

2017

CITY OF PLANO *COMPREHENSIVE PLAN*



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THE COMPREHENSIVE PLAN

FOR THE CITY OF

PLANO, ILLINOIS

Adopted by the City of Plano, Illinois by Ordinance No. 2017-21 on May 8, 2017.

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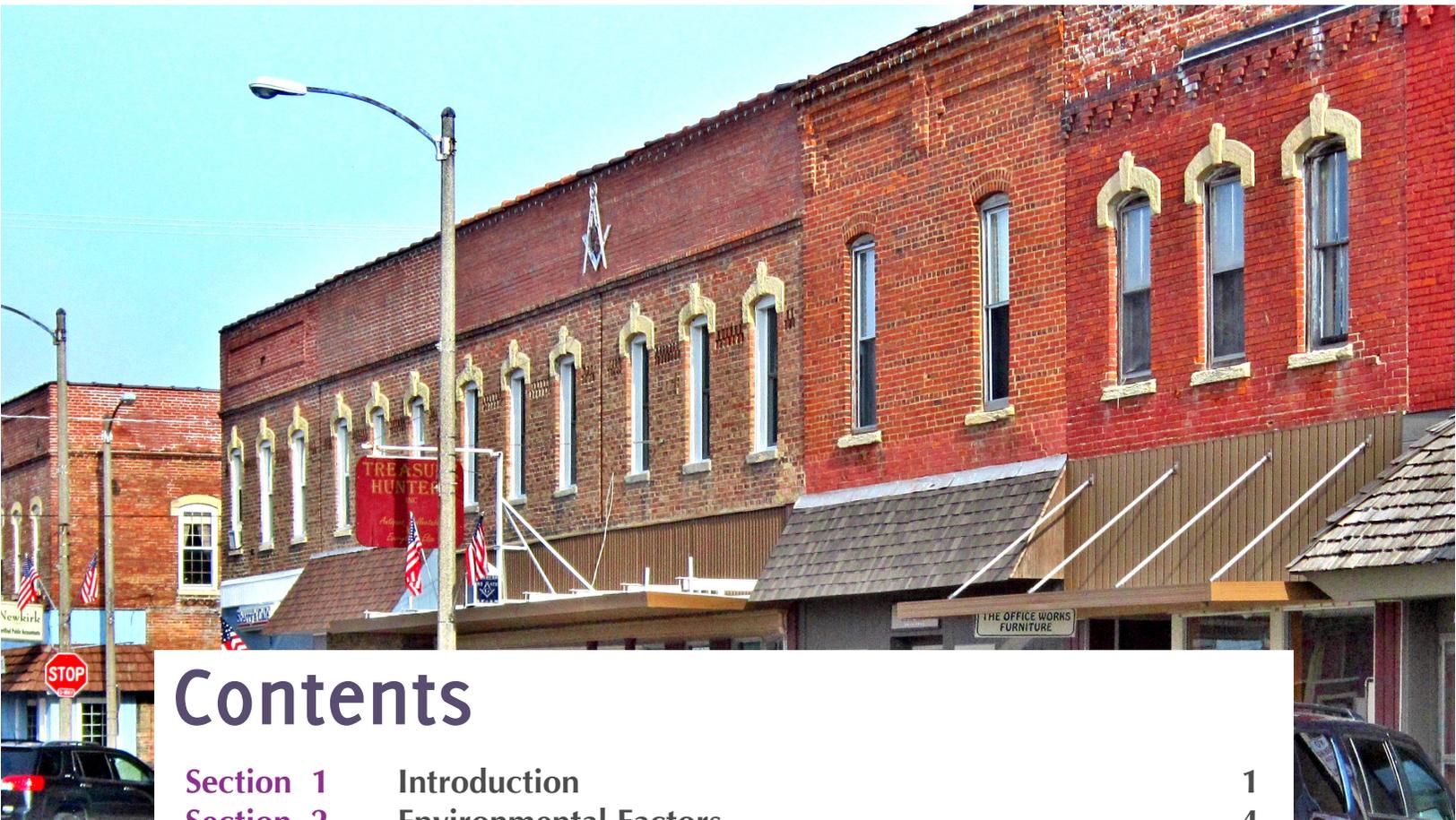
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The City of Plano is a compact community that doubled in size between 2000 and 2010, with an estimated 2013 population of 11,097. Plano is approximately 50 miles southwest of Chicago and 15 miles southwest of Aurora in the northwest corner of Kendall County. Illustration 1 shows Plano's location in relationship to the greater Chicago metropolitan area. The community is part of the Fox Valley, an area known for its natural beauty and recreational amenities.

Historical Background

Plano was incorporated on December 3, 1883. Known as the "Birthplace of the Harvester," Plano has had a long history as an independent community. Prior to incorporation, the City was laid out in 1853 between Big Rock and Little Rock creeks and their associated timber stands. This location, on the plain between two creeks, helped determine the City's name.

A key determinant in this location was the Chicago and Aurora Railroad (now part of the Burlington Northern System). Station spacing standards in the 1850's dictated that a station was needed between Sandwich and the Bristol station. This station formed the focal point for the formation of Plano.

Planning and Zoning in Plano

The City of Plano operates under the Mayor/Council form of government. Under this system, all responsibility for planning and zoning ultimately rests with the City Council. To facilitate regulation of land use and community planning, the City has developed standing committees of the City Council, and several advisory boards as listed below. The community also has a separate Economic Development Corporation (PEDCO).

City Council Committees

- Administrative, Health & Safety
- Buildings, Grounds, and Zoning
- Committee of the Whole
- Economic Development & Grants
- Finance
- Parks
- Personnel & Insurance
- Streets & Utilities

Advisory Commissions

- Plan Commission/Zoning Board of Appeals
- Police & Fire



Plano's development history is tied to its location on the Burlington Northern Railroad.

To provide direction for current and future planning efforts, the City prepared a Comprehensive Plan in 1973. This Plan, prepared with funding assistance from the Section 701 program, has been a valuable planning tool. However, due to changing conditions in and around Plano, an updated plan was needed. In 1992, the City began the process of updating the plan with the assistance of Teska Associates, Inc. This process culminated in the adoption of the 1994 Comprehensive Plan. Three years later, the Comprehensive Plan was again updated, following several major developments including the 1995 Economic Development Strategic Planning Initiative, the development of a Walmart Super Center and a large Menard’s manufacturing and distribution center, and significant utility extensions increasing the capacity of sanitary sewer service.

The Plan was again updated in 2005 during a period of population growth (see Figure 1) to address several significant annexations and developments including Turner Business Park, Lakewood Springs residential development, City Acres and Inland annexations, and the Schaefer Woods residential development. By 2016 the pace of development had slowed dramatically within the region, and the City again determined that it was appropriate to update the Comprehensive Plan.

Figure 1. Population Change, 1990-2010

	1990	2000	2010	Percent Change 1980-1990	Percent Change 1990-2000	Percent Change 2000-2010
Plano	5,104	5,633	10,856	5%	10%	93%
Yorkville	3,925	6,189	16,921	15%	58%	173%
Sandwich	5,564	6,509	7,421	6%	17%	14%
Kendall County	39,413	54,444	114,736	6%	38%	111%

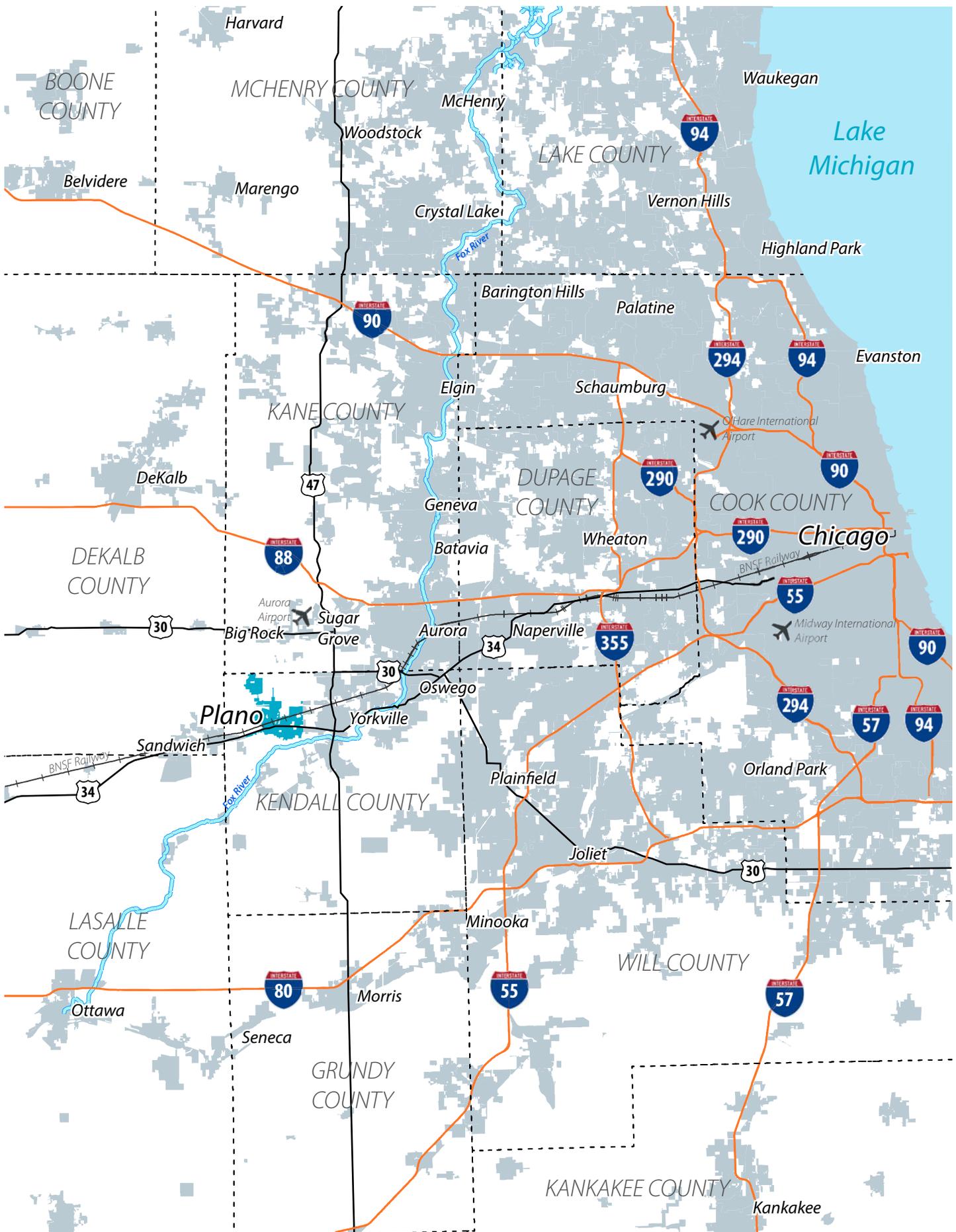
Source: US Census

Purpose of the Comprehensive Plan

The Plano Comprehensive Plan outlines a vision for how the community should develop based on current (2016) and anticipated conditions. It provides a framework for zoning and other land use decisions. It is a statement of policy, outlining a long-term direction for growth and development. It is an expression of community intentions and aspirations. It provides direction in planning for capital improvements. It provides a means by which the City Council and the Plan Commission/Zoning Board of Appeals can communicate their vision of the community's future to citizens, developers, property owners, and other governmental agencies.

The plan is not an end unto itself, and must be viewed as a part of a broader growth management process. The Future Land Use Plan is not a zoning map. While it does provide general direction to the type of use appropriate for a specific portion of the community, it does not dictate specific uses or densities. As stated in the Illinois State Statutes, the Comprehensive Plan is an advisory document "... and itself shall not be construed to regulate or control the use of private property in any way, except as... has been implemented by ordinances duly enacted..." The Comprehensive Plan can and should provide the rationale that supports municipal ordinances. Courts look to a community's Comprehensive Plan to evaluate the relative merits of a zoning change or to justify the costs that compliance with a zoning ordinance may require.

Due to the unpredictable nature of future economic and development patterns, the Comprehensive Plan should be confirmed or updated at least once every five years.



2

Environmental Factors

An understanding of existing environmental conditions is critical to any evaluation of future land use. Illustration 2 summarizes key factors that will influence future development in Plano and the surrounding 1½ mile planning area. The following section briefly summarizes key environmental issues as they relate to planning for Plano's future.

Drainage Patterns/Topography

As a part of the Fox Valley, all land within Plano drains either directly or indirectly into the Fox River. Several smaller watersheds, formed around major creeks that flow into the Fox River, supplement this overall drainage system. Both Big Rock Creek and Little Rock Creek provide outlets for storm water falling in and around Plano. Much of the area east of Needham Road drains into Rob Roy Creek. These natural drainage patterns will influence development of storm water and sanitary sewer systems.

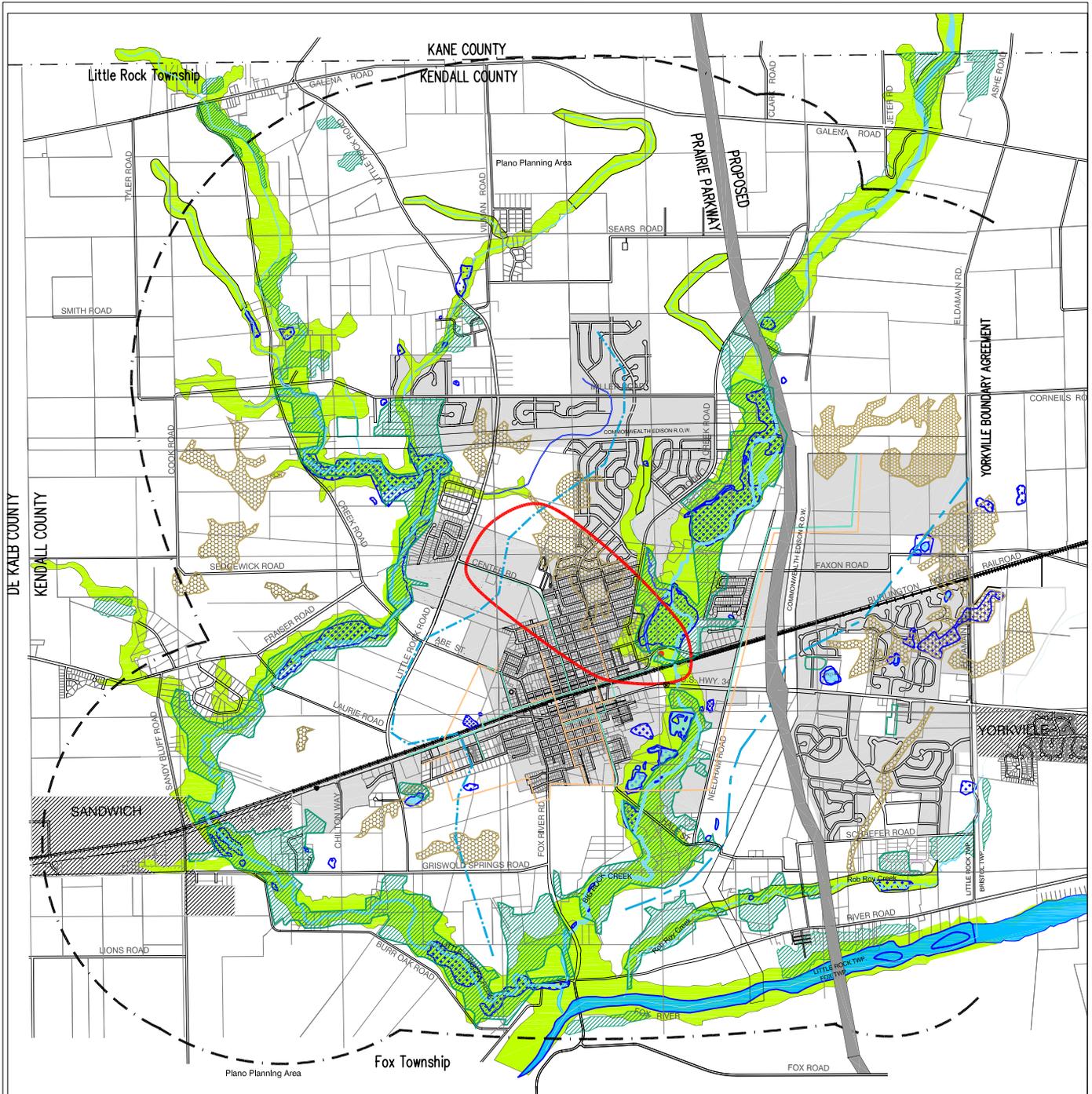
Flood plains are another critical environmental issue that should be evaluated in any discussion of future land use patterns. The Federal Emergency Management Agency (FEMA) has designated areas known as the 100-year flood plain on maps used to determine flood insurance rates. In simple terms, a 100-year flood plain is an area with a one percent chance of flooding in any year. Areas within a 100-year flood plain are shown on Illustration 2. Due to the potential of flooding, construction of new buildings is not recommended. Both the Plano zoning and subdivision regulations specifically address permitted uses and development procedures within flood prone areas. In addition to providing an outlet for stormwater run-off, flood plains are important environmental corridors, providing wildlife with undisturbed habitats and migration routes.

Most of Plano is on the upland "plains", an area with gently sloping land suitable for most types of development. Some areas with steep slopes are found along both Big Rock Creek and Little Rock Creek. Where slopes over 10% exist, careful site planning will be required to avoid excessive erosion and to provide stable building foundations.

Soils

Most areas within Plano's planning jurisdiction are considered prime farm soils by the Agricultural Extension Service. These soils are generally well drained, and provide the characteristics needed to support a wide variety of crops. The primary exceptions to these ideal soil conditions are found within portions of some creek and river flood plains and in natural wetlands, where soils tend to be wet and difficult to farm. If development is to occur around Plano, it will likely occur on land classified as prime farm land.

One key soil characteristic that is important to future development is suitability for development of septic systems. Where soils can accommodate septic fields, low density development can occur without the need for connection to a public sanitary sewer system. Most soils in and around Plano can reasonably accommodate septic fields. Areas where soils are inappropriate for septic use are highlighted on Illustration 2.



Legend

- Flood Plain
- Wetland
- Soil not suitable for septic
- Woodland
- Creek
- Plano Municipal Boundary
- Sanitary Sewer Line (10" + Dia)
- Water Line (8" + Dia)
- Watershed Boundary
- Plano Planning Area
- Illinois EPA 5-Year Recharge Area (Sept, 1995)



Natural Areas

Important natural areas in and around Plano include the heavily wooded areas along both Big Rock Creek and Little Rock Creek, Silver Springs State Fish and Wildlife Area, and several significant wetland areas.

The wooded character of key creeks in and around Plano provides a valuable open space amenity that should be preserved. In addition to providing habitats for wildlife, these woodlands help stabilize soils and provide local wind breaks. While these woodlands can remain in private ownership, conservation easements and other preservation techniques are recommended to ensure that these assets are protected for future generations. Key woodland areas should be considered for public access, either as city parks or as a part of the Kendall County Forest Preserve District.

Silver Springs State Fish and Wildlife Area is partially within Plano's planning jurisdiction. Located on the Fox River, this park draws many visitors into the Plano area from throughout Illinois. In addition to the tourism benefits, Plano also benefits from the availability of several outdoor recreational opportunities including hunting, fishing, picnicking, canoeing, camping, hiking, and sledding.

Wetlands serve many functions including storm water management, provision of important habitats for flora and fauna, and ground water recharge. Despite these important functions, only a small percentage of the State's original wetlands still remain. Many wetlands have been drained for agricultural production, while other wetlands have been lost to development. To stop the loss of wetland areas, the federal government, under Section 404 of the Clean Water Act, required that a permit be obtained prior to any filling within a wetland area. Wetlands larger than one acre are shown on Illustration 2. The source of this wetland information is the National Wetlands Inventory. For any development planned around an identified wetland, a more detailed review by a qualified wetlands expert is recommended to determine the quality of the existing wetland area.



Recharge Area

To help protect the quality of local water supplies throughout the state, the Illinois Environmental Protection Agency (EPA) has defined a series of recharge areas. Recharge areas are located based on local geology and proximity to municipal wells. Three zones have been established in and around Plano's municipal wells, which are located at the east end of Main Street in City Park. The minimum setback zone is an area within approximately 400' of existing wells. To protect the water supply, any new development should be very limited in this zone. A maximum setback zone extends out approximately 1,000 feet from the existing municipal wells. Development should be closely monitored in this zone to ensure that new construction minimizes any potential contamination or run-off that could affect the water supply. New industrial or commercial development typically has the potential for a greater negative impact and is of highest concern within a recharge area. In Plano's case, attention to this issue should be given when the Monarch Foundry property is redeveloped. The third area designated by the Illinois EPA is a 5-year recharge area. New residential development should have little effect on the water supply within this large area, but new commercial development is discouraged by the Illinois EPA within this recharge area. Accordingly, almost all areas illustrated on the future land use plan for new development within this 5-year recharge area are planned for exclusively residential use. The only exception is near Plano Synergy, an already developed business located along U.S. Route 34.



La Salle Manor Retreat Center is an example of conservation-minded land use along Big Rock Creek.

3

Existing Land Use

Existing development is a critical factor in determining appropriate future land use patterns. New development should complement existing development, being compatible in use, form and function while providing opportunities for desirable new types of development that currently do not exist in the community.

A generalized existing land use map was created based on Kendall County GIS data (see Illustration 3). A second map, Illustration 4, was prepared during this update to illustrate development changes and compare land use patterns since 2005. This map is helpful in understanding where growth has occurred within the community. Existing land use distribution in Plano is compared with several larger communities (see Figure 2). Review of this information revealed several interesting points about Plano.

Figure 2. Land Use in Plano and Surrounding Communities, 2010

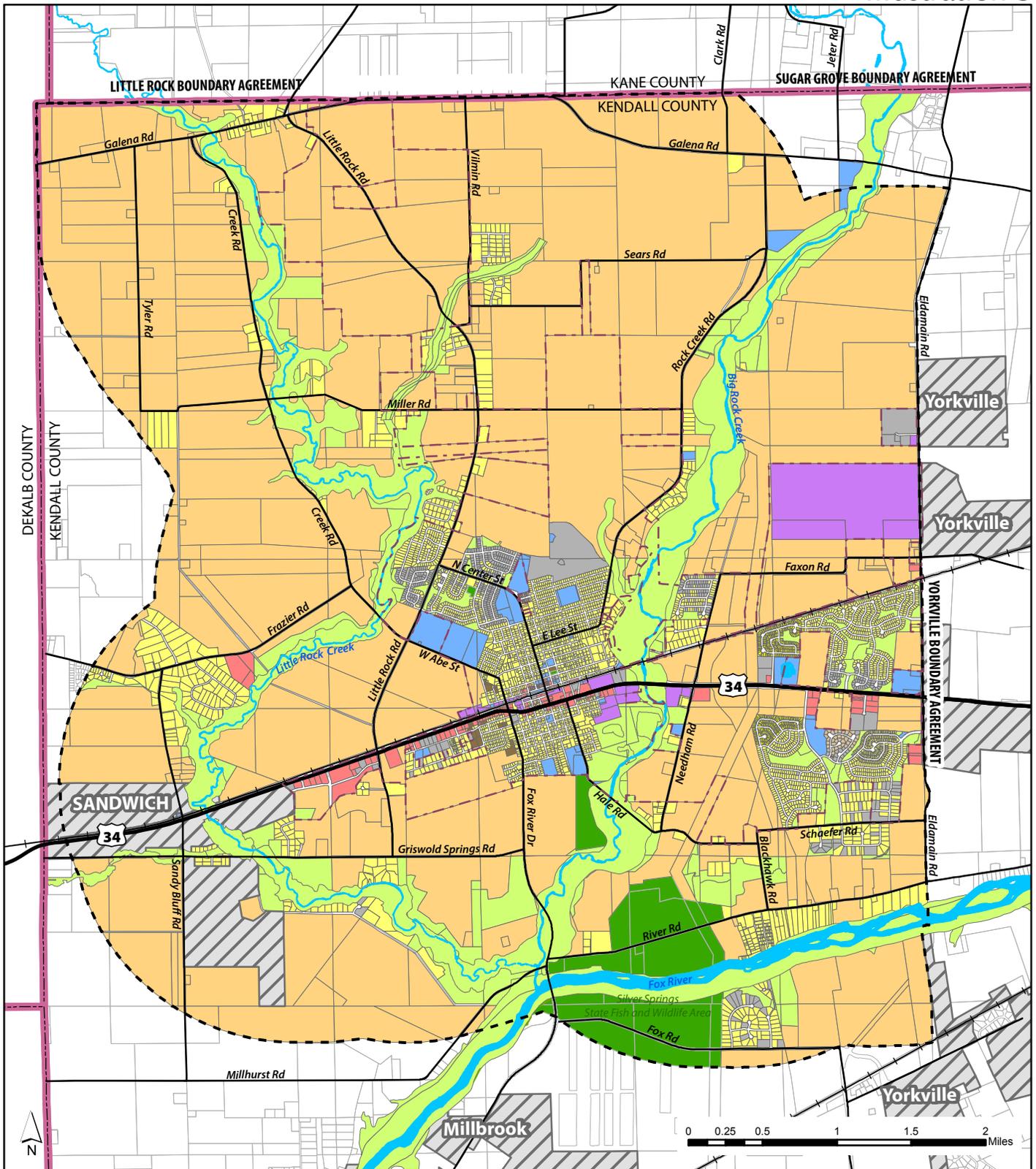
	Plano		Oswego		Yorkville		Plainfield	
	Acres	Acres/ 100 People	Acres	Acres/ 100 People	Acres	Acres/ 100 People	Acres	Acres/ 100 People
Agricultural	1,746	16.1	2,760	9.1	6,296	37.2	4,839	12.2
Commercial	114	1.1	488	1.6	384	2.3	440	1.1
Institutional	130	1.2	394	1.3	313	1.9	779	2.0
Industrial	476	4.4	246	0.8	180	1.1	339	0.9
Open Space/Parks	43	0.4	692	2.3	366	2.2	1,637	4.1
Single-Family Homes	1,018	9.4	2,993	9.9	2,199	13.0	4,088	10.3
Multi-Family Homes	15	0.1	34	0.1	70	0.4	59	0.1
Vacant	514	4.7	932	3.1	1,549	9.2	1,155	2.9
Total Acres (2010)	4,057	37.4	8,538	28.1	11,357	67.1	13,336	33.7
Population (2010)	10,856		30,355		16,921		39,581	

Source: CMAP 2010 Parcel-based Land Use Inventory; 2010 US Census.

