



CITY OF
PLANO

COMPREHENSIVE
PLAN UPDATE

JUNE 2025 PLAN COMMISSION RECOMMENDED DRAFT

This Page is Intentionally Left Blank

The Comprehensive Plan

for the City of Plano, Illinois

Previous Sections Adopted by the City of Plano, Illinois by Ordinance No. 2017-21 in May 2017 and No. 2005-36 in July 2005.

Prepared by:



teska

Acknowledgments

City Council

Michael Rennels, Mayor
Alderman Mark Swoboda
Alderwoman Barb Nadeau
Alderman Cornealius (Neal) Veen
Alderman John Fawver
Alderman Stephen DeBolt
Alderman Tommy Johns
Alderwoman Katherine Wickens
Alderman Scott Mulliner

City Staff

Jeff Sobotka, Director of Building, Planning, and Zoning
Martin Shanahan, City Administrator
Zoila Gomez, City Treasurer

Plan Commission

Cara Brummel, Chairperson
Kurt Dreisilker
Cliff Oleson
Ed Carter
Keith Riddle
James Roderick
Chuck Schneider*

**Elected to School Board in May 2025 and resigned
from Commission*

Planning Consultant

Teska Associates, Inc.
Mike Hoffman, AICP, PLA, Project Manager
Maggie Eickhoff, Project Planner



Contents

Section 1	Introduction	1
Section 2	Environmental Factors	4
Section 3	Existing Land Use	7
Section 4	Policy Framework	12
Section 5	Economic Development	15
Section 6	Future Land Use	31
Section 7	City Center Plan	39
Section 8	Transportation Plan	43
Section 9	Environmental Sustainability	51
Section 10	Community Facilities Plan	57
Section 11	Route 34 Corridor Plan	69
Section 12	Implementation Plan	76
Appendix	Chicago Metropolitan Agency for Planning Community Data Snapshot	87
	Community Engagement Summary	107
Sources	109

Illustrations

Illustration 1	Location Map	3
Illustration 2	Environmental/Planning Factors	5
Illustration 3	Existing Land Use	9
Illustration 4	Major Land Use Change (2005-2024)	11
Illustration 5	Regional Economic Position	18
Illustration 6	Existing and Planned Subdivisions	35
Illustration 7	Future Land Use	36
Illustration 8	City Center Future Land Use	40
Illustration 9	Annual Average Daily Traffic	44
Illustration 10	Primary and Secondary Arterial Roadways	47
Illustration 11	Collector Roadways	48
Illustration 12	Transportation Plan	50
Illustration 13	Community Facilities Plan	68
Illustration 14	Route 34 Improvement Plan, West	71
Illustration 15	Route 34 Improvement Plan, Center	72
Illustration 16	Route 34 Improvement Plan, East	73

Figures

Figure 1	Population Change, 2000-2020	2
Figure 2	Land Use in Plano and Surrounding Communities, 2020	8
Figure 3	Top Employers in Kendall County, 2016	15
Figure 4	Employment Flow, 2022	15
Figure 5	Kendall County Unemployment Trends, 2008-2023	16
Figure 6	Educational Attainment, 2021	16
Figure 7	Employment by Industry, 2023	17
Figure 8	Employment by Occupation, 2023	17
Figure 9	Municipal Sales Tax Revenues, 2023	21
Figure 10	Projected Spending Growth, Food Away from Home 2024-2029	22
Figure 11	Projected Retail Spending Growth, 2024-2029	22
Figure 12	Restaurant Market Potential, 2023	23
Figure 13	Sports and Leisure Market Potential, 2023	23
Figure 14	New Home Starts by County, 2013-2023	28
Figure 15	New Residential Permits, 2021-2024	28
Figure 16	New Private Housing by Building Permits, Kendall County	29
Figure 17	New Single-Family Impact Fees, 2015-2025	29
Figure 18	Median Home Size in Square Feet, Kendall County, 2017-2025	30
Figure 19	Future Land Use Area and Population Projections	38
Figure 20	Vehicular Traffic Counts, 2003-2023	43
Figure 21	Kendall County Roadway Improvements	46
Figure 22	Regional Trail Connections	56
Figure 23	Municipal Park Inventory	58
Figure 24	Recreational Facilities Inventory	60
Figure 25	Plano School District Enrollment Trends, 2016-2023	63
Figure 26	Future School Needs, 2023-2050	64

The City of Plano is a compact community that doubled in size between 2000 and 2010, with an estimated 2023 population of 12,676. 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.

City Council Committees

- Administrative, Health & Safety
- Buildings, Grounds, and Zoning
- Committee of the Whole
- Community Development
- Finance
- Parks
- Personnel & Insurance
- Special Events
- 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 determined that it was appropriate to update the Comprehensive Plan. In 2024, the City began the process of updating the Comprehensive Plan again, which resulted in this iteration of the Plan.

Figure 1. Population Change, 2000-2020

	2000	2010	2020	Percent Change 1990-2000	Percent Change 2000-2010	Percent Change 2010-2020
Plano	5,633	10,856	11,847	10%	93%	9%
Yorkville	6,189	16,921	21,533	58%	173%	27%
Sandwich	6,509	7,421	7,221	17%	14%	-3%
Kendall County	54,444	114,736	131,869	38%	111%	15%

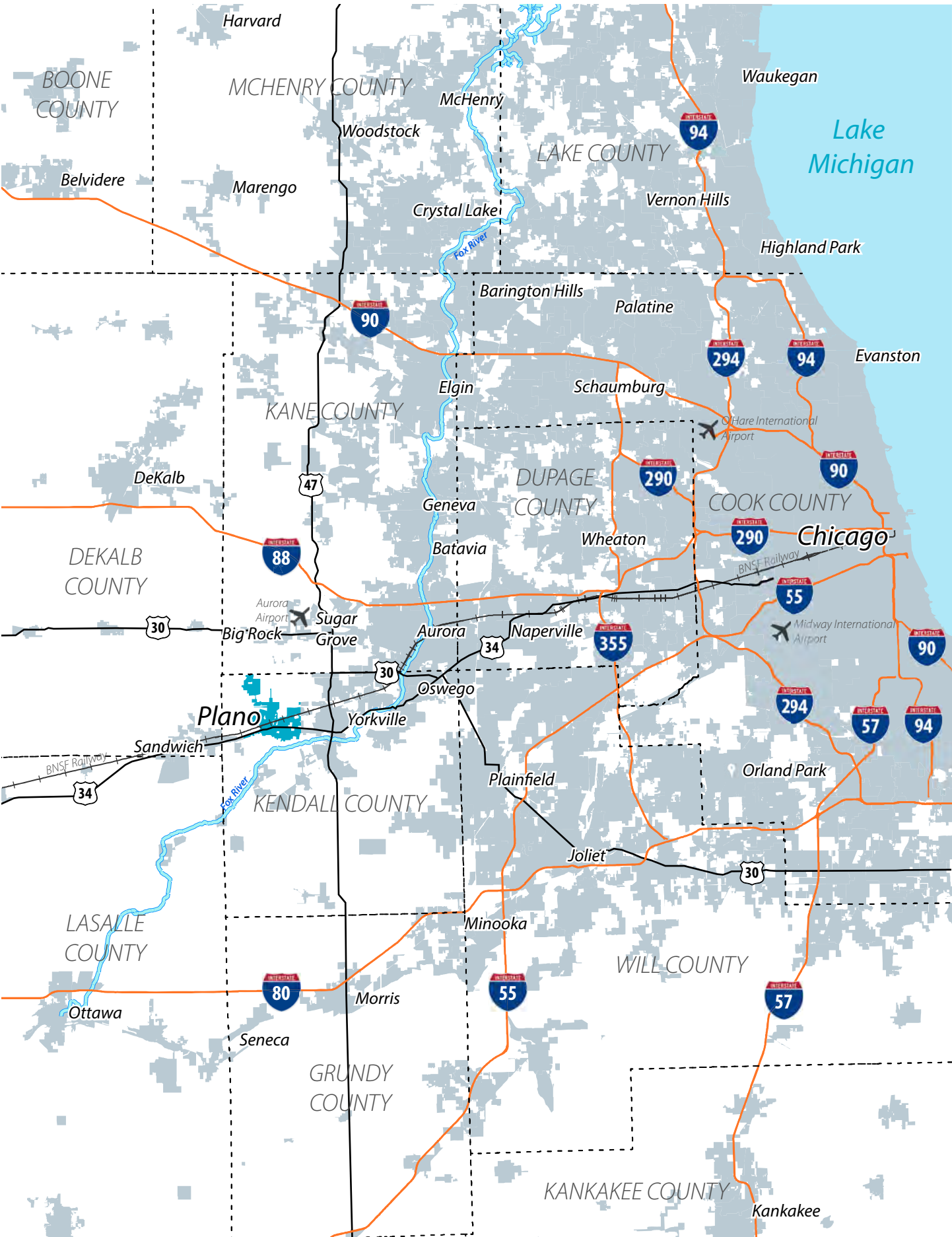
Source: US Census

Purpose of the Comprehensive Plan

The Plano Comprehensive Plan outlines a vision for how the community should develop based on current (2025) 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.

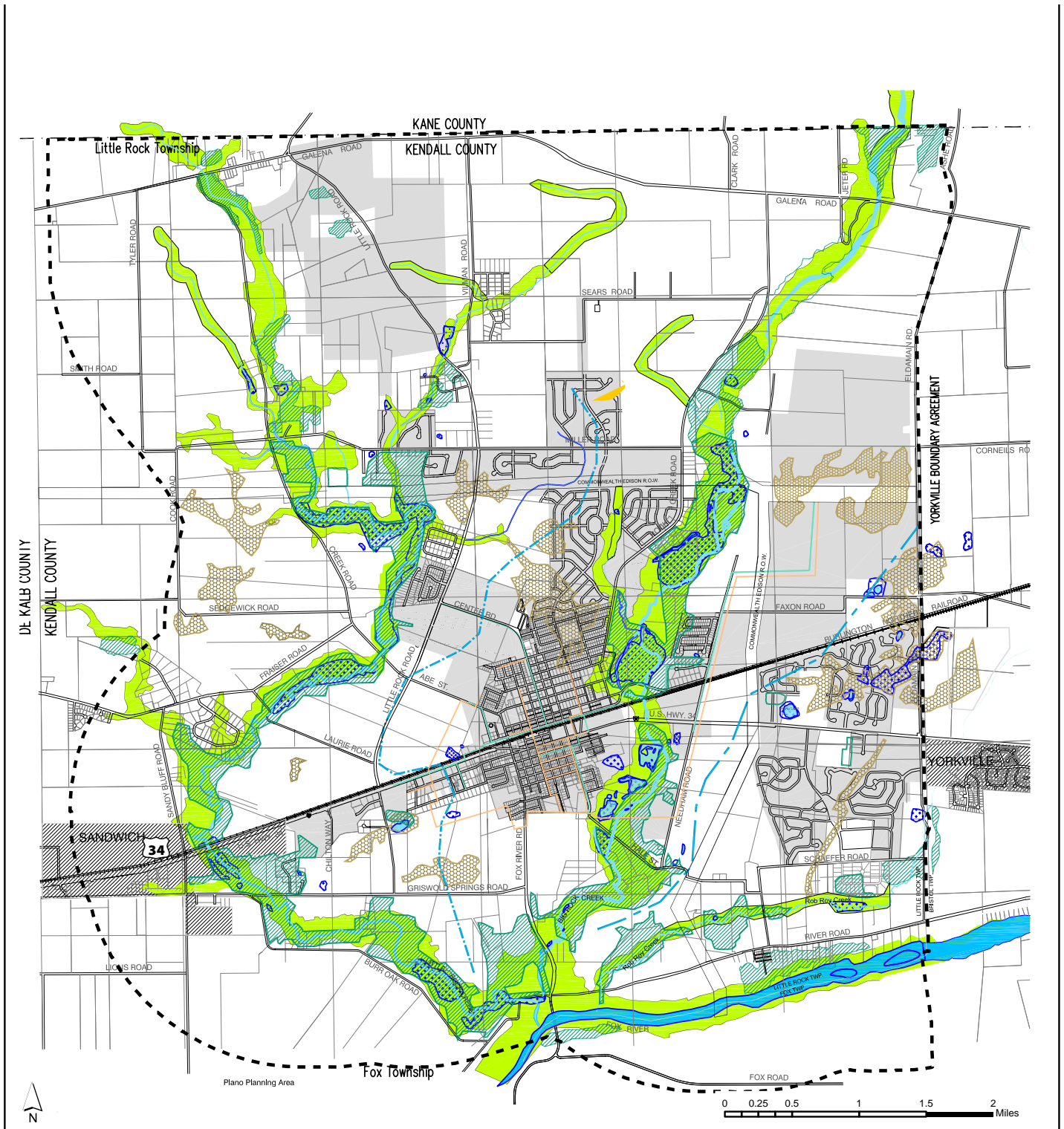
Flood plains are another critical environmental issue that should be evaluated in any discussion of future land use patterns. The Federal Emergency Management Agency (FEMA) has designated areas known as the 100-year flood plain on maps used to determine flood insurance rates. In simple terms, a 100-year 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.


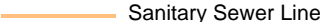



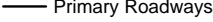






Soils

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.



Environmental Planning Factors

- | | | |
|--|--|--|
|  Flood Plain |  Sanitary Sewer Line |  Railway |
|  Wetland |  Water Line |  Primary Roadways |
|  Soil not suitable for septic |  Watershed Boundary | |
|  Woodland |  Planning Boundary | |
|  Creek |  Plano Municipal Boundary | |

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.



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

Ground and Surface Water

Access to a reliable and safe water supply is critical to both existing and future residents and businesses. According to the U.S. Geological Survey, “as a result of population growth in Kendall County and the surrounding area, water use has increased from about 1.2 million gallons per day in 1957 to more than 5 million gallons per day in 2000.” While Plano currently obtains its water supply from groundwater sources, there has been a move regionally to tap into water from Lake Michigan. Treated Lake Michigan water is now Plainfield’s primary water source, and communities like Oswego and Yorkville are in the process of connecting to Lake Michigan water. With neighboring communities switching to a different water source, that should help to preserve availability for continued use of underground water sources in Plano.

Plano is entirely dependent on groundwater wells. Additionally, Plano does not currently purchase water from any other municipalities. The sandstone aquifer system from which Plano and many other nearby municipalities access groundwater is overlain by a shale that allows minimal recharge into the aquifer. From 2014 to 2021, the Illinois State Water Survey found that groundwater heads in northern Kendall County declined by 25 to 100 feet, indicating that communities and nearby industries are conducting heavy withdrawals from those heads.

Plano is located near the Sandwich Fault Zone, a structural fault below ground level that offsets the underground sandstone, shale, and groundwater levels. This fault causes vertical displacement of these features, and acts as a flow barrier that limits groundwater movement across the area (Hadley et al, 2019) and also exacerbates water level declines throughout Kendall County (Hadley et al, 2021). For these reasons, it is important for the City of Plano to remain vigilant and flexible when it comes to groundwater fluctuations.

The City should maintain a collaborative relationship with the County, adjacent communities, and state agencies such as the Illinois State Water Survey at University of Illinois and the Illinois Environmental Protection Agency. Availability of water to meet anticipated demand should be a consideration in all annexations. While there does not appear to be any immediate problems, if there is a potential need for additional water supply in the future, the City could explore:

- Interconnection with adjacent communities such as Yorkville or Sandwich.
- Tapping the Fox River as a water source.
- Seeking a future connection to a surface water source such as Lake Michigan.

Plano is blessed with several high-quality streams including Rob Roy, Big Rock and Little Rock. The City should remain diligent in maintaining this excellent water quality by incorporating practices that filter stormwater runoff including buffering and use of native plantings in and around stream corridors.

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 Chicago Metropolitan Agency for Planning GIS data (see Illustration 3). A second map, Illustration 4, was prepared during this update to illustrate development changes and compare land use patterns from 2005 to 2025. 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).

Figure 2. Land Use in Plano and Surrounding Communities, 2020

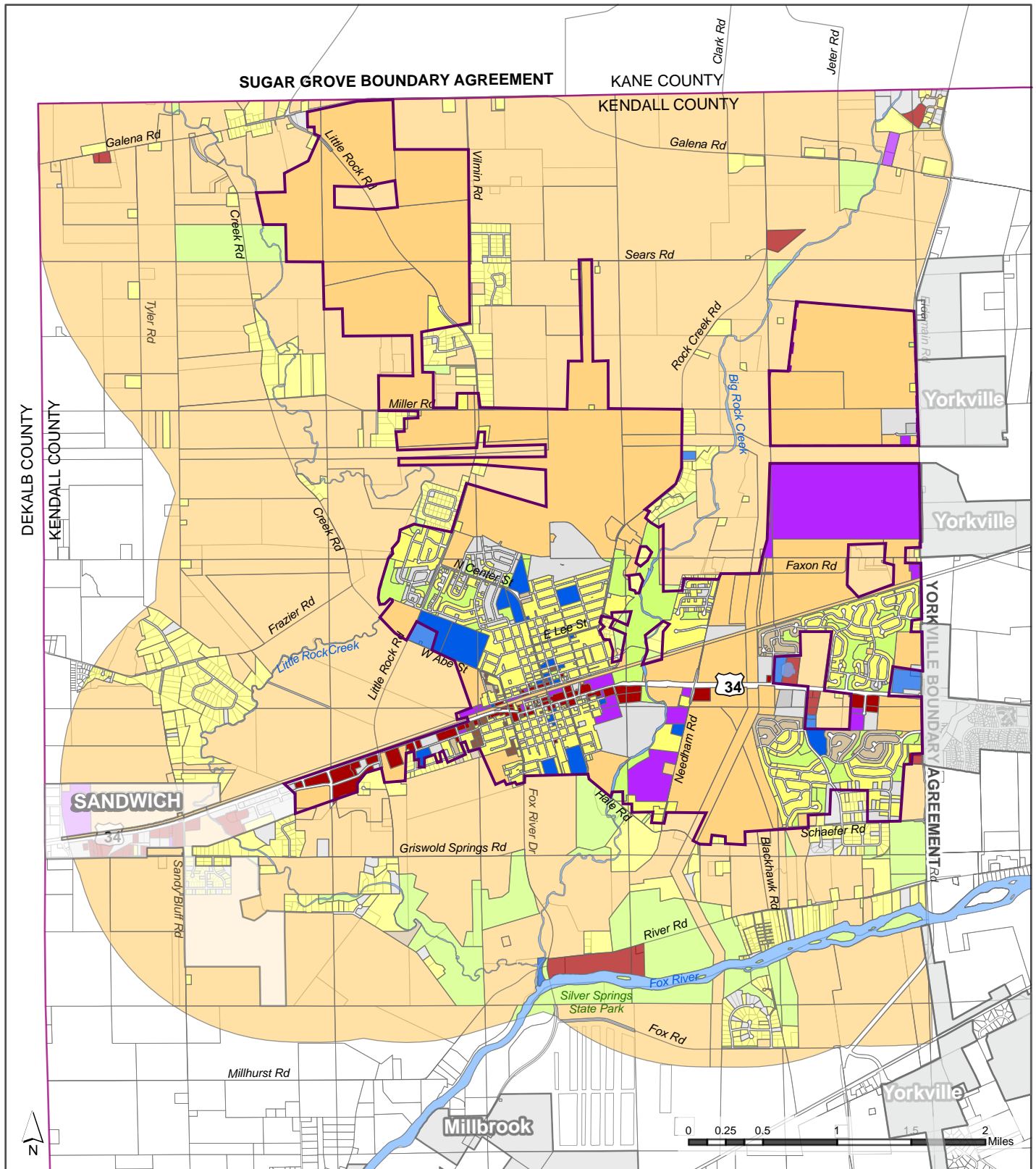
Land Use	Plano		Oswego		Yorkville		Plainfield	
	Acres	Acres Per 100 People	Acres	Acres Per 100 People	Acres	Acres Per 100 People	Acres	Acres Per 100 People
Agricultural	2,765	23.3	3,117	9.0	6,336	29.4	5,169	11.5
Commercial	119	1.0	499	1.4	409	1.9	522	1.2
Institutional	140	1.2	441	1.3	340	1.6	863	1.9
Industrial	429	3.6	251	0.7	147	0.7	530	1.2
Open Space/Parks	35	0.3	772	2.2	283	1.3	1,761	3.9
Single-Family Residential	1,069	9.0	3,117	9.0	2,472	11.5	4,414	9.9
Multifamily Residential	14	0.1	43	0.1	73	0.3	65	0.1
Vacant	527	4.4	686	2.0	1,316	6.1	966	2.2
Total Acreage (2020)	5,774	48.7	9,621	27.8	12,861	59.7	16,484	36.8
Total Population (2020)	11,847		34,585		21,533		44,762	

Source: CMAP 2020 Parcel-based Land Use Inventory; Decennial 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 when normalized by population. 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. New residential growth is concentrated east and north of the traditional municipal boundaries.



Existing Land Use

- | | | | |
|--|--|--|------------------|
| Agricultural | Commercial | Vacant | Railway |
| Detached Single Family Home | Industrial | Waterway | Primary Roadways |
| Attached Single Family Home | Institutional/Public | County Boundary | |
| Attached Multifamily Housing | Open Space | Planning Boundary | |
| | | Plano Boundary | |

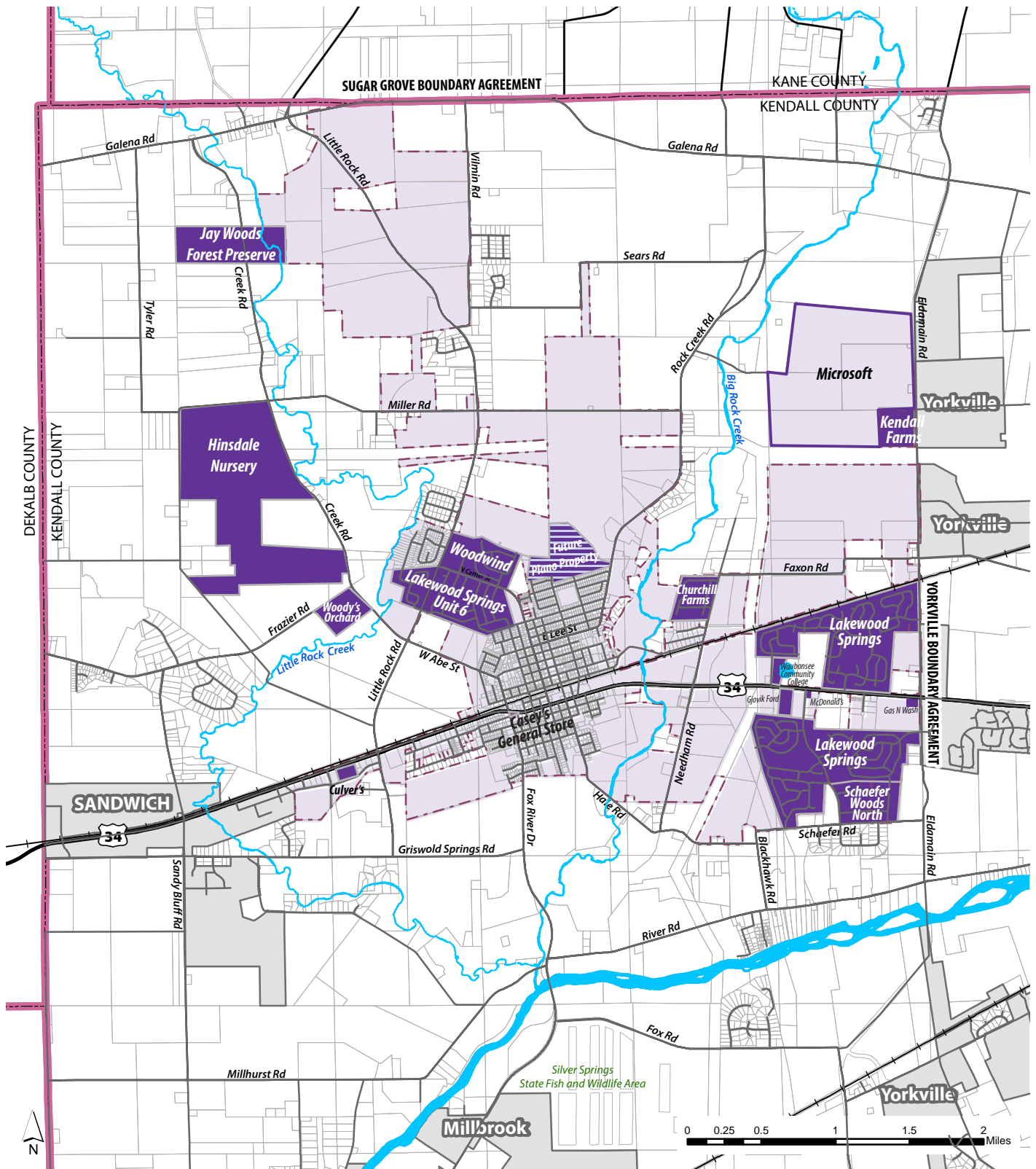
Lakewood Springs is located at the edge of the community along the Yorkville boundary line. The majority of these units have been constructed and sold. To the north of downtown Plano, Woodwind III, Lakewood Club, and City Acres remain largely vacant, with infrastructure already in place. More land is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

Land in the northeast portion of the planning area, along the Eldamain Road corridor, has been annexed in the last five years. 500 acres in this area was recently acquired by Microsoft for a data center campus.

