove community features. Respondents rated the community on a scale of 1-4, with 1 being “Poor” and 4 being “Excellent”. Housing conditions received the highest average ranking of any community feature in the survey, with an average of nearly 3.5. Moreover, 70.8% of respondents rated housing supply as “Good”. Figure B.1 displays the average ratings for the top five most highly-ranked community features, which included housing conditions, cleanliness, size (population), housing supply, and traffic safety.



A number of respondents cited the positive character of housing and home maintenance in the city in open-ended comments as well. When asked *What do you like about Leland Grove?*, respondents often included the landscaping and tree coverage, the quiet nature of the community, their neighbors, and the proximity of Leland Grove to nearby amenities such as

Washington Park and local businesses.

Conversely, the survey asked whether conditions such as crime, neighbors, noise, drainage, pets, property maintenance, and sidewalk or bike lane availability pose problems in Leland Grove. While a moderate percentage of respondents expressed concern about drainage in the city (14.4% severe problem, 27.9% problem), the majority indicated that many common matters of concern to small municipalities are not problematic in Leland Grove.

## HOUSING AND ENVIRONMENT

Because of Leland Grove's largely residential makeup, the community survey inquired in specific detail about residents' preferences related to the city's housing stock. Respondents typically appeared to be satisfied with the current make-up and diversity of the housing stock in Leland Grove, which is predominantly single-family. Although Leland Grove has a building code in place, 43.2% of respondents did not feel that it was necessary for the city to create a building code enforcement mechanism. Similarly, 85.3% of respondents suggested that the variety of housing currently available in Leland Grove is sufficient.

One important feature of Leland Grove's demographic profile is its aging population. When asked how important it is to having housing available for all ages, 35.8% claimed it was not important while 19.9% stated that it was. Additionally, 53.4% maintained that having housing available in Leland Grove for all income levels was not important. Existing residential housing appears to be one of the strongest assets of the city in the eyes of survey respondents.

In light of trends related to environmental consciousness and energy conservation, the survey asked Leland Grove residents if they have done anything to reduce the amount of energy they use at home. A significant percentage of respondents, 88.2%, claim that they have. While 70.9% of respondents reported that these efforts have been successful, 23% say that they cannot tell whether their attempts have been successful. Survey respondents expressed mixed opinions regarding whether or not the city should provide assistance to those attempting to reduce energy, with 40.7% in favor of such assistance and 59.3% opposed. However, 86.0% of respondents indicated that they do utilize the recycling programs offered by their private waste haulers.

## CULTURAL AND RECREATIONAL RESOURCES

The survey also inquired about perceptions of cultural and recreational amenities available to residents from both within and outside the city. Respondents generally ranked activities offered within Leland Grove as "average." When asked about a number of cultural and recreational amenities available in the surrounding community, a plurality of Leland Grove respondents rated each amenity as "good." These categories included: community activities, cultural activities, recreational activities, schools, community facilities, parks and open space. Notably, a large percentage of Leland Grove residents, nearly 40% of those responding, rated the parks available to Leland Grove residents as "excellent," likely due to the city's proximity to resources such as Washington Park.

In Leland Grove, the only available community facility is the Instructional Resource Center owned by Springfield School District 186, in which the Leland Grove administrative office and police department are headquartered. Some conversation has occurred regarding interest in a community facility more specific to Leland Grove's use. The survey therefore inquired as to resident sentiment toward such an effort. Community facilities represent another element on

which respondents express mixed feelings. Existing community facilities available in Leland Grove were rated as “good” by 42.4%, “fair” by 38.9% and “poor” by 11.1%.

When explicitly asked whether they supported the city working to develop or acquire a new community center, respondents expressed opposition, with 59.2% indicating no support, versus 14.7% in support and 26.1% stating they were unsure. Moreover, 86.7% of respondents indicated unwillingness to pay more taxes to support such a facility.