Note: Does not include mixed use or TCU (transportation, communications, and utilities).

The area developed for industrial use is greater than the three comparable communities. The Menard’s facility, Groot transfer station, and Turner Business Park are recent additions to industrial/office and research uses in Plano.

The predominate land uses within Plano are single-family housing and agriculture. Single family housing has been developed both on a traditional grid street system at densities of between 3 and 4 units per acre and in newer, curvilinear subdivisions at between 1 and 2 units per acre. Although generally modest in size, the majority of older homes on traditional grids are well maintained. Much of the agricultural land existing within city limits is annexed and zoned for residential subdivisions.



Existing Land Use

- | | | | |
|------------------------------|----------------------|-----------------|-------------------|
| Agricultural | Commercial | Vacant | Railway |
| Detached Single Family Home | Industrial | Waterway | Primary Roadways |
| Duplex (attached housing) | Institutional/Public | County Boundary | Planning Boundary |
| Townhome (attached housing) | Open Space | Plano Boundary | |
| Apartment (attached housing) | Parks/Recreation | | |

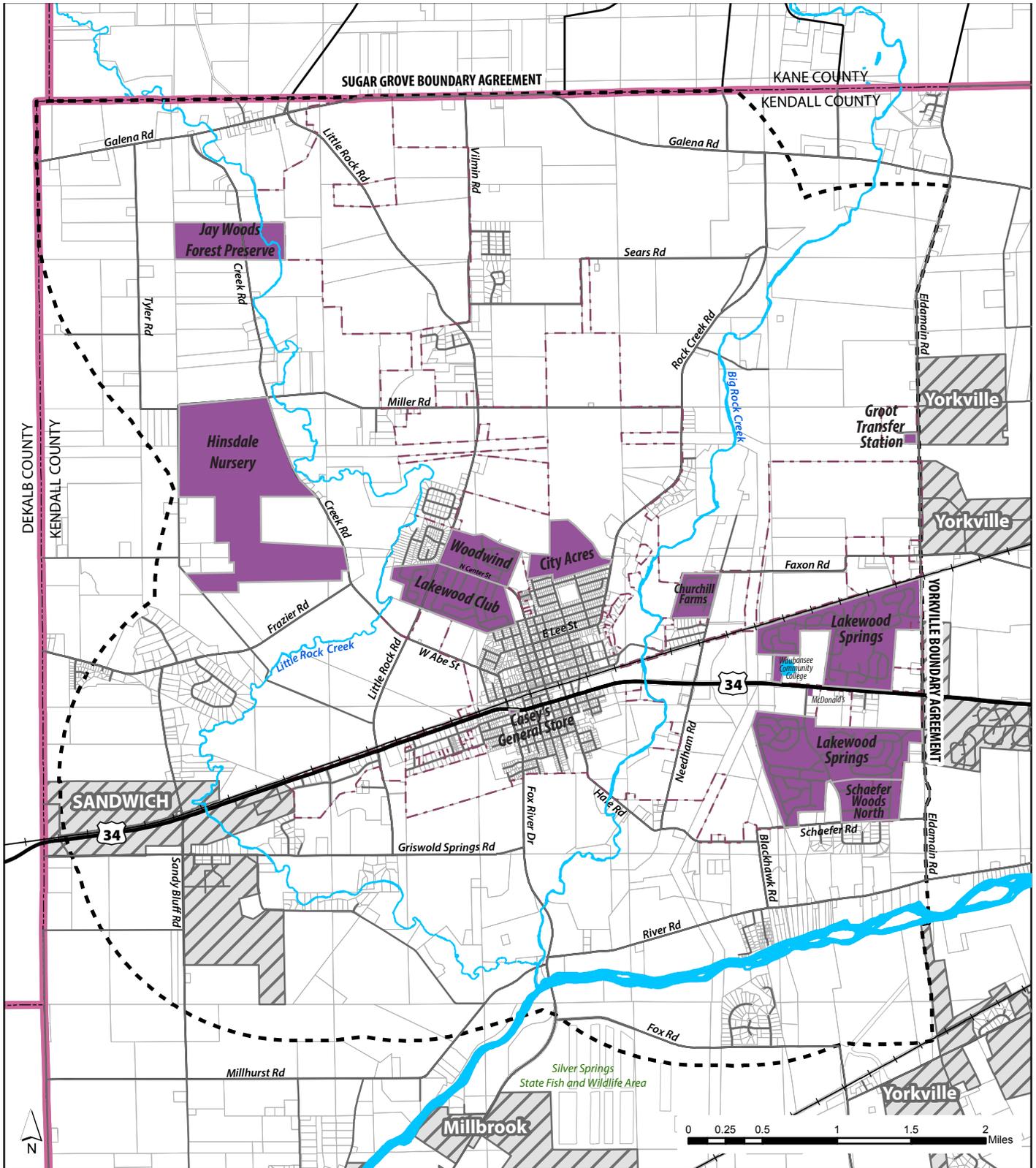


New residential growth is concentrated east and north of the traditional municipal boundaries. Lakewood Springs is located at the edge of the community along the Yorkville boundary line. The majority of these units have been constructed and sold. To the north of downtown Plano, Woodwind III, Lakewood Club, and City Acres remain largely vacant, with infrastructure already in place. More land is annexed and zoned farther north as well as to the east of Big Rock Creek near Route 34 along Needham Road.

Commercial development has shifted away from the traditional downtown area to Route 34. In particular, the area near Little Rock Road along Route 34 has been the site of several commercial developments in the past five years. Recent development along Route 34 includes McDonald's and Casey's General Store.



A second Casey's General Store opened in Plano recently along Route 34.



Major Land Use Change (2005-2016)



- Plano Boundary
- Planning Boundary
- Recent Development Site

4

Policy Framework

Mission Statement

To establish Plano as a well-planned, stable, and safe community that will provide for its future by being a progressive, enterprising business community.

Plano is a community that uses its natural and human resources and its rich industrial and historic character to promote a strong tax base through controlled, balanced, meaningful growth and development while maintaining stability and a strong community identity.

Objectives

The following objectives are designed to further the City’s mission, providing more specific direction to achieving the Comprehensive Plan’s vision. Priority objectives are further refined in the implementation section.



Identity

1. Build on Plano’s historical heritage as a traditional small Midwestern railroad town with a strong industrial base and a good mix of housing opportunities.
2. Produce a strong sense of identity and a positive visual impression along all primary roads, including entrances to the community. Pursue redevelopment of key vacant parcels within the Route 34 corridor, such as the Monarch Foundry, which detract from overall community appearance.
3. Develop and enforce codes which maintain minimum standards for the upkeep of buildings and properties to avoid adverse economic and aesthetic impact on surrounding properties.
4. Enhance the appearance and character of the Route 34 corridor as the gateway to Plano.
5. Develop a branding strategy and new logo to aid in promoting the community.



Economic Prosperity

1. Pursue build-out and future expansion of the Kendall Farms Industrial/Business Park within the Eldamain Road corridor.
2. Attract new commercial development within the Route 34 corridor, with an initial focus on restaurants, pharmacy, and other retail uses.
3. Implement the City Center Plan.
4. Promote Plano’s history through walking/driving tours and development of an outdoor plaza/park celebrating that history within the downtown area.
5. Attract one or more developers to acquire and construct homes on available lots within existing subdivisions.



Environmental Integrity

1. Preserve contiguous key open space assets, including flood plain, woodland, and wetland along Big Rock and Little Rock Creeks and the Fox River.
2. Protect the Fox River, Big Rock and Little Rock Creeks, Rob Roy Creek and other streams, flood plains, and wetlands from over development, pollution, and degradation through the implementation of sound development standards.
3. Integrate sustainable practices in all new municipal projects.
4. Work with groups like the Conservation Foundation to continue to promote sustainable practices by both home owners and local businesses.



Parks & Recreation

1. Promote a system of recreational programs sufficient to meet the needs of Plano residents. This effort should be carefully coordinated with the Fox Valley Family Y and other local public and private providers of recreational programs to avoid duplication of efforts.
2. Provide neighborhood parks located within walking distance of all residents, where children will not be required to cross arterial streets to reach the facilities. Neighborhood parks, and adjacent elementary schools where applicable, shall be designed to serve as a central focus for the surrounding neighborhood. Require new residential developments to provide for neighborhood recreation.
3. Implement key facility recommendations such as a spray park and a playground south of Route 34.



Lakewood Springs and other recent subdivisions incorporates open space into their communities.



Transportation

1. Enhance public transportation through a focus on maintaining Amtrak service and exploring potential Metra commuter service.
2. Develop a network of hiking and biking paths as an alternative form of transportation and for recreational use. Create paths that are contiguous and connect the downtown pedestrian district to tourism products, residential neighborhoods, and other regional trails.
3. Connect Mitchell Drive between the Lakewood Springs and Schaefer Woods subdivisions.
4. Work with Kendall County to extend Eldamain Road across the Fox River to Route 71.
5. Maintain existing local roads through a regular system of repair and replacement.



Community Character

1. Require a high standard of maintenance and repair of commercial establishments. The quality of building and landscape design, the proper storage of trash, the maintenance of the yard, the control of noise, light, and odors, and many other factors will be considered important to the acceptance of proposed or existing commercial developments.
2. Encourage the provision of underground telephone, cable television, and electric utility lines whenever possible.



Community Facilities

1. Extend sewer service to the Eldamain Road corridor for future industrial development.
2. Develop a new, expanded public works facility to meet Plano's current and future needs.
3. Work with AT&T or other local providers to extend gigabyte internet service within Plano.



Funding

1. Make major public expenditures based on a capital improvements program and mid-range budget that establishes priority and schedules for five years.
2. Investigate and intelligently deploy local development enticements such as TIF districts or enterprise zones to attract large employers.
3. Seek grants to assist in funding public improvements such as parks, trails, and major infrastructure items.
4. Pursue opportunities for partnering with other nearby local governments to share equipment, staff, and other resources.

The following section provides a strategy for Plano to sustain and grow its economy. Plano should maintain its strong industrial clusters, develop retail options that meet the needs of residents while also capturing more consumer spending, and promote its natural and cultural amenities for locals and the region alike.

Industrial

Plano boasts a healthy industrial job market. Many skilled workers live and work in Plano, especially in local manufacturing. Among the top employers in Kendall County, Plano is home to Menard's Distribution Center and Plano Synergy (see Figure 3). Plano's residents play an integral role in the durability of Kendall County's economy. Over half (51%) of Plano's working population is employed in Kendall County, compared to about a third of neighboring communities (see Figure 4).

Figure 3. Top Employers in Kendall County, 2016

	Location	Employees
Caterpillar	Montgomery	2,500
Menard's Distribution Center	Plano	600
Walmart	Plano/Oswego	500
Wrigley Manufacturing	Yorkville	355
Plano Synergy	Plano/Sandwich	310

Source: Economic Development of Kendall County.

Figure 4. Employment Flow, 2014

	Workers Age 16+	Work in Kendall County	Percent Working in Kendall County
Plano	5,360	2,716	51%
Sandwich	3,712	1,124	30%
Yorkville	8,883	3,186	36%
Kendall County	58,464	17,502	30%

Source: 2014 American Community Survey five-year estimates.

Emerging Industrial Clusters

In 2016, the Chicago Metropolitan Agency for Planning (CMAP) released a Kendall County Industrial Market Analysis, which identified three emerging clusters: Chemicals, Plastics, and Rubbers, Fabricated Metal Production, and Food and Beverage Manufacturing.

- **Chemicals, Plastics, and Rubber**

In 2012, Plano Molding acquired various outdoor sports brands to become Plano Synergy. This growing company is a leading plastic equipment manufacturer, renowned for their fishing tackle boxes. While skilled manufacturer workers are most demanded by Plano's industrial companies, the need for management, finance, and office workers should not be overlooked. Plano officials should focus on partnerships with a variety of training avenues. Workforce development strategies are identified later in this section.

- **Fabricated Metal Product Manufacturing**

Kendall County's fabricated metal producers are collaborating to grow their local cluster. In February 2016, the Kendall County Economic Development Alliance, of which the Plano Economic Development Corporation and the Chicago Metro Metal Consortium are participating members, hosted a "matchmaking" event at Waubensee Community College to link suppliers and end users of metal products.

Fabtek is one such company looking to expand in Plano. Specializing in stainless steel production of industrial and commercial boiler tanks, pumps, and accessories, the company has experienced significant growth in the past 10 years.

- **Food and Beverage Manufacturing**

Most of Kendall County is rural and agricultural. Land within the 1½ mile planning area is primarily agricultural (73%). There is immense potential to leverage local food and beverage manufacturing, creating synergies with local farmers supplying fresh ingredients, retailers and restaurateurs purveying the food products, and destination marketing strategies to tap into regional leisure markets.

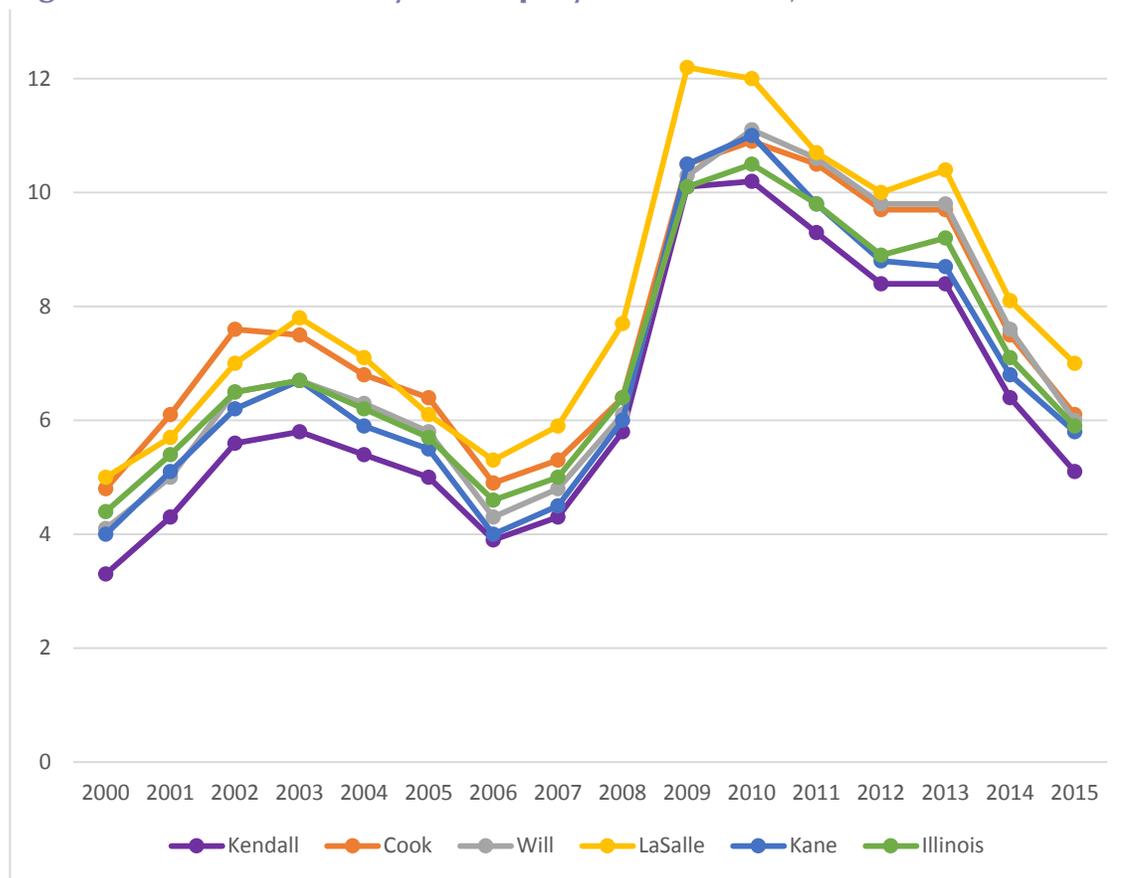


Workforce Development

The overall trend of unemployment in Kendall County is decreasing (see Figure 5). While Kendall County has one of the lowest unemployment rates in the Chicagoland region, educational attainment levels in Plano are lower than countywide averages (see Figure 6). It is encouraging that Plano High School has made marked gains in both graduation rate and college enrollment in recent years though. Its graduation rate is higher than that of the State's, 92% compared to 86% (Illinois State Board of Education 2015).

Appropriate levels of training are needed in order to solidify Plano's workforce. Waubensee Community College is a significant advantage in that regard, opening a campus in Plano in 2011. CMAP recommends developing a county-wide workforce development strategy. Potential partners include Waubensee Community College, Valley Education for Employment System (VALEES), and Indian Valley Vocational Center (IVVC).

Figure 5. Kendall County Unemployment Trends, 2000-2015



Source: US Department of Labor

Figure 6. Educational Attainment, 2014

	Plano	Sandwich	Yorkville	Kendall County	Chicago Region*
High School Diploma or Higher	81%	88%	93%	93%	87%
Bachelor's Degree or Higher	19%	15%	34%	34%	37%

Source: 2014 American Community Survey five-year estimates. Universe: Population 25 and older.

*Includes McHenry, Lake, Kane, DuPage, Cook, Will, Grundy, and Kendall Counties.

By industry, the largest proportion of Plano’s workers (20%) are employed in manufacturing. By occupation, however, only 15% hold production jobs (see Figures 7 and 8). One explanation might be that the manufacturing industry supports a variety of jobs. In addition to production, manufacturing companies need sales, administrative, and management professionals. Training programs that link employees to manufacturing companies should not overlook the need for professional services and management roles within Plano’s top industrial companies. In September 2016, Plano Synergy listed on their website four positions located in Plano including Associate Brand Manager, Demand Planner, Credit Analyst, and Senior Financial Analyst. All of these positions require bachelor’s degrees.

Figure 7. Employment by Industry, 2016

	Employed Population	Manufacturing	Retail Trade	Wholesale Trade	Health Care/ Social Assistance	Finance / Insurance	Other
Plano	5,256	20%	16%	6%	12%	6%	40%
Sandwich	3,920	19%	15%	2%	12%	4%	48%
Yorkville	9,496	13%	12%	4%	12%	7%	52%
Kendall County	62,247	13%	12%	3%	12%	7%	53%

Source: Esri and Infogroup 2016. Universe: Population aged 16 and over.

Figure 8. Employment by Occupation, 2016

	Employed Population	Management	Sales Related	Office/ Administrative	Production	Transportation/ Material Moving	Other
Plano	5,256	8%	10%	19%	15%	8%	40%
Sandwich	3,920	7%	10%	16%	13%	9%	45%
Yorkville	9,496	11%	10%	15%	4%	6%	54%
Kendall County	62,247	12%	11%	15%	5%	6%	51%

Source: Esri and Infogroup 2016. Universe: Population aged 16 and over.



Waubensee Community College Plano campus opened in 2011.

Industrial Real Estate Development

There are two takeaways in terms of industrial site selection from CMAP's Kendall County Industrial Market Analysis: 1) new industrial development is needed in order to attract new businesses and 2) development should occur in industrial parks near regional trucking infrastructure.

Demand for New Industrial Development

Kendall County's industrial vacancy rate is relatively low, positioned at 4.3% (CMAP 2016). Yet, fewer available sites suitable for industrial businesses will hinder business recruitment efforts. Increasing the supply of industrial facilities of all sizes will enhance Plano's competitiveness in locational decisions.

Site Selection

Plano should locate new industrial development in industrial parks near regional trucking infrastructure such as Eldamain Road. CMAP (2016) states that developing a rail spur is often cost-prohibitive for smaller businesses. Industrial parks allow businesses to share the costs of infrastructure. The Menard's Distribution Center currently has a rail spur (located off of the main Burlington Northern Class 1 railway) as well as outparcels available to future distributors and suppliers.

The new Groot transfer station, constructed just north of the Menard's property, is an excellent start to congregating industries on Eldamain Road. Kendall County recently endeavored to streamline truck permitting and routing (Lord 2015). Ease of access to regional trucking routes will improve Plano's attractiveness to new businesses.



With the addition of the Groot transfer station and adjacent lots in 2016, industrial opportunities are taking shape along Eldamain Road.

Retail

Municipal Sales Tax Revenue

A comparison of municipal sales tax revenues shows that Plano is competing well with neighboring communities (see Figure 9). Per capita, Plano, Sandwich, and Yorkville yielded comparable revenues in 2015. Looking at specific retail categories shows areas in which Plano excels and has growth potential relative to communities within its consumer market.

General Merchandise, Automotive and Filling Stations, and Agricultural and All Others were top performing categories in Plano. Walmart (General Revenue) and the Dempsey Chrysler, Jeep, Dodge, RAM dealership (Automotive and Filling Stations) were largely responsible for high gross revenues in their respective categories.

Plano lagged behind its neighbors in the following retail categories: Lumber, Building and Hardware

and Drinking and Eating Places. Competition from Home Depot and Menard’s retail locations in Yorkville could explain Plano’s underperformance in the Lumber, Building, and Hardware category. In 2016, True Value Hardware closed in downtown Plano, while Ace hardware locations in both Sandwich and Yorkville remain competitive with the surrounding big box retailers.

Restaurant Potential

New restaurants could generate more sales tax revenue in Plano (see Figure 9). Eating and Drinking Places show retail potential in Plano at all levels of service (see Figure 10). Overall, there is a positive retail gap (money spent on goods and services by Plano residents outside of Plano) of \$5,301,053 on restaurants and bars. Full-service restaurants (i.e. establishments with a wait staff), limited-service restaurants (i.e. establishments where customers pay before eating), and special food services (i.e. catering and food trucks) all show a positive retail gap.

Figure 9. Municipal Sales Tax Revenues, 2015

	Plano	Sandwich	Yorkville
General Merchandise	\$727,071	-	\$608,996
Food	\$106,727	\$79,175	\$385,034
Drinking and Eating Places	\$110,563	\$123,121	\$332,752
Apparel	\$536	-	\$95,975
Furniture & Household & Radio	\$28,584	\$3,195	\$2,597
Lumber, Building and Hardware	\$4,927	\$45,287	\$470,357
Automotive & Filling Stations	\$383,150	\$648,957	\$160,717
Drug & Misc. Retail	\$156,971	\$229,431	\$362,225
Agricultural & All Others	\$183,500	\$18,089	\$232,923
Manufacturers	\$15,107	\$15,910	\$102,011
Uncategorized	-	\$24,865	-
TOTAL	\$1,717,135	\$1,188,031	\$2,753,587
Population	11,371	7,513	17,980
Per Capita	\$151.01	\$158.13	\$153.15

Source: Illinois Department of Revenue.

Note: Blank Categories have less than 4 taxpayers. No data is shown to protect the confidentiality of individuals and businesses.

Figure 10. Gap Analysis, Eating and Drinking Place, 2015

	Plano	Sandwich	Yorkville
Full-Service Restaurants	\$3,372,311	\$681,825	\$7,921,784
Limited-Service Eating Places	\$1,289,163	\$33,303	(\$779,187)
Special Food Services*	\$324,133	(\$970,913)	\$805,247
Drinking Places - Alcoholic Beverages	\$315,446	(\$386,696)	\$452,692
TOTAL	\$5,301,053	(\$642,481)	\$8,400,536

Source: Esri and Infogroup. Retail MarketPlace 2016 Release 1 (2015 data in 2016 geography).

*Includes catering and food truck services.

Note: A positive value (shown in green) represents ‘leakage’ of retail opportunity outside the trade area. A negative value (shown in red) represents a surplus of retail sales from consumers drawn from outside of the market area.

A variety of restaurant types would likely succeed in Plano including Ethnic, Fast Food, Fast Casual, and Family Style. A full-service family friendly restaurant may be best poised (see Figure 11). Additionally, a destination, Farm-to-Fork restaurant in Plano could leverage the town’s pastoral setting and create synergies with a heartened food and drink production cluster. A talented chef, fresh, local ingredients, and the scenic surroundings of the Fox River would likely attract diners from across the Chicago region. What’s more, local attractions such as the Farnsworth House and Silver Springs State Fish and Wildlife Area can complement this strategy.

The Homestead, a bed and breakfast located on a large estate in between downtown Plano and Klatt Park, successfully integrates a local culinary experience with Plano’s small town feel. The historic estate hosts weddings, retreats, and culinary and wellness events. This attraction can serve as an anchor for vibrant, walkable development along Main Street. Such improvements are outlined in the 2006 Plano City Center Plan, which recommends Railway Park, a continuous greenway and sculpture park between the Amtrak station and Klatt Park. Other streetscape improvements include enhanced safety design, lighting, furniture, and plantings.

Figure 11. Restaurant Market Potential, 2016

Product/Consumer Behavior in Last 6 Months	Expected Number of Adults/HHs	Percent	Market Potential Index
Went to family restaurant/steak house	5,899	77%	103
Fast food/drive-in: eat in	2,931	38%	105
Fast food/drive-in: home delivery	670	9%	114
Fast food/drive-in: take-out/drive-thru	3,845	50%	108

Source: GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2016 and 2021.

Note: Market Potential Index (MPI) measures the relative likelihood of the adults or households in Plano to exhibit consumer behaviors compared to the U.S. An MPI of 100 represents the U.S. average.

Other Retail

Other retail offerings that show market potential in Plano include a gardening center, health and personal care store (i.e. drugstore), and a sporting goods store (see Figure 12). Hinsdale Nursery's farm and growing facility sells trees, shrubs, and flowers wholesale. A retail location in Plano has the potential to succeed based on this limited local availability.

A new sporting goods store would likely have difficulty competing with Dick's Sporting Goods in Yorkville. Nevertheless, outfitting and outdoors sports retail should be explored. Plano Synergy has an outlet store in Plano. Given an ample supply of recreational opportunities, and above average participation in outdoor sports, mountain biking, fishing, or camping equipment outfitter might be appropriate (see Figure 13).

