



**Kane County Road Improvement Impact Fee
Advisory Committee
Meeting Minutes – August 10, 2021**

Members in Attendance:

Chairman Drew Frasz	Kane County Board
Court Airhart	Airhart Construction
Alex Alexandrou	City of Aurora
Jennifer Becker	Kane County Division of Transportation
Dale Berman	County Board
Gregg Elsbree	Teamsters Local 179
Kenneth Franzese	Lee and Associates of Illinois
Annette Kallevik	Realtor Association of the Fox Valley
Tom Rickert	Kane County Division of Transportation
Carl Schoedel	Kane County Division of Transportation
Steve Super	Village Administrator, Village of South Elgin

Others Present:

Rory Fancher-Splitt	Kimley-Horn
Jackie Forbes	Kane County Division of Transportation
Chris Kious	County Board
Lisa Larson	Kane County Division of Transportation
Tim Sjogren	Kimley-Horn

1. Call to Order

Chairman Drew Frasz called the Kane County Road Improvement Impact Fee Advisory Committee meeting to order at 3:00 P.M.

2. Roll Call

A quorum was established with eleven (11) voting members present.

3. Public Comment

There was no public comment.

4. Approval of Minutes March 3, 2021

The minutes were approved on motion by Gregg Elsbree, second by Dale Berman.

Dale Berman requests a correction. He stated he was at the previous March 3, 2021 meeting and would like that documented.

5. Reports

Rory Fancier-Splitt from Kimley-Horn explained that the basis of the meeting was to discuss the land use assumptions by running through the methodology used to develop the land use assumptions. The land use assumptions are based on CMAP's data from the ON TO 2050 Plan. Specifically year 2020 and 2030 data set is from the conformity analysis. This data set includes households, population and employment. Initially the CMAP data was presented in an online mapping tool. The online mapping tool was distributed to various stakeholders. Through that effort 105 online comments were received. Additional comments were received via email. Thirteen municipalities participated. The comments pertained to changes in land use or density. Comments also came in regarding areas where the property ownership or underlying zoning did not align with the growth projection.

In March there was a request for a public hearing. Rory explains we did have a glitch in the newspaper notification and that is the reason for the new date. The public hearing was conducted on July 27, 2021 according to state statute. The public hearing was held in a hybrid format. Participants were able to attend in person or online. Two municipalities attended in person, Batavia and Huntley. There were no online participants. Email correspondence was received from the Village of Algonquin and the Elgin Development group. After the public hearing a comment period was left open for approximately one week, open through August 3, 2021.

As part of the public hearing a number of comments were received. The purpose of today's discussion is to go through those comments .

The Village of Algonquin commented on six traffic analysis zones (TAZ). Rory shows a slide showing those zones and how the village adjusted those zones by increasing or decreasing the TAZ's that differ from the original CMAP data set.

The City of Batavia commented on three TAZ's. In the first TAZ (452) the household projection does not reflect existing industrial zoning and the area is largely developed. In the second TAZ (384) The area should reflect an increase in population due to a 66 acre development that will include 162 single family units. In the third TAZ's (471 & 472) additional employment is anticipated with the addition of two new industrial buildings.

The Village of Huntley issued two comments. In the first TAZ (210) they recommended an increase in 200 employees and 300 households compared to 2020 CMAP data. No change in population due to Sun City. In the second TAZ (214) a significant employment increase by 2030 is to be expected due to a known industrial development.

Elgin Development group issued a statement expressing their concerns regarding the Kane

County Impact Fee Ordinance requesting to repeal and eliminate it. Stating it creates a disadvantage for attracting manufacturing development.

Tom Rickert (KDOT) states Elgin Development Group is hopeful that there may be some alternative ways of raising revenue in lieu of the impact fee. Kane County continues discussion with them.