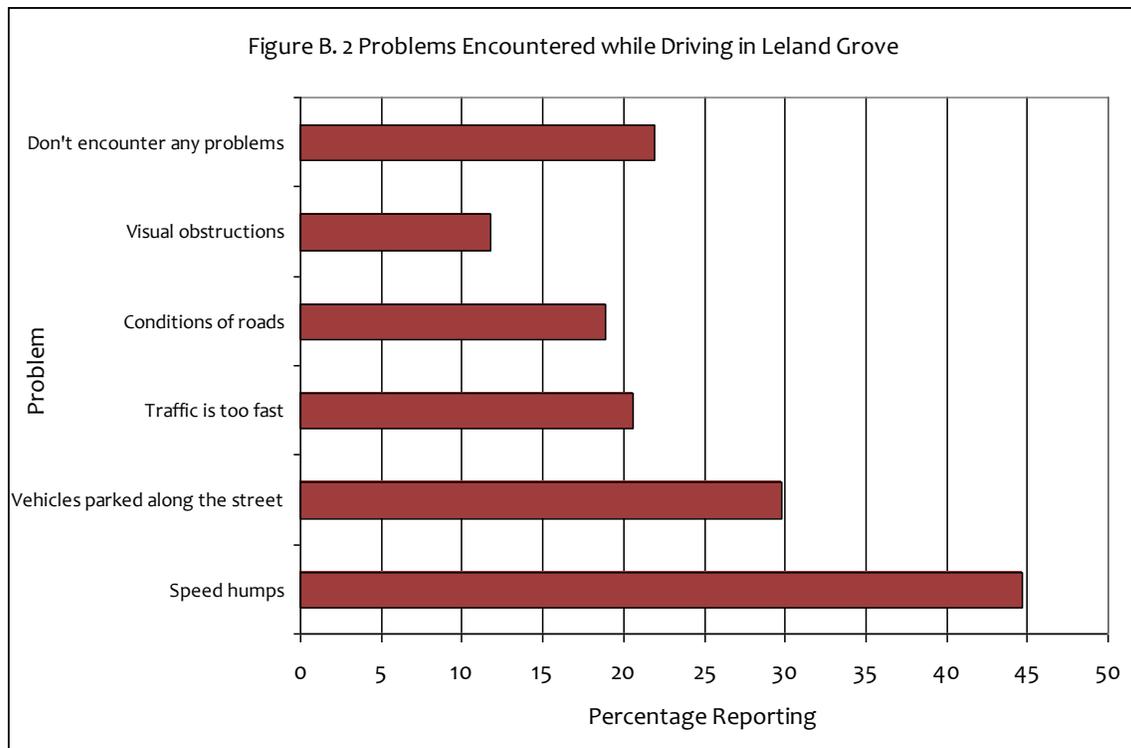
## CITY FINANCES AND ECONOMIC DEVELOPMENT

Generally speaking, Leland Grove residents do not desire to see tax increases to meet the financial needs of the city. The majority of citizens responded “No” overall regarding their willingness to pay more taxes in support of sixteen categories of city services. Respondents appeared to view improving streets/roads and creating storm sewers most favorably, with 50.0% and 46.1%, respectively, in favor of paying more taxes in these areas.

One mechanism for increasing the city’s revenue base in the long term would be to attract small-scale business development. When asked what businesses or services, if any, they would like to see located in the city limits, most respondents (59.7%) claimed that none were needed in Leland Grove. The business categories that received some favorable responses included: coffee shop (22.7% of respondents in support), bakery (20.4%) and a small retail business (19.9%).

## TRANSPORTATION NETWORKS

Transportation infrastructure has been a primary concern for Leland Grove residents since the city’s incorporation. To gauge Leland Grove residents’ outlook on the current conditions of the city’s transportation network, the survey first asked respondents what problems they encounter when driving around the city. Figure B.2 demonstrates that the leading number of respondents (44.7%) consider Leland Grove’s speed humps to be a problem. Other driving concerns included

