



KANE COUNTY
IMPACT FEE PROGRAM

KANE COUNTY IMPACT FEE ADVISORY COMMITTEE

December 7, 2021



DISCUSSION ITEMS

- **Overview of CRIP Public Hearing**
 - Presentation Materials
 - Comments Received
- **Modifications**
- **Action Item**
 - IFAC vote to adopt, reject or modify the CRIP

CRIP PUBLIC HEARING

- **Public Hearing: November 16, 2021**
 - Kane County Government Center (in person)
 - 5:30-7:00PM
 - 7 participants
- **Comment Period: November 4, 2021 through November 22, 2021**
 - 5 written comments (email, online map)

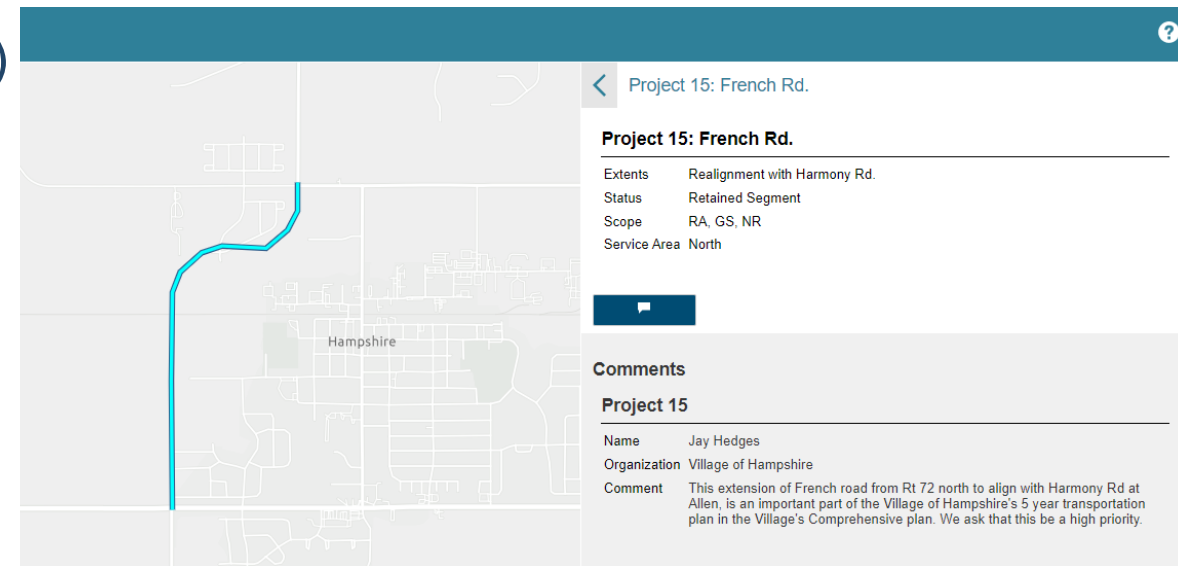








Image: Comment received via online map tool. Comment provided on proposed realignment of French Road with Harmony Road.