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 last decade. Recent development along Route 34 includes McDonald's, Casey's General Store, and Culver's.



A Culver's fast food restaurant recently opened on Route 34.



Major Land Use Change (2005-2024)



- Plano Boundary
- Planning Boundary
- Annexed Land
- Recent Development
- Partially Developed
- Future Development

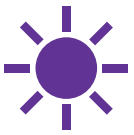
Mission Statement

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.



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, further discussed in Chapter 7 of this plan, page 37.
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 homeowners 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. Continue to 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. Consider implementing a Parks Department for the purposes of managing parks improvement and expansion plans and programming existing facilities.



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



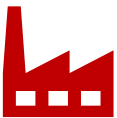
Transportation

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. 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.



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 (52%) 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, 2025

	Location	Employees
Oswego SD 308	Oswego	2,477
Yorkville CUSD 125	Yorkville	1,292
Wrigley Manufacturing	Yorkville	400
Plano Molding/Pure Fishing	Plano/Sandwich	300
Walmart	Plano/Montgomery/Oswego	300
Bright Farms	Yorkville	250
Midwest Manufacturing/Menard’s	Plano	200
Newly Weds Foods	Yorkville	115
TMF Plastics	Plano	110

Source: Department of Economic Development of Kendall County

Figure 4. Employment Flow, 2022

	Workers Age 16+	Work in Kendall County	Percent Working in Kendall County
Plano	6,201	3,245	52%
Sandwich	3,368	1,131	34%
Yorkville	10,676	3,708	35%
Kendall County	70,525	28,659	41%

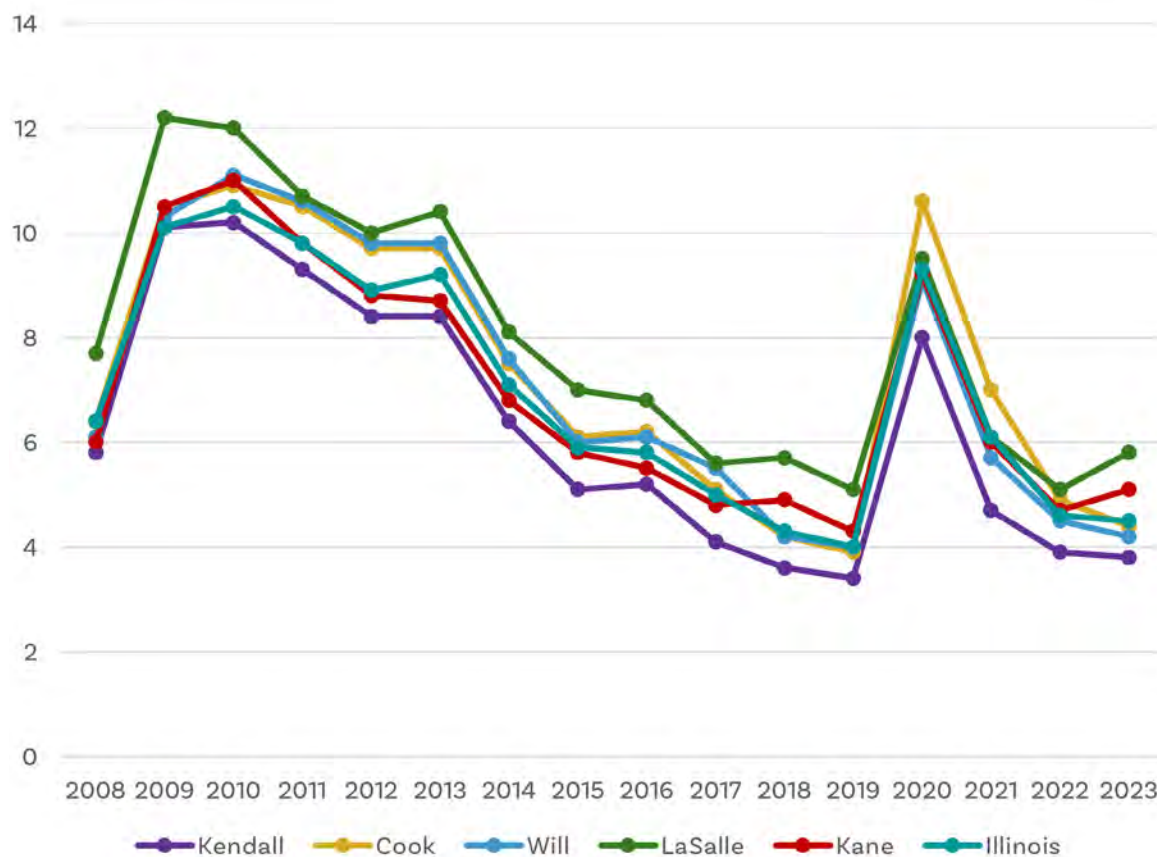
Source: 2022 American Community Survey five-year estimates.

Workforce Development

The overall trend of unemployment in Kendall County is decreasing following a spike in 2020 (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 88% (Illinois State Board of Education, 2023).

Appropriate levels of training are needed in order to solidify Plano's workforce. Waubonsee 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 Waubonsee Community College, Valley Education for Employment System (VALEES), and Indian Valley Vocational Center (IVVC).

Figure 5. Kendall County Unemployment Trends, 2008-2023



Source: US Department of Labor

Figure 6. Educational Attainment, 2021

	High School Degree or Higher	Bachelor's Degree or Higher
Plano	88%	25%
Yorkville	96%	40%
Sandwich	93%	21%
Kendall County	93%	36%

Source: 2022 American Community Survey five-year estimates

Universe: Population 25 and older.

By industry, the largest proportion of Plano’s workers (19%) are employed in the retail trade, followed by construction (16%). By occupation, however, only 11% hold sales-related jobs (see Figures 7 and 8). The largest proportion of employed residents of Plano work blue collar jobs, with the highest percentage working in Construction/Extraction (14%) and Transportation/Materials Moving (13%).

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 addition to opportunities in the warehouse and in transportation, Menard’s distribution centers, including one located on the Eldamain Corridor, regularly post positions in management, human resources, office, support, and design. In January 2025, the Menard’s distribution center in Plano has posted available roles in Plant Management as well as in their Management Trainee program.

The potential of a forthcoming data center in Plano will bring new career opportunities and paths to Plano residents. According to a 2017 report from the United States Chamber of Commerce, an average data center creates 1,688 local jobs during construction, and can support 157 local jobs after being built. The posted roles for Microsoft’s data centers in January 2025 include day-to-day technicians, technician managers, and program and human resources managers. Most of these roles require a GED or high school diploma as well as one or more years in IT hardware experience. In preparation for the potential influx of local data center jobs, Plano should work closely with Waubensee College to ensure training is available for these future technology positions.

Figure 7. Employment by Industry, 2023

Industry	Employees	Percentage
Manufacturing	838	13%
Retail Trade	1,228	19%
Construction	1,039	16%
Health Care/Social Assistance	760	12%
Finance/Insurance	337	5%
Other	2,316	35%
TOTAL	6,518	100%

Figure 8. Employment by Occupation, 2023

Occupation	Employees	Percentage
Construction/ Extraction	897	14%
Sales Related	708	11%
Production	463	7%
Transportation/ Material Moving	841	13%
Office/Admin	752	12%
Other	2,281	49%
TOTAL	3,211	100%

Source: Esri and Infogroup 2023.

Universe: Population aged 16 and over.



Waubensee Community College Plano campus opened in 2011.

Regional Economic Position

Plano is a key part of strengthening Kendall County's and the Fox River Valley's economic positioning within northeast Illinois.

Competitive Location

The City is competitively located, making it attractive for businesses and corporations looking to relocate or open new facilities. Just 50 miles southwest of Chicago and 15 miles southwest of Aurora, Plano is nearby other centers of commerce and employment. Plano is also accessibly located within the Fox River Valley, with convenient connections to Sandwich, Yorkville, and Oswego (see Illustration 5). With the extension of Eldamain Road across the Fox River, motorists now have a much stronger regional connection to the west via Route 71.

Centers of Industry

Plano is home to the burgeoning Eldamain Industrial Corridor in the northeast area of the city's boundaries. Additionally, residents of Plano have easy access to the Sandwich Industrial Park in Sandwich, the Yorkville Business Center and Fox Industrial Park in Yorkville, and Kendall Point, Highland Business Park, and Stone Hill Industrial Park in Oswego. Being near to these centers of industry makes Plano an even more attractive place for workers to live and raise a family.



The Menard's Distribution Center is a key employer and contributor to Kendall County's industrial strength.

Industrial Real Estate Development

Chicago Metropolitan Agency for Planning (CMAP) conducted a Kendall County Industrial Market Analysis in 2016. It yielded two key takeaways: 1) new industrial development is needed in order to attract new businesses and 2) development should occur in industrial parks near regional trucking infrastructure. These principles are still true today.

Demand for New Industrial Development

Overall industrial vacancy is low in the Chicago region at 5.6%. However, in the I-88 corridor sub-market (which includes Plano), industrial vacancy is even lower at 4% as of Q4, 2024 (source: Avison Young Chicago Industrial Insights). Two of the three largest leases and the largest new project in the Chicago region were also in this same I-88 corridor sub-market. With the market for industrial development expected to remain strong into 2025 Plano is well positioned to attract future business development. In particular, the Eldamain Road corridor has seen extensive interest for new data centers, with Microsoft planning a facility in Plano and several similar facilities being proposed in neighboring Yorkville.

Site Selection

With excellent regional accessibility, the logical location for new industrial development in Plano is within the Eldamain Road corridor. This area is well connected to regional roadways and has access to the Class 1 Burlington Northern railway, and has access to an excellent electrical supply. In addition to Menard's in Plano, these assets have helped attract companies like Bright Farms, Wrigley Manufacturing (Skittles), and Groot Industries to the area. The Menard's Distribution Center current has a rail spur (located off the main Burlington Northern Class 1 railway), as well as outparcels available for future distributors and suppliers. Additional rail spurs may be helpful in attracting new industrial development.



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). 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 new Gjovik Ford Dealership as well as the Dempsey Chrysler, Jeep, Dodge, RAM dealership (Automotive and Filling Stations) were largely responsible for high gross revenues in their respective categories. The values in Figure 9 do not reflect the impact of Gjovik Ford’s relocation from Sandwich to Plano. With this change, Plano will be even stronger in the automotive category and in overall per capital sales tax revenue in coming years.

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

Food & Dining Potential

New restaurants could generate more sales tax revenue in Plano (see Figure 9). The potential retail spending growth in the Food Away from Home category-- which includes eating and drinking places-- is forecast at 17% in the next several years (see Figure 10). Overall, retail spending is projected to increase in Plano over the next five years, but not all growth categories may support physical development or new businesses - the categories that could support new business are noted in Figure 11, with the largest projected spending growth in the Dining Out and Groceries categories.

Figure 9. Municipal Sales Tax Revenues, 2023

	Plano	Sandwich	Yorkville
General Merchandise	\$826,514	\$3,259	\$674,449
Food	\$188,560	\$106,551	\$625,878
Drinking & Eating Places	\$197,849	\$167,067	\$679,045
Apparel	\$4,071	\$10,832	\$75,028
Furniture & Household & Radio	\$32,274	\$5,763	\$13,444
Lumber, Building, & Hardware	\$2,790	\$57,265	\$814,628
Automotive & Filling Stations	\$633,955	\$457,240	\$394,573
Drug & Miscellaneous Retail	\$353,416	\$433,696	\$1,118,190
Agricultural & All Others	\$180,582	\$69,237	\$385,852
Manufacturers	\$20,404	\$4,930	\$28,555
TOTAL	\$2,440,415	\$1,315,841	\$4,809,602
2023 Population	12,676	7,212	24,693
Per Capita	\$192.52	\$182.45	\$194.78

Source: Illinois Department of Revenue, 2023

Figure 10. Projected Retail Spending Growth, Food Away from Home, 2023-2028

	Plano	Sandwich	Yorkville
2023 Consumer Spending	\$12,895,363	\$8,170,171	\$34,285,859
2028 Forecasted Demand	\$15,090,533	\$9,073,682	\$43,154,341
Projected Spending Growth	\$2,195,170 / 17%	\$903,511 / 11%	\$8,868,482 / 26%

Source: Esri forecasts for 2023 and 2028.

Figure 11. Projected Retail Spending Growth, 2024-2029

	 Entertainment & Recreation	 Dining Out	 Apparel	 Home Furnishings & Equipment	 Groceries
2024 Spending	\$13,676,276	\$14,292,694	\$8,482,216	\$7,187,257	\$24,551,889
2029 Projected Spending	\$16,207,332	\$16,930,372	\$10,046,728	\$8,516,021	\$29,110,090
Projected Growth	\$2,531,056	\$2,637,778	\$1,564,512	\$1,328,764	\$4,558,201

Source: Esri forecasts for 2024 and 2029; Consumer Spending data are derived from the 2021 and 2022 Consumer Expenditure Surveys, Bureau of Labor Statistics

A variety of restaurant types would likely succeed in Plano. A fast-food restaurant may be best poised (see Figure 12). Additionally, a destination, farm-to-table restaurant in Plano could leverage the town’s pastoral setting and rich agriculture. A talented chef, fresh, local ingredients, and the scenic surroundings of the Fox River or the unique environment of downtown Plano would likely attract diners from across Chicagoland. 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, 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 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.



Strategy in Action: Thyme Craft Kitchen | Peru, IL

Thyme Craft Kitchen in Peru, Illinois, is a farm-to-table restaurant that utilizes fresh ingredients from 25 local farm and small business partners. The restaurant partners have committed to using only foods sources from the Midwest and surrounding Illinois Valley, helping to give back to their agricultural community.

Image Source: Thyme Craft Kitchen

Other Retail

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. Plano Restaurant Market Potential, 2023

Product/Consumer Behavior in Last 6 Months	Expected Number of Adults/HHs	Percent	Market Potential Index
Went to family restaurant/steakhouse	5,816	70%	105
Fast food/drive-in: eat in	2,044	25%	120
Fast food/drive-in: home delivery	1,333	16%	119
Fast food/drive-in: take-out/delivery	5,194	62%	107

Figure 13. Sports and Leisure Market Potential, 2023

Product/Consumer Behavior in Last 6 Months	Expected Number of Adults/HHs	Percent	Market Potential Index
Archery	221	3%	113
Bicycling (mountain)	331	4%	111
Hunting with shotgun	186	2%	90
Golf	638	8%	97
Jogging/running	1,017	12%	108
Target shooting	468	6%	112
Watching fishing on TV	249	3%	93
Overnight camping	1,154	14%	103

Source: GfK MRI in a nationally representative survey of U.S. households. Esri forecasts for 2023 and 2028.

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 City Center Plan and the Downtown Streetscape Enhancement Plan 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.

Key commercial and mixed use opportunity sites in Plano include the former Plano Molding and Monarch Foundry sites adjacent to downtown, opportunities for several outlots at the southeast corner of Route 34 and Little Rock Road, and a variety of large and small sites on East Route 34 between Needham and Eldmain Roads (See Route 34 Improvements plans on pages 67-69)



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 Edith Farnsworth House, a world-renowned icon of modern architecture which served as a country home for Dr. Edith Farnsworth, draws over 10,000 visitors each year. 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



Source: Mel Theobald; mcmdaily.com

While technically outside of Plano's municipal boundary, the Mies van der Rohe-designed Edith 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

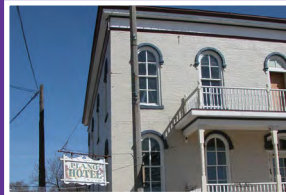
Farnsworth House
14520 River Rd.



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

public plazas, playgrounds, sports fields, natural 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.

Woody's Orchard and Fun Farm just west of the city limits (southwest corner Creek Road and Frazier Road) is a good example of this, as their offerings include you-pick apples and fresh apple cider. Visitors can tour the farm, pick their own apples, pumpkins, and sunflowers, and engage in kid-friendly activities like corn mazes and train rides.



Woody's Orchard and Fun Farm offers family-friendly activities, you-pick apples, and fresh apple cider.

Residential

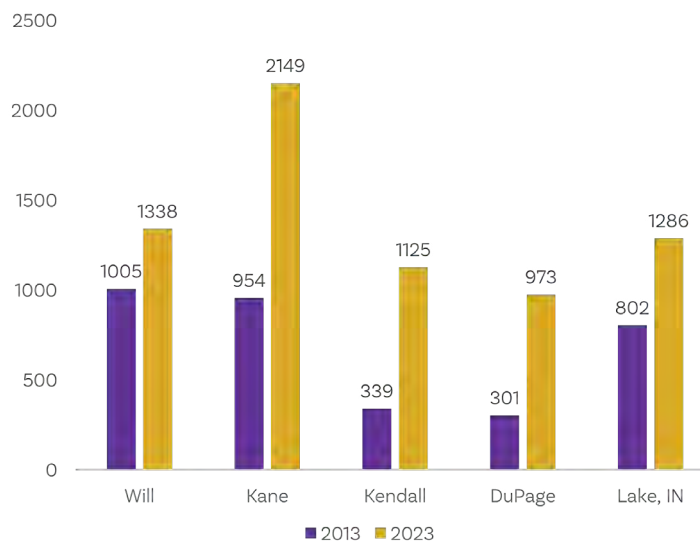
New Home Construction

Since the 2008 recession, new home construction has slowly been on the rise in both the Chicago region and in Kendall County. In 2024, Builderonline.com ranked the 50 best markets in the U.S. for new construction and put Chicagoland at No. 22. This solid ranking is encouraging, suggesting continued demand but at a more sustainable pace than what occurred in the region in the early 2000s.

Prices for the broader Chicago area are also growing far faster than the nation's. In the nine-county metro area, the median price of homes sold in October was up 7.6% from October 2023 compared to a national increase of 4% according to the National Association of Realtors.

Regionally, low inventory has spawned higher prices. The median price of new homes sold in the third quarter was \$537,525, according to Tracy Cross & Associates. This compares with overall home sales (new and existing) of approximately \$400,000 during the same period according to the Institute of Housing Studies at DePaul University.

Figure 14. New Annual Home Starts by County, 2013-2023



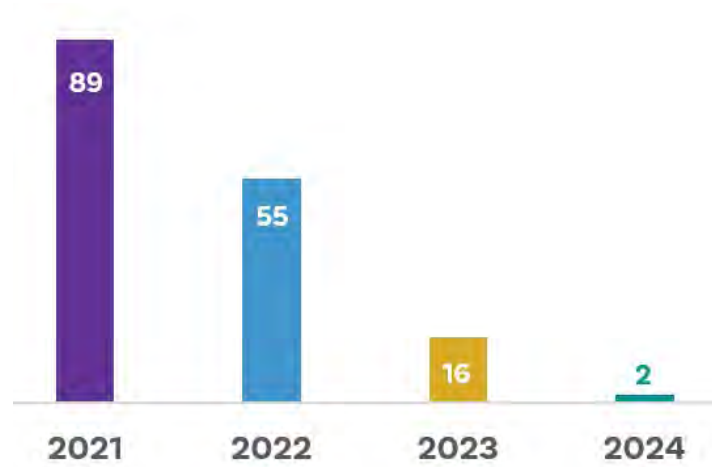
Source: Will, Kane, Kendall, DuPage, and Lake Counties

In January 2025, *the median listing home price in Kendall County, IL was \$395K*, flat year-over-year. (Realtor.com).

New home construction has continued to increase annually in Kendall County since the 2008 recession. However, most of that growth has been in the eastern and central portions of the County (Oswego, Plainfield, Joliet, Yorkville). For example, in 2024 Yorkville issued 255 new home permits while Oswego issued 299 permits. Kendall County issued 42 new home permits in 2024, up from an average of 32 in preceding years. Newer homes built in the County are typically on larger lots, have more square footage, and are more expensive than the typical new home in Plano.

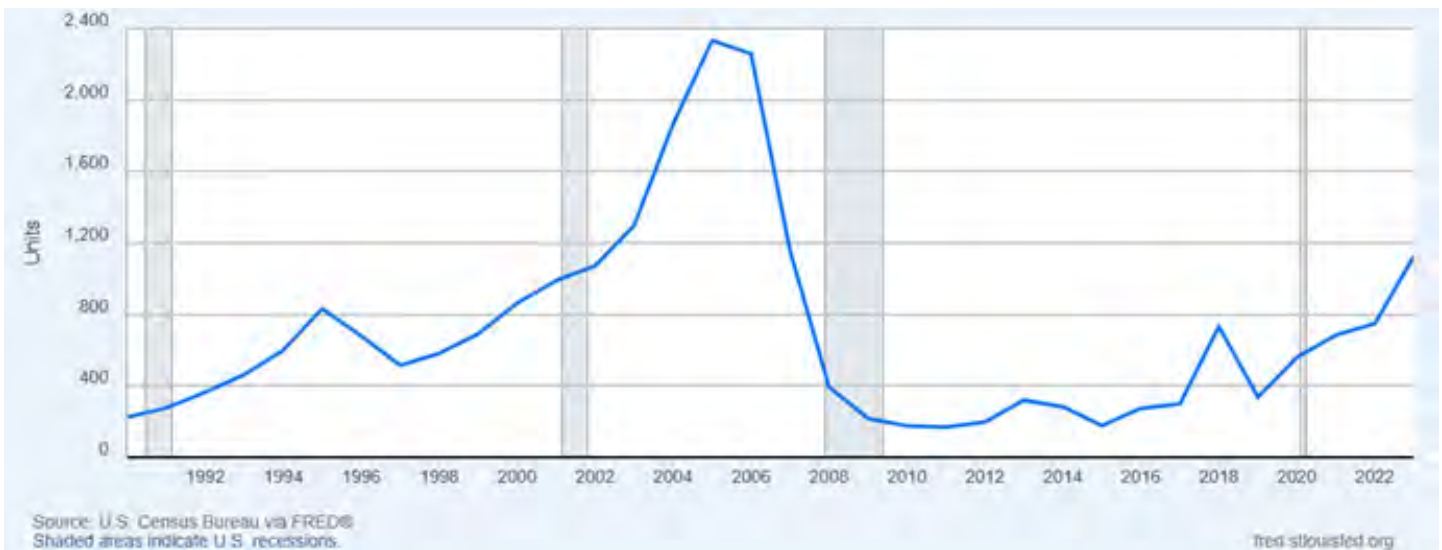
In Plano, residential development has slowed in recent years, with only 16 new home construction permits issued in 2023. This decline could be attributed to the completion of several large residential subdivision projects, including Lakewood Springs. During the housing boom in the early 2000s, land was annexed and subdivided north of Plano in anticipation of continued growth. Most of these subdivisions were never started or remain only partially developed today. **Given these regional trends, it would appear Plano is well positioned for additional residential growth.**

Figure 15. New Residential Permits, 2021-2024



Source: City of Plano

Figure 16. New Private Housing by Building Permits, Kendall County, 1992-2022



Recommendations

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.

