

DRAFT

2030 Plan Incentives

July 26, 2006

Part A:
Basic Discount

In order for a development to be eligible for any *2030 Land Resource Management Plan Discounts* it must be located in the Urban Corridor *and* meet *all* of the following Smart Growth criteria. A 40% discount is provided if all 5 criteria of Part A are met. It is the responsibility of the applicant to provide the required submittals. Words that are underlined are defined at the end of this document.

1. Location:

- Project is to be located within the Urban Corridor as defined by the Kane County 2030 Land Resource Management Plan

Intent: The Urban Corridor, the municipalities along the Fox River from Algonquin on the north to Montgomery on the south, is experiencing what can best be described a “renaissance”, a new urban focus for a new century...The development strategy for the corridor includes downtown revitalization, neighborhood preservation, redevelopment, and infill development...The strategy is working and the “renaissance” needs to be fostered and encouraged as the 2030 Plan is implemented so the Urban Corridor may continue to serve as home to the majority of the county’s residents. (*2030 Land Resource Management Plan*, p. 22)

Can 50% or more of Kane County’s total area still be in farmland and open space uses by 2030? The answer to the citizens of Kane County is yes, but only if we obtain the goal of almost 50% of the new population residing within the Urban Corridor. (*2030 Land Resource Management Plan*, p. 25)

2. Mixed Land Uses Prerequisite:

Project boundary is:

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

OR

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

Kane County Road Improvement Impact Fee Program **DRAFT**

- | | |
|--|---|
| <input type="checkbox"/> park; | <input type="checkbox"/> community or civic center; |
| <input type="checkbox"/> school; | <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"/> stand-alone pharmacy; | <input type="checkbox"/> supermarket; |
| <input type="checkbox"/> bank; | <input type="checkbox"/> medical/dental office; |
| <input type="checkbox"/> other offices or | <input type="checkbox"/> places of employment |

Note: Uses may not be counted in 2 categories

Intent: In order to enhance community livability and decrease auto dependency, a mix of land uses within a neighborhood combine residential with retail, restaurants, schools, and other amenities in close proximity...to encourage ease of pedestrian access. (*2030 Land Resource Management Plan*, p. 53)

Keeping services and shopping within a half-mile of residences and providing desirable and safe routes to reach the destination is essential. (*2030 Land Resource Management Plan*, p. 78)

3. Compact Development Prerequisites:

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

OR

- Average non-residential FAR of at least 0.5

Intent: Research shows that regular, half-hour bus transit service begins to be viable at around seven dwelling units per acre and that, other factors, being equal, each doubling of residential density is associated with a 20-30% reduction in vehicle miles traveled per household and per capita. See, e.g., Pushkarev and Zupan, *Public Transportation and Land Use Policy*, Indiana University Press, 1977. (*LEED for Neighborhood Developments Rating System – Preliminary Draft*, September 6, 2005, p. 49)

4. **Housing Diversity Prerequisite:**

- Within the project OR within 1/4 mile of project, a maximum of 50% of any one housing type as follows:
 - Detached residential (max. 2000 SF; max. 6200 SF Lot Size)
 - Detached residential (2000 SF +)
 - Attached townhouse or duplex (max. 1800 SF)
 - Attached townhouse or duplex (1800 SF +)
 - Residence in multi-unit building (max. 1200 SF)
 - Residence in multi-unit building (1200 SF +)
 - Live/work unit (max. 1200 SF)
 - Live/work unit (1200 SF +)
 - Accessory unit (max. 1200 SF)

Intent: Planning Issues – Housing Objective #1. To encourage a variety of housing types to meet the profound changes and shifts in the socio-demographic profile of Kane County residents (*2030 Land Resource Management Plan*, p. 45)

5. **Walkability Prerequisites:**

- Average block perimeter limited to max. 2200 ft.;
- AND**
- No parking allowed between building and sidewalk along street

Intent: Walkable neighborhoods consist of an interconnected street network providing connectivity and linkages throughout the entire neighborhood and to specific destinations. (*2030 Land Resource Management Plan*, p. 179)

...a few tools for improving strip commercial centers: place buildings upfront with attractive architecture, wall signs and sidewalks featured along the frontage, not parking lots and pole signs; encourage a mix of housing and other uses adjacent to the shopping to begin to build a walkable neighborhood rather than a strictly commercial driving district; fill in fronts of large parking lots with small, closely spaced or attached storefronts to build a street frontage with courtyard parking behind. (*2030 Land Resource Management Plan*, p. 61)

Part B:
Additional Discounts

In addition to the Basic Discount for meeting the Location and Smart Growth criteria in Part A, a proposed 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 the Location and Smart Growth criteria, which are still required to be met.

1. Transportation Efficiency & Choice (10% additional discount):

Project to be located on infill or previously developed site

OR

Majority (over 80%) of dwelling units and business entrances are within 1/2 mile walking distance of existing or planned bus service OR within 1 mile walking distance of existing or planned train service

2. Increased Housing Diversity (10% additional discount):

Within the project OR within 1/4 mile of project, a maximum of 25% of any one housing type, as listed in Part A #4

3. Density X2 (10% additional discount):

Average residential density of at least 14 units per acre;

OR

Average non-residential FAR of at least 1.0

4. Density X4 (10% additional discount):

Average residential density of at least 28 units per acre;

OR

Average non-residential FAR of at least 1.5

Maximum discount is 80%; a minimum of 20% of the Road Impact Fee must be paid.

DRAFT – 2030 PLAN DISCOUNTS

DEFINITIONS

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.
FAR	Floor Area Ratio
Infill site	A site having at least 75% of its perimeter bordering land that has been <i>previously developed</i> . <i>Previously developed land</i> means having pre-existing paving, construction, or altered landscapes. Land that is currently in agricultural use, forestry use, or is a preserved natural area is not considered previously developed. Previously developed sites have at least 75% land which has been previously developed.
Project	The land and construction that constitutes the basis for a road impact fee application.
Use Type	<p>Individual use types include residential, retail, office. "Commercial" is not a single use type.</p> <p>A residential component is not required as part of a project, but proximity (Part A #2) and diversity (Part B #4) must still be met along with all of the Part A criteria.</p> <p>Uses may not be counted in two categories, e.g., an office building gets counted only once even if it is also a major employment center, and a store of any kind gets counted only once even if it has a diverse line of products and services. But a mixed use building housing several of the above services as distinct enterprises would count each as a separate use.</p>

Walking Distance

The distance that a pedestrian must travel between destinations without obstruction, in a safe and comfortable environment such as sidewalks, footpaths or other pedestrian facilities. These facilities must be maintained year-round and do not include facilities such as bike trails that are not cleared of snow in the winter. Distance is measured in linear feet along such paths, with 1320 feet representing 1/4 mile and 2640 feet representing 1/2 mile.

**Average Block
Perimeter**

The linear measurement taken along the public right-of-way line around an area of land entirely bounded by streets.