



**KANE COUNTY**  
IMPACT FEE PROGRAM

# KANE COUNTY IMPACT FEE ADVISORY COMMITTEE

*November 4, 2021*



# DISCUSSION ITEMS

- **Draft CRIP List**
  - Project List
  - Municipal Input
- **Draft Impact Fee Schedule**
- **Draft Ordinance Update**
- **Next Steps**

# CRIP PROCESS OVERVIEW

## Comprehensive Road Improvement Plan (CRIP)

- ✓ Travel demand model Year 2020 and Year 2030
- ✓ Define CRIP-eligible deficiencies
- ✓ Evaluate improvement alternatives
- ✓ Outline improvement projects
- ✓ Prepare planning-level cost estimates
- ✓ Draft Impact Fee per Trip

$$= \frac{\text{Eligible Project Cost in Service Area}}{\text{Number of New Trips in Service Area}}$$

### Eligible Project Cost

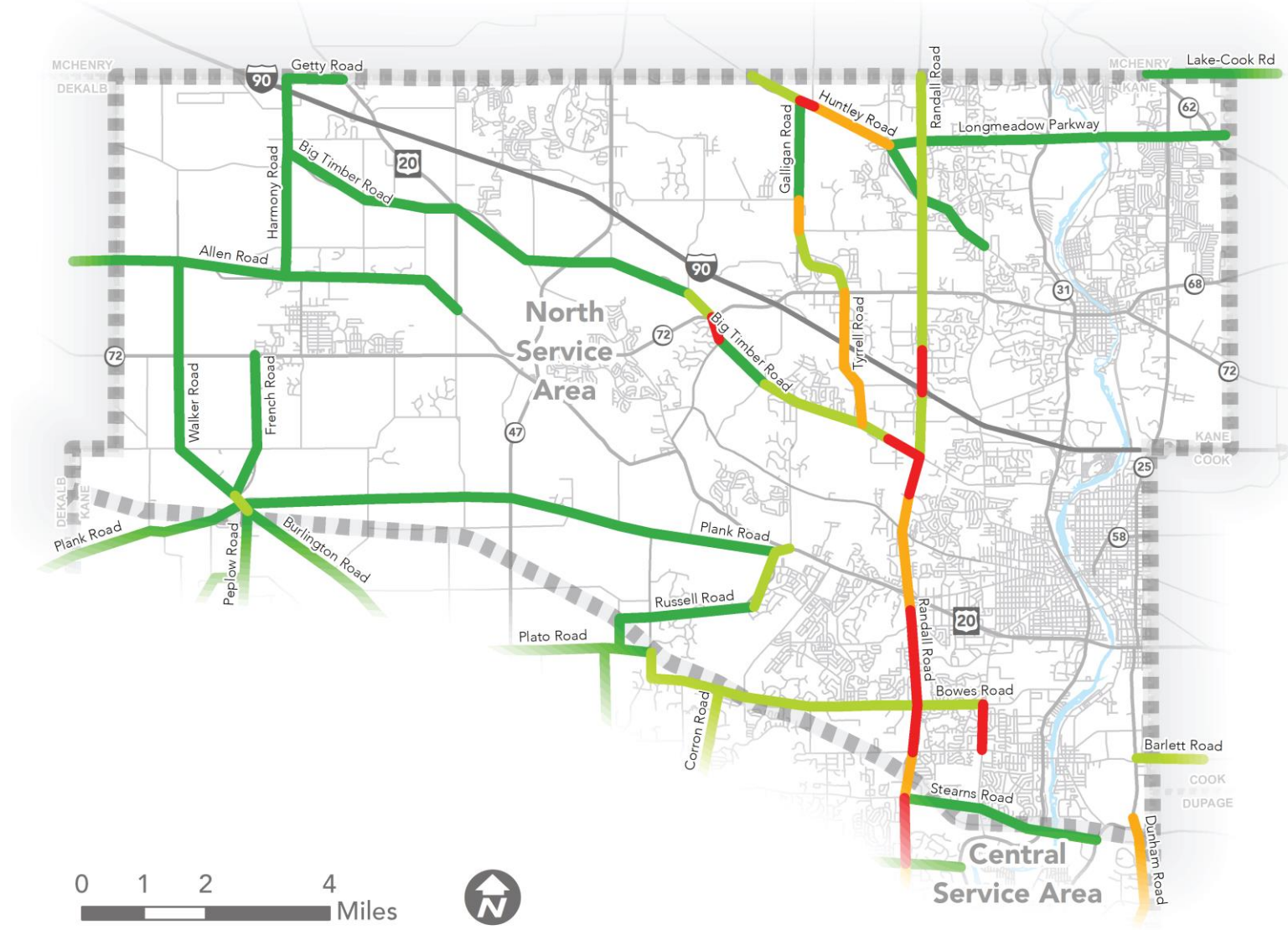
- Engineering, land acquisition, and construction for highway improvements needed to accommodate new development
- Projects to correct existing Year 2002 deficiencies are not eligible for impact fee funding

# 2030 MODEL LOS

## NORTH SERVICE AREA







*Daily Bidirectional Average*

- █ A / B
- █ C / D
- █ E
- █ F



# 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



# DISCUSSION

## Municipal Comments

Municipality	Comment	Response
Hampshire	This extension of French road from Rt 72 north to align with Harmony Rd at Allen, is an important part of the Village of Hampshire's 5-year transportation plan in the Village's Comprehensive plan. We ask that this be a high priority.	For information