Figure 12. Gap Analysis, Other Retail, 2015

	Plano	Sandwich	Yorkville
Health & Personal Care Stores	\$6,495,828	\$1,339,501	(\$11,623,473)
Lawn & Garden Equipment & Supply Stores	\$854,223	\$574,853	\$2,096,106
Sporting Goods, Hobby, Book & Music Stores	\$3,151,859	\$1,215,453	\$3,302,013

Source: Esri and Infogroup. Retail MarketPlace 2016 Release 1 (2015 data in 2016 geography).

Note: A positive value (shown in green) represents 'leakage' of retail opportunity outside the trade area. A negative value (shown in red) represents a surplus of retail sales from consumers drawn from outside of the market area.

Figure 13. Sports and Leisure Market Potential, 2016

Product/Consumer Behavior in Last 12 Months	Expected Number of Adults/HHs	Percent	Market Potential Index
Archery	215	3%	103
Bicycling (mountain)	336	4%	113
Hunting with shotgun	303	4%	101
Golf	744	10%	106
Jogging/running	1092	14%	108
Target shooting	419	6%	115
Watch fishing on TV	530	7%	104
Went overnight camping	1036	14%	113

Source: GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2016 and 2021.

Note: Market Potential Index (MPI) measures the relative likelihood of the adults or households in Plano to exhibit consumer behaviors compared to the U.S. An MPI of 100 represents the U.S. average.

Commercial Real Estate Development

A number of properties of various sizes are currently available for commercial development, primarily along the Route 34 corridor. In the city's center, scale and type of commercial redevelopment should integrate with transportation planning and streetscapes under the guidance of the 2006 Plano City Center Plan in order to create inviting, walkable commercial districts. Streetscape improvements in conjunction with commercial redevelopment is outlined in the Route 34 Corridor Plan section of this document.



Recent and renovated commercial development along Route 34.

Tourism

Architecture

Plano is home to six sites on the National Register of Historic Places. From historic hotels for 19th century railroad travelers to Victorian mansions and stately manors, Plano's architecture exhibits multiple development eras. Improved wayfinding signage can help visitors and locals identify and interpret historical resources. Because five of the sites are located within close proximity of each other, potential for walking tours exist.

Architecture tours already take place on a secluded, wooded portion of the Fox River floodplain. The Farnsworth House, a world-renowned icon of modern architecture, drew 9,793 visitors in 2015. Amtrak, cab service from Aurora, and rental car services in Chicago are viable means

of transportation for regional and international tourists. The Chicago Architecture Foundation also offers occasional bus tours departing from Michigan Avenue in Chicago. Increased passenger train service to and from Chicago, via the potential Metra extension, would make one of Plano's finest attractions even more accessible. A pedestrian or bike path along Big Rock Creek leading the roughly two miles from the train station to the Fox River could complete the journey for visitors. An on-street bike route on Ben Street/Fox River Drive is another option. A bike share or rental kiosk could supply bicycles for hourly or daily use near the train depot.

Recreation

Readily accessible nature is one of Plano's hallmarks. A variety of park offerings are located throughout Plano and Kendall County including public plazas, playgrounds, sports fields, natural



Source: Mel Theobald; mcmdaily.com

While technically outside of Plano's municipal boundary, the Farnsworth House attracts approximately 10,000 architecture buffs annually to the banks of the Fox River.

Historic Places in Plano

National Register Site

Year Built

Style

Chicago, Burlington & Quincy Railroad Depot
101 W. Main St.



1913

Classical Revival
American Craftsman

Farnsworth House
14520 River Rd.



1951

International

Plano Hotel
120 W. Main St.



1868

Italianate

Reorganized Church of Jesus Christ of Latter Day Saints
304 S. Center St.



1868

Greek Revival

Albert H. Sears House
603 E. North St.



1881

Queen Anne

Lewis Steward House
611 E. Main St.



1854

Italianate

areas, forest preserves and Silver Springs State Fish and Wildlife Area. More information about parks and recreation are included in the Community Facilities Plan section of this document.

Existing and future parks can be leverage to spur economic development. Parks should be geared toward a variety of use groups including the young and old, and accommodate a variety of active and passive activities in order to maximize use at different times of day and create a sizable mass of potential consumers for nearby businesses.

Agritourism

The addition of a craft food and drink experience in Plano could potentially capture a market of visitors from the Chicago region drawn by one or more of its robust outdoor sports amenities, scenic qualities, and cultural resources.

The proposed Cider Creek U-Pick Orchard just west of the city limits (southwest corner Creek

Road and Frazier Road) is a good example of this, as their plans include a cider mill and future beverage production. Visitors will be able to tour the farm and production facilities. As alcoholic products cannot be consumed at the orchard, Plano retailers and purveyors could supply these locally produced products in town. Plano should consider how zoning regulations affect how a business can grow in place in order to retain local companies.



A former corn crib is one of the attractions at Jay Wood Forest Preserve, a new park in Kendall County's system.

Residential

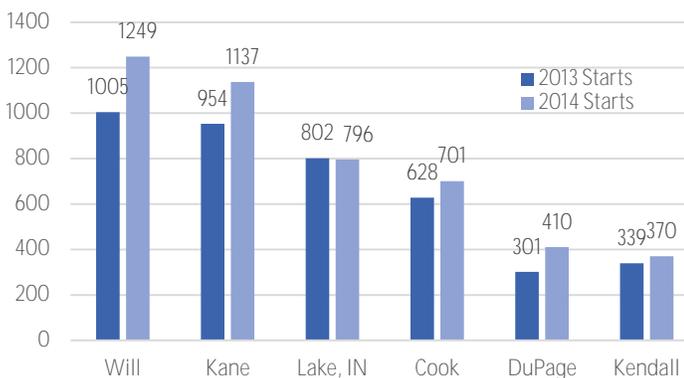
New Home Construction

Since the economic downturn, housing demand has slowly rebounded in the Chicagoland market. The most recent trends are encouraging. A year over year comparison through second quarter 2016 shows that new home construction is up 5.6% across the region, the strongest annual performance in over seven years (Metrostudy 2016).

Yet, most new home construction did not occur near Plano, but rather closer to the region’s core. Cook, Will, Lake (IN), and Kane Counties accounted for 70% of new home construction in 2015 (Metrostudy 2016) – a continuation of 2013-2014 trends (see Figure 14).

While Kendall County’s new home construction grew by 8.4% in 2015, Plano accounted for less than one percent as only one new residential permit was issued in 2015. Yet, 2016 saw an increase to 14 new residential permits (see Figure 15) largely due to CalAtlantic’s Lakewood Springs townhome project, which includes townhomes priced in the low \$100,000s. During the housing boom between 2000 and 2006, land was annexed and subdivided north of Plano. Many of the subdivisions, anticipating new growth, are partially vacant today.

Figure 14. New Home Starts by County, 2013-2014



Source: Metrostudy 2015.

Kendall County reduced its number of vacant residential lots by 343 from 2013 to 2014 (Metrostudy 2015). Kendall County also increased the number of finished vacant homes – homes that have completed construction phases, but have not yet been sold – by 27 over the same period (Metrostudy 2015). Some level of oversupply of unoccupied or “spec” housing indicates a healthy market. Developers and builders in Plano, and, Kendall County at large, may need to focus on homebuyer incentives in order to further reduce vacant lot inventories.

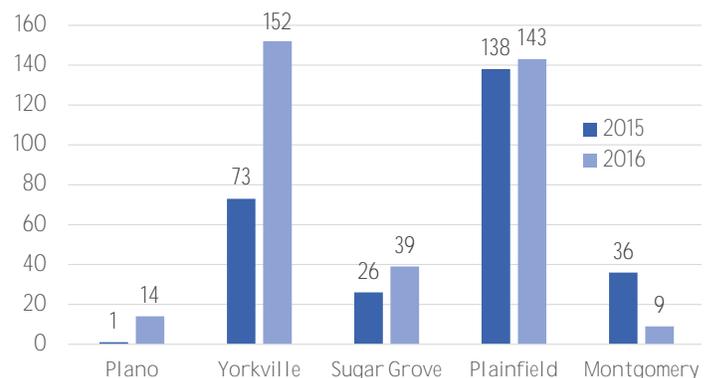
Recommendations

Overcome Impact of SSAs

Plano must overcome the obstacle that special service areas (SSAs) present. Typically, developers pay for the cost of roads and utilities in a new subdivision upfront. Yet, during the housing boom of the early 2000s, SSAs allowed developers to pass this cost on to homebuyers over time. Much of Plano’s vacant residential lots are located in SSAs, an unattractive characteristic to many homebuyers in today’s market.

When possible, the City of Plano should work with bond holders to restructure the terms of the SSA. While the taxes of SSAs were designed to increase overtime, this is no longer attractive for builders or

Figure 15. New Residential Permits, 2015 - 2016



Source: City of Plano; City of Yorkville; Village of Sugar Grove; Village of Plainfield; City of Montgomery.

homebuyers in dormant neighborhoods. Extending the payback period of the bonds can allow payments to be amortized.

Build Competitive Products

Plano is well-located, offers good schools, and is relatively affordable within the Chicagoland market. Pricing homes competitively is the key to attracting new home buyers to Plano.

According to one realtor, small, one-story ranch homes, with a basement, three bedrooms, and a two-car garage, are increasingly demanded in today’s market. Young families as well as Baby Boomer looking to downsize are particularly interested in this product.

A developer anticipates that small, two-story homes with basic features could succeed in Plano as well. Apple Creek Estates in Woodstock, IL, offers 1600 square foot homes from \$182,000. According to developers, Plano could offer this product type from \$130,000.

Currently, CalAtlantic Homes offers 1,200 square foot townhomes starting at \$108,000 in Lakewood Springs. These homes started at \$95,000 in March 2016, and prices grew 8% by September 2016. This increase indicates growing demand for housing in Plano, and also exemplifies the importance of pricing new homes competitively in dormant neighborhoods.

Competitive Impact Fees

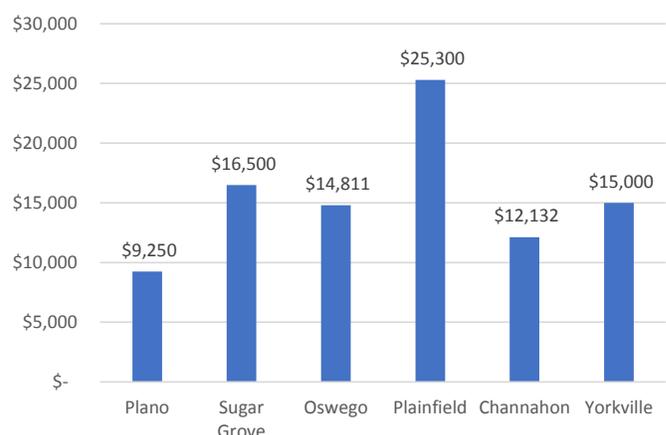
Plano recently lowered its impact fees on new construction after comparing with their neighbors in order to be more competitive (see Figure 16). Impact fees pay for additional services – school, fire, water, and infrastructure – induced by new development. One argument for reduced impact fees is that, all else equal, newly constructed homes have a higher assessed value compared to older homes, and, therefore, higher property taxes. This higher tax rate will help offset the impacts associated with new construction.

In 2016, Yorkville issued 152 residential building permits, compared to 14 in Plano (see Figure 15). In 2012, Yorkville implemented an innovative incentive program to spur new home starts on undeveloped lots and bring home sales to a close. The Buyers of Undeveloped Infill Lot Discount (BUILD) program waives impact fees for new construction until occupancy for up to one year, reduces the impact fee by one-third, and matches developer contributions up to \$5,000. In 2016, townhomes and duplexes became eligible. The program has been extended through 2017. Since the beginning of the program, Yorkville has issued 295 BUILD permits, compared to 110 traditional new home permits over the same period (Schaefer 2016).

Cooperate with Developers and Builders

Promoting a business-friendly environment with developers and builders will ensure that new homes can be marketed effectively. Working together to allow for temporary signage, flexible showings, and open house events and other marketing strategies will allow developers to close home sales sooner. Catering to developers, who are more apt to build new homes than real estate investors, can help reduce vacant lots and increase the property tax base. Plano should promote itself to developers building on the edge of Chicagoland like Ryland, CalAtlantic, M/I, and others.

Figure 16. New Single-Family Development Impact Fees, 2015



Source: City of Plano; Village of Plainfield; Village of Channahon; Ehlers & Associates.

Future Land Use

Plano's Future Land Use Plan provides a framework for public and private decisions about how particular properties should develop. It also forms the basis for community facilities and utilities planning. The Future Land Use Plan element of the Comprehensive Plan is a long-range guide for determining the uses to which the land should ultimately be put, rather than a direct, immediate indication of the appropriate use or zoning to apply to a specific parcel of land. The purpose of the Future Land Use Plan is to provide guidelines for controlling the character of the community, insuring that municipal services and facilities will not be overburdened, and establishing a sound tax base.

The plan outlines land use suggestions for areas inside the City limits, along with areas that are within the City's 1½ mile planning area. Land within this planning area is subject to municipal subdivision regulations, and input from the City is used in evaluation of any zoning change proposed to Kendall County. These areas may be annexed into the City of Plano when they become contiguous to the City limits.

Future land use has not been illustrated on several areas within the City's 1½ mile planning boundary. On the eastern side of the City's municipal boundary, Plano and Yorkville reached a boundary agreement that designates Eldamain Road as the dividing line between the two communities. At Sandy Bluff Road, Sandwich annexed a property along Route 34 as shown on the future land use map. The map illustrates long-term land use north to the Kane/Kendall County Line and west to the DeKalb and Kendall County boundary.

The desirability of Plano as a location for residential, commercial, and industrial development is the result of many regional and local forces and natural resource conditions. Former development trends in the Chicago metropolitan region during the early 2000s, particularly in the fringe areas of suburban growth, created a dynamic development climate, bringing new pressures on the transportation system and municipal service functions of the City. This anticipated growth led to new annexation and subdivision planning. Many of these projects such as North Country and City Acres were ultimately not constructed due to the economic downturn (see Illustration 5). Others were constructed but many of the lots remain undeveloped. While the economy is recovering, future growth projections have been scaled back in this plan. However, subdivisions that have been annexed and zoned are left as approved, while development intensity of much of the area within the 1½ mile planning boundary is reduced.

The principal aim of the plan is to maintain the traditional form and natural environmental characteristics of Plano, while promoting new commercial and employment opportunities.

When reviewing the plan, it is important to understand the generalized nature of a land use plan. Given the scale at which municipal comprehensive planning occurs, only broad areas of land use are indicated. Within such areas, certain exceptions may be appropriate.

Land Use Categories

The land use categories described below are illustrated on the Future Land Use Plan.

(Note on residential densities: All recommended residential densities described below are based upon the buildable acreage of a given parcel of land. The buildable part of the land is determined by subtracting those portions of the property that are not suitable for development. These areas include wetlands, flood plains, existing and proposed right of ways, any easement prohibiting development, and slopes greater than 25%.)

Agricultural. Intended primarily to protect the existing open space character of rural areas, this land use category is designed to provide for continued agricultural use. Limited low density residential development is also appropriate, with a maximum of .33 dwelling units per buildable acre.

Residential uses should be clustered to minimize impact on surrounding agricultural areas. The use of conservation or agricultural easements is also encouraged to help promote the open space character of the area.



Estate Residential. (Not to exceed 1 dwelling units per buildable acre) The Estate Residential land use category promotes large-lot, detached single-family residential development. This category is recommended primarily to preserve the natural features of the land such as the topography and vegetation. The district also provides a semi-rural or countryside setting, retaining a greater amount of open space. Municipal water should be provided where practical. Compatible governmental, educational, religious, and recreation uses also may be permitted in these areas.



Low Density Residential. (Not to exceed 2.25 dwelling units per buildable acre) This land use category promotes a residential character of low to medium density residences on lots where adequate public sewer and water systems exist or can be made available. While anticipated to contain primarily single family detached housing, some attached housing units may be considered, particularly within a planned development. Compatible governmental, educational, religious, and recreation uses also may be permitted in these areas. The majority of planned residential land use falls into this category.



Medium Density Residential. (2.26 to 6 dwelling units per buildable acre.) The Medium Density Residential land use category allows for single-family detached residences and attached residences such as Duplexes, Triplexes, Quadraplexes, and Townhome buildings. This category allows for a higher density form of single-family residential development while still maintaining an overall suburban residential character. This category also may act as a transition between low density residential and commercial uses.

Many of Plano's existing neighborhoods fall into this density range. The City Center Plan suggests several areas near the downtown where some increase in density toward the higher end of this range may be appropriate. However, in most existing developed areas, the Comprehensive Plan calls for maintaining the character and density of existing neighborhoods.

High Density Residential. (6 to 16 units per buildable acre.) This land use category provides housing opportunities for residents with a preference or need for housing without the complications and obligations of ownership. This category includes apartments and other types of housing, such as developments designed specifically for senior citizens. This category also may serve as a transitional use between single family and commercial or industrial uses.

City Center. The 2006 City Center Plan addresses the original downtown core of Plano, along with a linkage to Route 34. This area has historically served as the center for business and civic activity. This City Center Plan recognizes the need to strengthen the retail and civic function of the downtown as the focal point of community life and addresses priority redevelopment sites, streetscape improvements, and market conditions. This area also may include medium to high density residential uses that help support downtown businesses. Development in areas designated within the city center, between Ben and Lew Streets, should be pedestrian oriented.

General Business. This land use category provides for office and retail establishments that offer a wide range of goods and services in locations that have access to heavily traveled major arterial roadways.



Industrial/Office/Research. This land use category provides for employment opportunities for City residents, while providing a balanced tax base.



Transit-Oriented Development. This land use category refers to relatively high-density residential and mixed-use development surrounding the potential Metra commuter rail station. Both residential and commercial development should be pedestrian oriented and designed to maximize the benefit of its close proximity to public transportation. Mixed-use development might include retail shops, offices, and a combination of residential housing types within about a half mile of the potential transit station.



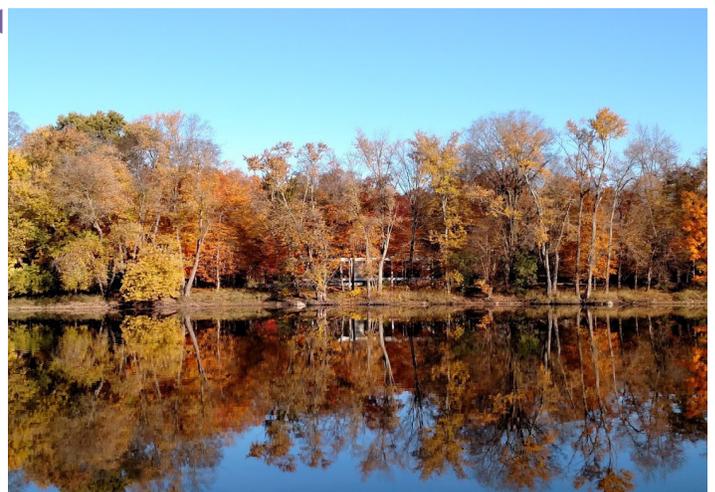
Institutional/Public. The Institutional/Public land use category applies to those lands where existing or proposed federal, state, or local governmental activities are conducted. Also included are existing and proposed public and private educational and other non-profit organization facilities. A church and the Y are two examples of institutional uses.

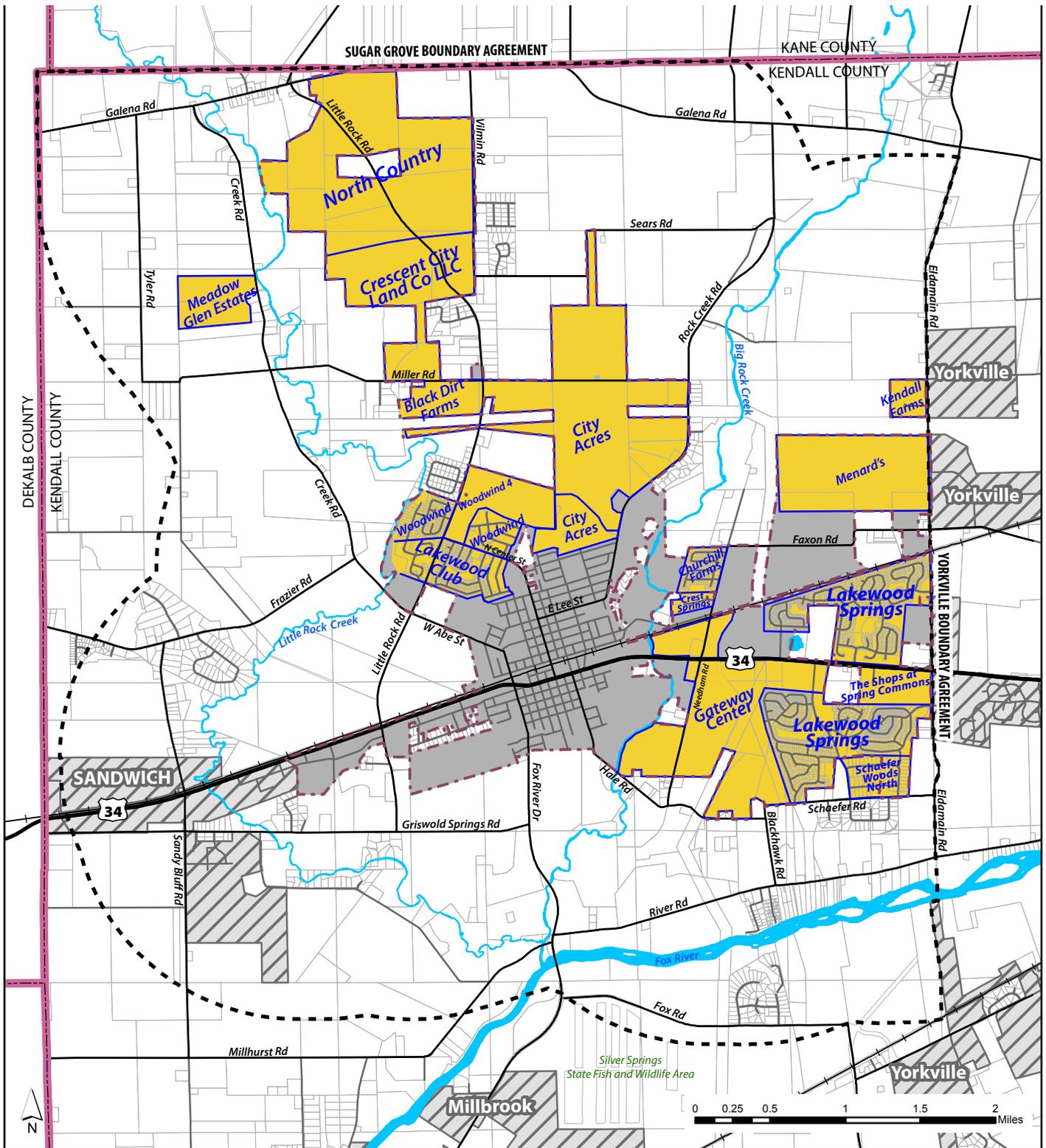


Parks. The Parks category includes all public open space and recreation facilities such as forest preserves, playgrounds, public plazas, bike trails, picnic areas and other recreation facilities. The Silver Springs State Fish and Wildlife Area is included in this category.



Open Space. This category identifies lands that are sensitive to development, which contain unique environmental characteristics. These characteristics include: wetlands, flood plains, significant tree coverage, and prairies. These areas also provide the City with such natural functions as flood storage and conveyance, pollution control, and wildlife habitats. Conservation easements, land trusts and other preservation techniques are encouraged to protect these valuable open space assets of Plano. Private open space is also included in this category. Recreational uses are appropriate in open space areas.



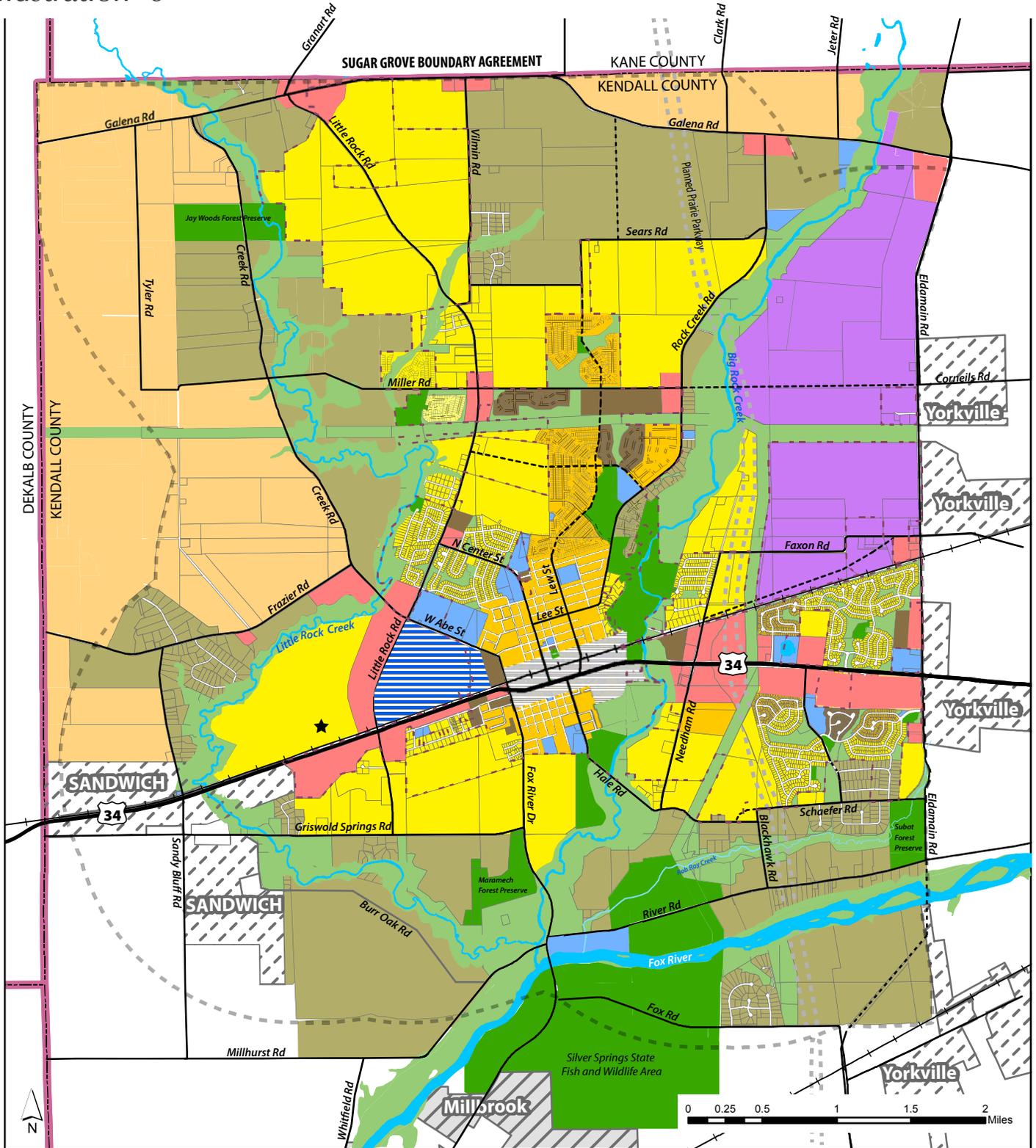


Existing and Planned Subdivisions



-  Plano Boundary
-  Planning Boundary
-  Existing and Planned Subdivisions

Illustration 6



Future Land Use



- | | | |
|---|----------------------------|--|
| Agricultural | Parks | Transit Oriented Development |
| Estate Residential (0 - .8 DU/AC) | Open Space | City Center Mixed Use |
| Low Density Residential (.9 - 2.25 DU/AC) | General Business | Plano Boundary |
| Medium Density Residential (2.26 - 6 DU/AC)* | Institutional/Public | Planning Boundary |
| High Density Residential (>6 DU/AC)* | Industrial/Office/Research | Proposed Roadway |
| *Existing built densities are not planned to increase | | Planned Prairie Parkway |
| | | Alternate Transit Oriented Development |

Land Use Features

A continuation of existing residential development patterns and densities are shown generally in between Little Rock Creek and Big Rock Creek. Where practical, it is desirable to continue the City's existing street grid to accommodate future development. This grid helps distinguish Plano from other developing communities, and helps to reinforce the community's character and civic identity. If desired, residential streets could be more curvilinear if they fit into an overall grid established by the arterial and collector roadway network.

