

7. Project Management Team Meeting #3

The Flora Neighborhood Project Management Team met for the third time on November 8th, 2005. The following is a copy of the notes compiled after the meeting and shared with all project team members:

Meeting Summary

1. Presentation of Planning Efforts to Date

- Regional Vision
- Liked overall ideas, comment made to make sure that tone is positive and forward
- Be sure to include Rockford Metro Area in Regional Plan documents
- Overarching Strategies for Neighborhood
- Was agreed that infrastructure issues will be key in development of neighborhood
- Transportation- need to get more insight from Metra, DOT, and ISHTA
- Energy- interest in working with GTI and V&A on energy strategy
- Data- look into dark fiber project in Tollway Corridor
- Looking forward to a larger implementation strategy in final report
- Overall Land Use Plan
- Transit Center, Technology Center, Power Park and Supplier Park were all viewed with positive responses.
- Supplier Park may need to include a larger area
- Plan may exclude certain land uses and the committee needs to be okay with that
 - Trans-shipment
 - Single family housing
- Dismay expressed by committee member that plans were not reflective of what was intended on property- No single family south of the Tollway and their input was for single family on their property.
- Discussion ensued with some members saying the plan should reflect no single family south of the Toll and some wanting to discuss further
- It was agreed that a smaller group would meet to discuss exact issue and resolve the issue.

2. Next Steps

- Metra Meeting, November 29th
- Public Open House, December 1st
- DOT/Tollway Meeting not scheduled but agreed that it should happen sooner rather than later
- Implementation
- DOT Grants- County going for the Tomorrow Grant, but City is not interested due to other DOT projects in the works.
- Illinois Clean Energy Foundation- finish proposal to the Foundation and submit before January 15th deadline.

8. City Council Presentation

On November 21st, Vandewalle & Associates gave a summary presentation of the transportation components of the Flora Neighborhood Plan to the Committee of the Whole of Belvidere's City Council. In that presentation, a brief overview of the City's Regional Opportunities were discussed, as well as some of the development components necessary for the plan to be achieved in the long-term; namely, investments in infrastructure- transportation, energy, and data-conservation of resources, and a connection to place. The following images and narrative were taken directly from the PowerPoint Presentation given.



The following are the slides for a joint presentation of Draft Concepts for the Downtown Belvidere Transit Center and a portion of the Flora Neighborhood Plan in specific regard to the Tollway Station. Where the Downtown Belvidere Plan is detailed and contained within a 5-10 year timeframe, the Flora Neighborhood Plan is far-reaching and has a timeframe closer to 20-30 years. We have attempted in this presentation to achieve common elements and to touch on the comparable components of each plan. Despite this effort, we caution against comparing the plans “apples to apples.”

Contained within the Flora Neighborhood are many different elements than the Downtown Belvidere Plan and those differences, as well as the common elements, are what we hope to highlight in this presentation on November 21st with Belvidere City Council.



The planning efforts for both of these projects are the result of a convergence of local interests working together to develop a vision for Belvidere and Boone County that centers around a regional initiative to extend Metra service to the area. A Commuter Rail Feasibility Study published in November 2004, by the Northern Illinois Commuter Rail Initiative concluded that a Metra line extension to Rockford with multiple stops, including a Tollway Station in Belvidere’s planned Flora Neighborhood as well as downtown Belvidere, is a feasible and important next step in addressing the increasing residential and commercial growth along the I-90 corridor. Extending Metra will provide a viable transportation alternative for the growing number of commuters from the Rockford metropolitan area and Southern Wisconsin to the Chicago area. Recognizing the vital need to mitigate highway traffic congestion, reduce oil consumption, and improve air quality, Belvidere is proactively working to make this Metra line extension a reality.



The City is planning concurrently for a Tollway Station in the planned Flora Neighborhood and a Downtown Multi-modal Transit Center. Recognizing the important separate roles these two centers fulfill, Tollway Station serves to attract drivers from I-90 to use rail, and acts as part of a larger energy-conservation and transit-oriented strategy in the Flora Neighborhood development while the Downtown Multi-modal Transit Center will also provide a commuting alternative for Belvidere residents working in the Chicago area.

The Tollway Station will be the center of a new Urban Center in the Flora Neighborhood that will make it as much an employment destination as a commuter stop. The focus of the Downtown Transit Center is also to bring people from the region via bus and rail to Belvidere's pedestrian-friendly, transit-oriented downtown to work, live, and experience this historic riverfront "City of Murals."



This is a slide showing the covers of the two different reports. The Draft Downtown Multi-Modal Transit Center report you should have received last week and the Draft Flora Neighborhood Plan should be ready this week for review. For the sake of time tonight and the on-going discussions with the Project Management Team on the Flora Neighborhood Plan, we decided to focus specifically on the transit stops of both plans but allowing more time tonight to delve into greater detail in the Downtown Plan. Both of these plans will be completed and presented to the City and the County on December 20th and revised copies will be available for review following the Public Comment Open House on December 1st.

PRESENTATION OVERVIEW

- **Introduction**
- **Regional Vision for Transit in Boone County**
- **Downtown Belvidere**
 - **Overarching Strategies**
 - **0-5 Year Vision**
 - **5-10 Year Vision**
 - **Implementation**
- **Tollway Station**
 - **Flora Neighborhood**
 - **Overarching Transportation Strategies**
 - **0-5 Years**
 - **5-10 Years**
 - **Implementation**
- **Next Steps**




Vandewalle & Associates
PLANNING. CREATING. REBUILDING.

Here is a quick overview of tonight's presentation, which we will stick to loosely and will remain open for questions and comments at any time. The Introduction is already completed. Using the synergy of having one firm develop both plans, we devised a regional vision for transit and used the same vision for both projects. I will go into that shared vision in our next section.

Then, we will look at the specifics of the Downtown Plan, starting with the overall strategy, looking at both plan and perspective sketches of the 0-5 year vision for the Downtown Transit Center and a longer 5-10 year build-out. The final part in this section is a series of implementation steps that the City can undertake to "get the ball rolling" on the project.

Regional Vision

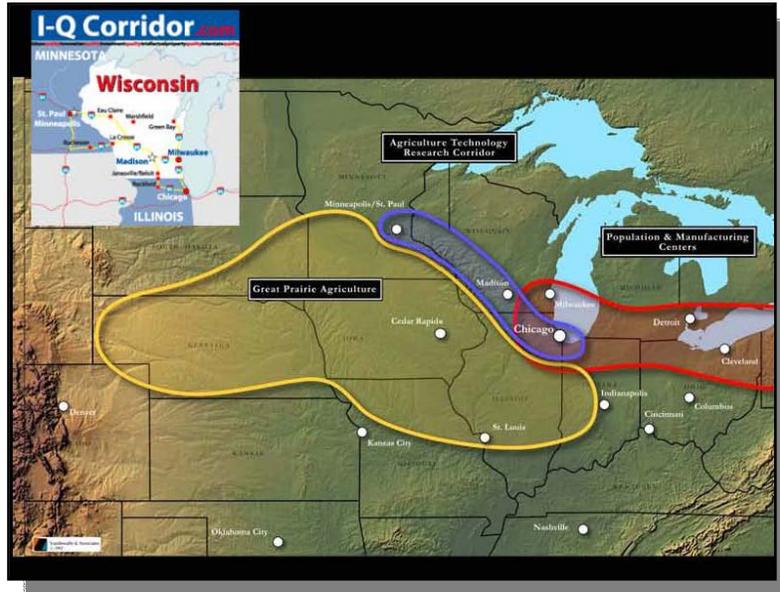
- **Key Regional Opportunities**
 - 17 million people in close proximity to area
 - 49 million people in I-Q Corridor
 - Farming traditions combined with bio-agriculture assets
 - Established manufacturing and technology base


Vandewalle & Associates
PLANNING. CREATING. REBUILDING.

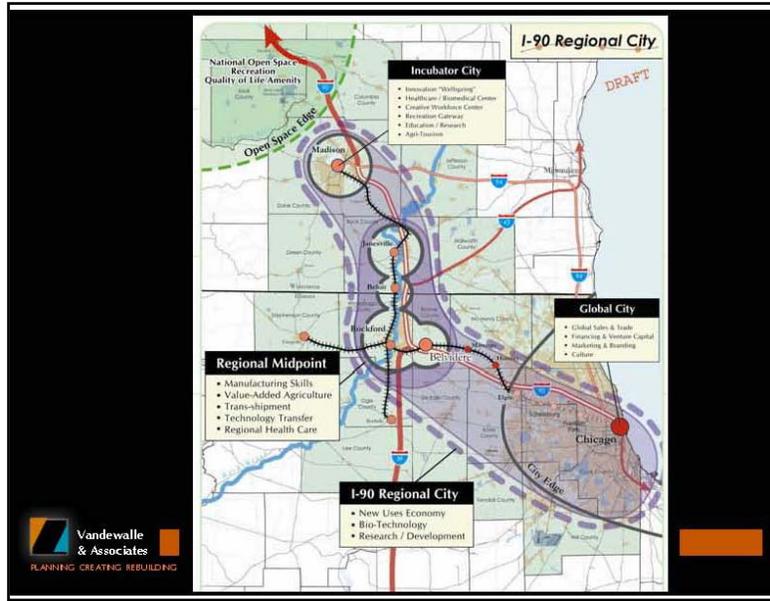
Within the greater Madison-Milwaukee-Chicago-Rockford ring or "Circle City" there is a population of over 17 million people. These people utilize the I-90 corridor for commuting to work, visiting friends and relatives, and traveling out of the area on vacation and travel to other regions. On any given day, close to 40,000 of people pass through or by Belvidere in all four compass directions (36,900 people alone on I-90). The majority of these people are in single-occupancy vehicles, trucks, or semi tractor trailers.

Looking at a larger area, the I-Q corridor has been identified as the transportation and communication corridors between Chicago and the Twin Cities. The “I” is for ideas, intellectual property, innovative spirit and investment capital and the “Q” stands for quality people, schools, lifestyle and environment. Within the I-Q corridor, where Belvidere is at the center, there are 49 million people that want access to quality and innovation.

Belvidere already has a strong tradition of agriculture and manufacturing and a more recent strive to unite the two in the Ag-tech Initiative by devising bio-based industrial opportunities.



The inset map if pulled from the I-Q Corridor.com Website and shows the expanse of the corridor from the Twin Cities to Chicago. The main map depicts a larger region, and reinforces the notion that Belvidere is perfectly situated for taking advantage economic renewal. Between the established manufacturing and industry base of the Midwest Rustbelt, the upstart technology and innovation connections between the Twin Cities-Madison-Chicago, and the location as the gateway to the Great Prairie, the most productive agricultural land on the planet, Belvidere can, and will, take advantage of their physical location by providing connection, innovation, and grounding.

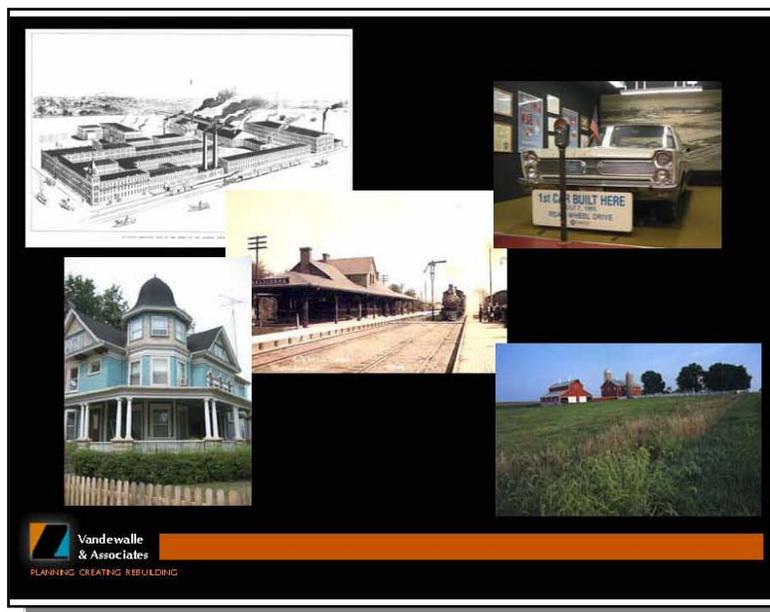


Transportation decisions are key to the success in taking advantage of new economic opportunities.

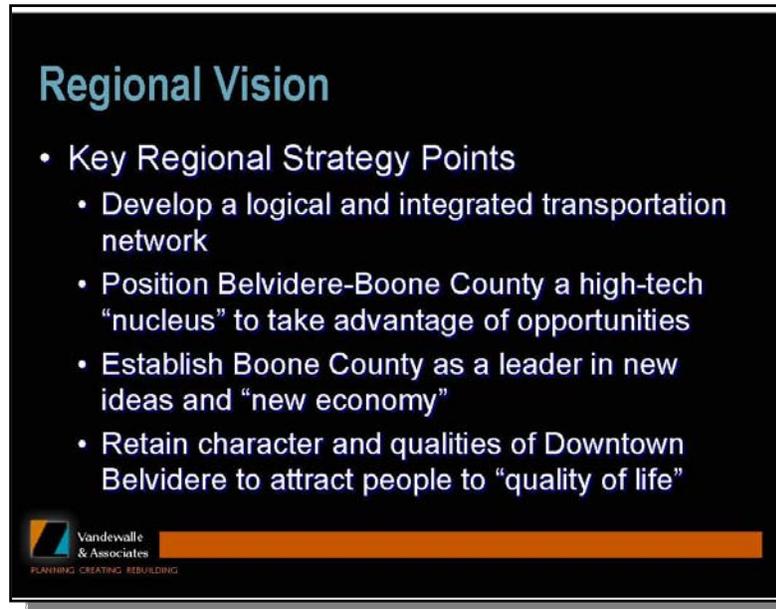
Connecting a skilled workforce to existing jobs:

Automobile and Rail Corridors link the edges of the regional city to the central urban cores. From the ‘global cities’ of Minneapolis-Saint Paul and Chicago to the ‘quality of life’ cities such as Madison and Belvidere, regional transportation systems are key to connecting skill centers with manufacturing, agriculture, recreation, transshipment, and health care.

Developing High Tech Centers is also key. The I-90 corridor between Chicago and Madison is a focus of growth. Along with rail, transportation corridors are becoming the necessary connections between to public and private sector research and centers for incubation, development and manufacturing throughout the region.



With all of this talk of technology and innovation, the “I”s of the I-Q Corridor, it is also important to acknowledge the place-based resources that Belvidere has to offer in the “Q” category, namely, quality people, schools, lifestyle and environment.