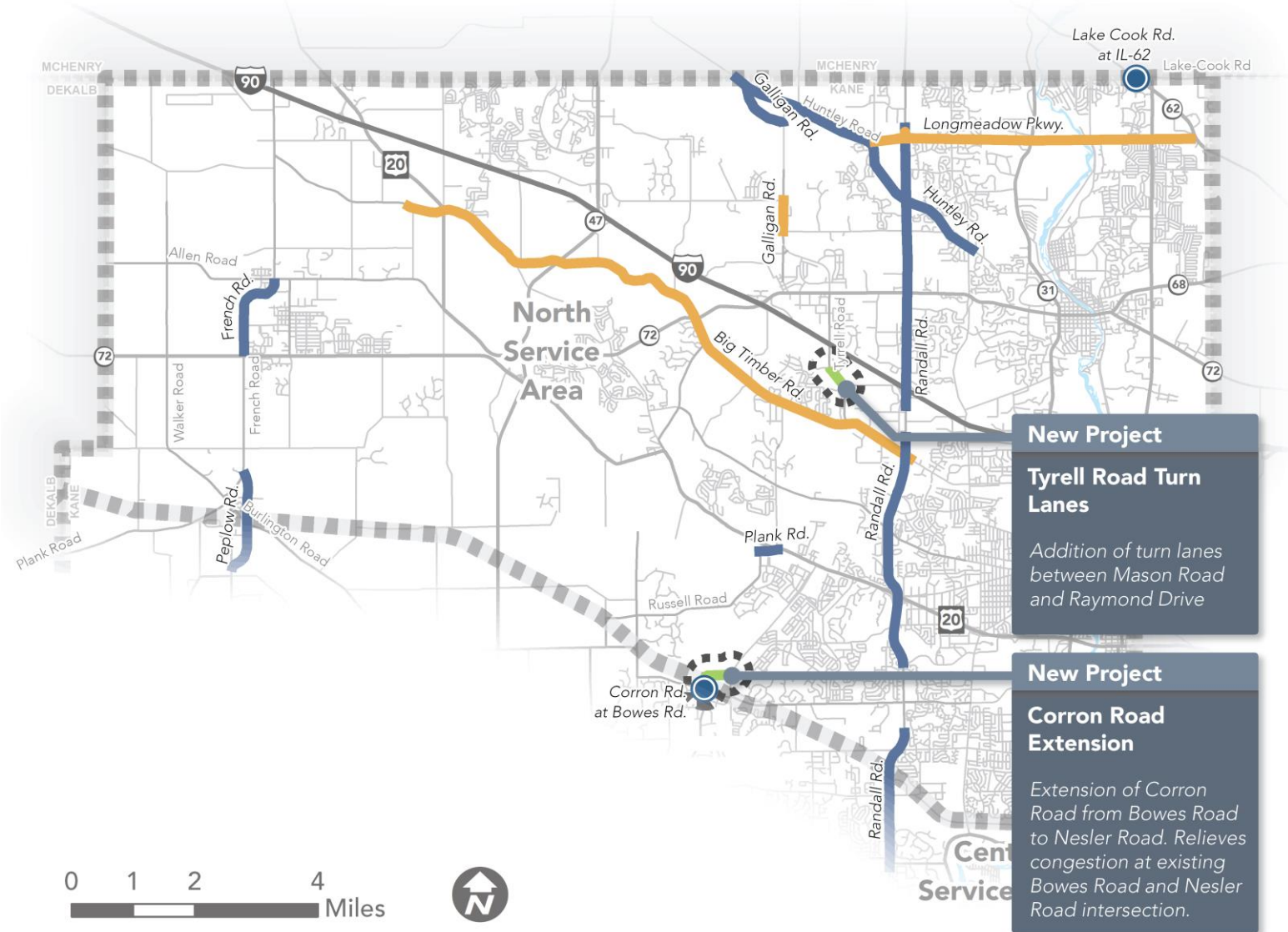
2030 PROJECTS

NORTH SERVICE AREA

-  New Intersection
-  Retained Intersection
-  Retained Intersection with Scope Update
-  New Segment
-  Retained Segment
-  Retained Segment with Scope Adjustment







Cost (\$ Million)

Total	\$446.21
Impact Fee Eligible	\$427.47



2030 PROJECTS

CENTRAL SERVICE AREA

-  New Intersection
-  Retained Intersection
-  Retained Intersection with Scope Update
-  New Segment
-  Retained Segment
-  Retained Segment with Scope Adjustment

Cost (\$ Million)