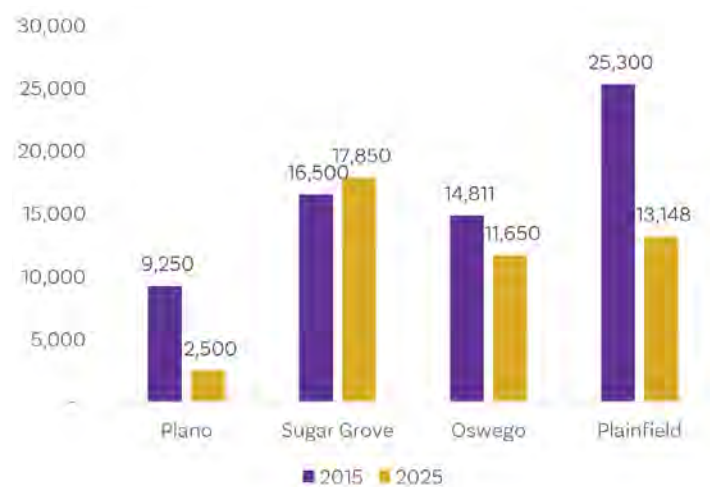
According to one realtor, small, one-story ranch homes, with a basement, three bedrooms, and a two-car garage, are increasingly demanded in today's market. Young families as well as Baby Boomers looking to downsize are particularly interested in this product. Duplexes and townhomes have also been a popular residential product within the region. Several new townhome projects are under construction in the Oswego/Plainfield area, and duplexes have been a very popular housing product in Morris. This type of single-family attached product is more affordable than traditional detached products while offering common maintenance that better fits many of today's busy households.

Competitive Impact Fees

Impact fees help communities pay for additional services – school, fire, water, and infrastructure – induced by new development. When a new home is constructed and occupied, local taxing bodies provide services immediately, yet they will need to wait a year before receive additional

property tax revenue. Impact fees help address this issue. However, such fees also impact affordability which is a major housing issue both in Kendall County and across the nation. Newly constructed homes typically have a higher assessed value compared to older homes, and, therefore, higher property taxes. This higher value will help offset the impacts associated with new construction. While these fees are important, Plano should continue to monitor actual costs and fees charged by surrounding communities to ensure that impact fees meet the needs of local governments while not being so high as to discourage new growth.

Figure 17. New Single-Family Impact Fees per Unit, 2015-2025



Source: City of Plano; Village of Plainfield; Village of Oswego, Village of Sugar Grove

Cooperate with Developers and Builders

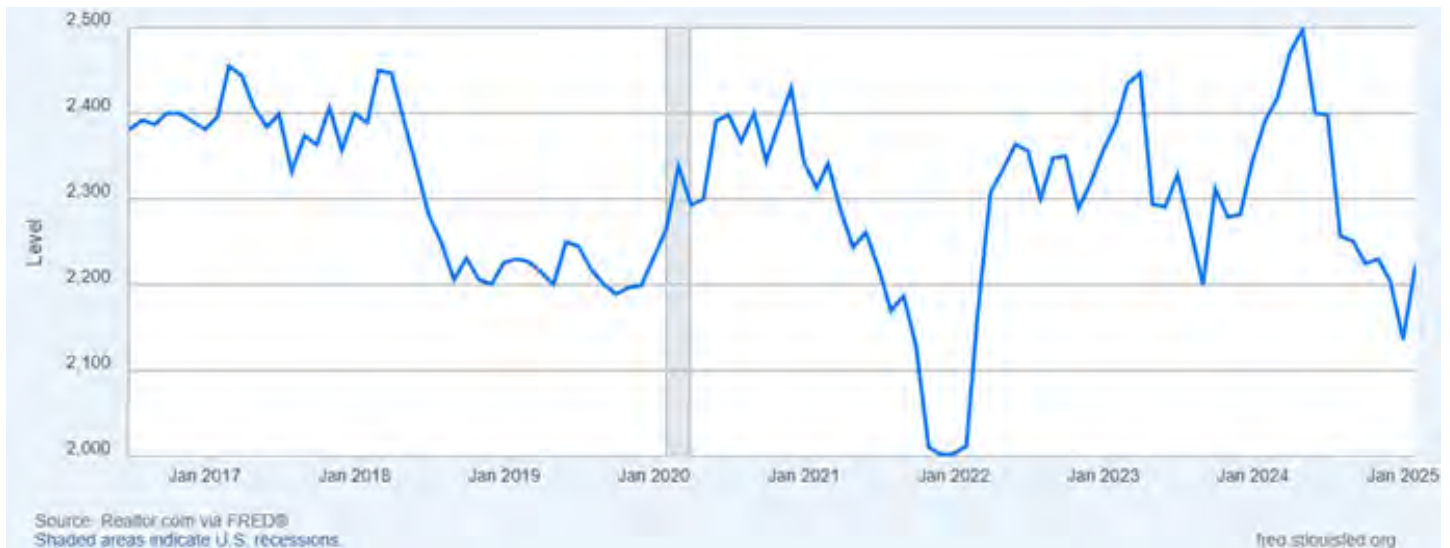
Promoting a business-friendly environment with developers and builders will ensure that new homes can be marketed effectively. Working together to allow for temporary signage, flexible showings, and open house events and other marketing strategies will allow developers to close home sales sooner.

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 Pulte, Lennar, Ryland, CalAtlantic, M/I, and others.

Attract and Construct Senior Housing

With the median age in Plano trending upward and the growth of the City population over 65 – up 3% over the last 10 years– promoting the construction of senior housing developments should be a priority. Currently, there are no senior housing facilities in Plano, while there are numerous options in nearby Sandwich, Oswego, and Yorkville. Constructing senior housing facilities in the City will allow residents of Plano to remain in the community comfortably, rather than relocating to adjacent municipalities with more senior housing availability.

Figure 18. Median Home Size in Square Feet, Kendall County, 2017-2025



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 6). Others were constructed but many of the lots remain undeveloped. 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 area's open space character.



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 and 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 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.) This 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 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 may include medium-high density residential that helps support downtown businesses. Development in areas designated within the city center should be pedestrianized.



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 major arterial roadways.



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



Renewable Energy Production. This category is an overlay, providing opportunities to develop renewal energy facilities such as wind or solar.



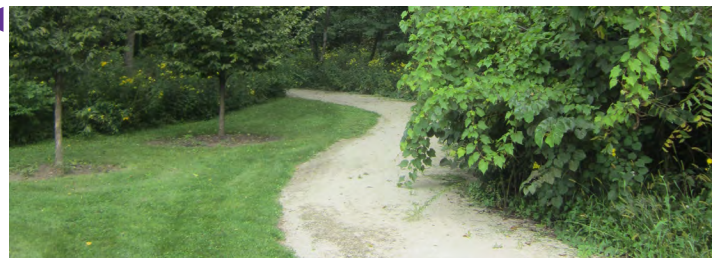
Transit-Oriented Development. This land use category refers to relatively high-density residential and mixed-use development surrounding the potential Metra commuter rail station. Both residential and commercial development should be pedestrian oriented and designed to maximize the benefit of its close 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.



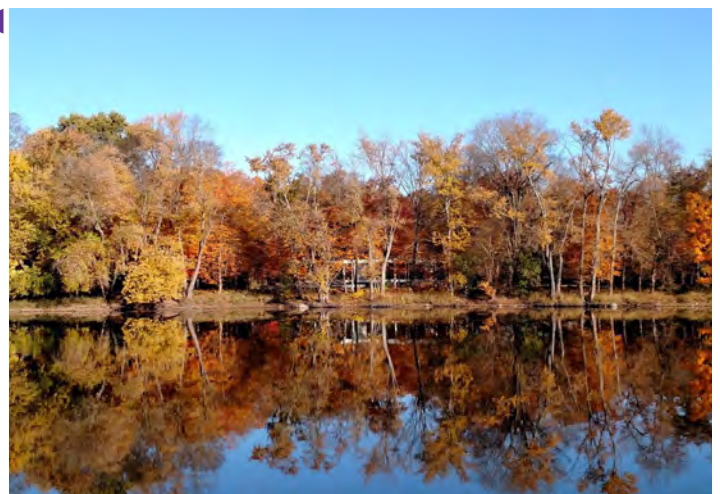
Institutional/Public. The Institutional/Public land use category applies to those lands where existing or proposed federal, state, or local governmental activities are conducted. Also included are existing and proposed public and private educational and other non-profit organization facilities. A church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

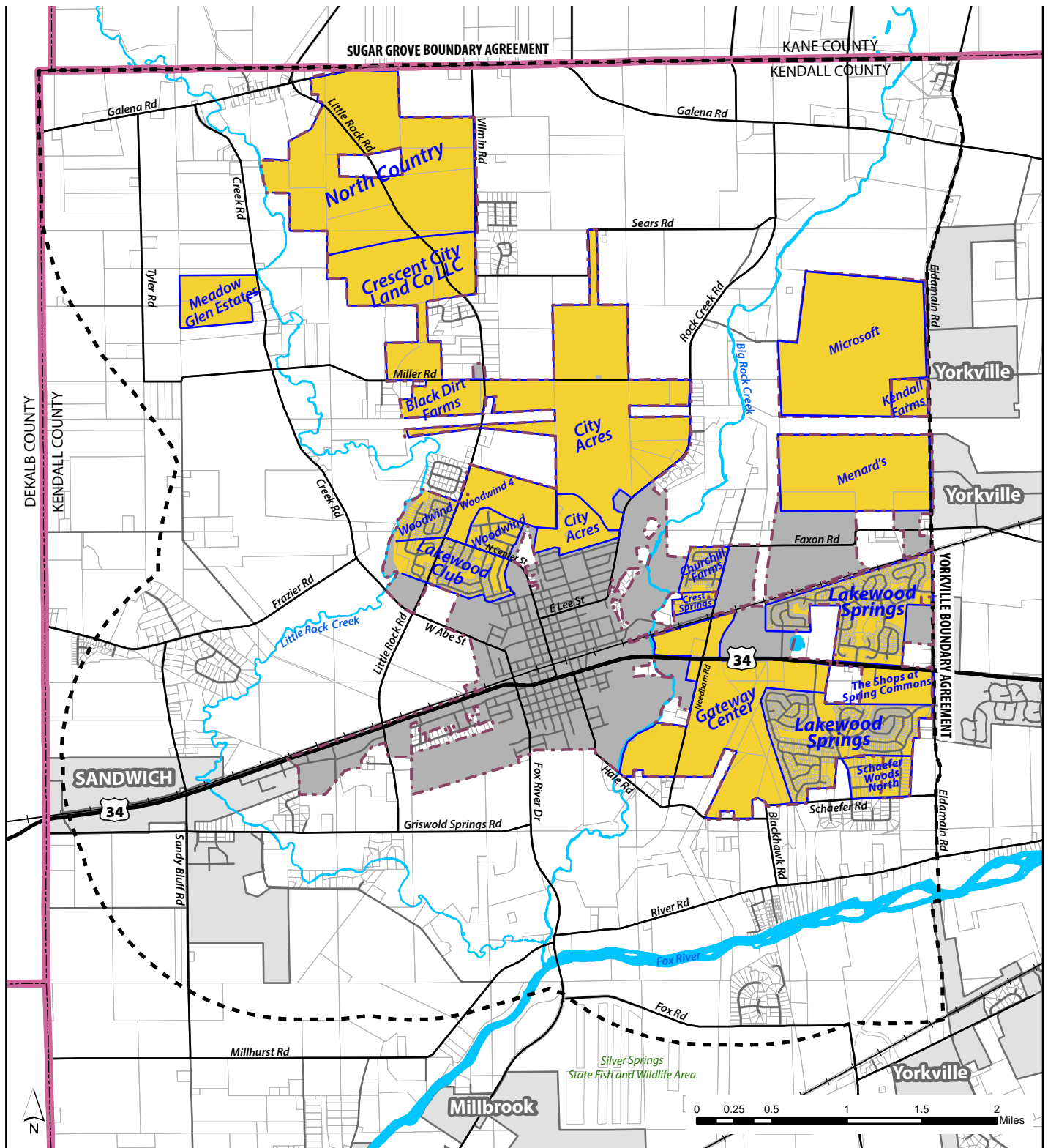


Parks. The Parks category includes all public open space and recreation facilities such as forest preserves, playgrounds, public plazas, bike trails, picnic areas and other recreation facilities. The Silver Springs State Fish and Wildlife Area is included in this category.



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






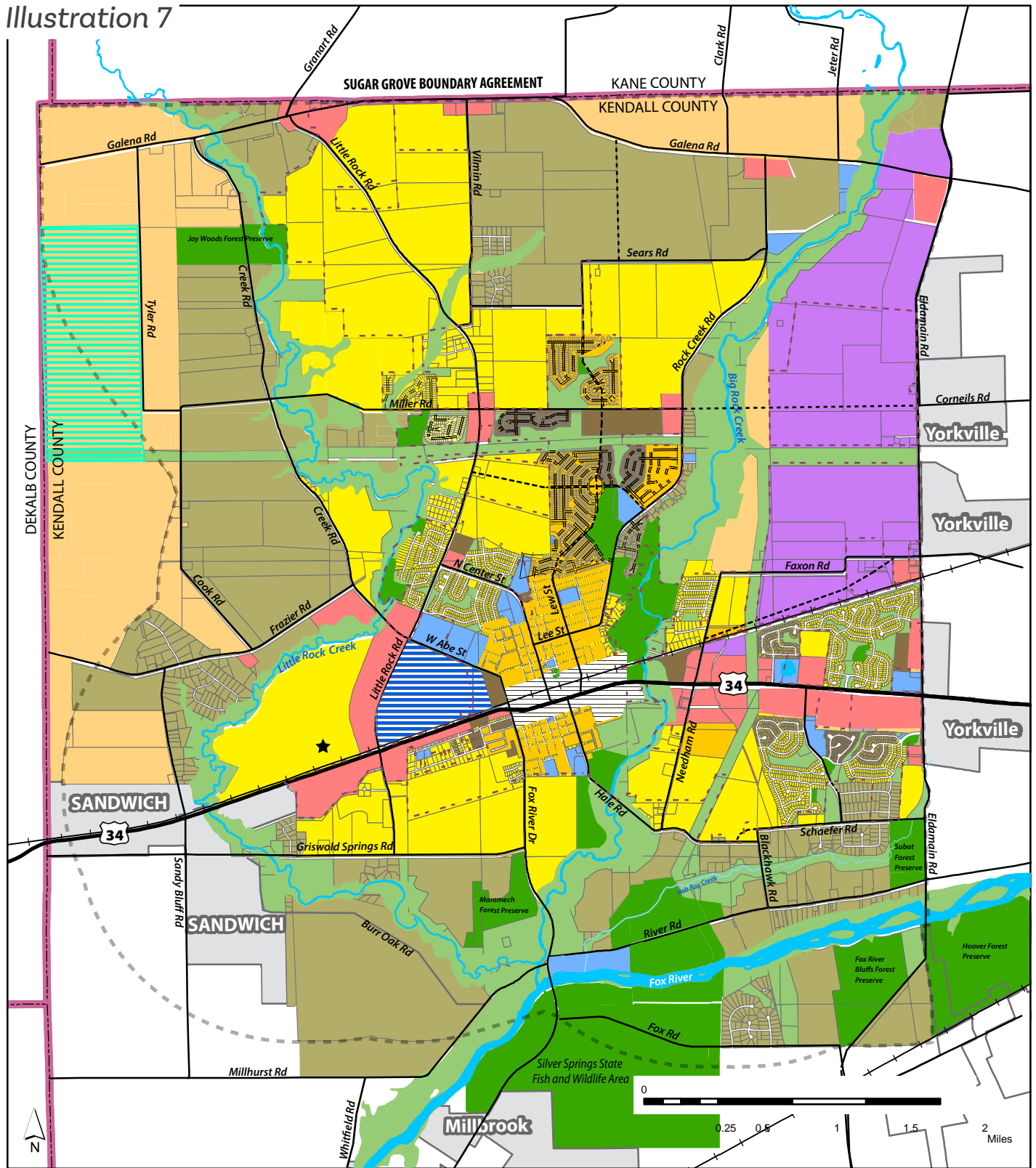
-  Plano Boundary
-  Planning Boundary
-  Existing and Planned Subdivisions

Illustration 7



Future Land Use



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

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 and park land are 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. Open space extending east of Big Rock Creek is intended to further enhance run off filtration and protect water quality in this waterway. Other areas shown for open space include land indicated on the National Wetlands Inventory as significant wetlands.

Renewable Energy Production

In addition to the standard land use categories detailed earlier in this chapter, a Renewable Energy Production overlay is proposed. Parcels in these areas (noted in cyan hatch on the Future Land Use map, Illustration 6) have been determined as suitable areas for renewable energy production, including solar farms and panels. An overlay was created for the purpose of guiding development of facilities such as solar farms as such facilities play an important role in public health and sustainability but also present challenges to future commercial and residential development. The parcels noted on the map are not currently slated for development and do not pose barriers to planned utility improvements.

The City adopted a zoning text amendment to address solar energy systems in March of 2025. This comprehensive ordinance should serve as a good tool to regulate future renewable energy uses in Plano. Beyond notation of acceptable areas for renewable energy production, the City encourages solar panel placement on roofs of existing and future buildings (see Environmental Sustainability chapter).



Roof-mounted solar panels in Beecher, IL

Figure 17 provides a summary of proposed land use distribution. 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.

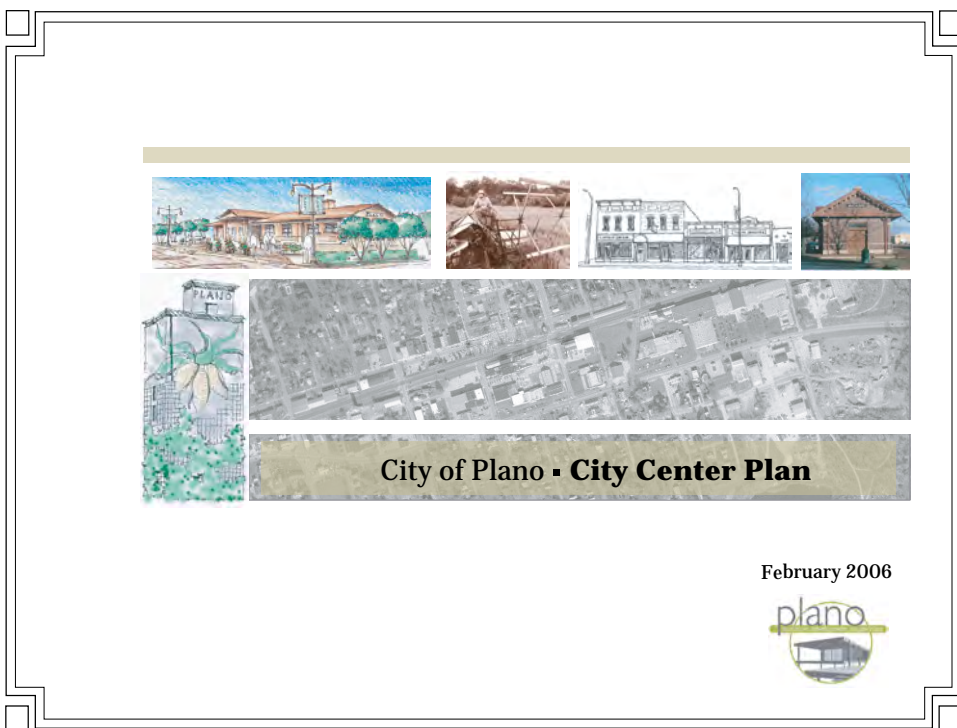
Figure 19. Future Land Use Area

Land Use	Area (Acres)	Percent of Total
Agriculture	3,541	16%
Estate Residential	4,607	21%
Low-Density Residential	4,097	19%
Medium-Density Residential	842	4%
High-Density Residential	197	0.9%
Park	2,114	10%
Open Space	2,671	12%
Public/Institutional	297	1%
Industrial/Office/Research	2,045	9%
General Business	932	4%
City Center Commercial	63	0/3%
City Center Business Transitional/Mixed-Use	32	0.1%
Transit-Oriented Development Site	207	1%
TOTAL	21,645	100%

The City Center Plan was adopted in 2006. It provides detailed suggestions regarding physical improvements, land use and zoning, marketing and business attraction for downtown Plano and the east and west entry corridors along Route 34. Some recommendations, like redevelopment of the site that now contains Casey's, improvements to the City parking lot along John Street, prairie plantings along West Route 34, and some additional murals have been implemented. However, many of the other suggestions have not been accomplished due to a variety of factors including slower growth than anticipated and budgetary constraints.