Estate and low density (single-family) residential are shown as the predominate use along both Big Rock Creek and Little Rock Creek. Some estate density residential use is also anticipated within areas shown for agriculture, particularly on parcels of land with soil or other characteristics, which limit agricultural productivity.

A large area is shown for industrial/office/research use along Eldamain Road. As this area is the primary entrance into the City, it is important that future development create a positive visual image for the community. Development should be carefully planned, with appropriate building setbacks and landscaping. Creation of a planned industrial park, under the City's planned development regulations, is the preferred means of development.

Open space is shown as the predominate use along both Big Rock Creek and Little Rock Creek. The boundary of this land use is generally defined by the flood plain associated with each creek. Other areas shown for open space include land indicated on the National Wetlands Inventory as significant wetlands.

As of September 2016, 419 vacant developed lots existed in Plano. If sales on all the vacant developed lots were closed, approximately an additional 1,000 residents would call Plano home. Another 1,515 acres are annexed as future subdivisions with 2,904 dwelling units planned. Assuming the densities anticipated in the Future Land Use Plan (about 2.5 people per household), this equates to approximately 7,260 additional residents in annexed and zone subdivisions. Some developments such as City Acres have some moderate densities planned.



The Future Land Use Plan accommodates the next 40 years of residential growth in Plano.

Figure 17 provides a summary of proposed land use distribution. This table also provides an estimated ultimate population based on the densities of each land use category. This population projection ranges from approximately 20,119 to 50,372 people. Ultimately, the anticipated population is likely on the lower end of this range, which is consistent with CMAP's population estimate of 28,000 by 2040. Compared to development patterns within the last 10 years, a slower rate of growth is anticipated in the future given current development occurring in Plano and continuing trends in the Fox Valley.

Figure 17. Future Land Use Area and Population Projections

Land Use	Area (acres)	% of Total	Future Population Estimate - Low	Future Population Estimate - High
Agricultural	4,367	20%		
Estate Residential	4,170	19%	0	12,511
Low Density Residential	3,984	18%	9,960	19,920
Medium Density Residential	831	4%	6,231	12,462
High Density Residential	194	0.9%	3,101	4,652
Park	1,920	9%		
Open Space	2,658	12%		
Public/Institutional	297	1%		
Industrial/Office/Research	1,972	9%		
General Business	950	4%		
City Center Commercial	63	0.3%		
City Center Business Transition/Mixed Use	32	0.1%	240	240
Transit Oriented Development Site	207	1%	587	587
TOTAL	21,645	100%	20,119	50,372

Notes: Residential population calculations are based on buildable acreage and exclude right of ways, steep slopes, wetlands, etc. within the Plano planning area. Sources: Future Land Use Plan (Illustration 16) and Ehlers Associates (Illinois School Consulting Service/Associated Municipal Consultants, Inc.) 1996

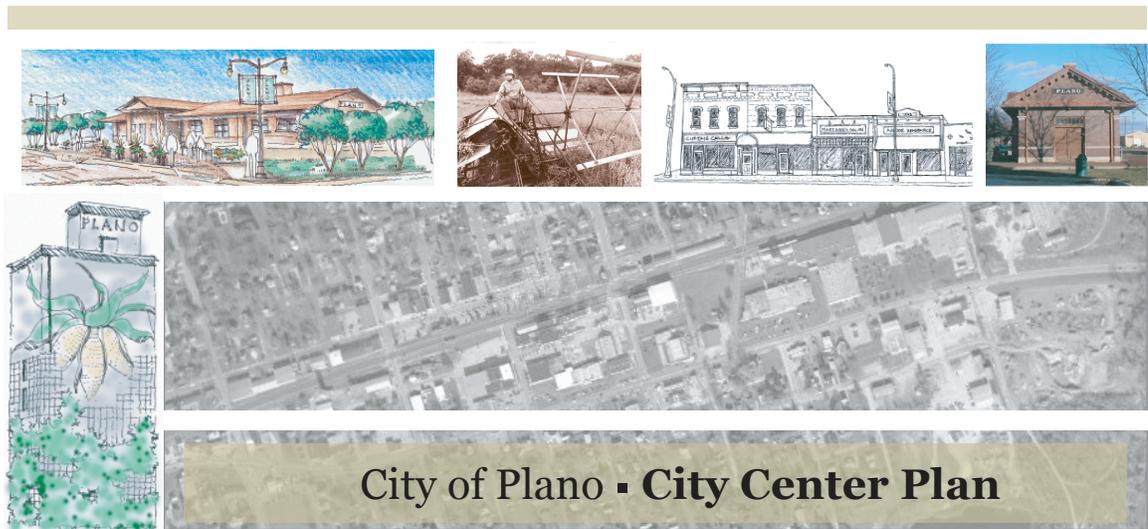
The methodology used for the future population, park area, and school calculations is based on the range of dwelling units presented on the Future Land Use exhibit. This range is multiplied by an estimated ultimate population per dwelling unit and number of children per unit provided by Ehlers Associates, Inc. This calculation produces a range of housing units and therefore a range of future population, rather than one specific estimate.

The area illustrated for residential use should be sufficient to meet housing needs for the next 40 years. However, a possible increase in the rate of development would shorten this time frame considerably. In addition, it is appropriate to accommodate more land in a particular land use category than historical growth patterns might suggest. Trying to match anticipated demand to the supply of land shown on a land use plan would be nearly impossible given the unpredictable nature of development. It is also not possible to accurately predict which parcels will develop first. Under an ideal development environment, growth will occur immediately adjacent to the existing developed portion of the community. In practice, different land owners have varying schedules for development, and it is sometimes necessary to permit a development that is not immediately adjacent to a developed area. The Menard's project is a good example of this reasoning. Given the parcel size requirements of Menard's and the current availability of land, it was not possible to locate this development adjacent to a developed portion of Plano.

City Center Plan

In 2006, Teska Associates, Inc. created the Plano City Center Plan, which designates the traditional downtown area along Main Street, as well as the adjacent area along U.S. Highway 34, for mixed-use development. This area has historically served as the primary center for business and civic activity in the community. The Plano City Center Plan recognizes and strengthens the retail and civic function of the downtown as the focal point of community life. In addition to its primary civic and retail function, this area also may include medium to high-density residential uses that help support downtown businesses. Development in this area should be pedestrian oriented or serve a vehicular customer but contain a pedestrian oriented character.

Illustration 7 shows the future land use component of the City Center Plan. The plan recommends creating a transitional zoning districts that allows older single family homes such as those on Dearborn Street to be converted into offices and studios. Other recommendations include adjusting commercial setbacks, clarifying parking requirements, zoning map amendments to key parcels, require additional landscape improvements during site plan review, and a modification of sign regulations.

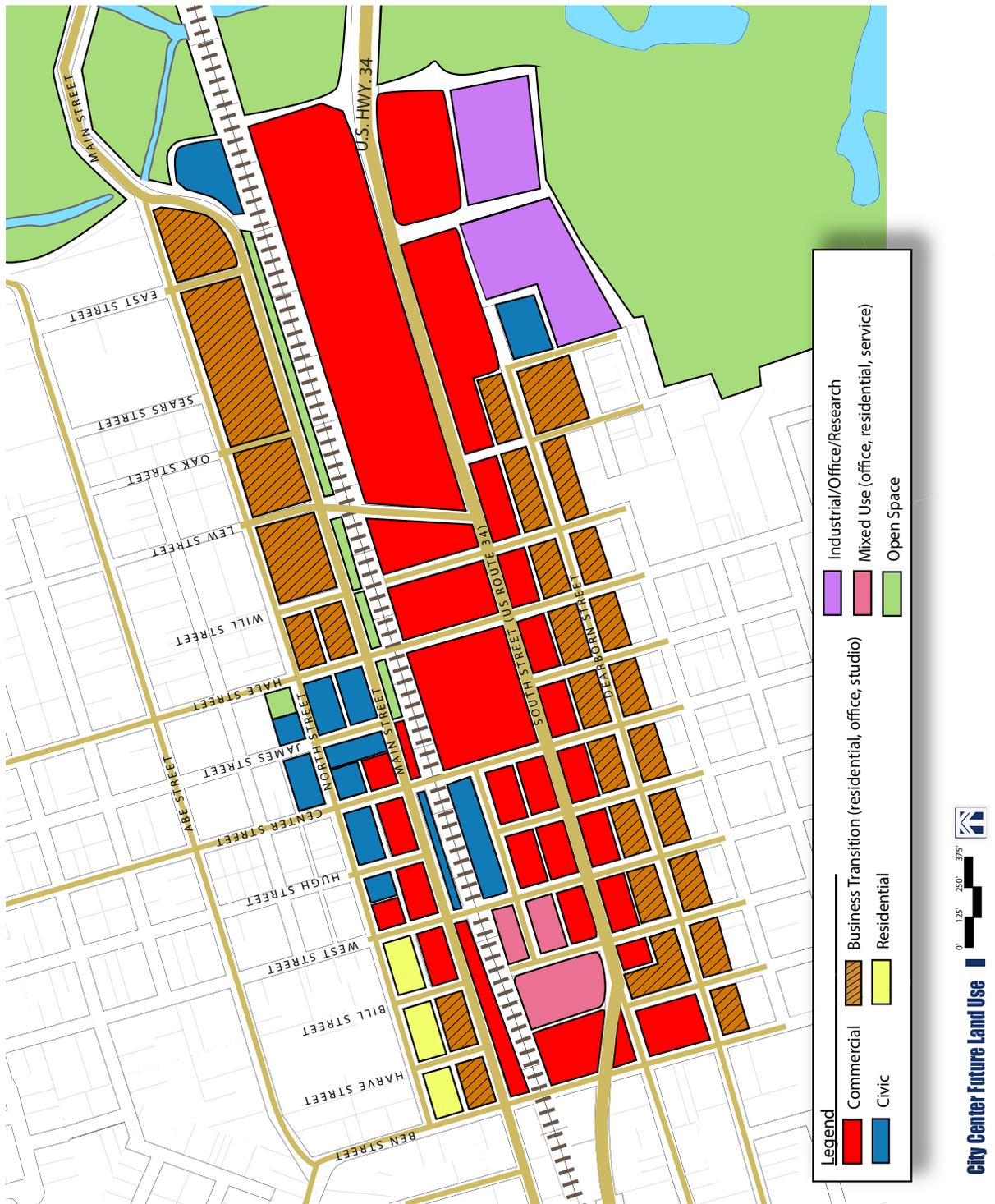


February 2006



The City Center Plan provides a policy framework for the future development of downtown Plano.

Illustration 7



Transportation Plan

Although the railroad played an important role in the history of Plano, today's transportation system is heavily auto and truck oriented. The Burlington Northern Railroad still provides freight and, through AMTRAK, passenger rail service to the community. However, the vast majority of people, goods, and services are delivered via the local and regional roadway network. Due to this auto orientation, the emphasis in this transportation plan is on building and maintaining an adequate road network to serve existing and future Plano residents.

A bikeway system has been proposed to provide both recreational and alternative transportation options for Plano residents. This system is discussed in the Community Facilities section.

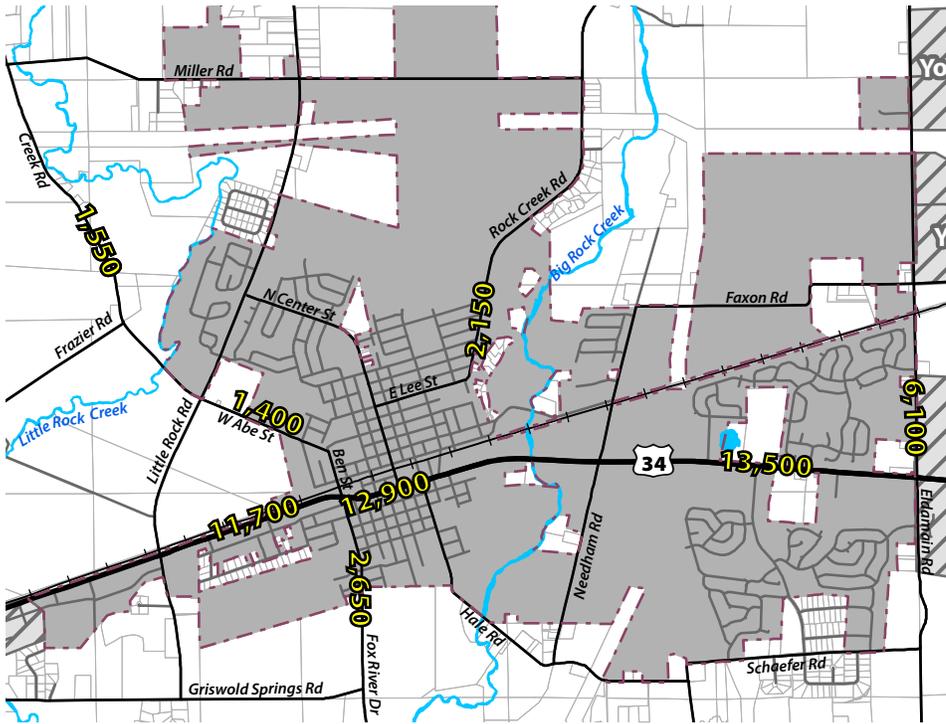
Vehicular Traffic

Figure 18 provides a summary of vehicular traffic patterns as documented by the Illinois Department of Transportation. This table illustrates change in annual average daily traffic volumes for selected roadway segments in and around Plano. As the table shows, Plano largely experienced traffic volume increases between 1989 and 2006. Yet, between 2006 and 2015 all but one segment saw decreases in traffic. This is surprising given the fact that population doubled in Plano during the same period, from 5,650 in 2003 to 11,282 in 2015. While a precise explanation for this trend is not known, several explanations are possible. During recessions, traffic decreases as more people stay at home due to fewer work and leisure activities. County and local officials also cited a decrease in the number of construction vehicles, reflecting the marked decrease in new home construction over this period.

Figure 18. Vehicular Traffic Counts, 1994-2015

Roadway	Segment	1994	Change (from 1989)	2003	Change	2006	Change	2015	Change
Route 34	Little Rock Rd to Ben St	12,100	16.30%	12,200	0.80%	-	-	11,700	-
Route 34	Ben St to Hale	14,100	-	14,800	4.90%	15,400	4.05%	12,900	-16%
Route 34	Ben St to Eldamain	11,500	12.70%	13,700	19.10%	14,500	5.84%	13,500	-7%
Ben St.	34 to Griswold	4,200	13.50%	3,262	-22.30%	2,850	-12.63%	2,650	-7%
Big Rock Av.	Miller to Lee	2,700	8.00%	2,700	0.00%	2,900	7.41%	2,150	-26%
Creek Rd.	Abe to Miller Rds	1,300	-35.00%	1,000	-23.10%	-	-	1,550	-
Abe St.	Little Rock to Ben St	1,350	8.00%	1,650	22.20%	1,900	15.15%	1,400	-26%
Eldamain	34 to Railroad	1,000	207.70%	-	-	6,800	-	6,100	-10%
Route 47	Galena Rd to 34	11,800	12.40%	15,200	28.80%	15,600	2.63%	15,600	0%

Source: Illinois Department of Transportation



Average daily traffic volumes in Plano. Source: IDOT (2015).

Roadway Classification

The roadway system in Plano is comprised of five major components. U.S. Highway 34 is the dominant route in the community, providing both regional and local access. The roadway was expanded in recent years, and now features a four to five lane cross section. It is the only primary arterial roadway in the community. Roads such as Little Rock Road and Fox River Road also provide regional access, but generally only within the County. These two roads, along with Miller Road, Galena Road, and Eldmain Road, serve as secondary arterials. Secondary arterials provide access to the larger regional thoroughfare system, with more emphasis on land access and distribution of traffic to a smaller geographic area.

The three other components of Plano's thoroughfare system are primary collectors, secondary collectors, and local access streets. Primary collectors collect traffic from local streets and channel it on to the arterial street system. Secondary collectors perform much the same function, but on a more limited scale. For example, Rock Creek Road is classified as a primary collector since it serves both areas in Plano and in rural Little Rock Township. Lew Street is a secondary collector, with an extension reaching to Sears Road. In its current capacity it serves primarily Plano residents and is designed for local access to the arterial roadway network. Local access streets are designed to handle low volumes of traffic, and provide access to individual homes and businesses.

Typical sections for both primary and secondary arterial and collector roadways are depicted on Illustrations 8 and 9. These sections depict ultimate conditions. Arterial roadways that contain four lanes will likely be constructed as two lane roadways initially. The important issue is to obtain the necessary right-of-way for the expanded section at the time of platting, regardless of the number of existing or proposed lanes. These sections are designed to accommodate urban conditions. If the area is to remain in agricultural or estate residential use, such as the western portion of Miller Road, then the design of the section should be altered. For example, sidewalks would not be needed in an agricultural area.

The visual character of the roadway corridor should also be considered in development of road improvements. Roads such as Rock Creek Road currently possess a rural character, which is considered by many people to be pleasantly scenic. As development occurs, this perception will be drastically altered. To protect this desirable visual resource, specific guidelines and standards should be developed. Any guidelines developed should be coordinated with Kendall County's scenic route guidelines.

Illustration 10 shows Plano's Future Transportation Plan. Key public transportation issues are noted in the following section. Key thoroughfare improvements are listed in the Roadway Improvements Table. The improvements listed should be viewed as long-term additions to the roadway network. Many of the listed improvements are on federal, state, or county routes. The City of Plano will need to work with the appropriate authorities to promote these improvements.



Connecting Mitchell Drive between Lakewood Springs and Schaefer Woods subdivisions (shown above) would connect Route 34 and Schaefer Road via a secondary collector and significantly enhance access for emergency services.

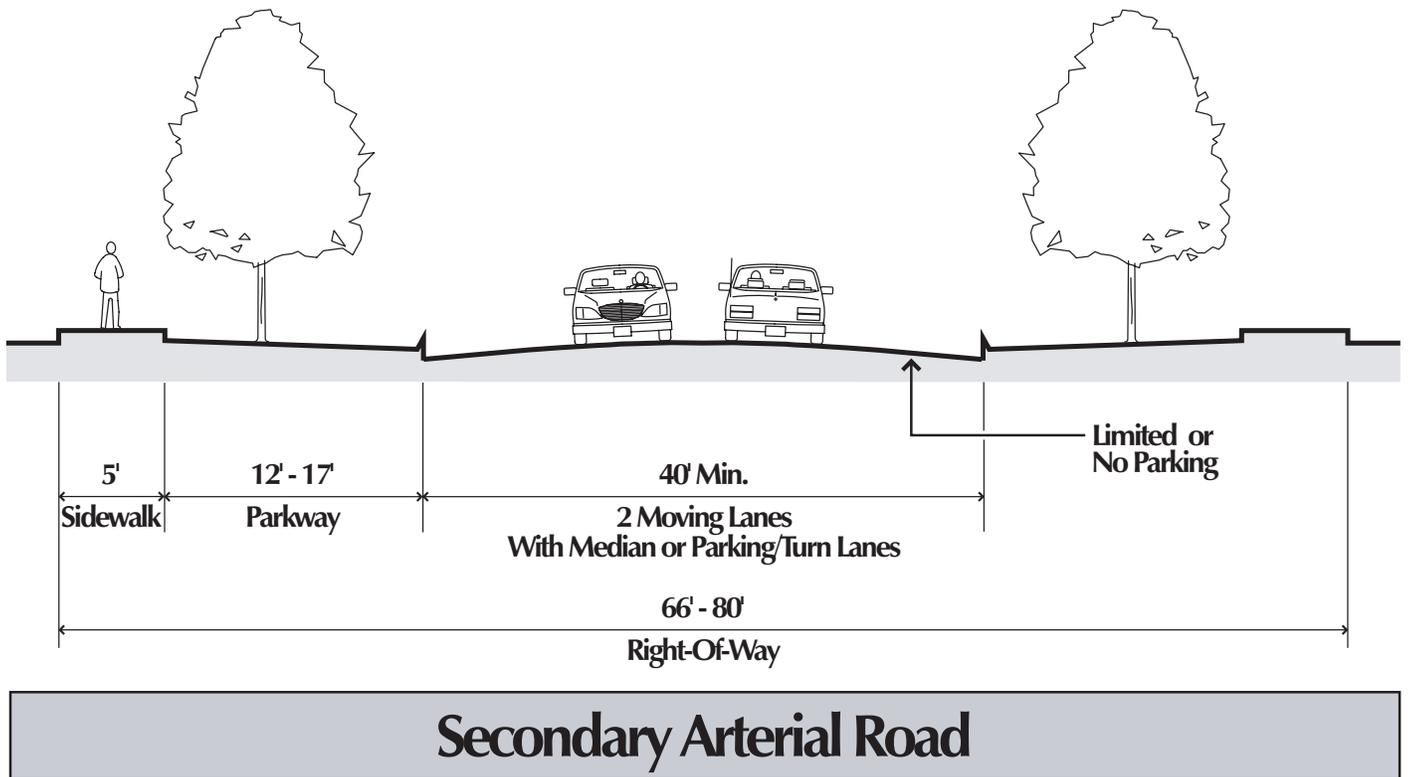
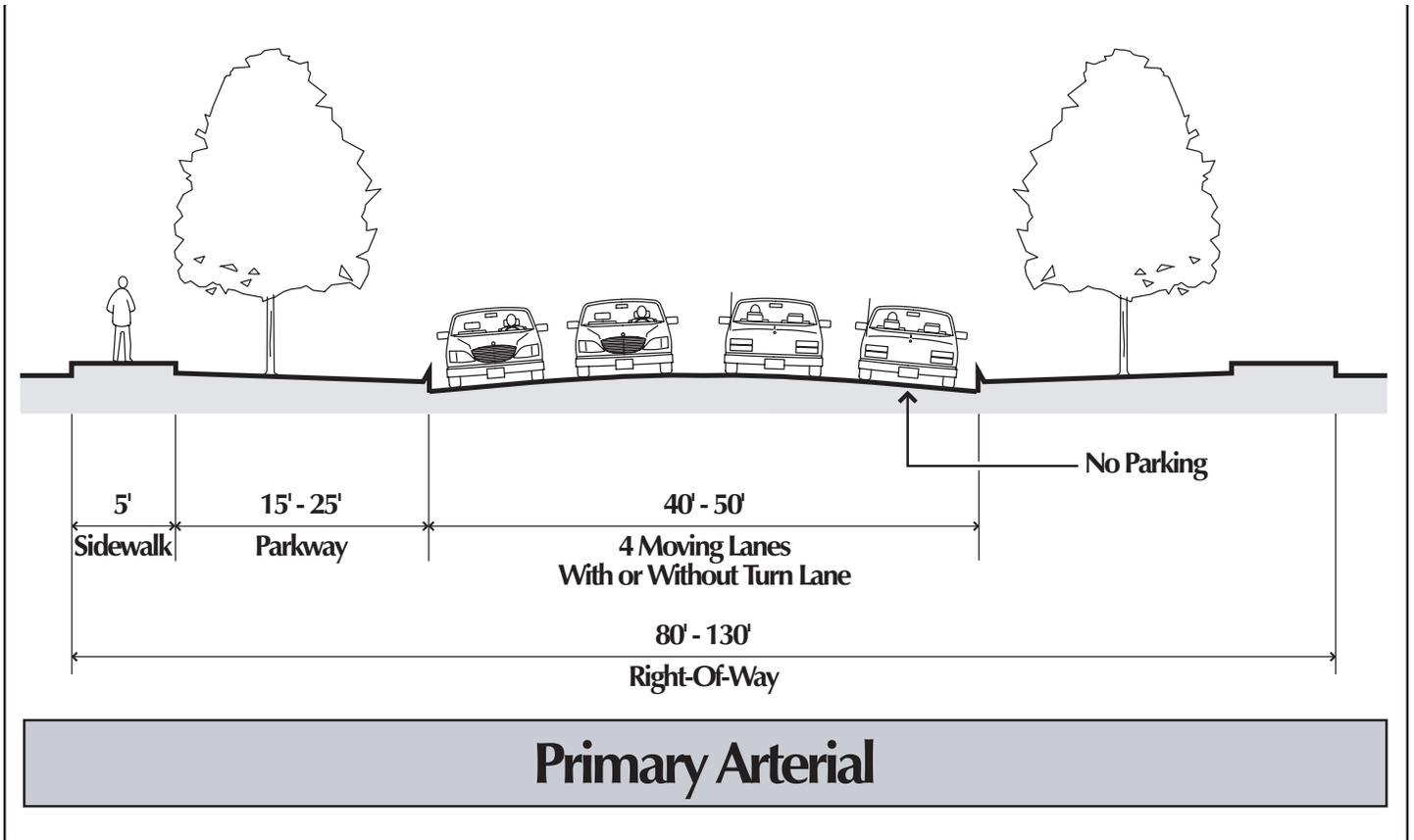
Regional Transportation