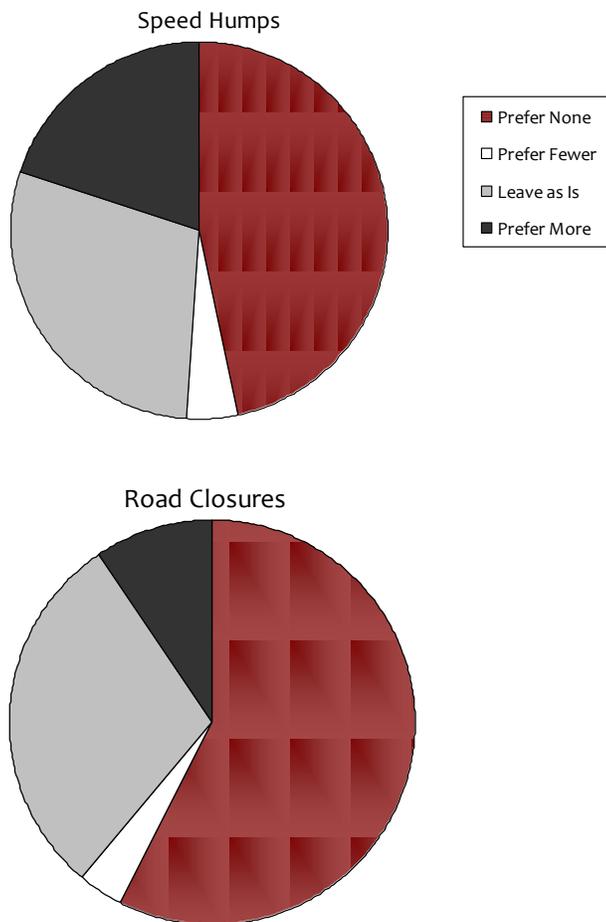


fast traffic (20.6%), vehicles parked along the street (29.8%), conditions of roads (18.9%), and visual obstructions (11.8%).

Leland Grove residents indicate that there is room for improvement in the city’s built transportation infrastructure. In fact, in contrast to numerous other categories, respondents were split 50-50 in favor of and opposed to paying more taxes if the money were to be used to improve the transportation infrastructure. Write-in responses to the survey revealed that many residents feel that there are too many stop signs and too many people that disobey stop signs within Leland Grove. Additionally, 51.1% prefer fewer or no speed humps and 61.0% prefer fewer or no road closures or traffic barricades for use as a means to slow traffic in the Leland Grove city limits (Figure B.3).

The survey questioned respondents about their personal habits related to transportation network use. When asked how household members generally travel to work, 69.4% of respondents indicated that they traveled by car alone. Reported use of other modes of transportation to work was minimal; carpooling (1.3%), walking (2.6%), taking public transit (2.6%), or biking (4.8%).

Figure B. 3 : Respondent Attitudes toward Traffic Calming Devices



In response to increased gas prices, 75% of respondents reported no change in their driving habits. Very few respondents (16) indicated a willingness to use a carpool if offered, though among this group, a carpool program to travel to the Farmer’s Market received the most consideration (81.3%), with Downtown Springfield following (68.8%). A large percentage of respondents (91.2%) also suggested that they would not use public transit when available.

The survey also asked residents how often they walk or bike in their neighborhood. Most respondents reported that they walk or bike either daily (35.9%) or weekly (34.2%). Only 17.3% very rarely walk or bike in their neighborhood. Exercise and recreation were the primary reasons respondents walk or bike in Leland Grove.

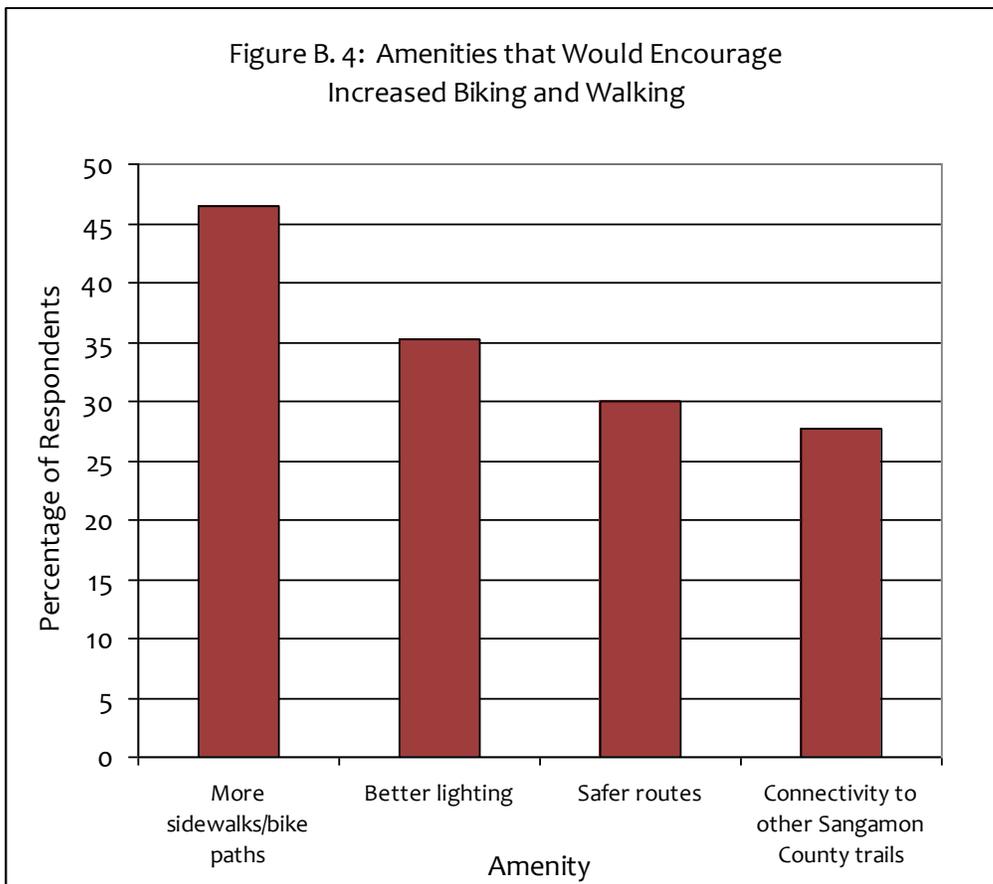
Activities like walking and biking are impacted by the existing

