

COUNCIL MEMBERS

Suzanne Hawkins Vice Mayor	Nikki Boyd	Shawn Barigar Mayor	Chris Talkington	Gregory Lanting	Don Hall	Ruth Pierce
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**AGENDA**  
**5:00 P.M.**  
**Meeting of the Twin Falls City Council**  
**Monday, October 24, 2016**  
**City Council Chambers**  
**305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho**

5:00 P.M.

PLEDGE OF ALLEGIANCE TO THE FLAG  
 CALL MEETING TO ORDER  
 CONFIRMATION OF QUORUM  
 CONSIDERATION OF THE AMENDMENTS TO THE AGENDA  
 PROCLAMATIONS: **"CITY OF TWIN FALLS TOUGH ENOUGH TO WEAR PINK DAY"**  
 GENERAL PUBLIC INPUT

AGENDA ITEMS	Purpose	By:
<b>I. <u>CONSENT CALENDAR:</u></b> 1. Request to approve the Accounts Payable for October 18 – October 24, 2016. 2. Request to approve the October 17, 2016, City Council Minutes. 3. Request to change the street name from North Elm Street Circle Drive to Elm Circle North, as platted in North Elm Street Circle Subdivision.	Action  Action Action	Sharon Bryan  Sharon Bryan Jacqueline Fields
<b>II. <u>ITEMS FOR CONSIDERATION:</u></b> 1. Presentation of an ICMA Program Excellence Award in recognition of SIEDO to the City of Twin Falls. 2. Request to adopt an ordinance annexing 0.65 Acres (+/-), located at the northeast corner of Pole Line Road and Harrison Street. <u>c/o Robert Struthers</u> (app. 2807) 3. Request to authorize the Mayor to sign the FY2017 Additional Funding Local Highway Safety Improvement Program Applications for 3 locations: Caswell at Washington St. N., Shoshone St. proper, and, Washington St. North in the area of CSI and Canyon Ridge high school. 4. Presentation of an update on the upcoming Falls Avenue Mill and Inlay and ADA Ramp project. 5. Presentation of an update regarding City Code 7-8-14: Water Conservation. 6. Public input and/or items from the City Manager and City Council.	Presentation  Action  Action  Presentation  Presentation	Mitchel Humble  Reneé V. Carraway-Johnson  Jacqueline Fields  Jon Caton  Sean Standley
<b>III. <u>ADVISORY BOARD REPORT/ANNOUNCEMENTS:</u></b>		
6:00 P.M.		
<b>IV. <u>PUBLIC HEARINGS:</u></b> 1. Request to approve a Comprehensive Plan Amendment to update the 2009 Twin Falls Vision 2030 – A Comprehensive Plan for a Sustainable Future. <u>c/o City of Twin Falls.</u> (app. 2809)	Action	Reneé V. Carraway-Johnson Meagan Moore, Logan Simpson Design
<b>V. <u>ADJOURNMENT:</u></b>		

*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.*

## Public Input Procedures

1. Individuals wishing to provide public input regarding matters relevant to the City of Twin Falls shall
  - a. wait to be recognized by the mayor
  - b. approach the microphone/podium
  - c. state their name and address, and whether they are a resident or property owner in the City of Twin Falls, and
  - d. proceed with their input.
2. The Mayor may limit input to no less than two (2) minutes. Individuals are not permitted to give their time to other speakers.

## 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 (2) 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.



*Office of the Mayor  
City of Twin Falls*

# Proclamation

## **“CITY OF TWIN FALLS TOUGH ENOUGH TO WEAR PINK DAY”**

Whereas, every year, too many Americans are touched by the pain and hardship caused by breast cancer -- a disease that, among women, is one of the leading causes of cancer-related death. The City of Twin Falls will join its community partners during breast Cancer Awareness Month to honor those who lost their lives to breast cancer.

Furthermore, we will recognize the courageous survivors who are still fighting it. We will support these individuals and their loved ones who give their unwavering support during the most trying times, and we will recommit ourselves to partner with St. Luke’s Mountain States Tumor Institute to forge a future free from all cancer.

This month, with bold pink ribbons displayed proudly throughout our community, the City of Twin Falls stands with breast cancer survivors and reaffirms its commitment to raising awareness of this disease and to advancing research efforts.

Now, Therefore I, Shawn Barigar, Mayor of Twin Falls Idaho do hereby proclaim the day of October 24, 2016, to be:

## **“CITY OF TWIN FALLS TOUGH ENOUGH TO WEAR PINK DAY”**

in the City of Twin Falls, Idaho, and I encourage citizens, government agencies, private businesses, nonprofit organizations, and all others to join in activities that will increase awareness of breast cancer prevention.

In witness whereof, I have hereunto set my hand and caused this seal to be affixed.

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Mayor Shawn Barigar

Attest:

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Leila A. Sanchez, Deputy City Clerk

Dated: October 24, 2016

COUNCIL MEMBERS

Suzanne Hawkins Vice Mayor	Nikki Boyd	Shawn Barigar Mayor	Chris Talkington	Gregory Lanting	Don Hall	Ruth Pierce
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**Minutes**  
**4:00 P.M.**  
**Meeting of the Twin Falls City Council**  
**Monday, October 17, 2016**  
**City Council Chambers**  
**305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho**

4:00 P.M.

74-206. Executive Session (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.

5:00 P.M.

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

**GENERAL PUBLIC INPUT**

AGENDA ITEMS	Purpose	By:
<b>I. <u>CONSENT CALENDAR:</u></b>		
1. Request to approve the Accounts Payable for October 11 – October 17, 2016.	Action	Sharon Bryan
2. Request to approve the October 10, 2016, City Council Minutes.	Action	Sharon Bryan
3. Request to remove the “North” designation from Boston Way North, as platted in South Hampton Subdivision.	Action	Troy Vitek
4. Request to approve a Curb-Gutter Improvement Deferral Agreement – 198 Freightway Street for L & L Rentals, LLC.	Action	Jacqueline Fields
5. Request to approve the annual “Trick or Treat on Bish’s Street” event to be held in the Fred Meyer parking lot located at 705 Blue Lakes Blvd. N. on October 31, 2016.	Action	Justin Dimond
6. Request to approve the “Costume Party at City Park” event to be held in the Twin Falls City Park on October 29, 2016.	Action	Justin Dimond
<b>II. <u>ITEMS FOR CONSIDERATION:</u></b>		
1. Request to appoint Tona Casella to serve as a Library Trustee.	Appointment	Tara Bartley
2. Swearing in of Tim Soule to the position of Twin Falls City Fire Chief.	Action	Travis Rothweiler
3. Public input and/or items from the City Manager and City Council.		
<b>III. <u>ADVISORY BOARD REPORT/ANNOUNCEMENTS:</u></b>		
6:00 P.M.		
<b>IV. <u>PUBLIC HEARINGS:</u> None</b>		
<b>V. <u>ADJOURNMENT:</u></b>		
74-206. 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 or 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.*

Present: Shawn Barigar, Suzanne Hawkins, Nikki Boyd, Chris Talkington, Greg Lanting, Don Hall, Ruth Pierce

Absent: None

Staff Present: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, Librarian Tara Bartley, Deputy City Clerk Sharon Bryan

**4:00 P.M.**

74-206. Executive Session (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:**

Vice Mayor Hawkins moved to convene into Executive Session 74-206 (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. The motion was seconded by Councilmember Hall. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

**PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Barigar called the meeting to order at 5:00 P.M. He then asked all present, who wished, to recite the pledge of Allegiance to the Flag.

**CONFIRMATION OF QUORUM**

A quorum is present.

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

**PROCLAMATIONS: None**

**GENERAL PUBLIC INPUT**

**I. CONSENT CALENDAR:**

1. Request to approve the Accounts Payable for October 11 – October 17, 2016.
2. Request to approve the October 10, 2016, City Council Minutes.
3. Request to remove the “North” designation from Boston Way North, as platted in South Hampton Subdivision.
4. Request to approve a Curb-Gutter Improvement Deferral Agreement – 198 Freightway Street for L & L Rentals, LLC.
5. Request to approve the annual “Trick or Treat on Bish’s Street” event to be held in the Fred Meyer parking lot located at 705 Blue Lakes Blvd. N. on October 31, 2016.
6. Request to approve the “Costume Party at City Park” event to be held in the Twin Falls City Park on October 29, 2016.

**MOTION:**

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

**II. ITEMS FOR CONSIDERATION:**

1. Request to appoint Tona Casella to serve as a Library Trustee.

Liberian Bartley introduced Tona Casella and asked City Council to approve her appointment.

**MOTION:**

Vice Mayor Hawkins moved to approve the appointment of Tona Casella to serve as a Library Trustee from November 9, 2016 to December 31, 2017. The motion was seconded by Councilmember Boyd. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

Tona Casella thanked City Council for the appointment.

2. Swearing in of Tim Soule to the position of Twin Falls City Fire Chief.

City Manager Rothweiler introduced Tim Soule and asked City Council to approve the appointment.

**MOTION:**

Councilmember Hall moved to approve the appointment of Tim Soule as Fire Chief. The motion was seconded by Councilmember Boyd. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

Mayor Barigar administered the Oath of Office to Fire Chief Tim Soule.

Fire Chief Soule thanked City Council for his appointment.

3. Public input and/or items from the City Manager and City Council - None

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

Councilmember Pierce gave a report on the Historic Preservation meeting. She said they will have an open house on October 26, 2016 from 5:30 PM to 7:30 PM at the Ballroom.

Councilmember Pierce reminded City Council that Monday, October 24, 2016 is City of Twin Falls Tough Enough to Wear Pink Day.

**IV. PUBLIC HEARINGS: None**

**V. ADJOURNMENT:**

74-206. 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 or individual agent, or public school student.

**MOTION:**

Councilmember Boyd moved to convene into Executive Session 74-206 (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. The motion was seconded by Councilmember Pierce. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

Meeting adjourned at 5:25 PM

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Sharon Bryan, Deputy City Clerk

[http://twinfalls.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=592](http://twinfalls.granicus.com/MediaPlayer.php?view_id=2&clip_id=592)



Date: October 24, 2016  
To: Honorable Mayor and City Council  
From: Jacqueline Fields, P.E., City Engineer

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**Consent Request:**

Consideration of a request to change the street name from North Elm Street Circle Drive to **Elm Circle North**, as platted in North Elm Street Circle Subdivision.

**Time Estimate:**

The staff presentation will take approximately 2 minutes.

**Background:**

North Elm Street Circle Drive was platted as public right-of-way in North Elm Street Circle Subdivision. City staff would like to change the street name **Elm Circle North**. This street name is confusing and currently all of the residences on that street are using Elm Circle North as their mailing address.

**Approval Process:**

City Code Section 8-1-3 states: The names of streets and avenues as given and shown on the map of the City adopted by the City Council on February 25, 1957, and on file in the office of the City Clerk, or as may hereafter be renamed by said Council, are hereby declared to be the names of the same. Names of all streets and avenues hereafter dedicated shall be approved by the City Council. (1958 Code, ch. IV, art. 1).

**Budget Impact:**

The Council's approval of this request will not impact the City budget.

**Regulatory Impact:**

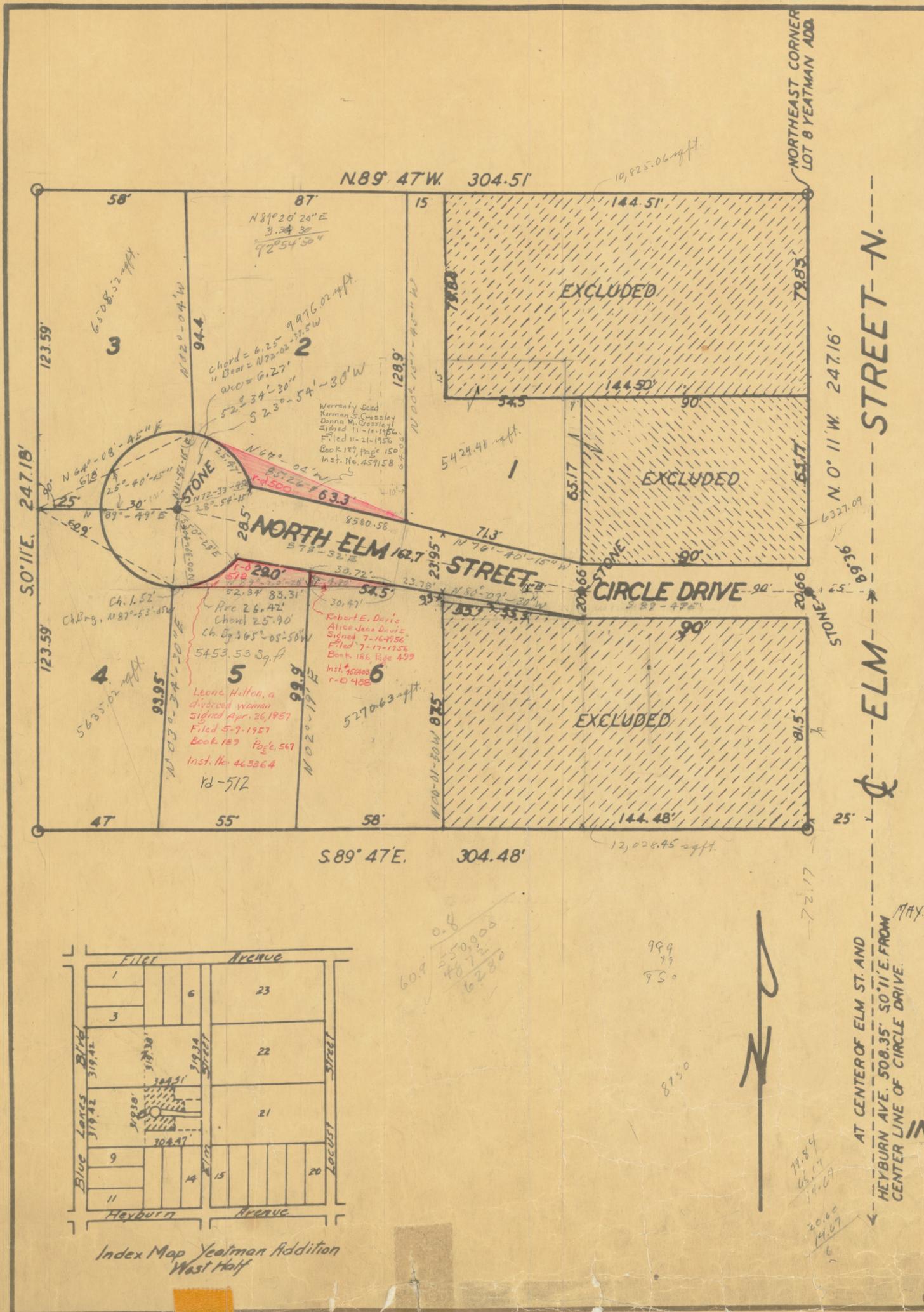
None.

**Conclusion:**

Staff recommends that the Council approve the request to rename North Elm Street Circle Drive to **Elm Circle North**.

**Attachments:**

1. Plat map.



**DEDICATION**  
 This is to certify that the undersigned are owners in fee simple of the property hereinafter described; that the correct description of the land included in this plat is as follows: - In the east half of Lot 8 Yeatman Addition, Twin Falls, Idaho, located in the SW 1/4 NW 1/4 SW 1/4, Section 10, T. 10 S. R. 17 E. B.M. in Twin Falls County, Idaho. That it is the intention of the undersigned to and they do hereby include said land in this plat; that the undersigned, and each of them, do by these presents grant, bargain, sell, convey, confirm and dedicate to the public, for public use forever, all thoroughfares, streets, alleys and parks or shrubs on this plat.

**ACKNOWLEDGMENT**  
 STATE OF IDAHO, COUNTY OF TWIN FALLS, SS  
 On this 28th day of February, 1950, before me, the undersigned, a Notary Public in and for said State, personally appeared H.O. Forster and Dorothy S. Forster, husband and wife, known to me to be the persons whose names are subscribed to the foregoing dedication, and acknowledged to me that they executed the same.

**SURVEYOR'S CERTIFICATE**  
 This is to certify that I, John E. Hayes, a duly qualified surveyor, surveyed the land described in this plat, namely, the east half of Lot 8 Yeatman Addition, located in the SW 1/4 NW 1/4 SW 1/4, Section 10, T. 10 S. R. 17 E. B.M. in Twin Falls County, Idaho, and designated herein as North Elm Street Circle Drive, Subdivision, and that this plat is a true and correct representation of said survey as made and stored by me on said land.

**ACKNOWLEDGMENT**  
 STATE OF IDAHO, COUNTY OF TWIN FALLS, SS  
 On this 28th day of February, 1950, before me, the undersigned, a Notary Public in and for said State, personally appeared John E. Hayes, known to me to be the person whose name is subscribed to the foregoing surveyor's certificate, and acknowledged to me that he executed the same.

**CITY'S ACCEPTANCE**  
 The foregoing plat was duly accepted and approved by the Board of Commissioners of the City of Twin Falls, Idaho, on the 6th day of March, 1950.

**CITY ENGINEER'S APPROVAL**  
 The undersigned hereby certifies that the property described in this plat has within one mile of the City of Twin Falls, Idaho, and that this plat has been examined by the undersigned, and is in all respects approved.

**COUNTY SURVEYOR'S CERTIFICATE**  
 This is to certify that the undersigned has checked the foregoing plat and computations for making the same and has determined that they comply with the laws of the State of Idaho relating thereto.

**COUNTY RECORDER'S CERTIFICATE**  
 This is to certify that the foregoing plat was filed for record in the office of the Recorder of Twin Falls County, Idaho, this 6th day of February, 1950, at 1:10 P.M. at the request of H.O. Forster and Dorothy S. Forster, and duly recorded in Plat Book No. 50, at page 23.

**NORTH ELM STREET CIRCLE SUBDIVISION**  
 IN EAST HALF LOT 8 YEATMAN ADDITION  
 IN SW 1/4 NW 1/4 SW 1/4, SEC. 10, T. 10 S. R. 17 E. B.M.  
 TWIN FALLS, IDAHO.

**NE 2-1**  
**P-N-10**

AT CENTER OF ELM ST. AND HEYBURN AVE. 508.35' S 0° 11' E FROM CENTER LINE OF CIRCLE DRIVE.

Indicate buried iron stake monuments with (+) cross.  
 Lot corners are steel pipes or pins.  
 Block corners are oak steel pipes 1 1/2" diam.



**Date:** October 24, 2016

**To:** Honorable Mayor and City Council

**From:** Mitchel Humble

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**Request:**

Presentation of an ICMA Program Excellence Award in recognition of SIEDO to the City of Twin Falls.

**Time Estimate:**

The presentation will take approximately 5 minutes.

**Background:**

This community partnership award recognizes innovative programs or processes between and/or among a local government and other governmental entities, private sector businesses, individuals, or nonprofit agencies to improve the quality of life for residents or provide more efficient and effective services.



Public Meeting: **MONDAY OCTOBER 24, 2016**

To: Honorable Mayor 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 ANNEXING 0.65 Acres (+/-), located at the northeast corner of Pole Line Road and Harrison Street. c/o Robert Struthers (app. 2807)

**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.

### History:

On **September 13, 2016** the Planning & Zoning Commission held a public hearing on this request. The public hearing was opened and closed with no public comment. Upon conclusion of discussion Commissioner Munoz made a motion to **recommended the current C-1 zoning designation as appropriate upon annexation**. Commissioner Tatum seconded the motion. All members present voted in favor of the motion.

On **October 10, 2016** the City Council held a public hearing. The public hearing was opened and closed with no public comment.

Upon Conclusion of the public hearing and discussion Councilmember Lanting moved to approve the Annexation for 0.65 Acres ± of undeveloped property located at the northeast corner of Pole Line Road and Harrison Street with zoning as C-1 as presented. The motion was seconded by Councilmember Hall. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

### Conclusion:

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"(1)
3. Zoning Map of Area
4. Site Map
5. October 10, 2016 CC Minutes

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

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, **ANNEXING** CERTAIN REAL PROPERTY BELOW DESCRIBED, PROVIDING THE ZONING CLASSIFICATION THEREFOR, AND ORDERING THE NECESSARY AREA OF IMPACT AND ZONING DISTRICTS MAP AMENDMENT.

WHEREAS, Robert J Struthers has made application for annexation of property located at the northeast corner of Pole Line Road and Harrison Street; 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 13 day of September, 2016, to consider the Zoning Designation and necessary Area of Impact and Zoning Districts Map amendment upon annexation of the real property below described; and,

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

WHEREAS, the City Council for the City of Twin Falls, Idaho, held a Public Hearing as required by law on the 10 day of October, 2016, to consider the Zoning Designation and necessary Area of Impact and Zoning Districts Map amendment upon annexation of the real property below described.

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

SECTION 1. The following described real property be and the same is hereby annexed into and declared to be a part of the City of Twin Falls, Idaho:

**SEE ATTACHMENT "A"**

AND all public streets, highways, alleys and public rights-of-way adjacent and within this description.

SECTION 2. The real property described in Section 1 hereof be and the same is hereby zoned C-1.

SECTION 3. Public services may not be available at the time of development of this property, depending upon the speed of development of this and other developments, and the ability of the City to obtain additional water and/or sewer capacity. The annexation of this property shall not constitute a commitment by the City to provide water and/or wastewater services.

Ordinance No. \_\_\_\_\_

Page 1 of 2

SECTION 4. The Area of Impact and Zoning Districts Map for the City of Twin Falls, Idaho, be and the same is hereby amended to reflect the newly incorporated real property as hereby zoned.

SECTION 5. 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.

PASSED BY THE CITY COUNCIL , 20\_\_

SIGNED BY THE MAYOR , 20\_\_

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
Deputy City Clerk

PUBLISH: Thursday, \_\_\_\_\_, 20\_\_

Ordinance No. \_\_\_\_\_

Page 2 of 2

## Attachment "A"

A parcel of land located in the Southwest Quarter of the Southeast Quarter of Section 33, Township 9 South, Range 17 East, Boise Meridian, Twin Falls County, Idaho, and more particularly described as follows:

Commencing at the South Quarter corner of said Section 33, from which the Southwest corner of said Section 33 bears South 89° 47' 21" West, 2640.83 feet;

THENCE North 0° 40' 01" East along the West boundary of the SE4 of said Section 33 for a distance of 94.93 feet to the POINT OF BEGINNING and being the Northerly Right of Way of Project # DHP-NH-F-2390(104);

THENCE North 0° 40' 01" East along the West boundary of the SE4 of said Section 33 for a distance of 418.56 feet;

THENCE North 89° 29' 59" East for a distance of 60.02 feet;

THENCE South 0° 40' 01" West parallel with the west boundary of the SE4 of said Section 33 for a distance of 442.98 feet to a point on the Northerly Right of Way of Project # DHP-NH-F-2390(104);

THENCE South 89° 51' 19" West along the Northerly Right of Way of Project # DHP-NH-F-2390(104) for a distance of 41.85 feet;

THENCE North 36° 43' 31" West along the Northerly Right of Way of Project # DHP-NH-F-2390(104) for a distance of 29.95 feet to the POINT OF BEGINNING.

The above-described parcel contains 0.605 acres more or less.

# Zoning Vicinity Map

Reference Only



Approximate Location of Subject Property

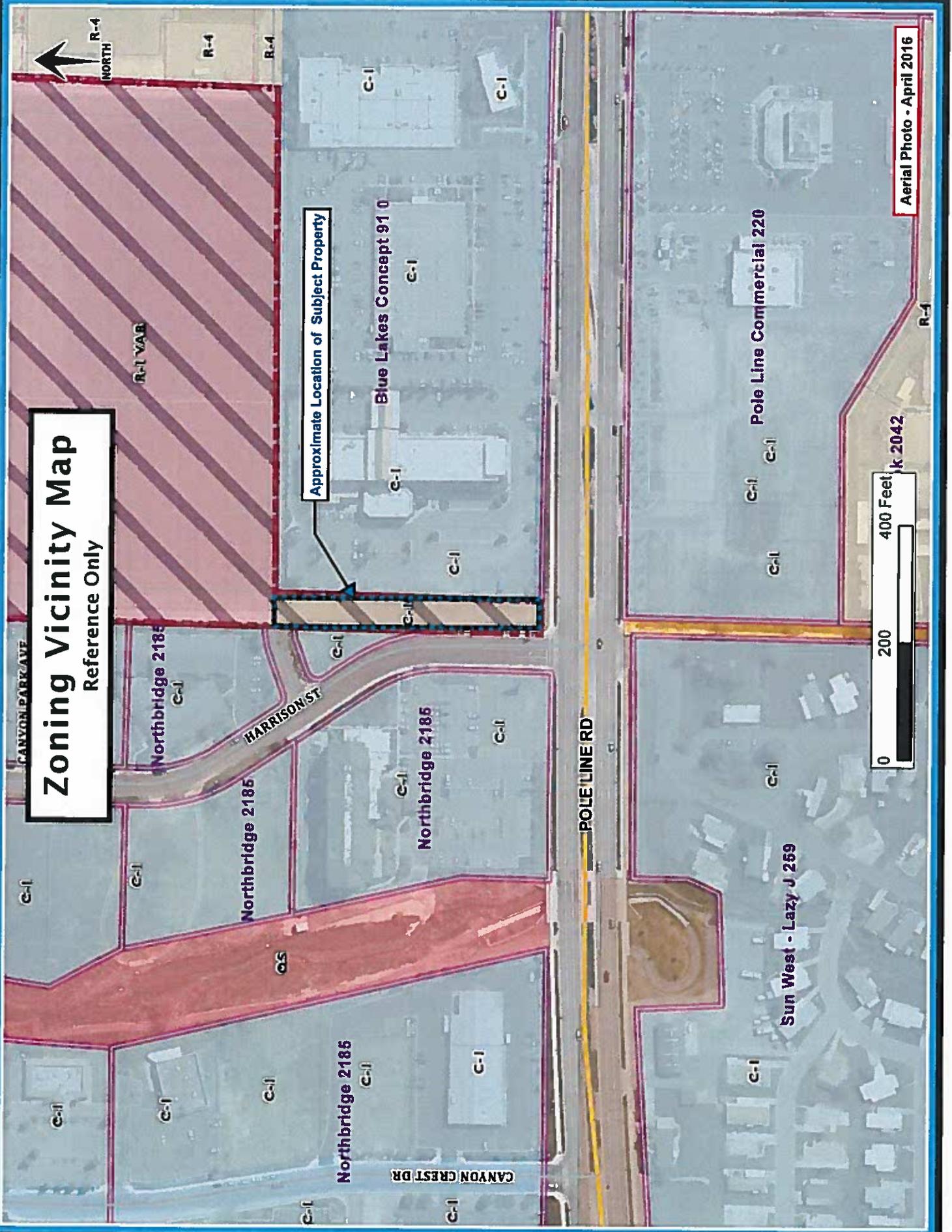
Blue Lakes Concept 91 0

Pole Line Commercial 220

Sun West - Lazy J 259



Aerial Photo - April 2016



# Future Land Use Map

Reference Only

Approximate Location of Subject Property

CANYON CREST DR

Commercial/Retail Designation

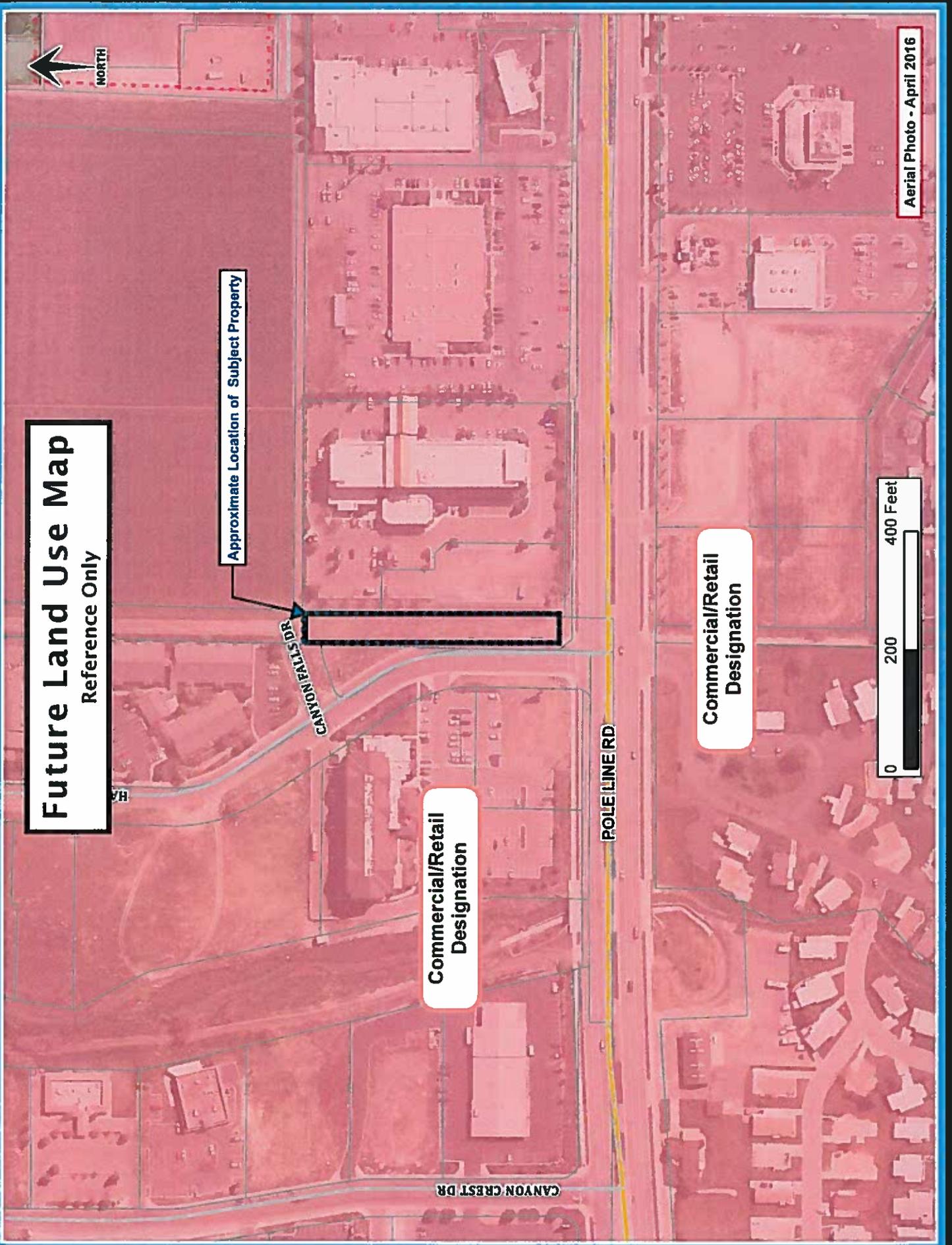
POLELINE RD

Commercial/Retail Designation

0 200 400 Feet

Aerial Photo - April 2016

NORTH



# Aerial Photo Map

Reference Only

647 POLE L

NORTH

Approximate Location of Subject Property

539 POLE L

601 POLE L

HARRISON ST

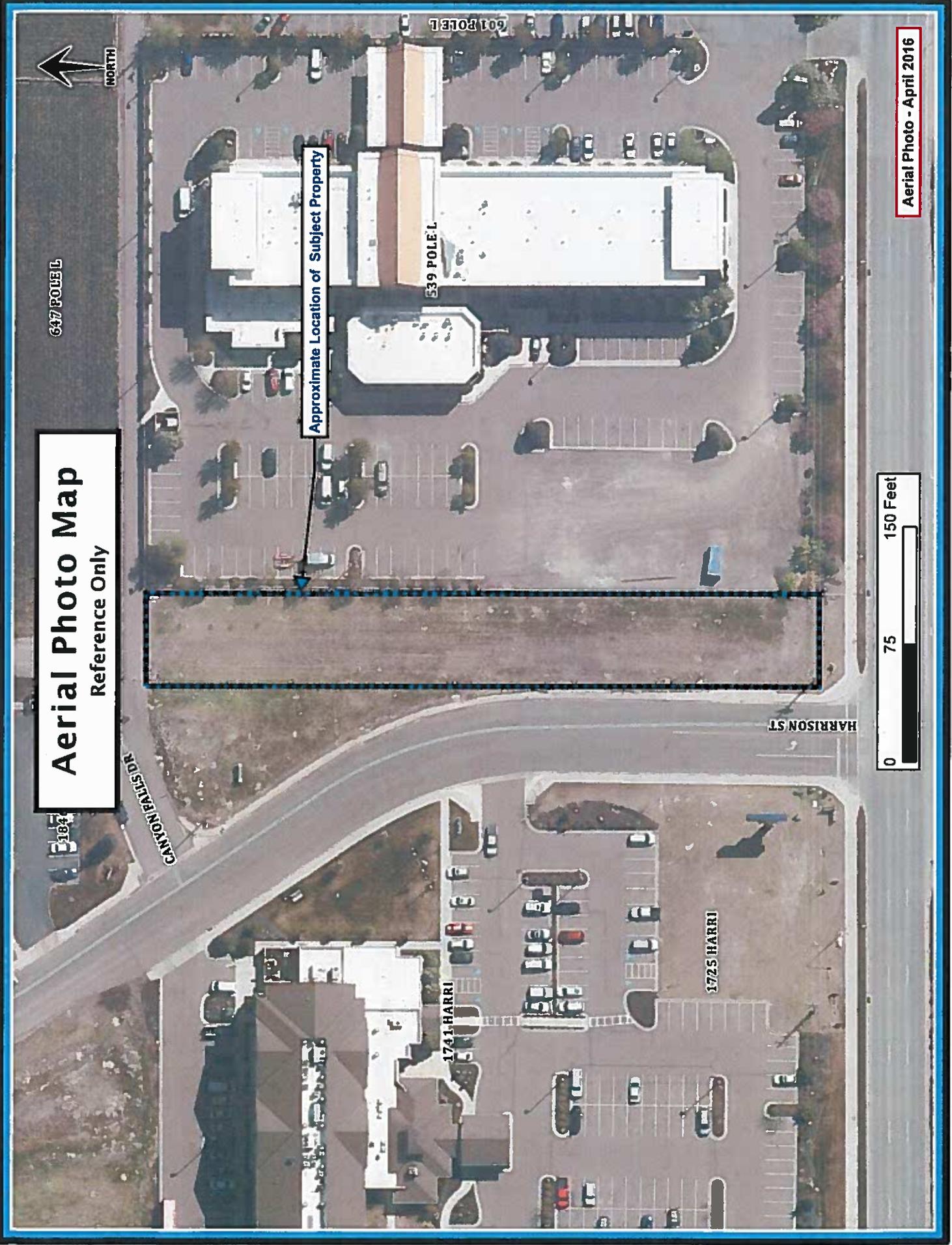
CANTON BLVD

1741 HARRI

1725 HARRI

0 75 150 Feet

Aerial Photo - April 2016



**COUNCIL MEMBERS**

Suzanne Hawkins Vice Mayor	Nikki Boyd	Shawn Barigar Mayor	Chris Talkington	Gregory Lanting	Don Hall	Ruth Pierce
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**MINUTES**  
**5:00 P.M.**  
**Meeting of the Twin Falls City Council**  
**Monday, October 10, 2016**  
**City Council Chambers**  
**305 3<sup>rd</sup> Avenue East -Twin Falls, Idaho**

PLEDGE OF ALLEGIANCE TO THE FLAG  
 CALL MEETING TO ORDER  
 CONFIRMATION OF QUORUM  
 CONSIDERATION OF THE AMENDMENTS TO THE AGENDA  
 PROCLAMATIONS: None  
**GENERAL PUBLIC INPUT**

AGENDA ITEMS	Purpose	By:
<b>I. <u>CONSENT CALENDAR:</u></b> 1. Request to approve the Accounts Payable for October 4, 2016 through October 10, 2016. 2. Request to approve the October 3, 2016, City Council Minutes. 3. Request to approve a Beer License for Cheverria's, LLC, 850 Shoshone Street West. 4. Request to approve the 26 <sup>th</sup> Annual Christmas in the Night Time Sky event sponsored by Kimberly Nurseries to be held at 2862 Addison Avenue East on Friday, November 25, 2016. 5. Request to approve the Annual Festival of Lights Parade sponsored by the Times News to be held on Friday, December 2, 2016	Action  Action  Action  Action	Sharon Bryan  Sharon Bryan Sharon Bryan  Ryan Howe  Ryan Howe
<b>II. <u>ITEMS FOR CONSIDERATION:</u></b> 1. Recognize Jason Brown for attaining his Idaho registration as an Environmental Engineer. 2. Request to approve Contract Amendment No. 3 from CH2M HILL for the operation and maintenance of the Waste Treatment Plant, industrial pre-treatment program and associated sewer lift stations. 3. Provide input and/or recommendations for the composition of the Steering Committee for the 2016 Transportation Master Planning effort. 4. Request to amend Twin Falls City Code 3-4-5(D)(3), Records, regarding pawnshops, brokers and secondhand dealers. 5. Review Twin Falls Parks and Recreation Master Plan. 6. Public input and/or items from the City Manager and City Council.	Recognition  Action  Input  Action  Review	Jacqueline D Fields  Jacqueline D Fields  Jacqueline D Fields  Craig Kingsbury  Wendy Davis
<b>III. <u>ADVISORY BOARD REPORT/ANNOUNCEMENTS:</u></b>  6:00 P.M.		
<b>IV. <u>PUBLIC HEARINGS:</u></b> 1. Annexation for property 0.65 Acres ±, located at the northeast corner of Pole Line Road and Harrison Street.	PH/Action	Rob Struthers Jonathan Spendlove
<b>V. <u>ADJOURNMENT:</u></b>		

*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: Shawn Barigar, Suzanne Hawkins, Nikki Boyd, Chris Talkington, Greg Lanting, Don Hall, Ruth Pierce

Absent: None

Staff Present: Deputy City Manager Brian Pike, Deputy City Manager Mitchel Humble, City Attorney Fritz Wonderlich, City Engineer Jacqueline D Fields, Chief of Police Craig Kingsbury, Parks and Recreation Director Wendy Davis, Planner 1 Jonathan Spendlove, Deputy City Clerk Sharon Bryan

## **PLEDGE OF ALLEGIANCE TO THE FLAG**

Mayor Barigar called the meeting to order at 5:00 P.M. He then invited Lauren Brown to lead us in the pledge of Allegiance to the flag. Mayor Barigar asked all present, who wished, to recite the pledge of Allegiance to the Flag.

## **CONFIRMATION OF QUORUM**

A quorum is present.

## **CONSIDERATION OF THE AMENDMENTS TO THE AGENDA – None**

**PROCLAMATIONS: None**

## **GENERAL PUBLIC INPUT**

### **I. CONSENT CALENDAR:**

1. Request to approve the Accounts Payable for October 4, 2016 through October 10, 2016.
2. Request to approve the October 3, 2016, City Council Minutes.
3. Request to approve a Beer License for Cheverria's, LLC, 850 Shoshone Street West.
4. Request to approve the 26<sup>th</sup> Annual Christmas in the Night Time Sky event sponsored by Kimberly Nurseries to be held at 2862 Addison Avenue East on Friday, November 25, 2016.
5. Request to approve the Annual Festival of Lights Parade sponsored by the Times News to be held on Friday, December 2, 2016

### **MOTION:**

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

### **II. ITEMS FOR CONSIDERATION:**

1. Recognize Jason Brown for attaining his Idaho registration as an Environmental Engineer.

City Engineer Fields announced that Jason Brown attained his Idaho registration as an Environmental Engineer.

Jason Brown introduced his family and gave thanks to his family and the City.

2. Request to approve Contract Amendment No. 3 from CH2M HILL for the operation and maintenance of the Waste Treatment Plant, industrial pre-treatment program and associated sewer lift stations.

City Engineer Fields introduced Shawn Moffit, CH2M Hill

Shawn Moffit, CH2M Hill reviewed the Contract Amendment #3.

