

US 34

**SANDWICH
to PLANO**

April 2009

FAP 591 (US 34) Improvement

Gletty Road, Sandwich, IL to Chilton Way, Plano, IL

Community Context Audit



Prepared for
Illinois Department
of Transportation

Prepared by



DeKalb & Kendall Counties

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Contract #66847

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EXECUTIVE SUMMARY

OVERVIEW

The purpose of the Community Context Audit (CCA) is to help understand the fabric of the community and create a foundation for the development of a Project Problem Statement and Purpose and Need of any proposed infrastructure improvement. The US 34 Improvement project is utilizing a collaborative approach that involves stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility.

KEY FINDINGS

Key transportation issues as identified by the community:

- Lack of turn lanes
- Lack of designated turn signals
- Poor timing of signals; no interconnection
- Improving pedestrian safety along US Route 34 and at crosswalks

Key community characteristics issues as identified by the community:

- Impacts road improvements may have to cultural structures
- Preservation of a viable downtown district
- Maintaining a small town feel throughout the City of Sandwich

Key neighborhood culture issues as identified by the community:

- Concern about impacts of roadway construction to the Sandwich Fair
- Maintaining access to events
- Maintaining access to community facilities and schools

Key economic development issues as identified by the community:

- Concern about impacts of construction to development
- Maintaining growth without losing the character of the community
- Providing more employment opportunities
- Infrastructure development to foster future growth

Key community planning issues as identified by the community:

- Maintaining a cohesive, walkable community
- Lack of parking in downtown Sandwich

- Coordination and preparation for future public transit services
- Maintaining traffic flow throughout the community

OBJECTIVE

The Community Context Audit is expected to provide a greater sense of community understanding to IDOT and the design team to assist in the decision-making and context sensitive solutions processes. The input of the City officials, stakeholders, and users of the roadway will reflect the true needs of people living and working in the area who use US 34 in some function every day.

CONTEXT AUDIT METHODOLOGY

This project is being developed using the principles of Context Sensitive Solutions (CSS) per the Illinois Department of Transportation (IDOT) CSS Policy and Procedural Memorandum 48-06. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings—its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the National Environmental Policy Act (NEPA) process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. The CSS process will provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the project study and development process. There are three primary means of outreach to stakeholders: a Community Working Group, the Project Study Group and the community members at large. The Community Working Group (CWG) has been formed for the US 34 Improvement project to provide input and advice in addition to assisting the study team with building overall consensus as the project moves forward. The CWG consists of community leaders, business interests and some residents. The Project Study Group (PSG) has been formed and consists of a multidisciplinary team of representatives from IDOT, the project Consultant Team and other transportation agencies. The PSG will make project recommendations and decision, and has primary responsibility for the project development process. The community members at large will be involved through providing feedback on the project website, www.sandwichtoplano.com, and the public workshops and public hearing that will be conducted as part of this study.

The Community Context Audit is an assessment of five key community characteristics including:

- Transportation Infrastructure
- Community Characteristics & Land Use
- Neighborhood Culture, Aesthetics and Street Amenities
- Economic Development
- Community Planning

This Community Context Audit has been shaped by responses to these five topic areas based on various community outreach methods and techniques. Information was obtained primarily through extensive community research, meetings with representatives of the Cities of Sandwich and Plano, as well as the Community Working Group (CWG) and Project Study Group (PSG) meetings, and the IDOT Project Manager. As part of the Community Context Audit process, field visits, observations and conversations with organizations and businesses in the project area were conducted by Planning Communities' staff. Community input obtained through the website (www.sandwichtoplano.com); via an interactive mapping application and online community context audit survey form provide another venue for input from a variety of US 34 users.

Demographic data was obtained from the US Census and the Chicago Metropolitan Agency for Planning, for population projections. Other information was gathered from the Cities of Sandwich and Plano, the Illinois Department of Transportation, DeKalb and Kendall Counties, and the US Geological Survey (USGS) and US Census 2000 TIGER Data set was used in developing the project study area maps.

COMMUNITY CONTEXT AUDIT

PROJECT OVERVIEW

The Illinois Department of Transportation (IDOT) has identified that traffic volumes in this corridor are at or near the capacity of the existing roadway and that rapid development and lack of alternate routes will continue to increase the demand on the state highway system. The proposed scope of work is to be determined through engineering evaluation that includes alternative alignment studies, environmental coordination, analysis of typical sections, traffic and crash analyses, ground surveys, drainage studies and the Context Sensitive Solutions/public involvement process. Phase I of the project includes the incorporation of Context Sensitive Solutions.

US 34 is a vital artery for the communities along the road. The congestion identified by IDOT, especially within Sandwich, is anticipated to continue to increase as growth continues in the area. Neighboring communities to the east such as Oswego and Yorkville have seen tremendous growth and open space and farmlands in the project area are beginning to experience increased development pressures. Right-of-way is constrained in several areas and becomes very limited through downtown Sandwich. Businesses and residences are often located directly adjacent to the roadway. On-street parking is prohibited along US 34 and is limited along downtown area side streets.

REGIONAL CHARACTERISTICS

The City of Sandwich, and the project area is located approximately 60 miles west of the City of Chicago. Sandwich is on the southeastern edge of DeKalb County, continues into Kendall County on the east; and the southern border of the City limits is also the northern border of LaSalle County. Sandwich is easily accessible, located along US 34, and is 15 minutes south of the City of DeKalb, just southwest of Aurora, northwest of Joliet and northeast of Ottawa (LaSalle County seat). From Chicago, Sandwich is a drive westward on the Eisenhower Expressway (I-290), to the East-West Tollway (I-88), then beyond Aurora to the Sugar Grove exit.

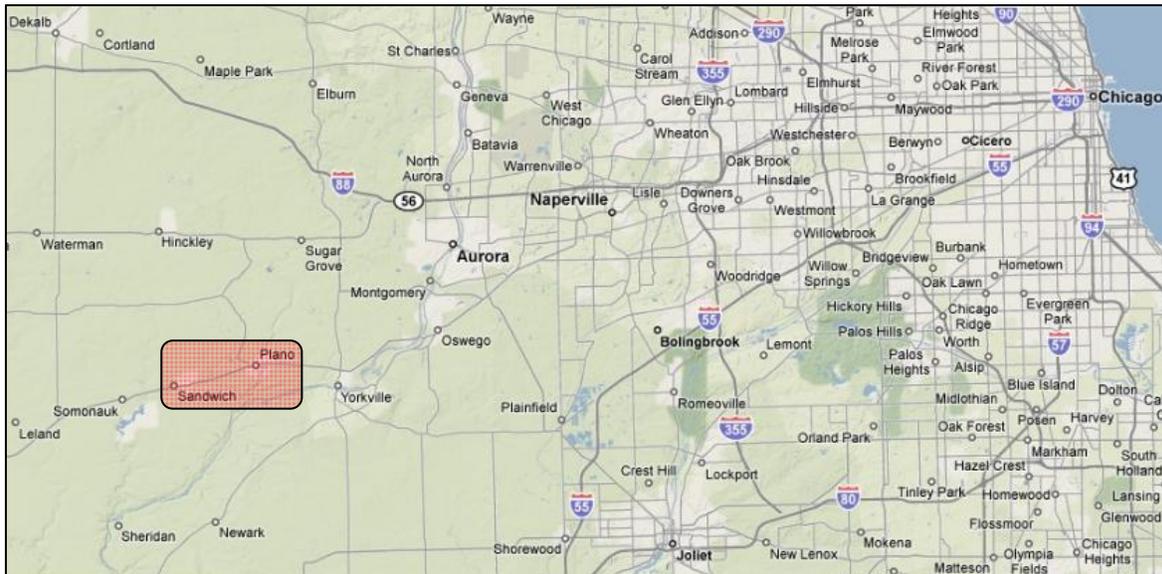


FIGURE 1: REGIONAL MAP

The majority of the City of Sandwich (2000 US Census population 6,509; 2007 US Census estimate 7,326) is in DeKalb County. The project limits extend from DeKalb County to the east and includes a portion of Kendall County. Both residential and commercial growth to the west has been occurring. The Kendall County portion of the project area is included in the Chicago Metropolitan Agency for Planning (CMAP) jurisdiction. In preparing the 2030 regional transportation plan, the seven counties surrounding Chicago are anticipated to grow by another 1.8 million persons between 2000 and 2030 which is significantly faster than previous decades. With the proximity of the City of Sandwich to the Kendall County border, growth is expected to continue. Future transportation improvements are noted in the Community Planning section.

This area continues to experience development with much of the land in the area being developed into suburban homes constructed on formerly rural properties. There are still some agricultural properties that retain rural characteristics. Evidence of continued development, including construction of new subdivisions, was evident on site visits.

PROJECT STUDY AREA

The project involves the study of US 34 from west of Gletty Road through downtown Sandwich east to Chilton Way in Plano. The project study area includes the communities of Sandwich and Plano and is located in two counties, DeKalb and Kendall, as highlighted in the map below.