Total \$167.44

Impact Fee Eligible \$162.42



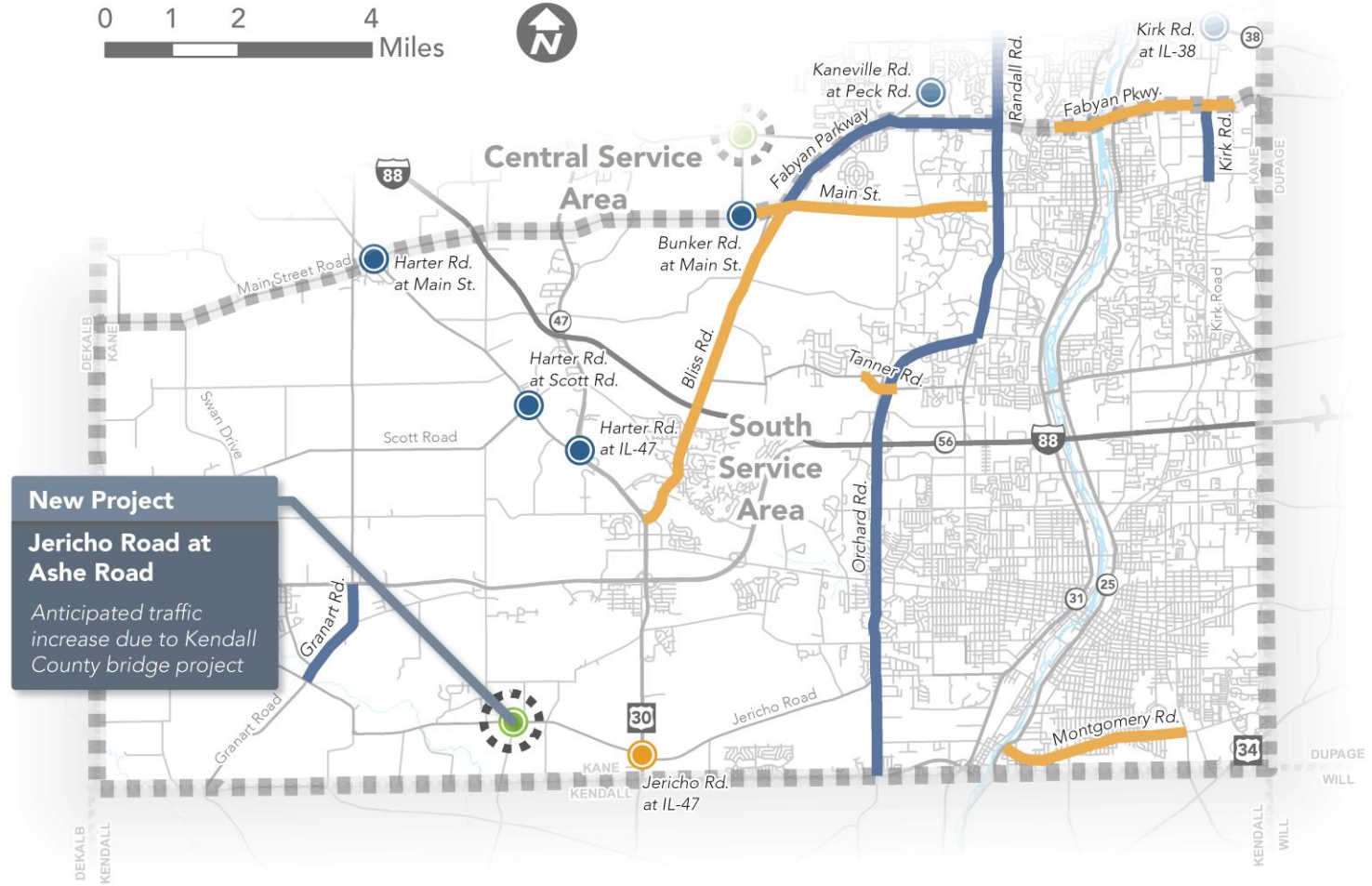
2030 PROJECTS

SOUTH SERVICE AREA

-  New Intersection
-  Retained Intersection
-  Retained Intersection with Scope Update
-  New Segment
-  Retained Segment
-  Retained Segment with Scope Adjustment

Cost (\$ Million)

