



## Kane County Road Improvement Impact Fee Advisory Committee (IFAC)

### Agenda

Tuesday, December 7, 2021 | 3:00 PM

In-person or online options:

Kane County Government Center | **County Board Room** | 719 Batavia Avenue, Bldg. A | Geneva, IL 60134

Online option: Click [here](#) to connect to the Zoom meeting

Phone information: 1-312-626-6799

Meeting ID: 850 7220 6885

Passcode: 392695

1. **Call to Order** | Drew Frasz
2. **Roll Call** | Lisa Larson
3. **Public Comment**
4. **Approval of Minutes of November 4, 2021**
5. **Consultant Report on Impact Fee Ordinance Update**
  - Overview of Public Hearing
    - Presentation Materials
    - Review comments received
  - Review of Modifications
  - **Adoption** – Adopt, reject in whole or in part, or modify the CRIP and Impact Fees (Ordinance) presented at the Public Hearing
6. **Old Business / Announcements**
7. **Next Meeting**
  - On call
8. **Adjournment**

*For more information regarding the 2022 Impact Fee Program Update, please contact Jackie Forbes, KDOT Chief of Planning and Programming via email at [forbesjackie@co.kane.il.us](mailto:forbesjackie@co.kane.il.us) or by phone at (630) 444-3142.*



**Kane County Road Improvement Impact  
Fee Advisory Committee  
Meeting Minutes – November 4, 2021**

**Members in Attendance:**

Chairman Drew Frasz	Kane County Board
Jennifer Becker	Kane County Division of Transportation
Dale Berman	Kane County Board
Bill Lenert	Kane County Board
Stephan Pickett	President, Sleepy Hollow
Tom Rickert	Kane County Division of Transportation
Jeff Schielke	Mayor, City of Batavia
Steve Super	Village Administrator, Village of South Elgin

**Others Present:**

Rory Fancler-Splitt	Kimley-Horn
Jackie Forbes	Kane County Division of Transportation
Tom Koppie	Kane County Board
Lisa Larson	Kane County Division of Transportation
Tracy Lehman	Kimley-Horn
Tony Lucenko	Elgin Development Group
Jan Siers	Rutland Township
Tim Sjogren	Kimley-Horn

**1. Call to Order**

Chairman Drew Frasz called the Kane County Road Improvement Impact Fee Advisory Committee meeting to order at 2:00 P.M.

**2. Roll Call**

A quorum was established with seven (7) voting members present.

**3. Public Comment**

There was no public comment

#### **4. Approval of Minutes of October 19, 2021**

The minutes were approved on motion by Dale Berman, second by Steve Super.

#### **5. Reports**

Rory Fancier-Splitt from Kimley-Horn explained the committee will be revisiting the draft CRIP, specifically the project list, and the draft fee schedule and ordinance. We will be asking the Committee to make a recommendation to move the CRIP forward to the Public Hearing. The Public hearing will include the project list, the fee schedule and ordinance.

Drew Frasz states he has a question about the new Amazon Warehouses. He wants to know if she reviews specific buildings and projects. Rory states the municipal feedback received via the online tool was very specific. Citing specific projects and land uses.

Tom Rickert further explains that the 2050 Transportation Plan looks at the holistic system including state routes and various municipal roads. However, the impact fee revenue is for County roads. The other portions of the system such as state routes are more directed to our state representative, with IDOT, as to which improvements need to occur.

Tom Koppie states his concerns about the growth in his area. Tom Rickert says the County is addressing those concerns on County roads per state statute. We are not allowed to utilize impact fees for anything but the County highway system. The County also talks with IDOT and the Council of Mayors a couple times a year about various concerns.

Court Airhart states that it is really great that there is job creation here. He feels we need to be business friendly because businesses come in to create new jobs.

Rory continues with a review of the CRIP projects . Two new projects in the North service area- the widening of Tyrell Road and the extension of Corron Road from Bowes to Nessler. Cost estimates were prepared for the projects in the North service area.

One comment regarding the French Road extension was received from the Village of Hampshire since our last meeting via the online mapping tool.

Rory pivots to the Central service area. There are two new projects for this area. The first project is the installation of a traffic signal and other intersection modification at the intersection of Bunker Road and Hughes Road.

The second project is Meredith Road extension south to Dauberman Road and the addition of traffic signals at Meredith Road and Keslinger Road.

No comments received from municipalities or stakeholders via the online mapping tool.

Rory goes on to discuss the South service area. One new intersection was identified which was Jericho Road at Ash Road, The addition of left turn lanes on the north bound and west bound approaches, and an addition of a right turn lane on the east bound approach. In general, there was a modification of the scope for five segment projects and one intersection project.

No comments were received online or via email.

Rory goes on to say that throughout this project KDOT staff has been committed to a thorough review of the CRIP project list, which has resulted in a decrease in the project cost, which ultimately decreases the impact fee cost.

Rory introduces the new fee schedule. The ITE Trip Generation Manual 11<sup>th</sup> Edition is the tool used as the data source both for the trip generation rate and trip reduction.

Tim Sjogren explains some of the changes in the fee schedule since the last update. There is an increase in trip generation in drive thru fast food restaurants, explaining that now restaurants have double drive thru lanes. Another example is now grocery stores having the ability to order ahead increasing the number of customers served. Daycare centers also reflect an increase. He states we wanted to use the latest data to create transparency in land use.

Rory explains some land uses that have changed or been eliminated from the fee schedule. An example is Flex Industrial has been replaced with Speculative Industrial.

Rory explains that while Individual assessments will be available, the IA has been re-imagined. The Individual Assessment Standard has been revised to include the new simplified analysis. The simplified analysis would allow the applicant to use the full spectrum of ITE data. The ITE manual covers 179 land uses while the current fee schedule only covers 25 land uses.

The presentation moves forward to explain the difference between diverted trips and pass by trips.

Rory shows a slide and states under the proposed ordinance we are proposing a 50% multiplier. The slide shows the reduced fee for various land uses such as restaurants.

Tom Rickert gives a history of the multiplier. The multiplier was an aspect of the ordinance from the beginning to address a number of difference factors that may influence the actual cost. We decided to look at a reduction because of the economy at the time. In 2008, there were concerns in the economy. Today COVID has had a significant influence as well.

Rory continues the presentation on how most land uses have decreased. She gives the difference in cost between the current impact fee schedule and the proposed ITE 11<sup>th</sup> edition.

Rory says we will ideally have an online tool that will help the development community decide if they should use the simplified analysis. Tom Rickert states that KDOT staff will work with developers to assist them with their individual assessments.

Rory states there are some positive proposed changes to the ordinance, such as: including a Transportation Committee review process of an impact fee credit agreement or a payment agreement at the next regularly scheduled meeting to increase transparency.

In the Ordinance, the Discounts were streamlined. The discounts are based on mobility, mixed use, residential density, downtown, industrial, and skilled manufacturing job creation. Skilled job creation must be verified in writing by the permitting municipality or agency, local economic development, or local workforce development board and submitted before the discount will be granted.

Rory goes over next steps. She states the requested action for today is recommending the

CRIP including the ordinance and fee schedule for public hearing. The public hearing is tentatively scheduled for November 16 2021. The comment period will continue through November 22, 2021.

On December 7, 2021 we will reconvene with a goal to move forward to Transportation Committee in January and then to County Board in February. By state statute, this process needs to be completed by March of 2022.

Drew Frasz asks for a motion to approve moving the CRIP, Ordinance and Fee Schedule to the Public Hearing.

Approved on motion by Jeffrey Schielke, second by Dale Berman.

Lisa Larson calls the roll, motion passes.

## **6. Old Business / Announcements**

The Public Hearing will be held on November 16, 2021 from 5:30 p.m. to 7:00 p.m.

## **7. Next Meeting**

December 7, 2021 at 3:00 P.M. Committee members requested the meeting be held in a different room because of sound issues. Jackie Forbes will look at reserving the County Board Room.

## **8. Adjournment**

Dale Berman makes a motion to adjourn, Jeff Schielke seconds the motion. The meeting was adjourned at 3:30 p.m.

# Kane County

## Division of Transportation



Comprehensive Road Improvement  
Plan for Impact Fees

**COUNTY BOARD ADOPTED:**



# Contents

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Glossary of Terms .....	IV
Preface.....	V

## Sections

1. Existing Highway System .....	1
Network Performance Measures.....	4
Existing Deficiencies .....	5
Kane County Highway System Performance Levels .....	8
2. Commitment to Cure Existing Deficiencies.....	11
3. Land Use Assumptions.....	13
4. Proposed Roadway Improvement Plan .....	17
5. Funding Sources .....	35
6. Intergovernmental Agreements .....	39
7. Proposed Road Improvement Schedule.....	40

## Appendixes

- A. Technical Specifications for Impact Fee Calculations
- B. Public Hearing Comments and Proceedings
- C. Impact Fee Ordinance

## Tables

Table 1-1: Kane County Highways .....	1
Table 1-2: Urban Highway Level of Service <sup>A</sup> .....	4
Table 1-3: Signalized Intersection Level of Service .....	4
Table 3-1: Households by Township, 2015 – 2050 .....	14
Table 3-2: Population by Township, 2015 – 2050 .....	15
Table 3-3: Employment by Township, 2015 – 2050 .....	16
TABLE 4-1: Proposed Roadway Improvement Plan .....	17
Table 4-2: Scope of Proposed Improvements .....	22
TABLE 4-3: Impact fee-eligible Project Cost (\$Million) by Service Area .....	32
Table 5-1: Projected Highway Revenue, FY 2021-2030 .....	35
Table 5-2: Annual Projected Highway Revenue, FY 2021-2030 <sup>A</sup> .....	36
TABLE 7-1: Proposed Roadway Improvement Plan .....	40

## Figures

Figure 1-1: Kane County Highway system.....	3
Figure 1-2: Kane County Impact Fee Service Areas.....	7
Figure 1-4: Modeled 2020 Level of Service, Central Service Area .....	9
Figure 1-5: Modeled 2020 Level of Service, South Service Area .....	10
Figure 4-1: Proposed Roadway Improvement Plan .....	21



# Glossary of Terms

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The following are terms and their associated meanings that may be found within the plan.

ADT: Average Daily Traffic. This is the typical number of vehicles traveling a section of road over the course of a normal 24-hour weekday.

Capacity: The maximum sustainable flow rate at which vehicles can be expected to traverse a uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental and control conditions. Expressed in this report as vehicles per hour per lane of roadway, or vehicles per hour entering an intersection,

CMAP: The Chicago Metropolitan Agency for Planning.

County: The County of Kane, State of Illinois.

CRIP: The Comprehensive Road Improvement Plan for Impact Fees.

FY: Fiscal Year.

IDOT: The Illinois Department of Transportation.

ISTHA: The Illinois State Toll Highway Authority.

KDOT: The Kane County Division of Transportation.

Lane-Miles: The number of lanes multiplied by the length of a roadway segment.

Local Option MFT: Motor fuel tax imposed by the County and collected at the pump for the purposes of road improvements on roads under the jurisdiction of Kane County.

LOS: Level of Service. A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. For roadways, LOS is typically expressed in terms of average operating speed ranging from LOS A (highest speed) to LOS F (lowest speed, or failure). Intersection LOS is typically based on delay time; the greater the delay time, the worse the level of service. Again, poorest performance receives the lowest LOS grade (E or F).

MFT: Motor Fuel Tax. The state allocation of revenues collected on gasoline at the pump disbursed to Kane County.

VMT: Vehicle Miles of Travel. This is the average daily traffic (ADT) on a roadway segment or group of roadway segments, multiplied by the length of the roadway segment in miles.

# Preface

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Impact fee programs are widely used by local governments throughout the United States to offset the high cost of providing fire, police, water, sanitary, school, road, and other services to new residents and businesses locating within their jurisdiction. These programs are used particularly in fast growing suburban communities, locations with high tourism or high retirement development and areas of extreme environmental sensitivity. By and large, the fees collected do not cover all the costs a unit of government accrues in providing a service. These fees do allow the implementing agency the opportunity to use its primary funding sources such as property taxes, motor fuel taxes, and state and federal assistance for the purpose of maintaining the existing infrastructure, correcting existing deficiencies in the infrastructure, and supplementing other funding sources to enable construction of improvements to the capacity of the highway system.

In Illinois, revenues available for highway purposes are strictly limited by statute. The size of the state Motor Fuel Tax is limited and Kane County has raised its local option MFT to the maximum amount. Property tax levies are limited by the Property Tax Extension Limitation Law. The County aggressively seeks outside funding for highway improvement projects from the state and Federal governments. Impact fees are needed to help fill the gap between the extensive needs and limited tax revenues.

## General Goals

The *Road Improvement Impact Fee Law* created by the State of Illinois in 1989 cites two general goals for those agencies implementing impact fee programs in Illinois.

1. ". . . the imposition of such road improvement impact fees is designed to supplement other funding sources so that the burden of paying for road improvements can be allocated in a fair and equitable manner."
2. ". . . to promote orderly economic growth throughout the State by assuring that new development bears its fair share of the cost of meeting the demand for road improvements through the imposition of road improvement impact fees."

Kane County supports these goals through the publication of this Comprehensive Road Improvement Plan for Impact Fees.

## Objectives of the Plan

The Comprehensive Road Improvement Plan (CRIP) is a document required of each unit of local government wishing to implement the Road Improvement Impact Fee Law (605 ILCS 5/5-901 to et seq.). The Plan's primary function is to support the statute's goals by describing the existing roadway network and traffic conditions, quantifying the anticipated new development upon which the estimated improvements are based, identifying available funding sources, and listing the highway improvements anticipated to be needed, along with their estimated costs and anticipated year of construction.

Because the CRIP is designed to pertain only to highways under Kane County jurisdiction, recommendations for short and long-range improvements on highways maintained by other governmental jurisdictions are not included in the recommended project list in Section 4. Intersections of highways under Kane County jurisdiction and highways under jurisdiction of other units of government are included.

## **Guide to the Plan**

In accordance with the provisions of the Road Improvement Impact Fee Law, the CRIP is comprised of seven sections. The following synopsis provides a general idea of each section.

### **Section 1: Existing Highway System**

Section 1 provides a description of all existing highways under the jurisdiction of the County, a list of deficiencies as of 2002 (the year of the County's initial CRIP), and an estimate of all costs related to curing the existing deficiencies, including but not limited to the upgrading, updating, improving, expanding or replacing of such highways and the current level of service of the existing highways.

### **Section 2: Commitment to Cure Existing Deficiencies**

Section 2 demonstrates the County's commitment to constructing the improvements identified in Section 1 as being needed to cure the existing deficiencies in the County Highway system, where practicable.

### **Section 3: Land Use Assumptions**

Section 3 presents the land use assumptions update adopted by the Kane County Board for this plan.

### **Section 4: Proposed Roadway Improvement Plan**

Section 4 provides a description of the County highways proposed to be improved, expanded, enlarged or constructed to serve new development identified in Section 3, Land Use Assumptions, together with an estimate of all costs related to the improvement, expansion, enlargement or construction of those County highways.

### **Section 5: Funding Sources**

Section 5 identifies all sources and levels of funding available to the County for the financing of the highway improvements identified in Sections 1 and 4.

### **Section 6: Intergovernmental Agreements**

As the County's proposed amended Road Improvement Impact Fee Ordinance provides only for the improvement of County Highways, this Section simply notes that any improvements to highways, roads or streets under another governmental jurisdiction may be funded with impact fees only to the extent needed to ensure the efficient operation of an adjacent intersection with a County Highway.

### **Section 7: Proposed Road Improvement Schedule**

Section 7 provides a schedule setting forth estimated dates for commencing construction of all highway improvements identified in the CRIP.

SECTION 1

# Existing Highway System

As of 2020, the highway system in Kane County consisted of more than 2,100 miles of highways, including Interstate Highways, Freeways and Expressways, Arterials, Collectors and Local Streets. These highways are under the jurisdiction of the Illinois State Toll Highway Authority, the Illinois Department of Transportation (IDOT), Kane County, over thirty Municipalities, and sixteen Township Road Districts. Kane County has jurisdiction over approximately 300 miles of highways, primarily arterials and collectors, as defined by IDOT. Highways under the jurisdiction of Kane County are listed in **Table 1-1** and are shown on **Figure 1-1**.

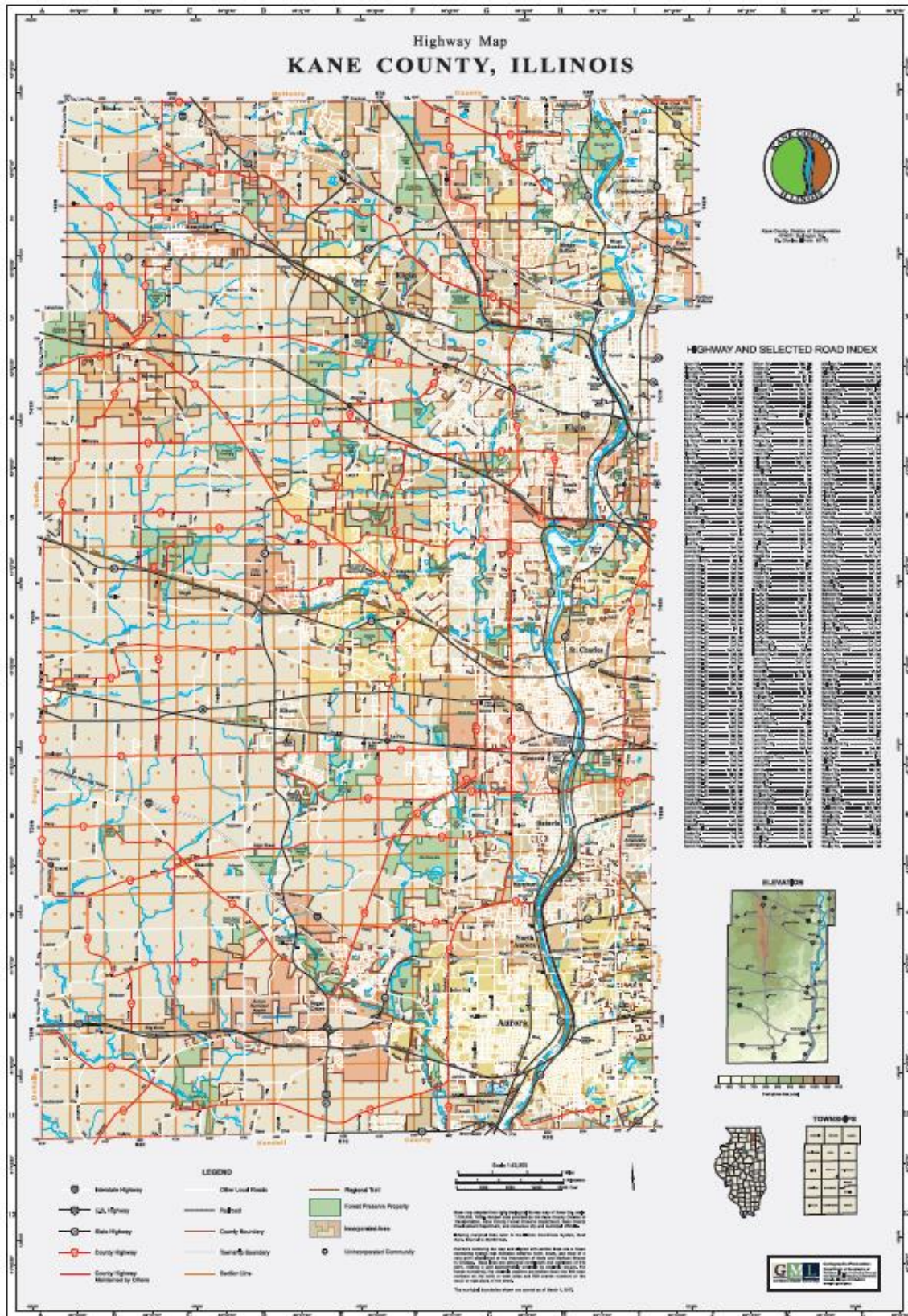
**TABLE 1-1: KANE COUNTY HIGHWAYS**

CH #	Route	From	To
1	West County Line Road	Main Street Road	IL-64
2	Burlington Road	Railroad Road	IL-64
3	Allen Road	Harmony Road	US-20
4	Harter Road	Perry Road	IL-47
5	Silver Glen Road	IL-47	IL-31
6	Galligan Road	IL-72	Huntley Road
8	Fabyan Parkway	Main Street Road	DuPage County Line
10	Main Street Road	West Co. Line Road	Randall Road
11	Peplow Road – French Road	IL-64	IL-72
14	Meredith Road	Keslinger Road	IL-64
15	Healy/Tanner Roads - Oak Street	Bliss Road	Orchard Road
16	Bunker Road	Main Street Road	Keslinger Road
17	Bowes Road	Muirhead Road	McLean Boulevard
18	McLean Boulevard	Spring Street	Bowes Road
19	Dunham Road	Kirk Road	IL-25
20	Army Trail Road	IL-25	DuPage County Line
21	Big Timber Road	Harmony Road	Randall Road
22	Plank Road	Burlington Road	US-20
23	Thatcher Road	DeKalb County Line	Beith Road
24	Jericho Road	US-30	Orchard Road

TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
26	Hughes Road	IL-47	Fabyan Parkway
27	Sauber Road - Lees Road	IL-64	IL-47
28	McGough Road	IL-64	Peplow Road
29	Montgomery Road	IL-25	Hill Avenue
30	Huntley Road	McHenry County Line	Sleepy Hollow Road
32	Plato Road	Burlington Road	Bowes Road
33	Russell Road	Plato Road	Plank Road
34	Randall Road	Orchard Road	McHenry County Line
35	Granart Road	Kendall County Line	Rhodes Street
36	Harmony – Getty	Allen Road	US-20
37	Stearns Road	Randall Road	DuPage County Line
38	Plank Road	DeKalb County Line	Burlington Road
41	Keslinger Road	DeKalb County Line	Randall Road
44	Davis – Scott – Swan Road	US-30	Main Street Road
45	Allen Road	DeKalb County Line	Harmony Road
46	Burlington – Walker Road	Plank Road	Allen Road
47	Highland Avenue	Coombs Road	Randall Road
48	Scott Road	Davis Road	Harter Road
49	Ellithorpe Road	McGough Road	Burlington Road
51	Dittman Road	Burlington Road	Plato Road
56	Ramm Road	McGough Road	IL-47
59	Tyrrell Road	Big Timber Road	IL-72
61	West Bartlett Road	IL-25	Cook County Line
62	Dauberman Road	US-30	Keslinger Road
69	Empire Road	IL-47	Burlington Road
71	Mooseheart Road	Randall Road	IL-31
77	Kirk Road	IL-56	Dunham Road
78	Bliss Road	IL-47	Main Street Road
80	Corron Road	Burlington Road	Bowes Road
81	LaFox Road	Keslinger Road	IL-64
83	Orchard Road	US-30	Randall Road
84	Kaneville – Peck Road	Fabyan Parkway	IL-38
86	Longmeadow Parkway	Huntley Road	IL-62

FIGURE 1-1: KANE COUNTY HIGHWAY SYSTEM



## System Performance Measures

Transportation engineers measure the performance of a segment of highway or a highway intersection in terms of level of service (LOS) during the highest traffic period of the day; usually the afternoon peak hour of traffic. The level of service of a highway segment is measured in terms of average operating speed. The level of service of an intersection is measured in terms of average vehicular delay. Levels of service range from A, representing free-flow conditions, to F, representing heavy congestion and/or gridlock. LOS values of D or better are generally considered to be acceptable. Segments and Intersections that operate at a level of service of E or F are considered deficient due to excessive travel delays. The thresholds used to convert modeled travel speeds into LOS values are shown **Table 1-2**. Signalized intersections are rated in accordance with **Table 1-3**. These ratings are based on national standards adopted by the Transportation Research Board.

**TABLE 1-2: URBAN HIGHWAY LEVEL OF SERVICE<sup>A</sup>**

Level of Service (LOS)	Average Travel Speed (MPH)						
	55 MPH Speed Limit	50 MPH Speed Limit	45 MPH Speed Limit	40 MPH Speed Limit	35 MPH Speed Limit	30 MPH Speed Limit	25 MPH Speed Limit
A	44	40	36	32	28	24	20
B	37	34	30	27	23	20	17
C	28	25	23	20	18	15	13
D	22	20	18	16	14	12	10
E	17	15	14	12	11	9	8
F	<17	<15	<14	<12	<11	<9	<8

A – Reproduced from Table 18-1 in the Highway Capacity Manual, 6th Edition

**TABLE 1-3: SIGNALIZED INTERSECTION LEVEL OF SERVICE**

LOS	Average Vehicular Delay (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80



## Existing Deficiencies

When Kane County adopted its first Comprehensive Road Improvement Plan for impact fees, the County identified six highway segments and sixteen intersections that operated at a deficient level of service (LOS E or F). These are identified in **Table 1-4** and **Table 1-5**, respectively. These tables also identify the reason for the deficiency and the estimated cost to bring the intersection or roadway segment into an acceptable level of service based on 2002 traffic volumes.

