

STATE OF ILLINOIS

COUNTY OF KANE

ORDINANCE NO. _____

KANE COUNTY ROAD IMPROVEMENT IMPACT FEE ORDINANCE

WHEREAS, the County Board of Kane County supports responsible new development within the County; and

WHEREAS, additional road improvements are needed to serve new development; and

WHEREAS, Kane County does not have sufficient revenues to ensure that adequate road improvements will be in place when needed by new development; and

WHEREAS, the County Board of Kane County has determined that the road improvement impact fees shall be expended on those road improvements within the service area or areas as specified in the COMPREHENSIVE ROAD IMPROVEMENT PLAN, as updated from time to time; and

WHEREAS, the County Board of Kane County has determined that impact fees are an equitable and financially responsible approach to ensuring that adequate roads, streets and highways will be available when needed to serve new development; and

WHEREAS, the County has the authority to adopt a fair share road improvement impact fee pursuant to statutory authority and other applicable law; and

WHEREAS, the County Board of Kane County has committed itself to developing and implementing a road improvement impact fee program to mitigate the adverse traffic impacts of new development; and

WHEREAS, the legislature has passed the Road Improvement Impact Fee Law (hereinafter also referred to as "new statute"), formerly Ill. Rev. Stat. ch. 121, sec. 5-901 et seq., now 605 ILCS 5/5-901 et seq., on July 26, 1989; and

WHEREAS, this Ordinance is intended to comply in all respects with the Road Improvement Impact Fee Law; and

WHEREAS, the County has previously recommended land use assumptions and has approved a COMPREHENSIVE ROAD IMPROVEMENT PLAN as background data for implementing this Ordinance in its Resolutions 03-206 and 04-21 in full compliance with statutory requirements; and

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 of Kane County recognizes that development in the County will require that the capacity of the road, street and highway systems in the County be expanded and that without a funded program for road improvements, new development will have an adverse impact on the County highway system.

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

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

4. The preamble shall be incorporated by reference into the text of this Ordinance as if fully set forth herein.

Section Three. **Definitions.**

1. "ADVISORY COMMITTEE" means the group of members PERSON selected from the public and private sectors in accordance with 605 ILCS 5/5-907 and the provisions of Section Eighteen hereof to advise in the development and implementation of the COMPREHENSIVE ROAD IMPROVEMENT PLAN and the periodic update of the plan.

2. "ASSISTED FINANCING" means the financing of residential 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.

3. "AVERAGE TRIP RATE FOR PEAK HOUR OF ADJACENT STREET TRAFFIC" means the weighted average trip rate during the hour of the highest volume of traffic passing the site on adjacent streets between 4:00 and 6:00 p.m.

4. "CERTIFICATE OF OCCUPANCY", means a permit issued by either the County or a municipality as a condition of occupancy, and includes any temporary occupancy permit as well as any permanent approval.

5. "COMPREHENSIVE ROAD IMPROVEMENT PLAN" means the plan prepared by the County in consultation with the Advisory Committee.

6. "COUNTY BOARD" means the County Board of Kane County, Illinois.

7. "COUNTY ENGINEER" means the Kane County Engineer as that term is used in 605 ILCS 5/5-201 et seq., formerly referred to as Superintendent of Highways.

8. "DEVELOPER" means a PERSON, corporation, organization, or other legal entity undertaking new development.

9. "ENCUMBERED", means legally obligated or otherwise committed to use under contract or purchase order.

10. "FEE PAYER" means a PERSON undertaking new development who pays a road improvement impact fee in accordance with the terms of any current or subsequent Ordinance.

11. "LAND USE ASSUMPTIONS" means a description of the service area or areas and the roads, streets or highways incorporated therein, and includes projections relating to changes in land uses, densities and population growth rates which affect the level of traffic within the service area or areas for a ten (10) year period of time.

12. "LEVEL OF SERVICE (LOS)" is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. (Highway Capacity Manual 2000, Section 2-IV)

13. "NEW DEVELOPMENT" means 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 the DEVELOPER shall be exempt from the provisions of this Ordinance. NEW DEVELOPMENT will be deemed to begin upon either the issuance of a building permit or commencement of construction, whichever occurs first. Relocation of a business within the County to a new building shall constitute "NEW DEVELOPMENT"

"NEW DEVELOPMENT" shall not include any NEW DEVELOPMENT for which site specific development approval has been given by a unit of local government within 18 months before the first date of publication (which publication date was February 19, 2003) by the unit of local government of a notice of public hearing to consider the land use assumptions relating to the development of a comprehensive road improvement plan and imposition of impact fees; provided, however, that a building permit for such new development is issued within 18 months after the date of publication of such notice. For the purpose of Section Eighteen of this Ordinance, 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.

14. "NON-COMMENCEMENT" means the cancellation of construction activity making a material change in a structure, or the cancellation of any other new development activity making a material change in the use or appearance of land.

15. "NON-RESIDENTIAL DEVELOPMENT" means a building or other structure that is suitable or capable of being used for all purposes other than residential purposes.

16. "PERSON" means any individual, firm, partnership, association, public or private corporation, organization or business, charitable trust or governmental agency, PERSON or any other legal entity.