Total	\$306.44
Impact Fee Eligible	\$238.29



2030 CRIP - PROPOSED FEE SCHEDULE

LAND USE	IMPACT UNIT	LUC (3)	GROSS IMPACT FEE PER IMPACT UNIT			REDUCED IMPACT FEE PER IMPACT UNIT		
			NORTH	CENTRAL	SOUTH	NORTH	CENTRAL	SOUTH
RESIDENTIAL								
SINGLE FAMILY DETACHED	DWELLING UNIT	210	\$2,721.19	\$2,725.81	\$2,736.12	\$1,360.59	\$1,362.91	\$1,368.06
SINGLE FAMILY ATTACHED	DWELLING UNIT	215	\$1,650.08	\$1,652.89	\$1,659.14	\$825.04	\$826.44	\$829.57
MULTI-FAMILY ATTACHED	DWELLING UNIT	220	\$1,476.39	\$1,478.90	\$1,484.49	\$738.20	\$739.45	\$742.25
AGE RESTRICTED HOUSING	DWELLING UNIT	251	\$868.46	\$869.94	\$873.23	\$434.23	\$434.97	\$436.62
COMMERCIAL RETAIL								
RETAIL 1 TO < 40,000 S.F. (4)	1,000 S.F. (1)	822	\$7,058.59	\$7,070.59	\$7,097.32	\$3,529.30	\$3,535.29	\$3,548.66
RETAIL 40,000 TO 150,000 S.F.	1,000 S.F. (1)	821	\$9,672.09	\$9,688.53	\$9,725.17	\$4,836.05	\$4,844.26	\$4,862.58
RETAIL OVER 150,000 S.F.	1,000 S.F. (1)	820	\$5,118.15	\$5,126.85	\$5,146.24	\$2,559.08	\$2,563.42	\$2,573.12
SUPERMARKET	1,000 S.F. (2)	850	\$12,436.42	\$12,457.55	\$12,504.66	\$6,218.21	\$6,228.77	\$6,252.33
GAS SERVICE STATION	FUELING POSITION	944	\$4,832.14	\$4,840.35	\$4,858.65	\$2,416.07	\$2,420.17	\$2,429.33
CONVENIENCE STORE/GAS STATION (GFA 2-4K)	FUELING POSITION	945	\$7,998.56	\$8,012.15	\$8,042.45	\$3,999.28	\$4,006.08	\$4,021.23
CONVENIENCE STORE/GAS STATION (GFA 4-5.5K)	FUELING POSITION	945	\$6,588.75	\$6,599.95	\$6,624.91	\$3,294.38	\$3,299.97	\$3,312.45
COMMERCIAL OFFICE								
GENERAL OFFICE	1,000 S.F. (2)	710	\$4,168.63	\$4,175.71	\$4,191.51	\$2,084.32	\$2,087.86	\$2,095.75
MEDICAL-DENTAL OFFICE	1,000 S.F. (2)	720	\$11,376.89	\$11,396.22	\$11,439.32	\$5,688.45	\$5,698.11	\$5,719.66
OFFICE PARK	1,000 S.F. (2)	750	\$3,763.35	\$3,769.74	\$3,784.00	\$1,881.67	\$1,884.87	\$1,892.00
BUSINESS PARK	1,000 S.F. (2)	770	\$3,531.76	\$3,537.76	\$3,551.14	\$1,765.88	\$1,768.88	\$1,775.57
COMMERCIAL INDUSTRIAL								
WAREHOUSING/DISTRIBUTION TERMINAL	1,000 S.F. (2)	150	\$521.08	\$521.96	\$523.94	\$260.54	\$260.98	\$261.97
SPECULATIVE INDUSTRIAL (5)	1,000 S.F. (2)	150/710	\$1,244.80	\$1,246.91	\$1,251.63	\$622.40	\$623.46	\$625.82
LIGHT INDUSTRIAL/INDUSTRIAL PARK	1,000 S.F. (2)	110	\$1,881.67	\$1,884.87	\$1,892.00	\$940.84	\$942.44	\$946.00
COMMERCIAL RESTAURANT								
FAST FOOD RESTAURANT	1,000 S.F. (2)	934	\$24,860.68	\$24,902.92	\$24,997.09	\$12,430.34	\$12,451.46	\$12,498.55
FINE DINING RESTAURANT	1,000 S.F. (2)	931	\$6,548.23	\$6,559.35	\$6,584.16	\$3,274.11	\$3,279.68	\$3,292.08
COMMERCIAL SERVICE								
DAY CARE	1,000 S.F. (2)	565	\$7,725.86	\$7,738.99	\$7,768.26	\$3,862.93	\$3,869.50	\$3,884.13
HOSPITAL	BED	610	\$4,892.35	\$4,900.67	\$4,919.20	\$2,446.18	\$2,450.33	\$2,459.60
NURSING HOME	BED	620	\$405.28	\$405.97	\$407.51	\$202.64	\$202.99	\$203.75
HOTEL/MOTEL	ROOM	320	\$1,042.16	\$1,043.93	\$1,047.88	\$521.08	\$521.96	\$523.94
OTHER								
RELIGIOUS INSTITUTION	1,000 S.F. (2)	560	\$1,418.49	\$1,420.90	\$1,426.28	\$709.25	\$710.45	\$713.14

