



## CITY OF TWIN FALLS, IDAHO

### Meeting Notice

\* \* \* \*

On Monday, August 4, 2014, the Twin Falls City Council will meet for their regular scheduled meeting at **5:45 P.M.**, in the Council Chambers located at 305 Third Avenue East.

Leila A. Sanchez  
Deputy City Clerk/Recording Secretary

**COUNCIL MEMBERS:**

Suzanne Hawkins	Jim Munn	Shawn Barigar	Chris Talkington	Gregory Lanting	Don Hall	Rebecca Mills Sojka
					<i>Mayor</i>	

**AGENDA**

Meeting of the Twin Falls City Council  
**Monday, August 4, 2014**  
 City Council Chambers  
 305 3rd Avenue East - Twin Falls Idaho

**5:45 P.M.**

PLEDGE OF ALLEGIANCE TO THE FLAG  
 CONFIRMATION OF QUORUM  
 CONSIDERATION OF THE AMENDMENTS TO THE AGENDA  
 PROCLAMATION: None

**GENERAL PUBLIC INPUT****AGENDA ITEMS****I. CONSENT CALENDAR:**

- Request to approve the Accounts Payable 7/29/2014–08/4/2014, \$331,074.08; 7/31/2014, Dept. Payroll: \$114,994.39; 8/1/2014, Fire Payroll: \$49,904.91.
- Request to approve the July 14, 2014, City Council Minutes.

Purpose:

Action  
 Action

By:

Sharon Bryan  
 Leila A. Sanchez

**II. ITEMS FOR CONSIDERATION:**

- Formal ceremony promoting Officer Kevin Loosli to the position of Sergeant.
- Presentation of City Achievement Awards to the City of Twin Falls for "21st Century Policing" and "Bully Prevention" received from The Association of Idaho Cities.
- Adoption of the Tentative Budget for the City of Twin Falls and set August 18, 2014, at 6:00 p.m. as the date and time for the public budget hearing.
- Public input and/or items from the City Manager and City Council.

Purpose:

Presentation

Presentation

Action

By:

Chief Brian Pike

Chief Brian Pike

Travis Rothweiler

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:****IV. PUBLIC HEARINGS: 6:00 P.M.**

- Request for Annexation of 53.6 (+/-) acres located on the east side of the 500, 600, 700 blocks of Hankins Road North aka 3200 East Road.
- Request to adopt a Resolution setting the new Fee Schedule for Joslin Field, Magic Valley Regional Airport.
- Request to adopt an Ordinance amending Twin Falls City Code Section 10-18-12, by increasing Development Impact Fees.
- Request for a Zoning Title Amendment amending City Code sections: 10-4-8.3(C) regarding maximum building height in the C-1 District, 10-4-8.3(D)1 regarding side and rear yard setbacks in the C-1 District, 10-4-13.3(C) regarding additional building height in the OT District, and 10-7-3 regarding approval process for requests for additional building height.
- Request for a Zoning Title Amendment to delete Title 10; Chapter 10; Off Street Parking and Loading and replace with a new Title 10; Chapter 10; Off Street Parking and Loading.

PH/Action

PH/Action

PH/Action

PH/Action

PH/Action

Bradford J. Wills  
 c/o TFSD& COTF

Bill Carberry

Mitchel Humble

Jonathan Spendlove

Jonathan Spendlove

**V. ADJOURNMENT:**

*Any person(s) needing special accommodations to participate in the above noticed meeting could contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208)735-7287.*

### Twin Falls City Council-Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor shall review the public hearing procedures.
  2. Individuals wishing to testify or speak before the City Council shall wait to be recognized by the Mayor, approach the microphone/podium, state their name and address, then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the City Clerk. The City Clerk shall make an audio recording of the Public Hearing.
  3. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:
    - A complete explanation and description of the request.
    - Why the request is being made.
    - Location of the Property.
    - Impacts on the surrounding properties and efforts to mitigate those impacts.Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor.
  4. A City Staff Report shall summarize the application and history of the request.
    - The City Council may ask questions of staff or the applicant pertaining to the request.
  5. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor may limit public testimony to no less than two minutes per person.
    - Five or more individuals, having received personal public notice of the application under consideration, may select by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the mayor. The spokesperson shall be limited to 15 minutes.
    - Written comments, including e-mail, shall be either read into the record or displayed to the public on the overhead projector.
    - Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
  6. Following the Public Testimony and Applicant's response, the hearing shall continue. The City Council, as recognized by the Mayor, shall be allowed to question the Applicant, Staff or anyone who has testified. The Mayor may again establish time limits.
  7. The Mayor shall close the Public Hearing. The City Council shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicant or public is not allowed. Legal or procedural questions may be directed to the City Attorney.
- \* Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor.

COUNCIL MEMBERS:

Suzanne Hawkins	Jim Munn	Shawn Barigar	Chris Talkington	Gregory Lanting	Don Hall	Rebecca Mills Sojka
Vice Mayor					Mayor	



**MINUTES**  
Meeting of the Twin Falls City Council  
**Monday, July 14, 2014**  
City Council Chambers  
305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho

<b>4:00 P.M.</b>		
67-2345. EXECUTIVE SESSION (1)(c) to conduct deliberations concerning labor negotiations or to acquire an interest in real property which is not owned by a public agency.		
<b>5:00 P.M.</b>		
<b>PLEDGE OF ALLEGIANCE TO THE FLAG</b> <b>CONFIRMATION OF QUORUM</b> <b>CONSIDERATION OF THE AMENDMENTS TO THE AGENDA</b> <b>PROCLAMATION: None</b>		
<b>GENERAL PUBLIC INPUT</b>		
<b>AGENDA ITEMS</b>		
<b>I. <u>CONSENT CALENDAR:</u></b> 1. Consideration of a request to approve the Accounts Payable for July 8 - 14, 2014, total: \$257,364.13.  2. Consideration of a request to approve the June 30, 2014, City Council Minutes.  3. Consideration of a request by Snake Harley Davidson to approve its eighth season of outdoor customer appreciation concerts located at 2404 Addison Avenue East on Friday, August 15, 2014.  4. Consideration of a request to approve the Wings and Things Ultimate Fundraiser sponsored by the Twin Falls Optimist Club to be held in the Twin Falls City Park on Saturday, September 13, 2014.  5. Consideration of a request to approve the Golden Eagle Subdivision No. 4 Conveyance Plat located at the North West Corner of Harrison Street South and 3600 North Road.  6. Consideration of a request to approve the Findings of Fact, Conclusions of Law for Lengfeld Subdivision Final Plat	<b><u>Purpose:</u></b> Action  Action  Action  Action  Action  Action	<b><u>By:</u></b> Sharon Bryan  Leila A. Sanchez  Dennis Pullin  Dennis Pullin  Mitchel Humble  Mitchel Humble
<b>II. <u>ITEMS FOR CONSIDERATION:</u></b> 1. Consideration of a request to approve the Fourth Annual National Night Out to be held at the Twin Falls City Park on Tuesday, August 5, 2014.  2. Presentation on the Airport Terminal Modification Feasibility Study.  3. Consideration of a request to approve the replacement of the Police Department's handguns to better accommodate sworn officers.  4. Continued discussion on the Fiscal Year 2015 City Manager's Recommended Budget. The focus will be on the tax-supported funds.  5. Public input and/or items from the City Manager and City Council.	Action  Presentation  Action  Discussion	Dennis Pullin  Bill Carberry  Brian Pike  Lorie Race Travis Rothweiler
<b>III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u></b>		
<b>IV. <u>PUBLIC HEARINGS:</u></b> 6:00 P.M. - None		
<b>V. <u>ADJOURNMENT:</u></b> 1. 67-2345. EXECUTIVE SESSION (1) (b) to consider the <u>evaluation</u> , dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member, individual agent or public school student.		

*Any person(s) needing special accommodations to participate in the above noticed meeting could contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208)735-7287.*

**4:00 P.M.**

Present: Suzanne Hawkins, Shawn Barigar, Jim Munn, Greg Lanting, Don Hall, Chris Talkington, Rebecca Mills Sojka

Absent: None

Staff Present: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Chief Finance Officer Lorie Race, Sgt. Dennis Pullin, Airport Manager Bill Carberry, Police Chief Brian Pike, Deputy City Clerk/Recording Secretary Leila A. Sanchez

1. 67-2345. EXECUTIVE SESSION (1)(c) to conduct deliberations concerning labor negotiations or to acquire an interest in real property which is not owned by a public agency.

**MOTION:**

Councilmember Talkington moved to adjourn to Executive Session. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

Councilmember Munn will be attending the Executive Session.

Adjourned to Executive Session at 4:05 p.m.

Mayor Hall reconvened the meeting at 5:08 p.m. He then invited all present, who wished to, to recite the Pledge of Allegiance to the Flag. A quorum was present.

**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA: None**

**PROCLAMATION: None**

**GENERAL PUBLIC INPUT: None**

**AGENDA ITEMS**

**I. CONSENT CALENDAR:**

1. Consideration of a request to approve the Accounts Payable for July 8 - 14, 2014, totals: \$257,364.13.
2. Consideration of a request to approve the June 30, 2014, City Council Minutes.
3. Consideration of a request by Snake Harley Davidson to approve its eighth season of outdoor customer appreciation concerts located at 2404 Addison Avenue East on Friday, August 15, 2014.
4. Consideration of a request to approve the Wings and Things Ultimate Fundraiser sponsored by the Twin Falls Optimist Club to be held in the Twin Falls City Park on Saturday, September 13, 2014.
5. Consideration of a request to approve the Golden Eagle Subdivision No. 4 Conveyance Plat located at the North West Corner of Harrison Street South and 3600 North Road.
6. Consideration of a request to approve the Findings of Fact, Conclusions of Law for Lengfeld Subdivision Final Plat.

**MOTION:**

Councilmember Munn moved to approve the Consent Calendar as presented. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

**II. ITEMS FOR CONSIDERATION:**

1. Consideration of a request to approve the Fourth Annual National Night Out to be held at the Twin Falls City Park on Tuesday, August 5, 2014.

Sgt. Pullin explained the request.

Discussion followed.

-Amplified music

**MOTION:**

Councilmember Lanting moved to approve Staff Sergeant Pullin's request to approve the Fourth Annual National Night Out to be held at the Twin Falls City Park on Tuesday, August 5, 2014, including amplified music. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

2. Presentation on the Airport Terminal Modification Feasibility Study.

Airport Manager Carberry gave a PowerPoint presentation.

The airport conducted a qualification based selection process for an architect to assist with the project. At the January 21, City Council meeting CSHQA was selected as the architectural firm for the project. At its March 10, 2014 meeting, the City Council entered into a contract with CSHQA to conduct Phase I Terminal Modification Feasibility Study.

Staff asks that the Council discuss the results of the study and if comfortable, give direction for staff to move ahead with formulating a contract with Martin Hahle, principal architect with CSHQA, for project design, bidding and construction services.

Martin Haile, CSHQA, presented the phase I terminal modification feasibility study, terminal expansion and remodel. He explained the new design and how it will function. The total construction cost is \$2,554,548, which includes a 5% contingency. The total design and engineering cost is \$375,000. In summary, the total cost for the project is estimated at \$2,929,548.

Council discussion

- Buildings vaulted ceiling
- Energy efficiency usage and options

Airport Manager Carberry explained the federal funding and non-federal funding sources and project cost eligibility. Approximately 94% will be federally funded, namely through the FAA Airport Improvement Program (AIP), Passenger Facility Charges (PFC), and the Transportation Security Administration (TSA). The net local investment of 6% would equal approximately \$171,089. He reviewed the 5-year capital improvement program.

The Master Plan recommended terminal development concept overall goals are:

- Provide additional sterile hold-room area for peak-hour enplaned passengers
- Provide areas for "behind-the-wall" baggage screening & bag sorting
- Improve the efficient flow of passengers in the terminal/ticket areas
- Accommodate restroom facilities in the sterile hold-room area

- Delta/Skywest station ability to support diversions
- Reserve funds of \$171,000 are collected in partnership with the County

Councilmember Talkington, liaison to the Airport Advisory Board, explained the last airport remodeling was in 2011. The security issues itself make the airport antiquated.

- Cash reserves on hand will be used to float the project
- Chamber of Commerce is currently conducting an Airport Survey
- Necessity of restrooms in holding room

City Manager Rothweiler explained federal funds captured for the project can be used only for the project. The balance of the funds will be coming from the FAA, specifically for airport improvement projects per the airport's capital improvement plan.

Martin Hahle explained the potential of further expansion after 15 to 20 years to the east of the airport.

**MOTION:**

Councilmember Talkington moved to authorize the Phase 2 follow up design grant from FAA and to move forward with negotiations for a Phase 2 contract with CSHQA. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

3. Consideration of a request to approve the replacement of the Police Department's handguns to better accommodate sworn officers.

Police Chief Pike explained the request.

The conversion to the Glock would allow the department to make reasonable accommodations to officers that have smaller hand sizes. Providing different sizes and calibers to fit the individual officers will allow our Firearms Team to train in more advanced tactics instead of just concentration on basic annual qualifications. Enabling our Firearms Program to focus on providing more advanced tactics and shooting skills is beneficial to the safety of our officers as well as the community.

The total cost of the weapon conversion would be no more than \$19,423.20, and possibly less, depending on the negotiated trade-in value of current handguns and accessories. The department is requesting to utilize the proceeds from the 2014 gun auction of \$11,607.29 to offset the majority of the conversion. The remaining balance of \$7,815.91, if required, would be funded through the dedicated restitution fund.

Discussion followed.

- Uniforms penetrating power and clip size

Arnold Morgado, Police Department, explained Glock clip sizes.

- Restitution Fund is dedicated to the Police Department
- Testing on gun models prior to purchasing

Chief Pike stated that the Police Department has spent the last several months shooting a number of models from Glock.

Chief Pike stated that in 2009, a change from a Glock to Smith & Wesson would have not been made if Glock had been able to provide the trigger reset option.

- Ammunition cost savings
- Red's Trading Post will assist in auctioning of accessories

**MOTION:**

Councilmember Munn moved to approve the replacement of Smith & Wesson handguns to the Glock Model 17 and Glock Model 41 and 21, or whatever the Chief of Police and staff deem necessary or appropriate for a total cost not to exceed \$19,423, possibly less, with the monies to be expended from the gun auction and the remaining balance, if necessary, out of the restitution fund. The motion was seconded by Councilmember Talkington. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

4. Continued discussion on the Fiscal Year 2015 City Manager's Recommended Budget. The focus will be on the tax-supported funds.

Chief Finance Officer Race gave an overview of the Net Tax Supported Funds. She gave a cost comparison from FY2014 to FY2015 to live in Twin Falls.

"How much more will it cost to live in Twin Falls next year?"	<u>FY 2014</u>	<u>FY 2015</u>
Property Taxes on a Median Home - \$144,300 (annual assessment)	\$566.85	\$ 575.42
Annual Water Bill – 18,000 gals/ mo. (\$37.26 to \$38/01/mo.)	\$447.12	\$ 456.12
Annual Sewer Bill – capped 8,000 gals/mo. (24.49 to 24.74/mo)	\$293.88	\$ 296.88
Annual Sanitation Bill - \$16.99 to \$17.18/mo.	\$ 203.88	\$ 206.16
Total	\$1,511.73	\$1,534.58
	Annual Difference	\$ 22.85
	Monthly Difference	\$ 1.90

City Manager Rothweiler gave an overview of FY2015 Allocations for Personnel Expenditures.

Health insurance – 7.72% increase and in 2014 added Deputy Prosecuting Attorney & Staff Engineer to be funded by URA.

2015 Proposed:

- Tech II, Staff Engineer, Parks Operator
- Potential reorganization

Discussion followed.

- No new hires for the Police Department
- Information Services Tech II Position

Information Services Tech Lauda gave an update of work load increases in the department since 2008.

City Manager Rothweiler explained Pay Adjustments (3% for employees meeting minimum job performance standards, and falling within the established salary range; salary table adjustment of .5%; comp ratio adjustment)

- Tracking/recording turnover rate and retention rate

Human Resource Director Harris explained the past year's turnover.

Chief Pike explained the challenges of retaining employees in Communications.

Chief Finance Director Race gave an overview of Maintenance and Operation - Tax Supported Funds, and Capital - Tax Supported Funds.

Mayor Hall opened up the meeting for public comment. None.

City Manager Rothweiler explained that at the July 21, 2014, City Council meeting, a presentation will be made on Enterprise Funds, specifically Water, Sewer, and Sanitation Funds and on July 28, 2014, a recap will be presented on the recommended budget. The schedule can be found at: <http://www.tfid.org/DocumentCenter/View/977>.

- Arsenic Fee

The City Finance Department will present an update on the funding portion of the arsenic water project.

5. Public input and/or items from the City Manager and City Council.

City Manager Rothweiler stated the City of Twin Falls was awarded a \$500,000 Idaho Community Development Block Grant for Clif Bar – Industrial Wastewater Improvements Project.

Councilmember Lanting gave an update on the Friends of Muni Golf Tournament held on July 19, 2014.

Councilmember Mills Sojka gave an update on Police Captain Matt Hick's presentation on active shooter situations - Emergency Planning Agency and the 1<sup>st</sup> Annual Kapstone Great Board Float workshop on July 19, 2014.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:**

**IV. PUBLIC HEARINGS: 6:00 P.M. - None**

**V. ADJOURNMENT:**

1. 67-2345. EXECUTIVE SESSION (1) (b) to consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member, individual agent or public school student.

**MOTION:**

Councilmember Munn moved to adjourn to Executive Session as presented. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.  
The meeting adjourned at 7:16 p.m.

Leila A. Sanchez  
Deputy City Clerk/Recording Secretary



**Date:** Monday, August 4, 2014, Council Meeting

**To:** Honorable Mayor and City Council

**From:** Chief Brian Pike

---

**Request:**

Formal ceremony promoting **Officer Kevin Loosli** to the position of Sergeant before the City Council.

**Time Estimate:**

The presentation will take approximately 10 minutes.

**Background:**

**Kevin Loosli** was hired by the Twin Falls Police Department on July 11, 2005, as a full-time Police Officer.

Kevin was born and raised in Twin Falls. He graduated from Twin Falls Christian Academy and attended Northwest Nazarene University in Nampa, Idaho. Kevin has received his degree in social work.

Prior to his employment with the Twin Falls Police Department, Kevin worked with the Twin Falls First Church of the Nazarene as a Junior High Youth Pastor.

During his career with our Department, Kevin has served as a Patrol Officer, Field Training Officer, a member of the Use of Force Review Board, and a Canine Handler.

Kevin's hobbies include motorcycles and hunting.

Kevin received his Basic Certification in May 2006, Intermediate Certification in February 2008, and Advanced Certification in July 2012 from the State of Idaho Peace Officer Standards and Training Council.

After a very competitive promotional process, Kevin was selected for the position of Sergeant. He will be assigned a Patrol Squad in the very near future.

**Approval Process:**

N/A

**Budget Impact:**

N/A

Agenda Item for August 4, 2014  
From Chief Brian Pike  
Page Two

**Regulatory Impact:**

N/A

**Conclusion:**

Chief Pike would like to formally promote Sergeant Kevin Loosli before the City Council.

**Attachments:**

None

aed



CITY ACHIEVEMENT AWARD

*Presented to*

CITY OF TWIN FALLS

*Bully Prevention*

ASSOCIATION OF IDAHO CITIES  
2014 ANNUAL CONFERENCE

*Better Cities... A Better Life*



CITY ACHIEVEMENT AWARD

*Presented to*

CITY OF TWIN FALLS

*21st Century Policing*

ASSOCIATION OF IDAHO CITIES  
2014 ANNUAL CONFERENCE

*Better Cities... A Better Life*



**Date:** Monday, August 4, 2014  
**To:** Honorable Mayor and City Council  
**From:** Travis Rothweiler, City Manager

---

#### **Request:**

Adoption of the Tentative Budget for the City of Twin Falls and set August 18, 2014 at 6:00 p.m. as the date and time for the public budget hearing.

#### **Time Estimate:**

City Staff will provide a brief presentation. The staff presentation will take approximately 10 minutes, plus any additional time needed to address questions presented by Council members.

#### **Background:**

The purpose of this agenda is to adopt the tentative budget and set the public hearing date. Both of these actions are required by Idaho Code (*see "Regulations Section" of the agenda statement*).

Tonight's action will set the maximum total expenditure for the upcoming 2015 Fiscal Year.

Over the course of the last five weeks, the City Council has been openly discussing the City Manager's Recommended Budget for the upcoming 2015 Fiscal Year.

The budget is balanced and in accordance with the state law and Government Finance Officers' Association (GFOA) best practices. The total net budget for FY 2015 is \$57,082,189 or \$4,144,272 larger than the total net budget of \$52,937,917 in the current fiscal year.

The City's overall, total taxable valuation is expected to increase by approximately 1.45% from \$2,200,305,399 to \$2,228,149,009. If the taxable value used to calculate revenues for FY 2015 remains unchanged, we are projecting the maximum the City's tax rate will be is 0.007926894 or \$7.93 per \$1,000 in taxable value. The tax rate for 2014 was 0.007856543 or \$7.86 per \$1,000 in taxable value.

Additionally, all rate adjustments, which are discussed in great detail in subsequent sections, are lower than the municipal cost index increase of 2.19%.

#### **Budget Overview**

Budget concepts and funding strategies grew out of many internal conversations, public informational listening sessions and planning meetings. Six primary focus areas were developed. Those areas are:

- Implement 2030 City of Twin Falls Strategic Planning goals and objectives to realize outcomes.
- Limit Tax Collections and Corresponding Revenues.
- Invest in our employees.
- Continue to Invest in Our Infrastructure Systems
- Invest in our Structures and Facilities
- Continue to Pursue Innovative Strategies and Find More Effective Outcomes.

Five of the six primary focus areas have been addressed in the City Manager's Recommended Budget. "Investing in our Structures and Facilities" has not been included in this budget.

**How much more will Twin Falls City Services Cost?**

In addition to understanding the levels of services and the amount of improvements programmed into the budget, it is also important that we recognize the impact this proposal has on our citizens and taxpaying shareholders.

The table below illustrates the impact the City Manager’s Recommended Budget will have on the taxpayers residing or doing business in Twin Falls.

Specifically, as proposed in the Recommended Budget:

- The annual City property tax increase on a median-value home in Twin Falls is projected to increase \$0.43 per month, or by \$5.08 annually (0.9%)
- The monthly utility bill for the average resident in Twin Falls is expected to increase by \$1.19 per month, or by \$14.28 annually (1.51%)

	FY 2014 Adopted Budget	FY 2015 Recommended Budget	Difference
<b>Property Tax</b>	Tax Rate of: \$7.86/\$1,000 tax value	Tax Rate of: \$7.93/\$1,000 tax value	Tax Rate of: \$0.07/\$1,000 tax value
Median Valued Home of an Owner-Occupied Home: \$144,300	<b>\$566.85</b> <i>annual</i>	<b>\$571.93</b> <i>annual</i>	<b>\$5.08</b> <i>annual</i>
<b>Utility Bills</b>			
Average Residential Customer Consumption of:			
<i>Water - 18,000 gallons</i>	\$37.26	\$38.01	\$0.75
<i>Sewer - 8,000 gallons</i>	\$24.49	\$24.74	\$0.25
<i>Sanitation &amp; Recycling</i>	\$16.99	\$17.18	\$0.19
<b>Monthly Total of Property tax and Utility Bills</b>	<b>\$78.74</b> <i>monthly</i>	<b>\$79.93</b> <i>monthly</i>	<b>\$1.19</b> <i>monthly</i>

It is important to recognize the tax rate does not necessarily indicate an individual's tax burdens. The tax rate is simply a multiplier used to determine a property owner’s proportionate share of property tax liability. It is a fraction of a local government’s total property tax collections divided by the total taxable value of that local government unit (\$17,662,302/2,228,149,009 = 0.007926894).

*\*Preliminary and subject to further refinement by the Twin Falls County Assessor. The final value will not be provided to the city until later this fall and after the City Council is required to adopt the budget.*

**Public Input and Transparency**

The City of Twin Falls strives to communicate, operate, function, and conduct the business of the people in an open and transparent manner. Equally, we recognize the value and importance of honoring and upholding our fiduciary duties and responsibilities. Because openness and transparency are part of our organizational culture and values, we have taken several steps designed to afford our citizens and stakeholders several opportunities to actively participate and contribute to the budgeting process. The Council provided an opportunity for our citizens and

stakeholders to communicate their thoughts about specific programs, strategic initiatives and priorities for the upcoming fiscal year prior to the more customary, internal staff conversations.

A summary presentation of the proposed budget has been placed on the City's website. Tonight, the City Council will adopt the preliminary budget for FY 2015, with a public hearing and final adoption scheduled to occur on August 18.

**Property Tax Collections**

As provided for in the Idaho Code, local government and independent taxing entities have the ability to increase its total tax revenue collections by three percent (3%) each year, in addition to making allowances for new construction, annexation, and foregone revenue.

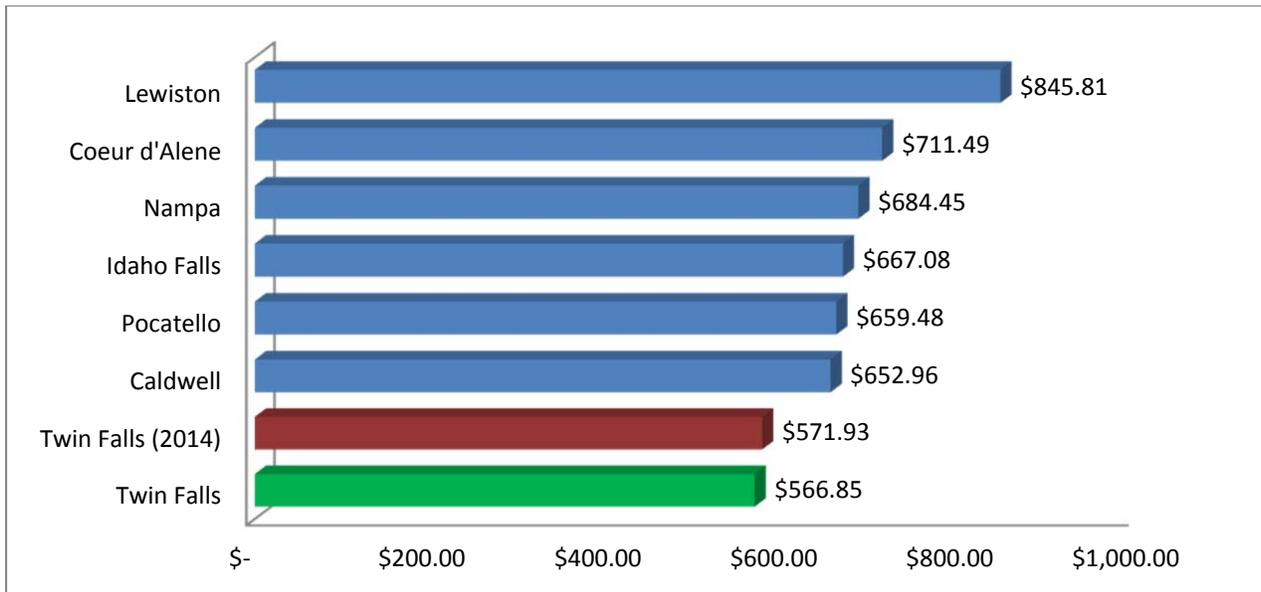
The Recommended Budget is balanced with a .76% increase in revenue in property tax collections and incorporating the growth formula. For FY 2015, the budget requests \$17,662,302 in total property tax collections. In FY 2014, the City budgeted collect \$17,286,791 in total property tax revenue.

As a result of the City not taking the allowed 3% increase, the City's foregone balance is expected to grow by \$387,693 from \$1,478,577 to \$1,866,270 (26.22%) Increasing the City's foregone balance is just one of many examples that can be used to illustrate the City of Twin Falls' conservative approach to using tax dollars. By comparison, no other local government in the Magic Valley has as large of a foregone balance as the City of Twin Falls.

**How does the City's Tax Rate compare to the other, large full-service Idaho cities?**

We are often asked the question, "how does our tax rate compare?" The table and graph provided below are intended to provide a "ballpark" answer to that question. Although only intended to be a rough illustration, the table and graph below show the amount of property tax paid on a median-valued, owner occupied home owner in each of the larger, full-service cities in Idaho.

	<i>Total Taxes</i>	<i>2012 Median Property Value</i>	<i>FY 2013</i>
<b><i>Twin Falls</i></b>	\$ 566.85	\$144,300	0.0078565
<b><i>Twin Falls (2014)</i></b>	\$ 570.90	\$144,300	0.0079269
<b><i>Caldwell</i></b>	\$ 652.96	\$106,600	0.0122506
<b><i>Pocatello</i></b>	\$ 659.48	\$132,700	0.0099393
<b><i>Idaho Falls</i></b>	\$ 667.08	\$147,800	0.0090267
<b><i>Nampa</i></b>	\$ 684.45	\$124,100	0.0110306
<b><i>Coeur d'Alene</i></b>	\$ 711.49	\$186,600	0.0067376
<b><i>Lewiston</i></b>	\$ 845.81	\$168,900	0.0096224



For the purposes of this analysis, the Cities of Boise and Meridian were intentionally excluded out of the first comparison because they are not directly responsible for the transportation systems in their communities; that responsibility lies primarily with the Ada County Highway District (ACHD). ACHD is an independent taxing authority specifically created for the purpose of maintaining the transportation system in these communities. In FY 2015, the Street Fund for the City of Twin Falls will be \$4,989,598, or approximately 14.5% of the total Government Fund-type budget.