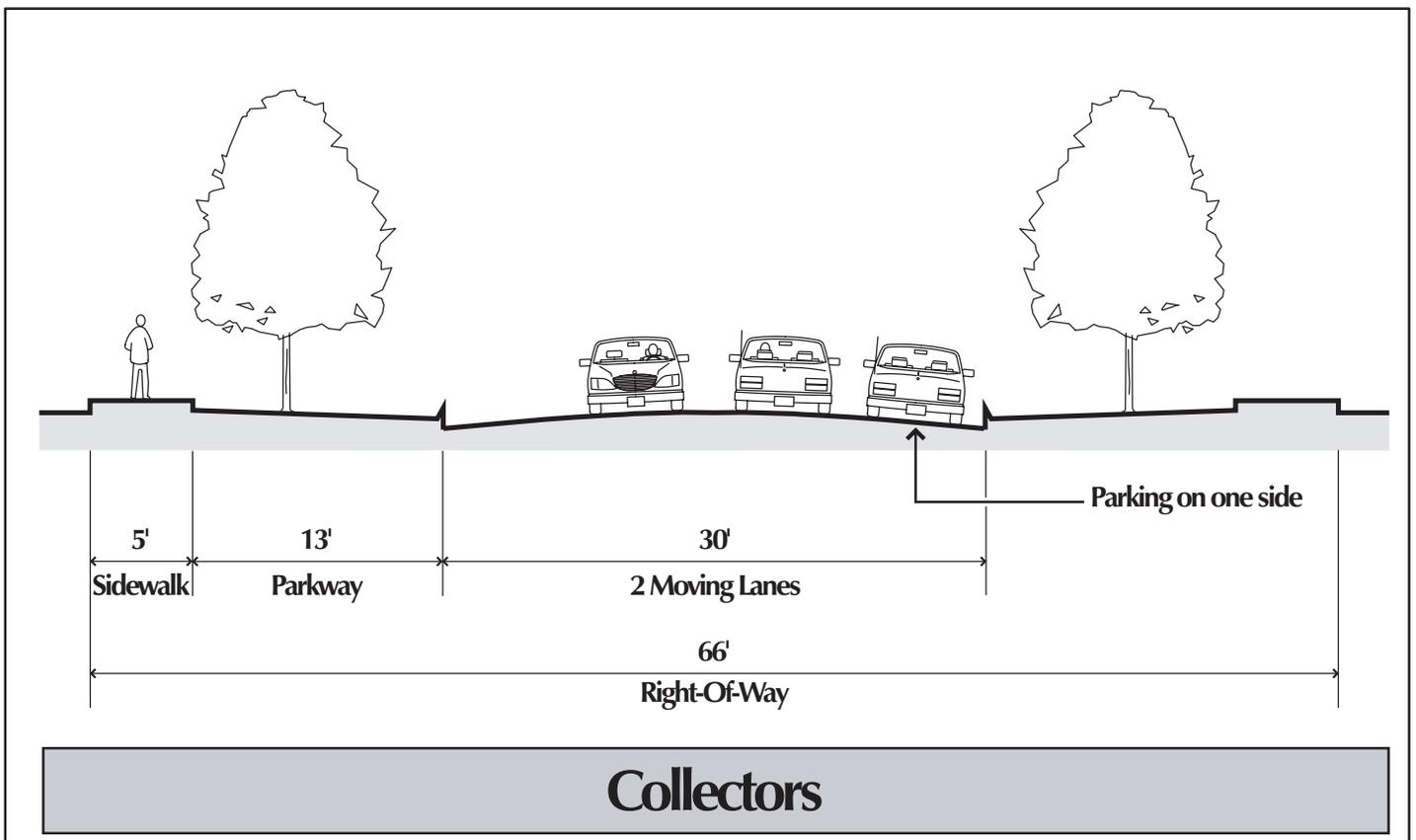
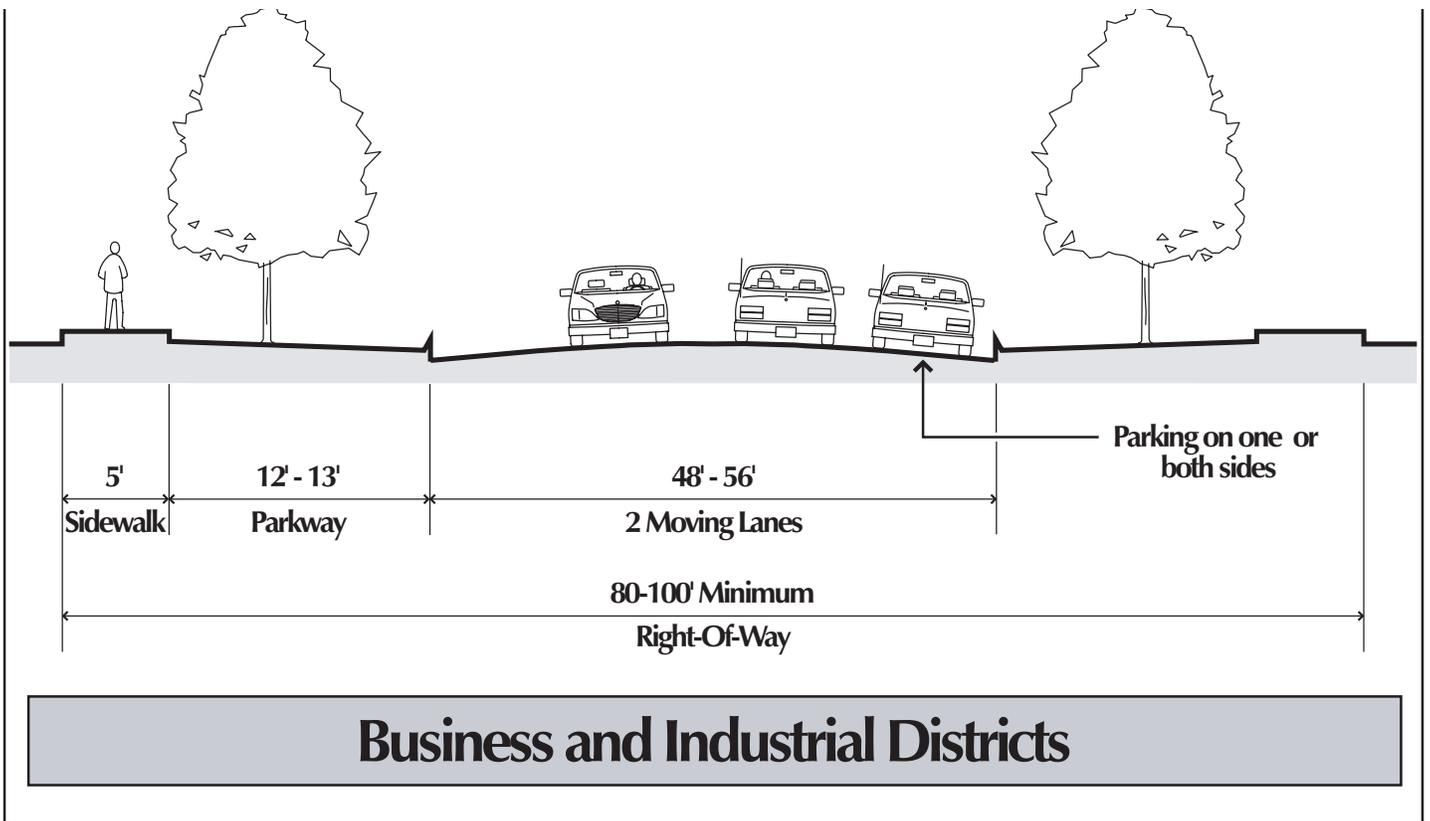
According to Kendall County's 2015-2035 Long Range Transportation Plan, the County Highway System and its bridges are in good condition. Moreover, there are few capacity issues within the County's purview, with the exception of a few chokepoints in urban areas. Population growth will place the largest demands on the County Highway System. As for local streets in Plano, intersection configuration and streetscape improvements based on adjacent land use planning will necessitate roadway improvements.

The Prairie Parkway was planned for future solutions to regional traffic congestion and population growth in the western suburbs of Chicago. Various alternatives were considered by IDOT including a main thoroughfare that extends through the middle of Kane and Kendall Counties, to connect I-88 and I-80. Other alternatives include transportation system management, arterial roadway improvements, street extensions, and new public transportation options. The approved route was selected because it passes through fewer environmentally sensitive areas and more open undeveloped areas. The proposed area passes through the eastern section of Plano and would serve to better connect future residential, commercial, and industrial development with the larger region. The proposed area is shown on each of the included exhibits. While the Prairie Parkway has been approved, it is unlikely that the project will break ground in the near-future due to funding constraints.

The Prairie Parkway would offer Plano significant economic development benefits, and is still supported by the City. If the project does come to fruition, one potential concern with the Prairie Parkway is how it will divide the community. To minimize this impact, the city will need to work closely with IDOT to provide grade separated crossings at major roadways.

Illustration 8





Roadway Improvements

	Roadway	Improvements
Primary Arterial	Route 34	Improve streetscape and north/south connectivity with Main Street
Secondary Arterial	Miller Road	Extend east across Big Rock Creek to link with Corneils Road
	Eldamain Road	Promote extension across Fox River with County
Primary Collector	Rock Creek Road River Road* Griswold Springs Rd.* Creek Road*	Continued maintenance as needed
	Whitfield Road*	Explore north extension to Route 34 with Kendall County
	Center Street	Explore traffic signal at Route 34
	Main Street	Extend west to Little Rock Road and extend east to Eldamain Road
	E-W Connector	Connect Little Rock Road and Rock Creek Road across planned City Acres subdivision
	Secondary Collector	Schaefer Road*
	Lew Street	Extend north to Miller Road
	Mitchell Drive	Connect north and south segments between Lakewood Springs and Schaefer Woods North subdivisions
	N-S Connector	Connect Sears Road and Galena Road in between proposed Lew Street extension and planned Prairie Parkway
Proposed Expressway	Prairie Parkway	Right-of-way owned by IDOT; continue to monitor State plans

*The City of Plano does not have jurisdiction over these roads.

Public Transportation

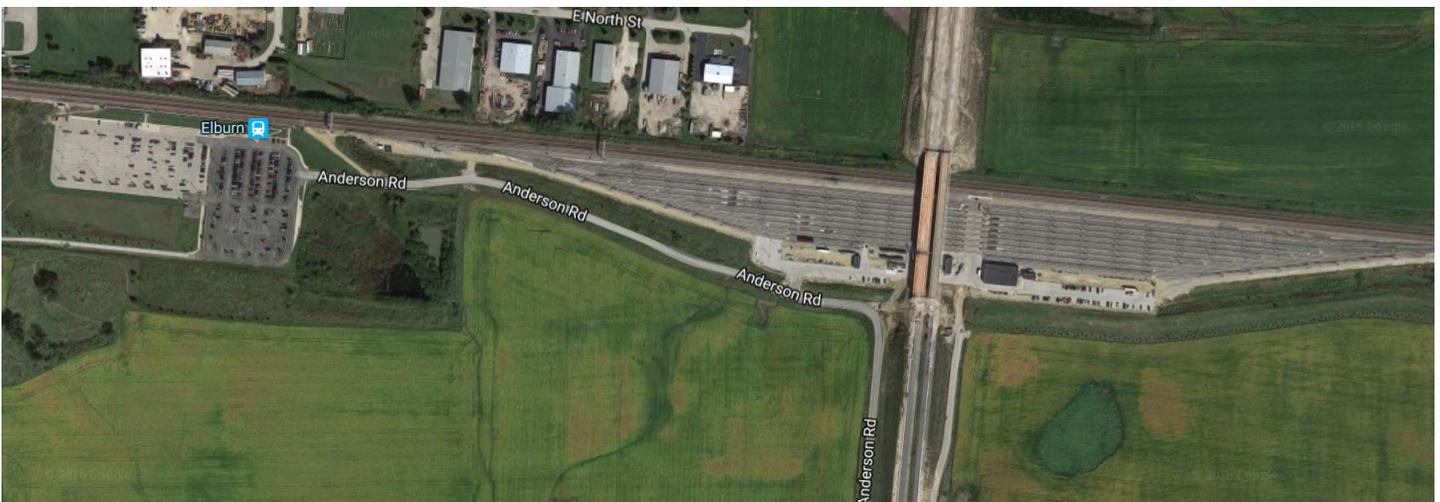
Public transportation in Plano is currently limited to rail service by Amtrak. Commuter rail service to Chicago is currently under consideration by Metra Rail. However, for Metra to provide service to Kendall County, the one percent RTA sales tax would likely need to be extended to the County via a referendum. Commuter access to Chicago would be an asset to Plano. To help facilitate Metra's move into the area, two potential locations for a commuter rail station within Plano have been considered. Alternative locations for a commuter rail station have been narrowed down to the west side of Plano. Two alternatives are briefly discussed below. On the surface, the most obvious location for a Metra commuter station is the downtown location utilizing the existing train station. However, there are immediate drawbacks that include ensuring safe traffic flow and allowing enough surface parking without destroying the character of the downtown area. Any location will require detailed study of traffic circulation patterns, and significant areas devoted to parking. For example, Metra required space for approximately 300 cars at a satellite commuter rail station developed in Lake Forest. Elburn's park-and-ride station offers a comparable example of Plano's potential Metra station.

A. West Side of Downtown (east of Little Rock Road) - A station located just east of Little Rock Road and located on the north side of the railroad tracks is a potential alternative.

Locating the station on the western edge of town would be convenient to residents of both Plano and Sandwich, and would avoid potential vehicular traffic problems downtown. A site at this location, which totals about 200 acres, could serve as an anchor to future Transit-Oriented Development, including both mixed-use commercial and residential development. Storage yard and/or maintenance facilities required by Metra do not necessarily need to be located on site. These facilities could be located off-site, further west of the station.

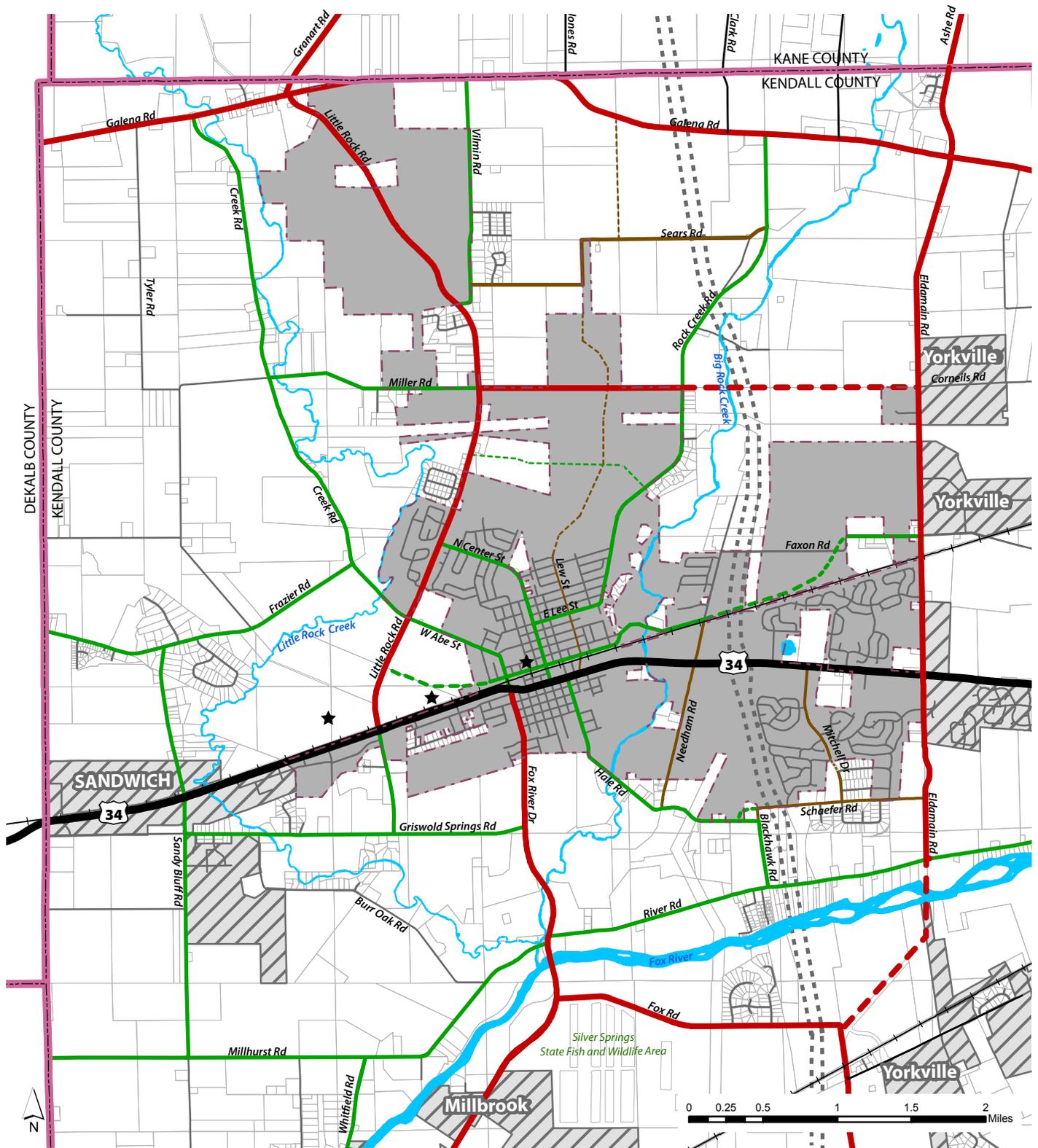
B. West Side of Downtown (west of Little Rock Road) – Similarly to the first alternative, the second location suggested for a commuter rail station is located on the west side of Plano, but west of Little Rock Road and east of Sandy Bluff Road. Because this alternative has the same advantages mentioned in item A, an evaluation of these two sites should determine which is better situated for a possible commuter station.

Dial-a-ride bus service is available to Plano residents through Kendall Area Transit (KAT). Registered riders can request a ride two days in advance, with priority given to senior citizens and those with disabilities. The service operates 7am to 5pm Monday through Friday. Fares are \$3 curb-to-curb and \$5 door-to-door, with seniors receiving a \$1 discount off all fares. Additional \$2 fees apply to trips outside of Kendall County.



Elburn Station and Coach Yard

Illustration 10



Transportation Plan



- | | | |
|---------------------|--------------------------|-------------------------|
| Existing | Proposed | Plano Boundary |
| Primary Arterial | Secondary Arterial | Planning Boundary |
| Primary Collector | Secondary Collector | Potential Metra Station |
| Secondary Collector | Proposed Prairie Parkway | |

Plano's location and future development are closely tied to its natural surroundings. Plano gets its name from the plain between Big Rock and Little Rock creeks, a well-drained area where most of the City's development has occurred. Building in these "upland" plains is both pragmatic and ecologically sound. Property is less likely to flood, utilities and sewage are easier to supply, and crucial wetland habitat is preserved. Conserving these natural areas not only maintains the scenic character of Plano's landscape but offers multiple health, recreational, and economic benefits. Conserving open space along area waterways – and keeping them clean and healthy – is integral to the long term success of Plano.

Plano's neighborhoods drain into Big Rock Creek, Little Rock Creek, or Rob Roy Creek, and ultimately the Fox River. How Plano is developed – and redeveloped – has repercussions on the Lower Fox River, its tributaries, and their dependent flora and fauna. Fostering a close connection with nature and holding residents, businesses, and developers to a higher standard of stewardship will preserve the scenic character and natural integrity of the area.

Encourage Smart Water and Energy Use at Home

Energy and Water Use at Home

Individual homeowners can do their part to reduce water and energy consumption. Updating older homes to include energy efficient lightbulbs, weatherproofing, heating and cooling systems, and low-flow fixtures can significantly prevent waste and cut utility expenses. ComEd offers free home energy assessments. The assessments include free products and installation of:

- ENERGY STAR certified CFLs
- ENERGY STAR certified specialty LEDs
- Advanced power strips
- Programmable thermostats
- Faucet aerators and WaterSense certified showerheads
- Hot water pipe insulation

More information can be found on ComEd's website (<https://www.comed.com/WaysToSave/ForYourHome/Pages/SingleFamily.aspx>), or by calling 855-433-2700 to schedule a single-family home assessment.

Lawns and Landscaping

Another major source of water consumption by households is lawn and garden irrigation. Green landscaping options offer an opportunity for homeowners to reduce water consumption. The Conservation Foundation works in Kendall County to provide free home consultations to help homeowners protect any ecological treasures on site, add native plantings, control invasive species, practice eco-friendly lawn care, and conserve water. More information can be found on their website (theconservationfoundation.org).

Encourage Sustainable Business Practices

Smart Energy Use

Businesses can lower their bottom line while improving the environment. Resources on how to efficiently outfit your business to save money on utility bills and protect critical environmental resources. Contact Smart Energy Design Assistance Services (info@sedac.org or 1-800-214-7954).

Recycling

Groot is Plano's commercial waste hauler, and a local business that leads by example. In 2016, Groot opened a new transfer station that will save fuel and energy costs associated with its operations. Contact Groot to start a recycling service at your business. Residences are already provided with a 65-gallon wheeled cart for recyclables. Electronics over three pounds can be recycled at Goodwill Industries SEW/Metropolitan Chicago, located at 481 East Countryside Parkway in Yorkville.

City-owned Property

The City of Plano has become an early adopter of green practices in order lead by example for developers. Permeable pavers that reduce stormwater runoff and the creation of a small rain garden with nature plantings at City Hall are two examples. The City should also consider enacting a sustainable pest control and pesticide reduction policy to reduce the amount of pesticides used on City-owned or –leased property and to serve as a model for the public and private sector. Reducing the amount a chemicals used on lawns can prevent run-off into local streams and rivers.

Water Reclamation

Plano's water department is committed to protecting natural resources and ensuring water quality. Plano's Water Reclamation Facility discharges treated wastewater into Big Rock Creek. In 2006, the facility was expanded to include biological nutrient removal and ultraviolet disinfection in order to improve treated wastewater that leaves the plant. These measures ensure the high quality of the stream is maintained. In 2003, the Illinois Department of Natural Resources rated Big Rock Creek as a Class A stream - the highest possible rating of water quality.



Big Rock Creek is one of the cleanest waterways in Illinois.

Green Landscaping Options

Just like single-family homeowners, developers are strongly encouraged to incorporate plans that are sensitive to the environment and day-to-day activities in the City. Opportunities exist to incorporate green landscaping practices, streetscape designs and concepts within Plano that could serve as a model to the private sector.

Bioswales: Vegetated swales that are located in parking lot islands, adjacent to parking lots, and near other large expanses of impervious surfaces. The swales are planted with native materials that slow the speed of runoff and allow water to infiltrate back into the ground instead of into storm sewers or detention ponds.



Naturalized Detention: A naturalized detention area temporarily collects and stores stormwater runoff in a 'wetland' type area. It is then released at a slow and controlled rate to allow it to infiltrate into the ground. These areas are planted with native wetland plantings that can tolerate severe wet and dry conditions.



Raingardens: Similar to bioswales, raingardens are vegetated depressions that slow stormwater runoff and allow water to infiltrate back into the ground. Native materials that can tolerate wet and dry conditions are planted in the bioswales and raingardens. Raingardens can be located near buildings, in parkways, and in and around parking areas.



Permeable Paving: Allows stormwater to infiltrate through the pavement and into the soil below. Options include permeable concrete, permeable precast pavers, reinforced gravel and grass paving, and permeable asphalt. Benefits include a reduction in on-site storm sewer capacity, recharging of underground water supplies, and filtering of pollutants and debris.



Level Spreaders: To assist with bioswales and naturalized detention, level spreaders can be utilized. Level spreaders collect and evenly disperse stormwater runoff into bioswales and other naturalized detention facilities.



Monitor and Enforce Commercial and Industrial Development Standards

The City should monitor businesses to ensure compliance with clean air standards, proper storage, and control of nuisances on proximate neighborhoods.

- Provide proper screening and landscaping to mitigate visual and potential health impacts of commercial operations in close proximity to residences.
- Require a high standard of maintenance and repair of commercial establishments. The quality of building and landscape design, the proper storage of trash, the maintenance of the yard, the control of noise, light, and odors, and many other factors will be considered important to the acceptance of proposed or existing commercial developments.
- Promote new development that is sensitive to the surrounding community through careful review of signs, landscape, and other site plan components. Review should also evaluate potential undesirable odor and nuisance activity.

Conserve Natural Areas The City aims to ensure the public health, reduce the financial burdens of flooded property, and protect native plants and wildlife. The following recommendations focus on the protection of natural areas:

- Ensure that development respects the natural topography, soils, geology, natural areas, and wildlife habitats through conservation and enhancement of native trees and plants, especially woodland areas.
- Protect the Fox River, Big Rock and Little Rock Creeks, Rob Roy Creek and other streams, flood plains, and wetlands from over development, pollution, and degradation through the implementation of sound development standards and site plan review. A minimum 50 foot buffer is recommended outside of any designated 100-year floodplain or wetland.
- Maintain native riparian vegetation along first and second order streams (headwaters) to help control erosion and sedimentation, and to help preserve recharge area. A 100-foot buffer on each side of the creek is recommended.