NOTES AND ADDITIONAL INFORMATION

- GROSS LEASABLE FLOOR AREA (GLFA)**
THE AMOUNT OF FLOOR SPACE AVAILABLE TO BE LEASED OR RENTED. THE GROSS LEASABLE AREA IS THE TOTAL FLOOR AREA DESIGNED FOR TENANT OCCUPANCY AND EXCLUSIVE USE.
- GROSS FLOOR AREA (GFA)**
THE TOTAL FLOOR AREA CONTAINED WITHIN THE BUILDING MEASURED TO THE EXTERNAL FACE OF THE EXTERNAL WALLS.
- LAND USE CODES**
BASED ON DATA AVAILABLE IN THE ITE TRIP GENERATION MANUAL, 11TH EDITION.
- RETAIL 1 TO < 40,000 S.F.**
PASS-BY AND DIVERTED TRIP INFORMATION NOT AVAILABLE IN THE 11TH EDITION OF THE ITE TRIP GENERATION MANUAL FOR LUC 822; THEREFORE PASS-BY AND DIVERTED TRIP INFORMATION WAS UTILIZED FROM SIMILAR LAND USE, LUC 821.
- SPECULATIVE INDUSTRIAL**
RATE CALCULATED USING 80% OF LUC 150 AND 20% OF LUC 710 PER THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

NOTE: FOR A PROPERTY WITH ONLY ONE TENANT, THE MEASUREMENTS OF GFA AND GLFA ARE ESSENTIALLY EQUAL.

