

Kane County Road Improvement Impact Fee  
Advisory Committee

Kane County Government Center  
Auditorium

Meeting Minutes – August 24, 2011, 8:00 AM

**Members in Attendance:**

Tom Van Cleave, County Board  
Ron Ewing, Remax Horizon  
Rich Guerard, Wyndham Deerpoint Homes  
Larry Keller, President, Village of West Dundee  
Dale Berman, President, Village of North Aurora  
Jeffrey Schielke, Mayor City of Batavia  
Catherine Hurlbut, County Board

**Others Present:**

Noel Basquin, City of Batavia	Heidi Files, Kane Co. Division of Transportation
Rich Fahy, Labor	Drew Rackow, City of Batavia
Dick Untch, City of Geneva	Mary Randle, MWCOG
Tom Talsma, Engineering Enterprises, Inc.	Ellen Divita, City of Geneva
Doug Maxeiner, Village of Hampshire	Kevin Burns, Mayor, City of Geneva
T.R. Smith, County Board	Carl Schoedel, Kane County Engineer
Richard Young, Village of Sugar Grove	Melisa Taylor, County Board

**I. Call to order**

Chairman Van Cleave called the Kane County Road Improvement Impact Fee Advisory Committee meeting to order at 8:00 a.m.

**II. Roll call**

A quorum was established with seven voting members present with the arrival of Hurlbut and Schielke

**III. Public Comment – None**

**IV. Approval of Minutes (October 31, 2007 and April 9, 2008)**

The minutes were approved on motion by Keller, seconded by Berman – both carried by a voice vote of 7-0.

**V. Receiving Communications – None**

**VI. Reports**

**a. Consultant Report on Impact Fee Ordinance**

The consultant (CH2M HILL) provided an overview of the Impact Fee program, update process, schedule, and role of the advisory committee. The following questions were raised:

Q: During the original Impact Fee development, there were strong disagreements between communities given the method of dividing the County and the associated fees within each of the eight subareas. Has that been addressed?

A: As part of the last impact fee ordinance update the county was subdivided into three areas and the fees between the areas are now nearly equal.

**b. Consultant Report on Land Use Assumptions**

The consultant (CH2M HILL) provided an explanation of the land use assumptions that will be used in development of the travel demand model. Information on population, employment and household densities were summarized for the planning horizon. The following questions were raised:

Q: What is the relationship between these land use assumptions and CMAP's 2040 assumptions?

A: During the preparation of the Kane County 2040 Transportation Plan, we coordinated closely with CMAP – and the Kane County projections are very close to CMAP's GO TO 2040 projections. They have also been compared and are very close to the 2009 Census numbers.

Q: With only two residential developers and even fewer commercial developers left in Kane County, how do you address the economic realities of what is going on in your long-range forecasting?

A: CMAP re-baselines every 10 years, and just did so. Their 2040 numbers reflect the reality of the economic downturn during the last 5 years. Whereas the projections for 2030 were quite high, the new 2040 numbers are much more constrained and show relatively flat near-term annual growth numbers.

Q: Is the information presented today available on the website?

A: Yes.

Q: Do the graphics you are showing represent people per acre or households?

A: Both. There are actually density maps for population, households and employment by TAZ in the county.

Comment: We need to realistically consider the impact that fees will have on development and consider how it all relates.

**VII. Old Business – None**

**VIII. New Business**

a. Discussion Items

At a recent CMAP meeting it was noted that these long range planning numbers represent the best guess, and there is some skepticism about recovery. It was also noted, that there is a great deal of money being diverted from IDOT coffers for other uses and the public may raise these issues.

Catherine Hurlbut assumed control of the meeting with the departure of Chairman Van Cleave and reminded everyone that this ordinance is a balancing act. It is necessary to have funding once the development comes. Current residents don't want to pay the costs associated with providing additional services that are necessitated by new developments – residential or commercial. While every attempt is made to not create divisions between communities, there needs to be some way to pay for these road improvements, and every dime counts. While the program may not be perfect, it is the tool that is available to us and the money is needed.

b. Paperless meetings

Materials will be sent ONLY by email before meetings. Hard copies will be provided at the meetings.

**IX. Adjournment**

Meeting adjourned at 8:45. Motion to adjourn: Schielke, seconded: Berman.