17. "PROCEDURES MANUAL" means a document developed by the COUNTY ENGINEER and available from the Division of Transportation that sets forth the procedures, processes, forms and definitions to be used in the administration of this Ordinance.

18. "RESIDENTIAL DEVELOPMENT" means a house, building or other structure that is suitable or capable of being used for residential purposes.

19. "ROAD CAPACITY" is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, traffic and control conditions. (Highway Capacity Manual HCM 2000, Section 2-II)

20. "ROAD IMPROVEMENTS" means the improvement, expansion, enlargement or construction of roads, streets or highways under the jurisdiction of the County, and includes, but is not limited to bridges, rights-of-way and traffic control improvements owned and operated by the County. The term "road improvements" shall not include tollways but may include tollway ramps at county highway interchanges. The term "ROAD IMPROVEMENTS" does not include any roads, streets, or highways that are not designated for improvement in the COMPREHENSIVE ROAD IMPROVEMENT PLAN, even though they are under the jurisdiction of the County.

21. "ROAD IMPROVEMENT CAPITAL COSTS" include, but are not limited to, capital costs associated with the construction of new or expanded road improvements, the need for which is generated by new development which have 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, or personnel, training, or other operating costs, but do include the costs of financing such road improvements and reasonable administrative costs for administering the impact fee program, provided that such administrative costs do not exceed five percent (5%) of the fee paid.

22. "ROAD IMPROVEMENT IMPACT FEE" means any charge or fee levied or imposed by the County 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 road improvements.

23. "ROADS, STREETS OR HIGHWAYS" means any road, street or highway which has been designated for improvement in the COMPREHENSIVE ROAD IMPROVEMENT PLAN,

together with all necessary appurtenances, including but not limited to bridges, rights-of-way, tollway ramps and traffic control improvements.

24. "SERVICE AREA" means the land within the boundaries shown on Exhibit A to this Ordinance, and which are now designated in the COMPREHENSIVE ROAD IMPROVEMENT PLAN.

25. "SITE-RELATED IMPROVEMENTS" means capital improvements necessary for direct access/egress to the development in question. Direct access/egress site-related improvements include the following: (1) site driveways and roads; (2) right and left-turn lanes for or leading to those driveways and roads; (3) traffic control measures for or leading to those driveways and roads; (4) acceleration/deceleration lanes; (5) median openings/closings; (6) roads necessary to provide direct access to the development; (7) landscaping; (8) lighting; (9) utilities; (10) berms, and the Rights of Way needed for the above. The term "SITE-RELATED IMPROVEMENTS" includes any improvements made to roads, streets, or highways that are not designated for improvements in the County highway system.

26. "SITE SPECIFIC DEVELOPMENT APPROVAL" means an approval of a plan submitted by a developer to a unit of local government describing with reasonable certainty the type and intensity of use for a specific parcel or parcels of property. The plan may be in the form of, but need not be limited to, any of the following: a preliminary or final planned unit development plan, subdivision plat, development plan, conditional or special use permit, or any other form of development use approval, as utilized by a unit of local government, provided that the development use approval constitutes a final exercise of discretion by the unit of local government.

27. "SPECIFICALLY AND UNIQUELY ATTRIBUTABLE" shall have the same meaning as that term is used in 605 ILCS 5/5-901 et seq.

28. "SYSTEM IMPROVEMENT" means capital improvements, other than site-related improvements, on roads, streets or highways under the jurisdiction of the County which are designated for improvement in the COMPREHENSIVE ROAD IMPROVEMENT PLAN. Improvements not designated are not included in the term "System Improvement."

29. "TECHNICAL SPECIFICATIONS" means the document that contains the impact fee calculation factors necessary for computation of the impact fee for a particular land use, the INDIVIDUAL ASSESSMENT, and the fee schedule attached to this document.

30. "WORKING DAY" means any day on which the offices of the County are officially open, not including Saturdays, Sundays, and other holidays designated by the County Board.

31. "PROJECT" means construction of or an addition to a building.

32. "TEMPORARY STRUCTURES" means a 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 considered to mean a period of less than two years.

– 33. “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 30 percent of their gross income for monthly housing expenses that shall be (1) rent and utilities for rental housing; and (2) debt service (principal and interest), property taxes, and home insurance for home ownership. 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, the monthly rent may not exceed that specified in “Affordable Rental Units for Chicago Metro Area” published annually by the Illinois Housing Development Authority.

34. “PRIVATE SCHOOL”: A private, nonprofit educational facility serving one or more of grades K-12 and recognized by the Illinois State Board of Education.

35. “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.

36. “BLOCK PERIMETER”: The linear measurement taken along the public right-of-way line around an area of land entirely bounded by streets. If the land is next to the Fox River, a publicly accessible pedestrian or bicycle path shall be counted as part of the perimeter measurement if it connects the streets which define the block.

37. “COMMITTED”: Committed transit service includes bus routes or commuter rail stations that the service provider will document that service will be instituted within five years and will indicate the source of funding.

38. “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.

39. “FLOOR AREA RATIO”: 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.

40. “INFILL”: 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 are not to be counted as part of the perimeter.

41. “REDEVELOPMENT”: Sites in which at least 75% of the land area has been previously developed.

Section Four. Interpretation of Ordinance and Fee Schedule and Appeals.