2026 CRIP - CURRENT FEE SCHEDULE

LAND USE	IMPACT UNIT	LUC	GROSS IMPACT FEE PER IMPACT UNIT			REDUCED IMPACT FEE PER IMPACT UNIT		
			NORTH	CENTRAL	SOUTH	NORTH	CENTRAL	SOUTH
RESIDENTIAL								
SINGLE FAMILY DETACHED	DWELLING UNIT	210	\$3,369.19	\$3,282.08	\$3,383.66	\$1,684.60	\$1,641.04	\$1,691.83
SINGLE FAMILY ATTACHED	DWELLING UNIT	230	\$1,751.98	\$1,706.68	\$1,759.51	\$875.99	\$853.34	\$879.75
MULTI-FAMILY ATTACHED	DWELLING UNIT	220	\$2,088.90	\$2,034.89	\$2,097.87	\$1,044.45	\$1,017.44	\$1,048.94
AGE RESTRICTED HOUSING	DWELLING UNIT	251	\$909.68	\$886.16	\$913.59	\$454.84	\$443.08	\$456.79
COMMERCIAL RETAIL								
RETAIL 1-50,000 S.F.	1,000 S.F. (1)	820	\$5,103.17	\$4,971.22	\$5,125.09	\$2,551.59	\$2,485.61	\$2,562.55
RETAIL 50,000-300,000 S.F.	1,000 S.F. (1)	820	\$7,677.46	\$7,478.95	\$7,710.44	\$3,838.73	\$3,739.48	\$3,855.22
RETAIL 300,000-1,000,000 S.F.	1,000 S.F. (1)	820	\$5,550.72	\$5,407.20	\$5,574.56	\$2,775.36	\$2,703.60	\$2,787.28
RETAIL OVER 1,000,000 S.F.	1,000 S.F. (1)	820	\$4,650.79	\$4,530.54	\$4,670.77	\$2,325.40	\$2,265.27	\$2,335.39
SUPERMARKET	1,000 S.F. (2)	850	\$9,581.98	\$9,334.23	\$9,623.14	\$4,790.99	\$4,667.11	\$4,811.57
CONVENIENCE MARKET	1,000 S.F. (2)	851	\$26,486.90	\$25,802.05	\$26,600.67	\$13,243.45	\$12,901.03	\$13,300.34
SERVICE STATION	FUELING POSITION	944	\$7,009.60	\$6,828.36	\$7,039.71	\$3,504.80	\$3,414.18	\$3,519.86
COMMERCIAL OFFICE								
GENERAL OFFICE	1,000 S.F. (2)	710	\$5,020.10	\$4,890.30	\$5,041.66	\$2,510.05	\$2,445.15	\$2,520.83
MEDICAL-DENTAL OFFICE	1,000 S.F. (2)	720	\$12,028.01	\$11,717.02	\$12,079.68	\$6,014.01	\$5,858.51	\$6,039.84
OFFICE PARK	1,000 S.F. (2)	750	\$4,986.40	\$4,857.47	\$5,007.82	\$2,493.20	\$2,428.74	\$2,503.91
BUSINESS PARK	1,000 S.F. (2)	770	\$4,245.18	\$4,135.42	\$4,263.42	\$2,122.59	\$2,067.71	\$2,131.71
COMMERCIAL INDUSTRIAL								
WAREHOUSING/DISTRIBUTION TERMINAL	1,000 S.F. (2)	150	\$1,078.14	\$1,050.26	\$1,082.77	\$539.07	\$525.13	\$541.39
FLEX INDUSTRIAL	1,000 S.F. (2)	N/A	\$1,853.06	\$1,805.14	\$1,861.01	\$926.53	\$902.57	\$930.51
LIGHT INDUSTRIAL/INDUSTRIAL PARK	1,000 S.F. (2)	110	\$3,268.12	\$3,183.62	\$3,282.15	\$1,634.06	\$1,591.81	\$1,641.08
COMMERCIAL RESTAURANT								
FAST FOOD RESTAURANT	1,000 S.F. (2)	934	\$11,000.41	\$10,715.98	\$11,047.66	\$5,500.21	\$5,357.99	\$5,523.83
OTHER RESTAURANT	1,000 S.F. (2)	931	\$6,308.81	\$6,145.69	\$6,335.91	\$3,154.41	\$3,072.85	\$3,167.96
COMMERCIAL SERVICE								
DAY CARE	1,000 S.F. (2)	565	\$4,157.58	\$4,050.08	\$4,175.44	\$2,078.79	\$2,025.04	\$2,087.72
HOSPITAL	BED	610	\$4,767.71	\$4,660.55	\$4,761.55	\$2,383.86	\$2,330.28	\$2,380.78
NURSING HOME	BED	620	\$741.22	\$722.06	\$744.41	\$370.61	\$361.03	\$372.20
HOTEL/MOTEL	ROOM	320	\$1,583.52	\$1,542.58	\$1,590.32	\$791.76	\$771.29	\$795.16
OTHER								
RELIGIOUS INSTITUTION	1,000 S.F. (2)	560	\$1,853.06	\$1,805.14	\$1,861.01	\$926.53	\$902.57	\$930.51

NOTES AND ADDITIONAL INFORMATION

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- 2 GROSS FLOOR AREA (GFA)**
 THE TOTAL FLOOR AREA CONTAINED WITHIN THE BUILDING MEASURED TO THE EXTERNAL FACE OF THE EXTERNAL WALLS.

