

Kane County
Road Improvement
Impact Fee Advisory Committee

January 17, 2007

Road Impact Fees

- Road Impact Fees for municipalities and counties in Illinois are governed by 605 ILCS 5/5-9

*“It is the intent of the General Assembly to promote orderly economic growth throughout this 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.”
(605 ILCS 5/5-902)*

Highlights of Legislation

- Limits Road Impact Fees to counties over 400,000 population and home rule municipalities
- Program oversight by advisory committee with diverse membership
- Detailed land use and transportation planning process mandated
- Requires extensive public involvement
- Fees can be used only for purposes allowed for expenditure of state Motor Fuel Tax funds, and only for capacity improvements
 - Engineering
 - Land Acquisition
 - Construction
 - Administrative Costs

Current Kane County Ordinance

- Adopted January 13, 2004
- Mirrors DuPage County ordinance, using “needs-driven” impact fee formula
- Service areas follow Planning Partnership Area boundaries
- Anticipates 2013 population of 504,816 and employment of 246,894
- Comprehensive Road Improvement Plan total cost \$423.88 Million
- Fee Revenue \$4.94 Million (FY05)

Concerns Regarding Current Ordinance

- Large variance in fees between adjacent service areas
- Ordinance conflicts in some ways with goals of Kane County 2030 Land Resource Management Plan
 - Low fees in farmland preservation areas and high fees in parts of urban corridor
- Impact fee revenues less than 12% of improvement needs – limited options for additional revenue
- Kane County population and employment are growing faster than earlier projections

Road Impact Fee Ordinance Update

- Initiated by County Board on 9/13/05
- Goals
 - More equitable
 - Better correlation between needs and revenues
 - Improved public review process

Accomplishments to Date

- Changed fee calculation approach to “facilities-driven” model
- Re-examined list of exempt land uses
- Established new service area boundaries that reflect travel patterns
- Developed a new fee discount program for developments with reduced traffic impacts
- Prepared a Draft Comprehensive Road Improvement Plan
- Preliminary fee schedule significantly reduces fee variances

Facilities-Driven Fee Model

- Allocates cost of unfunded road improvements to new development based on traffic generation
- More consistent with requirements of Road Impact Fee statute
- Fees based on actual project costs, not a generic cost per lane mile
- Provides greater equity between service areas because of calculation method