1. Interpretation of the provisions of this Ordinance, the fee schedules and individual assessments shall be made by the COUNTY ENGINEER of Kane County. Whenever necessary, the COUNTY ENGINEER may use Trip Generation (6th ed. or later Institute of Transportation Engineers) or the Highway Capacity Manual (Special Report 209, Transportation Research Board), as may be amended from time to time, or locally obtained empirical data, in making such interpretations. 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 to the County Board through the Division of Transportation Committee. Any appeal shall be made by written petition within fourteen (14) calendar days of notice of a decision by the COUNTY ENGINEER.

3. Upon receipt of a petition for appeal of a decision of the COUNTY ENGINEER, the Division of Transportation Committee shall schedule consideration of such appeal for its next regularly scheduled committee meeting. The Committee shall notify the FEE PAYER by regular mail of the date of such meeting and shall consider such written or oral testimony that the FEE PAYER may present in conjunction with the decision and recommendation of the COUNTY ENGINEER. The Committee shall affirm, reverse, or modify the COUNTY ENGINEER's decision at the scheduled meeting.

4. The FEE PAYER shall have fourteen (14) calendar days after the Committee's decision to appeal that 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 appeal.

5. A FEE PAYER may seek any subsequent relief in a de novo proceeding in a circuit court of competent jurisdiction.

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

All DEVELOPERS of new development shall pay a fair share road improvement impact fee to the County in accordance with the terms and conditions of this Ordinance.

Section Six. Assessment of Impact Fees.

Impact fees shall be calculated pursuant to the fee schedules shown in Exhibit B of this Ordinance and shall be due upon issuance of a building permit, unless otherwise provided herein. Fees shall be assessed based on the predominant use of each building. Speculative projects for which the use has not been determined will be assessed at the time of the permit for the building shell and at the highest of the rates in the fee schedule which may be appropriate for the building being built, unless the project is otherwise covered by a Fee Agreement.

Section Seven. Timing of Payment of Fees.

1. Except as may be provided in subsections 3 and 4 of this Section, road improvement impact fees for new single family residential development imposed pursuant to any current or subsequent Ordinance shall be paid in full prior to the issuance of a building permit by either a municipality or the County.

2. Except as otherwise provided within this subsection and in subsection 3 of this Section, road improvement impact fees for new multi-family residential and for new non-residential development imposed pursuant to any current or subsequent Ordinance shall be paid in full prior to the issuance of a building permit by either a municipality or the County. In the event that the developer and the County should enter into a written agreement designating that the developer must notify the County when a Building Permit or Certificate of Occupancy has been issued, road improvement impact fees for said new development shall be paid in full prior to the issuance of an initial Certificate of Occupancy by either a municipality or the County.

3. 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 fee from the FEE PAYER at any time. FEE PAYERs 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 fee is imposed. Interest shall begin accruing on the first business day following the date of said building permit or certificate of occupancy issuance.

4. Payment of the road improvement impact fee may be authorized at any point earlier than as specified in subsections 1 and 2 above if the County and the FEE PAYER enter into an agreement that provides for such earlier payment of the fee. At the option of the County, the County may also enter into a Fee Payment Agreement with a FEE PAYER pursuant to Section Eight hereof that provides for the installment payment of the fee at a rate of interest which is 3% over the prime commercial rate in effect at the time that the fee is imposed, for a period of up to ten (10) years after the fee is due, provided that the County receives adequate security ensuring such later payment of the fee. In all agreements and/or deferral arrangements, interest shall begin accruing on the first business day following submittal of the impact fee application.

5. DEVELOPERS of new residential developments who receive "assisted financing" as defined by this Ordinance, or who have received a commitment for assisted financing and whose financing has been provided within six (6) months of the issuance of a certificate of occupancy, may enter into an 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 fee is imposed.

6. The County and municipalities may enter into intergovernmental agreements that provide for the cooperative collection of the fees or for the conditioning of the issuance of municipal building permits upon proof of payment of the County impact fee.

7. Municipalities shall provide the County with a Notice of Issuance of building permits in accordance with the provisions of 65 ILCS 5/11-39-1, and shall submit a copy of the developer's Receipt of Payment of the Impact Fee or executed Fee Payment Agreement along with such notice.

Section Eight. Fee Payment Agreements.

1. At any time prior to the issuance of a building permit, the FEE PAYER may enter into a Fee Payment Agreement with the County providing for payment of the impact fee imposed by this Ordinance, in accordance with application requirements specified by the COUNTY ENGINEER. Such Fee Payment Agreement may provide for installment payments of the fee for a period up to ten (10) years, only in the case of development funded by "assisted financing", reduction of the fee through transportation systems management strategies, recapture payments for construction credits, credit and security arrangements and other matters relating to the fee. In addition, such Fee Payment Agreement may include an Improvement Credit Agreement as provided for in Section Twelve of this Ordinance. Security provided for the payment of any fee due under the provisions of this Ordinance 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. The Fee Payment Agreement may provide that such security may be partially releasable upon receipt of partial payments of the 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 fee is imposed, on any monies deferred.

