

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
 Tuesday, May 26, 2015 – 5:00 P.M.
 City Council Chambers - 305 3rd Avenue East -Twin Falls, Idaho

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

GENERAL PUBLIC INPUT

AGENDA ITEMS

I. CONSENT CALENDAR:

1. Consideration of a request to approve the Accounts Payable for May 19-26, 2015.

Purpose:
Action

By:
Sharon Bryan

II. ITEMS FOR CONSIDERATION:

1. Presentation to introduce Tara Bentley, the new Twin Falls Public Library Director.
2. Presentation of service plaques to Kevin Dane and Ryan Horsley in recognition of their service on the Parks and Recreation Commission.
3. Presentation of service plaques to Dusti Becker, Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson in recognition of their service on the Golf Advisory Commission.
4. Consideration of a request to adopt an ordinance vacating a portion of a platted utility, vehicle access and drainage easement on property located at 1777 and 1821 Canyon Crest Drive for Westpark Partners.
5. A general discussion about the City Council's FY 2016 budget priorities and philosophies followed by citizen input.
6. Public input and/or items from the City Manager and City Council.

Purpose:
Presentation

By:
Debbie Dane, TFPL
Board of Trustees Chairman

Presentation

Dennis Bowyer

Presentation

Dennis Bowyer

Action

Rene'e V. Carraway-
Johnson

Discussion

Travis Rothweiler

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:

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

1. Consideration of a request for a Zoning Title Amendment amending Title 10, Chapter 12: Section 2.5(B) regarding the timing for required improvements for Conveyance Plats to be as determined by City Council.
2. Public hearing regarding parking configurations on Main Avenue for the Main Avenue Redesign Project.

Public Hearing
Action

Bradford J. Wills
Jonathan Spendlove

Public Hearing

Melinda Anderson

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.



Date: Tuesday May 26, 2015 City Council Meeting
To: Honorable Mayor and City Council
From: Dennis J. Bowyer, Parks & Recreation Director

Request:

Presentation of service plaques to Kevin Dane and Ryan Horsley in recognition of their service on the Parks and Recreation Commission.

Time Estimate:

Staff will make the presentation, following the presentation, we expect some time for comments and for a photo opportunity. The anticipated total time for presentation and comments is estimated at 5 minutes.

Background:

Kevin Dane served on the Commission since April 2009, serving two full three year terms. Kevin was very active on the Commission as he served as Chairman for the past five years and served as an excellent leader of the Commission.

Ryan Horsley served on the Commission since April 2009, serving two full three year terms as Kevin Dane did. Ryan provided excellent input to the Commission and will be sorely missed by the Commission and staff.

Approval Process:

None

Budget Impact:

The cost of the plaques.

Regulatory Impact:

None

Conclusion:

Staff recommends that the City Council honor Kevin Dane and Ryan Horsley for their years of service to the Parks and Recreation Commission and to the City of Twin Falls.

Attachments:

None



Date: Tuesday May 26, 2015 City Council Meeting
To: Honorable Mayor and City Council
From: Dennis J. Bowyer, Parks & Recreation Director

Request:

Presentation of service plaques to Dusti Becker, Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson in recognition of their service on the Golf Advisory Commission.

Time Estimate:

Staff will make the presentation, following the presentation, we expect some time for comments and for a photo opportunity. The anticipated total time for presentation and comments is estimated at 10 minutes.

Background:

Last month, the City Council assigned the duties of the Golf Advisory Commission to the Parks & Recreation Commission as their duties were greatly diminished with the new Concession Agreement between the City of Twin Falls and Steve Meyerhoeffer. Also at the same meeting, the City Council removed the remaining members of Golf Advisory Commission, now we are honoring these members for their service.

Dusti Becker only served only for one year on the Commission, in that short time period, her service was invaluable to the Commission and she provided help to the “Friends of Muni” tournament.

Richard Birrell served on the Commission since May 2011, served a partial term, than was renewed for a full three year term. Richard was very active on the Commission and also served to help on the annual “Friends of Muni” golf tournament for several years

Helen Brown served on the Commission since March 2012 and was just finishing her first full three year term. Helen also served as the liaison for the Women’s Golf Association to the Commission. Helen provided good insight on the Commission and also helped on the annual “Friends of Muni” golf tournament for several years to make it a successful tournament.

Jack Jardine served on the Commission since March 2013, served a partial term, than was renewed for a full three year term a year later. Jack is not a regular golfer, so his views made the Commission think outside the box on occasions. Jack was a go-getter for the annual “Friends of Muni”; he personally rounded up a lot of raffle prizes for the tournament to bring in extra revenue.

Teena Thompson served on the Commission since March 2013. Teena provided great input to the Commission concerning where the funds from the “Friends of Muni” golf tournament should go for.

Approval Process:

None

Budget Impact:

The cost of the plaques.

Regulatory Impact:

None

Conclusion:

Staff recommends that the City Council honor Dusti Becker, Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson for their years of service to the Golf Advisory Commission and to the City of Twin Falls.

Attachments:

None



Public Meeting: **TUESDAY MAY 26, 2015**

To: Honorable Mayor Hall and City Council

From: Rene'e V. Carraway-Johnson, Zoning & Development Manager

ITEM II-

Request: For The City Council's Consideration To Adopt An Ordinance VACATING A Portion Of A Platted Utility, Vehicle Access And Drainage Easement On Property Located At 1777 And 1821 Canyon Crest Drive C/O EHM, Engineers, Inc. On Behalf Of Westpark Partners (App. 2715)

Time Estimate: Staff presentation may be five (5 +/-) minutes. This is not a public hearing item but there may be an additional five (5) minutes for questions by the City Council.

Background:

On March 31, 2015 the Planning & Zoning Commission held a public hearing whereby there was no public comment. After discussion Commissioner Grey made a motion to recommend approval of the request to the City Council, as presented, with staff recommendations. Commissioner Munoz seconded the motion. All members present voted in favor of the motion.

Recommended To City Council For Approval, As Presented, With The Following Conditions

1. Subject to all applicable utility letters being submitted to the city prior to publication of the vacation ordinance.
2. Subject to all conditions of approval by the applicable utility companies being met prior to publication of the vacation ordinance.

Vice Mayor Hawkins opened and closed the public input portion of the hearing. No public input was received.

On April 27, 2015 the City Council held a public hearing whereby there was no public comment. After a discussion Councilmember Munn made a motion to vacate a portion of a platted utility, vehicle access and drainage easement as presented and subject to the Commission's recommendations.

The motion was seconded by Councilmember Barigar. By a vote of 5 for and 0 against the motion was approved.

Conclusion:

All Conditions Placed On The Vacation Approval Have Been Met. As Directed By The Council, Staff Has Prepared An Ordinance For Your Consideration.

Staff Recommends The City Council Adopt The Ordinance So It Can Be Published And Codified.

Attachments:

1. Ordinance (2)
2. Attachment "A"
3. Zoning Map of Area
4. Site Map of Vacated Area
5. IPC Letter and Exhibits A,B, C, dated May 12, 2015 (5)

ORDINANCE NO. _____

AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, VACATING THE REAL PROPERTY DESCRIBED BELOW AND PROVIDING FOR VESTING OF TITLE TO THE PROPERTY SO VACATED.

WHEREAS, Westpark Partners, c/o Gerald Martens has made application for vacation of a portion of a platted utility, vehicle access and drainage easement on property located at 1777 and 1821 Canyon Crest Drive in the City of Twin Falls; and,

WHEREAS, the City Planning and Zoning Commission for the City of Twin Falls, Idaho, held a Public Hearing as required by law on the 31st day of May, 2015, to consider the vacation of the real property below described; and,

WHEREAS, the City Planning and Zoning Commission has made recommendations to the City Council for the City of Twin Falls, Idaho; and,

WHEREAS, the City Council for the City of Twin Falls, Idaho, held a Public Hearing to consider the same matter on the 27th day of April, 2015.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

SECTION 1. That the following described real property be and the same is hereby VACATED:

SEE ATTACHMENT "A"

SECTION 2. That title to the real property by this Ordinance vacated be divided among the adjoining property owners in the portions here below described to the persons named below:

NAME: Westpark Partners
ADDRESS: PO Box 2138
PROPERTY: McCall, Idaho 83638

SECTION 3. That the City Clerk immediately upon the passage and publication of this Ordinance as required by law certify a copy of the same and deliver said certified copy to the County Recorder's Office for indexing and recording, in the same manner as other instruments affecting the title to real property, as required by Idaho Code 50-1324(2).

PASSED BY THE CITY COUNCIL

, 2015

SIGNED BY THE MAYOR

, 2015

Mayor

ATTEST:

Deputy City Clerk

PUBLISH: Thursday,

, 2015

ATTACHMENT "A"

**Legal Description
Utility, Vehicular Access & Drainage Easement Vacation
Lot 2 and Lot 3, Block 2, Westpark Commercial Subd. No. 2 (1998-016096)
Twin Falls, Idaho**

Being a portion of Lot 2 and Lot 3, Block 2, as said Lots are shown and so designated on that certain plat entitled "WESTPARK COMMERCIAL SUBD. NO. 2", filed September 2, 1998, in instrument no. 1998-016096 of official records, in the office of the county recorder of Twin Falls County, more particularly described as follows:

Commencing at the Southwest corner of said Lot 2, Block 2;

Thence, North 00°25'17" West 104.77 feet along the West boundary of said Lot 2, Block 2 and being the REAL POINT OF BEGINNING;

Thence, North 00°25'17" West 136.00 feet along the West boundary of said Lot 2 and Lot 3, Block 2;

Thence, leaving said West Boundary, North 89°34'43" East 15.00 feet;

Thence, South 00°25'17" East 136.00 feet parallel with said West Boundary;

Thence, South 89°34'43" West 15.00 feet to said REAL POINT OF BEGINNING.

End of Description

Aerial Photo Map

Reference Only



2037 RIVER

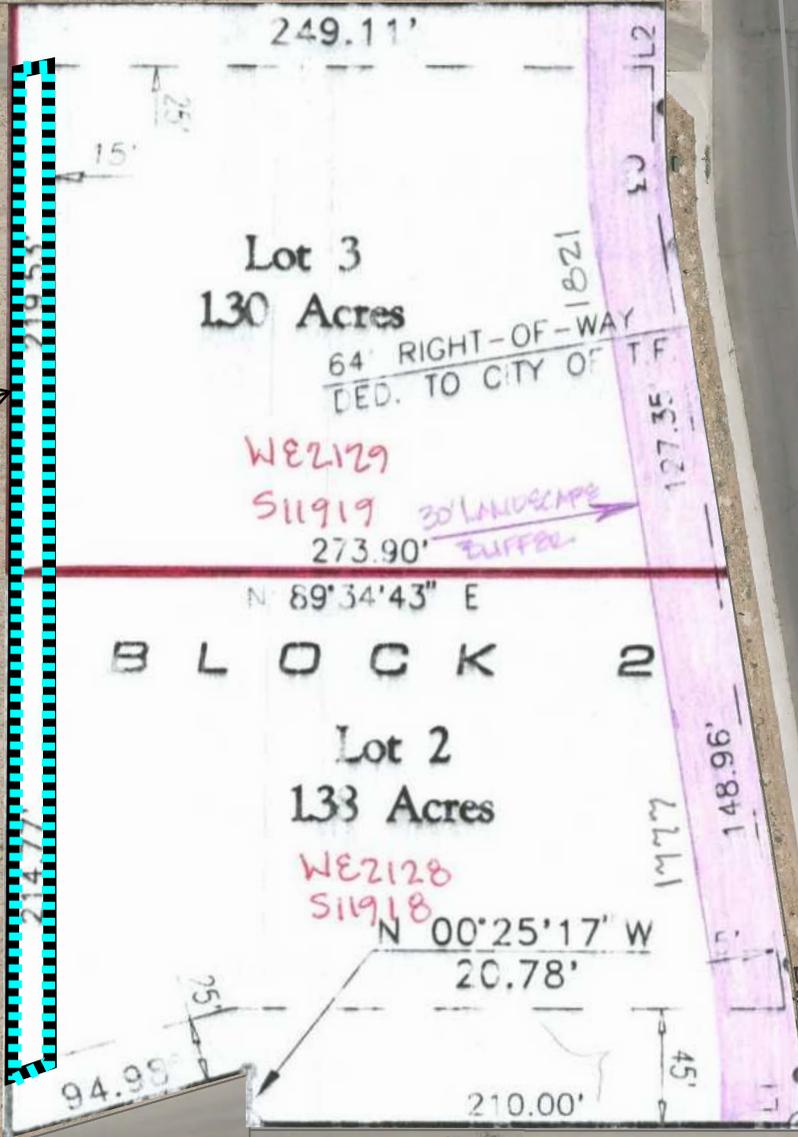
1840 CANYO

1826 CANYO

1784 CANYO

1752 CANYO

Easement to be Vacated



May 12, 2015

EHM Engineers, Inc
c/o Gerald Martens
621 N. College Road, Suite 100
Twin Falls, ID 83301

Re: Relinquishment of a portion of the rear 15' public utility easement located within Lots 2 & 3, Block 2, Westpark Commercial Subdivision No.2.

Situated in the Southwest Quarter of Section 33, Township 9 South, Range 17 East, B.M.,
Twin Falls County, Idaho.

Dear Mr. Martens:

On March 25, 2015, Idaho Power commented on a proposed relinquishment of the rear 15' public utility easement found within Lots 2 & 3, Block 2, Westpark Commercial Subdivision No.2, as shown in Exhibit A (the "Utility Easement Area"). Idaho Power retained a portion of said easement as described within Exhibit B.

EHM Engineers is now requesting a modification to this retained easement area due to a shift in the building location, as show in Exhibit C. Idaho Power approves of this change and agrees to relinquish what easement rights are found within the hatched area shown within Exhibit C, replacing Exhibit B, and retains all other easement rights found within the Utility Easement Area.

Thank you once again for providing Idaho Power Company the opportunity to review and comment upon the subject petition for relinquishment.

Sincerely,



Rachael Butterworth
Associate Real Estate Specialist
Land Management and Permitting Department
(208) 388-2699
rbutterworth@idahopower.com

15692
 02-000297

Exhibit A

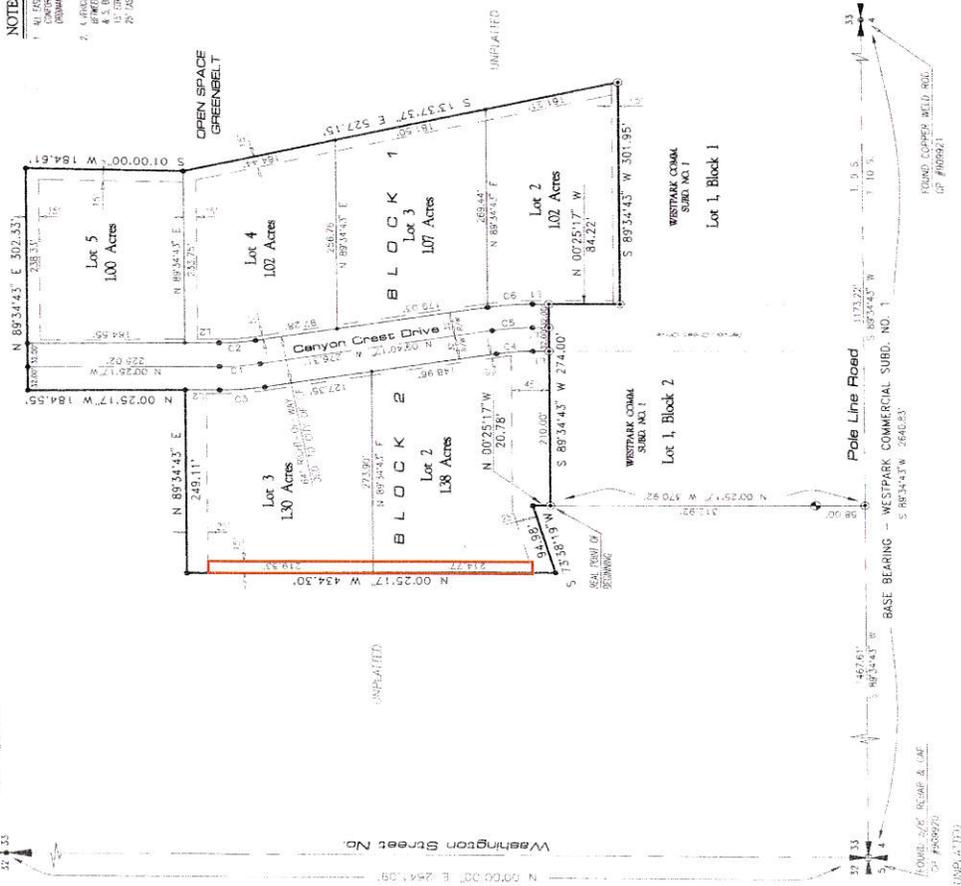
- NOTES**
- ALL EXISTING AND PROPOSED STRUCTURES SHALL CONFORM TO THE CITY OF TWIN FALLS ZONING ORDINANCE AND THE TITLE DOCUMENT.
 - AN AVIATION ACCESS EASEMENT SHALL EXIST BETWEEN LOTS 2 & 3, BLOCK 1 AND LOTS 4 & 5, BLOCK 2. THE EASEMENT SHALL BE 10 FEET WIDE AND SHALL BE LOCATED AS SHOWN ON THE SUBJECT LOT MAP.
 - 5% OF CANYON DRIVE ON RIGHT OF WAY.

1" = 100'

WESTPARK COMMERCIAL SUBD. NO. 2

Located In
 S2, SW4, Section 33
 T. 9 S., R. 17 E., B.M.
 Twin Falls County, Idaho
 1998

- LEGEND**
- PROPERTY BOUNDARY LINE
 - STREET CENTERLINE
 - UTILITY - PERMANENT RECORDS & 10' ZONE
 - UTILITY - PERMANENT RECORDS & 10' ZONE
 - UTILITY EASEMENT
 - EXISTING IMPROVEMENTS
 - EXISTING 10' TRIPPLE & LAP
 - EXISTING 10' TRIPPLE & LAP



LINE DATA

13	75.36'	N 02°25'17" W
14	46.47'	N 02°25'17" W

CURVE DATA

NUMBER	BELEM	PC	PT	PI	PT	LC
1	715.00'	N 02°02'47" W	45.43'	24.27'	48.38'	
2	615.00'	N 92°02'47" W	26.01'	21.68'	43.27'	
3	615.00'	N 02°02'47" W	26.01'	21.68'	43.27'	
4	615.00'	N 02°02'47" W	26.01'	21.68'	43.27'	
5	615.00'	N 02°02'47" W	26.01'	21.68'	43.27'	
6	615.00'	N 02°02'47" W	26.01'	21.68'	43.27'	

VICINITY SKETCH



HEALTH CERTIFICATE

Health Certificate for the proposed subdivision. The proposed subdivision is located in an unincorporated area of Twin Falls County, Idaho. The subdivision is proposed to be used for commercial purposes. The health officer has reviewed the subdivision and has determined that it meets the requirements of the health code. The health officer has issued this health certificate to the applicant.

David W. Stevens, Managing Director
 Twin Falls County Health Dept., ID

WATER SYSTEM CERTIFICATE

Water System Certificate for the proposed subdivision. The proposed subdivision is located in an unincorporated area of Twin Falls County, Idaho. The subdivision is proposed to be used for commercial purposes. The water system engineer has reviewed the subdivision and has determined that it meets the requirements of the water code. The water system engineer has issued this water system certificate to the applicant.

David W. Stevens, Managing Director
 Twin Falls County Health Dept., ID

IRRIGATION CERTIFICATE

Irrigation Certificate for the proposed subdivision. The proposed subdivision is located in an unincorporated area of Twin Falls County, Idaho. The subdivision is proposed to be used for commercial purposes. The irrigation engineer has reviewed the subdivision and has determined that it meets the requirements of the irrigation code. The irrigation engineer has issued this irrigation certificate to the applicant.

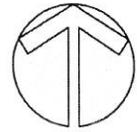
David W. Stevens, Managing Director
 Twin Falls County Health Dept., ID

EHM Engineers, Inc.
 ENGINEERS/SURVEYORS/PLANNERS

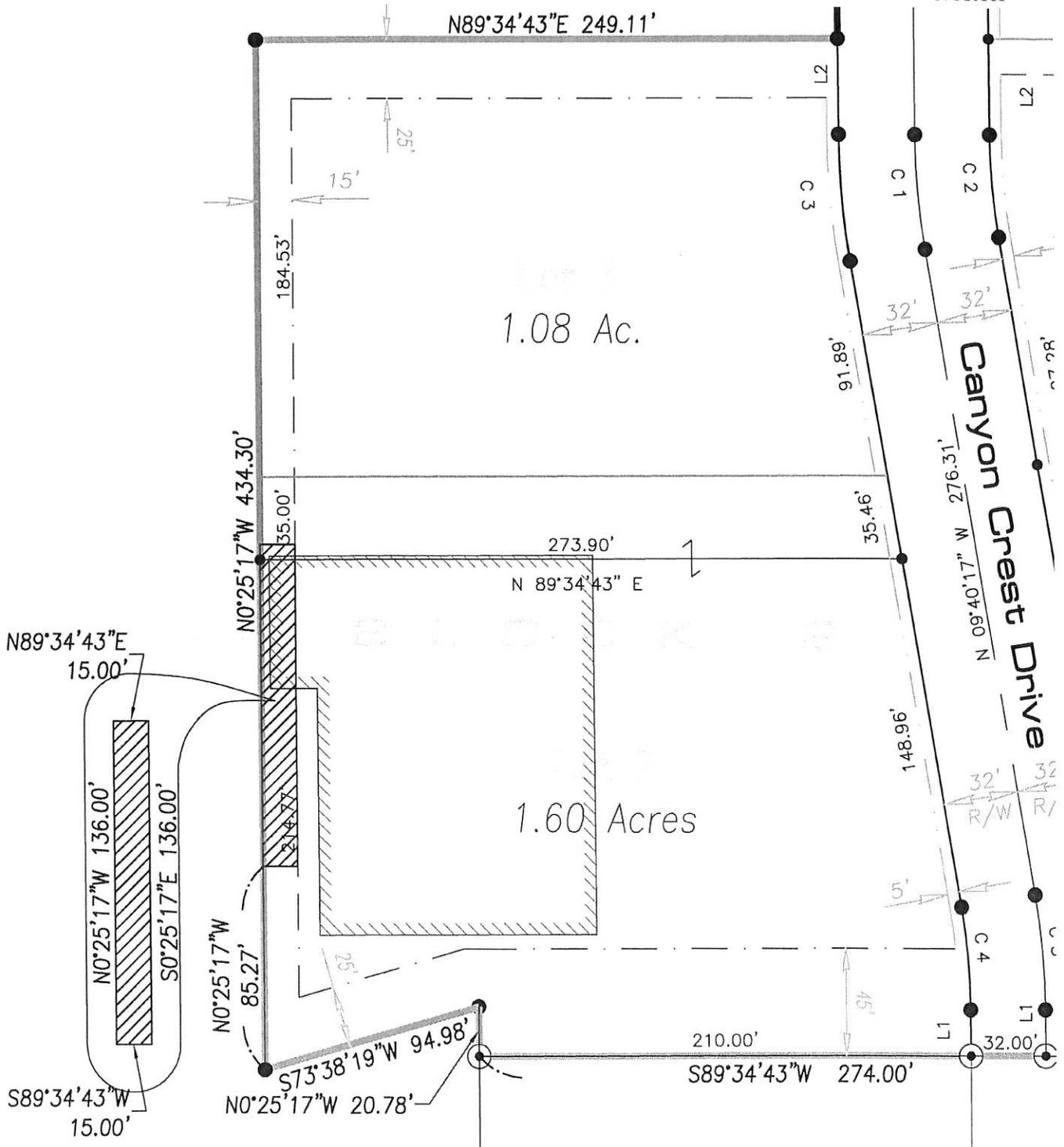
Exhibit B

WESTPARK COMMERCIAL SUBDIVISION NO. 2

Located In
 S 1/2 SW 1/4 , Section 33
 Township 9 South, Range 17 East, Boise Meridian
 Twin Falls, Idaho
 2015



NORTH



JOB NO:	040-15
SCALE:	N.T.S.
DRAWN:	VAS
DATE:	3-23-15

EASEMENT VACATION EXHIBIT MAP
 WESTPARK COMMERCIAL SUBDIVISION NO. 2
 TWIN FALLS, ID



EHM Engineers, Inc.
 BUILDING THE FUTURE ON A FOUNDATION OF EXCELLENCE

Engineers / Surveyors / Planners
 621 North College Road, Suite 100 Twin Falls, Idaho 83301
 p (208)-734-4888 fax (208)-734-6049 web: ehminc.com

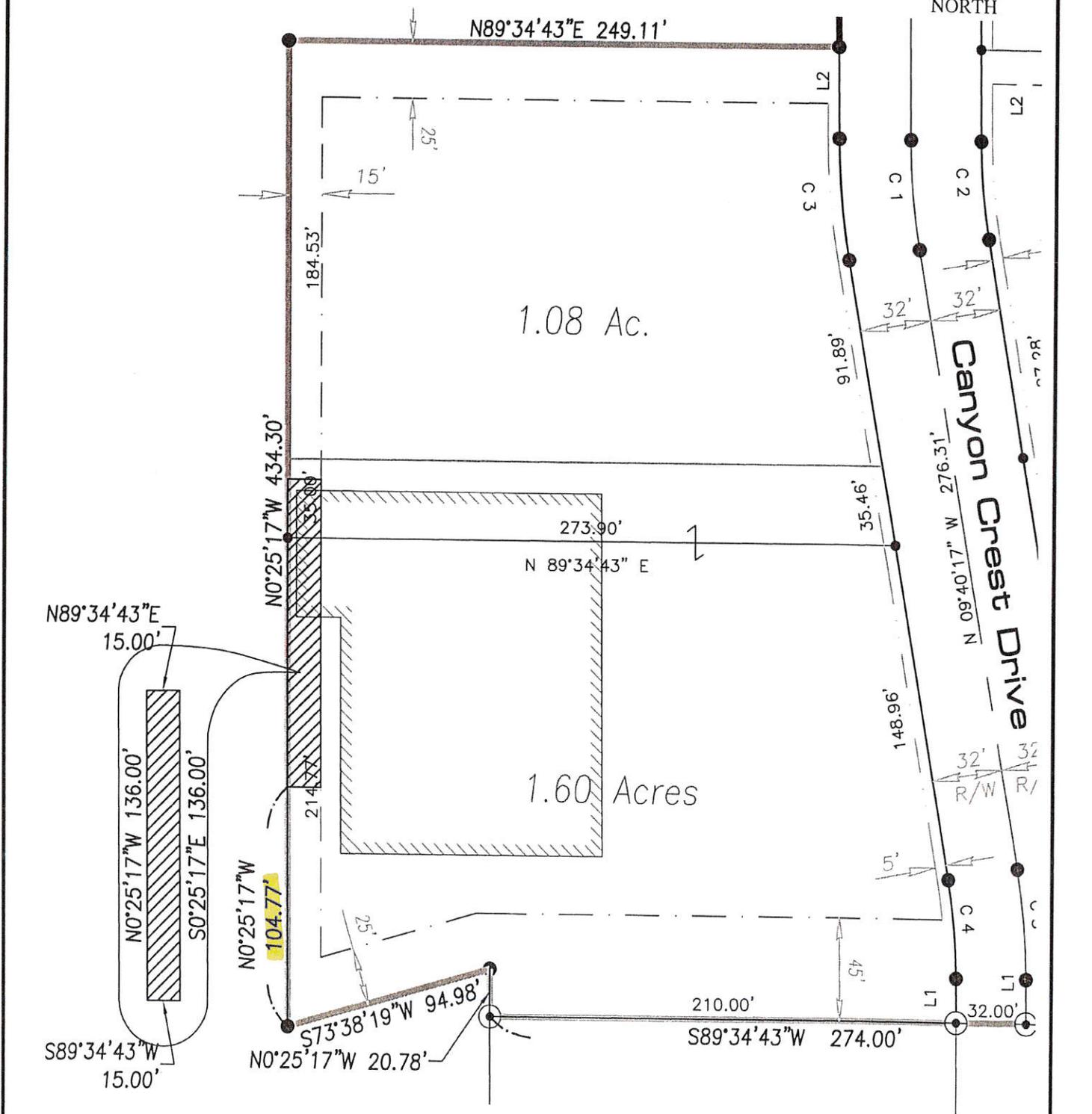
Exhibit C

WESTPARK COMMERCIAL SUBDIVISION NO. 2

Located In
 S 1/2 SW 1/4, Section 33
 Township 9 South, Range 17 East, Boise Meridian
 Twin Falls, Idaho
 2015



NORTH



JOB NO:	040-15
SCALE:	N.T.S.
DRAWN:	VAS
DATE:	3-23-15
1	

EASEMENT VACATION EXHIBIT MAP
 WESTPARK COMMERCIAL SUBDIVISION NO. 2
 TWIN FALLS, ID



EHM Engineers, Inc.
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 p (208)-734-4888 fax (208)-734-6049 web: ehminc.com



Date: Tuesday, May 26, 2015
To: Mayor and City Council
From: Travis Rothweiler, City Manager

Request

A general discussion about the City Council's FY 2016 budget priorities and philosophies followed by citizen input.

Time Estimate

The estimated amount of time this item will take is 15 minutes.

Background

The purpose of this agenda item is to have a second general discussion about the status of the City of Twin Falls' 2016 fiscal year budget. This is the second of three scheduled sessions prior to the presentation of the City Manager's recommended budget. The purpose of this first-session is to capture the Council's and the community's goals and priorities for the upcoming fiscal year. The final opportunity to provide input prior to the development of the budget will be on Monday, June 8th. The City Manager's recommended budget for the 2016 Fiscal Year will be presented to the members of the City Council for their review and debate in early July.

The City views its planning and operations in a strategic manner. Our fiscal, operational and organizational strategies are governed and directed by the City's 2030 Strategic Plan. The Strategic Plan has a series of vision statements, that when viewed collectively, will allow us to create and maintain an accessible, healthy, learning, environmental, responsible, prosperous, and secure community with a strong internal organization designed to be able meet the needs of our citizens, businesses and visitors. The Strategic Plan is divided into eight, equally important focus areas: a *Healthy Community*, a *Learning Community*, a *Secure Community*, an *Accessible Community*, an *Environmental Community*, a *Prosperous Community*, a *Responsible Community*, and recognition of the importance of the *Internal Organization*. For each focus area, there is a description of the vision for that topic in the year 2030. To review the vision descriptions, please see the City of Twin Falls 2030 Strategic Plan.

In each of the past three years, the preliminary conversations assisted in guiding the previous budget concepts and strategies. From several internal conversations, public informational listening sessions and planning meetings, the City Council developed five goals that served as guideposts for the FY 2016 Budget process.

In April, the members of the City's Long-Term Planning Group presented their thoughts and suggestions. Their presentation was the culmination of a four-month process. The members of this group spent time reviewing the City's Strategic Plan and discussing the organization's operational and capital needs. This group was tasked with updating the City's five-year fiscal planning model, tying the goals and objectives in the City's Strategic Plan to the budget, and defining the needs of the organization. The major themes presented by the members of the long term planning group's recommendation are:

- Additional personnel needs are high across the organization and these needs will only increase as the community continues to grow.
- Continue to support the "One City" concept.
- Invest in the equipment needed to improve efficiencies of current processes.
- Invest in upgrading current equipment to keep pace with its use and demand.
- We are a service organization that is committed to serving the community and its citizens in the most fiscally responsible manner possible.

On Monday, May 11th, 2015, each member of the City Council provided his or her thoughts about the City's FY 2016 Budget. Those thoughts are summarized below:

General Goals

- Specific connection to the City's strategic plan
- Ensure targeted and desired levels of services are provided for as spelled out in the City's strategic plan, the citizen survey, etc.

Revenues

- Conservative approach on raising tax rates and user rates Ensure that new gas tax revenues from the state will be spent on transportation and road system projects.

Capital

- Continue to follow the zone maintenance program
- Enhance and expand trail system
- Develop more water storage
- Canyon Spring Grade design and improvement strategy
- Develop a plan to improve recreational facilities: recreation center, diversify our park standards to create more unique spaced

Personnel

- Continue to make appropriate adjustments and take steps to the City's salary table and benefits to ensure compensation plan remains market competitive
- Add city staff where is it essential to maintain existing services

Programs and Services

- Enhance sustainability efforts: water conservation (messaging and capital improvements)
- Develop a sidewalk replacement program
- Examine and review existing development code to ensure compliance with comprehensive plan and best practices
- Incentivize recycling
- Expand business retention and expansion programs
- Review
- Develop a communications audit
- Develop a "Welcome Packet"

Citizen Comment:

- Continue to provide funding for transportation plan for when population exceeds 50,000.

Approval

There is no approval process.

Budget Impact:

There are no budgetary or financial impacts from the conversation.

Regulatory Impact:

There is no regulatory impact.

Attachments

1. No Attachments



Public Hearing: **TUESDAY MAY 26, 2015**

To: Honorable Mayor Hall and City Council

From: Jonathan Spendlove, Community Development Department

ITEM IV-

Request: Request for a Zoning Title Amendment amending Title 10, Chapter 12: Section 2.5(B)-regarding the timing for required improvements for Conveyance Plats to be as determined by City Council.
c/o Bradford J. Wills (app. 2719)

Time Estimate:

Applicant presentation will be approximately five (5) minutes. Staff presentation may be an additional five (5) minutes.

Background:

Applicant:	
Bradford J. Wills 222 Shoshone St W. Twin Falls, ID 83301 208-734-4411 bradw@willsinc.com	Requested Zoning: Amendment to Twin Falls City Code: Title 10 - Chapter 12 - Section 2.5
Representative:	
	Applicable Regulations: 10-12-2, 10-14

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 of this request will amend Title 10 of the Twin Falls City 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 2007, Ordinance #2901 was passed that amended the definition of "Subdivision" within City Code. This ordinance also created the "Conveyance Plat" and associated process within Title 10 Chapter 12 Section 2.

Analysis:

This request was initiated by Mr. Wills, Wills Inc. in order to address what he feels is an issue with the timing of development and implementation of required improvements associated with Conveyance Plats.

The amendment proposes two (2) main changes. First, removal of language that currently prohibits land development within a Conveyance Plat. Second, amending language that currently requires the installation all required improvements within a Conveyance Plat at the time of development of either lot with language that allows an optional waiver by a City Council decision as to development and as to the timing and the area required for implementation of required improvements; curb, gutter; sidewalk, streets; water, sewer, etc....

The code states a Conveyance Plat may be used to convey the property or interests therein; however, a conveyance plat does not allow development. Development of either lot will require subdivision process to be completed.

The purpose of a conveyance plat is to allow the subdividing of a parcel of land for the purpose of selling one or both of the parcels. A conveyance plat is a process that recognizes the subdivision of land into two legal lots. A conveyance plat does not constitute approval for development of the property. As there is no development allowed the infrastructure improvements; curb, gutter, sidewalk, water, sewer, etc. are deferred until future development.

Development of either lot requires a full subdivision process. The conveyance plat process is a final plat process only and the goal is to allow a property owner to split their property into two parcels with the ability to convey ownership of 1 or both without the cost of requirement improvements. The conveyance plat process requires a much shorter time period to review and final as there is no preliminary plat required. The dedication of row and easements are required at the time of recordation of a conveyance plat.

The Conveyance Plat was developed so that when a larger acreage was developed improvements would be completed by the developer and to include the smaller acreage that had been excluded. By doing this the roads would not bottle neck at corners and curb, gutter and sidewalks would be installed at the same time. Under the current code a person/developer that develops first has to replat with a preliminary and final plat and has to develop all of the infrastructure with the way the code is currently written.

The proposed amendment removes the limitation that no part of the land will be used for development. Staff concurs with the intent of the applicant, which is to allow discretion by the City Council to allow a waiver of costly improvements until such time property is developed, however, we feel the limitation that no part of the land within a conveyance plat shall be used for development.

On April 27, 2015 the Commission held a public hearing on this request. The public hearing had no public comment. During the Commission deliberations there was stated some concern with removing

the limitations for development under a conveyance plat and the vagueness of the amendment. Upon conclusion of deliberations Commissioner Woods made a motion to recommend approval of this request to the City Council, as presented. Commissioner Tatum seconded the motion. All members present voted in favor of the motion.

If this amendment is approved it could affect properties within the Area of Impact therefore this request will require a public hearing before the Board of County Commissioners.

Conclusion:

If the Council feels this zoning title amendment, as presented, is appropriate staff recommends approval.

Attachments:

1. Proposed Amendment
2. Portion April 27th P&Z minutes

EXHIBIT # 2

The original purpose for the conveyance plat process was to allow division of a parcel of land without requiring development. But, in order to insure future infrastructure development, no building permits can be issued until the regular subdivision process is followed.

The purpose of the process was to avoid the situation where a parcel with no development requirements is left behind. For example, a property owner has 40 acres and a house on the corner of two under-developed arterials. The owner wishes to retain the house and one acre at the intersection, and to sell off the remaining 39 acres. With the current code, the 39 acres cannot be developed without also improving the corner intersection. This prevents some of the bottlenecks we have seen in the past. This example is the worst case scenario for creating problems.

On the other hand, an example is the Sunway Park, future elementary school, and surplus School District property situation is about the worst case scenario for the property owners within a conveyance plat. A building permit on any parcel would trigger millions of dollars of public infrastructure requirements.

If immediate development is intended, then the regular subdivision process should be used. It would be better that the City Council could be given the discretion in the second sentence of 10-12-2.5(B)(4) to either require development of all public infrastructure related to the original parcel, or to require only development of infrastructure related to a parcel of the original conveyance plat (following the normal subdivision process).

It is proposed that Twin Falls City Code §10-12-2.5(B) is amended as follows:

"10-12-2-5: CONVEYANCE PLATS: ...

(B) Conveyance Plats: The applicant may request that the subdivision application be processed as conveyance plat if the following exist:

1. The proposed subdivision does not exceed two (2) lots.
- ~~2. No part of the land will be used for land development.~~
- ~~2.~~ 3. To record the remainder of a tract created by the final platting of a portion of the property provided that the remainder is not intended for immediate development.
- ~~3.~~ 4. To record the subdivision of property into parcels that is not intended for immediate development. All public rights of way and easements shall be dedicated. The City Council may require all ~~all~~ abutting streets and utilities to shall be installed and accepted by the city at the time of the building permitting and/or development stage, whichever comes first.
- ~~4.~~ 5. If either parcel develops or is built on, the City Council may require construction of street and utility improvements will be required on both parcels."

Applicant: Bradford J. Wills

Staff Analysis:

Planner I Spendlove presented the staff analysis and state 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 2007, Ordinance #2901 was passed that amended the definition of "Subdivision" within City Code. This ordinance also created the "Conveyance Plat" and associated process within Title 10 Chapter 12 Section 2. This request was initiated by the applicant in order to address an issue with the timing of implementation of required improvements associated with Conveyance Plats.

The amendment proposes two main changes. 1) the removal of language that limits land development within the Conveyance Plats.

2) to replace obligatory language with an optional waiver by City Council decision for street and utility improvements.

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 (will require another public hearing before the Commission), or it may recommend that the amendment be denied. As this change could affect properties within the Area of Impact this request will require a public hearing before the Board of County Commissioners.

PZ Questions/Comments:

- **City Attorney Wonderlich**, explained that the current code was developed so that when a larger acreage was developed improvements would be completed by the developer to include the acre that had been excluded so that roads would not bottle neck at corners and curb, gutter and sidewalks would be installed. The person that develops has to develop all of the infrastructure with the way the code is currently written. A parcel located at the SE corner of Sunway Drive North and North College Road has been used as an example. These parcels are owned by the Twin Falls School District and the City of Twin Falls. If at any time the City of Twin Falls wants to build a bathroom in the park at this location it would trigger all of the improvements to be completed by the City. If the school wanted to build it would trigger all the improvements to be completed by the School; this being the case neither entity would be able to develop. In this instance it would mean North College Road, Sunway Drive North, Falls Avenue West and Creekside would all have to be built, which would not be feasible for either party. The proposed change would allow the City Council to review cases like this and make a determination on what portion of the infrastructure would need to be completed. Before the ordinance people could leave out the property at the corner, the City would not get right-of-way the corner would not get developed and it would leave a huge bottle neck at the intersection.
- Assistant City Engineer Vitek explained that there is a property at the corner of Harrison Street and Orchard Drive that was left out of the platting process so when the 70(+/-) acres gets developed south of this property this is going to be an intersection that won't get developed. With the current ordinance if this property had come through as a conveyance plat process this corner would have to be improved at the time the 70 (+/-) acre plat was developed but because it did not this intersection is going to be an issue when the 70 (+/-) acres gets developed.

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

Deliberations Followed:

- Commissioner Frank has concerns with discretionary, it is not in the City's best interest to have partial completion of roads, curbs, gutters and sidewalk. He has concerns that this will allow things like this to occur in the future.
- Commissioner Higley explained that his is not fond of it being discretionary but the current requirements make property impossible to develop; it could be handled with feasibility studies.
- Commissioner Grey asked about Federation Way development along the south side of where the new elementary school is going to be constructed.
- City Attorney Wonderlich explained that was a re-subdivision of an existing plat not a conveyance plat.

Motion:

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

Recommended Approval of This Request to the City Council, As Presented

City Council Public Hearing Tuesday, May 26, 2015



MONDAY May 26, 2015

To: Honorable Mayor and City Council

From: Melinda Anderson, Economic Development Director

Request:

Public hearing regarding parking configurations on Main Avenue for the Main Avenue Redesign Project.

Time Estimate:

The presentation will take approximately 20 minutes with additional time for public comment and Council discussion.

Background:

City Council had requested that a back-in parking demonstration be done so citizens would have an opportunity to try out back-in parking. Staff restriped 7 parking spaces on Main Avenue in front of DL Evans Bank and St. Vincent de Paul store. In addition, staff held a formal parking demonstration on Thursday, May 21 from 4-6 pm. We asked everyone who tried out the parking demo to complete a survey accessed from the City's website. That data will be provided to the Council at the beginning of the public hearing.

Staff along with Mandi Roberts from Otak will present a matrix of four parking configurations for the Council to review. Attached is that matrix showing data on each of the four parking configurations to be considered along with a Frequently Asked Question sheet regarding back-in parking. There are tradeoffs for each of the four configurations.

Twin Falls Urban Renewal Agency is requesting that the City Council determine which of the four it prefers. Once that decision is made, Otak can continue with its streetscape design.

Process:

The Council can opt to make a parking configuration decision at this meeting after the public hearing or request more information or time for consideration.

Budget Impact:

No impact to the City budget.

Regulatory Impact:

Council action will provide direction to TFURA and Otak regarding the direction to go with parking design. It will allow Otak to complete work on the design.

Conclusion:

None.

Attachments:

Main Avenue Parking Matrix

Main Avenue Back-in Parking FAQ sheet

Main Avenue Redesign Options—Reference Matrix

	Cross Sections	Parking Spaces	Sidewalk and Amenity Zone	Bicycle Facilities	Complete Street
<p>Existing Condition</p>		<p>186</p>	<p>14'-6"</p>	<p>No</p>	<p>No</p>
<p>Back-In / Head-Out Angle Parking Both Sides</p>	<p>1</p>	<p>198</p>	<p>13'-6" with Sharrows</p>	<p>Yes</p>	<p>Yes</p>
<p>Head-In/Back-Out Angle Parking Both Sides</p>	<p>2</p>	<p>208</p>	<p>11'-6"</p>	<p>No</p>	<p>No</p>
<p>Back-In/Head-Out One Side; Parallel One Side</p>	<p>3</p>	<p>152</p>	<p>18' with Sharrows or 11.5' with Raised Bike Lanes</p>	<p>Yes</p>	<p>Yes</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Head-In/Back-Out Angle One Side and Parallel One Side</p>	<p style="text-align: center;">4</p>	<p>157</p>	<p>17' with Sharrows or 10.5' with Raised Bike Lanes</p>	<p>Yes</p>	<p>Yes</p>
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Notes:

- Parking counts assume festival street areas from Shoshone west to half block (Paris Building) and from Hansen west to half block with parking only on one side of the street in festival street areas.
- For back-in/head-out angle parking, angled paces would be wider for better maneuverability (9.5 feet vs. 9 feet with head-in/back-out), and as such, there are fewer spaces overall.
- Options 1 and 2 result in an increase of parking above the existing quantity for these five blocks on Main Avenue; Options 3 and 4 result in a decrease of parking in the five blocks on Main Avenue because parallel parking doesn't result in as many spaces as angled parking.
- Options 1, 3 and 4 provide the most sidewalk and amenity space, enhancing the pedestrian environment. Option 2 reduces the pedestrian sidewalk and amenity zone by 3 feet each side compared to the width under existing conditions.
- With Option 2, there is not enough space to provide bicycling facilities (sharrows or bike lanes) and as such, it would not be a complete street. May require changes to city plans (bicycling connectivity planning).



Back-in/Head-out Angle Parking

Responses to Frequently Asked Questions

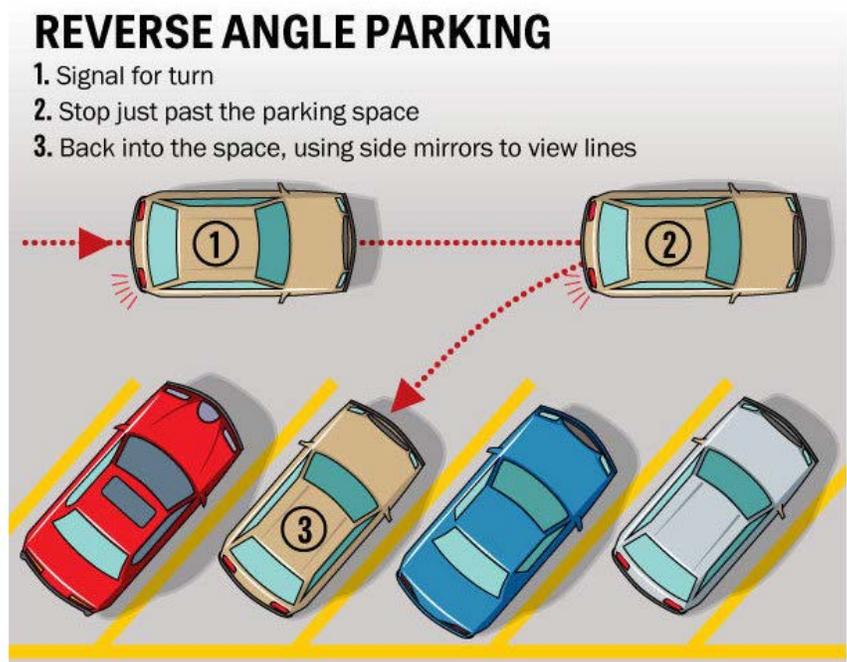
1. Why is Twin Falls considering back-in/head-out angle parking on Main Avenue?

- Main Avenue is a designated bicycling route in the City’s bike connectivity plan. Orienting the angled parking as back-in/head-out would provide enough space to allow for bicycle use on Main Avenue and adding bike “sharrow” symbols. Accommodating bicyclists on Main Avenue would be a “Complete Street” solution, consistent with community interests.
- Community members would like to enhance the pedestrian-friendly character of Main Avenue and Downtown—retaining sufficient space for sidewalks, sidewalk cafes, and other amenities. Back-in angle parking results in enough space for these facilities, whereas head-in angle parking reduces the sidewalk width by about three feet on each side of the street.
- Community members would like to increase parking spaces on Main Avenue where possible. Angled parking would result in the highest number of parking spaces on Main Avenue. Parallel parking would not provide as many spaces as angled parking.
- Back-in/head-out angle parking (also called reverse angle parking) is safer for both drivers parking and oncoming drivers. As the driver pulls out of the space, they are better able to see approaching cars and bicycles, especially when parked next to large vehicles (vans, trucks, large SUVs, etc.) and vehicles with tinted windows. This “eye to eye” contact enhances visibility and safety for motorists and bicyclists. The Idaho Transportation Department, National Institute of Transportation Engineers, and National Association of City and Transportation Officials all endorse this form of on-street parking, particularly when bicycle facilities are proposed.
- Back-in/head-out angle parking allows for quicker entry into traffic flow and is simpler than parallel parking. Drivers can easily pull directly into the flow of traffic rather than having to maneuver behind the car next to them when backing out. For this reason, the dimensions of the length of back-in angle parking spaces and width of adjacent travel lanes are less than head-in angle parking, so there is more space for other uses.



2. What are some of the other benefits of back-in/head-out angle parking?

- Doors open toward the curb, guiding children and pets toward the safety zone of the sidewalk (compared to head-in parking with car occupants oriented toward the street).
- Trunks and tailgates are close to the curb, which allows for easier and safer unloading. (Some drivers back into spaces along Main Avenue today to unload their cars.)
- It is safer for disabled parking, since disabled parking stalls are close to the existing curb ramps, and wheelchair-using drivers can load/unload out of the way of traffic.



3. How do you park into a back-in/head-out angle parking space? What happens if cars are following too close behind you? How do you communicate that you are backing into a space?

- You should put on your right turn signal and slow down upon approach to the parking space (just as you would when parallel parking).
- Your turn signal lets the driver behind you know that you will be parking in the space. Proper etiquette (as with parallel parking) is for the driver behind you to stop and allow you space to back in to the parking space.
- Once you have signaled and slowed, you pull past the space and then back into the space on angle.



4. Isn't this type of backing maneuver difficult for seniors?

- We know of no evidence to suggest age, gender, race, etc. plays any role in the ability to back or park a vehicle.

5. Will introducing back-in/head-out angle parking deter business/restaurant activity?

- Having more parking along the street, close to restaurants, retail, and commercial establishments helps business and provides convenience for customers. While it may take some time to adjust to the new style of parking, customers interested in parking close to their favorite shops and restaurants will have a safer way to park.

6. What about vehicle exhaust being oriented toward the sidewalk or sidewalk cafés?

- An amenity zone separates the parking lane (whether angled or parallel spaces) from the sidewalk area. Landscaping and other design features in the amenity zone will buffer sidewalk from parked vehicles. The layout of parking on Main Avenue will ensure that back-in angled parking spaces are not adjacent to sidewalk café areas. Also, it is important to note that vehicle exhaust dissipates quickly in an open air environment. People shopping and dining on Main Avenue typically park and immediately turn off their engines to go about their business, and people are coming and going at different times of the day. Therefore, accumulations of exhaust from idling vehicles would not be expected.

7. Has back-in/head-out angle parking been tried in Idaho? What about smaller cities and towns? Where can I see it in use?

- The City of Boise has back-in/head-out spaces on 8th Street in BoDo near popular new restaurants and shops in that area.
- McCall, Idaho implemented back-in/head-out parking on East Lake Street in Downtown a few years ago. It has been in use successfully for five years. Even people who drive big vehicles (pick-ups, jeeps, large SUVs, etc.) use it regularly.

Please tell us about your experience with back-in/head-out parking by filling out this online questionnaire:

www.surveymonkey.com/s/mainaveparking

For more information about back-in/head-out angle parking, including various studies, other cities that have implemented it, and links to videos, go to:

www.twinfallsmainavenue.com