Exempt Land Uses

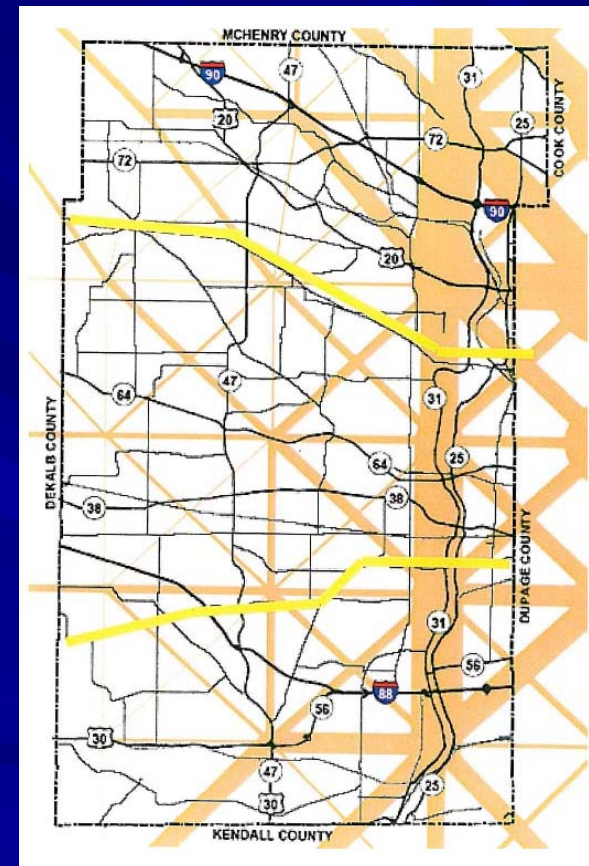
■ Existing

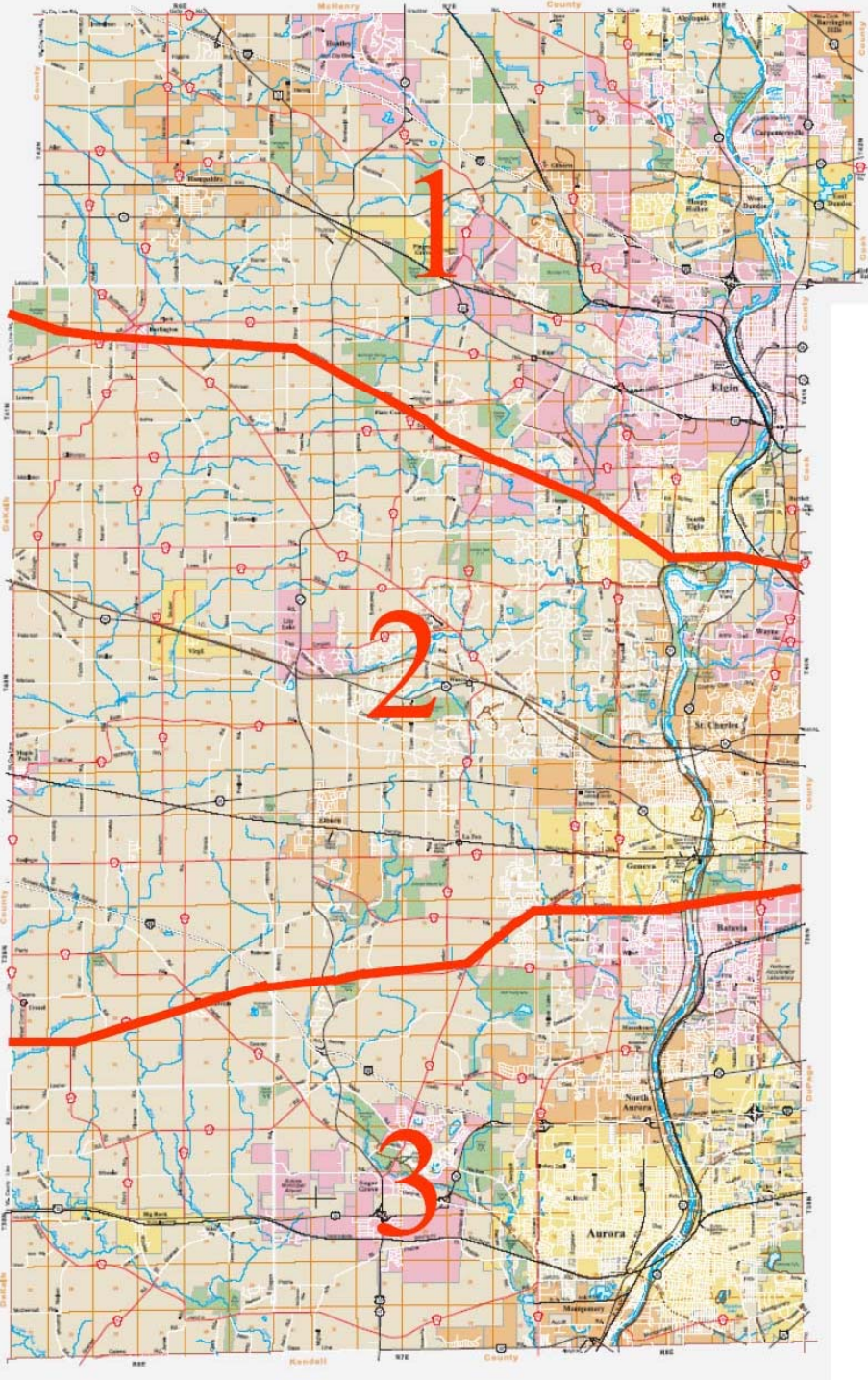
- Alteration of residential units
- Minor alteration of use
- Accessory buildings
- In-kind replacement
- Public schools
- Government owned buildings