While dated, this plan still offers many suggestions that would help enhance downtown Plano. Several of these are highlighted here:

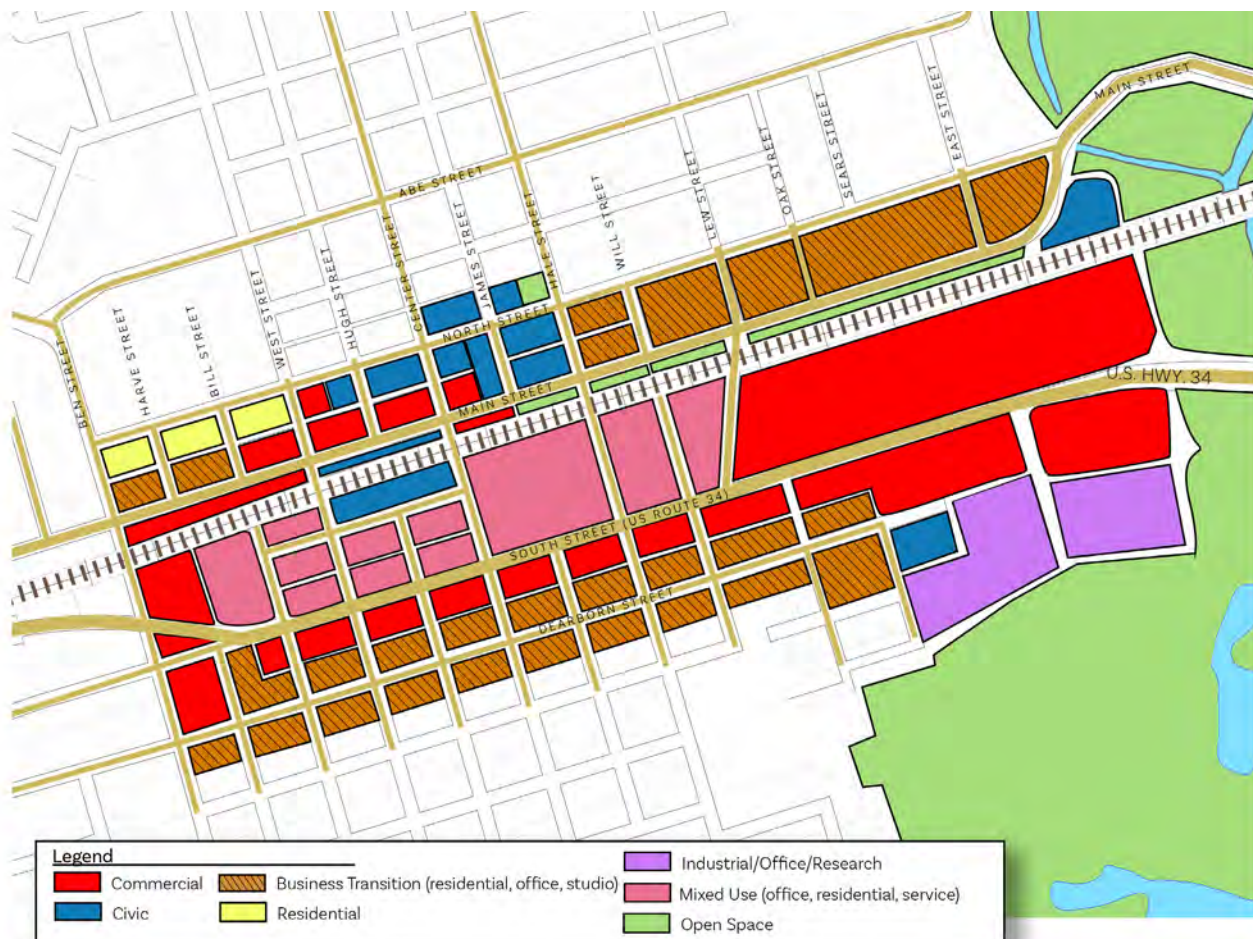
- **Redevelopment:** The plan highlights 24 potential development/redevelopment sites. Focus should be on sites with good visibility and access to Route 34 including the Plano Molding and Monarch Foundry sites. While the existing plan notes commercial use for much of this area, a more mixed-use approach is recommended that would integrate some higher density residential uses.
- **Zoning Updates:** Updates to both the City's zoning ordinance and map are recommended. Modifications include modifications to the B3 zoning district to better match the existing urban character (or creation of a new downtown zoning district), adjustments to parking regulations, and modification of sign regulations to better fit the area including allowing projecting signs. Zoning map revisions are also recommended, particularly for former industrial sites like Plano Molding and sites south of the railroad and north of Route 34.



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

- **Streetscape and Wayfinding Enhancements:** The plan notes the need to direct people from Route 34 into downtown Plano. That issue still exists today, and should be a priority for enhancement to the area. See additional streetscape recommendations below. The existing streets, curbs, sidewalks and infrastructure in the downtown area are long overdue for improvement, making this a great time to integrate streetscape enhancements.
- **Create a Tax Increment Financing District (TIF):** An eligibility study was completed for a downtown TIF, but the plan was never adopted. TIF is still one of the few tools available to partner with the private sector and provides funding for needed public improvements and renovation of existing properties. The City could also consider a Business District which would capture sales tax revenue for use in the area, or a Special Service Area which could fund marketing and promotion of the area, events, and maintenance items like snow plowing or flower programs.
- **Promote Additional Murals:** The mural at Arts-on-Fire and the faded American Flag mural created when filming the Superman movie area great - but more murals would help to highlight and celebrate the uniqueness of downtown Plano.
- **Seek Grant Assistance:** Public improvements and enhancements to pedestrian areas are expensive. The State of Illinois (IDOT) has the Illinois Transportation Enhancement Program (ITEP) which can provide up to 80% funding. The City should update their existing plans to be ready to submit for ITEP assistance in the next funding cycle (2026). The state also occasionally has other downtown funding grants available, and Plano should seek assistance with any programs that would help implement the City Center Plan and this Comprehensive Plan.

Illustration 8



Downtown Streetscape Enhancements

In 2009, the City retained Robinson Engineering and Planning Resources to develop a plan for enhancements to downtown. While these plans have yet to be implemented, they contain many excellent ideas for improving the function and appearance of downtown Plano.

Key plan features include:

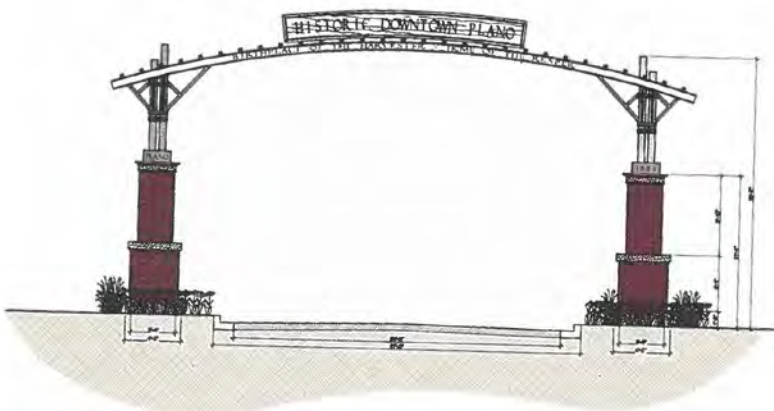
- Removing parking and adding green space on the north side of the train depot.
- New landscape improvements throughout downtown.
- Decorative pavement at intersections with improved crosswalks and pedestrian circulation.
- A gateway feature on Center Street to pull motorists in from Route 34.

These plans should be revisited and updated with an emphasis on:

- Outdoor dining opportunities, particularly along Main Street (may require the loss of a few parking spaces) and integration into the proposed “pocket” park near the northwest corner of High and Main Streets.
- Updating of proposed street furnishings, plantings and lighting to reflect modern landscape architectural practices.
- Place greater emphasis on visually pulling people from Route 34 into downtown. This includes the development of a wayfinding signage program.

At right: Illustration of a potential mural on Plano’s grain elevator from the City Center Plan.

Below: Illustration of downtown Plano gateway arch from the City Center Plan.



Downtown Parking

As noted in the City Center Plan, “availability of convenient parking is essential to a successful business district.” The plan documented available parking both on and off-street, and suggested that there was not a significant parking problem at the time (2006). The plan also noted several locations for potential new public off-street parking lots, including:

- The southwest corner of North and Hugh Streets (this lot has been constructed and contains 33 parking spaces)
- The northeast corner of West and John Streets (this parcel is owned by the City and is currently a gravel lot).
- Two locations along Dearborn Street (anticipated transition to commercial along Dearborn has not occurred, suggesting this future parking has not yet been required)

City staff surveyed downtown parking in last 2024 and found a total of 384 public parking spaces within the downtown core (with limited additional parking available in a few private parking lots). This total number of parking spaces appears adequate to meet current and anticipated future parking demand (outside of special events where streets may be closed).



384 existing parking spaces in Downtown Plano

The zoning ordinance generally exempts existing downtown businesses from a need to provide additional parking. However, there is a provision that if additional residential units are added either through new construction or conversion of former commercial space, then two parking spaces per unit must be provided. These off-site spaces can be either on-site or within 300’ of the dwelling unit. This provision has caused the need for several parking variance requests. Parking for new downtown residential units is difficult due to a lack of space for additional on-site parking, restrictions that prohibit overnight parking on-street and in some public off-street lots, and the requirement that spaces be within 300’ of the dwelling unit.

The following recommendations are designed to address this residential parking issue, as well as other potential parking issues:

- Review parking requirements in the zoning ordinance and consider modifications to address residential parking within downtown Plano. Solutions could include reducing the parking requirement for downtown residential uses, looking at the distance requirements, etc.
- Promote locations where overnight parking is allowed downtown. This could include developing a map that could be provided to landlords and new residents showing available overnight parking, adding signage to clarify which lots or spaces allow overnight parking.
- If downtown parking appears problematic, complete a parking utilization study to examine actual use throughout the day.
- If demand warrants, create a paved parking lot on the City-owned property at the northeast corner of John Street and West Street.

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. Trail connections to regional trails is discussed in the Environmental Sustainability section.

Vehicular Traffic

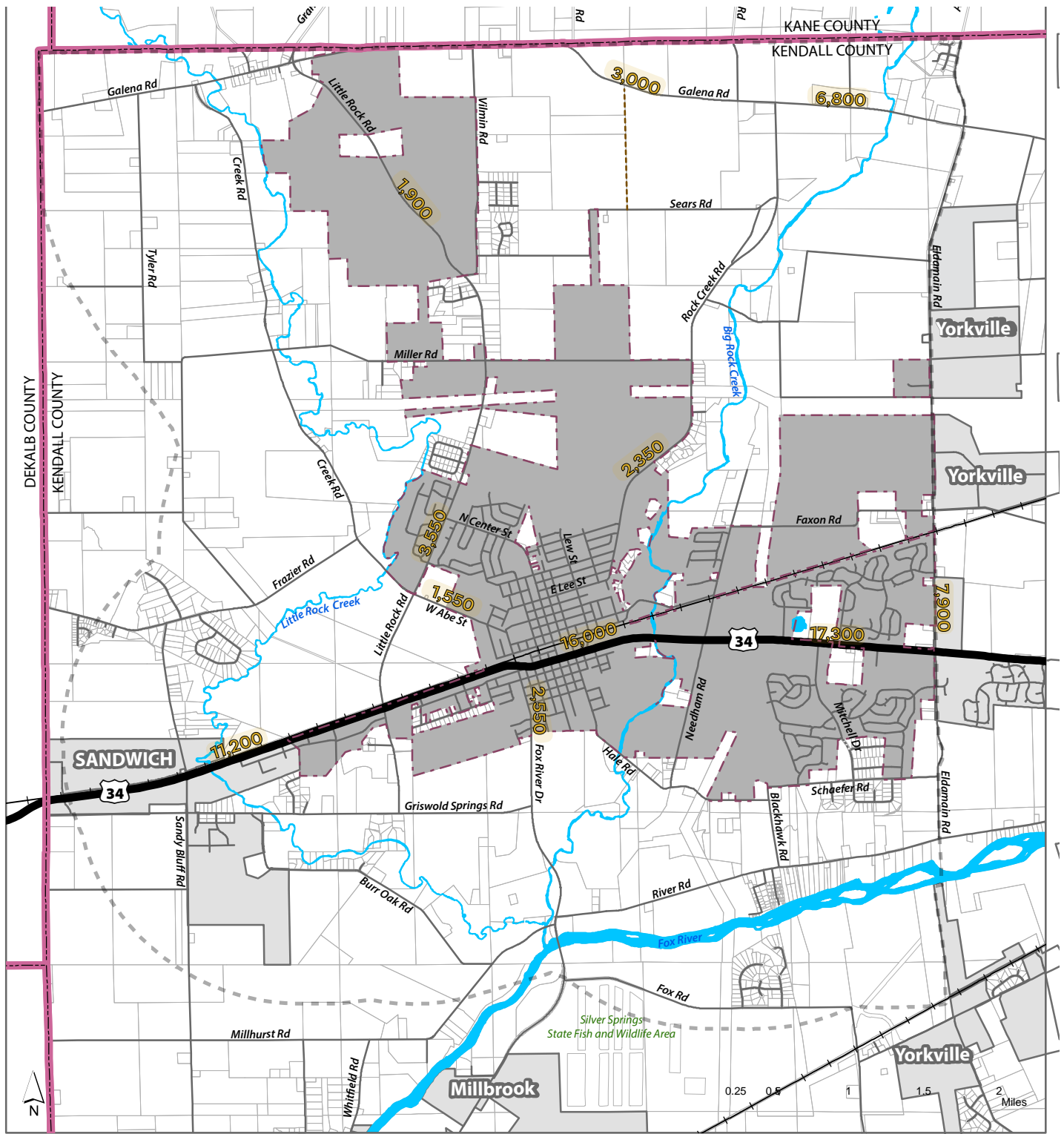
Figure 18 provides a summary of vehicular traffic patterns as documented by the Illinois Department of Transportation. This table illustrates change in annual average daily traffic volumes for selected roadway segments in and around Plano. As the table shows, Plano largely experienced traffic volume increases between 2003 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. While a precise explanation for this trend is not known, one possible explanation is that during recessions, traffic decreases as more people stay at home due to fewer work and leisure activities. Between 2015 and 2023, traffic increases or decreases were more consistent with historical trends. The outliers in this case is the segment of Creek Road between Abe and Miller, which decreased in traffic by 51%, and Eldamain between Route 34 and the Railroad, which increased by almost 30%. The fall in traffic on Creek is somewhat surprising given the opening of Woody's Orchard on that road segment during that time frame, while Eldamain's traffic increase could be attributed to the increase in industrial activity along the corridor in recent years.

Figure 20. Vehicular Traffic Counts, 2003-2023

Roadway	Segment	2006	Change (from 2003)	2015	Change (from 2006)	2023	Change (from 2015)
Route 34	Little Rock Rd to Ben St.	-	-	11,700	-	11,200	-4.3%
Route 34	Ben St. to Hale	15,400	4.0%	12,900	-16%	14,300	10.9%
Route 34	Ben St. to Eldamain	14,500	5.8%	13,500	-7%	16,000	18.5%
Ben St.	Route 34 to Griswold	2,850	-12.6%	2,650	-7%	2,550	-3.8%
Big Rock Ave.	Miller to Lee	2,900	7.4%	2,150	-26%	2,350	9.3%
Creek Rd.	Abe to Miller	-	-	1,550	-	750	-51.6%
Abe St.	Little Rock to Ben St.	1,900	15.2%	1,400	-26%	1,550	10.7%
Eldamain	Route 34 to Railroad	6,800	-	6,100	-10%	7,900	29.5%
Route 47	Galena to Route 34	15,600	2.6%	15,600	0%	15,400	1.3%

Source: Illinois Department of Transportation

Illustration 9



Annual Average Daily Traffic (AADT)

- Plano Boundary
- Planning Boundary



Source: Illinois Department of Transportation

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 Eldamain 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 9 and 10. 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 12 shows Plano's Future Transportation Plan. Key public transportation issues are noted in the following section. Key County thoroughfare improvements are listed in the Roadway Improvements Table (Figure 21). 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. The extension of Miller Road to Corneils, however, involves two municipal roadways. This extension will connect a key east-west thoroughfare on the north side of the City.

Regional Transportation

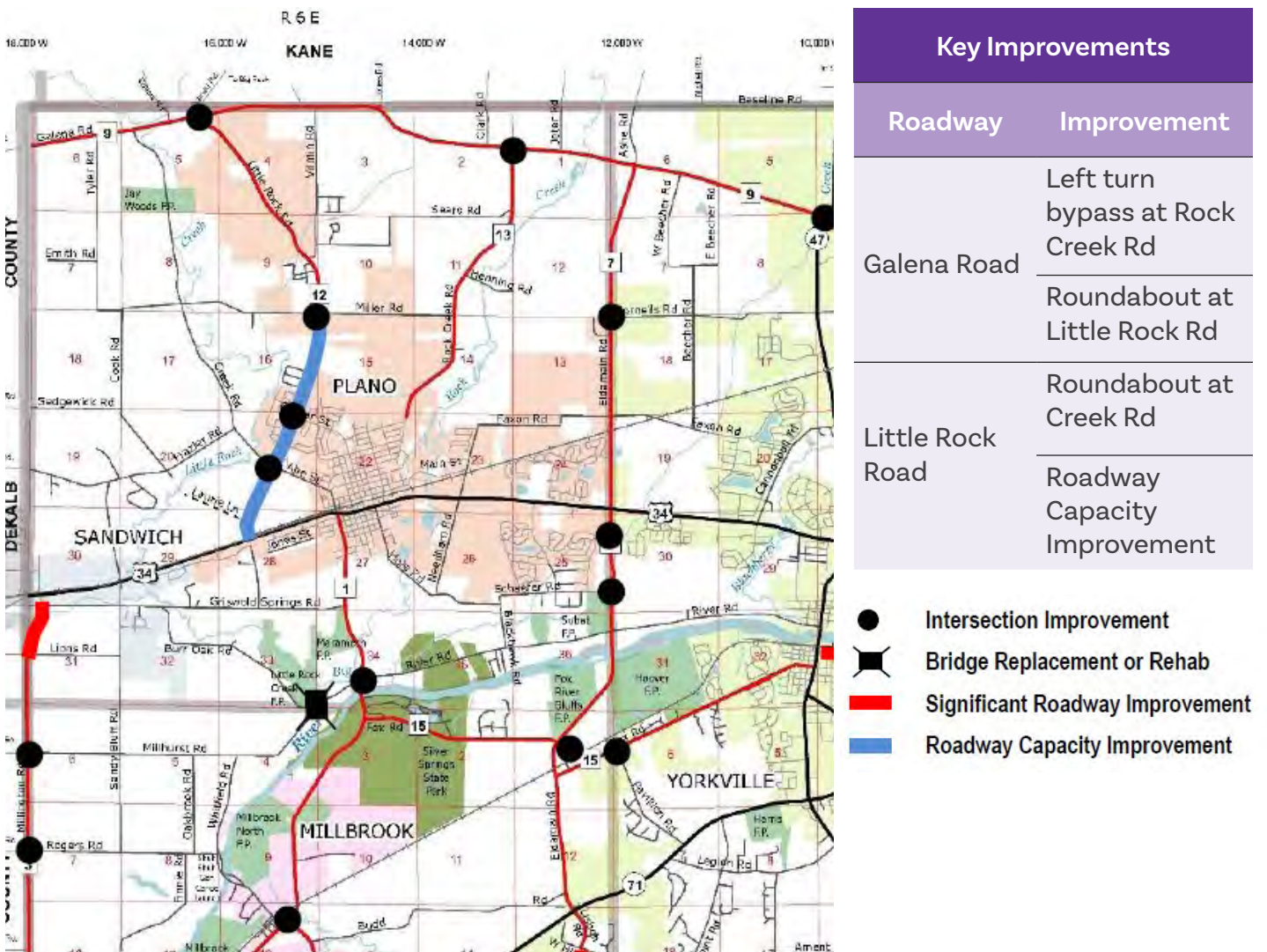
According to Kendall County’s 2024-2044 Long Range Transportation Plan, the County Highway System and its bridges are in good condition, both physically and in terms of traffic capability. Moreover, there are few capacity issues within the County’s purview, with the exception of a few choke points in 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.

Several Kendall County roadway improvements will impact Plano and the surrounding areas. These improvements are noted on the map and table below.

Public Transportation

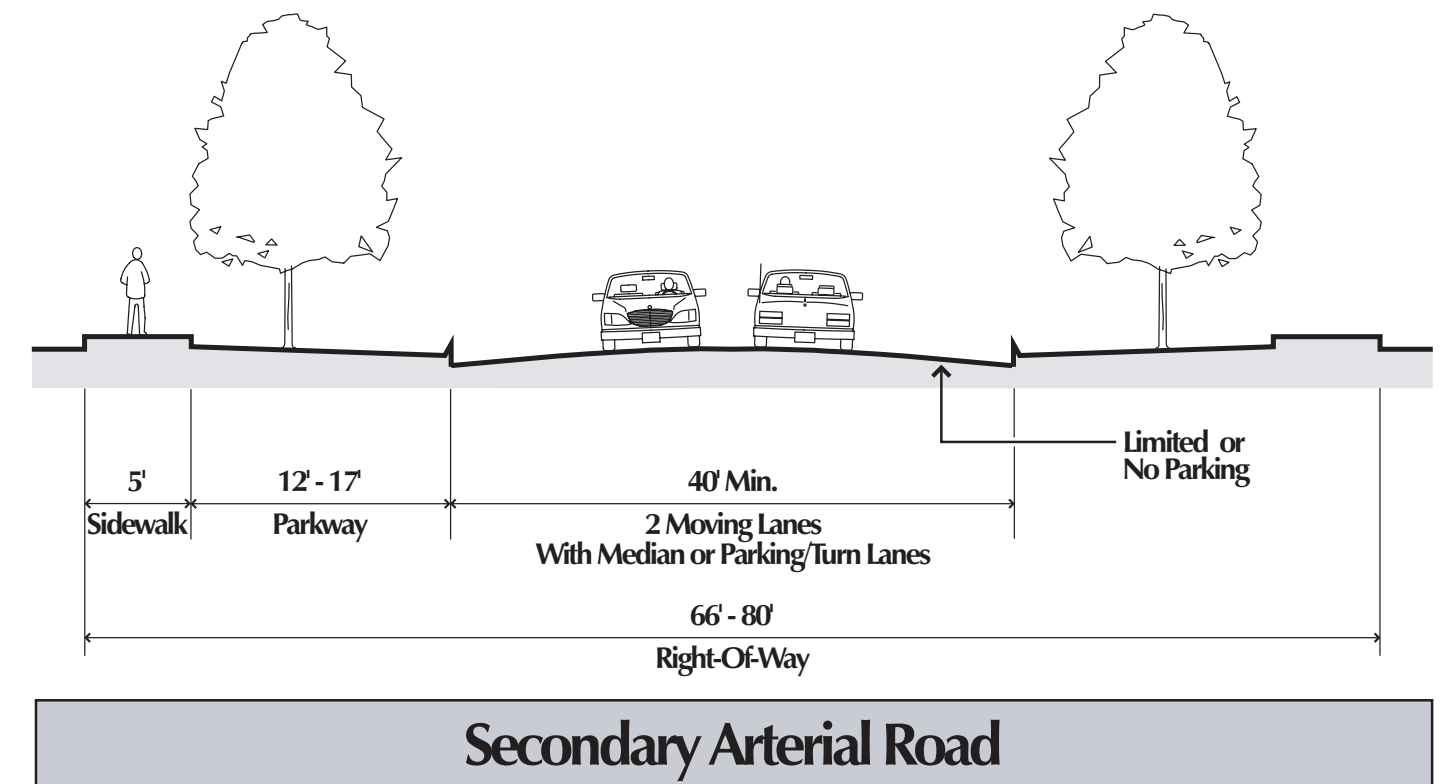
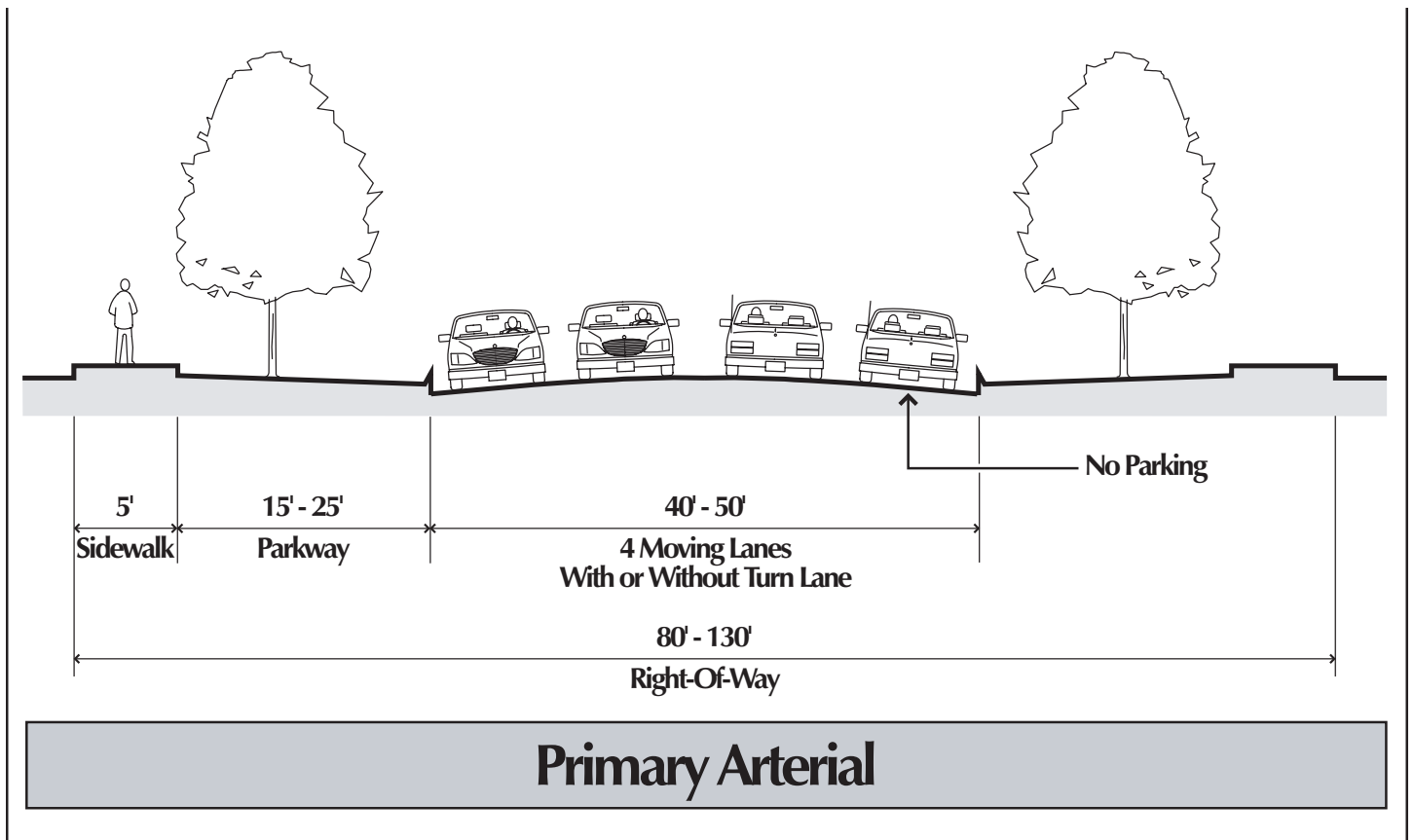
Public transportation in Plano is currently limited to rail service by Amtrak. Commuter rail service to Chicago is currently under consideration by Metra Rail. However, for Metra to provide service to Kendall County, the one percent RTA sales tax would likely need to be extended to the County via a referendum. 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

