



**Kane County Road Improvement Impact  
Fee Advisory Committee  
Meeting Minutes – November 4, 2021**

**Members in Attendance:**

Chairman Drew Frasz	Kane County Board
Court Airhart	Airhart Construction
Jennifer Becker	Kane County Division of Transportation
Dale Berman	Kane County Board
Bill Lenert	Kane County Board
Stephan Pickett	President, Sleepy Hollow
Tom Rickert	Kane County Division of Transportation
Jeff Schielke	Mayor, City of Batavia
Steve Super	Village Administrator, Village of South Elgin

**Others Present:**

Rory Fancler-Splitt	Kimley-Horn
Jackie Forbes	Kane County Division of Transportation
Tom Koppie	Kane County Board
Lisa Larson	Kane County Division of Transportation
Tracy Lehman	Kimley-Horn
Tony Lucenko	Elgin Development Group
Jan Siers	Rutland Township
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 2:00 P.M.

**2. Roll Call**

A quorum was established with seven (7) voting members present.

**3. Public Comment**

There was no public comment

#### **4. Approval of Minutes of October 19, 2021**

The minutes were approved on motion by Dale Berman, second by Steve Super.

#### **5. Reports**

Rory Fancier-Splitt from Kimley-Horn explained the committee will be revisiting the draft CRIP, specifically the project list, and the draft fee schedule and ordinance. We will be asking the Committee to make a recommendation to move the CRIP forward to the Public Hearing. The Public hearing will include the project list, the fee schedule and ordinance.

Drew Frasz states he has a question about the new Amazon Warehouses. He wants to know if Rory reviews specific buildings and projects. Rory states the municipal feedback received via the online tool was very specific. Citing specific projects and land uses.

Tom Rickert further explains that the 2050 Transportation Plan looks at the holistic system including state routes and various municipal roads. However, the impact fee revenue is for County roads. The other portions of the system such as state routes are more directed to our state representative, with IDOT, as to which improvements need to occur.

Tom Koppie states his concerns about the growth in his area. Tom Rickert says the County is addressing those concerns on County roads per state statute. We are not allowed to utilize impact fees for anything but the County highway system. The County also talks with IDOT and the Council of Mayors a couple times a year about various concerns.

Court Airhart states that it is really great that there is job creation here. He feels we need to be business friendly because businesses come in to create new jobs.

Rory continues with a review of the CRIP projects . Two new projects in the North service area- the widening of Tyrell Road and the extension of Corron Road from Bowes to Nessler. Cost estimates were prepared for the projects in the North service area.

One comment regarding the French Road extension was received from the Village of Hampshire since our last meeting via the online mapping tool.

Rory pivots to the Central service area. There are two new projects for this area. The first project is the installation of a traffic signal and other intersection modification at the intersection of Bunker Road and Hughes Road.

The second project is Meredith Road extension south to Dauberman Road and the addition of traffic signals at Meredith Road and Keslinger Road.

No comments received from municipalities or stakeholders via the online mapping tool.

Rory goes on to discuss the South service area. One new intersection was identified which was Jericho Road at Ash Road, The addition of left turn lanes on the north bound and west bound approaches, and an addition of a right turn lane on the east bound approach. In general, there was a modification of the scope for five segment projects and one intersection project.

No comments were received online or via email.

Rory goes on to say that throughout this project KDOT staff has been committed to a thorough review of the CRIP project list, which has resulted in a decrease in the project cost, which ultimately decreases the impact fee cost.

Rory introduces the new fee schedule. The ITE Trip Generation Manual 11<sup>th</sup> Edition is the tool used as the data source both for the trip generation rate and trip reduction.

Tim Sjogren explains some of the changes in the fee schedule since the last update. There is an increase in trip generation in drive thru fast food restaurants, explaining that now restaurants have double drive thru lanes. Another example is now grocery stores having the ability to order ahead increasing the number of customers served. Daycare centers also reflect an increase. He states we wanted to use the latest data to create transparency in land use.

Rory explains some land uses that have changed or been eliminated from the fee schedule. An example is Flex Industrial has been replaced with Speculative Industrial.

Rory explains that while Individual assessments will be available, the IA has been re-imagined. The Individual Assessment Standard has been revised to include the new simplified analysis. The simplified analysis would allow the applicant to use the full spectrum of ITE data. The ITE manual covers 179 land uses while the current fee schedule only covers 25 land uses.

The presentation moves forward to explain the difference between diverted trips and pass by trips.

Rory shows a slide and states under the proposed ordinance we are proposing a 50% multiplier. The slide shows the reduced fee for various land uses such as restaurants.

Tom Rickert gives a history of the multiplier. The multiplier was an aspect of the ordinance from the beginning to address a number of difference factors that may influence the actual cost. We decided to look at a reduction because of the economy at the time. In 2008, there were concerns in the economy. Today COVID has had a significant influence as well.

Rory continues the presentation on how most land uses have decreased. She gives the difference in cost between the current impact fee schedule and the proposed ITE 11<sup>th</sup> edition.

Rory says we will ideally have an online tool that will help the development community decide if they should use the simplified analysis. Tom Rickert states that KDOT staff will work with developers to assist them with their individual assessments.

Rory states there are some positive proposed changes to the ordinance, such as: including a Transportation Committee review process of an impact fee credit agreement or a payment agreement at the next regularly scheduled meeting to increase transparency.

In the Ordinance, the Discounts were streamlined. The discounts are based on mobility, mixed use, residential density, downtown, industrial, and skilled manufacturing job creation. Skilled job creation must be verified in writing by the permitting municipality or agency, local economic development, or local workforce development board and submitted before the discount will be granted.

Rory goes over next steps. She states the requested action for today is recommending the CRIP including the ordinance and fee schedule for public hearing. The public hearing is tentatively scheduled for November 16 2021. The comment period will continue through November 22, 2021.

On December 7, 2021 we will reconvene with a goal to move forward to Transportation Committee in January and then to County Board in February. By state statute, this process needs to be completed by March of 2022.

Drew Frasz asks for a motion to approve moving the CRIP, Ordinance and Fee Schedule to the Public Hearing.

Approved on motion by Jeffrey Schielke, second by Dale Berman.

Lisa Larson calls the roll, motion passes.

## **6. Old Business / Announcements**

The Public Hearing will be held on November 16, 2021 from 5:30 p.m. to 7:00 p.m.

## **7. Next Meeting**

December 7, 2021 at 3:00 P.M. Committee members requested the meeting be held in a different room because of sound issues. Jackie Forbes will look at reserving the County Board Room.

## **8. Adjournment**

Dale Berman makes a motion to adjourn, Jeff Schielke seconds the motion. The meeting was adjourned at 3:30 p.m.