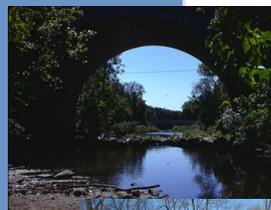
- Promote the Big Rock Creek Land Conservation Plan to advance land preservation efforts in the Big Rock Creek basin for the protection of water quality, natural resources, and open space.
 - Encourage applicable property owners to seek voluntary preservation options.
 - Leverage the Conservation Plan to compete for grant funding opportunities.
- Provide adequate stormwater drainage capacity within all watersheds. These efforts should be coordinated with Kendall County's stormwater planning efforts.
- Encourage the private contribution of environmentally sensitive properties through conservation easements, or dedication of land to appropriate public or quasi-public organizations dedicated to preserving open space.
- Conserve groundwater supplies and protect underground aquifers from contamination, overuse or misuse.
- Encourage recycling and environmentally sensitive mulching and composting.



Big Rock Creek

Voluntary
Land Conservation
Planning Project
October, 2015

“To encourage individual and community-based preservation and protection of the highest quality natural areas along the main stem of the Big Rock Creek through voluntary actions.”



Source: The Conservation Foundation

Big Rock Creek Voluntary Land Conservation Plan aims to identify and encourage property conservation opportunities to protect water quality, natural resources, and open space.

Link Economic Development with the Natural Environment

Leverage Plano's natural and recreational assets to capitalize on consumer trends that demand experiences related to eco-tourism, agritourism, cultural/art experiences, and sports/recreation thereby creating a civic identity closely tied to the natural landscape.

- Create synergies between agriculture, tourism, recreation, and eating and drinking places. Examples of such businesses include:
 - Farmers markets
 - Farm-to-table restaurants
 - U-pick farms
 - Micro-breweries, wineries, and cider mills
- Create parks and recreation facilities that are a viable means of transportation and provide users with an opportunity for physical activity while experiencing nature. Potential opportunities include:
 - Greenways along waterways
 - Park-to-park connectivity
 - Link parks, commercial districts, and neighborhoods via multi-purpose trails.

Transportation and Mobility

The City should focus on pedestrian safety and mobility as a means to reduce short vehicle trips and reduce greenhouse gas emissions. Walkable neighborhoods and commercial districts, where residents and consumers can comfortably walk to access good and services, is conducive to sound placemaking economic development models and sustainable, compact development patterns.

- Implement the Plano City Center Plan to create a more vibrant, compact downtown with a mix of commercial and residential uses.
- Assure safe and healthy communities through preservation of older neighborhoods, reinvestment, and preventative deterioration tactics.
- Leverage the compact scale of downtown Plano to create a walkable neighborhood and main street business district.
- Link older neighborhoods and peripheral subdivisions alike to commercial districts via safe bike and pedestrian infrastructure as a way to provide a viable alternative to driving.



Source: ZonCom Productions, Inc

Plano's Smallville Superfest highlights the short blocks and walkable street grid of Plano's traditional urban core.

The Future Land Use Plan provides a vision of how Plano should develop based on current community values and perceptions. To support the land uses proposed on the plan, additional community facilities such as parks, schools and churches will be needed to accommodate an increased population.

Parks & Recreation

Plano has a variety of municipal parks offering a wide range of facilities. The City is also blessed with a location adjacent to County and State recreational facilities, making the community an excellent location for the outdoor enthusiast.

When compared to accepted national standards of 10 acres per 1,000 residents, Plano is well-served by existing park development. With a population of approximately 11,000, these standards would suggest Plano should have approximately 110 acres of community park spaces. Given two large undeveloped Creekside park sites (Little Rock Creek Park and Steward Park), the City's total park acreage of over 212 acres far exceeds this standard. However, when broken down into typical park classifications (neighborhood, community, etc.) Plano is about 10 acres shy on neighborhood park space. The City has been doing a good job of planning for neighborhood park space in new subdivisions. However, some older parts of town have limited access to parks within walking distance. This has been particularly true south of Route 34. However, the new park planned for the intersection of Dearborn and West Streets will help to reduce this deficiency.



The Fox River runs through Silver Springs State Fish and Wildlife Area.

More park improvements and expansions are coming as well. Municipal parks received a boost in Plano in 2016. A new park is planned at Hale Street and North Street near the police station. Close to senior housing, \$80,000 is allocated in the city budget for a shuffleboard court, bocce ball, horseshoes, and tables for chess (Thanepohn 2016). Foli Park near Hale Street and Larson Street received a \$202,000 Open Space Lands Acquisition and Development grant from the State of Illinois.

In addition to the parks shown below (see Figure 19), additional park space has been planned for, annexed but undeveloped. Projects include City Acres/British Overseas Properties and North Country. However, given the uncertain timing of those projects – and the potential for modification to better match market demand, they are not included in this discussion.

Figure 19. Municipal Park Inventory

	Park Name	Size (Acres)	Features/Notes
<i>Community Park</i>	Foli Park	28.7	Fishing, picnicking, volleyball/ recently received OSLAD grant for park improvements. Provides a wonderful amenity adjacent to Big Rock Creek
	Plano City Park/Klatt Field	8.8	Baseball/softball field, fishing, playground, picnic shelter/ located along Big Rock Creek.
	Little Rock Creek Park	20.0	Undeveloped/ opportunity to acquire additional vacant lots for enhanced park access and visibility within the Lakewood Club subdivision along Little Rock Creek
	Steward Park	120.0	Nature trails/ beautiful woodland along Big Rock Creek, with potential to extend to the north within flood plain
	Community Park Total	197.5	
<i>Neighborhood Parks</i>	Gorman Park	5.0	Baseball/softball fields, playground located in Lakewood Springs subdivision
	Harry Neubert Park	0.5	Playground located in Churchill Farms subdivision
	Lathrop Park	0.5	Playground, picnic shelter. This is a heavily used park in downtown Plano. Plans are being discussed to expand the park adjacent to the Police Station, adding a splash pad.
	Larry Trimbürger Park	3.8	Playground/ this park is adjacent to Little Rock Creek in the Woodward subdivision
	Kristen Street Park	5.0	Baseball/softball fields/ park is located within the Lakewood Springs north development
	West and Dearborn Park	0.2	Playground (coming soon)
	Neighborhood Park Total	15.0	
<i>Other</i>	Memorial Park	0.1	Veterans Memorial
	Total	212.6	

Regional Recreation Facilities

Plano residents are fortunate to have easy access to several important regional recreational facilities, the Silver Springs Fish and Wildlife Area and the Fox Valley Family Y. The Silver Springs Fish and Wildlife Area provides for picnicking, camping, fishing, hiking, and several other recreational opportunities. The Y features an extensive variety of recreational programs, along with workout stations, a gymnasium, indoor swimming pool, outdoor sports fields and track, and a gymnastics training center.

Plano is also fortunate to be surrounded by three Kendall County Forest Preserves:

- **Jay Woods Forest Preserve** is located northwest of Plano on both sides of Creek Road. This 120-acre preserve features both woodlands along Little Rock Creek and prairie west of Creek Road. Hiking (1.8 miles) and picnicking opportunities are provided.
- **Maramech Forest Preserve** is located at the southwest corner of Fox River Road and Griswold Springs Road. This 86-acre preserve is primarily woodland, with a short trail (.4 mile) leading to an observation deck.
- **Subat Forest Preserve** is located on the far southeast corner of Plano along Eldamain Road. Facilities include a trail, observation deck, and a picnic shelter within this 71-acre preserve.

More information, including park maps, can be found here: <http://www.co.kendall.il.us/forest-preserve/>



Jay Woods Forest Preserve recently expanded along Little Rock Creek.

Private Recreation Facilities

Plano also has several significant private recreational facilities, including:

- **Cedardell Golf Club** – This 9-hole golf course is located on South Hale Street. Given current trends of declining golf participation, it is not likely that expansion of this facility will be needed in the foreseeable future. However, there is undeveloped land adjacent to the course if a future expansion to an 18-hole facility was ever supported by market conditions. This golf course is currently adjacent to, but outside the City’s municipal boundary.
- **Lakewood Springs Club** – Includes a club house available for use by members of the homeowner’s association, outdoor swimming pool, playground, and tennis court.
- **Lakewood Springs North** – Includes a club house, outdoor swimming pool, playground, a tennis court, and an area for sand volleyball.
- **Lakewood Springs South** – Includes a club house, outdoor swimming pool, playground, a tennis court, and an area for sand volleyball.



Lakewood Springs subdivision contains private recreation centers for its residents.

Recreational Facilities Inventory

Figure 20 provides a comparison of public recreational facilities in Plano to other communities in Illinois. A negative number represents a deficit – meaning that Plano has fewer of a facility when compared to State averages.

Figure 20. Recreational Facilities Inventory

	Facility	Average Number in Illinois per 1,000 population (1)	Facilities Needed in Plano to Match State Averages	Number in Plano	Surplus/ Deficit
<i>Water-Based Facilities</i>	Fishing Piers & Docks	0.041	0.4488	1	0.5512
	Aquatic Centers/ Pools	0.028	0.3102	0	-0.3102
	Spray Grounds	0.0292	0.3212	0	-0.3212
<i>Trails</i>	Trails (Miles)	0.163	1.793	0.00	-1.793
	Bike Trails (Miles)	0.1058	1.1638	2	0.8362
	Nature Trails (Miles)	0.0547	0.6017	1	0.3983
<i>Sports Facilities</i>	Baseball Fields	0.2552	2.8072	3	.1928
	Softball Fields	0.1425	1.5675	2	.4325
	Basketball Courts	0.25	2.75	0	-2.75
	Soccer Fields	0.1779	1.9569	0	-1.9569
	Skate Parks	0.0163	0.1793	0	-0.1793
	Golf Course (18 holes)	0.0081	0.0891	0	-0.0891
	Golf Course (9 holes)	0.0051	0.0561	1	0.9439
	Golf Course (disk or frisbee)	0.008	0.088	0	-0.088
	Tennis Courts	0.87	9.57	0	-9.57
	Volleyball Courts	0.19	2.09	0	-2.09
<i>Day-Use Facilities</i>	Picnic Shelters	0.206	2.266	0	-2.266
	Playgrounds	0.4035	4.4385	6	1.5615
	Dog Parks	0.0074	0.0814	0	-0.0814

(1) Source: Illinois Recreational Facilities Inventory, 2008, except Tennis & Volleyball Court Standards that are from 1994 Inventory Note: Based on approx. population of 11,000 for Plano. An additional 5 baseball fields and 5 softball fields are available at Plano School District facilities.

Recommendations

Based on this evaluation of park space and facilities, the following table has been prepared to highlight key park and recreation recommendations.

Park Land	1. Future Neighborhood Parks
	a. Seek dedication of new neighborhood park space within future subdivisions. General locations for such parks are illustrated on the Community Facilities Plan. However, specific locations can best be determined at the time of subdivision approval.
	b. Explore a small neighborhood park to provide walkable recreational facilities to residents living west of Ben Street/Fox River Drive and south of Route 34.
	2. Future Community Park
	As Plano grows, a large community park should be considered to provide space for a major athletic complex with multiple lighted sports fields. Such a complex can be used for both weekly play and to host tournaments. No specific location is shown for this facility, but a site of 30 to 50 acres is recommended to accommodate long-term community needs.
	3. Greenways
Recreational Facilities	Both Big Rock and Little Rock Creeks offer Plano unique opportunities for both environmental protection and recreational amenities. The City has already acquired some property along both creeks, and additional acquisition is recommended. Specific suggestions include:
	a. Acquisition of one or more lots adjacent to the Nature Park located along Little Rock Creek. Lots near the intersection of Pauline Place and Freeman Street could enhance views and access into the park.
	b. Securing a public connection along Big Rock Creek between City Park/Klatt Field and the Fox River/Silver Springs State Fish and Wildlife Area.
	c. Work closely with the Kendall County Forest Preserve District and the Illinois Department of Conservation to explore additional open space opportunities along both Little Rock and Big Rock Creeks.
	1. Soccer Fields
	While the Y offers some soccer fields, the City does not currently maintain any formal soccer fields. State averages would suggest a need for two soccer fields. However, focus groups with local soccer enthusiasts should be conducted prior to proceeding with any specific plans to add soccer facilities.
2. Tennis Courts	
While a strict review of state averages would suggest a need for approximately 10 tennis courts, consideration of private courts (3 available within Lakewood Springs) and 6 available at the High School suggest consideration of only one or two additional tennis courts.	
3. Volleyball Courts	
As with tennis courts, there are private volleyball courts available within Lakewood Springs. However, the addition of a couple of additional public volleyball courts should be considered.	

4. *Spraygrounds*

A public sprayground is currently being considered at Lathrop Park, and would provide a unique and needed facility within the community. While the preceding chart also showed a deficit for an aquatic center, the availability of multiple private swimming pools within Lakewood Springs suggests this would be a much lower priority.

5. *Playgrounds*

While the comparison to state averages suggests Plano is in good shape, the southwest portion of the community lacks a playground within a safe walkable distance. If a new neighborhood park site is obtained, a playground would be a key facility.

6. *Skate Park*

A skate park would be an appropriate addition to the Plano park system.



Lathrop Park will soon see improvements on property adjacent to the Plano Police Department.

Schools

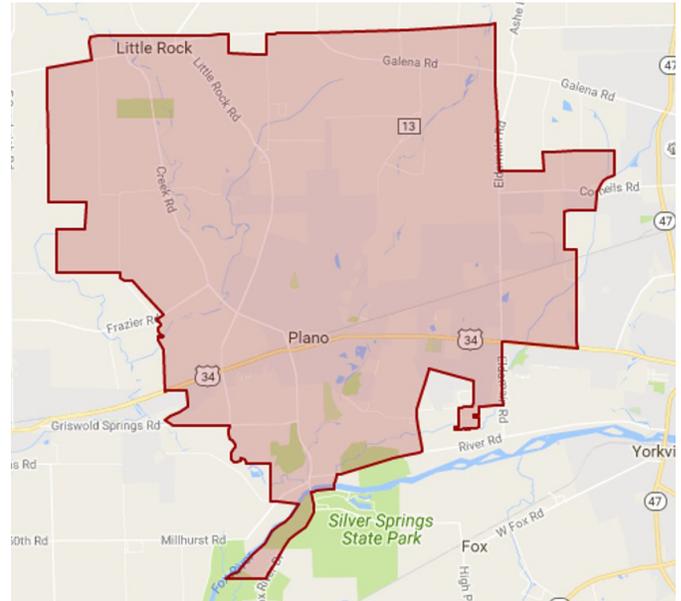
The Plano Community Unit School District No. 88 provides the primary educational facilities within Plano. The District uses a graded attendance system, with all students in a grade attending one school. Under this system, pre-kindergarten through first grade students attend P.H. Miller School. Students in grades two and three attend Centennial School, while students in grades four through six attend Emily G. Johns School. Plano Middle School serves students in grades seven and eight, with Plano High School serving students in ninth to twelfth grade.

The District's Mission is to "empower and inspire our diverse student body to achieve academic excellence, experience personal growth, and make positive contributions to society." The District was also named a 2016 Best Communities for Music Education. Key strategic priorities for the District include:

- **Academic Growth** In recent years the District has significantly increased Advanced Placement offerings and participation, providing students with a head-start on future secondary academic pursuits.
- **Stewardship of Financial Resources** The District spent approximately \$10,00 per student in the 2015-16 school year compared with a State average of closer to \$13,000. Despite this lower proportionate spending, the district has modernized facilities and provided excellent technological resources. Efforts to refinance debt have helped in this effort.
- **Personal Growth Beyond the Classroom** Participation in extra-curricular activities has increased by over 20% in recent years, and the District was also named a 2016 Best Communities for Music Education.
- **Establish Partnerships** Parent contact exceeds State averages, and the District is actively promoting partnerships with both corporate and academic partners such as IVVC and the University of Chicago.

A small area in the southeastern portion of Plano is a part of the Yorkville School District. This area is within the southern portion of the Lakewood Springs subdivision, generally south of Baily Street.

Kindergarten through grade eight private educational opportunities are also available in Plano at St. Mary's School, the only catholic school in Kendall County.



Plano CUSD 88 attendance boundary (2016)

Plano School District 88 Enrollment

Figure 21 shows enrollment trends over the past ten years within Plano District #88, indicating an almost doubling of student enrollment. Most of this growth occurred between 2005 and 2009. Construction of Emily G. Johns School, and expansion at the High School have allowed the District to accommodate this additional student growth. Overall enrollment for the 2016-17 school year increased District-wide by 66 students to a total of 2,457. The District has a very diverse student body. In the 2015-16 school year approximately 44% of students were Hispanic, 41% white, 9% black, and 6% other or a combination of two or more racial backgrounds. The District had a lower dropout rate, chronic truancy rate, and mobility rate when compared to State data, and a higher attendance rate.

Figure 21. Plano School District 88 Enrollment Trends, 2005-2016

Existing Schools	Grade Levels	Enrollment (2005)	Enrollment (2015-16)
P.H. Miller Elementary School	PK-1	314*	436
Centennial Elementary School	2-3	312**	377
Emily G. Johns Intermediate School	4-6	-	507
Elementary Total		626	1,320
Plano Middle School	7 - 8	326***	370
Plano High School	9 - 12	407	697
Total Enrollment District #88:		1,359	2,387

* P.H. Miller included 2nd grade in 2005

** Centennial included grades 3-5 in 2005

*** Plano Middle School included 6th grade in 2005



Emily G. Johns Intermediate School

Future School Needs

Regarding capacity to support future enrollment growth, the District is well positioned at Plano High School, with room for as many as 500 additional students. Capacity at the kindergarten to eighth grade level is more constrained, with an ability to handle another 100 to 150 students without the need for building expansion. The greatest potential challenge of additional student growth in the short-term would be at the Middle School, where facilities are most near capacity.

The Chicago Metropolitan Agency for Planning has projected a Plano population of approximately 28,000 by 2040. This projection seems optimistic given the current rate of development, but certainly could occur if construction picks up again. Figure 22 examines needs for future school facilities if this projected population is achieved.

Figure 22. Future School Needs, 2015-2040

School Type	2015 Enrollment	Percent of Students	Percent of Total Population	2040 Projections	New Schools Needed
Elementary	1,320	55%	11.6%	3,242	3.0
Jr. High	370	16%	3.2%	909	1.0
High School	697	29%	6.1%	1,712	0.3
Total School Enrollment	2,387			5,863	
City Population	11,400			28,000	

Assumptions:

- (1) New Elementary schools would be built with a capacity of approximately 600 students.
- (2) New size of a Middle School often approaches 800 students, although the projected 2040 population would suggest something closer to 500 students initially assuming the existing Middle School is maintained.
- (3) While the High School has significant capacity now, as student enrollment reaches 1,200 or so students additional capacity either through expansion or consideration of an additional campus would be needed.

Fire Protection District

The Little Rock-Fox Fire Protection District serves Plano's residents, as well as residents within a 60 square mile area. They currently operate two stations in Plano, one downtown at the northwest corner of North Street and James Street, and one on Mitchell Drive south of Route 34 in the Lakewood Springs development. These stations are well located to serve the existing community, providing a station on both sides of the Burlington Northern Railway.

The District operates a full-time emergency medical service (EMS), and has approximately 60 to 65 part-time fire personnel. They have an ISO rating of 4 within the City of Plano, which is the highest possible rating without having a full-time staffed facility.

The one current issue identified to enhance fire protection is the completion of Mitchell Drive south to Schaefer Road. While the road was platted for this connection, the interconnection between Lakewood South and the adjacent unincorporated Schaefer Woods subdivision was never completed.

There is considerable room for Plano to expand to the north in the future. If that growth occurs, there may be a need for a third station in Plano. A potential location is illustrated on Miller Road between Little Rock Road and Rock Creek Road. With a potential extension of Miller Road across Big Rock Creek, a location in this vicinity would provide excellent access to future residential development on the north side of Plano and future industrial development within the Eldamain Road corridor.



Little Rock-Fox Fire Protection District Station #3

Utilities

Plano currently operates water supply and wastewater treatment facilities. The water supply system is primarily fed by five wells located near the Millhouse on East Main Street in Klatt Park. Additional wells are located at Lakewood Sprints Unit 4. The wells in Klatt Park tap an underground aquifer, which provides mineral free water originating from Lake Superior. The wells in Lakewood Springs require a filter for iron. A 750,000-gallon water tower is located near these wells. A new 750,000-gallon tower was constructed within the Lakewood Springs project just west of Eldamain Road along Cummins Street. Another 1,250,000-gallon water tower is located on the far north end of Plano in an undeveloped portion of the Lakewood Springs subdivision. Primary distribution lines include a 12" line running along Main Street, extending east to Needham Road and west to Walmart and Little Rock Road. Assuming a contiguous growth pattern, the City should be able to insure availability to a public water supply for the foreseeable future.

Wastewater treatment is provided by a municipal facility located on south Hale Street adjacent to Big Rock Creek. This facility was expanded in 2006 to provide a treatment capacity of 2.44 million gallons per day. If Plano continues to grow, additional expansion of this facility will be needed. Depending on permitting approval, it may be possible to expand the system capacity to approximately 4.88 million gallons per day in this location.

Four primary sewer mains have been designed to transport waste to the plant. Three of these lines are currently in place. A 24" line generally runs along Plano's southern boundary, cutting north approximately ½ mile east of Little Rock Road. Another 24" line has recently been installed on the east side of Plano, extending from the plant to the Lakewood Springs development. Another relatively new sewer line is the 36" line that runs along Needham Road providing service to Menard's. This line will need to be extended in the future to accommodate development to the north. The final major sewer line is a proposed 36" line that will run west from the plant to Little Rock Road, then north along Little Rock Road.

Trail System

Trails provide a community with several benefits, including excellent recreational opportunities. Not only do trails serve as an alternate form of transportation, they provide residents with the opportunity to walk or ride a bicycle to and from work, shopping, or community facilities. Depending on the environment and intended users, trail systems may be comprised of wood chips, other natural materials, or paving. The State of Illinois has a Bike Grant Program, which can provide up to 50% of project costs for acquisition and construction of bicycle trails. The federal Intermodal Surface Transportation Efficiency Act (ISTEA) also has provisions for trail development as enhancement projects to meet transportation demands.

A trail system is proposed and illustrated on the Community Facilities Plan. This system is designed to link residential neighborhoods with key community facilities, such as Plano High School and the Fox Valley Family Y. Key business areas, including downtown and the Route 34 corridor, are connected by the proposed trail system. Community parks are also linked to the trail system. This proposed system will allow pedestrian and bicycle access between community facilities and other local tourism attractions. Bicycle trails can be located directly on low traffic streets, or they can be completely separated from vehicular traffic. For example, the route shown along Burr Oak Road would likely be a marked lane directly on the street pavement. In contrast, the volume of traffic along U.S. Highway 34 warranted development of a separate off-street path.



Library

The Plano Community Library, a 2004 addition, is located on North Street between Center Street and Hugh Streets. This central location in downtown Plano allows the library to effectively serve the entire City of Plano both today and into the future. The library is operated separately from the City, and has its own Board. It covers all areas within the City limits as well as areas within the City's planning boundary. The District extends east of Eldamain Road to match the School District boundary. In addition to an extensive book collection, the library offers a wide variety of media (CD's, e-books, DVD's, etc.), offers many community events and programs, and provides public access to computers and other valuable resources.

Telecommunications

Given the competitive nature of economic development in the Chicago region, communities offering high-quality and easily accessible telecommunication services can stand out as the most sought-after places to establish businesses. The Brookings Institute, a public policy research institution, has found that company executives rank the existence and quality of information technology as deciding factors in choosing where to locate new offices. A similar study by Jones Lang LaSalle, a global real estate firm, found leaders in the technology field rank the availability of Internet infrastructure as an important variable in deciding where to locate their businesses. Assuring that digital infrastructure is in place and easily accessible is important to both the residents and businesses of Plano and should be part of the City's long-term economic development plan. Many communities across the country are now touting 'gigabyte' internet in their economic development marketing efforts. Such service is not currently available in Plano. However, an AT&T facility north of Plano serves as a hub for several existing fiber optic lines. Research and planning is needed for the 'middle mile' - the critical infrastructure of fiber optic cable that connects the last mile (the connection to homes, schools, businesses, etc.) to the Internet backbone.

The City should further explore regional cooperative efforts and public/private partnerships to ensure unified access to telecommunication services.

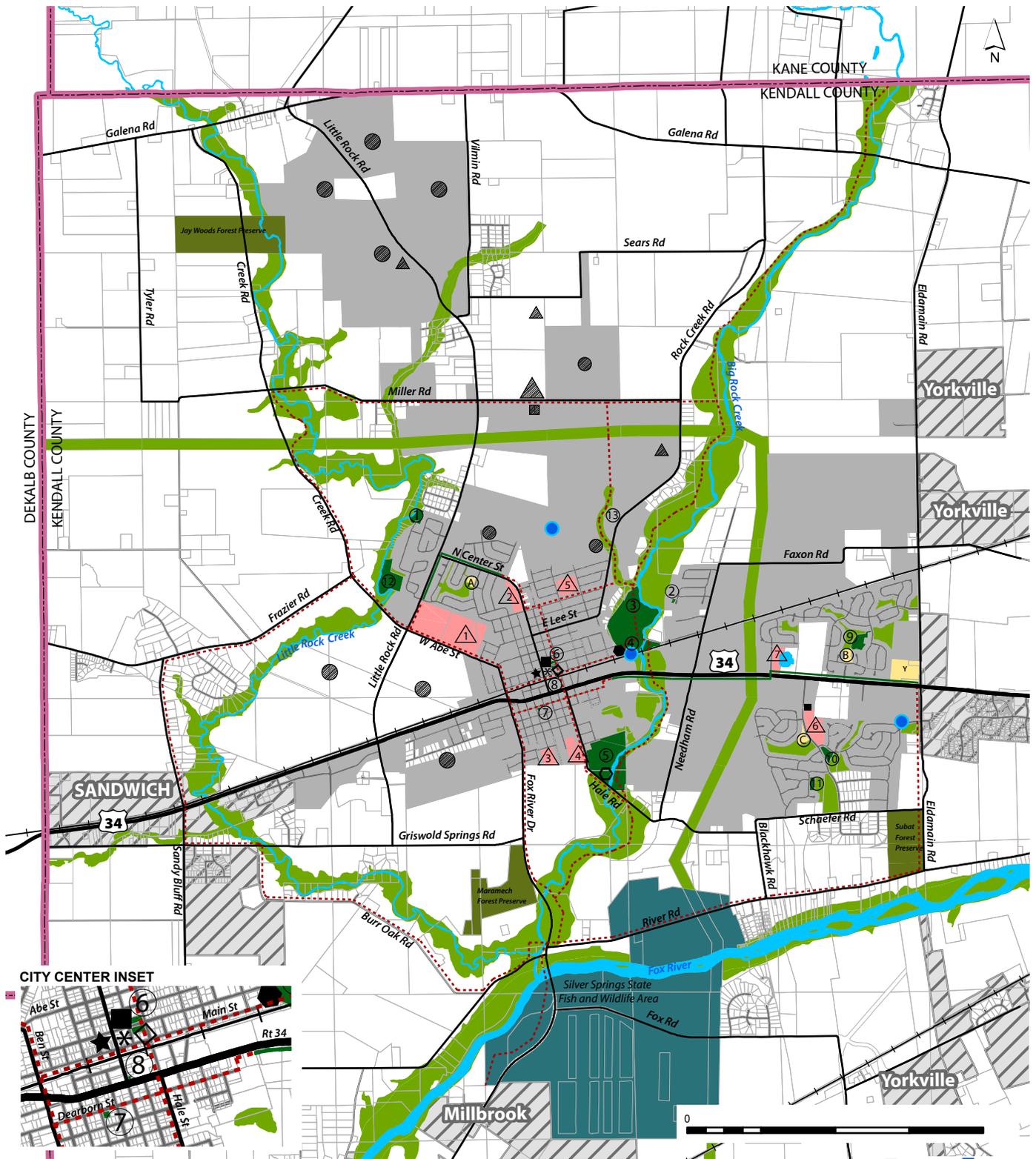
Other Public Facilities

Future growth will also create demand for the expansion of existing public facilities or construction of new facilities to accommodate municipal offices, public works, and the police department. The City constructed a new Police Station just east of City Hall in 2010. This facility is well located, and well designed, to accommodate future growth of the City. No major expansion of City Hall is anticipated in the near future. However, public works facilities are undersized and a new facility should be considered within the next five years. A space needs study is recommended to determine appropriate size and location of a future facility.