## Questions

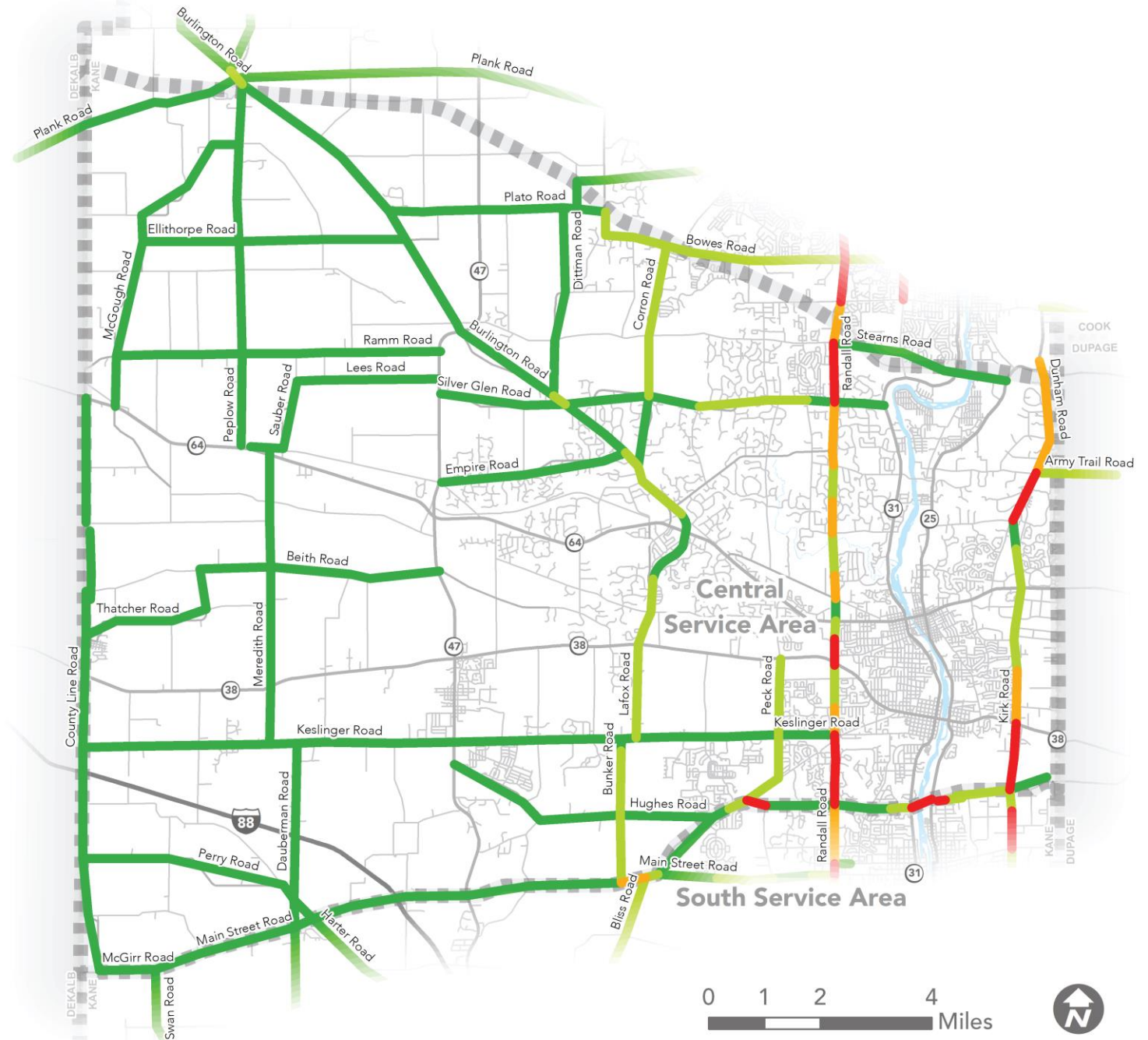
- Are there other County Highway segments or intersections we should consider for future improvements?
- Based on the proposed project descriptions, should we reconsider any scope elements?

# 2030 MODEL LOS

## CENTRAL SERVICE AREA







*Daily Bidirectional Average*

- █ A / B
- █ C / D
- █ E
- █ F



# 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





# DISCUSSION

## Municipal Comments

- None (as of 11/2/2021)