■ Proposed

- All existing, plus
- Temporary structures
- Private schools (K-12)
- Low income housing

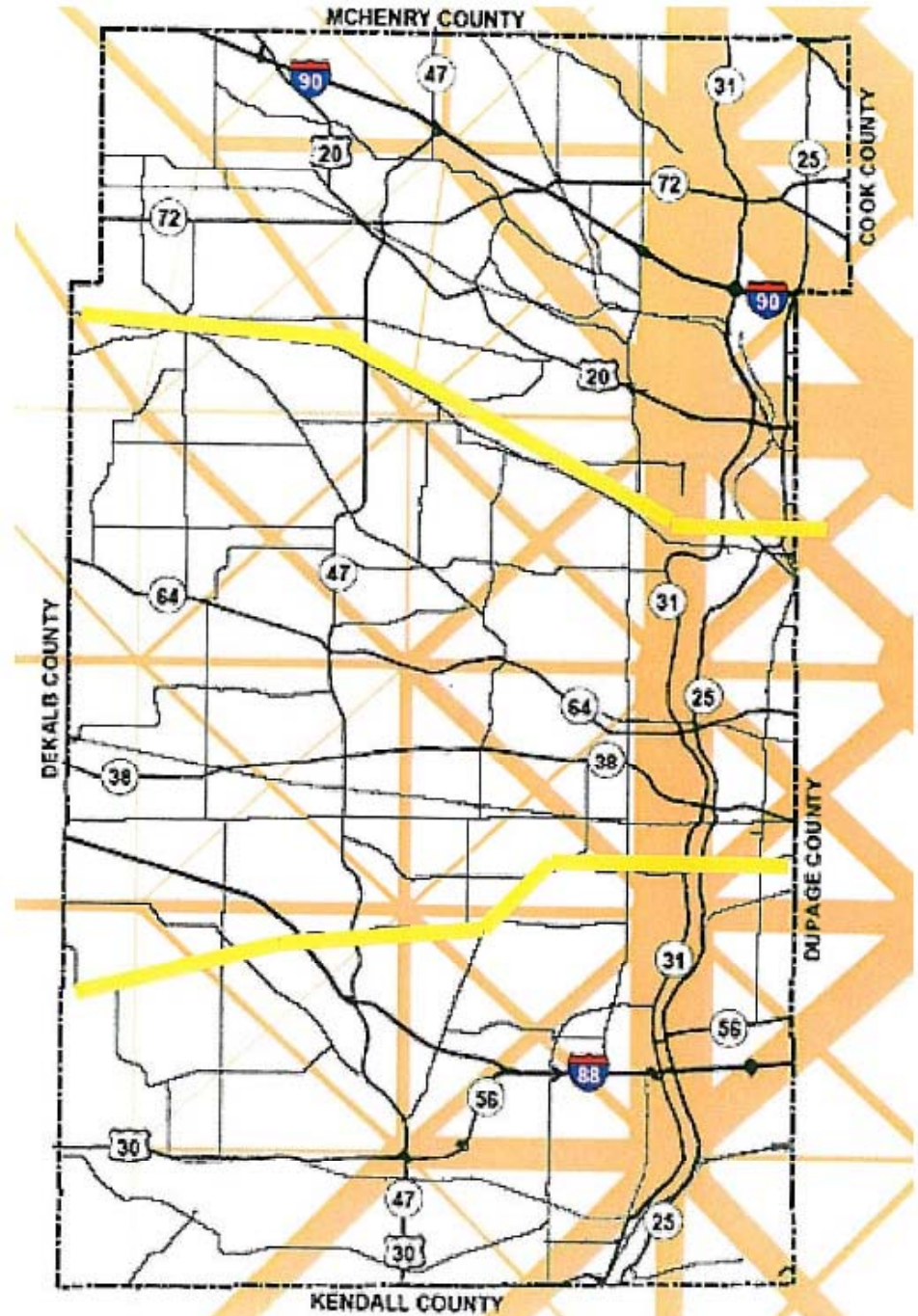
New Service Areas Reflect County Travel Patterns