US Route 34 Improvement Sandwich to Plano

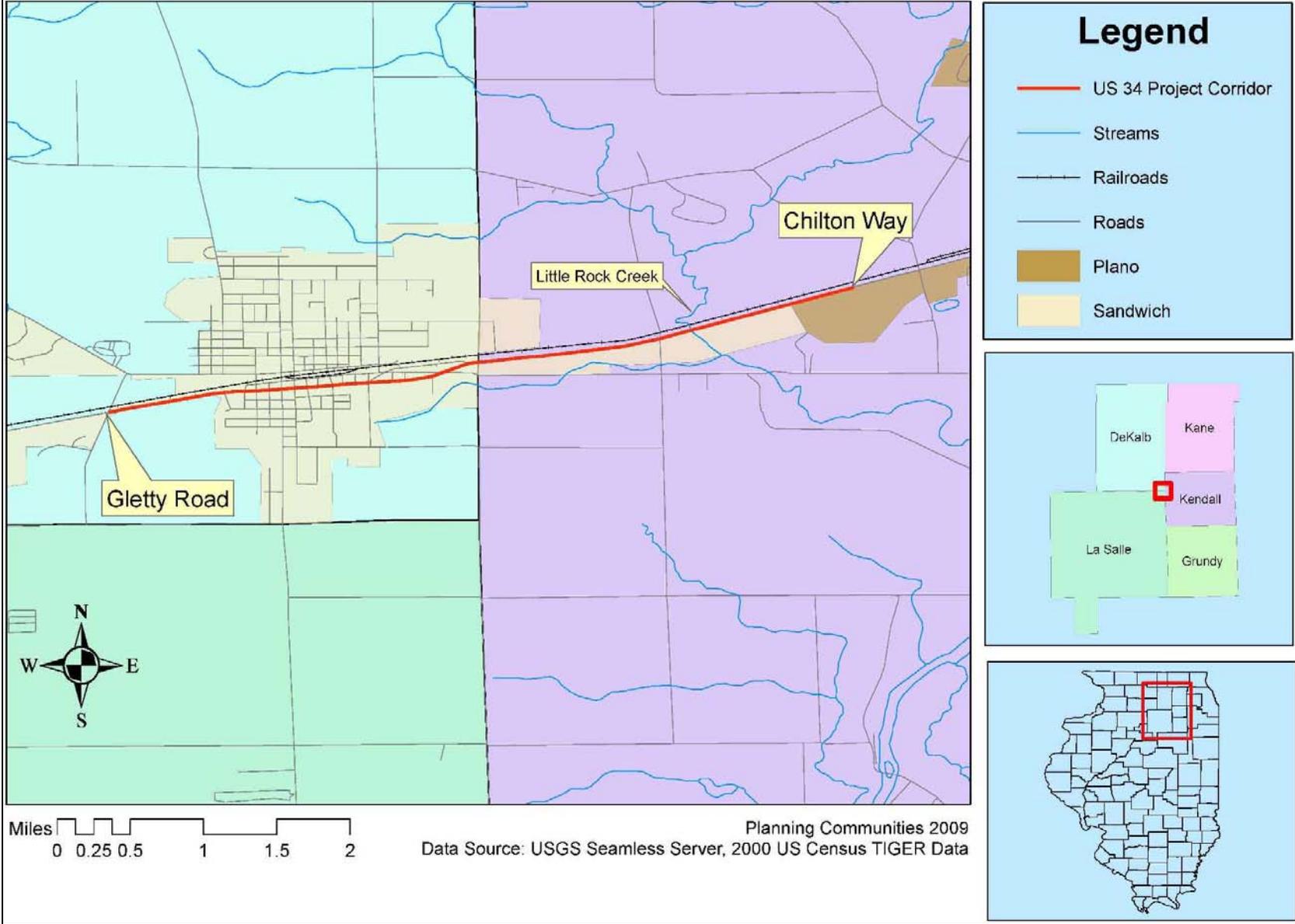


FIGURE 2: PROJECT STUDY AREA

KEY COMMUNITY CHARACTERISTICS

US 34 is a vital arterial in the region. The objective of this portion of the Community Context Audit is to assess the study area for the presence and adequacy of a number of topics, including:

- Transportation Infrastructure
- Community Characteristics & Land Use
- Neighborhood Culture, Aesthetics and Street Amenities
- Economic Development
- Community Planning

TRANSPORTATION INFRASTRUCTURE

US 34 is a vital arterial in the region and serves as a commuter corridor, serving as an east-west link to other major roadways in the vicinity of the project area including Interstate 39 to the west and Illinois Route 47 to the east. US 34 is the primary route towards Aurora and other larger communities where people may want to travel for various purposes. The community views US 34 as a gateway into the City of Sandwich, and the City of Sandwich Comprehensive Plan policy section notes that developments along the major arterials such as US 34, Main Street and County Line Road should have a distinct character to help create a unique identity for the City. The objective of this portion of the Community Context Audit is to assess the study area for the presence and adequacy of a number of transportation issues.

Key transportation issues as identified by the community:

- Lack of turn lanes
- Lack of designated turn signals
- Poor timing of signals; no interconnection
- Improving pedestrian safety along US 34 and at crosswalks

RAILROAD ISSUES

The Burlington Northern Santa Fe (BNSF) Rail line runs parallel to and just north of US 34 through the town center of Sandwich. Part of the central business district extends to the north side of the railroad tracks. This line is BNSF's main east-west route and therefore it is well used. Although the railroad tracks do not cross over US 34 in the study area, at the intersections of Gletty Road, Duvick Avenue and Sandy Bluff Road the tracks are located approximately 200 feet north of the corridor and influence the operation of the intersections.

The increased number of and the length of slow moving coal trains was noted by a number of community members, along with particular congestion along US 34 at Gletty Road due to the railroad tracks as indicated through interviews.

SIGNALIZED INTERSECTIONS

There are eight (8) signalized intersections along US 34 in the study area. Seven (7) signals are in Sandwich at the following locations:

- Gletty Road,
- Main Street,
- Latham Street,
- Duvick Avenue,
- Indian Springs Drive,
- Tara Lane and
- Drew Lane.

There is one signal in Plano, located at Chilton Way.

There will be a ninth traffic signal along the corridor at Fairwind Boulevard upon completion of the intersection. Completion is anticipated in 2009 according to City staff. Gletty Road, north of US 34 will be abandoned upon the opening of Fairwind Boulevard.

The signal at Chilton Way is equipped with Opticom and is interconnected with other signals in Plano. Signals in Sandwich are not interconnected and do not have pre-emption.

The Sandwich Fire Chief attended the CWG meetings and recommended that Opticom systems be added to provide better lane access for emergency vehicles which require access to US 34.

Feedback received related to the increase in the number of traffic signals, with some remembering when Sandwich only had one traffic light at the intersection of Main Street and Church Street. Others noted the need for protected left turn signals at this intersection. The increase in the number of traffic signals has caused some residents to avoid US 34 when possible. Other feedback asked if the traffic signals could be interconnected and timed better. Another comment received was to add left turn arrows in all directions at the intersections with traffic signals to improve the flow of traffic.

ROADWAY GEOMETRICS

Many residents have raised concerns about turn lane location and length, narrow lanes, and large vehicles often having to cross over to the opposing travel lane. Also it has been noted that drivers making right or left turns are often perceived as the cause of congestion.

There are designated left turn lanes at:

- Gletty Road
- Fairwind Boulevard (future)
- Wolf Street
- Bidirectional Center Lanes approaching Main Street
- Main Street
- Wells Street
- Pearl Street
- Dayton Street
- Latham Street
- Duvick Avenue
- Sandy Bluff Road
- Drew Lane
- Tara Street

There are left turn arrows at the following intersections:

- Gletty Road
- Fairwind Boulevard (future)
- Latham Street
- Duvick Avenue
- Drew Lane
- Tara Street

There are designated right turn lanes at:

- Gletty Road
- Fairwind Boulevard (future)
- Duvick Avenue
- Indian Springs Drive
- Drew Lane
- Tara Street

Additionally, Sandwich Fire Chief recommended widened intersections or increasing the turn radii to accommodate emergency vehicles turning on and off US 34, reporting that under current conditions these vehicles must encroach into the oncoming lane to complete the turn. Some of these intersections are reported to have limited visibility issues.

TRAFFIC CONGESTION

Feedback from both the CWG meetings and individual conversations noted that when possible, individuals avoid using US 34 particularly through Sandwich due to significant traffic congestion. Information obtained from the CWG and conversations with local residents noted that truck traffic significantly adds to the congestion. There is a Menards distribution center in Plano and the Sandwich Grain Company, an agricultural facility near Gletty Road on the west side of the project area. Residents

report high volumes of truck traffic and often attribute it to these businesses. Additionally LDL Transfer, a trucking company located along US 34 east of Fairwind Boulevard, was identified as a cause of congestion in Sandwich. LDL Transfer experiences difficulty with backing movements into their facility due to the proximity of the edge of pavement of US 34.

It has been reported that much of the community is employed in Plano or further east. For the majority of commuting residents, US 34 serves as a primary corridor. Furthermore it is a major east west connector between Interstate 39 and IL Route 47. For many residents, the traffic and unconnected traffic signals on US 34 slows travel within the city limits so, if possible, it is sometimes avoided for shorter trips.

SIDEWALKS/CROSSWALKS

There are sidewalks in the study area; however, the sidewalks are not continuous throughout the study area. In downtown Sandwich there are several crosswalks. The crossing times at crosswalks were expressed by community members to be too short and difficultly crossing the street in the time allowed was reported. Danger is perceived in crossing the street with on-coming turning vehicles that are not guided by protected turn arrows.



FIGURE 3: INTERSECTION OF MAIN STREET & CHURCH STREET (US 34)
Wells Street due to a building having zero setback along both Wells Street and US 34.

The middle school and high school are located two blocks south of US 34 and many of the students live on the north side of US 34. In the project area there are two striped crosswalks that school children use. These crosswalks are located at Wells and Terry Streets, and neither intersection has a traffic signal. The Wells Street location uses police officers because it is too difficult for crossing guards to manage. Terry Street uses crossing guards.

The CWG indicated that there is a visibility issue at the north east corner of

BICYCLE FACILITIES & ACTIVITIES

There are no marked or designated bicycle lanes or paths in the study area along US 34 however; riders are present on US 34. The City of Sandwich has a plan for all new residential developments to include bike paths, which in the future will all be connected. There is some demand for bicycle accommodations. With the opening of the water park on US 34 just east of Chilton Way, bicycle demand, particularly among the youth, may increase. City of Sandwich staff noted an overall bike plan to connect with Lake Holiday and the Village of Somonauk, with the bike path crossing US 34, but not along US 34. This has been included in recent residential developments. Additionally, the design principles in The City of Sandwich Comprehensive Plan note the critical role bicycle infrastructure plays in complementing the pedestrian network. It recognizes that while most streets can currently accommodate bicyclists, the encouragement of bicycle usage may create demand for paths along major highways, such as US 34, to connect Sandwich to more distant places.

ON-STREET AMENITIES

On-street parking is not permitted along US 34 in the City of Sandwich per city ordinance. Plano has a no parking ordinance along with signage to prohibit parking along US 34. IDOT's policy is to not allow parking on state routes for safety reasons.

Parking availability for downtown Sandwich businesses is limited. As noted in discussions with the CWG and other community interviews providing parking for businesses is important, as is keeping the downtown viable.