## Questions

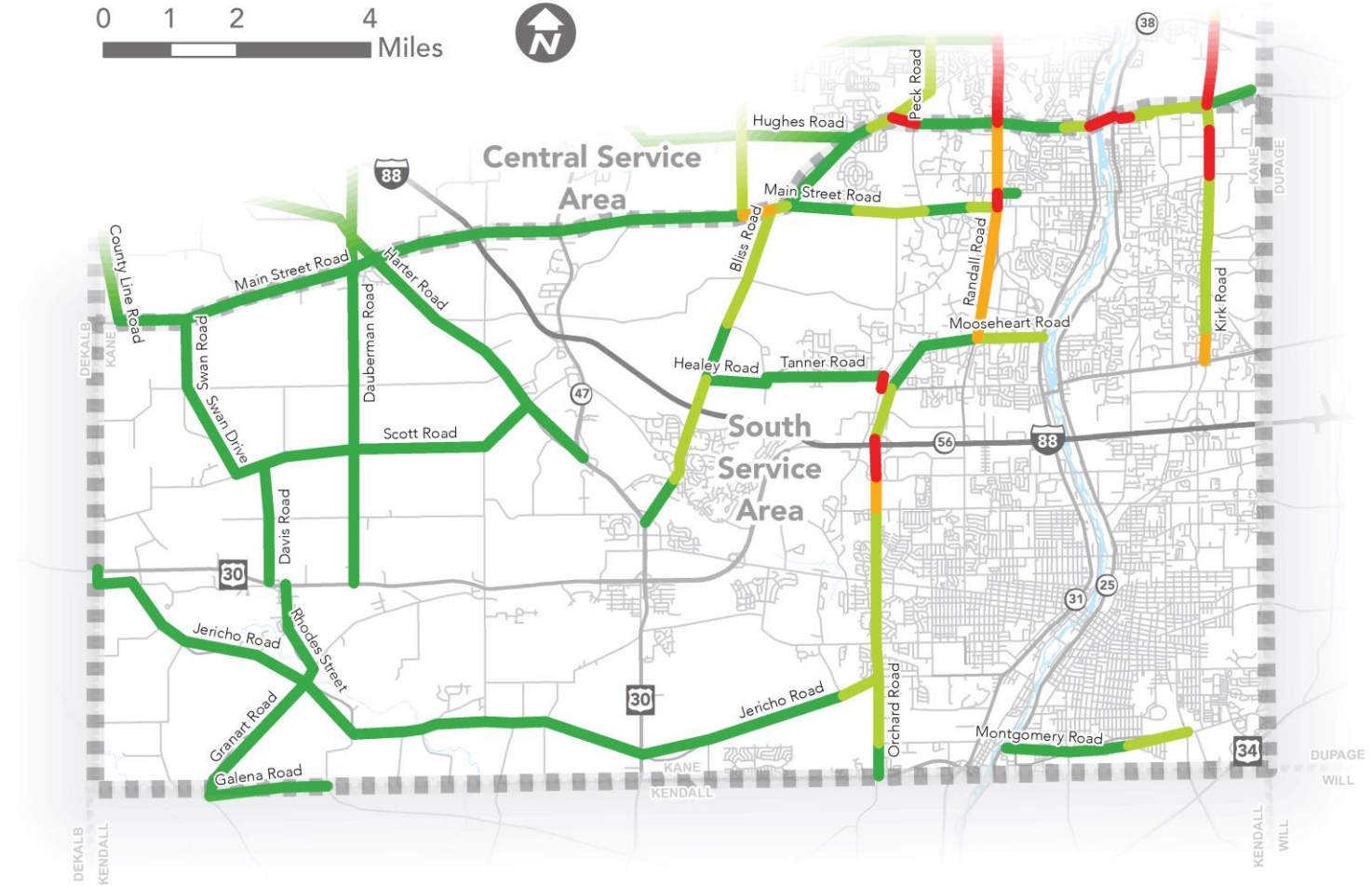
- Does the projected level of service align with new development?
- Do the proposed projects seem reasonable based on projected new development?

# 2030 MODEL LOS

## SOUTH SERVICE AREA







*Daily Bidirectional Average*

- █ A / B
- █ C / D
- █ E
- █ F



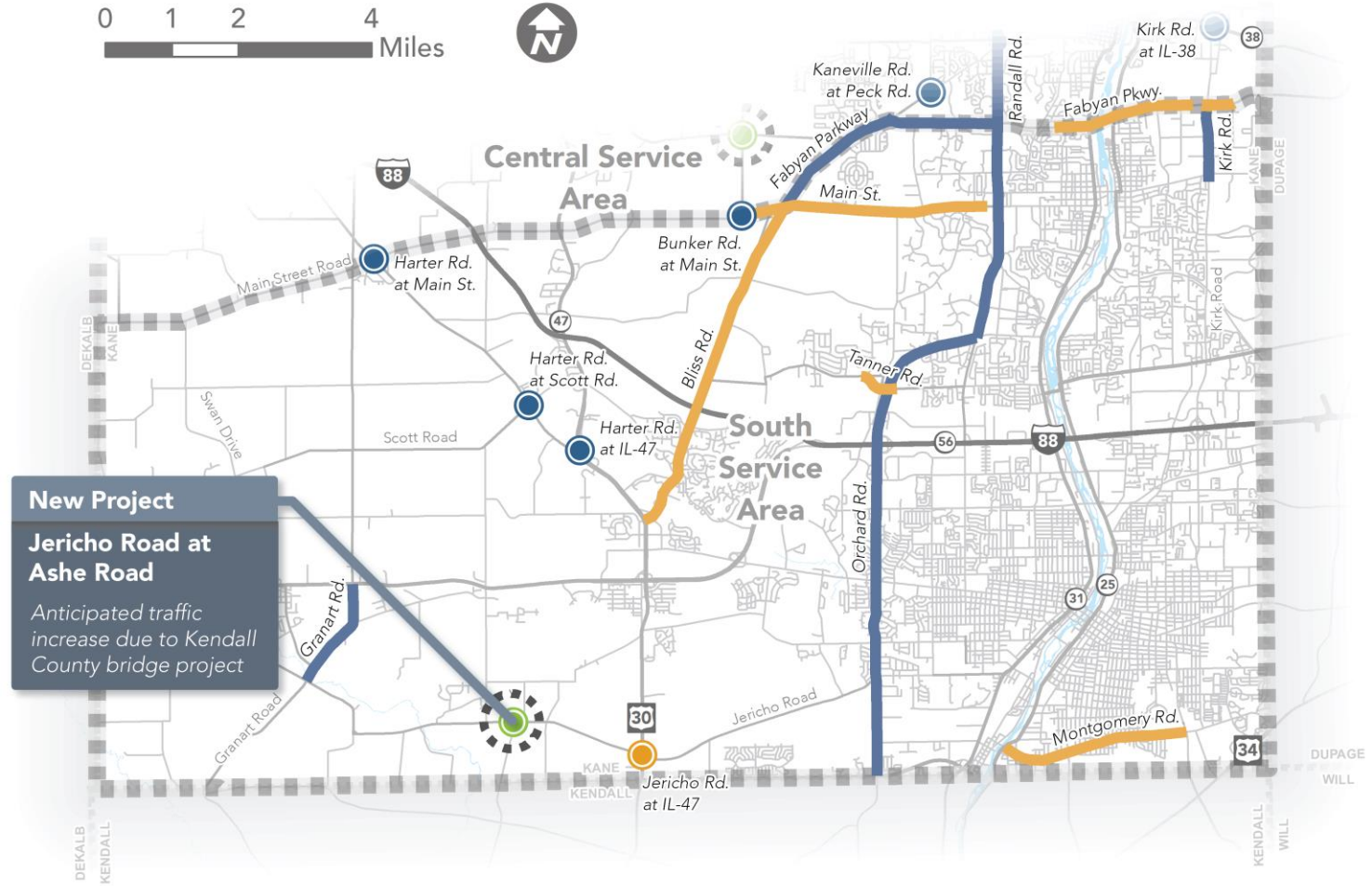
# 2030 PROJECTS

## 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



# DISCUSSION

## Municipal Comments

- None (as of 11/2/2021)

## Questions

- Should the County evaluate any changes to the proposed projects based on level of service, safety, or other considerations?