infrastructure for pedestrian transportation. The majority of respondents cited the availability of both sidewalks (62.4%) and bike lanes (59.1%) as a problem or a severe problem.

To gauge opportunities for encouraging more bicycle and pedestrian transportation, the community survey asked under what circumstances respondents and their families would walk or bike more often. Figure B. 4, below, displays respondents' reports (46.5%) that more sidewalks or bike paths would encourage them to bike more frequently. Leland Grove residents also commonly suggested that better lighting (35.2%), safer routes (30%), and connectivity to other Sangamon County trails (27.7%) would all encourage them to walk or bike more frequently.

Installing sidewalks has been a matter of some controversy in Leland Grove's past. The community survey asked Leland Grove residents to indicate their level of support for the city installing sidewalks in a number of types of locations. The majority of respondents agreed or strongly agreed that sidewalks should be installed along routes used to travel to school (60.5%), along major or arterial roadways (59.8%), and to connect existing sidewalks (58.8%). A plurality of respondents also preferred sidewalks along residential streets (47.2% agreed or strongly agreed), to connect existing bike trails to other trail networks (41.6% agreed or strongly agreed), or around existing or potential community facilities (39.4% agreed or strongly agreed).

Similarly, the community survey asked for residents opinions related to the installation of streetlights. 53.4% agreed or strongly agreed they should be installed along major arterial roadways, and 49.6% agreed or strongly agreed with their installation in public areas or around community facilities. Respondents expressed less support for streetlights along residential streets (39.0% agreed or strongly agreed).





**APPENDIX C:  
ADDITIONAL INTERSECTION AND PROPOSED COMMUNITY PARK VIEWS**

# Design Concept for Intersection Safety Improvement

Location 2 - Illini Rd and W Laurel St. Intersection

## Existing Plan



Establishing Place Imagability

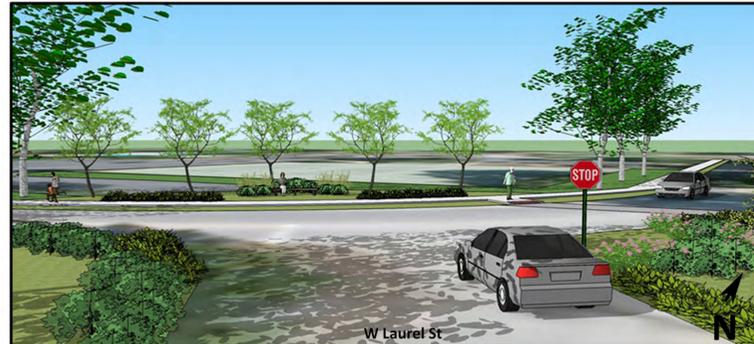
View 1: Creating feeling of a small pocket park