2. FEE PAYERs for non-residential development and FEE PAYERs of multi-unit residential development will be allowed to enter into fee payment agreements to defer payment of some portion of the fees due upon the issuance of a building permit. Fee payment agreements shall provide that a payment of at least fifty percent (50%) of the determined fees 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. 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 fee is imposed, on any monies deferred.

3. If the use changes from one category to another either by adding 25,000 square feet or rearranging the space to effectively add 25,000 square feet, then subsequent fees shall be calculated according to the most recent fee schedule and the balance of the fees shall be due and owing before such building permits are issued.

4. Within ten (10) working days of receipt of a written request for a Fee Payment Agreement, the COUNTY ENGINEER shall determine if all pertinent information has been provided. If the COUNTY ENGINEER determines that additional documentation is required, the COUNTY ENGINEER shall send a written statement specifying the deficiencies by mail to the PERSON submitting the request. Until the deficiencies are corrected, the County shall take no further action on the request.

5. When the COUNTY ENGINEER determines that the request is complete, the COUNTY ENGINEER shall draft an Impact Fee Payment Agreement that shall be reviewed and approved by the FEE PAYER. Upon acceptance of the Fee Payment Agreement by the FEE PAYER, the Transportation Committee shall consider the Fee Payment Agreement at its next regularly scheduled committee meeting, and if the Committee approves the Fee Payment Agreement, the County Engineer may execute the Agreement on behalf of the County. The Committee shall only deny a Fee Payment Agreement upon written findings that it is not in the

best interest of the County, for reasons including but not limited to the extraordinary potential impacts of a development.

Section Nine. Intergovernmental Agreements.

1. At any time after the adoption of this Ordinance, the County may enter into an intergovernmental agreement with any municipality within its jurisdiction regarding the fee imposed by this Ordinance. Such intergovernmental agreements shall be adopted in accordance with State statutes and may include provisions governing administrative issues involving the collection of the fee imposed, such as the reimbursement of collection costs from the fees collected, and any other matters deemed necessary or appropriate by the County and the municipality.

2. The intergovernmental agreement may provide for the collection of a road improvement impact fee for municipal roads as an additional component of the Kane County Road Improvement Impact Fee, provided that all the municipalities in the applicable impact fee service area enter into an intergovernmental agreement with the County that provides that the municipal road portion of the fee shall be expended for municipal road improvements within the service area in which the fee is collected, and provided that the use of the funds on municipal roads is used in the same manner and for the same purposes as motor fuel tax money allotted to the County under the provisions of 605 ILCS 5/5-701 et seq., solely for road improvement capital costs.

Section Ten. Road Improvement Impact Fee Schedule.

1. Any PERSON who initiates any development, except those preparing an Individual Assessment pursuant to Section Eleven of this Ordinance and those activities exempted from the fee by the provisions of Section Seventeen hereof, shall pay a fair share impact fee as set forth on Exhibit B to this Ordinance.

2. Where the land use in a particular development is not listed on the fee schedule, the COUNTY ENGINEER may determine the land use classification which most closely identifies the development and which shall apply for purposes of determining the applicable fee under this Section. At the discretion of the COUNTY ENGINEER, the County may also determine an appropriate fee based on sound traffic engineering practices, published data, and the cost per trip published in the Road Improvement Impact Fee Schedule.

3. In the event that the development proposed is a change in the immediate past use, the amount of the fee shall be based on the change in trips generated by the new use, and the formula set out in Section Eleven shall be used to calculate the fee.

4. Where a proposed development is to be located within two (2) service areas, the COUNTY ENGINEER shall determine the fee as follows:

a. If a residential development, the fee shall be determined by counting the number of dwelling units located within each service area and charging a straight-per-unit cost for units within each area.

b. If a non-residential development, the fee shall be determined by calculating the average of the fees that would otherwise be charged if the development were located entirely within each service area.

Section Eleven. Individual Assessment of Impact.

1. Any PERSON who initiates development may choose to provide an Individual Assessment of the impacts of the proposed development upon the road, street and highway systems in the County. The Individual Assessment may be used to determine whether a fair share of the road improvements' capital costs necessitated by the proposed development should be less than the fee established in Section Ten of this Ordinance or the appropriate fee for a particular use or combination of uses not identified in Section Ten.

2. Any PERSON who chooses to provide an Individual Assessment is required to submit to the COUNTY ENGINEER a written statement of intent to perform an Individual Assessment.

3. The Individual Assessment shall be calculated according to the following formula (See TECHNICAL SPECIFICATIONS for more detailed information):

$$\text{GROSS FEE} = \frac{((\text{TRIPS} \times \text{NT}) \times (\text{TRIP LENGTH} \times \% \text{VMT})) / 2 \times \text{COST}}{(\text{CAPACITY}) \times \text{TRIPS} \times \text{FEE PER TRIP.}}$$

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

Where:

TRIPS = Number of trips generated on a weekday during the peak hour of adjacent street traffic between 4:00 p.m. and 6:00 p.m.

NT = Fraction of TRIPS that represents new trips on the roadway system (discounting pass-by and link-diverted trips).

TRIP LENGTH = The average trip length by land use category in miles.

% VMT = % of vehicle-miles of travel on the KCDOT system in a given impact fee service area.

CAPACITY = Lane-mile capacity at LOS "D" in vehicles per hour.