# COST ESTIMATE SUMMARY

## DRAFT 2030 CRIP (PROPOSED)

Total Program Cost (2020-2030)	\$920,085,000
Total Impact Fee Eligible Program Cost (2020-2026)	\$828,175,000
Expected Revenue (2021-2030)	\$494,041,829

## 2026 CRIP (EXISTING)

Total Program Cost (2016-2026)	\$966,080,000
Total Impact Fee Eligible Program Cost (2016-2026)	\$940,280,000
Expected Revenue (2017-2026)	\$448,667,000

# COST PER TRIP

## 2030 CRIP (Proposed)

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

## 2026 CRIP (Existing)

Metric	Service Area		
	North	Central	South
Total New Trips	140,728	42,747	96,298
Eligible Project Cost	\$474,140,000	\$140,300,000	\$325,840,000
Impact Fee per Trip	\$3,369	\$3,282	\$3,384

# COST PER TRIP – NET CHANGE

## Comparison of 2030 vs. 2026 CRIP

Metric	Service Area		
	North	Central	South
Total New Trips	+6,936	+13,262	-14,433
Eligible Project Cost	-\$46,670,000	+\$22,115,000	-\$87,550,000
Impact Fee per Trip	-\$474	-\$382	-\$473

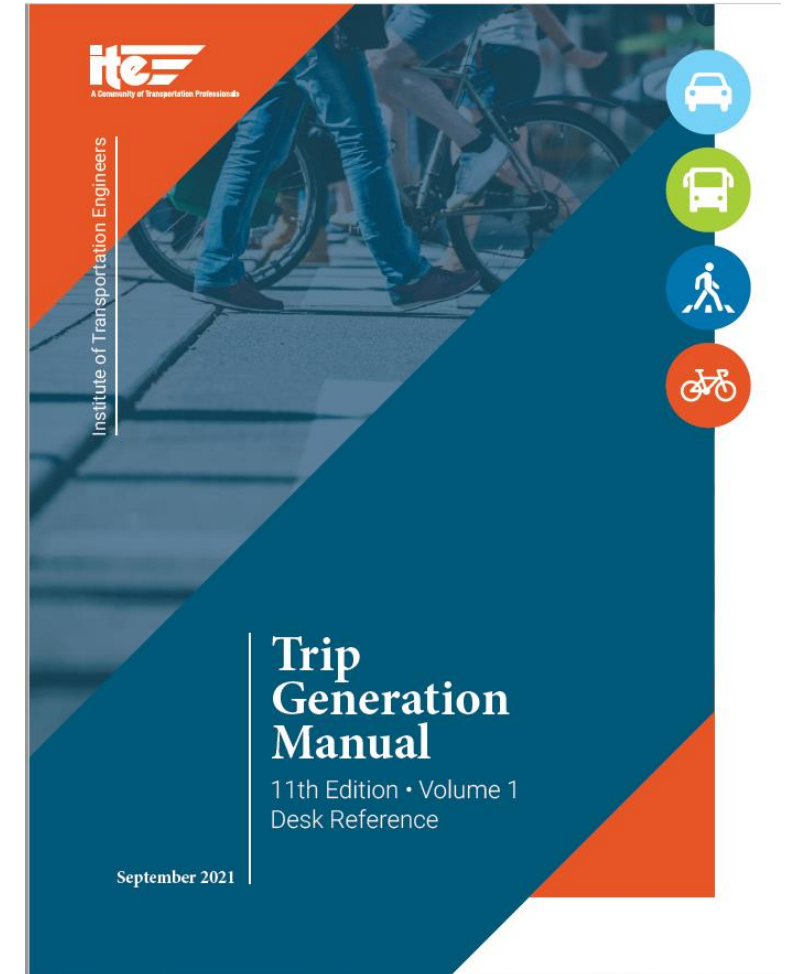
# FEE SCHEDULE

- Reflects latest ITE Trip Generation Manual, 11<sup>th</sup> Edition
- Promotes Transparency
  - $\text{ITE Rate} \times \text{ITE Reduction (Diverted Trips + Pass-By)} = \text{Adjusted Trip Rate}$
- Land Use Changes
  - Commercial Retail (revised SF ranges)
  - Convenience Store/Gas Station (retain Gas Service Station; remove Convenience Market)
  - Speculative Industrial (replace Flex Industrial)
    - 80% Warehousing (LUC 150)
    - 20% Office (LUC 710)
  - Fine Dining Restaurant (replace Other Restaurant)



# EXPANDED LAND USE OPTIONS

- Create Individual Assessment – Simplified Analysis
  - Fillable form
  - Published ITE-based IA
    - 25 land uses included in Ordinance vs. 179 land uses in ITE
      - Impact Fee Schedule: 2 Restaurants
      - ITE: 10 Restaurants
    - Alternate impact units (e.g., employee, students, seat)
  - Administrative review and approval process