To improve upon existing measures of ADA compliance, suggestions were made, both in the CWG meeting and in comments from local residents, including upgrading the signalized intersections so the lights include blinking figures and audible signals for the hearing and visually impaired.

Pedestrian and roadway lighting is determined to be adequate along US 34 as discussed at the CWG and PSG meetings.

TRANSIT SERVICE

The rail line that goes through downtown Sandwich is owned by the BNSF and is used by Amtrak; currently there is not a station or stop in the study area. The nearest Amtrak stops are in Plano and Mendota. The nearest Metra train is the park-and-ride facility in Oswego, and the nearest Greyhound Bus Station is in Aurora.

The Fox Valley Older Adults Center operates two small buses and a van that provides paratransit service for the elderly to the adult daycare service, to doctor appointments and to the Community Center. A lunch meal is served along with a variety of programs offered at the Community Center including bingo, exercise classes, wood carving, cards and crafts. Only a portion of the funds needed to operate come

from grant programs. There are monthly fundraising events and the crafts made throughout the year are sold at the Sandwich Fair to raise funds.

Another service provided by the Fox Valley Older Adults Center (FVOAC) is transporting children to and from school. The school system will only provide transportation to/from a child's residence, not to/from daycare or sitter. With the increase of two-working parent families this is a growing component of FVOAC's service. This service is paid for by individuals who use the transportation service.

The Fox Valley Older Adults Center vehicles use US 34 regularly. Drivers report that it is nearly impossible to get out on to US 34 from some intersections where there are no stop lights.

Open Door Rehabilitation Center provides paratransit services to adults with developmental disabilities to and from job training and work programs. The non-profit organization offers community support services with the mission of providing the least restrictive environment possible to assist people with special needs in achieving their maximum potential, and includes both residential and non-residential clients.

There are no other paratransit services in Sandwich. However, DeKalb County has TransVac paratransit serving some parts of the County.

It has been indicated by community members that other public transit modes are desired. There are no park-and-ride lots in the area. Feedback received from the Hispanic Coalition emphasized the need for transit service for the City of Sandwich. They would like access to the Amtrak and Metra train station in nearby cities, as many do not have access to personal vehicles.

LEGISLATIVE MANDATES

Concern was expressed as to how a widening might impact setbacks for existing signs or a property's ability to meet parking requirements and whether there would be special consideration given to such situations.

As alternatives are being developed and examined, city ordinances will be reviewed as they relate to the US 34 improvement project. The City of Plano has setbacks. The City of Sandwich has 25-foot sight triangles required at corners.

UTILITIES IN THE ROADWAY AND RIGHT-OF-WAY

There are utility poles along US 34 within the right-of-way. There are sanitary and storm sewer lines within the roadway. Representatives of Sandwich voiced a preference for these utilities to be located outside the pavement. Also, the sanitary sewer is quite old and may require maintenance or reconstruction in tandem with the roadway improvements. A full investigation of existing utilities is underway.

COMMUNITY CHARACTERISTICS AND LAND USE

Sandwich is a small town with a rich history in rural agriculture, but has been developing with the rapidly growing region. The City of Sandwich Comprehensive Plan (2003) outlines The City's land use plan and vision of acceptable growth. The following gives an overview of the land uses in the greater Sandwich area as well as the most recent zoning map (figure 8). A description of the public services including assets and facilities, community focal points and community amenities are described and mapped.

Key community characteristics issues as identified by the community:

- Impacts road improvements may have to cultural structures
- Preservation of a viable downtown district
- Maintaining a small town feel throughout the City of Sandwich

LAND USE

The US34 project area land use is typical of many emerging suburban areas. There is an established urban center, commercial center, residential area, industrial center as well as rural agricultural area. An increasing number of single and multi-family residential units reflect the population growth of recent years and the move towards a more suburban atmosphere.

The Sandwich Comprehensive Plan, approved in 2003, recognized increased growth patterns and established the limits of the Land Use Plan. The limits of the Land Use Plan extend the boundary beyond the typical one mile area beyond the municipality's borders to reach over 4.5 miles north of US 34 to Chicago Road, and as far south as the Fox River, approximately five miles from the US 34 corridor. To correspond with planned residential growth, school and hospital expansions were also considered in this land use plan.

Downtown revitalization was also a focus of the land use plan, citing that it would be "a major catalyst in creating a strong identity for the community." Vision for this identity was solicited by the City from the community in the "Attitude and Preference Questionnaire" administered to thirty one participants in 2002.

According to survey respondents the priorities for new land use or development within Sandwich included single family homes (17%), more industry (17%), bike paths and trails (13%), and more stores and services (13%).

Residents were asked with the increasing population and the need to provide for economic development where should the development occur. The four most popular responses include:

1. *Keep development away from natural areas, concentrating development in appropriate locations (29%)*
2. *Concentrate all new commercial development along US 34 (15%)*

3. *Develop single use neighborhoods, keeping similar uses together and separating different residential types from one another and other land uses from one another (15%)*
4. *Discourage development in order to protect the farmland that surrounds the City (12%)*

Residents were asked what they wanted to see occur in Sandwich in ten, twenty or thirty years hence. Twenty-one traits or characteristics were provided and respondents were asked to rate each trait with respect to its level of importance to the respondent. Among all respondents, the three most important traits or characteristics desired in Sandwich include:

1. *Neighborhood schools and the entire public school system are key community assets.*
2. *A viable central business district with pedestrian friendly streets, storefronts along the sidewalk.*
3. *A small town atmosphere.*

Though some components of the Plan have been delayed due to nation-wide economic downturns, the Sandwich Comprehensive Plan does reflect the current state of and future direction of land use. The incorporated questionnaire results also reflect the vision of the citizenry to maintain a small town atmosphere with emphasis on walk-ability, family resources, increasing open public space, preservation of natural and agricultural areas, and stimulating industry while managing commercial growth.

The City has many different land uses that include an airport, a golf course, fairgrounds, community and large industrial sites. The predominant land use in the City is single-family residential. Some of the City's neighborhoods are distinguished by mixed residential uses with single-family and small amounts of multi-family uses in the same neighborhood or the same block. Varying housing design and lot size in newer developments has also added to the diversity of Sandwich's housing stock. US 34 is a major arterial in the region, running through DeKalb, Kendall and LaSalle Counties and bisecting the City of Sandwich. The land uses around this road affect traffic patterns just as the conditions of the road directly affect the use of the land.

LAND USE IN PROJECT AREA

The following details some other notable land uses in the broader project study area. It corresponds to the US 34 Improvement study from west of Gletty Road in Sandwich to Chilton Way in Plano.

The Sannauk Forest Preserve is located just south of US 34 west of Gletty Road, with cornfields adjacent to the wooded area. Traveling east, the lots located south of the roadway are predominately filled with homes; Lake Holiday is located to the south of this forest preserve.

Along the western boarder of the study area is an airport residential community called Woodlake Landing, with larger homes on large lots. There are adjacent commercial buildings and multi-purpose warehouses east of Gletty Road. Residential development begins again at Davis Street.

North of US 34 and the BNSF railroad tracks is the Sandwich Fairgrounds. Edgebrook Subdivision, a golf course community, is located to the south of the Sandwich Fairgrounds and along the eastern banks of the Somonauk Creek. Edgebrook Country Club is located along Suydam Road and Somonauk Creek.

Also located south of the fairgrounds and east of the Edgebrook Subdivision is the Triangle Mobile Home Park.

Continuing east along US 34, the central business district is found along US 34 (Church Street) and Railroad Street between Terry Street and Main Street. Some of the central business district spills over to the north side of the railroad tracks. The commercial uses in downtown include mixed-use buildings with businesses on the first floor and apartments on the second floor, along with bars and restaurants. The downtown district of Sandwich is a commercial center and is significant to the community.

Valley West Community Hospital is located on the northeast corner of Main Street and Pleasant Avenue. Older homes continue to the west of the hospital to Castle Street, where a new subdivision, Fairwinds of Sandwich, is under construction. Prairie View Elementary School and Milestone Park are adjacent to the new Fairwinds of Sandwich subdivision.

Most of the residences north of the BNSF tracks are traditional single family homes with smaller lots. To the far northeast, the Sandhurst Subdivision along Latham Street and Knights Road, the Knight's Third Addition homes, which have been recently constructed, are large homes with smaller lots. The Knight's Third Addition construction is adjacent to the Valley West Community Hospital, which is located on the northeast corner of Main Street and Pleasant Avenue.



FIGURE 4: KNIGHTS THIRD ADDITION HOMES

There are also areas of mixed multifamily and single family detached homes on the north end of Sandwich. An example of this type of development includes the townhomes and single-family homes east of Latham Street on Arnold Street.



FIGURE 5: SINGLE FAMILY NORTH OF ARNOLD, MULTI FAMILY SOUTH



FIGURE 6: MULTIFAMILY NEAR SCHOOLS AND SANDWICH MANOR

The Sandwich Community Unit School District has a school campus located on South Wells Street, south of US 34. The high school, an elementary school, and a middle school are located on this campus along with athletic fields. There are large multi-family residential buildings south of US 34 near the school campus, a senior housing complex called Sandwich Manor, and additional single family neighborhoods.



The Sandwich Park District baseball fields are located to the west of Main Street and south of Fayette Street. Further south on Main Street are new single family housing developments (Webb's Subdivision and Thomas' Subdivision) with homes that are conventional in both lot and home size. Most of the homes in the older section of the City are small on small lots.

Industrially zoned sites are generally present between Reimann Avenue and Duvick Avenue, and between the BNSF railroad tracks and Sixth Street. Some of the industrial sites are currently vacant and are ready for redevelopment. East of Duvick Avenue, a large area is zoned for industrial development.

The Little Rock Creek is located on the City's east side. Along US 34 on the east end of the project area are car dealerships.

Both within the commercial center and immediately surrounding the downtown central business district are residential neighborhoods and subdivisions.

Light industrial uses are present in the study area on the east end towards Plano and toward the west end outside the commercial center in Sandwich.

The area around Sandwich and Plano is agricultural and farm fields can be found in close proximity to a number of neighborhoods.