Plano Community Library

Illustration 11



Community Facilities Plan

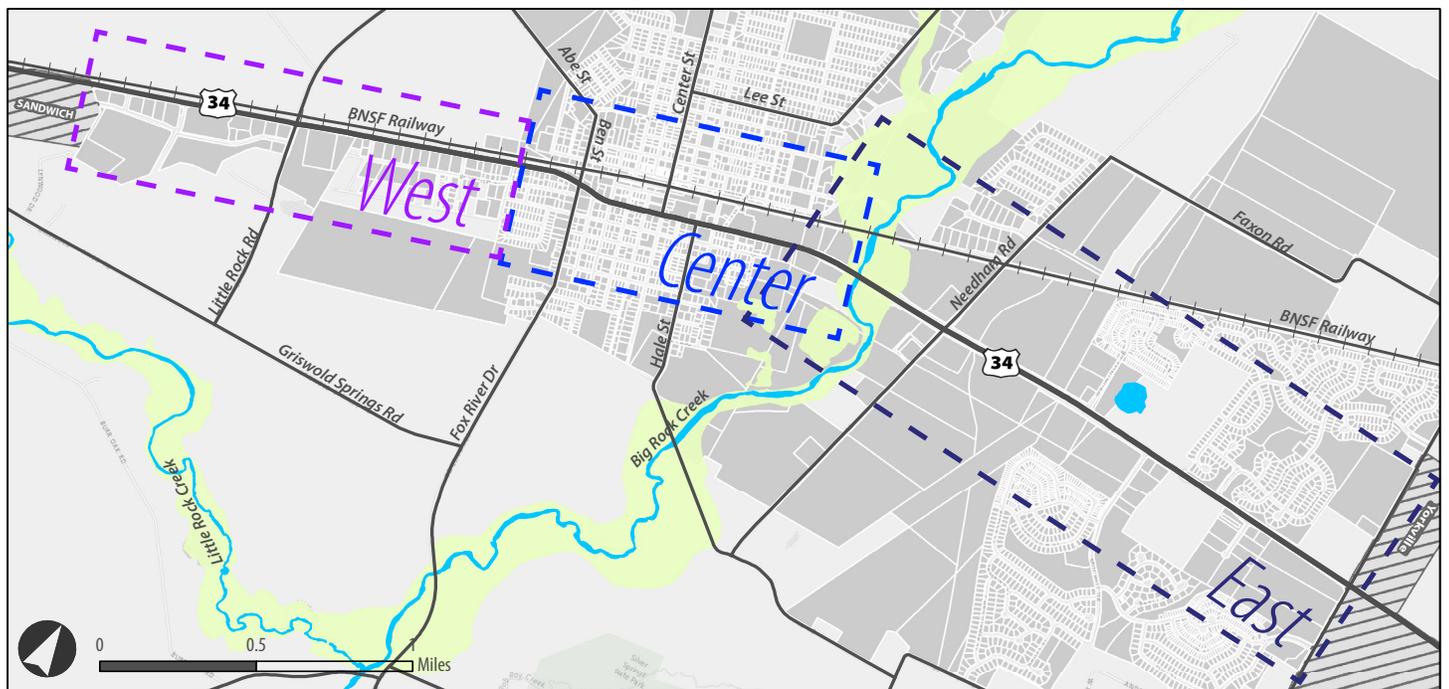


<ul style="list-style-type: none"> Plano Plano City Park Open Space State Park Kendall County Forest Preserve School <p>SCHOOLS</p> <ul style="list-style-type: none"> Plano Senior High School St. Mary's (K-8) Centennial (3-5) Middle School (6-8) PH Miller (K-2) Emily G. Johns (4-6) Waubensee Community College Potential Elementary School Potential Middle School 	<p>PARKS</p> <ul style="list-style-type: none"> ① Larry Trimburger Park ② Harry Neubert Park ③ Steward Park ④ Plano City Park/ Klatt Field ⑤ Foll Park ⑥ Lathrop Park ⑦ Planned Playlot ⑧ Memorial Park ⑨ Kristen Street Park ⑩ Gorman Park ⑪ Neighborhood Park ⑫ Planned Nature Park ⑬ Planned Rock Creek Park Potential Neighborhood Park 	<p>OTHER FACILITIES</p> <ul style="list-style-type: none"> * City Hall Fire Station Police Station Library Public Works Treatment Plant Planned Fire Station Private Recreation Facility A- Subdivision C- Clubhouse Water tower
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Given its role as the primary traffic artery through Plano, development along U.S. Highway 34 provides the first impression of the community for most visitors and residents. It serves as the commercial core of the community, housing a variety of retail, industrial, office, commercial, and residential uses.

According to some local residents and officials, Plano is not "putting its best foot forward." The following guidelines have been developed to help provide a vision of changes that can add significantly to the economic vitality and visual quality of Plano. Opportunity sites for future commercial development, along with streetscape and bicycle and pedestrian design opportunities are identified. The corridor is broken into three sub-areas. All illustrations are based on photographs of actual conditions in Plano. Illustrations are designed to show general concepts, and are not intended to single out specific businesses as poor examples of urban design.

Route 34 Corridor Plan Study Area Map



The Route 34 Improvement study area extends from the Sandwich border on the west to the Yorkville border on the East, considering north-south interface with adjacent Plano neighborhoods along the way.

Sub-area Plans

West

Extending from the Sandwich border to mid-block between Pence Street and Ben Street, the West Sub-area identifies improvements that are consistent with the auto-oriented commercial character of the area. Walmart is the commercial anchor of this segment. Commercial opportunities are identified at a variety of scales, with properties ranging from half-acre lots to a 31-acre parcel. Bicycle route connections between Walmart and denser neighborhoods to the east are considered along with beautification options (see Illustration 12).



An identified mural opportunity in the West Sub-area.

Center

The Center Sub-area (see Illustration 13), extending roughly from Ben Street to Big Rock Creek, details pedestrian improvements integrated with smaller scale retail development. Commercial development sites are generally smaller in the Center Sub-area. Pedestrian improvements and beautification efforts are outlined accordingly. On-street bike routes form a functional grid, connecting neighborhoods on either side of Route 34 and the BNSF Railway, as well neighborhoods to commercial districts, schools, and recreation. A proposed bike path along the north side of the railway is consistent with the proposed Railway Park in the 2006 City Center Plan.



Smaller retail outlets in the Center Sub-area.

East

The East Sub-area, which includes Route 34 from Big Rock Creek to Eldamain Road, identifies a welcome corridor along sloped topography near the creek and parcels suitable for large-scale commercial and mixed-use developments. Key bike improvements connect Waubonsee Community College and the Y to neighborhoods, the city center, and parks (see Illustration 14).

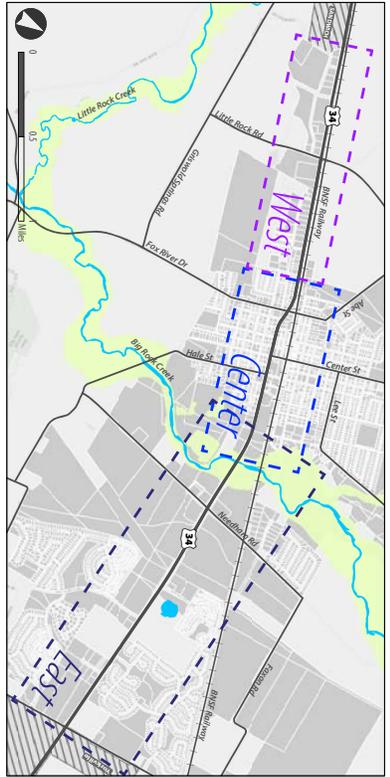


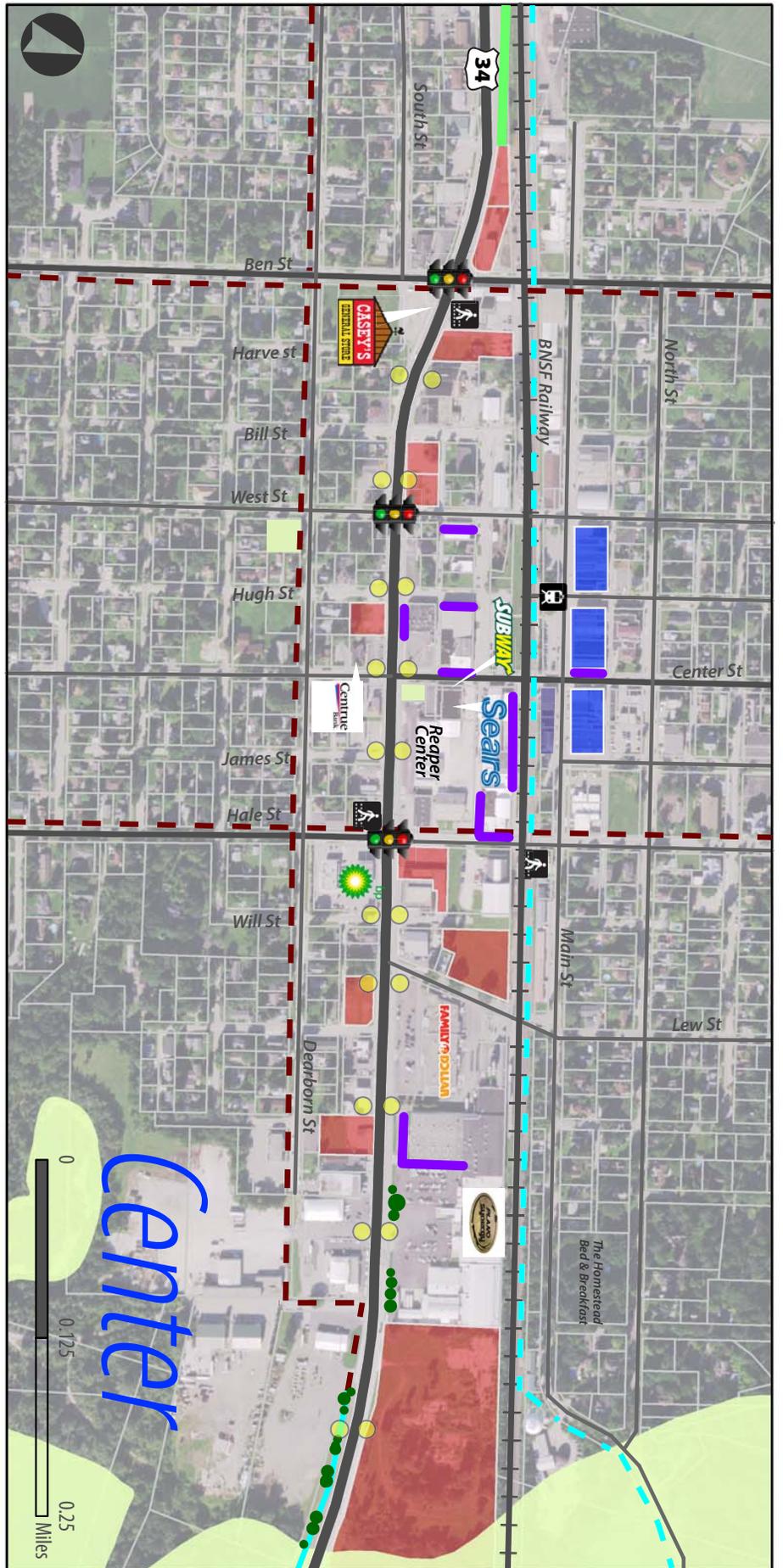
Route 34 near Eldamain Road.



Route 34 Improvement Plan, West

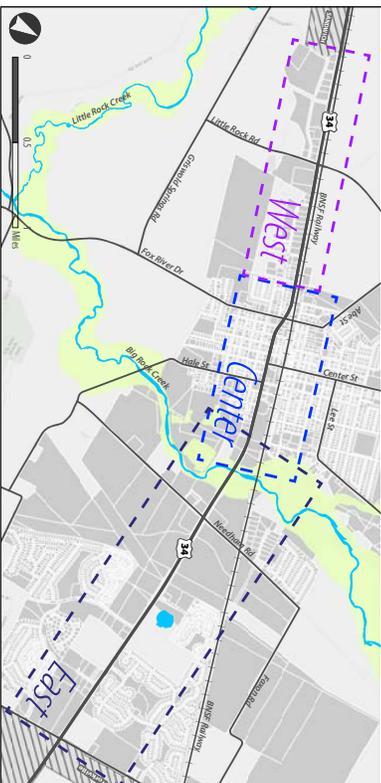
- Commercial Opportunity Site
- BNSF Railway
- Landscaped Buffer Opportunity
- Landscape Opportunity
- Mural Opportunity
- Proposed Bike Route
- Proposed Bike Path

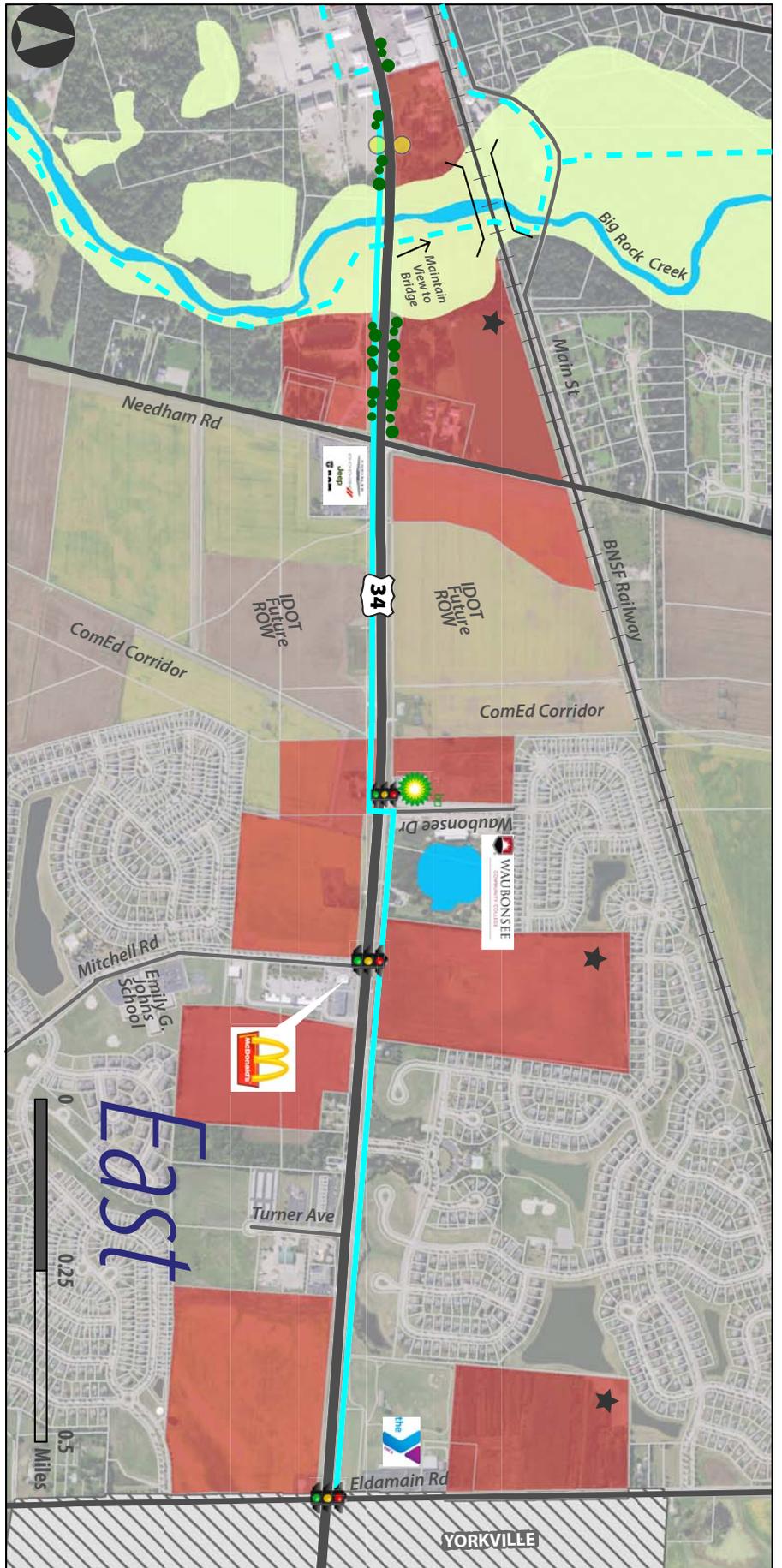


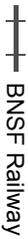
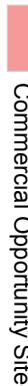
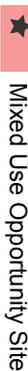
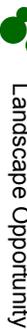
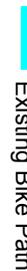


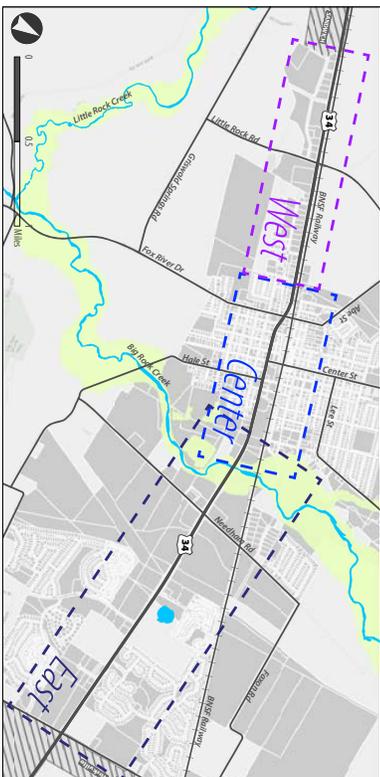
Route 34 Improvement Plan, Center

- BNSF Railway
- Big Rock Creek Flood Plain / Open Space
- Commercial Opportunity Site
- Main Street Commercial District
- Landscaped Buffer Opportunity
- Landscape Opportunity
- Mural Opportunity
- Pedestrian Improvements Opportunity
- Proposed Bike Route
- Existing Bike Path
- Amtrak Station
- Art Opportunity





-  BNSF Railway
-  Big Rock Creek Flood Plain / Open Space
-  Commercial Opportunity Site
-  Mixed Use Opportunity Site
-  Landscape Opportunity
-  Existing Bike Path
-  Proposed Bike Path
-  Art Opportunity



Enhancement Opportunities

Murals

Murals are one way to activate blank walls along the corridor. Large, blank walls can detract from the pedestrian experience and do not serve as an effective gateway. Interesting murals can also attract tourists and build community. The Walldogs are a network of artists who canvas towns across the Midwest to paint nostalgic murals on historic facades. Cities that host events can help offset the cost of painting. One successful example is Pontiac, Illinois.



Welcome murals painted on side of buildings.

Plantings

Native plantings along Route 34, particularly near gateway points and retail anchors, will enhance the appearance of the community and contribute to the civic pride and identity of Plano. Sumac, in particular, will signal changing seasons and connect residents to nature.



Sumac and Birch stand behind retaining wall.

Private Property Enhancements

Business owners can improve their own properties to attract customers. A strong business community can hold each other to a high standard of up keep. One business owner that improves a storefront may influence another to update their landscaping or reseal their parking lot. Examples of well-kept commercial sites include the Reaper Center, Casey's General Store, and the renovations of the property at the northeast corner of Route 34 and Ben Street.



Add planted islands within large parking lots

Bike Enhancements

A combination of both off- and on-street bike facilities can create a well-connected comprehensive network in Plano. The ability of bicyclists of all ages to reach key destinations safely will provide a multitude of benefits. Multi-purpose trails are an example of an exclusive, off-street bike facility, while



Repare lots as necessary, parking lot lights, building mounted lights, improved pedestrian business entrances

a bicycle route identified by signs on a low-traffic street is a shared, on-street facility.

ROW Improvements

Signage, lighting, and banners can enhance the appearance and share Plano's pride with visitors and passers-by alike. Moreover, wayfinding can entice visitors and help them navigate to area attractions. A community pole painting project can be a cost-effective way to create corridor improvements while capturing an authentic expression of Plano.

Opportunity Sites

The Route 34 Corridor plan shows numerous opportunity sites. Some of these properties are vacant and actively marketed, such as the outlot sites in front of the Rural King store or the Monarch Foundry property owned by the City of Plano. Other sites, like the lot just west of Crowes Auto Repair, have a current use but are considered underutilized. For all sites, it is recommended that:

1. PEDCO work closely with the property owner in marketing the site(s). This includes reviewing market potential and leads, existing zoning and potential for modification as needed, and availability of any incentives.
2. Property owners should maintain their properties like a homeowner trying to sell their home – with grounds well maintained and a simple but clear sign marketing the opportunity with contact information.
3. The City should continue to explore partnership opportunities such as incentives for façade rehabilitation, property assembly, and streetscape enhancements. Funding sources for potential incentives, such as the creation of a Tax Increment Financing District, a Business District, or an Enterprise Zone should be explored.



Potential bike lanes on Fox River Drive and signaled bike crossings at Route 34.



Banners attached to utility poles in the near term and roadway lighting in the longterm.



Repeat model for expansion of wayfinding signage leading to downtown.



Community participation in utility pole enhancements.

12 Implementation Plan

Dietrich Bonhoeffer, a German anti-Nazi dissident and Pastor once said “**Action springs not from thought, but from a readiness for responsibility.**” This Comprehensive Plan contains many great ideas that will take significant responsibility, hard work, and determination to achieve. The following section details ways that the City of Plano can achieve the vision outlined in the Plan.

Comprehensive Plan Updates

This Comprehensive Plan is based on currently available information including market and other conditions. Overtime, it will be important for the City to reevaluate plan recommendations considering current economic conditions, desires of the community, and progress towards identified goals. It is recommended that the Plan Commission review the plan at least every five years, and update as needed (at least every 10 years).

Development Regulations

The City of Plano has building, zoning, and subdivision regulations in place to protect the health, safety and welfare of its residents. It is important for the City to periodically update these regulations in order to accommodate new types of development as well as the latest techniques in engineering design and construction.

The City’s zoning regulations have been updated periodically, and should serve the community well in implementing the vision outlined in the Comprehensive Plan. It is recommended that the ordinance be reviewed by the Plan Commission every 5 years, or as needed, in order to address new land uses, building types, and modern design standards.



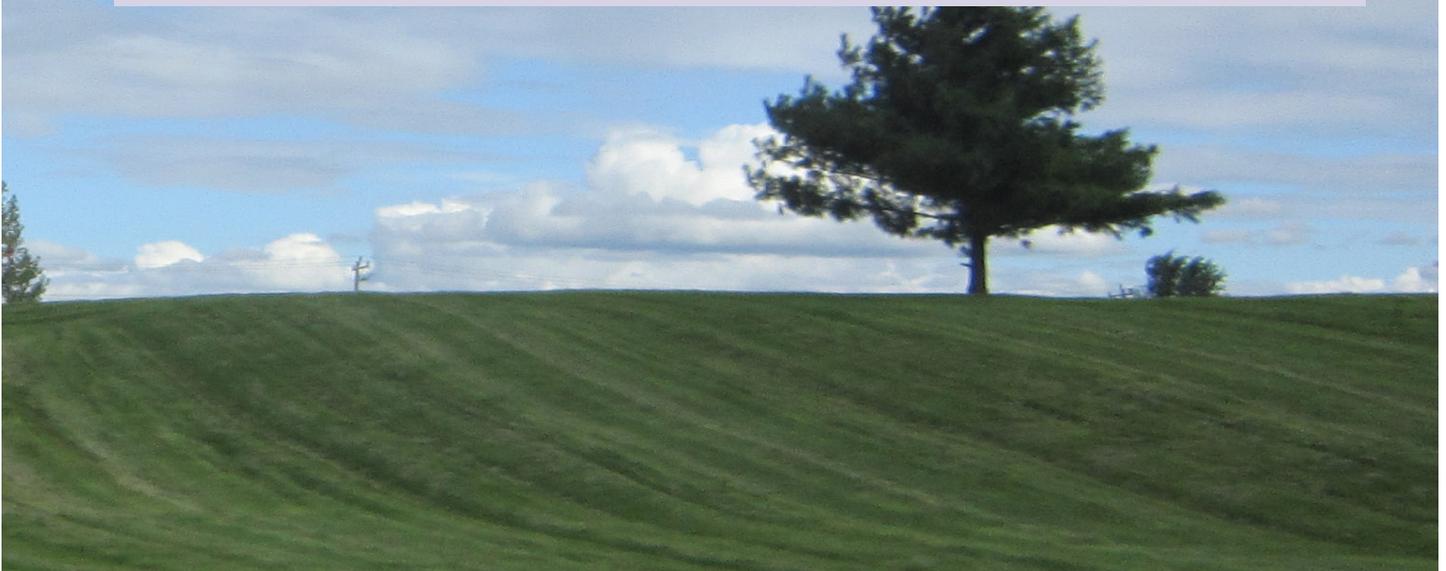
A railroad heritage park adjacent to the Burlington Northern railway in Galesburg, IL provides an excellent example for Plano.