<b>TABLE 1-4: KANE COUNTY HIGHWAY SEGMENTS WITH A DEFICIENT LOS IN 2002</b>					
	Roadway	Extents	Reason for Deficiency		Est. Cost
			LOS		
Included in Project #2	Big Timber Road	IL-72 to Damisch Rd.	E	Heavy westbound volumes	See <b>Table 4-1</b> , project #2
Improvement Completed	Keslinger Road	Peck Rd. to Randall Rd.	E	Heavy eastbound volumes	-
Improvement Completed	LaFox Road	Keslinger Rd. to IL-38	E	Heavy northbound volumes at IL-38	-
Improvement Completed	LaFox Road	IL-38 to Campton Hills Rd.	E	Heavy southbound volumes at IL-38	-
Improvement Completed	Kirk Road	IL-56 to Wind Energy Pass	E	Heavy northbound and southbound volumes	-

**TABLE 1-5: KANE COUNTY INTERSECTIONS WITH A DEFICIENT LOS IN 2002**

Project	Intersection	LOS	Reason for Deficiency	Est. Cost
Improvement Completed	Kirk Rd. @ IL-56	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Burlington Rd. @ IL-47	F	Heavy approach volumes on IL-47	-
Included in Project #2	Big Timber Rd. @ IL-72	F	Heavy westbound and southbound approach volumes	See <b>Table 4-1</b> , project #2
Improvement Completed	Huntley Rd. @ Square Barn Rd.	F	Heavy westbound approach and eastbound left turn volumes	-
Improvement Completed	Randall Rd. @ Crane Road	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Randall Rd. @ Longmeadow Pkwy.	F	Heavy northbound and southbound approach volumes	-



Project	Intersection	LOS	Reason for Deficiency	Est. Cost
Included in Project #14	Fabyan Pkwy. @ Paramount Pkwy.	F	Heavy westbound approach volume	See <b>Table 4-1</b> , project #14
Improvement Completed-	Mooseheart Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	LaFox Rd. @ IL-38	F	Heavy eastbound and westbound approach volumes	-
Improvement Completed-	Silver Glen Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Fabyan Pkwy. @ Kaneville Rd.	F	Heavy westbound approach volume	-
Improvement Completed	Randall Rd. @ IL-64	E	Heavy turning volumes on all approaches	-
Included in Project #37	Randall Rd. @ US-20 Ramps / Foothill Dr.	E	Heavy northbound and southbound approach volumes; heavy eastbound turning movements	See <b>Table 4-1</b> , project #37
Improvement Completed	Kirk Rd. @ Fabyan Pkwy.	E	Heavy turning movements on all approaches	-
Jurisdiction Transferred	Penny Rd. @ IL-68	E	Heavy westbound and eastbound approach volumes	-
Improvement Completed	Main St. @ Nelson Lake Rd.	E	Heavy westbound approach volume	-

## Impact Fee Service Areas

The CRIP program divides Kane County (and the County highway network) into three service areas. Impact fees generated within a given service area must be expended entirely within that same service area, helping to ensure that the funds benefit the portion of the County they are collected in. Service area boundaries are shown in **Figure 1-2**.



# Kane County Highway System Performance Levels

The modeled 2020 level of service for each segment on the County highway network is shown in Figure 1-3 for the North service area, Figure 1-4 for the Central service area, and Figure 1-5 for the South service area. The LOS values symbolized on Figures 1-3 to 1-5 represents the average bidirectional travel speed on each segment over the course of a 24-hour day. Segment travel speeds were converted to LOS values using the thresholds summarized in Table 1-2.

Figure 1-3: Modeled 2020 Level of Service, North Service Area

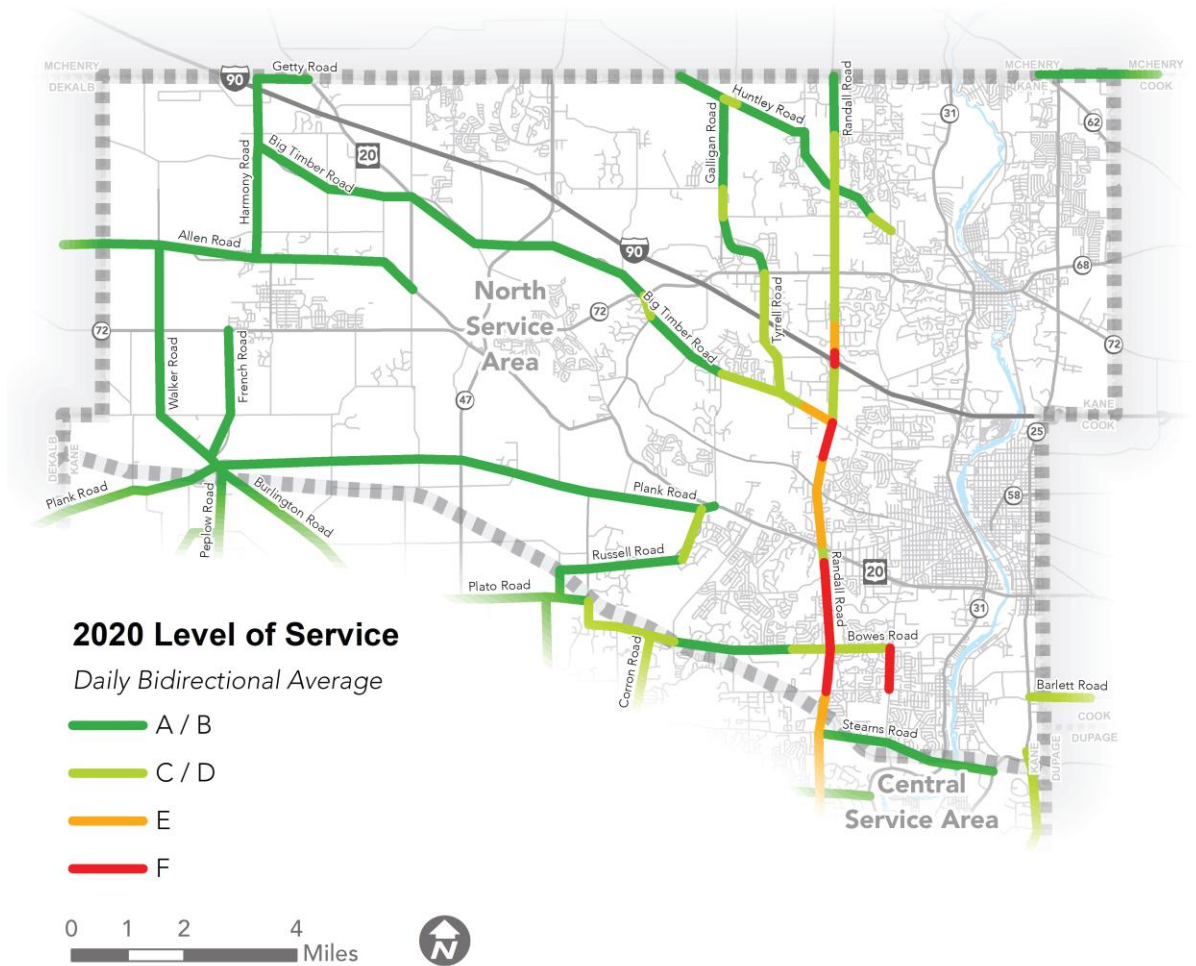




FIGURE 1-4: MODELED 2020 LEVEL OF SERVICE, CENTRAL SERVICE AREA

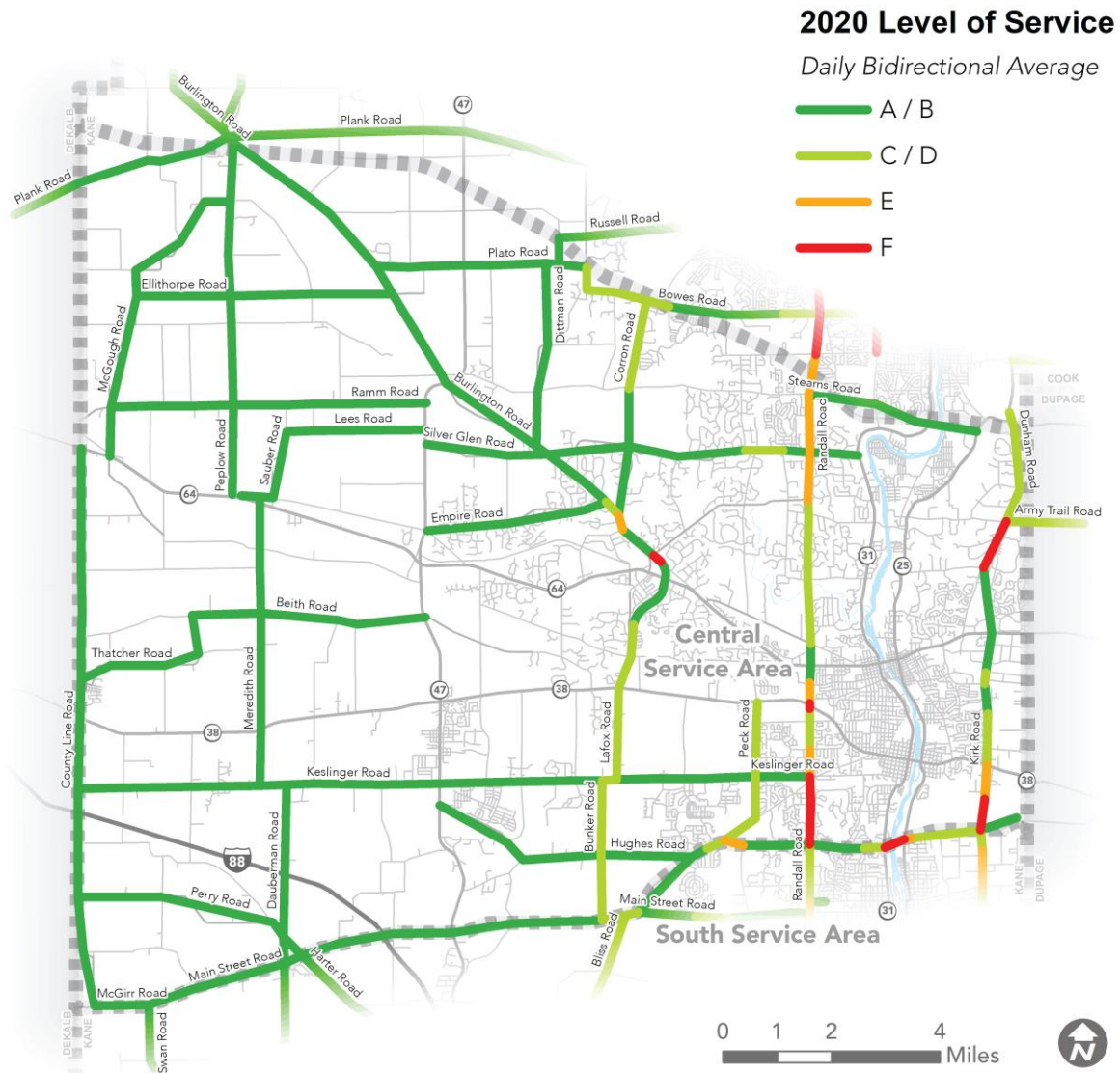


FIGURE 1-5: MODELED 2020 LEVEL OF SERVICE, SOUTH SERVICE AREA



SECTION 2

## **Commitment to Cure Existing Deficiencies**

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Through adoption of this CRIP, the County of Kane is committed to correcting, to the extent practicable, the deficiencies in the County highway system identified in Section 1 of this Plan. The projects needed to correct existing deficiencies are identified in Section 1. The proposed Impact Fee-eligible projects needed to correct the existing deficiencies are identified in Section 4, and a schedule for their implementation can be found in Section 7.



## SECTION 3

# Land Use Assumptions

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To confirm the need for existing CRIP projects, and to identify new projects, the location and magnitude of future growth within Kane County must be forecasted. Projections for household, population, and employment growth were sourced from data produced by the Chicago Metropolitan Agency for Planning (CMAP). To maintain consistency with the recently-completed Kane County 2050 Long-Range Transportation Plan (LRTP), the same base CMAP dataset was used in the LRTP was used for the CRIP update.

To model growth over time, the base CMAP data for 2015, 2020, 2030, 2040, and 2050 was aggregated into traffic analysis zones (TAZ). TAZ-level data for 2020 and 2030 was presented to Kane County municipalities for comment. Based on municipal feedback, comments from the public hearing process, and further input from KDOT staff, the base 2020 and 2030 data was refined to align with anticipated growth in the County.

The refined land use estimates for the 2030 CRIP update were validated at the county level using 2010 and 2020 Census data and CMAP regional assumptions to maintain consistency between regional and local planning efforts.

Adjustments to variations at the township level were reconciled and households, population and employment were re-allocated based on local coordination and input from KDOT staff to better reflect current and future projected land uses.

Using these forecasts, together with specific allocation at the traffic analysis zones, the land use assumptions contained in **Tables 3-1**, **Table 3-2**, and **Table 3-3** were adopted by the Kane County Board to be used in the travel demand model to assist with the development the 2030 CRIP for Kane County.



TABLE 3-1: HOUSEHOLDS BY TOWNSHIP, 2015 – 2050

Township <sup>A</sup>	2015 <sup>B</sup>	2020 <sup>C</sup>	2030 <sup>C</sup>	2050 <sup>B</sup>
Aurora	47,497	49,976	56,090	68,213
Batavia	13,230	14,194	16,089	18,536
Big Rock	720	983	1,724	3,988
Blackberry	5,026	5,437	6,468	11,018
Burlington	747	1,035	1,922	5,490
Campton	5,570	6,281	7,554	10,528
Dundee	21,582	23,442	27,880	33,914
Elgin	35,180	37,244	42,615	49,101
Geneva	9,809	10,733	12,797	15,548
Hampshire	3,066	4,031	5,895	9,599
Kaneville	493	545	674	1,199
Plato	2,545	3,749	4,803	7,431
Rutland	9,144	10,835	13,922	19,286
St. Charles	18,852	20,454	22,892	25,486
Sugar Grove	7,097	7,806	8,395	15,916
Virgil	781	961	1,345	2,952
<b>TOTAL</b>	<b>181,339</b>	<b>197,706</b>	<b>231,065</b>	<b>298,205</b>

A - Political Township: Kane County GIS Department

B - 2015 and 2050 Households: CMAP 2018 Quarter 3 Conformity Analysis

C - 2020 and 2030 Households: CMAP 2018 Quarter 3 Conformity Analysis Adjusted Based on County and Municipality Feedback

TABLE 3-2: POPULATION BY TOWNSHIP, 2015 – 2050

Township <sup>A</sup>	2015 <sup>B</sup>	2020 <sup>C</sup>	2030 <sup>C</sup>	2050 <sup>B</sup>
Aurora	146,217	152,356	166,308	197,184
Batavia	36,014	38,227	42,277	47,429
Big Rock	1,890	2,494	3,832	8,105
Blackberry	15,410	16,436	18,767	29,701
Burlington	1,998	2,723	4,343	11,298
Campton	16,873	18,604	21,475	28,462
Dundee	65,503	70,271	81,378	95,903
Elgin	102,049	106,881	118,885	133,968
Geneva	26,053	27,977	31,567	37,294
Hampshire	8,126	10,049	13,203	20,156
Kaneville	1,232	1,361	1,650	2,820
Plato	7,475	10,222	12,295	18,135
Rutland	23,475	26,833	32,955	41,320
St. Charles	50,286	53,593	58,293	63,650
Sugar Grove	20,101	21,695	22,331	39,637
Virgil	2,051	2,468	3,167	6,476
<b>TOTAL</b>	<b>524,753</b>	<b>562,190</b>	<b>632,726</b>	<b>781,538</b>

A - Political Township: Kane County GIS Department

B - 2015 and 2050 Population: CMAP 2018 Quarter 3 Conformity Analysis

C - 2020 and 2030 Population: CMAP 2018 Quarter 3 Conformity Analysis Adjusted Based on County and Municipality Feedback

TABLE 3-3: EMPLOYMENT BY TOWNSHIP, 2015 – 2050

Township <sup>A</sup>	2015 <sup>B</sup>	2020 <sup>C</sup>	2030 <sup>C</sup>	2050 <sup>B</sup>
Aurora	49,900	53,077	56,544	69,720
Batavia	14,214	14,469	15,246	18,474
Big Rock	3,660	3,727	4,064	5,379
Blackberry	3,122	3,256	3,744	6,660
Burlington	539	610	942	3,253
Campton	2,318	2,468	2,937	4,890
Dundee	33,156	36,344	39,382	46,501
Elgin	39,185	40,646	43,411	52,786
Geneva	23,824	24,140	25,394	27,938
Hampshire	2,632	2,766	3,243	5,926
Kaneville	431	460	571	986
Plato	906	997	1,296	3,027
Rutland	3,919	4,861	7,433	9,433
St. Charles	27,685	28,716	30,115	33,239
Sugar Grove	4,756	5,607	5,905	11,154
Virgil	331	377	554	1,653
<b>TOTAL</b>	<b>210,578</b>	<b>222,521</b>	<b>240,781</b>	<b>301,019</b>

A - Political Township: Kane County GIS Department

B - 2015 and 2050 Employment: CMAP 2018 Quarter 3 Conformity Analysis

C - 2020 and 2030 Employment: CMAP 2018 Quarter 3 Conformity Analysis Adjusted Based on County and Municipality Feedback

## SECTION 4

# Proposed Highway Improvement Plan

Following adoption of the ten-year Land Use Assumptions by the Kane County Board, projected traffic volumes on County highways were estimated using a transportation planning model. Resulting traffic volumes were used to identify highway improvement projects needed to accommodate future development and maintain an acceptable level of service on County highways. The cost of those projects, including engineering, land acquisition and construction were estimated. The proposed roadway program was reviewed by the Impact Fee Advisory Committee and municipal comments were solicited. After extensive review and discussion, the projects identified in **Table 4-1** and depicted in **Figure 4-1** were recommended by the Impact Fee Advisory Committee. For those projects that in whole or in part are needed to address the existing deficiencies identified in Section 1, the portion of the total project cost needed to address existing deficiencies is not included in the impact fee-eligible portion of the project cost. The scope of proposed improvements included in each CRIP project is summarized in **Table 4-2**. The allocation of impact fee-eligible project costs to service areas is shown in **Table 4-3**.

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost (\$Mill)	IF Cost (\$Mill)
1	Beith Rd.	at IL-47	CH, SI	Y	1.30	1.30
2	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-3, WI-4, RA, SI, CH	P	78.08	77.61
3	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.	WI-3, RA, CH, SI, BR	Y	20.96	20.96
4	Bunker Rd.	at Hughes Rd.	SI, PH-1	Y	0.48	0.48
5	Bunker Rd.	at Main St.	SI, CH	Y	2.25	2.25
6	Bunker Rd.	Realignment with LaFox Rd.	RA, SI, NR	Y	6.04	6.04
7	Burlington Rd.	at Old LaFox Rd.	CH, SI	Y	1.86	1.86
8	Corron Rd.	at Bowes Rd.	CH, SI	Y	0.66	0.66
9	Corron Rd.	at Silver Glen Rd.	CH, SI	Y	1.20	1.20
10	Corron Rd.	at McDonald Rd.	CH, SI	Y	0.74	0.74
11	Corron Rd.	Extension to Nesler Rd or improvement at Bowes/Nesler	NR, GS	Y	16.72	16.72
12	Dunham Rd.	Stearns Rd. to Kirk Rd.	SI, CH	Y	12.13	12.13
13	Kirk Rd.	Dunham Rd. to IL-64	SI, CH	Y	12.13	12.13
14	Empire Rd.	at IL-47	CH, SI, RA	Y	3.24	3.24

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost (\$Mill)	IF Cost (\$Mill)
15	Fabyan Pkwy.	Main St. to Randall Rd.	CH, WI-4, SI, RA	Y	36.22	36.22
16	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.	WI-3, WI-5, CH, SI, BH	P	50.48	44.88
17	French Rd.	Realignment with Harmony Rd.	RA, GS, NR	Y	19.24	19.24
18	Galligan Rd.	Freeman Rd. to Binnie Rd.	WI-3, CH	Y	4.50	4.50
19	Galligan Rd.	Realignment south of Huntley Rd.	RA, CH, SI	Y	4.56	4.56
20	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	GS, RA, CH, SI, NR	P	22.40	6.09
21	Harter Rd.	at IL-47	CH, SI	Y	1.38	1.38
22	Harter Rd.	at Scott Rd.	CH, SI	Y	2.44	2.44
23	Harter Rd.	at Main St.	CH, SI	Y	3.02	3.02
24	Hughes Rd.	at IL-47	CH, SI	Y	0.73	0.73
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, SI, OPT	Y	51.84	51.84
26	Jericho Rd.	at Ashe Rd.	CH, SI	Y	0.93	0.93
27	Jericho Rd.	at IL-47	CH	Y	0.29	0.29
28	Kaneville Rd.	at Peck Rd.	CH, SI	Y	1.88	1.88
29	Kirk Rd.	at IL-38	CH, BW	Y	8.53	8.53
30	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	Y	17.10	17.10
31	LaFox Rd.	at Campton Hills Dr.	CH, SI	Y	5.34	5.34
32	Lake Cook Rd.	at IL-62	CH	Y	1.36	1.36
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	Y	0.75	0.75
34	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, SI	P	30.71	30.20
35	Meredith Rd.	Realignment with Dauberman Rd.	RA, NR, CH, SI	Y	4.90	4.90
36	Meredith Rd.	Realignment with Peplow Rd.	RA, NR	Y	5.37	5.37
37	Montgomery Rd.	IL-25 to Hill Ave.	WI-4, WI-3, CH	P	22.59	20.59
38	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	P	85.96	45.36
39	Peplow Rd.	Realignment with French Rd.	RA, NR, GS	Y	18.51	18.51
40	Plank Rd.	Russell Rd. to US-20	WI-4, CH, SI	Y	4.82	4.82

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost (\$Mill)	IF Cost (\$Mill)
41	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	IC, CH, WI-6	P	260.07	241.04
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, BR, CH	P	89.99	82.60
43	Silver Glen Rd.	at IL-47	CH, SI	Y	0.38	0.38
44	Tanner Rd.	Realignment with Deerpath Rd.	RA	Y	5.59	5.59
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	WI-3	Y	0.42	0.42

## \*Project Scope Codes

AWS	All Way Stop
BH	Bridge Rehabilitation
BR	Bridge Replacement
BW	Bridge Widening
CH	Channelization/Turn Lanes
GS	Grade Separation
IC	Interchange
NB	New Bridge
NR	New Road
RA	Roadway Realignment
SI	Traffic Signal Installation
WI-3	Add Left Turn Lane
WI-4	Widen to 4 through lanes
WI-6	Widen to 6 through lanes

## \*\*Eligibility Codes

Y	Eligible for IF funding
N	Ineligible for IF funding
P	Partially eligible for IF funding