## Proposed Plan



Improving Safety

View 2: Signages improve safety for all users

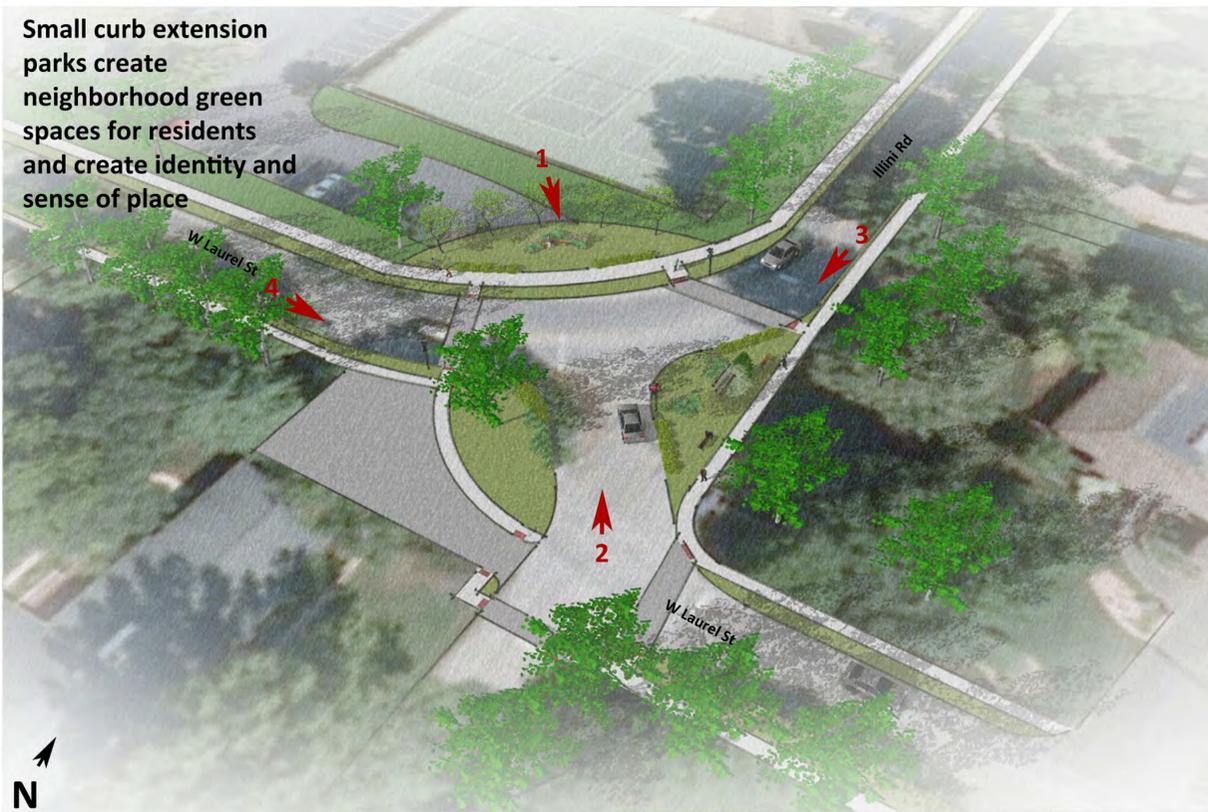


Safe Pedestrian Crossing

View 3: Pedestrian Crossing links trail extension to the neighborhood



Small curb extension parks create neighborhood green spaces for residents and create identity and sense of place



View 4



View 5

Trail Extension along edge of Illini Country Club on Illini Rd, provides biking and walking connectivity to the larger regional network