FIGURE 7: HOMES ADJACENT TO FARM FIELDS

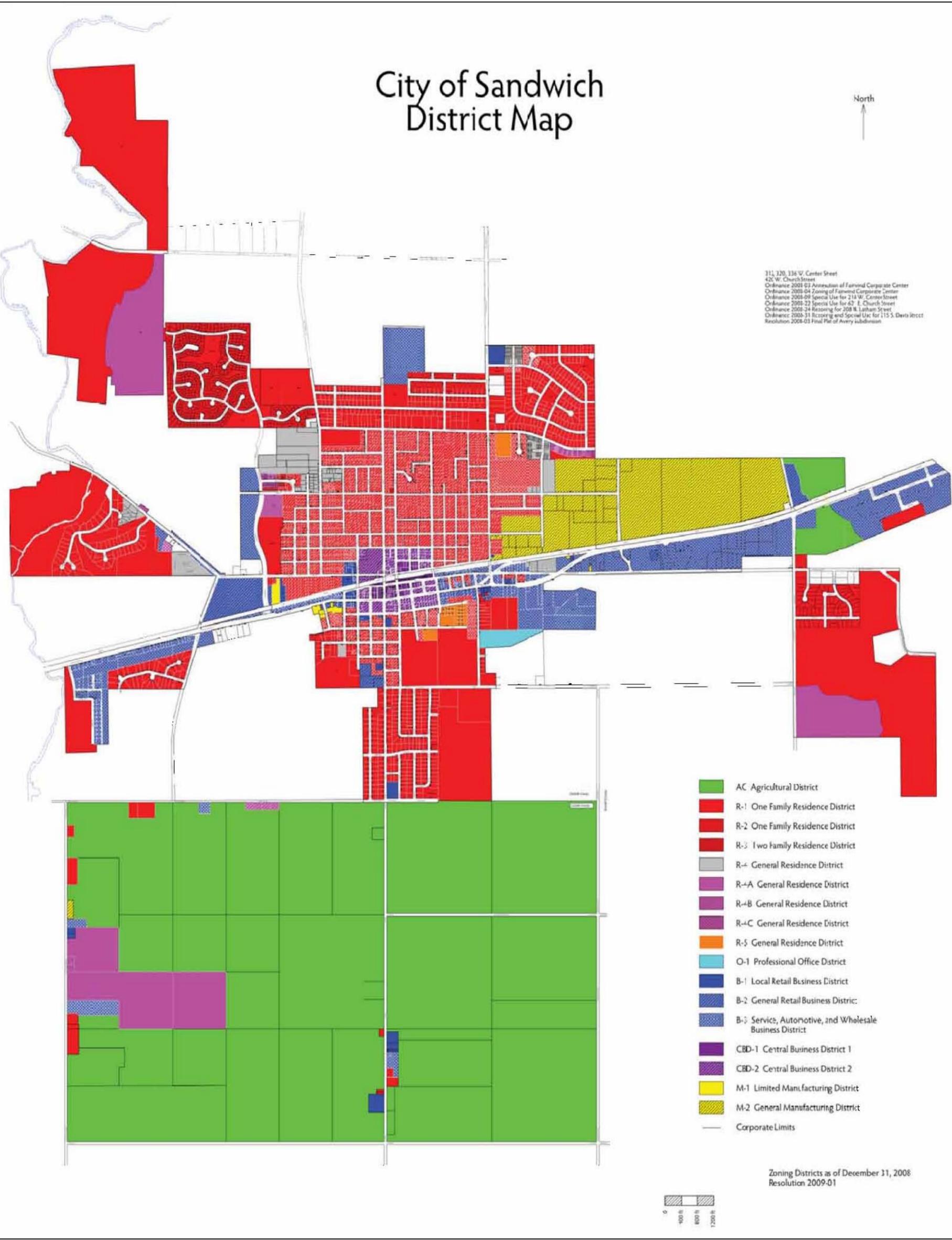
ZONING

The variety of zoned land uses (shown below) is detailed in the City of Sandwich Zoning Map approved at the February 2009 Sandwich City Council meeting.

City of Sandwich District Map



311, 320, 336 W. Center Street
 425 W. Church Street
 Ordinance 2008-03 Amendment of Farnwood Corporate Center
 Ordinance 2008-04 Zoning of Farnwood Corporate Center
 Ordinance 2008-09 Special Use for 214 W. Center Street
 Ordinance 2008-22 Special Use for 62 E. Church Street
 Ordinance 2008-24 Rezoning for 208 S. Latham Street
 Ordinance 2008-31 Rezoning and Special Use for 115 S. Davis Street
 Resolution 2008-01 Final Plat of Avery subdivision



- AC Agricultural District
- R-1 One Family Residence District
- R-2 One Family Residence District
- R-3 Two Family Residence District
- R-4 General Residence District
- R-4A General Residence District
- R-4B General Residence District
- R-4C General Residence District
- R-5 General Residence District
- O-1 Professional Office District
- B-1 Local Retail Business District
- B-2 General Retail Business District
- B-3 Service, Automotive, and Wholesale Business District
- CBD-1 Central Business District 1
- CBD-2 Central Business District 2
- M-1 Limited Manufacturing District
- M-2 General Manufacturing District
- Corporate Limits

Zoning Districts as of December 31, 2008
 Resolution 2009-01

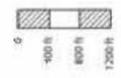


FIGURE 8: CITY OF SANDWICH ZONING DISTRICTS 2009

IMPORTANT CULTURAL/ARCHITECTURAL FEATURES

According to the City Clerk and a Historical Society representative, there is no historic district designated in the City of Sandwich. There are a number of culturally important structures near and on the US 34 corridor, two of which are listed on the National Historical Register. These structures, as well as the others noted below, have great significance to the residents and business owners in Sandwich.

- The City of Sandwich's City Hall and Opera House, built in 1878 is located in the first block north of US 34. It was placed on the National Historic Record in 1979 and restored in 1984-1986 through a community wide initiative.

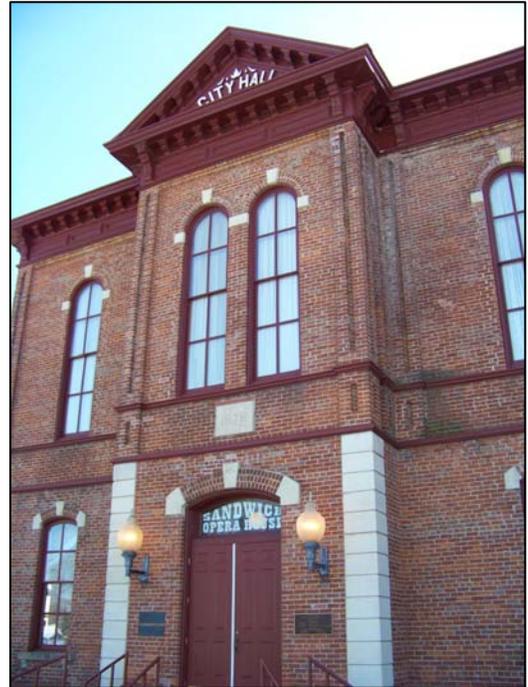


FIGURE 9: SANDWICH OPERA HOUSE/CITY HALL



FIGURE 10: VON KLEINSMID MANSION

- The von KleinSmid Mansion was built for the family in 1871, and added to the National Register of Historic Places in 1985. The building was the childhood home of Rufus B. von KleinSmid, the former President and Chancellor of the University of Southern California, and is located on West Center Street, north of the BNSF tracks.

There are other buildings in downtown area that are culturally significant to the residents, which include:

- Sandwich Library, on Center Street
- Village Square Mall, northwest corner Main/Railroad Street
- Post Office built in 1938, on Eddy Street
- 1881 Hummel Building, northwest corner Main/Center Street
- Wallace Block, southeast corner Eddy/Railroad Street
- Brick Block – 1860's building southeast corner of Main/Railroad Street

Kelly's Pub & American Grill on the corner of US 34 and Main Street in Sandwich is a local landmark. The unique history of this restaurant is that it is the converted No. 4438 Pullman Palace Car, Isabella, which debuted at the Columbia Exposition (Chicago World's Fair) in 1893 and served on Presidential campaign trails in 1900, 1904 and 1912.



FIGURE 11: PULLMAN PALACE CAR – KELLY'S PUB & AMERICAN GRILL
SOURCE: WEBSITE, WWW.KELLYSPUBONLINE.COM

The Stone Mill Museum, another community attraction, is located on the corner of Railroad and Lafayette Streets, which stores a large collection of memorabilia from Sandwich and surrounding communities and is open to the public April through October. Plans were reported to apply to have the Stone Mill Museum placed on the National Historic Register.



FIGURE 12: STONE MILL MUSEUM

PUBLIC SERVICES/COMMUNITY FOCAL POINTS, ASSETS AND FACILITIES

This portion of the Community Context Audit includes the identification of community assets. Data collection was conducted through field visits combined with interviews and the interactive mapping and online survey on the project website. The map of assets shown below is based on GIS data from 2000, therefore, prior to the addition of newer subdivisions and additional roads being constructed. An inventory of these assets by category follows.