Proposed Service Area Boundaries

Travel Desire Bands



New Fee Discount Program

- Encourages development that has lower traffic impacts
- Four requirements for basic 40% discount
 - Transit availability
 - Proximity of multiple land uses
 - Minimum densities
 - Walkability
- Up to an additional 30% discount for redevelopment / infill sites and higher densities
- Up to 70% total discount

Service Area 1: Phase-in of Revised Impact Fees

Land Use	Fee Per	Current Fee	Year 1 32%	Year 2 40%	Year 3 48%	Year 4 56%	Year 5 64%	Calc. Impact (100%)
Single Family Detached	Unit	156-1,780	1,648	2,060	2,472	2,883	3,295	5,149
Multi-Family	Unit	94-1,087	1,011	1,264	1,517	1,770	2,023	3,161
Retail 1-50,000 sq. ft.	1,000 sq. ft.	173-1,952	2,618	3,273	3,927	4,582	5,236	8,181
Retail 50,000-300,000 sq. ft.	1,000 sq. ft.	225-2,699	3,803	4,753	5,704	6,655	7,605	11,883
Supermarket	1,000 sq. ft.	302-3,618	5,114	6,393	7,671	8,950	10,229	15,982
Convenience Market	1,000 sq. ft.	946-11,145	12,825	16,031	19,237	22,444	25,650	40,078
Service Station	Fueling Pos.	268-3,046	3,392	4,239	5,087	5,935	6,783	10,599
General Office	1,000 sq. ft.	444-3,037	2,431	3,038	3,646	4,254	4,861	7,596
Medical-Dental Office	1,000 sq. ft.	1,058-7,416	6,069	7,586	9,103	10,620	12,137	18,965
Warehouse/Distribution	1,000 sq. ft.	147-1,033	963	1,203	1,444	1,684	1,925	3,008
Fast Food Restaurant	1,000 sq. ft.	182-6,119	5,651	7,064	8,477	9,889	11,302	17,659
Day Care Center	1,000 sq. ft.	94-1,133	2,150	2,688	3,225	3,763	4,300	6,719
Nursing Home	Bed	37-334	359	449	538	628	718	1,122
Hotel/Motel	Room	132-904	767	958	1,150	1,342	1,533	2,396
Religious Institution	1,000 sq. ft.	127-1,077	1,077	1,346	1,615	1,884	2,153	3,365

Service Area 2: Phase-in of Revised Impact Fees

Land Use	Fee Per	Current Fee	Year 1 32%	Year 2 40%	Year 3 48%	Year 4 56%	Year 5 64%	Calc. Impact (100%)
Single Family Detached	Unit	156-1,780	1,669	2,087	2,504	2,921	3,339	5,217
Multi-Family	Unit	94-1,087	1,025	1,281	1,537	1,793	2,049	3,202
Retail 1-50,000 sq. ft.	1,000 sq. ft.	173-1,952	2,652	3,316	3,979	4,642	5,305	8,289
Retail 50,000-300,000 sq. ft.	1,000 sq. ft.	225-2,699	3,853	4,816	5,779	6,742	7,705	12,040
Supermarket	1,000 sq. ft.	302-3,618	5,182	6,477	7,772	9,068	10,363	16,192
Convenience Market	1,000 sq. ft.	946-11,145	12,993	16,242	9,490	2,739	25,987	40,605
Service Station	Fueling Pos.	268-3,046	3,436	4,295	5,154	6,013	6,872	10,738
General Office	1,000 sq. ft.	444-3,037	2,463	3,078	3,694	4,310	4,925	7,696
Medical-Dental Office	1,000 sq. ft.	1,058-7,416	6,148	7,686	9,223	10,760	12,297	19,214
Warehouse/Distribution	1,000 sq. ft.	147-1,033	975	1,219	1,463	1,707	1,950	3,047
Fast Food Restaurant	1,000 sq. ft.	182-6,119	5,725	7,157	8,588	10,019	11,451	17,892
Day Care Center	1,000 sq. ft.	94-1,133	2,178	2,723	3,268	3,812	4,357	6,807
Nursing Home	Bed	37-334	364	455	545	636	727	1,136
Hotel/Motel	Room	132-904	777	971	1,165	1,359	1,554	2,428
Religious Institution	1,000 sq. ft.	127-1,077	1,091	1,364	1,636	1,909	2,182	3,409