Boundary Agreements

Illinois Statutes allow municipalities to create boundary agreements with neighboring communities. Such agreements define an ultimate boundary between municipalities. As property is annexed, each community can annex properties up to the boundary line, but not beyond. This approach allows each community to plan for future infrastructure investments. It also promotes good planning by eliminating potential competition between communities, whereby a developer could play one community off the other to get “the best deal” – which likely would not be the best deal for either municipality. Boundary agreements clarify which community will have jurisdiction should a property owner wish to annex and develop their property. It does not, however, require a property owner to annex their land into the City.

Plano currently has boundary agreements with neighboring Yorkville and Sugar Grove. The agreement with Yorkville identifies Eldamain Road as the ultimate boundary between communities. The agreement with Sugar Grove identifies the Kane/Kendall County line as the ultimate municipal boundary with Plano. These two agreements essentially establish Plano’s ultimate eastern and northern boundaries. To the south, the Fox River and Silver Springs State Fish and Wildlife Area somewhat provide a logical limit to Plano’s future growth. The City of Millbrook lies to the south, but given these natural barriers to growth an agreement with Millbrook would not be a high priority.

However, **establishing a boundary agreement with Sandwich to the west would be beneficial** – allowing both communities to plan for infrastructure improvements and clarifying jurisdiction for property owners and future developers. Although there will need to be some deviation, in general Little Rock Creek would seem to be a natural boundary between the two communities. Exceptions would include areas already annexed into Sandwich along Route 34 (the Timbercreek hotel and conference center), and areas where Plano has already entered a pre-annexation agreement west of Little Rock Creek (just south of Jay Woods Forest Preserve).



Land near the existing Plano-Yorkville Boundary Agreement along Eldamain Road.

Grant Opportunities

The City of Plano should pursue grant opportunities to supplement local funds to achieve community objectives. Some opportunities include:

Parks, Open Space, Environment, and Trails: The Illinois Department of Natural Resources (IDNR) administers a number of grant programs that may be helpful in implementing plan recommendations. In particular, the Open Space Land Acquisition and Development (OSLAD) program has been used by many communities to acquire and develop parks. Plano recently received an OSLAD grant for improvements to Foli Park. However, given the current budget crisis in Illinois funding for future grant cycles is uncertain and is currently suspended for most programs. However, the Federally funded Recreational Trails Program (which is administered by the Illinois Department of Natural Resources) is currently accepting applications. This program can provide up to 80% funding for both motorized and non-motorized recreational trails. Funding is capped at a grant of \$200,000. This program may be ideal for improving trails at Steward Park. This link provides general details on existing programs: <http://www.dnr.illinois.gov/grants/Pages/default.aspx>. IDNR staff should be contracted to determine if and when any programs are open for new applications.

Infrastructure, Tourism, and Economic Development: The Illinois Department of Commerce and Economic Opportunity (DCEO) administers many programs that can assist in plan implementation. Among these programs, the Illinois Community Development Assistance Program (CDAP) is one of the better known and more focused programs available to assist smaller communities like Plano. Funding is focused on improving public infrastructure, and comes from a pass-through from the United States Department of Housing and Urban Development (HUD). A link to various programs offered by DCEO is found here: <http://www.illinois.gov/dceo/ServicesGuide/SitePages/Search.aspx>. As with other programs funded by the State of Illinois, the current budget crisis makes it difficult to know which programs will or will not have funding in future years.

The Illinois Environmental Protection Agency (IEPA) also administers several programs that may aid Plano. The most significant of which are revolving loan programs designed to assist local governments in the improvement of water supplies (Public Water Supply Loan Program) and the construction of wastewater facilities (Water Pollution Control Loan Program). While many of the IEPA programs are under review given state budget issues, these programs have a more permanent source of funding as they are loans rather than grants. More information on IEPA programs can be found here: <http://www.epa.illinois.gov/topics/grants-loans/index>



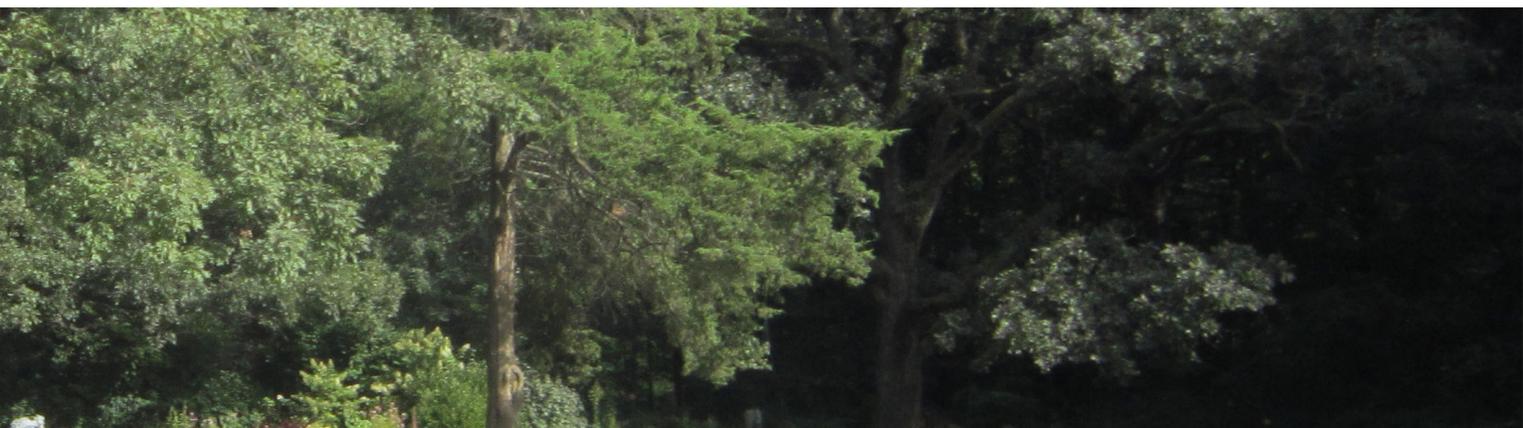
The United States Department of Agriculture – Rural Development (RD) provides financial assistance through loans and some grants to individuals, public bodies, and nonprofits in rural areas. In Illinois, they have an outstanding loan portfolio of over \$2.25 billion. They offer programs that focus on housing, water and wastewater loans and grants, community facilities, and renewable energy and energy efficiency in rural areas. Information on their programs in Illinois can be found here: <http://www.rd.usda.gov/il>

Transportation : The Illinois Department of Transportation (IDOT) is responsible for operating and maintaining Route 34 in Plano. Improvements to roads in and around Plano compete with funding for other roadway enhancements throughout the state. Fortunately, Route 34 through Plano has been recently improved and should be in good shape for the foreseeable future. However, IDOT will need to approve any future access requests for curb cuts, and may require private development to fund roadway and intersection improvements adjacent to their property for items like turn lanes and traffic signals. IDOT does have several programs designed to assist with economic development, including programs to assist with rail enhancements (Railway Freight Program), road improvements needed to spur economic development (Economic Development Program), and truck access (Truck Access Route Program). More information on these programs can be found here: <http://www.illinois.gov/dceo/ExpandRelocate/Incentives/grants/Pages/Biz-Idot.aspx>.

IDOT also administers a Safe Routes to Schools Program (SRTS) designed to make bike and pedestrian improvements to improve accessibility. More information on this program is available here: <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

Kendall County also has jurisdiction of many of the major roads in and around Plano, including Little Rock Road, Galena Road, Rock Creek Road, Fox River Drive, and Eldamain Road. In general, the County does a good job of roadway maintenance and improvements. Improvements included in their 5-year capital improvement plan in and around Plano include:

- Improving the Galena Road/Little Rock Road intersection in 2017 - \$750,000 budget
- Improving Eldamain Road between Route 34 and River Road in 2019 - \$6,000,000 budget
- Eldamain Road bridge and approaches across the Fox River – when Federal grant obtained



LaSalle Manor Retreat Center northeast of city limits.

Partnerships

Wise use of tax payer dollars suggests that local governments should strive to work cooperatively to share resources and coordinate activities. Public Safety agencies have done this for years through their mutual aid systems, providing additional fire equipment and manpower when needed. Another example might be between neighboring municipalities that may share specialized pieces of equipment such as street sweepers, leaf vacuums, backhoes or even large trucks. Communities are starting to share staff as well. For example, Yorkville and Oswego recently announced a shared purchasing position. Building inspectors are also often shared between communities.

Another area where partnerships are critical is in economic development. Building, maintaining, and expanding these partnerships will be critical to the success of this plan. Some of these key partnership and possible opportunities to create an even stronger economic development platform for Plano are summarized in the following table.

It is recommended that, at least twice a year, these organizations/groups meet to enhance coordination of economic development efforts and track progress towards plan goals.



Plano Economic Development Partner Organizations.

Partner Roles in Plan Implementation



City of Plano

1. Improve local roads, with an initial focus on enhancing downtown streetscape and gateways between Route 34 and downtown as outlined in the City Center Plan.
2. Partner with other organizations to promote Plano as an excellent place to raise a family, and build a new home, and start and operate a business
3. Continue efforts to make Plano 'business friendly' through clear and streamlined review processes, outreach to local businesses, and partnership with other organizations to promote the community
4. Extend water and sewer services to support new development, particularly sewer extensions within the Eldamain Road corridor
5. Consider creating a Tax Increment Financing District (TIF) to fund needed infrastructure and support rehabilitation of older structures



Plano Economic Development Corporation (PEDCO)

1. Increase staffing to allow for additional promotion of business recruitment (while maintaining active event schedule and support for existing businesses)
2. Develop community walking/driving tours
3. Partner with City in design/funding of enhanced wayfinding sign program



Kendall County Economic Development Alliance (KEDA)

1. Work closely with property owners, the City, Burlington Northern, etc. in the Eldamain Road corridor.
2. Work closely with District #88 on development of an entrepreneurship program at Plano High School, and JJC and their Small Business Development Center to assist local businesses.
3. Continue to promote Kendall County as an excellent place to live, work, and play



Developers

1. Attract a residential developer to acquire and improve the existing improved lot inventory
2. Attract a developer for the City-owned Monarch Foundry site

Partner Roles in Plan Implementation



Burlington Northern Railroad

1. Work with the City and PEDCO to identify and create Certified Sites in Plano (the Certified Site program is an effort by the BN to identify sites that are 'shovel ready')
2. Work with the City, developers, and businesses that need rail access (spurs, storage, etc.)
3. Work with Metra and the City on potential extension of commuter rail service to Plano



Plano School District 88

1. Develop an entrepreneurship program in conjunction with the PEDCO. A great model for this is the Creating Entrepreneurial Opportunities (CEO) program developed in Effingham County, Illinois. This program, started in 2005, is managed by an advisory board consisting of educators, local entrepreneurs, community leaders, and government official that provide ongoing guidance and support for interested students. CEO has an excellent web site for more information: <http://www.effinghamceo.com/>
2. Partner with the City in limited incentive programs to attract new industry that would otherwise not located in Plano without assistance. Short-term tax abatements is one potential incentive.



Waubensee Community College

1. Explore opportunities for working with local entrepreneurs to open new businesses.
2. Work closely with local employers to match available training with the needs of the business community
3. Partner in local job fairs to match students and area residents with jobs in Plano



Real Estate Brokers

1. Actively market Plano as an accessible, affordable, and attractive community to live and/or work
2. Partner with the City and others in joint efforts to enhance the overall City economy



Property Owners

1. Set reasonable prices for land given demand and the economy
2. Work with brokers, PEDCO, and City to attract new development to Plano



Local Businesses

1. Actively participate in PEDCO activities, and explore ways to do cross-promotion between businesses

Action Plan

The following Action Plan provides a summary of key steps needed to implement the Comprehensive Plan. While generally listed in order of priority, all are important and it is anticipated that some action will be occurring simultaneously on all steps.

	Goal	Task	Responsibility	Timeline / Measure
 Economic Prosperity	1. Attract New Restaurants	<ul style="list-style-type: none"> Work with property owners/brokers to market sites within the Route 34 corridor for fast food or casual restaurant 	PEDCO, Property Owners, City of Plano	At least one new restaurant open by June 2018
		<ul style="list-style-type: none"> Work with downtown property owners to attract additional sit-down restaurant serving different market segment (perhaps ethnic food) 		
Economic Prosperity	2. Pursue redevelopment of key vacant parcels (identified on pages 67-69) within the Route 34 corridor	<ul style="list-style-type: none"> Seek redevelopment for a variety of commercial uses (retail, office, service) 	PEDCO, Property Owners, City of Plano	At least one site redeveloped (in addition to the restaurant noted above) by June 2018
		<ul style="list-style-type: none"> Focus particularly on redevelopment of the Monarch Foundry site to return property to tax roles 		
		<ul style="list-style-type: none"> Consider creation of a TIF to partner with the private sector in redevelopment and to fund needed public improvements 		
 Identity	3. Create a strong sense of identity and a positive visual impression along Route 34.	<ul style="list-style-type: none"> Contact Wall Dogs and local arts groups to develop a mural program 	City of Plano, IDOT, property owners, arts groups	At least 3 murals by end of 2019, and completion of initial phase of other corridor enhancements by end of 2020
	<ul style="list-style-type: none"> Work with IDOT and private property owners to implement enhancement opportunities within the corridor (see pages 70-71) 			

Goal	Task	Responsibility	Timeline / Measure
 4. New Residential Development	<ul style="list-style-type: none"> Establish strong partnerships with property owners 	A partnership between property owners, builders, City of Plano, PEDCO, local banks	100 new homes constructed and occupied by 2020
	<ul style="list-style-type: none"> Attract a developer to acquire existing vacant developed lots 		
	<ul style="list-style-type: none"> Promote Plano as a great place for your new home 		
5. Develop Industrial Sites with Specific Opportunities	<ul style="list-style-type: none"> Market and build-out the initial phase of the Kendall Farms Business Park 	Property owner, broker, City, PEDCO, BN Railroad, Upper Illinois River Valley Development Authority (UIRVDA)	Initial construction of site development in 2019 or before.
	<ul style="list-style-type: none"> Work with local providers to make fiber available within the Eldamain industrial corridor 		
	<ul style="list-style-type: none"> Negotiate annexation, including extension of utilities, rail and roadway access agreements, overall site plan, and any incentives 		
	<ul style="list-style-type: none"> Construct improvements 		
 6. Protect stream corridors	<ul style="list-style-type: none"> Require development buffers as appropriate (minimum 50') outside of the flood plain along Big Rock and Little Rock Creeks and the Fox River 	City, property owners/developers	On-going
	<ul style="list-style-type: none"> Encourage environmental best practices as outlined in the Fox River Corridor Plan (Kendall County) and the Big Rock Creek Corridor Plan (Conservation Foundation) 		
	<ul style="list-style-type: none"> Work with the Kendall County Forest Preserve and IDNR on creating a public access corridor along Big Rock Creek between Main Street and Silver Springs State Park 		

	Goal	Task	Responsibility	Timeline / Measure
 Transportation	7. Complete Mitchell Drive	<ul style="list-style-type: none"> Work with Little Rock Township and Kendall County to obtain funding for connection between Lakewood Falls and Schaeffer Woods subdivisions <hr/> <ul style="list-style-type: none"> Complete engineering <hr/> <ul style="list-style-type: none"> Construct roadway 	City, Little Rock Township	Complete construction by end of 2020
 Environmental Integrity	8. Promote land stewardship	<ul style="list-style-type: none"> Promote sustainable practices by both home owners and local businesses through educational efforts such as demonstration projects, web sites, and environmental events/fairs 	Conservation Foundation, City, homeowners, businesses	On-going
 Parks & Recreation	9. Ensure walkable neighborhood parks and other recreational amenities for all residents	<ul style="list-style-type: none"> Develop a small park south of downtown and Route 34 to provide a playground and other amenities as space permits <hr/> <ul style="list-style-type: none"> Develop a spray park in Lathrop Park <hr/> <ul style="list-style-type: none"> Seek a Recreational Trails Grant for improved paths at Steward Park <hr/> <ul style="list-style-type: none"> Work with future developers to ensure dedication of appropriate park space in new subdivisions 		Spray pad and playground completed by end of 2017, Steward Park improvements by end of 2020

	Goal	Task	Responsibility	Timeline / Measure
 Funding	10. Utilize Enterprise Zone benefits	<ul style="list-style-type: none"> Work with the UIRVDA, Kendall County, and Yorkville to include property in the Eldamain corridor in an existing Enterprise Zone to promote industrial development (primary benefit is exemption from sales tax on construction materials – can also include tax abatements) 	City, Kendall County, neighboring communities	On-going
		<ul style="list-style-type: none"> UIRVDA has authorization for an Enterprise Zone that can be extended to Plano. 		
 Identity	11. Continue efforts to improve appearance of properties in the Route 34 Corridor	<ul style="list-style-type: none"> Conduct bi-annual property maintenance inspections for commercial properties 	Property Owners City, PEDCO	On-going
		<ul style="list-style-type: none"> Develop funding and a façade/landscape improvement program to partner with private property owners in enhancing properties 		
		<ul style="list-style-type: none"> Develop a property owner recognition program to celebrate successful rehabilitation efforts 		
12. Enhance appearance of downtown Plano	<ul style="list-style-type: none"> Implement recommendations contained in the City Center Plan, including streetscape and façade enhancements 	<ul style="list-style-type: none"> Create a railroad-themed park adjacent to the Burlington Northern Railroad – examples include Rochelle and Galesburg 	Spray pad and playground completed by end of 2017, Steward Park improvements by end of 2020	
	<ul style="list-style-type: none"> http://www.rochellerailroadpark.org/ http://www.ci.galesburg.il.us/services/park_list/ 			

EDUCATIONAL ATTAINMENT, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
High School Diploma or Higher	5,426	80.5	68,339	92.9	4,880,058	86.7
Bachelor's Degree or Higher	1,252	18.6	25,238	34.3	2,059,720	36.6

Source: 2014 American Community Survey five-year estimates. Universe: Population 25 and older.

HOUSING AND TENURE, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Occupied Housing Units	3,720	95.2	38,453	94.4	3,058,278	90.7
Owner-Occupied	2,580	69.4	31,961	83.1	1,977,549	64.7
Renter-Occupied	1,140	30.6	6,492	16.9	1,080,729	35.3
Vacant Housing Units	189	4.8	2,294	5.6	314,868	9.3

Source: 2014 American Community Survey five-year estimates. Universe: Total housing units.

HOUSING TYPE, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Single Family, Detached	2,562	65.5	30,282	74.5	1,685,749	50.4
Single Family, Attached	735	18.8	6,587	16.2	255,610	7.6
2 Units	168	4.3	525	1.3	238,424	7.1
3 or 4 Units	202	5.2	594	1.5	284,138	8.5
5 or more Units	242	6.2	2,683	6.6	882,766	26.4

Source: 2014 American Community Survey five-year estimates. Universe: Total housing units excluding mobile, boat, RV, van, etc.

HOUSING SIZE, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
0 to 1 Bedrooms	230	5.9	1,737	4.3	547,667	16.2
2 Bedrooms	1,078	27.6	7,493	18.4	969,600	28.7
3 Bedrooms	1,792	45.8	16,715	41.0	1,134,273	33.6
4 Bedrooms	718	18.4	12,655	31.1	568,547	16.9
5+ Bedrooms	91	2.3	2,147	5.3	153,059	4.5
Median Number of Rooms*	5.9		6.7		6.0	

Source: 2014 American Community Survey five-year estimates. Universe: Total housing units. *Includes all rooms.

HOUSING AGE, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Built 2000 or Later	1,615	41.3	20,848	51.2	408,209	12.1
Built 1970 to 1999	1,027	26.3	13,102	32.2	1,124,575	33.3
Built 1940 to 1969	947	24.2	4,777	11.7	1,059,077	31.4
Built Before 1940	320	8.2	2,020	5.0	781,285	23.2
Median Year Built	1992		2000		1966	

Source: 2014 American Community Survey five-year estimates. Universe: Total housing units.

ANNUAL VEHICLE MILES TRAVELED (VMT) PER HOUSEHOLD, 2013

	Community	Kendall County	CMAP Region
Average Vehicle Miles Traveled	28,608	25,109	16,723

Source: CMAP analysis of US Census Bureau, HERE, and Illinois Environmental Protection Agency data.

HOUSING & TRANSPORTATION (H+T)* COSTS, PERCENT OF INCOME PER HOUSEHOLD

	Median-Income Family	Low-Income Single-Parent Family	Moderate-Income Retired Couple	Moderate-Income Family
Housing Costs	27.6	45.9	35.6	33.9
Transportation Costs	23.6	34.2	14.8	23.1
H + T Costs	51.2	80.1	50.3	56.9

Source: Location Affordability Index, U.S. Dept. of Transportation and U.S. Dept. of Housing and Urban Development

*The purpose of the H+T Index is to isolate the effect of location on housing and transportation costs, grouped by common demographic characteristics that form four distinct household types. The values above represent the percent of household income that an average household within each of these types in the region would spend on housing and transportation if they lived in this county. The standard threshold of affordability is equal to 30 percent for housing costs and 45 percent for housing and transportation costs combined. For more information, visit www.locationaffordability.info/About_Data.aspx.

EMPLOYMENT STATUS, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
In Labor Force	6,192	75.1	64,369	74.9	4,523,067	67.9
Employed*	5,507	88.9	59,481	92.4	4,036,256	89.2
Unemployed	685	11.1	4,831	7.5	474,670	10.5
Not In Labor Force	2,049	24.9	21,582	25.1	2,139,023	32.1

Source: 2014 American Community Survey five-year estimates.

Universe: Population aged 16 and over.

*Does not include employed population in the Armed Forces.

PRIVATE SECTOR EMPLOYMENT, 2014*

	Community		Kendall County		Six-County Region**	
	Count	Percent	Count	Percent	Count	Percent
Private Employment	N/A	N/A	N/A	N/A	3,381,175	N/A
Job Change (2004-14)	N/A	N/A	N/A	N/A	73,253	2.2
Private Sector Jobs per HH	N/A		N/A		1.11	

Source: Illinois Department of Employment Security (IDES).

*Figures exclude employees not covered by unemployment insurance.

**Kendall County is not included in IDES data.

EMPLOYMENT OF COMMUNITY RESIDENTS, 2014

EMPLOYMENT IN THE COMMUNITY, 2014

<i>By Industry Sector</i>	Count	Percent	<i>By Industry Sector</i>	Count	Percent
Manufacturing	716	14.1	Transportation	1,204	45.5
Retail Trade	684	13.5	Manufacturing	409	15.4
Health Care	517	10.2	Education	311	11.7
Education	445	8.8	Retail Trade	163	6.2
Administration	352	6.9	Other Service	87	3.3

By Employment Location

By Residence Location

Out of Region	698	13.8	Out of Region	987	37.3
Aurora	591	11.7	Plano	356	13.4
Chicago	395	7.8	Unincorporated	224	8.5
Plano	356	7.0	Aurora	151	5.7
Unincorporated	346	6.8	Yorkville	105	4.0

Source: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program.

MODE OF TRAVEL TO WORK, 2014

	Community		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
<i>Work at Home*</i>	113	N/A	2,522	N/A	178,944	N/A
Drive Alone	4,745	90.4	49,332	88.2	2,749,527	72.6
Carpool	338	6.4	4,183	7.5	336,045	8.9
Transit	16	0.3	1,569	2.8	499,989	13.2
Walk or Bike	23	0.4	378	0.7	158,579	4.2
Other	125	2.4	480	0.9	43,275	1.1
TOTAL COMMUTERS	5,247	100.0	55,942	100.0	3,787,415	100.0

Source: 2014 American Community Survey five-year estimates.

*Not included in "total commuters."

GENERAL MERCHANDISE RETAIL SALES, 2015

	Community	Kendall County	CMAP Region
Total Retail Sales*	\$171,713,534	\$1,453,134,247	\$123,485,442,356
Total Sales per Capita**	\$15,101	\$12,294	\$14,549

Source: Illinois Department of Revenue.

*Does not include qualifying food, drugs, and medical appliances.

**Per capita calculations based on population from 2014 ACS 5-year estimates.

EQUALIZED ASSESSED VALUE, 2014

	Community	Kendall County	CMAP Region
Residential	\$94,946,074		<i>Park Acreage per 1,000 Residents</i>
Commercial	\$18,477,467	Community	3.9
Industrial	\$14,147,805	Kendall County	56.1
Railroad	\$289,069	Region	39.0
Farm	\$1,596,307	Walk Score*	N/A
Mineral	\$0		
TOTAL	\$129,456,722		

Source: Illinois Department of Revenue.

Source: CMAP calculations of 2010 Land Use Inventory; walkscore.com.

*Walk Score is a number between 0 and 100 that measures the average walkability of a municipality.

GENERAL LAND USE, 2010

	Acres	Percent
Single-Family Residential	1,017.9	21.2
Multi-Family Residential	15.1	0.3
Commercial	114.1	2.4
Industrial	476.2	9.9
Institutional	130.2	2.7
Mixed Use	2.4	0.0
Transportation and Other	741.4	15.4
Agricultural	1,746.1	36.4
Open Space	43.3	0.9
Vacant	513.8	10.7
TOTAL	4,800.5	100.0

Source: Chicago Metropolitan Agency for Planning Parcel-Based Land Use Inventory.

For More Information

Please direct inquiries to Jon Hallas, 312-386-8764 or JHallas@cmmap.illinois.gov. To access other Community Data Snapshots for municipalities and counties in the Chicago Metropolitan Agency for Planning's seven-county northeastern Illinois region, visit www.cmmap.illinois.gov/data/metropulse/.



Last updated June 2016

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Section 5: Economic Development

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