Sandwich Community Assets

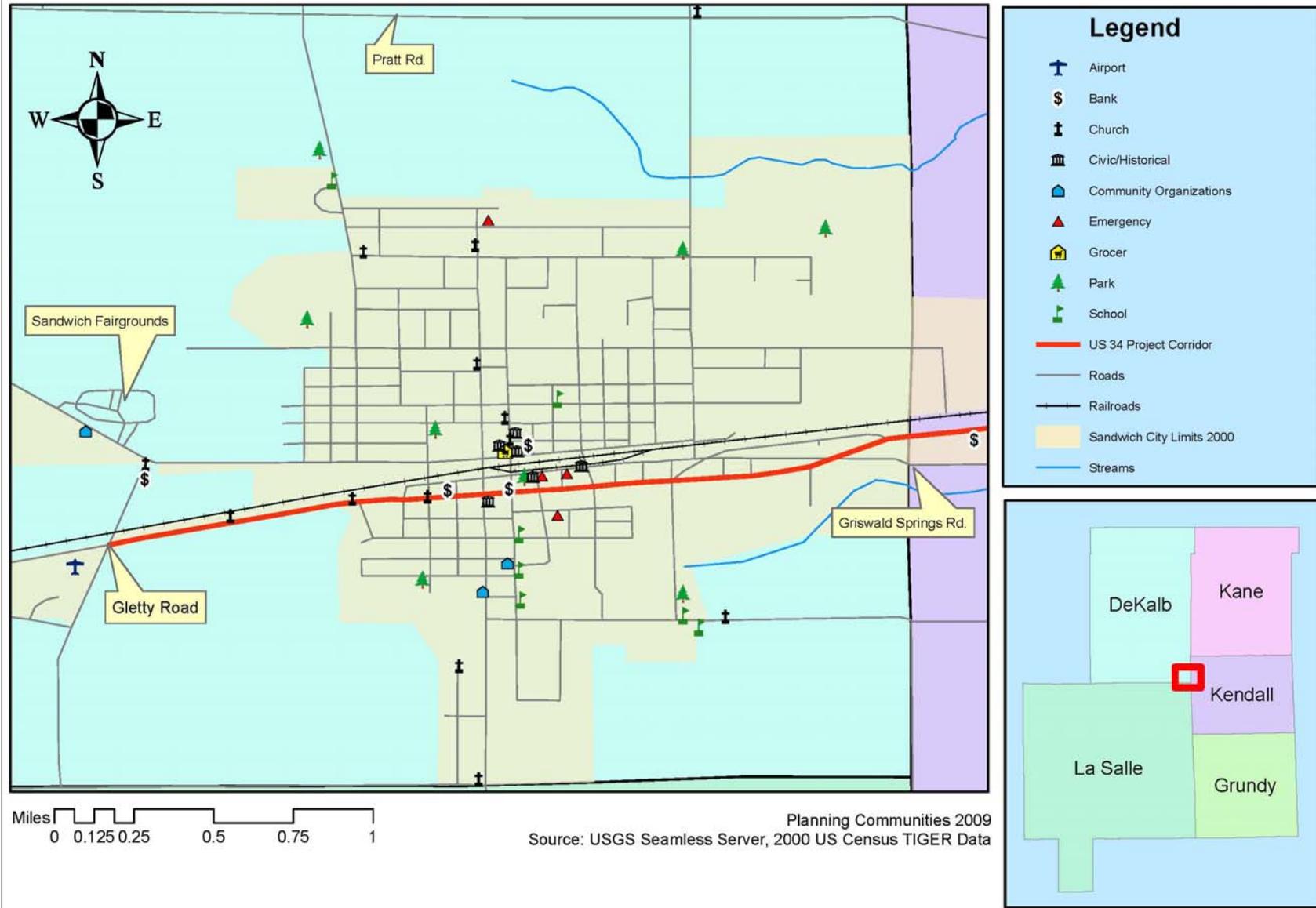


FIGURE 13: CITY OF SANDWICH COMMUNITY ASSETS

On the western end of the project area is the Woodlake Landing Airport. Public service emergency facilities include: Valley West Community Hospital, Sandwich Fire Department and Ambulance, and Sandwich Police Department.

Emergency Services	Location
Sandwich City Emergency Services	207 E Railroad St
Sandwich Fire Department	310 E Railroad St
Sandwich Police Department	308 E College St
Valley West Community Hospital	11 E Pleasant Ave

The City of Sandwich has thirteen (13) churches. The Hispanic Coalition previously has used space provided by a church to offer tutoring classes for students.

Church	Location
Sandwich-Jehovah's Witnesses	30 Gletty Rd
Faith Baptist Church	427 W Church St
Our Savior Lutheran Church	723 W Church St
Harvest Chapel Assembly	725 S County Line Rd
Church of the Nazarene: Parsonage	1116 Vale St
Emmanuel Baptist Church	701 Lions Rd
Church of the Nazarene	205 W College St
St Paul's Catholic Church	110 N Eddy St
First Apostolic Church	221 N Eddy St
Federated Church	403 N Main St
St Paul's Catholic Church: Parish Center	340 W Arnold St
Salem Lutheran Church	1022 N Main St
Cornerstone Church	17347 Pratt Rd

The City of Sandwich has seven (7) educational facilities ranging from elementary to high school level.

School	Location
Prairie View Elementary	1201 Castle St
WW Woodbury Elementary	322 E 3rd St
Drummer Elementary	422 Wells St.
Sandwich Middle School	600 Wells St
Lynn G Haskin Elementary School	720 Wells St
Sandwich Community High School	515 Lions Rd
Indian Valley Vocational Center	600 Lions Rd

The City of Sandwich is served by the following three (3) community organizations. The YMCA is discussed in the Family Services section below. The Fox Valley Older Adults Center is discussed in the Transit Service section of the Transportation Infrastructure component of this Community Context Audit.

Community Organization	Location
YMCA	707 S Main St
Fox Valley Older Adults Center	1406 Suydam Rd
Open Door Rehabilitation Center	11 E Fayette St/ 405 S Wells St

There are several convenience stores and gas stations within the project area, and one local full grocery store in downtown Sandwich, Art’s Super Market, located at 29 North Eddy Street. Other grocery stores include an Aldi and a Wal-Mart Supercenter, located on the eastern end of the project area in the City of Plano.

Also, within the City of Sandwich there are five (5) banks in operation, there are two additional banks on the eastern end of the project area.

Banks	Location
Citizens First National Bank	21 Gletty Rd
Castle Bank	100 W Church St
Old Second Bank	200 E Railroad St
Citizens First National Bank	200 E Church St
Centrue Bank	202 Indian Springs Dr

FAMILY SERVICES

As mentioned, in addition to their transportation services, the Fox Valley Older Adults Center provides day care services for both older adults and children, as noted in the Transit Service section.

Additionally there are a number of private child daycare businesses in Sandwich as well as the Fox Valley Family YMCA. The YMCA west branch, located in Sandwich on Main Street near Haskin Elementary School, provides a number of services including daycare and pre-school classes, sports leagues, and fitness and arts programs.

COMMUNITY SAFETY CONCERNS

Safety, particularly as it relates to crossing US 34, is a concern of the community. This was heard in the CWG meeting, interview conversations and the interactive survey on the project website. In a recent survey conducted by the Sandwich police department, difficulty and safety for pedestrian crossing of US 34 was the number one response.

INCOME CHARACTERISTICS

The 2000 median income for a household in the City of Sandwich was \$50,215, and the median income for a family was \$55,599. Median income for males was \$42,806 versus \$26,822 for females. The per capita income for the city was \$19,530. About 3.1% of families and 5.5% of the population were below the poverty line.

HISPANIC POPULATION CHARACTERISTICS

Sandwich has a rich history of Hispanic population and the US Census and other available demographic data collected show a notable Hispanic presence along the US 34 Corridor, particularly within Sandwich. The most notable findings include:

- According to the 2000 Census, one Block group located on the south side of US 34 in Sandwich, towards the east side of town had a Hispanic population of nearly three (3) times (18.5%) that of DeKalb County (6.6%).
- Within the above mentioned Block Group, there are two fairly large population block groups with Hispanic population percentages of 7-10 times that of DeKalb County: 74 of 119 and 103 of 276 residents in each respective block.
- Further east of Sandwich, there is a Block Group containing a Hispanic population of 10.5% compared with 7.5% in Kendall County overall.
- The 2000 Census indicates that 8.1 percent of the population in the Census Block Groups encompassed by the corridor study area identified themselves as Hispanic.
- Updated demographic information from the Census 2005-2007 American Community Survey indicates that the Latino populations have continued to grow substantially as a proportion of the DeKalb and Kendall County populations to 9.0 and 14.5 percent, respectively. It is likely that the Hispanic populations in the project study area have grown in some proportion to these trends.
- Demographic information available from local schools report large Hispanic student populations.
- In Sandwich, elementary schools report 12 percent (Dummer Elementary) and 19 percent (Lynn Hasken Elementary) Hispanic student populations, while Sandwich Middle School reported a population of 9 percent. Discussion with school officials might indicate whether the drop from elementary school proportion to middle school proportion indicates Hispanic students attending other middle schools or if it will increase as elementary students move up into the middle school.
- In Plano, approximately 40 percent of elementary and middle school students were identified as Hispanic.

Discussions with members indicate the Hispanic Coalition grew out of the parents of school children banding together to keep the Hispanic tradition alive. Activities that the Coalition is currently or have been involved in include Mexican dance classes to celebrate Cinco de Mayo, school tutoring program and babysitting services. Many of the members of the Hispanic community cannot drive and representatives of the Coalition noted they would like to see public transportation in Sandwich. Another request was for a community or cultural center to have a location for programs. Currently member homes, schools or churches are used.

NATURAL FEATURES

There is a former lake that has been drained for many years. It is located south of US 34 just east of Gletty Road, on the western edge of the study area. In addition Somonauk Creek and Sannauk Forest Preserve are located just west of Gletty Road. On the eastern end of the project area US 34 spans over Little Rock Creek. Little Rock Creek feeds into the Fox River. No other natural features were noted from the on-line survey.

NEIGHBORHOOD CULTURE, AESTHETICS AND STREET AMENITIES

The City of Sandwich celebrates a rich history which is reflected in the events and community features of today. It is known for its historic downtown and small town feel, but the many activities including the Sandwich Fair and other events held at the fairgrounds attract hundreds of thousands of visitors annually to the Sandwich area. Also nearby Lake Holiday hosts many vacationers in the summer months to partake in fishing tournaments, Venetian fest and family kite day.

The project area was assessed to determine the neighborhood culture and includes a listing of culturally important events that occur in Sandwich. Amenities including aesthetic hard and soft landscape treatments and facilities have also been assessed and a description is below.

Key neighborhood culture issues as identified by the community:

- Concern about impacts of roadway construction to the Sandwich Fair
- Maintaining access to events
- Maintaining access to community facilities and schools

CULTURALLY IMPORTANT EVENTS

There are a number of culturally important local events in the project area, and the City of Sandwich will be celebrating its 150th Anniversary in 2009. The goal of all these events is to bring together residents and to attract visitors to the downtown Sandwich area.