Land Use	Impact Unit	LUC (3)	Rate (4)	Diverted Trips			Adjusted Trip Rate	2030 CRIP			2026 CRIP			Change		
				(3)	Pass By (3)	Total Reduction		Gross Impact Fee (\$) per Impact Unit			Gross Impact Fee (\$) per Impact Unit			Gross Impact Fee (\$) per Impact Unit		
								North	Central	South	North	Central	South	North	Central	South
<b>RESIDENTIAL</b>																
Single Family Detached	Dwelling Unit	210	0.94				0.94	\$2,721.19	\$2,725.81	\$2,736.12	\$3,369.19	\$3,282.08	\$3,383.66	-\$648.00	-\$556.26	-\$647.54
Single Family Attached	Dwelling Unit	215	0.57				0.57	\$1,650.08	\$1,652.89	\$1,659.14	\$1,751.98	\$1,706.68	\$1,759.51	-\$101.90	-\$53.79	-\$100.37
Multi-Family Attached	Dwelling Unit	220	0.51				0.51	\$1,476.39	\$1,478.90	\$1,484.49	\$2,088.90	\$2,034.89	\$2,097.87	-\$612.51	-\$555.99	-\$613.38
Age Restricted Housing	Dwelling Unit	251	0.3				0.30	\$868.46	\$869.94	\$873.23	\$909.68	\$886.16	\$913.59	-\$41.22	-\$16.22	-\$40.36
<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	\$7,058.59	\$7,070.59	\$7,097.32	\$5,103.17	\$4,971.22	\$5,125.09	\$1,955.42	\$2,099.36	\$1,972.23
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	9.03	23%	40%	63%	3.34	\$9,672.09	\$9,688.53	\$9,725.17	\$7,677.46	\$7,478.95	\$7,710.44	\$1,994.63	\$2,209.58	\$2,014.73
Retail over 150,000 s.f.	1,000 s.f. (1)	820	3.4	26%	22%	48%	1.77	\$5,118.15	\$5,126.85	\$5,146.24	\$5,550.72	\$5,407.20	\$5,574.56	-\$432.57	-\$280.35	-\$428.32
Supermarket	1,000 s.f. (2)	850	8.95	28%	24%	52%	4.30	\$12,436.42	\$12,457.55	\$12,504.66	\$9,581.98	\$9,334.23	\$9,623.14	\$2,854.44	\$3,123.32	\$2,881.52
Gas Service Station	Fueling Position	944	13.91	31%	57%	88%	1.67	\$4,832.14	\$4,840.35	\$4,858.65	\$7,009.60	\$6,828.36	\$7,039.71	-\$2,177.46	-\$1,988.01	-\$2,181.06
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	18.42	29%	56%	85%	2.76	\$7,998.56	\$8,012.15	\$8,042.45	New Land Use Category			N/A		
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	22.76	16%	74%	90%	2.28	\$6,588.75	\$6,599.95	\$6,624.91	New Land Use Category			N/A		
<b>COMMERCIAL OFFICE</b>																
General Office	1,000 s.f. (2)	710	1.44				1.44	\$4,168.63	\$4,175.71	\$4,191.51	\$5,020.10	\$4,890.30	\$5,041.66	-\$851.46	-\$714.58	-\$850.15
Medical-Dental Office	1,000 s.f. (2)	720	3.93				3.93	\$11,376.89	\$11,396.22	\$11,439.32	\$12,028.01	\$11,717.02	\$12,079.68	-\$651.12	-\$320.80	-\$640.36
Office Park	1,000 s.f. (2)	750	1.3				1.30	\$3,763.35	\$3,769.74	\$3,784.00	\$4,986.40	\$4,857.47	\$5,007.82	-\$1,223.06	-\$1,087.73	-\$1,223.82
Business Park	1,000 s.f. (2)	770	1.22				1.22	\$3,531.76	\$3,537.76	\$3,551.14	\$4,245.18	\$4,135.42	\$4,263.42	-\$713.42	-\$597.66	-\$712.28
<b>COMMERCIAL INDUSTRIAL</b>																
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	0.18				0.18	\$521.08	\$521.96	\$523.94	\$1,078.14	\$1,050.26	\$1,082.77	-\$557.06	-\$528.30	-\$558.83
Speculative Industrial (6)	1,000 s.f. (2)	150/710	0.43				0.43	\$1,244.80	\$1,246.91	\$1,251.63	\$1,853.06	\$1,805.14	\$1,861.01	-\$608.26	-\$558.23	-\$609.38
Light Industrial/Industrial Park	1,000 s.f. (2)	110	0.65				0.65	\$1,881.67	\$1,884.87	\$1,892.00	\$3,268.12	\$3,183.62	\$3,282.15	-\$1,386.44	-\$1,298.74	-\$1,390.15
<b>COMMERCIAL RESTAURANT</b>																
Fast Food Restaurant	1,000 s.f. (2)	934	33.03	19%	55%	74%	8.59	\$24,860.68	\$24,902.92	\$24,997.09	\$11,000.41	\$10,715.98	\$11,047.66	\$13,860.27	\$14,186.93	\$13,949.43
Fine Dining Restaurant	1,000 s.f. (2)	931	7.8	27%	44%	71%	2.26	\$6,548.23	\$6,559.35	\$6,584.16	\$6,308.81	\$6,145.69	\$6,335.91	\$239.41	\$413.66	\$248.25
<b>COMMERCIAL SERVICE</b>																
Day Care	1,000 s.f. (2)	565	11.12	32%	44%	76%	2.67	\$7,725.86	\$7,738.99	\$7,768.26	\$4,157.58	\$4,050.08	\$4,175.44	\$3,568.28	\$3,688.91	\$3,592.82
Hospital	Bed	610	1.69				1.69	\$4,892.35	\$4,900.67	\$4,919.20	\$4,767.71	\$4,660.55	\$4,761.55	\$124.64	\$240.11	\$157.65
Nursing Home	Bed	620	0.14				0.14	\$405.28	\$405.97	\$407.51	\$741.22	\$722.06	\$744.41	-\$335.94	-\$316.08	-\$336.90
Hotel/Motel	Room	320	0.36				0.36	\$1,042.16	\$1,043.93	\$1,047.88	\$1,583.52	\$1,542.58	\$1,590.32	-\$541.36	-\$498.65	-\$542.45
<b>OTHER</b>																
Religious Institution	1,000 s.f. (2)	560	0.49				0.49	\$1,418.49	\$1,420.90	\$1,426.28	\$1,853.06	\$1,805.14	\$1,861.01	-\$434.56	-\$384.24	-\$434.74

Land Use	Impact Unit	LUC (3)	Rate (4)	Diverted Trips			Adjusted Trip Rate
				(3)	Pass By (3)	Total Reduction	
<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

- **Diverted Trips:** Trips on area roadway network which change their route to make an intermediate stop. Reduction based on data available in the ITE Trip Generation Manual, 11<sup>th</sup> Edition.
- **Pass-By Trips:** Trips on the adjacent roadway(s) and stop en route to another destination. Reduction based on data available in the ITE Trip Generation Manual, 11<sup>th</sup> Edition.

## 2030 CRIP

Land Use	Impact Unit	LUC (3)	Gross Impact Fee (\$) per Impact Unit		
			North	Central	South
<b>RESIDENTIAL</b>					
Single Family Detached	Dwelling Unit	210	\$2,721.19	\$2,725.81	\$2,736.12
Single Family Attached	Dwelling Unit	215	\$1,650.08	\$1,652.89	\$1,659.14
Multi-Family Attached	Dwelling Unit	220	\$1,476.39	\$1,478.90	\$1,484.49
Age Restricted Housing	Dwelling Unit	251	\$868.46	\$869.94	\$873.23
<b>COMMERCIAL RETAIL</b>					
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	\$7,058.59	\$7,070.59	\$7,097.32
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	\$9,672.09	\$9,688.53	\$9,725.17
Retail over 150,000 s.f.	1,000 s.f. (1)	820	\$5,118.15	\$5,126.85	\$5,146.24
Supermarket	1,000 s.f. (2)	850	\$12,436.42	\$12,457.55	\$12,504.66
Gas Service Station	Fueling Position	944	\$4,832.14	\$4,840.35	\$4,858.65
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	\$7,998.56	\$8,012.15	\$8,042.45
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	\$6,588.75	\$6,599.95	\$6,624.91
<b>COMMERCIAL OFFICE</b>					
General Office	1,000 s.f. (2)	710	\$4,168.63	\$4,175.71	\$4,191.51
Medical-Dental Office	1,000 s.f. (2)	720	\$11,376.89	\$11,396.22	\$11,439.32
Office Park	1,000 s.f. (2)	750	\$3,763.35	\$3,769.74	\$3,784.00
Business Park	1,000 s.f. (2)	770	\$3,531.76	\$3,537.76	\$3,551.14
<b>COMMERCIAL INDUSTRIAL</b>					
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	\$521.08	\$521.96	\$523.94
Speculative Industrial (6)	1,000 s.f. (2)	150/710	\$1,244.80	\$1,246.91	\$1,251.63
Light Industrial/Industrial Park	1,000 s.f. (2)	110	\$1,881.67	\$1,884.87	\$1,892.00
<b>COMMERCIAL RESTAURANT</b>					
Fast Food Restaurant	1,000 s.f. (2)	934	\$24,860.68	\$24,902.92	\$24,997.09
Fine Dining Restaurant	1,000 s.f. (2)	931	\$6,548.23	\$6,559.35	\$6,584.16
<b>COMMERCIAL SERVICE</b>					
Day Care	1,000 s.f. (2)	565	\$7,725.86	\$7,738.99	\$7,768.26
Hospital	Bed	610	\$4,892.35	\$4,900.67	\$4,919.20
Nursing Home	Bed	620	\$405.28	\$405.97	\$407.51
Hotel/Motel	Room	320	\$1,042.16	\$1,043.93	\$1,047.88
<b>OTHER</b>					
Religious Institution	1,000 s.f. (2)	560	\$1,418.49	\$1,420.90	\$1,426.28

**2030 CRIP Gross Impact Fee (\$) per Impact Unit = Adjusted Trip Rate x Impact Fee Per Trip**

		Change		
Land Use	Impact Unit	Gross Impact Fee (\$) per Impact Unit		
		North	Central	South
<b>RESIDENTIAL</b>				
Single Family Detached	Dwelling Unit	-\$648.00	-\$556.26	-\$647.54
Single Family Attached	Dwelling Unit	-\$101.90	-\$53.79	-\$100.37
Multi-Family Attached	Dwelling Unit	-\$612.51	-\$555.99	-\$613.38
Age Restricted Housing	Dwelling Unit	-\$41.22	-\$16.22	-\$40.36
<b>COMMERCIAL RETAIL</b>				
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	\$1,955.42	\$2,099.36	\$1,972.23
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	\$1,994.63	\$2,209.58	\$2,014.73
Retail over 150,000 s.f.	1,000 s.f. (1)	-\$432.57	-\$280.35	-\$428.32
Supermarket	1,000 s.f. (2)	\$2,854.44	\$3,123.32	\$2,881.52
Gas Service Station	Fueling Position	-\$2,177.46	-\$1,988.01	-\$2,181.06
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	N/A		
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	N/A		
<b>COMMERCIAL OFFICE</b>				
General Office	1,000 s.f. (2)	-\$851.46	-\$714.58	-\$850.15
Medical-Dental Office	1,000 s.f. (2)	-\$651.12	-\$320.80	-\$640.36
Office Park	1,000 s.f. (2)	-\$1,223.06	-\$1,087.73	-\$1,223.82
Business Park	1,000 s.f. (2)	-\$713.42	-\$597.66	-\$712.28
<b>COMMERCIAL INDUSTRIAL</b>				
Warehousing/Distribution Terminal	1,000 s.f. (2)	-\$557.06	-\$528.30	-\$558.83
Speculative Industrial (6)	1,000 s.f. (2)	-\$608.26	-\$558.23	-\$609.38
Light Industrial/Industrial Park	1,000 s.f. (2)	-\$1,386.44	-\$1,298.74	-\$1,390.15
<b>COMMERCIAL RESTAURANT</b>				
Fast Food Restaurant	1,000 s.f. (2)	\$13,860.27	\$14,186.93	\$13,949.43
Fine Dining Restaurant	1,000 s.f. (2)	\$239.41	\$413.66	\$248.25
<b>COMMERCIAL SERVICE</b>				
Day Care	1,000 s.f. (2)	\$3,568.28	\$3,688.91	\$3,592.82
Hospital	Bed	\$124.64	\$240.11	\$157.65
Nursing Home	Bed	-\$335.94	-\$316.08	-\$336.90
Hotel/Motel	Room	-\$541.36	-\$498.65	-\$542.45
<b>OTHER</b>				
Religious Institution	1,000 s.f. (2)	-\$434.56	-\$384.24	-\$434.74

**Gross Impact Fee Change = 2030 – 2026**

# IMPACT FEE MULTIPLIER

REDUCED IMPACT FEE = NET IMPACT FEE x IMPACT FEE MULTIPLIER

Applicable Dates	Impact Fee Multiplier
Proposed	
April 12, 2022 through April 11, 2027	50%
Existing ( <i>Ordinance 21-172</i> )	
April 11, 2017 through April 10, 2018	50%
April 11, 2018 through April 10, 2019	50%
April 11, 2019 through April 10, 2020	50%
April 11, 2020 through April 10, 2021	50%
April 11, 2021 through April 11, 2022	50%

## 2030 CRIP

Land Use	Impact Unit	Reduced Impact Fee (\$) per Impact Unit		
		North	Central	South
<b>RESIDENTIAL</b>				
Single Family Detached	Dwelling Unit	\$1,360.59	\$1,362.91	\$1,368.06
Single Family Attached	Dwelling Unit	\$825.04	\$826.44	\$829.57
Multi-Family Attached	Dwelling Unit	\$738.20	\$739.45	\$742.25
Age Restricted Housing	Dwelling Unit	\$434.23	\$434.97	\$436.62
<b>COMMERCIAL RETAIL</b>				
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	\$3,529.30	\$3,535.29	\$3,548.66
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	\$4,836.05	\$4,844.26	\$4,862.58
Retail over 150,000 s.f.	1,000 s.f. (1)	\$2,559.08	\$2,563.42	\$2,573.12
Supermarket	1,000 s.f. (2)	\$6,218.21	\$6,228.77	\$6,252.33
Gas Service Station	Fueling Position	\$2,416.07	\$2,420.17	\$2,429.33
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	\$3,999.28	\$4,006.08	\$4,021.23
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	\$3,294.38	\$3,299.97	\$3,312.45
<b>COMMERCIAL OFFICE</b>				
General Office	1,000 s.f. (2)	\$2,084.32	\$2,087.86	\$2,095.75
Medical-Dental Office	1,000 s.f. (2)	\$5,688.45	\$5,698.11	\$5,719.66
Office Park	1,000 s.f. (2)	\$1,881.67	\$1,884.87	\$1,892.00
Business Park	1,000 s.f. (2)	\$1,765.88	\$1,768.88	\$1,775.57
<b>COMMERCIAL INDUSTRIAL</b>				
Warehousing/Distribution Terminal	1,000 s.f. (2)	\$260.54	\$260.98	\$261.97
Speculative Industrial (6)	1,000 s.f. (2)	\$622.40	\$623.46	\$625.82
Light Industrial/Industrial Park	1,000 s.f. (2)	\$940.84	\$942.44	\$946.00
<b>COMMERCIAL RESTAURANT</b>				
Fast Food Restaurant	1,000 s.f. (2)	\$12,430.34	\$12,451.46	\$12,498.55
Fine Dining Restaurant	1,000 s.f. (2)	\$3,274.11	\$3,279.68	\$3,292.08
<b>COMMERCIAL SERVICE</b>				
Day Care	1,000 s.f. (2)	\$3,862.93	\$3,869.50	\$3,884.13
Hospital	Bed	\$2,446.18	\$2,450.33	\$2,459.60
Nursing Home	Bed	\$202.64	\$202.99	\$203.75
Hotel/Motel	Room	\$521.08	\$521.96	\$523.94
<b>OTHER</b>				
Religious Institution	1,000 s.f. (2)	\$709.25	\$710.45	\$713.14

**Reduced Impact Fee per Impact Unit = Gross Impact Fee per Impact Unit x 50% Multiplier**

- Distribution Center 757,120 SF (North Service Area)
  - Existing Ordinance
    - Warehousing/Distribution Terminal: 0.32 trips per 1,000 SF
    - $0.32 \times \$3,369$  per trip = \$1,078.14
    - $\$1,078.14 \times 50\%$  multiplier = \$539.07 per 1,000 SF → \$408,140.68
  - Proposed Ordinance
    - Warehousing/Distribution Terminal (LUC 150): 0.18 trips per 1,000 SF
    - $0.18 \times \$2,895$  per trip = \$521.08
    - $\$521.08 \times 50\%$  multiplier = \$260.54 per 1,000 SF → \$197,260.04 (52% decrease)

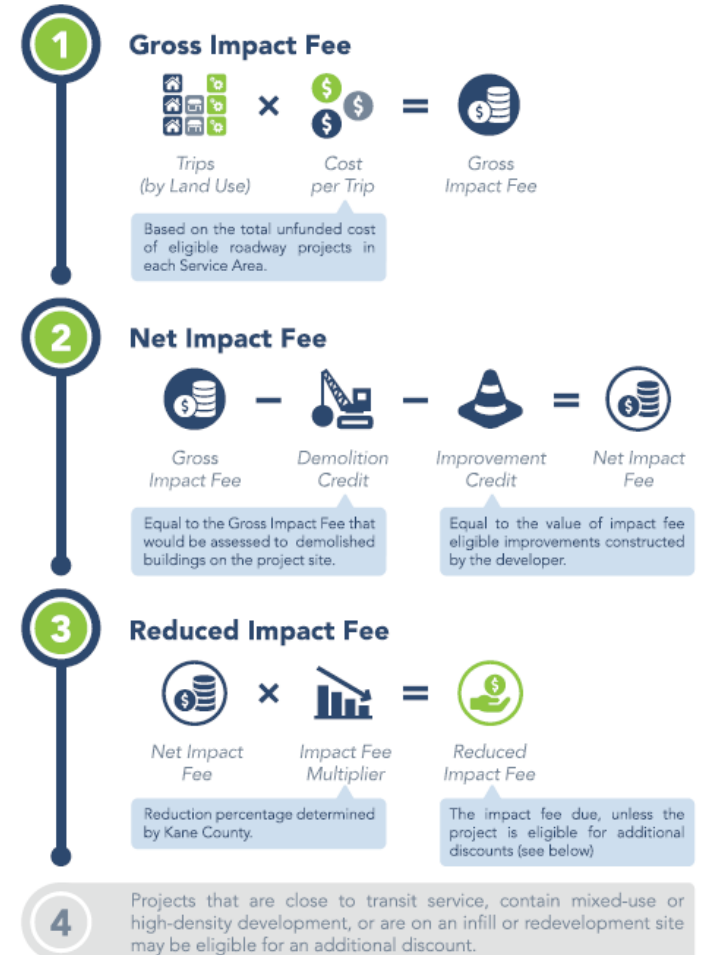


- New Car Sales 75,230 SF (Central Service Area)
  - Proposed Ordinance
    - Retail 40,000 to 150,000 SF (LUC 821): 3.34 trips per 1,000 SF
    - $3.34 \times \$2,900$  per trip = \$9,688.53
    - $\$9,688.53 \times 50\%$  multiplier = \$4,844.26 per 1,000 SF → \$364,434
  - Individual Assessment - Simplified Analysis
    - LUC 840: 2.42 trips per 1,000 SF
    - $2.42 \times \$2,900$  per trip = \$7,017.52 per 1,000 SF
    - $\$7,017.52 \times 50\%$  multiplier = \$3,508.76 per 1,000 SF → \$263,964

# ORDINANCE UPDATE

- Replace “Flex Industrial/Warehouse” with “Speculative Industrial”
  - ITE-based land use definition
- Transportation Committee Review Timeline
  - Impact Fee Payment Agreement
  - Impact Fee Credit Agreement
- Administrative Impact Fee Discount Application
- Streamline discounts
  - Mobility
  - Mixed-Use
  - Residential Density
  - Downtown
  - Industrial
  - Skilled Manufacturing Job Creation

## How a Project Fee is Calculated



# ORDINANCE UPDATE

Discount for local skilled manufacturing job creation and retention within the General Light Industrial and Industrial Park related uses 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.

- i. 10% discount for 1-100 jobs created
- ii. 20% discount for 101 or more jobs created

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

## Skilled Manufacturing Job Creation

# ACTION REQUESTED

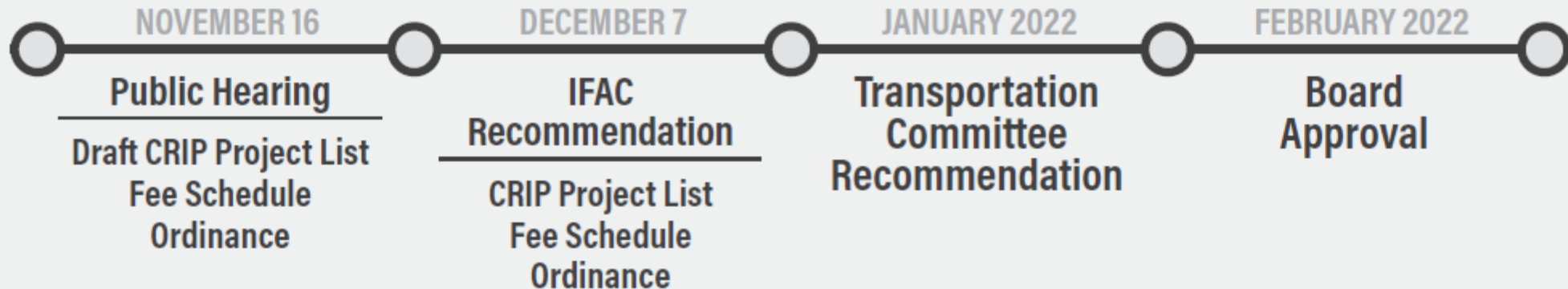
- Recommend the CRIP, including Ordinance and Fee Schedule, for Public Hearing.

**PUBLIC HEARING: NOVEMBER 16, 2021**  
**COMMENT PERIOD ENDS: NOVEMBER 22, 2021**

# TIMELINE

## REVIEW / APPROVAL PROCESS

**UPDATE MUST BE COMPLETED BY MARCH 2022 (STATUTORY REQUIREMENT)**



*\*Dates are anticipated and subject to change*



# QUESTIONS

**For more information, visit the Impact Fee webpage:**

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