**Note:** In some cases it may be possible to build a roundabout rather than install a traffic signal.



FIGURE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

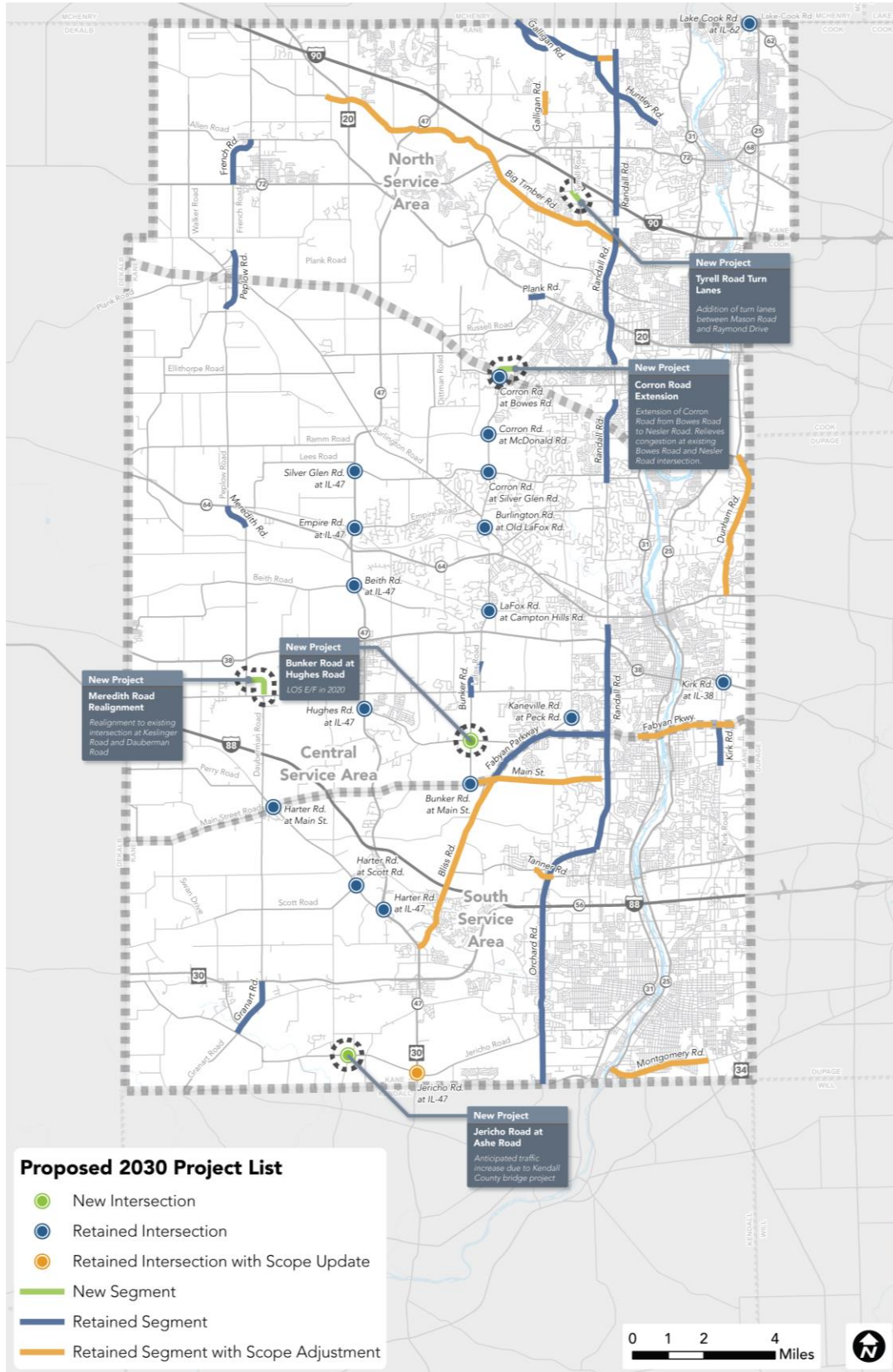




TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
1	<p><b>Beith Road at IL-47</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal</li> <li>• Addition of left-turn lanes on all four legs</li> </ul>
2	<p><b>Big Timber Road – Ketchum Road to Randall Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening Big Timber to a three-lane cross section from a point approximately 1000 feet west of Randall Road to Ketchum Road</li> <li>• Intersection Improvements at: <ul style="list-style-type: none"> <li>○ <b>Ketchum Road</b> – Installation of traffic signal</li> <li>○ <b>US-20</b> – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of dedicated left- and right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section</li> <li>○ <b>Reinking Road</b> – Realigning approximately 1000 feet of Reinking Road to form a new northbound approach to the existing intersection of Big Timber Road and Sandwald Road</li> <li>○ <b>Sandwald Road</b> – Installation of traffic signal with realigned Reinking Road; installation of right and left-turn lanes</li> <li>○ <b>IL-47</b> – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section</li> <li>○ <b>Damisch Road</b> – Installation of traffic signal; addition of a right-turn lane and left-turn lane</li> <li>○ <b>Coombs Road</b> – Installation of traffic signal; addition of a left-turn lane on Coombs Road; addition of a right-turn lane on Big Timber Road</li> </ul> </li> </ul> <p><b>Non-eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of right-turn lanes at IL-72</li> </ul>
3	<p><b>Bliss Road – IL-47 to Fabyan Parkway/Main Street</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Reconstruction of Bliss Road to a three-lane cross section between IL-47 and Fabyan Parkway/Main Street</li> <li>• Realignment of Bliss Road to a point approximately 1,200 feet east of the existing terminus along Main Street, opposite Fabyan Parkway</li> <li>• Installation of a traffic signal at Bliss Road and Healy Road</li> <li>• Addition of right-turn lanes at Bliss Road and Healy Road</li> <li>• Additional improvements to Bliss Road at the intersection with Main Street are included in project #13</li> </ul>
4	<p><b>Bunker Road and Hughes Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal; intersection modifications</li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
5	<p><b>Bunker Road at Main Street</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of left-turn lanes on the eastbound and southbound intersection approaches</li> <li>• Addition of a right-turn lane on westbound approach</li> </ul>
6	<p><b>Bunker Road Realignment with LaFox Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Extension of Bunker Road north and east to connect to LaFox Road at a point approximately 0.5 miles north of the existing UPRR grade crossing. Extension to have a two-lane cross section.</li> <li>• Installation of roundabout at Bunker Road and Keslinger Road</li> </ul>
7	<p><b>Burlington Road at Old LaFox Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of one left-turn lane on the northbound approach and one right-turn lane on the eastbound approach</li> </ul>
8	<p><b>Corron Road at Bowes Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of left-turn lanes on the northbound and westbound approaches, and addition of a right-turn lane on the eastbound approach</li> </ul>
9	<p><b>Corron Road at Silver Glen Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of left- and right-turn lanes on all four approaches</li> </ul>
10	<p><b>Corron Road at McDonald Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of left- and right-turn lanes on all four approaches</li> </ul>
11	<p><b>Corron Road Extension to Nesler Road or Intersection improvements at Bowes Road and Nesler Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Extension of Corron Road north to Nesler Road</li> <li>• Feasibility Study needed to determine scope</li> </ul>
12	<p><b>Dunham Road – Stearns Road to Kirk Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of left- and right-turn lanes at intersections on Dunham Road from approximately 500 feet south of Stearns Road to the intersection with Kirk Road</li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
13	<p><b>Kirk Road – Dunham Road to IL-64</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of left- and right-turn lanes at intersections on Kirk Road from Dunham Road to the high school entrance south of Fox Chase Drive</li> <li>• Widening Kirk Road to a six lane cross section in the vicinity of the IL-64 intersection; addition of one new left-turn lane on the northbound and southbound approaches in order to provide dual lefts</li> </ul>
14	<p><b>Empire Road at IL-47</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal at Empire Road and IL-47</li> <li>• Addition of left- and right-turn lanes on all four approaches</li> <li>• Addition of left-turn lane on IL-47 at Lily Lake Grade School entrance</li> <li>• Realignment of Hanson Road intersection with Empire Road, and addition of westbound left-turn lane on Empire Road at Hanson Road</li> </ul>
15	<p><b>Fabyan Parkway – Main Street to Randall Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening Fabyan Parkway to a four-lane cross section from Main Street to Randall Road; minor alignment adjustments at Main Street to match with realigned Bliss Road</li> <li>• Intersection Improvements: <ul style="list-style-type: none"> <li>○ <b>Main Street:</b> Installation of a roundabout</li> <li>○ <b>Hughes Road:</b> Realignment of side-street approach to improve intersection geometry; installation of a traffic signal; addition of north-eastbound and eastbound left-turn lanes; addition of a south-westbound right-turn lane</li> <li>○ <b>Wenmoth Road:</b> Installation of a traffic signal; addition of left-turn lanes on the northbound and westbound approaches</li> </ul> </li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
16	<p><b>Fabyan Parkway – Western Avenue to Paramount Parkway</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of a center left-turn lane on Fabyan Parkway from Heather Road to approximately 1,000 feet west of IL-31</li> <li>• Widening Fabyan Parkway to a six-lane cross section from approximately 1,000 feet west of IL-31 to roughly 1,000 feet east of IL-25</li> <li>• Expanding the existing Fox River bridge to accommodate the widened roadway cross section</li> <li>• Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Raddant Road to approximately 500 feet west of Kirk Road</li> <li>• Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Kirk Road to Paramount Parkway</li> <li>• Intersection improvements: <ul style="list-style-type: none"> <li>○ <b>IL-31:</b> Addition of turn lanes; signal modification to accommodate the expanded roadway cross section</li> <li>○ <b>IL-25:</b> Addition of turn lanes; signal modification to accommodate the expanded roadway cross section</li> <li>○ <b>Louis Bork Drive / Kautz Road Extension:</b> Installation of traffic signal and turn lanes</li> </ul> </li> </ul> <p><b>Non-Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal at Fabyan Parkway and Paramount Parkway</li> </ul>
17	<p><b>French Road Realignment with Harmony Road – IL-72 to Allen Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Extension of French Road on a new two-lane alignment from IL-72 to Allen Road, terminating at the existing intersection with Harmony Road</li> <li>• Construction of a new two-lane overpass over CPRR (formerly Soo Line) trackage</li> <li>• Intersection improvements: <ul style="list-style-type: none"> <li>○ <b>IL-72:</b> Installation of a traffic signal and addition of with turn lanes on all four approaches</li> <li>○ <b>Allen Road:</b> Installation of a traffic signal and addition of with turn lanes on all four approaches</li> </ul> </li> </ul>
18	<p><b>Galligan Road – Freeman Road to Binnie Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of a center left-turn lane from Freeman Road to Binnie Road</li> <li>• Addition of a left-turn lanes at the Freeman Road intersection and Binnie Road intersection</li> </ul>
19	<p><b>Galligan Road Realignment South of Huntley Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Realignment of Galligan Road to a point west of its current intersection with Huntley Road; realigned street to have a two-lane cross section</li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
20	<p><b>Granart Road – Jericho to US-30 / Dauberman</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• New north-south alignment from the intersection of Dauberman and US-30, due south to existing Granart, including a grade separation at the BNRR and US 30</li> <li>• Profile adjustment on Dauberman to accommodate vertical alignment of railroad overpass</li> <li>• Addition of turn lanes on all legs at the Jericho Road and US-30 intersections</li> <li>• Realignment of the east leg of the new intersection with Granart Road formed by the Dauberman extension south</li> <li>• Addition of turn lanes on Granart at Rhodes Avenue</li> <li>• Construction of approximately 3,200 lineal feet of new 2-lane rural roadway</li> </ul>
21	<p><b>Harter Road at IL-47</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of southbound and eastbound right-turn lanes</li> </ul>
22	<p><b>Harter Road at Scott Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of left-turn and right-turn lanes on all four intersection approaches</li> </ul>
23	<p><b>Harter Road at Main Street</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of left-turn and right-turn lanes on all four intersection approaches</li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
24	<p><b>Hughes Road at IL-47</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal</li> <li>• Addition of a left-turn lane on the westbound approach; addition of a right-turn lane on the northbound approach</li> </ul>
25	<p><b>Huntley Road – County Line Road to Sleepy Hollow Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Huntley Road to a four-lane cross section from Kreutzer Road to Sleepy Hollow Road</li> <li>• Intersection Improvements: <ul style="list-style-type: none"> <li>○ <b>Galligan Road:</b> Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road</li> <li>○ <b>Square Barn Road:</b> Addition of a right-turn lane on the southbound approach; signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road</li> <li>○ <b>Longmeadow Parkway:</b> Signal modifications to accommodate the widened roadway cross section</li> <li>○ <b>Randall Road:</b> Improvements included as part of project #41</li> <li>○ <b>Miller Road:</b> Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road</li> <li>○ <b>Binnie Road:</b> Installation of traffic signal; addition of a right-turn lane on the eastbound approach</li> <li>○ <b>Sleepy Hollow Road:</b> Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road</li> </ul> </li> </ul>
26	<p><b>Jericho Road and Ashe Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of left-turn lanes on the northbound and westbound approaches</li> <li>• Addition of a right-turn lane on the eastbound approach</li> </ul>
27	<p><b>Jericho Road at IL-47</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of eastbound and westbound left-turn lanes; signal modifications to accommodate widening of IL 47</li> </ul>
28	<p><b>Kaneville Road at Peck Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of a left-turn lane on the eastbound approach; addition of right-turn lane on the southbound approach</li> </ul>
29	<p><b>Kirk Road at IL-38</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Kirk Road to a six-lane cross section in the intersection vicinity</li> <li>• Expansion of existing bridge over UPRR tracks to accommodate wider roadway cross section</li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
30	<p><b>Kirk Road – Fabyan Parkway to south of Wilson Street</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening to a six-lane cross section and addition of turn lanes from Fabyan Parkway to approximately 1,000 feet south of Wilson Street</li> <li>• Addition of a left-turn lane on the southbound approach at Kirk Road and Lathem Road</li> </ul>
31	<p><b>LaFox Road at Campton Hills Drive</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of a traffic signal</li> <li>• Addition of left-turn lanes on all four intersection approaches</li> <li>• Addition of right-turn lane on eastbound approach</li> <li>• Lengthening of the Mill Creek box culvert to accommodate wider roadway cross section following addition of turn lanes</li> </ul>
32	<p><b>Lake Cook Road at IL-62</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Addition of a right-turn on the north-westbound approach</li> </ul>
33	<p><b>Longmeadow Parkway – Huntley Road to Randall Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Longmeadow Parkway to a four-lane cross section from Huntley Road to a point approximately 400 feet west of Randall Road.</li> </ul>
34	<p><b>Main Street – Bunker Road to Randall Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Main Street to a three-lane cross section and right turn lanes from Bunker Road to shopping center access drive east of Barton Trail</li> <li>• Intersection Improvements: <ul style="list-style-type: none"> <li>○ <b>Bunker Road:</b> Signalization and addition of turn lanes included in project #4</li> <li>○ <b>Bliss Road/Fabyan Parkway:</b> Bliss Road to be realigned to existing Fabyan Parkway and Main Street intersection as part of project #3; addition of a roundabout as part of project #15</li> <li>○ <b>Wenmoth Road:</b> Installation of a traffic signal; addition of a left-turn lane on the southbound approach</li> </ul> </li> </ul> <p><b>Non-eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Eastbound and northbound right-turn lanes at Main Street and Nelson Lake Road; westbound left-turn lane at Main Street and Nelson Lake Road</li> </ul>
35	<p><b>Meredith Road Realignment with Dauberman Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Extension of Meredith Road south to connect to Dauberman Road. Extension to have a two-lane cross section.</li> <li>• Installation of a traffic signal at the Meredith Road at Keslinger Road intersection</li> </ul>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
36	<p><b>Meredith Road Realignment with Peplow Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Construction of a new two-lane road from a point on Meredith Road approximately 1,500 feet north of Welter Road to the existing intersection of Peplow Road and IL-64</li> <li>• Installation of a traffic signal at Peplow Road and IL-64</li> <li>• Addition of left-turn lanes on all four approaches (including the new northbound approach) of the Peplow Road and IL-64 intersection</li> </ul>
37	<p><b>Montgomery Road – IL-25 to Hill Avenue</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Mill Street (IL-25 to Broadway), Broadway (Mill Street to Montgomery Road), and Montgomery Road (Broadway to east of Hill Avenue) to a three-lane cross section from IL-25 to approximately 800 feet east of Hill Avenue</li> <li>• Intersection Improvements: <ul style="list-style-type: none"> <li>○ <b>IL-25:</b> Signal modifications to support 3-lane section and right-turn lanes on east leg</li> <li>○ <b>Douglas Road:</b> Addition of northbound right-turn lane</li> <li>○ <b>Hill Avenue:</b> Widening of Montgomery Road to a four-lane cross section in the intersection vicinity, addition of a right-turn lane on the southbound approach, and signal modifications to accommodate the widened roadway cross section</li> </ul> </li> </ul>
38	<p><b>Orchard Road – US-30 to Randall Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Orchard Road to a six-lane cross section from US-30 to Randall Road</li> <li>• Widening existing bridge over I-88 to accommodate the expanded roadway cross section</li> <li>• Widening of existing railroad (BNSF) and pedestrian (Virgil Gilman Trail) overpasses between Prairie Street and Jericho Road</li> </ul>
39	<p><b>Peplow Road Realignment with French Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Construction of a new 2-lane road from a point on Peplow Road approximately 1,200 feet north of McGough Road to an intersection with French Road approximately 1,200 feet northeast of Main Street.</li> <li>• Construction of a grade-separated crossing of CNRR (formerly ICRR) tracks between Burlington Road and Plank Road</li> <li>• Intersection Improvements: <ul style="list-style-type: none"> <li>○ <b>Burlington Road:</b> Installation of a traffic signal; addition of left-turn lanes on all four intersection approaches</li> <li>○ <b>Plank Road:</b> Installation of a traffic signal; addition of left-turn lanes on all four intersection approaches</li> </ul> </li> </ul>



TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
40	<p><b>Plank Road – Russell Road to US-20</b></p> <p><b>Eligible Scope includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Plank Road to a 4-lane cross section from approximately 0.5 miles west of Russell Road to US-20</li> <li>• Potential realignment of Plank Road</li> <li>• Installation of a traffic signal at Russell Road</li> <li>• Addition of right-turn lane to the northbound approach at the Plank Road and Russell Road intersection</li> </ul>
41	<p><b>Randall Road – Silver Glen Road to Corporate Parkway</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Construction of Randall Road on a six-lane cross section from 1,000 feet south of Silver Glen Road to approximately 1,000 feet south of South Corporate Boulevard.</li> <li>• Construction of a grade separation at the ICRR.</li> <li>• Includes widening the US-20, railroad and I-90 overpasses, as well as interchange improvements and major intersection improvements at South Street, Highland Avenue, Big Timber Road, the I-90 ramp terminals, Point Boulevard, Northwest Parkway/Joy Lane, Huntley Road and IL-72.</li> </ul> <p><b>Non-eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Randall Road at US 20/Foothill Ramp; Northbound Randall to Eastbound US 20; Southbound Randall to Eastbound US 20; Northbound Randall to Eastbound Foothill; Southbound Randall to Westbound US 20.</li> </ul>
42	<p><b>Randall Road – Orchard Road to north of Oak Street (St. Charles)</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Construct Randall Road to a six-lane cross section from Orchard Road to approximately 1,000 feet north of Oak Street.</li> <li>• Includes the intersection improvement at Fabyan Parkway and widening the UPRR overpass as well as the widening of Keslinger Road to a 4-lane cross section at the intersection with Randall Road.</li> </ul> <p><b>Non-eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Dual left-turn lanes for westbound Kaneville/South Street and eastbound right-turn lane at the intersection of Keslinger Road.</li> </ul>
43	<p><b>Silver Glen Road at IL-47</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Installation of traffic signal</li> <li>• Addition of a left-turn lane on the southbound approach</li> <li>• Addition of a right-turn lane on westbound approach</li> </ul>
44	<p><b>Tanner Road Realignment with Deerpath Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Realignment of Tanner Road to intersect with Deerpath Road at Oak Street; realigned section of Tanner Road to contain three-lane cross section</li> </ul>
45	<p><b>Tyrell Road –Raymond Drive to Mason Road</b></p> <p><b>Eligible Scope Includes:</b></p> <ul style="list-style-type: none"> <li>• Widening of Tyrell Road to a three-lane section from Raymond Drive to Mason Road</li> </ul>

**TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS**

<b>Project</b>	<b>Scope</b>
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**Notes:**

- (1) In some cases it may be possible to build a roundabout rather than install a traffic signal.
- (2) Highway or System Improvements do not include site-related improvements (see Ordinance).
- (3) For CRIP projects involving other jurisdictions, e.g., municipal, township, or state, cost participation is anticipated.

TABLE 4-3: IMPACT FEE-ELIGIBLE PROJECT COST (\$MILLION) BY SERVICE AREA

Project	Route	Location/Limits	North	Central	South
1	Beith Rd.	at IL-47		1.30	
2	Big Timber Rd.	Ketchum Rd. to Randall Rd.	77.61		
3	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.			20.96
4	Bunker Rd.	at Hughes Rd.		0.48	
5	Bunker Rd.	at Main St.		1.13	1.12
6	Bunker Rd.	Realignment with LaFox Rd.		6.04	
7	Burlington Rd.	at Old LaFox Rd.		1.86	
8	Corron Rd.	at Bowes Rd.		0.66	
9	Corron Rd.	at Silver Glen Rd.		1.20	
10	Corron Rd.	at McDonald Rd.		0.74	
11	Corron Rd.	Extension to Nesler Rd or Intersection improvements at Bowes Road and Nesler Road	16.72		
12	Dunham Rd.	Stearns Rd. to Kirk Rd.		12.13	
13	Kirk Rd.	Dunham Rd. to IL-64		12.13	
14	Empire Rd.	at IL-47		3.24	
15	Fabyan Pkwy.	Main St. to Randall Rd.		18.11	18.11
16	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.		22.44	22.44
17	French Rd.	Realignment with Harmony Rd.	19.24		
18	Galligan Rd.	Freeman Rd. to Binnie Rd.	4.50		
19	Galligan Rd.	Realignment south of Huntley Rd.	4.56		
20	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.			6.09
21	Harter Rd.	at IL-47			1.38
22	Harter Rd.	at Scott Rd.			2.44
23	Harter Rd.	at Main St.		1.51	1.51
24	Hughes Rd.	at IL-47		0.73	
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	51.84		
26	Jericho Rd.	at Ashe Rd.			0.93
27	Jericho Rd.	at IL-47			0.29
28	Kaneville Rd.	at Peck Rd.		1.88	
29	Kirk Rd.	at IL-38		8.53	
30	Kirk Rd.	Fabyan Pkwy. to South of Wilson St.			17.10
31	LaFox Rd.	at Campton Hills Dr.		5.34	
32	Lake Cook Rd.	at IL-62	1.36		
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	0.75		
34	Main St.	Bunker Rd. to Randall Rd.			30.20
35	Meredith Rd.	Realignment with Dauberman Rd.		4.90	

TABLE 4-3: IMPACT FEE-ELIGIBLE PROJECT COST (\$MILLION) BY SERVICE AREA

Project	Route	Location/Limits	North	Central	South
36	Meredith Rd.	Realignment with Peplow Rd.		5.37	
37	Montgomery Rd.	IL-25 to Hill Ave.			20.59
38	Orchard Rd.	US-30 to Randall Rd.			45.36
39	Peplow Rd.	Realignment with French Rd.	13.88	4.63	
40	Plank Rd.	Russell Rd. to US-20	4.82		
41	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	231.77	9.27	
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)		38.42	44.18
43	Silver Glen Rd.	at IL-47		0.38	
44	Tanner Rd.	Realignment with Deerpath Rd.			5.59
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	0.42		
<b>TOTAL PROGRAM COST</b>			<b>427.47</b>	<b>162.42</b>	<b>238.29</b>



SECTION 5

# Funding Sources

Projected future revenue from the various funding sources available to KDOT for building and maintaining the County road network are summarized in **Table 5-1**. The values in **Table 5-1** represent projected ten-year totals over the period from 2021 to 2030. A summary of the primary use of the various revenue sources is presented in **Table 5-2**. Revenue by year is broken out in **Table 5-3**.

With the exception of revenue anticipated to be generated through the collection of impact fees, this revenue is not available to fund the impact fee-eligible projects included in the CRIP. Non-impact fee revenue is allocated to other needs in the County, such as maintenance of the existing County roadway network or construction of planned projects identified in the LRTP.

**TABLE 5-1: PROJECTED HIGHWAY REVENUE, FY 2021-2030**

<b>Special Revenue Funds</b>	<b>FY 2021-2030</b>
County Highway Levy	\$50,136,395
County Bridge Levy	\$3,301,888
County Highway Matching Levy	\$687,682
RTA Sales Tax	\$165,519,471
Motor Fuel Tax (MFT)	\$101,028,474
Local Option MFT*	\$89,983,386
Impact Fees	\$20,966,973
Reimbursements	\$31,005,457
Fees	\$27,901,197
Investment/Other	\$3,510,905
Project Obligations (matching)	\$0
<b>Total Projected Revenue</b>	<b>\$494,041,829</b>

**TABLE 5-2: TRANSPORTATION FUNDS – PRIMARY USE**

<b>Fund</b>	<b>Primary Use</b>
County Highway	Operations
County Bridge	Bridge inspections
Motor Fuel Tax	Maintenance
County Highway Matching	Salt
Motor Fuel Local Option	Maintenance & Salt
Transportation Sales Tax	Maintenance & Capital Projects
Transportation Capital (non-recurring)	Reimbursements
Impact Fee Funds (11)	Capital Projects (restricted)
Longmeadow Bond Construction Fund	Longmeadow Project

Source: Kane County Budget Presentation 2021

**TABLE 5-3: ANNUAL PROJECTED HIGHWAY REVENUE, FY 2021-2030<sup>A</sup>**

<b>Special Revenue Funds</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>FY 2029</b>	<b>FY 2030</b>	<b>Totals</b>
County Highway Levy	\$5,038,214	\$5,010,909	\$5,010,909	\$5,010,909	\$5,010,909	\$5,010,909	\$5,010,909	\$5,010,909	\$5,010,909	\$5,010,909	\$50,136,395
County Bridge Levy	\$487,633	\$312,695	\$312,695	\$312,695	\$312,695	\$312,695	\$312,695	\$312,695	\$312,695	\$312,695	\$3,301,888
County Highway Matching Levy	\$101,557	\$65,125	\$65,125	\$65,125	\$65,125	\$65,125	\$65,125	\$65,125	\$65,125	\$65,125	\$687,682
RTA Sales Tax	\$15,054,160	\$15,355,243	\$15,662,348	\$15,975,595	\$16,295,106	\$16,621,009	\$16,953,429	\$17,292,497	\$17,975,290	\$18,334,796	\$165,519,471
Motor Fuel Tax (MFT)	\$9,746,434	\$9,819,532	\$9,893,179	\$9,967,378	\$10,042,133	\$10,117,449	\$10,193,330	\$10,269,780	\$10,450,441	\$10,528,819	\$101,028,474
Local Option MFT*	\$8,679,564	\$8,744,661	\$8,810,246	\$8,876,323	\$8,942,895	\$9,009,967	\$9,077,542	\$9,145,623	\$9,313,357	\$9,383,208	\$89,983,386
Impact Fees	\$1,922,137	\$1,960,580	\$1,999,792	\$2,039,787	\$2,080,583	\$2,122,195	\$2,164,639	\$2,207,932	\$2,212,538	\$2,256,789	\$20,966,973
Reimbursements	\$10,674,052	\$8,393,400	\$2,772,334	\$1,760,477	\$1,250,626	\$1,038,619	\$1,132,488	\$1,228,234	\$1,327,788	\$1,427,440	\$31,005,457
Fees	\$506,561	\$3,422,789	\$4,008,505	\$4,467,415	\$2,568,523	\$2,578,834	\$2,589,350	\$2,600,077	\$2,574,357	\$2,584,785	\$27,901,197
Investment/Other	\$348,947	\$339,749	\$346,544	\$353,475	\$360,544	\$367,755	\$375,110	\$382,612	\$314,935	\$321,234	\$3,510,905
Project Obligations (matching)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Projected Revenue</b>	<b>\$52,559,259</b>	<b>\$53,424,683</b>	<b>\$48,881,676</b>	<b>\$48,829,178</b>	<b>\$46,929,140</b>	<b>\$47,244,556</b>	<b>\$47,874,616</b>	<b>\$48,515,485</b>	<b>\$49,557,436</b>	<b>\$50,225,799</b>	<b>\$494,041,829</b>

A - FY 2021-2030 funding estimates provided by KDOT.