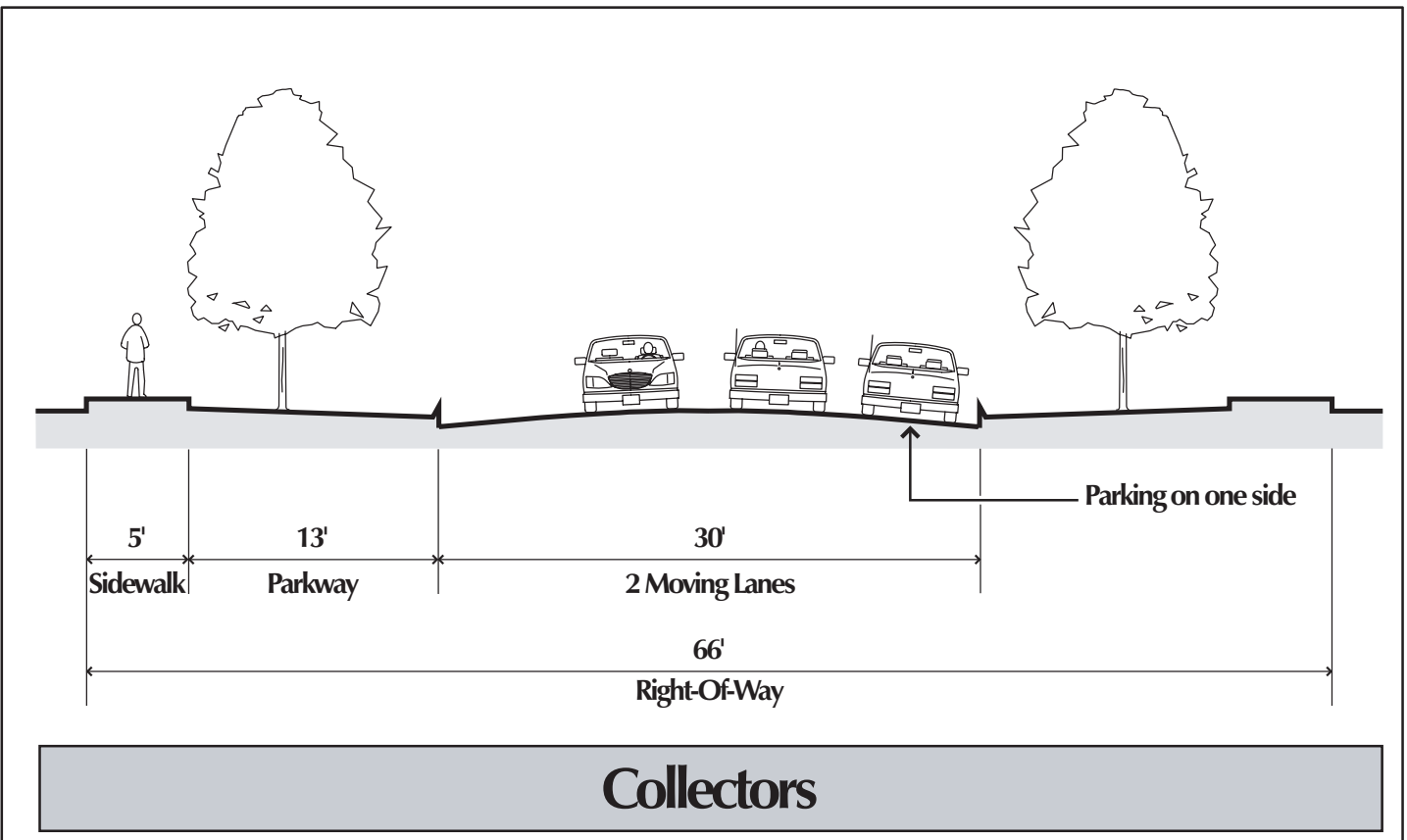
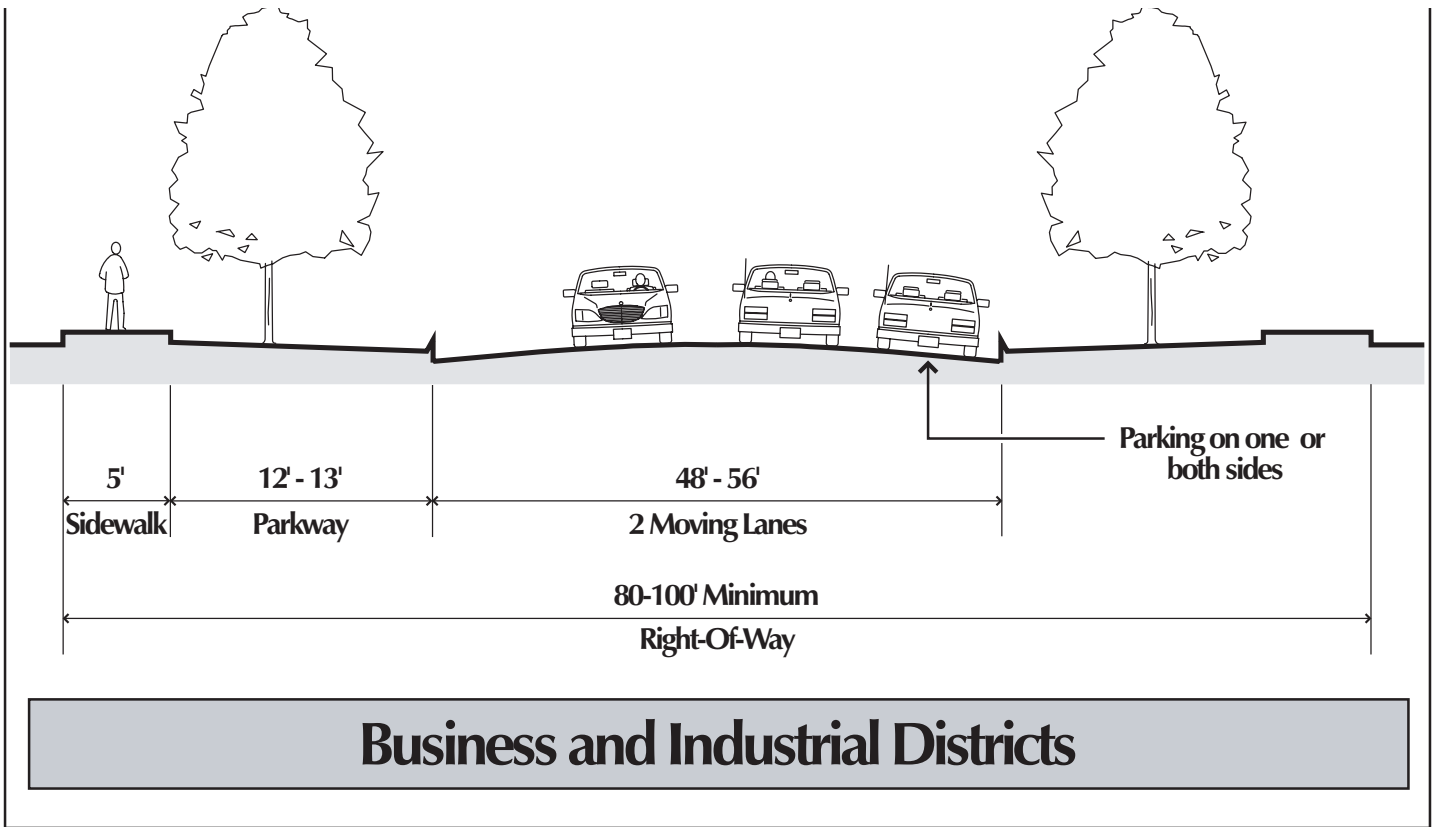
Figure 21. Kendall County Roadway Improvements, 2024-2029



Source: Kendall County Department of Transportation

Illustration 10



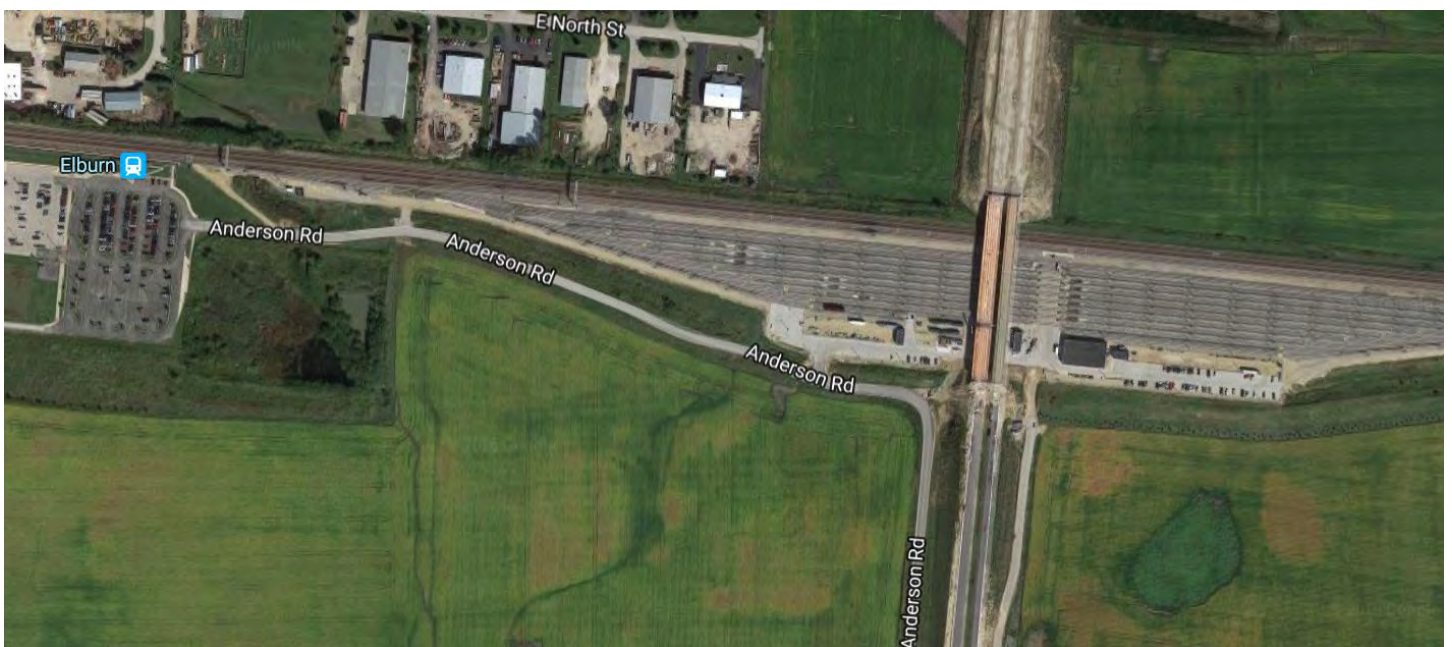


are immediate drawbacks that include ensuring safe traffic flow and allowing enough surface parking without destroying the character of the downtown area. Any location will require detailed study of traffic circulation patterns, and significant areas devoted to parking. For example, Metra required space 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.

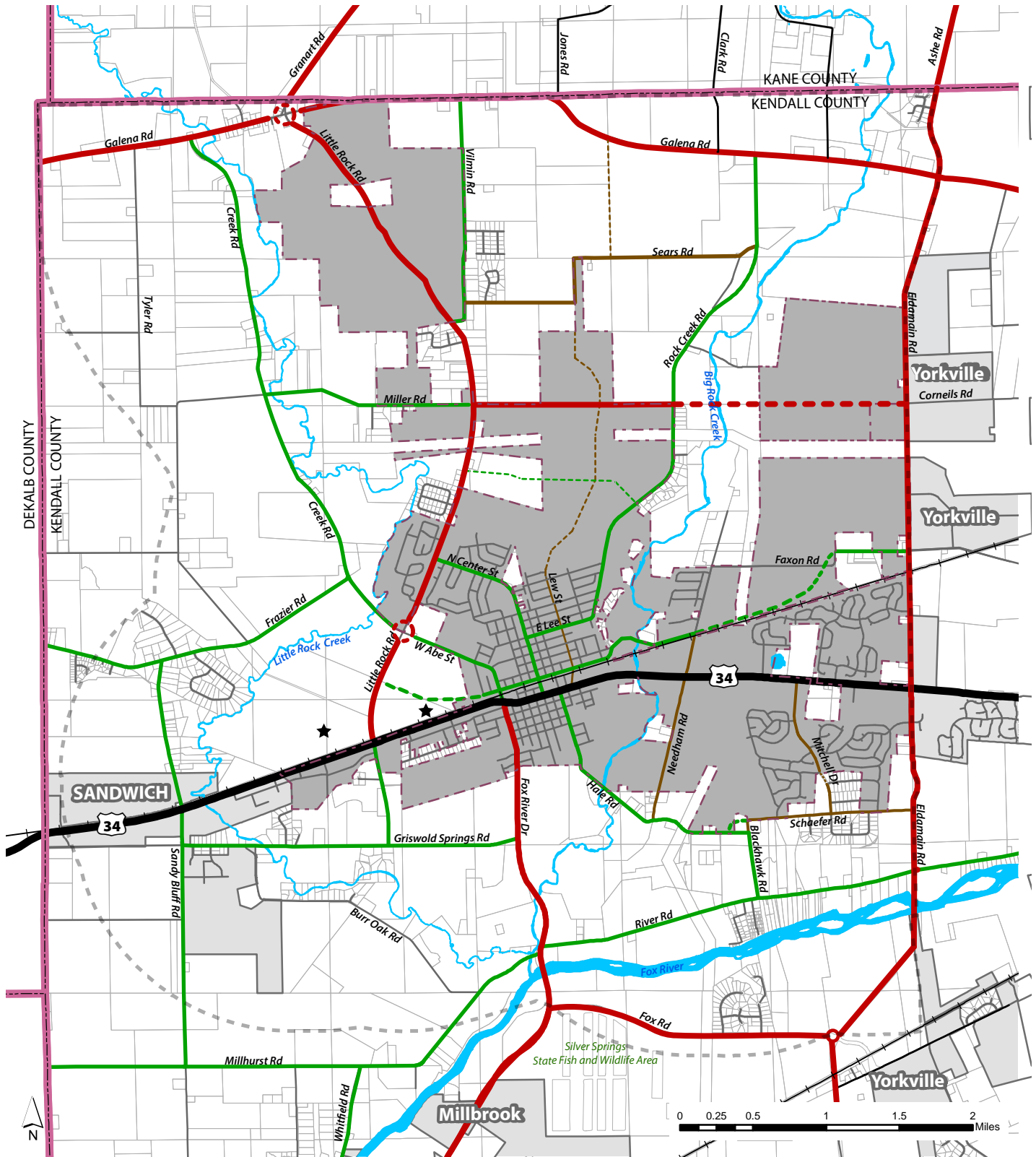
B. West Side of Downtown (west of Little Rock Road) - Similarly to the first alternative, the second location suggested for a commuter rail station is located on the west side of Plano, but west of Little Rock Road and east of Sandy Bluff Road. Because this alternative has the same advantages mentioned 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 12



Transportation Plan

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



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 light bulbs, 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 shower heads
- 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).

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.

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.

Water Reclamation

In 2003, the IDNR rated Big Rock Creek a Class A stream - the highest possible rating of water quality. Plano's water department is committed to protecting natural resources like Big Rock Creek to ensure water and habitat quality remain high. The Plan Water Reclamation Facility discharges treated wastewater into Big Rock Cree, and in 2006 the facility expanded to include biological nutrient removal and ultraviolet disinfection in order to improve the quality of the treated wastewater that leaves the plan. These measures are intended to maintain the high quality of the stream.



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 and streetscape designs 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 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.



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



Permeable Paving: Allows stormwater to filter through the pavement and into the soil. Options include permeable concrete, permeable 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.

- Encourage new industrial developments that integrate renewable energy and sustainability into their architecture and standards. This can include identifying opportunities to supply energy through local renewable production such as roof-mounted systems; establishing native and pollinator friendly landscaping or groundcover; and sourcing sustainable construction materials where possible.
- 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.
- Provide proper screening and landscaping to mitigate visual and potential health impacts of commercial operations in close proximity to residences.
- 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.

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.

Support the production of renewable energy throughout the city and its planning area.

- Promote rooftop solar for residential, commercial and industrial users to reduce electricity demand from the grid.
- Support commercial scale renewable energy production as a source of economic development, agricultural land preservation, and open space protection (see Future Land Use chapter).

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.



Source: ZonCom Productions, Inc.

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

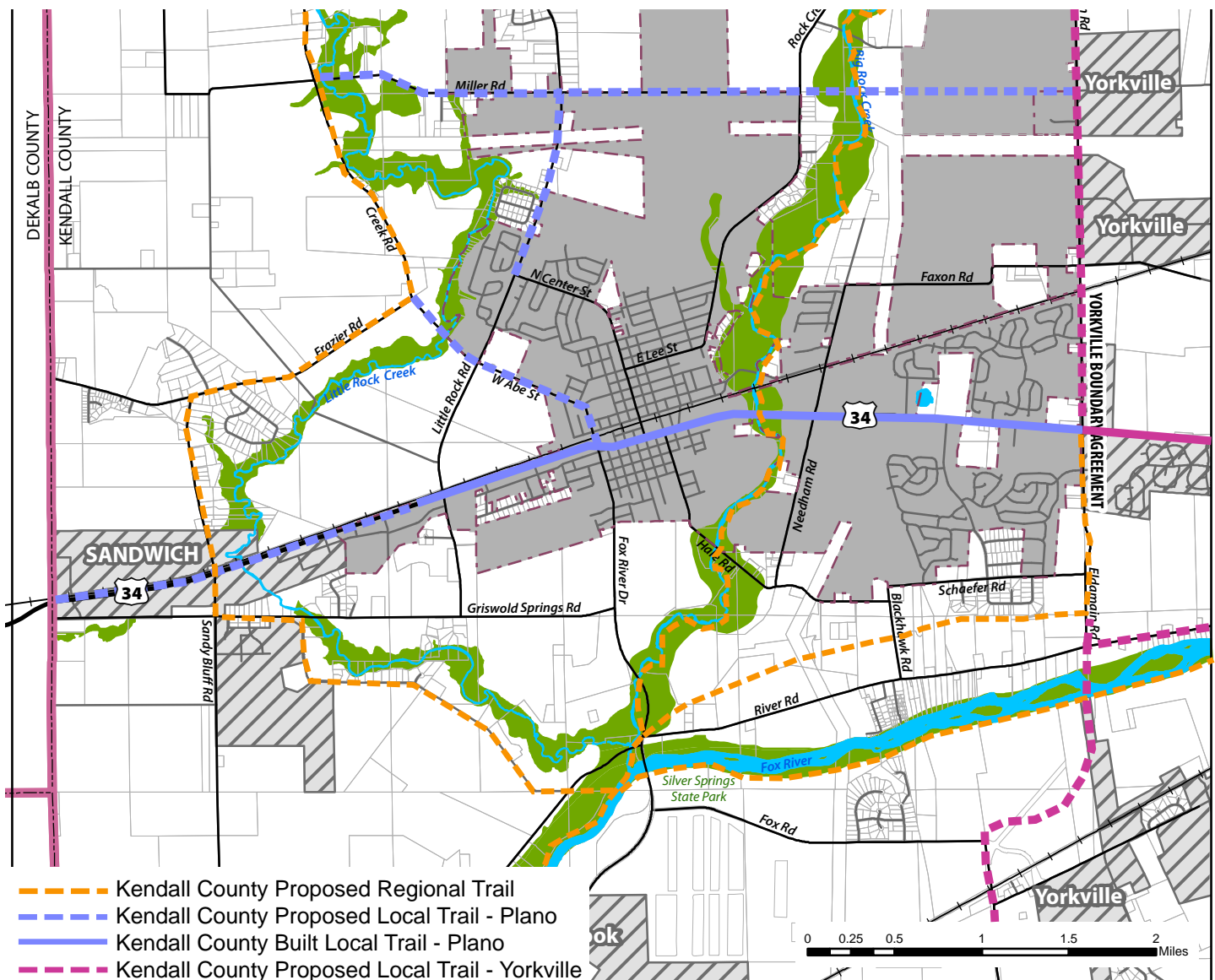
- Assure safe and healthy communities through preservation of older neighborhoods, reinvestment, and preventative deterioration tactics.
- Leverage the compact scale of downtown Plano to create a walkable neighborhood and main street business district.
- Link older neighborhoods and peripheral subdivisions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

It is recommended that the City work in tandem with Kendall County and adjacent communities, including Yorkville and Sandwich, to contribute to a regional trail plan that promotes active

transportation and recreation in the area. Local trails are currently proposed within Plano along Miller and Little Rock Roads and regional trails are proposed along Big Rock Creek through several Plano parks and along Route 34, connecting Plano to Sandwich. Yorkville has also planned a trail along Route 34 which would connect to Plano's and run east-west through the length of Yorkville.