COST = Average design, construction, and right-of-way cost of building one lane-mile of road.

TAX CREDITS = The present value of that portion of the highway, local gas and motor fuel taxes expected to be generated by the development which are devoted to capital expenditures.

FEE PER TRIP The impact fee for the service area for a project that generates one trip during the peak hour of adjacent street traffic between 4:00 p.m. and 6:00 p.m. as specified in Exhibit B of this Ordinance.

IMPROVEMENT CREDITS = The value of improvement credits pursuant to an Improvement Credit Agreement (See Section Twelve).

DEMOLITION CREDITS = The value of impact fees that would have been assessed on a building or buildings that FEE PAYER demolishes prior to development. (See Section Thirteen).

4. The Individual Assessment shall include the following information:

a. The proposed trip generation rates for the proposed 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;

~~b. The proposed average trip length generated from the proposed development onto the County's road system. Trip length information shall be based upon local empirical surveys of similar land use type and may include, if available, empirical data which specify the percentage of travel made on County Highways by users of the proposed development;~~

~~c. Assessment of the costs of providing a lane-mile with intersection improvements and right-of-way. The cost figures used shall be based upon recently assembled empirical information of the costs in Kane County for the cost of a lane-mile.~~

5. The Individual Assessment shall be prepared by professionals, qualified by the County in accordance with established procedures, in the field of transportation planning and engineering and impact analysis.

6. Within ten (10) working days of receipt of an Individual Assessment, the COUNTY ENGINEER shall determine if the Individual Assessment is complete. If the COUNTY ENGINEER determines the application is not complete, the COUNTY ENGINEER shall send a written statement specifying the deficiencies by mail to the PERSON submitting the application. Until the deficiencies are corrected, the COUNTY ENGINEER shall take no further action on the application, other than further reviews for completeness.

7. When the COUNTY ENGINEER determines the Individual Assessment is complete, the assessment shall be reviewed within fifteen (15) working days. The COUNTY ENGINEER shall approve the proposed 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 costs for capital improvements to the road, street and highway systems in the County in accordance with the formula set out in Subsection 1 of this Section. If the COUNTY ENGINEER determines that the traffic information, traffic factors, or methodology are unreasonable, the proposed fee shall be denied, and the DEVELOPER shall pay the fair share impact fee according to the schedule established in Section Ten (of this Ordinance or as set by the COUNTY ENGINEER, if the use had not previously been identified in the fee schedule. If the Individual Assessment is denied, the PERSON or DEVELOPER may appeal the decision of the COUNTY ENGINEER in the manner provided for in Section Four of this Ordinance.

Section Twelve. Improvement Credit Agreements.

1. Any PERSON who initiates development may request an improvement credit against the fair share impact fee imposed by this Ordinance for any contribution, payment, recapture, construction, or dedication of land accepted and received by Kane County for SYSTEM IMPROVEMENTS in accordance with the provisions of this section. Credits shall not be given for any contributions made by a DEVELOPER that are not used for the benefit of the County road, street or highway system, such as the donation of parks or school sites. Credits shall not be given for any contributions made by a DEVELOPER that are required by the County, a municipality or other unit of local government ~~such as improvements on site or access to a site.~~ for access to a site, or to comply with the County's access control ordinance. The credit granted in the Improvement Credit Agreement shall not exceed the pro-rated cost of the SYSTEM IMPROVEMENTS as specified in the Comprehensive Road Improvement Plan. Improvements needed for access to a site may include but are not limited to turn lanes at site access points, turn lanes at newly constructed streets, and traffic signals at those locations.

2. The County will not be required to refund funds for any improvement credit that exceeds the impact fee imposed by this Ordinance for the proposed development. However, a FEE PAYER, or his or her successor in interest, may apply for an improvement credit, which has not otherwise been used in another 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 credit is being sought is located within the same service area as the development which would be the beneficiary of the credit, and provided that the refund application is made within five years of the date of the original Improvement Credit Agreement.

3. A PERSON shall be entitled to an improvement credit equal to the dollar value of the cost of system improvements contributed, paid for or committed to by the PERSON or his or her predecessor in interest in conjunction with the County's approval of the development which is subject to the impact fee for which a credit is being sought. Credit for system improvements will be given only if the COUNTY ENGINEER determines the system improvements are justified in accordance with the COMPREHENSIVE ROAD IMPROVEMENT PLAN. The cost of such improvements shall be based on the following criteria, but shall be limited in accordance with Paragraph 1 above:

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

4. The PERSON or DEVELOPER shall initiate such determination of entitlement to credit by submitting a written request for an Improvement Credit Agreement to the COUNTY ENGINEER. The request for an Improvement Credit Agreement shall include the following information:

- a. A proposed plan of specific road improvements, prepared and certified by a duly qualified and licensed Illinois engineer; and

b. The projected costs for the suggested roadway improvements, which shall be based on local information for similar roadway improvements, along with the construction timetable for the completion of such 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 ten (10) working days of receipt of the request for an Improvement 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 deficiencies to the PERSON submitting the request. The COUNTY ENGINEER shall take no further action on the proposed Agreement, other than further reviews for completeness, until all deficiencies have been corrected or otherwise settled.