## SECTION 6

# Intergovernmental Agreements

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The Illinois Road Improvement Impact Fee Law allows counties to collect impact fees from developers of new development for the impacts of that new development on State, Township and Municipal highways, roads and streets, provided that the County enters into an intergovernmental agreement with the appropriate government entity covering the collection and expenditure of the impact fees. Kane County has elected to collect impact fees only for the development impact on the County highway system; therefore no such intergovernmental agreements are necessary.

In the event that improvements are made to a state, township or municipal highway, road or street as part of a project funded by impact fees, the County and the appropriate unit of government will enter into an intergovernmental agreement that defines the project and specifies its funding sources. Furthermore, any improvements made to state, township or municipal highways, roads or streets will only be funded by impact fees to the extent needed to address the safe and efficient operation of an adjacent Kane County highway intersection.

## SECTION 7

# Proposed Road Improvement Schedule

The construction start date for projects in the 2030 CRIP is summarized in **Table 7-1**.

**TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN**

Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
1	Beith Rd.	at IL-47	CH, SI	MYP*
2	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-3, WI-4, RA, SI, CH	MYP*
3	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.	WI-3, RA, CH, SI, BR	2022
4	Bunker Rd.	at Hughes Rd.	SI, PH-1	MYP*
5	Bunker Rd.	at Main St.	SI, CH	MYP*
6	Bunker Rd.	Realignment with LaFox Rd.	RA, SI, NR	2022
7	Burlington Rd.	at Old LaFox Rd.	CH, SI	MYP*
8	Corron Rd.	at Bowes Rd.	CH, SI	MYP*
9	Corron Rd.	at Silver Glen Rd.	CH, SI	MYP*
10	Corron Rd.	at McDonald Rd.	CH, SI	MYP*
11	Corron Rd.	Extension to Nesler Rd or Intersection improvements at Bowes Road and Nesler Road	NR, GS	MYP*
12	Dunham Rd.	Stearns Rd. to Kirk Rd.	SI, CH	MYP*
13	Kirk Rd.	Dunham Rd. to IL-64	SI, CH	MYP*
14	Empire Rd.	at IL-47	CH, SI, RA	MYP*
15	Fabyan Pkwy.	Main St. to Randall Rd.	CH, WI-4, SI, RA	MYP*
16	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.	WI-3, WI-5, CH, SI, BH	MYP*
17	French Rd.	Realignment with Harmony Rd.	RA, GS, NR	MYP*
18	Galligan Rd.	Freeman Rd. to Binnie Rd.	WI-3, CH	MYP*
19	Galligan Rd.	Realignment south of Huntley Rd.	RA, CH, SI	MYP*
20	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	GS, RA, CH, SI, NR	2022
21	Harter Rd.	at IL-47	CH, SI	MYP*

**TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN**

Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
22	Harter Rd.	at Scott Rd.	CH, SI	MYP*
23	Harter Rd.	at Main St.	CH, SI	MYP*
24	Hughes Rd.	at IL-47	CH, SI	MYP*
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, SI, OPT	MYP*
26	Jericho Rd.	at Ashe Rd.	CH, SI	MYP*
27	Jericho Rd.	at IL-47	CH	MYP*
28	Kaneville Rd.	at Peck Rd.	CH, SI	MYP*
29	Kirk Rd.	at IL-38	CH, BW	MYP*
30	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	MYP*
31	LaFox Rd.	at Campton Hills Dr.	CH, SI	MYP*
32	Lake Cook Rd.	at IL-62	CH	MYP*
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	MYP*
34	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, SI	MYP*
35	Meredith Rd.	Realignment with Dauberman Rd.	RA, NR, CH, SI	MYP*
36	Meredith Rd.	Realignment with Peplow Rd.	RA, NR	MYP*
37	Montgomery Rd.	IL-25 to Hill Ave.	WI-4, WI-3, CH	2023***
38	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	MYP*
39	Peplow Rd.	Realignment with French Rd.	RA, NR, GS	MYP*
40	Plank Rd.	Russell Rd. to US-20	WI-4, CH, SI	MYP*
41	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	IC, CH, WI-6	MYP*
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, BR, CH	MYP*
43	Silver Glen Rd.	at IL-47	CH, SI	MYP*
44	Tanner Rd.	Realignment with Deerpath Rd.	RA	MYP*
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	WI-3	MYP*

\* Multi-Year Program – Subject to funding, portions of a project could advance sooner independently

\*\*Project Scope Codes

AWS	All Way Stop	NB	New Bridge
BH	Bridge Rehabilitation	NR	New Road
BR	Bridge Replacement	RA	Roadway Realignment
BW	Bridge Widening	SI	Traffic Signal Installation
CH	Channelization/Turn Lanes	WI-3	Add Left Turn Lane
GS	Grade Separation	WI-4	Widen to 4 through lanes

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\*\*\* Portion going to letting, the rest MYP



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# Appendix

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- A. Technical Specifications for Impact Fee Calculations
- B. Public Hearing Comments and Proceedings

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**Appendix A.**  
**Technical Specifications for Impact Fee Calculations**

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# Kane County

## Division of Transportation



Technical Specifications Manual for  
Road Improvement Impact Fees Under  
Kane County Ordinance #22-XX



# Contents

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1. Introduction to the Impact Fee and Impact Fee Formula.....	1
2. Data Required to Determine the Impact Fee.....	4
2.1 Impact Fee Service Areas .....	4
2.2 Gross Impact Fee .....	4
2.2.1 Travel Demand Elements.....	4
2.2.2 Cost Data .....	6
2.3 Demolition Credits.....	7
2.4 Impact Fee Credits .....	7
2.5 Impact Fee Discount Program.....	7
2.6 Charitable Organization Discount.....	8
2.6.1 Total Site Traffic Less Than or Equal to 50 Trips.....	8
2.6.2 Existing Site Traffic Less than or Equal to 50 Trips - Total Site Traffic Greater than 50 Trips.....	8
2.6.3 Existing Site Traffic Greater than 50 Trips.....	8
Figure 1 Impact Fee Service Areas .....	9
Table 1 Trip Generation Rates by Land Use .....	10
Table 2 Trip and Cost Data by Service Area .....	11
Table 3 Impact Fee Multiplier .....	11

# 1. Introduction to the Impact Fee and Impact Fee Formula

The State of Illinois Road Improvement Impact Fee Law (605 ILCS 5/5-901 *et. seq.*) entitles Kane County to assess road improvement impact fees on new development based on the proportional traffic impacts of the new development. In Kane County, road improvement impact fees supplement other highway improvement funding sources, including motor fuel taxes, and state and federal assistance. This document outlines how the Kane County Division of Transportation (KDOT) calculates the traffic impact and how the impact fee is generated from that data.

The calculation approach used by Kane County, known as the “Facilities-Driven” approach, allocates a percentage of the unfunded capital cost of highway improvements needed to serve new development to the developers of that new development on the basis of the traffic generated by the new development.

First, the amount and location of each type of new development (residential, commercial and industrial) expected to occur over the next ten years was estimated based the Land Use Assumptions, adopted as part of the 2050 Transportation Plan update and was further refined based on the air quality [2018 Q3 Conformity Analysis](#) data provided by the Chicago Metropolitan Agency for Planning (CMAP), input from various Kane County municipalities, and comments received during the public hearing process. Using the projected land use information, future traffic volumes were estimated using a traffic model. This data was then used to develop a list of road improvements needed to maintain an acceptable level of service on the Kane County highway network at the end of the ten-year planning horizon. The cost of those highway improvements was then estimated, and existing funding sources identified. The unfunded cost of these improvements was then allocated to the new development based on the number of new peak hour trips generated by the new development to calculate a “cost per trip” factor in each service area<sup>1</sup>.

The gross impact fee per unit for each land use was then calculated by multiplying the number of new peak hour trips generated by each land use by the cost per trip for that service area. This amount is adjusted by applying applicable credits for demolition of previous structures, and construction of eligible improvements to the highway system. Finally, the net impact fee is

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<sup>1</sup> The County is divided into three service areas (North, Central, South) for the purpose of calculating the impact fees. A map of the service areas is provided as **Figure 1**.

multiplied by an Impact Fee Multiplier determined by the County Board, and, for eligible projects, by an Impact Fee Discount. Eligible developers may also receive a Charitable Organization Discount. The resulting impact fee is the amount payable to the County to offset a portion of the capital cost of new and expanded roadways.

The general facilities-driven formula, as described in the Kane County Road Improvement Impact Fee Ordinance, has the following form:

$$\text{PRIMARY TRIP RATE} = \text{GROSS TRIP RATE} \times \text{TOTAL TRIP}$$

$$\text{REDUCTION TRIPS} = \text{PRIMARY TRIP RATE} \times \text{NUMBER OF IMPACT UNITS}$$

$$\text{GROSS IMPACT FEE} = \text{TRIPS} \times \text{IMPACT FEE PER TRIP}$$

$$\text{NET IMPACT FEE} = \text{GROSS IMPACT FEE} \text{ minus } \text{DEMOLITION CREDIT} \text{ minus } \text{IMPROVEMENT CREDIT}$$

$$\text{REDUCED IMPACT FEE} = \text{NET IMPACT FEE} \times \text{IMPACT FEE MULTIPLIER}$$

$$\text{DISCOUNTED IMPACT FEE} = \text{REDUCED IMPACT FEE} \times (100\% \text{ minus } \text{IMPACT FEE DISCOUNT})$$

Where:

**GROSS TRIP RATE** = The number of trips generated by one IMPACT UNIT of the new development on a weekday during the peak hour, between 4:00 p.m. and 6:00 p.m., of adjacent street traffic (**Table 1**).

**TOTAL TRIP REDUCTION** = The percentage of trips generated by a new development that are pass-by trips or diverted-linked trips as defined by the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 3<sup>rd</sup> Edition* (September 2017) (**Table 1**).

**PRIMARY TRIP RATE** = The portion of the GROSS TRIP RATE that represents new trips on the roadway system, discounting pass-by and diverted-linked trips (**Table 1**).

**IMPACT UNITS** = A measure of the size of the new development that correlates with the number of peak hour trips generated by the new development between 4:00 p.m. and 6:00 p.m. For residential new development, the impact unit is the number of dwelling units of various types in the new development. For non-residential new development, the impact unit is generally a multiple of the number of gross interior square feet of the buildings constructed in the new development (**Table 1**).

**IMPACT FEE PER TRIP** = The GROSS IMPACT FEE for the Service Area for New Development that generates one trip during the peak hour of adjacent street traffic between 4:00 p.m. and 6:00 p.m. (**Table 2**).

DEMOLITION CREDIT = The GROSS IMPACT FEE that would have been assessed on a building that a fee payer demolishes in conjunction with new development.

IMPROVEMENT CREDIT = The value of impact fee eligible highway improvements constructed by a developer in conjunction with new development and pursuant to an Improvement Credit Agreement with the County.

IMPACT FEE MULTIPLIER = The percentage determined by the County Board by which the NET IMPACT FEE shall be multiplied to determine the REDUCED IMPACT FEE (**Table 3**).

IMPACT FEE DISCOUNT = The percentage determined by the County Engineer by which the REDUCED IMPACT FEE shall be discounted based on the trip reduction measures included in the new development, as provided for in Section Ten of the Kane County Road Improvement Impact Fee Ordinance. New development which does not meet the eligibility criteria in Section Ten shall receive no discount.

## 2. Data Required to Determine the Impact Fee

Section 2 describes the data used in each element of the impact fee formula as presented in Section 1 and gives the most up-to-date values employed in the calculation of the impact fees.

### 2.1 Impact Fee Service Areas

Impact fee service areas are those areas in the County for which unique impact fees are calculated. The County assesses and expends the impact fees collected within a service area. Funds that are collected in one service area, for example, cannot be spent on projects in another service area. The County has been divided into Impact Fee service areas for two primary reasons:

- So that the impact fees assessed are specifically and uniquely attributable to the traffic impact of the new development being assessed the fee.
- To ensure that each fee payer receives a direct and material benefit from the impact fees paid.

For these reasons, Kane County has been divided into three service areas, North, Central and South, which reflect the predominant travel pattern in the County (**Figure 1**).

### 2.2 Gross Impact Fee

The gross impact fee calculation is based on a combination of the travel demand of the specific new development ( $\text{PRIMARY TRIP RATE} \times \text{NUMBER OF IMPACT UNITS}$ ) and the cost of the traffic impacts ( $\text{IMPACT FEE PER TRIP}$ ).

#### 2.2.1 Travel Demand Elements

Travel demand data provides a direct connection between a new development and the impact fee based on the unique travel characteristics of the new development. The travel demand data utilized by Kane County for the Road Improvement Impact Fee Ordinance (Ordinance) is published by ITE, an international professional society supporting the traffic and transportation engineering professions.

## Impact Units

For the purpose of estimating the number of trips generated by a new development, an impact unit is defined as a physical, measurable and predictable unit describing the study site or trip generator, (e.g., gross floor area, fueling stations, beds, dwelling units). The Institute of Transportation Engineers *Trip Generation Manual, 11<sup>th</sup> Edition* (September 2021), considered the definitive source of trip generation data in the US, presents, for each land use, the impact unit or units that appear to best correlate with the number of trips generated by a particular land use. The impact units utilized in the Ordinance, along with the corresponding ITE land use codes, are presented in **Table 1**.

## Trip Generation Rate

Previous studies have measured trip generation rates for various land uses for selected time periods, including average weekday, morning, and evening peak hours of adjacent street traffic, and peak hour of the day for the particular land use. The trip generation rate for the evening peak hour of adjacent street traffic (commonly taken as the “design hour”) is the preferred statistic since roadways and intersections are designed for this level of demand.

In calculating the impact fee schedule, trip generation rates for the peak hour of adjacent street traffic were drawn from the ITE, *Trip Generation Manual, 11<sup>th</sup> Edition* (September 2021). The Gross Trip Rate used was determined by using the midpoint of the size range and the fitted curve equation reported in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition*. The recommended Gross Trip Rates to be used in the impact fee calculation are presented in **Table 1**. The applicable ITE land use code for each category is also shown in **Table 1**.

Where new development includes a land use or combination of uses not otherwise identified in **Table 1**, an individual assessment is available pursuant to Section Thirteen of the Ordinance. Where the latest edition of the ITE *Trip Generation Manual* provides trip generation data for another land use code(s) which more closely represents the new development, the developer may complete a simplified individual assessment pursuant to Section Thirteen of the Ordinance. Alternatively, the developer may use empirical trip generation data through the standard individual assessment, subject to County Engineer approval as described in Section Thirteen of the Ordinance.

## Trip Reduction Percentages

The trip generation rates developed for the various land use categories represent vehicles entering and exiting a site at its driveways. There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the highway system adjacent to the new development. For specific types of land use, the ITE breaks down trips into three categories: pass-by trips, diverted-linked trips, and primary trips.

- **Pass-by trips** are made as intermediate stops on the way from the trip origin to the primary trip destination. Such trips may be best described as opportunity trips, such as a

motorist stopping at a gas station on the way home from work. Pass-by trips are not treated as new trips.

- **Diverted-linked trips** are trips that are attracted from the traffic volume on highways within the vicinity of the generator, but that require diversion from that highway to another highway to gain access to the new development. Diverted-linked trips add traffic to the highways adjacent to the new development, but may not add traffic to other area highways. For impact fee purposes, these trips are considered to be existing trips; and therefore, not treated as new trips.
- **Primary trips** are the remainder of the trips on the highway system. These are trips made with the specific purpose of visiting the new development. The stop at the new development site is the primary reason for the trip. **Only primary trips are considered when assessing the impact of a new development on the area highway system.**

**Table 1** shows the percentage of the gross trip rate for commercial-retail and some commercial restaurant and service uses that consists of pass-by and diverted linked trips. These percentages of the gross trip rate, taken from the *ITE Trip Generation Handbook, 3<sup>rd</sup> Edition* (September 2017), have been combined into a trip reduction factor for use in calculating trip generation rates that reflect the pass-by and diversion phenomena. The resulting Primary Trip Rates used in the calculation of the impact fee tables are shown in **Table 1**.

### 2.2.2 Cost Data

For each new trip on the highway system in a given service area, there is an associated cost for the highway improvements needed on the County Highway system to accommodate that trip. This cost, defined as the Impact Fee per Trip, is calculated by dividing the unfunded cost of needed highway improvements in each service area by the number of new trips anticipated to be generated within the service area due to new development.

$$\text{Impact Fee per Trip in the Service Area} = \frac{\text{Eligible Project Cost in Service Area}}{\text{Number of New Trips in Service Area}}$$

### Total New Trips

In accordance with the Road Improvement Impact Fee Law, Kane County has adopted land use assumptions for the purpose of enacting its Ordinance. The adopted land use was used as an input into the travel demand model which was used to generate traffic forecasts and roadway deficiencies. The travel demand model was used as the basis of developing the number of new trips that would be generated in each service area over a ten year period. For each service area:

$$\text{Number of New Trips} = \text{Total Trips in Year 2030} - \text{Total Trips in Year 2020}.$$

Based on the travel demand model, the County has determined the total number of new trips expected to be generated in each service area as provided in **Table 2**.

## Eligible Project Costs

Using the Land Use Assumptions and the County's traffic planning model, the County has developed the CRIP which includes a program of highway improvements needed to accommodate new development. The CRIP includes estimated total project costs or total improvement "need", including engineering, land acquisition and construction. Projects needed to correct deficiencies in the highway network that existed as of 2002 (the year the initial studies were performed for the County's impact fee program) are not eligible for impact fee funding and are therefore excluded from the "need" calculation. For each service area:

$$\text{Eligible Project Cost} = \sum_{\text{Projects}} (\text{Total Project Cost} - \text{Non Impact Fee Funding})$$

Based on these calculations, the County has determined the total eligible cost of impact fee projects in the County in each service area as provided in **Table 2**.

## 2.3 Demolition Credits

Developers of new development who demolish existing buildings in conjunction with their new development have a lower net traffic impact than developers who build on vacant land. In order to ensure that each new development is assessed an impact fee only on the net impact of the new development, Section Nine of the Ordinance provides for demolition credits. A demolition credit is calculated by determining the dollar value of impact fees that would have otherwise been assessed on a building or buildings being demolished as part of new development.

## 2.4 Impact Fee Credits

Developers who construct eligible highway improvements in conjunction with new development may receive credit against impact fees due from that new development. As provided in Section Fourteen of the Ordinance, eligible highway improvement expenditures may include engineering, land acquisition and construction costs for projects specifically listed in the CRIP, but do not include improvements needed for safe and efficient access to the new development site. Because each situation is unique, impact fee credits are always subject to a specific written agreement between the developer and the County.

In accordance with the Ordinance, the County Engineer shall make the final determination as to which road improvements are eligible to receive impact fee credits.

## 2.5 Impact Fee Discount Program

As a means of encouraging new development that meets specific goals of the Kane County 2050 Plan, developers of new development who include specific trip reduction measures in their developments may be eligible for an impact fee discount of up to 70% based on provisions of Section Ten of the Ordinance. Factors considered in determining eligibility and the size of the discount include availability of public transit, proximity of mixed land uses, density and walkability. Specific requirements are provided in the Ordinance.



## 2.6. Charitable Organization Discount

New development that is solely owned and solely occupied by a charitable organization certified by the Internal Revenue Service as tax-exempt under Section 501(c)(3) of the Internal Revenue Code may receive a discount of up to 100% of the impact fee assessed under Section Seven of the Ordinance. The discount is applied only on the traffic impact of the first 50 weekday PM peak hour trips generated on a site. For the purposes of this discount, a site is a contiguous area of land owned by one or more closely related charitable organizations on which a building or buildings may be constructed.

The impact fee under this discount is calculated based on the trip generation estimated for the new development. The trip generation estimated for the new development shall be presented in a traffic impact study prepared by a Professional Traffic Operations Engineer (PTOE) licensed in the state of Illinois. If a traffic impact study is not available, the municipality granting site specific development approval shall certify the estimated trip generation.

### 2.6.1 Total Site Traffic Less Than or Equal to 50 Trips

If the total traffic generated on the site, including traffic generated by any existing buildings and traffic generated by the new development, is less than or equal to 50 weekday PM peak hour trips, the new development shall receive an impact fee discount equal to 100% of the gross impact fee.

### 2.6.2 Existing Site Traffic Less Than or Equal to 50 Trips – Total Site Traffic Greater Than 50 Trips

If the traffic generated on the site prior to construction of the new development is less than or equal to 50 weekday PM peak hour trips, but the traffic total site traffic including the new development is greater than 50 weekday PM peak hour trips, the new development shall receive an impact fee discount in an amount determined by the following formula:

$$\text{DISCOUNT} = (50 - \text{EST}) \times \text{IFT} \times \text{IFM}$$

Where:

EST = Existing Site Traffic in TRIPS

IFT = Applicable Impact Fee per Trip from **Table 2**

IFM = Applicable Impact Fee Multiplier from **Table 3**

The calculated discount shall be applied to the discounted impact fee.

### 2.6.3 Existing Site Traffic Greater Than 50 Trips

If the traffic generated on the site prior to construction of the new development is greater than 50 weekday PM peak hour trips, no discount shall be applied.



**Table 1: Trip and Cost Data by Service Area**

Land Use	Impact Unit	LUC (3)	Rate (4)	Diverted Trips (3)	Pass By (3)	Total Reduction	Adjusted Trip Rate
<b>RESIDENTIAL</b>							
Single Family Detached	Dwelling Unit	210	0.94				0.94
Single Family Attached	Dwelling Unit	215	0.57				0.57
Multi-Family Attached	Dwelling Unit	220	0.51				0.51
Age Restricted Housing	Dwelling Unit	251	0.3				0.30
<b>COMMERCIAL RETAIL</b>							
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	6.59	23%	40%	63%	2.44
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	9.03	23%	40%	63%	3.34
Retail over 150,000 s.f.	1,000 s.f. (1)	820	3.4	26%	22%	48%	1.77
Supermarket	1,000 s.f. (2)	850	8.95	28%	24%	52%	4.30
Gas Service Station	Fueling Position	944	13.91	31%	57%	88%	1.67
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	18.42	29%	56%	85%	2.76
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	22.76	16%	74%	90%	2.28
<b>COMMERCIAL OFFICE</b>							
General Office	1,000 s.f. (2)	710	1.44				1.44
Medical-Dental Office	1,000 s.f. (2)	720	3.93				3.93
Office Park	1,000 s.f. (2)	750	1.3				1.30
Business Park	1,000 s.f. (2)	770	1.22				1.22
<b>COMMERCIAL INDUSTRIAL</b>							
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	0.18				0.18
Speculative Industrial (6)	1,000 s.f. (2)	150/710	0.43				0.43
Light Industrial/Industrial Park	1,000 s.f. (2)	110	0.65				0.65
<b>COMMERCIAL RESTAURANT</b>							
Fast Food Restaurant	1,000 s.f. (2)	934	33.03	19%	55%	74%	8.59
Fine Dining Restaurant	1,000 s.f. (2)	931	7.8	27%	44%	71%	2.26
<b>COMMERCIAL SERVICE</b>							
Day Care	1,000 s.f. (2)	565	11.12	32%	44%	76%	2.67
Hospital	Bed	610	1.69				1.69
Nursing Home	Bed	620	0.14				0.14
Hotel/Motel	Room	320	0.36				0.36
<b>OTHER</b>							
Religious Institution	1,000 s.f. (2)	560	0.49				0.49

(1) Gross Leasable Floor Area

(2) Gross Floor Area

(3) Based on data available in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition* (September 2021).