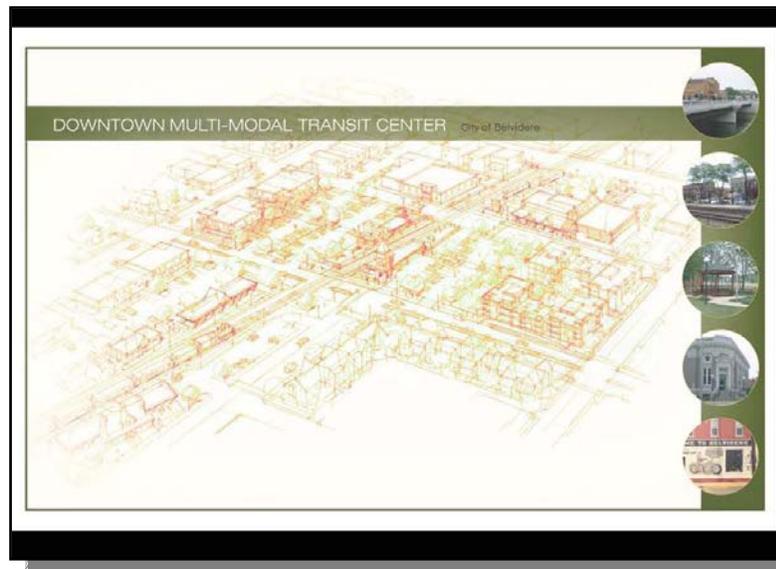


Regional Vision

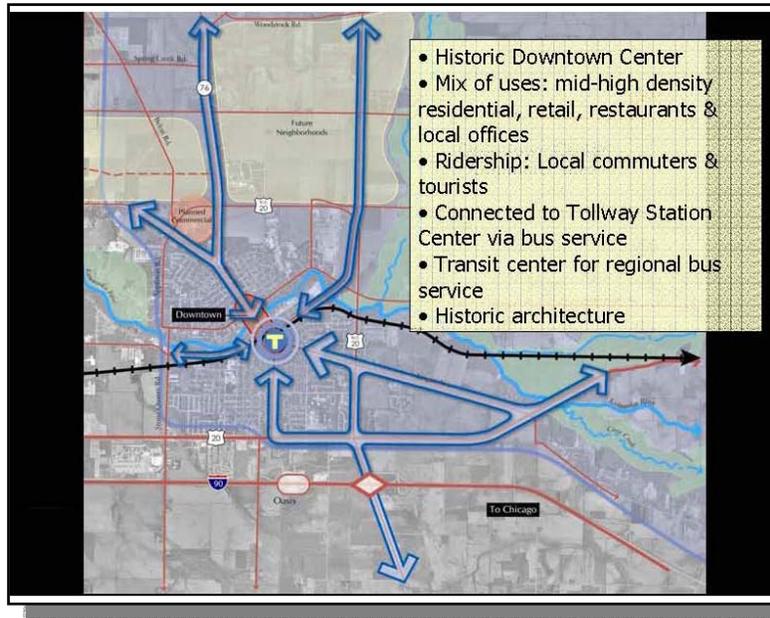
- Key Regional Strategy Points
 - Develop a logical and integrated transportation network
 - Position Belvidere-Boone County a high-tech “nucleus” to take advantage of opportunities
 - Establish Boone County as a leader in new ideas and “new economy”
 - Retain character and qualities of Downtown Belvidere to attract people to “quality of life”

Vandeville & Associates
PLANNING. CREATING. REBUILDING.

The above is a summary of points on the Regional Vision for Boone County and Belvidere.



The Downtown Belvidere Multi-Modal Transit Center Plan has been led by a team comprised of the City, the Boone County Historical Museum, Belvidere Main Street Center, the Salvation Army and the Northern Illinois Tourism Development Office. This group reached out to additional stakeholders, property owners, and the public to help craft a vision which reflects community consensus for the future development of downtown.



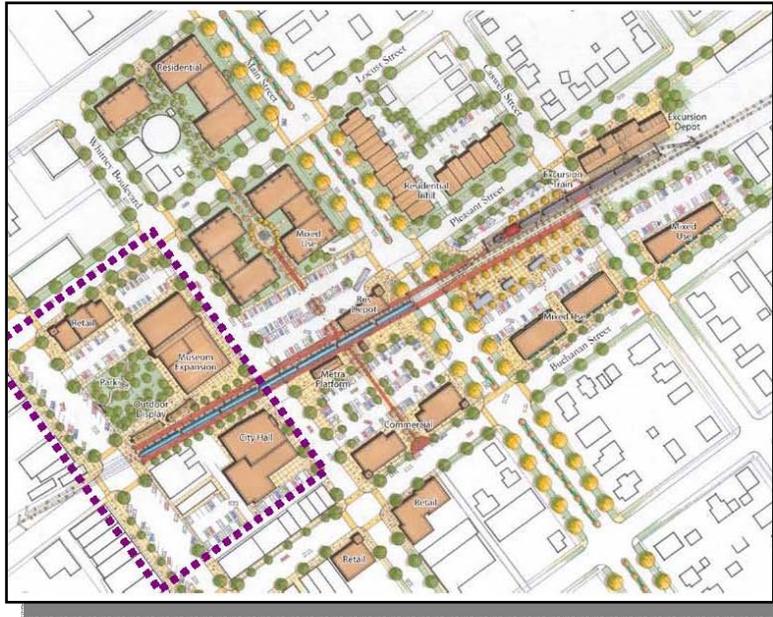
Downtown Belvidere Transit Center

This plan envisions the future of downtown as:

- A multi-modal transit center providing a central connection for local and regional transportation routes, serving both Belvidere residents and commuters to the Chicago-area.
- A pedestrian-friendly destination for shopping and services.
- A location for new, quality housing that will thrive in this center of transportation options and pedestrian-scale development.
- A center of business development, capitalizing on the attraction of workers to Belvidere’s quality of life and commuting accessibility via the proposed Metra stop in the Transit Center.
- A destination for regional recreation, with a planned riverfront path ultimately connecting downtown to the Grand Illinois Trail.



In this view, it is easy to see how the Transit Center will act as a focal point for redevelopment in the downtown area. Contained within the center will be a bus depot, the Metra Station, complimentary retail services, additional offices, and parking. The blue circle on the plan shows a distance approximately ¼ mile from the Transit Center. The Downtown Transit Center is part of the larger urban core of Belvidere and therefore has an orientation to the existing grid, services, and travel routes. Likewise, parking for the transit center needs to be thought of on an urban scale- a suburban surface parking lot is less requisite than ample parking throughout the ¼ mile radius and multiple transit options for people who live within the Downtown Belvidere Commutershed. A majority of people will walk to the station. Another percentage will be dropped off or, when service is implemented, take a bus. Finally, there will be a number who will drive, and they can be designed for in small, pay lots that don't interfere with downtown business operations or distract from the pedestrian-scaled nature of the downtown district.



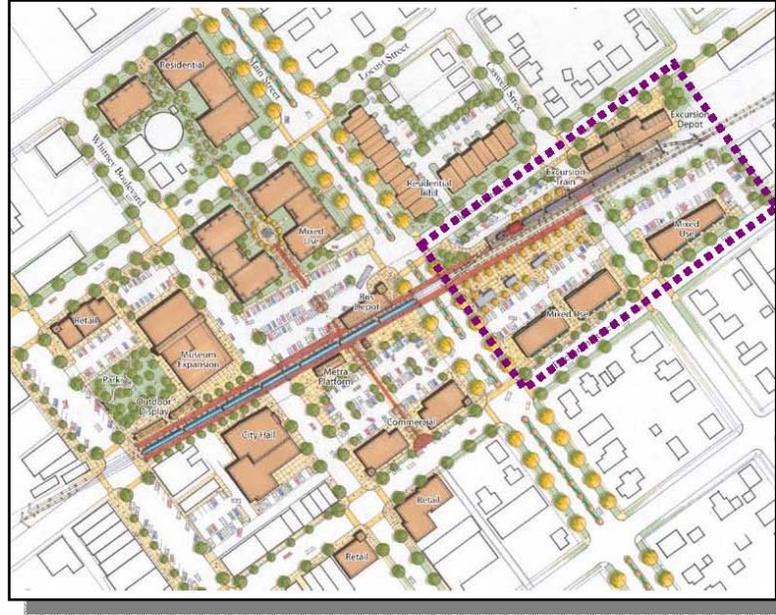
Civic Campus

A Civic Campus is developing immediately west of the Transit Center. The primary drivers behind this campus are the planned move of City Hall from its current location to a site between the Transit Center and State Street on Whitney Boulevard and the near-future expansion of the Boone County Historical Museum. These anchors will help support commercial redevelopment and infill at either end of the campus along Locust Street and to the south along both sides of Buchanan Street.

Museum Expansion Design Recommendations

- Accommodate expansion by building a second and third story and expanding outward to Pleasant Street.
- Include high end, flexible meeting space so the museum serves a dual purpose as a community center.
- Renovate the historic façade, including a pedestrian arcade along Whitney and Pleasant Streets.
- Create an outdoor display on State Street and integrate display windows along Whitney and Pleasant Streets, bringing the museum to life outside as well as inviting passersby into the museum.

- Create a second entrance and plaza on Pleasant Street near the Transit Center containing plantings, seating and decorative flags.
- Enliven the State Street entrance with architectural and site features.
- Accommodate parking in two shared lots for the museum and commercial redevelopment.



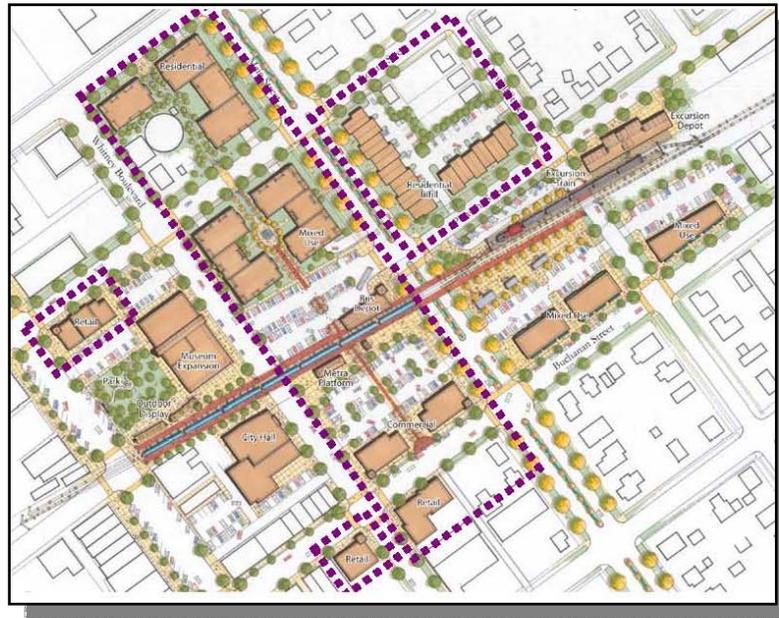
Depot District

East of the Transit Center is the Depot District, a two block area between the railroad and Buchanan Street. Redevelopment in this district is centered around the historic train depot which could serve as a stop on an excursion rail line. The City should investigate developing an excursion train traveling east toward Union, home of the Illinois Railway Museum, the largest railway museum in the United States. The City should also determine the feasibility of an excursion train connecting west to the Canadian National Illinois Central Railroad, traveling to Galena and Dubuque. The Depot District is also well suited for the development of mixed-use buildings, accommodating commercial uses on ground floors and residential units above.

Depot District Design Recommendations

- Develop a lateral rail spur and platform on the north side of the existing rail line to allow an excursion train to pull off for loading and unloading in Belvidere.
- Renovate the depot to preserve and enhance its historic architecture, and program the interior space to include ticketing, retail, and restrooms. Parking should be available adjacent to the depot.
- Extend the at-grade rail platforms into the depot district to provide a pedestrian connection to the Transit Center, providing space on the platforms for open-air vendors during peak travel hours.
- Locate buildings close to the street, accommodating parking in the rear, as well as sharing parking with the Transit Center.

Include historic architectural elements in façade designs of new mixed-use buildings, the character of which should complement commercial redevelopment proposed further west along Buchanan.



Commercial and Mixed-use Redevelopment Districts

Development of the Transit Center and redevelopment in the Civic Campus and Depot District should be supplemented by redevelopment of key surrounding sites, focusing on the blocks north and south of the Transit Center, between State and Main Streets.

Commercial Redevelopment District Land Use Recommendations

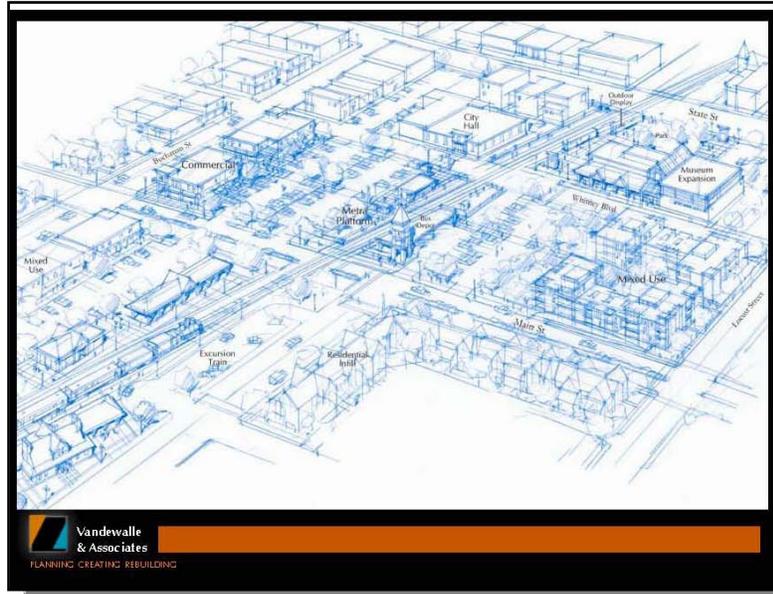
- Develop two-story commercial buildings south of the Transit Center and Civic Campus on either side of Buchanan Street, with first floor retail and second floor office space.
- Convert Buchanan to a two-way street, increasing visibility of and accessibility to retail.
- Redevelop the Farmer's Co-op site on the north side of Buchanan between Main and Whitney into two new commercial buildings.
- Create a twenty foot-wide pedestrian path to connect this district with the Transit Center, locating an outdoor café along the path.
- Locate a "Kiss-and-ride" drop off area for the Transit Center along Buchanan Street, offering a sunny southern exposure for morning drop offs.

Mixed-Use Redevelopment District Land Use Recommendations

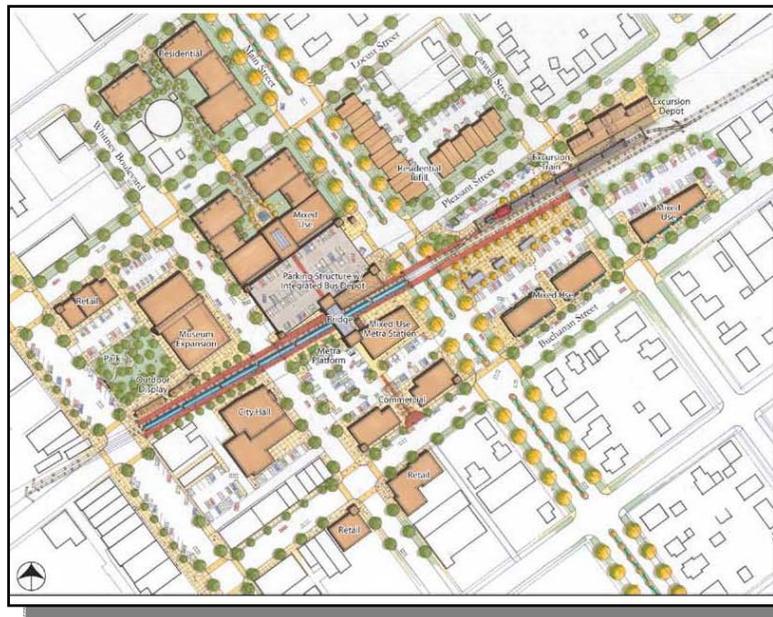
- Develop two three-story mixed-use buildings, including first floor retail and upper-floor residential uses, in the two blocks north of the Transit Center.
- Create a twenty foot-wide pedestrian path to connect this district with the Transit Center.

Commercial and Mixed-use Redevelopment Districts Design Recommendations

- Locate buildings adjacent to the sidewalk and include first-floor retail spaces to encourage pedestrian activity. Include canopies over storefronts to further define the pedestrian space.
- Design buildings to evoke the historic architectural character of downtown Belvidere in both scale and form.
- Accommodate parking in a lot that can be shared with the adjacent Transit Center.



This is a perspective sketch of the transit center and proposed adjacent uses in the 0-5 year build-out. Note the clock tower and excursion rail depot.