Plano's main focus for trail collaboration should be strengthening the proposed regional trail along Big Rock Creek from Galena Road down to the Edith Farnsworth house and Silver Springs State Park. This trail can promote increased commercial traffic and easy access to tourism and ecotourism destinations.

Figure 22. Regional Trail Connections



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 12,700, these standards would suggest Plano should have approximately 127 acres of community park spaces. The City's total park acreage of over 175 acres far exceeds this standard.

PLANO
13.94
park acres per
1,000 residents

NATIONAL
10.6
park acres per
1,000 residents



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

The City has been doing a good job of planning for neighborhood park space in new subdivisions, and has included them as part of subdivision planning and construction. This effort should be continued with the construction of any new or planned subdivisions. The new DePaul Park at the intersection of Dearborn and West Streets has also helped to reduce this deficiency in parks access south of Route 34. The addition of the Jared Knispel Memorial Dog Park in Foli Park and a splash pad to Lathrop Park added two new amenities to Plano’s inventory of recreational facilities. More park improvements and expansions are coming as well, including in the partially undeveloped Ray Niles Park.

Figure 23. Municipal Park Inventory

Park Name	Acreage
Foli Park	28.7
Plano City Park / Klatt Field	8.8
Steward Park	120.0
DePaul Park	0.2
Gorman Park	5.0
Harry Neubert Park	0.5
Jared Knispel Memorial Dog Park	<i>Part of Foli Park</i>
Kristen Street Park	5.0
Larry Trimmerberg Park	3.8
Lathrop Park	0.5
Memorial Park	0.1
Ray Niles Park	2.4
Dick Hemmingsen Park	2.0
Woodwind III Park	<i>Undeveloped</i>
TOTAL	177.0



The Jared Knispel Memorial Dog Park is a recent addition to Foli Park. / Image Credit: Mark Harrington for WSPY News

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.



Jay Woods Forest Preserve recently expanded along Little Rock Creek.

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

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 23 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 24. Recreational Facilities Inventory

	Facility	Average Number in Illinois per 1,000 Population	Facilities Needed in Plano to Match State Averages	Number in Plano	Surplus/Deficit
Water-Based Facilities	Fishing Docks & Piers	0.045	0.54	1	0.46
	Aquatic Centers/Pools	0.022	0.264	0	-0.264
	Spray Grounds	0.025	0.3	1	0.7
Trails	Trails (Miles)	0.227	2.724	0	-2.724
	Bike Trails (Miles)	0.165	1.98	2	0.02
	Nature Trails (Miles)	0.12	1.44	1	0.44
Sports Facilities	Baseball Fields	0.173	2.08	3	0.92
	Softball Fields	0.121	1.45	2	0.55
	Basketball Courts (outdoor)	0.135	1.62	0	-1.62
	Soccer Fields	0.156	1.872	0	-1.872
	Skate Parks	0.014	0.168	0	-0.168
	Golf Course (18 holes)	0.008	0.096	0	-0.096
	Golf Course (9 holes)	0.005	0.06	1	0.94
	Disk Golf Course	0.009	0.108	1	-0.892
	Tennis Courts (outdoor)	0.171	2.052	0	-2.052
	Volleyball Courts	0.19	2.28	1	-1.28
Day-Use Facilities	Picnic Shelters	0.227	2.724	2	-0.724
	Playgrounds	0.341	4.092	6	1.908
	Dog Parks	0.012	0.144	1	0.856

(1) Source: Illinois Recreational Facilities Inventory, 2015, except 18-hole and 9-hole Golf Courses from 2008 inventory and Volleyball Court Standards that are from 1994 Inventory

Note: Based on approx. population of 12,000 for Plano. An additional 5 baseball fields and 5 softball fields are available at Plano School District facilities.

Recommendations

	<p>1. Trails</p>
	<p>Strengthen a trail connection between Route 34 and the Farnsworth House and Silver Springs State Park to drive recreational tourism and improve mobility between downtown Plano and key community assets.</p>
	<p>Kendall County and the City of Yorkville have both planned trails, along Big Rock Creek and Route 34 respectively, which Plano should consider building into in order to create better multimodal connectivity along these corridors.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Park Land</p>	<p>1. Future Neighborhood Parks</p>
	<p>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.</p>
	<p>2. Future Community Park</p>
	<p>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.</p>
	<p>3. Greenways</p>
	<p>Both Big Rock and Little Rock Creeks offer Plano unique opportunities for both environmental protection and recreational amenities. The City has acquired some property along both creeks, and additional acquisition is recommended. Suggestions include:</p> <ul style="list-style-type: none"> 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.
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Recreational Facilities</p>	<p>1. Soccer Fields</p>
	<p>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.</p>
	<p>2. Tennis Courts</p>
	<p>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 at the high school) suggest a need of only one or two additional tennis courts.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Organization</p>	<p>3. Skate Park</p>
	<p>A skate park would be an appropriate addition to the Plano park system.</p>
	<p>4. Basketball Courts</p>
	<p>Inclusion of basketball courts should be considered when developing currently undeveloped parks.</p>
	<p>1. Parks Department</p>
	<p>While the establishment of a park district may be more challenging in Plano, the City could consider the establishment of a parks department. The parks department would be a division within existing City government, and would be responsible for managing parks programs, improvements, and maintenance.</p>

Schools

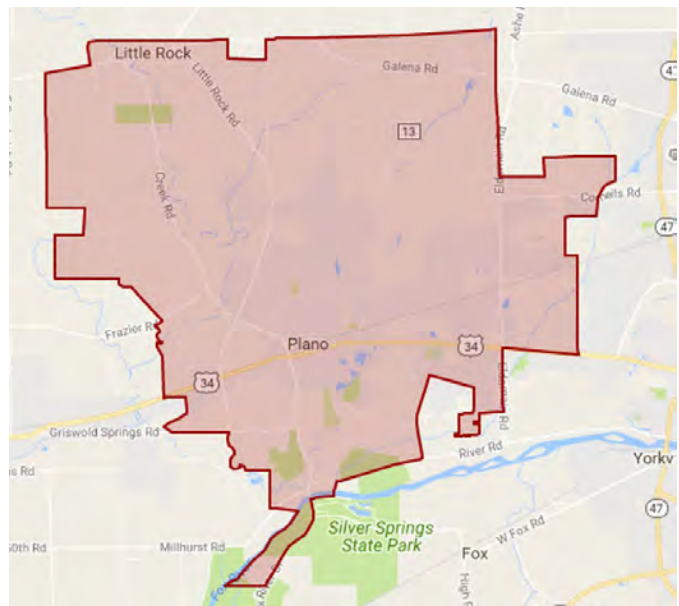
The Plano Community Unit School District No. 88 provides the primary educational facilities within Plano. The District uses a graded attendance system, with all students in a grade attending one school. Under this system, pre-kindergarten through first grade students attend P.H. Miller School. Students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

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.” Key strategic priorities for the District include:

- **Academic Growth** In recent years the District has significantly increased Advanced Placement offerings. However, the rate of participation in Advanced Placement coursework has dropped from 33% in 2021 to 15% in 2023. The State of Illinois also experienced a drop, but a smaller one, with 24% participation in 2021 and 23% in 2023.
- **Stewardship of Financial Resources** The District spent approximately \$15,000 per student in the 2022-23 school year compared with a State average of closer to \$18,000. 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 in recent years, and the District was 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 the Indian Valley Vocational Center 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.



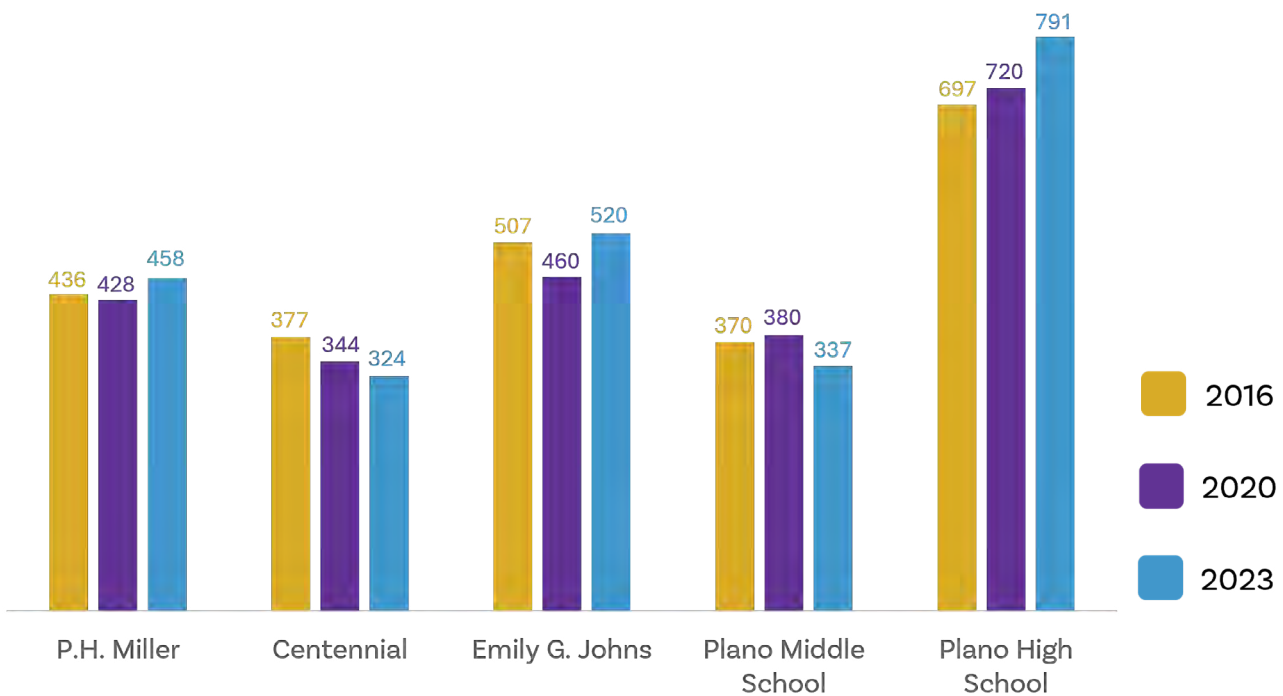
Plano CUSD 88 attendance boundary (2016)

Plano School District 88 Enrollment

Figure 24 shows enrollment trends over the past seven years within Plano District #88. CUSD 88’s overall enrollment has been stable around 2,400 students. There have been some enrollment dips in younger grades, which could be attributed to slowing residential development.

Plano CUSD 88’s spending per pupil was \$14,590 in 2023, a 5% increase from 2022. This figure is relatively consistent with the national average expenditure per student, \$15,368. The District’s population of students whose first language is not English has increased over the last 5 years, from 15.8% in 2018 to 20.2% in 2023. These figures are consistent with the increase in the Hispanic student population, up to 53.8% in 2023 from 47% in 2018, and with Plano’s own growth in the population of individuals whose first language is not English.

Figure 25. Plano School District 88 Enrollment Trends, 2016-2023



Source: Illinois State Board of Education; Illinois Report Card

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 20,000 by 2050. This projection seems optimistic given the current rate of development, but certainly could occur if construction picks up again. Figure 26 examines needs for future school facilities if this projected population is achieved.

Figure 26. Future School Needs, 2023-2050

School Type	2023 Enrollment	Percent of Students	Percent of Total Population	2050 Projections	New Schools Needed
Elementary	1,302	54%	10.3%	2,060	1.3
Jr. High	337	14%	2.7%	540	0.3
High School	791	32%	6.2%	1,240	0.4
Total School Enrollment	2,430			3,840	
City Population	12,676			20,000	

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 2050 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 passes enrollment of 1,300 students additional capacity either through expansion or consideration of an additional campus would be needed.



Emily G. Johns Intermediate School

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 contracts with an independent non-profit called Logical Life Safety to provide staffing. As of the first quarter of 2025, they had 21 contracted members. The District has a part-time Fire Chief, Deputy Chief, and a Fire Marshal. 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 District also has mutual aid agreements with nearby departments which helps to provide additional resources when needed.

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.



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 Springs 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.

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. It is also discussed in the Environmental Sustainability chapter, especially in regards to regional connections. 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 Eldmain 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.

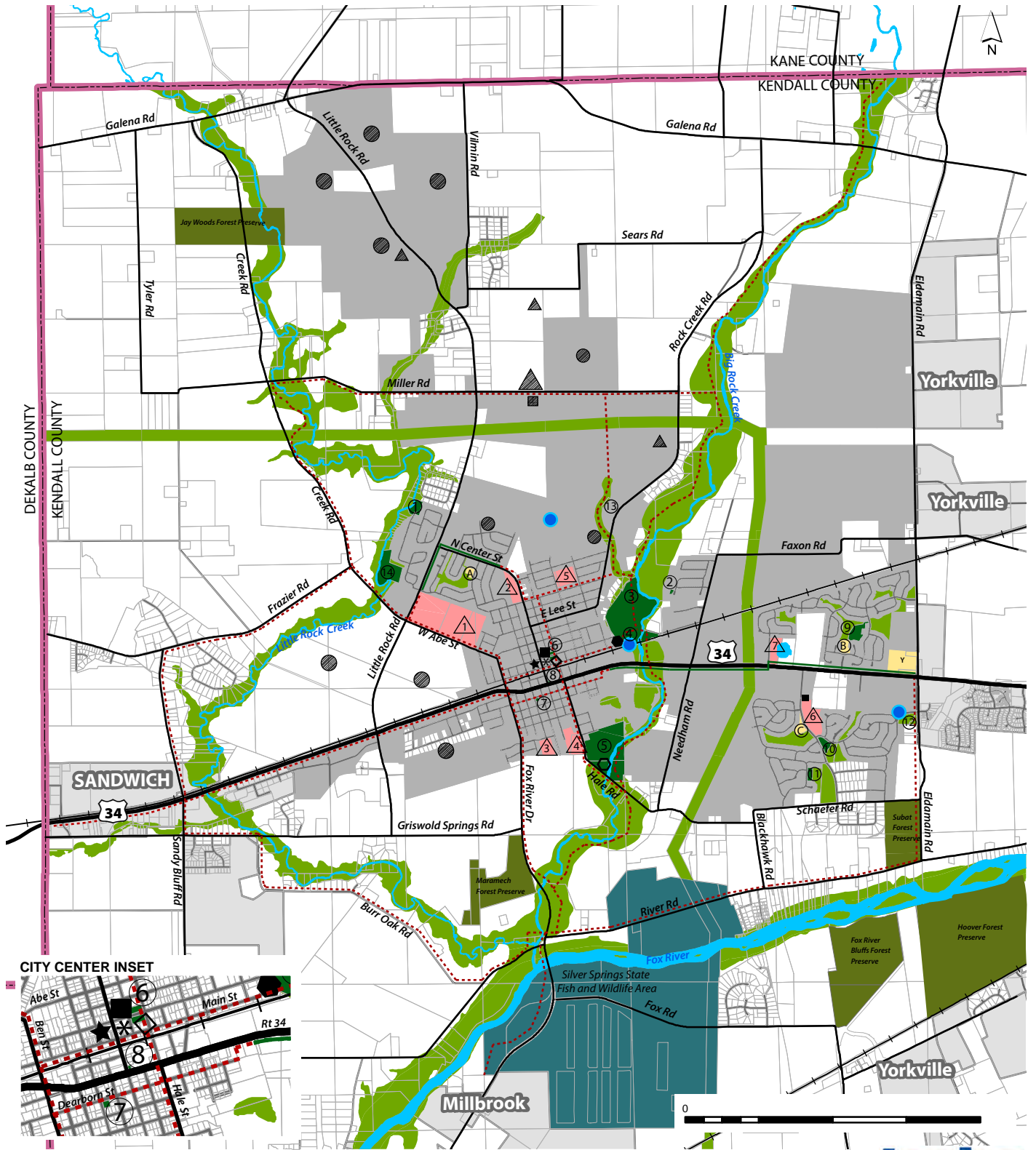
Other Public Facilities

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 13



Community Facilities Plan



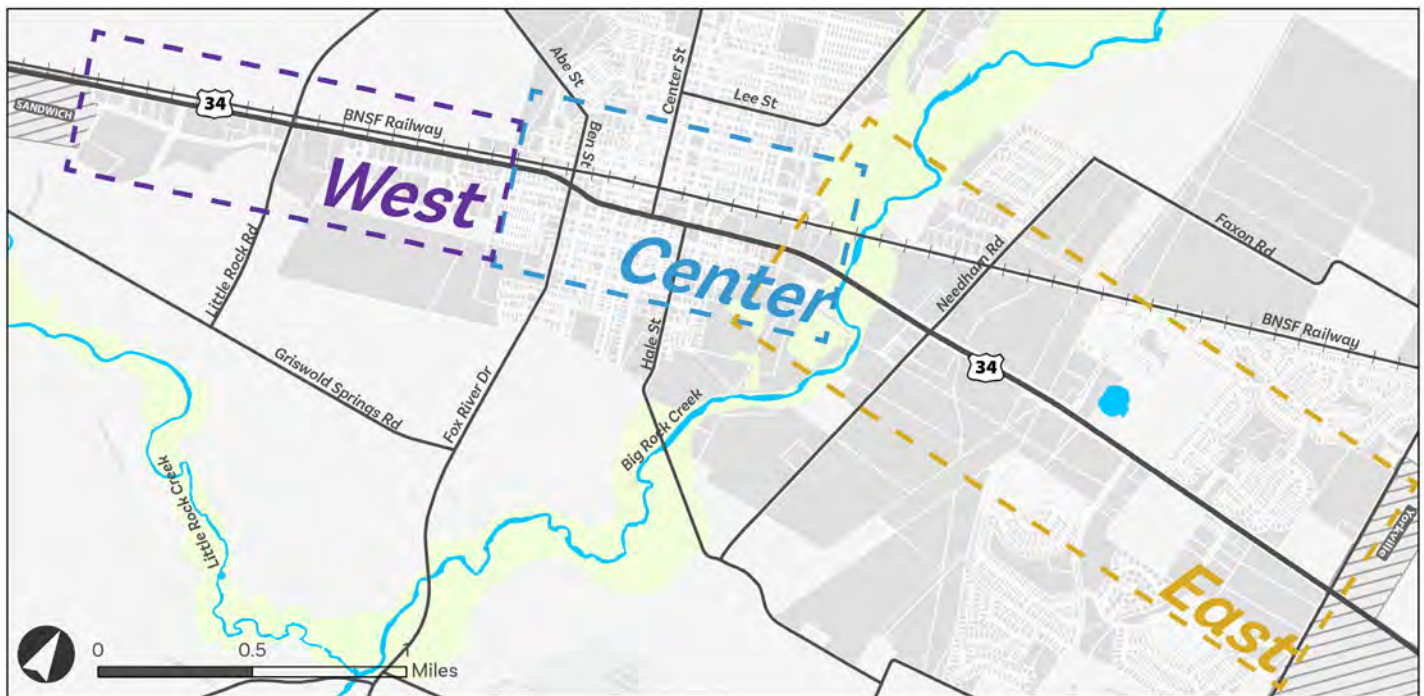
<ul style="list-style-type: none"> Plano Plano City Park Open Space State Park Kendall County Forest Preserve School <p>SCHOOLS</p> <ul style="list-style-type: none"> Plano Senior High School St. Mary's (K-8) Centennial (3-5) Middle School (6-8) PH Miller (K-2) Emily G. Johns (4-6) Waubensee Community College Potential Elementary School Potential Middle School 	<p>PARKS</p> <ul style="list-style-type: none"> Larry Trimburger Park Harry Neubert Park Steward Park Plano City Park/ Klatt Field Foli Park Lathrop Park DePaul Park Memorial Park Kristen Street Park Gorman Park Dick Hemmingsen Park Ray Niles Park Planned Rock Creek Park Planned Nature 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 Proposed Shared Path Existing Bike Path Subdivision Clubhouse Water tower
--	---	--

Route 34 Corridor Plan

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.

During development of the 2016 plan, some local residents and officials noted that Plano was not “putting its best foot forward” along Route 34. With the addition of new development such as Gjovik Ford and Gas-n-Wash at the east end of the corridor that concern has been somewhat mitigated. However, additional improvements are needed. 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 14).

Center

The Center Sub-area (see Illustration 15), 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.

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 16).



An identified mural opportunity in the West Sub-area.



Smaller retail outlets in the Center Sub-area.