FIGURE 14: SANDWICH FAIRGROUNDS

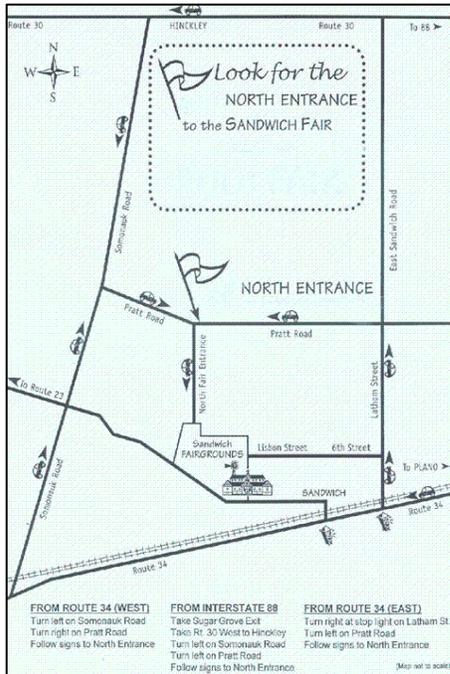


FIGURE 15: SANDWICH FAIR-PRATT ROAD ENTRANCE
 Source Sandwich Fair website website:
http://www.sandwichfair.com/Map/Det_Map.htm

The largest, most significant event is the Sandwich Fair. The City of Sandwich is home to the Sandwich Fair beginning the Wednesday after Labor Day and running through the following weekend. Held annually since 1888, it is the oldest continuing county fair in the State of Illinois and one of the largest antique fairs in the United States drawing daily crowds of more than 100,000, with the top attendance days reaching more than 200,000 fair-goers. Many community members as well as CWG members are instrumental in planning for, preparing and hosting this large event.

Published information to direct visitors to the Sandwich Fair describe a route along Pratt Road. Conversations with residents and employees in Sandwich indicate that this has reduced traffic during the fair. However, feedback received from these conversations and the survey indicates concern regarding construction impacting access to the Sandwich Fair as well as other cultural events.

Other events of cultural significance held at the fairgrounds:

- Sandwich Antique Market is held at the Fair Grounds from April through October on the third or fourth Sunday of the month. There is a range of antiques and collectibles from the 19th and 20th centuries. This is a large traffic generator, as more than 65,000 collectors attend the market each summer.
- Fall Festival of Crafts is a Juried Craft show, and the 50th Annual Fall Festival of Crafts is scheduled for September 24, 2009. Many attend this craft fair. There are two other craft fairs held the same day, one Downtown, the other at the shopping center a the east end of Sandwich. These three craft shows are the same day annually and together attract 10-20,000 visitors.
- Walneck's Classic Motorcycle Swap & Meet is held June and October at the fairgrounds. Motorcycle parts & paraphernalia are sold at the event.
- Sandwich Early Day Gas Engine Show is held the last full weekend of June at the fairgrounds. The mission of the club is the restoration and preservation of antique farm equipment for future generations.

- Gathering of Woodcarvers will be held September 15-20, 2009 at the fairgrounds and will end with a woodcarving show at the Fox Valley Older Adults Center. This is the first year the event will be held in Sandwich, as they have outgrown the previous location.
- Additional events held at the fairgrounds in June include the Fox Valley Older Adults Garage Sale and the Illinois Hereford Association Show and Sale. There are also horseshoe pitching tournaments in June, July and August.

Other culturally important events include:

- Sandwich Opera House live performances
- The Taste of Sandwich, the last week of September
- Sandwich Freedom Days at the 4th of July holiday
- Farmers Market throughout the summer
- 'More on 34' is a large garage sale that spans 100 miles along US 34 from Galesburg to Sandwich, covering five counties on Father's Day Weekend. The goal is to be a sale of antiques and odd and unusual items, rather than clothing.
- The Olde Towne Christmas Walk in December

Once opened, Waves of Fun, an indoor waterpark, is anticipated to draw many visitors. This is located at the eastern end of the project area, near the Best Western hotel and conference center off Drew Lane.

This year is the Sesquicentennial of Sandwich. Festivities including a parade and Chautauqua, an early 1900's event, are planned for September 25-27, 2009. Large crowds are anticipated.

NEIGHBORHOOD PARKS / OPEN SPACE / CIVIC AREAS

The Sannauk Forest Preserve, located on the western edge of the project area is 73 acres and offers the opportunity for cross-country skiing, hiking and fishing in the Somonauk Creek. The preserve also offers picnicking in open-air or enclosed shelters, and includes restroom facilities.

In addition to the green space of the Sannauk Forest Preserve, the City of Sandwich has eight (8) community parks, located near the US 34 corridor. The City of Sandwich Comprehensive Plan promotes walkable neighborhoods which have parks accessible to most residents within a five (5) minute walking distance. City of Sandwich staff also noted an overall bike plan to connect with Lake Holiday and the Village of Somonauk, with the bike path crossing US 34, but not along US 34.

There are two parks south of US 34 and include Sandwich Memorial Park, the second largest park, which is home to the Sandwich Boys Baseball organization; and the Harvey Creek Conservation Area, the newest and largest park in the Sandwich Park District. This is located on the southeast corner of Sandwich on Lions Road near the Indian Valley Vocational Center and consists of 30 acres of wetlands and prairie grasses. A walking path along the boundary provides educational and recreational opportunity. Interpretative signs provide information on native grasses, plants and animals located in the wetland conservation area. Picnic tables in the open-air shelter are for guests.

On the north side of US 34 from the western end of the project area is Westfield Park, located in Westfield Meadows subdivision at 610 Charlotte Street near the Sandwich fairgrounds. The park is a one-quarter acre lot donated to the Sandwich Park District by the homeowners association Westfield Meadows subdivision.

Milestone Park at 1375 North Castle Street is situated in the northwest section of Sandwich has recreational opportunities for all ages, and is one of the larger parks in the Sandwich Park District system at ten acres. There are several diamonds for tee ball play and three softball diamonds. There is also a four-court tennis court.

The second smallest park in the Sandwich Park District system is Henderson Park located on North Green Street near the old water tower. It is designed for younger children and features two basketball courts. The Sandwich Park District maintenance garage is at Henderson Park.

Veterans Park is the smallest park, located across from the Sandwich Opera House, and hosts a large variety of community functions including the annual Memorial Day ceremony, Sandwich Freedom Days celebration and Indian Valley Theater classes on Railroad Street in downtown Sandwich. The large gazebo is the focal point. Veterans Park houses memorials including a memorial stone honoring veterans of past wars, an antique street light donated in memory of Michael Paul Pruski, and an inscribed marble bench added by the Sandwich American Legion and Auxiliary to honor Lester Hage.

James Knights Park is a five acre park located in the northeast section of the City of Sandwich, and is one of the most popular parks in the Sandwich Park District system according to the Park District. There are recreational opportunities for all ages, including the popular "Mother Goose Club" preschool program. There is a sand volleyball court and one basketball court which are open for public use on a daily basis, and two playground areas feature equipment appropriate for ages toddler through 12 years. Knights Park hosts spring and fall soccer games, and the open air shelter provides picnic tables for guests. Portable toilets are provided during the summer

Patriots Park is a two and one-half acre park, and is one of the newer parks in the Sandwich Park District system, donated by the developer of the Sandhurst Subdivision. This park has recreational opportunities for all ages, including playground equipment, and has a red, white, and blue theme to go along with the name Patriots Park. There is also a regulation size basketball court. Similar to Veterans Park, the focal point is a gazebo, a great place for family picnics, and can be a quiet place to relax for

parents as they watch their children on the adjacent playground equipment. Park benches are scattered throughout the park.

Park	Location
Sandwich Memorial Park	Water St & Green St
Harvey Creek Conservation Area	Lions Rd near Indian Valley Vocational Center
Westfield Park	610 Charlotte St
Millstone Park	1251 N Castle St
Henderson Park	N Green St
Veterans Park	Railroad St
Sandwich Park District/Knights Park	1001 N Latham St
Patriots Park	1220 Daniel Ln

There are five (5) civic/cultural structures in Sandwich, discussed in the Important Cultural/Architectural section of the Community Characteristics and Land Use component of this Community Context Audit.

Civic/Cultural	Location
US Post Office	22 N. Eddy St.
Sandwich Library	107 E Center St,
Sandwich Opera House/City Hall	140 E Railroad St
Kelley's Pub & American Grill	14 E Church St
von KleinSmid Mansion	218 W. Center St
Stone Mill Museum	315 E Railroad St

STREET AMENITIES

Trees are present along portions of US 34 in the project area, however, landscaping is not extensive. The Sandwich Comprehensive Plan’s Design Principals encourage tree-lined streets, in accordance with City regulations, both for their aesthetic beauty and as a safety measure for pedestrians. There are a few benches and trash containers visible along US 34. Signage is visible along US 34 throughout the project limits.

ECONOMIC DEVELOPMENT

The purpose of this section is to identify relevant community development and economic indicators for the project area and pertinent information. Given the decline in the overall economy, the City of Sandwich has indicated that it has had an impact on their community. Some families are experiencing the loss of employment and foreclosures. Feedback received from the online survey indicated that development is currently slow and the belief is that some development may be stalled due to people waiting to see what is going to happen with the US 34 project, specifically when it will start and end. Another response indicated concern for the current structures along US 34 and potential impacts if US 34 was widened.

Key economic development issues as identified by the community:

- Concern about impacts of construction to development
- Maintaining growth without losing the character of the community
- Providing more employment opportunities
- Infrastructure development to foster future growth

JOBS AND GROWTH

Like many communities around the country, Sandwich is experiencing the loss of employment base. Through conversations with local residents, many are unemployed or weighing the costs of longer commutes to continue to live in Sandwich. There has been a decrease in the farming industry, the grain elevator no longer operates and construction work is down as indicated in conversations.

Despite the troubled employment market, growth is presently spreading from the east to west along US 34. Sprawl is a regional concern as development expands which adds to the reservations some have about potential improvements to the roadway. Some feedback received from the online survey indicates that sprawl development is a concern. Another response indicated that while growth has slowed, the hope is to have things back on track in the near future, however all growth should be managed.

NEW DEVELOPMENT AND REDEVELOPMENT

New housing developments as well as new commercial and light industrial uses have been identified within the study area. DeKalb County notes a number of commercial and residential developments listed under construction or approved as well as a proposed 300 acre residential and commercial development called Nottingham Meadows on the south east side of town in Kendall County located east of the intersection of Lions Road and Sandy Bluff Road. This development and a number of others at various stages have delayed further construction in recent years. This is a reflection of the nation-wide economic downturn, especially in the current real estate market.