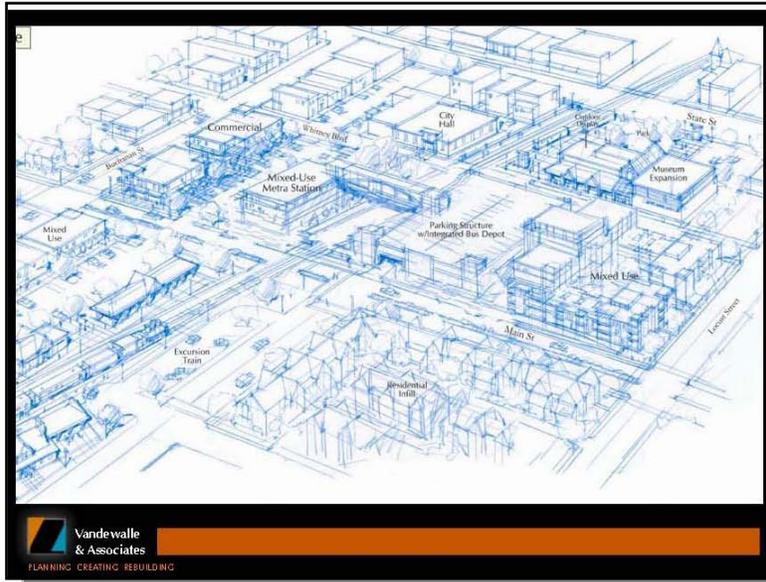
Downtown Plan – Second Phase

As this vision for the redevelopment of downtown Belvidere around a Transit Center is realized, there will be increased momentum and resources available to implement this plan.

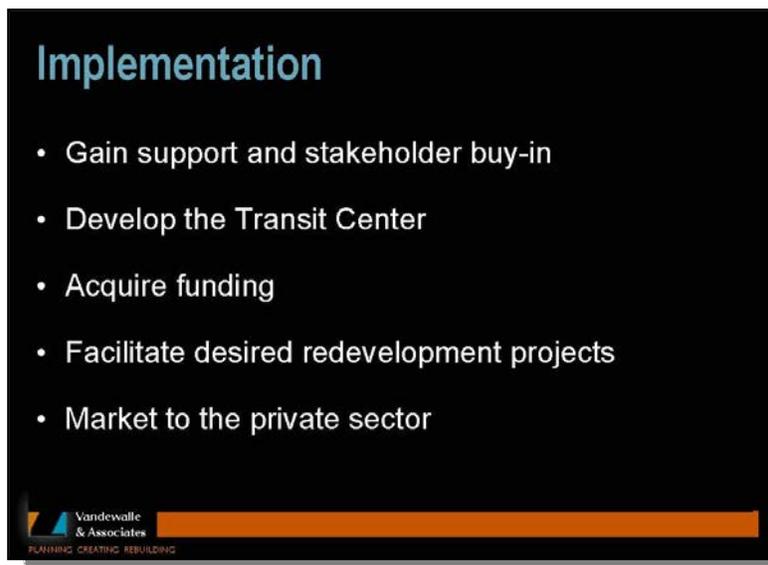
Second Phase Land Use Recommendations

- Increase the visibility and importance of the Transit Center to downtown by constructing a three story building for the Transit Center including ground level space for ticketing, retail, and restrooms with office space on upper floors.

- Replace surface parking to the north of the Transit Center with a parking structure, including a bus depot on the ground floor.
- Further infill the Mixed-use District north of the Transit Center between the parking structure and existing buildings.
- Develop a five-story building in the Mixed-use District that connects to the parking structure and includes office space on the first two stories with residential units above.



This is a perspective sketch of the Downtown Transit Center in the 5-10 year build-out. Note the 5 story mixed use building and structured parking ramp that is part of the overall development.



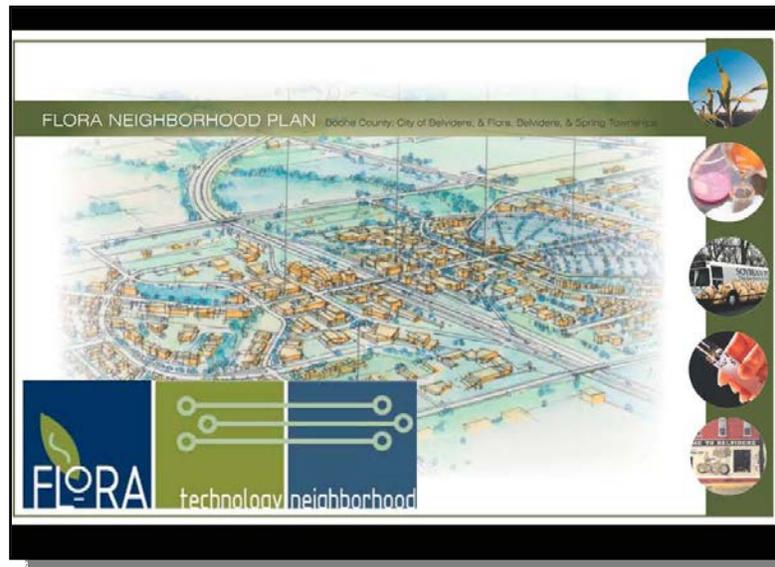
Next Steps

To move this plan forward, the City should further develop its strategy for catalyzing downtown redevelopment, focusing on the Transit Center and surrounding blocks. The City has already demonstrated its commitment to downtown revitalization by creating a downtown TIF district, by procuring state and federal grants to conduct downtown brownfield assessment and

remediation planning, by acquiring land in the Kishwaukee River Redevelopment Area, by planning to relocate City Hall to a site between the Transit Center and State Street, and by commissioning this plan. This demonstration of steadfast commitment will help the City as it moves forward with next implementation steps, which will be vital to the successful realization of this vision.

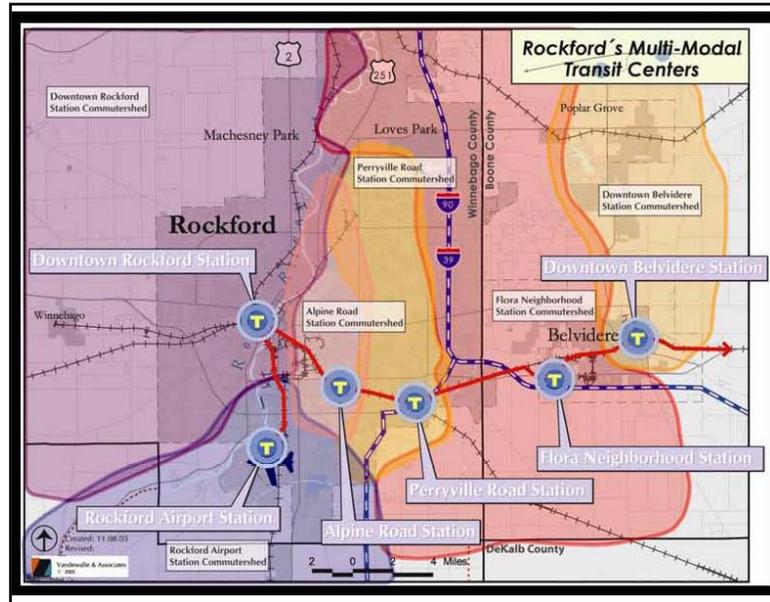
Next Implementation Steps

- Engage in sustained outreach to regional organizations, including, but not limited to, Metra, Northern Illinois Commuter Rail Initiative, Illinois Department of Transportation, and the Rockford Area Transportation Study.
- Communicate this vision with state and federal legislators to demonstrate the potential that this project has to benefit the community and the region, and to seek support for state and federal funding applications.
- Work with the above regional organizations to develop a funding strategy for the local share of investment required for infrastructure and operating costs associated with extending the Metra line to downtown.
- Develop an incentive strategy to promote redevelopment surrounding the Transit Center.
- As part of both Metra station and redevelopment funding strategies, examine the potential for expanding the boundaries of existing downtown TIF districts or creating a new TIF district.
- Continue outreach to key stakeholders and the public to ensure community buy-in of this plan.



This document outlines one of the current efforts in the larger process of defining land and economic futures for Belvidere, Boone County, and Townships of Flora, Spring and Belvidere. The Flora Neighborhood Development Area (formerly called the “Tollway Neighborhood”) was identified early in the County’s Comprehensive Planning Process as an area that will need additional study and detailed planning and analysis. This document summarizes the story of these planning efforts from the impetus regional vision to the detailed land use areas and outlines a strategy where Boone County, Belvidere, and the three Townships can best take advantage of the place-based assets and local opportunities while still preserving community character, natural features, prime agricultural land, and economic vitality that are all hallmarks of the area.

In contrast to the Downtown Belvidere Station project, the Flora Neighborhood Plan Project must address the larger issues of implementing a neighborhood development strategy that includes not only a Metra rail station, but also two Tollway interchanges, a new travel corridor between north and south Belvidere, several large scale industrial and manufacturing components, mining and quarry operations and planning and positioning a land area that is over 3000 acres in size.



When looking at the larger Rockford Metro Region with an overlay of potential Commutersheds, it is easy to see how the two train stops in Belvidere will provide different opportunities. Downtown Belvidere will focus on providing commuting options for the area immediately to the north of Downtown Belvidere and the downtown itself.

The Tollway Station, in contrast, will have a large draw, pulling commuters from as far as Southern Wisconsin and as far west as the I-39 Corridor. Strategically, the Tollway Station will be the most convenient, most accessible station for the majority of commuters and residents in the greater Rockford Metro Area.

Flora Neighborhood

- Rail
- I-Q Corridor
- Prime Ag Land
- Fortune 500 Company (#6)- Global Innovator
- Interstate Corridor
- Informed and engaged community leaders

"Rarely does 'The Perfect Convergence' of all of these components come together. Belvidere will seize this opportunity."

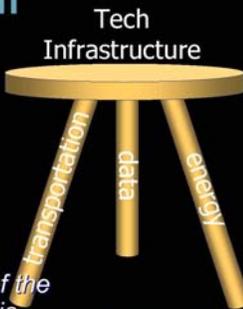


Some of the components of the “placed-based assets” present in the Flora Neighborhood give it a unique and attractive vision for the future.

The City of Belvidere recognizes that they want to strategically envision the neighborhood to take highest and best use of the land area to sustain local economy, propel clean industry and innovative research, and attract private capital investment that can create a new urban center along the I-90 Tollway.

Tollway Station

- Transportation
- Energy
- Data







"A key to the success of the Flora Neighborhood is going to be focus on the infrastructure needs of new users."



Technology Infrastructure rests on a three-legged stool of Transportation, Energy, and Data.

Location, Location, location are still the three most important components in strategic land planning, but connection, connection, connection are the three components vital in economic development. We have already discussed how Belvidere and the Flora Neighborhood have the ideal location, so the next step is to make the connections. Connections physically through multi-modal systems of transportation; connections digitally through data, voice, and light, and

technologically through heating, cooling, and energy connections that are safe, reliable, and of a consistent level of quality.

In this presentation, we are going to focus on the Transportation infrastructure component.



Infrastructure- Transportation

- Commuter Strategy
- Employment Center Strategy
- Multi-modal and Inter-modal Strategies
- Congestion Mitigation Strategy

"One component necessary for the long-term success of the Flora Neighborhood will be a comprehensive and innovative approach to multi-modal transportation."

Vandewalle & Associates
PLANNING. CREATING. REBUILDING.

As an overall strategy, Transportation will have many sub-strategies that must work together cohesively.

A commuter strategy will focus on issues of accessibility and traffic flow in and around the Tollway Station. Easy on-off access and ample parking will be critical components to address.

The employment center strategy will look at how the Tollway Station and the Flora Neighborhood can command reverse commute or zero-commute options for people in the region. Rather than being the next stop of the train line out of Chicago, the Tollway Station will be the major stop outside of Chicago on the way to Rockford. Devising a strategy that will get as many, if not more, people to come to the Tollway Station that will depart from it will require development intensities and political fortitude to make the Flora neighborhood the long-term vision that it has the potential to become.

Multi-modal and Inter-modal strategies are also important. Addressing connections between Tollway Station and Downtown Belvidere and Tollway station to the Greater Rockford Metro Area. Circulation within the Flora Neighborhood will also need to be addressed.

Connection to Place

- Bike and Pedestrian Connections to Open Space
- Develop a densities that preserve intact open space agricultural lands
- Provide vistas and views to ag-lands and natural areas
- Connect to downtown and existing community fabric
- Buffer from other communities

"The reasons why people moved to this region and have prospered are a combination of hard work and connection to the land. Neither of these components should be compromised in the Flora Neighborhood Plan."



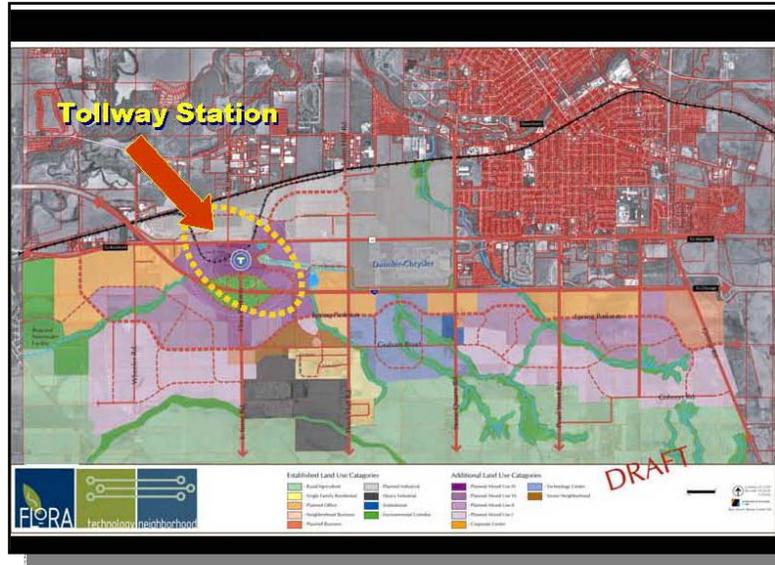
When referring to connections, it is not only important to connect outward, but to connect inward as well. The place-based assets of Belvidere and Boone County will create an unbeatable combination that Technology and High Quality Workforce Employers will quickly identify. Having pedestrian and bike connections, providing views to ag-lands and open spaces and having connections to a vibrant downtown and an exciting small town community are all important in this design.

Flora Neighborhood Plan- In General

- Hierarchy of densities focused on Tollway Station
- Supplier Park to provide new opportunities with DaimlerChrysler
- Power Park to provide reliable, quality power to new users and applications
- South of Tollway will support larger functions, establish "no-growth" southern boundary
- Residential will be infill, specialty needs, and mixed-use with employment and commercial



The above bullets are the general strategy points for the overall Flora Neighborhood. The specifics of that entire plan are not going to be discussed at this presentation, but a copy of the full plan will be available for review shortly following the public open house on the draft plan. Copies of the draft plan I have as part of this presentation, but please reserve questions at this point to the Transit Center area.



The Tollway Station is at the core of the Flora Neighborhood Plan. The rings around the station represent ¼ mile and ½ mile from the center, representing 5 and 10 minute walking distances respectively.