6. Once the COUNTY ENGINEER determines that the proposed improvement is a system improvement and the proposed costs for the suggested improvement are professionally acceptable and fairly assess its cost and the agency with jurisdiction over the proposed improvement is in agreement with the improvement, the COUNTY ENGINEER shall draft an Improvement Credit Agreement that shall be reviewed and approved by the PERSON or DEVELOPER submitting the request for the agreement. The Improvement Credit Agreement shall specifically outline the capital roadway improvements that will be constructed by the PERSON or DEVELOPER, the time by which the improvements shall be completed and the dollar credit the PERSON or DEVELOPER shall receive for construction of the improvements. If the COUNTY ENGINEER determines that either the suggested improvement is not a system improvement or that the proposed costs are not acceptable, the COUNTY ENGINEER shall notify the PERSON or DEVELOPER of his or her decision and may propose an alternative improvement consistent with the provisions of this Ordinance.

7. Upon acceptance of the Improvement Credit Agreement by the COUNTY ENGINEER and the PERSON or DEVELOPER, the Transportation Committee shall consider the Improvement Credit Agreement at its next regularly scheduled committee meeting. And, if the Committee approves the Improvement Credit Agreement, the County Engineer may execute the Agreement on behalf of the County. Any Improvement Credit Agreement that awards the PERSON or DEVELOPER a dollar credit of over \$100,000 shall be reviewed and ratified by the County Board before it may be executed by the County Engineer.

Section Thirteen. **Demolition Credits.**

1. A PERSON shall be entitled to a DEMOLITION CREDIT equal to the dollar value of impact fee that would have been charged on the building or buildings being demolished as part of a redevelopment plan or NEW DEVELOPMENT. The DEMOLITION CREDIT shall not exceed the gross impact fee for the NEW DEVELOPMENT.

2. At the time of impact fee application, the PERSON applying for an impact fee shall

present to the COUNTY a copy of the demolition permit or letter of authorization from the local government. The demolition permit or letter shall be attached to the impact fee application and demolition credits shall be calculated based upon the impact fee schedule in effect at the time of demolition. These credits shall be deducted from the gross impact fee calculated for the NEW DEVELOPMENT.

3. The COUNTY shall not issue demolition credits for demolitions not associated with NEW DEVELOPMENT.

Section Fourteen. **Establishment of Service Areas.**

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

Section Fifteen. **Use of Funds Collected.**

1. The funds 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 605 ILCS 5/5-701 et seq., solely for road improvements capital costs that are specifically and uniquely attributable to the development charged the fee. In no event shall funds be expended to alleviate existing deficiencies in the County's road, street or highway systems which were identified in the Comprehensive Road Improvement Plan that was the basis for the original adoption of Road Improvement Impact Fees by the Unit of Local Government. The funds shall be expended on road improvements within the service area or areas from which they were collected, as specified in the COMPREHENSIVE ROAD IMPROVEMENT PLAN. In the event that a service area boundary is the centerline of a County road or intersection, the COUNTY ENGINEER may use the funds to complete the road improvements to the opposite side of the road or right of way. Co-mingling of funds with regular highway, local gasoline or motor fuel tax funds on projects is permissible to the extent that regular tax funds are used to pay for at least the cost of alleviating the existing deficiencies. The COUNTY ENGINEER shall provide a written justification of the allocation of impact fee funds whenever such funds are allocated to projects that will remedy existing deficiencies, demonstrating that the impact fee funds are not used for such deficiencies.

2. Any expenditure or encumbrance of impact fee funds used to acquire right of way shall be expended or encumbered in conjunction with the construction associated with that right of way and shall begin within five (5) years from receipt of the funds used to acquire the right of way.

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

4. A "Road Improvement Impact Fee Fund" shall be established for each service area established in Section Fourteen of this Ordinance to insure that the fees collected are appropriately earmarked and spent for road improvement capital costs in accordance with the provisions of this Ordinance. In the event that any municipality enters into an intergovernmental agreement for the collection of a Road Improvement Impact Fee for

municipal roads, an additional Road Improvement Impact Fee Fund shall be established for each of the service areas in which the municipality is located to insure that the municipal component of the fee is expended on municipal projects within the district in which it is collected.

5. Road improvement impact fees collected shall be accrued to the fund established for the service area in which the new development is proposed.

6. Any funds on deposit not immediately necessary for expenditure shall be invested in interest bearing accounts designated solely for such funds for each service area. All interest derived from these investments shall be retained in the appropriate fund and used for road improvements authorized in this Ordinance.

7. The County shall provide that an accounting be made annually for any account containing impact fee proceeds and interest earned. Such accounting shall include, but shall not be limited to, the total funds collected, the source of the funds collected, the total amount of interest accruing on such funds, the amount of funds expended on road improvements, and a list of the credits given. The County shall publish the results of the accounting in a newspaper of general circulation within Kane County at least three (3) times. The notice shall also state that a copy of the accounting report shall be made available to the public for inspection at reasonable times. A copy of the report shall be given to the Advisory Committee.

Section Sixteen. **Refunds.**

1. Any impact fee collected may be returned to the FEE PAYER if the approved new development is cancelled due to non-commencement of construction before the funds have been spent or encumbered by contract. Refunds may be made in accordance with this Section, provided that the FEE PAYER or his or her successor in interest files a written request for a refund within one (1) year of the date that the fees were required to be encumbered by contract.