(4) Based on ITE *Trip Generation Manual, 11<sup>th</sup> Edition* (September 2021), for weekday peak hour of adjacent street traffic, between 4:00PM to 6:00PM.

(5) Pass-by and Diverted Trip information not available in the ITE *Trip Generation Manual, 11<sup>th</sup> Edition* (September 2021) for LUC 822; and therefore, pass-by and diverted trip information was utilized from a similar land use (LUC 821).

(6) Rate calculated using 80% of LUC 150 and 20% of LUC 710 per the ITE *Trip Generation Manual, 11<sup>th</sup> Edition*.

Note: For a property with only one tenant, the measurements of GFA and GFLA are essentially equal.

**Table 2: Trip and Cost Data by Service Area**

Metric	Service Area		
	North	Central	South
Total New Trips	147,664	56,009	81,865
Eligible Project Cost	\$427,470,000	\$162,415,000	\$238,290,000
Impact Fee per Trip	\$2,895	\$2,900	\$2,911

**Table 3: Impact Fee Multiplier<sup>1</sup>**

Applicable Dates	Impact Fee Multiplier
April 12, 2022 through April 11, 2027	50%

<sup>1</sup>The Impact Fee Multiplier is used to determine the Reduced Impact Fees for a particular development and is calculated by:

$$\text{REDUCED IMPACT FEE} = \text{NET IMPACT FEE} \times \text{IMPACT FEE MULTIPLIER}$$

For example, if the Impact Fee for a particular development after applicable credits (Net Impact Fees) is \$5,000, then the assessed Reduced Impact Fee with a 50% Multiplier is \$2,500 and with a 59% Multiplier is \$2,950.

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## **Appendix B.** **Public Hearing Comments and Proceedings**

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# Contents

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- Public Hearing Notice
- Sign In Sheet
- Boards from Public Hearing
- Public Hearing Transcript

**NOTICE OF PUBLIC HEARING TO CONSIDER THE ADOPTION OF THE  
COMPREHENSIVE ROAD IMPROVEMENT PLAN AND IMPOSITION OF  
IMPACT FEES**

The Public Hearing shall be held on November 16, 2021 commencing at 5:30 p.m. until 7:00 p.m. at the Kane County Government Center, in the Auditorium of Building A, located at 719 South Batavia Avenue, Geneva, Illinois.

The purpose of this hearing is to consider the adoption of a revised Comprehensive Road Improvement Plan, potential amendments to the Kane County Road Improvement Impact Fee Ordinance and potential revisions to the fee schedule.

In association with the development of the Comprehensive Road Improvement Plan and fee schedule, the County of Kane will retain the three (3) existing service areas described as North, Central and South. The service areas will be contiguous and together will encompass the entire county.

The Kane County Division of Transportation will make available to the public upon request the following: a list of the proposed comprehensive road improvement projects, cost estimates, service area boundary exhibit, draft fee schedule, draft ordinance update and other available information relating to the update. Any member of the public affected by the Comprehensive Road Improvement Plan, amendments to the Kane County Road Improvement Impact Fee Ordinance, and fee schedule shall have the right to appear at the public hearing and present evidence in support of or against the Comprehensive Road Improvement Plan, amendments to the Kane County Road Improvement Impact Fee Ordinance, and fee schedule.

Written comments regarding the Comprehensive Road Improvement Plan, amendments to the Kane County Road Improvement Impact Fee Ordinance, and fee schedule can also be sent to the Kane County Division of Transportation, Attn: Impact Fee Coordinator, 41W011 Burlington Road, St. Charles, IL 60175 or submitted by email to [kdotimpactfee@co.kane.il.us](mailto:kdotimpactfee@co.kane.il.us) until 4:00 p.m. on November 22, 2021.

Additional information regarding Kane County's Road Improvement Impact Fee Program can be found at <http://kdot.countyofkane.org/Pages/Impact-Fees.aspx>

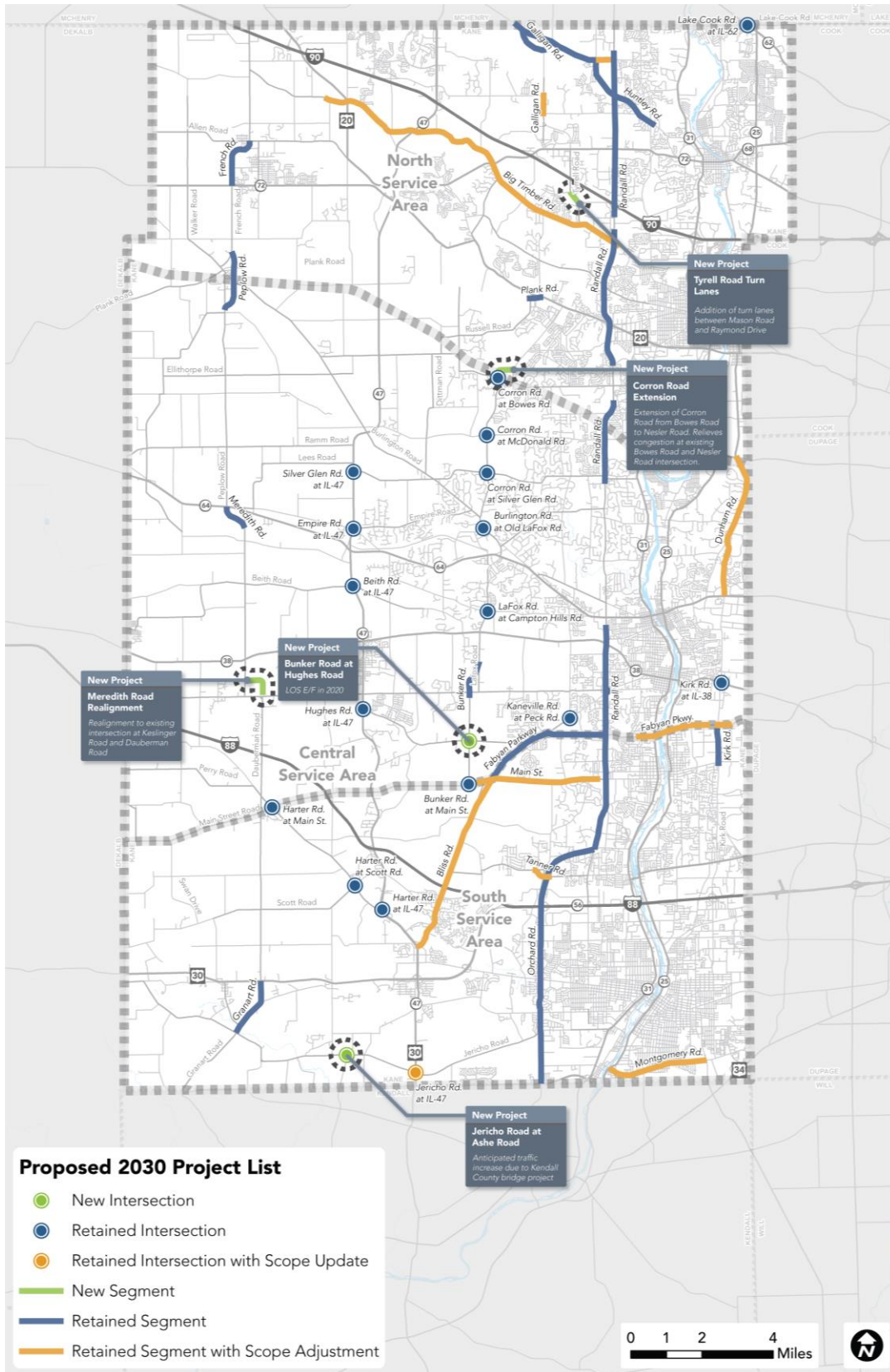




## CRIP and Imposition of Impact Fees Public Hearing November 16, 2021







Name, Organization	Address	City, State, Zip	Email
Pam PelesKey		Elburn	
Rory Fandler - Splitt Kimley Horn			
Tim Spooan Kimley - Horn			
DALE BERMAN	CUBA DIST 2		
Barbara Wajnicki	KC Board # 15		
SCOTT HAJEK	VILLAGE OF HUNTLEY		shajek@huntley.il.us
Tim Maroder <sup>Plata Twp Supervisor</sup>	Plata Township	Plata Center, IL 60124	tmaroder@comcast.net
MIKE TYRRELL <sup>president</sup>	Village of Campton Hills		MTYRRELL@Village of Campton Hills
STEVE BAUER	150 E. Bunker	VERNON Hg	sbauer@delhorton.com
Jackie Forbes, KDOT staff	on file		
Lisa Larson, KDOT staff	on file		
Jennifer Becker, KDOT staff	on file		



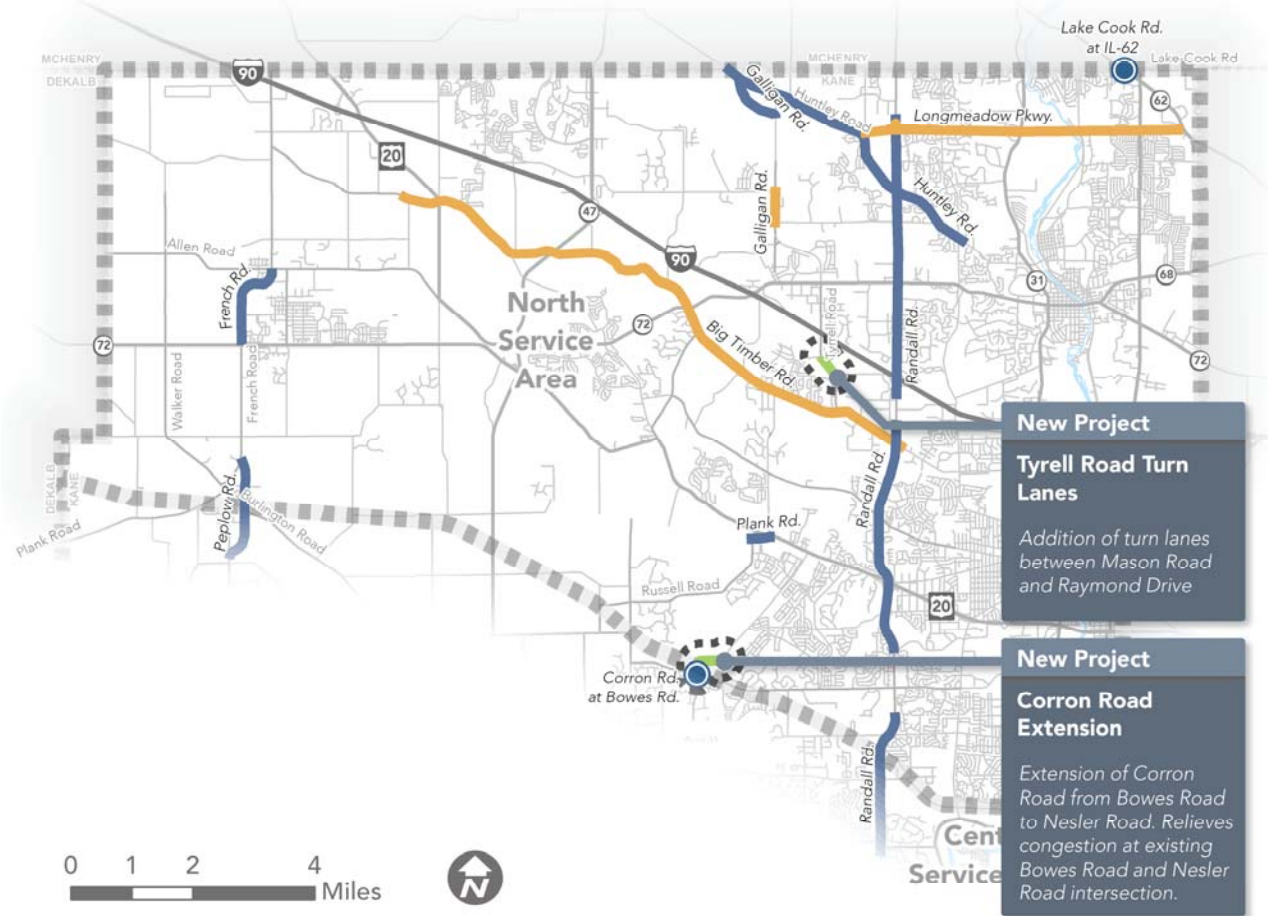


# 2030 PROJECTS

## 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



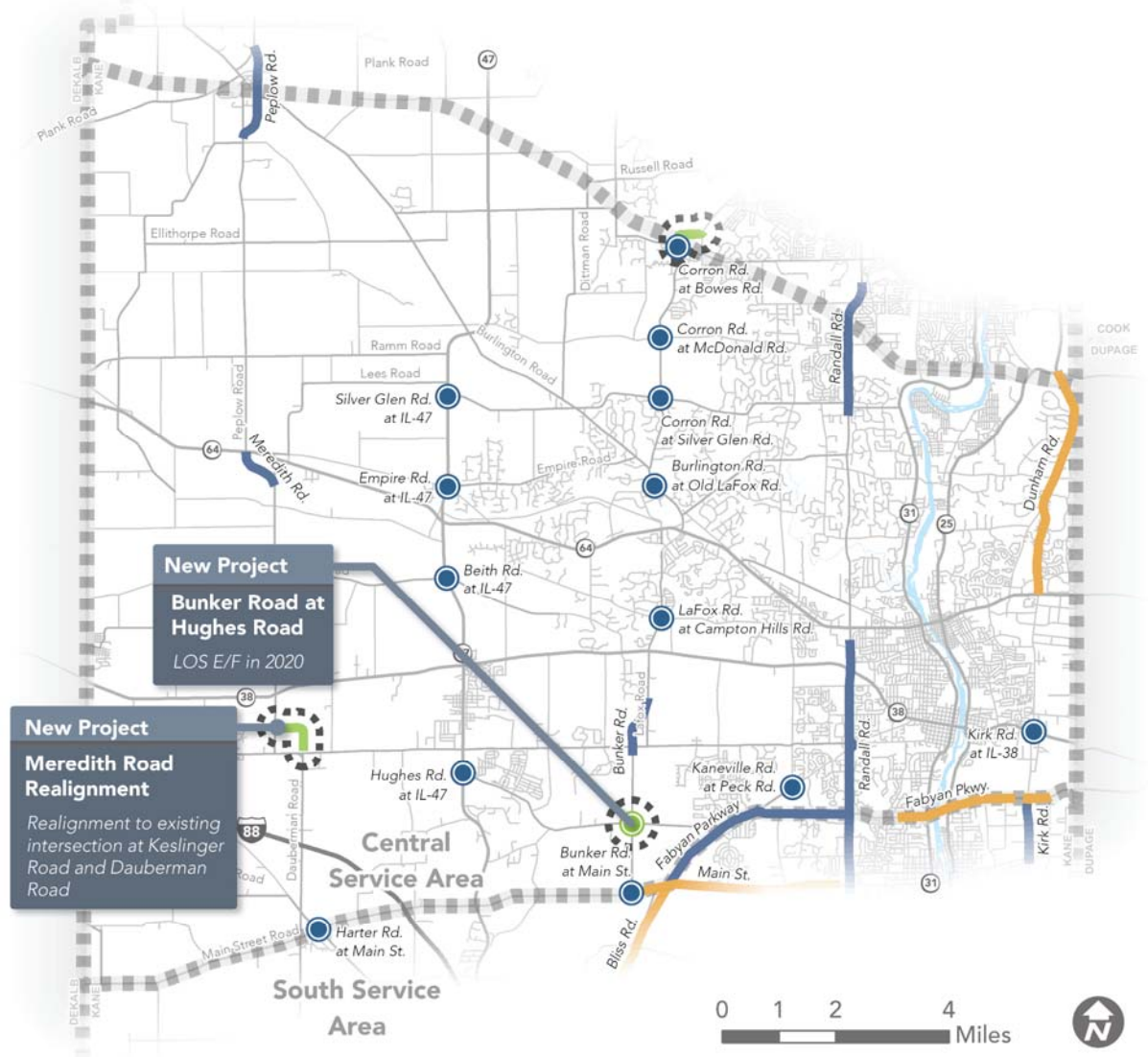
# 2030 PROJECTS

## 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





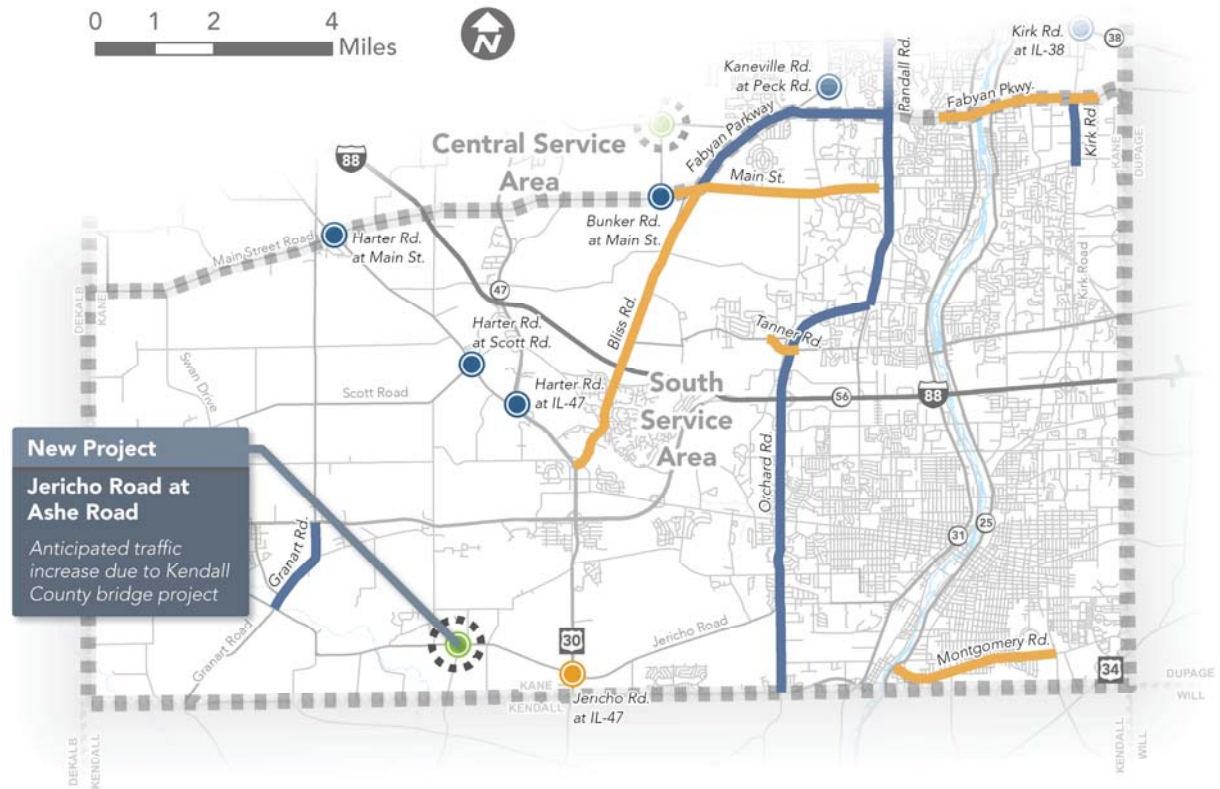
# 2030 PROJECTS

## 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
<b>RESIDENTIAL</b>								
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
<b>COMMERCIAL RETAIL</b>								
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	\$9,698.53	\$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
<b>COMMERCIAL OFFICE</b>								
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
<b>COMMERCIAL INDUSTRIAL</b>								
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
<b>COMMERCIAL RESTAURANT</b>								
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
<b>COMMERCIAL SERVICE</b>								
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
<b>OTHER</b>								
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

- 1 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.
- 2 GROSS FLOOR AREA (GFA)**  
THE TOTAL FLOOR AREA CONTAINED WITHIN THE BUILDING MEASURED TO THE EXTERNAL FACE OF THE EXTERNAL WALLS.
- 3 LAND USE CODES**  
BASED ON DATA AVAILABLE IN THE ITE TRIP GENERATION MANUAL, 11TH EDITION.
- 4 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.
- 5 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
<b>RESIDENTIAL</b>								
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
<b>COMMERCIAL RETAIL</b>								
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
<b>COMMERCIAL OFFICE</b>								
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
<b>COMMERCIAL INDUSTRIAL</b>								
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
<b>COMMERCIAL RESTAURANT</b>								
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
<b>COMMERCIAL SERVICE</b>								
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
<b>OTHER</b>								
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

- 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.

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





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# Transcript of Public Hearing

**Date:** November 16, 2021

**Case:** Impact Fee Public Hearing, In Re:

**Planet Depos**

**Phone:** 888.433.3767

**Email:** [transcripts@planetdepos.com](mailto:transcripts@planetdepos.com)

**www.planetdepos.com**

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BEFORE THE KANE COUNTY DIVISION OF TRANSPORTATION

- - - - -x

In re the matter of: :

Kane County, Impact Fee :

Land Use Assumptions. :

- - - - -x

PUBLIC HEARING  
HEARING OFFICER JACQUELINE FORBES  
Geneva, Illinois  
Tuesday, November 16, 2021  
5:30 p.m.

Job No.: 401272  
Pages: 1 - 5  
Reported By: Paula Quetsch, CSR, RPR



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Meeting held at the location of:

KANE COUNTY GOVERNMENT CENTER  
719 South Batavia Avenue  
Building A  
Geneva, Illinois 60134  
(630) 444-1236

Before Paula Quetsch, Certified Shorthand  
Reporter, Registered Professional Reporter, and  
Notary Public in and for the State of Illinois.

1 P R O C E E D I N G S

2 HEARING OFFICER FORBES: Good evening  
3 everyone. My name is Jackie Forbes. I am the  
4 chief of planning and programming for Kane County  
5 Division of Transportation and have been  
6 designated as the hearing officer for this public  
7 meeting.

8 The purpose of this hearing is to consider  
9 the adoption of a revised comprehensive road  
10 improvement plan, potential amendments to the  
11 Kane County road improvement plan, impact fee  
12 ordinance, and potential revisions to the fee  
13 schedule.

14 We have a number of informational displays  
15 around the room and a number of staff people and  
16 consultants here to answer questions.

17 You may make formal comments in several  
18 ways. There is a court reporter here to transcribe  
19 any verbal comments you may make; there are  
20 comment forms that you can fill out and leave with  
21 us tonight, or you can submit written comments to  
22 the Kane County Division of Transportation until  
23 November 22nd, 2021, at 4:00 p.m. Detailed  
24 instructions are shown on the comment form and

Transcript of Public Hearing  
Conducted on November 16, 2021

1 also on the meeting announcement. Comments may  
2 also be emailed to [kdotimpactfee@co.kane.il.us](mailto:kdotimpactfee@co.kane.il.us).

3 The public hearing is now open and will  
4 last until 7:00 this evening.

5 Thank you for coming.

6 (Record closed at 7:00 p.m.)

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CERTIFICATE OF SHORTHAND REPORTER

I, Paula M. Quetsch, Certified Shorthand Reporter No. 084-003733, CSR, RPR, and a Notary Public in and for the County of Kane, State of Illinois, the officer before whom the foregoing proceedings were taken, do certify that the foregoing transcript is a true and correct record of the proceedings, that said proceedings were taken by me stenographically and thereafter reduced to typewriting under my supervision, and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 17th day of November, 2021.