Tollway Station

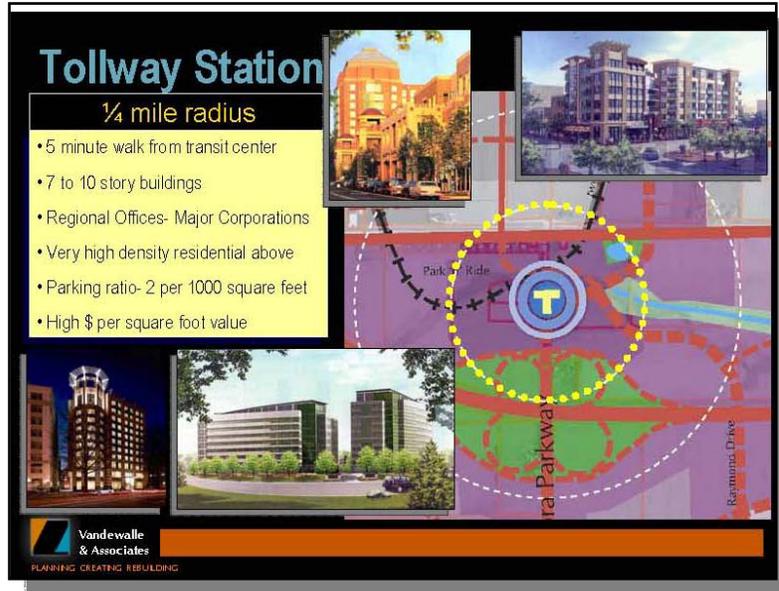
- Rail located below grade
- Two tracks providing “end of line” service
- Contained within Tollway Station Building- commercial, office, residential above
- Easy access from Tollway and ample structured parking for Park and Ride





Vandewalle & Associates
PLANNING. CREATING. REBUILDING.

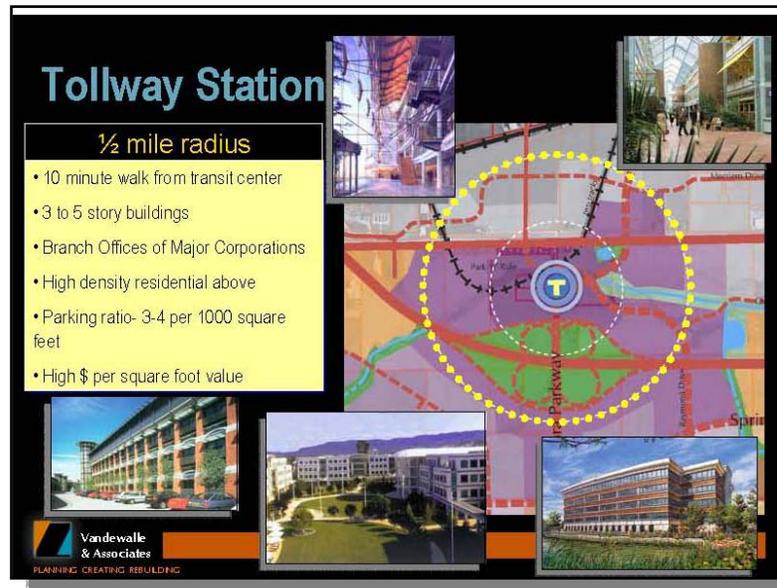
The above bullet points are the key components of the Tollway Station



The images in this picture could be examples of the types and styles of buildings contained within 1/4 of the Tollway Station.



This sketch shows a draft concept of the transit center. Note the train tracks coming in below the grade of the building and the extensive parking facilities to the north of the center but south of USH 20.



The images in this slide show what could be typical building styles and architectural details within 1/2 mile of the Tollway Station.



This is a sketch of the Flora Transit Center District showing the density and diversity of buildings within 1/2 mile of the Tollway Station Transit Stop.

0-5 Years

- Build Park 'n' Ride Rail Facilities
- Establish major infrastructure components
 - Rail line to Transit Center Site across US 20
 - Town Hall Road extension to Irene Road
 - Irene Road Interchange at Tollway
 - Power and Data systems for large scale users
- Annex (if necessary) and establish zoning for development of urban districts
- Prepare for creation of a TIF District

 Vandewalle
& Associates
PLANNING. CREATING. REBUILDING.

5-10 Years

- Construct structured parking deck for commuter parking and transit center
- Continue developing Urban Core based on guidelines and plan
- Construct continuation of rail line from Transit Center to Rockford

 Vandewalle
& Associates
PLANNING. CREATING. REBUILDING.

The above slides are a possible implementation schedule for the period of 0 to 10 years from adoption of the plan. This would have many different steps that would have to occur before this date, so this is just a rough schedule.

Implementation

- Meet with IDOT and ISHTA for Irene Road Interchange timeline commitment
- Engage design and engineering for Townhall Road extension across the Kish
- Conduct energy study to begin funding and design components of the energy infrastructure



Next Steps

- **November 28th**- Comments from City on Downtown Plan
- **November 29th**- Meet with Metra about both plans
- **December 1st**- Public Open House & Comment Period for both Plans
- **December 2nd**- Draft copy of Flora Neighborhood Plan to Project Steering Committee
- **December 6th**- Final Flora Neighborhood Steering Committee Meeting
- **December 20th**- Final Presentation to joint City/County for both Plans



The above slides are suggestion of immediate implementation steps and a reminder of the dates left in the Flora Neighborhood Planning process.

9. Public Open House

On December 1st, 2005, Vandewalle & Associates, with the help of the Boone County/Belvidere Planning Department, held a Public Open House to present and discuss the Draft Plans and Concepts for the Flora Neighborhood. During the two hour period, approximately 50-60 residents and concerned citizens came, reviewed the plans, talked with the planners, and left with a better idea about the state, and fate, of the Flora Neighborhood. Overall, the response to the plan was positive. One resident whose house is in the path of Tollway expansion expressed dismay that they would have to move their home and business, but at the same time understood the necessity for development and held an enthusiasm for the overall plan.

Other comments made by participants regarded the timeframe of the project and they were assured this is a long range project that will require several years of establishing infrastructure before actual buildings are constructed.

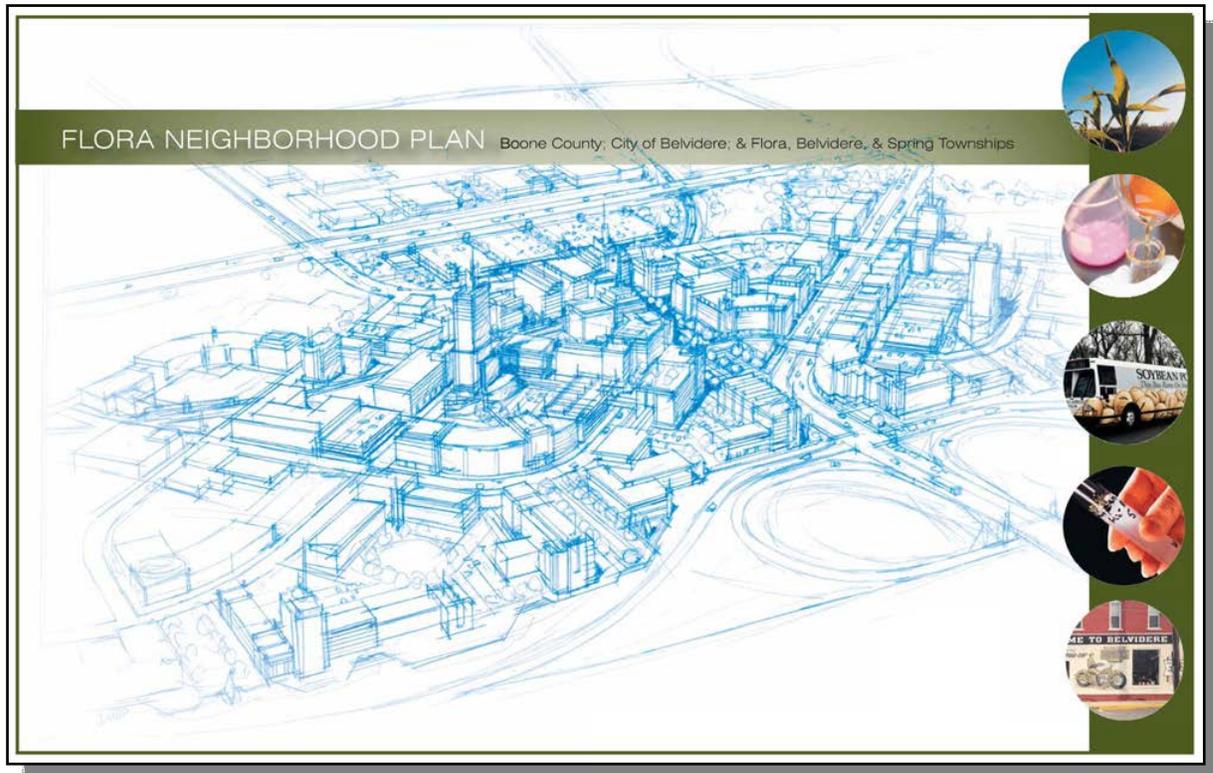
Two network news stations and Channel 20, Belvidere's Community Access Station, interviewed residents.

With encouragement and excitement, the Flora Neighborhood Plan was endorsed and encouraged to proceed by the citizens that participated in the Public Open House.

WORK ELEMENT FOUR: IMPLEMENTATION

1. Storybook

The document is the collection of the land use plan, conceptual neighborhood plan, and development themes and images presented in a highly graphic storybook format. Below is the cover of the document and a complete storybook is a part of the deliverable package of this project.



2. Development Staging Plan

For an area as large as the Flora Neighborhood, the development of certain areas is typically not linear in fashion. Based on market forces, physical location, and community will, some areas may start quickly and finish strong, where other parts of the plan may need to be held for future opportunities, or developed in stages to best take advantage of future potentials. The issues of extending municipal infrastructure, coordinating developing entitlement, annexation, and development should be one in an efficient manner and the overall goals of the entire neighborhood area should set the foundation for the individual components. We have broken our development planning recommendations into a Staging Plan that will not only provide guidance in development priority areas, but will also give direct connection to the Implementation Strategies outlined in the next section. While this Staging Plan is a strong recommendation for order and project priority, it is by no means the only way to fulfill the goals of the community and neighborhood. Depending on political will, community input, market forces, and developer interest, the items in the queue may change priority. It is a general recommendation that the City and County stay cognizant of the fluid nature of the Staging Plan

and, despite changes, they should still focus on having a plan to follow and to give directed purpose to the planning of the Flora Neighborhood.

Step #1- Establish Jurisdictional Control of Areas in the Plan

Rationale: A critical first step in bringing this plan to fruition is establishing the jurisdictional control of the land areas as they are described within this plan. This can be done in a variety of ways, but typical steps would be:

1. Adopt this plan into the City/County Comprehensive Plan and Strategy documents
2. Establish the Facilities Planning Area for the new neighborhood area with appropriate land uses and population estimates.
3. Foster intergovernmental agreements with bordering municipalities that pose a potential threat to the continuity of the plan. In this case, Cherry Valley is the most probable to prevent the plan happening as outlined without assurances that the plan will be respected.
4. Annex when possible to bring land in the planning area into the City.
5. When annexation isn't possible or feasible, investigate pre-annexation agreements that ensure parcels are annexed according to the land use areas described in the Neighborhood Plan.
6. After adoption, adhere to the plan, sending developers and parties interested in diverging from the plan to other areas of the City that are established for their interests.

Step #2- Investigate Possibility of Master Developer in Specific Planning Areas

Rationale: Once the City feels reasonably confident that the land contained within the Flora Neighborhood Plan is secure and under their control, they should begin investigating if certain portions of the site can be developed by a large development group with the capital and investment potential to devise a longer-range development plan that a smaller development group. In the Master Developer format, the larger development company can work with smaller building groups to develop individual components, but the City can be assured the overall ideas, the architectural themes, and the long-range vision of the project is maintained. With the Storybook and information already collected for this project, Vandewalle & Associates feels certain that they could begin making introductions to larger land holding firms, Real Estate Investment Trusts, and a select few large-scale land development companies to spur interest in developing certain portions of this site.

Step #3- Develop Marketing Materials to Circulate to Site Selection Firms and Potential End Users

Rationale: If a master developer does not surface with the initial marketing effort of the property, the City should plan on moving forward with developing further materials to support and foster increased attention to the area with the aim to start attracting end users to the site. This strategy works in two stages. First, it brings users to the surface that may consider doing their own development or have their own development preferences that can help build even greater momentum. Second, the attraction of end users by nature draws developers trying to capitalize on those end users desiring to locate in the Flora Neighborhood. This creates a positive feedback loop where increased attention creates traffic, which in turn creates even greater traffic.

Step #4- Prioritize Implementation to Offer Greatest Opportunities to Areas with Largest Potential and Spin-off Potential

Rationale: As will be outlined in the Implementation Strategies portion of this document, it is important to focus on key infrastructure investments and improvements that will bring

additional opportunity and value to the entire Neighborhood. Some areas of the plan will receive notice before others due to the ability for local small-scale developers to take on minor components. It should not be a distraction for the larger picture, for it will be easier to send someone away that isn't meeting the plans of the City than it will be to live with bad planning decisions when it is time to engage in the most valuable development areas. Some of the smaller components that are the only way for a small-scale developer to participate may be the entry component for another developer to take on a much larger piece. For that reason, it can also not be taken for granted that a variety of development opportunities should remain open to the market for larger-scale developers rather than 'trimming the fat' off of the project and thus losing the marketability to a master developer that could make the whole project move. Likewise, straying from the main course to focus on smaller areas and negotiation for lesser pieces of the overall neighborhood will set the political precedence that everything is on the table. In other words, if the plans sway with local developer demands and the City is perceived to try and 'make a deal' with everyone who holds an option in the area, then the speculators will cause nothing but distraction and disillusion in the plan as it stands. The City of Belvidere must take a stand, especially in the Tollway Station area, to hold until the very best option comes to the table.

Step #5- Investigate Funding and Partnership Options for Key Development Areas

Rationale: With the implementation areas prioritized, it will then be possible to focus energy and efforts on engaging in infrastructure development for the Key Development Areas. With a strategy that combines economic development, regional initiatives, and renewable and alternative energy options, it is possible to devise interlocking strategies that bring partners and funding from different sources to the main project areas. Likewise, it is possible for the City to partner with developers, regional authorities, and other agencies to focus funding to specific areas that are identified as critical to the future development of all of the areas.

3. Development Staging by Key Area

Tollway Station Transit Center

Lead Agency/Agencies: Growth Dimensions, City of Belvidere, Vandewalle & Associates

- Meet with developers who would have an interest and capacity to take on the entire Transit Center Area.
- Develop specific marketing materials for the Transit Center Area.
- Focus on getting into Site Selection networks, magazines, trade journals, reports, web sites
- Prepare for creation of a TIF District.
- Annex (if necessary) and establish zoning for development of urban districts.
- Build Park 'n' Ride Rail Facilities.
- Establish major infrastructure components.
 - Rail line to Transit Center Site across USH 20
 - Town Hall Road extension to Irene Road
 - Irene Road Interchange at Tollway
 - Power and Data systems for large scale users

Supplier Park

Lead Agency/Agencies: Growth Dimensions

- Contact and work in collaboration with Daimler-Chrysler on Supply Management issues with plant expansion and identify potential new users or additional outside capabilities that they would like to have in the close proximity.
- After identifying needs and potential new users, work with the contacts to determine needs and site uses.
- Identify First Tier Suppliers to the Belvidere Assembly Plant and work to identify lower tier manufacturers that could benefit by locating in the Supplier Park.
- Either act as a, or recruit an existing, master developer to link future users with land owners that are in the best location for the supplier. Provide a one-stop source for simple entitlement, established timelines for services, and easy brokerage.

Power Park

Lead Agency/Agencies: Vandewalle & Associates

- Collaborate with an Energy Consulting Group (GTI or other) to conduct a Belvidere Energy Strategy Initiative to not only determine the level of potential consumer demand for a co-generation energy facility, but also for the appropriate sizing and phasing for such a project to be built.
- Investigate and identify existing companies with heat/energy needs.
- Investigate and identify target users for quality, conditioned power.
- Develop business structure and plan for a distributed energy system-
 - Where/how is the power sold
 - Who owns certain components
 - Who operates certain components
 - What is an initial pro forma for operations
- Develop RFP/RFQ (if necessary) for attracting power companies and identify target companies to engage.

