

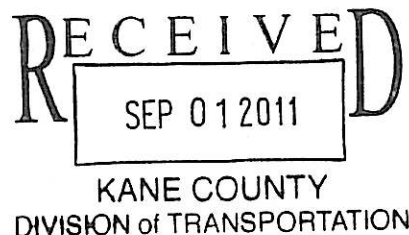


CITY OF BATAVIA

JEFFERY D. SCHIELKE
Mayor

August 31, 2011

Thomas Van Cleave, Chair
Kane County Road Improvement Impact Fee Advisory Committee
Kane County Government Center
719 South Batavia Avenue
Geneva, IL 60134



Re: August 31st Public Hearing on Land Use Assumptions Relating to the Development
of a Comprehensive Road Improvement Plan and Imposition of Impact Fees

Dear Chair Van Cleave:

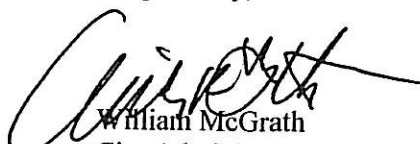
At your August 24th Committee meeting, consultant Jeff Frantz of CH2M Hill presented his firm's report on land use assumptions for the County's CRIP and impact fees. According to the report, CH2M Hill used 2009 and 2040 population figures from the County's 2040 Transportation Plan. CH2M Hill also generated 2011 and 2021 population figures that were extrapolated from the 2009 and 2040 numbers.

The City of Batavia is concerned with the accuracy of the 2011 and 2021 extrapolated numbers because they are not based on the now available 2010 Census. In addition, the City is concerned with the discrepancies at the Township level between KDOT's 2040 numbers shown in CH2M Hill's report and CMAP's 2040 numbers, both of which may not be based on 2010 Census. In fact, the KDOT 2040 Transportation Plan does not provide 2040 Township population. We do not know where these numbers came from in CH2M Hill's report. We are concerned that using incorrect data may result in an unfair cost allocation underlying the establishment of new impact fees.

The next impact fee study will be undertaken in 2016. That study too may use population projections from the County's 2040 Transportation Plan - projections that would be some 15 years old by that time. Kane County should complete an update of the 2040 Plan using the 2010 Census results before the next impact fee study begins. Additionally, the 2010 Census figures may capture what are assumed to be changes in growth rates because of the economy,

The City of Batavia respectfully requests that CH2M Hill's report be updated to show new KDOT population projections and consultant extrapolations that are based on the 2010 Census. Having population figures based on the 2010 Census will be more reliable and can provide a better basis for recommendations that your Committee may make. We would be happy to make our staff available to assist CH2M Hill in this effort.

Respectfully,


William McGrath
City Administrator

RECEIVED

SEP 01 2011

KANE COUNTY
DIVISION of TRANSPORTATION

KANE COUNTY PUBLIC HEARING

CONSIDERATION OF PROPOSED LAND USE ASSUMPTIONS
RELATING TO THE DEVELOPMENT OF A COMPREHENSIVE
ROAD IMPROVEMENT PLAN AND IMPOSITION OF IMPACT FEES

Report of statements taken at the Kane County
Public Hearing, held at the Kane County Government
Center, 719 South Batavia Avenue, Auditorium of
Building A, Geneva, Illinois, on the 31st day of August,
A.D., 2011, commencing at the hour of 6:54 p.m.

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1 MS. WILKISON: Mary Ann Wilkison, M A R Y, capital
2 A N N, Wilkison, W I L K I S O N, and I'm from the
3 Village of Burlington.

4 And I guess the statement I want to make and
18:54:09 5 the input from Burlington is that we're hoping that the
6 County decides that since we're one out of two counties
7 that impose transportation impact fees -- is that we try
8 to keep -- promote growth in both residential and
9 industry and commercial in our county during these
18:54:33 10 economic times. And I hope that they consider keeping
11 the transportation impact fees at the level they are now
12 or slightly reduced. And that's pretty much what I
13 wanted to say on behalf of the Village.

14 (End of statement.)

18:55:07 15

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1 MR. BERNAHL: James Bernahl. Last name is
2 B E R N A H L. I'm with the City of St. Charles. I
3 have a couple quick comments.

4 The first comment is for the proposed
19:28:11 5 household ones, to verify what the existing zoning is
6 there now. We noted that in some of the areas where it
7 shows an increase that they're already maxed out,
8 single-family residences, so there's really no room to
9 go up. So we would make the comment that those should
19:28:30 10 remain the same. So that would be one. And that would
11 kind of fall into the density category as well and also
12 spill over into some of the employment area. Those are
13 already landlocked in for single-family.