Councilmember Talkington commended CH2M Hill for there professionalisms.

**MOTION:**

Councilmember Boyd moved to approve the Contract Amendment No. 3 from CH2M HILL for the operation and maintenance of the Waste Treatment Plant, industrial pre-treatment program and associated sewer lift stations. 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

Shawn Moffit commented that with the improvement made to the Plant it has attracted several agencies to visit the plant.

3. Provide input and/or recommendations for the composition of the Steering Committee for the 2016 Transportation Master Planning effort.

City Engineer Fields reviewed the Transportation Master Planning.

City Council discussion ensued on the following.

The twelve categories

Commercial interest

Include car dealers

Reach out to the building association and realtor associations.

Emergency services.

Combine several groups together

Committee size

Sub groups

Broad base discussions on the Committee.

Mayor Barigar will represent the Council on the Committee.

4. Request to amend Twin Falls City Code 3-4-5(D)(3), Records, regarding pawnshops, brokers and secondhand dealers.

Police Chief Kingsbury gave staff report.

City Council discussion ensued on the following:

Other entities doing away with asking for social security numbers.

**MOTION:**

Councilmember Talkington made a motion to suspend the rules and place Ordinance 2016-12 on third and final reading by title only. The motion was seconded by Councilmember Pierce. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0

Deputy City Clerk Bryan read the ordinance by title only:

ORDINANCE NO. 2016-12

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, AMENDING TWIN FALLS CITY CODE 3-4-5(D)(3) BY DELETING THE REQUIREMENT OF A SOCIAL SECURITY NUMBER AS PROOF OF IDENTITY TO PLEDGE OR SELL PERSONAL PROPERTY.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, THAT TWIN FALLS CITY CODE 3-4-5(D)(3) IS AMENDED AS FOLLOWS:

**MOTION:**

Vice Mayor Hawkins made a motion to adopt Ordinance 2016-12. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0.

5. Review Twin Falls Parks and Recreation Master Plan.

Parks and Recreation Director Davis introduced Greg Graves, JUB Engineers

Greg Graves, JUB Engineers reviewed the Master Plan.

Casey Hansen, JUB Engineers reviewed the GIS map process using visuals

City Council discussion ensued on the following:

County parks included

How parks were rated.

Current standard level - 3.42 per thousand populations.

Does this Master Plan meet the intended needs for the future?

Parks and Recreation Director Davis said that it would meet the need for the comprehensive plan but does not give them information for the future needs and growth for the future.

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

Councilmember Pierce reported on the Twin Falls downtown Octoberfest success.

Councilmember Pierce asked that we celebrate Breast Cancer Awareness Month by wearing PINK one day in October. City Council has chosen October 24, 2016 to be "CITY OF TWIN FALLS TOUGH ENOUGH TO WEAR PINK DAY" and encourages all to wear PINK that day.

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

Councilmember Talkington reported on the Twin Falls Urban Renewal Agency meeting.

Councilmember Boyd reported on the Parks and Recreation Commission meeting.

Recess until 6:00 PM

6:00 P.M.

**IV. PUBLIC HEARINGS:**

1. Annexation for property 0.65 Acres ±, located at the northeast corner of Pole Line Road and Harrison Street.

Rob Struthers and Katie Breckenridge asked for annexation of 0.65 acres of property on the northeast corner of Pole Line Road and Harrison Street

Planner 1 Spendlove gave staff report.

Open Public Hearing:

Close Public Hearing:

**MOTION:**

Councilmember Lanting moved to approve the Annexation for property 0.65 Acres ±, located at the northeast corner of Pole Line Road and Harrison Street with zoning as C-1 as presented. The motion was seconded by Councilmember Hall. Roll call vote showed all members present voted in favor of the motion. Approved 7 to 0

Katie Breckenridge thanked Council.

**V. ADJOURNMENT:**

The meeting closed at 6:19 PM

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Sharon Bryan, Deputy City Clerk

[http://twinfalls.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=587](http://twinfalls.granicus.com/MediaPlayer.php?view_id=2&clip_id=587)



**Date:** Monday, October 24, 2016  
**To:** Honorable Mayor and City Council  
**From:** Jacqueline D Fields, City Engineer

---

**Request:**

Consideration of a request to authorize the Mayor to sign the FY2017 Additional Funding Local Highway Safety Improvement Program Applications for 3 locations: Caswell at Washington St. N, Shoshone St. proper, and, Washington St. North in the area of CSI and Canyon Ridge high school.

**Time Estimate:**

The presentation will take approximately 15 minutes.

**Background:**

Due to an increase in available federal dollars, LHTAC has been authorized to distribute an additional \$2.5M of the state HSIP funds through the Local Highway Safety Improvement Program (LHSIP), a program administered through LHTAC. This increase is a one-time allotment specifically designated for expenditure on FY 2017 LHSIP projects. Eligibility for the LHSIP is based on a community's Fatal and Serious Injury (Type A) crash from 2011-2015. Cities with at least one Serious Injury (Type A) or Fatal crashes over the last five years are eligible to apply.

This is an opportunity to address existing issues and needs. Washington St. North at Caswell has a measurable number of students that cross in the afternoon, presumably because they do not wait for the safety bus. One project is to improve the pedestrian crossing by placing a hybrid beacon and improved LED illumination at the intersection. The local match is projected to be \$26,300.

The other 2 applications are a response to accidents as well as the City's need to update signal equipment. We currently have a project in the Streets capital improvement program to begin addressing our intersections, generally concurrently with ITD's retrofit of state signals. The intersections in the Washington St. project are generally new, all younger than 10 years old. However, all of the signals were designed with the older technology. The goal of this project is to add safety features and upgrade the signal equipment so that as many of the city's intersections as possible will use the same equipment. The Shoshone St. project includes ITD intersections. The proposed match is a mathematical split based on jurisdiction of the approach legs of the intersection (and may be adjusted slightly as the package is finalized). ITD has prepared a letter of support for the joint project and will work with LHTAC to establish an acceptable way to transfer the appropriate state funds to this project. Shoshone Street signals are dominantly fixed-time signals which are, by their very nature, non-responsive. The project adds significant safety measures in the form of left turn phasing, illumination and pedestrian heads. It adds long-term lower cost LED technology and addresses the ADA ramps at the intersections as well.

With federal aid projects like these, once the project application is submitted, it is rated or scored for how well it meets the projected goals compared to other projects in the State. If the project is awarded, a federal aid limit on funds will be established based on the attached estimates. Agreements will be sent to the City for Council authorization, a resolution of support and a local matching check.

**Approval Process:**

City Council authorizes the Mayor to sign the applications.

**Budget Impact:**

The Street fund has a capital improvement project for signal upgrades in the amount of \$154,000. While the Caswell project was not included in that project, it could be if authorized by Council. Funds that are not used for this project will be spent on partial improvements to other City intersections.

**Conclusion:**

Staff recommends that the Council authorize the Mayor to sign the FY2017 Additional Funding Local Highway Safety Improvement Program Applications for Caswell at Washington St. N, Shoshone St. proper, and Washington St. North in the area of CSI and Canyon Ridge high school.

**Attachments:**

3 applications

# Washington St & Caswell Ave PHB Project

Local Highway Safety Improvement Program (LHSIP) Application

## ***Project Description:***

The City of Twin Falls is requesting funds through the Local Highway Safety Improvement Program (LHSIP) to install a Pedestrian Hybrid Beacon as a vehicle/pedestrian crash reduction countermeasures at the intersection of Washington St and Caswell Ave in Twin Falls, Idaho. By installing a Pedestrian Hybrid Beacon, as well as other pedestrian crash reduction countermeasures, it is believed that the quantity and severity of pedestrian related injury accidents can be drastically reduced. Washington Street serves as an arterial street and the Caswell Ave intersection is a major pedestrian crossing, halfway between Filer Ave & Falls Ave. The current conditions provide a striped crosswalk with pedestrian ramps, however, lack the appropriate signing, striping and lighting for a pedestrian crossing. The existing crossing is across 5 lanes of traffic and approximately 85 feet long.

## ***Location:***

The mentioned safety improvements are proposed as the following intersections located in Northwest Twin Falls. Refer to Figure 1 - Project Location Map.

1. Washington St N & Caswell Ave

## ***Crash Data Trends:***

The five year crash data indicates that there have been a total of 11 intersection related crashes, 1 of which was a pedestrian related Type A Injury crash.

Intersection	Fatal Crash	A Injury Crash	B Injury Crash	C Injury Crash	PDO Crash
Caswell Ave.	0	1	2	3	5
<b>Total</b>	0	1	2	3	5

Of the 11 recorded crashes that occurred at Washington St and Caswell Ave, the only Type A injury crash involved a pedestrian/cyclist attempting to cross Washington St. In addition, 4 of the identified crashes included rear-end crashes, which could be attributed to vehicles attempting to stop for pedestrians waiting to cross Washington St. As a major crossing for pedestrians, this intersection location is in need of installing a pedestrian activated signal and other vehicle/pedestrian crash reduction countermeasures to provide both pedestrians and cyclists the opportunity to cross Washington St in a safe manner .

## ***Proposed Countermeasures:***

As mentioned above, the installation of a pedestrian hybrid beacon is critical in order to improve the safety for not only pedestrians and bicyclists, but also in an attempt to reduce the amount and severity of vehicle crashes. Additional proposed countermeasures include:

1. Install LED Luminaires at Intersection
2. Improve/Install Pedestrian Crossing (Advanced Signing & Striping, ADA pedestrian facilities)
3. Install Automatic Pedestrian Signal (APS) equipment.

## Project Cost:

Total Estimated Project Cost: \$358,000

City of Twin Falls Match: \$26,300

## Pedestrian Hybrid Beacon Warrant Analysis (Warranted):

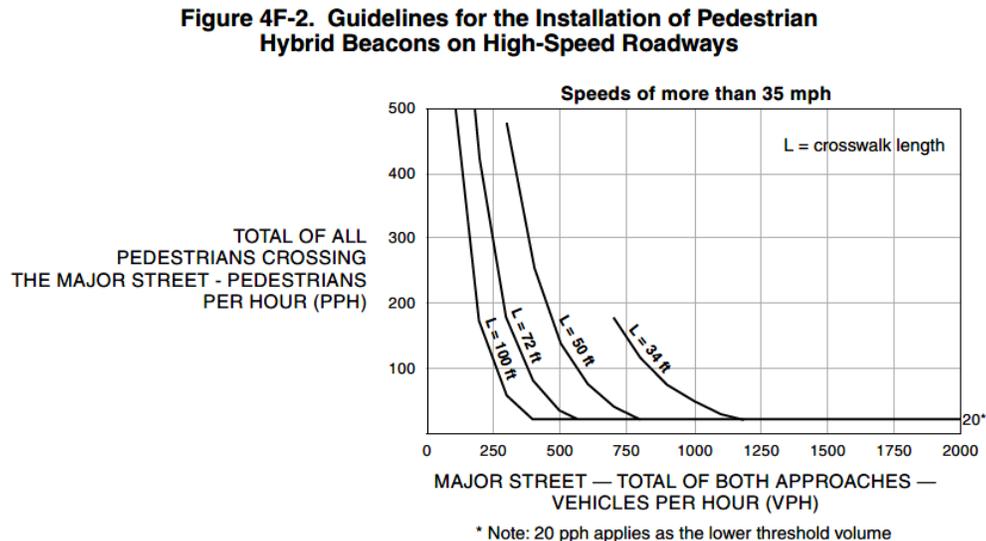
Guidelines:

1. NCHRP 562
2. MUTCD (Manual on Uniform Traffic Control Devices)

Summary:

1. The past five year crash data at the intersection of Washington St N & Caswell Ave indicates that a total of 11 crashes have occurred, where the only Type A accident included a pedestrian/cyclist attempting to cross Washington St. Additionally, there have been 4 other rear end accidents which could be attributed to vehicles attempting to stop for pedestrians/cyclists to cross the street at the marked crosswalk.
2. Safe access across Washington St is needed for nearby neighborhood residents to access nearby Robert Stuart Junior High School, I.B. Perrine Elementary School and the College of Southern Idaho Campus.
3. Traffic Volumes: XXXX on Washington St, XXXX on Caswell Ave
4. Approach Speeds: XXX MPH
5. Pedestrian Crossing Distance: Exceptionally long at approximately 85 feet (5 lanes of traffic)
6. Peak hour pedestrian volume analysis:
7. Critical Gap:
8. Total Pedestrian Delay:

MUTCD Figure F4-2 Warrant Guidelines

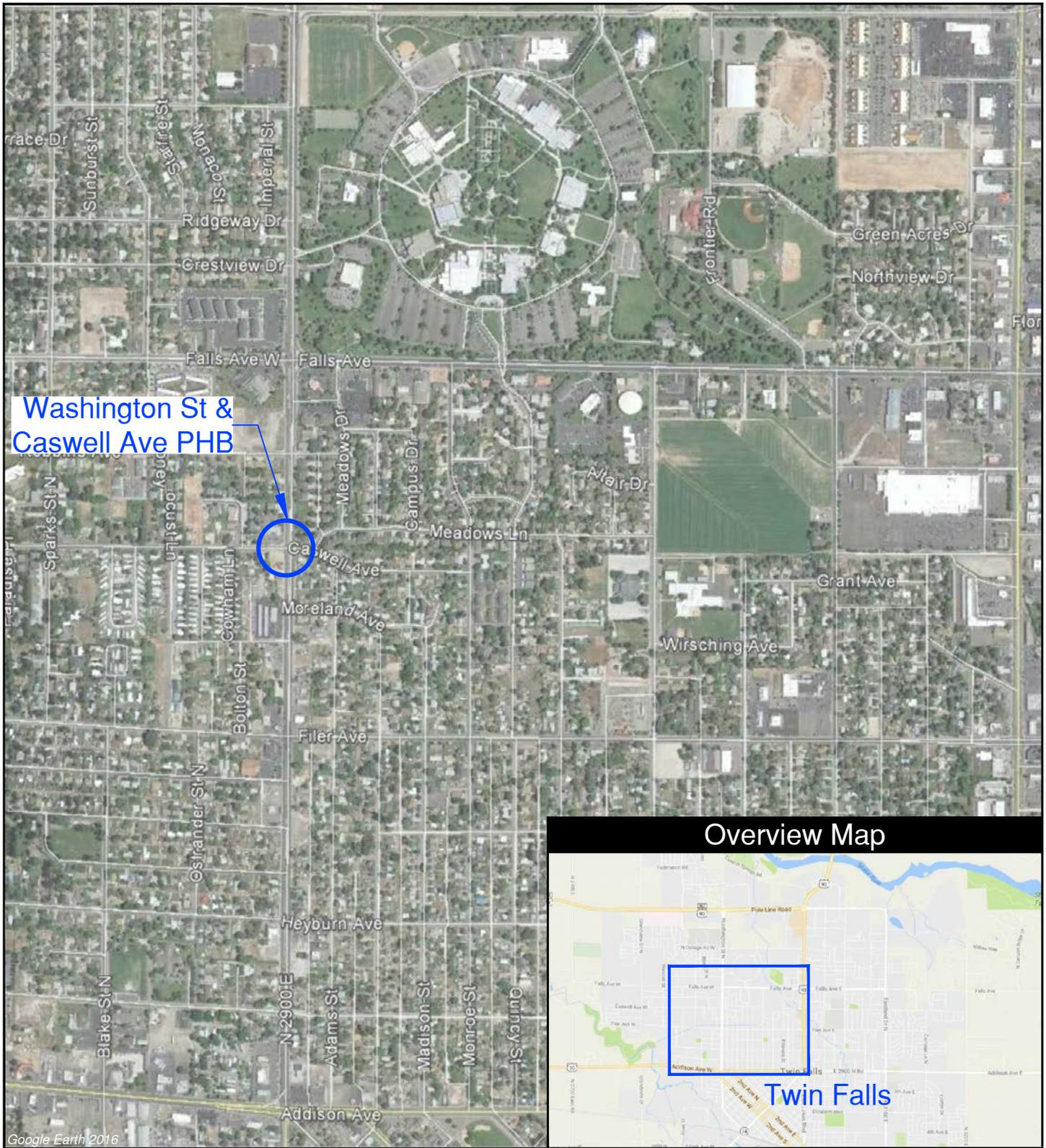


## Signal Warrant Analysis (Not Warranted):

Guidelines: MUTCD Warrants 1-9A: Pedestrian Hybrid Beacon may be considered for installation to facilitate pedestrian crossings as a location that does not meet traffic signal warrants (Refer to Chapter 4C of the MUTCD), or at a location that meets traffic signal warrants:

1. Warrant 1: Eight-Hour Vehicular Volume (Not Warranted)
2. Warrant 2: Four-Hour Vehicular Volume (Not Warranted)

3. Warrant 3: Peak Hour (Not Warranted)
4. Warrant 4: Pedestrian Volume (Not Warranted)
5. Warrant 5: School Crossings (Not Warranted)
6. Warrant 6: Coordinated Signal Systems (Not Warranted)
7. Warrant 7: Crash Experience (Not Warranted)
8. Warrant 8: Roadway Network (Not Warranted)
9. Warrant 9: Intersection Near a Grade Crossing (Not Warranted)



**FIGURE 1**  
**PROJECT LOCATION MAP**  
 Washington St & Caswell Ave Pedestrian Hybrid Beacon  
 Local Highway Safety Improvement Program (LHSIP)



0 1000' 2000'

Scale: 1" = 1000'



## FY 2017 Additional Funding Local Highway Safety Improvement Program Application

Please respond to the following questions:

Local Highway Jurisdiction:	City of Twin Falls
Contact Person:	Jackie Fields, PE City Engineer
Mailing Address:	324 Hansen St. E. Twin Falls, Idaho 83301
Phone:	208-735-7273
E-Mail Address:	jfields@tfid.org

- 1 Is this safety project for a single site or a systemic solution?  
Single
- 2 How many fatalities have occurred at this site/s in the past 5 years?  
0 \*Fatal Crashes
- 3 How many serious (A) injury crashes have occurred at this site/s in the past 5 years?  
1 \*Serious Injury Crashes
- 4 How many evident injury (B) crashes have occurred at this site/s in the past 5 years?  
2 Evident Injury Crashes
- 5 How many crashes with possible injury (C) have occurred at this site/s in the past 5 years?  
3 Possible Injury Crashes
- 6 How many crashes involved property damage only (PDO) in the past 5 years?  
5 Property Damage Only Crashes

*\* To be eligible, a project must have at least one Fatal or Type A Injury Accident.*

**Select Countermeasures:**

7	Countermeasure 1 (from Toolbox)	Crash Reduction Factor 1 (percentage)	Service Life 1 (years)	*Project Cost 1 (dollars + match)
	<span style="background-color: yellow; padding: 2px;">Install Pedestrian Hybrid Beacc</span>	<span style="background-color: yellow; padding: 2px;">69.00%</span>	<span style="background-color: yellow; padding: 2px;">30</span>	<span style="background-color: yellow; padding: 2px;">\$ 180,000</span>
8	Select Countermeasure 2 <span style="background-color: yellow; padding: 2px;">Improve/Install Pedestrian Cro</span>	<span style="background-color: yellow; padding: 2px;">25.00%</span>	<span style="background-color: yellow; padding: 2px;">20</span>	<span style="background-color: yellow; padding: 2px;">Project Cost 2 \$ 168,000</span>
9	Select Countermeasure 3 <span style="background-color: yellow; padding: 2px;">Install Lighting</span>	<span style="background-color: yellow; padding: 2px;">42.00%</span>	<span style="background-color: yellow; padding: 2px;">15</span>	<span style="background-color: yellow; padding: 2px;">Project Cost 3 \$ 10,000</span>

**Result:** 9.3 to 1 Benefit-Cost Ratio

**Estimated LHJ Cost:** \$ 26,277 (7.34% Match)

*\* Project cost should include environmental, LHTAC, CE&I and State administrative cost. Estimated cost may be adjusted upon receipt and review of application by LHTAC staff.*

**Additional Questions:**

Does your jurisdiction have a Title VI plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act and complying with 23 CFR 200, Civil Rights Title VI Program? Yes  No

Who is your point of contact for your plan? Jon Caton jcaton@tfid.org (208)736-2274

**Please Include with this Application:**

- A one page project description
- A Vicinity Map with Project Area clearly marked
- An ITD 1150 Form (financial estimate)
- An ITD 1983 Form (right-of-way)
- An ITD 2435 Form (Federal-aid project request)

## 3.3 ITD 1150 (Rev. 9-13) Project Cost Summary Sheet

Round Estimate to Nearest \$1,000

Key Number	Project Number	Date
Location		District
Segment Code	Begin Mile Post	End Mile Post
Length in Miles		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels <span style="float: right;">Number of Relocations</span>		
3. Utility Adjustments:      Work      Materials      By State      By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing: Grade/Separation Structure		
At-Grade Signals      Yes      No		
8. Bridges/Grade Separation Structures:		
New Structure Length/Width _____		
Location _____		
Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization      10 % of Item 15		
17. Construction Engineer and Contingencies      20 % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		
20. Project Cost Per Mile	N/A	N/A
Prepared By:		

3.4 ITD 1983 (Rev. 10-15-10)  
itd.idaho.gov

## Local Public Agency's Certificate Of Completion Of Right-Of-Way Activities

Idaho Transportation Department



Key Number	Project Number	Project Name
Local Public Agency		

**Complete the applicable section below and the Certification section.**

**Right-of-Way is Not Required**

- All work will be done within the existing right-of-way
- No utilities are involved in this project
- Utilities are impacted and agreements are in place. Number of Utilities \_\_\_\_\_

**Right-of-Way is Required**

- Number of ownerships acquired \_\_\_\_\_ Total amount paid  
\$ \_\_\_\_\_
- Number of parcels in condemnation or pending final settlement \_\_\_\_\_
- Number of Relocations \_\_\_\_\_
- No utilities are involved in this project
  - Utilities are impacted and agreements are in place. Number of Utilities \_\_\_\_\_

**Certification**

I hereby certify that all acquisitions and relocations, if any, were performed in accordance with our assurances to comply with state and federal laws and regulations related to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments thereto.

It is further certified that in all cases where the real property rights were obtained through donation, that the property owner(s) was fully informed of the right to receive just compensation and the owner has released our agency from its obligation to appraise the property in the event that the estimated value may exceed \$5,000.00.

Agency Contact's Name (Printed)	Phone Number	E-Mail Address	
Attester's Signature (Clerk or Secretary)	Date	Chairman, President, or Mayor's Signature	Date

## 3.2 ITD 2435 Local Federal-Aid Project Request

### Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency)				Date	
Project Title (Name of Street or Road)		F.A. Route Number	Project Length		Bridge Length
Project Limits (Local Landmarks at Each End of the Project)					
Character of Proposed Work (Mark Appropriate Items)					
Excavation	Bicycle Facilities	Utilities		Sidewalk	
Drainage	Traffic Control	Landscaping		Seal Coat	
Base	Bridge(s)	Guardrail			
Bit. Surface	Curb & Gutter	Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)	\$				
Right-of-Way (ITD 1150, Line 2)	\$				
Construction (ITD 1150, Line 18)	\$				
Preliminary Engineering By:      Sponsor Forces      Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Possibly					
<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>	<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft
Sponsor's Signature			Title		

### Additional Information to be Furnished by the District

Functional Classification		Terrain Type		20	ADT/DHV
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## CHAPTER 4F. PEDESTRIAN HYBRID BEACONS

### Section 4F.01 Application of Pedestrian Hybrid Beacons

#### Support:

- 01 A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

#### Option:

- 02 A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see Chapter 4C), or at a location that meets traffic signal warrants under Sections 4C.05 and/or 4C.06 but a decision is made to not install a traffic control signal.

#### Standard:

- 03 **If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.**

#### Guidance:

- 04 *If one of the signal warrants of Chapter 4C is met and a traffic control signal is justified by an engineering study, and if a decision is made to install a traffic control signal, it should be installed based upon the provisions of Chapters 4D and 4E.*
- 05 *If a traffic control signal is not justified under the signal warrants of Chapter 4C and if gaps in traffic are not adequate to permit pedestrians to cross, or if the speed for vehicles approaching on the major street is too high to permit pedestrians to cross, or if pedestrian delay is excessive, the need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers major-street volumes, speeds, widths, and gaps in conjunction with pedestrian volumes, walking speeds, and delay.*
- 06 *For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-1 for the length of the crosswalk.*
- 07 *For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk.*
- 08 *For crosswalks that have lengths other than the four that are specifically shown in Figures 4F-1 and 4F-2, the values should be interpolated between the curves.*

### Section 4F.02 Design of Pedestrian Hybrid Beacons

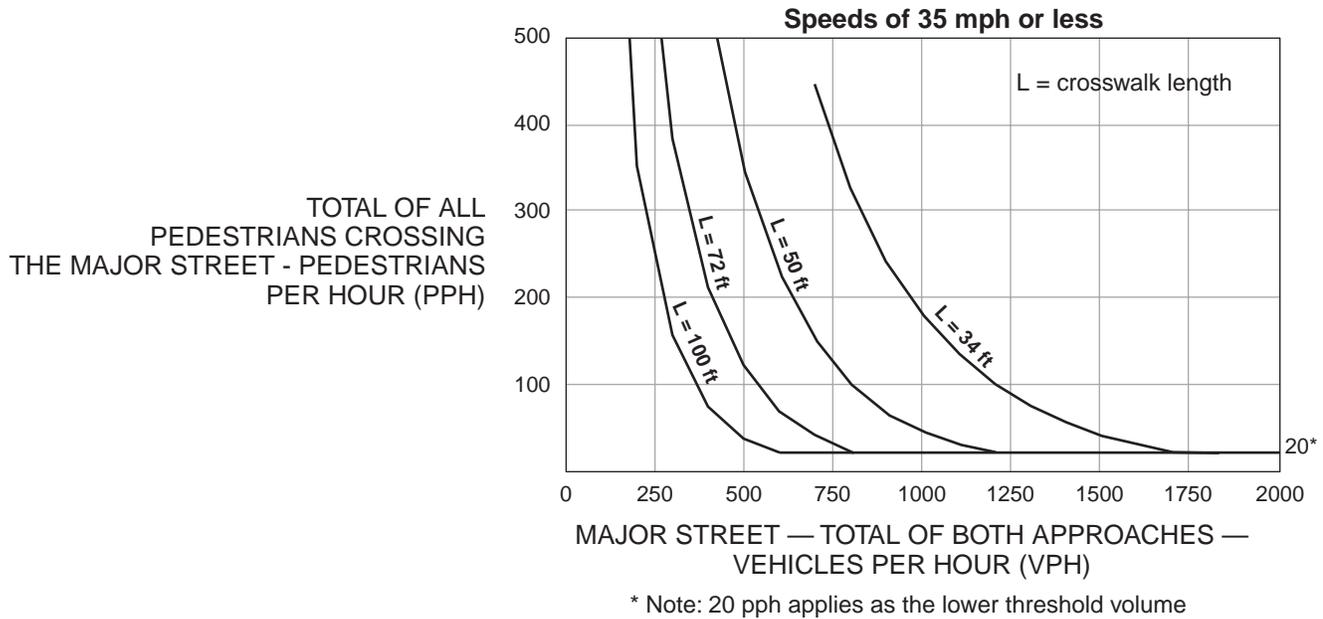
#### Standard:

- 01 **Except as otherwise provided in this Section, a pedestrian hybrid beacon shall meet the provisions of Chapters 4D and 4E.**
- 02 **A pedestrian hybrid beacon face shall consist of three signal sections, with a CIRCULAR YELLOW signal indication centered below two horizontally aligned CIRCULAR RED signal indications (see Figure 4F-3).**
- 03 **When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:**
- A. **At least two pedestrian hybrid beacon faces shall be installed for each approach of the major street,**
  - B. **A stop line shall be installed for each approach to the crosswalk,**
  - C. **A pedestrian signal head conforming to the provisions set forth in Chapter 4E shall be installed at each end of the marked crosswalk, and**
  - D. **The pedestrian hybrid beacon shall be pedestrian actuated.**

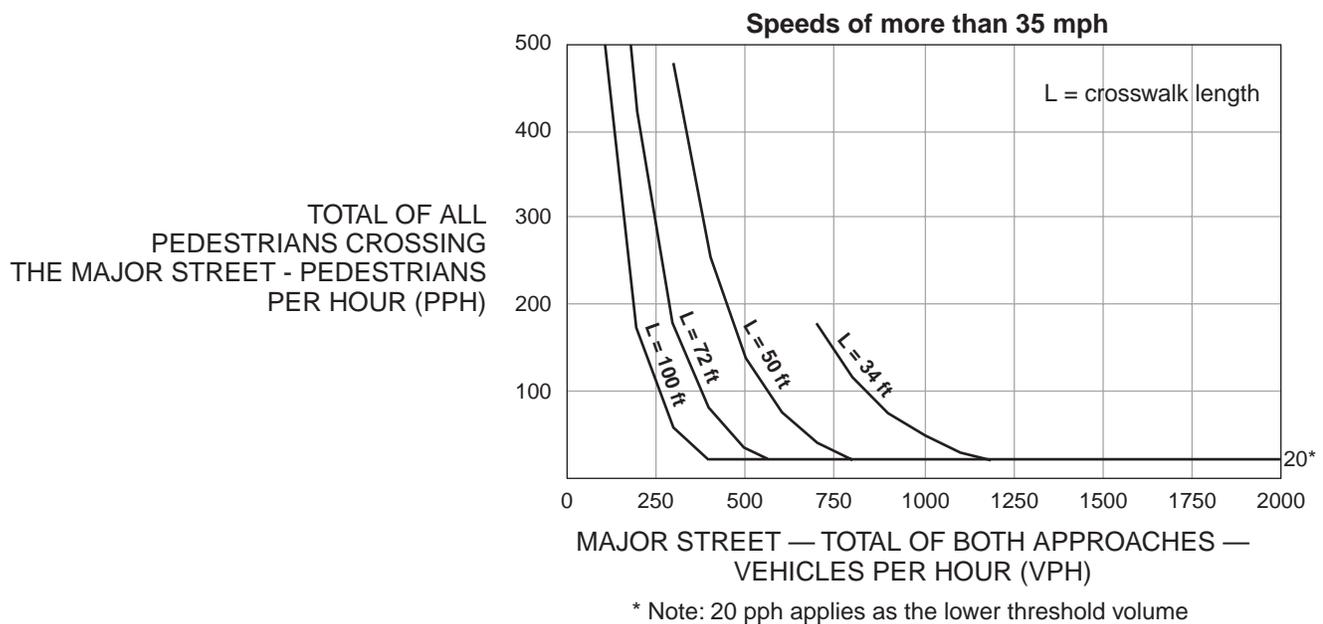
#### Guidance:

- 04 *When an engineering study finds that installation of a pedestrian hybrid beacon is justified, then:*
- A. *The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs,*

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**



**Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways**



## APPENDIX A

# Guidelines for Pedestrian Crossing Treatments

### Introduction

These guidelines provide general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. The following guidelines build on the recommendations of several studies and focus on unsignalized intersections. They do not apply to school crossings. Considerations (in addition to the procedure provided in these guidelines) should be used where a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or traffic signals.

### System of Treatments

The installation of a pedestrian crossing treatment alone does not necessarily result in more vehicles stopping for pedestrians unless that device shows a red indication to the motorist. Therefore, treating a location to improve pedestrian access or safety should include several components. For example, in addition to traffic control devices (TCDs) such as signs or markings, geometric improvements (e.g., refuge island, roadway narrowing, and curb extensions) may be used to shorten the crossing distance (and hence the exposure time for the pedestrian). Traffic calming may be used to slow vehicle speeds near the pedestrian crossing.

### Overview of Procedure

Figure A-1 provides an overview of the procedure. Tables A-1 and A-2 list the variables needed for the evaluation and the calculations that are to be performed, respectively.

#### Step 1: Select Worksheet

Two worksheets are available—a worksheet for speeds of 35 mph (55 km/h) or less and a worksheet for speeds that exceed

35 mph (55 km/h) where the community has a population of less than 10,000 or where a major transit stop exists. The first step is to select the appropriate worksheet. The speeds represent the posted or statutory speed limit or the 85<sup>th</sup> percentile speed on the major street, whichever is higher. The worksheets available are

- Worksheet 1: 35 mph (55 km/h) or less (see Figure A-2) and
- Worksheet 2: exceeds 35 mph (55 km/h), in communities with less than 10,000 in population, or where a major transit stop exists (see Figure A-3).

#### Step 2: Check Minimum Pedestrian Volume

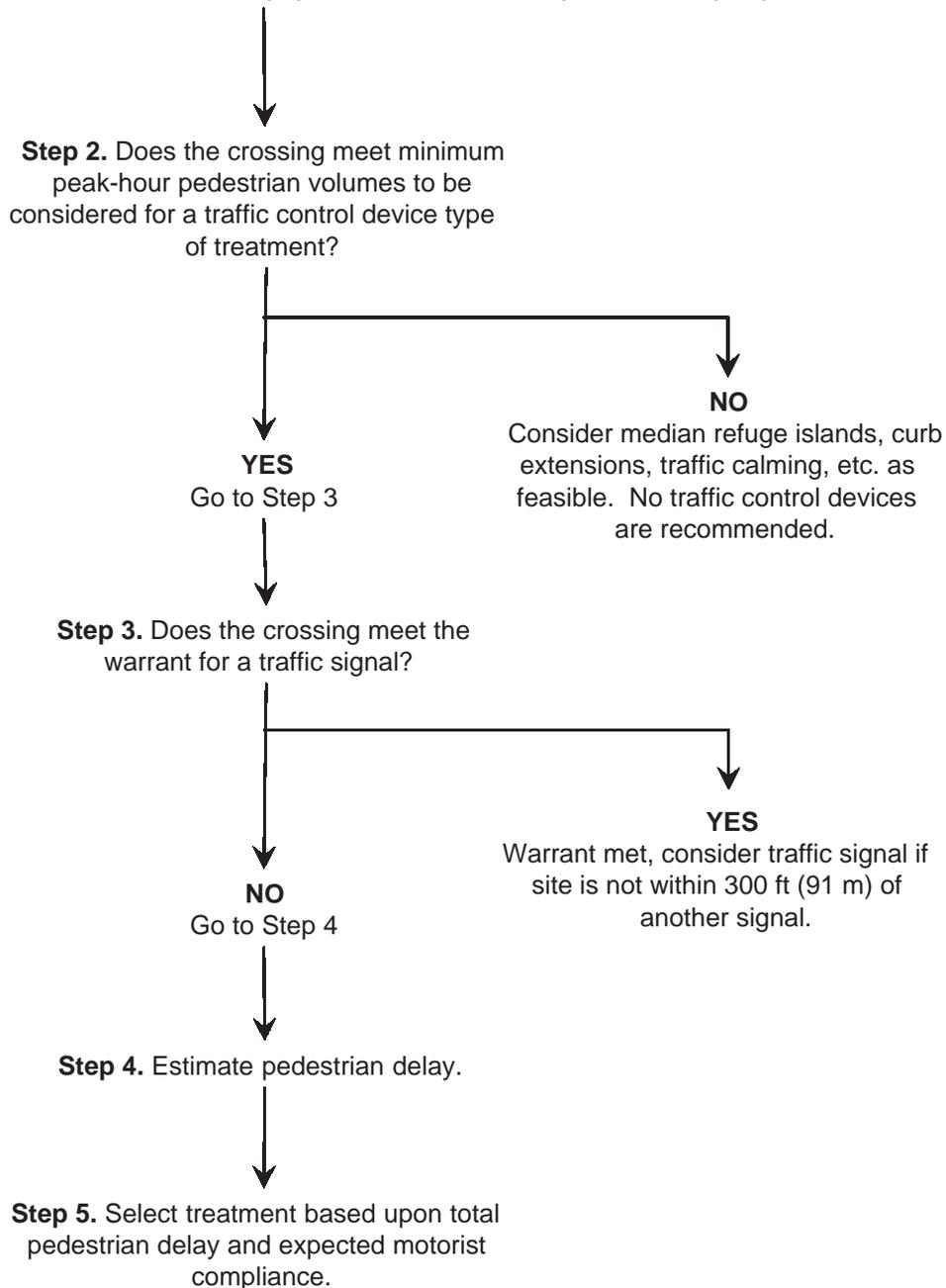
The minimum pedestrian volume for a peak-hour evaluation is 20 pedestrians per hour for both directions (14 ped/h if the major road speed exceeds 35 mph [55 km/h]). If fewer pedestrians are crossing the street, then geometric improvements (rather than signs, signals, or markings) such as traffic calming, median refuge islands, and curb extensions, are alternatives that can be considered.

#### Step 3: Check Signal Warrant

The MUTCD signal warrants are checked in Step 3 to determine whether to consider a signal at the site. The signal warrant procedures recommended in this step (which will be considered as changes to the MUTCD by the National Committee on Uniform Traffic Control Devices) more closely align the Pedestrian Signal Warrant with the current (2003) Peak-Hour Signal Warrant for vehicles (with adjustment made to reflect the counting of pedestrians crossing the major roadway from both approaches rather than only the highest approach as used in the vehicle signal warrant). The worksheets include equations that can determine the minimum required number of crossing pedestrians for a given major-road vehicle volume.

**Step 1.** Select worksheet based on (1) posted or statutory speed limit or the 85<sup>th</sup> percentile speed on the major street and (2) other conditions present:

- a) Worksheet 1 - 35 mph (55 km/h) or less
- b) Worksheet 2 - Exceeds 35 mph (55 km/h) or locations where the community has a less than 10,000 population or where a major transit stop is present



**Figure A-1. Flowchart for Guidelines for Pedestrian Crossing Treatments.**

Table A-1. Input Variables for Guidelines for Pedestrian Crossing Treatment.

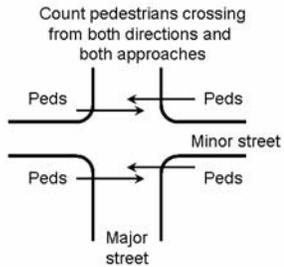
INPUT VARIABLES	TERM	DISCUSSION
<b>ROAD CHARACTERISTICS</b>		
Speed on the major street (mph)	$S_{maj}$	Use the major road posted or statutory speed limit for the facilities or, if available, the 85 <sup>th</sup> percentile speed to determine which worksheet is applicable. Worksheet 1 is used when the speed is 35 mph (55 km/h) or less, while Worksheet 2 is used when the speed exceeds 35 mph (55 km/h).
Pedestrian crossing distance (ft)	L	Pedestrian crossing distance represents the distance that a pedestrian would need to cross before reaching either the far curb or a median refuge island. The distance would be between the near and far curbs if a painted or raised median refuge island is not present, or to the median refuge island if the island is present. Note if a parking stall is present, its width should be included in the crossing distance measurement. Crossing distance rather than number of lanes was selected for the procedure so that the extra time needed by a pedestrian to cross bike lanes, two-way left-turn lanes, wide lanes, etc. could be considered.
<b>COUNTS</b>		
Peak-hour pedestrian volume crossing major roadway (ped/h)	$V_p$	<p>Pedestrian volume is the number of pedestrians crossing the major roadway in a peak hour. The count includes all pedestrian crossings of the major roadway at the location.</p> 
Major road peak hour vehicle volume (veh/h)	$V_{maj-s}$ $V_{maj-d}$	Vehicle volume represents the number of vehicles and bicycles on both approaches of the major road during a peak hour. If a painted or raised median refuge island is present of sufficient size to store pedestrians (minimum of 6 ft [1.8 m] wide), then consider the volume on each approach individually. In the signal warrant calculations, use the volume on both approaches ( $V_{maj-s}$ ). For the delay calculations, the volume ( $V_{maj-d}$ ) would reflect either both approaches if a refuge island is not present or each approach individually if a refuge island is present.
<b>LOCAL PARAMETERS</b>		
Motorist compliance for region (high or low)	Comp	Compliance reflects the typical behavior of motorists for the site. If motorists tend to stop for a pedestrian attempting to cross at an uncontrolled location, then compliance is "high." If motorists rarely stop for a crossing pedestrian, then compliance is "low."
Pedestrian walking speed (ft/s)	$S_p$	Walking speed represents the speed of the crossing pedestrians. Recent research has suggested walking speeds of 3.5 ft/s (1.1 m/s) for the general population and 3.0 ft/s (0.9 m/s) for the older population. If calculating for a site, determine the 15 <sup>th</sup> percentile value of those using the crossing.
Pedestrian start-up time and end clearance time (s)	$t_s$	Start-up time is used in the calculation of the critical gap. A value of 3 s is suggested in the <i>Highway Capacity Manual</i> .