Ag-Tech Center

Lead Agency/Agencies: Growth Dimensions

- Establish area in Facilities Master Plan and gain additional jurisdictional control.
- Re-visit Ag-Tech Initiative with founding groups (City, County, Growth Dimensions, V&A) to determine if strategy is effective and if it could be broadened to include other initiatives or a re-focus of strategy.
 - Include energy components?
 - Focus on bio-lubricants or articles specifically for automobile industry?
 - Engage with land use plan for acreage south of the Tollway?
- Establish partnership of Ag-Tech Initiative in Flora Neighborhood.
 - Role of bio-materials in all sectors
 - Role of local materials in all sectors

Technology Center

Lead Agency/Agencies: Growth Dimensions and Vandewalle & Associates

- Establish area in Facilities Master Plan and gain additional jurisdictional control.
- Devise a detailed master plan for the area and design guidelines if necessary.

- Incorporate design and guidelines into a marketing document to target site selection and end-users for technology businesses.

Ag-Tech Village

Lead Agency/Agencies: City of Belvidere and Vandewalle & Associates

- Establish area in Facilities Master Plan and gain additional jurisdictional control.
- Devise a detailed master plan for the area and design guidelines if necessary.
- Work with local developer to craft and meet guidelines for development.
- Develop marketing materials to interest builders and site selection agencies.
- Recruit new developers for adjacent areas in Ag-Tech Village to match styles and implement strategy.

Genoa Road Retail Center

Lead Agency/Agencies: City of Belvidere

- Establish area in Facilities Master Plan and gain additional jurisdictional control.
- Devise a detailed master plan for area, or marketing document that examines potentials, gives assurances of facility planning and establishes infrastructure extension timeline.
- Develop articles and publicity for parcels to engage master developer for retail and outparcels.

Senior Neighborhood

Lead Agency/Agencies: City of Belvidere

- Establish area in Facilities Master Plan and gain additional jurisdictional control.
- Devise a detailed master plan for area, or marketing document that examines potentials, gives assurances of facility planning and establishes infrastructure extension timeline.
- Develop articles and publicity for parcels to engage master developer or senior housing agency.

Planned Corporate Areas, Infill Areas

Lead Agency/Agencies: Growth Dimensions, City of Belvidere and Vandewalle & Associates

- Establish area in Facilities Master Plan and gain additional jurisdictional control.
- Devise a marketing document or site selection piece that examines potentials, gives assurances of facility planning and establishes infrastructure extension timeline.
- Investigate potential for master developer for the major corporate infill areas.
- Develop articles and publicity for parcels to engage developers and end-users.

4. Implementation Strategies and Development Plan

In general, the strongest recommendation that can be made in strategy implementation is for the City and the County to ***adopt the Flora Neighborhood Land Use Plan and to use the document as a guiding force in making land use and entitlement decisions.*** It will be important as forces and elements come into play that will test the mettle of the plan. We are the first to admit that changes and revisions to the plan may not only be desired, but may be necessary to achieve the larger goals within the Tollway Station and the Flora Neighborhood. Our recommendation therefore is to not follow and believe in the substance in this document blindly, but to utilize these recommendations as a starting point and a foundation for future decisions.

Planning future land use within a vision for the next 30 to 50 years is fraught with peril, but also develops strategy to obtain outcomes desired by the community and advantageous for the region, including landowners, developers, and government. Therefore it may be necessary for both Boone County and the City of Belvidere to share the ideas and concepts of this plan with other neighboring municipalities and potentially be willing to discuss them in a regional context.

Our second recommendation, in light of the discussion above, could be to ***secure the land areas within the Flora Neighborhood to ensure that the City has the ability to control or at least guide their outcome.*** Trying to control lands outside of jurisdictional boundaries is always difficult, and there are a variety of measures the City could take. One, the extension of the Facilities Planning Area, could be an effective measure when combined with other efforts. Establishing inter-jurisdictional agreements with neighboring Cherry Valley might be another worthwhile effort to ensure agreement that they respect and uphold the planning efforts by their neighbor to the east. Establishing pre-annexation agreements with land owners within the Flora Neighborhood Planning Area is also a means to protect land development potentials, but may not be effective due to lack of participation by land owners, especially if they already have options by land speculators. One other, less advantageous, way to control the land within the Flora Neighborhood is to outright purchase the land from the current landowners, either in a purchase of development rights scenario, or by purchasing the land, amending the title to protect the plan, and selling the land to an interested buyer. This is a viable, but not strongly recommended method, as it guarantees control, but is very expensive to administer. The City and County need to work together to come up with a strategy that offers the highest level of control with the least amount of commitment of political or financial will. More than likely the end strategy will have a combination of many of the elements suggested.

The third recommendation in the implementation of this project could be to ***recruit a master developer for some of the major components of the Flora Neighborhood Plan.*** In our estimation, the quickest and most advantageous way to bring this plan to reality in the most cohesive way, is going to be by finding a heavily capitalized, national development player that can assemble the properties, manage the entitlement, and begin development of key pieces while holding other land areas for the market to catch up. Many large-scale developers rely on projects that have long and short holds in order to manage their cash flows and returns to investors. The Flora Neighborhood could offer such opportunity to a major developer and in our estimation; it would be worthwhile to invest in active recruitment of a master developer early in the implementation process.

Our final recommendation would be to ***implement necessary infrastructure for attracting a master developer, eventual site users, and residents.*** Infrastructure could be the single most important component that corporations, site selection committees, and institutions will look in the Tollway Station Center. As an example, one project management team member from the development community expressed that, “Redundant power used to be an added benefit, now it is mandatory.”

If the Flora Neighborhood is going to have a regional center at its core that focuses on technology and interconnection, infrastructure then becomes vital for the success of the overall plan. The areas that we believe to be the most critical in the implementation of the neighborhood plan will be in three distinct areas associated with infrastructure: Transportation, Data, and Energy. These three areas are discussed in greater detail in the Conceptual Development Themes Section of this document.

5. Project Management Team Meeting #4

The Flora Neighborhood Project Management Team met for the fourth and final time on December 6th, 2005. The following is a copy of the notes compiled after the meeting and shared with all project team members:

Meeting Summary (Meetings Since November 8th)

Creation of Ag-Tech Campus and Village

- Based on discussion at the last Project Management Team Meeting (see notes from November 8th Summary) a meeting was held November 16th at the Vandewalle & Associates office in Madison, Wisconsin, to discuss the land area controlled by Westminster-Swanson south of the Tollway. In attendance were:
 - Mayor Fred Brereton, City of Belvidere
 - Susan Anderson, Boone County Superintendent
 - Bill Luhman, Boone County Board Member
 - Adam Tegen, City/County Planner
 - Mike Drella, Belvidere City Attorney
 - Mark Williams, Director of Growth Dimensions
 - Will Humphrey, Westminster-Swanson Land Partners
 - Brian Vandewalle, Vandewalle & Associates
 - Mike Slavney, Vandewalle & Associates
 - Brian Ellison, Vandewalle & Associates
- Will Humphrey provided a summary of the November 16th meeting.
- The discussion revolved around Westminster-Swanson showing a plan that included some single-family and the Flora Neighborhood Plan called for none.
- Westminster-Swanson wanted to meet to discuss if there would be some way that single-family residential would be allowed.
- The compromise that was reached was that the land south of the Tollway, west Pearl Street, and East of Stone Quarry, bound by a natural drainage and environmental corridor, per the Draft Flora Neighborhood Plan, will become the Ag-Tech Campus and Village.
- The Campus will consist of the 88 acres immediately south of the Tollway, and will be donated to the City of Belvidere to use as they see fit. As expressed by Mark Williams and the Mayor, the land would be used to create a physical Ag-Tech Center to attract more site users and as matching for a Department of Energy Grant.
- The Campus will be zoned Planned Mixed Use II.
- The Village just south of the Ag-Tech Campus will be a mixed of housing types including single-family detached housing, townhomes, and stacked flat multi-family housing, a neighborhood commercial center, a park and school site, and a buffer from other land use types by the natural drainage to the south of the development area.
- The Ag-Tech Village will be zoned as a special Ag-Tech Village District that will have base development standards and will need approval through the Planned Community Development process.
- Westminster-Swanson will design the area south of the drainage that they control as a park.
- The base development standards will be created as part of the Flora Neighborhood Planning process, with Westminster-Swanson, the City of Belvidere, and Vandewalle & Associates to determine the guidelines, with Vandewalle & Associates to craft the document portraying those guidelines in the Flora Neighborhood Plan text.
- Ag-Tech Village, per Will's assertion, will be:

- “not cookie-cutter”
- Well-designed using local architectural styles
- Complementary uses
- Walkable/bikeable
- Contain naturalized plantings
- Highly energy efficiency
- Be architecturally compatible with the design theme of Ag-Tech
- “Consistent with goals of the City and will raise the bar on design.”
- Will shared that Westminster-Swanson has no desire to have a relocated salvage yard as a part of their site plan and feels the use would be “highly incompatible.”
- The Mayor expressed interest in marketing the area as “green” development; a “green community” or a “green zone.”
- The Mayor shared that any school in the development will be part of the general school district (100) not a charter school.
 - Some possibility of a high school site
 - (Editor Note: this would require an 80 acre site- does this need to be planned for? Sentiment at meeting seemed to say no.)
- In regard to the Ag-Tech Village, not everyone has been brought up to speed on the Project Management Team. The mayor expressed that he will have to talk with Township Supervisor, Gail Bennet (not in attendance) soon in this regard and that Rich Gamlin (not in attendance) also needs to be consulted.
- It was advised that the December 20th meeting should allow plenty of time for discussion of this and many of the topics in the Flora Neighborhood Plan.
- The Flora Town Board will be invited to the meeting.
 - Allowed time to ask questions and talk.

City Council Presentation

- On November 21st, Brian Ellison from Vandewalle & Associates presented the Downtown Belvidere Transit Plan and the transit components of the Flora Neighborhood Plan to the Committee of the Whole of the Belvidere City Council. Through the hour presentation, council members listened as the regional and local opportunities led to the recommended transit and infrastructure improvements be made to both the downtown and the Flora neighborhood. Although few questions were asked, the response was positive and optimistic towards the creation of an urban transit district near the Tollway at the future Irene Road Interchange. Some concern was voiced in regard to parking and traffic, but for the most part, council members were excited and favorable towards the plan.

Metra Meeting

- On November 28th, a delegation from the City of Belvidere went to Chicago to meet with Phil Pagano, the Executive Director of Metra, to discuss the possibility of Metra extending service to Boone County and Belvidere. The group was made up of the following individuals:
 - Mayor Brereton, Belvidere
 - Mayor Lockhart, Marengo
 - David Taylor, Boone County
 - Mark Williams, Growth Dimensions
 - Brian Ellison, Vandewalle & Associates
- David Taylor provided a summary of the November 28th meeting.

- The first 10 minutes of the meeting were similar to the previous meeting the City had with the Director.
 - Metra has too many other projects
 - No interest in moving out of their 6 county region
 - Metra doesn't believe there is ridership or interest in rail service to the area.
- The Director then shared with us that there is a project in which Belvidere could get support from Metra.
 - Star Line project from Waukegan to Hoffman Estates, and then down to Joliet is a suburban loop with a major Transfer Center at Prairie Stone
 - If Belvidere could link its rail ambitions with the Star Line project, rather than the Big Timber line, the Director felt that they could get support from Metra and RTA
 - The director suggested that the line could run down the median of I-90 rather than on the Union Pacific (UP) Line
 - UP would be too expensive to work with
 - The Big Timber Line would take too long to get to downtown Chicago
 - Metra will run DMV (Diesel Motorized Units), single story trains, down the median, under existing bridges
 - The Director suggested conducting the feasibility study and analysis that includes a plan for the median DMV to Hoffman Estates, and it was agreed to meet again after that study is completed

Public Open House

- On December 1st, a Public Open House was held to present the Downtown Transit Plan and the Flora Neighborhood Plan to the people of Belvidere and Boone County. Approximately 60 people attended, asked questions, reviewed the plans, and discussed the ideas presented with the City and County representatives, the consultants, the reporters on-hand to cover the event, and each other. Overall, the response was positive. Many felt that the plans for the Flora Neighborhood were "bold," but there was agreement that the area needed to be a long-range plan that took a forward look at the area and developed as a way to take advantage of not only the possibility of a transit stop, but also for the desire to preserve agricultural lands and open space to the south of the Tollway. Of the completed survey results, the only negative comment stated that the mayor was not present to discuss the plans.

Discussion and Comments on Plan to Date

- The Mayor was interested in hearing the opinions of the groups involved in the Project Management Team to assure him that they support and agree with the Flora Neighborhood Plan, the following is a summary of those that spoke:
 - Tim Jagelski from William-Charles
 - Supportive of plan
 - Feasibility is key for developers, and a lot needs to happen before the project will be feasible for developers
 - An exit strategy is how any developer would approach this project
 - How can it be parceled
 - How can it be divested
 - There will be a necessity of prioritizing projects in the development area
 - Tim Bextel from Par Development

- Can't speak for Dan Sheppard, but believes that plan is possible in the long-term, but is infeasible in the short term
- The developer looking at this project today may not be the developer when this project is ripe for development
- If there is to be a transit center, then this plan may be possible
- Overall, not able to cast a vote, but believes that Par would support the ideas shared in this plan
- Jack Ryder with the City of Belvidere
 - Strong concern over the single family development south of the Tollway
 - Will be strongly supportive if no more single family is allowed south of the Tollway
 - Single family area is short-term, Belvidere needs to focus on the long-term
- Dave Taylor for Boone County and NICRI
 - Supports the plan
 - Need to quickly prioritize components
 - "If we have a plan, we need to build a wall and hold the line."
 - Not supportive of any more Single Family or Townhouse development south of the Tollway
 - Biggest threat to this plan is Cherry Valley
 - Developers that have been involved have been extremely valuable to the process
- Sue Anderson for Boone County:
 - Supportive of plan, but "Planning is easy, implementation is the hard part."
 - Need to make sure that plan can get developer buy-in
 - "Political people need to hold the [no-growth boundary] line, but it hasn't worked."- Political will isn't there to stand up to developers.
 - The plan has to include flexibility
 - The Plan ties into the Regional Future
- Mark Williams for Growth Dimensions
 - Supports plan
 - Project needs a consensus building campaign
 - Implementation will be key
 - Would like Growth Dimensions Board to review overall project
- Adam Tegen for Belvidere/Boone County Planning
 - Supportive of plan, but need to hold the line on development and focus on the long-term, not just the needs of Westminster-Swanson and like developers
- Mike Drella for the City of Belvidere
 - Supportive of plan, but worried about implementation
 - Developing utility infrastructure will be key
 - Is there a market for this project? Is there money to create this market?
 - Boundary agreements, purchase of development rights, or outright purchasing of property are the three most effective ways of making this plan succeed, but are costly, politically and financially
 - County Zoning, adherence to the Comprehensive Plan, and establishing the FPA are effective ways to set an offense rather than just playing defense to developers
- Craig Lawler for the City of Belvidere
 - Supportive and bought into the plan, but fears the short term fights
 - He can make the plan work if the will is there to support the plan without too much capitulation
 - West Hills Neighborhood has been effective and successful, and this can be too

- Fred Brereton for the City of Belvidere
 - Very supportive of plan
 - The Flora Neighborhood Plan is a “Regional” Plan, not just a local plan
 - Need groups to work to promote and uphold the plan
 - Need to expand the base of support for the plan

6. Plan Presentation to City/County Planning Committee

On December 20th, 2005, the Vandewalle & Associates Team presented a final project summary to the City/County Joint Planning Committee Meeting at the Belvidere Community Center. In the two hour presentation, two projects were presented, the plan for the Belvidere Downtown Multi-modal Transportation Center and the Flora Neighborhood Plan. In attendance were roughly 60 interested citizens and representatives from the City and County. The presentation started with an overview of the regional opportunities that built the foundation for both plans and guided their development. Then the specifics of the downtown plan were presented, with a question and answer session to follow. The majority of questions focused on the advent of commuter rail service from the extension of the Big Timber line. While this was not a focus of the study- feasibility and alternatives analysis are other projects- the questions were handled and answered to the best of our ability.