Existing View



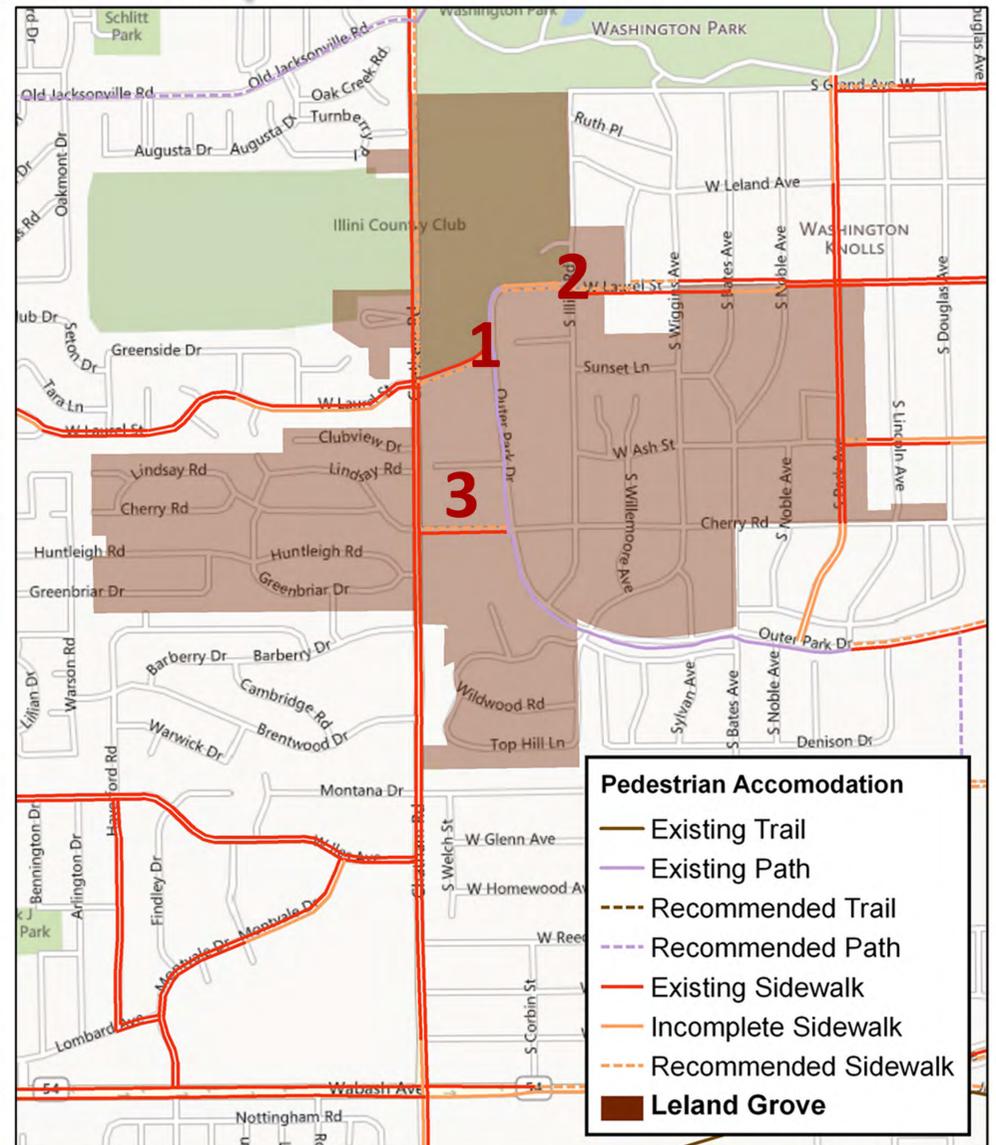
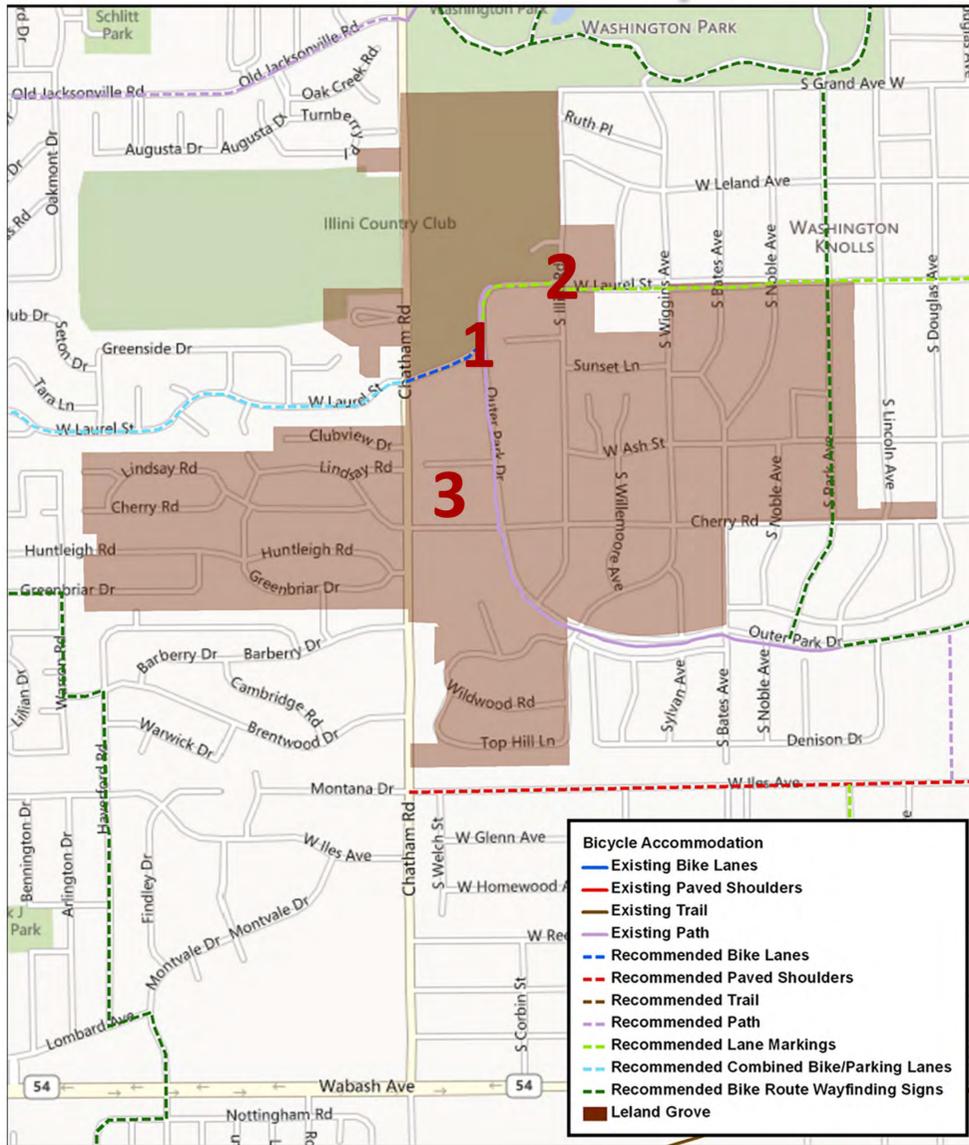
Proposed View