#### Use of Cash Reserves in the FY 2015 Recommended Budget

The FY 2015 Recommended Budget calls for a total of \$1,492,425 of “cash reserves” to be used to complete several, critical, one-time capital intensive projects. At this time there are no General Fund or Capital Fund Cash reserves allocated in the City Manager’s FY 2015 Recommended Budget.

#### Water Fund

The Water Fund supports the following water-related activities: water supply, water distribution, pressurized irrigation, and utility billing. To support each of these functions in FY 2015, the City Manager’s Recommended Budget recommends expenditures totaling \$9,818,687, an increase of \$32,302 (0.33%) when compared to the total allocation of \$9,786,385 in FY 2014. However, the City is using less cash reserves in the FY 2015 Recommended Budget compared to the FY 2014 Budget. In FY 2014, the City budgeted to spend \$800,000 in cash reserves on one-time capital projects. In FY 2015, the City is recommending the use of \$360,000 of cash reserves, which is a reduction of \$440,000 compared to the prior year.

The FY 2015 budget for the Water Fund calls for a 2% rate increase to the City’s adopted water rate. The increase to the average City residential water user – one who uses an average of 18,000 gallons of water per month – will see an increase of \$0.75 per month, causing the water consumption portion of their bill to increase from \$37.26 per month to \$38.01 per month.

The City Manager’s Recommended Budget takes a conservative approach to growth and projects the new customer growth rate will be 1%.

#### Sewer Fund

The Sewer Fund is used to support all waste water services provided by the City of Twin Falls, namely waste water collections and waste water treatment. For FY 2015, the City Manager’s Budget recommends expenditure totaling \$9,096,332 in the Sewer Fund. This represents a decrease of \$242,857 when compared to FY 2014 Sewer Fund expenditures of \$9,339,189.

In the FY 2015 Recommended Budget, the City Manager is requesting a rate adjustment of 1% to the assessed rates. This increase equals an average increase of \$0.25 per month to the average residential user, which is defined as one who typically produces 8,000 gallons per month of waste water. All increases are proportionate to the type of use. Like the water fund, we are projecting limited growth in the number of new waste water accounts to 1.0%.

### **Sanitation Fund**

The City's Sanitation Fund supports the City's sanitation and recycling program. The City of Twin Falls is the only City in the Magic Valley to offer its residents a curbside single stream recycling program. The program was started in 2011. Since the creation of the program, the City has diverted over 7,133 tons from entering into the regional landfill. Although we have seen a slight decrease in participation, the City's recycling program continues to meet and/or exceed initial expectations. It remains one of the highest rated services offered by the City.

Overall, the City Manager's Recommended Budget calls for an increase of \$0.19 per month, which equals a 1.11% increase to our sanitation customers. This will cause the monthly bill to increase from \$16.99 per month to \$17.18 per month. The rate adjustment is influenced by the requested price adjustment of 1.7% by the City's contracted service provider (PSI, Inc.) and increases in operational costs.

### **Approval Process:**

Approving the tentative/preliminary budget requires a simple majority (50%+1) of the members in attendance at this meeting.

### **Budget Impact:**

There is no budget impact associated with this Agenda Statement. The City Council is required to set the maximum spending cap for the FY 2015 Budget and set a public hearing date.

### **Regulatory Impact:**

There are two sections of the Idaho Code that govern the actions of the organization.

Section 50-811 (8) of the Idaho Code states the City shall "prepare and submit to the council a tentative budget for the next fiscal year."

Section 50-1003 of the Idaho Code states "...the city council of each city shall, prior to the commencement of each fiscal year, pass an ordinance to be termed the annual appropriation ordinance, which in no event shall be greater than the amount of the proposed budget, in which the corporate authorities may appropriate such sum or sums of money as may be deemed necessary to defray all necessary expenses and liabilities of such corporation, not exceeding in the aggregate the amount of tax authorized to be levied during that year in addition to all other anticipated revenues."

### **Conclusion:**

City Staff recommends the adoption of the tentative/preliminary budget for the 2015 Fiscal Year and the setting of the public hearing.

### **Attachments:**

1. None.



Public Hearing: **MONDAY AUGUST 04, 2014**

To: Honorable Mayor Hall and City Council

From: Jonathan Spendlove, Planner I

## ITEM IV-

**Request:** Request for Annexation of 53.6 (+/-) acres located on the east side of the 500, 600 & 700 blocks of Hankins Road North aka 3200 East Road c/o Twin Falls School District & The City of Twin Falls (app. 2650)

**Time Estimate:**

The applicant's presentation may take up to ten (10) minutes. Staff presentation will be approximately five (5) minutes.

**Background:**

<b>Applicant:</b>	<b>Status:</b> Owner	<b>Size:</b> 53.6 Acres +/-
Twin Falls School District No 411 and City of Twin Falls 201 Main St W Twin falls, ID 83301 208-733-6900	<b>Current Zoning:</b> R-1 VAR in Area of Impact	<b>Requested Zoning:</b> Annexation with the R-1 VAR Zoning Designation
	<b>Comprehensive Plan:</b> Agricultural	<b>Lot Count:</b> 2 Lots
	<b>Existing Land Use:</b> Agricultural, PI Pump Station	<b>Proposed Land Use:</b> PI Pump Station, Public Elementary, Residential Homes
<b>Representative:</b>	<b>Zoning Designations &amp; Surrounding Land Use(s)</b>	
Bradford J Wills 222 Shoshone St W Twin Falls, ID 83303-0346 208-734-4411 <a href="mailto:Bradwills2007@gmail.com">Bradwills2007@gmail.com</a>	<b>North:</b> R-1 VAR; Residential	<b>East:</b> R-1 VAR ; Farm/Agricultural
	<b>South:</b> R-1 VAR; Residential	<b>West:</b> Hankins Road; R-1 VAR; Residential
	<b>Applicable Regulations:</b> 10-1-4, 10-1-5, 10-15	

**Approval Process:**

**§10-15-2: Annexation**

The Commission shall conduct at least one public hearing in which interested persons shall have an opportunity to be heard. The hearing shall not consider comments on annexation and shall be limited to the proposed plan and zoning changes. (Ord. 2012, 7-6-1981)

(B) At least fifteen (15) days prior to the hearing, notice of time and place, and a description of the proposed zoning changes for the unincorporated area shall be published in the official newspaper or paper of general circulation within the jurisdiction of the City. Additional notice shall be provided by mail to property owners and residents within the land being considered; three hundred feet (300') of the external boundaries of the land being considered; and any additional area that may be impacted by the proposed change as determined by the Zoning Administrator. Notice shall be posted on the premises not less than one week prior to the public hearing.

(D) Concurrently or immediately following the adoption of an ordinance of annexation, the Council shall amend the planning and zoning regulations as shall be found to be necessary. (Ord. 2012, 7-6-1981)

**Budget Impact:**

Approval of this request will have negligible immediate impact on the City budget.

**Regulatory Impact:**

A recommendation on the zoning of this site will allow the application to be scheduled for the City Council. Approval of this request will allow the applicant to annex the subject property into the City Limits.

**History:**

Since this property is in the Area of Impact, the current zoning designation would have been placed on the property with the action taken on the Area of Impact Agreement between the City of Twin Falls and Twin Falls County in 2004.

The Twin Falls School District acquired the Sackett Farm in 1990. In April 2008 the City Council approved the Conveyance Plat of the Sackett Farms Subdivision. This conveyance plat consisted of 53.6 +/- acres with two (2) lots. Lot 1, consisting of 51.3 +/- acres, was retained by the Twin Falls School District and Lot 2, consisting of 2.3 +/- acres, was transferred to the City of Twin Falls in order to construct a Regional Pressurized Irrigation Pump Station.

No further zoning history is known for these properties.

**Analysis:**

This request is to annex 53 +/- acres with a zoning designation of R-1 VAR. Currently, the entirety of the property is zoned R-1 VAR, the majority of which is being utilized as agricultural farm land. A small portion on the SW corner of the conveyance plat is owned by Twin Falls City. This two (2) acre parcel was developed with a regional pressurized irrigation pump station. The property proposed for annexation is contiguous to City Limits on the west boundary, along Hankins Road, and thus is able to request annexation. There is a single family residence fronting Hankins in the middle of the Lot 1 which is not being proposed for annexation.

Twin Falls City Code sections 10-15-1 and 10-15-2 require a hearing and recommendations from the Commission on planning and zoning designations for areas proposed to be annexed. Section 10-15-2(A) states: "The Commission hearing shall not consider comments on annexation and shall be limited to the proposed development plan and zoning changes." The City Council shall then hold an additional public hearing to determine whether the designated area should be annexed and if so what the zoning designation shall be. If approved, an ordinance is prepared and at a later public meeting is adopted by the City Council. Once the ordinance is published the published ordinance is sent to the State and the official zoning map is officially amended.

Since the School District acquired the property in 1990, the property's intended use was for potential expansion of the school district's facilities, including but not limited to a potential new school site. It is appropriate for the City to annex property owned and maintained by the City in order to gain governmental jurisdiction over our own property. Staff recommends the entire +/- 53 Acres maintain the current zoning designation of R-1 VAR.

**Conclusion:**

On July 8, 2014 a public hearing was held before the Planning & Zoning Commission for a recommendation regarding the zoning of the property. The current zoning is R-1 VAR.

There was one person who spoke at the public hearing. He stated his property bordered the southern boundary of the property proposed for annexation. His concern was whether he would be required to connect to city services if his well or septic system failed. Troy Vitek informed his upon annexation and if the city utilities are within 150' of his property he would be asked to connect if his systems failed.

Commissioner Higley made a motion to recommend the current zoning of R-1 Var as appropriate. Commissioner Boyd seconded the motion. All members present voted in favor of the motion.

**Attachments:**

1. Letter of Request
2. Zoning Vicinity Map
3. Future Land Use Map
4. Sackett Farm Conveyance Plat
5. Site Photos
6. Citizen Letter
7. Portion of the July 8, 2014 P&Z minutes

## **Exhibit A**

### ***Lot 1 and 2 Sackett Farms Subdivision Annexation Request***

Applicant: May 28, 2014  
Twin Falls School District # 411 and City of Twin Falls  
201 Main St. West  
Twin Falls, Idaho 83301 208-733-6900

Applicants Representative  
Bradford J. Wills  
222 Shoshone St. West  
Twin Falls, Idaho 83303-0346 208-420-0314

Annexation request for Lot 1 and Lot 2 Sackett Farms Subdivision, County of Twin Falls.

The history of the parcel is: On April 21, 2008, the City of Twin Falls approved the Conveyance Plat of the Sackett Farms Subdivision consisting of two lots on 58 Acres +/- . A conveyance plat may be used when subdividing a parcel into two lots but does not constitute approval for development. Because this parcel was in the Area of Impact, Twin Falls County approved the Final Plat and Zoning at their June 2, 2008 meeting.

Lot 2 was purchased by the City of Twin Falls and used for a regional pressurized irrigation pump station.

The request is for an annexation of Lot 1 owned by the Twin Falls School District # 411 and Lot 2 owned by the City of Twin Falls of the Sackett Farms Subdivision into the Twin Falls City Limits. Currently this property is designated Agriculture on the Comprehensive Plan however is it zoned R-1 VAR along with the surrounding area.

To the south is the Highland Acres rural subdivision on Highlawn Drive with 1 acre lots, to the west is the Morning Sun Subdivision Phase # 7 and the future Morning Sun Subdivision Phase # 8, to the north is an undeveloped 10 acre parcel and the Pine Meadows rural subdivision and to the east is agricultural farm land.

The Twin Falls School District is the owner of Lot 1 and plans on the construction of a new elementary school on a portion of the lot with the remaining land to be used for residential development. The City of Twin Falls owns Lot 2 and has no plans at this time to further improve the lot. This is compatible with the development in the surrounding area.

The two lots are outside the City of Twin Falls Water Boundary and will require a Comprehensive Plan Amendment after it is annexed into the city limits.

On Hankins Road, there is an existing 12"-18" water line on a portion of the frontage of the parcel. At the northeast corner of Hankins Road and Filer Ave. East extended is the City of Twin Falls parcel with an area pressurized irrigation pump station. A 6" pressurized irrigation line is located along the west side of Hankins Road North traveling north. There is an 8" sewer line on Stadium Way near the intersection with Hankins but future waste water collection will most likely be to the northwest approximately 2200 LF connecting to the newly installed

Chobani Northeast Sewer Trunk Line. Most of Hankins Road North from center line to the west is fully developed with public utilities, roadway, curb & gutter and sidewalk with parkway landscaping on the Morning Sun Subdivision side.

This application consists of the following:

Exhibit A	Information requested in C.4.a&b of application
Exhibit C.1.a	Copy of the Original Warranty Deed
Exhibit C.2.b	Notification listing of surrounding property owners within 300' radius
Exhibit C.3.a	Copy of the Conveyance Plat showing lot 1 and 2 location
Exhibit C.3.b	Overlay map of existing infrastructure and roadways
Exhibit C.3.c&d	Map showing existing Zoning map designations
Exhibit C.4.b.i	Comprehensive Plan of the area



# Future Land Use Map

Reference Only



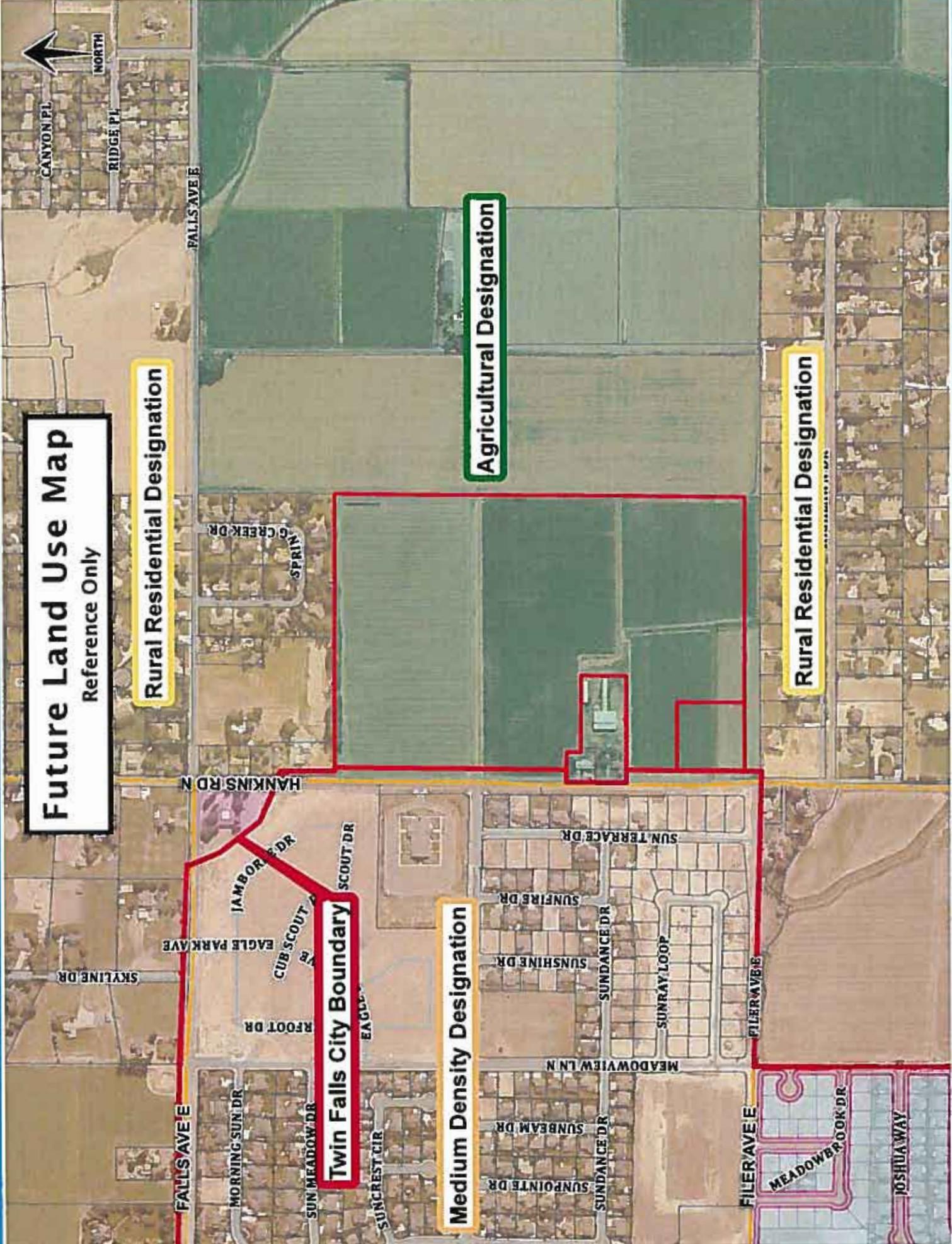
Rural Residential Designation

Agricultural Designation

Rural Residential Designation

Twin Falls City Boundary

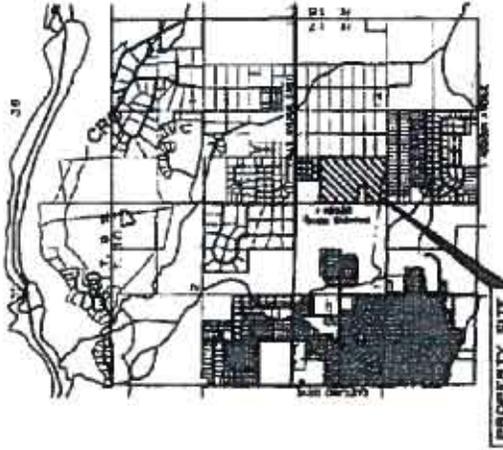
Medium Density Designation



# Exhibit C.3.a

## Property Lines

**CONVEYANCE PLAT**  
**SACKETT FARM SUBDIVISION**  
 LOCATED IN  
 SECTION 12, TOWNSHIP 10 NORTH, RANGE 17 EAST  
 BOISE MERIDIAN  
 TWIN FALLS COUNTY, IDAHO  
 2008



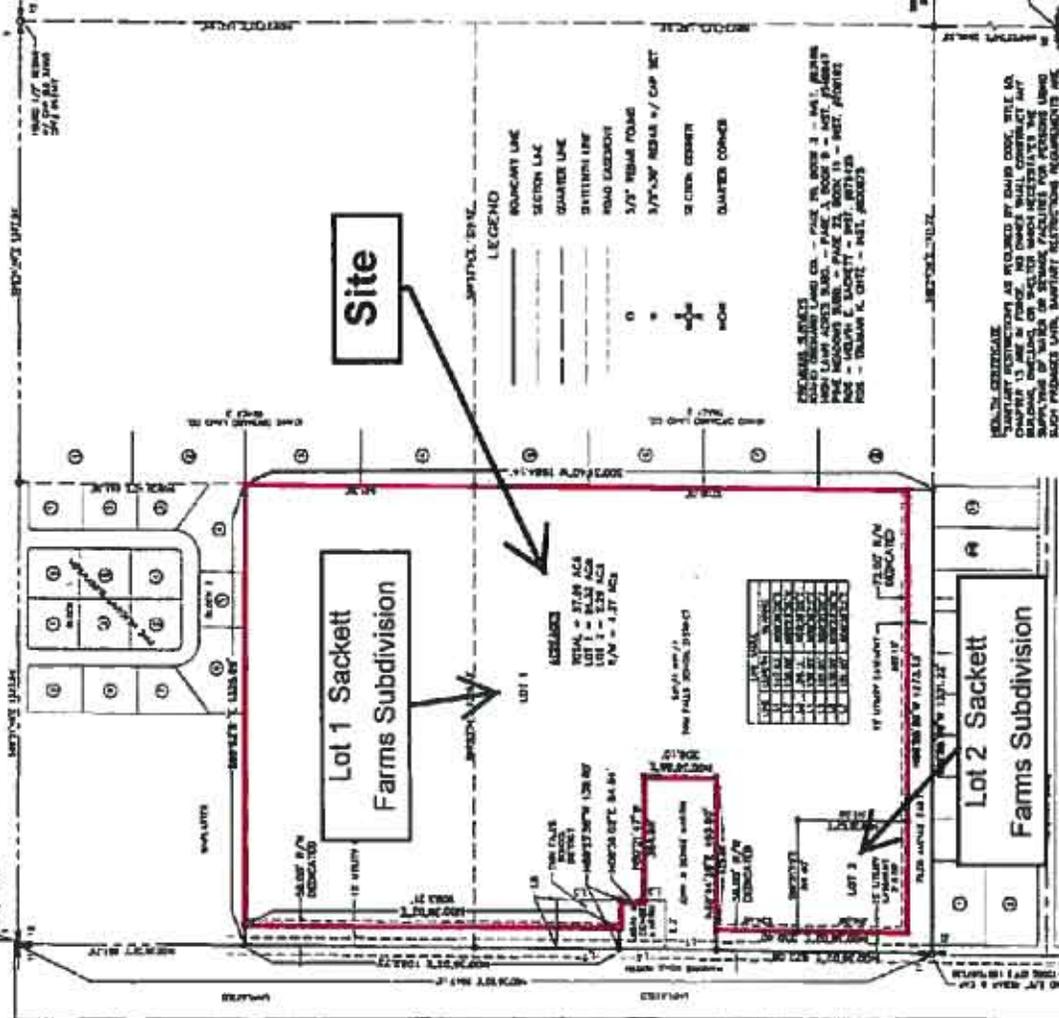
VICINITY MAP

TWIN FALLS COUNTY  
 REGISTERED SURVEYOR  
 JAMES B. HARRIS  
 No. 1000  
 TWIN FALLS, IDAHO



CONVEYANCE PLAT. NOTICE OF PROPERTY APPROVED BY A COMMISSIONER OF THE PUBLIC LANDS. THE PROPERTY APPROVED BY THIS COMMISSIONER IN ITS INTEREST IN PUBLIC LANDS. NO OTHER RIGHTS SHALL BE VALID UNLESS A FINAL PLAT IS FILED WITH THE PUBLIC LANDS. THE APPROVAL OF THIS PLAT BY THE PUBLIC LANDS DOES NOT CONSTITUTE AN ENDORSEMENT OF THE CITY OF TWIN FALLS CITY CODE. BEHALF OF A PORTION OF THE PROPERTY OWNER AND BELONGS EXCEPT AS SHOWN ON AN APPROVED PLAT AND ACCORDING CONVEYANCE PLAT IS A VIOLATION OF CITY CODE.

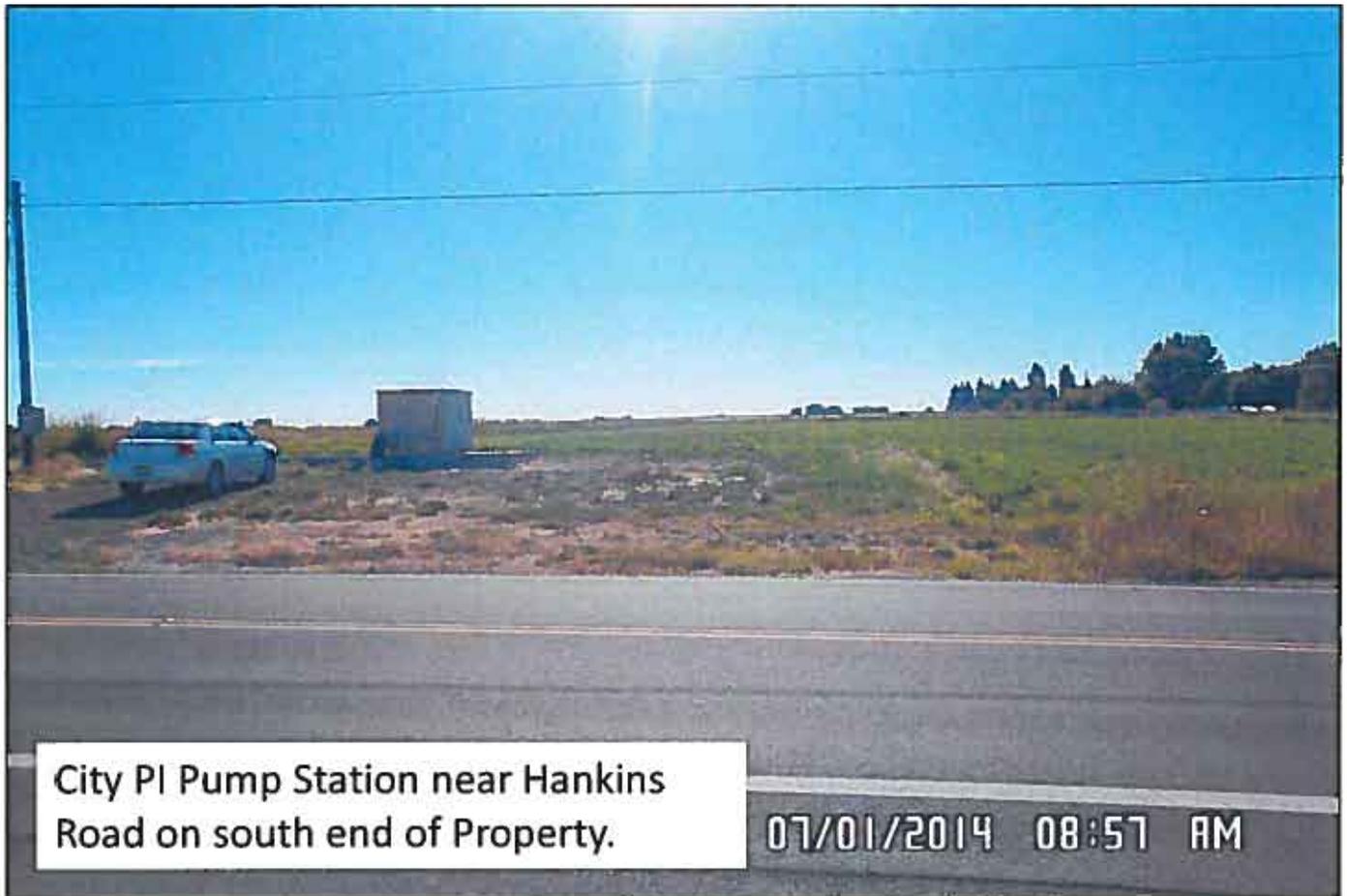
**J-U-B ENGINEERS, INC.**  
 Engineers - Surveyors - Planners  
 Twin Falls, Idaho



DATE OF RECORDING: 05/21/2008  
 TIME: 10:00 AM  
 BY: JAMES B. HARRIS  
 REGISTERED SURVEYOR NO. 1000

BEFORE ME, the undersigned authority, on this day personally appeared JAMES B. HARRIS, known to me to be the person whose name is subscribed to the foregoing conveyance, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

NOTARY PUBLIC  
 JAMES B. HARRIS  
 TWIN FALLS, IDAHO



City PI Pump Station near Hankins Road on south end of Property.

07/01/2014 08:57 AM



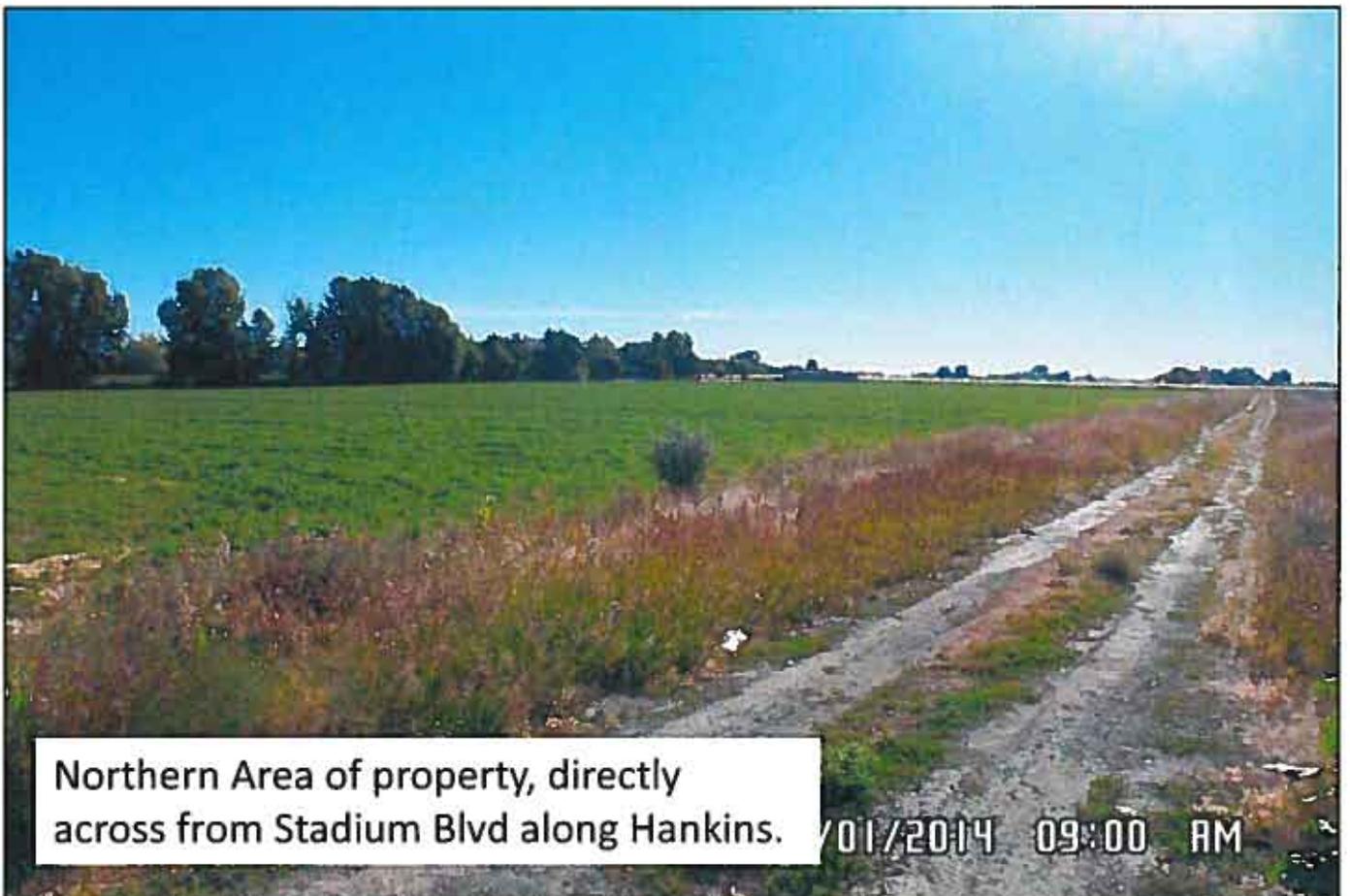
Looking North East from the PI Pump Station.

07/01/2014 08:58 AM



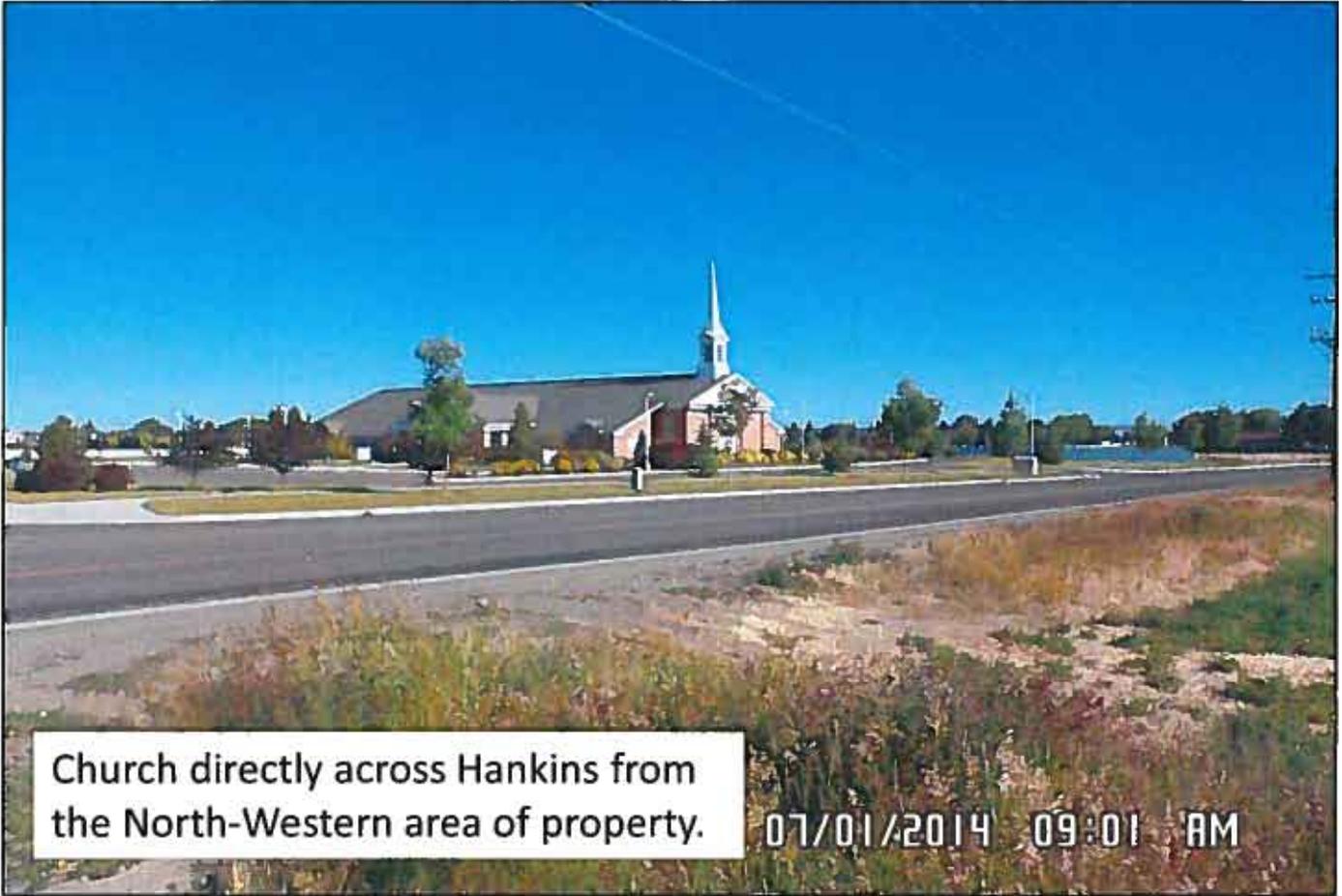
Northern Area of property, directly across from Stadium Blvd along Hankins.

10/01/2014 09:00 AM



Northern Area of property, directly across from Stadium Blvd along Hankins.

10/01/2014 09:00 AM



Church directly across Hankins from the North-Western area of property.

07/01/2014 09:01 AM



07/01/2014 09:01 AM

Dr. Jennifer Jorgensen  
3215 Woodridge Dr.  
Twin Falls, ID 83301  
208-309-1688

RECEIVED

JUN 27 2014

CITY OF TWIN FALLS  
PLANNING & ZONING

Renee V. Carraway  
Zoning & Development Manager  
Office of Community Development  
City of Twin Falls  
PO Box 1907  
Twin Falls, ID 83301-1907  
208-736-2296

Dear Ms. Carraway,

I am a new pediatric nurse practitioner in the area and am passionate about the health and well being of children in Twin Falls.

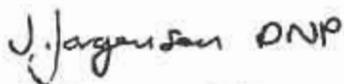
I noticed an announcement yesterday that a public hearing by the Planning & Zoning Commission is scheduled for July 8<sup>th</sup> regarding annexation of property to the east of Hankins Road North. I assume the zoning request for this property is related to the recent school bond, allowing for the construction of a new elementary school. As I will be out of the area on July 8<sup>th</sup>, I am sending this letter and hope that my comments will be considered.

First I am THRILLED that a new elementary school is being built on the east side of town. Community support of our children's education is vitally important to the long-term health, growth, and prosperity of our community.

As planning for the new elementary school begins, I would like the city of Twin Falls to consider pedestrian access on this side of town, specifically along Hankins Road. Investing in sidewalks and a bike lane on Hankins Road would help encourage children and families to walk and bike to school. Childhood obesity is a significant problem and simple steps like supporting and creating a culture of daily walking and biking can help improve the health of children in our community. Currently, the roadside conditions and speed limit on Hankins Road are not conducive to biking or walking.

Please consider the need for improved pedestrian access along Hankins Road, and support the health of children in our community.

Sincerely,



Jennifer Jorgensen, DNP



**MINUTES**  
**TWIN FALLS CITY PLANNING & ZONING COMMISSION**  
**July 8, 2014 6:00PM**  
City Council Chambers  
305 3<sup>rd</sup> Avenue East Twin Falls, ID 83301

**PLANNING & ZONING COMMISSION MEMBERS**

**CITY LIMITS:**

Nikki Boyd Jason Derricott Tom Frank Kevin Grey Gerardo "Tato" Munoz Christopher Reid Jolinda Tatum  
Chairman Vice-Chairman

**AREA OF IMPACT:**

Ryan Higley Steve Woods  
Vice-Chairman

**CITY COUNCIL LIAISON**

Rebecca Mills Sojka

**ATTENDANCE**

**CITY LIMIT MEMBERS**

<u>Present</u>	<u>Absent</u>
Boyd	Derricott
Frank	Reid
Grey	Tatum
Munoz	

**AREA OF IMPACT MEMBERS**

<u>Present</u>	<u>Absent</u>
Higley	Woods

**CITY COUNCIL LIAISON(S):** Mills Sojka

**CITY STAFF:** Carraway, Spendlove, Strickland, Vitek, Wonderlich

**I. CALL MEETING TO ORDER:**

Chairman Frank called the meeting to order at 6:00 P.M. He then reviewed the public meeting procedures with the audience, confirmed there was a quorum present and introduced City Staff.

**II. CONSENT CALENDAR:**

1. Approval of Minutes from the following meeting(s): **June 24, 2014 PH and July 2, 2014 WS**
2. Approval of Findings of Fact and Conclusions of Law:
  - Garrison (SUP 06-24-14) • Wybenga (SUP 06-24-14) • Carter (SUP 06-24-14)

**Motion:**

Commissioner Munoz made a motion to approve the consent calendar, as presented. Commissioner Grey seconded the motion. All members present voted in favor of the motion.

**III. ITEMS OF CONSIDERATION: NONE**

**IV. PUBLIC HEARINGS:**

The applicant did not arrive in time for Items IV-1 & 2, therefore Item IV-3 was moved to the top of the agenda.

3. Request the Commission's recommendation on the zoning designation for property being requested for annexation, consisting of 53.6 (+/-) acres, located on the East side of the 500, 600 & 700 blocks of Hankins Road North aka 3200 East Road c/o Twin Falls School District & The City of Twin Falls (app. 2650)

**Applicant Presentation:**

Brad Will, representing the applicant, stated this is the first step towards getting a new school. This is the first site the school district is working on and it is located on the east side of Hankins and south of Falls Avenue (aka Sacket Farm). A few years ago the city acquired some property where the lift station is located through a conveyance plat. Some work needs to be done to this property and it was decided it would be prudent to annex the property into the city prior to doing the work. This will be a new elementary school, the plan is to maintain 10 acres for the school and then the remainder will be a residential subdivision. During this process it was decided to annex the 2 acre parcel that belongs to the city also as part of this request, which is why it is a joint request.

**Staff Analysis:**

Planner I Spendlove reviewed on the overhead the request and stated since this property is in the Area of Impact, the current zoning designation would have been placed on the property with the action taken on the Area of Impact Agreement between the City of Twin Falls and Twin Falls County in 2004.

The Twin Falls School District acquired the Sackett Farm in 1990. In April 2008 the City Council approved the Conveyance Plat of the Sackett Farms Subdivision. This conveyance plat consisted of 53.6 +/- acres with two (2) lots. Lot 1, consisting of 51.3 +/- acres, was retained by the Twin Falls School District and Lot 2, consisting of 2.3 +/- acres, was transferred to the City of Twin Falls in order to construct a Regional Pressurized Irrigation Pump Station.

This request is to annex 53 +/- acres with a zoning designation of R-1 VAR. Currently, the entirety of the property is zoned R-1 VAR, the majority of which is being utilized as agricultural farm land. A small portion on the SW corner of the conveyance plat is owned by Twin Falls City. This two (2) acre parcel was developed with a regional pressurized irrigation pump station. The property proposed for annexation is contiguous to City Limits on the west boundary, along Hankins Road, and thus is able to request annexation. There is a single family residence fronting Hankins in the middle of the Lot 1 which is not being proposed for annexation.

Twin Falls City Code sections 10-15-1 and 10-15-2 require a hearing and recommendations from the Commission on planning and zoning designations for areas proposed to be annexed. Section 10-15-2(A) states: "The Commission hearing shall not consider comments on annexation and shall be limited to the proposed development plan and zoning changes." The City Council shall then hold an additional public hearing to determine whether the designated area should be annexed and if so what the zoning designation shall be. If approved, an ordinance is prepared and at a later public meeting is adopted by the City Council. Once the ordinance is published the published ordinance is sent to the State and the official zoning map is officially amended.

Since the School District acquired the property in 1990, the property's intended use was for potential expansion of the school district's facilities, including but not limited to a potential new school site. It is appropriate for the City to annex property owned and maintained by the City in order to gain governmental jurisdiction over our own property. Staff recommends the entire +/- 53 Acres maintain the current zoning designation of R-1 VAR.

Planner I Spendlove stated upon conclusion should the Commission find the R-1 VAR zoning designation appropriate, they should forward a positive recommendation to the City Council.

**PZ Questions/Comments:**

- Commissioner Frank asked about requests related to the Comprehensive Plan.
- Planner I Spendlove stated there will be several requests associated with this property; this request is only for annexing the property which can be done without a Comprehensive Plan Amendment. By annexing first it eliminates a public hearing process, by annexing any other requests that come through the process will have a final decision made by the City Council, if the property remains in the Area of Impact it requires additional hearings that must go through the Twin Falls Board of County Commissioners adding more time to the process.
- Commissioner Grey asked why one piece of property was not included in the request.
- Planner I Spendlove stated property owners have to make application to be annexed. There are several areas throughout town that are not annexed but are surrounded by the City Limits.
- Mr. Wills explained that the gentleman that owns that piece of the property has been told what is going on and didn't feel like there would be an advantage to annexing.
- Commissioner Munoz asked about City services being available to the piece of property that is not being annexed.

- Assistant City Engineer Vitek stated the property will be surrounded by city water and sewer services. If their well or septic system fails and they are within 150 feet of those services the property will have to be annexed and they will be required at that time to hook up to city services.
- Commissioner Grey clarified that annexation would have to occur prior to hooking up to services.

**Public Hearing: Opened**

- Roy Anderson, 3069 Highlawn Dr, stated he lives on the south side of this plot of land and he asked if the people that live nearby with a septic tank would have to hook up to City services if their system fails. His property bounds Filer would those properties if they had well or septic issues have to connect to city services. He also asked if there are plans for the 500 or 600 block on Hankins yet.
- Assistant City Engineer Vitek stated that if the property is within 150' of services and their system failed. If utilities were brought in along Filer Avenue and it was within 150' of the property that has a failed system that property would have to hook up to city services. He explained currently there have not seen any plans, so there is not any information available about the development of the 500 or 600 block along Hankins.

**Public Hearing: Closed**

**Deliberations Followed: Without Concerns**

**Motion:**

Commissioner Higley made a motion to recommend approval to the City Council of the request, as presented. Commissioner Boyd seconded the motion. All members present voted in favor of the motion.

**Recommended For Approval, As Presented**

**PUBLIC HEARING SCHEDULED FOR CITY COUNCIL AUGUST 4, 2014**



**August 4<sup>th</sup>, 2014 City Council Meeting**

**To:** Honorable Mayor and City Council

**From:** Bill Carberry, Airport Manager

**Request:** Public Hearing to Consider a Resolution Setting the New Fee Schedule for Joslin Field, Magic Valley Regional Airport.

**Time Estimate:** 5 minutes for a staff report with additional time needed for public comment.

**Background:** In an effort to keep airport rates & fees in step with the increased cost of providing service to our users, I would request your consideration to adopt a resolution setting a new airport fee schedule to include the following proposed rate adjustments to landing fees, fuel flowage fees, and aircraft rescue and fire fighting (ARFF) fees. The modest increases proposed are needed to help offset the cost of providing facilities and service.

**LANDING FEE**

<b>Last Adopted/ Current Rate</b>	<b>Proposed Date/Rate</b>	<b>% Increase</b>
October 2012/ 1.25 per 1000 lbs	October 2014/ \$1.39 per 1000 lbs	11.2 % or 14 cents

**FUEL FLOWAGE FEE**

<b>Last Adopted/ Current Rate</b>	<b>Proposed Date/Rate</b>	<b>% Increase</b>
October 2012/ .07 per gallon	October 2014/ .08 per gallon	14.3 % or 1 cent

**ARFF FEES (Aircraft Rescue & Firefighting)**

<b>Last Adopted/ Current Rate</b>	<b>Proposed Date/Rate</b>	<b>% Increase</b>
October 2009/ \$60 per hr.	October 2014/ \$70.80 per hr.	18.0 % or \$10.80 per hr.

**Approval Process:** For proposed fee increases of 5% or more, the Council is required to hold a public hearing as prescribed by Idaho Code Section 63-1311A. Fee adjustments require the passage of the updated airport rate & fee resolution.

**Budget Impact:**

**Airport Expenses**

The airport operating budget for the time period FY 13 - 15 has increased 11% by comparison.

The airport operating budget for ARFF service has increased 18% since the last adjustment to the ARFF fee in 2009.

**Revenue Impacts**

Here is a breakdown of the increase in forecast FY 2015 revenue if the proposed increases are adopted:

<b>Fee</b>	<b>Forecast 2015 Revenue</b>	<b>Proposed Additional Annual Revenue with New Fee</b>	<b>Forecast New 2015 Annual Revenue</b>
Landing Fees (\$1.39)	\$84,000	\$9,240 *	\$93,240
Fuel Flowage Fee	\$40,000	\$ 5,720 *	\$45,720
ARFF Fees	\$65,700**	\$11,826 *	\$77,526

\*Total Additional New Revenue = \$26,786

\*\*Airline ARFF Fees with reduced flights down (\$39,000) from FY 14

**Impacts to Users**

The following may help to further look at the proposed increase in costs for the airport’s users:

**Landing Fees**

The greatest percentage of landing fees comes from our daily service with SkyWest Airlines.

<b>Aircraft</b>	<b>Maximum Gross Landing Weight</b>	<b>Current Fee \$1.25per 1000 lbs</b>	<b>Proposed Fee \$1.39 per 1000 lbs</b>	<b>Increase per Landing</b>
EMB 120*	25,800	\$32.25	\$35.86	\$3.61
RJ-200 **	47,000	\$58.75	\$65.33	\$6.58

(\*EMB 120 Brasilia discontinued June 2014) (\*\* 50 seat Regional Jet)

**ARFF Service Fees**

The Airport is required to provide standby aircraft firefighting service for all commercial passenger aircraft with 10 seats or more. This fee is based on the service provided to SkyWest Airlines and other diverted airline flights. The ARFF fees collected do not pay for the program in its entirety, the airport has always looked to be sensitive to airline costs, and in the case of ARFF services, not charge the cost of the entire program to mainly one airline.

<b>Fee</b>	<b>Current Rate</b>	<b>Proposed Rate</b>	<b>Increase</b>
Aircraft Rescue & Fire Fighting Services	\$60 per hr. or 2 hr. period for same arriving/departing acft	\$70.80 per hr. or 2 hr. period for same arriving/departing acft	\$10.80 or 18%

## **Fuel Flowage Fee**

The airport fuel flowage fee is an “invisible” fee to the end user. The airport collects the fee from the wholesale suppliers that bring fuel onto the airport and off load into the tanks at the fixed base operator’s (Reeder) fuel farm. The additional 1 cent proposed increase per gallon would ultimately be passed on to the consumer in the price they pay per gallon, currently \$6.17 for 100 octane piston aviation fuel and \$5.78 for jet fuel at Joslin Field.

## **Our Fees in Comparison**

Airport fees at Magic Valley Regional Airport are in line with other fee schedules at commercial service airports in our region\*. Landing fees generally range between \$.95 and \$1.85 per 1000 lbs of aircraft landing weight; the proposal is to increase the rate from \$1.25 to \$1.39 per 1000 lbs. Fuel Flowage fees range from \$.05 to \$.12 per gallon; the proposal is to increase the rate from \$.07 to \$.08 per gallon.

\* Based on 2012 Airport Master Plan, comparative rates and charges survey

**Regulatory Impact:** According to the FAA grant assurances, the airport must strive to be as self sustaining as possible through the use of fair market value rate & fee structures for its services and facilities. These new rate adjustments are aimed at helping meet this objective.

## **Conclusion:**

On behalf of the Airport Advisory Board, staff recommends the Council approve the resolution setting the new fee schedule for Joslin Field, Magic Valley Regional Airport.

The fees being considered have not been adjusted in a number of years. In the same period the Airport’s maintenance and operation costs have increased and the modest increases proposed are needed to help offset the expenses of running the airport.

As a courtesy to SkyWest Airlines, I have previewed these potential fee increases and they have no objection to the adjustments which, if adopted, would be incorporated this fall.

The airport has always strived to provide quality service and facilities at a reasonable cost to its users and the community. The proposed increases to the fees being considered would help with our ability to maintain those standards.

**Attachments:** Resolution setting a new fee schedule for Joslin Field, Magic Valley Regional Airport

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, SETTING THE FEE SCHEDULE FOR JOSLIN FIELD, MAGIC VALLEY REGIONAL AIRPORT.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

Section 1: That the fee schedule for Joslin Field, Magic Valley Regional Airport shall be as follows:

Private hangar land lease <sup>1</sup>	\$0.135/sq. ft.	Annually
FBO land lease <sup>1</sup>	\$0.152/sq. ft.	Annually
Commercial land lease <sup>1</sup>	\$0.152/sq. ft.	Annually
Landing rate <sup>2</sup>	\$1.39/1,000 lb. max. glw	Each
	\$11.00 minimum	occurrence
Airline Terminal rates <sup>1</sup>	\$14.44/sq. ft.	Annually
Restaurant	\$600	Monthly
Tenant car rentals	10% of gross/\$350 min.	Monthly
Non-tenant car rental permit <sup>3</sup>	\$150	Annually
	10% of gross	Monthly
ARFF (over 9 seats) <sup>4</sup>	\$70.80/hour \$70.80/min.	Each
		occurrence
Fuel flowage fee	\$0.08/gallon	Monthly
Security charge <sup>5</sup>	\$20/hour of service	Each
		occurrence
Tiedowns to FBO's,	\$6.00/month Std. Size	Monthly
commercial operations only	\$7.00/month Oversized	
Interest on past due (over 30	12% per annum	Monthly
days) accounts		

<sup>1</sup> Annual rent shall be subject to annual escalation on October 1 of each year. An annual change in the rent payment shall be directly proportional to the percent change in the Annual Consumer Price Index (CPI) for all urban consumers (CPI-U, U. S. City Average, all items, unadjusted basis, index base period (1982-84=100)).

Future rents shall be calculated in accordance with the above formula. The rent payment shall be increased each October 1 if there is a positive percent change, but never decreased; provided, however, if the rent increase in any given year exceeds five percent (5%), then the proposed rent increase shall be presented to the City Council for hearing and approval pursuant to I.C. § 63-1311A.

<sup>2</sup>A landing fee shall be assessed for any aircraft operating under Federal Aviation Regulation Parts 121 or 135 or any aircraft with a maximum gross landing weight equal to or greater than 12,500 pounds. The fee is calculated at one dollar and thirty nine cents \$1.39 per 1000 pounds maximum gross landing weight per landing, \$11.00 minimum fee per landing.

<sup>3</sup>A charge of \$150 shall be applied to process a permit for a non-tenant permit. The permits are valid for 12 months.

<sup>4</sup>The airport must provide additional ARFF (Aircraft Rescue/Firefighting) service for the scheduled arrival, planned diversion arrival, and/or departure of any aircraft with a seating capacity

greater than 9 seats and carrying passengers on board. For arrivals, ARFF service begins 15 minutes prior to the aircraft estimated time of arrival and ends 15 minutes after all passengers are safely inside the terminal. For departures, ARFF service begins 15 minutes prior to scheduled passenger boarding and ends 15 minutes after actual time of departure. A single \$70.80 charge shall apply if the ARFF service time for any aircraft is a consecutive two hours or less from arrival to departure.

<sup>5</sup>The airport must provide additional security service for the departure of any commercial service or public charter aircraft with a seating capacity greater than 60 seats and carrying passengers on board. An exception is for diversion aircraft that stop for fuel only and do not board or re-board passengers. Security service begins fifteen minutes prior to the aircraft estimated time of arrival or passenger processing time, as applicable, and ends fifteen minutes after aircraft actual departure time. No-notice cancellations will be assessed for two hours of service.

Section 2: All prior resolutions setting airport fees are hereby repealed, and this resolution shall become effective October 1, 2014.

PASSED BY THE CITY COUNCIL \_\_\_\_\_, 2014.

SIGNED BY THE MAYOR \_\_\_\_\_, 2014.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
DEPUTY CITY CLERK



**PUBLIC HEARING DATE: MONDAY August 4, 2014**

**To: Honorable Mayor Hall and City Council**

**From: Mitchel Humble, Community Development Director**

---

**Request:**

For the purpose of Hearing Public Comments regarding the increase in Impact Fee Rates beyond the limits prescribed by Idaho Code Section 63-1311A.

**Time Estimate:**

The presentation will take approximately 5 minutes. Following the presentation, additional time will be needed for a public hearing and for discussion and questions.

**Background:**

The City Council adopted the City's development impact fee program in January 2009 for an August 2009 implementation. As required by Idaho code, the development impact fee capital improvement plans (CIPs) are included in the City's comprehensive plan. Idaho Code 67-8208 requires cities with impact fees to update their CIPs at least once every five years. We have been collecting impact fees for five years, so it was time for the City to review and update our CIPs.

The City's Development Impact Fee Advisory Committee worked with the City staff to review the CIPs and prepared an update. The Impact Fee Committee recommended several changes to the CIPs contained in Chapter 11 of the Comprehensive Plan. Amendments were approved in each of the four CIPs (police, fire, community park, and streets). At their March 13, 2014 meeting, the Impact Fee Committee reviewed the final draft of their proposed CIP amendments and recommended approval of the amendments to the Planning & Zoning Commission and City Council.

On May 13, 2014 the Planning and Zoning Commission recommended approval of the amendment to the comprehensive plan in order to reflect the changes proposed by the Impact Fee Committee. On June 9, 2014, the City Council Voted 5 to 0 to amend the comprehensive plan, and associated CIP's as recommended by the Impact Fee Committee and Planning and Zoning Commission.

This approved change to the CIP's resulted in an increase of the Impact Fee's by more than 5%. Per Idaho Code Section 63-13011A, proposed rate increases beyond 5% require a public hearing in order to gather public comment on the matter.

**Attachments:**

1. May 13, 2014 P&Z staff report with the following attachments:
  - a. Proposed Police CIP
  - b. Proposed Fire CIP
  - c. Proposed Parks & Recreation CIP
  - d. Proposed Streets CIP
  - e. Proposed Text Amendments
  - f. Proposed Fee Summary
2. May 13, 2014 P&Z PH Minutes
3. Portion of the June 9, 2014 CC PH Minutes
4. FEE SUMMARY
5. ORDINANCE



Tuesday May 13, 2014  
To: Planning & Zoning Commission  
From: Mitchel Humble, Community Development Director

---

**Request:**

Consideration of a request to amend *Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future* to update Chapter 11, Development Impact Fee Capital Improvement Plans.

**Time Estimate:**

The presentation will take approximately 15 minutes. Following the presentation, additional time will be needed for a public hearing and for discussion and questions.

**Background:**

The City Council adopted the City's development impact fee program in January 2009 for an August 2009 implementation. As required by Idaho code, the development impact fee capital improvement plans (CIPs) are included in the City's comprehensive plan. Idaho Code 67-8208 requires cities with impact fees to update their CIPs at least once every five years. In August, we will have been collecting impact fees for five years, so it is time for the City to review and update our CIPs.

The City's Development Impact Fee Advisory Committee has been working with the City staff to review the CIPs and prepare an update. At their March 13, 2014 meeting, the Impact Fee Committee reviewed the final draft of their proposed CIP amendments and recommended approval of the amendments to the Planning & Zoning Commission and City Council.

The Impact Fee Committee is recommending several changes to the CIPs contained in Chapter 11 of the comprehensive plan. Since these changes are being proposed to be made to the comprehensive plan, the Commission shall review the proposal and make a recommendation to the City Council regarding its compliance with the comprehensive plan and ultimate adoption. To assist the Commission in this duty, a comparison of the current CIP and the proposed changes is provided below, along with a discussion of the changes and their impact on the impact fee program. The city charges four different categories of impact fees; police, fire, community park, and street impact fees. Amendments are being proposed to each of the four CIPs. They will be discussed separately below followed by a discussion of the combined impact of the amendments on the total impact fee amounts assessed.

Police Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide police services to the new development. The first table below is the current Police CIP that was adopted in 2009. It is followed by the proposed CIP. The first change to discuss is the time frame of the CIP. Impact fee CIPs are ten-year plans. Therefore, the current CIP goes through 2017, while the proposed CIP goes through 2023. That additional five years will include five more years of growth and needed capital improvements. That additional need is reflected in the square footage of police station space needed to accommodate the new officers. The new space in the current plan is listed at 3,150 sf while the proposal includes 5,220 sf of new space. The increased space and the increase in construction costs over five years ago caused the value of the new space that is included in the impact fee collection to go up from \$922,950 to \$1,164,478. The proposal also includes an increased cost for the expansion of the communication center. That increase similarly reflects the additional space and cost needed to support the additional growth. The police CIP also shows one reduction. Due to a change in management philosophy, the department no longer plans to expand the SWAT team by adding a second vehicle. That vehicle and its cost have been removed from the CIP. The final change to the police CIP is a change from "radios" to

"equipment" for the new officers. The current plan includes the purchase of new radios for new officers. The proposal is to change that to equipment, which will include radios, but also a department issued handgun and rifle. All three of these items are capital in nature and will last more than ten years. Therefore, they are eligible for impact fee expense. These proposals change the total amount of impact fee eligible expense in the Police CIP from \$1,192,898 to \$1,535,464.

**Exhibit 8.  
Police Capital Improvement Plan, 2008 through 2017**

Type of Capital Infrastructure	Square Footage	CIP Value	times	Growth Portion	Shared Facility (% in fee)	equival	Amount to Include in Fees
<b>Facilities</b>							
Additional police station square footage to accommodate officers necessitated by 10-year growth <sup>(1)</sup>	3,150	\$ 922,950		100%	100%		\$ 922,950
Additional police station square footage not related to 10-year growth <sup>(2)</sup>	28,850	\$ 8,472,362		0%	100%		\$ -
Expansion of Current Communication Center necessitated by 10-year growth <sup>(3)</sup>		\$ 224,732		100%	66%		\$ 148,323
<b>Vehicles</b>							
SWAT Vehicle-replace existing		\$ 30,000		0%	100%		\$ -
SWAT Vehicle		\$ 30,000		100%	100%		\$ 30,000
<b>Equipment<sup>(4)</sup></b>							
Replace 104 existing officer vehicle and handheld radios		\$ 364,000		0%	100%		\$ -
23 vehicle and handheld radios for new officers		\$ 80,500		100%	100%		\$ 80,500
<b>Total Infrastructure</b>		<b>\$ 10,124,544</b>					<b>\$ 1,181,773</b>
<b>Plus Cost of Fee-Related Research</b>							
Impact Fee Study <sup>(5)</sup>		\$ 44,500		100%	25%		\$ 11,125
<b>Grand Total</b>		<b>\$ 10,169,044</b>					<b>\$ 1,192,898</b>

Notes: Current level of service is 1.59 sworn officers per 1,000 population.

(1) New Twin Falls Police Station - The space in the current police facility has been determined to be insufficient for the current staff of 96 full time employees. A facility study has concluded that Twin Falls will need to build 32,000 sf of additional space in the next 10 years to be able to accommodate a projected force of 150 FTEs by 2030. Currently, the city's 96 police FTEs inhabit 13,960 sf, or 145 sf per person. The 22 new officers and support staff projected to be necessitated by growth by 2018 require 3,150 sf of this additional square footage.

(2) The remaining 28,850 sf of the additional square footage will address existing facility deficiencies, and add additional capacity to respond to the estimated additional 32 officers projected to be required by growth from 2018 - 2027. Because the City is over-sizing the police facility to meet projected growth from 2017 - 2027, the city will be able to collect impact fees from the development occurring in 2017-2027 to recover a portion of that additional capacity.

(3) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per person, Twin Falls can spend \$224,732 to expand the current facility.

(4) Police Radios - The Police Department will be switching to a 700 mhz system within the next ten years. Vehicle and handheld radios will need to be replaced to interface with the new system. 104 existing radios will need to be replaced; these are not attributable to growth. 23 new radios will need to be purchased to outfit the 15 new officers and 8 new patrol vehicles.

(5) The cost of the fee study is evenly distributed among all four fee categories.

Type of Capital Infrastructure	Square Footage	CIP Value	times	Growth Portion	Shared Facility (% in fee)	equally	Amount to Include in Fees
<b>Facilities</b>							
Additional police station space to accommodate officers necessitated by 10 year growth <sup>(1)</sup>	5,220	\$ 1,164,478		100%	100%		\$ 1,164,478
Additional police station space not related to 10 year growth <sup>(2)</sup>	26,780	\$ 5,974,082		0%	100%		\$ -
New City of Twin Falls Communication Center <sup>(3)</sup>		\$ 375,548		100%	66%		\$ 247,862
<b>Vehicles</b>							
SWAT Vehicle replace existing		\$ 30,000		0%	100%		\$ -
<b>Equipment<sup>(4)</sup></b>							
Provide equipment for 20 new officers		\$ 92,000		100%	100%		\$ 92,000
Provide radios for 10 new vehicles		\$ 20,000		100%	100%		\$ 20,000
<b>Total Infrastructure</b>		<b>\$ 7,656,108</b>					<b>\$ 1,524,339</b>
<b>Plus Cost of Fee-Related Research</b>							
Impact Fee Study <sup>(5)</sup>		\$ 44,500		100%	25%		\$ 11,125
<b>Grand Total</b>		<b>\$ 7,700,608</b>					<b>\$ 1,535,464</b>

**Notes:**

Current LOS is 1.59 officers per 1,000 population

(1) New Twin Falls Police Station - The space in the current police facility has been determined to be insufficient for the current staff of 96 full time employees. A facility study has concluded that Twin Falls will need to build a 32,000 facility in the next 10 years to be able to accommodate a projected force of 150 FTEs by 2030. Currently, the city's 96 police FTEs inhabit 13,960 sf, or 145 sf per person. The 36 new officers and support staff projected to be necessitated by growth by 2023 require 5,220 sf of this additional square footage. CIP Values were calculated using a cost of \$220 per square foot.

(2) The remaining 26,780 sf of the facility will address existing facility deficiencies, and add additional capacity to respond to the estimated additional 18 officers and support staff projected to be required by growth in 2030. Because the City is over-sizing the police facility to meet projected growth in 2030, the city will be able to collect impact fees from the development occurring in 2023-2030 to recover a portion of that additional capacity.

(3) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per resident, Twin Falls can spend 5370,363 to expand the current facility.

(4) New Officer Equipment - Each new officer will be issued a hand gun (\$600), rifle (\$2,500) and portable radio (\$1,500). Each new vehicle will be outfitted with a radio (\$2,000). 30 radios, 20 hand guns, and 20 rifles will need to be purchased to outfit the 20 new officers and 10 new patrol vehicles required by projected growth. 24 new officers were projected between 2009 and 2014. 4 were added between 2009 and 2014, leaving an additional 20 still needed.

(5) The cost of the fee study was split evenly between all four fee categories.

### Fire Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide fire services to the new development. The first table below is the current Fire CIP that was adopted in 2009. It is followed by the proposed CIP. As with the Police CIP, the first change to discuss is the time frame of the CIP. The Fire CIP also includes the additional five years of growth and needed capital improvements. That additional need is reflected in the expansion of the communication center. Our communication center provides support to both police and fire personnel. Therefore, the cost shows up in both CIPs, but the cost is split between the two CIPs with 2/3 of the cost going to police and 1/3 to fire. That division is based on the distribution of the actual call volume distribution between the two departments. The updated fire CIP includes the fire department's 1/3 share of the expanded communication center cost. The second change to the fire CIP is generally a change to the project costs so they more closely reflect actual costs that we estimate for the improvements today. Finally, the proposed fire CIP includes a reduction. Fire Station #5 has been shown on the plan for the last five years. There will still be a need to construct Fire Station #5 in the near future. The impact fee program is a good way to fund that construction when it is needed. However, impact fees cannot be used to staff a fire station. We estimate that we'll need about \$1.3 million annually to staff and operate new fire station. Unfortunately, there is no easy answer on how to fund that \$1.3 million. Staff proposed to remove Fire Station #5 from the impact fee funding for a year so that we can spend some time and effort putting together a plan to fund the staffing and operation of Fire Station #5. The end result of these CIP amendments is a total change in impact fee funding from \$3,398,532 to \$3,413,811.

**Exhibit 10.  
Fire Capital Improvement Plan, 2008 through 2017**

Type of Capital Infrastructure	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
<b>Facilities</b>							
FS #5	\$ 900,000		100%		100%		\$ 900,000
FS #2 - relocation due to growth	\$ 720,000		100%		100%		\$ 720,000
Expansion of Twin Falls Communication Center to accommodate 10-year growth <sup>(1)</sup>	\$ 224,732		100%		34%		\$ 76,409
<b>Vehicles</b>							
Aerial platform for FS #5	\$ 1,172,342		100%		100%		\$ 1,172,342
Engine for FS #5	\$ 518,656		100%		100%		\$ 518,656
<b>Equipment</b>							
Breathing air compressor	\$ 43,000		0%		100%		\$ -
<b>Total Infrastructure</b>	<b>\$ 3,578,730</b>						<b>\$ 3,387,407</b>
<b>Plus Cost of Fee-Related Research</b>							
Impact Fee Study <sup>(2)</sup>	\$ 44,500		100%		25%		\$ 11,125
<b>Grand Total</b>	<b>\$ 3,623,230</b>						<b>\$ 3,398,532</b>

Notes (1) Communication Center - Based on Twin Falls' population growth and a current communication center investment of \$24.80 per person, Twin Falls can spend \$224,732 to expand the current facility.

(2) Cost of fee study is distributed evenly among all four fee categories.

City of Twin Falls  
Fire Capital Improvement Plan, 2014-2023

Type of Capital Infrastructure	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
<b>Facilities</b>							
FS #5 <sup>(1)(4)</sup>	\$ 1,500,000		100%		100%		\$ -
FS #2 - relocation due to growth <sup>(1)</sup>	\$ 1,500,000		100%		100%		\$ 1,500,000
Expansion of City of Twin Falls Communication Center to accommodate growth <sup>(2)</sup>	\$ 375,548		100%		34%		\$ 127,686
<b>Vehicles</b>							
Aerial platform for FS #5	\$ 1,250,000		100%		100%		\$ 1,250,000
Engine for FS #5	\$ 525,000		100%		100%		\$ 525,000
<b>Equipment</b>							
Breathing air compressor	\$ 43,000		0%		100%		\$ -
<b>Total Infrastructure</b>	<b>\$ 5,193,548</b>						<b>\$ 3,402,686</b>
<b>Plus Cost of Fee-Related Research</b>							
Impact Fee Study <sup>(3)</sup>	\$ 44,500		100%		25%		\$ 11,125
<b>Grand Total</b>	<b>\$ 5,238,048</b>						<b>\$ 3,413,811</b>

Notes:

(1) Station cost - calculated using a cost of \$150 per square foot for a 10,000 square foot station.

(2) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per resident, Twin Falls can spend \$370,363 to expand the current facility.

(3) Cost of impact fee study is evenly distributed among all six impact fee categories.

(4) FS #5 has been removed so it can be more closely evaluated in correlation with the timing for staffing at the station.

Community Park Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide community park services to the new development. Community parks are different from neighborhood parks in that they are typically larger and draw visitors from a larger service area, with many visitors driving to the community parks rather than walking to a neighborhood park. The park CIP does include the additional five years of growth, but that has little impact on the proposed changes. The first change is actually a correction. The current CIP includes \$2,597,000 for the acquisition and development of new community park amenities. Upon review of the current CIP, staff identified an error in the original

calculation for that item. This proposal corrects that calculation to now include \$2,035,912 for the acquisition and development of new community park amenities. The proposed CIP also includes the removal of some included park projects that have been completed in the last five years. The last change to the park CIP is more of a clarification, than a change. We are proposing to add a note to the CIP that says our open space trails are community parks. Open space trails are our trails along the Snake River Canyon, Rock Creek, Shoshone Falls, Dierkes Lake, or Auger Falls. They are not trails along streets. We have always considered those to be community parks, but thought it best to say so in the CIP so it is clear a new community park may be an expansion to our open space trail system. These proposals change the total amount of impact fee eligible expense in the park CIP from \$3,361,925 to \$2,736,531.

**Exhibit 12.  
Parks and Recreation Capital Improvement Plan, 2008 through 2017**

Projected Year	Type of Capital Infrastructure	Growth Related Acres	CIP Value	Owner	Growth Portion	Shared Facility (% in fee)	Amount to Include in Fees
<b>Pathways &amp; Trails</b>							
Pathways in new developments paid for by developer							
	Paved trail along Snake River and Rock Creek (3 miles)	unknown	\$ 700,000		0%	100%	\$
<b>Neighborhood &amp; Mini-Parks</b>							
Development of Park: Acquired through Easements and in-Lieu Payments							
2008	Northern Ridge	4	\$ 200,000		0%	100%	\$
2008	Rock Creek Estates	2.5	\$ 17,500		0%	100%	\$
2009	Morning Sun	2	\$ 150,000		0%	100%	\$
2009	Farmway Estates	2	\$ 50,000		0%	100%	\$
2010	Stoneybrook	3	\$ 225,000		0%	100%	\$
2010	Preserve Park I	3	\$ 150,000		0%	100%	\$
2010	Pleasant Meadows	4	\$ 200,000		0%	100%	\$
2011	Preserve Park II	3	\$ 150,000		0%	100%	\$
2011	Cartoga	3	\$ 150,000		0%	100%	\$
2011	Grandview Estates	3	\$ 150,000		0%	100%	\$
2011	Grandview Farms	3	\$ 150,000		0%	100%	\$
2012	Central Estates	4	\$ 300,000		0%	100%	\$
2013	NW Corner of Grandview and Falls Ave Development	3	\$ 150,000		0%	100%	\$
<b>Improvements to existing parks:</b>							
2008	Harry Bary Park Improvements	n/a	\$ 3,000		0%	100%	\$
2008	Thomas Park Improvements	n/a	\$ 2,500		0%	100%	\$
2008	Vista Sonita Park Improvements	n/a	\$ 3,000		0%	100%	\$
2009	City Park Improvements	n/a	\$ 27,500		0%	100%	\$
2010	Ascension Park Ascension Church owns land, city making improvements	n/a	\$ 143,000		0%	100%	\$
2011	South Park Improvements	n/a	\$ 38,500		0%	100%	\$
2012	Cascade Park Improvements	n/a	\$ 80,500		0%	100%	\$
2012	Harrison Park Improvements	n/a	\$ 117,300		0%	100%	\$
2013	Surprise Park Improvements	n/a	\$ 83,000		0%	100%	\$
2013	Willow Lane Park Improvements	n/a	\$ 29,000		0%	100%	\$
	<b>total new acres</b>	<b>42.5</b>					
<b>Community Parks (\$40,000 per acre in land acquisition and \$78,000 per acre in development costs)</b>							
Acquisition and/or Development of New Community Parks (impact fee eligible)							
2014	New Community Parks to support growth	16.5	\$ 2,597,000		100%	100%	\$ 2,597,000
2015	Rock Creek Canyon near Hutchery (developing 7 of 27 City owned acres)	7	\$ 546,000		0%	100%	\$
Improvements to existing parks (not impact fee eligible)							
2009	Harrison Park Improvements	n/a	\$ 131,500		30%	100%	\$ 92,050
2011	Frontier Field - improvements on CSI property	n/a	\$ 113,000		0%	100%	\$
	<b>total new acres</b>	<b>23.5</b>					
<b>Large Urban Parks</b>							
2009	Shoshone Falls/Dierkes Lake	n/a	\$ 245,000		25%	100%	\$ 183,750
2010	Auger Falls - will be developed by Public Works	n/a	\$ 2,000,000		0%	100%	\$
	<b>total new acres</b>	<b>0</b>					
<b>Special Use Park Facilities/Parks Amenities</b>							
Acquisition and Development of New Special Use Park Facilities/Amenities (impact fee eligible)							
TBD	Recreation Center	10	\$ 15,000,000		0%	100%	\$
TBD	4plex Softball Field	20	\$ 2,400,000		0%	100%	\$
Improvements to Existing Special Use Park Facilities/Amenities (not impact fee eligible)							
2009	Municipal Golf Course Improvements (includes vehicles & equipment)	n/a	\$ 1,576,000		0%	100%	\$
2010	Sumway Soccer Complex - TP2D owns land, city making improvements	n/a	\$ 427,000		0%	100%	\$
2011	Pierce Street Tennis Courts Improvements	n/a	\$ 5,500		0%	100%	\$
2012	Drury Park - add playground, tables, sign	n/a	\$ 37,500		0%	100%	\$
2015	LDS Softball Complex - church owns land, city making improvements	n/a	\$ 435,500		0%	100%	\$
	<b>total new acres</b>	<b>30</b>					
<b>Parks Facilities</b>							
2012	Expansion of Park Shop	n/a	\$ 205,600		100%	100%	\$ 205,600
	Growth Related Equipment and Vehicles	n/a	\$ 372,500		100%	100%	\$ 372,500
	Replacement of Existing Equipment and Vehicle	n/a	\$ 715,000		0%	100%	\$
	<b>total infrastructure</b>	<b>99</b>	<b>\$ 30,435,100</b>				<b>\$ 3,350,800</b>
<b>Plus Cost of Fee-Related Research</b>							
	Impact Fee Study <sup>(1)</sup>		\$ 44,500		100%	25%	\$ 11,125
	<b>Grand Total</b>		<b>\$ 30,479,600</b>				<b>\$ 3,361,925</b>

Note: (1) The cost of the fee study is evenly distributed between all four fee categories.

Type of Capital Infrastructure	Growth Related Acres	CIP Value	Growth times	Portion	Shared Facility (% in fee)	Amount to Include in Fees
<b>Neighborhood &amp; Mini-Parks</b>						
<i>Development of Parks Acquired through Easements and In Lieu Payments</i>						
Stoneybrook	3	\$ 255,000	0%		100%	\$ -
Preserve Park I	3	\$ 150,000	0%		100%	\$ -
Preserve Park II	3	\$ 150,000	0%		100%	\$ -
Pheasant Meadows	4	\$ 200,000	0%		100%	\$ -
Callstoga	3	\$ 150,000	0%		100%	\$ -
Grandview Estates	3	\$ 150,000	0%		100%	\$ -
Grandview Farms	3	\$ 150,000	0%		100%	\$ -
Centennial Estates	6	\$ 300,000	0%		100%	\$ -
Broadmoor	3	\$ 150,000	0%		100%	\$ -
<i>Improvements to existing parks</i>						
Northern Ridge	n/a	\$ 5,000	0%		100%	\$ -
Rock Creek Estates	n/a	\$ -	0%		100%	\$ -
Morning Sun	n/a	\$ 102,000	0%		100%	\$ -
Fairway Estates	n/a	\$ 30,000	0%		100%	\$ -
Harry Barry Park - improvements	n/a	\$ -	0%		100%	\$ -
Thomsen Park - improvements	n/a	\$ 180,000	0%		100%	\$ -
Vista Bonita Park - improvements	n/a	\$ 3,500	0%		100%	\$ -
City Park - improvements	n/a	\$ 143,000	0%		100%	\$ -
Ascension Park - Ascension Church owns land, city making	n/a	\$ 127,500	0%		100%	\$ -
Cascade Park - improvements	n/a	\$ 117,500	0%		100%	\$ -
Harrison Park - improvements	n/a	\$ 97,500	0%		100%	\$ -
Sunrise Park - improvements	n/a	\$ 83,000	0%		100%	\$ -
Willow Lane Park - improvements	n/a	\$ -	0%		100%	\$ -
<i>total new acres</i>	<i>31</i>					
<b>Community Parks (\$41,250 per acre in land acquisition and \$80,435 per acre in development costs)</b>						
<i>Acquisition and/or Development of New Community Parks</i>						
New Community Parks - to support growth <sup>(1)</sup>	16.5	\$ 2,035,912	100%		100%	\$ 2,035,912
Rock Creek Canyon near Hatchery (developing 7 of 27 CI)	n/a	\$ 546,000	0%		100%	\$ -
<i>Improvements to existing parks</i>						
Oregon Trail Youth Complex - improvements	n/a	\$ 207,000	0%		100%	\$ -
Harmon Park - improvements	n/a	\$ 308,000	0%		100%	\$ -
Frontier Field - improvements on CSI property	n/a	\$ 204,500	0%		100%	\$ -
<i>total new acres</i>	<i>16.5</i>					
<b>Large Urban Parks</b>						
Shoshone Falls/Dierkes Lake	n/a	\$ 340,000	25%		100%	\$ 85,000
Auger Falls - will be developed by Public Works	n/a	\$ 2,000,000	0%		100%	\$ -
<i>total new acres</i>	<i>0</i>					
<b>Special Use Park Facilities/Parks Amenities</b>						
<i>Acquisition and Development of New Special Use Park Facilities/Amenities (impact fee eligible)</i>						
Recreation Center	10	\$ 15,000,000	0%		100%	\$ -
4-plex Softball Field	20	\$ 2,400,000	0%		100%	\$ -
<i>Improvements to Existing Special Use Park Facilities/Amenities (not impact fee eligible)</i>						
Municipal Golf Course - improvements (includes vehicle)	n/a	\$ 1,156,000	0%		100%	\$ -
Sunway Soccer Complex - TFSD owns land, city making li	n/a	\$ 80,000	0%		100%	\$ -
Drury Park - shelter & sign	n/a	\$ 25,000	0%		100%	\$ -
<i>total new acres</i>	<i>30</i>					
<b>Park Maintenance Facilities</b>						
Expansion of Park Shops by 4,000 square feet	n/a	\$ 214,987	100%		100%	\$ 214,987
Growth Related Equipment and Vehicles	n/a	\$ 389,507	100%		100%	\$ 389,507
Replacement of Existing Equipment and Vehicles	n/a	\$ 715,000	0%		100%	\$ -
<b>Total Infrastructure</b>	<b>77.5</b>	<b>\$ 28,165,906</b>				<b>\$ 2,725,406</b>
<b>Plus Cost of Fee-Related Research</b>						
Impact Fee Study <sup>(1)</sup>		\$ 44,500	100%		25%	\$ 11,125
<b>Grand Total</b>		<b>\$ 28,210,406</b>				<b>\$ 2,736,531</b>

Notes:  
(1) Community Parks include open space trail parks.  
(2) The cost of the fee study was split evenly between all four fee categories.

### Streets Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide transportation capital services to the new development. The streets CIP includes the additional five years of growth, but like the parks CIP, that has little impact on the proposed changes. Our current streets CIP only includes funds for the installation of five new traffic signals. There are currently street construction projects on the streets CIP, but we are not collecting funds to help pay for them. The Impact Fee Committee has discussed adding funding for street projects to the CIP for the last few years. This

proposed update does add some funds for street construction projects. There are four street projects listed with their various costs. The proposal is to collect \$1,500,000 for street projects and then use those funds for whichever of the projects has the highest priority at the time. This approach is similar to the way the CIP has dealt with traffic signals for the last five years. The CIP includes over 25 different intersections where a traffic signal will be needed due to growth, but it only includes funding for five of those signals. The City will then apply the funds collected to those signals from the list that are warranted first. This proposal won't change that plan at all. It only alters the list to remove some signals that have been completed and add some other signals that may be needed in the future. The CIP is proposed to still fund only five signals at a value that has been altered to reflect the changes in cost over the last five years. The additional \$1,500,000 for streets and the adjusted costs for signals change the proposed total streets CIP amount from \$2,261,125 to \$3,855,939.

**Exhibit 13  
Streets Capital Improvement Plan, 2008 through 2017**

Type of Capital Improvement	CIP Value	Growth times Portion (1)(2)	Shared Facility (% in fee) (3)	equival	Amount to Include in Fees
<b>Arterial Streets (@ \$1.5 million per lane mile)</b>					
Eastland from Candleridge to Orchard (10.5 lane miles)	\$ 15,750,000	100%	0%	\$	-
Bridge for railroad crossing	\$ 1,300,000	100%	0%	\$	-
Falls Avenue from Washington to Grandview (2 lane miles)	\$ 3,000,000	100%	0%	\$	-
Falls Avenue from Blue Lakes to Locust (0.25 lane mile)	\$ 400,000	100%	0%	\$	-
<b>Traffic Signals (@ \$400,000 each)</b>					
Orchard and Washington	\$ 400,000	0%	100%		TBD
Addison and Carriage	\$ 400,000	0%	100%		TBD
Blue Lakes and Orchard	\$ 400,000	21%	100%		TBD
Pole Line and Park View	\$ 400,000	75%	100%		TBD
Pole Line and Grandview	\$ 400,000	75%	100%		TBD
Pole Line and Sunway	\$ 400,000	100%	100%		TBD
Pole Line and Monroe	\$ 400,000	100%	100%		TBD
North College and Grandview	\$ 400,000	100%	100%		TBD
North College and Cheney	\$ 400,000	100%	100%		TBD
Cheney and Blue Lakes	\$ 400,000	100%	100%		TBD
Cheney and Eastland	\$ 400,000	100%	100%		TBD
Falls and Grandview	\$ 400,000	100%	100%		TBD
Falls and Hankins	\$ 400,000	100%	100%		TBD
Filer and Harrison	\$ 400,000	100%	100%		TBD
Filer and Carriage	\$ 400,000	100%	100%		TBD
Filer and Hankins	\$ 400,000	100%	100%		TBD
Addison and Harrison	\$ 400,000	100%	100%		TBD
Addison and Hankins	\$ 400,000	100%	100%		TBD
Kimerly and Carriage	\$ 400,000	100%	100%		TBD
Park and Kenyon	\$ 400,000	100%	100%		TBD
Park and Washington	\$ 400,000	100%	100%		TBD
Orchard and Kenyon	\$ 400,000	100%	100%		TBD
Orchard and Eastland	\$ 400,000	100%	100%		TBD
Orchard and Hankins	\$ 400,000	100%	100%		TBD
Pheasant and Kenyon	\$ 400,000	100%	100%		TBD
Pheasant and Washington	\$ 400,000	100%	100%		TBD
Pheasant and Harrison	\$ 400,000	100%	100%		TBD
Washington and Highway 74/3600 North	\$ 400,000	100%	100%		TBD
<b>Subtotal</b>	<b>\$ 11,200,000</b>				<b>\$ 2,000,000</b>
Traffic signal Master Controller	\$ 250,000	100%	100%		\$ 250,000
<b>Total Infrastructure</b>	<b>\$ 31,900,000</b>				<b>\$2,250,000</b>
<b>Fee-Related Research</b>					
Impact Fee Study	\$ 44,500	100%	25%		\$11,125
<b>Grand Total</b>	<b>\$31,944,500</b>				<b>\$2,261,125</b>

Note: (1) 0 percent growth indicates there is an existing deficiency.  
(2) The 21 percent growth-related percentage was determined by dividing the number of incremental trips from 2007 to 2017 by the total number of trips in 2017. This equaled 21 percent.  
(3) Per the recommendation of the Advisory Committee, the first four arterial street projects are growth-related but not reflected in the impact fee (thu: 0% in the "Shared Facility" column as a proxy) due to the need for Twin Falls to obtain new revenue such as a local option sales tax.

Type of Capital Improvement	CIP Value	times	Growth Portion	shared Faciln times	(% In fee) equob	Amount to Include in Fees
<b>Arterial Streets</b>						
Eastland: Candleridge to Kimberly (4.75 lane miles)	\$ 4,350,000		83%		100%	TBD
Eastland: Kimberly to Orchard (4 lane miles)	\$ 2,750,000		64%		100%	TBD
Falls: Washington to Grandview (1 lane mile)	\$ 1,500,000		100%		100%	TBD
Falls: Blue Lakes to Locust (.25 lane mile)	\$ 625,000		100%		100%	TBD
Pole Line: Bridgeview to Mt. View (2.5 lane mile)	\$ 3,350,000		69%		100%	TBD
Subtotal <sup>(1)</sup>	\$ 12,575,000					\$ 1,500,000
<b>Traffic Signals (@ \$418,263 each)</b>						
Blue Lakes and Orchard	\$ 418,263		21%		100%	TBD
Pole Line and Creekside	\$ 418,263		100%		100%	TBD
Pole Line and Harrison	\$ 418,263		100%		100%	TBD
Pole Line and Sunway	\$ 418,263		100%		100%	TBD
Pole Line and Monroe	\$ 418,263		100%		100%	TBD
North College and Grandview	\$ 418,263		100%		100%	TBD
North College and Sunway	\$ 418,263		100%		100%	TBD
Cheney and Blue Lakes	\$ 418,263		100%		100%	TBD
Cheney and Eastland	\$ 418,263		100%		100%	TBD
Stadium and Eastland	\$ 418,263		100%		100%	TBD
Stadium and Hankins	\$ 418,263		100%		100%	TBD
Candleridge and Eastland	\$ 418,263		100%		100%	TBD
Falls and Grandview	\$ 418,263		100%		100%	TBD
Falls and Hankins	\$ 418,263		100%		100%	TBD
Federation and Grandview	\$ 418,263		100%		100%	TBD
Filer and Harrison	\$ 418,263		100%		100%	TBD
Filer and Carriage	\$ 418,263		100%		100%	TBD
Filer and Hankins	\$ 418,263		100%		100%	TBD
Addison and Harrison	\$ 418,263		100%		100%	TBD
Addison and Hankins	\$ 418,263		100%		100%	TBD
Kimberly and Carriage	\$ 418,263		100%		100%	TBD
Kimberly and Champlin	\$ 418,263		100%		100%	TBD
Park and Kenyon	\$ 418,263		100%		100%	TBD
Park and Washington	\$ 418,263		100%		100%	TBD
Orchard and Kenyon	\$ 418,263		100%		100%	TBD
Orchard and Eastland	\$ 418,263		100%		100%	TBD
Orchard and Hankins	\$ 418,263		100%		100%	TBD
Pheasant and Kenyon	\$ 418,263		100%		100%	TBD
Pheasant and Washington	\$ 418,263		100%		100%	TBD
Pheasant and Harrison	\$ 418,263		100%		100%	TBD
Washington and Highway 74/3600 North	\$ 418,263		100%		100%	TBD
Subtotal <sup>(2)</sup>	\$ 12,966,148					\$ 2,091,314
Traffic signal master controller	\$ 253,500		100%		100%	\$ 253,500
<b>Total Infrastructure</b>	<b>\$ 25,794,648</b>					<b>\$ 3,844,814</b>
Impact Fee Study <sup>(3)</sup>	\$ 44,500		100%		25%	\$ 11,125
<b>Grand Total</b>	<b>\$ 25,839,148</b>					<b>\$ 3,855,939</b>

(1) We have only included funding for \$1,500,000 for street construction projects. The funds may be applied to any of the projects listed.

(2) We have only included funding for 5 traffic signals. The funds may be applied to any of the signals listed.

(3) The cost of the fee study was split evenly between all four fee categories.

In addition to the changes shown on the tables above, the proposal includes some changes to the text of the plan as well. These text changes are provided to offer an explanation of the table changes described above. The text changes are attached for your review.

### Fee Summary:

The proposed changes to the CIP costs described above all affect the eventual fee amount that is assessed to each building permit application that the City receives. Below is a table that shows the proposed fees by type and how they are impacted by the CIP changes. The table also shows the current fee amounts and a comparison between the two. Even though the park impact fee is reduced, the combined impact of all four fees together causes the fees for all six land use categories to increase. The increase ranges from 16% for multifamily uses to 63% for retail uses.

**City of Twin Falls  
Fee Summary**

<b>Impact Fee Category</b>	<b>Proposed Fees</b>	<b>Current Fees</b>	<b>\$ Diff</b>	<b>% Diff</b>
<b>Police Fees</b>				
Residential (per dwelling unit)	\$ 283	\$197	\$86	44%
Nonresidential (per square foot)	\$ 0.14	\$0.10	\$0.04	39%
<b>Fire Fees</b>				
Residential (per dwelling unit)	\$ 629	\$562	\$67	12%
Nonresidential (per square foot)	\$ 0.32	\$0.29	\$0.03	12%
<b>Street Fees</b>				
Single Family (per dwelling unit)	\$ 501	\$283	\$218	77%
Multifamily (per dwelling unit)	\$ 329	\$186	\$143	77%
Retail (per square foot)	\$ 2.40	\$1.36	\$1.04	76%
Office (per square foot)	\$ 0.74	\$0.42	\$0.32	75%
Industrial (per square foot)	\$ 0.53	\$0.30	\$0.23	79%
Institutional (per square foot)	\$ 0.15	\$0.08	\$0.06	79%
<b>Parks &amp; Recreation Fees</b>				
Residential (per dwelling unit)	\$ 593	\$638	\$(45)	-7%
Nonresidential (per square foot)	N/A			
<b>Total Fees</b>				
Single Family (per dwelling unit)	\$ 2,006	\$1,679	\$327	19%
Multifamily (per dwelling unit)	\$ 1,834	\$1,582	\$252	16%
Retail (per square foot)	\$ 2.86	\$1.76	\$1.10	62%
Office (per square foot)	\$ 1.20	\$0.82	\$0.38	46%
Industrial (per square foot)	\$ 0.99	\$0.70	\$0.29	42%
Institutional (per square foot)	\$ 0.61	\$0.48	\$0.13	26%

As mentioned above, the Commission is being asked to review and make a recommendation on this request because it is a request to amend the comprehensive plan. The Commission's primary role in this process is to determine whether or not the improvements proposed in the CIPs are appropriate to be funded by impact fees and if those improvements are consistent with the comprehensive plan. The impact fee CIPs are already included in the comprehensive plan. Staff believes that the CIP amendments are consistent with those that have been included already. The improvements being included are police stations, fire stations, communications centers, police personnel equipment, traffic signals, street projects, parks improvements. All of these improvements are already included in the CIPs and all are consistent with the comprehensive plan.

**Approval Process:**

The Commission shall hold a public hearing and receive input from the public on the proposed amendments. Following the public hearing, the Commission shall make a recommendation to the City

Council regarding their adoption of the amendments. The Commission may recommend approval, approval with conditions, or denial of the request. Upon receipt of the Commission's recommendation, the Council shall also hold a public hearing prior to their action on the request.

**Budget Impact:**

As described above, the proposed amendments to the Development Impact Fee Capital Improvement Plans will lead to an increase in the impact fees assessed and collected from new building permit applicants in the City. Those increases are provided below.

<b>Impact Fee Category</b>	<b>Proposed Fees</b>	<b>Current Fees</b>	<b>\$ Diff</b>	<b>% Diff</b>
<b>Total Fees</b>				
Single Family (per dwelling unit)	\$2,006	\$1,679	\$327	19%
Multifamily (per dwelling unit)	\$1,834	\$1,582	\$252	16%
Retail (per square foot)	\$2.86	\$1.76	\$1.10	62%
Office (per square foot)	\$1.20	\$0.82	\$0.38	46%
Industrial (per square foot)	\$0.99	\$0.70	\$0.29	42%
Institutional (per square foot)	\$0.61	\$0.48	\$0.13	26%

**Regulatory Impact:**

The Commission's action on this request will allow the request to be forwarded to the City Council for their final consideration. The Council's approval of the request will change the impact fee assessment and the list of impact fee eligible projects as described above.

**Conclusion:**

The Development Impact Fee Advisory Committee recommends that the attached Capital Improvement Plans be adopted as presented. Staff concurs with the Committee's recommendation.

**Attachments:**

1. Proposed Police CIP
2. Proposed Fire CIP
3. Proposed Parks & Recreation CIP
4. Proposed Streets CIP
5. Proposed Text Amendments
6. Proposed Fee Summary



**MINUTES**  
**TWIN FALLS CITY PLANNING & ZONING COMMISSION**  
**May 13, 2014 6:00PM**  
City Council Chambers  
305 3<sup>rd</sup> Avenue East Twin Falls, ID 83301

**PLANNING & ZONING COMMISSION MEMBERS**

**CITY LIMITS:**

Nikki Boyd   Jason Derricott   Tom Frank   Kevin Grey   Gerardo "Tato" Munoz   Christopher Reid   Jolinda Tatum  
Chairman   Vice-Chairman

**AREA OF IMPACT:**

Ryan Higley   Steve Woods  
Vice-Chairman

**CITY COUNCIL LIAISON**

Rebecca Mills Sojka

**ATTENDANCE**

**CITY LIMIT MEMBERS**

<u>Present</u>	<u>Absent</u>
Derricott	Boyd
Frank	
Grey	
Munoz	
Reid	
Tatum	

**AREA OF IMPACT MEMBERS**

<u>Present</u>	<u>Absent</u>
Higley	
Woods	

**CITY COUNCIL LIAISON(S):** Mills Sojka

**CITY STAFF:** Humble, Strickland, Wonderlich

**I. CALL MEETING TO ORDER:**

Chairman Frank called the meeting to order at 6:00 P.M. He then reviewed the public meeting procedures with the audience, confirmed there was a quorum present and introduced City Staff.

**II. CONSENT CALENDAR:**

1. Approval of Minutes from the following meeting(s): April 22, 2014, May 7, 2014
2. Approval of Findings of Fact and Conclusions of Law:
  - Marky's Supertow (SUP 04-22-14)

**MOTION:**

Commissioner Munoz made a motion to approve the consent calendar, as presented. Commissioner Woods seconded the motion.

**Unanimously Approved**

III. ITEMS OF CONSIDERATION: **NONE**

Community Development Director Humble explained the first two public hearing items on the agenda were both withdrawn by the applicants.

IV. PUBLIC HEARINGS:

1. Request for a Special Use Permit to operate a multiuse 24 hour facility consisting of counseling, a religious facility and indoor recreational gym, for property located at 149 Main Avenue East c/o Glen Schroeder on behalf of Pastor Clint Lutz/Fit4Life Abundant (app. 2630) **WITHDRAWN**
2. Request for a Special Use Permit to replace a legal non-conforming use of a professional office for alternative therapies with another legal non-conforming use of a professional office to operate an insurance business and a medical office to operate a chiropractic office for property located at 276 Eastland Drive North c/o Tony Hughes on behalf of NC Ventures, LLC (app. 2631) **WITHDRAWN**
3. Request for a Comprehensive Plan Amendment to amend "Chapter 11, Development Impact Fees" with updated capital improvement plans and associated fee calculators c/o Mitch Humble on behalf of the City of Twin Falls (app. 2632)

**Staff Analysis:**

Community Development Director Humble explained the request to the Commission and stated the request is to amend Chapter 11, the Development Impact Fees section of the Comprehensive Plan by updating the capital improvement plans and associated fee calculators. He reminded the Commission that this is part of the Planning portion of their duties as Commissioners. He explained that an advisory committee for Impact Fees is required and this committee is the first group staff presents information to regarding impact fees and proposals. In the end the Impact Fee Committee makes a recommendation on the proposal. Once they have made a recommendation the item has to be brought forward to the Planning & Zoning Commission to review for compliance with the Comprehensive Plan. The Commission then makes a recommendation to the City Council.

He stated an Impact Fee is a fee that is assessed on new development based on impacts that development will have on the public infrastructure. The fees that the City collects goes toward capital improvement project listed in the plan for streets, parks, police and fire. Impact Fees can only be used for capital improvements not for operations. The improvements have to have a life span of at least 10 years or more and the funds cannot be used to improve a level of service. The fees can be collected from a development on the north end of town and can be used on the south end of town. The impact fee areas that have been chosen cover needs for the entire city therefore as a whole they are used for the entire city.

A review of the capital improvement plan has been completed and he will review the recommended changes. The police department change was to allow for additional square footage taking into consideration an additional five years of growth, the addition of another SWAT vehicle has been removed. The Fire Department has different concerns related to where a new fire station. Location has become a point of concern because of changes in development that have occurred in the past few years towards the southeast side of town. The relocation of Station #2 is still being funded and the funds will be used for a second ladder truck. The location for a new station and manpower for that station will be reviewed over the next year. The Parks & Recreation Department had very minimal changes one change was to allow for inflation and the other change was statement has been added to clarify the definition of a park. This clarification allows the funds that are collected to be used towards not only community parks but also trails. The Streets Department had several growth related traffic signal listed in the plan, the list has been updated. The big change this time is that there have been some street projects placed on the list or capital improvements. The improvements would be done to help maintain a level of service that has been impacted by growth. The costs associated with street projects are very expensive which raises the cost of the impact fee passed on to new development which will be considered carefully by City Council. The Impact Fee Committee chose to leave specific projects on the list with \$1.5 million to be collected to put towards the projects on the list. The streets projects will be handle the same way as the traffic signals. When the funds are available and the need arises the funds will be used toward improvements. He reviewed on the overhead the fees that are collected currently and what these changes will have on the fees if approved, as presented. At the last Impact Fee Committee meeting it recommended that if approved there needed to be a delay in the program in order to allow deals that are in place currently to finish prior to the change in the fees. The date recommended by the Impact Fee Committee was October 1, 2014 the beginning of the new fiscal year.

**Commissioner Questions/Comments:**

- Commissioner Grey asked about the Falls Avenue from Washington to Grandview Drive project whether or not it was an expansion.
- Community Development Director Humble explained that this funds would allow the City to add an additional lane if growth warrants the improvement.
- Commissioner Frank asked about the percentages that were used for calculations and why they have increased significantly.
- Community Development Director Humble explained that the change is primarily because of the street impact fee. There was nothing in the plan before for street projects. Five years ago street projects were an issue. Two years ago the Impact Fee Committee recommended adding \$1.9 million dollars to the fees for two specific street projects. It went to the Council and it was not approved. Streets are the issue because our streets serve 80,000 people per day but the charges can only be paid for by the 45,000 tax payers that live here. The fee increase was so extreme that Council denied the recommendation.
- Commissioner Reid asked about how the City of Twin Falls compares to City's around the area.

- Community Development Director Humble explained that the City of Twin Falls is the only City in the Magic Valley that charges impact fees; by comparison the other Cities are cheaper. However that is not the same as cost to develop. City's like Filer will not charge and impact fee but will charge connection fees that are very expensive and in the end the total cost to develop in Twin Falls is lower. The Ada County Highway District charges impact fees for building in the County and a Maverik store for example would be charged \$15.00 per foot in comparison we are cheaper. The fees they charge are used to pay for building streets, our fees are used to build signals. In the immediate area we are on our own, Jerome tried to develop impact fees and it didn't pass their council.

**Public Hearing: [Opened & Closed Without Input](#)**

**Deliberations Followed: [Without Concerns](#)**

Community Development Director spoke about growth projections in the Comprehensive Plan. The population growth projections listed in the plan are very close to what was projected. The Comprehensive Plan may need some adjustments in the residential unit counts; the projection seems to have been over estimated. It is not clear how the population growth projections can be so close and yet the unit growth projections are so far off. Possibly this number was just calculated wrong at the time, or we had a large vacancy rate five years ago that has been filled, or we have larger families with more people in a home than five years ago. There has been a request to fund an update to the Comprehensive Plan and if funded this will be looked at more closely.

**Motion:**

Commissioner Tatum made a motion to recommend approval of the request to the City Council, as presented. Commissioner Derricott seconded the motion.

**Motion Amendment:**

Commissioner Tatum made a motion to amend the motion to recommend the implementation date to take place October 1, 2014. Commission Derricott seconded the motion. All members present voted in favor of the motion.

**Amended Motion:**

Commissioner Tatum made a motion to recommend approval of the request to the City Council, as presented, with the implementation date to take place October 1, 2014. All members present voted in favor of the amended motion.

**[Recommended For Approval To The City Council, As Presented](#)**

**[Scheduled For City Council June 9, 2014](#)**

**V. PUBLIC INPUT AND/OR ITEMS FROM THE ZONING DEVELOPMENT MANAGER AND/OR THE PLANNING & ZONING COMMISSION:**

Community Development Director Humble reminded the Commission that the Historic Preservation Commission will be hosting a walking Tour this Saturday, at 10:00 AM.

**VI. UPCOMING PUBLIC MEETINGS: (held at the City Council Chamber unless otherwise posted)**

1. Public Hearing-**May 27, 2014**
2. Work Session-**June 4, 2014**

**VII. ADJOURN MEETING:**

Chairman Frank adjourned the meeting at 7:00 PM

Lisa A. Strickland  
Administrative Assistant  
Planning & Zoning Department

**COUNCIL MEMBERS:**

Suzanne Hawkins Vice Mayor	Jim Munn	Shawn Barigar	Chris Talkington	Gregory Lanting	Don Hall Mayor	Rebecca Mills Sojka
----------------------------------	-------------	------------------	---------------------	--------------------	----------------------	------------------------



**MINUTES**  
**Meeting of the Twin Falls City Council**  
**Monday, June 9, 2014**  
**City Council Chambers**

5:00 P.M.

**PLEDGE OF ALLEGIANCE TO THE FLAG**  
**CONFIRMATION OF QUORUM**  
**CONSIDERATION OF THE AMENDMENTS TO THE AGENDA**  
**PROCLAMATION: General Aviation Proclamation - Jared VanderKooi/Reeder Flying Service & Kerry Requa/Idaho Aviation Assoc.**

**GENERAL PUBLIC INPUT**

AGENDA ITEMS	Purpose	By:
<b>I. CONSENT CALENDAR:</b>		
1. Consideration of a request to approve the Accounts Payable for June 3 - 9, 2014.	Action	Sharon Bryan
2. Consideration of a request to approve the Snake Harley-Davidson outdoor appreciation concert to be held at 2404 Addison Avenue East on Friday, July 18, 2014.	Action	Dennis Pullin
3. Consideration of a request to approve the Fit & Well Fair to be held at the Twin Falls City Park on Saturday, June 21, 2014.	Action	Dennis Pullin
<b>II. ITEMS FOR CONSIDERATION:</b>		
1. Swearing in ceremony for four new Twin Falls Department Police Officers. Mayor Don Hall to administer the Oath of Office to Officers Medina Alajbegovic, Tyler Campbell, Tavita Messenger, and Eric Strassner.  Presenting Police Officer David Cushing with his Basic Certification and Police Officers Justin Cyr and Steven Gassert with their Intermediate Certification.	Action	Chief Brian Pike Mayor Don Hall
2. Consideration of a request to adopt a resolution that approves participation in a State Local Agreement ( <i>for Construction</i> ) to build the signal at the intersection of Carriage Lane and Addison Avenue East and to authorize the Mayor to sign the agreement.	Presentation	Captain Matt Hicks
3. A presentation by the City Manager followed by citizen input and general discussion about the FY 2015 budget priorities and philosophies.	Action	Jacqueline Fields
4. Public input and/or items from the City Manager and City Council.	Presentation	Travis Rothweiler
<b>III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</b>		
<b>IV. PUBLIC HEARINGS: 6:00 P.M.</b>		
1. Consideration of a request to amend Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future to update Chapter 11, Development Impact Fee Capital Improvement Plans.	PH/Action	Mitchel Humble
<b>V. ADJOURNMENT:</b>		
1. Executive Session 67-2345(1) (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective office or deliberations about staffing needs in general.		

*Any person(s) needing special accommodations to participate in the above noticed meeting could contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208)735-7287.*

Present: Suzanne Hawkins, Don Hall, Jim Munn, Chris Talkington, Rebecca Mills Sojka

Absent: Shawn Barigar and Gregory Lanting

Staff Present: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Community Development Mitchel Humble, City Engineer Jacqueline Fields, Police Chief Brian Pike, Police Captain Bryan Krear, Staff Sergeant Dennis Pullin, Deputy City Clerk Sharon Bryan, Deputy City Clerk/Recording Secretary Leila A. Sanchez

Mayor Hall called the meeting to order at 5:00 P.M. He then invited all present, who wished to, to recite the pledge of Allegiance to the Flag. A quorum was present.

#### CONSIDERATION OF THE AMENDMENTS TO THE AGENDA

City Manager Rothweiler stated the agenda has been amended to include:

*Consideration of a request to approve the Snake Harley-Davidson outdoor appreciation concert to be held at 2404 Addison Avenue East on Friday, July 18, 2014 and Consideration of a request to approve the Fit & Well Fair to be held at the Twin Falls City Park on Saturday, June 21, 2014.*

He also requested to amend the agenda to consider an Alcohol License for Video Mexico.

#### PROCLAMATION:

*General Aviation Proclamation - Jared VanderKooi/Reeder Flying Service & Kerry Requa/Idaho Aviation Assoc.*

Mayor Hall read and presented the proclamation to Jared Vanderkooi and Kerry Requa.

**GENERAL PUBLIC INPUT: None**

#### MOTION:

Councilmember Munn moved to amend the agenda to include a discussion to consider an Alcohol License for Video Mexico. The motion was seconded by Councilmember Mills Sojka. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

### AGENDA

#### I. CONSENT CALENDAR:

1. Consideration of a request to approve the Accounts Payable for June 3 - 9, 2014, \$177,215.15 and Payroll, June 6, 2014, total: \$122,156.15.
2. Consideration of a request to approve the Snake Harley-Davidson outdoor appreciation concert to be held at 2404 Addison Avenue East on Friday, July 18, 2014.
3. Consideration of a request to approve the Fit & Well Fair to be held at the Twin Falls City Park on Saturday, June 21, 2014.

#### MOTION:

Councilmember Talkington moved to approve the Consent Calendar as amended to include approval of an Alcohol License for Video Mexico. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

#### II. ITEMS FOR CONSIDERATION:

1. *Swearing* in ceremony for four new Twin Falls Department Police Officers.

Minutes

Monday, June 9, 2014

Page 3 of 6

Mayor Don Hall to administer the Oath of Office to Officers Medina Alajbegovic, Tyler Campbell, Tavita Messenger, and Eric Strassner.

Chief Pike introduced Officers Medina Alajbegovic, Tyler Campbell, Tavita Messenger, and Eric Strassner and explained the Oath of Office and the Pinning of the Badge.

Mayor Hall administered the Oath of Office to the officers.

Presenting Police Officer David Cushing with his Basic Certification and Police Officers Justin Cyr and Steven Gassert with their Intermediate Certification.

Captain Krear gave the presentation with Mayor Hall and Chief Pike assisting.

2. Consideration of a request to adopt a resolution that approves participation in a State Local Agreement (*for Construction*) to build the signal at the intersection of Carriage Lane and Addison Avenue East and to authorize the Mayor to sign the agreement.

City Engineer Fields gave the presentation.

On June 11, 2013, staff discussed with the City Council funding opportunities for safety projects on streets. ITD approved Project Key 13546, which is placement of a signal at Carriage Ln. and Addison Ave. E. The project is ready to advertise for construction, but prior to advertising, the City and ITD are to enter into an agreement for construction.

Staff recommends adoption of the proposed resolution that approves participation in these projects and authorizes the Mayor to sign the agreement.

Discussion followed.

- Traffic warrant has not been conducted at the intersection of Fillmore and North College Road
- Future acquisition of right of way
- Costs associated with the removal of power poles

**MOTION:**

Councilmember Talkington moved passage of Resolution 1926, and allows the Mayor to sign the State Local Agreement as presented. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

3. A presentation by the City Manager followed by citizen input and general discussion about the FY 2015 budget priorities and philosophies.

City Manager Rothweiler gave a PowerPoint presentation (attached).

In addition, he explained that two significant needs that have not been addressed are the expansion and the renovation of City facilities and to replace the Wills Booster Station located at the south well field.

City Engineer Fields explained the function and maintenance cost of the Wills Booster Station.

City Manager Rothweiler explained that based upon conceptual engineering the project may be cost \$5.5 million.

Discussion followed.

Councilmember Talkington stated that Council will need to provide direction to the City Manager on the use of uncaptured funds.

Councilmember Mills Sojka stated that she would exercise caution on spending \$5.5 - \$6 million of reserves for City facilities; and, discussion of a new City Hall should involve the community. The budget is driven by the Strategic Plan and is concerned that a new City Hall is not in the Strategic Plan. She would be more comfortable if an amendment is made

to the Strategic Plan to add space needs and a new City Hall. She was made aware of the space needs study a month or two ago.

Councilmember Munn stated there is a clear and definitive need to address the dismal state of the police department. The existing Police Station building was designed for 45 employees and currently there are 105 – 110 employees in the building. City Hall, in addition, is in disrepair.

Vice Mayor Hawkins stated she is in agreement with the budget presentation, including discussion on the 3%.

Mayor Hall stated that his primary focus is on space needs, addressing the Canyon Springs grade safety issues, employee recruitment, retention and compensation, police department space needs and maintenance of the Wills Booster station.

City Manager Rothweiler discussed Police Department building options.

Chief Pike and Councilmember Munn discussed Police Department building inadequacies.

Councilmember Talkington stated his concern of using \$7 million of cash reserves for repair of Canyon Springs Road.

City Manager Rothweiler stated that the overall budget presented reflects Council's direction of using the 3%, not taking the foregone balance and honoring the commitment to city employees. The use of reserves can be applied and used at any time.

City Manager Rothweiler explained that approximately a year ago staff discussed police department space needs. Money was appropriated in the budget to do the first of a five phase renovation project to the police department. Bids were received for the remodeling project and the lowest total bid amount received came in at more than twice the budgeted for the project. Staff will welcome community tours and involvement and agreed that the community needs to be part of the solution.

Councilmember Munn stated mold, inadequate locker rooms, inadequate ventilation systems for drug vaults, crime lab issues, etc. at the police department, has to be addressed.

Chief Pike explained the locker room is not functional, shower facilities are inadequate, and lack of ventilation. Staff will continue to grow as the City continues to grow.

Councilmember Talkington stated the public service issue at the police department should drive all capital expenditures this year.

Chief Pike stated that staff is willing to explore every possibility to address space needs.

Councilmember Mill Sojka stated that she would like to take the time to assess the different opportunities to address space needs. She stated that she has been on the City Council the past three years and this is the first time she has heard of space needs. In the strategic plan conversation there were no red flags and did not come up in steps.

City Manager Rothweiler stated the 2013 police department remodeling project bids exceeded the total amount of the budget. The solution still exists. The City can spend an excess of a \$1 million and can buy another temporary solution.

Councilmember Mills Sojka stated that whether the remodeling went forward or not there are still space confines. The square footage would not change whether remodeling was done or not.

Mayor Hall stated that the Council has been aware of the space needs issues with both the Police Department and City Hall. In 2006, architectural plans were done for the remodeling of City Hall and Police Department; in addition Council toured the city facilities.

Minutes

Monday, June 9, 2014

Page 5 of 6

7:16 p.m. Recess

7:28 p.m. Reconvened

4. Public input and/or items from the City Manager and City Council.

City Manager Rottweiler reported that the June 16, 2014, City Council meeting has been cancelled due to a lack of quorum and a retirement celebration for Dwaine Thomson will be held on June 24, 2014, at 2:00 p.m. in the Council Chambers.

Vice Mayor Hawkins thanked the Police Department for their work done on the Bike Rodeo that was held on Saturday, June 7, 2014.

**III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:**

Councilmember Talkington reported on: Joslyn Field Airport Open House for the new jet service. He also explained that the Airport Commission is proceeding with an 8,000 sq. ft. Airport Terminal and gave an update on the Twin Falls URA Downtown Project Request for Qualifications.

Mayor Hall recognized Dr. Cindy Bond, Urban Renewal Agency Chair, for her seven year service on the board.

**IV. PUBLIC HEARINGS: 6:00 P.M.**

1. Consideration of a request to amend Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future to update Chapter 11, Development Impact Fee Capital Improvement Plans.

Community Development Director Humble explained the request.

The City Council adopted the City's development impact fee program in January 2009 for an August 2009 implementation. Idaho Code requires the development impact fee capital improvement plans (CIPs) are included in the City's comprehensive plan. Idaho Code 67-8208 requires cities with impact fees to update their CIPs at least once every five years.

The Development Impact Fee Advisory Committee recommends proposed changes to the Police Impact Fee, Fire Impact Fees, Community Park Impact Fees, Streets Impact Fees, Text Amendments and Fee Summary. Staff concurs with the recommendations.

On May 13, 2014, the Planning & Zoning Commission unanimously recommended approval of the amendment as presented.

He made the clarification that the Fire Department ladder truck is not a replacement truck but a second truck to be utilized.

Discussion followed.

- Construction and cost to operate a new fire station.
- Regional / Community Park includes open space trails
- Calculation for the acquisition and development of new community park amenities
- Reevaluation of the park development cost - \$80,435 per acre and acquisition cost - \$41,250 per acre
- Resources for a community park
- Street Impact Fees and growth related costs
- Growth related costs and retail /new business
- Impact fee used to offset growth

Mayor Hall opened and closed the public testimony portion of the hearing.

Discussion followed.

**MOTION:**

Councilmember Mills Sojka moved to direct staff to update the per acre cost of acquisition for a community park to the most accurate numbers that we have today. The motion was seconded by Councilmember Talkington. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

**MOTION:**

Councilmember Talkington moved to amend Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future to update Chapter 11, Development Impact Fee Capital Improvement Plans. The motion was seconded by Councilmember Munn. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

**V. ADJOURNMENT:**

1. Executive Session 67-2345(1) (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective office or deliberations about staffing needs in general.

**MOTION:**

Councilmember Munn moved to adjourn to Executive Session 67-2345(1)(a). The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

The meeting adjourned at 8:20 p.m.

Leila A. Sanchez  
Deputy City Clerk/Recording Secretary

City of Twin Falls  
 Fee Summary

3/13/2014

Impact Fee Category		Current Fees	\$ Diff	% Diff
<b>Police Fees</b>				
Residential (per dwelling unit)	\$ 283	\$ 197	\$ 86	44%
Nonresidential (per square foot)	\$ 0.14	\$ 0.10	\$ 0.04	39%
<b>Fire Fees</b>				
Residential (per dwelling unit)	\$ 629	\$ 562	\$ 67	12%
Nonresidential (per square foot)	\$ 0.32	\$ 0.29	\$ 0.03	12%
<b>Street Fees</b>				
Single Family (per dwelling unit)	\$ 501	\$ 283	\$ 218	77%
Multifamily (per dwelling unit)	\$ 329	\$ 186	\$ 143	77%
Retail (per square foot)	\$ 2.40	\$ 1.36	\$ 1.04	76%
Office (per square foot)	\$ 0.74	\$ 0.42	\$ 0.32	75%
Industrial (per square foot)	\$ 0.53	\$ 0.30	\$ 0.23	79%
Institutional (per square foot)	\$ 0.15	\$ 0.08	\$ 0.06	79%
<b>Parks &amp; Recreation Fees</b>				
Residential (per dwelling unit)	\$ 593	\$ 638	\$ (45)	-7%
Nonresidential (per square foot)	N/A			
<b>Total Fees</b>				
Single Family (per dwelling unit)	\$ 2,006	\$ 1,679	\$ 327	19%
Multifamily (per dwelling unit)	\$ 1,834	\$ 1,582	\$ 252	16%
Retail (per square foot)	\$ 2.86	\$ 1.76	\$ 1.10	62%
Office (per square foot)	\$ 1.20	\$ 0.82	\$ 0.38	46%
Industrial (per square foot)	\$ 0.99	\$ 0.70	\$ 0.29	42%
Institutional (per square foot)	\$ 0.61	\$ 0.48	\$ 0.13	26%

Note: May not total due to rounding.  
 Source: City of Twin Falls and Impact Fee Study Team

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, AMENDING TWIN FALLS CITY CODE §10-18-12 BY INCREASING DEVELOPMENT IMPACT FEES.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

“10-18-12: FEE SCHEDULE:

Except for such impact fee as may be calculated, paid and accepted pursuant to an independent impact fee calculation study, the amount of each impact fee shall be as follows:

Police impact fee schedule:			
	Residential Nonresidential	<del>\$188.00</del> <u>283.00</u> <del>0.10</del> 0.14	per dwelling unit per square foot
Fire impact fee schedule:			
	Residential Nonresidential	<del>537.00</del> <u>629.00</u> <del>0.28</del> <u>0.32</u>	per dwelling unit per square foot
Parks and recreation impact fee schedule:			
	Residential Nonresidential	<del>610.00</del> <u>593.00</u> n/a	per dwelling unit
Street impact fee schedule:			
	Single-family	<del>271.00</del> <u>501.00</u>	per dwelling unit
	Multi-family	<del>178.00</del> <u>329.00</u>	per dwelling unit
	Retail	<del>1.30</del> <u>2.40</u>	per square foot
	Office	<del>0.40</del> <u>0.74</u>	per square foot
	Industrial	<del>0.29</del> <u>0.53</u>	per square foot
	Institutional	<del>0.08</del> <u>0.15</u>	per square foot

This fee schedule shall be in effect ~~between the effective date hereof and December 31, 2009~~ October 1, 2014.

On January 1, ~~2010~~ 2015, and on January 1 of each year thereafter in which an impact fee is in effect, the amount of the impact fee shall be automatically adjusted to account for inflation increases in the cost of providing police, fire, parks and recreation, and street

public facilities to serve new development utilizing the municipal cost index as published by American Cities and Counties Magazine. Nothing herein shall prevent the city from electing to maintain a then existing police, fire, parks and recreation, and street impact fee or from electing to waive the inflation adjustment for any given fiscal year, or years. Any such action to determine an inflation factor shall be by city council resolution.”

PASSED BY THE CITY COUNCIL, \_\_\_\_\_, 2014.

SIGNED BY THE MAYOR \_\_\_\_\_, 2014.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
DEPUTY CITY CLERK



Public Hearing: **MONDAY AUGUST 04, 2014**

To: Honorable Mayor Hall and City Council

From: Jonathan Spendlove, Planner I

**ITEM IV-**

**Request:** Request for a Zoning Title Amendment amending City Code sections 10-4-8.3(C) regarding maximum building height in the C-1 District, 10-4-8.3 (D) 1 regarding side and rear yard setbacks in the C-1 District, 10-4-13.3 (C) regarding requests for additional building height in the OT District, and 10-7-3 regarding the approval process for requests for additional building height. c/o The City of Twin Falls (app. 2652)

**Time Estimate:**

Staff presentation will be approximately ten (10) minutes.

**Background:**

<b>Applicant:</b> City of Twin Falls 321 2 <sup>nd</sup> Ave East Twin Falls, ID 83301	<b>Requested Zoning:</b> Amendment to Twin Falls City Code – Title 10-Chapter 4- Section 8.3; Title 10 – Chapter 4 – Section 13.3; and Title 10 - Chapter 7 – Section 3.
<b>Representative:</b> Mitch Humble City of Twin Falls Community Development Director 208-735-7267 <a href="mailto:rcarrawa@tfid.org">rcarrawa@tfid.org</a>	<b>Applicable Regulations:</b> 10-4-8.3, 10-4-13.3, 10-7-3, 10-14-1 through 7,

**Approval Process:**

All procedures will follow the process as described in TF City Code 10-14: Zoning Amendments.

Zoning Title Amendments, which consist of text or map revisions, require a public hearing before the Planning Commission. Following the public hearing, the Commission may forward the amendment with its recommendation to the City Council. Any material change by the Commission from what was presented during the public hearing will require an additional hearing prior to the Commission forwarding its recommendation to the Council.

After the Council receives a recommendation from the Commission, a public hearing shall be scheduled where the Council may grant, grant with changes, or deny the Zoning Title Amendment. In any event the Council shall specify the regulations and standards used in evaluating the Zoning Amendment, and the reasons for approval or denial.

In the event the Council shall approve an amendment, such amendment shall thereafter be made a part of the Title upon the passage and publication of an ordinance.

**Regulatory Impact:**

Approval will allow ordinance to be adopted and codified thus changing the code.

## **History:**

The City Council approved Ordinance 2012 on July 6, 1981 which replaced Twin Falls City Code - Title 10: Zoning & Subdivision Regulations in its entirety.

A Zoning Title Amendment for building height was applied for and heard by the Planning and Zoning Commission during a Public Hearing on February 12<sup>th</sup>, 2012. This amendment was forwarded to the City Council who held a Public Hearing on March 11<sup>th</sup>, 2013. The City Council requested revisions be made to the Title Amendment.

## **Analysis:**

This request was initiated by the City Council on the basis that numerous applicants had applied for an increase to the fifty (50) foot maximum building height, as allowed in City Code 10-7-3. An amendment went before the City Council in March of 2013. During that public hearing the Council requested revisions to the amendment; the following three (3) changes were made per the requests of the City Council.

The proposed amendment modifies three separate sections:

The first section changes two (2) items in **10-4-8: C-1 , Commercial Highway District:** 1) the maximum building height is modified to fifty (50) feet, and 2) Side and Rear yard setbacks are required under certain circumstances.

The second section changes **10-4-13: OT, Old Town District:** This change adds the OT District onto the list of zones that can apply for an increase in maximum building height through the process found in City Code 10-7-3.

The third section changes the process by which additional building height can be approved. Current City Code requires City Council approval for greater than standard building heights. This can currently be done without a public hearing. The proposed amendment will require applicants to follow the public hearing process as outlined for a Zoning Map Amendment. This will include two (2) public hearings. The first public hearing would be in front of the Planning and Zoning Commission for a recommendation; the second public hearing in front of the City Council.

## **Conclusion:**

On July 08, 2014 the Commission held a public hearing regarding this zoning title amendment. Upon roll-call vote the Commission unanimously recommended approval of the amendment as presented.

The City Council may grant the amendment as presented, it may recommend a modification of the amendment presented (which may require another public hearing before the Commission), or the Council may deny the amendment.

## **Attachments:**

1. Proposed Amendment
2. July 08, 2014 P&Z PH minutes

## DRAFT ZONING TITLE AMENDMENT

Requests the Commission's recommendation for a Zoning Title Amendment amending City Code sections [10-4-8.3\(C\)](#) regarding maximum building height in the C-1 District, [10-4-8.3\(D\)1](#) regarding side and rear yard setbacks in the C-1 District, [10-4-13.3\(C\)](#) regarding requests for additional building height in the OT District, and [10-7-3](#) regarding the approval process for requests for additional building height."

As follows:

### 10-4-8: C1, COMMERCIAL HIGHWAY DISTRICT:

#### 10-4-8.3: PROPERTY DEVELOPMENT STANDARDS:

The following property development standards shall apply to all land and buildings in the C1 district:

(C) Building Height: No building shall exceed ~~thirty-five~~ fifty feet (~~35'~~50') in height except as provided by section [10-7-3](#) of this title. (Ord. 2526, 5-20-1996)

(D) Yards: Front yards shall conform to the following standards, or section 10-7-6 of this title, whichever is greater: (Ord. 2773, 12-15-2003)

1. Commercial Uses And Residential Uses With Five Or More Units Per Building:

a. Front yards: ~~No property line setbacks are required on side yard or rear yard.~~ A setback of thirty five feet (35') shall be maintained on major arterials and fifteen feet (15') on all other streets. In developed areas which have building lines already established, this requirement may be reviewed and adjusted by the commission, subject to the following exceptions:

(1) A gasoline service station pump island, including cashier's booth, and canopy setback may be less than the required thirty five feet (35') property line setback on arterial streets, providing the property line setback is not less than thirty feet (30') for a pump island nor less than twenty feet (20') for the outer edge of a canopy. Gasoline service station pump islands, including cashier's booths, and canopies, shall not be used to adjust setbacks in developed areas which have building lines already established.

(2) Outdoor or patio seating, including associated canopies or coverings, at a food service establishment providing the outdoor seating area including any canopies or coverings does not exceed a property line setback of twenty feet (20') or the minimum required arterial landscaping is provided, whichever is greater. Any outdoor or patio seating area proposed within a required setback must be approved by the planning and zoning commission. (Ord. 2981, 12-7-2009)

b. Side and rear yards: ~~No property line setbacks are required on side yard or rear yards when adjacent to existing commercial uses, existing residential uses with five or more units per building, vacant property that is zoned for non-residential development, or vacant property that is designated on the future land use plan for non-residential development.~~ A property line setback of twenty five (25) feet shall be maintained on the side yard and rear yard for buildings adjacent to existing residential uses with four or fewer units per building, vacant property that is zoned for residential development or vacant property that is designated on the future land use plan for residential development.

2. Residential Uses: Residential uses less than five (5) units and not attached to a commercial use shall conform to the yard standards of the R6 district.

**10-4-13: OT, OLD TOWN DISTRICT:**

**10-4-13.3: PROPERTY DEVELOPMENT STANDARDS:**

The following property development standards shall apply to all land and buildings in the OT district:

- (C) Building Height: No building shall exceed fifty feet (50') in height except as provided by section 10-7-3 of this title.

**10-7-3: ADDITIONAL HEIGHT IN CB, C1, OT, M1 AND M2 ZONING DISTRICTS AND SUBDISTRICTS:**

The council may allow greater than standard building heights with or without extra setback requirements, in the CB, C1, OT, M1 and M2 zoning districts and subdistricts ~~providing all floors have a fire sprinkler system approved by the fire chief and city engineer. The requirement for a fire sprinkler system may be waived by the council, based on recommendations from the fire chief, for a building which is accessory to a farming use and not intended for human occupancy providing the property owner releases the city from all fire protection responsibility and liability.~~ A request for additional height shall follow the public hearing process for Zoning Map Amendments as described in sections 10-14-5(B) and 10-14-7 of this title. (Ord. 2045, 7-6-1982; amd. Ord. 2526, 5-20-1996)

5. Requests the Commission's recommendation for a Zoning Title Amendment amending City Code sections 10-4-8.3(C) regarding maximum building height in the C-1 District, 10-4-8.3 (D) 1 regarding side and rear yard setbacks in the C-1 District, 10-4-13.3 (C) regarding requests for additional building height in the OT District, and 10-7-3 regarding the approval process for requests for additional building height. c/o The City of Twin Falls (app. 2652)

**Staff Presentation/Analysis:**

Planner I Spendlove reviewed on the overhead the request and stated the City Council approved Ordinance 2012 on July 6, 1981 which replaced Twin Falls City Code - Title 10; Zoning & Subdivision Regulations in its entirety.

A Zoning Title Amendment for building height was applied for and heard by the Planning and Zoning Commission during a Public Hearing on February 12<sup>th</sup>, 2012. This amendment was forwarded to the City Council and had a Public Hearing date on March 11<sup>th</sup>, 2013. The City Council requested revisions be made to the Title Amendment.

This request was initiated by the City Council on the basis that numerous applicants had applied for an increase to the fifty (50) foot maximum building height, as allowed in City Code 10-7-3. An amendment went before the City Council in March of 2013. During that public hearing the Council requested revisions to the amendment; the following changes were made per the requests of the City Council.

The proposed amendment modifies three separate sections.

The first section changes two (2) items in 10-4-8: C-1 , Commercial Highway District: 1) the maximum building height is modified to fifty (50) feet, and 2) Side and Rear yard setbacks are required under certain circumstances.

The second section changes 10-4-13: OT, Old Town District: This change adds the OT District onto the list of zones that can apply for an increase in maximum building height through the process found in City Code 10-7-3.

The third section changes the process by which additional building height can be approved. Current City Code requires City Council approval for greater than standard building heights. This can currently be done without a public hearing. The proposed amendment will require applicants to follow the public hearing process as outlined for a Zoning Map Amendment. This will include two (2) public hearings. The first public hearing would be in front of the Planning and Zoning Commission for a recommendation; the second public hearing in front of the City Council.

Planner I Spendlove stated the Commission may recommend to the City Council that the amendment be granted as requested, or it may recommend a modification of the amendment requested (will require another public hearing before the Commission), or it may recommend that the amendment be denied.

**PZ Questions/Comments:**

- Commissioner Grey asked if there was a building on site before and it is removed do the old setback requirements still apply.
- Planner I Spendlove stated that if the lot is vacant the current code requirements apply.
- Commissioner Higley clarified that the setback would change to 25' in the rear and the front.
- Planner I Spendlove stated the setback would be 25' for the rear and side yard, currently in the C-1 zone there are not property line setbacks for rear and side yard. If there is a commercial property surrounded by commercial property there will still not be any setbacks for the rear and side, the setbacks proposed would only apply when there is residential adjacent to the property.
- Commissioner Higley stated he has a concern that the additional 25' setback will make it difficult for someone to build on the lot, specifically in places along Blue Lakes Boulevard and Washington Street North.
- Planner I Spendlove explained parking can be placed in the setback.
- Commissioner Higley explained without being able to place the building further back then you limit the size of the building and also limit parking space available. Most of the lots along this area are possibly 150' feet deep.
- Commissioner Munoz explained it only applies if they are trying to build next to residential property.
- Commissioner Higley explained that the majority of the lots he is talking about do butt up against residential property.
- Commissioner Munoz stated he thinks there needs to be some time of separation. If someone is going to build next to residential he doesn't want to see a 35' wall built on the property line.

**Public Hearing: [Opened & Closed Without Concerns](#)**

**Deliberations Followed:**

- Commissioner Boyd stated she does understand the point that Commissioner Higley raised about the 25' setback. It may reduce the size of the building that can go on the lot, however the setback may control some of the projects that develop on a street like Washington Street North but it will provide a better transition between commercial and residential. The 25' feet is appropriate and it may limit the size of the building but that may be the point.

- Commissioner Munoz stated he understands the point also but most businesses have delivery trucks that travel through the back of the property and the 25' can still be used for those types of activities.
- Planner I Spendlove stated the maximum building height allowed without public hearing has been changed from 35' to 50', so when staff was preparing this proposal 50' is really tall if built on a property line next to a residential property. Staff was trying to account for that additional allowed height.
- Commissioner Frank stated he thinks that 25' is not too restrictive and he also thinks adding the public hearing process into the procedure is good, it allows people that are going to be impacted the opportunity to speak.
- Commissioner Munoz stated he served when 35' was the maximum height and people had to go through a public hearing process. Things have changed and he is pleased with this proposed amendment.

**Motion:**

Commissioner Grey made a motion to recommend approval to the City Council of the request, as presented. Commissioner Munoz seconded the motion. All members present voted in favor of the motion.

[Recommended For Approval, As Presented](#)

**PUBLIC HEARING SCHEDULED FOR CITY COUNCIL AUGUST 4, 2014**



Public Hearing: **MONDAY AUGUST 8, 2014**

To: Honorable Mayor Hall and City Council

From: Jonathan Spendlove, Planner I

## ITEM IV-

**Request:** Request for a Zoning Title Amendment to delete Title 10; Chapter 10; Off Street Parking and Loading and replace with a new Title 10; Chapter 10; Off Street Parking and Loading c/o The City of Twin Falls (app. 2653)

**Time Estimate:**

The applicant's presentation will be approximately five (5) minutes.

**Background:**

<b>Applicant:</b>	
City of Twin Falls 321 2 <sup>nd</sup> Ave East Twin Falls, ID 83301	<b>Requested Zoning:</b> Amendment to Twin Falls City Code – Title 10; Chapter 10
<b>Representative:</b>	
Mitch Humble City of Twin Falls Community Development Director 208-735-7267 <a href="mailto:mhumble@tfid.org">mhumble@tfid.org</a>	<b>Applicable Regulations:</b> 10-10, 10-14-1 through 7,

**Approval Process:**

All procedures will follow the process as described in TF City Code 10-14: Zoning Amendments.

Zoning Title Amendments, which consist of text or map revisions, require a public hearing before the Planning Commission. Following the public hearing, the Commission may forward the amendment with its recommendation to the City Council. Any material change by the Commission from what was presented during the public hearing will require an additional hearing prior to the Commission forwarding its recommendation to the Council.

After the Council receives a recommendation from the Commission, a public hearing shall be scheduled where the Council may grant, grant with changes, or deny the Zoning Title Amendment. In any event the Council shall specify the regulations and standards used in evaluating the Zoning Amendment, and the reasons for approval or denial.

In the event the Council shall approve an amendment, such amendment shall thereafter be made a part of the Title upon the passage and publication of an ordinance.

### **Regulatory Impact:**

Approval will allow and ordinance to be adopted and codified thus changing the code.

### **History:**

The City Council approved Ordinance 2012 on July 6, 1981 which replaced Twin Falls City Code - Title 10; Zoning & Subdivision Regulations in its entirety.

In 2001, the City Council Approved Ordinance #2010. This ordinance changed multiple items in Title 10, a specific change occurred in Title 10 Chapter 10; Parking Regulations, deleting the allowance for "Compact Car Spaces".

In 2008, the City Council Approved Ordinance #2948, which modified Title 10 Chapter 10; Parking Regulations dealing specifically with Multi-Family Parking Requirements.

### **Analysis:**

This request was initiated by the Twin Falls City Council. Title 10 Chapter 10; Parking Regulations is being proposed to be replaced in its entirety. There are multiple sections of the existing code that will still be present in the new code. However, the chapter designation and location of those sections will be changed. There are also many new uses identified in the parking charts that currently do not have a definition in the code.

The most notable change that occurred is the expansion of identified uses. The previous code enumerated a total of thirty three (33) distinct uses; this code amendment proposes to enumerate forty five (45) distinct uses.

The purpose behind these changes stems from the complexity of attempting to "slot" uses that have evolved from the time the initial code was adopted. Staff felt that some uses were not acting or operating as they had been in the past and therefore needed more or less parking spaces than the current code required.

For example, one use that repeatedly came up for change was "Restaurants" or "Eating Places". These uses will see a potential increase in required parking spaces. The proposed changes make a distinction between restaurants with a drive-thru and those without. Restaurants without a drive-thru act and operate inherently different from those with one.

The other notable change is the addition of a requirement for landscaping within parking lots. Although within many PUD's there is a requirement for landscaping within parking lots there is currently no requirement within our current code to require landscaping in a parking lot as a standard required improvement. The proposed changes will require parking lots with twenty (20) or more spaces to have interior landscaping. The interior landscaping will be in the form of terminus and interior spaces to break up the "Sea of Asphalt" that occurs with large parking lots.

**Conclusion:**

On July 08, 2014 the Commission held a public hearing whereby there was no public comment. The Commission unanimously voted to recommend adoption of the amendment as presented.

The City Council may grant the amendment as presented, it may recommend a modification of the amendment presented (which may require another public hearing before the Commission), or the Council may deny the amendment.

**Attachments:**

1. Current Title 10; Chapter 10; Parking
2. Proposed Title 10; Chapter 10; Parking Amendment
3. Parking Comparison for Restaurants
4. Exhibit for Parking Lot Landscaping
5. July 08, 2014 P&Z PH minutes.

# TITLE 10; ZONING & SUBDIVISION REGULATIONS

## Chapter 10 -- OFF STREET PARKING AND LOADING

### 10-10-1: OFF STREET PARKING AND LOADING SPACES REQUIRED:

### 10-10-2: PARKING LAYOUT:

### 10-10-3: REQUIRED NUMBER OF SPACES:

### 10-10-4: REGULATIONS FOR PARKING OVERLAY DISTRICTS:

## 10-10-1: OFF STREET PARKING AND LOADING SPACES REQUIRED:

- (A) Parking And Loading Spaces Required: Off street parking and loading spaces conforming to the provisions of this title shall be provided in all zoning districts and subdistricts, when a building or structure is constructed, erected or enlarged, when the capacity of a building or structure is increased or when the use of a building or structure is changed.
- (B) Distance For Private Off Street Parking: The required off street parking location shall be located not more than the following distances measured along the sidewalk or a walkway available for public use from the primary entrance of the premises to the nearest entrance of the parking lot:
1. For retail or commercial customer parking, medical-dental clinics, churches, restaurants, bars, entertainment facilities and residential uses: three hundred fifty feet (350').
  2. Employee parking for uses stated in subsection (B)1 of this subsection: five hundred feet (500').
- (C) Common Facilities For Joint And Mixed Uses: Joint or mixed use of off street parking facilities shall be as follows:
1. Mixed Uses: Total requirements for off street parking spaces shall be the sum of the requirements for various uses.
  2. Joint Uses: The joint use of off street parking facilities is allowed provided:
    - a. The applicant shows that there is no substantial conflict in the principal operating hours of the building, structure or use for which the joint use of parking facilities is proposed;
    - b. The parking facility for such proposed joint use is not further than three hundred fifty feet (350') for customers and five hundred feet (500') for employees from the building, structure or use required to provide off street parking; and
    - c. The parties concerned in the joint use of off street parking facilities shall submit a written agreement in a form to be recorded for such joint use, approved by the city attorney as to form and content, and such agreement, when approved as conforming to the provisions of this chapter, shall be recorded in the office of the county recorder.
- (D) C Or M Zoning Districts: In addition to any off street parking required herein, all commercial or manufacturing uses in the C or M zoning districts and subdistricts shall provide adequate off street loading and unloading areas. As a minimum, any building over ten thousand (10,000) square feet shall provide one off street loading space which shall not measure less than forty by twelve feet (40 x 12') and shall have an unobstructed height of fourteen feet six inches (14'6") and shall be made permanently available for such purposes and shall be surfaced, improved and maintained as required in subsection 10-11-4(B) of this title. Additional spaces meeting the same standards may be required by the council upon recommendations of the administrator. Maneuvering for loading and unloading on public right of way, excluding alleys, shall be prohibited for buildings constructed after the date of adoption of this chapter.

- (E) **Insufficient On Street Parking:** Whenever any developer is allowed by the council to plat, map or construct a public or private trafficway without sufficient width for on street parking, the adjacent property shall provide, in addition to the off street parking requirements of this chapter, off street parking equal to the amount of on street parking so eliminated. (Ord. 2124, 10-15-1984)

## **10-10-2: PARKING LAYOUT:**

- (A) Whenever off street parking is required by this code a parking layout drawing shall be submitted to and approved by the city engineer. The layout shall show a sketch of all parking spaces, access aisles, entrances to the site and exits from the site drawn to scale and the dimensions of each item shown and shall indicate all information necessary to determine the employee and customer parking requirements. The entrances to and/or exits from the parking site shall conform to the requirements of this code for driveway approaches<sup>1</sup>. Parking spaces shall have a minimum size of nine feet by twenty feet (9' x 20'), or if parallel to the access aisle, nine feet by twenty three feet (9' x 23'). (Ord. 2710, 12-3-2001)
- (B) Backing a vehicle from an off street parking space directly into a public trafficway creates a traffic hazard. Parking layouts requiring this maneuver shall not be approved by the city engineer except for residential uses exiting onto a local trafficway of low traffic volume. (Ord. 2124, 10-15-1984)
- (C) Direct private residential driveway access to arterial streets creates a traffic hazard. No development plan or plat creating lots which require direct residential driveway access to an arterial street shall be approved. (Ord. 2347, 9-3-1991)

### 10-10-3: REQUIRED NUMBER OF SPACES:

(A) Number Of Off Street Parking Spaces: Whenever off street parking is required by this title the minimum number of off street parking spaces to be provided shall be as follows except in the parking overlay districts:

#### REQUIRED NUMBER OF SPACES

<u>Use</u>	<u>Parking Spaces</u>
Residential uses:	
Duplex	2.0 per unit
Household buildings, elderly projects	0.5 per household unit
Multi-family	2.25 per unit (rounded up to next full space)
Nursing homes	0.25 per bed
Permanent mobile homes	2.0 per mobile home
Residential hotels	0.6 per bedroom
Rooming and boarding houses, residence halls, dormitories, retirement homes	1.2 per bedroom
Single-family attached	2.0 per unit
Single-family detached	2.0 per unit
Transient lodging	1.0 per unit
Triplex and fourplex	2.0 per unit, plus 1.0 per building
Retail trade uses:	
Bulky retail, farm equipment, motorized vehicles, sporting vehicles, mobile home sales, building materials, home furnishings and equipment, farm and garden supplies, etc.	TBD (suggested: 1.0 per 600 square feet of sales, storage and outdoor display area)
Eating places, alcoholic beverages	1.0 per 4 seats or 8 feet of bench
Gasoline service station, fuel and automotive repair	1.0 per 300 square feet of total floor area
General retail, general merchandise, food, drugs, liquor, medical supplies, apparel, sporting goods, etc.	1.0 per 250 square feet of sales, storage and display area
Wholesale trade uses:	
Wholesale trade warehousing	TBD (suggested: 1.0 per 400 square feet of total floor area)
Services:	
Beauty and barber	3.0 per chair
Building care/maintenance	3 spaces

Civic, social, fraternal organizations	1.0 per 4 persons - maximum occupancy
Daycare, preschool	2.0 per teacher
Finance, insurance, real estate, photographic repair, professional and advertising, consumer credit, collection, duplication, stenographic news syndicate, employment, equipment rental, general building, contracting, construction trades. Welfare and charitable services, business association, professional organizations, labor unions/organizations	1.0 per 300 square feet of total floor area or TBD
Funeral	1.0 per 4 seats or 8 feet of bench
High schools and colleges	1.0 per 4 persons (at maximum capacity)
Kindergarten, elementary and junior high schools	2.0 per classroom
Laundering/dry cleaning	4 per pick up window plus 0.5 per self-service machine
Religious facilities	1.0 per 4 seats or 8 feet of bench in main auditorium
Manufacturing:	
All manufacturing	To be determined by administrator
Public assembly:	
Bowling alley	7.0 per alley
Indoor recreation facilities skating rinks, dance halls, game centers	1.0 per 250 square feet of total floor area
Racquetball, handball and tennis courts	3.5 per court
Single screen theaters, sports arenas and auditoriums	1.0 per 4 seats
Theaters containing 2 or more screens	1.0 per 5 seats
Others not defined	To be determined by administrator

(Ord. 2124, 10-15-1984; amd. Ord. 2948, 8-25-2008)

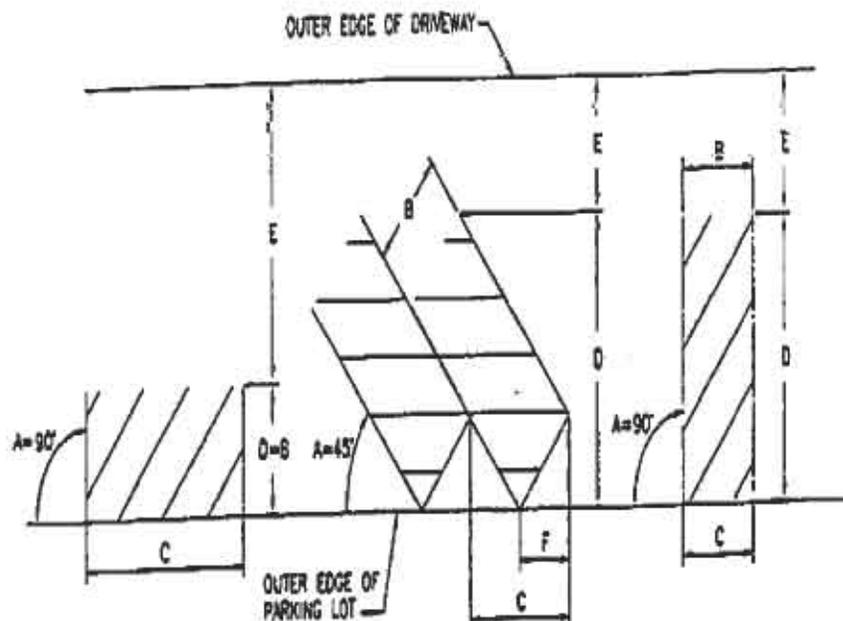
- (B) Floor And Display Area: For the purposes of this section "floor area" shall mean the sum of the areas of each building story. The dimensions used to calculate the area of each building story shall be measured to the outside face of all exterior walls excluding architectural features. "Floor and display area" shall mean the floor area plus any area outside the building used to display merchandise.
- (C) Staff Determination: The planning administrator shall determine parking space requirements for a use not specifically provided by this chapter, but the space shall be the same as a use which has similar traffic generating characteristics. (Ord. 2124, 10-15-1984)

(D) Minimum Width: Except as otherwise approved by the city engineer for special conditions, parking aisles and access aisles shall have a minimum width for various parking angles as shown in the following chart:

## MINIMUM STANDARDS FOR PARKING LOT DESIGN

### STANDARD VEHICLES

A PARKING ANGLE	B STALL WIDTH	C CURB LENGTH	D STALL DEPTH	E DRIVEWAY WIDTH		F CURB LENGTH
				1-WAY	2-WAY	
0°	9'-0"	23'-0"	9'-0"	12'-0"	24'-0"	0'-0"
20°	9'-0"	26'-4"	15'-3"	11'-0"	24'-0"	3'-9"
30°	9'-0"	18'-0"	17'-8"	11'-0"	24'-0"	4'-6"
40°	9'-0"	14'-0"	19'-6"	12'-0"	24'-0"	5'-9"
45°	9'-0"	12'-9"	20'-5"	13'-0"	24'-0"	6'-4"
50°	9'-0"	11'-9"	21'-0"	14'-0"	24'-0"	6'-11"
60°	9'-0"	10'-5"	21'-10"	16'-0"	24'-0"	7'-10"
70°	9'-0"	9'-8"	21'-10"	18'-0"	24'-0"	8'-5"
80°	9'-0"	9'-2"	21'-4"	20'-0"	24'-0"	8'-10"
90°	9'-0"	9'-0"	20'-0"	24'-0"	24'-0"	9'-0"



## **10-10-4: REGULATIONS FOR PARKING OVERLAY DISTRICTS:**

The purpose of the parking overlay districts is established to accommodate the need for off street parking ratio alternatives in accordance with traffic patterns, ultimate densities and coordinated use of lands within the city. It is intended that the respective districts with which the parking district is combined shall have requirements particular to the land and uses which warrant off street parking variables to be applied.

The following regulations of this chapter shall apply to all land classified as a "parking district" (P). All uses are permitted in the respective district with which the P district is combined, subject to the provisions of those districts. If any of the regulations specified in this section differ from corresponding regulations specified for a district with which the P district is combined, then the regulations of this district shall govern. (Ord. 2124, 10-15-1984)

### **(A) Parking District 1:**

1. The boundary of the P1 district is defined as illustrated on the current zoning district map.
2. No off street parking is required within the P1 district as designated for outright permitted uses, but may be required through the special use permit required by the commission or council. This provision does not exempt any use from the requirements for off street loading. (Ord. 2620, 8-2-1999)

### **(B) Parking District 2:**

1. The boundary of the P2 district is defined as illustrated on the current zoning district map.
2. The off street parking requirement in the P2 district is thirty percent (30%) less than that required outside of the P districts except that household dwellings of less than five (5) units shall provide two (2) spaces per unit. This provision does not exempt any use from the full requirements for off street loading.

### **(C) Parking District 3:**

1. The boundary of the P3 district is defined as illustrated on the current zoning district map.
2. Due to the desire of the city to retain the character of the P3 district special consideration may be given on a case by case basis to the parking requirements, if the standard requirements cannot be applied. Examples of special consideration may be a variance on number, leased on street parking, and remote parking. (Ord. 2124, 10-15-1984)

**DRAFT ZONING TITLE AMENDMENT**  
**TITLE 10; Chapter 10**  
**OFF - STREET PARKING AND LOADING**

**10-10-1 PURPOSE**

To secure safety from fire, panic, and other dangers; to lessen congestion on public streets; to facilitate the adequate provisions of transportation; to conserve the value of buildings; and to encourage the most appropriate use of land. Minimum off-street parking and loading shall be provided as set forth in the following schedules and provisions.

**10-10-2 RESIDENTIAL PARKING PROVISIONS**

- (A) Required parking shall be provided on the same lot as the use it is to serve.
- (B) All required parking spaces shall be concrete, asphalt, or other material approved by the City Engineer prior to construction.
- (C) No required parking space, shall be used for the storage of any vehicle of one and one half (1.5) ton capacity or more, nor a vehicle which has an overall length of more than twenty two feet (22'), nor a trailer of more than one-half (1.5) ton capacity, except while engaging in the actual loading or unloading of passengers or property.
- (D) Direct private residential driveway access to arterial streets creates a traffic hazard. No development plan or plat creating lots which require direct residential driveway access to an arterial street (as shown in current Master Transportation Plan) shall be approved.
- (E) When a property abuts a residential and collector/arterial, the driveway shall be located on the residential street.

**10-10-3 NON-RESIDENTIAL & MULTIFAMILY PARKING PROVISIONS**

- (A) To prevent nuisance situations, all parking area lighting shall be designed and operated so as not to reflect or shine on adjacent properties.
- (B) All required parking spaces shall be constructed from asphalt, paved concrete, or another similar surface approved by the City Engineer, or designated official, prior to construction. Parking spaces shall be permanently and clearly identified by stripes, buttons, tiles, curbs, barriers, or other approved methods. Non-permanent markings, such as paint, shall be regularly maintained to ensure continuous identification.
- (C) All parking and loading spaces and vehicle sales areas on private property shall have a curb or vehicle stopping device for spaces adjacent to required landscaped areas, public right-of-way line, public sidewalk, or other accessible path, to prevent any parked vehicle from overhanging into these areas. Parking shall not be permitted to encroach upon the public right-of-way in any case. All vehicle maneuvering shall take place on-site. No public right-of-way shall be used for backing or maneuvering into or out of a parking space, except as provided in the Downtown Parking Overlay Districts.
- (D) Required parking and loading spaces shall be used only for these respective purposes and not for the storage or permanent display of boats, trailers, campers, motor vehicles or other goods, materials, products for sale.
- (E) Refuse storage facilities placed in a parking lot shall not be located in a designated parking or loading space. Each refuse facility shall be located so as to facilitate pickup by refuse collection agencies and shall be screened according to provisions in this Title.
- (F) Handicap parking space(s) shall conform to the current ADA Standards for Accessible Design as amended.

#### 10-10-4 MIXED USE OR JOINT USE PARKING PROVISIONS

- (A) Mixed Uses: Total requirements for off-street parking spaces shall be the sum of the requirements for various uses.
- (B) Joint Uses: The joint use of off-street parking facilities is allowed provided:
  - 1. The applicant shows that there is no substantial conflict in the principal operating hours of the building, structure or use for which the joint use of parking facilities is proposed;
  - 2. The parking facility for such proposed joint use is not further than three hundred fifty feet (350') for customers and five hundred feet (500') for employees from the building, structure or use which is being required to provide off-street parking; and
  - 3. The parties concerned in the joint use of off street parking facilities shall submit a written agreement in a form to be recorded for such joint use, approved by the city attorney as to form and content, and such agreement, when approved as conforming to the provisions of this chapter, shall be recorded in the office of the county recorder and shall be filed with the application for a building permit or Certificate of Occupancy (CoO); whichever occurs first.
- (C) Up to fifty (50) percent of the parking spaces required for a theater or other place of evening entertainment (after 6:00 P.M.), or for a church, may be provided and used jointly by banks, offices, and similar uses not normally occupied during evening hours if specifically approved by the Zoning Administrator. Approval may be reviewed upon the determination that a change of use has occurred.

#### 10-10-5 PARKING ACCESS & LAYOUT DRAWING - ALL DISTRICTS & SUB-DISTRICTS

- (A) In all Districts building plans shall provide for entrance/exit drive(s) appropriately designed and located to minimize traffic congestion or conflict within the site and with adjoining public streets as approved by the City Engineer or designated representative.
  - 1. Where projected volumes of traffic entering or leaving the developments is likely to interfere with the projected peak traffic flow volumes on adjoining streets, additional right-of-way and paving in the form of a deceleration lane or turn lane may be required to be furnished by the land owner in order to reduce such interference. Projections of traffic shall be based on analysis performed by the City Engineer or designated official.
  - 2. Additional right-of-way or paving requirements may be reviewed and determined during the platting and/or development process.
- (B) Backing a vehicle from an off street parking space directly into a public traffic way creates a traffic hazard. Parking layouts requiring this maneuver shall not be approved by the city engineer except for residential uses exiting onto a local traffic way of low traffic volume. (Ord. 2124, 10-15-1984)
- (C) Whenever off street parking is required by this code a parking layout drawing shall be submitted to and approved by the city engineer. The layout shall show a sketch of all parking spaces, access aisles, entrances to the site and exits from the site drawn to scale and the dimensions of each item shown and shall indicate all information necessary to determine the employee and customer parking requirements. The entrances to and/or exits from the parking site shall conform to the requirements of this code for driveway approaches. Parking spaces shall have a minimum size of nine feet by twenty feet (9' x 20'), or if parallel to the access aisle, nine feet by twenty three feet (9' x 23'). (Ord. 2710, 12-3-2001)

**10-10-6 PARKING REQUIREMENTS BASED ON USE**

In all Zoning Districts and Sub-Districts, at the time any building or structure is constructed, structurally altered, enlarged or increased capacity, or when the use of a building or structure is changed; parking spaces shall be provided in accordance with the following requirements:

<b>ASSEMBLY and EDUCATION</b>
<ul style="list-style-type: none"> <li>• <b>Assembly, Convention, Exhibition or Reception Hall without Fixed Seats:</b> One (1) parking space for each two hundred (200) square feet of floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Church, rectory, or other place of worship:</b> One (1) parking space for each three (3) fixed seats, or six (6) feet of bench, in all areas that may be simultaneously used for assembly. Where there is no fixed seating or a combination of assembly areas with and without fixed seating, one (1) parking space shall be provided for each thirty five (35) square feet of assembly space.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>College or University:</b> One (1) space per four (4) students at maximum capacity.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Community Center, Library, Museum, or Art Gallery:</b> Ten (10) parking spaces plus one (1) additional space for each three hundred (300) square feet of floor area in excess of two thousand (2,000) square feet. If an auditorium is included as a part of the building, its floor area shall be deducted from the floor area and additional parking provided on the basis of one (1) space for each four (4) seats contained therein.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Kindergartens, day schools, and similar child training and care establishments:</b> one and one half (1.5) space per employee anticipated at full capacity plus one (1) paved off-street loading and unloading space.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Recreation Center:</b> One (1) space per one hundred (100) square feet floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>School; Elementary, Secondary, or Middle:</b> Two (2) parking spaces per classroom.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>School; High School:</b> One (1) space per four (4) people calculated at maximum capacity.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Theater, Sports Arena, Stadium, Gymnasium or Auditorium (except school):</b> One (1) parking space for each three (3) seats or six (6) feet of bench seating.</li> </ul>
<b>HEALTH SERVICES</b>
<ul style="list-style-type: none"> <li>• <b>Assisted Living, Nursing Home and Retirement Facilities:</b> One (1) space per two (2) certified beds or two (2) units, whichever is greater.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Hospital:</b> One (1) space per employee on the largest shift, plus one and one-half (1.5) spaces per each bed or examination room, whichever is applicable.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Medical or Dental Office:</b> One (1) space per two hundred and fifty (250) square feet of floor area. Facilities over twenty thousand (20,000) square feet shall use the parking standards set forth for hospitals.</li> </ul>
<b>RESIDENTIAL</b>
<ul style="list-style-type: none"> <li>• <b>Dwellings, Single Family and Duplex:</b> Two (2) spaces for each dwelling unit.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Dwellings, Multifamily:</b> Two (2) spaces for units containing one (1) and two (2) bedrooms, each additional bedroom requires one half (0.5) additional space.</li> </ul>

**RETAIL, COMMERCIAL, INDUSTRIAL**

<ul style="list-style-type: none"> <li>• <b>Bank, Savings and Loan, or similar institution:</b> One (1) space per three hundred fifty (350) square feet of gross floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Bar or Club:</b> One (1) parking space for each seventy five (75) square feet of gross floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Beauty Salon:</b> See Personal Service Establishment</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Bed and Breakfast facility:</b> One (1) space per guest room in addition to the requirements for a normal residential use.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Bowling alley:</b> Three (3) parking spaces for each alley or lane.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Business or Professional Office (general):</b> One (1) space per two hundred and fifty (250) square feet of gross floor area except as otherwise specified herein.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Commercial Amusement:</b> One (1) space per three (3) guests at maximum designed capacity.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Country Club or Private Golf Club:</b> One (1) parking space for each one hundred fifty (150) square feet of floor area or for every five (5) members, whichever is greater.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Flea Market:</b> One (1) space for each five hundred (500) square feet of site area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Fraternity, Sorority, or Dormitory:</b> One (1) parking space for each two (2) beds on campus; one and one-half (1.5) spaces for each two (2) beds in off campus projects.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Furniture or Appliance Store, Hardware Store, Wholesale Establishments, Machinery or Equipment Sales and Service, Clothing or Shoe Repair or Service:</b> Two (2) parking spaces, plus one (1) additional parking space for each three hundred (300) square feet of floor area over one thousand (1,000).</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Gas Station:</b> See Re-Fueling Station</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Golf Course:</b> Five (5) parking spaces per hole.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Health Club or Exercise Gym:</b> One (1) parking space per two hundred fifty (250) square feet of exercise area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Hotel:</b> One (1) parking space for each sleeping room or suite plus one (1) space for each two hundred (200) square feet of commercial floor area contained therein.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Lodge or Fraternal Organization:</b> One (1) space per two hundred (200) square feet floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Manufacturing or Industrial Establishment, Research or Testing Laboratory, Creamery, Bottling Plant, Warehouse, Printing or Plumbing Shop, or Similar Establishment:</b> One (1) parking space for each employee on the maximum working shift plus space to accommodate all trucks and other vehicles used in connection therewith, but not less than one (1) parking space for each one thousand two hundred fifty (1,250) square feet of floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Mini-Warehouse:</b> Four (4) spaces per complex plus (1) one additional space per three hundred (300) square feet of rental office.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Mobile Home Park:</b> Two (2) spaces for each mobile home plus additional spaces as required herein for accessory uses.</li> </ul>

<ul style="list-style-type: none"> <li>• <b>Mortuary or Funeral Home:</b> One (1) parking space for each fifty (50) square feet of floor space in parlors or individual funeral service rooms.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Motel:</b> One (1) parking space for each sleeping room or suite plus one (1) additional space for each two hundred (200) square feet of commercial floor area contained therein.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Motor Vehicle Service and Repair:</b> Three (3) parking spaces <b>PLUS</b> one and one half (1.5) parking spaces per service bay. <i>Adequate storage space for over-night stay of vehicles also required where applicable. Adequate stacking lanes also required where applicable.</i></li> </ul>
<ul style="list-style-type: none"> <li>• <b>Motor-Vehicle Salesroom and Used Car Lots:</b> One (1) parking space for each five hundred (500) square feet of the structure. These required spaces may not be used to store or display automobiles for sale.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Motor Vehicle Wash Station (Car Wash Self-Serve):</b> One (1) parking space per five hundred (500) square feet of gross floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Office:</b> See Business and Professional Office.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Personal Service Establishment, Except as Otherwise Specified Herein:</b> One (1) space per two hundred fifty (250) square feet of gross floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Re-Fueling Station:</b> One (1) space per two hundred fifty (250) square feet of gross floor area. Adequate space shall be provided for waiting, stacking, and maneuvering automobiles for refueling.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Retail Store:</b> One (1) space per two hundred fifty (250) square feet of gross floor area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Restaurant, Cafe or Similar Dining Establishment:</b> One (1) parking space for each seventy five (75) square feet of gross floor area for standalone buildings without a drive-through, and One (1) parking space for each one hundred (100) square feet of gross floor area for restaurants located within a multi-tenant building and for standalone buildings with a drive-through. <i>Outdoor seating/dining areas will be included in gross floor area calculations.</i></li> </ul>
<ul style="list-style-type: none"> <li>• <b>Rooming or Boarding House:</b> One (1) parking space for each sleeping room.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Truck stops:</b> One (1) truck parking space for each ten thousand (10,000) square feet of site area, plus one (1) vehicle parking space per two hundred (200) square feet of building area.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Warehouse, Wholesale, Mini-Manufacturing and Other Industrial Type Uses:</b> One (1) space per one thousand (1,000) square feet of gross floor area, or one (1) space per maximum number of employees on a shift, whichever is less.</li> </ul>

#### 10-10-7 BICYCLE PARKING EXCHANGE

At the owner's discretion, a maximum of one (1) Required Parking Space may be exchanged for ten (10) bicycle spaces. Bicycle Spaces shall be located on a bike rack furnished by the owner.

#### 10-10-8 RULES FOR COMPUTING NUMBER OF PARKING SPACES

In computing the number of parking spaces required for each of the above uses, the following rules shall govern:

- (A) "Floor Area" shall mean the gross floor area of the specific use.
- (B) Where fractional spaces result, the parking spaces required shall be constructed to be the next whole number.
- (C) The parking space requirements for a use not specifically mentioned herein shall be the same as required for a use of similar nature, as determined by the Zoning Administrator.
- (D) When an existing residential structure is converted to a nonresidential use, the parking requirements may be modified by the Administrator if it can be shown that strict compliance to these development standards is not possible.

#### 10-10-9 LOCATION OF PARKING SPACES

All required parking spaces shall be located on the same lot as the building or use requiring said spaces when at all possible. Exceptions to this requirement are as follows:

- (A) The required off-street parking location shall not be located more than the following distances, measured along the sidewalk or a walkway available for public use, from the primary entrance of the premises to the nearest entrance of the parking lot:
1. Customer Parking for retail or commercial businesses, as well as medical-dental clinics, churches, restaurants, bars, entertainment facilities and residential uses - three hundred fifty feet (350').
  2. Employee parking - five hundred feet (500').

#### 10-10-10 LOADING SPACE & STACKING REQUIREMENTS

(A) All non-residential uses having ten thousand (10,000) square feet or more of gross floor area shall provide and maintain an area for the loading and unloading of merchandise and goods, in accordance with this code and the following requirements:

1. Retail, commercial and Industrial uses with building sizes of ten thousand (10,000) to fifty thousand (50,000) square feet of floor area will provide one (1) loading space minimum. Uses with building sizes fifty thousand (50,000) to one hundred-thousand (100,000) square feet of floor area will provide two (2) loading spaces minimum. Buildings over one hundred-thousand (100,000) square feet of floor area will provide two (2) loading spaces minimum, plus one additional space for each one hundred-thousand (100,000) square feet of floor area.
2. All hotels, office buildings, restaurants and similar establishments shall have at least one (1) space per one hundred fifty thousand (150,000) square feet of gross floor area up to three hundred thousand (300,000) square feet of gross floor area or fraction thereof.
3. A loading space shall consist of an unobstructed minimum area of twelve (12) feet wide, forty (40) feet long and fourteen (14) feet tall.
4. All drives and approaches shall provide adequate space and clearances to allow for the maneuvering of trucks. Each site shall provide a designated maneuvering area for trucks.

(B) Stacking spaces provide the ability for vehicles to queue on site prior to receiving a service. A stacking space shall be a minimum of nine (9) feet wide and twenty (20) feet long and shall not be located within or interfere with any other circulation driveway, parking space, or maneuvering aisle. Unless otherwise specified, stacking spaces shall be provided behind the vehicle bay door, middle of the service window, or middle of the service island, whichever is applicable. In all Zoning Districts, at the time any building or structure is erected or altered, stacking spaces shall be provided in the number and manner set forth in the following list of property uses:

- **Automated Teller Machine (ATM):** Three (3) stacking spaces.
- **Automobile Oil Change and Similar Establishments:** Three (3) stacking spaces per bay.
- **Car Wash (Full Service):** Five (5) stacking spaces per bay.
- **Car Wash (Self Service - Automated):** Three (3) stacking spaces per bay.
- **Car Wash (Self Service - Open Bay):** Two (2) stacking spaces per bay.
- **Dry Cleaning, Pharmacy, or Other Retail Establishments with a Drive-thru:** Three (3) stacking spaces from first service window.
- **Financial Institution:** Three (3) stacking spaces per window or service lane.
- **Restaurant with Drive-thru:** Five (5) stacking spaces from first window, order board, or other stopping point.

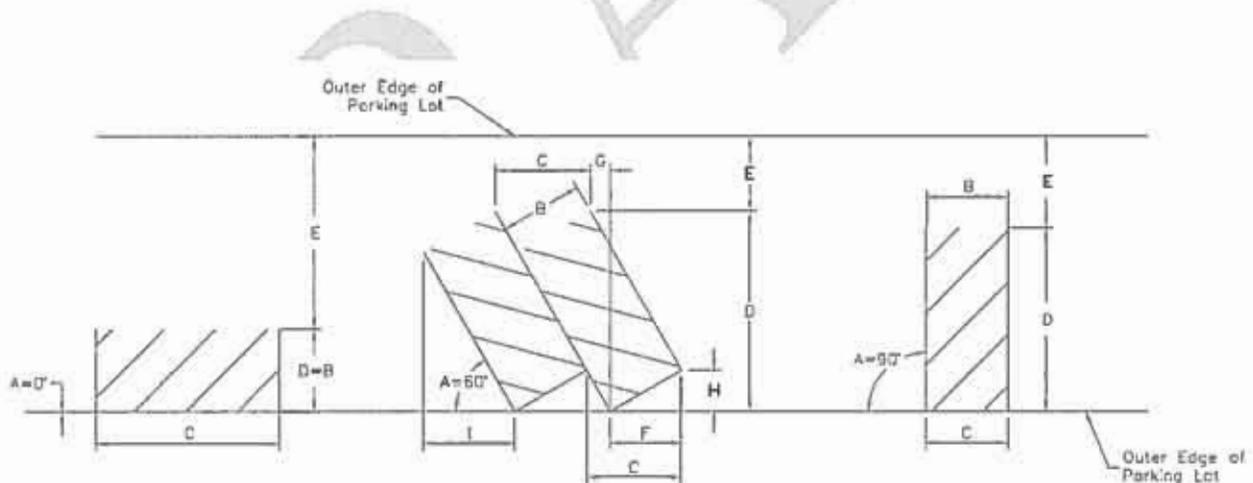
A single stacking space shall be provided after the final window, order board, or stopping points, to allow vehicles to pull clear of the transaction area prior to entering an intersecting on-site driveway or maneuvering aisle. Buildings and other structures shall be setback a minimum of ten (10) feet from the back of the curb of the intersecting driveway or maneuvering aisle to provide adequate visibility and to allow vehicles to safely exit drive-thru lanes and escape lanes prior to merging into intersecting driveways or maneuvering aisles.

An escape lane shall be provided for any use containing a drive-thru facility. An escape lane shall be nine (9) feet wide and shall provide access around the drive-thru facility. An escape lane may be part of a circulation aisle.

### 10-10-11 MINIMUM STANDARDS FOR PARKING LOT DESIGN

#### (A) Design Standards Table and Exhibit

A Parking Angle	B Stall Width	C Curb length	D Stall Depth	E Driveway Width		F Curb Length	G Curb Length	H Curb Length	I Curb Length
				1-Way	2-Way				
0°	9' - 0"	23' - 0"	9' - 0"	12' - 0"	24' - 0"	0' - 0"	20' - 0"	9' - 0"	20' - 0"
20°	9' - 0"	26' - 4"	15' - 3"	11' - 0"	24' - 0"	3' - 1"	15' - 8"	8' - 5"	18' - 10"
30°	9' - 0"	18' - 0"	17' - 9"	11' - 0"	24' - 0"	4' - 6"	12' - 10"	7' - 10"	17' - 4"
40°	9' - 0"	14' - 0"	19' - 9"	12' - 0"	24' - 0"	5' - 9"	9' - 6"	6' - 11"	15' - 4"
45°	9' - 0"	12' - 9"	20' - 6"	13' - 0"	24' - 0"	6' - 4"	7' - 9"	6' - 4"	14' - 2"
50°	9' - 0"	11' - 9"	21' - 1"	14' - 0"	24' - 0"	6' - 11"	6' - 0"	5' - 9"	12' - 10"
60°	9' - 0"	10' - 5"	21' - 10"	16' - 0"	24' - 0"	7' - 10"	2' - 2"	4' - 6"	10' - 0"
70°	9' - 0"	9' - 8"	21' - 10"	18' - 0"	24' - 0"	8' - 5"	1' - 7"	3' - 1"	6' - 10"
80°	9' - 0"	9' - 2"	21' - 4"	20' - 0"	24' - 0"	8' - 10"	5' - 5"	1' - 7"	3' - 6"
90°	9' - 0"	9' - 0"	20' - 0"	24' - 0"	24' - 0"	9' - 0"	9' - 0"	0' - 0"	0' - 0"



(B) Interior Landscaping Requirements: Any non-residential parking area that contains twenty (20) or more parking spaces shall provide interior parking lot landscaping, in addition to other required landscaping, as follows:

1. Where an existing parking lot area is altered or expanded to increase the number of spaces to twenty (20) or more, interior landscaping shall be provided on the new portion of the lot in accordance with this Section.
2. Landscaped islands shall be located at the terminus of all parking rows. Also, no more than fifteen (15) parking spaces are permitted in a continuous row without being interrupted by a landscaped island.
3. Required landscaped islands shall be a minimum eight (8) feet wide and fifteen (15) feet long and shall contain at least one (1) tree. Trees shall have a height of at least four (4) feet when planted.

4. Required landscape islands may be grouped, subject to approval by the Planning & Zoning Commission.
5. All landscaped areas shall be protected by a raised six (6) inch concrete curb. Pavement shall not be placed closer than four (4) feet from the trunk of a tree unless a root barrier is provided.

#### **10-10-12: REGULATIONS FOR PARKING OVERLAY DISTRICTS:**

The purpose of the parking overlay districts is established to accommodate the need for off-street parking ratio alternatives in accordance with traffic patterns, ultimate densities and coordinated use of lands within the City. It is intended that the respective districts with which the parking district is combined shall have requirements particular to the land and uses which warrant off-street parking variables to be applied.

The following regulations of this Chapter shall apply to all land classified as a "Parking District" (P). All uses are permitted in the respective district with which the P District is combined, subject to the provisions of those districts. If any of the regulations specified in this Section differ from corresponding regulations specified for a district with which the P District is combined, then the regulations of this District shall govern. (Ord. 2124, 10-15-1984)

(A) Parking District 1:

1. The boundary of the P1 District is defined as illustrated on the current Zoning District Map.
2. No off-street parking is required within the P1 District as designated for outright permitted uses, but may be required through the special use permit required by the Commission or Council. This provision does not exempt any use from the requirements for off-street loading. (Ord. 2620, 8-2-1999)

(B) Parking District 2:

1. The boundary of the P2 District is defined as illustrated on the current Zoning District Map.
2. The off-street parking requirement in the P2 District is thirty percent (30%) less than that required outside of the P Districts except that household dwellings of less than five (5) units shall provide two (2) spaces per unit. This provision does not exempt any use from the full requirements for off-street loading.

(C) Parking District 3:

1. The boundary of the P3 District is defined as illustrated on the current Zoning District Map.
2. Due to the desire of the City to retain the character of the P3 District special consideration may be given on a case-by-case basis to the parking requirements, if the standard requirements cannot be applied. Examples of special consideration may be a variance, leased parking, and remote parking.

# Zoning & PUD Map

Reference Only

Big 5 Store

1070 BLUE

1036 BLUE

1020 BLUE

1061 BLUE

1043 BLUE

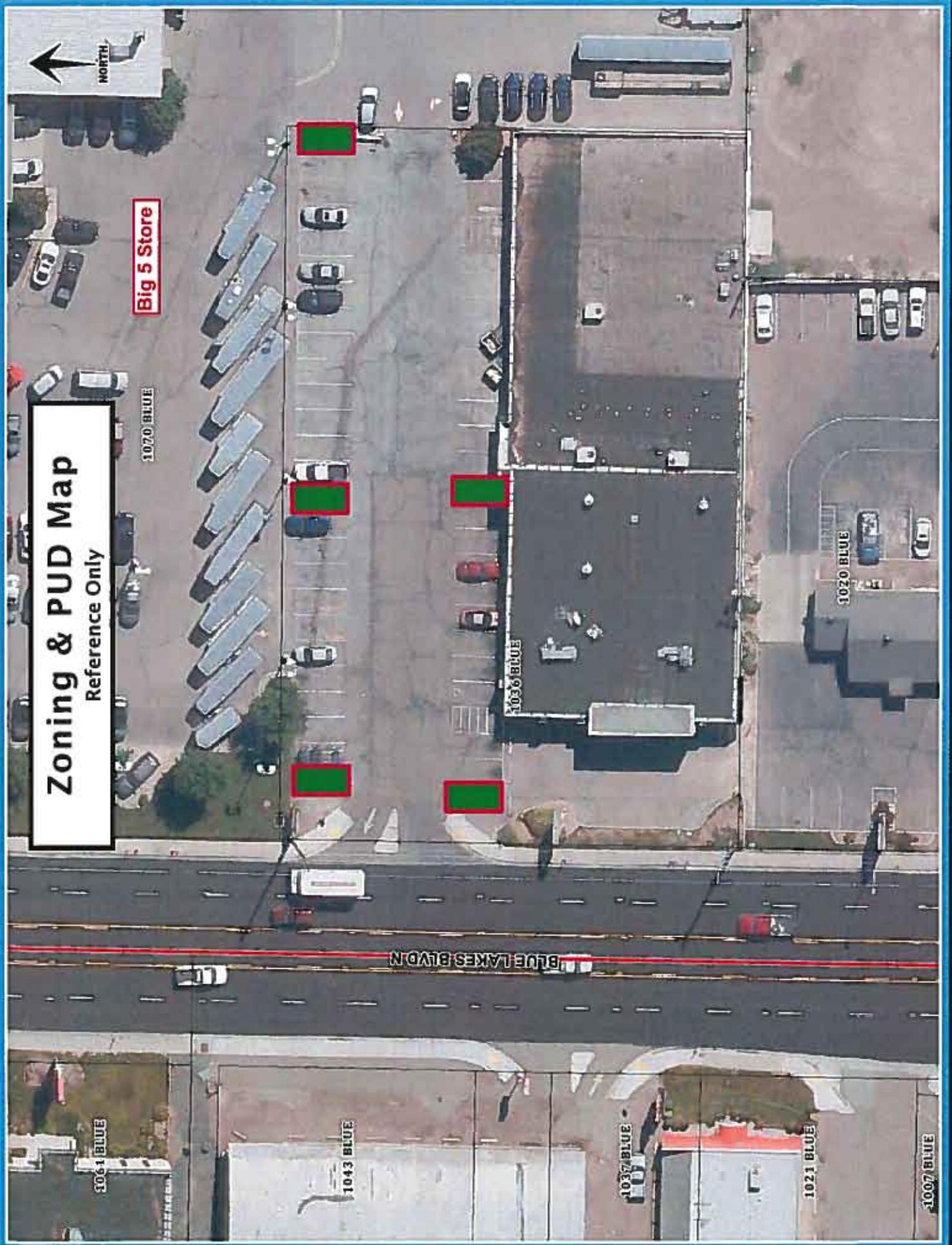
1037 BLUE

1021 BLUE

1007 BLUE

BLUE LAKES BLVD

NORTH



# Zoning & PUD Map

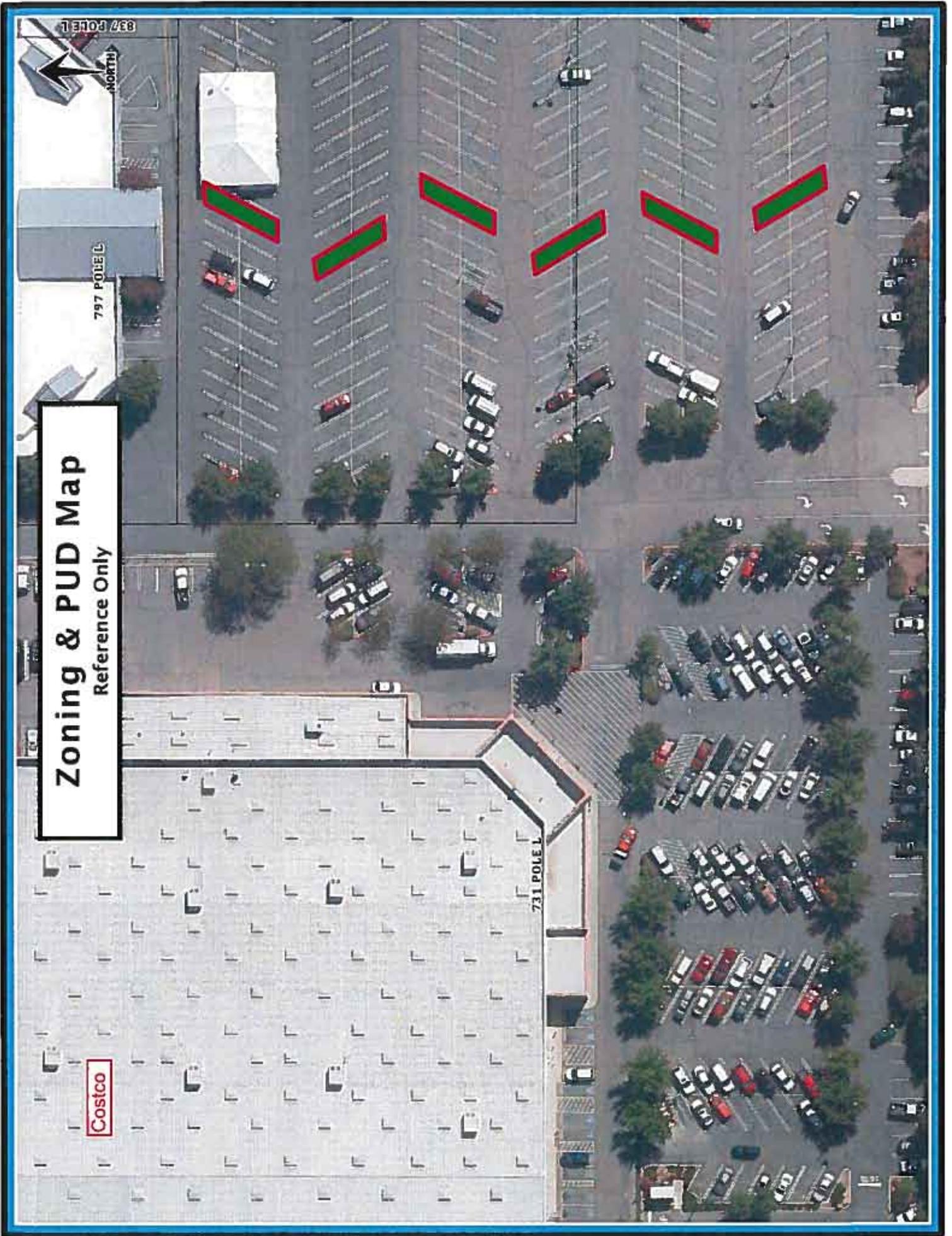
Reference Only

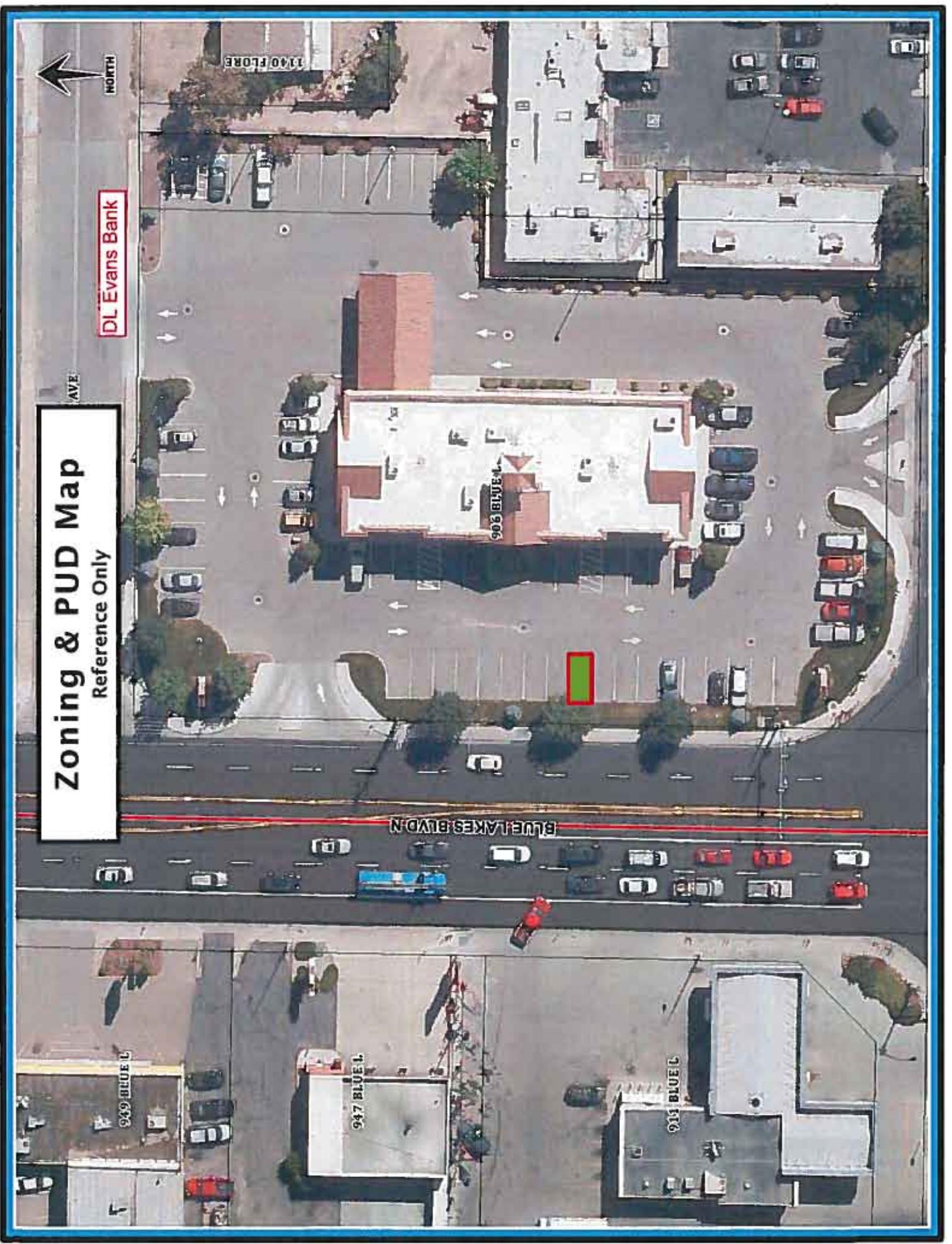
Costco

731 POLE L

797 POLE L

837 POLE L  
NORTH





**Zoning & PUD Map**  
Reference Only

DL Evans Bank

AVE

NORTH

1340 FLORE

906 BLUE L

BLUE LAKES BLVD N

939 BLUE L

947 BLUE L

915 BLUE L

# Zoning & PUD Map

Reference Only

Golds Gym

HILMORE ST

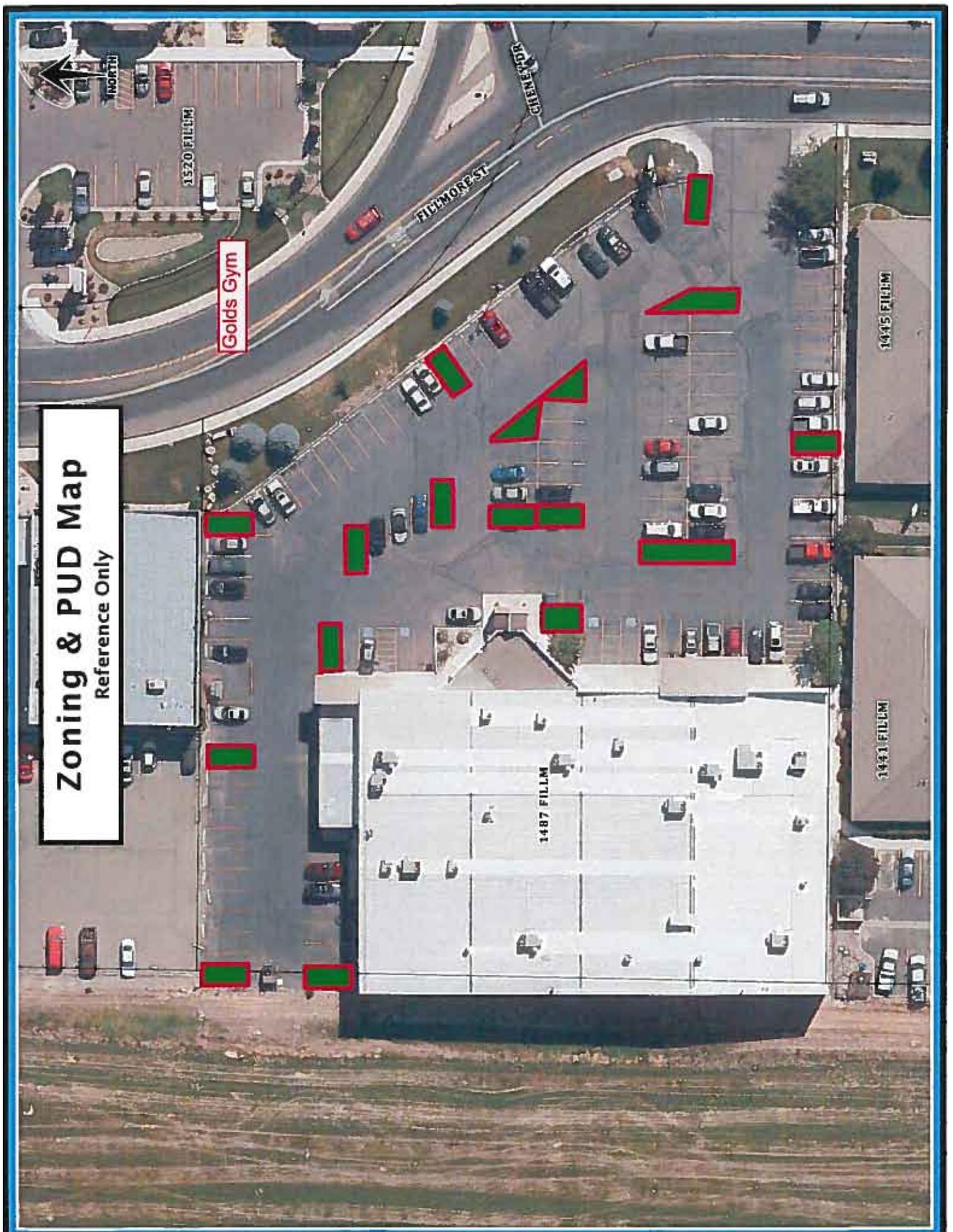
CITIZEN ST

1520 FILM

1487 FILM

1441 FILM

1445 FILM



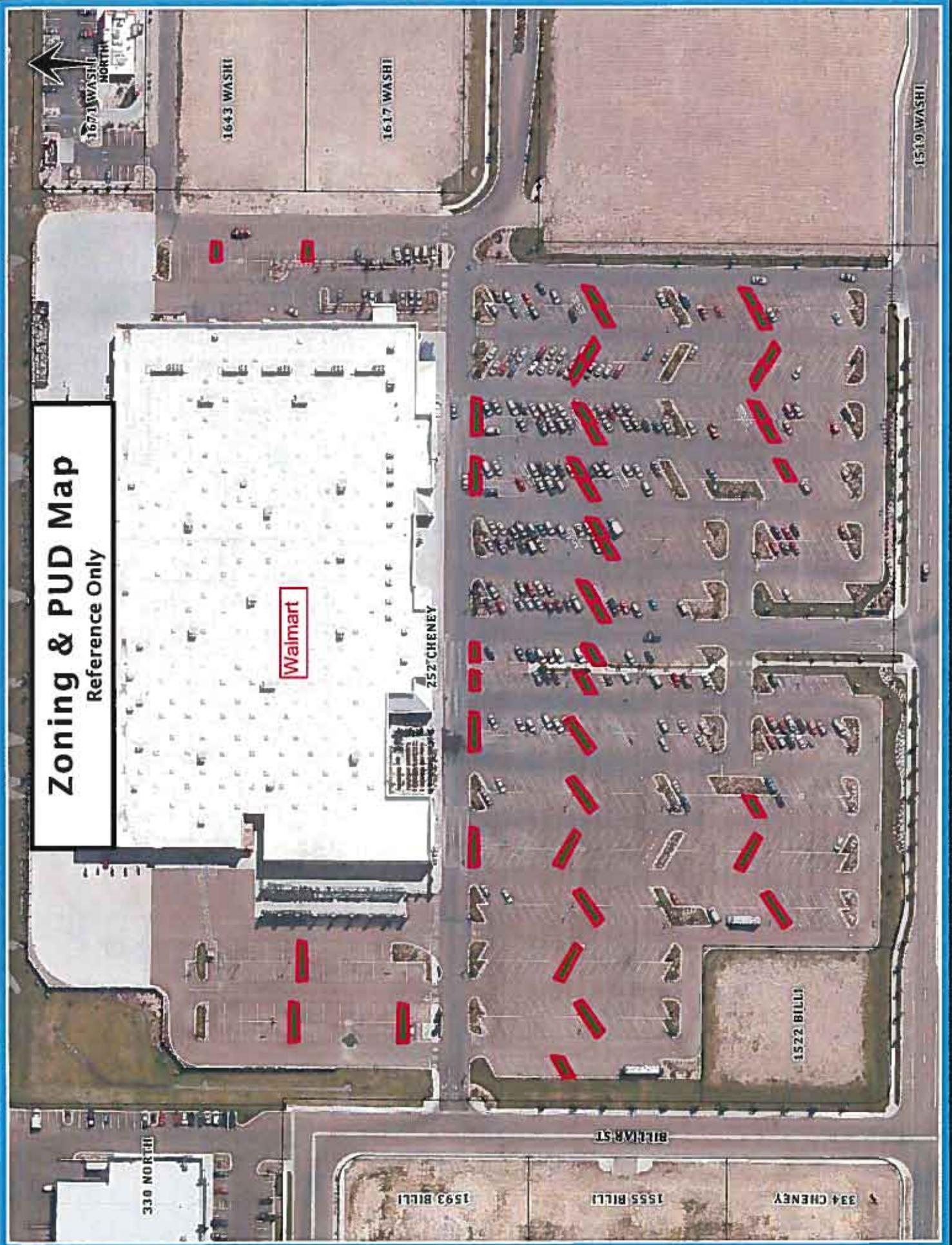
**Zoning & PUD Map**  
Reference Only



# Zoning & PUD Map

Reference Only

Walmart



GRANDVIEW DR N

1605 GRAND

GRANDVIEW DR N

# Twin Falls P&Z Map

Reference Only

## St Lukes Magic Valley

NORTH

801 POHSE

CHENEY DR W

GRACE DR E

BRADLEY ST

863 GRACE

867 GRACE

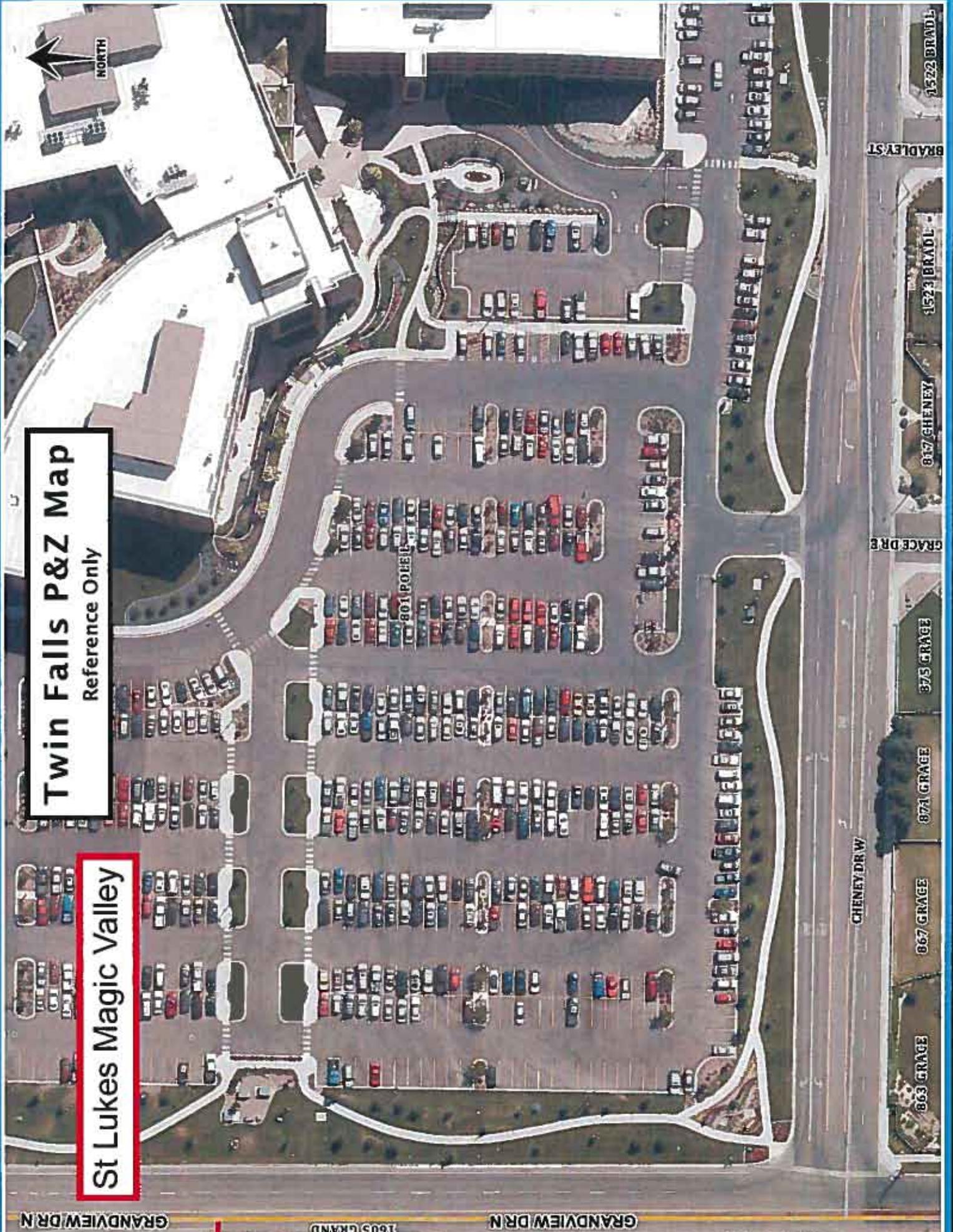
871 GRACE

875 GRACE

817 CHENEY

1523 BRADL

1522 BRADL



6. Requests the Commission's recommendation for a Zoning Title Amendment to delete Title 10; Chapter 10; Off Street Parking and Loading and replace with a new Title 10; Chapter 10; Off Street Parking and Loading c/o The City of Twin Falls (app. 2653)

**Staff Presentation/Analysis:**

Planner I Spendlove reviewed on the overhead the request and stated the City Council approved Ordinance 2012 on July 6, 1981 which replaced Twin Falls City Code - Title 10; Zoning & Subdivision Regulations in its entirety.

In 2001, the City Council Approved Ordinance #2010. This ordinance change multiple items in Title 10, a specific change occurred in Title 10 Chapter 10, dealing with some wording on "Compact Car Spaces".

In 2008, the City Council Approved Ordinance #2948, which modified Title 10-10 Parking Regulations dealing specifically with Multi-Family Parking Requirements.

This request was initiated by the Twin Falls City Council. Title 10 Chapter 10 is being proposed to be replaced in its entirety. There are multiple sections of the existing code that will still be present in the new code. However, the chapter designation and location of those sections will be changed. There are also many new uses identified in the parking charts that currently do not have a definition in the code.

The most notable change that occurred is the expansion of identified uses. The previous code enumerated a total of thirty three (33) distinct uses; this code amendment proposes to enumerate forty five (45) distinct uses.

The purpose behind these changes stems from the complexity of attempting to "slot" uses that have evolved from the time the initial code was adopted. Staff felt that some uses were not acting or operating as they had been in the past and therefore needed more or less parking spaces than the current code required.

For example, one use that repeatedly came up for change was "Restaurants" or "Eating Places". These uses will see a potential increase in required parking spaces. The proposed changes make a distinction between restaurants with a drive-thru and those without. Restaurants without a drive-thru act and operate inherently different from those with one.

The other notable change is the addition of a requirement for landscaping within parking lots. The current code does not have a provision to require landscaping in a parking lot. The proposed

changes will require parking lots with twenty (20) or more spaces to have interior landscaping. The interior landscaping will be in the form of terminus and interior spaces to break up the "Sea of Asphalt" that occurs with large parking lots.

Planner I Spendlove displayed on the overhead existing parking lots throughout Twin Falls showing where additional landscaping could have been placed if these changes had been required at the time of development. This requirement cannot be retroactive but can be required if there is a change of use, through the special use permit process, large addition or for any new development. What was found when the code was being reviewed was that a lot of businesses were parking more than what was required by the code. During the public open house meetings there was a developer that explained he won't build without a 1:250 sq. ft. ratio. His customers expect that ratio to make it worthwhile to lease the space.

Planner I Spendlove stated upon conclusion the Commission may recommend to the City Council that the amendment be granted as requested, or it may recommend a modification of the amendment requested, which may require another public hearing before the Commission, or it may recommend that the amendment be denied.

#### **Public Hearing: Opened & Closed Without Public Input**

##### **Deliberations Followed:**

- Commissioner Grey asked if staff is comfortable with the requirements proposed as it relates to restaurants.
- Planner I Spendlove explained currently the parking spaces for a restaurant are based on seating. There is nothing in the current code that states if you add a table you need to come back through for a building permit. For example the Starbucks on Blue Lakes Boulevard did add outdoor seating and possibly some additional indoor seating that was not in place at the time of development. This proposal bases the parking on square footage of the building (1:75 sq. ft.) for standalone buildings without a drive through and (1:100 sq. ft.) for standalone buildings with a drive thru or are located in a multi-tenant building with a drive thru. The gross sq. ft. and added that outdoor seating will be included in the calculations to try and address the parking. The numbers used for calculation are linked to similar requirements associated with building occupancy. If this were in place the Starbucks would have had to provide more parking.
- Commissioner Boyd stated she thinks this is a much better approach. She also asked what a household building/elderly project/household unit is for clarification.
- Planner I Spendlove explained that she is looking at the current code requirements and has chosen a perfect example of why the code needs to be amended. There is not a definition of a household building which has created some ambiguity for parking calculations.
- Commissioner Grey asked about Anchor Bistro, they initially started out with inside seating and then later added an outdoor seating area after they opened. How does this code impact a business that adds the seating later.
- Planner I Spendlove stated a permit would trigger review of parking requirements.

- Commissioner Higley stated his concern is that as he is reading the proposed amendment is the gross floor area definition the guideline for determining the parking.
- Planner I Spendlove explained different buildings have different uses in them so the parking can be based on the use for the space.
- Commissioner Higley explained staff may be able to assess the uses and determine the parking but how is a lay person going to know that they need to include exterior square footage if I plan to have outdoor seating in the future. He was wondering if something needs to be made clear that exterior seating needs to be included in the square footage.
- Planner I Spendlove explained if someone comes in and wants to have a restaurant staff has a review process they go through with the applicant to help them determine what the requirements will be for parking. This code change does state that outdoor patios are assessed.
- Zoning & Development Manager Carraway stated that if a business wants to add outdoor seating it may require additional Commission approval if the seating is going to encroach into the setback area in the C-1 zone.
- Commissioner Frank stated there is no perfect system but it becomes an enforcement issue if the seating is added later.
- Commissioner Higley explained he sees the business go in there is a sidewalk and then later on there are tables and chairs on the sidewalk.
- Zoning & Development Manager Carraway stated this community is very sensitive to parking, and the additional seating without additional parking will cause customers to go somewhere else.
- Commissioner Frank stated it is very frustrating to go out to the Mall to walk and not be able to walk on the sidewalk because there is a seating area in the way which forces people to step out into a traffic lane to go around. That is not a good situation and there is always a lot of traffic in that area.

**Motion:**

Commissioner Grey made a motion to recommend approval to the City Council of the request, as presented. Commissioner Munoz seconded the motion. All members present voted in favor of the motion.

**Recommended For Approval, As Presented**

**PUBLIC HEARING SCHEDULED FOR CITY COUNCIL AUGUST 4, 2014**

**V. PUBLIC INPUT AND/OR ITEMS FROM THE ZONING DEVELOPMENT MANAGER AND/OR THE PLANNING & ZONING COMMISSION:**

- Zoning & Development Manager Carraway stated the request to amend the RB-District was heard at the City Council. There was a section in the amendment that indicated if there was a request by the developer for less parking than required by code it would be reviewed by the administrator who could make that decision. It was decided by the City Council that if an amendment to the parking is requested to reduce the required parking that a public hearing before the Planning & Zoning Commission will be required.

**Planning & Zoning Commission Minutes**

**July 8, 2014**

- She stated there was also a Water Storage Tank that was approved to be constructed. There were also three items on tonight's agenda that will move forward to City Council and will be heard at a public hearing on August 4, 2014. The July 22, 2014 Planning & Zoning Agenda has 4 items scheduled, a couple of code amendments and a Comprehensive Plan amendment.
- Commissioner Munoz asked if staff has heard anything from ITD regarding the access for the Mr. Gas request.
  
- Zoning & Development Manager Carraway stated staff has not heard anything, however a citizen that spoke at the hearing has submitted an appeal stating he felt like it was an inappropriate use for that location. The appeal will be heard at the July 28, 2014 City Council meeting.
- Commissioner Grey asked is staff has heard any more with regards to the Laurelwood Subdivision #3 with regards to the additional access.
- Zoning & Development Manager Carraway stated staff has not heard anything, the developer has met with the neighbors but has not decided what is going to happen.

**VI. UPCOMING PUBLIC MEETINGS:** (held at the City Council Chamber unless otherwise posted)

1. Public Hearing- **July 22, 2014**
2. Work Session-**August 6, 2014**

**VII. ADJOURN MEETING:**

Chairman Frank adjourned the meeting at 7:45 PM.

Lisa A Strickland  
Administrative Assistant  
Planning & Zoning Department