2. Impact fees collected shall be encumbered for the construction of roadway facilities within five (5) years of the date of collection. In determining whether the funds have been encumbered, the funds should be accounted for on a first-in- first-out (FIFO) basis.

3. The fees collected pursuant to this Ordinance shall be returned to the FEE PAYER only upon receipt of a written refund Affidavit. The Affidavit shall include the following information:

- a. A notarized sworn statement that the FEE PAYER paid the impact fee for the property and the amount paid;
- b. A copy of the dated receipt issued by the County for payment of the fee;
- c. A certified copy of the latest recorded deed for the property;
- d. A copy of the most recent ad valorem tax bill; and
- e. A sworn statement of entitlement.

4. Within ten (10) working days of receipt of the written request, the COUNTY ENGINEER shall determine if it is complete. If the COUNTY ENGINEER determines the refund request is not complete, the COUNTY ENGINEER shall send a written statement specifying the deficiencies by mail to the PERSON submitting the request. Unless the deficiencies are corrected, the COUNTY ENGINEER shall take no further action on the request.

5. When the COUNTY ENGINEER determines the request for refund is complete, the COUNTY ENGINEER shall review it within fifteen (15) working days, and shall approve the proposed refund if the COUNTY ENGINEER determines the FEE PAYER has paid an impact fee which the County has not spent or encumbered within five (5) years from the date the fees were paid.

6. When the money requested is still in a fund and has not been spent or encumbered within five (5) years of the date the fees were paid, the money shall be returned along with interest at a rate which is seventy percent (70%) of the prime commercial rate in effect at the time that the fee is imposed, less five percent (5%) of the total fee to defray the costs of administration.

7. Refunds may be made at the discretion of the COUNTY ENGINEER without application in any case where inadvertent mathematical overpayment has been made.

Section Seventeen. **Exemptions.**

The following development shall be exempted from payment of the road improvement impact fee imposed in this Ordinance:

1. Alterations or expansion of an existing dwelling unit where no additional units are created and the use is not changed;
2. The internal alteration of a non-residential unit of less than 25,000 square feet where (a) no additional useable square feet of space are added, (b) where the construction or expansion of square footage does not require a zoning change, or (c) where the alteration is required by the County's or a Municipality's building code;
3. The construction of accessory buildings which are not dwelling units and which do not constitute an increase in intensity of use;
4. The replacement of a destroyed or partially destroyed building with a new building of the same size and use;
5. Publicly owned and operated school buildings; and
6. Public buildings owned, operated and occupied by government agencies.

7. TEMPORARY STRUCTURES.

- 8. AFFORDABLE HOUSING. The County Engineer shall establish procedures to ensure that developments qualifying for this exemption continue to meet the minimum

affordability requirements for a period of ten years. If a development fails to meet the affordability requirement in any year, the impact fee that would otherwise have been due shall be paid in full.

9. PRIVATE SCHOOLS.

Section Eighteen. Discounts

1. NEW DEVELOPMENT shall be eligible for a 40% discount from the fee assessed in accordance with Section Ten of this ordinance, provided the following four criteria are all met:

- All building entrances in the NEW DEVELOPMENT are (1) within ½ mile WALKING DISTANCE of existing or COMMITTED bus service OR (2) within 1 mile walking distance of existing or COMMITTED train service.
- The NEW DEVELOPMENT includes at least four of the land uses or trip generators listed in paragraph 2 below

OR

All building entrances are: (1) within ¼ mile WALKING DISTANCE of at least four of the land uses or trip generators listed in paragraph 2 below; OR (2) within ½ mile WALKING DISTANCE of at least six of the land uses or trip generators listed in paragraph 2 below

- The NEW DEVELOPMENT has (1) an average residential DENSITY of at least seven units per acre; OR (2) an average non-residential or mixed use FLOOR AREA RATIO of at least 0.5
- The average BLOCK PERIMETER within the NEW DEVELOPMENT is less than or equal to 2,200 feet AND a main or public entrance to the building must be directly accessible from the public sidewalk, with no parking allowed between the building and the public sidewalk along the street.

2. Land Uses and Trip Generators referenced in this Section are: parks, community or civic centers, schools or daycare centers, libraries, places of worship, post offices, convenience stores, laundry/dry cleaners, neighborhood retail centers, restaurants, pharmacies, grocery stores, banks, medical/dental offices or hospitals, and general offices. A single use may not be counted in more than one category. Accessory uses within a principal use may not be counted as a separate use; for example, a school within a church shall be considered one (1) use.

3. NEW DEVELOPMENT meeting the requirements of paragraph 1 of this Section shall be given an additional 10% discount from from the fee assessed in accordance with Section Ten of this ordinance, provided the NEW DEVELOPMENT is located on an INFILL or REDEVELOPMENT site.

4. NEW DEVELOPMENT meeting the requirements of paragraph 1 of this Section shall be given an additional 10% discount from from the fee assessed in accordance with Section Ten of this ordinance, provided the NEW DEVELOPMENT (1) has an average residential DENSITY of at least 14 units per acre; OR (2) has an average non-residential or mixed use FLOOR AREA RATIO of at least 1.0.