Table A-2. Calculations for Guidelines for Pedestrian Crossing Treatment.

CALCs	TERM	DISCUSSION
Signal warrant check (ped/h)	SC	Regression equations were determined for the plots shown in the 2003 <i>MUTCD</i> Figures 4C-3 and 4C-4. These equations can calculate the minimum number of vehicles that would be needed at the given major road volume to meet the signal warrant. The recommendation made in 2006 to the National Committee on Uniform Traffic Control Devices is that the vehicles signal warrants values for crossing two lanes be used as the pedestrian signal warrant values. Because the pedestrian signal warrant is to reflect total pedestrian crossings rather than just the number of pedestrians on the higher approach, the vehicle signal warrant values should be divided by 0.75 to reflect an assumed directional distribution split of 75/25. Different equations are provided for low-speed and high-speed conditions. The worksheets provide instructions on checking the peak hour. Both the peak vehicle hour and the peak pedestrian hour may need to be checked.
Critical gap (s)	$T_c$	Critical gap is the time in seconds below which a pedestrian will not attempt to begin crossing the street. For a single pedestrian, critical gap ( $t_c$ ) can be computed using Equation 18-17 of the <i>2000 Highway Capacity Manual</i> . The equation includes consideration of the pedestrian walking speed ( $S_p$ ), crossing distance ( $L$ ), and start-up and end clearance times ( $t_s$ ). $t_c = (L/S_p) + t_s$
Major road flow rate (veh/s)	$v$	Flow rate is a measure of the number of vehicles per second ( $v$ ). For high-speed conditions, the number of vehicles is adjusted by dividing by 0.7. Flow rate is determined by: Low speed: $v = V_{maj-p}/3600$ high speed: $v = (V_{maj-p}/0.7)/3600$ It is based on the major road volume ( $V_{maj-d}$ ), which is the total of both approaches (or the approach being crossed if median refuge island is present) during the peak hour (veh/h).
Average pedestrian delay (s/person)	$d_p$	The <i>2000 Highway Capacity Manual</i> includes Equation 18-21 that can be used to determine the average delay per pedestrian at an unsignalized intersection crossing (s/person). $d_p = \frac{1}{v}(e^{vt_c} - vt_c - 1)$ It depends upon critical gap ( $t_c$ ), the vehicular flow rate of the crossing ( $v$ ), and the mean vehicle headway.
Total pedestrian delay (ped-h)	$D_p$	Total pedestrian delay ( $D_p$ ) uses the average pedestrian delay ( $d_p$ ) and multiplies that value by the number of pedestrians ( $V_p$ ) to determine the total pedestrian delay for the approach. $D_p = (d_p \times V_p)/3,600$

<b>WORKSHEET 2: PEAK-HOUR, EXCEEDS 35 MPH (55 KM/H)</b>		
Analyst and Site Information		
Analyst: Analysis Date: Data Collection Date:	Major Street: Minor Street or Location: Peak Hour:	
Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85 <sup>th</sup> percentile speed on the major street): a) Worksheet 1 – 35 mph (55 km/h) or less b) Worksheet 2 – exceeds 35 mph (55 km/h), communities with less than 10,000, or where major transit stop exists		
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment?		
Peak-hour pedestrian volume (ped/h), $V_p$	2a	
If $2a \geq 14$ ped/h, then go to Step 3.		
If $2a < 14$ ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), $V_{maj-s}$	3a	
Minimum signal warrant volume for peak hour (use 3a for $V_{maj-s}$ ), SC SC = $(0.00035 V_{maj-s}^2 - 0.80083 V_{maj-s} + 529.197)/0.75$ OR $[(0.00035 3a^2 - 0.80083 3a + 529.197)/0.75]$	3b	
If $3b < 93$ , then enter 93. If $3b \geq 93$ , then enter 3b.	3c	
If 15 <sup>th</sup> percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50 percent; otherwise enter 3c.	3d	
If $2a \geq 3d$ , then the warrant has been met and a traffic signal should be considered if not within 300 ft (91 m) of another traffic signal. Otherwise, the warrant has not been met. Go to Step 4.		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	
Pedestrian walking speed (ft/s), $S_p$	4b	
Pedestrian start-up time and end clearance time (s), $t_s$	4c	
Critical gap required for crossing pedestrian (s), $t_c = (L/S_p) + t_s$ OR $[(4a/4b) + 4c]$	4d	
Major road volume, total both approaches or approach being crossed if median refuge island is present during peak hour (veh/h), $V_{maj-d}$	4e	
Major road flow rate (veh/s), $v = (V_{maj-d}/0.7)/3600$ OR $[(4e/0.7)/3600]$	4f	
Average pedestrian delay (s/person), $d_p = (e^{v t_c} - v t_c - 1) / v$ OR $[(e^{4f \times 4d} - 4f \times 4d - 1) / 4f]$	4g	
Total pedestrian delay (h), $D_p = (d_p \times V_p)/3,600$ OR $[(4g \times 2a)/3600]$ (this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment – assumes 0% compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.	4h	
Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region, Comp = high or low	5a	
<b>Total Pedestrian Delay, <math>D_p</math> (from 4h) and Motorist Compliance, Comp (from 5a)</b>	<b>Treatment Category</b> (see Descriptions of Sample Treatments for examples)	
$D_p \geq 21.3$ h (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = low	RED	
$D_p < 5.3$ h (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = high	ACTIVE OR ENHANCED	

Figure A-3. Worksheet 2.

## Step 4: Estimate Approach Pedestrian Delay

The average pedestrian delay equation from the *2000 Highway Capacity Manual* is used to determine the approach pedestrian delay.

## Step 5: Select Appropriate Treatment

The total pedestrian delay along with the expected compliance is used to determine the treatment category to consider for the site.

## Example Using Guidelines

### Known

Citizens have requested a pedestrian treatment at the 2700 block crossing of Elm Street. Known characteristics of the site include

- Four-lane road with no pedestrian refuge median;
- 56 ft (17 m) crossing distance;
- 35 mph (55 km/h) speed limit;
- During the peak pedestrian hour, 50 pedestrians counted when the major-road volume was 1,000 veh/h;
- During the peak vehicle hour, 20 pedestrians counted when the major-road volume was 1,500 veh/h; and
- Motorists observed stopping for pedestrians, showing a “high” compliance.

The following assumptions were made:

- Walking speed is 3.5 ft/s (1.1 m/s) and
- Start-up time is 3 seconds.

### Calculations

Figure A-1 provides an overview of the procedure. Tables A-1 and A-2 list the variables needed for the evaluation and the calculations that are to be performed, respectively. The following are the procedures for this example:

- **Step 1: Select Worksheet.** Worksheet 1 is the applicable worksheet for a speed limit of 35 mph (55 km/h). Figure A-4 shows the worksheet with appropriate values for the example. Given that the assumed walking speed and the crosswalk length match the values used to generate one of the figures included in the guidelines, that plot can be used rather than using Worksheet 1 to determine the suggested pedestrian treatment. Figure A-5 shows the plot.
- **Step 2: Check Minimum Pedestrian Volume.** The next step is to determine if a minimum number of pedestrians are present at the site. Because more than 20 pedestrians

are crossing the roadway during the peak hour, some form of a pedestrian treatment is suggested.

- **Step 3: Check Signal Warrant.** The minimum number of pedestrians needed on the minor-road approach crossing a four-lane roadway with 1,000 vehicles in the peak hour is 271. The number of crossing pedestrians (50) is less than the 271 value; therefore, a signal is not warranted under the pedestrian volume warrant. Checking the peak vehicle hour provides the same result: a signal is not warranted under the pedestrian volume warrant.
- **Step 4: Estimate Approach Pedestrian Delay.** The average pedestrian delay equation was used to determine the total pedestrian delay. A total pedestrian delay value of 9.8 ped-h was calculated.
- **Step 5: Select Appropriate Treatment.** The motorist compliance observed at the site is “high.” With a total pedestrian delay value of 9.8 ped-h and a motorist compliance of high, the worksheet indicates that an “enhanced/active” device should be considered. Figure A-5 shows the solution using the major roadway volume of 1,000 veh/h and the pedestrian volume of 50. The intersection of these two lines (see circle in Figure A-5) results in the same finding: “enhanced/active” device. The following section lists suggested treatments within the categories.

## Descriptions of Sample Treatments

The treatments included in these guidelines are divided into broad classes of elements and devices. Elements are used either uniquely or to supplement a device. A device represents the primary component of a pedestrian treatment.

The **elements** discussed here have been divided into two categories:

- **Supplemental Signs and Markings.** This category is composed of applications of signs and markings beyond the standard crosswalk markings and pedestrian crossing signs discussed in the “Crosswalk” category of devices below. Items in this category include advance stop lines and advance signing.
- **Geometric Elements.** This category pertains to crosswalk elements that are permanent installations but are not signs, markings, or devices. These are elements installed based on engineering judgment rather than a warrant and include items such as median refuge islands and curb extensions.

The **devices** discussed here have been divided into five categories:

- **Crosswalk.** This category encompasses standard crosswalk markings and pedestrian crossing signs, as opposed to unmarked crossings.

# Shoshone St Signal Upgrade Project

## Local Highway Safety Improvement Program (LHSIP) Application

### Project Description:

The City of Twin Falls is requesting funds through the Local Highway Safety Improvement Program (LHSIP) to install traffic signal crash reduction countermeasures along the Shoshone St Corridor in Twin Falls, Idaho. By installing traffic signal hardware, left-turn countermeasures, and pedestrian signal countermeasures it is believed that the quantity and severity of injury accidents can be drastically reduced. Shoshone St is currently a 4 lane road between 6th Ave W and 6th Ave N with intermittent left turn lanes. Rear end and turning accidents make up the majority of the accidents between the two intersections. Three of the five intersections interface with ITD owned and operated routes. Refer to the attached ITD letter of support.

### Locations:

The mentioned safety improvements are proposed as the following intersections located in Twin Falls. Refer to Figure 1 - Project Location Map.

1. Shoshone St (SH-74) & 6th Ave W
2. Shoshone St (SH-74) & 2nd Ave S (US-30)
3. Shoshone St (SH-74) & 2nd Ave N (US-30)
4. Shoshone St & 4th Ave N
5. Shoshone St & 6th Ave N

### Crash Data Trends:

The five year crash data indicates that there have been a total of 28 intersection related crashes, 3 being Type A Injury crashes.

Intersection	Fatal Crash	A Injury Crash	B Injury Crash	C Injury Crash	PDO Crash
6th Ave W	0	0	2	1	3
2nd Ave S	0	0	0	0	0
2nd Ave N	0	0	0	1	0
3rd Ave E	0	1	0	1	1
4th Ave N	0	1	2	2	4
6th Ave N	0	1	0	2	6
<b>Total</b>	0	3	4	7	14

Of the 28 recorded crashes occurring at the above mentioned intersections, 14 of those crashes (50%) were turning related with 9 resulting in injury. The intersection locations are in need of upgraded signal equipment as well as left turning countermeasures installed to aim at reducing the amount of turning-movement related crashes.

### Proposed Countermeasures:

As mentioned above, traffic signal hardware as well as left-turning movement countermeasures are needed in order to improve safety and intersection efficiency. Additional proposed countermeasures include:

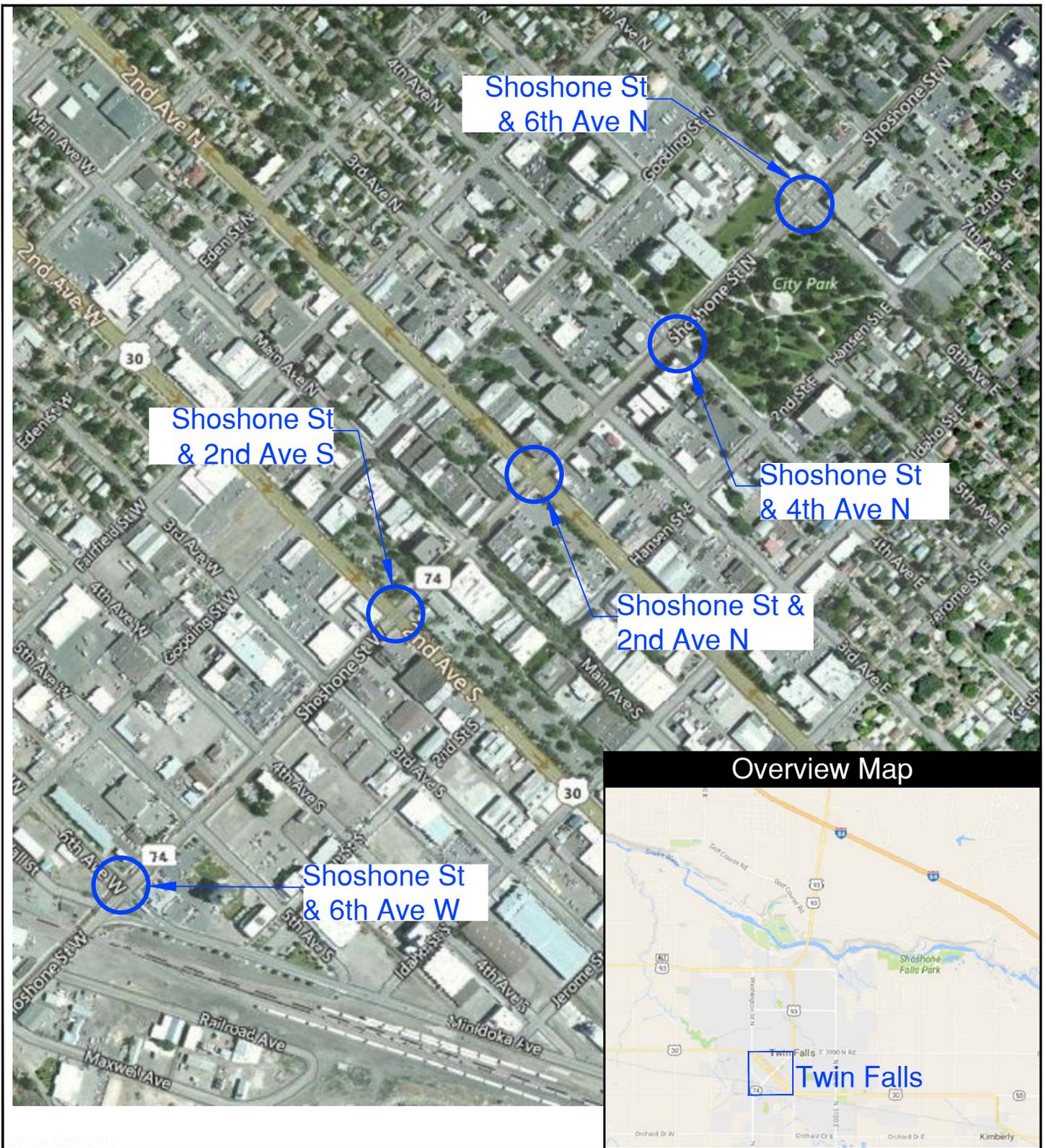
1. Provide Dedicated Left Turn Lane/Phasing
2. Install Thermal Video Detection
3. Install/Upgrade to LED Luminaires, backplates, LED signal balls/arrows, AGPS push buttons
4. Install Flashing Yellow Left Turn Arrow Heads (Protected/Permissive)
5. Replacing existing pedestrian ramps with ADA compliant pedestrian ramps.

### Project Cost:

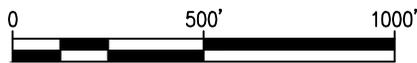
Total Estimated Project Cost: \$1,397,000

City of Twin Falls Match (2 intersections): \$41,016

ITD District 4 Match (3 intersections): \$61,524 Assumed 7.34



**FIGURE 1**  
**PROJECT LOCATION MAP**  
 Shoshone St Signal Upgrade Project  
 Local Highway Safety Improvement Program (LHSIP)



Scale: 1" = 500'



## FY 2017 Additional Funding Local Highway Safety Improvement Program Application

Please respond to the following questions:

Local Highway Jurisdiction:	City of Twin Falls
Contact Person:	Jackie Fields, PE City Engineer
Mailing Address:	324 Hansen St. E. Twin Falls, Idaho 83301
Phone:	208-735-7273
E-Mail Address:	jfields@tfid.org

- 1 Is this safety project for a single site or a systemic solution?  
Systemic
- 2 How many fatalities have occurred at this site/s in the past 5 years?  
0 \*Fatal Crashes
- 3 How many serious (A) injury crashes have occurred at this site/s in the past 5 years?  
3 \*Serious Injury Crashes
- 4 How many evident injury (B) crashes have occurred at this site/s in the past 5 years?  
4 Evident Injury Crashes
- 5 How many crashes with possible injury (C) have occurred at this site/s in the past 5 years?  
7 Possible Injury Crashes
- 6 How many crashes involved property damage only (PDO) in the past 5 years?  
14 Property Damage Only Crashes

**\* To be eligible, a project must have at least one Fatal or Type A Injury Accident.**

Select Countermeasures:

7	Countermeasure 1 (from Toolbox)	Crash Reduction Factor 1 (percentage)	Service Life 1 (years)	*Project Cost 1 (dollars + match)
	<span style="background-color: yellow; padding: 2px;">Install left-turn lane and add t</span>	<span style="background-color: yellow; padding: 2px;">58.00%</span>	<span style="background-color: yellow; padding: 2px;">20</span>	<span style="background-color: yellow; padding: 2px;">\$ 450,000</span>
8	Select Countermeasure 2 <span style="background-color: yellow; padding: 2px;">Provide Actuated Signals</span>	<span style="background-color: yellow; padding: 2px;">80.00%</span>	<span style="background-color: yellow; padding: 2px;">20</span>	<span style="background-color: yellow; padding: 2px;">Project Cost 2 \$ 800,000</span>
9	Select Countermeasure 3 <span style="background-color: yellow; padding: 2px;">Add exclusive pedestrian phasi</span>	<span style="background-color: yellow; padding: 2px;">34.00%</span>	<span style="background-color: yellow; padding: 2px;">20</span>	<span style="background-color: yellow; padding: 2px;">Project Cost 3 \$ 147,000</span>

**Result: 4.1 to 1 Benefit-Cost Ratio**

**Estimated LHJ Cost: \$ 102,540 (7.34% Match)**

**\* Project cost should include environmental, LHTAC, CE&I and State administrative cost. Estimated cost may be adjusted upon receipt and review of application by LHTAC staff.**

Additional Questions:

Does your jurisdiction have a Title VI plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act and complying with 23 CFR 200, Civil Rights Title VI Program? Yes  No

Who is your point of contact for your plan? Jon Caton jcaton@tfid.org (208)736-2274

**Please Include with this Application:**

- A one page project description
- A Vicinity Map with Project Area clearly marked
- An ITD 1150 Form (financial estimate)
- An ITD 1983 Form (right-of-way)
- An ITD 2435 Form (Federal-aid project request)

## 3.3 ITD 1150 (Rev. 9-13) Project Cost Summary Sheet

Round Estimate to Nearest \$1,000

Key Number	Project Number	Date
Location		District
Segment Code	Begin Mile Post	End Mile Post
Length in Miles		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels <span style="float: right;">Number of Relocations</span>		
3. Utility Adjustments: <span style="margin-left: 20px;">Work</span> <span style="margin-left: 20px;">Materials</span> <span style="margin-left: 20px;">By State</span> <span style="margin-left: 20px;">By Others</span>		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing: Grade/Separation Structure		
At-Grade Signals <span style="margin-left: 20px;">Yes</span> <span style="margin-left: 20px;">No</span>		
8. Bridges/Grade Separation Structures:		
New Structure Length/Width _____		
Location _____		
Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization <span style="margin-left: 20px;">% of Item 15</span>		
17. Construction Engineer and Contingencies <span style="margin-left: 20px;">% of Items 15 and 16</span>		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		
20. Project Cost Per Mile	N/A	N/A
Prepared By:		

3.4 ITD 1983 (Rev. 10-15-10)  
itd.idaho.gov

## Local Public Agency's Certificate Of Completion Of Right-Of-Way Activities

Idaho Transportation Department



Key Number	Project Number	Project Name
Local Public Agency		

Complete the applicable section below and the Certification section.

### Right-of-Way is Not Required

- All work will be done within the existing right-of-way
- No utilities are involved in this project
- Utilities are impacted and agreements are in place. Number of Utilities \_\_\_\_\_

### Right-of-Way is Required

- Number of ownerships acquired \_\_\_\_\_ Total amount paid  
\$ \_\_\_\_\_
- Number of parcels in condemnation or pending final settlement \_\_\_\_\_
- Number of Relocations \_\_\_\_\_
- No utilities are involved in this project
- Utilities are impacted and agreements are in place. Number of Utilities \_\_\_\_\_

### Certification

I hereby certify that all acquisitions and relocations, if any, were performed in accordance with our assurances to comply with state and federal laws and regulations related to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments thereto.

It is further certified that in all cases where the real property rights were obtained through donation, that the property owner(s) was fully informed of the right to receive just compensation and the owner has released our agency from its obligation to appraise the property in the event that the estimated value may exceed \$5,000.00.

Agency Contact's Name (Printed)	Phone Number	E-Mail Address	
Attester's Signature (Clerk or Secretary)	Date	Chairman, President, or Mayor's Signature	Date

## 3.2 ITD 2435 Local Federal-Aid Project Request

### Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency)				Date	
Project Title (Name of Street or Road)		F.A. Route Number	Project Length		Bridge Length
Project Limits (Local Landmarks at Each End of the Project)					
Character of Proposed Work (Mark Appropriate Items)					
Excavation	Bicycle Facilities	Utilities		Sidewalk	
Drainage	Traffic Control	Landscaping		Seal Coat	
Base	Bridge(s)	Guardrail			
Bit. Surface	Curb & Gutter	Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)	\$				
Right-of-Way (ITD 1150, Line 2)	\$				
Construction (ITD 1150, Line 18)	\$				
Preliminary Engineering By:      Sponsor Forces      Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Possibly					
<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>	<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft
Sponsor's Signature			Title		

### Additional Information to be Furnished by the District

Functional Classification		Terrain Type		20	ADT/DHV
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# Washington St Signal Upgrade Project

Local Highway Safety Improvement Program (LHSIP) Application

## **Project Description:**

The City of Twin Falls is requesting funds through the Local Highway Safety Improvement Program (LHSIP) to install traffic signal crash reduction countermeasures along the Washington St Corridor in Twin Falls, Idaho. By installing traffic signal hardware countermeasures, it is believed that the quantity and severity of injury accidents can be drastically reduced. Washington Street serves as an arterial street that acts as a major North/South route connecting Pole Line Rd to Downtown Twin Falls, as well as providing access to the College of Southern Idaho.

## **Locations:**

The mentioned safety improvements are proposed as the following intersections located in Northwest Twin Falls. Refer to Figure 1 - Project Location Map.

1. Washington St N & Cheney Dr
2. Washington St N & N College Rd
3. Washington St N & Falls Ave
4. Falls Ave & Quincy St

## **Crash Data Trends:**

The five year crash data indicates that there have been a total of 72 intersection related crashes, 12 being Type A Injury crashes and 1 being a fatality.

Intersection	Fatal Crash	A Injury Crash	B Injury Crash	C Injury Crash	PDO Crash
Cheney Dr	0	1	3	4	3
N College Rd	0	5	4	4	3
Falls Ave	0	5	6	11	14
Quincy St	1	2	1	2	3
<b>Total</b>	1	12	14	21	23

Of the 72 recorded crashes occurring at the above mentioned intersections, 26 of those crashes (36%) were turning related with 17 resulting in injury. The fatal accident included a pedestrian attempting to cross midblock. To assist with pedestrian crossings, AGPS Push Button equipment is needed to make intersection crossings safer for pedestrians. The intersection locations are in need of upgrading outdated signal equipment as well as providing additional intersection safety measures such as street lighting and retro-reflective signal backplates to aim at reducing the amount of turning-movement related crashes.

## **Proposed Countermeasures:**

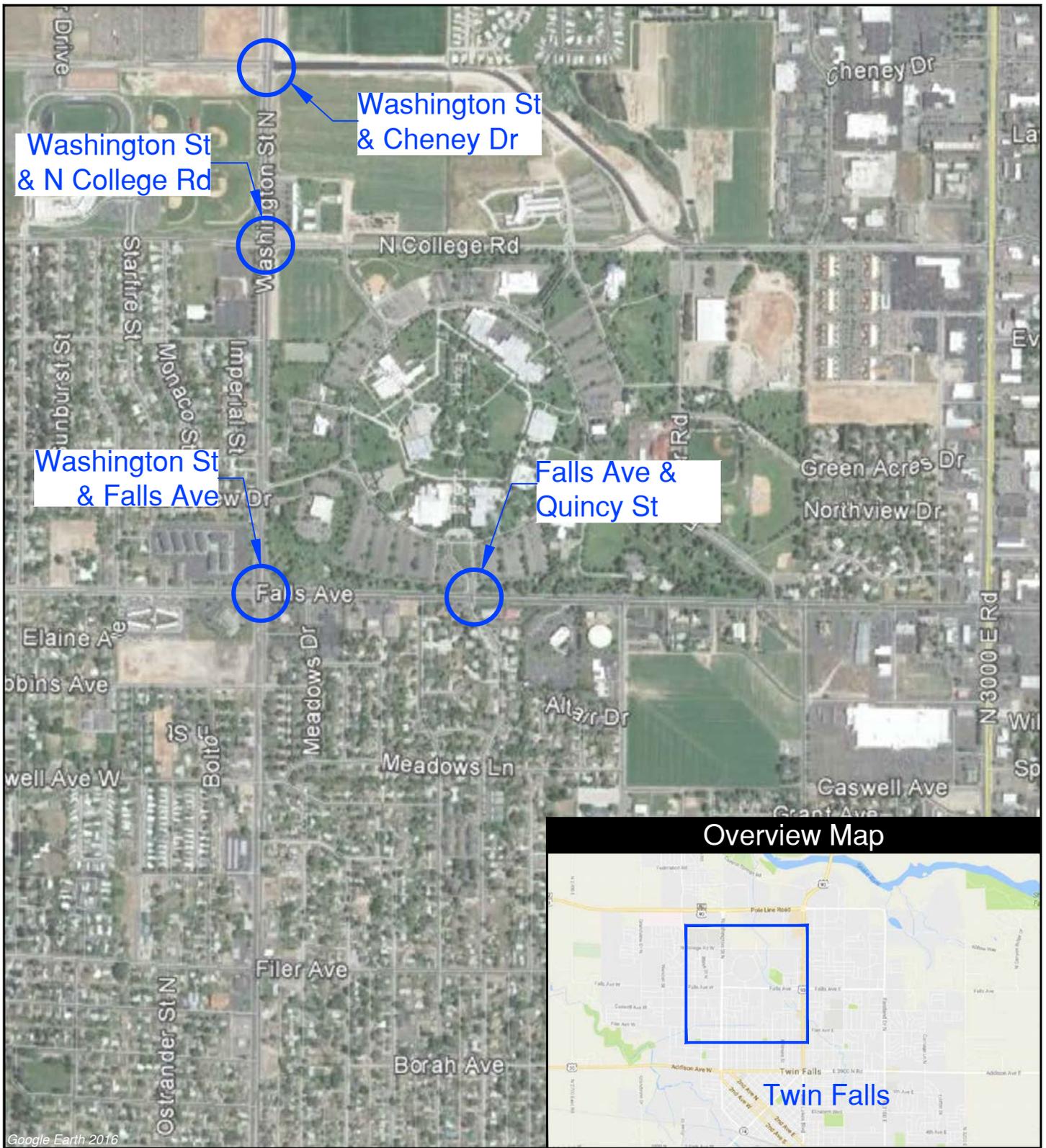
As mentioned above, traffic signal hardware countermeasures are needed in order to improve safety and intersection efficiency. Additional proposed countermeasures include:

1. Install Upgraded Vehicle Detection
2. Install Flashing Yellow Left Turn Arrow Heads (Protected/Permissive)
3. Replace Traffic Signal Controller
4. Install AGPS Push Buttons
5. Install Retro-Reflective Signal Backplates

## **Project Cost:**

Total Estimated Project Cost: \$540,000.00

City of Twin Falls Match: \$39,700.00



**FIGURE 1**  
**PROJECT LOCATION MAP**  
 Washington St Signal Upgrade Project  
 Local Highway Safety Improvement Program (LHSIP)



Scale: 1" = 1000'



**FY 2017 Additional Funding Local Highway Safety Improvement Program Application**

Please respond to the following questions:

Local Highway Jurisdiction:	City of Twin Falls
Contact Person:	Jackie Fields, PE City Engineer
Mailing Address:	324 Hansen St. E. Twin Falls, Idaho 83301
Phone:	208-735-7273
E-Mail Address:	jfields@tfid.org

- Is this safety project for a single site or a systemic solution?  
Systemic
- How many fatalities have occurred at this site/s in the past 5 years?  
1 \*Fatal Crashes
- How many serious (A) injury crashes have occurred at this site/s in the past 5 years?  
12 \*Serious Injury Crashes
- How many evident injury (B) crashes have occurred at this site/s in the past 5 years?  
14 Evident Injury Crashes
- How many crashes with possible injury (C) have occurred at this site/s in the past 5 years?  
21 Possible Injury Crashes
- How many crashes involved property damage only (PDO) in the past 5 years?  
23 Property Damage Only Crashes

\* To be eligible, a project must have at least one Fatal or Type A Injury Accident.

Select Countermeasures:

	Countermeasure 1 (from Toolbox)	Crash Reduction Factor 1 (percentage)	Service Life 1 (years)	*Project Cost 1 (dollars + match)
7	Add Signal	28.00%	20	\$ 500,000
8	Select Countermeasure 2 Install Lighting	Crash Reduction Factor 2 30.00%	Service Life 2 20	Project Cost 2 \$ 30,000
9	Select Countermeasure 3 Add Retro-Reflective Backplate	Crash Reduction Factor 3 15.00%	Service Life 3 10	Project Cost 3 \$ 10,000

**Result:** 80.8 to 1 Benefit-Cost Ratio

Estimated LHJ Cost: \$ 39,636 (7.34% Match)

\* Project cost should include environmental, LHTAC, CE&I and State administrative cost. Estimated cost may be adjusted upon receipt and review of application by LHTAC staff.

Additional Questions:

Does your jurisdiction have a Title VI plan that complies with 28 CFR 35.105 regarding Americans with Disabilities Act and complying with 23 CFR 200, Civil Rights Title VI Program? Yes  No

Who is your point of contact for your plan? Jon Caton jcaton@tfid.org (208)736-2274

Please Include with this Application:

- A one page project description
- A Vicinity Map with Project Area clearly marked
- An ITD 1150 Form (financial estimate)
- An ITD 1983 Form (right-of-way)
- An ITD 2435 Form (Federal-aid project request)

## 3.3 ITD 1150 (Rev. 9-13) Project Cost Summary Sheet

Round Estimate to Nearest \$1,000

Key Number	Project Number	Date
Location		District
Segment Code	Begin Mile Post	End Mile Post
Length in Miles		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels <span style="float: right;">Number of Relocations</span>		
3. Utility Adjustments:      Work      Materials      By State      By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing: Grade/Separation Structure		
At-Grade Signals      Yes      No		
8. Bridges/Grade Separation Structures:		
New Structure Length/Width _____		
Location _____		
Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization    10 % of Item 15		
17. Construction Engineer and Contingencies      15 % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		
20. Project Cost Per Mile	N/A	N/A
Prepared By:		

3.4 ITD 1983 (Rev. 10-15-10)  
itd.idaho.gov

## Local Public Agency's Certificate Of Completion Of Right-Of-Way Activities

Idaho Transportation Department



Key Number	Project Number	Project Name
Local Public Agency		

**Complete the applicable section below and the Certification section.**

**Right-of-Way is Not Required**

- All work will be done within the existing right-of-way
- No utilities are involved in this project
- Utilities are impacted and agreements are in place. Number of Utilities \_\_\_\_\_

**Right-of-Way is Required**

- Number of ownerships acquired \_\_\_\_\_ Total amount paid  
\$ \_\_\_\_\_
- Number of parcels in condemnation or pending final settlement \_\_\_\_\_
- Number of Relocations \_\_\_\_\_
- No utilities are involved in this project
  - Utilities are impacted and agreements are in place. Number of Utilities \_\_\_\_\_

**Certification**

I hereby certify that all acquisitions and relocations, if any, were performed in accordance with our assurances to comply with state and federal laws and regulations related to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments thereto.

It is further certified that in all cases where the real property rights were obtained through donation, that the property owner(s) was fully informed of the right to receive just compensation and the owner has released our agency from its obligation to appraise the property in the event that the estimated value may exceed \$5,000.00.

Agency Contact's Name (Printed)	Phone Number	E-Mail Address	
Attester's Signature (Clerk or Secretary)	Date	Chairman, President, or Mayor's Signature	Date

## 3.2 ITD 2435 Local Federal-Aid Project Request

### Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency)				Date	
Project Title (Name of Street or Road)		F.A. Route Number	Project Length		Bridge Length
Project Limits (Local Landmarks at Each End of the Project)					
Character of Proposed Work (Mark Appropriate Items)					
Excavation	Bicycle Facilities	Utilities		Sidewalk	
Drainage	Traffic Control	Landscaping		Seal Coat	
Base	Bridge(s)	Guardrail			
Bit. Surface	Curb & Gutter	Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)	\$				
Right-of-Way (ITD 1150, Line 2)	\$				
Construction (ITD 1150, Line 18)	\$				
Preliminary Engineering By:      Sponsor Forces      Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Possibly					
<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>	<b>Standards</b>	<b>Existing</b>	<b>Proposed</b>
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft
Sponsor's Signature			Title		

### Additional Information to be Furnished by the District

Functional Classification		Terrain Type		20	ADT/DHV
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DATE October 24, 2016 City Council Meeting

To: Honorable Mayor and City Council

From: Jon Caton, P.E., Public Works Director

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**Request:**

Staff would like to provide Council an update on the upcoming Falls Ave. mill and inlay and ADA ramp project.

**Time Estimate:**

The presentation will take approximately 5-10 minutes plus time for Council Q & A.

**Background:**

On October 3, Council approved the use of \$300,000 of Street Reserves to fund the Mill/Inlay of the North Side (westbound) two lanes of Falls Ave., from Washington Ave. to Blue Lakes Blvd., and the associated ADA ramps. The estimated cost is:

Mill and Inlay:	\$232,811.00
ADA Ramp Estimate:	<u>\$65,468.75</u>
Total:	\$298,279.75

Since then, Idaho Materials Construction (IMC) has asked permission to construct this project next year due to scheduling issues. Furthermore, as a part of our upcoming approved Zone Maintenance Budget, Public Works intends to mill/inlay the other half of Falls Ave. and replace the associated ADA ramps on the south side next summer. IMC has agreed to package the entire Mill/Inlay project under one change order. The ADA ramps are outside their scope of work and shall be bid separately this winter. The total change order for the combined Mill/Inlay project is now:

Mill/Inlay N. Side Falls Ave.	\$232,811.00	(Funded from Reserves, per Council Approval 10/3/16)
Mill/Inlay S. Side Falls Ave.	<u>\$227,611.00</u>	(Funded from approved FY17 Streets Budget)
Total Mill & Paving Cost:	\$460,422.00	

**Approval Process:**

No additional approval is required. Council has already approved the use of reserves and the FY17 budget; this is simply an update.

**Budget Impact:**

Due to the favorable oil prices, a 25% cost savings will be realized, approximately \$132,000.00 in asphalt will be realized.

**Regulatory Impact:**

NA

**Conclusion:**

NA

**Attachments:**

Idaho Materials Construction Change Order

# Change Order

No. 2

Date of Issuance: 10/17/16

Effective Date: 10/17/16

Project: 2016 Mill and Inlay	Owner: City of Twin Falls	Owner's Contract No.: NA
Contract: City of Twin Falls 2016 Mill and Inlay Project		Date of Contract: 9/14/16
Contractor: Idaho Materials & Construction		Engineer's Project No.: NA

**The Contract Documents are modified as follows upon execution of this Change Order:**

**Description:**

Addition of Falls Avenue from Washington Street to Blue Lakes Blvd Mill and Inlay.

Traffic Control will be provided by the Idaho Materials & Construction. Constuction will begin after July 4, 2017.

**Attachments (list documents supporting change):**

Change Order Provided by Idaho Materials & Construction.