The City of Sandwich anticipates that the completion of Fairwind Boulevard will provide a link between Lake Holiday and Sandwich that could cause traffic currently entering Sandwich on the east side of town to enter on the west side of town. The City of Sandwich anticipates development in this area to be commercial to serve the residential development.

The City of Sandwich Comprehensive Plan recognizes the growth potential of US 34 and encourages infrastructure improvements to accommodate it. Specifically to encourage future retail commercial development at major intersections along the US 34 corridor and recommends extending water and sewer lines along the route to serve such development.

COMMERCIAL OPERATIONS IN THE AREA

Feedback from the online survey indicates the location and the availability of the railroad as an attraction. US 34 serves as a main thoroughfare to the east and to the interstate system, and provides a main route from the Menard's distribution center in Plano to I-39 near Mendota.

Sandwich has a diverse economy based on business, industry and farming. Most businesses are basic town facilities such as realtors, hardware stores, law offices, hotels and merchant shops. In many instances, there is a combination of residential dwellings and commercial buildings in the same block.

In addition to the hospital there are a number of other smaller private medical practices in the project area including several private and specialized practice doctors, dental offices, and a hearing and audiology clinic.

Major businesses in the corridor include Wal-Mart, Wow 7 Cinemas, Verizon Wireless, Walgreen's, and various restaurants including KFC, Taco Bell, Pizza Hut, Sub-Way, McDonald's, Santa Fe Mexican Restaurant, the Picket Fence, and Kelly's Pub & American Grill.

Between Sandy Bluff and Little Rock Roads a 57,000 square foot indoor water park, Waves of Fun, is currently being constructed. Surrounding this property is a new shopping center and a 100-room Best Western Hotel: the Timber Creek Inn & Suites and Conference Center. There are also several strip malls in this area adjacent to US 34. The Gjovick Auto Megaplex, an extensive car dealership, is on the eastern end of the project area, near Sandy Bluff Road.

The Plano Molding Company, established in 1952, has been an industrial anchor in the Plano and Sandwich communities for decades and is one of the few industries remaining in operation. Other smaller supportive companies also reside in the area including Gord Industrial Plastics Inc. and Fanplastic Molding both in Sandwich and a number of others outside of the study area in Plano.

There are a number of other light industrial businesses along US 34 including a cement factory, Tri County Concrete, and the LDL Transfer trucking company which was noted to add truck traffic onto US 34.

It was noted that businesses along US 34 need to have improvements to allow for access, however, many of the structures are very close to the right-of-way and owners fear that any road improvements may include widening and impact their properties.

COMMUNITY PLANNING

The following highlights the planned transportation and development projects, both local to the City of Sandwich and regional planning initiatives.

Key community planning issues as identified by the community:

- Maintaining a cohesive, walkable community
- Lack of parking in downtown Sandwich
- Coordination and preparation for future public transit services
- Maintaining traffic flow throughout the community

PLANNED TRANSPORTATION PROJECTS

There are a number of future roads planned that connect to US 34 and will be considered during the study for the US 34 Improvement project.

- The north leg of Fairwind Boulevard is under construction and scheduled for completion in 2009, and includes new construction from north of the BNSF railroad tracks to Center Street. This will form a signalized intersection with US 34. Fairwind Boulevard is planned to continue south and connect to Gletty Road south of US 34. Gletty Road north of its connection with Fairwind Boulevard is planned for abandonment. The timing of this improvement is uncertain.
- Latham Street may be extended to the south. This would turn the existing three-legged intersection into a four-legged intersection. City staff noted that if Latham Street does not get extended to the south, they still anticipate commercial development at that location on the south side of US 34.



FIGURE 16: LATHAM STREET PLAN

SOURCE: CITY OF SANDWICH

PLANNED DEVELOPMENT PROJECTS

There are a several housing projects in various stages of development that will have an impact on the number of residents in the City of Sandwich. These housing projects will be considered during the study for the US 34 Improvement project.

- Nottingham Meadows Subdivision is a proposed subdivision on the south east side of town in Kendall County located east of the intersection of Lions Road and Sandy Bluff Road. It is the large red (R-1) and pink (R-4A) areas shown on the zoning map, Figure 8, bounded by Sandy Bluff Road on the west, Griswold Springs Road and Burr Oak Road on the north, and Burr Oak Road on the east. The developer has recently asked for an extension for submittal of a final plat, so construction is still some time into the future.
- Deerpath Woods Planned Unit Development (P.U.D.) is located on the northwest side of town east of Somonauk Creek and on either side of Pratt Road. The developer has also indicated that this project is still some time in the future.
- Autumn Ridge Subdivision is a project located at the northwest corner of East Sandwich Road and Pratt Road. This development is still in the annexation agreement phase.
- The 2008-2028 Kendall County Long Range Transportation Plan, dated January 2008 lists the extension of Duwick Avenue south to provide a connection to Millington Road in the 2008-2033 Anticipated Capital Improvements list. Existing and projected future traffic along Millington Road is shown in the table below.

County Highway	IDOT Key Route	Highway #	Length (miles)	2006 ADT		2028 ADT	
				Loc A	Loc B	Loc A	Loc B
Millington Road	171	3	2.88	2,100	1,350	4,500	4,000

FIGURE 17: KENDALL COUNTY TRAFFIC- EXISTING & PROJECTED
 SOURCE: 2008-2028 KENDALL COUNTY LONG RANGE TRANSPORTATION PLAN, DATED JANUARY 2008, EXHIBIT 8.

The DeKalb County Future Transportation Plan, adopted in 2003, shows a future bike trail along the western border of the City of Sandwich along Pleasant Avenue connecting with Suydam Road and the Village of Somonauk.

DeKalb County Future Transportation Plan

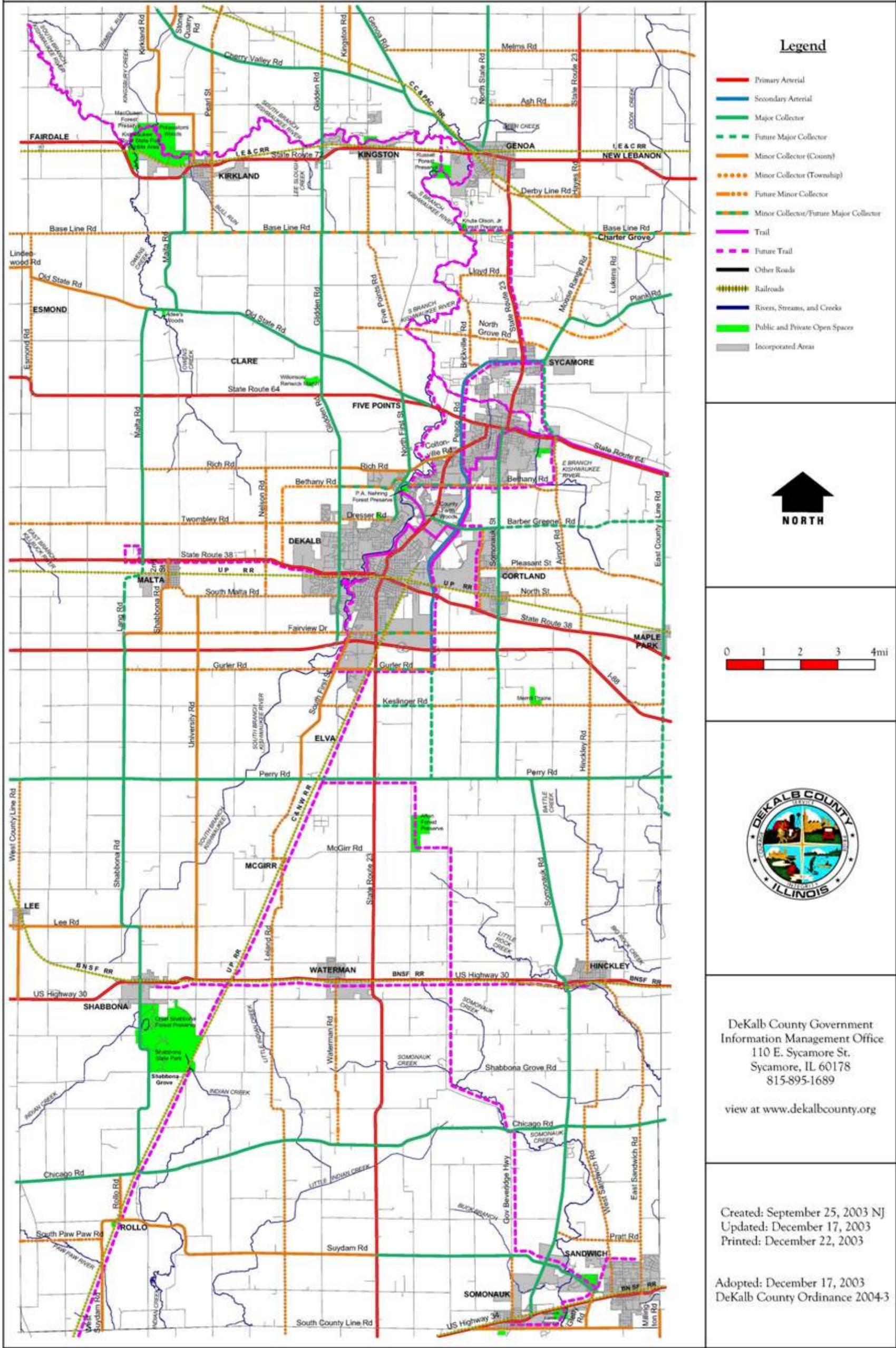


FIGURE 18: DEKALB COUNTY FUTURE TRANSPORTATION PLAN
SOURCE: DEKALB COUNTY PLANNING AND ZONING DEPARTMENT

FUTURE TRANSIT PLANS

There are a number of future transportation plans that will be considered in the development of the US 34 Improvement project study.

- Within The City of Sandwich Comprehensive Plan, transit linkages are promoted as transit services can significantly increase pedestrian mobility and activity. This is noted in design principles, pointing out that transit stops can be important design elements of individual neighborhoods. It is stated that “Sandwich neighborhoods should be designed to accommodate future transit service.”