NOTE: FOR A PROPERTY WITH ONLY ONE TENANT, THE MEASUREMENTS OF GFA AND GLFA ARE ESSENTIALLY EQUAL.

SUMMARY OF COMMENTS

- **Summary of Public Hearing Questions/Comments (in person)**
 - Requests for clarification on methodology used to develop the impact fee schedule.
 - Questions about reason (increased ITE-based trip generation) behind proposed increase in impact fees assessed for fast-food restaurant, daycare, and retail uses.
 - Request for a copy of the proposed ordinance (D.R. Horton).
 - General support for use of full spectrum of ITE data to assess impact fees through the proposed simplified individual assessment.

SUMMARY OF COMMENTS

- **Summary of Public Hearing Questions/Comments (in person)**
 - Several comments related to the proposed Corron Road extension project.
 - Plato Township Supervisor Tim Maroder expressed interest in the project.
 - Board Member Wojnicki noted that she has received a number of comments from area residents regarding congestion at the rail crossing.
 - Campton Hills Village President to provide crash history for Corron Road corridor.
 - Concern extension may create Randall Road bypass route.



SUMMARY OF COMMENTS

- **Elgin Development Group (submitted via email)**

The Elgin Development Group, a division of the Elgin Area Chamber of Commerce, would like to request that the Committee consider reducing fees and finding alternate ways to finance road improvements. The impact fee program discourages manufacturing companies from moving to Elgin and Kane County. We understand that there are many transportation needs within Kane County and agree that they are all important. The issue is that these fees discourage developers from constructing buildings designed for manufacturing. Instead, developers opt to build facilities for warehousing and distribution which generally create much fewer jobs. Please strike a balance between creating jobs and impact fees.

The EDG appreciates the reduction in various impact fee schedule categories. Also, the discounts for local skilled manufacturing job creation, mixed use development, residential density, mobility options, and downtown developments.

The Elgin Development Group very much appreciates that the Kane County Division of Transportation and the Kane County Impact Fee Committee has been very open to suggestions, professional in their handling of the proposed Impact Fee Ordinance, and transparent throughout the process.

SUMMARY OF COMMENTS

- **Village of Hampshire (submitted via online map)**

CRIP Project	Comment	Response
#17 - Realignment with Harmony Road <i>(previously mapped as Project #15)</i>	This extension of French road from Rt 72 north to align with Harmony Rd at Allen, is an important part of the Village of Hampshire's 5 year transportation plan in the Village's Comprehensive plan. We ask that this be a high priority.	For information.

SUMMARY OF COMMENTS

- **City of Aurora (submitted via online map)**

CRIP Project	Comment	Response
<p>#38 - Orchard Road, from US 30 to Randall Road <i>(previously mapped as Project #15)</i></p>	<p>City has been working with KDOT on replacement of wood board wall along both sides of Orchard from Coach & Surrey to Prairie, with a sound wall. May want to reflect this in the program.</p>	<p>For information. Not Impact Fee Eligible</p>

SUMMARY OF COMMENTS

- Kane County Board, District #15 (submitted via online map)

CRIP Project	Comment	Response
#7 - Intersection Improvements at Burlington Road/Old LaFox Road	This proposed traffic light would create more traffic on Old LaFox Road as a cut through road. Old LaFox is nearly 100% residential and would not be safe for residents as a cut through.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.
#31 - Intersection Improvements at LaFox Road/ Campton Hills Drive <i>(previously mapped as Project #28)</i>	A traffic light at this intersection would create more traffic on Campton Hills Road, which has significant historical farms on this road. I am opposed to using Campton Hills Road as a cut through road. Cyclists frequently use this road.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.