**CHANGE IN CONTRACT PRICE:**

**CHANGE IN CONTRACT TIMES:**

Original Contract Price:

\$ 103,076.10

Original Contract Times:  Working days  Calendar days

Substantial completion (days or date): 10/14/16

Ready for final payment (days or date): 11/11/2016

Increase from previously approved Change Orders  
No. 0 to No. 1:

\$ 62,167.00

Increase from previously approved Change Orders  
No. 0 to No. 1:

Substantial completion (days): 10/14/2016

Ready for final payment (days): 11/11/2016

Increase of this Change Order:

\$ 460,422.00

Increase of this Change Order:

Substantial completion (days or date): 8/25/2017

Ready for final payment (days or date): 9/15/2017

Contract Price incorporating this Change Order:

\$ 625,665.10

Contract Times with all approved Change Orders:

Substantial completion (days or date): 8/25/2017

Ready for final payment (days or date): 9/15/2017

**RECOMMENDED:**

By: John R. Baird  
Engineer (Authorized Signature)

Name: JOSHUA R. BAIRD  
Print Name

Date: 17 October 2016

Approved by Funding Agency (if applicable):

**ACCEPTED:**

By: Jon Caton  
Owner (Authorized Signature)

Name: Jon Caton  
Print Name

Date: 19 OCT 16

**ACCEPTED:**

By: Larry Covey  
Contractor (Authorized Signature)

Name: Larry Covey  
Print Name

Date: 10/20/16

Date: \_\_\_\_\_



# IDAHO MATERIALS & CONSTRUCTION

Boise Area- 924 N. Sugar St. \*P.O. Box 1310 \*Nampa, ID 83653-1310 \* Phone (208) 466-5001 \* Fax (208) 466-5166 Twin Falls Area- 1310 Addison Ave West \* Twin Falls, ID 83301\*Phone (208) 733-5933 \*Fax (208) 734-6956\*ISPW#11916-U-1-2 Oregon = 42640 Nevada =0054829

ASPHALT PAVING ROAD & UTILITY CONSTRUCTION EARTHWORK CONCRETE SAND & ROCK

<b>To:</b>	City Of Twin Falls	<b>Contact:</b>	Erin Steel
<b>Address:</b>	321 Second Ave. E., P.O. Box 1907 Twin Falls, ID 83301	<b>Phone:</b>	735-7253
		<b>Fax:</b>	736-2296
<b>Project Name:</b>	City Of TF 2016 Mill & Inlay Project	<b>Bid Number:</b>	
<b>Project Location:</b>		<b>Bid Date:</b>	9/22/2016
<b>Addendum #:</b>	1		

Item #	Item Description	Estimated Quantity	Unit	Unit Price	Total Price
201	CO2.1 South Falls Ave. Additional HMA	2,380.00	TON	\$81.250	\$193,375.00
202	CO2.2 South Falls Ave. Additional Milling	14,080.00	SY	\$1.700	\$23,936.00
203	CO2.3 South Falls Ave. Construction Traffic Control	1.00	LS	\$3,800.000	\$3,800.00
204	CO2.4 Additional Mobilization And Trucking- South Falls Ave	1.00	EACH	\$6,500.000	\$6,500.00
<b>Total Price for above Items:</b>					<b>\$227,611.00</b>

**Total Bid Price: \$227,611.00**

## Notes:

- Pricing is based upon there being more than 3" of asphalt on the existing road, If there is less than 3" IMC will stop and ask for further direction..
- Final payment based on quantity delivered to job.
- Change Order Pricing DOES NOT include; permits, traffic control, surveying, testing/inspection fees, saw cutting, concrete collars for manholes & water valves, Stockpiling of the RAP.
- Mobilization is based on (1); additional mobilizations will be charged at the rate of \$1250.00 per each
- Idaho Sand & Gravel Idaho contractor registration number is ICRL # RCE-1456
- IF THIS BID IS ACCEPTED PLEASE SIGN AND RETURN ONE COPY.
- Additional Terms and Conditions of this proposal/contract.
- 1. APPROVAL OF CREDIT; Notwithstanding purchasers acceptance of this proposal, sellers obligation to perform is conditional upon seller's approval of the financial responsibility of the purchaser; and purchaser will furnish to seller promptly, at sellers request, such information as may be necessary for seller to determine purchasers financial responsibility and credit. If disapproved, purchaser will be notified, and this agreement will be deemed terminated, without liability to either party.
- If not accepted within (10) days from date of proposal, this offer shall automatically expire.
- In addition, if for reasons beyond sellers control the work is not performed during sellers current construction season or over a longer period if agreed to in writing at the date of this proposal, the contract price may be increased by the seller to reflect its cost increase incurred at the time the work is performed. Our normal construction season is April through November, depending on weather conditions.
- 4. ACCEPTANCE OF PROPOSAL: The purchaser represents that they (it, he, or she) are the owner of the premises on which the work is to be done, or are authorized representative of the owner, and have permission and authority to grant the seller the right to perform such work on premises. Should seller be required to provide survey stakes and/or to perform engineering services of any nature, purchaser hereby covenants and agrees to save and hold harmless seller from and against any and all damages, claims, costs or expenses which ever arising from or growing out of performance of the contract, including, but not limited to, drainage of water as to direction or amount during performance of the contract as well as thereafter.
- PERFORMANCE: The seller shall not be liable for failure of performance or failure of delay in delivery by reason of contingency beyond sellers control, including but not limited to, strikes, labor disputes, fire, flood, weather, embargo, war, government, or shortage or failure of raw materials, fuel, or transportation. If seller is delayed for more than sixty days (60) in the performance of this contract set forth herein, purchaser shall have the right upon seven (7) days written notice to seller to terminate this contract in which event the seller shall be paid for the work performed by it to date of such termination and all parties hereto shall be released of any further obligations herein.
- Due to current market shortages of liquid asphalt, this proposal is contingent on the availability of liquid asphalt at the time of construction. Hot mix asphalt quoted in this proposal is based on the current liquid asphalt market price. Any increase/decrease in market price of liquid asphalt at the time of placement, will be realized as an adjustment to the original quoted price at the time of placement.

- National and regional supply shortages of liquid asphalt or other material specifically noted above may preclude our suppliers from furnishing us with long term price and quantity guarantees; therefore, it is agreed that the contract price (Lump Sum or Unit) stated herein may be increased or decreased equal to any price increase or decrease, if any, after the date hereof required to be paid by the seller in the completion and performance of this contract. Seller agrees to notify purchaser prior to the date on which any work to be performed hereunder is to commence. Contract price adjustment shall be applicable to work covered by such notice unless seller has received from purchaser; prior to commencement of any such work, written notice of an unwillingness to accept contract price adjustment, in which event, seller at its option, may terminate this contract. In the event of termination, seller shall be paid for work performed to the date of termination, if any, and shall have no further obligation or liability to purchaser or others for reason of said termination.

**Payment Terms:**

Payment terms: Net due by the 10th of the month following date of invoice unless otherwise stated. Interest at the rate of 2% per month charged on all past due accounts. This is an annual percentage rate of 24%. Purchaser agrees to pay reasonable legal

<p><b>ACCEPTED:</b> The above prices, specifications and conditions are satisfactory and are hereby accepted.</p> <p><b>Buyer:</b> _____</p> <p><b>Signature:</b> _____</p> <p><b>Date of Acceptance:</b> _____</p>	<p><b>CONFIRMED:</b> <b>Idaho Sand &amp; Gravel Co.</b></p> <p><b>Authorized Signature:</b> _____</p> <p><b>Estimator:</b> Brent Turpin 208-320-5095    brent.turpin@idahosand.com</p>
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203	CO2.3 Falls Ave. Construction Traffic Control	1.00	LS	\$6,000.000	\$6,000.00
204	CO2.4 Additional Mobilization And Trucking- Falls Ave	1.00	EACH	\$9,500.000	\$9,500.00
<b>Total Price for above Items:</b>					<b>\$232,811.00</b>

**Total Bid Price: \$232,811.00**

**Notes:**

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- PERFORMANCE: The seller shall not be liable for failure of performance or failure of delay in delivery by reason of contingency beyond sellers control, including but not limited to, strikes, labor disputes, fire, flood, weather, embargo, war, government, or shortage or failure of raw materials, fuel, or transportation. If seller is delayed for more than sixty days (60) in the performance of this contract set forth herein, purchaser shall have the right upon seven (7) days written notice to seller to terminate this contract in which event the seller shall be paid for the work performed by it to date of such termination and all parties hereto shall be released of any further obligations herein.
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Monday October 24<sup>th</sup>, 2016

To: Honorable Mayor and City Council

From: Sean Standley, Code Enforcement Coordinator

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**Request:** Update and Presentation regarding CC 7-8-14 (Water Conservation)

**Time Estimate:** The presentation will take approximately 5 minutes with additional time for questions.

**Background:** City Staff received an email from a citizen suggesting that we re-evaluate our watering restriction times because he felt they didn't match up well to the times of day when evaporation rates were highest. Following the email, we had a discussion about the topic at a council meeting. During that discussion, the Mayor suggested that before we make a change to the Code, we should be discussing whether or not this is even a significant issue for our water users. He suggested waiting until the end of the watering season and then reviewing how many violations we are actually having for watering at the wrong time of day before spending a lot of time re-writing the code.

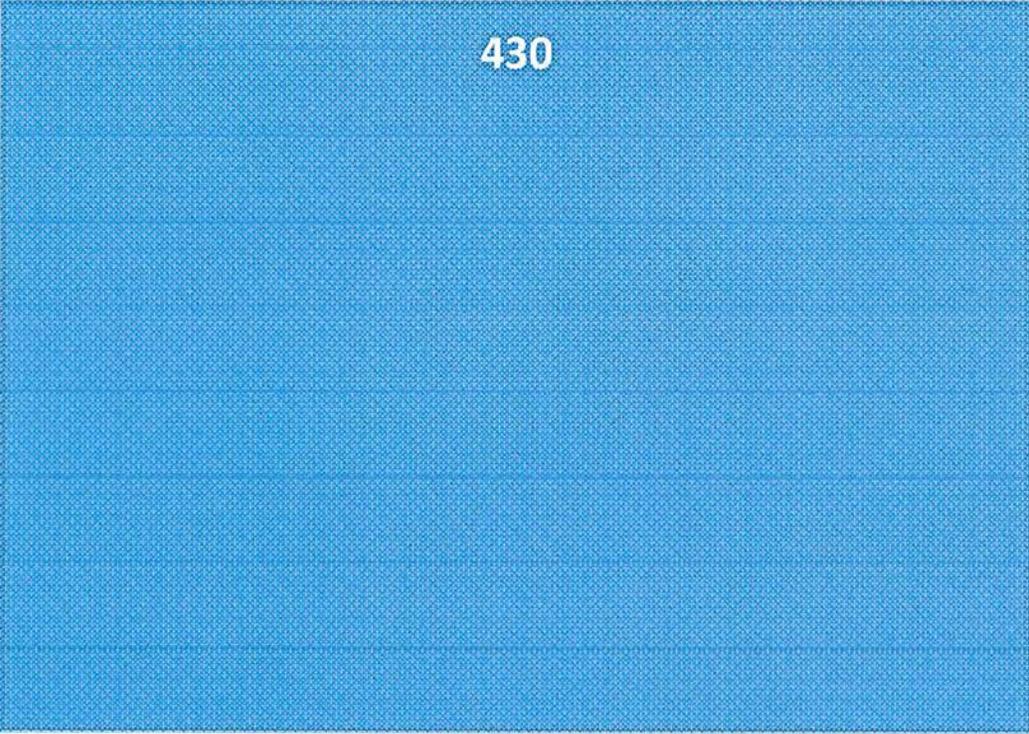
**Approval Process:** N/A

**Budget Impact:** N/A

**Regulatory Impact:** N/A

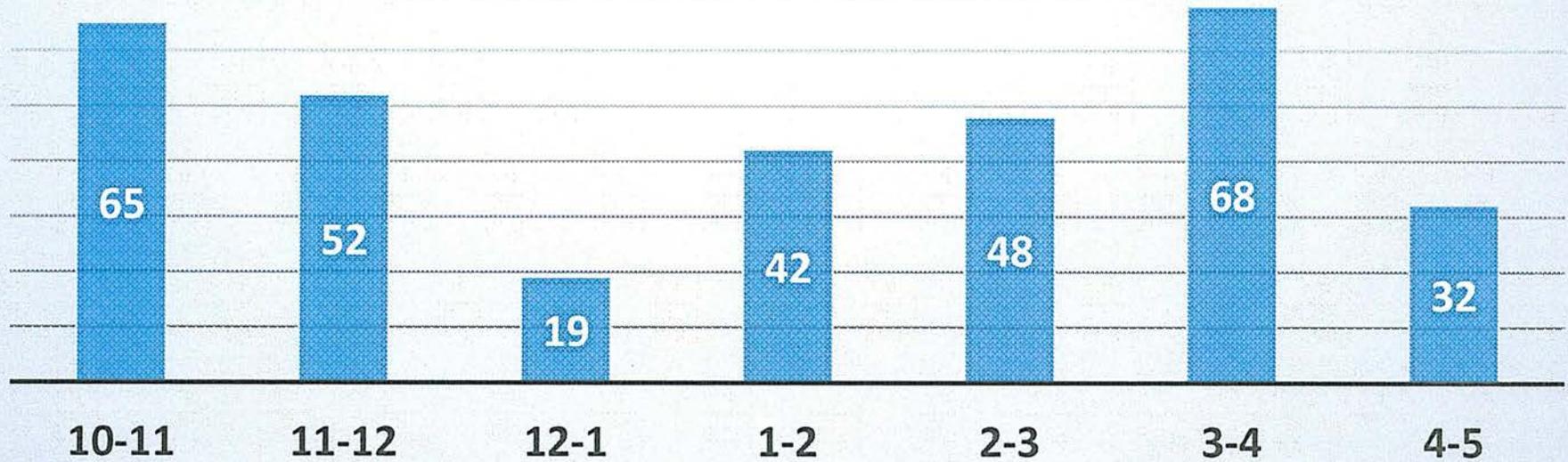
**Attachments:** Graphs and Reports regarding total number of Water Violations from February 1<sup>st</sup>, 2016 to October 14<sup>th</sup>, 2016.

# Total Violations

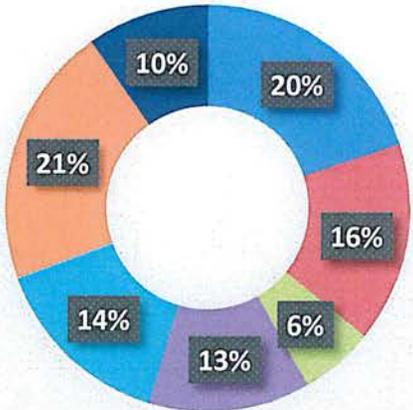


430

## Potable Wrong Time Totals by Hour

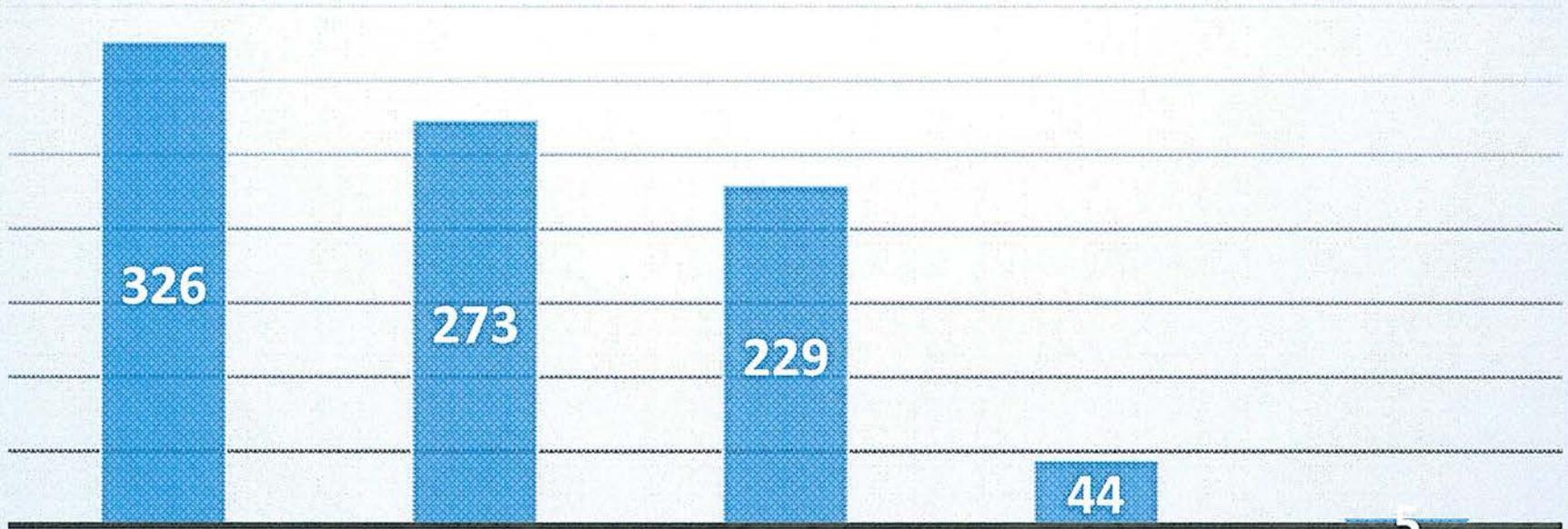


# Potable Wrong Time Percentage by Hour



- 10-11
- 11-12
- 12-1
- 1-2
- 2-3
- 3-4
- 4-5

# Totals by Violation Type



POTABLE  
WRONG  
TIME

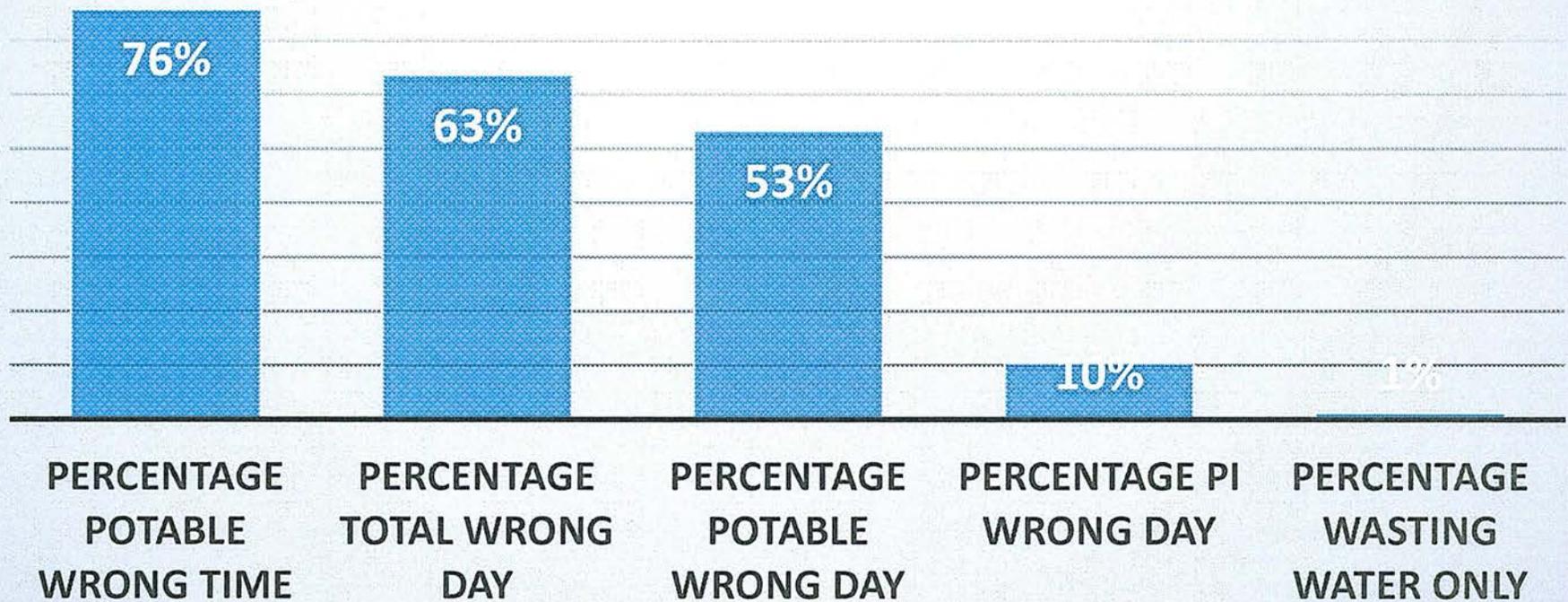
TOTAL  
WRONG DAY

POTABLE  
WRONG DAY

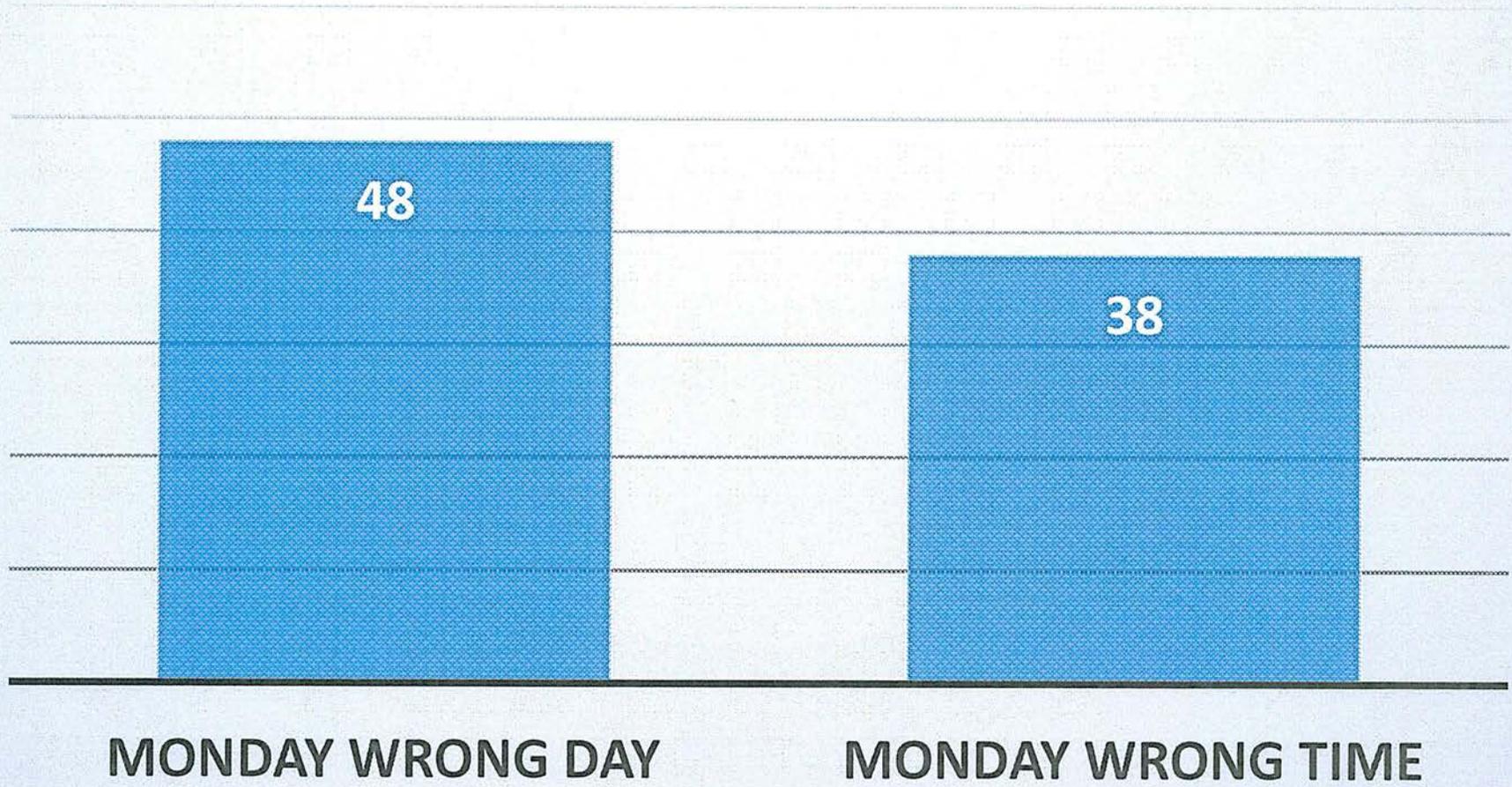
PI WRONG  
DAY

WASTING  
WATER ONLY

## Percentage by Violation Type



# Monday





**Public Hearing:** **MONDAY OCTOBER 24, 2016**  
**To:** Honorable Mayor and City Council  
**From:** Reneé V. Carraway-Johnson, Zoning & Development Manager

### ITEM IV-3

**Request:** [Request for approval on a Comprehensive Plan Amendment to update the 2009 Twin Falls Vision 2030 – A Comprehensive Plan for a Sustainable Future. c/o City of Twin Falls. \(app. 2809\)](#)

#### History:

The current Comprehensive Plan, the Twin Falls Vision 2030 – A Comprehensive Plan for a Sustainable Future, was updated and amended in February 2009.

In the State of Idaho, comprehensive plans are advisory documents used to guide land development decisions. Because the plans are derived from public input about what people desire for their community, the goals and future land use plan designations of the Comprehensive Plan have an important role in many regulatory decisions the City makes. These decisions surround land use, such as changes in the jurisdictional boundary, rezoning, and amendments to City codes and development standards. The goal is to ensure this document meets the needs and desires of the community.

The City Council approved \$100,000 to update the Comprehensive Plan Update as part of the 2014-2015 Budget. In October 2014 a Request for Qualifications (RFQ) was prepared and distributed in the Idaho Statesman, the Times News, on the American Planning Association website and on other planning and economic sites. The RFQ was specific to update and replace certain elements of the Comprehensive Plan in the following areas:

- Summary & Intro Background
- Land Use
- Community Design
- Housing
- School Facilities
- Public Services and Utilities
- Economic Development
- Environmental Considerations
- Transportation – *Airport only*

Seven (7) responses were received. A Selection Committee made up of then Councilperson Rebecca Mills-Sojka, Planning and Zoning Chairman Tom Frank, Parks & Recreation Chairman Kevin Dane, local businessman Kevin Mahler and myself reviewed and ranked the seven (7) submittals. The top two consultants were then selected for an interview by the Planning & Zoning Commission.

On February 4, 2015 at a regularly scheduled public meeting the Planning & Zoning Commission conducted interviews of the top two (2) consulting firms. On February 17, 2015 the City Council approved the Commission's recommendation of Logan Simpson Design, Inc., of Fort Collins, Colorado.

At the May 11, 2015 meeting, the City Council approved a contract with Logan Simpson Design, Inc. and tasked them to begin the process for a Comprehensive Plan update for the City.

On June 22, 2015 staff discussed with the Council, the topic of forming a Comprehensive Plan Advisory Committee (AC). Staff began discussions with Logan Simpson to initiate the first step which was establishing an Advisory Committee (AC). The goal and direction of this committee was to work with Logan Simpson Design and city staff to complete an updated comprehensive plan that projects the communities' needs and goals for the next 20 years.

Staff discussed with City Manager Rothweiler, Deputy City Manager Humble and Mayor Hall the list of prospective Advisory Committee (AC) members. After some consideration staff reviewed list of prospective members and we were able to consolidate some of the targeted areas with one person.

An Advisory Committee (AC) was formed and approved by the City Council on July 6, 2015. The Advisory Committee (AC) consisted of thirteen (13) members including City of TF Councilpersons, City and County P&Z Commissioners, local municipal representatives and local residents who volunteered to participate and help guide the direction for the comprehensive plan update process. The Advisory Committee (AC) was made up of the following community citizens:

1. Greg Lanting – TF City Council
2. Rebecca Mills-Sojka – then TF City Council
3. Tato Munoz – TF City P&Z
4. Ryan Higley – TF City P&Z from the Area of Impact
5. Kevin Dane –Local businessman
6. Kevin Mahler – Local business owner
7. Brad Wills – Developer/URA member
8. Nancy Duncan – Council member, City of Kimberly
9. Brady Dickinson - Twin Falls School District
10. Dr. Cindy Bond – CSI/Past Chair of Chamber of Commerce/URA Past Chair
11. Laura Stewart – Chamber of Commerce/St. Luke's
12. Dan Olmstead – Idaho Power/ SIEDO
13. Laura Wilson - TF County, Planner

The first Advisory Committee (AC) meeting was held on July 16, 2015.

The first item on the Agenda was to Name our Plan.... The name came from a group discussion and was decided on:

***“GROW WITH US”***

**GROW**- embodies the positive feeling of the community that we are growing -- **WITH**- the City of Twin Falls includes all our citizens-- and **US**- the City of Twin Falls **IS** because of our community-- we are all included in; ***“GROW WITH US”***

The Advisory Committee (AC) met nine (9) times over the last 15 months- several of those meetings were joint meetings with the City Planning & Zoning Commission. Every Advisory Committee (AC) meeting and community event we participated in was conducted in accordance with the Idaho Open Meeting Laws and the City of Twin Falls Transparency Resolution.

Also in July 2015, Logan Simpson conducted several days of “stakeholder” interviews at a local coffee shop where they had great participation and received great insight into “**WHO** is Twin Falls”.

Additionally, Logan Simpson, Advisory Committee members (AC), P&Z Commission members and city staff have participated in several community events; 3 City Fairs, the Optimist Club's Wings 'n Things, Octoberfest, Rotary's Death by Chocolate plus made several presentations to various community groups; Optimist, Lions, Senior Citizen's Center, TF Public Library, and Chamber of Commerce. Staff and Logan Simpson gave media interviews, conducted several surveys (with over 2,000 citizen comments), posted several PA's and distributed informational fliers throughout the year – all to notify and encourage citizen participation.

**Budget Impact:**

The only initial budget impact from approval of this request will be the cost of public hearing notifications.

**Regulatory Impact:**

A recommendation from the Planning and Zoning Commission on the proposed Comprehensive Plan will allow the request to proceed to the City Council for public hearing and action.

## Analysis:

The current Comprehensive Plan, the Twin Falls Vision 2030 – A Comprehensive Plan for a Sustainable Future, was updated and amended in February 2009. This request is to amend the current Comprehensive Plan and replace it with 2016 Twin Falls Comprehensive Plan – GROW WITH US.

Extensive public involvement and review has gone into the development of this document.

The Twin Falls City Code Title 10, Chapter 17 includes the Bylaws of the Planning and Zoning Commission.

Section §10-17-3, Article IX.3 states that a duty of the Commission is to “conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan as required by law.”

State Statutes regarding the Planning and Zoning Commission state the following:

*67-6508. PLANNING DUTIES. It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.*

*The required components of a Comprehensive Plan are a) property rights, b) population, c) school facilities and transportation, d) economic development, e) land use, f) natural resources, g) hazardous areas, h) public services, facilities, and utilities, i) transportation, j) recreation, k) special areas or sites, l) housing, m) community design, n) agriculture, o) implementation and q) public airport facilities.*

The contracted Comprehensive Plan update includes the following:

- Summary & Intro Background
- Land Use
- Community Design/ Character
- Housing
- Economic Development
- Parks, Recreation, Open Space, and Trails (*including Environmental Considerations*)
- Transportation
- Public Services (*including Schools and Utilities*)
- Public Airport Facilities

Recently adopted State Statutes required a new addition to a Comprehensive Plan entitled Public Airport Facilities. This chapter was developed by Bill Carberry, Airport Manager and Chris Pomeroy of CH2M.

The Parks and Recreation Commission recommended adoption of the 2015 Parks and Recreation Master Plan in December 2015. At a public meeting the City Council may adopt the plan into the Comprehensive Plan.

The City's 2009 Master Transportation Plan will be updated later this year and hopefully will be complete late next year. A final draft requires approval by the City Council and adoption of a resolution to amend.

Adoption of the 2009 Comprehensive Plan was adopted with the condition to not allow amendments to the Comprehensive Plan for a period of one (1) year after adoption. Staff would support this condition upon the adoption of this plan.

## Comprehensive Plan Amendment Approval Procedure:

A request for a Comprehensive Plan Amendment is initially made to the Commission. The Planning and Zoning Commission shall hold a public hearing to evaluate the request and to determine the extent and nature of the amendment. Upon conclusion of the public hearing the Commission shall make a recommendation to the City Council on whether or not to approve the request as presented, deny the request, or approve the request with conditions/modifications.

The City Council shall then hold an additional public hearing where they may approve the application as recommended by the Commission, deny the application or remand the application back to the Commission for further proceedings. If approved, a resolution is prepared and at a later public meeting is adopted by the City Council. Once the resolution is published the Comprehensive Plan is officially amended.

On September 27, 2016 the Planning & Zoning Commission held a public hearing on this request. Megan Moore, Logan Simpson Design, LLC was also present to address any questions or concerns regarding the draft plan. There was 1 person who inquired about having more pathways and residential options for the growing senior population. Upon conclusion of the public hearing the commission unanimously voted to recommend adoption of the 2016 Twin Falls Comprehensive Plan; GROW WITH US, as presented and including there be no amendments to the plan for one (1) year after adoption.

**Conclusion:**

Staff concurs with the Planning & Zoning Commission's recommendation for adoption of the 2016 Twin Falls Comprehensive Plan; GROW WITH US, as presented and including there be no amendments to the plan for one (1) year after adoption.

**Attachments:**

1. Idaho State Statutes 67-6508 & 67-6509



**TITLE 67**  
**STATE GOVERNMENT AND STATE AFFAIRS**  
**CHAPTER 65**  
**LOCAL LAND USE PLANNING**

**TITLE 67 - STATE GOVERNMENT AND STATE AFFAIRS**  
**CHAPTER 65 - LOCAL LAND USE PLANNING**

67-6508. PLANNING DUTIES. It shall be the duty of the planning or planning and zoning commission to conduct a comprehensive planning process designed to prepare, implement, and review and update a comprehensive plan, hereafter referred to as the plan. The plan shall include all land within the jurisdiction of the governing board. The plan shall consider previous and existing conditions, trends, desirable goals and objectives, or desirable future situations for each planning component. The plan with maps, charts, and reports shall be based on the following components as they may apply to land use regulations and actions unless the plan specifies reasons why a particular component is unneeded.

(a) Property Rights -- An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

(b) Population -- A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

(c) School Facilities and Transportation -- An analysis of public school capacity and transportation considerations associated with future development.

(d) Economic Development -- An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

(e) Land Use -- An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

(f) Natural Resources -- An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

(g) Hazardous Areas -- An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.

(h) Public Services, Facilities, and Utilities -- An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

(i) Transportation -- An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities.

(j) Recreation -- An analysis showing a system of recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

(k) Special Areas or Sites -- An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

(l) Housing -- An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

(m) Community Design -- An analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

(n) Agriculture -- An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community.

(o) Implementation -- An analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.

(p) National Interest Electric Transmission Corridors -- After notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States department of energy's most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height.

(q) Public Airport Facilities -- An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.

Nothing herein shall preclude the consideration of additional planning components or subject matter.

**TITLE 67 - STATE GOVERNMENT AND STATE AFFAIRS  
CHAPTER 65 - LOCAL LAND USE PLANNING**

67-6509. RECOMMENDATION AND ADOPTION, AMENDMENT, AND REPEAL OF THE PLAN.

(a) The planning or planning and zoning commission, prior to recommending the plan, amendment, or repeal of the plan to the governing board, shall conduct at least one (1) public hearing in which interested persons shall have an opportunity to be heard. At least fifteen (15) days prior to the hearing, notice of the time and place and a summary of the plan to be discussed shall be published in the official newspaper or paper of general circulation within the jurisdiction. The commission shall also make available a notice to other papers, radio and television stations serving the jurisdiction for use as a public service announcement. Notice of intent to adopt, repeal or amend the plan shall be sent to all political subdivisions providing services within the planning jurisdiction, including school districts, at least fifteen (15) days prior to the public hearing scheduled by the commission. Following the commission hearing, if the commission recommends a material change to the proposed amendment to the plan which was considered at the hearing, it shall give notice of its proposed recommendation and conduct another public hearing concerning the matter if the governing board will not conduct a subsequent public hearing concerning the proposed amendment. If the governing board will conduct a subsequent public hearing, notice of the planning and zoning commission recommendation shall be included in the notice of public hearing provided by the governing board. A record of the hearings, findings made, and actions taken by the commission shall be maintained by the city or county.

(b) The governing board, as provided by local ordinance, prior to adoption, amendment, or repeal of the plan, may conduct at least one (1) public hearing, in addition to the public hearing(s) conducted by the commission, using the same notice and hearing procedures as the commission. The governing board shall not hold a public hearing, give notice of a proposed hearing, nor take action upon the plan, amendments, or repeal until recommendations have been received from the commission. Following consideration by the governing board, if the governing board makes a material change in the recommendation or alternative options contained in the recommendation by the commission concerning adoption, amendment or repeal of a plan, further notice and hearing shall be provided before the governing board adopts, amends or repeals the plan.

(c) No plan shall be effective unless adopted by resolution by the governing board. A resolution enacting or amending a plan or part of a plan may be adopted, amended, or repealed by definitive reference to the specific plan document. A copy of the adopted or amended plan shall accompany each adopting resolution and shall be kept on file with the city clerk or county clerk.

(d) Any person may petition the commission or, in absence of a commission, the governing board, for a plan amendment at any time. The commission may recommend amendments to the land use map component of the comprehensive plan to the governing board not more frequently than once every six (6) months. The commission may recommend amendments to the text of the comprehensive plan and to other ordinances authorized by this chapter to the governing board at any time.



# TWIN FALLS

G R O W W I T H U S

# SPECIAL APPRECIATION IS GIVEN TO THE COMMUNITY OF TWIN FALLS

Thank you to all who participated in stakeholder interviews, attended Plan meetings and events, completed surveys, and provided their comments throughout this process.



# ACKNOWLEDGMENTS

## CITY COUNCIL

Shawn Barigar, Mayor  
Suzanne Hawkins, Vice-Mayor  
Nikki Boyd, Councilwoman  
Don Hall, Councilman  
Greg Lanting, Councilman  
Rebecca Mills-Sojka, Former Councilwoman  
Ruth Pierce, Councilwoman  
Chris Talkington, Councilman

## PLANNING & ZONING COMMISSION

Nikki Boyd, Former Commissioner  
Danielle Dawson  
Jason Derricott, Former Commissioner  
Tom Frank  
Kevin Grey  
Ryan Higley  
Gerardo "Tato" Munoz  
Ed Musser  
Christopher Reid  
Jolinda Tatum  
Steve Woods

## CITY STAFF

Travis Rothweiler, City Manager  
Mitch Humble, Community Development Director  
Renée Carraway Johnson, Planning & Zoning Manager  
Jonathan Spendlove, Planner I  
Lisa Strickland, Administrative Assistant  
Kelly Weeks, Planner I  
Joshua Palmer, Public Information Officer  
Bill Carberry, Airport Director

## ADVISORY COMMITTEE

Greg Lanting, City Council  
Rebecca Mills-Sojka, City Council  
Ryan Higley, Planning & Zoning Commission,  
representing the Area of Impact  
Gerardo "Tato" Munoz, Planning & Zoning Commission  
Dr. Cindy Bond, College of Southern Idaho  
Kevin Dane, Community Member  
Brady Dickinson, Twin Falls School District  
Nancy Duncan, City of Kimberly Councilwoman  
Kevin Mahler, Local Business Owner  
Dan Olmstead, Idaho Power, SIEDO  
Laura Stewart, Chamber of Commerce, St. Luke's  
Brad Wills, Developer, URA Member  
Laura Wilson, Twin Falls County Planner

## CONSULTANT TEAM

Bruce Meighen, Logan Simpson  
Megan Moore, Logan Simpson  
Krissy Gilmore, Logan Simpson  
Kristy Bruce, Logan Simpson  
Brian Vanneman, Leland Consulting Group  
Alisa Pyszka, Leland Consulting Group  
Chris Pomeroy, CH2M  
Lane Wintermute, Emergency Services Consulting  
International

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## OVERVIEW OF TWIN FALLS COMPREHENSIVE PLAN | *GROW WITH US*

With a thirty percent increase in population between 2000 and 2014, we are rapidly growing. According to the Twin Falls Community Strategic Plan 2030, population growth is expected to accelerate toward 66,500 by 2030. This Comprehensive Plan outlines ways we, City residents and community leaders, can direct this growth to strengthen and build upon the values of Twin Falls. A common theme throughout GROW WITH US is development choices should be intentional and value-based.

GROW WITH US has been specifically developed to address the values and interests of people living and working in Twin Falls. It establishes our priorities for public action that will help direct private decisions. As the Comprehensive Plan for Twin Falls, this document provides policy-level guidance for City government decisions. At a minimum, this plan should serve as a broad reference for all planning done within the City. GROW WITH US contains three types of information: Documentation of the process in preparing this Plan, information relevant to community planning in Twin Falls, and policy recommendation and implementation strategies to help guide future development in the City.

Implementing GROW WITH US will establish a framework of policies that will shape physical and economic development for years to come. To stay relevant and increase effectiveness, the Plan will be reviewed, revised, and updated on a regular basis in order to reflect the changing economy, environment, and development patterns. GROW WITH US is closely aligned with and informs other City planning initiatives, such as the Strategic Plan and the Development Code. These other two initiatives are the primary ways the Plan should be implemented and regularly updated.

*A common theme throughout GROW WITH US is that development choices should be intentional and value-based.*

GROW WITH US builds on the past ideas and framework of Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future and will, in turn, provide a foundation for more detailed implementation strategies. The Plan incorporates information, ideas, and proposals contained in the Parks and Recreation Master Plan, and the Transportation Master plan, among others. GROW WITH US is not intended to replace these master plans, but to complement them.

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# INTRODUCTION



## BACKGROUND

Twin Falls is centrally located between Boise and Salt Lake City on I-84. While Twin has a small-town feel and philosophy, its daily population grows to over 75,000 as it is the regional medical, educational, retail, and services hub for the 250,000 regional population. The City of Twin Falls is home to half the population of Twin Falls County, and because the City is surrounded primarily by agriculture, Twin Falls provides big city services to a very large area, extending beyond the Magic Valley into Nevada and Utah.

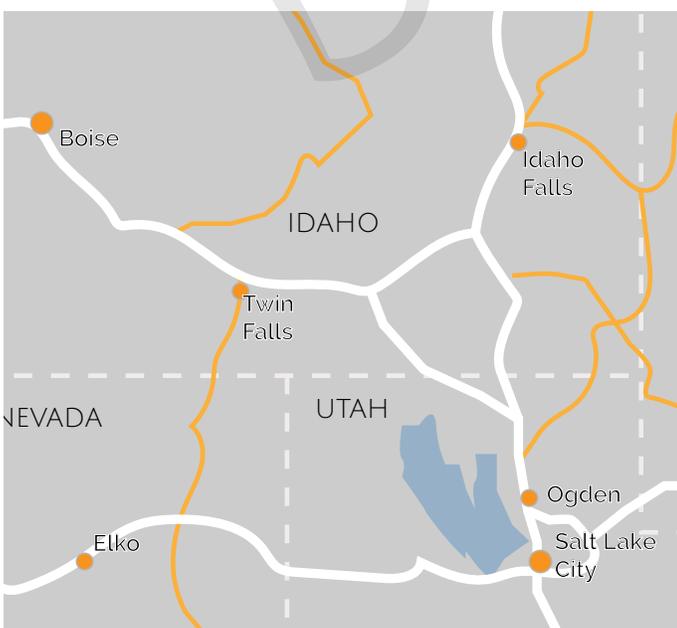
Twin Falls has an interesting ancient settlement history dating back as long as 14,500 years. During the mid-19th century the Twin Falls region was heavily traveled by pioneers moving west on the Oregon Trail. Modern Twin Falls began as an agricultural center, then eventually becoming a food processing center. Twin Falls is the largest city in the region, the seventh largest in the state, and is the principal city of the Twin Falls Micropolitan Statistical Area. Twin Falls is served by U.S. Highway 30, U.S. Highway 93 and is just south of Interstate 84. The Snake River Canyon forms the City's northern limits, separating it from Jerome County. Twin Falls has enjoyed a recent period of growth and prosperity. Despite the recent growth it has retained a small-town feel and ambiance.

The City of Twin Falls hosts some of the nation's largest food processors such as Glanbia Cheese, ConAgra Foods, and the Amalgamated Sugar Company. It is also the home of the largest yogurt manufacturing facility in the world, which is part of the growing Chobani yogurt company. In addition, Twin is currently home to Jayco RV Manufacturing, C3 Connect, Seastrom Manufacturing, Clif Bar & Company, and many other industry leaders.

## PLAN PURPOSE

In the State of Idaho, comprehensive plans are advisory documents used to guide land development decisions. Because the plans are derived from public input about what people desire for their community, the goals and future land use designations of the Comprehensive Plan have an important role in many regulatory decisions the City makes. These decisions surround land use, such as rezoning, and updates to City codes and standards. When a development proposal is submitted to the City, the Comprehensive Plan is referenced and staff recommendations are expected to be consistent with the goals of the Comprehensive Plan. When undertaking updates to its codes, the City uses the Comprehensive Plan for guidance to ensure the codes are consistent with Comprehensive Plan goals. Each section of the Plan contains specific goals and objectives that pertain to land uses and can be found at the end of each section within Chapter 3: Framework.

MAP 1: REGIONAL CONTEXT

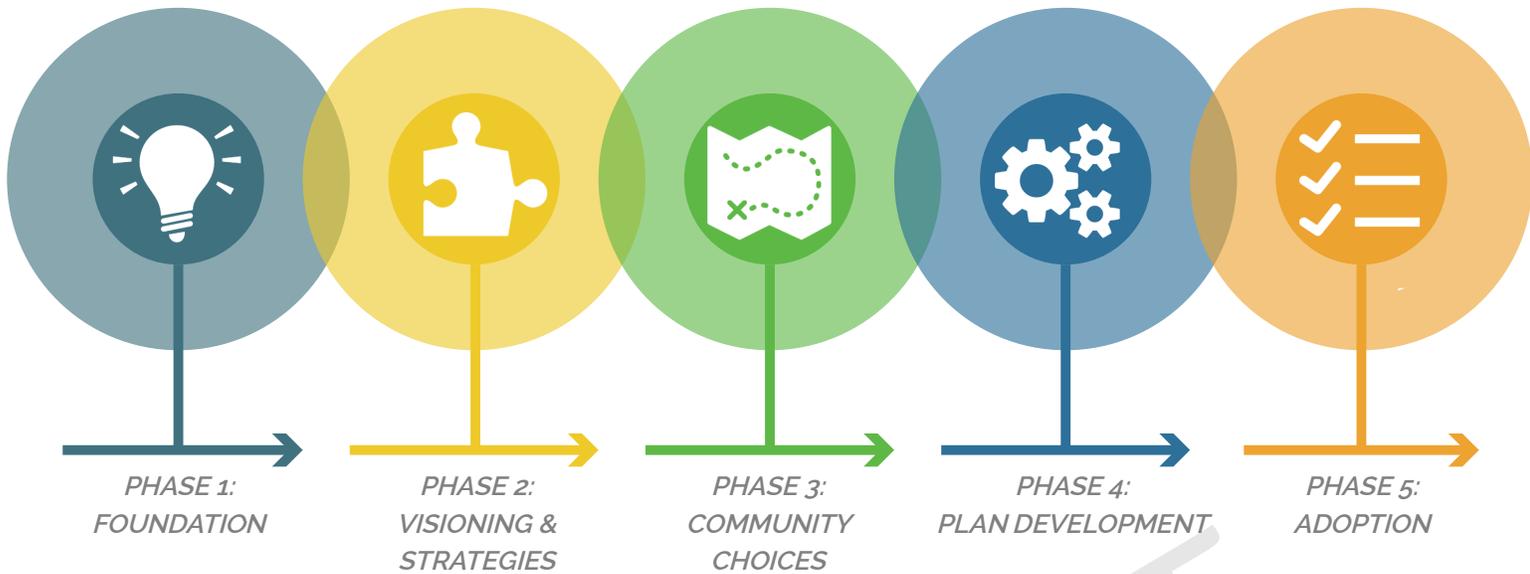


## PLAN DEVELOPMENT

Developing the Plan relied on broad public input, aspiring to be truly representative of public interest and desires. The process was designed to extract core interests, desires, and concepts, directly from community members, about how Twin Falls should develop in the coming years. These ideas were instrumental in confirming and developing the community vision. In addition to clarifying the community's vision for the desired future of Twin Falls, public input was instrumental in identifying new opportunities and projects for the future.

The City used a variety of methods to gain the broadest possible participation and input from residents and stakeholders. Early in the project, the team held one-on-one and small-group interviews with a cross section of over 25 community leaders and

FIGURE 1: PROCESS PHASES



**Phase 1: Foundation**  
 This initial phase introduced the comprehensive plan; generated public awareness and interest surrounding the project efforts; laid the framework for meaningful community engagement; and established the Advisory Committee (AC) to help guide the process.

**Phase 2: Visioning & Strategies**  
 Phase 2 provided overall direction for the entire plan and process -- goals and policies are developed to support the community vision. Multiple public workshops were held throughout the community to establish community values and priorities.

**Phase 3: Community Choices**  
 Phase 3 focused on strategic community choices and pivotal questions related to growth management, development, and amenities which helped shape the policies and strategies defined in Chapter 3.

**Phase 4: Plan Development**  
 Phase 4 refined choices determined by input received from the stakeholders, public, and City Council. The public will have the opportunity to review and comment on the Draft Plan during a month-long review period.

**Phase 5: Adoption**  
 After the public comment period, final revisions will be made to the Plan to account for comments, and an updated version will be formally presented to Planning Commission and City Council for adoption.

representatives. A 12-person Advisory Committee was formed to offer feedback on project events, brainstorm ideas, and review draft materials. Throughout the project, the City focused on engaging the public through non-traditional venues held at community events around the City, such as the Summer Concert Series, City Fair and City Fair 2.0 events, Oktoberfest, September's Wings n' Things, and January's Death by Chocolate. During these events, the City engaged with as many members of the community as possible to bring diverse perspective to the process. In tandem with each of these events were supporting online surveys and questionnaires, which helped to achieve response rates nearing 1000 participants. See Chapter 2 for a complete summary of the public involvement process.

City Council Members and Planning Commissioners directed the development of the Plan. Joint study sessions provided direction for the plan vision. Separate study sessions on the Preliminary Draft Plan gave the Council and Commission members the opportunity to identify and address any areas of concern, as well as recommended revisions for the Final Plan. The Planning Commission will hold a public hearing to adopt, adopt with changes, or deny the Plan. City Council will hold a subsequent City Council public hearing to ratify the Planning Commission's decision.

## PLAN ORGANIZATION

The Comprehensive Plan is designed to be both an aspirational statement of the vision of the City's residents and a practical tool to guide future decision-making by City staff and officials. The Plan is organized into four chapters.

**Chapter 1: Introduction:** Introduces the purpose of the Comprehensive Plan and describes the process used to develop the Comprehensive Plan.

**Chapter 2: Community Vision:** Describes the public outreach process and articulates the community vision.

**Chapter 3: Framework:** Set in eight plan elements, each element highlights existing conditions and trends; expands on the vision for that element; and establishes goals and policies.

**Chapter 4: Implementation:** Describes the implementation actions and projects the City will undertake to achieve the Comprehensive Plan goals and the City's vision.

## HOW TO USE THIS PLAN

The Comprehensive Plan document, which contains the vision, goals, policies, and implementation strategies for the Plan, consists of an introduction and eight Plan elements, each of which addresses an aspect of planning for the future of Twin Falls. The Appendix contains the public involvement summaries, statistical information, and data supporting the development of the Comprehensive Plan.

The eight elements of this Plan address and incorporate the vision and desired outcomes the community identified. They address the aspects of Twin Falls that are important for maintaining the high quality of life and vitality as the City grows. Each Plan element begins with a vision statement; describes the current and future conditions relevant to that element; and recommends a series of goals and policies to inform future decision-making in a manner to achieve the community's vision. Also provided are implementation actions proposed to achieve the desired outcomes.

**Goals** describe the vision-based outcomes desired by City residents.

**Policies** are statements related to particular goals of the principles Twin Falls will rely on in future decision-making.

**Implementation** describes the strategies and actions the City proposes to undertake to achieve Plan policies. Implementation strategies and actions reach across departments and divisions to identify what should be initiated to support the implementation of the Comprehensive Plan, and will be directly coordinated with the planned updates to the City's Strategic Plan.

**Maps** are provided for reference throughout the Comprehensive Plan.

*The goals for this plan were developed through the work of residents, businesses, and community organizations, which were partners in the planning process.*

## RELATIONSHIP TO OTHER PLANS

The Twin Falls Comprehensive Plan is supported by independent advisory documents. These elements provide further guidance on development of the City and integrate and support land-use policies as established by this Plan. Each supporting element is in further detail below.

### *Strategic Plan 2012-2030*

The City's priorities, goals, and objectives through 2030 are contained in its Strategic Plan. The City's Strategic Plan is used to guide its decision making process. The Strategic Plan is also used as a benchmark of how well the individual departments are performing as well as determining how well the City is meeting our community's needs and expectations. The City will use the Strategic Plan to guide the budgetary process and allocate resources to achieve the vision of this Comprehensive Plan.

### *Master Transportation Plan*

Twin Falls is at a critical point as the population nears 50,000. Twin Falls is on the threshold for metropolitan plan organization status. The Master Transportation Plan reviews the 1993 transportation plan and looks forward to transportation needs until 2030. The Update to the Master Transportation Plan is expected to be initiated at the beginning of 2017.

### *Airport Master Plan*

The Airport Master Plan Update provides a recommended long-term development plan involving all functional areas of the Airport, including runways/taxiways/aprons, passenger terminal, general aviation, support facilities, and ground access. Specific focus was on the need to realign the Airport's crosswind runway to provide adequate crosswind coverage for small aircraft operating at the Airport, as specified in FAA planning guidelines. A key recommendation of the Master Plan is to further define facility requirements, feasible expansion options, and funding opportunities for potential modification of the passenger terminal building.

### *2015 Parks and Recreation Master Plan*

The Parks and Recreation Master Plan identifies the recreation amenities that are currently offered in the City and projects what additional recreation programs and facilities might be required in the future. It establishes a base line of service, and quantifies the types of recreational improvements needed to maintain that base level of service. This master plan serves as an organized and thoughtful approach to recommending park and trail improvements, recreation priorities, and identifying the citizens' perceptions and desires for passive and active recreation. The Parks and Recreation Master Plan is anticipated to begin the adoption process in late summer 2016.

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# COMMUNITY VISION



## CREATING THE COMMUNITY VISION THROUGH ENGAGEMENT

Meaningful public input is essential to the success of any planning effort and is the foundation of a representative plan. Achieving meaningful input goes beyond simply giving the opportunity to comment at public hearings. Residents and stakeholders provide guidance to the plan, determine priorities, and ensure successful implementation strategies by revealing the community vision, priorities, and consensus on important issues. We believe the people who live and work in Twin Falls are the experts on what is and is not working in the City. Their knowledge strengthens ideas and refines the assumptions made about planning goals. Our process focused on gathering community input by attending public events to develop a truly representative public involvement process.

### Kickoff



The process started in summer of 2015 with two days of one-on-one stakeholder interviews and kickoff events at the City Fair and City Fair 2.0 events to introduce the project and explain its goals, process, and opportunities to get involved. In addition, the public was also asked to help identify preliminary key values and opportunities for the City. The resulting input led to the beginning of articulating elements of the community vision.

City Fair and City Fair 2.0 were held inside the Banner Building, as part of an exhibition showcasing a number of ongoing city projects. The event was held prior to, and during, the Twin Falls' Concert Series. Approximately 300 people were reached through these events and the coordinating online survey.

### Vision

As part of the Optimist Club's Annual Wings n' Things event and annual Downtown Merchants' Oktoberfest event in early fall, the public confirmed values, identified opportunities, and articulated the elements of the community vision. This event had two components, a social component to engage families and children through a large block Lego exercise, and a formal component for those wanting to dive in with maps and traditional presentation boards. Participants stated their love for the City, offered ideas for improvement, and refined the initial community vision. Nearly 500 people were engaged during these two events, and associated online survey.



### Opportunities



At the third round of public events, City staff stationed themselves at the Library, Senior Center, and the Rotary Club's annual Death by Chocolate event to discuss key opportunities and priorities that were highlighted in the visioning process. Public feedback was also received on a range of policy and future land use choices. These meetings built off the results of the visioning outreach phase conducted at prior outreach activities. These meetings enlisted the support and collaboration of residents to help identify catalyst projects, describe the future desired condition, and refine specific recommendations. Again, nearly 500 people engaged through these events or online survey.







# OUR COMMUNITY VISION



## *Land Use...*

... that encourages infill in town; creates great neighborhoods with a wider range of housing types, mix of uses, and amenities; and echoes densities and patterns reminiscent of the historic downtown neighborhoods.



## *Community Design and Character...*

... that retains the friendly, safe, family-oriented, and small-town community feel; protects and preserves the canyon rim environment and their vistas; and promotes the high quality of life and outdoor activities.



## *Housing...*

... that provides a range of housing options for current and future residents; promotes the rehabilitation and restoration of older buildings and neighborhoods; and increases housing options Downtown.



## *Economic Development...*

... that reestablishes and revitalizes Downtown as the heart of the community and drives proactive engagement and support of businesses that are compatible with community values, while working with private partners to build a place that attracts and keeps talent.



## *Park Recreation, Open Space, and Trails...*

... that continue to provide and expand the range of parks and recreational activities and facilities; and develops and connects the sidewalk and trails network.



## *Transportation...*

... that improves circulation along primary roads, especially Blue Lakes Boulevard, and additional facilities to encourage walking and bicycling, through both on and off-street facilities.



## *Public Facilities and Services...*

... that reduce impacts to the natural environment, while retaining the high-quality service and future infrastructure needs of the community, and supporting educational and cultural components.



## *Public Airport Facilities...*

... that are safe, high-quality, and regionally accessible with the leadership, operating skills and financial strength for continuous economic development and to accommodate future aviation activity.

# 3 FRAMEWORK



## INTRODUCTION

The following sections of the Plan discuss the eight topic elements that comprise the Plan. Each topic section begins with a narrative detailing the existing situation and trends that influence policy direction and is followed by the broad vision for that particular element. Each topic element then identifies several goals, followed by broad policies and specific action steps to accomplish the goal. The eight functional elements in order are:

- Land Use
- Community Design and Character
- Housing
- Economic Development
- Parks, Recreation, Open Space, and Trails
- Transportation
- Public Facilities and Services
- Public Airport Facilities

*“The best way to predict the future is to design it.”*

*- Buckminster Fuller*



# LAND USE

This element examines historical and current patterns of land use development and growth trends in Twin Falls. This element also describes the preferred future land uses as supported by public input, and establishes the goals and policies to achieve the desired outcomes. Land use decisions affect all aspects of life in Twin Falls, including: traffic, air quality, housing, economic development, and public facilities and services. The City's carrying capacity in terms of traffic, water supply, wastewater treatment, air quality, recreation, and commercial activity are all important factors when considering practical limitations on growth and maintaining a desirable quality of life. With this in mind, the goals and policies of this Plan have been specifically developed to address the values and interests of the people living and working in Twin Falls.

## EXISTING CONDITIONS OVERVIEW

The City of Twin Falls corporate limits cover close to 20 square miles, and the Area of Impact (AOI) covers an additional 27.5 square miles. Dominant land uses within the past Vision 2030 Comprehensive Plan included Medium-Density Housing (24%) and Agriculture (17%, primarily located within the AOI), with most of the undeveloped area anticipated as Rural Residential and Medium-Density Residential with some Commercial/Retail and Industrial.

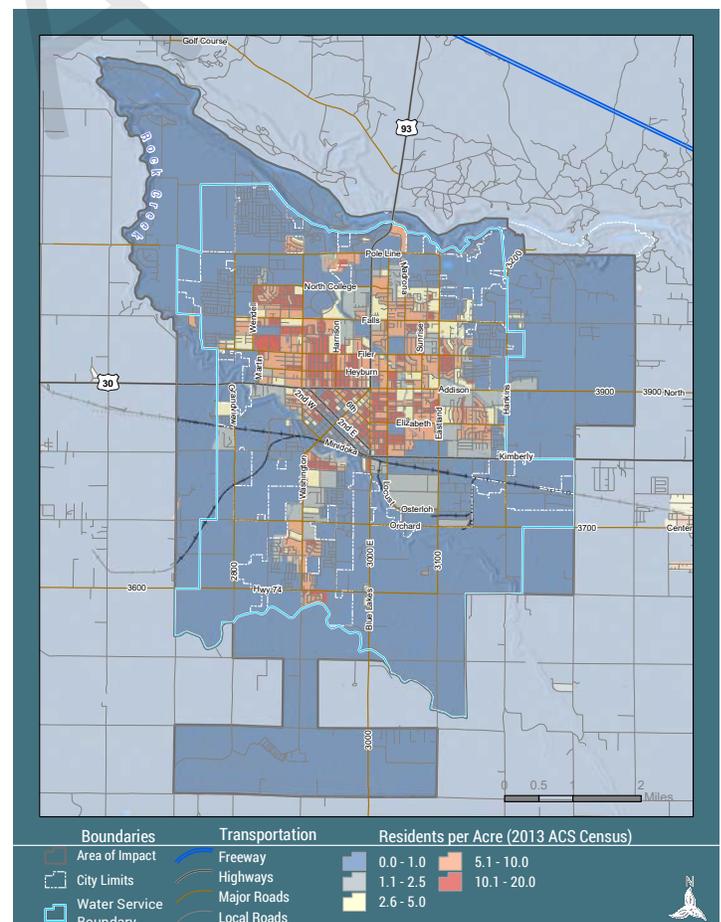
Similar to the ratio of future land use, the predominant zoning designation within the city is currently residential (Residential Single-Household, Residential Single or Duplex, Residential Medium-Density, Residential Multi-Household, and Mobile Home Overlay) making up roughly 42% of the total land area.

### *Growth Management*

Since 2000, the total population of Twin Falls has grown by 25%. Nearly a third of this increase consists of residents between the ages of 20 and 35 and almost a quarter of this increase is residents that are 55 and older. As people continue to discover the thriving job market, family-oriented living conditions, and diverse recreation opportunities, the population of Twin Falls will continue its rapid growth. As illustrated on the population map, the majority of the population density is centered north and east of Downtown, and around the College of Southern Idaho (CSI). However, the Washington Street South Corridor is starting to increase in population density as well.

The growing population has created concerns regarding the capacity of city infrastructure and services. With the greatest population growth expected to occur along the Snake River in the northeast part of the City, the northwest Pole Line corridor, and just south of Downtown, the Goals and Policies of this plan attempt to anticipate the demand for services such as schools, higher density housing, recreational facilities, utilities, employment, and

MAP 2: POPULATION DENSITY



increased security in these areas. Strategically placed local services, retail and recreational opportunities will have the potential to minimize the lengths of trips and to facilitate walking and bicycling as alternatives to auto use. Additionally, services and accessibility for seniors are of specific importance.

The overall land use goals of this Plan are not significantly different from those of past plans. The principles and implementation steps, however, are intended to be more specific and targeted than in past plans to enable effective implementation and achievement of the Plan's objectives. In general, future land uses and patterns should be efficient and sustainable; should support a multimodal transportation network, should provide more mixed use developments; should provide housing choices so that families may age in place, should minimize conflicts between incompatible uses; and should integrate new development with existing and planned infrastructure, while preserving the character of Twin Falls.

### *Hazards*

The multi-jurisdiction All Hazard Mitigation Plan for Twin Falls County assesses the five primary potential natural and community hazards. Primary natural hazards include wildfire, flood, canal failure, avian and insect borne diseases, and hazardous materials. Falling rock within the canyon, and flooding pose two of the more severe hazards in the City of Twin Falls.

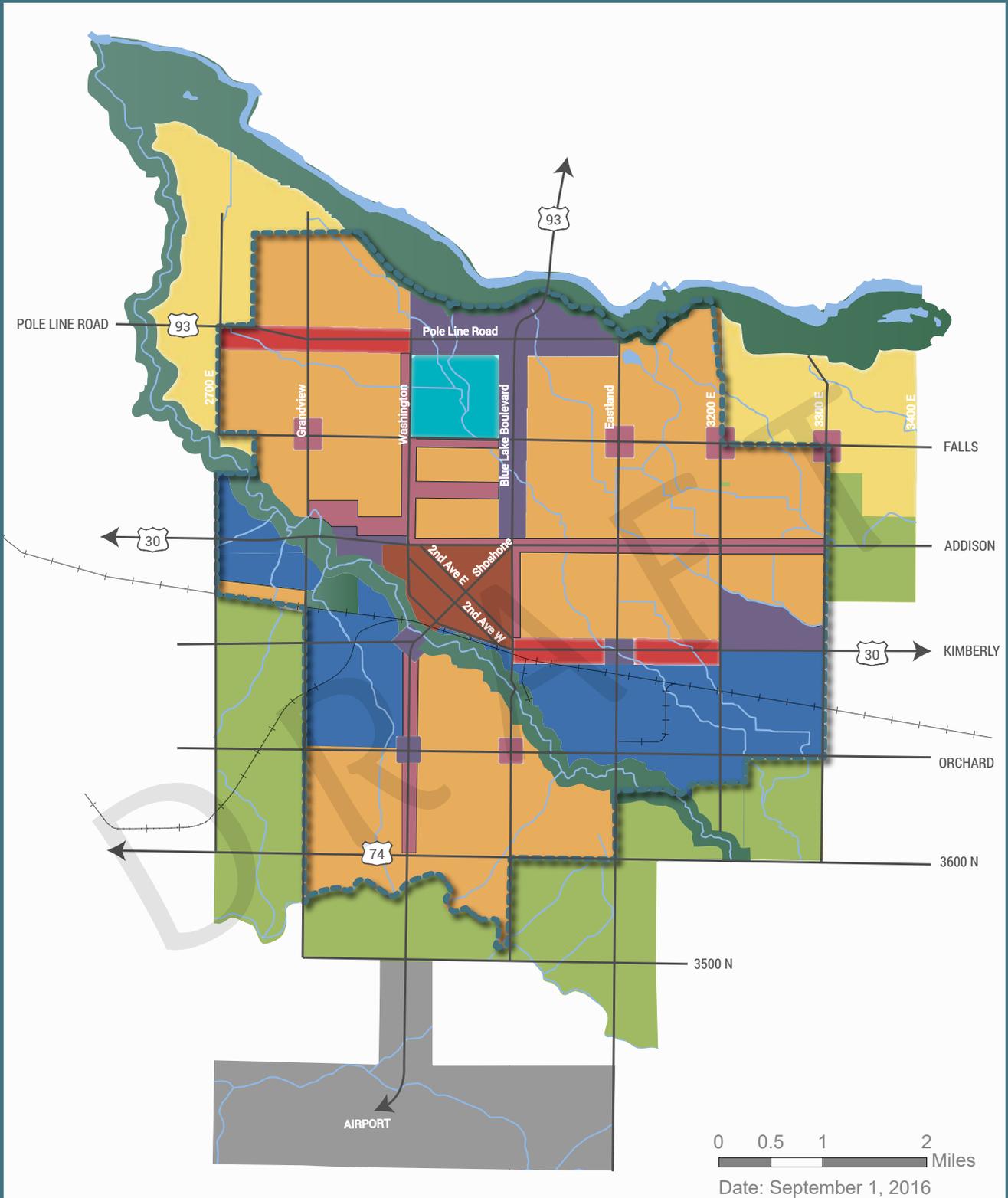
Regulations that lead to development constraints in potentially hazardous areas are defined in the Canyon Rim Overlay District, the Wellhead Protection Overlay Zone, and the Open Space District. These protected districts and zones help to ensure water quality and quantity, and public access to the features that make Twin Falls such a desirable place to live and play.

### *Future Land Use*

The Future Land Use (FLU) map, (Map #3), illustrates desired locations for land use within the city limits, as well as in the AOI. Clear future land use guidance is one of the most critical functions of the Comprehensive Plan. Since land uses can either support or undermine one another, identifying the most appropriate locations for different land uses is essential to a growing city.

The FLU Map establishes preferred development patterns by designating land use categories for specific geographical locations. The land use designations work to implement the overall goals and policies described throughout the Comprehensive Plan document. It is worth noting that the land use designations do not preempt the City's zoning regulations. Unless otherwise specified, the land use designations are not intended to depict either parcel specific locations or exact acreage for specific uses.

# MAP 3: FUTURE LAND USE MAP



## Future Land Use

- |                    |                                     |                                 |                               |
|--------------------|-------------------------------------|---------------------------------|-------------------------------|
| Agriculture        | Downtown / High Density Residential | Mixed Use                       | Airport                       |
| Rural Residential  | Commercial                          | Industrial / Employment / Flex  | Natural Areas                 |
| Town Neighborhoods | Neighborhood Commercial             | College of Southern Idaho (CSI) | City Utility Service Boundary |



TABLE 1: FUTURE LAND USE CATEGORIES

<i>Future Land Use Category</i>	<i>Defining Characteristics</i>	<i>Land Use Mix</i>	<i>Gross Density/Size</i>
<i>Rural Residential</i>	<ul style="list-style-type: none"> <li>• Large-lot residential with integrated agricultural/ open space uses</li> <li>• Provides transition from agricultural land located on the outskirts of the City</li> <li>• Homes might not be served by public water and/or wastewater system</li> </ul>	<ul style="list-style-type: none"> <li>• Single-family detached</li> <li>• Agriculture</li> <li>• Open space</li> <li>• Multi-use trails</li> </ul>	Residential lots > 1 acre
<i>Town Neighborhoods</i>	<ul style="list-style-type: none"> <li>• Primarily residential in character</li> <li>• Lot sizes are smaller than found in Rural Residential</li> <li>• Contiguous, and clustered development to maximize open space and community gathering areas</li> </ul>	<ul style="list-style-type: none"> <li>• Single-family attached and detached</li> <li>• Duplexes, triplexes, and townhomes</li> <li>• Parks and recreation facilities</li> <li>• Schools</li> <li>• Civic facilities</li> </ul>	2 - 10 DU per Acre
<i>Downtown / High Density Residential</i>	<ul style="list-style-type: none"> <li>• Central business district serving the local and regional area</li> <li>• Diverse mix of land use, including restaurants, retail, community and civic facilities, and residential</li> <li>• Encourages redevelopment and infill</li> <li>• Scaled to create a functional, walkable, pedestrian friendly environment</li> <li>• Civic and community facilities that are open to the public</li> <li>• Regional and local educational and community serving facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Retail and services</li> <li>• Offices</li> <li>• Hotels</li> <li>• Entertainment, arts, and culture</li> <li>• Plazas and parks</li> <li>• Vertical, mixed use housing</li> <li>• Government buildings</li> <li>• Schools</li> <li>• Recreation facilities</li> </ul>	8 - 25 DU per acre
<i>Neighborhood Commercial</i>	<ul style="list-style-type: none"> <li>• Provides supporting services and small-scale commercial for the surrounding neighborhood</li> <li>• Designed to complement the neighborhoods character</li> </ul>	<ul style="list-style-type: none"> <li>• Neighborhood-serving commercial</li> <li>• Townhomes</li> <li>• Condominiums</li> <li>• Apartments</li> <li>• Senior /student housing</li> <li>• Small-scale office and retail</li> <li>• Civic and community facilities</li> </ul>	6 - 12 DU per acre
<i>Mixed Use</i>	<ul style="list-style-type: none"> <li>• Serves local and regional commercial</li> <li>• Siting at intersections of major arterials</li> <li>• Typically anchored by a grocery store, civic, or entertainment uses</li> <li>• Allows high-intensity mixed use development in a compact, pedestrian oriented environment.</li> <li>• Pedestrian activity is the highest priority; buildings should be located close to the street. Wide sidewalks, street furniture, and other amenities are strongly encouraged</li> </ul>	<ul style="list-style-type: none"> <li>• Retail</li> <li>• Office</li> <li>• Restaurants</li> <li>• Civic</li> <li>• Entertainment, arts, and culture</li> <li>• Vertical, mixed use</li> <li>• Townhomes</li> <li>• Condominiums</li> <li>• Apartments</li> <li>• Senior /student housing</li> <li>• Hotels</li> <li>• Plazas and parks</li> </ul>	10 - 20 DU per acre

<i>Future Land Use Category</i>	<i>Defining Characteristics</i>	<i>Land Use Mix</i>	<i>Gross Density/Size</i>
<i>Commercial</i>	<ul style="list-style-type: none"> <li>Highway-oriented, large-format retail, hotels, restaurants, and other retail</li> </ul>	<ul style="list-style-type: none"> <li>Retail</li> <li>Office</li> <li>Restaurants</li> <li>Hotels</li> <li>Plazas and parks</li> </ul>	N/A
<i>Industrial/ Flex/ Employment</i>	<ul style="list-style-type: none"> <li>Non-retail employment</li> <li>Supporting uses, such as hotels, restaurants, and other retail are integrated into the land use</li> <li>Suitable sites have excellent access to regional roads</li> <li>Adjacent to the railway</li> </ul>	<ul style="list-style-type: none"> <li>Office parks</li> <li>Corporate campus</li> <li>Warehousing</li> <li>General manufacturing</li> <li>Food processing</li> <li>Industrial campus</li> </ul>	N/A
<i>Airport</i>	<ul style="list-style-type: none"> <li>Airport support facilities, including the ATCT, the ARFF station, and the sand storage facility.</li> <li>Existing runways, taxiways, aprons, associated safety areas, and supporting equipment (e.g., lights and navigational aids.)</li> <li>Short-term and long-term public parking lots, existing/future overflow parking lots, and rental car parking lots.</li> <li>Areas that could support future facilities or business operations that are not necessarily related to aviation, but that could benefit from being located on the Airport and provide additional revenue opportunities for the Airport</li> </ul>	<ul style="list-style-type: none"> <li>Airfield development</li> <li>Support facilities</li> <li>Future aeronautical development (hangars, FBOs, air cargo, etc.)</li> <li>Future non-aeronautical development</li> <li>General aviation</li> <li>Non-aviation use</li> <li>Race track (Magic Valley Speedway)</li> <li>Terminal parking facilities</li> <li>United States Army Reserve</li> </ul>	N/A
<i>College of Southern Idaho</i>	<ul style="list-style-type: none"> <li>Civic and community facilities that are open to the public</li> <li>Regional and local educational and community serving facilities</li> </ul>	<ul style="list-style-type: none"> <li>Government buildings</li> <li>Schools</li> <li>Recreation facilities</li> <li>Employment</li> </ul>	N/A
<i>Parks and Recreation</i> *In the Rock Creek Canyon areas, the Open Space designation is intended to extend 100' from the Canyon Rim so as to protect this natural environment from encroachment of industrial and commercial activities.	<ul style="list-style-type: none"> <li>Provides important viewsheds and buffers</li> <li>Maintains natural character with minimal disturbances</li> <li>Serve as important habitat areas and ecological zones</li> <li>Provides opportunities for passive and active recreation</li> <li>Integrated into neighborhoods and connected to the city-wide trail system</li> <li>Provides spaces for community events</li> </ul>	<ul style="list-style-type: none"> <li>Natural areas</li> <li>Environmentally-sensitive lands</li> <li>Parks</li> <li>Playgrounds</li> <li>Multi-use trails</li> <li>Golf courses</li> <li>Cemeteries</li> </ul>	N/A
<i>Agriculture</i>	<ul style="list-style-type: none"> <li>Community-supported agricultural production and sales</li> <li>Supports agritourism and agricultural education</li> <li>Protects viewsheds and provides an important community buffer</li> </ul>	<ul style="list-style-type: none"> <li>Agriculture</li> <li>Agricultural production</li> <li>Farm sales</li> <li>Multi-use trails</li> <li>Equestrian facilities</li> </ul>	N/A

## VISION

Land Use that encourages infill in town; creates great neighborhoods with a wider range of housing types, mix of uses, and amenities; and echoes densities and patterns reminiscent of the historic Downtown neighborhoods.

## GOALS + POLICIES

*Land Use Goal 1: Participate in regional strategies to capitalize on the interaction of jobs, housing balance, and transportation issues.*

**Land Use Policy 1.1:** Through coordination with Twin Falls County and to continue to respond to growth, allow for the expansion of the Area of Impact boundary, as necessitated.

*Land Use Goal 2: Transition from high-density in Downtown to low-density at the city edges to rural and agriculture within the Area of Impact and beyond.*

**Land Use Policy 2.1:** Protect and enhance the agricultural open space surrounding the City. Such protection is not limited to the physical protection of land, but includes the retention and development of working farms.

**Land Use Policy 2.2:** Consolidate development on rural land to preserve agricultural and open lands. Developments on rural land should be contiguous to and compatible with existing development, compact, and should result in the conservation of unbuilt land. They should also be located to avoid prime farmland.

*Land Use Action 2.2-1:* Encourage voluntary farmland preservation and provide incentives for the dedication of land into land trusts.

*Land Use Action 2.2-2:* Develop land contiguously, and in the form of cluster subdivisions with large areas of open space to accommodate buffers between residential and existing industrial and/or agricultural uses.

*Land Use Action 2.2-3:* Work with land trusts and other agencies to develop appropriate conservation easements. In addition, develop policies that ensure urbanized land and working farmland do not interfere with each other. Such arrangements may include buffers against odor and runoff and community-supported agriculture.

**Land Use Policy 2.3:** Investigate the development of disclosure notices for residential areas adjacent to industrial and agricultural production areas. Investigate code enhancements for transition and buffer requirements between such uses.

*Land Use Goal 3: Encourage mixed use developments that provide the benefits of more compact, denser development with a mix of living, shopping, and working environments that keeps the densities and patterns of historic downtown neighborhoods.*

**Land Use Policy 3.1:** Encourage pedestrian connections within mixed use development areas, to adjacent development, and to existing and proposed trails.

**Land Use Policy 3.2:** Encourage structures and site layout within mixed use developments that are more adaptable to change of use and change over time.

**Land Use Policy 3.3:** Encourage a suitable minimum level of development compactness and density within mixed use developments to increase opportunities for shared parking facilities, the creation of public gathering spaces and open lands.

*Land Use Action 3.3-1:* Update zoning code to allow higher density in appropriate zones.

*Land Use Goal 4: Preserve and restore historic neighborhoods and buildings.*

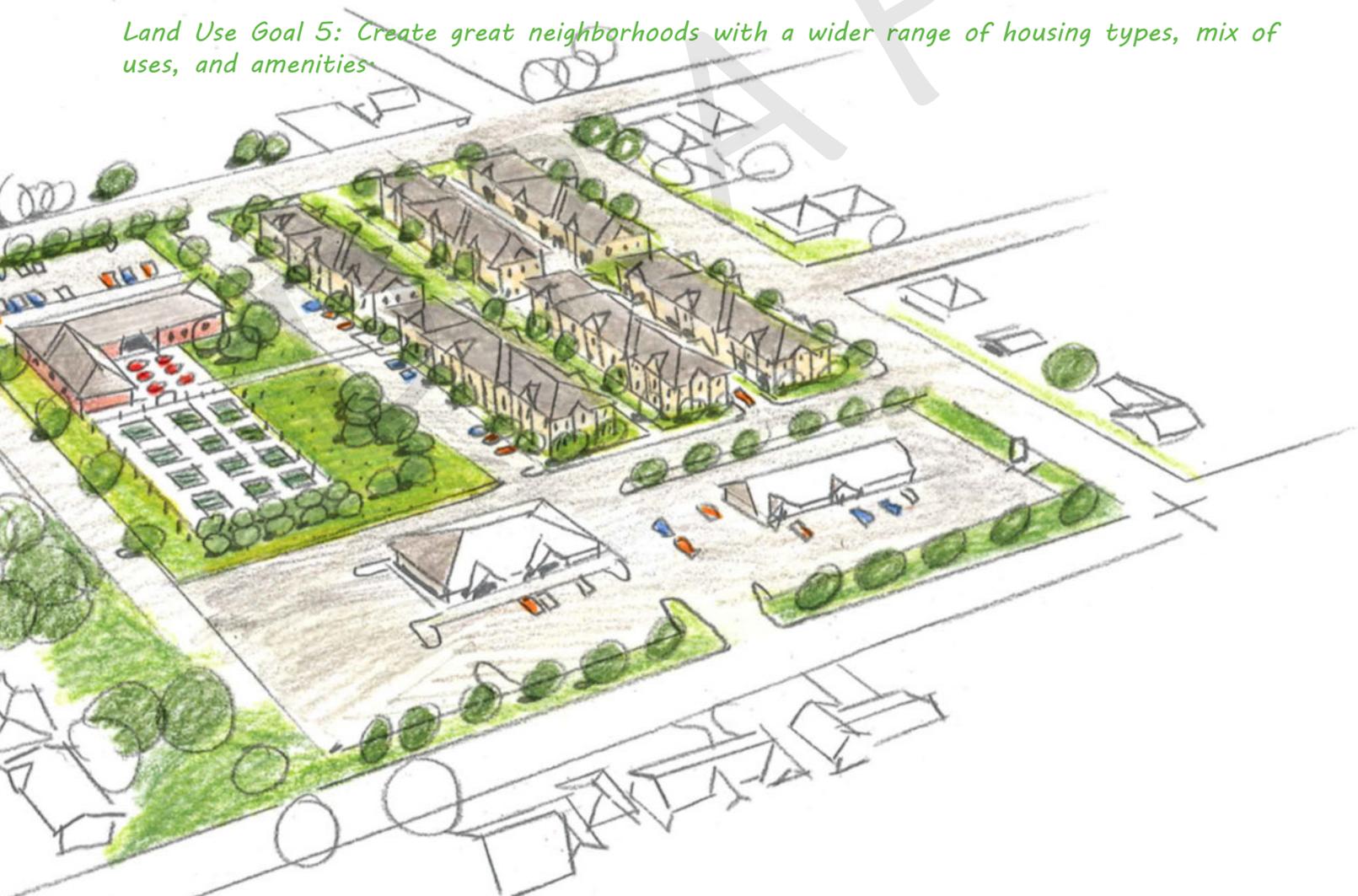
**Land Use Policy 4.1:** Encourage new developments to respond to the positive qualities of the place where they are proposed and to enhance that place through elements of their development. Developers should consider the character-enhancing role played by the use of materials and color.

**Land Use Policy 4.2:** Respect the fabric of established neighborhoods when undertaking infill development projects.

**Land Use Policy 4.3:** While accommodating increased density, build on the historic qualities and features that distinguish the area.

**Land Use Policy 4.4:** Define and develop Twin Fall's cultural and historic assets as important marketing and image-building tools of the city's business districts and neighborhoods.

*Land Use Goal 5: Create great neighborhoods with a wider range of housing types, mix of uses, and amenities.*



# COMMUNITY DESIGN AND CHARACTER

The intent of the Community Character element is to (1) identify the existing physical characteristics of the community; (2) evaluate the implications of future development on the existing structure; and (3) suggest actions that will enhance the livability and design qualities of Twin Falls.

Community Character not only deals with the physical structure of the City. It concerns both the built, unbuilt, and natural environment – buildings and structures, the spaces between them such as streets, yards, parks and open spaces; and the natural vistas and views, such as the Canyon Rim. Community Character also deals with the connections between people and places, the built fabric of the City, and the relationships between diverse elements that define city spaces. When successful, the results are often defined as having created a “sense of place”.

## EXISTING CONDITIONS OVERVIEW

The main natural features shaping Twin Falls are the Snake River and Rock Creek Canyons. As scenic and distinctive local features, they provide two recognizable boundaries, along with the expanse of agricultural land at the City edge.

Downtown Twin Falls, particularly Main Avenue, is attractive and comfortable due to its pedestrian scale, tree-lined streets, and architectural interest. As the population increases, Downtown will likely experience infill development and densification. Recent beautification and revitalization efforts have commenced and will continue to improve the vitality of Downtown and the adjacent Warehouse District through repurposing and investment.

Historic neighborhoods surround Downtown, many built in the early 1900's, with shady tree-lined streets and a diversity of housing character and size. Residential growth continued outward in concentric circles expanding north over the past century, surrounding these original neighborhoods. Older homes on large lots, primarily outside of the city limits, illustrate the long agricultural history in the area. The majority of recent residential development has occurred in northern Twin Falls in close proximity to the Canyon Rim, in subdivisions to the South, and small pockets of redevelopment in and around Downtown.

Seven key concepts for improving community design and enhancing Twin Falls' sense of place were identified in the 2009 Comprehensive Plan:

- Protect and Preserve the Canyon Rim Experience
- Improve the Sense of Arrival into the Community
- Improve the Circulation Experience along Primary Roads
- Enhance and Strengthen the “Sense of Place” within Individual Neighborhoods
- Protect and Preserve the Traditional Landscape at Rural Fringes
- Link the Canyon Rim and Downtown via Blue Lakes Boulevard
- Enhance the “Sense of Increasing Density” from Rural Fringe to Downtown

### *Gateways and Viewsheds*

Twin Falls setting provides opportunities for spectacular views of the Canyon, Shoshone Falls, Dierkes Lake, and the expansive agriculture land located on the edges of the community. Residents feel an important aspect of creating a sense of place includes maintaining the sense of arrival at gateways and preserving the open view corridors at key points within the City. Residents reported not wanting development to be obtrusive or to unduly compromise these views. Gateway areas can also buffer the transition of land uses from agricultural land to more urban development areas.

The Canyon Rim area has changed significantly in recent years. As one enters Twin Falls from the north via Perrine Bridge, the "touchdown" area is generally well-designed and understated, creating a positive first impression that is grounded by the dynamic canyon walls and the surrounding landscape. As one proceeds south, the rush of the Blue Lakes traffic and the "commercial strip" dominates, severely diminishing the initial "welcoming" experience at the bridge. The miles-long "strip" that follows makes orientation difficult for the first-time visitor, and provides no clues that a Historic Downtown and other unique destinations await.

### *The Canyon Rim*

A major contributor to the character of Twin Falls is the Canyon Rim. Development along the Canyon Rim is a key issue mentioned by the public in relation to Community Character. Development near the Canyon Rim should be carefully considered, helping to ensure the preservation of unique resources provided by the unique and iconic landscape. Retail development along the Canyon Rim threatens the appeal and natural quality of the Rim. The Canyon Rim is an important natural feature and viewpoint, a striking visual landscape, and a coveted recreational site. In order to ensure that the integrity of the Canyon Rim is preserved, a balance between acceptable developmental uses and necessary preservation should prevail.



Image Source: [http://kellyjonesbooks.com/images/gallery/canyon\\_rim\\_trail.jpg](http://kellyjonesbooks.com/images/gallery/canyon_rim_trail.jpg)

## Historic Preservation

Twin Falls has a rich cultural heritage. As expected, a bulk of Twin Fall's historic features is concentrated around the Original Townsite. In addition to the unique layout of the Original Townsite Plan itself, the Downtown area is rife with a variety of significant historic features and structures, including numerous commercial, civic, and residential buildings.

According to, and due to, the work of the Twin Falls Historic Preservation Commission, there are four historic districts that are recognized by the National Park Service. Each district is located in the greater Downtown area, together encompassing 350 acres of land, or 2% of the total land area for the City as a whole. Design guidelines have been prepared for the Historic Warehouse, Downtown, and City Park Districts. Other important historic features in Twin Falls include the Perrine Bridge, the various canals, and other waterworks that were constructed during the establishing of agriculture in the Magic Valley at the turn of the twentieth century.

- Park Historic District: When added to the National Register of Historic Places in 1978, the district was bounded by 2nd North, 2nd East and Shoshone Streets, 4th and 6th Avenues. The district encompasses 25 acres and contains 14 historic buildings, and 1 structure.
- Twin Falls Downtown Historic District: When added to the National Register of Historic Places in 2000, the district was roughly bounded by 2nd Avenue North, 2nd Street East, 2nd Street West, 2nd Street South, 3rd Avenue South, and 3rd Street West. The district encompasses 20 acres and includes 75 historic buildings.
- Twin Falls Original Townsite Residential Historic District: When added to the National Register of Historic Places in 2001, the district was roughly bounded by Blue Lakes Avenue, Addison Avenue, 2nd Avenue East, and 2nd Avenue West. This is the largest district, encompassing 264 acres and containing 919 historic buildings, making it one of the largest residential historic districts in the United States.
- Twin Falls Warehouse Historic District: When added to the National Register of Historic Places in 1997, the district was roughly bounded by 2nd Avenue, 4th Street South and West, and Minidoka Avenue. The District encompasses 41 acres, 43 historic buildings, and 2 historic structure.

Historic landscapes, sites, structures, buildings and features are essential components of the city's identity. The preservation of historic places, including both individual landmarks and neighborhoods, helps to maintain a connection to the community's heritage. This has been a fundamental part of the preservation movement in Twin Falls since its beginning.



When historic buildings occur in sets within a block, they create a street scene that is “pedestrian friendly,” thus encouraging walking and neighborly interaction. This enhances the livability of the community and also helps to sustain its cultural values. Decorative architectural features also contribute to a sense of identity. This sense of place reinforces desirable community social patterns and contributes to a sense of security, which enhances the quality of life for all. Historic properties also provide direct links to the history of Twin Falls. They convey information about earlier ways of life that help current residents anchor their sense of identity with the community, which is a key ingredient in cultural sustainability.

### *Neighborhood and Downtown Character*

Preserving existing neighborhoods and older buildings helps retain the social fabric of the city. Older neighborhoods in Twin Falls are relatively compact and lend themselves to walking. Walkability also supports healthy living initiatives that enhance the quality of life for the city’s residents. In addition, revitalization and preservation of historic Downtown is essential to the economy of Twin Falls. Downtown should be a vibrant place, with thriving businesses, restaurants and anchor retail stores.



## VISION

Community design and character that retains the friendly, safe, family-oriented, and small-town community feel; protects and preserves the canyon rim environment and their vistas; and promotes the high quality of life and outdoor activities.

## GOALS + POLICIES

### *Community Character Goal 1: Protect the historic, natural, and recreational resources of the Snake River.*

**Community Character Policy 1.1:** Identify areas with environmental sensitivity and design programs and facilities that will provide interaction without impacting the resources.

**Community Character Policy 1.2:** Protect and maintain important habitat areas for rare, threatened, endangered, or protected plant and animal species.

**Community Character Policy 1.3:** Maintain, restore and/or enhance the natural environment, where appropriate, to improve the quality of natural resources and support biodiversity of plant and animal species.

**Community Character Policy 1.4:** Develop management strategies for the unique natural resource areas of the Snake River.

### *Community Character Goal 2: Preserve the Canyon Rim.*

**Community Character Policy 2.1:** Continue to protect the Canyon Rim through enforcement of current City Code and ordinances that balance private property rights and the desire for public access to the Canyon Rim Trail System.

### *Community Character Goal 3: Enhance walkability in existing neighborhoods. (Also see Transportation Goal 5)*

**Community Character Policy 3.1:** Design and implement pedestrian streetscape improvements in existing neighborhoods.

- Elements of a pedestrian streetscape could include: brick paver terraces; street trees in planters with ornamental railings; historic period benches and trash/recycling receptacles; intersection bump-outs and mid-block crossings for increased pedestrian safety and convenience; bike racks; informational kiosks; bollards; banners; floral planters; and wayfinding signage.

**Community Character Policy 3.2:** Utilize a variety of traffic calming and speed reduction methods, such as street trees, to slow traffic on collector routes and on adversely impacted local residential streets.

### *Community Character Goal 4: Support small and local businesses within Downtown.*

**Community Character Policy 4.1:** Develop and maintain a relationship between the City and existing and future local businesses to foster growth and development that is mutually beneficial to the City and its businesses.

**Community Character Policy 4.2:** Discourage big-box retail in Downtown that conflicts with the City's

identity and desired character. Encourage retail and commercial development in appropriate areas and at a scale that is compatible with the City's character.

*Community Character Goal 5: Protect and expand public facilities and programmed events that promote and enhance the quality of life.*

**Community Character Policy 5.1:** Strengthen organizations that sponsor and support public activities, local businesses, and social networks. Support new programmed events, such as fairs, festivals, markets, and performing arts events in the City.

**Community Character Policy 5.2:** Encourage the development of public spaces and plazas within commercial developments that can accommodate cultural and social events and function as community gathering areas.

**Community Character Policy 5.3:** Encourage the vitality of Downtown by locating new and existing events along Main Street.

*Community Character Goal 6: Expand the College of Southern Idaho (CSI) Campus north of North College Road.*

**Community Character Policy 6.1:** Ensure impacts to surrounding areas are minimized while also encouraging the growth of post-secondary education opportunities for city residents.

*Community Character Goal 7: Enhance community gateways with streetscape beautification and clear directional signage to local destinations.*

**Community Character Policy 7.1:** Use landscaping, open spaces, interpretive and wayfinding signage, gateway monuments, public art, and appropriate lighting at entrances to welcome visitors and establish the character of the City.

*Community Character Action 7.1-1:* Create and establish a Gateway Overlay Zone to manage development and right of way enhancements in identified gateway areas. Investigate code recommendations to ensure quality and consistency in streetscape, signage, pedestrian safety and amenities, and planting materials, including the use of low-water and low-maintenance species and other landscape materials.

# HOUSING

## EXISTING CONDITIONS OVERVIEW

### Demographics

Population growth drives demand for new housing, and Twin Falls' population is growing quickly. According to the Census estimates, Idaho was the 13th fastest growing state from 2010 to 2014 and the 4th fastest growing state from 2000 to 2010. Twin Falls County is the sixth fastest growing county in Idaho, increasing from 68,309 residents in 2004 to 80,914 in 2014, for an annual growth rate of 1.7 percent in that 10-year span (Idaho Department of Labor). The growth rate for Twin Falls County for the four-year period of 2010 to 2014 has outpaced both state and national averages.

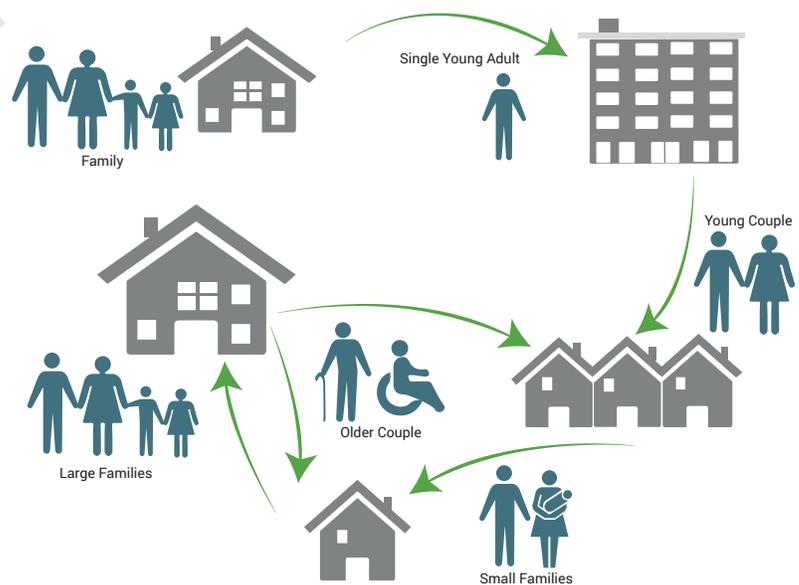
Twin Falls is a stable, family friendly community that continues to grow and modernize. In many ways, the community's population in coming decades will be similar to its current population. However, the demographics of the City, County, and Magic Valley are changing in some ways that should be taken into account when planning for downtown's future.

Some basic facts about Twin Falls City demographics, which will affect future housing needs, are:

- Twin Falls is expected to continue to grow in the near future (about 1.38 percent, see Figure 4 on next page), though not as quickly as in the recent past;
- About 35 percent of households have children; about 60 percent of households are small--one or two person households;
- The fastest-growing part of Twin Falls' population is the 65+ age group—aging Baby Boomers;
- Twin Falls' population is of a similar age as the County and State population, though there are a few more 25 to 35 year olds in Twin Falls.

Demographics drive housing choices throughout residents' lifecycle, and therefore, a range of housing is needed to accommodate different households (Figure 2). Most children, of course, live with their parents. As young adults "form" new households by leaving the nest, they often rent, and are more predisposed to less-expensive multifamily housing. Ownership rates of single family homes typically increase as residents age, start families, and secure higher incomes. Twin Falls is currently seeing a shortage in the multi-family housing and senior housing options. With the expanding job market for young professionals and an increasing elderly population, ensuring a mixed housing inventory will be critical.

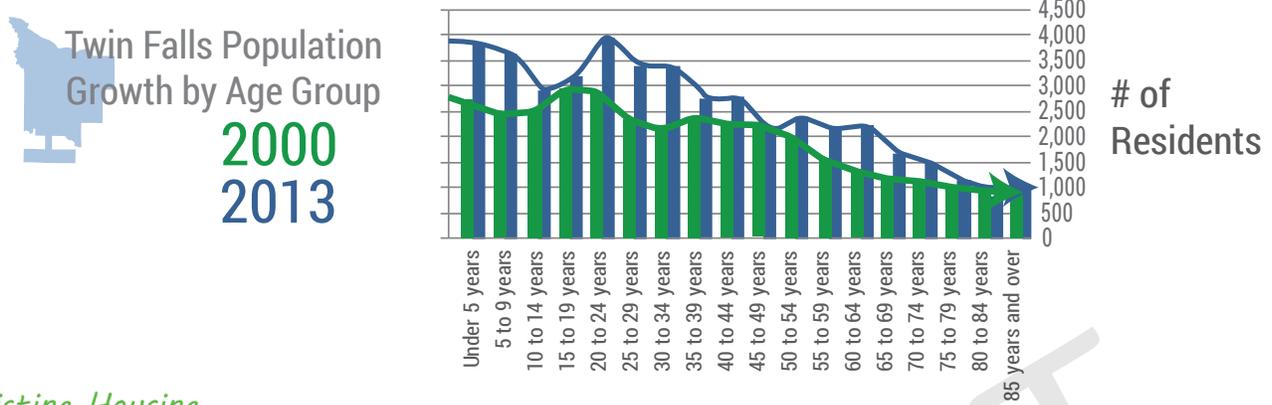
FIGURE 2: LIFECYCLE HOUSING CONCEPT DIAGRAM



### Aging Population

The population aged 65+ and older is expected to grow from 14.2 to 15.2 percent of the total population or around 851 actual residents by 2020, and has been the fastest growing age group since 2000 (Figure 3). This is the fastest-changing age cohort in Twin Falls. The 45-to-54 year old cohort is expected to lose population as there are fewer people moving into that age bracket.

FIGURE 3: POPULATION GROWTH BY AGE GROUP



### Existing Housing

Nearly all of the housing built over the last decade has been single-family. After the housing bubble burst and during the subsequent recession (beginning in 2009), many Western cities experienced a surge in apartment construction due to demographic pressures and recession impacts. Twin Falls did not experience this surge in multifamily development; instead, multifamily housing reached a peak in 2005 at 17% of the total units permitted. Very few apartments have been permitted or built since that time, although a few units were permitted in 2013 and 2014. Total housing permits have not exceeded the 10-year average since 2006, indicating that the housing market may not yet have recovered fully from the recession.

Building permits are an early indication of housing activity, although housing does not always get built in the same year, and some not at all. Actual new home sales since 2005 total 2,337 single-family homes. The median sales price surpassed the pre-recession peak in 2013 and is currently around \$179,000. The median lot size and median home size also increased after the recession. As in many communities, post-recession new homes have been targeted toward well-capitalized buyers that demand larger homes. Financing requirements, low re-sale values, and concerns about job security have kept many buyers on the sidelines. 2015 numbers indicate a move back toward pre-recession norms.

### Housing Potential

There are several annual growth rates that could be used to project future growth for the City of Twin Falls. Using a middle growth rate of 1.38% (Figure 4), approximately 2,700 new housing units will be needed to meet the demand from new households over the next decade. Nearly 1,200 of them are likely to be rental units and a little over 1,500 ownership housing units.

The 2015 median new home price of around \$170,000 would be affordable to those households in the upper end of the \$35,000 to \$50,000 annual household income range and beyond. The \$50,000 to \$75,000 range has the largest share of households (21 percent) in Twin Falls, followed by the \$35,000 to \$50,000 range. It seems that the sales prices of new homes are generally in line with the incomes of residents.

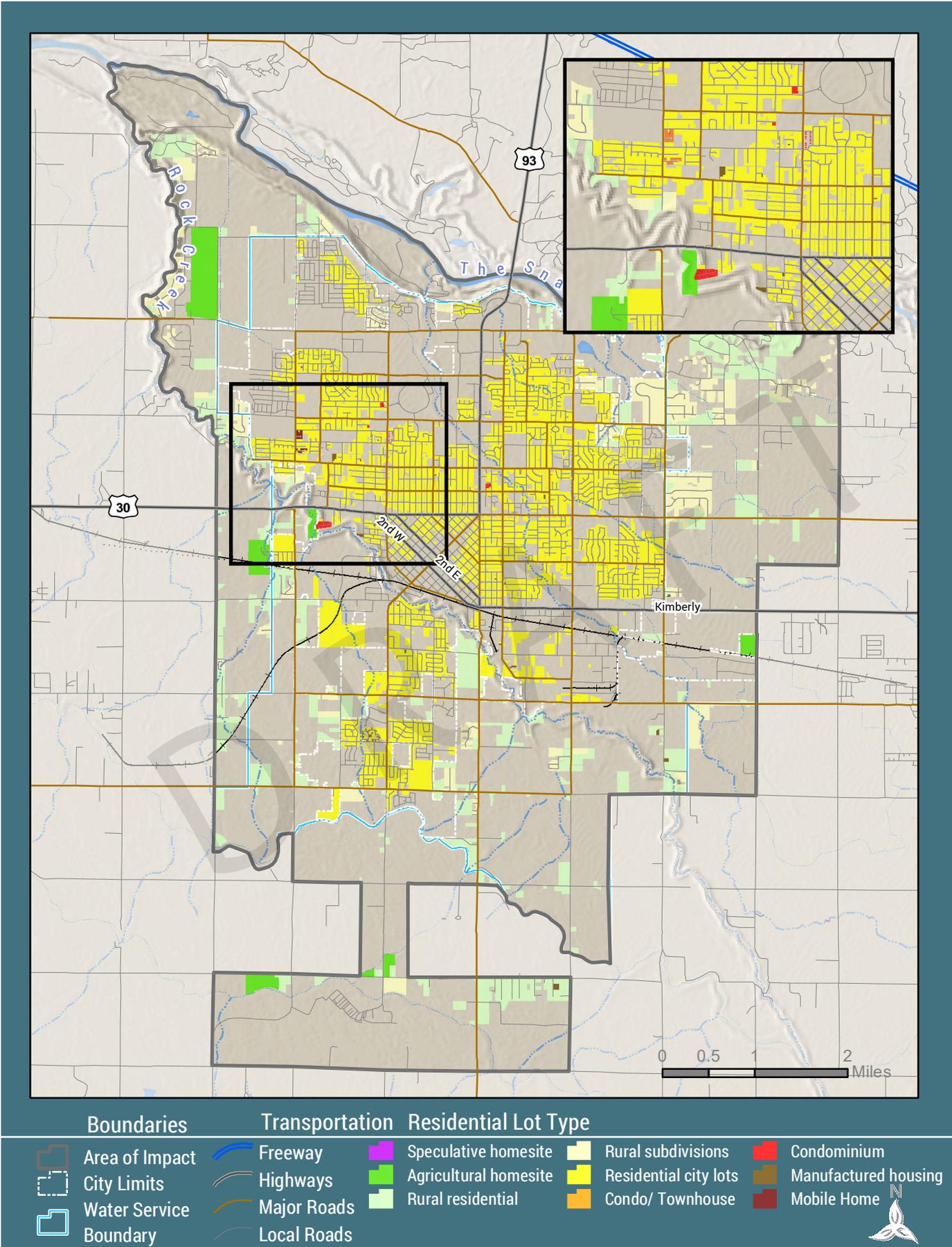
FIGURE 4: CITY OF TWIN FALLS GROWTH RATE COMPARISON

Rate	Source
1.08%	ESRI 2015 - 2019
1.38%	Census Estimates, Twin Falls City, 2010 Census to July 1, 2013 Estimates
1.71%	Twin Falls County Historical Growth Rate (2004 - 2014)

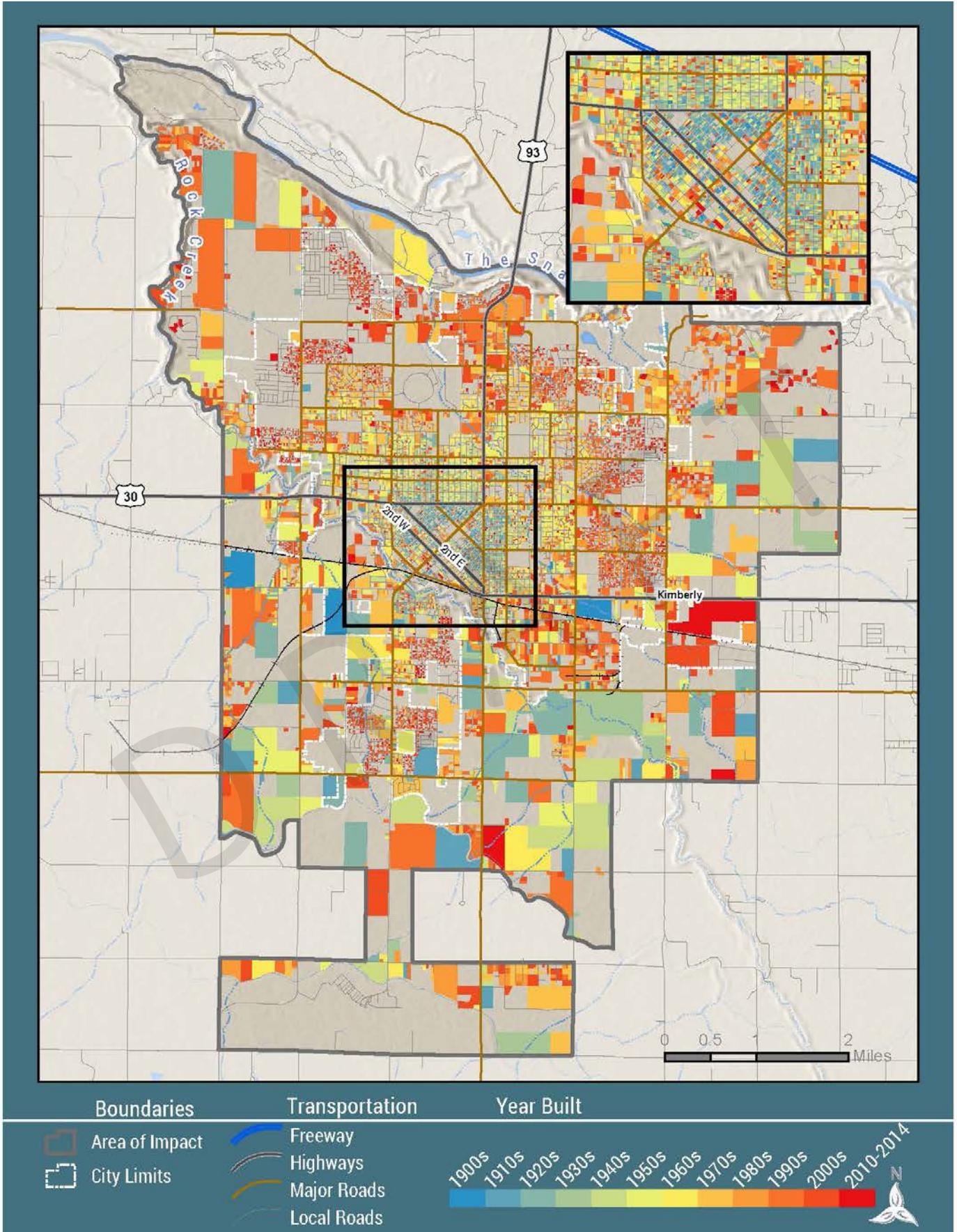
SOURCE: ESRI, CENSUS, IDAHO DEPARTMENT OF LABOR, LELAND CONSULTING GROUP

The net acreage needed to accommodate the new housing demand over the next

# MAP 4: HOUSING TYPE



# MAP 5: YEAR BUILT



10 to 20 years, with current new homes averaging lot size of around 9,000 square feet, Twin Falls would be averaging five dwelling units per acre. At that rate, the City will need over 500 acres to meet the demand for new housing over the next decade. If more infill development occurs or more multifamily housing with a higher number of dwelling units per acre is built, that number could be substantially lower.

### Urban Housing Trends

When thinking about population growth, there can be a tendency to assume that this growth will be driven by “traditional” family households that consist of a married couple with children. However, this type of household has become less prevalent over time, while most other “non-traditional” household types have increased in its share of the population over time. The other household types tend to be smaller, and more open to a wider variety of housing types. Four demographic groups that have seen the highest rate of growth in recent decades and are expected to continue growing in the coming decades: seniors, singles, single-parent households, and starter households (e.g., the married couples without children, and unmarried couples). This national trend is fairly consistent with households in the City of Twin Falls and other market areas.

Recent trends have shown a desire to return to downtowns and Main Streets with a significant number of people wanting to live within walking distance of restaurants, shops, cultural events, and other amenities. According to an Urban Land Institute (ULI) survey and report on housing, transportation, and community, people are least satisfied with the range of housing to choose from. Low-income people in rural/small-towns report the highest level of dissatisfaction, with 26 percent unhappy with their community’s range of housing options. In general, people are largely happy with their communities, quality of life, and size and quality of their homes.

The survey also asked people about their preference for living in an urban location, suburbs, or small towns. As shown in Figure 5 people across all generations would prefer to live in rural communities or small towns than currently live in them. The opposite is true for people who live in urban areas, with more people currently living in urban areas than desire to live there. Figure 6 shows that the greatest share of respondents would like to live in a suburban neighborhood with a mix of houses, shops, and businesses. Given the dichotomy of dissatisfaction with the range of housing choices and the desire to be in small towns or suburban neighborhoods, there is a great opportunity for small towns and rural communities to attract more residents by giving residents a broader range of housing choices that would meet their lifestyle throughout all stages of life.

FIGURE 5: IF YOU COULD LIVE ANYWHERE, WHERE WOULD YOU LIVE?

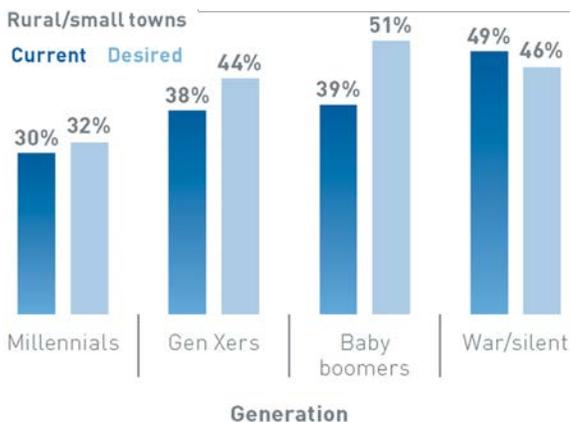
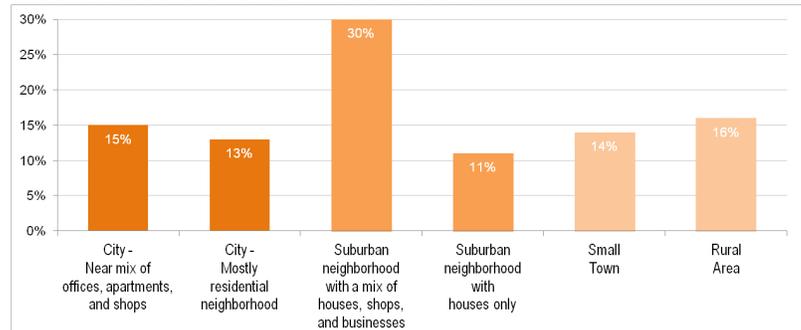


FIGURE 6: IN WHICH OF THE FOLLOWING LOCATIONS WOULD YOU MOST LIKE TO LIVE?



Source: National Community Preference Survey, National Association of Realtors, October 2013.

## Housing Typology

The desire for walkable neighborhoods, especially those in smaller towns, and the unique housing needs of increasingly diverse household types across the country is being met by a broad variety of housing types. Figure 7 illustrates some of the housing types that might fit the size and scale of the City of Twin Falls and its close-in neighborhoods.

FIGURE 7: HOUSING TYPOLOGY

### ACCESSORY DWELLING UNITS



Individual "mother-in-law apartment," smaller than the main home, with separate entrance. Can be a converted garage or basement or a separate unit. Can accommodate young or aging family members or renters.

### COTTAGE HOUSING



Smaller, single-family homes surrounding a common area. Parking is typically accommodated on-street or behind units. Popular with down-sizing households.

### ROWHOUSE/TOWNHOME

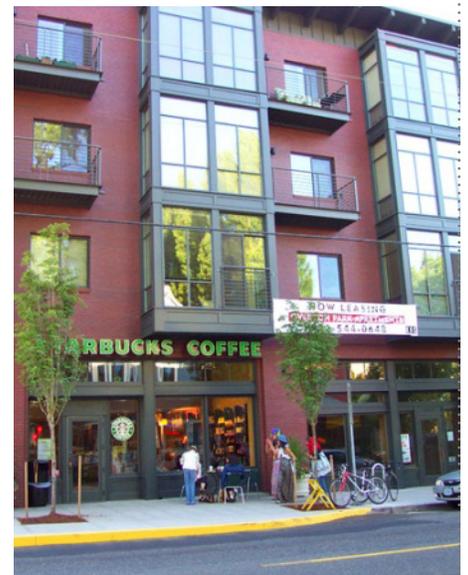


Individual housing units with separate entrances that share a side wall. Parking can be on-street, tuck-under, or surface parked.

### MIXED-USE MID-RISE



Ground-floor retail or commercial space with apartments or condominiums above. Parking can be on-street, tuck-under, or surface parked.



## VISION

Housing that provides a range of options for current and future residents; promotes the rehabilitation and restoration of older buildings and neighborhoods; and increases housing options in Downtown.

## GOALS + POLICIES

*Housing Goal 1: Expand the variety of housing opportunities to allow for more choices in types and locations of residences. This includes providing for a mixture of housing sizes, types, and affordability.*

**Housing Policy 1.1:** When selecting sites for affordable housing consider proximity to workplaces and services.

- For many people, transportation is second only to housing in cost. Public transportation and proximity to work, shopping, and amenities can reduce transportation costs – and make the combination of transportation and housing more affordable.

**Housing Policy 1.2:** Encourage the development of higher density housing in and around the Downtown area.

**Housing Policy 1.3:** Investigate designating higher residential zoning in specific areas of Downtown and the area adjacent to it.

**Housing Policy 1.4:** Assist with the conceptual planning of areas that will be added to the City's edge in the future, and ensure that future expansion areas have a mix of housing types, adequate infrastructure, and are well connected to other parts of the City

*Housing Goal 2: Create urban village/urban infill nodes with mixed uses and higher densities.*

**Housing Policy 2.1:** Evaluate current code language and investigate potential code language to allow for a range of housing types, potentially including accessory dwelling units, duplexes, and attached homes, all of which are affordable to middle-income households and suitable for seniors looking to downsize.

**Housing Policy 2.2:** Review development code to adjust setbacks to allow for remodels, expansions, secondary structures on single lots, increased height limits, and rezoning to allow attached units.

**Housing Policy 2.3:** Guide redevelopment towards vacant and underused properties to promote infill development.

*Housing Action 2.3-1:* Create a list of vacant and underused properties and identify potential barriers to infill development on those sites. Work with property owners to overcome such barriers.

*Housing Action 2.3-2:* Conduct an evaluation of publicly owned property in order to determine if these properties could be redeveloped or renovated.

**Housing Policy 2.4:** Encourage the provision of attractively designed small-to-medium scale neighborhood centers that offer convenience goods and services for the daily needs of nearby neighborhoods, and can serve as gathering places.

*Housing Goal 3: Maintain and improve the quality of the existing housing stock in the City, and revitalize the physical and social fabric of neighborhoods that are in decline.*

**Housing Policy 3.1:** Incentivize the retention and rehabilitation of buildings with historic merit, and for adaptive reuse of older buildings in all zones, including the designated historic district.

*Housing Action 3.1-1:* Consider establishing a stand-alone homeownership and home repair revolving loan fund that is or is not restricted based upon income.

*Housing Action 3.1-2:* Educate and inform citizens of the many programs currently available to assist in purchasing, financing, rehabilitating, and repairing a home, particularly in older neighborhoods.

*Housing Action 3.1-3:* Develop incentives to encourage residents to reinvest in their homes, particularly in older neighborhoods, such as reductions or credits to taxes and fees.

**Housing Policy 3.2:** Create a “redevelopment district” overlay and corresponding plan to preserve, rehabilitate, revitalize, and/or redevelop housing. Seek federal, state, and local funding at a level adequate to meet this need.

**Housing Policy 3.3:** Work to link housing objectives with economic development initiatives (i.e. TIF, RDA financing, etc.).

**Housing Policy 3.4:** Encourage the use of tools and programs that improve neighborhood safety and quality, such as safe routes to school, safe pedestrian crossings, and strong neighborhood associations.

*Housing Goal 4: Promote Downtown as a great place to live and increase the available housing options.*

**Housing Policy 4.1:** In keeping with Downtown’s role as a place for all residents of Twin Falls, encourage a range of housing options, from affordable to high-end housing, housing that appeals to young and old residents, and ranging from moderate to high densities.

*Housing Action 4.1-1:* Encourage Downtown housing that is affordable to low, middle, and high income households; in particular, encourage rental housing that is affordable to low and middle income households.

**Housing Policy 4.2:** Encourage a live-work environment by allowing live-work units, and by encouraging both housing and a variety of employment opportunities.

**Housing Policy 4.3:** Pursue new development and redevelopment opportunities and encourage a mix of uses within Downtown to promote a live-work environment.

*Housing Action 4.3-1:* Assist one or more downtown “pilot projects” through the design and permitting process to demonstrate how Downtown housing can be done right.

*Housing Action 4.3-2:* Review local funding sources (e.g., Tax Increment Financing) and external funding sources (e.g. Community Development Block Grants) that could be used to encourage the development of underutilized properties.

**Housing Policy 4.4:** Encourage Downtown housing that is moderate- to high-density, in order to establish a concentration of residents who can support future transit operations and reduce vehicle miles traveled.

**Housing Policy 4.5:** Support the provision of active senior and retirement housing in or near Downtown, along with supporting services and amenities to support and promote this sector of the population.

**Housing Policy 4.6:** Encourage clusters of services, retail, and amenities in close proximity to new housing in order to reinforce the walkability of Downtown.

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# ECONOMIC DEVELOPMENT

The general practice of economic development encompasses a broad array of tactics including, but not limited to: workforce development, higher-education commercialization, entrepreneurship, business retention and expansion, and talent retention and attraction. These are all equally important and are delivered most effectively by different stakeholders. With so many different tactics, it is important for local jurisdictions to define their role in economic development. Cities are important stakeholders in the following roles regarding economic development, which guide the Goals for this Chapter.

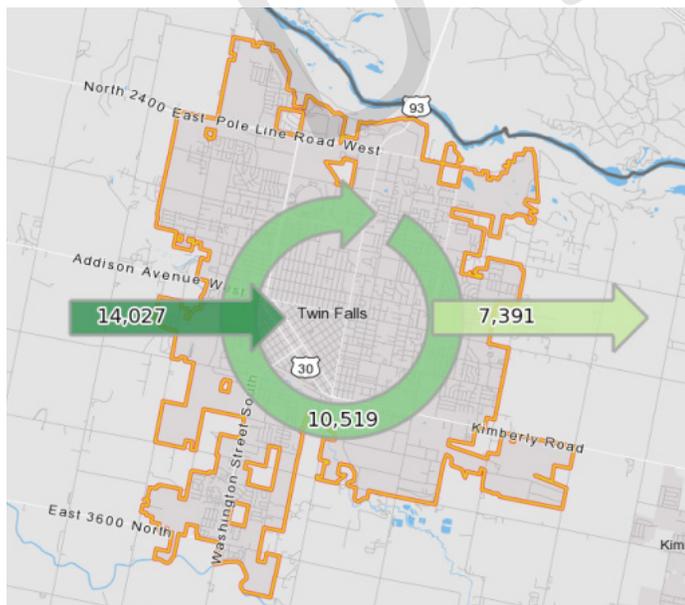
1. Create a place that business and talent will stay and thrive.
2. Maintain resilient infrastructure that supports the efficient movement of people, goods, and information through community.
3. Develop partnerships to diversity industry base and foster a culture of creativity and entrepreneurship.

There are many ways to measure economic development in order to assess a city's progress over time. What to measure and track depends in large part on the community's values, and what kind of city Twin Falls wants to be. The metrics should be tied to the big ideas and the values that make Twin Falls special.

## EXISTING CONDITIONS OVERVIEW

As a job center for the region, Twin Falls is currently experiencing significant manufacturing investments and steady population growth. Nearly 18,000 employed residents live in Twin Falls, with over 10,500 of them both living and working in Twin Falls. As shown in Figure 8, more employees commute into Twin Falls for work than leave for other places. The City has recently attracted key food processing facilities such as Chobani and Clif Bar, while other major employers such as St. Luke's Medical Center and Glanbia have made significant expansions in the downtown core.

FIGURE 8: TWIN FALLS EMPLOYMENT INFLOW AND OUTFLOW, 2012



<i>Employment Inflow/Outflow</i>	<i>2012</i>
<i>Total Employment in Twin Falls</i>	<i>24,546</i>
<i>Living in Twin Falls</i>	<i>17,910</i>
<i>Living and Employed in Twin Falls</i>	<i>10,519</i>
<i>Living in Twin Falls but Employed Elsewhere</i>	<i>7,319</i>
<i>Employed in Twin Falls but Living Elsewhere</i>	<i>14,027</i>

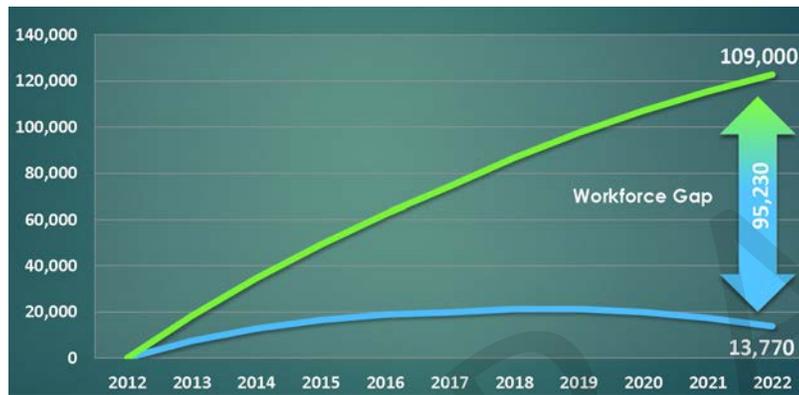
SOURCE: US CENSUS LED ONTHEMAP, LELAND CONSULTING GROUP

## Growth and Employment

Communities that are thriving today are those that develop, retain, and attract talent. However, some communities have hit a tipping point in this growth and are now facing significant and complex problems regarding traffic congestion with limited public transit and lack of affordable housing. These issues contribute to higher costs of living that are forcing employers to now look elsewhere for growth opportunities. This dynamic clearly shows why thoughtful long-range planning for transportation and land use is critical for a community's vitality and serves as a competitive advantage.

Idaho is one of the fastest growing states in the country, with overall employment projected to grow at an annualized rate of 1.5 percent from 2012 to 2022, according to the Idaho Department of Labor. This is faster than the national projected annual employment growth rate of 1%. As a result, Idaho is expected to have a major workforce gap over the next decade. Figures 9 and 10 show that as employment opportunities continue to grow, older workers retire, and fewer people of workforce age (15 to 64) are available to fill the gap, there will be a labor shortage of roughly 95,000 workers.

FIGURE 9: IDAHO'S SUPPLY OF LABOR: JOBS AND WORKFORCE GROWTH



Source: Projections of Idaho Jobs by Industry and Occupation, 2012 to 2022, Idaho Department of Labor

FIGURE 10: POPULATION GROWTH



Source: Projections of Idaho Jobs by Industry and Occupation, 2012 to 2022, Idaho Department of Labor

Employment in Twin Falls is quite diverse. Construction is projected to grow the fastest, but Healthcare/Social Services is projected to have the greatest number of net new jobs, followed by Retail Trade and Leisure/Hospitality. The top three largest employment sectors (health care, retail trade, and leisure and hospitality) are also three of the State's projected top employment growth sectors by net new jobs.

## Industry Clusters

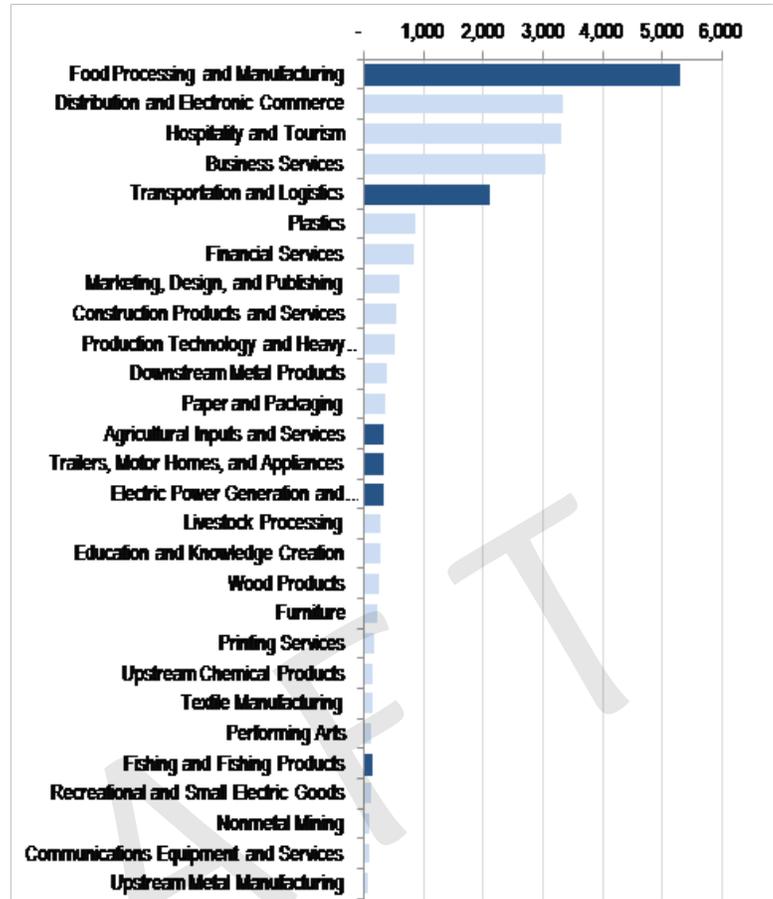
Industry clusters are important to economic regions because they define the unique character of a community and the assets that can be leveraged for economic growth. Industry clusters are made up of traded sector businesses, which include industries and employers who produce goods and services that are consumed outside the region where they are made (e.g., manufacturing, fishing, software). Workers in the traded sector tend to be better educated, work more hours, and earn higher average wages than local sector business. In addition, a healthy traded sector can lead to the formation and growth of small, local businesses. As the traded sector increases employment and wages, it also encourages entrepreneurs to start new businesses. For these reasons, it is important that Twin Falls focus economic development efforts on traded sector industries.

As shown in Figure 11, food processing and manufacturing continues to be the core economic cluster in the South Central Idaho Region and was strong throughout the recession. Dairy production continues to attract milk processors and cheese companies including Brewster Dairy, Glanbia Foods, Gossner Cheese, Commercial

Creamer, Idaho Milk Products, Jerome Cheese, High Desert Milk and the newest additions of Chobani Greek Yogurt and Clif Bar Bakery which located in Twin Falls. Other food processing subcategories that are strong in Twin Falls include packaged fruit and vegetables, milling and refining of sugar, and farm wholesalers, as shown in Figure 12. In order to further support this strong industry cluster, the City plays a critical role in providing adequate infrastructure and land to ensure new companies have a place to land. Such investments are vital in conveying to industry leaders that the City is making necessary investments for them to also stay and invest.

Twin Falls has an opportunity to work with local stakeholders, such as the college, to diversify this agriculture and food processing economy with the introduction of technology and research and development (R&D) sectors. For example, precision agriculture is an emerging industry that uses IT and data analytics to monitor crop fertilization and irrigation needs to reduce costs but increase crop yields. Such industries are apt to locate in the downtown core and do not require the same amount of land or infrastructure as the existing agriculture and food processing industries. This would provide significant diversification in the economy.

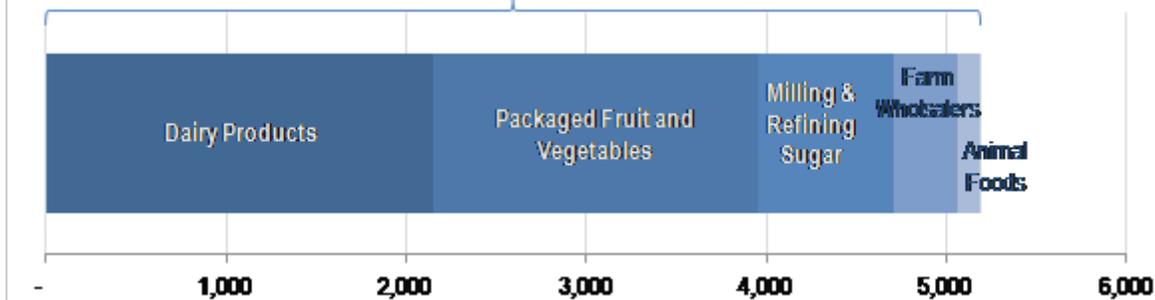
FIGURE 11: EMPLOYMENT CLUSTERS IN THE TWIN FALLS ECONOMIC AREA, 2013



Note: Strong Clusters, defined by those having a high employment specialization in the region, are shown in dark blue.

Source: ClusterMapping

FIGURE 12: FOOD PROCESSING AND MANUFACTURING NUMBER OF EMPLOYEES, 2013



Source: ClusterMapping

## THE IMPORTANCE OF PLACE

### *Downtown*

Employers in all industries are striving to attract and retain talent. A vibrant downtown core is important as a younger workforce wants to live and work near accessible and dependable transportation (including transit lines and bikeways), restaurants, and leisure activity opportunities. At the same time, employees with families, perhaps not living Downtown, still desire unique entertainment experiences on the weekends and a vibrant environment during the week. This demand heavily influences the kinds of investment cities make in their downtowns. Placemaking that targets mixed use development, transit-rich environments, and pedestrian/ bicycle amenities are all part of investing in the success of Downtown. All these investments, in turn, contribute to the success of the region's economy.

### *Outdoors*

The Twin Falls area has great access to outdoor adventure, with everything from zip line tours to base jumping, and canyon to canyon access from the Snake River to Rock Creek. The Sun Valley area has great skiing, hiking, cycling, and other outdoor adventures only an hour away. These amenities are major assets to attracting new employees and should be continued.



## VISION

Economic Development that drives proactive engagement and support of businesses that are compatible with community values, while working with private partners to build a place that attracts and keeps talent.

## GOALS + POLICIES

*Economic Development Goal 1: Create a place where business and talent will stay and thrive.*

**Economic Development Policy 1.1:** Maintain and enhance the Downtown area as the central business district of the City, with a mix of commercial, civic, cultural, recreational, and residential uses.

*Economic Development Action 1.1-1:* Prepare design guidelines that recognizes the regional and historical importance of the area and reinforces its pedestrian character.

*Economic Development Action 1.1-2:* Support business infill and redevelopment through storefront improvement programs or TIF investments in Downtown with architectural characteristics consistent with the historic character.

*Economic Development Action 1.1-3:* Revise City development codes to allow for ADUs and infill development.

*Economic Development Action 1.1-4:* Work with local businesses to encourage later store hours to increase downtown vitality and capture in-commuters business/patronage after working hours.

**Economic Development Policy 1.2:** Develop a consistent, high-quality commercial area along Blue Lakes Boulevard.

*Economic Development Action 1.2-1:* Leverage City resources (e.g., TIF, Enterprise Zone) to promote highest and best use for properties along Blue Lakes Boulevard.

*Economic Development Action 1.2-2:* Densify and, where appropriate, promote mixed-use development along Blue Lakes Boulevard.

*Economic Development Action 1.2-3:* Identify recommended zoning code changes for new development and redevelopment, and aesthetic enhancements on along Blue Lakes Boulevard.

**Economic Development Policy 1.3:** Continue to support and promote agriculture and food processing industries.

*Economic Development Action 1.3-1:* Create a master plan for an industrial employment hub where adequate utility and transportation infrastructure exists.

*Economic Development Action 1.3-2:* Ensure adequate water infrastructure is provided to serve these industries.

*Economic Development Goal 2: Develop and maintain resilient infrastructure that allows people, goods, and information to move efficiently through the community.*

**Economic Development Policy 2.1:** Invest in transportation infrastructure to provide convenient access via multiple modes to goods and services throughout the community.

*Economic Development Action 2.1-1:* Support bike and pedestrian infrastructure and amenities to enhance low-cost, active transportation options.

*Economic Development Action 2.1-2:* Support freight movement so all areas of the City have access to goods and services.

*Economic Development Action 2.1-3:* Support investments that improve connectivity of the airport to freight and rail networks.

**Economic Development Policy 2.2:** Support widespread access to high-quality communication systems in order to maximize flexibility for prospective customers, businesses, and industries.

*Economic Development Goal 3: Capitalize on outdoor recreation assets and reputation.*

**Economic Development Policy 3.1:** Consider tourists as potential employees or employers.

*Economic Development Action 3.1-1:* Promote the Visitor Center as a hub that provides tours and transit to local attractions and is familiar with economic development investments as well.

*Economic Development Action 3.1-2:* Work with the Chamber of Commerce to explore the feasibility of a public/private partnership to build a conference center/ hotel to support major employers as well as tourists.

**Economic Development Policy 3.2:** Market the outdoors as an asset to help attract and retain talent.

*Economic Development Action 3.2-1:* Develop relationships with and work with existing employers and/or focus groups to determine what assets attract and retain talent then promote those assets as testimonials on economic development website.

*Economic Development Goal 4: Diversify the traded-sector industry base.*

**Economic Development Policy 4.1:** Diversify the employment base with high-tech industry close to Downtown.

**Economic Development Policy 4.2:** Collaborate with the College of Southern Idaho (CSI) and other education and training providers to assure that resources to provide career-building skills and opportunities remain in the City to encourage entrepreneurship.

**Economic Development Policy 4.3:** Explore the feasibility of an outdoor recreation product/gear industry cluster.

# PARKS, RECREATION, OPEN SPACE, AND TRAILS

Twin Falls adopted the City of Twin Falls Parks and Recreation Master Plan (PRMP) in summer 2016. This Master Plan should be referred to in conjunction with this element. General recommendations outlined in the PRMP for improving recreation service in Twin Falls include:

- Consider providing an indoor recreational facility that can provide gym space, swimming, walking track, and classroom space.
- Continue to use impact fees to provide for neighborhood parks as subdivisions develop.
- Focus on ways to develop community parks by actively exploring opportunities for public/private partnerships with school districts, businesses, and other public entities.

## EXISTING CONDITIONS OVERVIEW

The City's surrounding environment has a huge impact on the sense of place economically, physically, and socially. The most prominent feature is the Snake River and the Falls, after which Twin Falls was named. The 212-foot Shoshone Falls, which attracts over 300,000 visitors annually, flows at an amazing rate of 3,200 cubic feet per second at its peak. The Snake River Canyon and Falls also present the only real environmental hazard within the area. Preserving the Canyon and Canyon Rim are of high importance to maintain the viability of recreational opportunities, viewshed, wildlife habitat, and the mitigation of hazards.



## *Parks, Recreation, and Trails*

The City of Twin Falls boasts a great diversity of parks and recreational amenities including sports complexes, a boat launch, conservation areas, and an ever expanding trail network. One of the most popular amenities is the Twin Falls Golf Club, demonstrated by the number of visitors it attracts annually; 27,000 rounds of golf were played in 2014. In addition to the 1,300 acres of neighborhood and regional parks the city maintains, there are ample outdoor opportunities within a short drive of the City. With its proximity to the Snake River and Sawtooth National Forest, Twin Falls caters to mountain biking, skiing, kayaking, paddle boarding, rafting, fishing, base jumping, snowmobiling, and more.

The City has been very proactive in requiring park development along with new development, ensuring that most residents are within a short distance of parks or open space. Currently 83% of homes are within a 1/2-mile walk distance from parks or open space, which does not include future planned parks.

The Canyon Rim Trail system has nearly 19 miles of continuous pathways for pedestrians and cyclists. Throughout the area, mountain bikers have worked with the City to create an integrated network of 20 miles of trails. Other collaborations include the extension of trails into surrounding Bureau of Land Management (BLM) lands. With the mission to "Provide diverse recreational opportunities that are easily accessible to the public," there are several city-sponsored recreational programs offered for all ages. These programs are well used by the community, with over 8,000 participants in 2014. Activities include baseball, softball, wrestling, soccer, basketball, football, golf, disk golf, bowling, martial arts and karate, sewing, quilting, swimming, pottery, tennis, dancing, and flag football. Special recreational opportunities afforded by the Snake River waterway system include kayaking, canoeing, boat demo day, swimming and scuba diving.

Many of the activities listed are in partnership with the two Twin Falls YMCAs which house group workout facilities, a swimming pool, tennis center, XR Zone, and childcare, in addition to a number of other programs. The YMCA pool alone has 60,000 visitors each year.

In order to extend accessibility to recreational opportunities, Twin Falls has developed a recreation scholarship for youth who would not be able to participate without financial assistance. There are plans for expanding additional recreation opportunities, though the location, proposed amenities, and design have yet to be set.



*Needs Analysis*

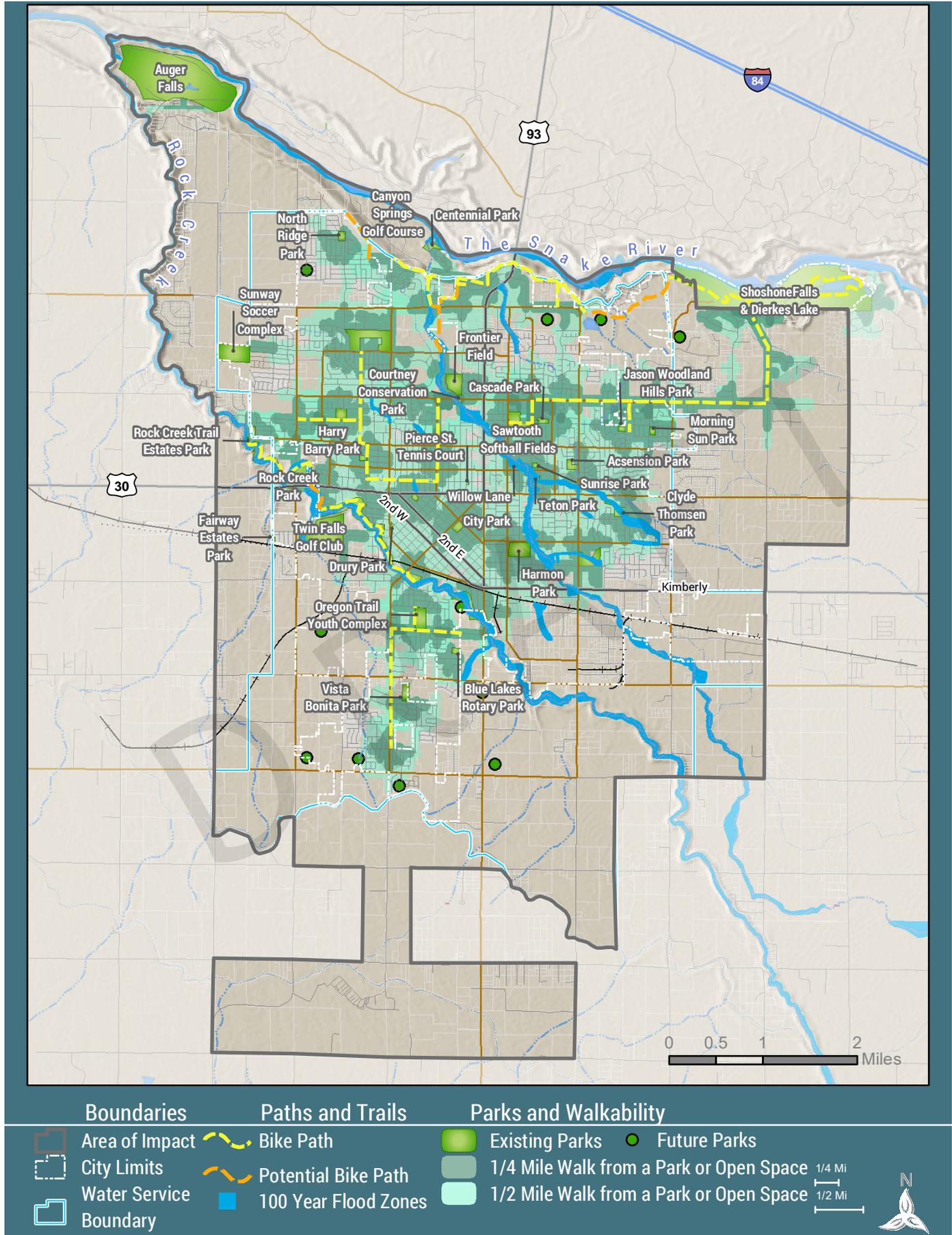
According to the PRMP, the City of Twin Falls currently offers a wide range of recreational opportunities and amenities to its citizens. Its level of service is 3.42 acres per 1,000 population. The City has the ability to maintain that level of service but it will require the City to plan for future land acquisition and other development expenses. With careful planning and execution, the City can add the recommended improvements that will connect important facilities and create a uniquely versatile and appealing recreation experience for its citizens.

**FIGURE 13: AMENITIES AVAILABLE WITHIN EACH PARK**

PARK NAME	ACRES	BALL/ SOFTBALL	BASKETBALL	BIKING	POTABLE WATER	ELECTRICITY	FISHING	HORSE SHOES	OPEN SPACE	GRILLS
Ascension	8									
Auger Falls	681									
Blue Lakes Rotary	4									
CSI/ City Tennis Courts	2									
Cascade	4									
City Park	5.5									
Clyde Thomsen	13									
Community Swimming Pool	4									
Courtney Conservation	1									
Dierkes Lake	190									
Dennis J. Bower Park	.25									
Drury	1									
Fairway Estates	2									
Frontier Field	19									
Harmon	24									
Harrison	2									
Harry Barry	3									
Jason's Woodland Hills Park	3									
Morning Sun	3									
Northern Ridge	4									
Oregon Trail Youth Complex	20.5									
Pierce Street Tennis Court	.5									
Rock Creek Canyon Parkway	46.5									
Rock Creek Trail Estates	5									
Sawtooth Softball Fields	3									
Shoshone Falls	218									
Sunrise	2									
Sunway Soccer Complex	39									
Teton	4									
Vista Bonita	8.5									
Willow Lane	.5									
		1,316.25								



# MAP 6: PARKS, RECREATION, OPEN SPACE, AND TRAILS



## VISION

Parks, recreation, open space, and trails that continue to provide and expand the range of parks and recreational activities and facilities; and develops and connects the sidewalk and trails network.

## GOALS + POLICIES

*PROST Goal 1: Support the development and improvement of recreational amenities along the Canyon Rim Trail, such as restrooms, picnic areas, interpretive signage, and viewpoint infrastructure.*

**PROST Policy 1.1:** Provide additional amenities (e.g., interpretive/educational signs, an observation deck, benches, etc.) along the Canyon Rim Trail to enhance key viewpoints.

**PROST Policy 1.2:** Look for ways to expand the nature hikes, nature trails, and general exposure to the uniqueness of the Canyon (birding, kayaking and rafting, rock climbing, etc.).

*PROST Goal 2: Connect walking and bike paths to circulate through the City, capitalizing on major drainages, and connecting Downtown to the Canyon Rim, schools, parks, and community facilities.*

**PROST Policy 2.1:** Develop a city-wide pathway and trail network with pathways that connect individual neighborhoods or subdivisions to the greater active transportation network.

*PROST Goal 3: Explore the feasibility of a community recreation center that provides gymnasium space, swimming, walking track, and classroom space.*

*PROST Goal 4: Develop a neighborhood park within one half-mile of the City's residential areas.*

**PROST Policy 4.1:** Continue to develop new parks within one half-mile of residents within the city limits.

*PROST Action 4.1-1:* Actively explore opportunities for public/private partnerships with school districts, businesses, and other public entities.

• Community parks will require the most effort to develop and will need the most lead time to acquire land and construction funding, so begin immediately to secure opportunities.

*PROST Action 4.1-2:* Examine and re-evaluate the current park dedication policy within Code.

*PROST Goal 5: Continue to provide and expand the diversity of recreational and community programs for residents and visitors.*

**PROST Policy 5.1:** Continue to provide City sponsored events (concerts in the park, movies in the park, etc.).

*PROST Action 5.1-1:* Improve the function of City-sponsored programs.

**PROST Policy 5.2:** Expand recreational and leisure services for the community.

**PROST Policy 5.3:** Explore the feasibility of a kayak park at Rock Creek Canyon or Auger Falls.

# TRANSPORTATION

## EXISTING CONDITIONS OVERVIEW

Twin Falls prepared the Master Transportation Plan (MTP) in 2009. This plan should be reference in conjunction with this element. According to the MTP, the primary goals of the transportation system are:

1. Clear and efficient connectivity of transportation facilities.
2. Develop and implement appropriate design and operation standards.
3. Provide sufficient roadway capacity to meet current and future needs.

### *Metropolitan Planning Considerations*

As the City reaches a critical population mark of 50,000, Twin Falls will be eligible for Metropolitan Planning Organization (MPO) status. Federal funding for transportation projects are channeled through the MPO process providing Twin Falls with an exciting opportunity for future improvements. Inherent to the organization of an MPO is the need for Twin Falls City, Twin Falls County, and the Idaho Transportation Department to work together to solve mutual planning needs.

### *Regional Influence and Connections*

Twin Falls is strategically located in the Magic Valley and is highly accessible via I-84, Blue Lake Boulevard (US-93), Kimberly Road (US-30), and the airport. These roadways fall under the jurisdiction of the Idaho Transportation Department (ITD), but are an integral part and influence of the Twin Falls transportation system. With the City being a major regional center for the Magic Valley it is imperative that the City transportation system provide functionality with surrounding transportation systems. Connectivity between the City, County, and State roadways system is essential to providing an efficient transportation system. These connections are limited in capacity by the ability to cross the Snake River Canyon on the Perrine Bridge on US-93 and the Hansen Bridge on SH-50.

Continued coordination between the City, County, and State is essential to ensure connectivity for the region. Twin Falls is a major thoroughfare for interstate truck traffic. According to the Twin Falls Master Transportation Plan, 11% of the traffic on Highway 93 is large trucks transporting goods. Currently the only truck routes in Twin Falls are its state highways.

Currently, there are numerous stop sign controlled intersections in areas with low daily traffic demand, in addition to traffic signals on roadways of high traffic. The public expressed desire that additional traffic controls are needed, such as round-a-bouts or medians to visually and functionally slow traffic.

### *Internal City Connectivity*

Overall network connectivity is important to a healthy transportation system. Downtown Twin Falls is defined by a highly connected street grid network. As seen in the average daily trips highlighted in Map 7, Transportation, and Traffic, the majority of the traffic is focused on Highways 30 and 93 crossing through the middle of Twin Falls and north across the Snake River Bridge to I-84. Very little traffic passes through the southern part of the City.

Additional north-south routes, in addition to Blue Lakes Boulevard, are needed to facilitate enhanced mobility in Twin Falls. The 2nd Avenues could also facilitate enhanced mobility by transforming into a two-way system on each road instead of one-ways. Of course this would require the movement of Highway 30 off these roadways.

### *Alternative Transportation + Public Transit*

Neighborhood livability is closely linked to transportation. Twin Falls neighborhoods are more livable when they have active transportation (pedestrian and bicycle) links to amenities such as parks, churches, schools, and shopping areas that are compatible with vehicle traffic. It is important to ensure a connected network to mitigate effects of traffic, and to provide pedestrian-scale street design. Likewise, with an increased senior population, an active transportation network is crucial to their quality of life.

There are currently 19 miles of existing bike routes and 3 miles of proposed bike routes that follow the Canyon Rim Trail and connect to the street network in town. This facilitates both commuting and recreation use. There are plans to expand the current bike network as part of the 2030 Strategic Plan. The updated bicycle facilities map was created using citizen input regarding their thoughts and their current cycling habits to gauge future demand and necessary connections.

Current public transportation in Twin Falls is the Trans IV Shuttle Bus, which provides a variety of services including Dial-A-Ride. Their routes and schedules are flexible and change seasonally. This is an on-demand service with no fixed routes available to anyone, but is especially important to students, elderly, commuters, and those with disabilities.

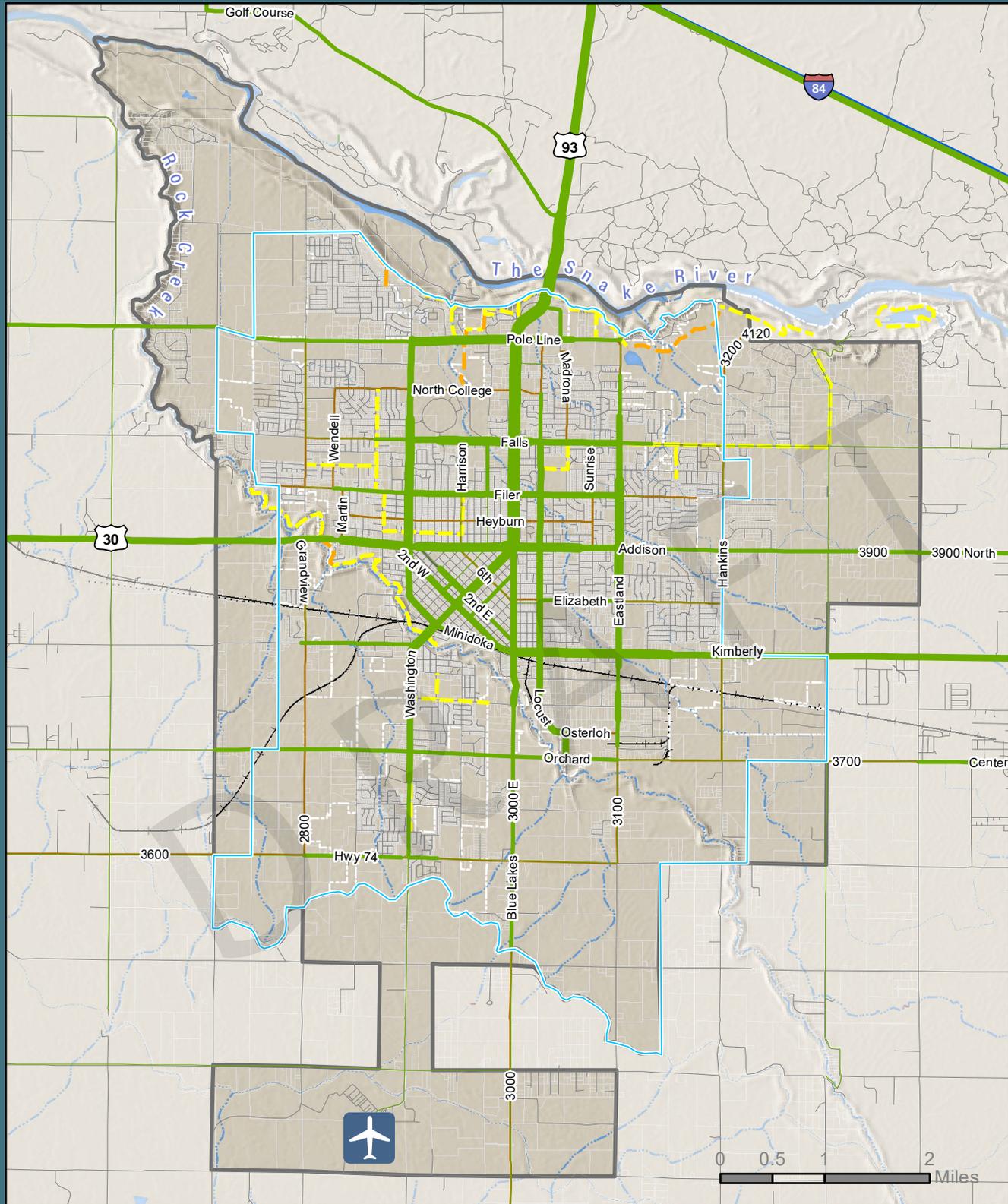
Other services available are the Magic Valley Ride Share, providing a carpool program, Rocky Mountain Trailways, and Salt Lake Express, which provide services to Salt Lake City. Greyhound bus service also offers connections from Twin Falls to Boise, Pocatello, and Salt Lake City.

### *Streetscapes*

There is a great diversity of design in residential and public developments in Twin Falls. Although residents value the ability to build and design their homes as they desire, they would like to see more consistency in the design of public structures and facilities. Twin Falls' street system includes a fairly uniform rural design in the lower-density fringe neighborhoods, moving to more urban neighborhood streets. The rural roadways (paved surface, dirt shoulder, and irrigation ditches) lead to rural neighborhood streets and then urban downtown streets. Over time, residents would like to see consistent standards and patterns for pedestrian ways, bike paths, signage, and other road-related features. The needs of pedestrians should be a specific consideration in streetscape design, such as for bike lanes and sidewalk or pathway widths. Street lighting, landscape design, and streetscape design are elements for which the public desires to see more coordinated and consistent design in order to provide visually appealing connections among City neighborhoods and to enhance safety. Improved maintenance and curb and gutters are also desired within older neighborhoods.



# MAP 7: TRANSPORTATION



**Boundaries**

- Area of Impact
- City Limits
- Water Service Boundary

**Paths & Features**

- Bike Path
- Potential Bike Path
- Magic Valley Airport

**Transportation**

- Freeway
- Highways
- Major Roads
- Local Roads

**Average Annual Daily Auto Trips**



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## VISION

Transportation that improves circulation along primary roads, especially Blue Lakes Boulevard, and additional facilities to encourage walking and bicycling, through both on and off-street facilities.

## GOALS + POLICIES

*Transportation Goal 1: Address the development of public transportation system facilities and services as needed to meet demand.*

**Transportation Policy 1.1:** Create a transit circulator that provides access to the visitor center, the mall, CSI, Downtown, St. Luke's, and industrial hub

**Transportation Policy 1.2:** Develop transit service with connections to Greyhound, the local circulator bus and a shuttle to Magic Valley Airport.

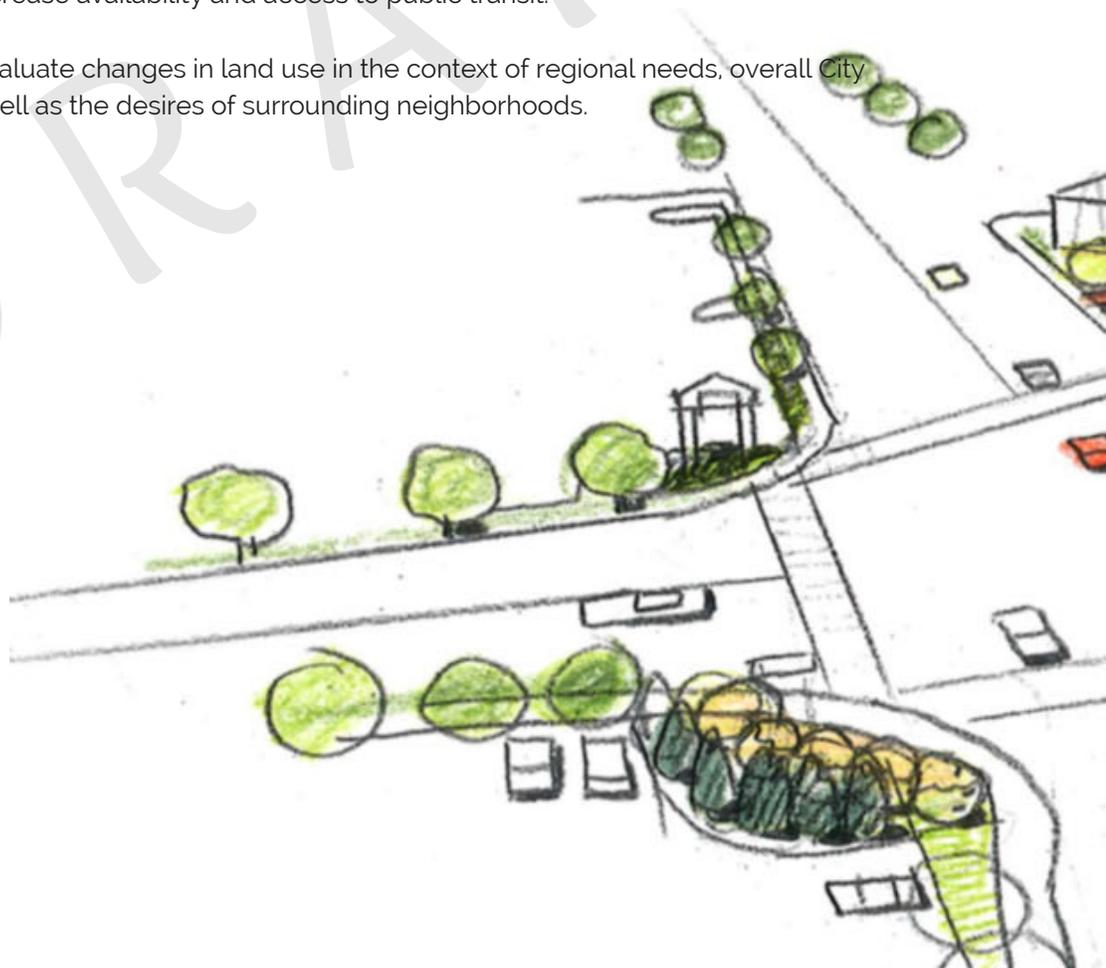
*Transportation Action 1.2-1:* Prepare and pursue a transit circulation and connection plan.

*Transportation Action 1.2-2:* Identify potential public transportation pick up and drop off locations as needed and appropriate to meet demand.

*Transportation Goal 2: Develop transit opportunities for commuters from neighboring communities.*

**Transportation Policy 2.1:** Coordinate street, intersection, and transit stop improvements with regional transportation patterns to increase availability and access to public transit.

**Transportation Policy 2.2:** Evaluate changes in land use in the context of regional needs, overall City welfare, and objectives, as well as the desires of surrounding neighborhoods.



*Transportation Goal 3: Maintain clear and efficient connectivity for vehicles, pedestrians, and bicycle travel across the community.*

**Transportation Policy 3.1:** Provide facilities and programs that support the safe "walkability" and "bikeability" of the community.

*Transportation Action 3.1-1:* Develop complete streets along major arterials to ensure vehicular, transit, bicycle, and pedestrian mobility throughout the City. Increase bicycle and pedestrian access between neighborhoods and activity centers.

*Transportation Action 3.1-2:* Develop, adopt, and enforce appropriate street, bicycle, and pedestrian facility standards to meet City needs.

**Transportation Policy 3.2:** Continually monitor and evaluate the road system to ensure that proposed and existing road designs will adequately meet the demands of the community.

*Transportation Action 3.2-1:* Convert one-way streets to two-way streets with parking.

*Transportation Action 3.2-2:* Investigate opportunities for accommodating differing modes of travel within existing curb-to-curb widths.

**Transportation Policy 3.3:** Provide safe truck access into, around, and through the community.

*Transportation Action 3.3-1:* Develop a Trucking Access Plan to identify appropriate locations to reroute trucks that improve safety and support community design and function.



# PUBLIC FACILITIES AND SERVICES

Twin Falls is one of the fastest growing cities in the State of Idaho. This once small farming community has grown into a community with significant business interests including large corporations and industry. The growth in business and industry has provided the area with a strong economic base allowing for significant growth in population. The population boom brings with it many new opportunities and challenges for the community. One challenge Twin Falls faces is providing utility facilities that support the recent and anticipated growth in the area.

Twin Falls' public facilities, services, and amenities are a point of pride for the community. Public services and facilities play an important role in adding to the quality of life in a city. Public facilities are focused on the maintenance and enhancement of infrastructure, such as water, sewer, and drainage, as well as public structures, services and programs. Excellence in public works services is a hallmark of the City along with a clear commitment to customer service. Public Facilities, Services, and Amenities refer to existing and planned systems/locations with emphasis on public safety, water and sewer service, and public buildings.

## EXISTING CONDITIONS OVERVIEW

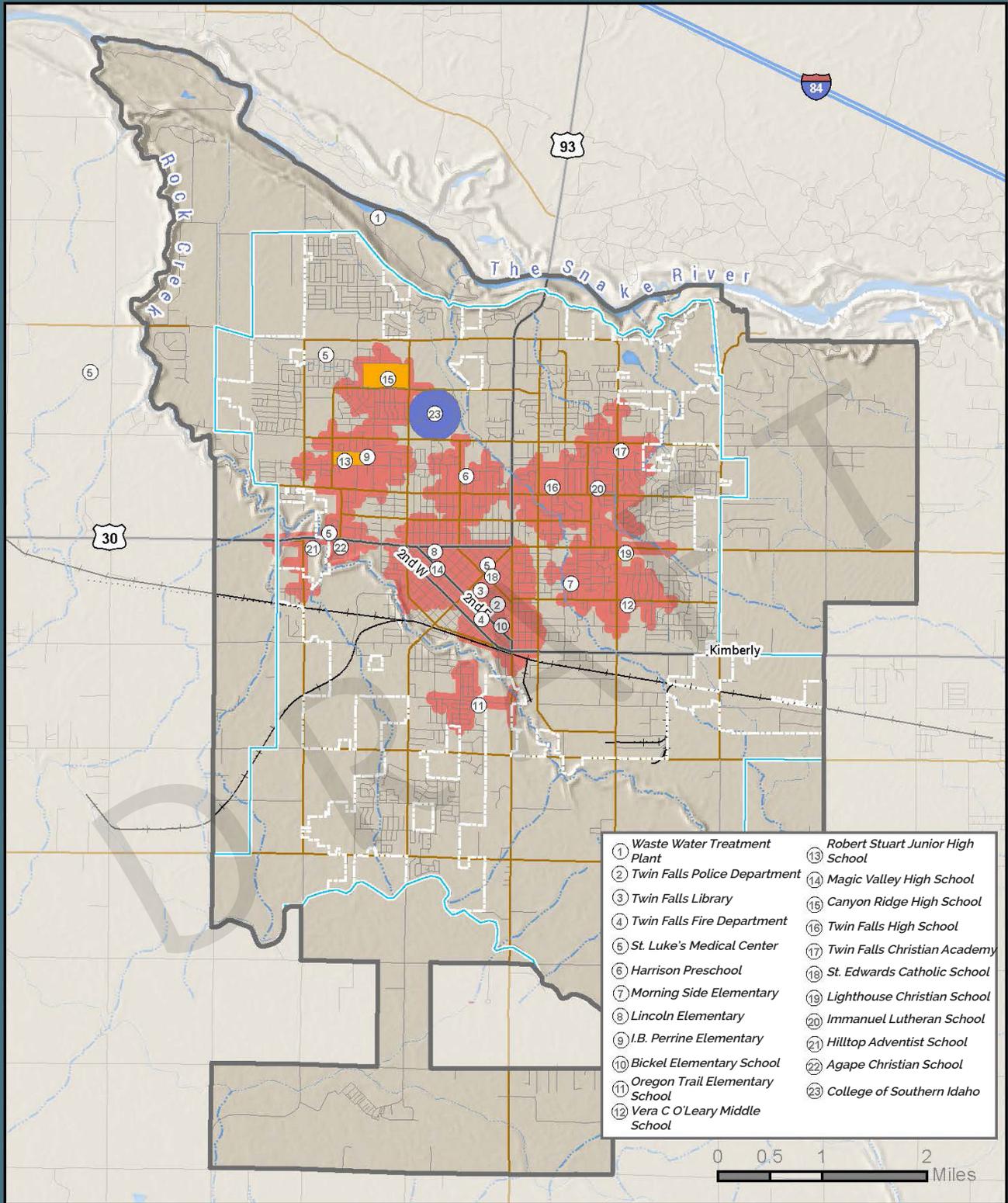
### *Schools*

There are more than 7,700 students within the Twin Falls School District, with two high schools, two middle schools, and seven elementary schools. In addition, Twin Falls has several private schools, many of which combine elementary and middle schools or middle and high schools. Due to the expanding population, Twin Falls is building three new schools expected to begin classes in 2016 and 2017. The current schools are located within walking distance of 50% of the housing locations within the area of impact, not counting the three schools under construction.

Twin Falls high schools have an average graduation rate of 85.3% - nearly aligned with the national average of 86%. Schools offer a wide variety of sports programs, and offer extracurricular activities like performing arts and robotics competitions, and they take advantage of their outdoor setting to provide school-related outdoor challenges.

The College of Southern Idaho (CSI) has increased their enrollment by 23% since 2002 and currently has about 9,000 students. They offer traditional Associate of Arts and Bachelor of Arts degree programs, professional-technical courses, health sciences, and alternative energy programs. For students who wish to attain both bachelors and master's degrees, CSI works with Boise State University, the University of Idaho, and Idaho State University among others. The Twin Falls School District and CSI collaborate to provide dual-credit courses and professional-technical training. CSI also collaborates with local employers, such as Glanbia Foods and Chobani, on employee training through customized courses. With the addition of St. Luke's Hospital, the medical oriented programs have seen a marked increase in enrollment.

# MAP 8: FACILITIES



### *Twin Falls City Facilities*

Twin Falls provides and maintains facilities to serve the community. Facilities that serve some of the more visible and significant community services are described below, but this is not a complete list.

#### ***City Hall and Public Safety Complex***

In February 2015, the City approved the expansion of City Hall and its Public Safety Complex, the first since the City moved into its current City Hall in 1943. The project will involve a significant remodel of the former Banner Furniture building located at 201 Main Ave. East, which will house the future Twin Falls City Hall and City Council Chambers, and will also entail remodeling the existing City Hall into an expanded Public Safety Complex. Both projects will involve the repurposing of existing facilities, which will reduce costs, re-use existing buildings, and continue the City's efforts to revitalize Historic Downtown Twin Falls. However, its primary purpose is to provide modern facilities that will accommodate growth of City services and staff more than 50 years into the future.



#### ***Senior Community Center***

Twin Falls Senior Center, located at 530 Shoshone Street West, serves the community of senior citizens in Twin Falls and neighboring cities with many services and activities. The Senior Center provides nutritional meals to home-bound seniors and individuals at the center, promotes socialization by providing activities that enhance the quality of life and the mental, emotional, and physical health of individuals while allowing them to remain independent and in their own homes.

#### ***Twin Falls Public Library***

The Twin Falls Public Library, located in the heart of Downtown at 201 4th Avenue East, provides access to information, materials, and services that enhances quality of life, builds community, and encourages a love of reading and lifelong learning. The library provides services including a full-scale library, a bookmobile, computer/internet access, monthly book club, computer classes, Saturday movies, and kid and teen activities. In 1909, the Library owned 150 books; the Library now owns close to 200,000 items and is continuing to expand.

#### ***Cultural Facilities***

Besides the current facilities, residents mentioned a desire for a museum to be located in Twin Falls. Recreation facilities are referred to in the Parks and Recreation section.

## Public Works

Twin Falls provides for a variety of construction and maintenance services for the City. Major responsibilities include streets, parks, utilities, solid waste, buildings, and fleet operations.

## Public Safety

### Police

Twin Falls is serviced by the Twin Falls Police Department. Aside from their law enforcement roles, police officers attend community picnics, have a presence in the schools, and provide safe road crossing for school children. The Twin Falls Police Department promotes community-based crime prevention programs, include those that operate within the community and involve community residents actively working with the police department to address issues contributing to crime, delinquency, and disorder. Community members are encouraged to play key roles in problem identification and planning solutions to problems in their communities.

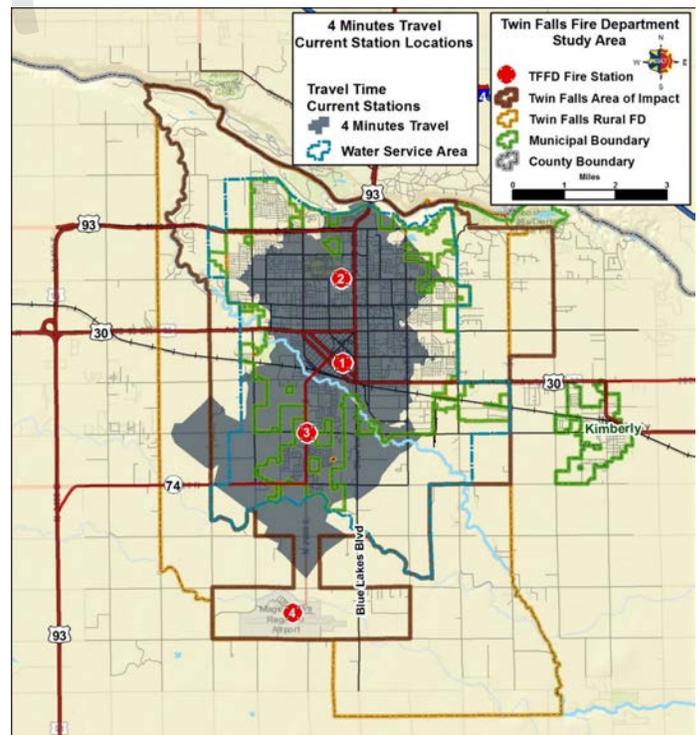
### Fire Service

Emergency Services Consulting International was retained to complete a Fire Department Service Delivery and Station Location Analysis for the Twin Falls Fire Department (TFFD or Department) as an element of a comprehensive planning process. The study compiles a review of current service delivery and response performance and infrastructure, followed by an assessment of future service demand projections and delivery system approaches. The complete study is located in Appendix A.

Based on information obtained throughout this process, TFFD is functioning at a level commensurate with community expectations and is providing services in line with adopted objectives. Approximately 92 percent of current service demand occurred within the Water Service Area and 87 percent of that demand was within four minutes travel of a TFFD fire station. Figure 14 displays four-minute travel time from the current stations. However, increased population and development will eventually necessitate additional facilities, apparatus, and personnel.

The Fire Department Service Delivery and Station Location Analysis presents several options that should be considered for long-term strategies to deal with the forecasted increased population and development in the Twin Falls Fire Department service area. Since procuring funding, acquiring land, building facilities, and recruiting personnel can take years to accomplish, planning should begin now. If the TFFD moves forward with a station construction plan, the department should ensure that stations are designed to meet current industry best practices for essential facilities. Additionally, facilities should be large enough to house multiple apparatus and sufficient personnel to meet future needs.

FIGURE 14: FOUR MINUTES TRAVEL TIME, CURRENT STATION LOCATIONS



Source: Emergency Services Consulting International

## *Water Service*

One of the biggest concerns for City residents and stakeholders is water supply. The community has worked hard to maintain compliance with regulations for water and sewer systems. In 2015, the Council passed a 1% increase to the water rate to support system maintenance and future needs. Water and sewer capacity exists to support strategic industrial and residential expansion. Current water supply figures support an average growth rate of 2% for a 20 year planning horizon. The Water Systems Facilities Plan adopted in 2009 should be referenced in conjunction with this Comprehensive Plan.

The existing water system is supplied by water rights drawn from 4 wells out of the Eastern Snake River Plain Aquifer and 6 wells from the South Well Field. In total, the City has 22.5 million gallons of storage capacity. The current Systems Facilities Plan identifies a current need for an additional 10 Million Gallons of storage. To meet a 20 year planning horizon an additional 5 million gallons of storage would also be needed. The City has also identified a 2% decline in the aquifer supplying the Blue Lakes Well Field, and a 0.5% decline in the aquifer supplying the South Well Field.

Analysis of the current water system model indicates a weak main-line backbone in the Northwest section of Twin Falls City. Possible solutions to this issue would include a major trunk line improvement. Resources should be dedicated to addressing this deficiency.

### ***Pressurized Irrigation***

For approximately fifteen years, the City has required all new commercial and residential developments to install pressure irrigation systems. These systems draw from the Twin Falls Canal Company System through strategically placed pump stations. Pressurized canal water is then delivered to each property owner throughout the subdivision for landscaping use. This assists in alleviating the strain on existing potable water sources. There are isolated instances where developments are using culinary water by cross connecting the pressure irrigation system to the culinary water system. These instances are under observation and are reviewed bi-annually for possible retrofitting to non-potable water.

Reducing the amount of potable water used for irrigation purposes is a high priority for the City of Twin Falls. However, there are older parts of town where pressure irrigation infrastructure does not exist. Twin Falls has and will continue to evaluate these areas for Pressurized Irrigation expansion to determine if they are feasibly serviceable in the future.

### ***Storm water***

The City of Twin Falls long term storm drain philosophy has been to limit the concentration of storm water whenever possible. Twin Falls requires new developments to handle the 25-year storm water generated on that development before release and to pass the flow generated from the 100-year storm event. Generally this event is passed on using the historic drainage channels or new roads and eventually ends up in the coulees throughout town which are the historic runoff channels. The City encourages developers to work together to generate regional retention facilities that can also act as a mini-park for the community. Storm water generated on state highways is collected into various storm drain system elements installed by the Idaho Transportation Department (ITD).

At the present time developers and contractors are required to submit Best Management Practices and Storm Water Pollution Plans for construction activities to the EPA.

### ***Waste Water***

It is essential within any community that sewer treatment be adequate and efficient in order to provide a safe and sanitary living environment. Twin Falls treats the City's municipal and industrial wastewater, along with wastewater from the city of Kimberly, prior to discharge into the Snake River. The existing facility includes preliminary

treatment, primary treatment, secondary treatment, disinfection, solids handling, solids stabilization, and solids disposal. Three pretreatment facilities are part of the overall sewer system monitored by the City. These provide a level of industrial pretreatment for large load users. Two facilities use an up flow anaerobic sludge blanket (UASB) and one facility uses a Moving Bed Biofilm Reactor (MBBR). The largest sewer contributor in Twin Falls is Con-Agra, which supplies approximately half of the city sewage load. Twin Falls is also under contract to provide a defined amount of sewer service for the City of Kimberly.

Currently the City requires developers to install sewer main lines throughout new developments. Developers can transfer the sewer to a treatment facility using existing lines if they do not cause the wastewater to rise more than one (1) foot over the top of the underground pipe. If that capacity is exceeded, then another transmission line is required. Portions of the existing sewer system are at capacity and in need of upgrades. These upgrades would include transmission lines and lift stations.

In March 2013, citizens of the City of Twin Falls approved a \$38 million bond to pay for the expansion of the wastewater treatment facility and portions of its collection lines. Construction of the expansion is nearing completion, and will provide for capacity well into the next 20 year planning horizon. As part of the project, contractors have constructed new clarifier aeration tanks and integrated fixed film activated sludge (IFAS) process, which nearly doubles the capacity of the plant from 9.6 million gallons per day to 16 million gallons per day.

### *Electrical Service*

The existing power services for the City of Twin Falls are supplied from Idaho Power. The power is transferred to the City along existing transmission corridors located on Washington Street, across the College of Southern Idaho Campus, and along the railroad facilities accessing Twin Falls. The transmission lines deliver power to substations located at Harrison Street and Filer Avenue, South Park, Lamb Weston, and the Eastland/Highland Avenue intersection area.

The Twin Falls substation located at the intersection of Harrison Street and Filer Avenue supplies electricity to the Downtown area, the Northwest section of town, and portions of the East side of town. The remaining east half of town is serviced by the Eastgate substation located at the intersection of Eastland and Highland Avenue. The industrial section of town is serviced by the Lamb Weston substation while the Southwest section of town is serviced by the South Park substation. Most of the power distribution is via overhead power lines. New or relocated distribution lines are installed underground.

The existing electrical system is meeting the current power supply needs. However, the system is near or at capacity and existing substations and transmission lines will require upgrades to meet future demands. According to the 2009 Magic Valley Electrical Plan, The Magic Valley electric load – or demand on the system – increases by about 10 megawatts annually; equivalent to adding a city the size of Gooding each year. In the near future, this growth will begin to strain our system. If no energy supply additions are made, it can result in power outages when we have relatively minor emergencies on the Idaho Power system.

Additional substations will also be necessary to accommodate the anticipated growth in Twin Falls City. The 2009 Magic Valley Electrical Plan recommends 21 substations and 9 new distribution substations within the Valley along with the necessary interconnecting transmission be installed in the next 20 years.

## VISION

Public facilities and services that reduce impacts to the natural environment, while retaining the high-quality service and future infrastructure needs of the community, and supporting educational and cultural components.

## GOALS + POLICIES

*Public Facilities Goal 1: Continue working with the school district to achieve its goal of providing a quality education necessary for students to be successful in life.*

**Public Facilities Policy 1.1:** Work with the school district to ensure that future school sites are located in areas of rapid development.

*Public Facilities Action 1.1-1:* Identify future school sites prior to development of the surrounding area

*Public Facilities Goal 2: Complete and improve the sidewalk network in the City.*

**Public Facilities Policy 2.1:** Partner with stakeholders to develop a "safe walks to school" program to identify priority sidewalk projects.

*Public Facilities Goal 3: Increase the frequency of snow removal in the City.*

*Public Facilities Goal 4: Work to preserve, identify, and develop additional sources of potable water for the City.*

**Public Facilities Policy 4.1:** Develop and upgrade facilities for the pressure irrigation system to free up water for culinary uses.

**Public Facilities Policy 4.2:** Identify and acquire additional water rights to add to the City's water system.

**Public Facilities Policy 4.3:** Complete mainline replacement and upgrades based on the reconstruction of the Wills Booster Station.

**Public Facilities Policy 4.4:** Investigate the development of waterwise standards or other alternatives in order to reduce potable water usage for landscaping.

**Public Facilities Policy 4.5:** Investigate water reuse practices and solutions for large-scale industrial users.

*Public Facilities Goal 5: Continue to maintain City wastewater collection and treatment facilities to provide sewer service as the City grows.*

**Public Facilities Policy 5.1:** Complete upgrades to the City's wastewater treatment plan, and sewer mainlines and collection lines.

*Public Facilities Goal 6: Continue to provide an environmentally beneficial solid waste disposal program in the City.*

**Public Facilities Policy 6.1:** Continue the City's curbside recycling program.

*Public Facilities Goal 7: Adequately plan and coordinate so that all utilities within the city are reliable and support existing developed areas and future growth.*

**Public Facilities Policy 7.1:** Work with Idaho Power to ensure future distribution stations, substations, and transmission lines are planned to adequately serve residents and other stakeholders as the City continues to grow.

**Public Facilities Policy 7.2:** Review and update utility plans on a regular basis for existing and new growth areas.

*Public Facilities Action 7.2-1:* Periodically update the 2009 Water Systems Facilities Plan and the 2010 Wastewater Treatment Plant Facilities Plan, incorporating the goals, policies, and final Land Use Map of this 2016 Comprehensive Plan.

**Public Facilities Policy 7.3:** Evaluate the feasibility of providing public Wi-Fi service in public spaces Downtown.

**Public Facilities Policy 7.4:** Ensure the Twin Falls Fire District is adequately planning for forecasted increased population and development in the Twin Falls Fire Department service area.

*Public Facilities Action 7.4-1:* Complete a Fire Station Construction Plan.

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# PUBLIC AIRPORT FACILITIES

## EXISTING CONDITIONS OVERVIEW

Joslin Field – Magic Valley Regional Airport (TWF) is located approximately four miles south of the central business district (CBD) of the city. The airport is located within the City’s Area of Impact. TWF was initially developed at its original site in 1947 and was activated in 1948 and remains the only public use airport in the city. The airport is jointly owned by the City and Twin Falls County under a joint service agreement and is operated, maintained, and managed by the City.

Airport elevation is 4,145 feet above Mean Sea Level (MSL). Primary airport facilities include two Runways; Runway 8-26 and Runway 12-30. Runway 8-26 is the airport’s primary runway and is 8,700 ft. long and 150 ft. wide and is capable of supporting large aircraft up to 250,000 lbs. (based on landing gear configuration). It is also equipped with an Instrument Landing System allowing aircraft to land in bad weather. Runway 12-30 is the secondary/crosswind runway and is 3,207 ft. long and 75 ft. wide. The runway is capable of supporting aircraft up to 19,000 lbs. which limits use of this runway to smaller aircraft. The runway is not equipped with any instrument landing systems and can only be used in visual conditions. Other key airport facilities include taxiway systems, aircraft parking ramps, passenger terminal building, and hangars to store general aviation aircraft.

TWF plays an important role in the national, state, and local air transportation systems. The airport is recognized as a Primary Commercial Service (Nonhub) in the Federal Aviation Administration’s (FAA) national airport system plan known as the National Plan of Integrated Airport Systems (NPIAS). TWF is also recognized in the Idaho Transportation Department (ITD) – Aeronautics Division 2010 Idaho Airport System Plan (IASP) as one of 75 core public-use airports in the state but only one of seven Commercial Service airports in Idaho providing air service to Idaho residents. Lastly, the airport is the only public-use airport in the City of Twin Falls and one of only two public-use airports in Twin Falls County the other being a small general aviation airport (no air service), Buhl Municipal Airport, in Buhl, Idaho, located approximately 17.5 miles to the west-northwest of TWF.

### *Aviation Activity*

Skywest/Delta Airlines currently provides all the commercial air service at the airport operating three flights daily to/from Salt Lake City, Utah. According to the FAA, the airport accounted for approximately 28,678 enplaned passengers in 2014. On average, approximately 25,000-30,000 take-offs and landings occur at the airport annually. Mix of aircraft using TWF includes commercial, general aviation, and military aircraft. The fleet includes small single and multi-engine propeller and jet aircraft up to large multi-engine corporate, commercial, military turboprops, jets, and helicopters. Aviation activities include commercial air service, aerial firefighting (BLM Base), agricultural spraying, life flight, cargo (FedEx), and business. The airport is currently home to over 100 based aircraft including single engine, multi-engine, jets, and helicopters. An annual airshow is hosted by the airport and is a popular community event.

### *Economic Activity*

TWF serves as an important economic engine for the city, region, and state. According to the 2010 Idaho Airport Economic Impact Study commissioned by ITD Aeronautics, TWF accounts for 719 jobs, \$22,034,900 in total payroll and \$71,087,100 in total economic benefit to the local, regional, and state economy.

### *Airport Master Plan*

As an airport that receives FAA Airport Improvement Funds, the FAA requires the airport maintain and update an Airport Master Plan every five to seven years. Comparable to an airport specific comprehensive plan, the Airport Master Plan includes detailed information about the airport over a 20 year planning period including existing conditions, forecasts of aviation activity, future facility requirements, development alternatives, and short, mid, and long-term Capital Improvement Plans. The last master plan completed at TWF was in 2012. The document can be found at the following link for additional details about the airport: <http://www.tfd.org/index.aspx?NID=398>

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## VISION

Public Airport Facilities that are safe, high-quality, and regionally accessible with the leadership, operating skills and financial strength for continuous economic development and to accommodate future aviation activity.

## GOALS + POLICIES

*Public Airport Facilities Goal 1: Continue to be proactive in protecting the health, safety, and general welfare of both airport users and surrounding neighbors.*

**Public Airport Facilities Policy 1.1:** Operate, maintain, and develop the airport to ensure safe and efficient aeronautical facilities for all aviation users per city and FAA standards and requirements.

**Public Airport Facilities Policy 1.2:** Operate and develop the airport in such a manner that it remains a safe and good neighbor by establishing compatible land uses around the airport.

*Public Airport Facilities Goal 2: Maintain and improve air service at the airport.*

**Public Airport Facilities Policy 2.1:** Continue proactive efforts with the airlines and community to maintain and improve air service options.

*Public Airport Facilities Goal 3: Continually monitor and plan for future aeronautical and land use needs of the airport.*

**Public Airport Facilities Policy 3.1:** Adhere to the current Airport Master Plan and associated approved Airport Layout Plan.

*Public Airport Facilities Action 3.1-1:* Update the Airport Master Plan and associated Airport Layout Plan every five to seven years or as demand or need warrants.

*Public Airport Facilities Goal 4: Continue to integrate the airport into city transportation infrastructure and planning.*

**Public Airport Facilities Policy 4.1:** As a mode of transportation that provides critical commercial air service and other aviation services to the community, incorporate the airport into the City's Master Transportation Plan (MTP).

*Public Airport Facilities Goal 5: Compatible land use planning for areas around the airport should be proactive while keeping in mind private property owner's rights and concerns.*

**Public Airport Facilities Policy 5.1:** Maintain existing agricultural ground and open space in the vicinity of the airport especially in key areas off the runway approach and departure corridors to reduce the safety risks for people and property on the ground and in the air.

**Public Airport Facilities Policy 5.2:** Discourage high-density residential development and encourage commercial and industrial uses in the proximity of the airport that benefit from and do not conflict with aircraft operations.

**Public Airport Facilities Policy 5.3:** Adopt a combination of applicable criteria, standards, and zoning techniques that will protect the airport, aviation users, and surrounding neighbors from incompatible development and potential airport impacts.

*Public Airport Facilities Action 5.3-1:* Develop special airport overlay zoning, height restrictions, building restrictions, and siting criteria for evaluating land uses or activities in key areas adjacent to the airport.

*Public Airport Facilities Action 5.3-2:* Require Fair Disclosure Notification for new or substantial redevelopment of lots, buildings, structures, and certain activities near the airport notifying of the potential of low overhead flights, noise, dust, fumes, and other potential aviation impacts.

*Public Airport Facilities Action 5.3-3:* Prohibit uses in areas around the airport which attract birds and/or other wildlife, create visual hazards, and emit transmissions which may interfere with aircraft communication or navigation, or otherwise obstruct or conflict with airport operations.

**Public Airport Facilities Policy 5.4:** Continue to partner and coordinate with Twin Falls County regarding land use planning and development around the airport.

*Public Airport Facilities Action 5.4-1:* Establish a formal coordination process with Twin Falls County to create an agreed upon Airport Influence Area and consistent development guidelines and regulations that utilize local, state, and federal/FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport.

*Public Airport Facilities Action 5.4-2:* Notify each other of the intent to adopt or revise the comprehensive and other land use plans that may impact the airport including the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to the airport.

*Public Airport Facilities Action 5.4-3:* Incorporate consistent, agreed upon language regarding compatible land use planning practices in both the city and county comprehensive plan documents.

*Public Airport Facilities Goal 6: Planning and development on and around the airport should account for the current and future economic benefit to the community.*

**Public Airport Facilities Policy 6.1:** Encourage aviation related economic development opportunities in appropriate locations on or surrounding the airport.

**Public Airport Facilities Policy 6.2:** In general, allow uses on and around the airport that promote the efficient mobility of goods and services consistent with regional economic development and transportation goals.

*Public Airport Facilities Goal 7: Planning and development of the airport should continue to provide facilities that support services such as aerial firefighting, aerial agricultural spray operations, life flight, and business activity that are valued by the community.*

**Public Airport Facilities Policy 7.1:** Coordinate with current and potential future users to understand their facility needs so they can be accommodated.

*Public Airport Facilities Goal 8: Remain compliant with FAA and state Grant Assurances and sponsor obligations.*

**Public Airport Facilities Policy 8.1:** Review and understand the various Grant Assurances and sponsor obligations when accepting FAA and state grants.

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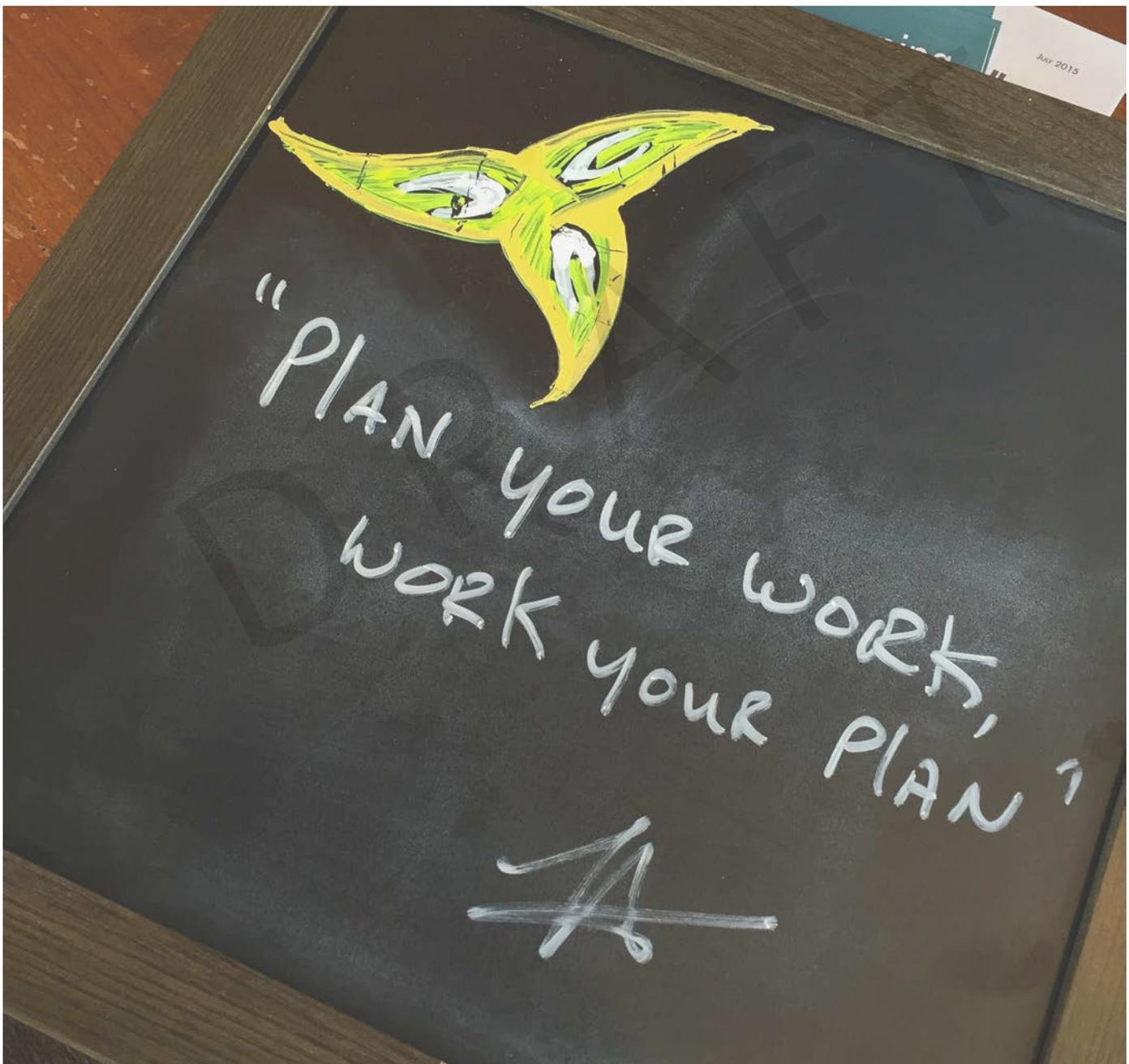
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# IMPLEMENTATION



## INTRODUCTION

Implementation strategies must be relevant, adaptive, and decisive in order to realize the vision, goals, and objectives of the Plan. This means recognizing the evolution of market trends, regional opportunities, and emerging technologies. The key strategies and projects listed in the table below are intended to influence future zoning and regulation changes, suggest potential financing tools, establish and leverage new partnerships, prioritize capital investments, and redefine land development patterns while being tied to the Twin Falls Community Strategic Plan. The resources and partnerships required for each strategy will be considered in conjunction with annual budgeting and capital planning.



## ACTION PLAN

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
<i>Land Use</i>	LU Action 2.2-1: Encourage voluntary farmland preservation and provide incentives for the dedication of land into land trusts.	0 – 5 years	Planning Division	Staffing
	LU Action 2.2-2: Develop land contiguously, and in the form of cluster subdivisions with large areas of open space to accommodate buffers between residential and existing industrial and/or agricultural uses.	0 – 2 years	Planning Division	Staffing
	LU Action 2.2-3: Work with land trusts and other agencies to develop appropriate conservation easements. In addition, develop policies that ensure urbanized land and working farmland do not interfere with each other. Such arrangements may include buffers against odor and runoff and community-supported agriculture.	0 – 5 years	Planning Division	Staffing, Capital
	LU Action 3.3-1: Update zoning code to allow higher density in appropriate zones.	0 – 2 years	Planning Division	Staffing
<i>Community Design and Character</i>	CDC Action 7.1-1: Create and establish a Gateway Overlay Zone to manage development and right of way enhancements in identified gateway areas. Investigate code recommendations to ensure quality and consistency in streetscape, signage, pedestrian safety and amenities, and planting materials, including the use of low-water and low-maintenance species and other landscape materials.	0 – 2 years	Planning Division	Staffing, Capital

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
<i>Housing</i>	HS Action 2.3-1: Create a list of vacant and underused properties and identify potential barriers to infill development on those sites. Work with property owners to overcome such barriers.	0 – 2 years	Planning Division	Staffing, Capital
	HS Action 2.3-2: Conduct an evaluation of publicly owned property in order to determine if these properties could be redeveloped or renovated.	0 – 5 years	Planning Division	Staffing, Capital
	HS Action 3.1-1: Consider establishing a stand-alone homeownership and home repair revolving loan fund that is or is not restricted based upon income.	0 – 5 years	Planning Division	Staffing, Capital
	HS Action 3.1-2: Educate and inform citizens of the many programs currently available to assist in purchasing, financing, rehabilitating, and repairing a home, particularly in older neighborhoods.	0 – 2 years	Planning Division	Capital
	HS Action 3.1-3: Develop incentives to encourage residents to reinvest in their homes, particularly in older neighborhoods, such as reductions or credits to taxes and fees.	0 – 10 years	Planning Division	Staffing, Capital
	HS Action 4.1-1: Encourage Downtown housing that is affordable to low, middle, and high income households; in particular, encourage rental housing that is affordable to low and middle income households.	0 – 5 years	Planning Division	Staffing
	HS Action 4.3-1: Assist one or more Downtown “pilot projects” through the design and permitting process to demonstrate how Downtown housing can be done right.	0 – 5 years	Engineering Division	Staffing
	HS Action 4.3-2: Review local funding sources (e.g., Tax Increment Financing) and external funding sources (e.g. Community Development Block Grants) that could be used to encourage the development of underutilized properties.	0 – 2 years	City Manager	Staffing

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
<i>Economic Development</i>	ED Action 1.1 -1: Prepare design guidelines that recognize the regional and historical importance of the area and reinforce its pedestrian character.	0 – 2 years	Planning Division	Staffing, Capital
	ED Action 1.1-2: Support business infill and redevelopment through storefront improvement programs or TIF investments in Downtown with architectural characteristics consistent with the historic character.	0 – 5 years	Economic Development	Capital
	ED Action 1.1 -3: Revise City development codes to allow for ADUs infill development.	0 – 2 years	Planning Division	Staffing
	ED Action 1.1-4: Work with local businesses to encourage later store hours to increase Downtown vitality and capture in-commuters business/patronage after working hours.	0 – 5 years	Economic Development Division	Staffing
	ED Action 1.2-1: Leverage City resources (e.g., TIF, Enterprise Zone) to promote highest and best use for properties along Blue Lakes Boulevard.	0 – 10 years	City Manager	Capital
	ED Action 1.2-2: Densify and, where appropriate, promote mixed use development along Blue Lakes Boulevard.	0 – 10 years	Planning Division	Capital
	ED Action 1.2-3: Identify recommended zoning code changes for new development and redevelopment, and aesthetic enhancements along Blue Lakes Boulevard.	0 – 5 years	Planning Division	Staffing, Capital
	ED Action 1.3-1: Create a master plan for an industrial employment hub where adequate utility and transportation infrastructure exists.	0 – 10 years	Planning Division	Capital
	ED Action 1.3-2: Ensure adequate water infrastructure is provided to serve these industries.	0 – 10 years	Public Works	Capital

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
	ED Action 2.1-1: Support bike and pedestrian infrastructure and amenities to enhance low-cost, active transportation options.	0 – 2 years	Public Works Division	Staffing, Capital
	ED Action 2.1-2: Support freight movement so all areas of the City have access to goods and services.	0 – 20 years	Public Works Division	Staffing
	ED Action 2.1-3: Support investments that improve connectivity of the airport to freight and rail networks.	0 – 10 years	Public Works Division	Staffing
	ED Action 3.1-1: Promote the Visitor Center as a hub that provides tours and transit to local attractions and is familiar with economic development investments as well.	0 – 5 years	Economic Development Division	Capital
	ED Action 3.1-2: Work with the Chamber of Commerce to explore the feasibility of a public/private partnership to build a conference center/hotel to support major employers as well as tourists.	0 – 2 years	Economic Development Division	Staffing
	ED Action 3.2-1: Develop relationships with and work with existing employers and/or focus groups to determine what assets attract and retain talent then promote those assets as testimonials on economic development website.	0 – 2 years	Economic Development Division	Staffing
<i>Parks, Recreation, Open Space, and Trails</i>	PROST Action 4.1-1: Actively explore opportunities for public/private partnerships with school districts, businesses, and other public entities.	0 – 2 years	Parks and Recreation Division	Staffing
	PROST Action 4.1-2: Examine and re-evaluate the current park dedication policy within Code.	0 – 2 years	Parks and Recreation Division	Staffing
	PROST Action 5.1-1: Improve the function of City-sponsored programs.	0 – 5 years	Parks and Recreation Division	Staffing

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
<i>Transportation</i>	TR Action 1.2-1: Prepare and pursue a transit circulation and connection plan.	0 – 2 years	Public Works	Staffing, Capital
	TR Action 1.2-2: Identify potential public transportation pick up and drop off locations as needed and appropriate to meet demand.	0 – 5 years	Planning Division	Staffing
	TR Action 3.1-1: Develop complete streets along major arterials to ensure vehicular, transit, bicycle, and pedestrian mobility throughout the City. Increase bicycle and pedestrian access between neighborhoods and activity centers.	0 – 10 years	Engineering Division	Staffing, Capital
	TR Action 3.1-2: Develop, adopt, and enforce appropriate street, bicycle, and pedestrian facility standards to meet City needs.	0 – 2 years	Engineering Division	Staffing, Capital
	TR Action 3.2-2: Investigate opportunities for accommodating differing modes of travel within existing curb-to-curb widths.	0 – 2 years	Engineering Division	Staffing
	TR Action 3.3-1: Develop a Trucking Access Plan to identify appropriate locations to reroute trucks that improve safety and support community design and function.	0 – 5 years	Public Works Division	Staffing

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
<i>Public Facilities and Services</i>	PFS Action 1.1-1: Identify future school sites prior to development of the surrounding area.	0 – 2 years	Planning Division	Staffing
	PFS Action 7.2-1: Periodically update the 2009 Water Systems Facilities Plan and the 2010 Wastewater Treatment Plant Facilities Plan, incorporating the goals, policies, and final Land Use Map of this 2016 Comprehensive Plan.	0 – 5 years	Engineering Division	Staffing
	PFS Action 7.4-1: Complete a Fire Station Construction Plan.	0 – 2 years	Fire Department	Capital
	PAF Action 3.1-1: Update the Master Plan and associated Airport Layout Plan every five to seven years or as demand or need warrants.	0 – 10 years	Airport Division	Capital
	PAF Action 5.3-1: Develop special airport overlay zoning , height restrictions building restrictions, and siting criteria for evaluating land uses or activities in key areas adjacent to the airport.	0 – 10 years	Planning Division	Staffing
	PAF Action 5.3-2: Require Fair Disclosure Notification for new or substantial redevelopment of lots, buildings, structures, and certain activities near the airport notifying of the potential of low overhead flights, noise, dust, fumes and other potential aviation impacts.	0 – 2 years	Planning Division	Staffing
	PAF Action 5.3-3: Prohibit uses in areas around the airport which attract birds and/or other wildlife, create visual hazards, and emit transmissions which may interfere with aircraft communication or navigation, or otherwise obstruct or conflict with airport operations.	0 – 2 years	Planning Division	Staffing

<i>Element</i>	<i>Action</i>	<i>Time Frame</i>	<i>Responsibility</i>	<i>Resources</i>
	PAF Action 5.4-1: Establish a formal coordination process with Twin Falls County to create an agreed upon Airport Influence Area and consistent development guidelines and regulations that utilize local, state, and federal/FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport.	0 – 5 years	Airport Division	Staffing
	PAF Action 5.4-2: Notify each other of the intent to adopt or revise the comprehensive and other land use plans that may impact the airport including the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to the airport.	0 – 20 years	Planning Division	Staffing
	PAF Action 5.4-3: Incorporate consistent, agreed upon language regarding compatible land use planning practices in both the city and county comprehensive plan documents.	0 – 5 years	Planning Division	Staffing

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