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

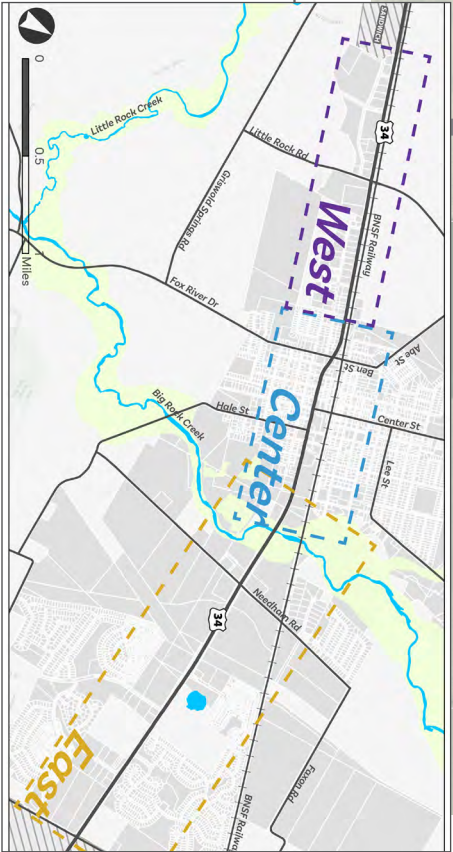
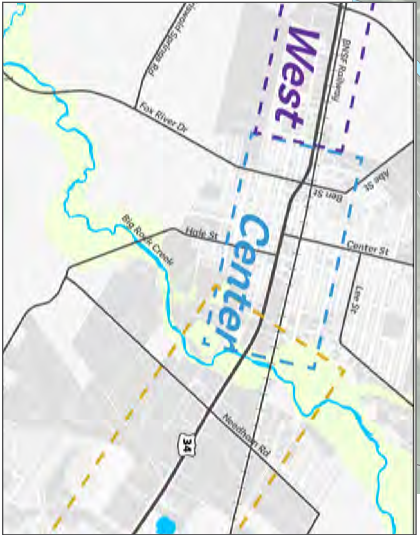
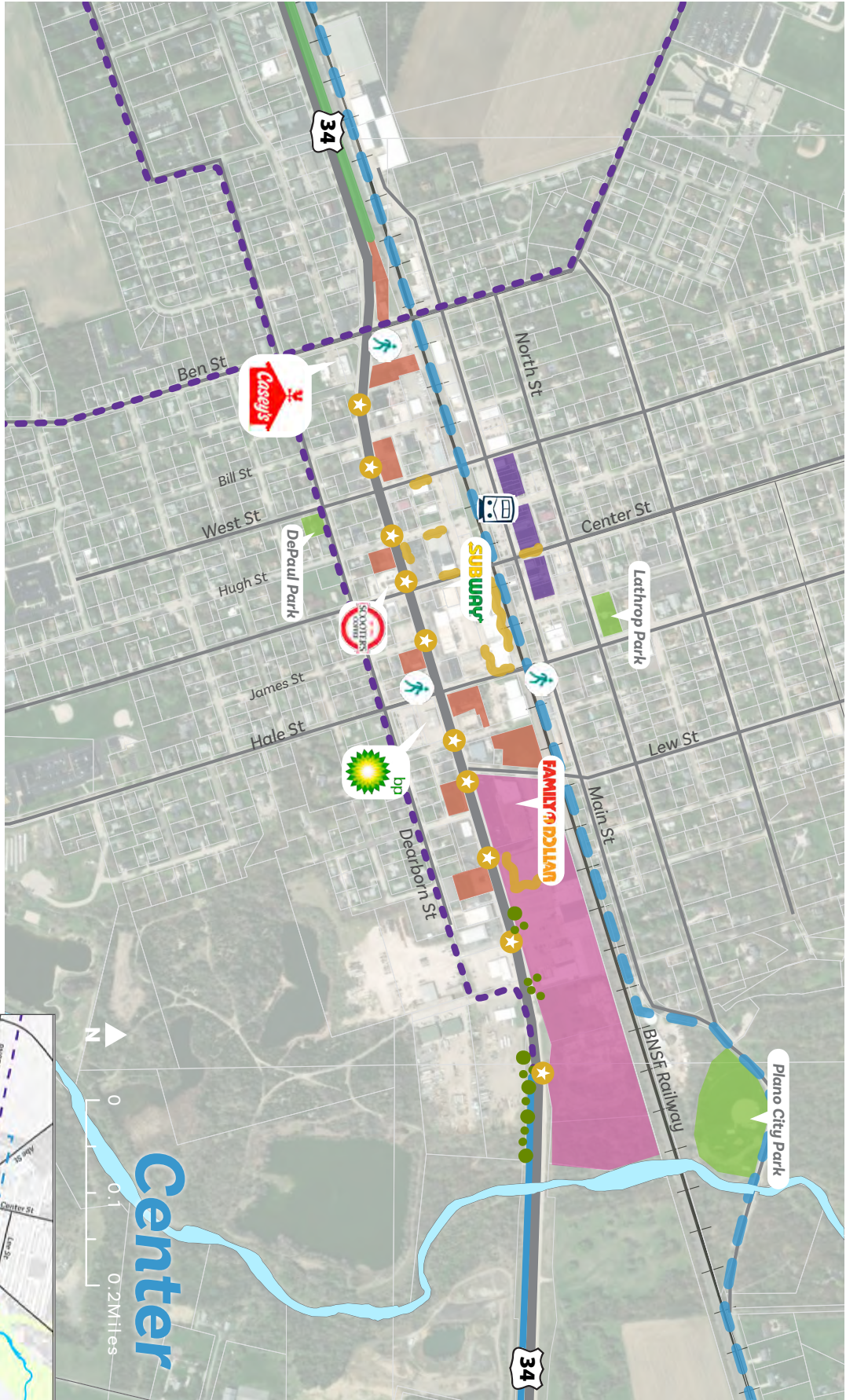









Illustration 14

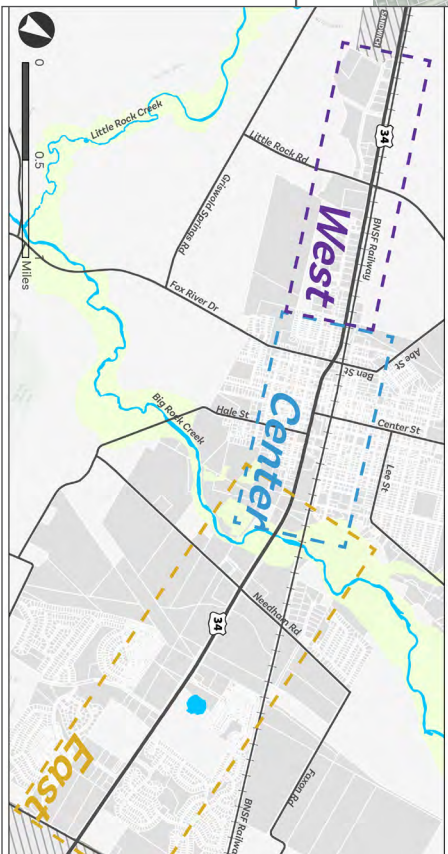
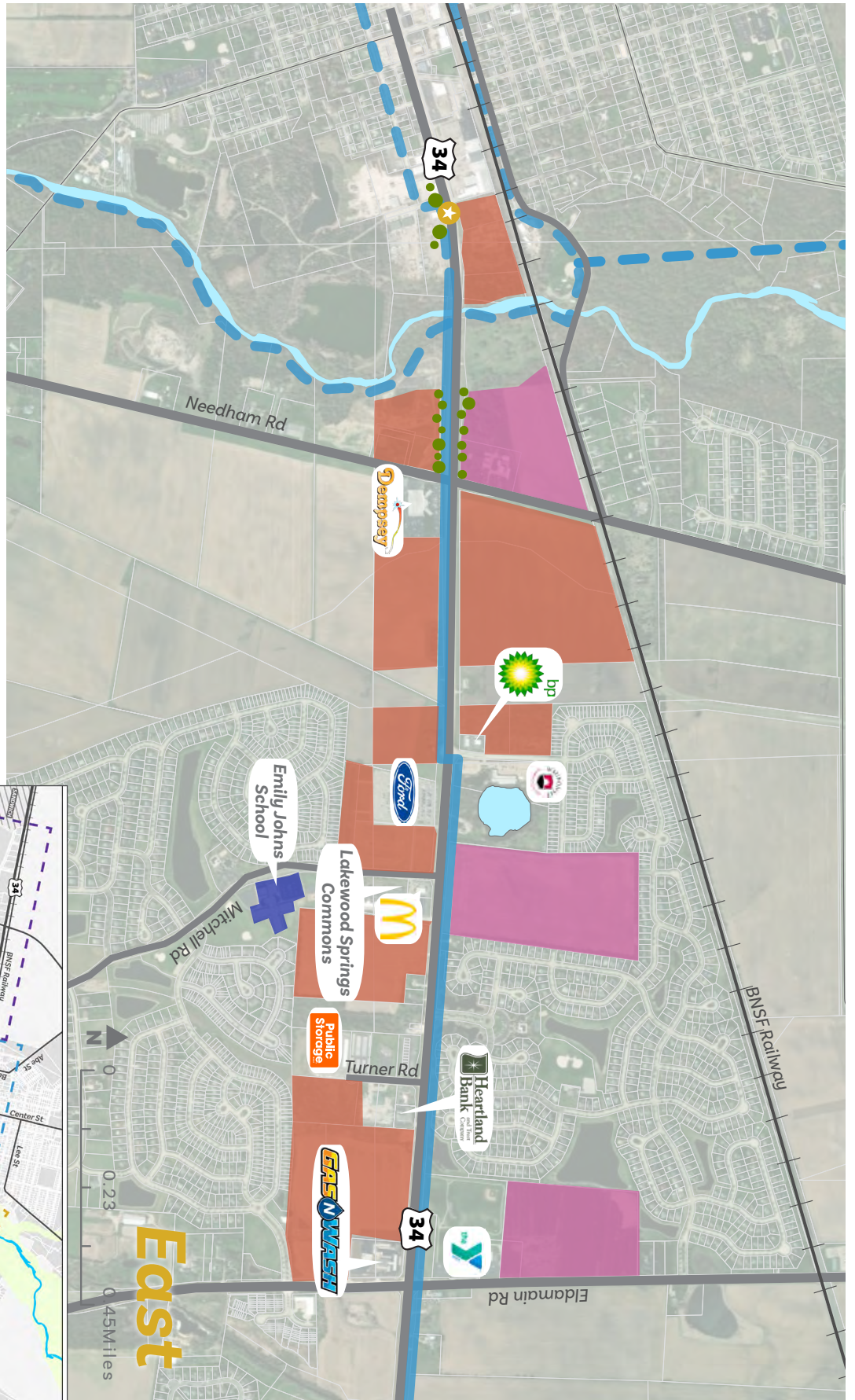
Route 34 Improvement Plan, Center

- Commercial Opportunity Site
- Mixed Use Opportunity Site
- Main Street Commercial
- Landscaped Buffer Opportunity
- Landscape Opportunity
- Public Art Opportunity (Both Sides of Street)
- Proposed Bike Route
- Proposed Pedestrian Improvement Opportunity
- Mural Opportunity
- Amtrak Station
- Existing Bike Path
- Proposed Bike Path



Route 34 Improvement Plan, East

-  Commercial Opportunity Site
-  Mixed Use Opportunity Site
-  Existing Bike Path
-  Proposed Bike Path
-  Public Art Opportunity (Both Sides of Street)
-  BNSF Railway
-  Landscape 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.

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.

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.

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



Welcome murals painted on side of buildings.



Sumac and Birch stand behind retaining wall.



Add planted islands within large parking lots



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

destinations safely will provide a multitude of benefits. Multi-purpose trails are an example of an exclusive, off-street bike facility, while 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. The City works 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 signalized 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.

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 five 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 Montcler 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 received an OSLAD grant for improvements to Foli Park.

Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. The state program is financed by a percentage of the state's Real Estate Transfer Tax. Funding assistance up to 50% (90% for distressed communities - OSLAD program only) of approved project costs can be obtained. Grant awards up to \$1,725,000.00 are available for acquisition projects, while development/renovation projects are limited to a \$600,000 grant maximum. The best potential would be for improvements identified with a deficit in Figure 23 such as soccer fields, trails, or courts (tennis or pickle ball).

From time to time, IDNR has also funded several other grant programs for parks and trail including a separate bike path program and the Park and Recreation Facilities (PARC) grant program which funds buildings and structures not normally covered under the OSLAD program. While funding is currently not available for either of these programs, the City should stay in contact with IDNR for future grant cycles.

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: <https://dceo.illinois.gov/aboutdceo/grantopportunities/grants.html>. DCEO also offers special grant programs for various economic development efforts. Currently, grant programs are available to promote small business, for prime site business attraction, and to promote Electrical Vehicles. As with parks, the City should check with DCEO periodically to assess if any new grant programs would fit Plano's needs.

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: <https://epa.illinois.gov/topics/grants-loans.html>.

The IEPA also has several specialized grant programs that change over time depending on needs identified at the state level. Current programs address lead service lines, brown fields, and energy efficiency. Like for parks and economic development, the City should check the IEPA web site periodically for updates on programs that could help fund local needs.

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: <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-programs/safe-routes-to-school.html>.

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:

- A left turn bypass lane on Galena Road at Rock Creek Road
- A roundabout at the Galena Road/Rock Creek Road intersection
- A roundabout at the Galena Road/Little Rock Road intersection



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
6. Increase staffing to allow for additional promotion of business recruitment (while maintaining active event schedule and support for existing businesses)
7. Develop community walking/driving tours
8. Conduct joint City Council/Plan Commission meetings at least once a year to discuss Comprehensive Plan implementation.



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 and the adjacent privately owned Plano Molding/Synergy site.

Partner Roles in Plan Implementation



Burlington Northern Railroad

1. Work with the City 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. 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 and the City to attract new development to Plano





Local Businesses

1. Actively participate in Plano Area Chamber of Commerce 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 	Property Owners, City of Plano	At least one new eatery by Dec 2026
		<ul style="list-style-type: none"> Work with downtown property owners to attract additional sit-down restaurant serving different market segment 		
	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, and possibly residential in a mixed use environment) Focus particularly on redevelopment of the Monarch Foundry and adjacent Plano Molding sites Consider creation of a TIF to partner with the private sector in redevelopment and to fund needed public improvements 	Property Owners, City of Plano	At least one site redeveloped (in addition to the restaurant noted above) by Oct 2028
 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 Work with IDOT and private property owners to implement enhancement opportunities within the corridor (see pages 70-71) 	City of Plano, IDOT, property owners, arts groups	3 new murals by end of 2030 and other enhancements by 2035


Economic Prosperity

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, local banks	100 new homes constructed and occupied by end of 2028
	<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"> Work with Microsoft on the completion of the proposed Data Center along Eldamain Road 	Property owner, broker, City, BN Railroad, Upper Illinois River Valley Development Authority (UIRVDA)	Initial construction of site development at end of 2026
	<ul style="list-style-type: none"> Attract additional industrial development to the Eldamain Road 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 		


Environmental Integrity

	Goal	Task	Responsibility	Timeline / Measure
 Transportation	7. Work with Metra, RTA, Kendall County and neighboring communities to plan a service extension	<ul style="list-style-type: none"> Complete engineering 	Metra, RTA, Kendall County, City	Complete planning and engineering by 2035
		<ul style="list-style-type: none"> Implement service 		
 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"> Pursue grants to acquire land and develop a trail along Big Rock Creek 	City, IDNR, property owners	Acquire property and develop plans by 2030
		<ul style="list-style-type: none"> Seek a Recreational Trails Grant for improved paths at Steward Park 		
		<ul style="list-style-type: none"> Work with future developers to ensure dedication of appropriate park space in new subdivisions 		

	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 has already been extended into Plano for the Gjovik Ford project. 		
 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	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 		Implement streetscape recommendations in downtown Plano by the end of 2029	
	<ul style="list-style-type: none"> Create a railroad-themed park adjacent to the Burlington Northern Railroad – examples include Rochelle and Galesburg <p>http://www.rochellerailroadpark.org/</p> <p>http://www.ci.galesburg.il.us/services/park_list/</p>			

Appendix



Plano

Community Data Snapshot

Municipality Series

August 2024 Release



About the Community Data Snapshots

The Community Data Snapshots is a series of data profiles for every county, municipality, and Chicago Community Area (CCA) within the [Chicago Metropolitan Agency for Planning \(CMAP\)](#) seven-county northeastern Illinois region. The snapshots primarily feature data from the [American Community Survey \(ACS\) five-year estimates](#). All data sources are noted beneath each table.

CMAP publishes updated Community Data Snapshots annually, usually in July. The latest version can always be found on the CMAP website at cmap.illinois.gov/data/community-snapshots. Current and historical snapshot data is available in table format at the [CMAP Data Hub](#). Please direct any questions to info@cmap.illinois.gov.

To improve the Community Data Snapshots in the future, CMAP wants to hear from you! **Please take a quick survey** to describe how you use this data and what you would like to see in next year's snapshots.

User Notes

Definitions

For data derived from the ACS, the Community Data Snapshots uses terminology based on the [ACS subject definitions](#).

Margins of Error

The ACS is a sample-based data product. Exercise caution when using data from low-population communities, as the margins of error are often large compared to the estimates. For more details, please refer to the [ACS sample size and data quality methodology](#).

Regional Values

Regional values are estimated by aggregating ACS data for the seven counties that compose the CMAP region. These counties are Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will.

Median Values

The Census Bureau encourages users to aggregate small levels of geographies into larger areas to estimate median values for those areas. Median values for the aggregated geographies (CCAs and the CMAP region) are estimated from the [grouped frequency distributions](#) reported in the ACS.

Municipalities Located in Multiple Counties

County data is presented for the CMAP county containing the largest portion of the municipality's population, as of the 2020 decennial census.

Municipalities That Extend Beyond the CMAP Region

Values derived from CMAP analyses are generally restricted to geographies that fall within the CMAP regional boundaries. Specifically, values in the General Land Use, Equalized Assessed Value, and Water Supply tables only represent the portion of each municipality that falls within the seven-county CMAP region. This snapshot is for Plano, which does *not* extend beyond the CMAP region.

Comparing ACS Data Across Past Community Data Snapshots

When using multiple releases of the CDS, please take care not to compare overlapping ACS 5-year estimates. The Census Bureau provides [specific guidance](#) for when it is appropriate to compare ACS data across time. Please contact CMAP staff at info@cmap.illinois.gov if you have additional questions.

Population and Households

The population and household tables include general demographic, social, and economic characteristics summarized for Plano.

General Population Characteristics, 2022

	Plano	Kendall County	CMAP Region
Total Population	11,113	132,795	8,527,041
Total Households	3,829	43,878	3,250,640
Average Household Size	2.9	3.0	2.6
Percent Population Change, 2000-10	92.7	110.4	3.5
Percent Population Change, 2010-22	2.4	15.7	1.1
Percent Population Change, 2000-22	97.3	143.5	4.7

Source: 2000 and 2010 Census, 2018-2022 American Community Survey five-year estimates.

Race and Ethnicity, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
White (Non-Hispanic)	5,993	53.9	86,242	64.9	4,211,527	49.4
Hispanic or Latino (of Any Race)	4,197	37.8	27,907	21.0	2,023,572	23.7
Black (Non-Hispanic)	480	4.3	10,362	7.8	1,380,647	16.2
Asian (Non-Hispanic)	297	2.7	3,908	2.9	648,059	7.6
Other/Multiple Races (Non-Hispanic)	146	1.3	4,376	3.3	263,236	3.1

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Age Cohorts, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Under 5	733	6.6	8,227	6.2	484,947	5.7
5 to 19	2,262	20.4	32,155	24.2	1,634,226	19.2
20 to 34	2,612	23.5	23,804	17.9	1,773,356	20.8
35 to 49	2,996	27.0	31,846	24.0	1,709,186	20.0
50 to 64	1,551	14.0	22,451	16.9	1,638,073	19.2
65 to 74	642	5.8	8,932	6.7	760,750	8.9
75 to 84	167	1.5	3,857	2.9	367,111	4.3
85 and Over	150	1.3	1,523	1.1	159,392	1.9
Median Age	34.6		36.1		38.1	

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Educational Attainment*, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Less than High School Diploma	872	11.6	5,610	6.6	618,095	10.6
High School Diploma or Equivalent	2,384	31.6	20,833	24.5	1,295,874	22.1
Some College, No Degree	1,467	19.4	18,640	22.0	1,073,120	18.3
Associate's Degree	965	12.8	9,454	11.1	420,974	7.2
Bachelor's Degree	1,431	19.0	19,178	22.6	1,451,809	24.8
Graduate or Professional Degree	430	5.7	11,194	13.2	997,294	17.0

Source: 2018-2022 American Community Survey five-year estimates.

*Highest degree or level of school completed by an individual.

Universe: Population 25 years and older

Nativity, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Native	9,777	88.0	119,814	90.2	6,893,195	80.8
Foreign Born	1,336	12.0	12,981	9.8	1,633,846	19.2

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Language Spoken at Home and Ability to Speak English, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
English Only	7,705	74.2	100,259	80.5	5,497,147	68.4
Spanish	2,493	24.0	17,651	14.2	1,487,384	18.5
Slavic Languages	40	0.4	1,362	1.1	286,442	3.6
Chinese	24	0.2	583	0.5	91,920	1.1
Tagalog	0	0.0	399	0.3	75,495	0.9
Arabic	0	0.0	163	0.1	61,840	0.8
Korean	0	0.0	143	0.1	36,659	0.5
Other Asian Languages	118	1.1	756	0.6	115,578	1.4
Other Indo-European Languages	0	0.0	3,012	2.4	332,322	4.1
Other/Unspecified Languages	0	0.0	240	0.2	57,307	0.7
TOTAL NON-ENGLISH	2,675	25.8	24,309	19.5	2,544,947	31.6
Speak English Less than "Very Well"*	810	7.8	7,091	5.7	943,698	11.7

Source: 2018-2022 American Community Survey five-year estimates.

*For people who speak a language other than English at home, the ACS asks whether they speak English "very well," "well," "not well," or "not at all."

Universe: Population 5 years and older

Population with a Disability, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Number of People with a Disability	1,141	10.3	9,634	7.3	854,027	10.0
One Type of Disability Only	666	6.0	5,596	4.2	455,218	5.3
Two or More Types of Disability	475	4.3	4,038	3.0	398,809	4.7

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Disability by Type, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Hearing Difficulty	159	1.4	2,659	2.0	206,018	2.4
Vision Difficulty	78	0.7	1,121	0.8	162,914	1.9
Cognitive Difficulty	308	2.8	3,901	2.9	309,494	3.6
Ambulatory Difficulty	682	6.1	4,698	3.5	430,263	5.0
Self-Care Difficulty	202	1.8	1,862	1.4	170,477	2.0
Independent Living Difficulty^{†*}	237	2.8	3,052	3.2	323,527	4.9

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Total population

[Click here](#) to learn more about how disability is defined for this dataset.

*Universe: Total population over 18

[†]Does not include residents of nursing homes or skilled nursing facilities that provide long-term, nonacute care.

Disability by Age Cohorts, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
0-17 with a Disability	29	0.3	1,097	0.8	62,109	0.7
18-64 with a Disability	730	6.6	5,024	3.8	413,884	4.9
65-74 with a Disability	177	1.6	1,542	1.2	157,796	1.9
75 and Over with a Disability	205	1.8	1,971	1.5	220,238	2.6

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Household Size, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
1-Person Household	1,239	32.4	7,756	17.7	966,470	29.7
2-Person Household	785	20.5	12,775	29.1	1,001,567	30.8
3-Person Household	522	13.6	7,553	17.2	504,680	15.5
4-or-More-Person Household	1,283	33.5	15,794	36.0	777,923	23.9

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Household Type, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Family	2,473	64.6	34,225	78.0	2,069,033	63.7
Single Parent with Child	383	10.0	3,770	8.6	257,105	7.9
Non-Family	1,356	35.4	9,653	22.0	1,181,607	36.3

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Household Income, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$25,000	393	10.3	2,837	6.5	453,945	14.0
\$25,000 to \$49,999	680	17.8	3,815	8.7	496,759	15.3
\$50,000 to \$74,999	634	16.6	6,795	15.5	466,365	14.3
\$75,000 to \$99,999	577	15.1	6,371	14.5	407,838	12.5
\$100,000 to \$149,999	855	22.3	11,881	27.1	591,558	18.2
\$150,000 and Over	690	18.0	12,179	27.8	834,175	25.7
Median Income	\$88,018		\$106,358		\$87,766	
Per Capita Income*	\$34,136		\$40,761		\$47,125	

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

*Universe: Total population

Household Computer and Internet Access, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
One or More Computing Devices	3,697	96.6	42,798	97.5	3,073,119	94.5
Smartphone(s) Only	654	17.1	2,438	5.6	250,637	7.7
No Computing Devices	132	3.4	1,080	2.5	177,521	5.5
Internet Access	3,264	85.2	41,681	95.0	2,998,571	92.2
Broadband Subscription	3,264	85.2	41,074	93.6	2,915,974	89.7
No Internet Access	565	14.8	2,197	5.0	252,069	7.8

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Housing Occupancy and Tenure, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Occupied Housing Units	3,829	93.5	43,878	97.3	3,250,640	92.8
Owner-Occupied*	2,600	67.9	36,899	84.1	2,097,657	64.5
Renter-Occupied*	1,229	32.1	6,979	15.9	1,152,983	35.5
Vacant Housing Units	268	6.5	1,200	2.7	250,388	7.2

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Housing units
*Universe: Occupied housing units

Housing Costs as a Percentage of Household Income*, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Less than \$20,000	205	5.4	1,790	4.1	291,062	9.2
Less than 20 Percent	0	0.0	19	0.0	6,388	0.2
20 to 29 Percent	0	0.0	0	0.0	18,975	0.6
30 Percent or More	205	5.4	1,771	4.1	265,699	8.4
\$20,000 to \$49,999	859	22.5	4,438	10.2	589,442	18.6
Less than 20 Percent	219	5.7	614	1.4	58,595	1.9
20 to 29 Percent	214	5.6	738	1.7	101,424	3.2
30 Percent or More	426	11.2	3,086	7.1	429,423	13.6
\$50,000 to \$74,999	634	16.6	6,786	15.6	460,764	14.6
Less than 20 Percent	272	7.1	1,450	3.3	119,205	3.8
20 to 29 Percent	120	3.1	1,842	4.2	156,453	4.9
30 Percent or More	242	6.3	3,494	8.0	185,106	5.8
\$75,000 or More	2,122	55.5	30,402	70.0	1,823,474	57.6
Less than 20 Percent	1,392	36.4	16,683	38.4	1,193,060	37.7
20 to 29 Percent	625	16.4	10,134	23.3	458,009	14.5
30 Percent or More	105	2.7	3,585	8.3	172,405	5.4

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

*Excludes households with zero/negative income, and renting households paying no cash rent.