The second half of the night was devoted to the Flora Neighborhood. Vandewalle & Associates provided a quick overview of the entire neighborhood and its various components and discussed the major points of the implementation of the project. The majority of questions dealt with timing- when certain sections would come on-line, what areas would develop first, etcetera. Below is a series of images from the slide presentation given on December 20th. Generally, participants commented that they appreciated being involved in the planning process, that the plan would be innovative and exciting, and that they look forward to seeing how it is implemented.

APPENDIX

1. Retail MarketPlace Profile for Boone County and Rockford MSA



Retail MarketPlace Profile

Vandewalle & Associates

County: 17007 Boone County, IL

Summary Demographics

2005 Population	47,582
2005 Households	16,592
2005 Median Disposable Income	\$43,314
2005 Per Capita Income	\$25,103

Industry Summary

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
Total Retail Trade and Food & Drink (NAICS 44-45, 722)	\$220,876,164	\$494,819,337	38.3	229
Total Retail Trade (NAICS 44-45)	\$198,276,695	\$422,342,808	36.1	163
Total Food & Drink (NAICS 722)	\$22,599,469	\$72,476,529	52.5	66

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
NAICS 441: Motor Vehicle & Parts Dealers	\$63,908,749	\$126,013,257	32.7	28
NAICS 4411: Automobile Dealers	\$58,954,063	\$107,239,759	29.1	17
NAICS 4412: Other Motor Vehicle Dealers	\$1,100,741	\$7,354,028	74.0	1
NAICS 4413: Auto Parts, Accessories, and Tire Stores	\$3,853,945	\$11,419,470	49.5	10
NAICS 442: Furniture & Home Furnishings Stores	\$2,453,351	\$9,893,152	60.3	12
NAICS 4421: Furniture Stores	\$1,255,459	\$7,495,714	71.3	5
NAICS 4422: Home Furnishings Stores	\$1,197,892	\$2,397,438	33.4	7
NAICS 443/NAICS 4431: Electronics & Appliance Stores	\$1,192,275	\$8,167,101	74.5	11
NAICS 444: Bldg Materials, Garden Equip. & Supply Stores	\$3,046,968	\$22,421,110	76.1	18
NAICS 4441: Building Material and Supplies Dealers	\$2,416,312	\$19,095,570	77.5	10
NAICS 4442: Lawn and Garden Equipment and Supplies Stores	\$630,656	\$3,325,540	68.1	8
NAICS 445: Food & Beverage Stores	\$26,421,122	\$74,040,950	47.4	22
NAICS 4451: Grocery Stores	\$20,301,306	\$56,644,245	47.2	15
NAICS 4452: Specialty Food Stores	\$5,377,166	\$15,309,491	48.0	4
NAICS 4453: Beer, Wine, and Liquor Stores	\$742,650	\$2,087,214	47.5	3
NAICS 446/NAICS 4461: Health & Personal Care Stores	\$7,159,418	\$17,688,477	42.4	6
NAICS 447/NAICS 4471: Gasoline Stations	\$48,646,156	\$65,812,864	15.0	13
NAICS 448: Clothing and Clothing Accessories Stores	\$944,400	\$2,288,658	41.6	6
NAICS 4481: Clothing Stores	\$469,614	\$1,050,003	38.2	4
NAICS 4482: Shoe Stores	\$474,786	\$1,238,655	44.6	2
NAICS 4483: Jewelry, Luggage, and Leather Goods Stores	\$0	\$0	0.0	0
NAICS 451: Sporting Goods, Hobby, Book, and Music Stores	\$834,646	\$4,003,843	65.5	10
NAICS 4511: Sporting Goods/Hobby/Musical Instrument Stores	\$757,417	\$2,699,521	56.2	9
NAICS 4512: Books, Periodical, and Music Stores	\$77,229	\$1,304,322	88.8	1

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) represents the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor is a measure of consumer demand relative to supply, ranging from 100 (total leakage) to -100 (total surplus). ESRI uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector.

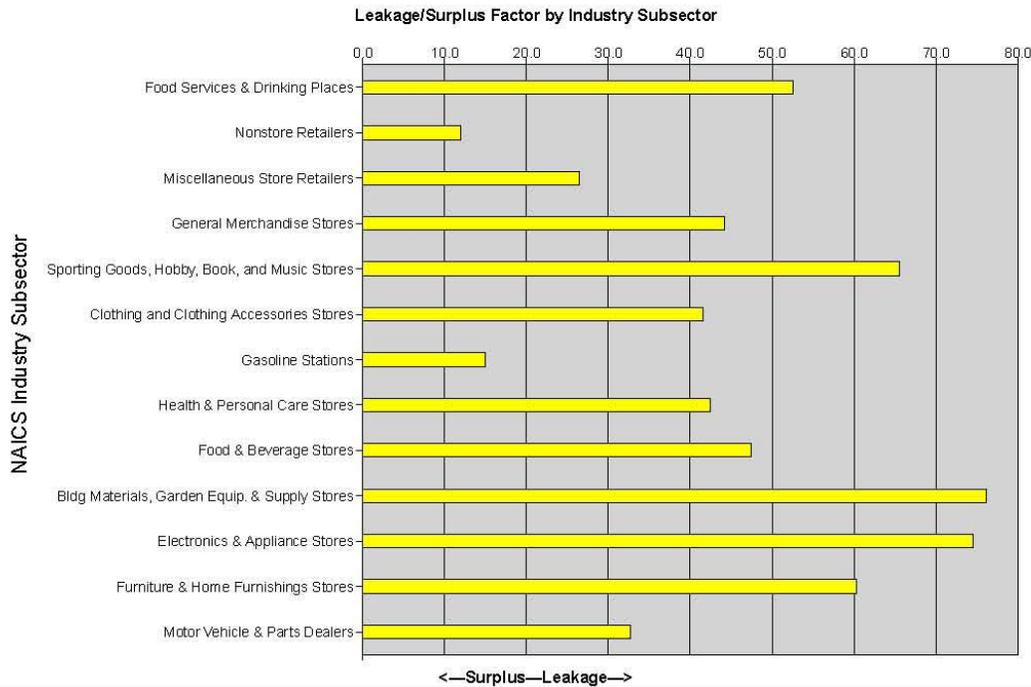
Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.



Retail MarketPlace Profile
Vandewalle & Associates

County: 17007 Boone County, IL

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
NAICS 452: General Merchandise Stores	\$25,494,988	\$65,952,563	44.2	5
NAICS 4521: Department Stores (Excluding Leased Depts.)	\$25,494,988	\$65,952,563	44.2	5
NAICS 4529: Other General Merchandise Stores	\$0	\$0	0.0	0
NAICS 453: Miscellaneous Store Retailers	\$6,594,370	\$11,327,970	26.4	29
NAICS 4531: Florists	\$282,886	\$550,466	32.1	3
NAICS 4532: Office Supplies, Stationery, and Gift Stores	\$926,419	\$1,565,990	25.7	8
NAICS 4533: Used Merchandise Stores	\$374,243	\$1,658,739	63.2	6
NAICS 4539: Other Miscellaneous Store Retailers	\$5,010,822	\$7,552,775	20.2	12
NAICS 454: Nonstore Retailers	\$11,580,252	\$14,732,863	12.0	3
NAICS 4541: Electronic Shopping and Mail-Order Houses	\$0	\$0	0.0	0
NAICS 4542: Vending Machine Operators	\$0	\$0	0.0	0
NAICS 4543: Direct Selling Establishments	\$11,580,252	\$14,732,863	12.0	3
NAICS 722: Food Services & Drinking Places	\$22,599,469	\$72,476,529	52.5	66
NAICS 7221: Full-Service Restaurants	\$9,119,191	\$23,990,214	44.9	2
NAICS 7222: Limited-Service Eating Places	\$9,852,001	\$29,190,580	49.5	48
NAICS 7223: Special Food Services	\$2,251,722	\$6,806,982	50.3	5
NAICS 7224: Drinking Places (Alcoholic Beverages)	\$1,376,555	\$12,488,753	80.1	11

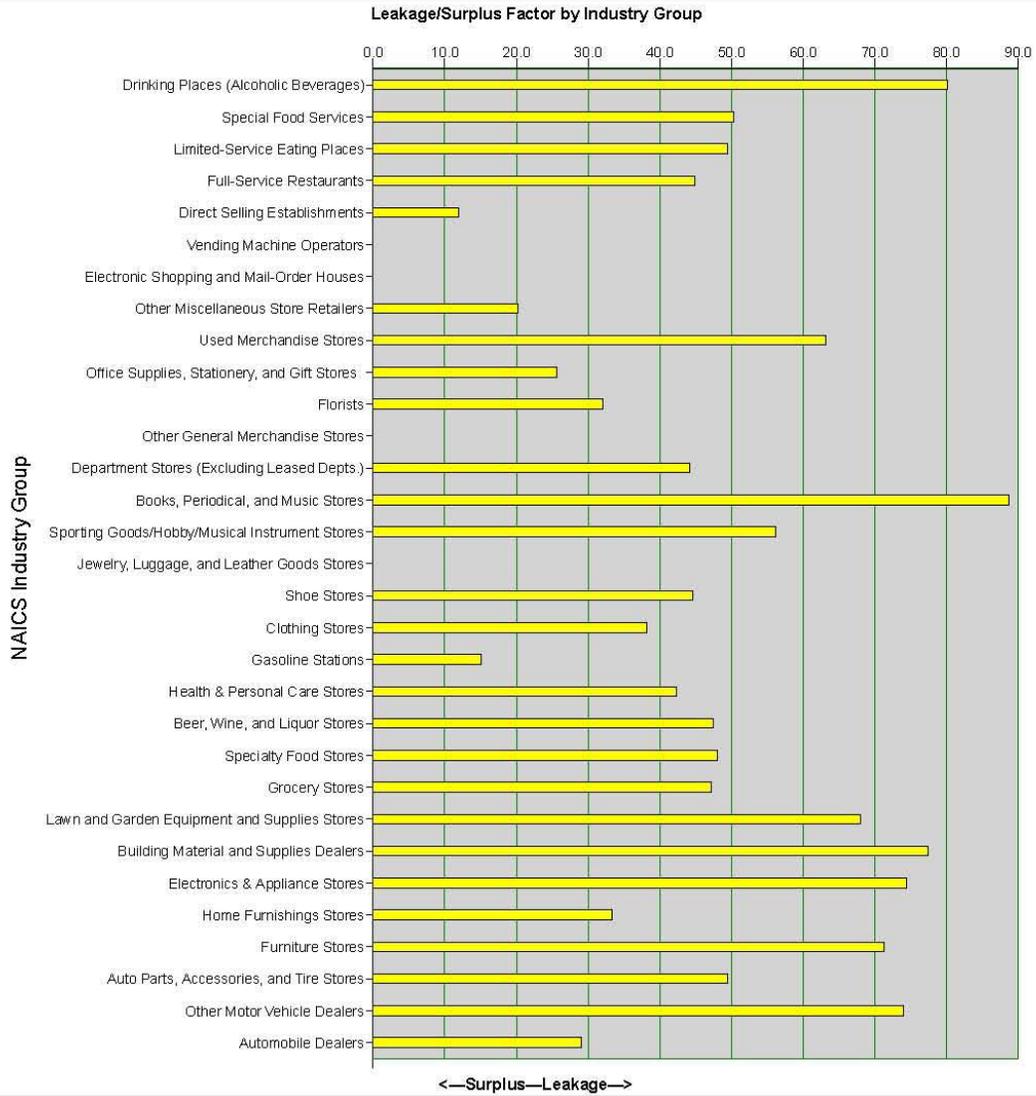


Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.



Retail MarketPlace Profile
Vandewalle & Associates

County: 17007 Boone County, IL



Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.



Retail MarketPlace Profile
Vandewalle & Associates

CBSA: 40420 Rockford IL Metropolitan Statistical Area

Summary Demographics

2005 Population	338,273
2005 Households	129,780
2005 Median Disposable Income	\$38,562
2005 Per Capita Income	\$24,682

Industry Summary

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
Total Retail Trade and Food & Drink (NAICS 44-45, 722)	\$3,290,863,612	\$3,402,042,474	1.7	2,403
Total Retail Trade (NAICS 44-45)	\$2,920,560,546	\$2,898,152,011	-0.4	1,751
Total Food & Drink (NAICS 722)	\$370,303,066	\$503,890,463	15.3	652

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
NAICS 441: Motor Vehicle & Parts Dealers	\$720,892,802	\$832,978,328	7.2	269
NAICS 4411: Automobile Dealers	\$642,097,729	\$709,882,956	5.0	170
NAICS 4412: Other Motor Vehicle Dealers	\$37,895,250	\$50,351,031	14.1	33
NAICS 4413: Auto Parts, Accessories, and Tire Stores	\$40,899,823	\$72,744,341	28.0	66
NAICS 442: Furniture & Home Furnishings Stores	\$90,143,851	\$74,530,519	-9.5	93
NAICS 4421: Furniture Stores	\$61,177,499	\$60,096,383	-0.9	42
NAICS 4422: Home Furnishings Stores	\$28,966,352	\$14,434,136	-33.5	51
NAICS 443/NAICS 4431: Electronics & Appliance Stores	\$52,330,105	\$62,876,319	9.2	153
NAICS 444: Bldg Materials, Garden Equip. & Supply Stores	\$97,080,498	\$150,443,081	21.6	161
NAICS 4441: Building Material and Supplies Dealers	\$83,786,871	\$130,558,067	21.8	122
NAICS 4442: Lawn and Garden Equipment and Supplies Stores	\$13,293,627	\$19,885,014	19.9	39
NAICS 445: Food & Beverage Stores	\$332,167,690	\$475,035,727	17.7	178
NAICS 4451: Grocery Stores	\$306,905,299	\$432,205,343	17.0	126
NAICS 4452: Specialty Food Stores	\$12,166,547	\$24,666,959	33.9	33
NAICS 4453: Beer, Wine, and Liquor Stores	\$13,095,844	\$18,163,425	16.2	19
NAICS 446/NAICS 4461: Health & Personal Care Stores	\$178,279,372	\$144,176,891	-10.6	113
NAICS 447/NAICS 4471: Gasoline Stations	\$455,820,585	\$390,278,131	-7.7	93
NAICS 448: Clothing and Clothing Accessories Stores	\$174,018,169	\$74,735,011	-39.9	172
NAICS 4481: Clothing Stores	\$137,497,333	\$57,528,685	-41.0	111
NAICS 4482: Shoe Stores	\$16,294,786	\$8,378,311	-32.1	26
NAICS 4483: Jewelry, Luggage, and Leather Goods Stores	\$20,226,050	\$8,828,015	-39.2	35
NAICS 451: Sporting Goods, Hobby, Book, and Music Stores	\$69,970,695	\$61,405,023	-6.5	134
NAICS 4511: Sporting Goods/Hobby/Musical Instrument Stores	\$49,520,082	\$29,385,158	-25.5	107
NAICS 4512: Books, Periodical, and Music Stores	\$20,450,613	\$32,019,865	22.0	27

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) represents the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor is a measure of consumer demand relative to supply, ranging from 100 (total leakage) to -100 (total surplus). ESRI uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector.