My commission expires: October 16, 2025



\_\_\_\_\_  
Notary Public in and for the  
State of Illinois

Transcript of Public Hearing  
 Conducted on November 16, 2021

<b>A</b>	<p><b>coming</b> 4:5</p> <p><b>comment</b> 3:20, 3:24</p> <p><b>comments</b> 3:17, 3:19, 3:21, 4:1</p> <p><b>commission</b> 5:20</p> <p><b>comprehensive</b> 3:9</p> <p><b>consider</b> 3:8</p> <p><b>consultants</b> 3:16</p> <p><b>correct</b> 5:8</p> <p><b>counsel</b> 5:12</p> <p><b>county</b> 1:1, 1:5, 2:5, 3:4, 3:11, 3:22, 5:5</p> <p><b>court</b> 3:18</p> <p><b>csr</b> 1:24, 5:4</p>	<p><b>expires</b> 5:20</p>	<p><b>impact</b> 1:5, 3:11</p> <p><b>improvement</b> 3:10, 3:11</p> <p><b>informational</b> 3:14</p> <p><b>instructions</b> 3:24</p> <p><b>interest</b> 5:14</p>
<b>B</b>	<p><b>batavia</b> 2:6</p> <p><b>been</b> 3:5</p> <p><b>before</b> 1:1, 2:14, 5:6</p> <p><b>building</b> 2:7</p>	<p style="text-align: center;"><b>F</b></p> <p><b>fee</b> 1:5, 3:11, 3:12</p> <p><b>fill</b> 3:20</p> <p><b>financial</b> 5:14</p> <p><b>forbes</b> 1:10, 3:2, 3:3</p> <p><b>foregoing</b> 5:6, 5:7</p> <p><b>form</b> 3:24</p> <p><b>formal</b> 3:17</p> <p><b>forms</b> 3:20</p>	<p style="text-align: center;"><b>J</b></p> <p><b>jackie</b> 3:3</p> <p><b>jacqueline</b> 1:10</p> <p><b>job</b> 1:22</p>
<b>C</b>	<p><b>day</b> 5:17</p> <p><b>designated</b> 3:6</p> <p><b>detailed</b> 3:23</p> <p><b>displays</b> 3:14</p> <p><b>division</b> 1:1, 3:5, 3:22</p>	<p style="text-align: center;"><b>G</b></p> <p><b>geneva</b> 1:11, 2:8</p> <p><b>good</b> 3:2</p> <p><b>government</b> 2:5</p>	<p style="text-align: center;"><b>K</b></p> <p><b>kane</b> 1:1, 1:5, 2:5, 3:4, 3:11, 3:22, 4:2, 5:5</p> <p><b>kdotimpactfee@co</b> 4:2</p>
	<p style="text-align: center;"><b>D</b></p> <p><b>emailed</b> 4:2</p> <p><b>employed</b> 5:12</p> <p><b>evening</b> 3:2, 4:4</p> <p><b>everyone</b> 3:3</p>	<p style="text-align: center;"><b>H</b></p> <p><b>hand</b> 5:17</p> <p><b>hearing</b> 1:9, 1:10, 3:2, 3:6, 3:8, 4:3</p> <p><b>held</b> 2:1</p> <p><b>here</b> 3:16, 3:18</p> <p><b>hereunto</b> 5:16</p>	<p style="text-align: center;"><b>L</b></p> <p><b>land</b> 1:6</p> <p><b>last</b> 4:4</p> <p><b>leave</b> 3:20</p> <p><b>location</b> 2:1</p>
	<p style="text-align: center;"><b>E</b></p>	<p style="text-align: center;"><b>I</b></p> <p><b>il</b> 4:2</p> <p><b>illinois</b> 1:11, 2:8, 2:16, 5:6, 5:24</p>	<p style="text-align: center;"><b>M</b></p> <p><b>make</b> 3:17, 3:19</p> <p><b>matter</b> 1:4</p> <p><b>meeting</b> 2:1, 3:7, 4:1</p>
			<p style="text-align: center;"><b>N</b></p> <p><b>name</b> 3:3</p>

Transcript of Public Hearing  
 Conducted on November 16, 2021

<p><b>nd</b> 3:23</p> <p><b>neither</b> 5:12</p> <p><b>notarial</b> 5:17</p> <p><b>notary</b> 2:16, 5:4, 5:23</p> <p><b>november</b> 1:12, 3:23, 5:18</p> <p><b>number</b> 3:14, 3:15</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>october</b> 5:20</p> <p><b>officer</b> 1:10, 3:2, 3:6, 5:6</p> <p><b>open</b> 4:3</p> <p><b>ordinance</b> 3:12</p> <p><b>otherwise</b> 5:14</p> <p><b>out</b> 3:20</p> <p><b>outcome</b> 5:14</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>pages</b> 1:23</p> <p><b>parties</b> 5:13</p> <p><b>paula</b> 1:24, 2:14, 5:3</p> <p><b>people</b> 3:15</p> <p><b>plan</b> 3:10, 3:11</p> <p><b>planning</b> 3:4</p> <p><b>potential</b> 3:10, 3:12</p> <p><b>proceedings</b> 5:7, 5:9</p>	<p><b>professional</b> 2:15</p> <p><b>programming</b> 3:4</p> <p><b>public</b> 1:9, 2:16, 3:6, 4:3, 5:5, 5:23</p> <p><b>purpose</b> 3:8</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>questions</b> 3:16</p> <p><b>quetsch</b> 1:24, 2:14, 5:3</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>record</b> 4:6, 5:8</p> <p><b>reduced</b> 5:10</p> <p><b>registered</b> 2:15</p> <p><b>related</b> 5:12</p> <p><b>reported</b> 1:24</p> <p><b>reporter</b> 2:15, 3:18, 5:1, 5:4</p> <p><b>revised</b> 3:9</p> <p><b>revisions</b> 3:12</p> <p><b>road</b> 3:9, 3:11</p> <p><b>room</b> 3:15</p> <p><b>rpr</b> 1:24, 5:4</p> <hr/> <p style="text-align: center;"><b>S</b></p> <hr/> <p><b>said</b> 5:9</p> <p><b>schedule</b> 3:13</p> <p><b>seal</b> 5:17</p>	<p><b>set</b> 5:16</p> <p><b>several</b> 3:17</p> <p><b>shorthand</b> 2:14, 5:1, 5:3</p> <p><b>shown</b> 3:24</p> <p><b>signature-sc3</b> 5:21</p> <p><b>south</b> 2:6</p> <p><b>staff</b> 3:15</p> <p><b>state</b> 2:16, 5:5, 5:24</p> <p><b>stenographically</b> 5:10</p> <p><b>submit</b> 3:21</p> <p><b>supervision</b> 5:11</p> <hr/> <p style="text-align: center;"><b>T</b></p> <hr/> <p><b>taken</b> 5:7, 5:9</p> <p><b>th</b> 5:17</p> <p><b>thank</b> 4:5</p> <p><b>thereafter</b> 5:10</p> <p><b>tonight</b> 3:21</p> <p><b>transcribe</b> 3:18</p> <p><b>transcript</b> 5:8</p> <p><b>transportation</b> 1:1, 3:5, 3:22</p> <p><b>true</b> 5:8</p> <p><b>tuesday</b> 1:12</p> <p><b>typewriting</b> 5:11</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>under</b> 5:11</p>	<p><b>until</b> 3:22, 4:4</p> <p><b>use</b> 1:6</p> <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <p><b>verbal</b> 3:19</p> <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <p><b>ways</b> 3:18</p> <p><b>whereof</b> 5:16</p> <p><b>witness</b> 5:16</p> <p><b>written</b> 3:21</p> <hr/> <p style="text-align: center;"><b>X</b></p> <hr/> <p><b>x</b> 1:3, 1:7</p> <hr/> <p style="text-align: center;"><b>0</b></p> <hr/> <p><b>00</b> 3:23, 4:4, 4:6</p> <p><b>003733</b> 5:4</p> <p><b>084</b> 5:4</p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1236</b> 2:9</p> <p><b>16</b> 1:12, 5:20</p> <p><b>17</b> 5:17</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2021</b> 1:12, 3:23, 5:18</p> <p><b>2025</b> 5:20</p> <p><b>22</b> 3:23</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>30</b> 1:13</p>
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Transcript of Public Hearing  
Conducted on November 16, 2021

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<b>4</b> 3:23 <b>401272</b> 1:22 <b>444</b> 2:9	
<b>5</b>	
<b>5</b> 1:13	
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<b>60134</b> 2:8 <b>630</b> 2:9	
<b>7</b>	
<b>7</b> 4:4, 4:6 <b>719</b> 2:6	
<b>9</b>	
<b>92</b> 5:21	

Appendix C  
Impact Fee Ordinance



STATE OF ILLINOIS

COUNTY OF KANE

ORDINANCE NO.22-XX

**KANE COUNTY ROAD IMPROVEMENT IMPACT FEE ORDINANCE**

WHEREAS, the County is authorized pursuant to the Highway Code of the Illinois Compiled Statutes (605 ILCS 5/1-101 *et seq.*), (hereinafter "Highway Code") to plan, develop, manage, operate, maintain and control a system of highways (hereinafter "County highway system") and each highway that is part of the County highway system (hereinafter "highway") under its exclusive jurisdiction within the boundaries of Kane County; and

WHEREAS, the County of Kane (hereinafter "County") is further authorized pursuant to the Illinois Highway Code (605 ILCS 5/5-901 *et seq.*) to adopt road improvement impact fees (hereinafter "impact fees") pursuant to the Road Improvement Impact Fee Law thereof; and,

WHEREAS, the County Board of Kane County (hereinafter "County Board") has determined that impact fees are an equitable and financially responsible approach to ensuring an adequate County highway System will be available when needed to serve new residential, commercial and industrial land development; and

WHEREAS, the County Board is committed to developing and implementing an impact fee program to mitigate the adverse traffic impacts of new development; and

WHEREAS, the County Board desires to implement impact fees that support the goals of the latest version of the County of Kane's Land Resource Management Plan; and

WHEREAS, the County Board has determined that impact fees shall be expended on the County highway improvements within the service area(s) as specified in the County's Comprehensive Road Improvement Plan (hereinafter "CRIP") as may be updated from time to time; and

WHEREAS, the Kane County Road Improvement Impact Fee Ordinance (hereinafter "Ordinance") is intended to comply in all respects with the Road Improvement Fee Law; and

WHEREAS, the County has previously recommended land use assumptions and has approved a CRIP for the purpose of implementing this Ordinance in full compliance with the requirements of the Road Improvement Impact Fee Law; and

WHEREAS, the County has, following extensive public participation, adopted Modified Land Use Assumptions pursuant to County Board Resolution 21-411, in accordance with the provisions of the Road Improvement Impact Fee Law, and has performed all other tasks necessary to update the Ordinance and by approval hereof amends in its entirety Chapter 17, Article II "Road Improvement Impact Fee", of the Kane County Code.

NOW, THEREFORE, BE IT ORDAINED by the County Board of Kane County, Illinois:

Section One. **Title.**

This Ordinance shall be known and may be referred to as the "Kane County Road Improvement Impact Fee Ordinance."

## Section Two. **Purpose and Authority.**

1. The County Board recognizes that new development in the County requires the capacity of the County highway system be expanded and that without a funded program for County highway system improvements, new development will have an adverse impact on the safety and efficiency of the County highway system.

2. The County Board further recognizes that all new development in Kane County generates traffic on the County highway system and requires direct or indirect access to those highways that are a part of the County highway system, regardless of the location of the new development.

3. The purpose of this Ordinance is to ensure that new development pays a fair share of the cost of County highway improvements expended to serve new development. To that end, the imposition of impact fees is designed to supplement other funding sources so that the burden of paying for County highway improvements necessitated by new development is allocated in a fair and equitable manner and orderly growth is promoted throughout the County.

## Section Three. **Definitions.**

The following definitions shall apply to the terms as used in this Ordinance:

**Advisory Committee:** the group of people selected from the public and private sectors in accordance with the Highway Code (605 ILCS 5/5-907) and the provisions of Section Eighteen of this Ordinance to advise the County in the development and implementation of the CRIP and the periodic update thereof.

**Affordable housing:** decent, safe, sanitary, and appropriate housing units that low and moderate-income households can own or rent without having to devote more than approximately thirty percent (30%) of their yearly gross income for monthly housing expenses. "Household expenses" are: (1) rent and utilities for rental housing; and (2) debt service (principal and interest), property taxes, and home insurance for home ownership. To qualify as affordable housing, the maximum purchase price of owner-occupied units shall not exceed that specified in the "Owner Occupied Affordability Chart for Chicago Metro Area" published annually by the Illinois Housing Development Authority. For rental housing to be considered affordable housing, the monthly rent for a dwelling unit may not exceed that specified in "Affordable Rental Units for Chicago Metro Area" published annually by the Illinois Housing Development Authority.

**Age-restricted housing:** single-family detached or single-family attached housing units that are restricted by deed so that at least one resident thereof must be fifty-five (55) years of age or older and no person under the age of nineteen (19) may reside in the unit more than ninety (90) days during any consecutive twelve (12) months.

**Assisted financing:** the financing of residential new development by the Illinois Housing Development Authority, including loans to developers for multi-unit residential development and loans to purchasers of single-family residences, including condominiums and townhouses.

**Building:** either a finished or an unfinished product of construction or a structure, carrying no implication as to size or condition. The terms "building" and "structure" as used herein are interchangeable.

**Building permit:** any form of approval issued or granted by the County or a municipality that grants or otherwise allows the commencement of construction of a building.

**Certificate of occupancy:** any form of approval granted by either the County or a municipality as a condition to occupy a building, and includes any temporary occupancy approval as well as any permanent occupancy approval.

**Charitable organization:** entities, corporations, and any trust, fund, foundation or other entity certified by the Internal Revenue Service as tax-exempt under Section 501(c)(3) of the Internal Revenue Code organized and operated exclusively for religious, charitable, scientific, literary, or educational purposes, or for the prevention of cruelty to children or animals. Charitable organization includes organizations dedicated to the relief of the poor, the distressed, the disabled or the underprivileged; advancement of religion; advancement of education or science; erecting or maintaining public buildings, monuments or works; lessening the burdens of government; lessening neighborhood tensions; eliminating prejudice and discrimination; defending human and civil rights secured by law; and combating community deterioration and juvenile delinquency.

**Comprehensive Road Improvement Plan:** the highway improvement plan, also referred to as the CRIP, prepared by the County in consultation with the Advisory Committee. The plan is an analysis of the Kane County highway network, identification of the highway network deficiencies, formulation of a program of improvements and projects with associated costs thereof all of which ultimately results in the determination of a fee per trip calculation(s).

**County:** the County of Kane, of the State of Illinois.

**County Board:** the County Board of the County of Kane, of the State of Illinois.

**County Engineer:** the County Engineer of Kane County as "County Engineer" is defined as set forth in the Highway Code (605 ILCS 5/5-201 *et seq.*).

**County highway:** shall have the same definition as set forth in the Highway Code (605 ILCS 5/2-204).

**County highway system:** shall have the same definition as set forth in the Highway Code (605 ILCS 5/2-102).

**CRIP:** see definition for Comprehensive Road Improvement Plan.

**Demolition Credit:** a credit against an assessed impact fee which credit is determined by the dollar value of impact fees that would have otherwise been assessed on a building or buildings being demolished as part of a new development.

**Density:** an impact fee assessment factor that is calculated for residential new development by dividing the total number of residential units by the total buildable land area in acres of the new development. Buildable land excludes land occupied by nonresidential structures, and land excluded from residential development by law (e.g. wetlands, floodplains and rights of way for arterial and major collector roads), but includes areas devoted to public rights of way for local and minor collector streets internal to the new development, storm water management for the new development, parking areas, and common open space. For detached residential units on individual lots, the average density for the entire new development shall be used.

**Developer:** any person, corporation, organization, or other legal entity initiating or conducting new development.

**Division of Transportation:** the Kane County Division of Transportation located at 41W011 Burlington Road, St. Charles, Illinois 60175.

**Encumbered:** legally obligated or otherwise committed to use under contract or purchase order.

**Enlarged:** to increase its size, make larger, bigger or to add onto so as to increase the useable floor area square footage of a building. Enlarged does not necessarily mean "structurally altered".

**Existing deficiencies:** the highway intersections and/or highway segments under the jurisdiction of the County that operated at level of service "E" or below (as defined by the Transportation Research Board) in the year 2003 and that are identified as "existing deficiencies" in the latest version of the CRIP.

**Fee payer:** any person initiating new development which pays, or is required to pay an impact fee in accordance with the terms of this or any previous version of the Ordinance.

**Floor Area Ratio (FAR):** the floor area of a structure or structures on a zoning lot divided by the area of such zoning lot, or, in the case of planned unit developments, by the net site area. In all cases, the lot area or site area used to calculate the floor area ratio shall include the land areas allocated to parking and storm water management.

**Highway:** shall have the same definition as set forth in the Highway Code (605 ILCS 5/5-102 *et seq.*).

**Highway improvement:** the improvement, expansion, enhancement, enlargement or construction of those highways and/or the parts thereof under the jurisdiction of the County that are designated for improvement as set forth in the CRIP, which improvements include, but are not limited to bridges, right-of-ways and traffic control improvements owned and operated by the County. The term "highway improvement" shall not include tollways but may include tollway ramps at county highway intersections. The term "highway improvement" does not include any highways that are not designated for improvement in the CRIP even though they are under the jurisdiction of the County nor does it include site improvements related to the new development. Highway improvements must address capacity deficiencies on the highways as set forth in the CRIP.

**Highway improvement capital costs:** include, but are not limited to, capital costs associated with the construction of a highway improvement designated in the CRIP, the need for which is generated by new development, which highway improvement has a life expectancy of three (3) or more years, and the land acquisition, land improvement, planning, design, and engineering related thereto. Such costs do not include routine and periodic maintenance expenditures, resurfacing or rehabilitation of existing pavement structures, personnel, training, or other operating costs, but do include the costs of financing such highway improvements and reasonable administrative costs for administering the impact fee program, provided that such administrative costs do not exceed five percent (5%) of the impact fee paid.

**Impact fee:** the "road improvement impact fee" as defined herein.

**Industrial:** manufacturing, production, light manufacturing/industry, construction, assembly, service and/or warehousing activity.

**Infill:** undeveloped land or vacant land having at least seventy-five percent (75%) of its perimeter bordering land that has been developed. Developed land includes land either having or that has had pre-existing structures thereon. Land that is currently in agricultural use or forestry use is not considered developed. Park and forest preserve properties that border an infill site shall not be counted as part of the perimeter of undeveloped land.

**Impact fee agreement:** an executed, fully approved, written agreement between the County and a developer and/or fee payer as provided for in Section Twelve of this Ordinance.

**Impact fee credit agreement:** an executed, fully approved, written agreement between the County and a developer and/or fee payer as provided for in Section Fourteen of this Ordinance.

**Impact fee payment agreement:** a an executed, fully approved, written agreement between the County and a developer and/or fee payer as provided for in Section Twelve of this Ordinance.

**Land use assumptions:** a description of the service area(s) and the roads, streets or highways incorporated therein, which includes projections relating to changes in land uses, densities and population growth rates which affect the level of traffic within the service area(s) for a ten (10) year period of time.

**Level of service:** the measure of roadway sufficiency of traffic flow, in which acceptable operating speeds are assessed, and in which changes in operating conditions, fluctuations in traffic volume, and temporary restrictions to traffic flow are evaluated.

**Municipality:** any city or village or district with territory within the boundaries of Kane County.

**New development:** shall have the same definition as set forth in the Highway Code (605 ILCS 5/5-903). For the purpose of Section Ten of this Ordinance, new development shall additionally constitute a structure or group of structures that require site specific development approval.

**Non-commencement:** the cancellation of new development prior to commencing construction thereof.

**Nonresidential new development:** new development consisting of a building(s) or other structure(s) suitable or capable of being used for all purposes other than residential purposes.

**Ordinance:** Kane County Ordinance No. 04-21 as subsequently amended by Ordinance No.

**Person:** any individual, firm, partnership, association, public or private corporation, organization, limited liability company or business, charitable trust or governmental agency, person, unit of local government or any other legal entity.

**Private school:** a private, nonprofit educational facility serving one or more of grades, kindergarten through grade-12 and formally recognized by the Illinois State Board of Education.

**Procedures Manual:** the document developed by the County Engineer and available from the Division of Transportation that sets forth the procedures, processes, forms and operating definitions to be used in the administration of this Ordinance.

**Project:** the construction of a new development.

**Redevelopment:** a new development site in which at least seventy-five percent (75%) of the land area thereof has been previously developed.

**Residential new development:** house(s), building(s) or other structure(s) that is suitable or capable of being used for residential purposes.

**Road improvement impact fee:** any charge or fee levied or imposed by the County pursuant to the Road Improvement Impact Fee Law as a condition to the issuance of a building permit or certificate of occupancy in connection with a new development, when any portion of the revenues collected is intended to be used to fund any portion of the costs of system improvements.

**Service area:** any one of the three (3) land areas within Kane County delineated by the boundaries shown on Exhibit A of this Ordinance, and which are so designated in the CRIP.

**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 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.

**Site-related improvements:** any capital improvement related in any manner to a highway, street or road necessary or convenient for ingress to and egress from a new development. Site-related improvements include among other things:

- a) site driveways, streets and roads;
- b) right- and left-turn lanes for or leading to or otherwise benefitting site driveways, alleys streets and roads;
- c) traffic control measures for or leading to or otherwise benefitting site driveways, alleys, streets and roads;
- d) acceleration and deceleration lanes;
- e) median openings and closings;
- f) roads necessary to provide direct access to the development;
- g) landscaping and berms;
- h) lighting and other utilities;
- i) sidewalks and bike trails, and
- j) any right of way needed for any of the above.

The term "site related improvements" includes any improvements made to alley's roads, streets, or highways and any appurtenances thereto that are not designated for or as improvement in the CRIP.

**Site specific development approval:** shall have the meaning as set forth in the Highway Code (605 ILCS 5/5-903 *et seq.*). If the site specific development approval is preliminary in nature, the final plat or plan for the new development must be in substantial conformance with the approved preliminary plat or plan.

**Specifically, and uniquely attributable:** shall have the meaning as set forth in the Highway Code (605 ILCS 5/5-903 *et seq.*).

**Speculative industrial new development:** industrial or warehouse new development where the developer intends to lease or otherwise convey parts thereof to parties not yet determined at the time of issuance of the building permit and where construction will commence prior to the new development or the part(s) thereof being leased or otherwise conveyed. Speculative industrial new development is otherwise defined as Light Industrial/Industrial Park or Warehouse/Distribution Terminal, allow for the collection of impact fees based on an assumption of 20% General Office (ITE LUC 710) and 80% Warehousing (ITE LUC 150) prior to the identification of a tenant(s) or interior architectural plan.

**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 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.

Structurally altered: any change or addition to the load bearing elements of a building that increases the useable internal floor area square feet thereof. Structurally altered does not necessarily mean "enlarged".

Substantial conformance: any final plat or plan for new development which is generally consistent with the approved preliminary plat or plan virtually including the same mix of land uses and density. A final plat or plan in substantial conformance with the preliminary plat or generates the same or fewer peak hour trips, which peak hour trips are determined using the methodology as set forth in Appendix A of the CRIP.

System improvement: see "highway improvement".

Technical specifications: those documents that contain the impact fee calculation factors necessary for computation of the impact fee for a particular land use, an individual assessment, and the impact fee schedule attached to this Ordinance.

Temporary structure: a building or structure designed or intended for temporary human occupancy or for the temporary protection of animals, chattels, or property of any kind. For the purposes of this Ordinance, "temporary" is defined as a period of time no greater than two (2) years.

Transit Supportive Corridors: shall be as defined in the report titled [Implementation of the Kane County 2040 Long Range Transit Plan Transit-Supportive Corridors: Existing Conditions and Implementation Tools](#), prepared by the Chicago Metropolitan Agency for Planning (CMAP) (dated May 2015) which may be amended from time to time.

Transportation Committee: the Transportation Committee as designated by the County Board.

Unit of local government: any city, village or district with territory in Kane County. The terms "unit of local government" and "municipality" as used herein are interchangeable.

Walking distance: the distance that a pedestrian must travel between destinations without obstruction, in a safe and comfortable environment. Walking distance is measured in linear feet along such paths, sidewalks or ways with one thousand three hundred twenty feet (1,320') equaling a one-fourth (1/4) mile and two thousand six hundred forty feet (2,640') equaling a one-half (1/2) mile.

Warehouse: a structure utilized in whole or part for the storage of materials, merchandise or goods only without any processing, fabrication, direct transfer or assembly.

Working day: any day on which the offices of the County are officially open, not including Saturdays, Sundays, and other holidays as designated by the County Board.

#### Section Four. **Interpretation of Ordinance, Fee Schedule and Appeals.**

1. Application of the provisions of this Ordinance, the impact fee schedules, standard individual assessment, and simplified individual assessment shall be made by the County Engineer. Whenever necessary, the County Engineer may use the latest edition of the Institute of Transportation Engineers [Trip Generation Manual](#), the latest edition of the Transportation Research Board [Highway Capacity Manual](#), or locally obtained empirical data, in applying this Ordinance. The County Engineer shall establish a Procedures Manual identifying the procedures the Division of Transportation will utilize in administering this Ordinance.

2. Any decision by the County Engineer with respect to this Ordinance may be appealed by the fee payer to the County Board through its Transportation Committee. Any appeal shall be made

by written petition within fourteen (14) calendar days of written notice of a decision by the County Engineer.

3. Upon receipt of a petition for appeal of a decision of the County Engineer, the Transportation Committee shall schedule consideration of such appeal at its next regularly scheduled committee meeting. The Transportation Committee shall notify the petitioner in writing of the date and time of such meeting and shall consider such written or oral testimony that the petitioner may present in conjunction with the decision and recommendation of the County Engineer. The Transportation Committee shall affirm, reverse, or modify the County Engineer's decision at said regularly scheduled meeting.

4. The fee payer shall have seven (7) calendar days after the date of the decision of the Transportation Committee to appeal the Transportation Committee's decision to the County Board. The County Board shall schedule consideration of such appeal at its next regularly scheduled County Board meeting. Failure by the County Board to render a decision within sixty (60) days of said County Board meeting shall constitute a denial of the petitioner's appeal.

5. Upon a final decision by the County Board, a fee payer may seek any subsequent relief in a de novo proceeding in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

#### **Section Five. Developers of New Development to Pay Road Improvement Impact Fee.**

Any developer initiating or conducting new development shall pay an impact fee to the County in accordance with the terms and conditions of this Ordinance.