Service Area 3: Phase-in of Revised Impact Fees

Land Use	Fee Per	Current Fee	Year 1 32%	Year 2 40%	Year 3 48%	Year 4 56%	Year 5 64%	Calc. Impact (100%)
Single Family Detached	Unit	156-1,780	1,619	2,024	2,428	2,833	3,238	5,059
Multi-Family	Unit	94-1,087	994	1,242	1,491	1,739	1,988	3,106
Retail 1-50,000 sq. ft.	1,000 sq. ft.	173-1,952	2,572	3,215	3,858	4,502	5,145	8,038
Retail 50,000-300,000 sq. ft.	1,000 sq. ft.	225-2,699	3,736	4,670	5,604	6,539	7,473	11,676
Supermarket	1,000 sq. ft.	302-3,618	5,025	6,281	7,538	8,794	10,050	15,703
Convenience Market	1,000 sq. ft.	946-11,145	12,601	15,751	18,902	22,052	25,202	39,378
Service Station	Fueling Pos.	268-3,046	3,332	4,165	4,999	5,832	6,665	10,414
General Office	1,000 sq. ft.	444-3,037	2,388	2,985	3,582	4,180	4,777	7,463
Medical-Dental Office	1,000 sq. ft.	1,058-7,416	5,963	7,453	8,944	10,435	11,925	18,633
Warehouse/Distribution	1,000 sq. ft.	147-1,033	946	1,182	1,419	1,655	1,891	2,955
Fast Food Restaurant	1,000 sq. ft.	182-6,119	5,552	6,940	8,329	9,717	11,105	17,351
Day Care Center	1,000 sq. ft.	94-1,133	2,113	2,641	3,169	3,697	4,225	6,602
Nursing Home	Bed	37-334	353	441	529	617	705	1,102
Hotel/Motel	Room	132-904	753	942	1,130	1,318	1,507	2,354
Religious Institution	1,000 sq. ft.	127-1,077	1,058	1,322	1,587	1,851	2,116	3,306

Additional Considerations

- Developments with *Site Specific Development Approval* as defined in the proposed ordinance and as of a date to be established could be “grandfathered” and assessed fees under the current fee schedule, provided construction is started within a limited time frame
- County Board may consider making Stearns and Longmeadow toll bridges – could reduce fees by about 10%
- County Board may consider adopting an additional 2 cent per gallon gas tax

Next Steps



- Staff & Impact Fee Advisory Committee is considering Project List and Fee Schedule
- Public Hearing in April or May
- Advisory Committee then has 30 days to make recommendation to County Board
- County board then has 30-60 days to adopt an amended ordinance
- Anticipate new ordinance effective by September 1

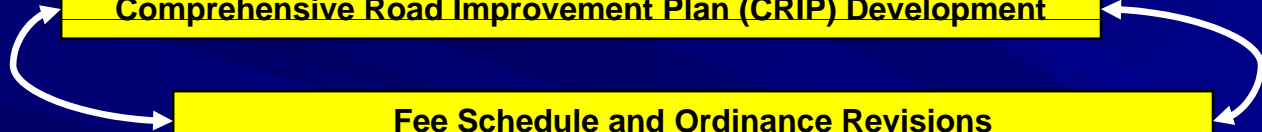
CRIP and Impact Fee Ordinance Update



Traffic Modeling

Comprehensive Road Improvement Plan (CRIP) Development

Fee Schedule and Ordinance Revisions



Advisory Committee discussion and recommendations regarding exempt uses, eligible projects, service area boundaries & goals of 2030 Plan

Advisory Committee discussion and recommendations regarding Ordinance and Impact Fee Schedule

Co. Board sets Date for Public Hearing for CRIP and Impact Fees



Public Hearing on CRIP and Ordinance Amendments



Advisory Committee Recommendation on CRIP and Ordinance Amendments



County Board Adopts CRIP and Ordinance Amendments