14 The other comment would be for some of the
19:28:45 15 proposed employment density, to make it -- if they could
16 elaborate on how they chose those areas to be increased
17 over other areas. Based on what we know of the areas,
18 we're not anticipating mass development, so that would
19 affect employment.

19:29:04 20 (End of statement.)
21
22
23
24

1 MR. GALLAS: My name is Richard Gallas, spelled
2 like Dallas but with a G. I'm with the City of
3 St. Charles.

19:31:22

4 I think one of the concerns we have with the
5 information that's provided today is curiosity of the
6 process by which they would have adjusted these numbers
7 for changes in the recent economic conditions.

8 (End of statement.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

Cheryl A. Goetsch, being first duly sworn, on oath says that she is a Certified Shorthand Reporter and Registered Professional Reporter, doing business in the City of Chicago, County of Cook and the State of Illinois;

That she reported in shorthand the statements taken at the foregoing Public Hearing;

And that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid and contains all of the statements taken at the said Public Hearing.

Cheryl A. Goetsch

CHERYL A. GOETSCH, CSR, RPR

CSR No. 084-003502

SUBSCRIBED AND SWORN TO
before me this 1 day of
September, A.D., 2011.

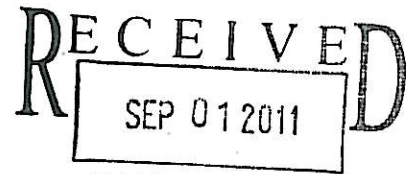
Laura Davis

NOTARY PUBLIC



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KANE COUNTY
DIVISION of TRANSPORTATION

August 30, 2011

Mr. Steve Coffinbargar
Kane County DOT
41W011 Burlington Road
St. Charles, IL 60175

Re: 2011 Impact Fee Update

Dear Mr. Coffinbargar,

Thank you for providing us the information concerning the 2011 Transportation Impact Fee Update. After reviewing the information provided we wanted to identify some concerns we found with the documents.

We have the following concerns about the current and future population as shown on the provided documents:

- Mill Creek Subdivision – 2000 plus Single Family homes, Multi-Family – Kane County
 - Mill Creek's population is not accurately shown on the 2009, 2011, 2021, 2040 population density map
 - All maps show 0-3 people per acre in 2009 thru 2040
 - Mill Creeks PUD was 1.325 homes per acre, 90% of homes are 3 to 4 bedrooms with have a population equivalent of 2.89 to 3.674 per home which would equate on average to 4.35 people per acre
 - Mill Creek effects numerous County Highways, Main St, Fabyan, Keslinger, Hughes, Bunker, LaFox
- Fox Mill Subdivision / Fox Creek – 750 Single Family Homes – Village of Campton Hills
 - Fox Mill and Fox Creek's population is not accurately shown on the 2009, 2011, 2021, 2040 population density map
 - The 2009, 2011, and 2021 map show 0-3 people per acre
 - Fox Mill's PUD was 1.325 homes per acre, 100% of the homes are 3 to 4 bedrooms with have a population equivalent of 2.89 to 3.674 per home which would equate on average to 4.35 people per acre
 - Fox Mill effects County Highways, Burlington and LaFox
- Settlements of LaFox (Proposed) – Kane County
 - Settlements of LaFox includes an existing Metra Station at LaFox Road and as I understand will provide a wide range of housing options

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- It is our understanding that the Metra Lot has capacity for several hundred cars and has plans to expand the parking in the future to accommodate traffic peaks
 - It is our understanding that Metra has installed the bridge and LaFox Road will be relocated in the future to line up with Bunker Road
 - We would have thought that Kane County would have included in their comprehensive plan denser land uses around Metra Stations, i.e. TOD developments
 - Settlements of LaFox will effect numerous County Highways, LaFox, Bunker, Keslinger
- Pingree Creek – City of Elgin
 - Pingree Creek is located north and south of Rt20 and Reinking Road
 - Pingree Creek is currently zoned for approximately 5 units per acre, with a total of over 2500 units
 - Pingree Creek is also the potential site for a commuter train station
 - The 2021 and 2040 maps do not reflect this proposed development and its population impacts
- Elburn Station Development – Village of Elburn
 - The Elburn Metra Station already has capacity for over 300 automobiles. Metra has plans illustrating expansion to approximately 1300 automobiles
 - Elburn Station Development is proposed along the East and West side of Anderson Road
 - Elburn Station includes
 - 2281 units at a density of approximately 4.5 units per acre
 - 250,000 SF of commercial property
 - Both single family and multifamily homes
 - Elburn Station will be zoned a TOD by the Village of Elburn
 - The 2021 and 2040 maps do not reflect this proposed development and its population impacts
- BlackBerry Creek – Village of Elburn
 - BlackBerry Creek has 904 platted lots currently and 646 homes built
 - The 2009, 2011, 2021 plans do not reflect this development and density
 - BlackBerry Creek has been zoned for 1176 homes

These are the developments we are aware of at this time that we do not believe are accurately reflected in the population density maps. All of the above developments are among the largest current and proposed for Kane County.

The Kane County 2030 Land Resource Management Plan Transportation Planning Issue objective #4 states "To coordinate transportation planning with County and municipal land use planning so that the transportation system", including commuter rail "can accommodate the travel needs generated by land uses."

It does not appear that the projected growth takes into account the County's desire for higher density growth around the commuter rail stations in Kane County. This should be reviewed and corrected within the plans.

Within the existing Impact Fee Ordinance, an impact fee discount program exists to encourage and promote development to be transit friendly, walkable and of mixed use. However it is our understanding that until recently no developer has ever attempted to comply with this discount/incentive program. It is our interpretation that this "encouragement" is too difficult to navigate and thus not serving the purpose it was established to serve. This program should be re-analyzed and revised with this impact fee revision. We have concerns that if the population current and future is not accurately represented West of Randall Road that the CRIP will not focus on these areas and vital transportation improvements will not be completed

We are available at your convenience to discuss these issues.

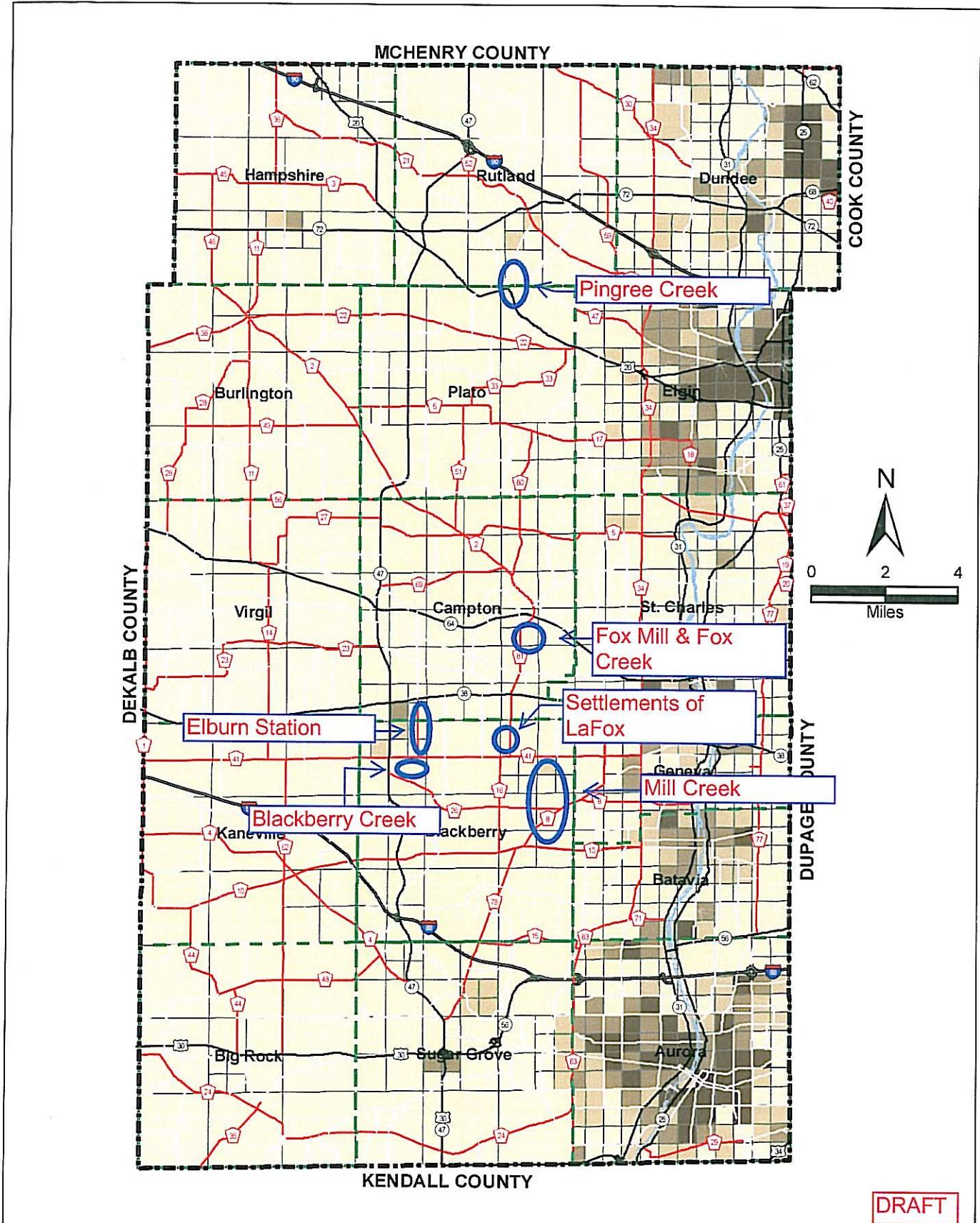
Sincerely,



Robert E. Skidmore, Jr.
Project Manager

Enclosure (1)

Cc: Dave Patzelt
File



Population Density (People Per Acre)

	0 - 3		6 - 10		Kane County Boundary
	3 - 6		> 10		Political Township Boundaries

Source:
 (1) Political Township - Kane County GIS Department
 (2) 2009 Population - Kane County 2040 Transportation Plan

2009 Population Density
by TAZ

Figure 5
Kane County Impact Fee

VILLAGE PRESIDENT

P. Sean Michels

VILLAGE TRUSTEES

Robert Bohler
Kevin Geary
Mari Johnson
Rick Montalto
David Paluch
Thomas Renk

VILLAGE ADMINISTRATOR

Brent M. Eichelberger

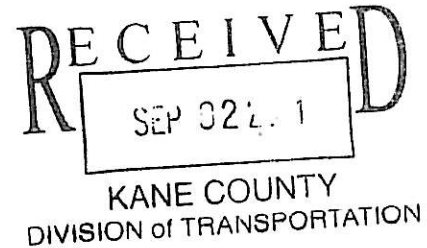


VILLAGE CLERK

Cynthia Galbreath

September 2, 2011

Kane County Division of Transportation
Attn: Jerry Dickson, Impact Fee Coordinator
41W011 Burlington Road
St. Charles, IL 60175



VIA E-Mail to kdotimpactfee@co.kane.il.us

RE: Impact Fee Update – Land Use Assumptions Public Hearing

Mr. Dickson,

Please include this letter in the official record of the August 31, 2011 Public Hearing on Land Use Assumptions for the Kane County Road Impact Fee Update.

In regard to the population projections, Blackberry Township is projected to have a 2021 population 15% lower than its 2010 population. Six other townships are projected with 2021 populations over 60% greater than their 2010 populations. Given the economy and housing market of the last few years these growth projections appear overly aggressive.

While we have not done a similar comparison for employment and household projections, we are concerned that the projections are similarly suspect as they appear to be calculated using a similar process.

We urge the Kane County Department of Transportation to review and amend its methodology for calculating the 2021 and 2040 population, household and employment projections and adjust the projections accordingly.

Sincerely,

Brent M. Eichelberger
Village Administrator



ST. CHARLES
SINCE 1834

September 2, 2011

Jerry Dickson
Impact Fee Program Coordinator
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Re: 2011 Road Impact Fee Public Hearing

Jerry,

We would like to thank you for notifying the City about the public hearing that was held on August 31, 2011 regarding the 2011 Transportation Impact Fee Update. We received notification of the hearing on 8/30 just one day prior and unfortunately, that did not give us adequate time to review the materials in detail prior to the hearing. Three staff members from the City were in attendance at the hearing and reported back to the City. We have also reviewed the information on the website.

I would like to offer the following comments for consideration of the Advisory Committee.

The City would like to obtain additional information regarding the methods used to project future population, households, and employment. The City understands that KDOT is utilizing numbers created by CMAP for the 2040 Land Use Plan. It, however, seems that the projections, displayed at the hearing as Maps, are based heavily on future policy considerations that have not yet occurred or been considered by the City Council. Specifically, the Maps viewed at the August 31, 2011 Public Hearing show large population increases in areas that are completely built-out, and where there are no current plans or long range plans for significant redevelopment. Several other areas show large population increases in areas that are currently commercial in nature and are expected to remain commercial.

I offer that County staff devotes some more time to examining and reviewing the land use projections with City staff. I request the Advisory Committee to take our comments into consideration as the study results are formulated and finalized.

Sincerely,

A handwritten signature in black ink, appearing to read "Rita Tungare", is written over a horizontal line.

Rita Tungare, AICP
Director of Community Development

DONALD P. DEWITTE *Mayor*

BRIAN TOWNSEND *City Administrator*

Coffinbargar, Steve

From: Philips, Mary
Sent: Friday, September 02, 2011 4:07 PM
To: Coffinbargar, Steve; Dickson, Jerry
Subject: FW: Comments on Kane County Road Impact Fee Program

From: Jane Tompkins [mailto:tompkins@ci.montgomery.il.us]
Sent: Friday, September 02, 2011 3:40 PM
To: DOTFEE
Cc: Anne Marie Gaura
Subject: Comments on Kane County Road Impact Fee Program

To Whom It May Concern:

Thank you for the opportunity to review the presentation materials on the land use updates used in the Road Impact Fee Program. After reviewing the graphics Village staff question the validity of the data used. The figures showing 2009 and 2011 conditions seem inaccurate, therefore any forecasts of future conditions would logically be incorrect as well. Until the accuracy of the data can be verified, we are unable to proceed further in our analysis. We ask that you verify this data, make any revisions that are warranted by your effort and then grant us another opportunity to comment.

Thank you for your time.

Sincerely,
Jane K. Tompkins

Jane K. Tompkins, AICP
Director of Community Development
Village of Montgomery
200 N. River Street
Montgomery, IL 60538
Phone 630.896.8080
Fax 630.896.0791
www.ci.montgomery.il.us

Coffinbargar, Steve

From: Philips, Mary
Sent: Friday, September 02, 2011 4:26 PM
To: Coffinbargar, Steve; Dickson, Jerry
Subject: FW: Public Hearing comments

This is the last comment to come in.

M

From: Burlington Village Clerk [mailto:burlingtonclerk@sbcglobal.net]
Sent: Friday, September 02, 2011 4:20 PM
To: DOTFEE
Cc: Mary Ann Wilkison
Subject: Public Hearing comments

Jerry,

I attended the Public Hearing on Wed but I wanted to be sure to send some additional comments that I discussed with several people including Jeff, one of your consultants. Here are some additional comments relating to our economy, job growth and future assumptions.

Burlington is on the northwestern edge of Kane County. We have had in the past developments and businesses locate outside of the Village, 8 miles to the west because there were no impact fees there, which obviously made it cheaper for the developer and the difference between one location and the other. The development located there as well as Jewel/Osco which also looked at Burlington where the crossroads of Kane County highways are located.

There were also instances that were brought up in 2007/2008 that there were differences in the impact fees between neighboring Elgin and South Elgin. Reported at a meeting that I attended at that time, there was a business that wanted to locate in one municipality and then found out that it would be \$500,000 cheaper in impact fees to locate in the other one. This should not be a deciding factor between municipalities in Kane County, which causes one municipality loss of taxes and jobs.

That is what concerns me when there are obvious differences in similarly located municipalities and municipalities with larger populations within Kane County. I feel that these municipalities have larger populations that translate into more transportation from the use of their businesses. Case in point, a day care located in a city within Kane County would have more customers per day, higher impact on transportation and roads than one in Burlington with a population of 618. Those are the disparities between neighboring towns.

Yes, impact fees are needed to improve our road structure to meet our transportation needs and it was an idea that seemed feasible to many in the previous economy. Now as we continue into a new economy that will be here to stay much longer than anyone could have imagined or wants to realize, I'm told that Kane County is one out of only two Counties in the State of Illinois that impose transportation impact fees. The Land Use Assumptions have been revised from the much larger forecast of the past, but we can still only use the information that's available to us now for these forecasts.

The economic times that we are currently in is worse than many anticipated. We thought that the worst was a couple of years ago and that the economy would be improving. What we are now starting to see in municipalities is the trickledown effect of those that were hanging on by the skin of their teeth now losing homes, jobs; losing their places to live and work in Kane County. I think we have to

be aware of that and cognizant of that and want to continue to take action to improve the climate for promoting growth and development, which would include residential and commercial and job growth within our own County. When I'm told that we are only one out of two Counties within the state with impact fees and I would ask that Kane County consider a reduction in the impact fees.

Jerry, these were a few of the things that I discussed with Jeff, one of your consultants at the Public Hearing the other night too. I just thought that it was important enough to send you a few additional thoughts that I did not say to the court reporter. Have a great weekend!

Mary Ann

Mary Ann Wilkison
Village Clerk/Collector
847-683-2283

Village of Burlington
P O Box 205
175 Water Street
Burlington, IL 60109