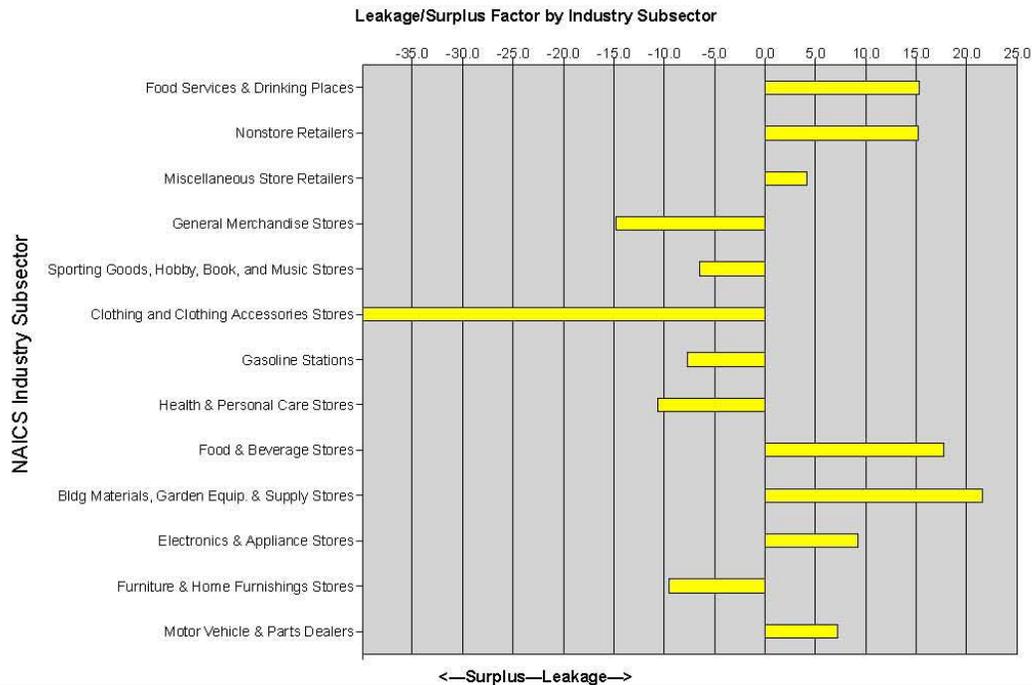
Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.



Retail MarketPlace Profile
Vandewalle & Associates

CBSA: 40420 Rockford IL Metropolitan Statistical Area

	Supply (Retail Sales)	Demand (Retail Potential)	Leakage/ Surplus	Number of Businesses
NAICS 452: General Merchandise Stores	\$598,020,385	\$444,021,204	-14.8	59
NAICS 4521: Department Stores (Excluding Leased Depts.)	\$383,565,153	\$289,855,245	-13.9	52
NAICS 4529: Other General Merchandise Stores	\$214,455,232	\$154,165,959	-16.4	7
NAICS 453: Miscellaneous Store Retailers	\$68,175,791	\$73,980,607	4.1	300
NAICS 4531: Florists	\$8,396,325	\$4,885,515	-26.4	44
NAICS 4532: Office Supplies, Stationery, and Gift Stores	\$21,998,631	\$21,482,233	-1.2	82
NAICS 4533: Used Merchandise Stores	\$6,994,649	\$7,050,317	0.4	63
NAICS 4539: Other Miscellaneous Store Retailers	\$30,786,186	\$40,562,542	13.7	111
NAICS 454: Nonstore Retailers	\$83,660,603	\$113,691,170	15.2	26
NAICS 4541: Electronic Shopping and Mail-Order Houses	\$39,837,400	\$49,466,951	10.8	3
NAICS 4542: Vending Machine Operators	\$18,400,012	\$32,454,243	27.6	9
NAICS 4543: Direct Selling Establishments	\$25,423,191	\$31,769,976	11.1	14
NAICS 722: Food Services & Drinking Places	\$370,303,066	\$503,890,463	15.3	652
NAICS 7221: Full-Service Restaurants	\$200,993,808	\$222,640,083	5.1	19
NAICS 7222: Limited-Service Eating Places	\$127,999,986	\$168,194,649	13.6	522
NAICS 7223: Special Food Services	\$18,040,029	\$25,759,559	17.6	24
NAICS 7224: Drinking Places (Alcoholic Beverages)	\$23,269,243	\$87,296,172	57.9	87

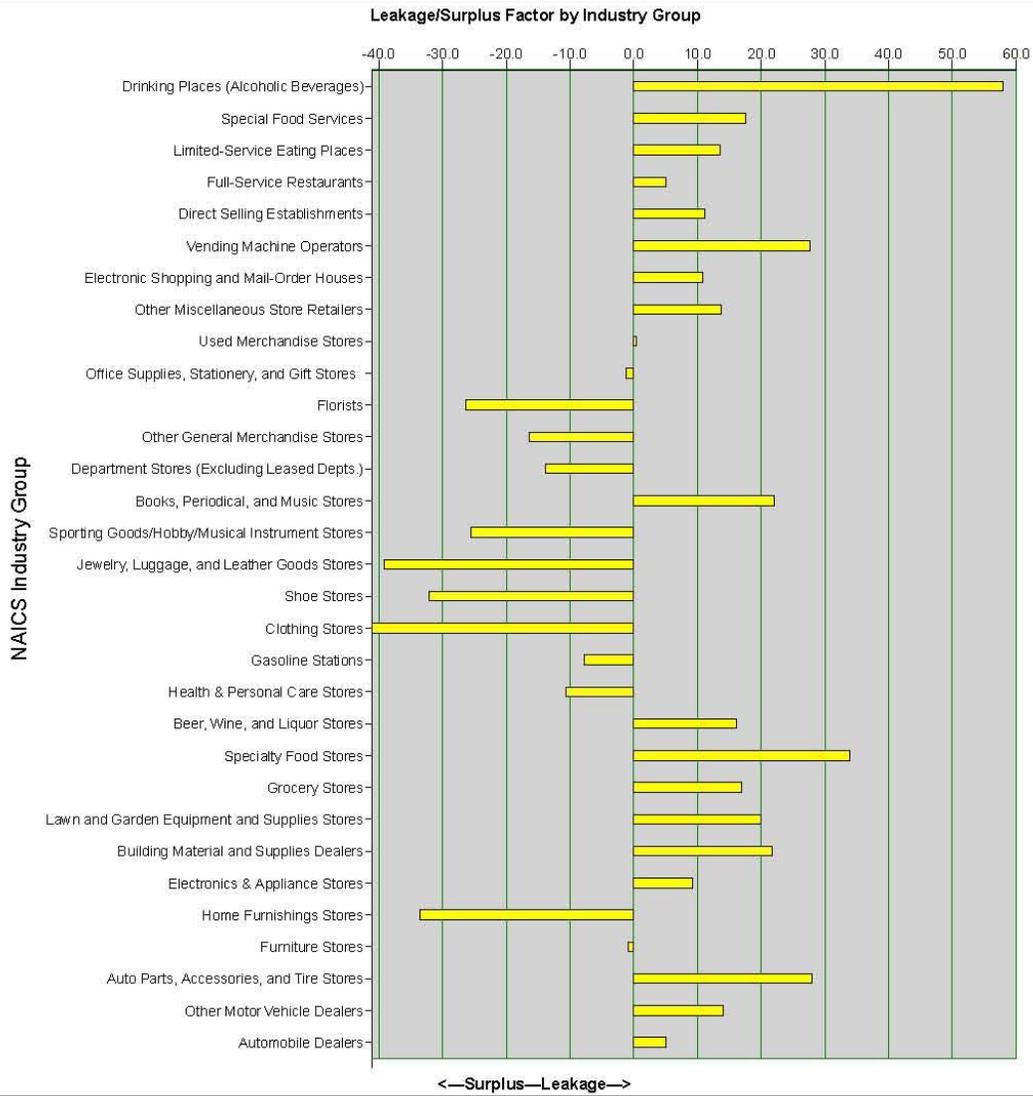


Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.



Retail MarketPlace Profile
Vandewalle & Associates

CBSA: 40420 Rockford IL Metropolitan Statistical Area



Source: Business data provided by InfoUSA, Omaha NE Copyright 2005, all rights reserved. ESRI forecasts for 2005.

2. Suppliers Join Ford's Chicago Campus In a Model of Just-in-Time Manufacturing

[By Ed Harrington]

In August 2003, the Ford Motor Company started producing the first new models at its Torrence Avenue Assembly Plant in southeast Chicago in almost two decades. Since the mid 1920s, when it was making the Model T, and most recently the popular Ford Taurus and Mercury, Torrence Avenue has been one of Ford's top producers. But in a new era of just-in-time auto manufacturing, Ford is improving the way it builds cars and trucks.

The Chicago Manufacturing Campus, located just a quarter of a mile east of the Torrence Avenue Assembly Plant, is a groundbreaking development. The retooled Torrence Avenue Plant, now supported by a state-of-the-art supplier campus, will produce two new Ford models - the Ford Freestyle and Ford Five Hundred, and one new Mercury - the Mercury Montego.

The recently completed 155-acre supplier park houses nine of the auto-maker's top-tier parts suppliers in four buildings, consisting of 1.6 million square feet of manufacturing space. Proximity to the Torrence Avenue facility allows the suppliers to produce parts and immediately send them to the assembly line, eliminating the inefficiencies associated with transporting and storing inventories.

The supplier park sets Torrence Avenue apart from other manufacturing facilities. Rather than having its suppliers in various geographic locations around the Midwest, they are now centralized in an industrial condominium complex near the assembly plant. As a result, the average distance for a given part to the assembly line has been reduced from 425 miles to 125 miles. Ford will also see the gains in efficiency on total assembly time, as mistakes and quality issues can be quickly addressed at the source before production continues. Key to the process is the increased level of communication between Ford and its suppliers, and between the individual suppliers. The location of the campus, and the implementation of a just-in-time manufacturing model, result in dramatic reductions in inventory and shipping costs and provide more flexibility for the Torrence Avenue plant. In fact, the plant is one of several of Ford's North American plants being adapted for flexible manufacturing, which allows several different automobile models to be built on a single assembly line. Not only will Ford be able to reduce its manufacturing costs, but also it will be able to modify its assembly lines to produce the most in-demand model.

Public/Private Partnership

In 2001, the Ford Motor Company selected a 155-acre former steel mill site in Chicago as the location of its new supplier campus. As is the case for any major site selection, the right combination of state and local financial incentives was critical to advancing the deal. Finding the right development partner was equally important. Considering the dozens of suppliers and governmental agencies involved in the project, in addition to the site's environmental issues, Ford Motor Company was looking for a developer with a successful history of brownfield redevelopment.

Ultimately, Ford Land (Ford Motor's real estate arm) chose CenterPoint Properties Trust (NYSE:CNT), an Oak Brook, Illinois-based REIT. CenterPoint and Ford Land Development formed a successful joint venture partnership to develop and market the property to Ford suppliers. CenterPoint is the largest owner and developer of industrial property in Chicago,

owning and managing 36 million square feet of property and approximately 3,330 acres of developable land.

After Center-Point acquired the land, in conjunction with Ford Motor Company, the City of Chicago and the State of Illinois, it negotiated to secure an incentive package that would help Ford encourage its suppliers to locate to the campus. The city and state were primarily concerned with job growth, needing to insure that the incentives provided would ultimately result in job creation. Public support in the form of infrastructure improvement grants, Tax Increment Financing (TIF) and other incentives were critical factors in enabling the project to move forward. Ultimately, this assistance allowed for the redevelopment of a brownfield site in a manner that would attract suppliers and distributors to relocate their operations - primarily from other states - to the Chicago Manufacturing Campus. Ford identified the major parts suppliers to relocate their manufacturing operations to the park, promoting the cost savings of being less than a half-mile from the assembly plant. The venture was able to establish lease agreements after it sourced three major suppliers, Visteon Corporation, ZF Lemforder Corporation and Tower Automotive, to locate to the park.

With the knowledge that its three largest suppliers would be located in the campus, Ford was willing to insure that the jobs would be created. As a result, CenterPoint was able to secure the city and state funding, which included, in total, over \$100 million in roadway improvements, \$11 million in TIF financing and a \$4.8 million Large Business Development Grant.

Cleaning Up an Urban Brownfield

Environmental remediation efforts at the Ford Chicago Manufacturing Campus have left lasting positive effects on the land. The contaminated site comprised two previously undeveloped properties formerly owned and operated by AlliedSignal and Republic Steel, who used the land for waste disposal associated with steel production byproducts. Off-site waste disposal had to be minimized as much as possible, while engineering the campus to manage the risk associated with the remaining impacted soils.

Risk management was largely achieved through the use of engineered barriers throughout most of the site, including a detention basin and green space areas. Traditional engineered barriers included building foundations and paving, while more innovative forms of engineered barriers included a permeable geosynthetic membrane clean fill. The entire site was enrolled in the Illinois Environmental Protection Agency's voluntary Site Remediation Program in order to secure 'No Further Remediation' (NFR) letters. NFRs have been granted for 80 acres, with another 15 acres pending.

Wetlands Restoration

Significant environmental achievements included innovative storm water drainage and natural landscaping on the site. An important Calumet Area water tributary, Wolf Lake, traversed a portion of the site and was in need of restoration. Working with the U.S. Forest Service, City of Chicago Department of Environment, U.S. Army Corps of Engineers and the Illinois Department of Natural Resources, CenterPoint was able to restore 2,300 feet of Wolf Creek that traverses the site to a more natural condition. The U.S. Army Corps of Engineers designated these areas as official conservation areas to preserve their new natural setting. The overall renovation transformed what was essentially a channelized ditch into a functioning creek corridor and wetlands/floodplain corridor.

New Growth

The Chicago Manufacturing Campus is a groundbreaking public/private economic development that continues to generate both economic and employment growth in the State of Illinois and the City of Chicago. In total, more than \$210 million has been invested in the development of the campus and related infrastructure improvements (not including tenant improvements), bringing adaptive use to a site that sat abandoned for 40 years. The suppliers now located in the campus have made additional substantial direct investments in their spaces that include modern manufacturing equipment and related processes.

Currently, the campus employs more than 680 people. When fully operational in the third quarter of 2004, the campus is expected to create 1,000 to 1,200 high-quality manufacturing jobs. All of these jobs are new to the City of Chicago and all but 106 are new to the State of Illinois. The campus also retains 2,500 jobs at the existing Torrence Avenue Assembly Plant, in addition to 300 new jobs recently announced by Ford.

Lessons Learned

A project of this scope does not come without tremendous obstacles. Keeping the dozens of suppliers, state and local government agencies, the City of Chicago and the joint venture all heading toward the same goal became the project's toughest challenge. As the designs of the new cars were changing, so too were the needs of the suppliers, and ultimately, the entire development. Constant communication between the developer and all of the vested interests became critical to the project's success. In addition, CenterPoint's ability to align Ford's interests with the needs of the City of Chicago and the other environmental agencies early on in the process solidified the deal.

Developing Ford's Manufacturing Campus in the City of Chicago is of great importance to the city. Greater efficiency and excess capacity in the auto industry has increased competition not only for jobs, but also for the economic growth potential of automobile manufacturing and distribution. The vision of Ford Motor Company and CenterPoint Properties has put the City of Chicago and the State of Illinois in a position to enhance the viability of Ford's Chicago Assembly Plant and Chicago Heights Stamping Plant and to capitalize on the future growth of this industry.

Ed Harrington is a vice president of development at CenterPoint Properties Trust, focusing on the development of light manufacturing, industrial and logistic parks.

For more information

CenterPointProperties

www.centerpoint-prop.com

Online exclusive: Chicago Manufacturing Campus Powerpoint presentation from the I.con Conference, June 2004 www.naiop.org/conferences/icon04/closeout/ford.ppt

Real Estate Briefing: Brownfields Redevelopment - Case studies, valuation models, tax information and more relating to brownfields redevelopment. To order, go to <http://store.naiop.org> or call NAIOP's Publications Department at (800) 666-6780.