Housing & Transportation (H+T) Costs as a Percentage of Household Income*, 2015-2019

	Median-Income Family**	Moderate-Income Family***
Housing Costs	24	30
Transportation Costs	22	26
TOTAL H+T COSTS	46	56

Source: Center for Neighborhood Technology (CNT), [H+T Affordability Index](#) (2015-2019).

*The purpose of the H+T Index is to isolate the effect of location on housing and transportation costs, and is reported for different household typologies. The values above represent the percent of household income that an average household of each type spends on housing and transportation. The standard threshold of affordability is 30% for housing costs alone, and 45% for housing and transportation costs combined.

**“Median-income family” assumes a 4-person, 2-commuter household with income equal to the regional median.

***“Moderate-income family” assumes a 3-person, 1-commuter household with income equal to 80% of the regional median.

Housing Characteristics

The housing characteristics tables include housing unit estimates by housing type, size, and age summarized for Plano.

Housing Type, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Single Family, Detached	2,685	65.5	33,914	75.2	1,743,736	49.8
Single Family, Attached	917	22.4	7,357	16.3	264,078	7.5
2 Units	100	2.4	240	0.5	235,558	6.7
3 or 4 Units	275	6.7	1,138	2.5	273,909	7.8
5 to 9 Units	0	0.0	338	0.7	271,861	7.8
10 to 19 Units	53	1.3	1,371	3.0	156,360	4.5
20 or More Units	19	0.5	651	1.4	525,369	15.0
Mobile Home/Other*	48	1.2	69	0.2	30,157	0.9

Source: 2018-2022 American Community Survey five-year estimates.
 *"Other" includes boats, recreational vehicles (RVs), vans, etc.

Universe: Housing units

Housing Size, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
0 or 1 Bedroom	262	6.4	1,947	4.3	577,425	16.5
2 Bedrooms	870	21.2	7,334	16.3	971,590	27.8
3 Bedrooms	2,107	51.4	17,491	38.8	1,154,954	33.0
4 Bedrooms	531	13.0	15,078	33.4	614,790	17.6
5 or More Bedrooms	327	8.0	3,228	7.2	182,269	5.2
Median Number of Rooms*	5.9		6.8		6.0	

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Housing units

*Includes living rooms, dining rooms, kitchens, bedrooms, etc., that are separated by built-in, floor-to-ceiling walls. Excludes bathrooms, porches, balconies, foyers, halls, and unfinished basements.

Housing Age, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Built 2010 or Later	80	2.0	4,221	9.4	145,701	4.2
Built 1990 to 2009	1,996	48.7	26,114	57.9	767,059	21.9
Built 1970 to 1989	456	11.1	7,328	16.3	814,595	23.3
Built 1940 to 1969	993	24.2	5,301	11.8	1,039,675	29.7
Built Before 1940	572	14.0	2,114	4.7	733,998	21.0
Median Year Built	1991		2000		1969	

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Housing units

Transportation

The transportation tables include vehicle availability by household, mode of travel to work, and annual vehicle miles traveled for Plano.

Vehicles Available per Household, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
No Vehicle Available	19	0.5	917	2.1	415,672	12.8
1 Vehicle Available	1,091	28.5	9,497	21.6	1,172,596	36.1
2 Vehicles Available	1,512	39.5	19,317	44.0	1,118,798	34.4
3 or More Vehicles Available	1,207	31.5	14,147	32.2	543,574	16.7

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Mode of Travel to Work, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
Work at Home*	304	4.9	8,099	11.9	598,134	14.1
Drive Alone	5,210	84.0	53,779	79.0	2,684,337	63.4
Carpool	622	10.0	4,730	7.0	324,856	7.7
Transit	0	0.0	609	0.9	417,505	9.9
Walk or Bike	0	0.0	345	0.5	146,673	3.5
Other	65	1.0	485	0.7	63,354	1.5
TOTAL COMMUTERS	5,897	95.1	59,948	88.1	3,636,725	85.9
Mean Commute Time (Minutes)	29.3		33.6		31.4	

Source: 2018-2022 American Community Survey five-year estimates.

Universe: Workers 16 years and older

*Not included in total commuters or mean commute time.

Annual Vehicle Miles Traveled per Household*, 2021

	Plano	Kendall County	CMAP Region
Average Vehicle Miles Traveled per Year	N/A	23,780	15,653

Source: Chicago Metropolitan Agency for Planning analysis of 2021 Illinois Environmental Protection Agency, HERE Technologies, and U.S. Census Bureau data.

*Data not available for all communities in the CMAP region.

Employment

The employment tables include general workforce characteristics for Plano.

Employment Status, 2018-2022

	Plano		Kendall County		CMAP Region	
	Count	Percent	Count	Percent	Count	Percent
In Labor Force	6,964	80.0	72,619	72.3	4,610,142	67.3
Employed ^{†*}	6,344	91.1	69,490	95.7	4,310,832	93.5
Unemployed*	609	8.7	3,094	4.3	286,166	6.2
Not in Labor Force	1,745	20.0	27,791	27.7	2,243,854	32.7

Source: 2018-2022 American Community Survey five-year estimates.

[†]Does not include employed population in the Armed Forces.

Universe: Population 16 years and older

*Universe: In labor force

Private Sector Employment*, 2023

	Plano		Kendall County		6-County Region**	
	Count	Percent	Count	Percent	Count	Percent
Private Sector Employment	N/A	N/A	N/A	N/A	3,559,560	N/A
Job Change, 2013-23	N/A	N/A	N/A	N/A	245,298	7.4
Job Change, 2003-23	N/A	N/A	N/A	N/A	247,631	7.5
Private Sector Jobs per Household***	N/A	N/A	N/A	N/A	1.10	

Source: Illinois Department of Employment Security, Where Workers Work report (2023).

*Figures exclude employees not covered by unemployment insurance. Data not available for all communities in the CMAP region.

**Data is not available for Kendall County.

***Based on households from 2018-2022 American Community Survey five-year estimates.

Employment of Plano Residents*, 2021

TOP INDUSTRY SECTORS	Count	Percent
1. Retail Trade	852	14.1
2. Manufacturing	820	13.6
3. Health Care	709	11.7
4. Accommodation and Food Service	459	7.6
5. Administration	436	7.2
TOP EMPLOYMENT LOCATIONS		
1. Aurora	602	10.0
2. Chicago	568	9.4
3. Plano	414	6.9
4. Yorkville	323	5.4
5. Naperville	269	4.5

Employment in Plano*, 2021

TOP INDUSTRY SECTORS	Count	Percent
1. Transportation	1,150	39.4
2. Manufacturing	689	23.6
3. Education	344	11.8
4. Retail Trade	191	6.5
5. Accommodation and Food Service	102	3.5
TOP RESIDENCE LOCATIONS		
1. Plano	414	14.2
2. Aurora	179	6.1
3. Yorkville	136	4.7
4. Oswego	87	3.0
5. Joliet	80	2.7

Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics program (2021).

*Excludes residents working outside of, and workers living outside of, the seven-county CMAP region.

Land Use

The land use tables include general land use composition for Plano.

General Land Use, 2020

	Acres	Percent
Single-Family Residential	1,068.9	18.5
Multi-Family Residential	13.9	0.2
Commercial	118.8	2.1
Industrial	429.2	7.4
Institutional	139.5	2.4
Mixed Use	2.3	0.0
Transportation and Other	674.7	11.7
Agricultural	2,765.1	47.9
Open Space	34.9	0.6
Vacant	527.0	9.1
TOTAL	5,774.2	100.0

Source: Chicago Metropolitan Agency for Planning analysis of the 2020 [Land Use Inventory](#).

Tax Base

The tax base tables include retail sales and equalized assessed values for Plano.

General Merchandise Retail Sales, 2023

	Plano	Kendall County	CMAP Region
General Merchandise	\$190,242,710	\$1,838,371,615	\$141,284,781,583
Total Retail Sales	\$244,041,464	\$2,350,677,020	\$174,866,101,053
Total Sales per Capita*	\$21,960	\$17,702	\$20,507

Source: Illinois Department of Revenue, 2023.

*Per capita calculations based on population from 2018-2022 American Community Survey five-year estimates.

Equalized Assessed Value, 2022

Residential	\$219,229,235
Commercial	\$27,894,578
Industrial	\$21,214,121
Railroad	\$665,979
Farm	\$2,377,080
Mineral	\$0
TOTAL	\$271,380,993

Source: Illinois Department of Revenue, 2022.

Change Over Time

The time series tables include comparisons of current 2018-2022 ACS estimates to historic year estimates from the 2000 Census and 2008-2012 ACS. Historic data may not be available for municipalities that were incorporated after 2000.

Race and Ethnicity, Over Time

	2000 Percent	2008-2012 Percent	2018-2022 Percent
White (Non-Hispanic)	72.3	58.8	53.9
Hispanic or Latino (of Any Race)	25.8	34.1	37.8
Black (Non-Hispanic)	0.3	4.7	4.3
Asian (Non-Hispanic)	0.3	0.1	2.7
Other/Multiple Races (Non-Hispanic)	1.2	2.2	1.3

Source: 2000 Census; 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Age Cohorts, Over Time

	2000 Percent	2008-2012 Percent	2018-2022 Percent
19 and Under	34.4	33.8	27.0
20 to 34	22.2	27.4	23.5
35 to 49	21.3	20.5	27.0
50 to 64	12.6	12.6	14.0
65 and Over	9.5	5.6	8.6
Median Age	30.8	29.5	34.6

Source: 2000 Census; 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Educational Attainment*, Over Time

	2000 Percent	2008-2012 Percent	2018-2022 Percent
Less than High School Diploma	24.6	19.0	11.6
High School Diploma or Equivalent	34.8	25.5	31.6
Some College, No Degree	25.0	27.2	19.4
Associate's Degree	5.4	6.7	12.8
Bachelor's Degree	8.1	13.5	19.0
Graduate or Professional Degree	2.1	8.1	5.7

Source: 2000 Census; 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Population 25 years and older

*Highest degree or level of school completed by an individual.

Nativity, Over Time

	2008-2012 Percent	2018-2022 Percent
Native	82.9	88.0
Foreign Born	17.1	12.0

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Total population

Language Spoken at Home and Ability to Speak English, Over Time

	2008-2012 Percent	2018-2022 Percent
English Only	64.8	74.2
Spanish	30.7	24.0
Slavic Languages	0.2	0.4
Chinese	0.0	0.2
Tagalog	0.0	0.0
Arabic	0.0	0.0
Korean	0.0	0.0
Other Asian Languages	0.0	1.1
Other Indo-European Languages	1.9	0.0
Other/Unspecified Languages	2.5	0.0
TOTAL NON-ENGLISH	35.2	25.8
Speak English Less than "Very Well"*	14.9	7.8

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Population 5 years and older

*For people who speak a language other than English at home, the ACS asks whether they speak English "very well," "well," "not well," or "not at all."

Household Size, Over Time

	2008-2012 Percent	2018-2022 Percent
1-Person Household	20.5	32.4
2-Person Household	25.3	20.5
3-Person Household	16.1	13.6
4-or-More-Person Household	38.1	33.5

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Household Type, Over Time

	2008-2012 Percent	2018-2022 Percent
Family	75.9	64.6
Single Parent with Child	9.3	10.0
Non-Family	24.1	35.4

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Household Income, Over Time

	2008-2012 (2022 Dollars)	2018-2022 (2022 Dollars)
Median Income	\$79,747	\$88,018

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Housing Occupancy and Tenure, Over Time

	2000 Percent	2008-2012 Percent	2018-2022 Percent
Occupied Housing Units	96.4	94.3	93.5
Owner-Occupied*	71.0	80.2	67.9
Renter-Occupied*	29.0	19.8	32.1
Vacant Housing Units	3.6	5.7	6.5

Source: 2000 Census; 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Housing units
*Universe: Occupied housing units

Housing Costs as a Percentage of Household Income*, Over Time

	2008-2012	2018-2022
	Percent	Percent
Less than \$20,000	7.3	5.4
Less than 20 Percent	0.0	0.0
20 to 29 Percent	1.7	0.0
30 Percent or More	5.6	5.4
\$20,000 to \$49,999	30.3	22.5
Less than 20 Percent	1.7	5.7
20 to 29 Percent	12.1	5.6
30 Percent or More	16.4	11.2
\$50,000 to \$74,999	19.0	16.6
Less than 20 Percent	4.0	7.1
20 to 29 Percent	3.0	3.1
30 Percent or More	12.0	6.3
\$75,000 or More	42.8	55.5
Less than 20 Percent	18.1	36.4
20 to 29 Percent	16.6	16.4
30 Percent or More	8.2	2.7

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

*Excludes households with zero/negative income, and renting households paying no cash rent.

Housing Type, Over Time

	2008-2012	2018-2022
	Percent	Percent
Single Family, Detached	73.7	65.5
Single Family, Attached	15.3	22.4
2 Units	0.2	2.4
3 or 4 Units	6.4	6.7
5 or More Units	4.4	1.8
Mobile Home/Other*	0.0	1.2

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Housing units

*“Other” includes boats, recreational vehicles (RVs), vans, etc.

Housing Size, Over Time

	2008-2012	2018-2022
	Percent	Percent
0 or 1 Bedroom	5.2	6.4
2 Bedrooms	28.1	21.2
3 Bedrooms	40.5	51.4
4 Bedrooms	23.2	13.0
5 or More Bedrooms	3.0	8.0
Median Number of Rooms*	5.9	5.9

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Housing units

*Includes living rooms, dining rooms, kitchens, bedrooms, etc., that are separated by built-in, floor-to-ceiling walls.

Excludes bathrooms, porches, balconies, foyers, halls, and unfinished basements.

Vehicles Available per Household, Over Time

	2008-2012 Percent	2018-2022 Percent
No Vehicle Available	4.2	0.5
1 Vehicle Available	19.0	28.5
2 Vehicles Available	54.9	39.5
3 or More Vehicles Available	21.8	31.5

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Occupied housing units

Mode of Travel to Work, Over Time

	2008-2012 Percent	2018-2022 Percent
Work at Home*	3.2	4.9
Drive Alone	85.3	84.0
Carpool	9.1	10.0
Transit	0.8	0.0
Walk or Bike	0.3	0.0
Other	1.2	1.0
TOTAL COMMUTERS	96.8	95.1
Mean Commute Time (Minutes)	34.1	29.3

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Workers 16 years and older

*Not included in total commuters or mean commute time.

Employment Status, Over Time

	2008-2012 Percent	2018-2022 Percent
In Labor Force	76.9	80.0
Employed ^{†*}	93.2	91.1
Unemployed*	6.1	8.7
Not in Labor Force	23.1	20.0

Source: 2008-2012 and 2018-2022 American Community Survey five-year estimates.

Universe: Population 16 years and older

[†]Does not include employed population in the Armed Forces.

*Universe: In labor force

Water Supply

CMAP supports an integrated approach to water resource management, and encourages communities to incorporate water supply and demand considerations into land use, transportation, and infrastructure investment decisions. Assessing demand, price, and loss trends of a community can inform decisions that strengthen regional water supply management, maintain drinking water infrastructure, and manage demand. CMAP’s ON TO 2050 plan contains [more information](#) about how communities can coordinate and conserve our shared water supply resources.

Water Source and Demand Trends of Plano*

Water Source(s): Shallow Groundwater**

	2008 MGD***	2018 MGD***	Percent Change
Total Water Withdrawals	0.77	0.81	5.6

Source: Analysis of Illinois Water Inventory Program water withdrawal data (2008-2018), Illinois Department of Natural Resources, Lake Michigan Allocation Program, 2018.

*Only available for municipalities with community water suppliers providing service to the majority of the community. Reported water withdrawals do not include private, industrial, commercial, or residential wells/intakes.

**For communities with multiple sources, the sources are listed by withdrawal volume from largest to smallest. If a community is a Lake Michigan permittee, backup source(s) are listed in parentheses.

***Millions of gallons per day.

Daily Water Demand per Capita

	Plano			CMAP Region		
	2008	2018	Percent Change	2008	2018	Percent Change
Gallons per Capita per Day*	74.3	69.2	-6.8	142.8	116.8	-18.2

Source: Analysis of Illinois Water Inventory Program water withdrawal data (2008-2018), Illinois Department of Natural Resources, Lake Michigan Allocation Program, 2018.

*Gallons of water per capita per day (GPCD) is calculated by dividing the water usage by the population (and then again by 365). Population values come from the U.S. Census. The prevalence of private residential wells or community water suppliers that provide water outside of the municipal boundary could lead to artificially lower or higher GPCD values respectively.

Residential Water and Wastewater Price Trends*

MONTHLY COST PER 5,000 GALLONS**	2016 (2023 Dollars)	2022 (2023 Dollars)	Percent Change	Annualized Percent Change
Drinking Water	\$35.01	\$24.83	-29.1	-5.6
Sewer	\$39.04	\$34.99	-10.4	-1.8
Combined***	N/A	N/A	N/A	N/A

Source: Illinois-Indiana Sea Grant Water Rates Data for Northeastern Illinois, IISG19-RCE-RLA-031.

*Only available for communities with water utilities and that responded to data requests. Percent changes and prices were adjusted for inflation using the U.S. Bureau of Labor Statistics’ Consumer Price Index for All Urban Consumers (CPI-U).

**Monthly water bills are calculated as: *monthly base charge + ((5,000 gallons – water provision included in base charge) × \$/1,000 gallons)*. Note that actual billing calculation practices may vary across communities.

***Some utilities combine drinking water and sewer prices, rather than separating them as two distinct rates.

Water Loss*

Reporting utility: N/A

	2017
Nonrevenue Water (Millions of Gallons per Day)**	N/A
Annual Cost of Nonrevenue Water	N/A
Percent of Nonrevenue Water to Water Supplied***	N/A

Source: Illinois Department of Natural Resources, Lake Michigan Allocation Program, 2017.

*Data is only regionally available for Lake Michigan permittees; water losses from other communities and industrial and commercial businesses are not reported to the state.

**Nonrevenue water is the difference between net annual pumpage (water supplied) and billed, authorized consumption. Non-revenue water includes water that is lost from the system due to underregistration of meters, systematic data handling errors, leakage anywhere within the distribution system, unauthorized consumption, or unbilled authorized consumption.

***The threshold for permit compliance is no more than 10%. Permittees that exceed the threshold are required to submit a water system improvement plan.

Engagement Summary

Stakeholder Engagement

Stakeholders from Plano were interviewed about Plano’s strengths, weaknesses, opportunities, and threats (SWOT). Stakeholders ranged from elected officials to local developers to members of the business community.

A summary of the SWOT analysis from the stakeholder interviews is included below:

STRENGTHS

- Nice access/traffic from Route 34
- Affordable housing for the quality of stock
- Simple and peaceful
- Menard’s distribution center
- High-quality infrastructure
- Industrial development on Eldmain
- City staff: easy to work with on development deals; Mayor is highly visible at community events

WEAKNESSES

- No activity or draws to downtown
- Few households to support new businesses
- Perception that Plano is “tired”
- Far west from Chicago
- For developers: rising costs of insurance, impact fees, and infrastructure set-up
- Hard to fill some job roles in Plano
- Aging housing product
- Loss of Prairie Parkway project

OPPORTUNITIES

- Tourism from Farnsworth house and other historic buildings
- Some downtown sites could be catalytic for development
- Large number of parks and park acreage
- High-quality agricultural soil
- Fairly active chamber of commerce for area

THREATS

- Proposed solar developments could hem in growth and cover fertile land
- Residents leaving Plano to spend their money in surrounding communities
- Retail tenants lacking adequate knowledge to run successful businesses
- Could see school enrollment decline
- No emergency housing for residents in need

Public Engagement

In addition to the stakeholder interviews, public community input was solicited through an online poll offered in both English and in Spanish, as well as through an online ideas wall engagement activity.



A summary of the 161 responses to the online poll is below:

What is your relationship to Plano?

Multiple responses were allowed.



Resident
93%



Attend School*
33%



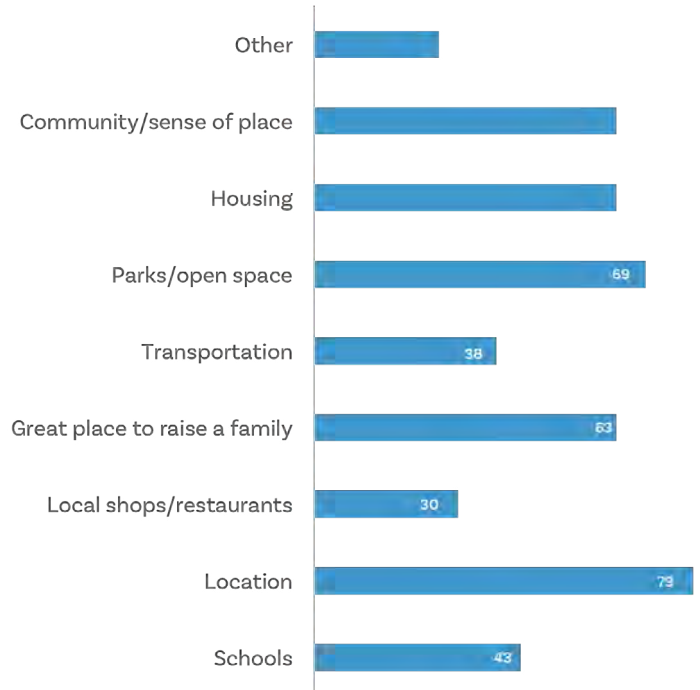
Work in Plano
17%



Resident of Nearby Community
4%

*Respondent or their child attends school in Plano.

What do you like most about Plano?



What is the biggest challenge Plano is facing?

Responses to what Plano's biggest challenge is primarily fell into these four categories:



Limited Economic Development

Responders expressed a desire for more varied restaurants, shops, and businesses, especially downtown, and for better business retention.



Community Sentiment

Responders remarked that the community's reluctance to change and look to the future is hurting the City's development.



Striving for Balanced Growth

Participants want Plano to grow at a stable pace without depleting City resources or losing Plano's character.



Maintenance of Infrastructure & Buildings

Participants mentioned disrepair of some areas of homes, businesses, and roads, and called for attractive development on Rt 34.

Sources

Section 5: Economic Development

Chicago Metropolitan Agency for Planning. (2016, April). Kendall County Industrial Market Analysis. Chicago, IL.

Illinois State Board of Education. (2024). Illinois District Report Card: Plano CUSD 88. 24-047-0880-26-0000. Springfield, IL.

Lord, Steve. (2015, July 10). "Kendall County Approves Economic Development Initiatives." Aurora Beacon-News. Retrieved from <http://www.chicagotribune.com/suburbs/aurora-beacon-news/news/ct-abn-kendall-economic-st-0712-20150710-story.html>

Hadley, Daniel R., Daniel B. Abrams, and Devin H. Mannix. (2021). "Changing Groundwater Levels in the Sandstone Aquifers." Esri StoryMaps. <https://storymaps.arcgis.com/stories/6a8ff45c39134e168da93b45626fef36>.