#### **Section Six. Intergovernmental Agreements.**

At any time after the adoption of this Ordinance, the County may enter into an intergovernmental agreement with any municipality the boundaries of which are within Kane County regarding the impact fee imposed by this Ordinance. Such intergovernmental agreements shall be adopted in accordance with law and may include provisions governing administrative issues involving the collection of the impact fee assessed and any other matters deemed necessary or appropriate by the County and the municipality.

#### **Section Seven. Assessment of Impact Fees and Impact Fee Schedule.**

1. An impact fee assessment shall be calculated pursuant to the impact fee schedules set forth in Exhibit B of this Ordinance and shall be due upon issuance of a building permit, unless otherwise provided for herein. Unless the project is otherwise covered by an impact fee agreement, impact fees shall be assessed based on the predominant use of each building.

2. Any new development shall be assessed an impact fee under the terms of the Ordinance in effect at the time of site specific development approval. For any new development, the assessed impact fee shall not be greater than the impact fee calculated under the most current version of this Ordinance and its attached impact fee schedules as may be amended. New development assessed an impact fee under Ordinance #04-22 shall not be eligible for any discounts provided for in Section Ten of this Ordinance.

3. When a land use of a new development is not listed in Exhibit B of this Ordinance, the County Engineer may determine the land use classification which most closely compares with the new development, which land use shall apply for purposes of determining the applicable impact fee under this Section. For land uses not specifically listed in Exhibit B, the County may, at the discretion of the County Engineer, determine an appropriate impact fee based on data published in the latest edition of



the Institute of Transportation Engineers Trip Generation Manual pursuant to Section Thirteen of this Ordinance. Where land uses are not specifically listed in Exhibit B or the latest edition of the Institute of Transportation Engineers Trip Generation Manual, the County may, at the discretion of the County Engineer, determine an appropriate impact fee based on accepted traffic engineering practices, published data, the impact fee per trip provided in Exhibit D of this Ordinance, and the formula set forth in Section Thirteen of this Ordinance.

4. Where new development is a change in the existing land use, the amount of the impact fee shall be based on the net increase in trips generated by the new development, and the formula set forth in Section Thirteen of this Ordinance shall be used to calculate the impact fee.

5. Speculative industrial new development for which the use of the building(s) therein has not been determined at the time a building permit is to be requested will be assessed by one of the following methods:

- a) Assessed at the highest rates in the impact fee based on the new development.
- b) Assessed at a reduced contingent fee via a Fee Payment Agreement per Section Twelve.
- c) Assessed pursuant to a standard individual assessment or simplified individual assessment contained in Section Thirteen.

6. Where a proposed new development is to be located within two (2) service areas, the County Engineer shall assess the impact fee as follows:

- a) In the case of residential new development, the impact fee shall be determined by counting the number of dwelling units located within each service area of the new development and charging a per-unit cost for the dwelling units within each service area.
- b) In the case of non-residential new development, the impact fee shall be determined by calculating the average of the impact fees that would otherwise be charged if the new development were located entirely within each service area.

## Section Eight. **Exemptions**

The following new development shall be exempt from payment of any impact fees imposed by this Ordinance:

1. Alterations or expansion of an existing dwelling unit where no additional units are created and the use of the unit is not changed;
2. Nonresidential new development where an existing building will be structurally altered or enlarged and does not exceed the lesser of (a) twenty-five thousand (25,000) square feet of floor area or (b) twenty-five percent (25%) of the existing floor area square footage of the building; where (i) the nonresidential new development does not require a zoning change, and (ii) where additional trips created by the alteration or enlargement does not exceed ten percent (10%) of trips per existing land use; or (iii) where the alteration is required by the County's or a Municipality's building code;
3. The construction of nonresidential accessory buildings which do not constitute an increase in intensity of the existing use;
4. The reconstruction of a destroyed or partially destroyed building with a new building of the same size and use;
5. Publicly owned and operated school buildings;

6. Public buildings owned, operated and occupied by government agencies;
7. Temporary structures;

8. Affordable housing. Each housing unit (or a designated percentage of the housing units in multi-family housing developments) meeting the definition of “affordable housing” and the requirements of this Section shall be exempt from payment of an impact fee. The County Engineer shall establish procedures to ensure that rental housing developments qualifying for this exemption continue to meet the minimum affordability requirements of the Illinois Housing Development Authority for a period of ten (10) years. If a rental housing development fails to meet the affordability requirement in any year, the impact fee that would otherwise have been due shall be paid in full by the owner of record; and

9. Private schools.

### Section Nine. **Demolition Credits.**

1. A fee payer or developer shall be entitled to a demolition credit equal to the dollar value of the reduced impact fee that would have been charged on the building(s) being demolished if part of a redevelopment plan or new development. A demolition credit shall not exceed the reduced impact fee for the new development.

2. At the time of application for an impact fee receipt, the person applying for an impact fee receipt shall present to the County a copy of the demolition permit or letter of authorization from the unit of local government issuing the demolition approval. The demolition permit shall be attached to the impact fee receipt application and demolition credits shall be calculated based upon the impact fee schedule in effect as of the date the impact fee is assessed. Demolition credits shall be deducted from the gross impact fee calculated for the new development.

3. The County shall not grant demolition credits for demolitions not associated with new development.

### Section Ten. **Discounts.**

1. Eligibility: A new development shall be eligible for a discount from impact fees assessed in accordance with Section Seven of this Ordinance, provided that the following criteria are satisfied:

- a) Mobility Options Discounts (up to a maximum of 20%)
  - i. 10% Discount if the new development is within one-quarter mile walking distance from an existing Pace Suburban Bus route;
  - ii. 10% Discount if the new development is within one-half mile walking distance from an existing Metra station;
  - iii. 10% Discount if the new development is within one-half mile from a Transit Supportive Corridor
  - iv. 10% Discount if the new development is within one-half mile from a local or regional greenway or bicycle trail. The greenway or bicycle trail shall be depicted on the [Kane County Bike Map](#) or Chicago Metropolitan Agency for Planning (CMAP) [Regional Greenways and Trails Plan Map](#).

2. New development meeting any requirements set forth in 1(a) above may be eligible for additional discounts as follows:

- a) 10% Discount for Mixed-Use Developments with a residential use and at least two (2) of the following land uses incorporated. Accessory uses within a principal use may not be counted as a separate use.
    - i. parks
    - ii. forest preserves
    - iii. community or civic centers
    - iv. recreation facilities
    - v. schools or daycare centers
    - vi. libraries
    - vii. places of worship
    - viii. post offices
    - ix. convenience stores
    - x. laundry/dry cleaners
    - xi. neighborhood retail centers
    - xii. restaurants
    - xiii. pharmacies
    - xiv. grocery stores
    - xv. banks
    - xvi. medical/dental offices or hospitals
    - xvii. general offices
  - b) Up to a maximum 30% Discount for Residential Density where the residential new development provides an average density of at least 7 units per acre. Where the Residential Density Discount is applied, the new development shall not be eligible for the Mixed-Use Development Density Discount.
    - i. 10% Discount for an average residential density of at least 7 units per acre and no more than 14 units per acre;
    - ii. 20% Discount for an average residential density of at least 15 units per acre and no more than 28 units per acre; or
    - iii. 30% Discount for an average residential density greater than 29 units per acre.
3. 20% Discount for Downtown Development where the new development is located on an infill or redevelopment site defined in a municipal adopted downtown subarea, comprehensive plan or within an established downtown Tax Increment Finance (TIF) district.
4. Up to 20% Discount for Industrial Developments where the following criteria are satisfied.
- a) 10% Discount for redevelopment or infill; or
  - b) 10% Discount for onsite railroad spur access, airport access for freight, or direct access to a state designated truck route.
5. Discount for local skilled manufacturing job creation within the Light Industrial/Industrial Park and related land use categories on the Impact Fee Schedule. New development which generates skilled

manufacturing jobs can apply for a discount. Skilled manufacturing jobs are defined and classified as follows:

- Highly trained, educated, or experienced employees that can complete more complex mental or physical tasks on the job.
- Often specialized and may require a prolonged period of training and experience
- Skills in science, technology, engineering, and math (STEM) are essential in many industries

Skilled job creation must be verified in writing by the permitting municipality or agency, local economic development organization, or local workforce development board and submitted for approval prior to the discount being granted.

- a) 10% discount for 1-100 jobs created
- b) 20% discount for 101 or more jobs created

Any new development within the Speculative Industrial land use category on the Impact Fee Schedule is not eligible for this discount

6. Except for charitable organizations, the maximum impact fee discount that any new development may receive under this Section is seventy percent (70%). Impact fees calculated through any individual assessment are not eligible for any of the discounts in this Section.

7. Impact Fee Discount Application: In order to receive the impact fee discount described in this Section, the developer shall submit an impact fee discount application to the Division of Transportation Impact Fee Coordinator. The impact fee discount application shall include an overall plan of the new development, a description of the permitted and anticipated land uses, and detailed calculations clearly demonstrating that the new development meets the requirements listed in this Section and a schedule indicating the anticipated year of construction of the various phases and elements of the new development. The Division of Transportation may establish further requirements for an impact fee discount application as needed for proper administration the requirements of this Section.

- a) Within fifteen (15) working days of receipt of a written impact fee discount application, the County Engineer shall determine if all pertinent information has been provided by the developer. If the County Engineer determines that additional documentation is required, the County Engineer shall send a written statement to the developer specifying the deficiencies. Until the deficiencies are corrected, the County shall take no further action on the application for an impact fee discount.
- b) When the County Engineer determines that the application for an impact fee discount is complete, the County Engineer shall draft an impact fee payment agreement for the review and approval of the fee payer pursuant to Section Twelve.

8. Impact Fee Discount Payment: As a condition of receiving an impact fee discount under this Section, the developer shall enter into a Memorandum of Agreement with the County Engineer. The Memorandum of Agreement shall provide that the developer will construct the new development in accordance with the supporting documents submitted with the impact fee discount application, within a period not to exceed ten (10) years. The agreement shall also include a commitment by the developer that if the new development is not completed in accordance with the impact fee discount application within ten (10) years of the date of the impact fee payment agreement, or if there is a material change in the new development that would result in (i) its ineligibility to receive an impact fee discount, or (ii) its receiving a lesser impact fee discount, then the developer shall pay or cause to be paid to the County an amount equal to the impact fee discount or excess impact fee discount received. The duration of the

impact fee discount may be extended beyond the ten (10) year period upon mutual agreement of the County and the developer, provided that portions of the new development completed within ten (10) years meet the qualification requirements for the discount obtained and that additional portions of the development receiving the discount after the ten (10) year period continue to meet the requirements for the discount obtained. The County Engineer may, as a condition of the Memorandum of Agreement, require an impact fee payment agreement with the County in accordance with Section Twelve of this Ordinance, which also may include provision of a guaranty in a form acceptable to the County to ensure such payment.

9. **Impact Fee Discount Exemptions:** New development shall be eligible for a one hundred percent (100%) discount from the impact fee assessed in accordance with Section Seven of this Ordinance, provided: (i) it is solely owned and solely occupied by a charitable organization certified by the Internal Revenue Service as tax-exempt under section 501(c)(3) of the Internal Revenue Code and (ii) the total site generates fifty (50) or fewer weekday P.M. peak hour trips as determined using the methodology contained in Appendix A of the CRIP. Sites that generate greater than fifty (50) weekday P.M. peak hour trips but otherwise meet the requirements of this Section shall receive a total maximum discount the amount of which is determined by multiplying the applicable impact fee per trip from Exhibit D of this Ordinance, by the applicable impact fee multiplier from Exhibit C of this Ordinance, and multiplying the result by fifty (50). In order to receive this discount, the charitable organization shall provide satisfactory evidence of its federal tax-exempt status.

#### Section Eleven. **Payment of Impact Fees.**

1. Except as may be otherwise provided in subsections 2 and 3 of this Section, impact fees for any new development assessed pursuant to any previous, or current Ordinance shall, prior to the issuance of a building permit by either a municipality or the County, be paid in full.

2. In the event that a building permit or certificate of occupancy is issued by a municipality without an impact fee having been paid, the County may collect the impact fee from the fee payer or the fee payer's successor in title at any time thereafter. In conjunction with the collection of any impact fee that remains unpaid or becomes due, the County may file in the Office of the Kane County Recorder notification of an unpaid impact fee. Any fee payer or any fee payer's successor in title, paying an impact fee after a building permit or certificate of occupancy has been issued shall be charged a rate of interest which is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed. Interest shall begin accruing on the first business day following the date of said building permit or certificate of occupancy issuance.

3. Payment of an impact fee may be authorized at a time earlier than as otherwise specified in subsections 1 of this Section if the County and the fee payer enter into an impact fee payment agreement that provides for such earlier payment of the impact fee. At the option of the County, the County may enter into an impact fee payment agreement with a fee payer pursuant to Section Twelve hereof that provides for the installment payment of the impact fee at a rate of interest which is 3% over the prime commercial rate in effect at the time that the impact fee is imposed, for a period of up to ten (10) years after the impact fee is due, provided that the County receives, in the opinion of the County, adequate security ensuring such later payment of the impact fee. In all impact fee payment agreements, interest on any unpaid Impact fee or part thereof shall begin accruing on the first business day following submittal of the impact fee application.

4. Developers of residential new development which receives assisted financing, or who have received a written commitment for assisted financing and whose assisted financing has been provided within six (6) months of the issuance of a certificate of occupancy, may enter into an impact fee payment agreement with the County whereby the impact fee may be paid in installments over a ten (10) year period of time at a rate of interest which is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed.

5. The County and any municipality may enter into an intergovernmental agreement that provides for the cooperative collection of impact fees and/or for the conditioning of the issuance of municipal building permits or certificates of occupancy upon proof of payment of the County's impact fee.

6. Municipalities shall provide the County with a notice of issuance of any building permit in accordance with the provisions of the Illinois Municipal Code of the Illinois Compiled Statutes (65 ILCS 5/11-39-1), and shall submit a copy of the fee payer's receipt of payment of the impact fee or a County approved impact fee payment agreement along with such notice.

## Section Twelve. **Impact Fee Payment Agreements.**

1. At any time prior to the issuance of a building permit, a fee payer may enter into an impact fee payment agreement with the County providing for the payment of the impact fee imposed by this Ordinance, in accordance with requirements specified by the County Engineer. Such impact fee payment agreement may provide for the following:

- a) installment payments of the impact fee for a period up to ten (10) years, (only in the case of new development funded by assisted financing),
- b) recapture payments for construction credits,
- c) credit and security arrangements, and
- d) other matters relating to the impact fee.

In addition, any impact fee payment agreement may also include an improvement credit agreement as provided for in Section Fourteen of this Ordinance.

2. For new development eligible for deferred payment of an impact fee, the impact fee payment agreement may require security, the form of which shall be determined at the sole option of the County. Security may be in the form of a promissory note, cash bond, security bond, an irrevocable letter of credit, or a lien or mortgage on the lands to be covered by the building permit, among other things. The impact fee payment agreement may provide that such security may be partially releasable upon receipt of partial payments of the impact fee. Fee payers receiving assisted financing shall be charged a rate of interest which is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed, on any deferred impact fee payments.

3. Fee payers for any new development other than residential new development and fee payers for multi-unit residential new development will be allowed to enter into impact fee payment agreements to defer payment of some portion of the impact fees due upon the issuance of a building permit. Impact fee payment agreements shall provide that a payment of at least fifty percent (50%) of the assessed impact fee or construction credits in lieu of cash shall be payable upon the issuance of a building permit, and the balance shall be payable in twelve (12) months from the date of issuance of the building permit. Fee payers shall be charged a rate of interest that is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed, on any impact fees deferred in accordance with this Section for new development eligible for deferred payment of an impact fee, through an impact fee discount agreement.

4. For new development approved for impact fee discounts pursuant to Section Ten of this Ordinance, the impact fee payment agreement shall provide that the developer will construct the new development in accordance with the supporting documents submitted with the impact fee discount application, within a period not to exceed ten (10) years. The impact fee payment agreement must also include a commitment by the developer that if the new development is not completed in accordance with the impact fee discount application within ten (10) years of the date of the impact fee payment agreement, or if there is a material change in the new development that would result in (i) its ineligibility

to receive an impact fee discount, or (ii) its receiving a lesser impact fee discount, then the developer shall pay or cause to be paid to the County an amount equal to the impact fee discount or excess impact fee discount received. The duration of the impact fee discount may be extended beyond the ten (10) year period upon mutual agreement of the County and the developer, provided that portions of the new development completed within ten (10) years meet the qualification requirements for the discount obtained and that additional portions of the development receiving the discount after the ten (10) year period continue to meet the requirements for the discount obtained. The County may, as a condition of the impact fee payment agreement, require a guaranty in a form acceptable to the County to ensure such payment.

5. Within fifteen (15) working days of receipt of a written application for an impact fee payment agreement, the County Engineer shall determine if all pertinent information has been provided by the fee payer. If the County Engineer determines that additional documentation is required, the County Engineer shall send a written statement to the fee payor specifying the deficiencies in the application. Until the deficiencies are corrected, the County shall take no further action on the application for an impact fee payment agreement.

6. When the County Engineer determines that the application for an impact fee payment agreement is complete, the County Engineer shall draft an impact fee payment agreement for the review and approval of the fee payer. Upon acceptance of the impact fee payment agreement by the fee payer, the Transportation Committee shall consider the impact fee payment agreement at its next regularly scheduled meeting. If the Transportation Committee approves the impact fee payment agreement, the County Engineer may execute the agreement on behalf of the County. The Transportation Committee's denial of an impact fee payment agreement shall be based on written findings. Said written findings shall indicate that the impact fee payment agreement is not in the best interest of the County. Reasons for such finding may include but are not necessarily limited to the extraordinary potential adverse impact of the new development among other things.

### Section Thirteen. **Individual Assessment of Impact – Simplified and Standard Analysis.**

1. Any developer may choose to provide an individual assessment of the impacts of the proposed new development upon the County highway system. The individual assessment may be used by the County to determine: (i) whether the share of the highway improvement capital costs necessitated by the proposed new development should be less than the impact fee established in Section Seven of this Ordinance or (ii) the impact fee for a particular land use or combination of uses not otherwise identified in Section Seven of this Ordinance. There are two types of individual assessments available.

#### **Simplified**

2. Where the impact fee assessed under Section Seven of this Ordinance does not reflect the impact of the proposed new development, and where the latest version of the Institute of Transportation Engineers Trip Generation Manual provides trip generation data for another Land Use Code(s) which more closely represents the data for the new development, the developer may complete a simplified individual assessment.

3. Any developer who requests a simplified individual assessment is required to submit an application for a simplified individual assessment to the County Engineer (see Exhibit E of this Ordinance).

4. The County Engineer will review the application for a simplified individual assessment within fifteen (15) working days of receipt. If the County Engineer determines the application is not complete, the County Engineer shall send a written statement specifying the deficiencies to the person submitting the application. Until the deficiencies are corrected, the County Engineer shall take no further action on the application for simplified individual assessment, other than further reviews for completeness.

5. The County may, at the discretion of the County Engineer, have the simplified individual assessment reviewed by an approved transportation professional. The County Engineer shall approve the proposed impact fee if the County Engineer determines that the data provided in the latest version of the Institute of Transportation Engineers Trip Generation Manual accurately represents the trip generation characteristics anticipated for the new development. If the County Engineer determines that use of the Institute of Transportation Engineers Trip Generation Manual data not fairly assess the highway improvement capital costs to the County highway system in accordance with the formula set out in subsection 8 of this Section the proposed impact fee shall be denied, and the developer shall pay the impact fee according to the schedule established in Section Seven of this Ordinance if the new development's proposed land use has not previously been identified in the impact fee schedule or an amount as otherwise determined by the County Engineer.

6. If the simplified individual assessment is denied by the County Engineer, the developer retains the ability to perform a full standard individual assessment pursuant to this Section.

### Standard

7. Any developer who chooses to provide a standard individual assessment is required to submit to the County Engineer a written statement of intent to perform a standard individual assessment, including its intended methodology, prior to performing the standard individual assessment and commencing the new development.

8. The individual assessment shall be calculated according to the following formulas (See Technical Specifications for detailed information):

PRIMARY TRIP RATE = GROSS TRIP RATE x TOTAL TRIP REDUCTION

TRIPS = PRIMARY TRIP RATE x NUMBER OF IMPACT UNITS

GROSS IMPACT FEE = TRIPS x IMPACT FEE PER TRIP

NET IMPACT FEE = GROSS IMPACT FEE minus DEMOLITION CREDIT minus IMPROVEMENT CREDIT

REDUCED IMPACT FEE = NET IMPACT FEE x IMPACT FEE MULTIPLIER

Where:

GROSS TRIP RATE; equals the number of trips generated by one IMPACT UNIT of the new development on a weekday during the peak hour, between 4:00 p.m. and 6:00 p.m., of adjacent street traffic, as defined in the latest edition of the Institute of Transportation Engineers Trip Generation Manual.

TOTAL TRIP REDUCTION: equals the percentage of trips generated by a new development that are pass-by trips or diverted-linked trips as defined in the latest edition of the Institute of Transportation Engineers Trip Generation Handbook.

PRIMARY TRIP RATE; equals the portion of the GROSS TRIP RATE that represents new trips on the highway system, discounting pass-by and diverted-linked trips.

IMPACT UNITS; equals a measure of the size of the new development that correlates with the number of peak hour trips generated by the new development between 4:00 p.m. and 6:00 p.m. For residential new developments, the IMPACT UNIT is the number of dwelling units of various types in the new development. For non-residential new developments, the IMPACT UNIT is generally a multiple of the number of gross interior square feet of the buildings constructed in the new development.



**IMPACT FEE PER TRIP:** equals the GROSS IMPACT FEE for the service area for new development that generates one trip during the peak hour of adjacent highway traffic between 4:00 p.m. and 6:00 p.m. (See Exhibit D of this Ordinance).

**DEMOLITION CREDIT:** equals the GROSS IMPACT FEE that would have been assessed on a building that a fee payer demolishes in conjunction with new development.

**IMPROVEMENT CREDIT:** equals the value of impact fee eligible highway improvements constructed by a developer in conjunction with new development and pursuant to an improvement credit agreement with the County.

**IMPACT FEE MULTIPLIER;** equals the percentage determined by the County Board by which the NET FEE shall be multiplied to determine the REDUCED FEE (See Exhibit C of this Ordinance).

9. The standard individual assessment shall include the following information:

- a) The trip generation rates for the proposed new development, on an average daily and on a peak design hour basis. The trip generation rates shall be based on local empirical surveys for the same or similar land use types. Empirical surveys shall include data collected from 4:00 pm to 6:00 pm at a minimum of three (3) locations having the same or similar land uses, or three (3) consecutive days at the same location. Survey locations should be similar to the location of the new development in terms of land use, adjacent street daily traffic, and mobility options. Coordination with the Division of Transportation impact fee coordinator is required for survey locations outside of Kane County
- b) The proposed trip reduction rates for pass-by and diverted-linked trips, if any. The trip reduction rates shall be based on data provided in the latest edition of the Institute of Transportation Engineers Trip Generation Handbook or local empirical surveys for the same or similar land use types.
- c) Any other data and supporting calculations that demonstrate a lower impact fee would be justified due to the unique nature or location of the new development.

10. An individual assessment shall be prepared only by a Professional Traffic Operations Engineer (PTOE) licensed in the state of Illinois with established procedures, in the field of transportation planning and engineering and impact analysis. The standard individual assessment shall be stamped and signed by the qualified engineer.

11. The maximum reduction in any impact fee determined through any individual assessment, standard or simplified shall not exceed seventy percent (70%) of the impact fee as initially determined by and set forth in the impact fee schedule.

12. Within fifteen (15) working days of receipt of an individual assessment, the County Engineer shall determine if the standard individual assessment application materials are complete. If the County Engineer determines the standard individual assessment application is not complete, the County Engineer shall send a written statement specifying the deficiencies to the person submitting the standard individual assessment. The County may, at the discretion of the County Engineer, have the individual assessment reviewed by an approved transportation professional. Until the deficiencies are corrected, the County Engineer shall take no further action on the standard individual assessment, other than further reviews for completeness.

13. When the County Engineer determines the standard individual assessment is complete, the standard individual assessment shall be reviewed by the County within thirty (30) days thereafter. The County Engineer shall approve the proposed impact fee if the County Engineer determines that the traffic information, traffic factors, and methodology used to determine the proposed impact fee are professionally acceptable and fairly assess the highway improvement capital costs to the County

highway system in accordance with the formula set out in subsection 8 of this Section. If the County Engineer determines that the traffic information, traffic factors, or methodology does not fairly assess the highway improvement capital costs to the County highway system in accordance with the formula set out in subsection 8 of this Section, the proposed impact fee shall be denied, and the developer shall pay the impact fee according to the schedule established in Section Seven of this Ordinance or as otherwise determined by the County Engineer if the new development's proposed land use has not previously been identified in the impact fee schedule. If the individual assessment is denied by the County Engineer, the decision of the County Engineer may be appealed in the manner provided for in Section Four of this Ordinance.