Ken Franzese (Lee and Associates) states we are here as a frontline service provider bringing industrial users in the area . We have been involved in all industrial parks in the area and we understand Kane County has real funding needs to maintain a class A infrastructure so it's a matter of balance. What Tony and I have seen impact us a tremendous amount is the difference in fees based upon types of use. He uses Atlantic Packaging as an example stating that there is an upcharge to bring manufacturing into the area as opposed to warehousing. Atlantic Packaging sought extensive incentives from the City of Elgin as well as the State of Illinois to offset the impact fee.

He goes on the state they do a lot of speculative buildings and the problem lies in the fact that the fee is lower while the building is empty but once it is filled the County reassesses the building at a higher cost. He makes the suggestion that the fee be the same for manufactures and distributors.

Rory continues the presentation with additional comments in regards to the online mapping tool. The slide shows three communities, City of Batavia, City of St Charles and Village of West Dundee. Rory worked with KDOT staff to clarify those comments. Regarding the City of Batavia no changes to TAZ 427, projections increased for TAZ 404 and 426. In regards to the City of St Charles, 25 jobs were added to TAZ 521 to account for potential expansion of Q Center. The Village of West Dundee, accepted municipal adjustment for year 2020; assumed 50% of projection for year 2030. All of these changes resulted in three summary slides.

Rory states we are asking the Committee to approve the recommendations. These are the revised recommendations of the initial recommendation the Committee reviewed in March. It is important to note that there are revised recommendations showing an increase in year 2030 projections compared to the CMAP data set. For households the increase is approximately 2%, and for employment the increase is approximately a 1.3%. A 2% increase in year 2030 projection as compared to the CMAP data set is not significantly different compared to the initial recommendation.

The action for today is to request recommendation for approval of land use assumptions as presented. The committee's recommendation will be forwarded to County Board on September 14, 2021 for their consideration for final approval of the land use assumptions.

Court Airhart asks how the 2040 and 2050 numbers affect what we are talking about.

Rory states it does not affect it at all. That data set was provided as a point of reference on the online mapping tool so that the municipalities and other stakeholders could see the trend of growth.

Jen Becker (KDOT) states it is important to note that in the last iteration we went about the same exercise and came about the same margin of difference in the initial data set. It is reassuring to know that even though this is a modeling exercise the local recommendations can affect and change the ultimate recommendations.

Drew Frasz states he has a question for Rory or Jackie. Concerning the question by Ken Franzese, "If we recommend changes based on his comments can we still go ahead and approve the land use assumptions?"

Tom Rickert (KDOT) states that the comments brought forward are comments we will continue to address beyond the land use. The land use assumptions are more directly related to the modeling exercise.

Drew Frasz asks for a vote to approve the land use assumptions. Motion by Gregg Elsbree, second by Ken Franzese .

Lisa Larson does a roll call, motion passes.

Drew Frasz states land use assumptions are approved. Next item on the agenda is the approval of a recommendation to conduct a public hearing to consider the Comprehensive Road Improvement Plan (CRIP). The tentative public hearing date is November 16, 2021. The public notice will be issued in accordance with the Road Improvement Impact Fee Law of the State of Illinois (605ILCS5/5-901 to et. Seq.)

Drew asks for a motion and a second. Motion by Steve Super, second by Dale Berman.

Lisa Larson does a roll call, motion passes.

Rory goes over next steps. She states we will be using the land use assumptions to move forward with the travel demand model to evaluate year 2020 and 2030 conditions. Through that effort we will define CRIP eligible deficiencies which will result in outlining eligible projects for the impact fee program. After we review different alternatives the project costs will be developed. That information and the draft CRIP will be shared with this committee in October. The public hearing will be November 16, 2021. At that time we will reconvene to discuss comments received from the public hearing with a goal to move forward to County Board in February. By state statute this process needs to be completed by March of 2022.

6. Old Business / Announcements

None

7. Next Meeting

To Be Determined

8. Adjournment

Dale Berman makes a motion, Greg Elsbree seconds the motion. The meeting was adjourned at 3:37 p.m.