Proposed View

**LELAND GROVE CONCEPTUAL DESIGN**  
CONSIDERING COMMUNITY INPUT

# Envisioned Bicycle and Pedestrian Maps for Leland Grove



Envisioned Bicycle Network

Prepared By:  
Springfield-Sangamon County  
Regional Planning Commission  
12.5.12  
0 0.1 0.2  
Miles

Envisioned Pedestrian Network

Prepared By:  
Springfield-Sangamon County  
Regional Planning Commission  
12.5.12  
0 0.1 0.2  
Miles

## Design Concept for Intersection Safety Improvement

Location 1 - Outer Park St. and W Laurel St. Intersection

Existing Plan



Improving  
Crosswalk Safety

View 1:  
Creating memorable space  
near the bridge

Proposed Plan



Improving  
Trail Crossing

View 2:  
Reducing the length of  
Leland Grove Trail crosswalk  
improves safety for  
Bikers, Runners and Walkers



Signage improves safety  
for all users

View 3:  
Providing better linkage and  
creating three way stop sign



Extending Corner Green space helps  
break the existing long pedestrian  
cross walk in to smaller crosswalks,  
improving safety for  
pedestrians and bikers



**LELAND GROVE CONCEPTUAL DESIGN**  
CONSIDERING COMMUNITY INPUT

# Design Concept for Neighborhood Connectivity through Park & Amenities

Location 3 - Connecting Old Chatham Rd and Outer Park Dr through Neighborhood Park

## Existing Plan



Improving Pedestrian Connection through the Park

View 6: The Pedestrian Bridge establishes identity and creates memorable Neighborhood place



## Proposed Plan



Place-making through creating Neighborhood Park and amenities

View 2: Playground & Walking Trail in the Neighborhood park

View 1: Improving Streetscape on Chatham Rd



View 4: Park benches and landscape provide opportunity for social interaction



View 3: Improving Pedestrian Entrance to the Neighborhood



View 5: Pedestrian Bridge connecting Leland Grove Trail to Neighborhood Park



**LELAND GROVE CONCEPTUAL DESIGN**  
CONSIDERING COMMUNITY INPUT





# THE CITY OF LELAND GROVE COMPREHENSIVE PLAN