- Metra, using the BNSF Railway, serves western Cook, DuPage and southern Kane Counties. The 2030 Regional Transportation Plan for Northeastern Illinois shows a planned extension of the existing commuter rail service from the current terminus in Aurora to Oswego and is noted as a “project recommendation in the 2030 Regional Transportation Plan. A longer extension terminating in Plano is also proposed, and the corridor is included as a “corridor recommendation” in the 2030 Regional Transportation Plan.

FIGURE 19: BNSF EXTENSION TO OSWEGO AND PLANO
SOURCE: 2030 REGIONAL TRANSPORTATION PLAN FOR NORTHEASTERN ILLINOIS

CONCLUSION

The information obtained in the Community Context Audit will be used by the project team throughout the project development process. The CCA is essential in defining the key community characteristics that are instrumental in the CSS process and in evaluating potential alternatives.

Of utmost importance to the community members, business owners and City representatives is safety as indicated in meetings and conversations. From the perspective of pedestrians this includes improvement of the crosswalks and sidewalks. Sandwich community members expressed great concern about the safety of their children walking to and from school and the need to cross US 34. Community members have reported difficulties crossing US 34, even at designated crosswalks, due to the lack of flashing pedestrian crossing signals. Another concern was the length of allowable time to cross the street, and oncoming turning traffic. As there are no left turn arrow signals, at some locations individuals noted that pedestrians who are crossing have a short time to move, similar to the turning cars. Bicycle traffic on US 34 is almost non-existent due to the feeling that it is too unsafe. The area emergency services also are concerned for community safety, in regards to US 34. The current geometrics of the road can hinder their service in many ways ranging from visibility for ambulance and fire trucks to their ability to make turns without encroaching into oncoming lanes.

From a driver's perspective, the lack of interconnecting traffic signals and additional turn lanes and/or arrows to allow for a more smooth flow of traffic is a concern. With growth spreading west from Plano, people in the Sandwich Area and communities further west are traveling longer distances for shopping, work, or entertainment. What was once a five minute drive with one stop light from Sandwich to Plano, now can take three times as long or more, with several stop lights and more traffic. For local travel, many drivers take alternate routes, which may be less direct, to avoid the traffic congestion on US 34.

The City of Sandwich is also focused on maintaining the charm and small-town aesthetic for which they are known. The City defines itself largely through its culturally significant history, location and events. Many citizens take pride in, and wish to maintain, the small town aesthetic of the community. While many recognize need for improvements to the roadway, their understanding is coupled with fears of the effect construction might have on the community in the immediate future, and the long-term affect it may have on the character of the City. Both increased traffic and the possibility of losing some of their culturally important features bring great apprehension to the City, though it wants to embrace the expected growth in a positive manner.

This input is now a part of the project development process. With it, the CSS process can continue to evaluate the effect that improvements to US 34 from Sandwich to Plano may have on the community as well as identify alternatives.

APPENDIX

COMMUNITY CONTEXT AUDIT FORM

Below is the Community Context Audit Form from the Illinois Department of Transportation Context Sensitive Solutions Policy and Procedural Memorandum 48-06. This form was used as the basis for developing the online survey for the project website.



Purpose:

The Community Context Audit form is intended to be a guide to identify various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general. This information will help to define the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. The audit is designed to take into account the community's history or heritage, present conditions and anticipated conditions. As you complete this audit, please consider the interaction of persons and groups within your community when considering factors such as mobility and access (vehicular, non-vehicular and transit modes), safety, local and regional economics, aesthetics and overall quality of life.

PROJECT INFORMATION			
Key Route:		PPS No.:	
F.A. Route:	Marked Route:		County:
Section:		Project Length:	
Job Number:	Contract No.:		Program No.:
Limits:			
Municipalities:			
General Description of Existing Facility:			
Need for Proposed Improvement:			
Design Policies Used: <input type="checkbox"/> New Construction <input type="checkbox"/> Reconstruction <input type="checkbox"/> 3R <input type="checkbox"/> Other			
General Description of Proposed Improvement:			
Estimated Program Cost:		(in FY Dollars)	Fund Type:
Construction Cost:		ROW Cost:	
Utility Relocation Cost:		Consultant P.E. Cost:	

Contact Person:

Telephone #:

Individual Completing Context Audit Form:

Date:



Section 1: Community Characteristics/ Land Use

Please conduct a visual assessment in the field and attach a project location map. If appropriate, include a photo index for the project area. If appropriate gather public opinions and concerns about the proposed project. Consider community needs as the basis for this assessment. Assess the community characteristics and indicate the community’s perception of importance for each characteristic currently and based upon known / planned future conditions.

Community Characteristics	Presence		Importance		
	Yes	No	High	Med.	Low
Is this place an established center?	<input type="checkbox"/>				
Is this place a multi-modal transportation center?	<input type="checkbox"/>				
Is this place a commercial center?	<input type="checkbox"/>				
Is this place a residential center?	<input type="checkbox"/>				
Is this place a mixed residential /commercial center?	<input type="checkbox"/>				
Is this place an industrial center?	<input type="checkbox"/>				
Is this place a rural/agricultural area?	<input type="checkbox"/>				
Comments					

<p>Are there important cultural features or identifiers within the project area?</p> <p>If yes, list:</p>	<input type="checkbox"/>				
<p>Are there social/community features or identifiers within the project area?</p> <p>If yes, list:</p>	<input type="checkbox"/>				
<p>Are there important architectural features within the project area?</p> <p>If yes, list:</p>	<input type="checkbox"/>				
<p>Are there important natural features within the project area?</p> <p>If yes, list:</p>	<input type="checkbox"/>				
<p>Is this place of historical significance to the community?</p> <p>If yes, list:</p>	<input type="checkbox"/>				

Overall assessment of community characteristics and setting:

Urban Suburban Rural

(Please note, this is not the identification of a functional classification. This is an assessment of the community based upon physical characteristics noted above.)



Section 2: Infrastructure Assessment

Assess the project or study area for the presence and adequacy of the following infrastructure items. If present (a yes response) and in poor condition, please make notation and provide any other relevant comments in space provided for each item. If not present (a no response), indicate in the comment section if the item needs further evaluation. Indicate the level of importance each item may have to the community currently and based upon known / planned future conditions.

Infrastructure	Presence		Importance		
	Yes	No	High	Med.	Low
Sidewalks Comments:	<input type="checkbox"/>				
ADA Compliance Comments:	<input type="checkbox"/>				
Bicycle Lanes/Paths/Facilities Comments:	<input type="checkbox"/>				
On-street Parking Comments:	<input type="checkbox"/>				
Transit Connections Comments:	<input type="checkbox"/>				

Transit Shelters Comments:	<input type="checkbox"/>				
Street Lighting Comments:	<input type="checkbox"/>				
Pedestrian Lighting Comments:	<input type="checkbox"/>				
Pedestrian Crossings Comments:	<input type="checkbox"/>				
Signals (Traffic, Directional & Pedestrian) Comments:	<input type="checkbox"/>				
Crosswalks Comments:	<input type="checkbox"/>				

Other Comments:



Section 3: Neighborhood Culture, Aesthetics and Street Amenities

Assess the study area for the following amenities and cultural, aesthetic and comfort factors. If present (a yes response) and items are in poor condition, please make notation and provide any other relevant comments in the space provided for each item. If not present (a no response), indicate in the comment section if the item requires further evaluation. Indicate the level of importance each item may have to the neighborhood currently and based upon known / planned future conditions.

Resource	Presence		Importance		
	Yes	No	High	Med.	Low
Neighborhood Parks /Open Space /Civic Areas Comments:	<input type="checkbox"/>				
Benches Comments:	<input type="checkbox"/>				
Trash Containers Comments:	<input type="checkbox"/>				
Street Trees Comments:	<input type="checkbox"/>				
Landscaping Comments:	<input type="checkbox"/>				

Wayfinding Signage Comments:	<input type="checkbox"/>				
Community Safety Issues Comments:	<input type="checkbox"/>				
Traffic Safety Comments:	<input type="checkbox"/>				

Please list any seasonal events affected by proposed improvements at this location.

Overall Comments:



Section 4: Economic Development

Assess the project or study area for the following community development indicators. Indicate the level of importance for each indicator currently and based upon known / planned future conditions.

Resource	Presence		Importance		
	Yes	No	High	Med.	Low
Has this area been identified for new development? If yes, describe the proposed or planned development.	<input type="checkbox"/>				
Are visitors attracted to this area? If yes, indicate why?	<input type="checkbox"/>				
Is the local economy supported by historic, natural, cultural and entertainment resources?	<input type="checkbox"/>				
Does the roadway serve as a commuter corridor?	<input type="checkbox"/>				

Does the roadway serve as a gateway?	<input type="checkbox"/>				
Do stakeholders include business or other advocacy groups? (in addition to public agencies and residential associations)	<input type="checkbox"/>				
Is limiting sprawl a regional concern applicable to this place?	<input type="checkbox"/>				
Is redevelopment underway or planned for this place? If yes, how does the proposed transportation project impact redevelopment?	<input type="checkbox"/>				

Other Comments:



Section 5: Community Planning

Assess the proposed project in context to local planning initiatives.

Please provide the following information and documentation related to the project or study area.

	Yes	No
Does the municipality have a comprehensive plan? If yes, indicate the date of the plan.	<input type="checkbox"/>	<input type="checkbox"/>
Is this project generally consistent with the municipality's comprehensive plan? If yes, indicate how.	<input type="checkbox"/>	<input type="checkbox"/>
Are there any special studies associated with this project? If yes, please indicate the name of study or studies and attach copies.	<input type="checkbox"/>	<input type="checkbox"/>
Has the municipality adopted a growth management plan or designated growth area? If yes, is this project located within the designated growth area.	<input type="checkbox"/>	<input type="checkbox"/>
Does this project have regional significance? If so, explain.	<input type="checkbox"/>	<input type="checkbox"/>
Are there other scheduled or planned projects that may tie into this project or impact this project? If yes, please indicate the project name(s) and type of project(s).	<input type="checkbox"/>	<input type="checkbox"/>

Identify planning and project development partners for this project:	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

Other Comments:
