

Road Improvement Impact Fee Program Discounts - DRAFT

November 15, 2006

All discounts provided herein shall be taken from the fee calculation based on the Schedule of Fees in the Ordinance, or from that fee calculated for an unlisted use in accordance with the provisions of the Ordinance. Developments using these discounts may not receive additional discounts through an Individual Assessment of Impact, as defined in the Ordinance.

Part A: Basic Discount

In order for a new development to be eligible for any discounts it must meet *all* of the following criteria. A 40% discount is provided if all 4 criteria of Part A are met.

1. Transit Choice Prerequisite:

- A main or public building entrance is located within 1/2 mile walking distance of existing or committed fixed-route public bus service OR within 1 mile walking distance of existing or committed public commuter rail service

2. Trip Generators Prerequisite:

- New development includes at least 4 of the following uses or trip generators:

OR

- All building entrances are:

- within ¼ mile walking distance of at least 4 of the following uses or trip generators:

OR

- within ½ mile walking distance of at least 6 of the following uses or trip generators:

- | | |
|--|--|
| <input type="checkbox"/> park | <input type="checkbox"/> community or civic center |
| <input type="checkbox"/> school or daycare | <input type="checkbox"/> library |
| <input type="checkbox"/> place of worship | <input type="checkbox"/> post office |
| <input type="checkbox"/> convenience store | <input type="checkbox"/> laundry/dry cleaner |
| <input type="checkbox"/> neighborhood retail | <input type="checkbox"/> restaurant |
| <input type="checkbox"/> pharmacy | <input type="checkbox"/> grocery store |
| <input type="checkbox"/> bank | <input type="checkbox"/> medical/dental office or hospital |
| <input type="checkbox"/> general offices | |

3. Density Prerequisite:

-
- Average residential
- density
- of at least 7 units per acre;

OR

-
- Average non-residential or mixed use Floor Area Ratio (
- FAR
-) of at least 0.5

4. Walkability Prerequisite:

-
- Average
- block perimeter
- limited to maximum 2200 ft.;

AND

-
- A main or public entrance to the building must be directly accessible on a paved path from the public sidewalk, with no parking allowed between the building and the public sidewalk along the street

Part B:
Additional Discounts

In addition to the Basic Discount for meeting the criteria in Part A, a new development is eligible for additional discounts if it meets any of the following criteria. Each of the following is worth a 10% discount in addition to the 40% discount provided for in the Part A criteria, which are still required to be met.

1. Location Efficiency (10% additional discount):

-
- New development
- to be located on an
- infill
- site

OR

-
- New development
- to be located on a
- redevelopment
- site

2. Density X 2 (10% additional discount):

-
- Average residential
- density
- of at least 14 units per acre;

OR

-
- Average non-residential or mixed use
- FAR
- of at least 1.0

3. Density X 4 (10% additional discount):

Average residential density of at least 28 units per acre;

OR

Average non-residential or mixed use FAR of at least 1.5

Maximum discount is 70%; a minimum of 30% of the Road Impact Fee must be paid.

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Road Improvement Impact Fee Program Discounts
DEFINITIONS

Block Perimeter

The linear measurement taken along the public right-of-way line around an area of land entirely bounded by streets or publicly-owned paved bicycle or pedestrian path.

Committed bus or train service

Committed transit service includes fixed-route public bus transit routes or public commuter rail stations that the service provider has documented that service will be instituted within five years and will indicate that the service is fully funded and the source of funding.

Density

Residential density is calculated by dividing the total number of units by the total buildable land area in acres. Buildable land excludes land occupied by nonresidential structures, and land excluded from residential development by law (e.g. wetlands, floodplains). For detached units on individual lots, use the average density for the entire development as reported to the Road Improvement Impact Fee Program.

Floor Area Ratio (FAR)

The floor area of the building or buildings 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.

Infill site

A previously undeveloped site having at least 75% of its perimeter bordering land that has been *previously developed*. *Previously developed land* means having or had pre-existing construction. Land that is currently in agricultural use or forestry use is not considered previously developed. Parks and Forest Preserve properties that border an infill site will not be counted as part of the perimeter.

New development

Any residential, commercial, industrial or other project which is being newly constructed, reconstructed, redeveloped, structurally altered, relocated, or enlarged, and which generates additional traffic within the service area or areas of the County. Conversely, if the construction, expansion or change in use of any building(s) or structure(s) will not generate additional traffic, the development shall not constitute “new development” and will be exempt from the provisions of the ordinance.

For the purpose of calculating the discount, new development shall constitute a building or group of buildings that require submittal of plans for development approval by a unit of local government, including a final planned development plan, a final subdivision plat, a conditional or special use permit or a building permit.

Net Site Area

Includes all land that is not excluded from development by law, (e.g. wetlands, floodplains).

Redevelopment Site

Infill sites which have at least 75% land which has been previously developed.

Trip Generator

One of the 15 Trip Generator uses as listed in Part A, Basic Discount for Trip Generators Prerequisite criteria. Uses may not be counted in 2 categories. Accessory uses within a principal use are not counted as separate uses, e.g. a school within a church is considered one (1) use.

Walking Distance

The distance that a pedestrian must travel between destinations without obstruction, in a safe and comfortable environment. Distance is measured in linear feet along such paths, with 1320 feet representing 1/4 mile and 2640 feet representing 1/2 mile.