SUMMARY OF COMMENTS

- **Village of Campton Hills (submitted via email December 1)**

CRIP Project	Comment	Response
#9 - Intersection Improvements at Corron Road/Silver Glen Road	The established large lot subdivisions in concert with the extensive KCFPD Meissner and Campton Township Corron Farm give way to little potential for new homes and traffic. From Silver Glen to McDonald Rd is all permanent open space. Rarely, will one see more than two or three cars stacked, even at rush hour.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.
#10- Intersection Improvements at Corron Road/McDonald Road	See Corron/Silver Glen. However, one should also factor the additional and extensive stretch of the Meissner - Corron Forest Preserve, to the west on McDonald. Not many years ago this was slated by Elgin for 2000+ homes and retail/commercial. No longer...and no additional traffic. A similar observation that rarely are there more than 2-3 car stacked at this intersection.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.

SUMMARY OF COMMENTS

- Village of Campton Hills (submitted via email December 1)

CRIP Project	Comment	Response
<p>#31- Intersection Improvements at LaFox Road/Campton Hills Drive <i>(previously mapped as Project #28)</i></p>	<p>Campton Hills Rd. is very much a rolling and curvy country road. Adding (turning) lanes and/or signals is quite likely to redirect additional traffic from IL Rte. 38. Although the intersection may be 'improved' the additional traffic on this road will surely add to the currently marginal safety of this road. Currently, there is great visibility at this intersection, with the exception of the southwest corner for traffic traveling eastbound. I would offer the suggestions of trimming back the understory vegetation to increase the visibility to the south. Additionally, lowering the speed limit from Rte. 38 to Campton Hills Rd. might be in order. The cost tradeoff to a major construction project would be significant.</p>	<p>Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met. Will address all concerns with President Tyrrell</p>

MODIFICATIONS

- CRIP
 - Renumbered Projects (Tables 4-1, 4-2, 4-3, 7-1)
 - Added to Corron Road Extension, Project #11. Included potential improvements at intersection of Bowes Road and Nesler Road.
- Ordinance
 - Added Definitions
 - **Simplified individual assessment:** process to determine the impact fee for new development not otherwise identified in Section Seven of this Ordinance. A simplified individual assessment shall apply where the latest version of the Institute of Transportation Engineers Trip Generation Manual provides trip generation data for a Land Use Code(s) which represents the new development as provided for in Section Thirteen of this Ordinance.
 - **Standard individual assessment:** process to determine the impact fee for new development not otherwise identified in Section Seven of this Ordinance. A standard individual assessment shall apply where empirical trip generation data is used to define the unique operational characteristics of the new development as provided for in Section Thirteen of this Ordinance.

ACTION REQUESTED

- **Adopt, reject in whole or in part, or modify** the CRIP and Impact Fees (Ordinance) presented in the agenda packet and posted on the Impact Fee website.

Per the Statute, IFAC must take action within 30 days after the Public Hearing.

PUBLIC HEARING: NOVEMBER 16, 2021

ACTION BEFORE: DECEMBER 15, 2021

ACTION REQUESTED

- **Adopt** the Comprehensive Road Improvement Plan (CRIP) and Ordinance No. 22-XX Kane County Road Improvement Impact Fee Ordinance as presented in the agenda packet.

ACTION REQUESTED

- **Reject** the Comprehensive Road Improvement Plan (CRIP) and Ordinance No. 22-XX Kane County Road Improvement Impact Fee Ordinance as presented in the agenda packet.

[if reject in part, please specify]

ACTION REQUESTED

- **Modify** the Comprehensive Road Improvement Plan (CRIP) and Ordinance No. 22-XX Kane County Road Improvement Impact Fee Ordinance as presented in the agenda packet.

[please specify modifications]



NEXT STEPS

1

Project team to update *Procedures Guide for Road Improvement Impact Fees & Technical Specifications for Impact Fee Calculations*
County Attorney to complete final review of CRIP and Ordinance

2

Transportation Committee
Recommendation – December 2021
County Board – January 2022



THANK YOU

For more information, visit the Impact Fee webpage:

<http://kdot.countyofkane.org/Pages/Impact-Fees.aspx>