3. Housing Profile



Housing Profile

Vandewalle & Associates

County: 17007 Boone County, IL

2000 Total Population	41,786	2000 Median HH Income	\$52,449
2005 Total Population	47,582	2005 Median HH Income	\$58,203
2010 Total Population	53,516	2010 Median HH Income	\$64,657
2005 - 2010 Annual Rate	2.38%	2005 - 2010 Annual Rate	2.13%

Housing Units by Occupancy Status and Tenure

	Census 2000		2005		2010	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	15,414	100.0%	17,293	100.0%	19,367	100.0%
Occupied	14,597	94.7%	16,592	95.9%	18,625	96.2%
Owner	11,473	74.4%	13,467	77.9%	15,328	79.1%
Renter	3,124	20.3%	3,125	18.1%	3,297	17.0%
Vacant	817	5.3%	701	4.1%	742	3.8%

Owner Occupied Housing Units by Value

	Census 2000		2005		2010	
	Number	Percent	Number	Percent	Number	Percent
Total	11,472	100.0%	13,467	100.0%	15,328	100.0%
< \$10,000	96	0.8%	91	0.7%	90	0.6%
\$10,000 - \$14,999	86	0.7%	60	0.4%	48	0.3%
\$15,000 - \$19,999	166	1.4%	105	0.8%	71	0.5%
\$20,000 - \$24,999	159	1.4%	141	1.0%	103	0.7%
\$25,000 - \$29,999	134	1.2%	159	1.2%	107	0.7%
\$30,000 - \$34,999	65	0.6%	123	0.9%	149	1.0%
\$35,000 - \$39,999	53	0.5%	126	0.9%	145	0.9%
\$40,000 - \$49,999	124	1.1%	110	0.8%	234	1.5%
\$50,000 - \$59,999	188	1.6%	124	0.9%	103	0.7%
\$60,000 - \$69,999	252	2.2%	122	0.9%	117	0.8%
\$70,000 - \$79,999	467	4.1%	195	1.4%	126	0.8%
\$80,000 - \$89,999	901	7.9%	258	1.9%	129	0.8%
\$90,000 - \$99,999	1,293	11.3%	361	2.7%	181	1.2%
\$100,000 - \$124,999	2,100	18.3%	2,232	16.6%	773	5.0%
\$125,000 - \$149,999	1,819	15.9%	2,395	17.8%	1,835	12.0%
\$150,000 - \$174,999	1,014	8.8%	1,606	11.9%	2,466	16.1%
\$175,000 - \$199,999	748	6.5%	1,669	12.4%	2,004	13.1%
\$200,000 - \$249,999	719	6.3%	1,513	11.2%	2,936	19.2%
\$250,000 - \$299,999	433	3.8%	720	5.3%	1,246	8.1%
\$300,000 - \$399,999	338	2.9%	750	5.6%	1,346	8.8%
\$400,000 - \$499,999	117	1.0%	220	1.6%	592	3.9%
\$500,000 - \$749,999	173	1.5%	211	1.6%	245	1.6%
\$750,000 - \$999,999	0	0.0%	152	1.1%	157	1.0%
\$1,000,000+	27	0.2%	24	0.2%	125	0.8%
Median Value	\$120,857		\$152,047		\$187,313	
Average Value	\$145,365		\$182,593		\$220,674	

Data Note: Detail may not sum to totals due to rounding.
Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, ESRI forecasts for 2005 and 2010.



Housing Profile
Vandewalle & Associates

County: 17007 Boone County, IL

Census 2000 Vacant Housing Units by Status

	Number	Percent
Total	817	100.0%
For Rent	193	23.6%
For Sale Only	297	36.4%
Rented/Sold, Unoccupied	92	11.3%
Seasonal/Recreational/Occasional Use	99	12.1%
For Migrant Workers	1	0.1%
Other Vacant	135	16.5%

Census 2000 Occupied Housing Units by Age of Householder and Home Ownership

	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	14,597	11,473	78.6%
15 - 24	513	146	28.5%
25 - 34	2,476	1,658	67.0%
35 - 44	3,644	2,928	80.4%
45 - 54	2,996	2,560	85.4%
55 - 64	2,161	1,922	88.9%
65 - 74	1,502	1,293	86.1%
75 - 84	1,015	775	76.4%
85+	290	191	65.9%

Census 2000 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	14,597	11,473	78.6%
White Alone	13,603	10,923	80.3%
Black Alone	107	70	65.4%
American Indian Alone	47	29	61.7%
Asian Alone	65	50	76.9%
Pacific Islander Alone	1	0	0.0%
Some Other Race Alone	631	316	50.1%
Two or More Races	143	85	59.4%
Hispanic Origin	1,196	667	55.8%

Census 2000 Housing Units by Units in Structure and Occupancy

	Housing Units		Occupied Units	
	Number	Percent	Number	Percent
Total	15,414	100.0%	14,597	100.0%
1, Detached	11,754	76.3%	11,230	76.9%
1, Attached	218	1.4%	198	1.4%
2	696	4.5%	626	4.3%
3 to 4	441	2.9%	404	2.8%
5 to 9	501	3.3%	467	3.2%
10 to 19	273	1.8%	250	1.7%
20 to 49	67	0.4%	51	0.3%
50 or More	251	1.6%	236	1.6%
Mobile Home	1,204	7.8%	1,126	7.7%
Other	9	0.1%	9	0.1%

Data Note: Persons of Hispanic Origin may be of any race.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.



Housing Profile
Vandewalle & Associates

County: 17007 Boone County, IL

Census 2000 Specified Owner Occupied Housing Units by Selected Monthly Owner Cost

	Number	Percent
Total	9,173	100.0%
With Mortgage	7,129	77.7%
<\$200	0	0.0%
\$200 - \$299	0	0.0%
\$300 - \$399	48	0.5%
\$400 - \$499	53	0.6%
\$500 - \$599	169	1.8%
\$600 - \$699	294	3.2%
\$700 - \$799	534	5.8%
\$800 - \$899	541	5.9%
\$900 - \$999	729	7.9%
\$1000 - \$1249	1,843	20.1%
\$1250 - \$1499	1,413	15.4%
\$1500 - \$1999	985	10.7%
\$2000 - \$2499	269	2.9%
\$2500 - \$2999	151	1.6%
\$3000+	100	1.1%
With No Mortgage	2,044	22.3%
Median Monthly Owner Costs for Units with Mortgage	\$1,162	
Average Monthly Owner Costs for Units with Mortgage	\$1,260	

Census 2000 Specified Renter Occupied Housing Units by Contract Rent

	Number	Percent
Total	2,970	100.0%
Paying Cash Rent	2,877	96.9%
< \$100	89	3.0%
\$100 - \$149	101	3.4%
\$150 - \$199	120	4.0%
\$200 - \$249	138	4.6%
\$250 - \$299	137	4.6%
\$300 - \$349	214	7.2%
\$350 - \$399	263	8.9%
\$400 - \$449	336	11.3%
\$450 - \$499	441	14.8%
\$500 - \$549	320	10.8%
\$550 - \$599	183	6.2%
\$600 - \$649	167	5.6%
\$650 - \$699	137	4.6%
\$700 - \$749	61	2.1%
\$750 - \$799	44	1.5%
\$800 - \$899	65	2.2%
\$900 - \$999	12	0.4%
\$1000 - \$1249	32	1.1%
\$1250 - \$1499	17	0.6%
\$1500 - \$1999	0	0.0%
\$2000+	0	0.0%
No Cash Rent	93	3.1%
Median Rent	\$455	
Average Rent	\$438	
Average Gross Rent (with Utilities)	\$534	

Data Note: Specified Owner Occupied Housing Units exclude houses on 10+ acres, mobile homes, units in multiunit buildings, and houses with a business or medical office. Specified Renter Occupied Housing Units exclude houses on 10+ acres. Average Contract Rent and Average Gross Rent exclude units paying no cash rent.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.



Housing Profile
Vandewalle & Associates

CBSA: 40420 Rockford IL Metropolitan Statistical Area

2000 Total Population	320,204	2000 Median HH Income	\$44,910
2005 Total Population	338,273	2005 Median HH Income	\$50,497
2010 Total Population	357,453	2010 Median HH Income	\$56,746
2005 - 2010 Annual Rate	1.11%	2005 - 2010 Annual Rate	2.36%

Housing Units by Occupancy Status and Tenure

	Census 2000		2005		2010	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	129,818	100.0%	137,862	100.0%	146,091	100.0%
Occupied	122,577	94.4%	129,780	94.1%	137,339	94.0%
Owner	87,088	67.1%	96,097	69.7%	103,282	70.7%
Renter	35,489	27.3%	33,683	24.4%	34,057	23.3%
Vacant	7,241	5.6%	8,082	5.9%	8,752	6.0%

Owner Occupied Housing Units by Value

	Census 2000		2005		2010	
	Number	Percent	Number	Percent	Number	Percent
Total	87,139	100.0%	96,097	100.0%	103,282	100.0%
< \$10,000	812	0.9%	706	0.7%	627	0.6%
\$10,000 - \$14,999	510	0.6%	378	0.4%	295	0.3%
\$15,000 - \$19,999	605	0.7%	529	0.6%	330	0.3%
\$20,000 - \$24,999	753	0.9%	525	0.5%	485	0.5%
\$25,000 - \$29,999	846	1.0%	607	0.6%	408	0.4%
\$30,000 - \$34,999	1,129	1.3%	680	0.7%	522	0.5%
\$35,000 - \$39,999	1,365	1.6%	840	0.9%	582	0.6%
\$40,000 - \$49,999	3,346	3.8%	2,047	2.1%	1,240	1.2%
\$50,000 - \$59,999	5,153	5.9%	2,836	3.0%	1,655	1.6%
\$60,000 - \$69,999	6,813	7.8%	3,539	3.7%	2,270	2.2%
\$70,000 - \$79,999	8,870	10.2%	5,059	5.3%	2,854	2.8%
\$80,000 - \$89,999	9,671	11.1%	6,307	6.6%	3,315	3.2%
\$90,000 - \$99,999	8,636	9.9%	6,594	6.9%	3,716	3.6%
\$100,000 - \$124,999	14,952	17.2%	21,252	22.1%	14,632	14.2%
\$125,000 - \$149,999	9,755	11.2%	13,619	14.2%	16,884	16.3%
\$150,000 - \$174,999	4,795	5.5%	10,270	10.7%	15,908	15.4%
\$175,000 - \$199,999	3,413	3.9%	7,691	8.0%	10,804	10.5%
\$200,000 - \$249,999	2,588	3.0%	6,399	6.7%	13,870	13.4%
\$250,000 - \$299,999	1,361	1.6%	2,421	2.5%	5,472	5.3%
\$300,000 - \$399,999	966	1.1%	2,301	2.4%	4,388	4.2%
\$400,000 - \$499,999	356	0.4%	642	0.7%	1,692	1.6%
\$500,000 - \$749,999	331	0.4%	487	0.5%	748	0.7%
\$750,000 - \$999,999	39	0.0%	283	0.3%	321	0.3%
\$1,000,000+	74	0.1%	85	0.1%	264	0.3%
Median Value	\$94,280		\$120,470		\$152,870	
Average Value	\$109,762		\$138,944		\$172,308	

Data Note: Detail may not sum to totals due to rounding.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2005 and 2010.



Housing Profile
Vandewalle & Associates

CBSA: 40420 Rockford IL Metropolitan Statistical Area

Census 2000 Vacant Housing Units by Status

	Number	Percent
Total	7,241	100.0%
For Rent	2,873	39.7%
For Sale Only	1,375	19.0%
Rented/Sold, Unoccupied	593	8.2%
Seasonal/Recreational/Occasional Use	481	6.6%
For Migrant Workers	3	0.0%
Other Vacant	1,916	26.5%

Census 2000 Occupied Housing Units by Age of Householder and Home Ownership

	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	122,577	87,088	71.0%
15 - 24	5,838	1,247	21.4%
25 - 34	21,239	11,382	53.6%
35 - 44	28,017	20,378	72.7%
45 - 54	24,975	19,809	79.3%
55 - 64	16,968	14,144	83.4%
65 - 74	13,126	10,922	83.2%
75 - 84	9,705	7,494	77.2%
85+	2,709	1,712	63.2%

Census 2000 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	122,577	87,088	71.0%
White Alone	106,496	79,595	74.7%
Black Alone	10,263	4,257	41.5%
American Indian Alone	309	178	57.6%
Asian Alone	1,409	891	63.2%
Pacific Islander Alone	26	12	46.2%
Some Other Race Alone	2,726	1,478	54.2%
Two or More Races	1,348	677	50.2%
Hispanic Origin	5,901	3,263	55.3%

Census 2000 Housing Units by Units in Structure and Occupancy

	Housing Units		Occupied Units	
	Number	Percent	Number	Percent
Total	129,818	100.0%	122,577	100.0%
1, Detached	91,631	70.6%	88,299	72.0%
1, Attached	2,892	2.2%	2,723	2.2%
2	9,113	7.0%	8,080	6.6%
3 to 4	7,319	5.6%	6,528	5.3%
5 to 9	5,046	3.9%	4,523	3.7%
10 to 19	3,674	2.8%	3,129	2.6%
20 to 49	2,484	1.9%	2,168	1.8%
50 or More	3,868	3.0%	3,613	2.9%
Mobile Home	3,770	2.9%	3,493	2.8%
Other	21	0.0%	21	0.0%

Data Note: Persons of Hispanic Origin may be of any race.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.



Housing Profile
Vandewalle & Associates

CBSA: 40420 Rockford IL Metropolitan Statistical Area

Census 2000 Specified Owner Occupied Housing Units by Selected Monthly Owner Cost

	Number	Percent
Total	76,096	100.0%
With Mortgage	55,329	72.7%
<\$200	10	0.0%
\$200 - \$299	125	0.2%
\$300 - \$399	559	0.7%
\$400 - \$499	1,654	2.2%
\$500 - \$599	2,841	3.7%
\$600 - \$699	4,471	5.9%
\$700 - \$799	5,332	7.0%
\$800 - \$899	6,562	8.6%
\$900 - \$999	6,117	8.0%
\$1000 - \$1249	11,893	15.6%
\$1250 - \$1499	7,478	9.8%
\$1500 - \$1999	5,822	7.7%
\$2000 - \$2499	1,406	1.8%
\$2500 - \$2999	676	0.9%
\$3000+	383	0.5%
With No Mortgage	20,767	27.3%
Median Monthly Owner Costs for Units with Mortgage	\$1,000	
Average Monthly Owner Costs for Units with Mortgage	\$1,097	

Census 2000 Specified Renter Occupied Housing Units by Contract Rent

	Number	Percent
Total	35,007	100.0%
Paying Cash Rent	33,599	96.0%
< \$100	1,119	3.2%
\$100 - \$149	1,241	3.5%
\$150 - \$199	927	2.6%
\$200 - \$249	1,230	3.5%
\$250 - \$299	1,495	4.3%
\$300 - \$349	2,982	8.5%
\$350 - \$399	4,069	11.6%
\$400 - \$449	5,043	14.4%
\$450 - \$499	4,095	11.7%
\$500 - \$549	3,034	8.7%
\$550 - \$599	2,179	6.2%
\$600 - \$649	1,747	5.0%
\$650 - \$699	1,307	3.7%
\$700 - \$749	796	2.3%
\$750 - \$799	599	1.7%
\$800 - \$899	799	2.3%
\$900 - \$999	328	0.9%
\$1000 - \$1249	277	0.8%
\$1250 - \$1499	117	0.3%
\$1500 - \$1999	87	0.2%
\$2000+	128	0.4%
No Cash Rent	1,408	4.0%
Median Rent	\$437	
Average Rent	\$449	
Average Gross Rent (with Utilities)	\$543	

Data Note: Specified Owner Occupied Housing Units exclude houses on 10+ acres, mobile homes, units in multiunit buildings, and houses with a business or medical office. Specified Renter Occupied Housing Units exclude houses on 10+ acres. Average Contract Rent and Average Gross Rent exclude units paying no cash rent.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.