#### Section Fourteen. **Impact Fee Credit Agreements.**

1. Any fee payer may request an impact fee credit against the impact fee imposed by this Ordinance for any contribution, payment, recapture or construction of a system improvement or conveyance of land accepted and received by Kane County for any system improvement in accordance with the provisions of this Section. Highway related improvements made primarily for the benefit of the new development or municipalities or individuals or entities other than the County, including but not limited to highway related improvements such as turn lanes, traffic signals at private entrances, improvements to cross streets not on the County highway system over and above those necessary for the efficient operation of County intersections, and improvements to private property, together with the engineering and right of way costs therefor, are not eligible for an improvement credit. Any contribution, payment, recapture, construction of a highway related improvement or conveyance of land accepted and received by the County that does not address a capacity deficiency as set forth in the CRIP or that is received by the County as third party beneficiary as consideration included in any annexation agreement or as consideration for a grant from the County of any benefit to the new development that the new development is not otherwise entitled to as a matter of law, is not eligible as an improvement credit. The County Engineer shall determine which improvements are system improvements eligible for an improvement credit.

2. The County shall not be required to refund any impact fee or part thereof for any improvement credits that exceed any impact fee assessed by this Ordinance for the new development. However, a fee payer or his or her successor in interest may apply an improvement credit which has not otherwise been used in any other improvement credit agreement, against an impact fee which would otherwise be due and owing under the provisions of this Ordinance, provided that the improvement for which the credit is being applied is located within the same service area as the new development which would be the beneficiary of the credit and provided that the credit application is made within five (5) years of the date of execution of the original improvement credit agreement.

3. A fee payer shall be entitled to an improvement credit equal to the dollar value of the cost of any eligible system improvement contributed, paid for or committed to by the fee payer or his or her predecessor in interest in conjunction with the County's approval of the new development which is subject to the impact fee for which an improvement credit is being sought. The cost of such improvements shall be based on the following criteria:

- a) The actual cost of the system improvements based on a valid contract proposal or bid tabulations for work performed within Kane County on the County highway system; and
- b) The mean value of two legitimate, qualified appraisals of the fair market value of any land or interest therein which is part of the system improvement for which a credit is being sought. The fee payer or developer and the County shall each provide a legitimate, qualified appraisal from which the mean shall be determined.

4. To be eligible to receive an impact fee credit, the fee payer or developer shall initiate such determination of entitlement to an improvement credit by submitting a written application prepared by an Illinois licensed civil engineer for an improvement credit agreement to the County Engineer, no later than the fee payer's application for (i) the related building permit or (ii) the related highway access permit;

whichever occurs first. The application for an improvement credit agreement shall include the following information:

- a) A plan of specific proposed system improvements, prepared and certified by a duly qualified and licensed Illinois civil engineer; and,
- b) The projected costs for the proposed system improvements, which shall be based on local information for similar highway improvements, along with the construction timetable for the completion of the proposed system improvements. Such estimated costs shall include the cost of all labor and materials, the appraised value or cost of all lands, property, rights, easements and franchises acquired, financing charges, interest prior to and during construction and for one (1) year after completion of construction, cost of plans and specifications, surveys of estimated costs and of revenues, costs of engineering and legal services and all other expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

5. Within fifteen (15) working days of receipt of the application for an impact fee credit agreement, the County Engineer shall determine if all pertinent information has been provided. If the County Engineer determines that additional information is required, the County Engineer shall send a written statement outlining the application's deficiencies to the applicant. The County Engineer shall take no further action on the proposed improvement credit agreement, other than further reviews for completeness, until all deficiencies have been corrected or otherwise settled.

6. Once the County Engineer determines that the applicant's proposed improvement is a system improvement and the proposed costs for the suggested system improvement are professionally acceptable and fairly assess its cost, the County Engineer shall draft an impact fee credit agreement that shall be reviewed and approved by the applicant submitting the request for the impact fee credit agreement. The impact fee credit agreement shall specifically outline the system improvements that will be constructed by the applicant, the time by which the system improvements shall be completed and the total dollar value of the proposed system improvements. If the County Engineer determines that either the proposed system improvement is not a system improvement or that the proposed costs thereof are not acceptable, the County Engineer shall notify the applicant of his/her decision and may propose an alternative system improvement consistent with the provisions of this Ordinance.

7. Upon written acceptance of the impact fee credit agreement by the County Engineer and the applicant, the Transportation Committee shall consider the impact credit agreement at the next regularly scheduled committee meeting. If the Transportation Committee approves the impact fee credit agreement, the County Engineer may execute the impact fee credit agreement on behalf of the County. Any impact fee credit agreement that includes system improvements with a total dollar value over \$100,000 shall be reviewed and ratified by the County Board before it is executed by the County Engineer.

8. The Division of Transportation shall maintain records of the use of impact fee credits toward payment of impact fees due and shall provide upon written request a quarterly statement to the beneficiary of each impact fee credit agreement indicating use of any impact fee credits during the reporting period and the balance of impact fee credits remaining. Upon execution of an impact fee credit agreement, the beginning balance shall be equal to the total dollar value of the impact fee credits as specified in the impact fee credit agreement. Impact fee credits will be applied against new development in the following manner:

- a) The recipient of the impact fee credit shall indicate on the impact fee application that impact fees assessed will be paid by utilizing impact fee credits and shall indicate the impact fee credit agreement number.
- b) For each portion of the new development to which an impact fee credit is intended to be applied, the Division of Transportation shall calculate the gross impact fee in accordance

with Exhibit B of this Ordinance or in accordance with Section Thirteen of this Ordinance. The remaining impact fee credit balance shall be reduced by the gross impact fee for that portion of the new development. The impact fee receipt shall note that the impact fees were paid through application of impact fee credits and the amount of impact fee credit expended.

- c) If the impact fee credits remaining are insufficient to cover the gross impact fee for the new development, the remaining gross impact fee shall be multiplied by the impact fee multiplier then in effect and the applicant notified of the impact fee due.

#### Section Fifteen. Refunds.

1. Any impact fee collected may be refunded to the fee payer for the new development due to non-commencement before the impact fees have been expended or otherwise encumbered. Refunds may be made in accordance with this Section, provided that the fee payer or his or her successor in interest files a written petition for a refund of impact fees paid, within one (1) year of the date that the impact fees were required to be encumbered or expended.

2. Impact fees collected shall be encumbered for any of the purposes listed in Section Seventeen of this Ordinance within five (5) years of the date of receipt thereof. In determining whether the funds have been encumbered, the impact fees shall be accounted for on a first-in- first-out (FIFO) basis.

3. The impact fees collected pursuant to this Ordinance that have not been encumbered in accordance with subsection 2 of this Section shall be returned to the owner of record only upon receipt of a petition therefor. The petition shall include the following information:

- a) A notarized sworn statement that the petitioner is the owner of record of the new development for which the impact fee was paid and that the petitioner is entitled to a refund under the terms of this Ordinance;
- b) A certified copy of the latest recorded deed for the property that comprises the new development for which the impact fee was paid; and
- c) A copy of the most recent ad valorem property tax bill for the property that comprises the new development for which the impact fee was paid.

4. Within fifteen (15) working days of receipt of the written request, the County Engineer shall determine if the written request is complete. If the County Engineer determines the refund request is not complete, the County Engineer shall send a written statement by U.S. mail or email specifying the deficiencies to the petitioner. Unless the request's deficiencies are corrected, the County Engineer shall take no further action on the request.

5. When the County Engineer determines the written petition for refund of impact fees paid is complete, the County Engineer shall review the petition within fifteen (15) working days, and shall approve the requested refund if the County Engineer determines the fee payer has paid an impact fee which the County has neither expended nor encumbered within five (5) years from the date the impact fee was paid.

6. If any impact fee has not been expended or otherwise encumbered within five (5) years of the date the impact fee were received, upon receipt of a complete refund petition as determined by the County Engineer, the impact fee shall be refunded along with interest at a rate which is seventy percent (70%) of the prime commercial rate in effect at the time that the impact fee is imposed, less five percent (5%) of the total fee to defray the costs of administration.

7. Impact fee refunds may be made at the discretion of the County Engineer without petition in any case where inadvertent mathematical error resulting in overpayment has been made.

8. Any charitable organization certified by the Internal Revenue Service as tax-exempt under Section 501(c)(3) of the Internal Revenue Code, and when so certified paid an impact fee under Kane County Ordinance 04-22 for new development that is solely owned and solely occupied by the charitable organization shall, upon written application to the Kane County Engineer, receive a one-time refund in an amount equal to 100% of the impact fee that would have been assessed on an equivalent land use that generates 50 weekday PM peak hour trips, or an amount equal to 100% of the impact fee paid, whichever amount is less.

#### Section Sixteen. **Establishment of Service Areas.**

There are hereby established service areas within the County in accordance with the boundaries set forth on Exhibit A of this Ordinance. The impact fee funds collected pursuant to this Ordinance shall be expended within the service area(s) from which they were collected, in accordance with the provisions of Section Seventeen of this Ordinance.

#### Section Seventeen. **Use of Impact Fees Collected.**

1. The impact fees collected pursuant to this Ordinance shall be used in the same manner and for the same purposes as motor fuel tax money allotted to the County under the provisions of the Highway Code, (605 ILCS 5/5-701 et seq.) solely for highway improvement capital costs that are specifically and uniquely attributable to the new development assessed the impact fee. In no event shall impact fees be expended to alleviate existing deficiencies in the County's highway system which were identified in the CRIP that was the basis for the original Road Improvement Impact Fees adopted by the County. The impact fees shall be expended on system improvements within the service area(s) from which the impact fees were collected, as specified in the CRIP. In the event that a service area boundary is the centerline of a County highway or intersection, the County Engineer may use the impact fees to complete the system improvements to the opposite side of the highway or right of way. Co-mingling of impact fees with regular highway, local gasoline or state motor fuel tax funds on highway improvements is permissible to the extent that regular tax funds are used to pay for the cost of alleviating any existing deficiencies. The County Engineer shall provide a written justification of the allocation of impact fees whenever such impact fees are allocated to highway improvements that will remedy existing deficiencies, demonstrating that the impact fees are not used to improve said existing deficiencies.

2. Impact fees shall be expended or encumbered within five (5) years from the date of receipt thereof.

3. Impact fees collected by the County pursuant to this Ordinance shall be kept separate from other funds of the County.

4. Impact fees collected shall accrue to the fund established for the service area(s) in which the new development is proposed or occurs.

5. Impact fees on deposit and not immediately necessary for expenditure shall be invested in interest bearing accounts designated solely for the impact fees for each service area(s). All interest derived therefrom shall be retained in the appropriate fund and used for highway improvements authorized in this Ordinance.

6. The County shall provide for an annual accounting of any fund or account containing impact fees and interest earned thereon. Such accounting shall include, but shall not be limited to, the total impact fees collected, the source of the impact fees collected, the total amount of interest accruing on such impact fees, the amount of impact fees expended on highway improvements, and a list of the improvement credits granted. The County shall publish the results of the accounting once a year in a newspaper of general circulation within Kane County. The notice shall also state that a copy of the accounting report shall be made available for public inspection at reasonable times. A copy of the report shall be given to the Advisory Committee.

7. Impact fees collected pursuant to Ordinance 04-22 and impact fees assessed pursuant to Section Seven of this Ordinance may be expended on any eligible highway improvement identified in the CRIP in effect at the time of award of the contract for expenditure of the impact fees; however, impact fees collected pursuant to Ordinance 04-22 and impact fees assessed pursuant to Section Seven of this Ordinance shall be expended within the service area as defined in Ordinance 04-22 from which the impact fees were collected.

#### Section Eighteen. **Advisory Committee.**

1. An Advisory Committee has been established by the County in compliance with the requirements of the Road Improvement Impact Fee Law to assist the County in the recommendation of land use assumptions and the development of the CRIP. After the effective date of this Ordinance, the Advisory Committee shall, among other duties, continue to:

- a) Report to the County on all matters relating to the imposition of impact fees;
- b) Monitor and evaluate the implementation of the CRIP and the assessment of impact fees;
- c) Report annually to the County with respect to the progress of the implementation of the CRIP;
- d) Advise the County of the need to update or revise the land use assumptions, CRIP, or impact fees;
- e) Review the County's highway program with respect to impact fee expenditures; and
- f) Discuss relevant development trends in the County.

2. The County shall adopt procedural rules to be used by the Advisory Committee in carrying out the duties imposed by this Section. The rules shall provide that any three (3) members of the Advisory Committee may call a meeting of the Committee to discuss issues that fall within the duties listed above. The County shall assist the Advisory Committee and shall make available all professional reports reasonably relating to the development and implementation of the land use assumptions, the CRIP, and the periodic up-dates of the CRIP. Meetings of the Committee shall be subject to the Illinois Open Meetings Act (5 ILCS 120/1 *et seq.*).

#### Section Nineteen. **Review of Land Use Assumptions and Update of Comprehensive Road Improvement Plan.**

The Advisory Committee shall periodically review the land use assumptions and the CRIP, approved by Resolution 04-21 as amended from time to time, in accordance with Section Eighteen of this Ordinance and shall advise the County of the need to update any of these documents. The CRIP shall be updated at least once every five (5) years in accordance with statutory requirements. The five (5) year period shall commence on the date of the most recent adoption of the CRIP.

#### Section Twenty. **Review of Ordinance.**

1. The Advisory Committee shall periodically review the factors used to calculate the impact fee schedule in Section Seven of this Ordinance, the criteria defined for a simplified individual assessment provided for in Section Thirteen, the factors used for a standard individual assessment provided for in Section Thirteen, the administration of this Ordinance and the Procedures Manual, and shall revise the impact fee schedule in accordance with any changes in the factors used in calculating the impact fee. The review shall not affect the applicability of the impact fee schedule in Section Seven

or the factors in Section Ten until a revision to the schedule or the factors is approved by the County Board. If the County Engineer determines that the arithmetic average of any proposed increase in the impact fees will be five percent (5%) or greater from the previous impact fee schedule, the County shall hold a public hearing regarding the proposed revisions to the impact fee schedule. The County shall give thirty (30) days' notice of such public hearing by publication in a newspaper of general circulation within Kane County. A majority vote of the members of the County Board then holding office is required before the impact fees may be increased. In no event shall this subsection or any other Section of this Ordinance be construed to prevent the County Board from taking any action to amend this Ordinance after its effective date.

2. Regarding any revision of the impact fee schedule, the maximum annual increase for any one year shall not be more than ten percent (10%) plus any increase in the Construction Cost Index (as published by the Engineering News Record) for said year.

3. Any impact fee increase or decrease shall become effective on April 1st of the year that the impact fee schedule is approved by the County Board. If there has been a State or County gas tax increase or decrease, a revised fee schedule may be considered by the Transportation Committee at a regularly scheduled meeting and subsequently by the County Board at the next regularly scheduled County Board meeting thereafter. Any revised impact fee schedule approved by the County Board shall reflect the allocation of such gas tax funds to transportation capacity improvements.

4. An annual report shall be provided to the County Board that examines the expenditure of the impact fees collected under the provisions of this Ordinance and analyzes the effectiveness of such expenditures. The annual report shall be produced prior to June 1st of every year.

5. The limitations contained in subsections 1 and 2 of this Section shall not apply to any amendment to this Ordinance resulting from a complete update of the Land Use Assumptions and Comprehensive Road Improvement Plan in accordance with the Road Improvement Impact Fee Law.

#### Section Twenty-one. **Effective Date of Ordinance.**

This Ordinance shall become effective upon adoption by the County Board.

#### Section Twenty-two. **Penalties.**

1. The County Engineer shall initiate, through the office of the Kane County State's Attorney, judicial proceedings to collect any impact fee or any interest accrued thereon that has become due under this Ordinance.

2. Unless a fee payer is actively prosecuting the appeal of an impact fee, or actively prosecuting any other remedy provided by law for relief against an impact fee, if an impact fee required by this Ordinance has not been timely paid, the County or the County Engineer shall not issue to the delinquent fee payer any subsequent approvals or permits for any other development or work in the County of Kane in which the delinquent fee payer has an interest and shall suspend review of any and all pending applications or petitions of the delinquent fee payer pending before the County until all impact fees owed have been paid in full.

#### Section Twenty-three. **Distribution.**

Certified copies of this Ordinance shall be sent to every municipality having territory within Kane County, the Illinois Department of Transportation, the Division of Transportation, and the Kane/Kendall Council of Mayors, and one copy to the Treasurer, Auditor, Finance Department, Development Department, and State's Attorney's Office.

Section Twenty-four. **Severability.**

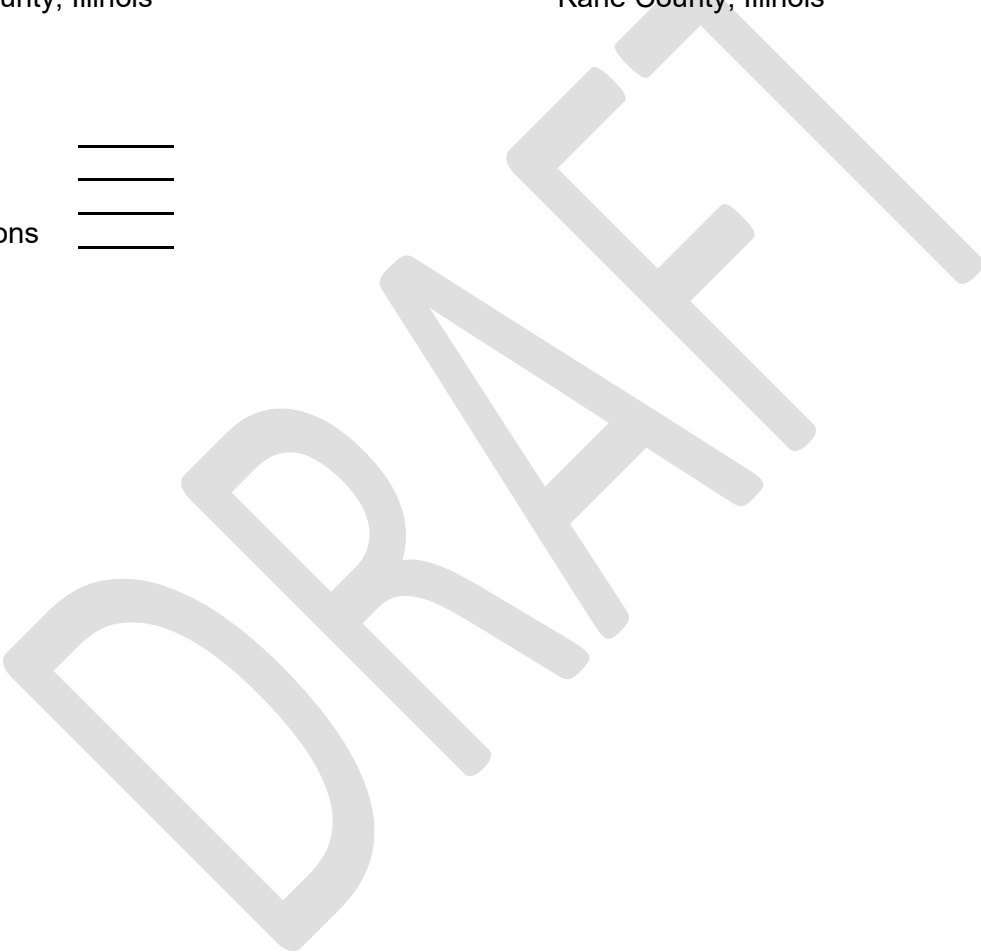
In the event that any portion or section of this Ordinance is determined to be invalid, illegal, or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of the Ordinance, which shall remain in full force and effect.

Passed by the Kane County Board on January 11, 2022.

\_\_\_\_\_  
John A. Cunningham  
Clerk, County Board  
Kane County, Illinois

\_\_\_\_\_  
Corinne M. Pierog,  
Chairman, County Board  
Kane County, Illinois

Vote:  
Yes \_\_\_\_\_  
No \_\_\_\_\_  
Voice \_\_\_\_\_  
Abstentions \_\_\_\_\_







**DRAFT**

**2030 Impact Fee Schedule: Net Impact Fee Estimate with multiplier**

**DRAFT  
IMPACT FEE SCHEDULE  
2030 UPDATE**

**2030 CRIP**

Land Use	Impact Unit	LUC (3)	Gross Impact Fee (\$) per Impact Unit			Reduced Impact Fee (\$) per Impact Unit (7)		
			North	Central	South	North	Central	South
<b>RESIDENTIAL</b>								
Single Family Detached	Dwelling Unit	210	\$2,721.19	\$2,736.12	\$2,725.81	\$1,360.59	\$1,368.06	\$1,362.91
Single Family Attached	Dwelling Unit	215	\$1,650.08	\$1,659.14	\$1,652.89	\$825.04	\$829.57	\$826.44
Multi-Family Attached	Dwelling Unit	220	\$1,476.39	\$1,484.49	\$1,478.90	\$738.20	\$742.25	\$739.45
Age Restricted Housing	Dwelling Unit	251	\$868.46	\$873.23	\$869.94	\$434.23	\$436.62	\$434.97
<b>COMMERCIAL RETAIL</b>								
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	\$7,058.59	\$7,097.32	\$7,070.59	\$3,529.30	\$3,548.66	\$3,535.29
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	\$9,672.09	\$9,725.17	\$9,688.53	\$4,836.05	\$4,862.58	\$4,844.26
Retail over 150,000 s.f.	1,000 s.f. (1)	820	\$5,118.15	\$5,146.24	\$5,126.85	\$2,559.08	\$2,573.12	\$2,563.42
Supermarket	1,000 s.f. (2)	850	\$12,436.42	\$12,504.66	\$12,457.55	\$6,218.21	\$6,252.33	\$6,228.77
Gas Service Station	Fueling Position	944	\$4,832.14	\$4,858.65	\$4,840.35	\$2,416.07	\$2,429.33	\$2,420.17
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	\$7,998.56	\$8,042.45	\$8,012.15	\$3,999.28	\$4,021.23	\$4,006.08
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	\$6,588.75	\$6,624.91	\$6,599.95	\$3,294.38	\$3,312.45	\$3,299.97
<b>COMMERCIAL OFFICE</b>								
General Office	1,000 s.f. (2)	710	\$4,168.63	\$4,191.51	\$4,175.71	\$2,084.32	\$2,095.75	\$2,087.86
Medical-Dental Office	1,000 s.f. (2)	720	\$11,376.89	\$11,439.32	\$11,396.22	\$5,688.45	\$5,719.66	\$5,698.11
Office Park	1,000 s.f. (2)	750	\$3,763.35	\$3,784.00	\$3,769.74	\$1,881.67	\$1,892.00	\$1,884.87
Business Park	1,000 s.f. (2)	770	\$3,531.76	\$3,551.14	\$3,537.76	\$1,765.88	\$1,775.57	\$1,768.88
<b>COMMERCIAL INDUSTRIAL</b>								
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	\$521.08	\$523.94	\$521.96	\$260.54	\$261.97	\$260.98
Speculative Industrial (6)	1,000 s.f. (2)	150/710	\$1,244.80	\$1,251.63	\$1,246.91	\$622.40	\$625.82	\$623.46
Light Industrial/Industrial Park	1,000 s.f. (2)	110	\$1,881.67	\$1,892.00	\$1,884.87	\$940.84	\$946.00	\$942.44
<b>COMMERCIAL RESTAURANT</b>								
Fast Food Restaurant	1,000 s.f. (2)	934	\$24,860.68	\$24,997.09	\$24,902.92	\$12,430.34	\$12,498.55	\$12,451.46
Fine Dining Restaurant	1,000 s.f. (2)	931	\$6,548.23	\$6,584.16	\$6,559.35	\$3,274.11	\$3,292.08	\$3,279.68
<b>COMMERCIAL SERVICE</b>								
Day Care	1,000 s.f. (2)	565	\$7,725.86	\$7,768.26	\$7,738.99	\$3,862.93	\$3,884.13	\$3,869.50
Hospital	Bed	610	\$4,892.35	\$4,919.20	\$4,900.67	\$2,446.18	\$2,459.60	\$2,450.33
Nursing Home	Bed	620	\$405.28	\$407.51	\$405.97	\$202.64	\$203.75	\$202.99
Hotel/Motel	Room	320	\$1,042.16	\$1,047.88	\$1,043.93	\$521.08	\$523.94	\$521.96
<b>OTHER</b>								
Religious Institution	1,000 s.f. (2)	560	\$1,418.49	\$1,426.28	\$1,420.90	\$709.25	\$713.14	\$710.45

**DRAFT**

**2030 Impact Fee Schedule: Net Impact Fee Estimate with multiplier**

- (1) 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.
- (2) Gross Floor Area (GFA): The total floor area contained within the building measured to the external face of the external walls.
- (3) Based on data available in the ITE Trip Generation Manual, 11th Edition
- (4) Based on ITE Trip Generation Manual, 11th Edition, for weekday, peak hour, between 4:00 pm and 6:00 pm, of adjacent street traffic
- (5) 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.
- (6) 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 area essentially equal.

**(7) Impact Fee Multipliers**

Current Impact Fee Multiplier:	50%
Proposed Impact Fee Multiplier:	50%