5. NEW DEVELOPMENT meeting the requirements of paragraph 1 of this Section shall be given an additional 10% discount from from the fee assessed in accordance with Section Ten of this ordinance, provided the NEW DEVELOPMENT (1) has an average residential DENSITY of at least 28 units per acre; OR (2) has an average non-residential or mixed use FLOOR AREA RATIO of at least 1.5.

6. The maximum discount any NEW DEVELOPMENT may receive under this SECTION is 70%. Road Improvement Impact Fees calculated through an Individual Assessment are not eligible for the discounts in this Section.

Section ~~Eighteen~~. Nineteen Advisory Committee.

1. An Advisory Committee has previously been established by the County in compliance with the requirements of the new impact fee statute to assist the County in the recommendation of land use assumptions and the development of the COMPREHENSIVE ROAD IMPROVEMENT PLAN. After the effective date of this Ordinance, the Advisory Committee shall continue to have the following duties:

- a. Report to the County on all matters relating to the imposition of impact fees;
- b. Monitor and evaluate the implementation of the COMPREHENSIVE ROAD IMPROVEMENT PLAN and the assessment of impact fees;
- c. Report annually to the County with respect to the progress of the implementation of the COMPREHENSIVE ROAD IMPROVEMENT PLAN; and
- d. Advise the County of the need to update or revise the land use assumptions, COMPREHENSIVE ROAD IMPROVEMENT PLAN, or impact fees.

2. The County shall adopt procedural rules to be used by the Advisory Committee in carrying out the duties imposed by this Section. The County shall cooperate with the Advisory Committee and shall make available all professional reports relating to the development and implementation of the land use assumptions, the COMPREHENSIVE ROAD IMPROVEMENT PLAN, and the periodic up-dates of the plan.

Section ~~Nineteen~~Twenty. Review of Land Use Assumptions and Update of COMPREHENSIVE ROAD IMPROVEMENT PLAN.

The Advisory Committee shall periodically review the land use assumptions and the COMPREHENSIVE ROAD IMPROVEMENT PLAN, approved by Resolution 04-21, in accordance with Section Eighteen, and shall advise the County of the need to update these documents. The COMPREHENSIVE ROAD IMPROVEMENT PLAN shall be updated at least

once every five (5) years. The five (5) year period shall commence on the date of the original adoption of the COMPREHENSIVE ROAD IMPROVEMENT PLAN, and shall be conducted in accordance with statutory requirements.

~~Section Twenty~~ Section Twenty-one. **Review of Ordinance.**

1. The Advisory Committee shall periodically review the factors used to calculate the impact fee schedule in Section Ten, the factors used for an individual assessment provided for in Section Eleven, 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 fee. The review shall not affect the applicability of the impact fee schedule in Section Ten or the factors in Section Eleven 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 the increase in the fees will be five percent (5%) or greater from the previous fee schedules, the County shall hold a public hearing regarding the revisions to the fee schedules. 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 fees may be increased. In no event shall this paragraph or any other section of this Ordinance be construed to prevent the Kane County Board from taking any action to amend this Ordinance after its effective date.

2. Regarding the 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. Unless there has been a State or County gas tax increase or decrease, any fee increase or decrease shall become effective on December 1st of the year that the fees are increased or decreased. If there has been a gas tax increase or decrease, the revised fee schedules may be considered by the Transportation Committee at its next regularly scheduled committee meeting and then by the County Board at its next subsequently scheduled County Board meeting and shall be revised to reflect the allocation of such tax funds to transportation capacity improvements.

4. An annual report shall be provided to the County Board that examines the expenditure of the impact fee funds collected under the provisions of this ordinance and analyzes the effectiveness of such expenditures. The first annual report shall be produced on or before June 1, 2005, and a report shall be produced prior to June 1st of every year thereafter.

~~Section Twenty-one~~ Section Two. **Effective Date of Ordinance.**

This Ordinance shall become effective on April 1, 2004.

~~Section Twenty-two~~ Section Three. **Penalties.**

1. The COUNTY ENGINEER may initiate, through the State's Attorney, judicial proceedings to collect any fee that has become due under this Ordinance.

2. Unless a FEE PAYER is currently appealing a fee, in addition to other remedies provided by other applicable laws, when an impact fee required by this Ordinance has not been paid, the County or the COUNTY ENGINEER shall not issue to the violator any subsequent approvals or permits for any other development in the County and shall suspend review of any pending applications or petitions of the violator until the impact fee has been paid.

Section Twenty-threefour. Distribution.

Certified copies of this Ordinance shall be sent to each of the twenty-eight (28) municipalities having territory within Kane County, the Illinois Department of Transportation, the Division of Transportation, and the Kane County Council of Mayors through the Division of Transportation, and one copy to the Treasurer, Auditor, Finance Department, Development Department, and State's Attorney's Office.

Section Twenty-fourfive. 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 effect the remaining portions or sections of the Ordinance which shall remain in full force and effect.

Passed by the Kane County Board on January 13, 2004.

Clerk, County Board
Kane County, Illinois

Chairman, County Board
Kane County, Illinois

Vote:
Yes _____
No _____
Voice _____
Abstentions _____