

COUNCIL MEMBERS:

LANCE	TRIP	DON	DAVID E.	WILLIAM A.	GREG	REBECCA
CLOW	CRAIG	HALL	JOHNSON	KEZELE	LANTING	MILLS SOJKA
Mayor				Vice Mayor		



AGENDA
Meeting of the Twin Falls City Council
Monday, December 12, 2011
City Council Chambers
305 3rd Avenue East -Twin Falls, Idaho

The City Council will hold a Special Meeting on **Monday, December 12, 2011 at 4:00 P.M.**, in the Council Chambers located at 305 3rd Ave East.

5:00 P.M.

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

AGENDA ITEMS	Purpose	By:
I. <u>CONSENT CALENDAR:</u> 1. Consideration of accounts payable for December 6 – 12, 2011.	<u>Action</u>	<u>Staff Report</u> Sharon Bryan
II. <u>ITEMS FOR CONSIDERATION:</u> 1. Consideration of a plan for implementation of traffic calming measures addressing the driveways on Robbins Avenue West 2. Consideration of adoption of one (1) ordinance (s) regarding a request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow a college apartment complex on property located between the 140-250 Blocks of Falls Avenue West and Robbins Avenue West and for consideration of adoption of a PUD Agreement between the City of Twin Falls and the College of Southern Idaho, c/o Mike Mason representing the College of Southern Idaho. Proposed Ordinance 3021 and PUD Agreement 260. 3. Consideration of a resolution for the sole source designation on the #4 Aeration Blower Equipment Package. Proposed Resolution 1875. 4. Consideration of enrolling into the National Citizen Survey at a cost of \$5,900, with a total cost of \$11,000. 5. Re-consideration of a recommendation from the Downtown Parking Task Force regarding downtown parking management. 6. Public input and/or items from the City Manager and City Council.	Action Action Action Action Action	Mitch Humble Mitch Humble Troy Vitek Travis Rothweiler Mitch Humble
III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u>		
IV. <u>PUBLIC HEARINGS: 6:00 –</u> 1. Approval of a resolution authorizing the Mayor to sign and submit an application to the Idaho Department of Commerce to partially finance the Idaho Power 10 MW power line extension. Proposed Resolution 1876 2. Consideration of a request to approve Proposed Ordinance 3022 adopting the Urban Renewal Agency of Twin Falls Revenue Allocation Area 4-3 Plan.	Public Hearing Public Hearing	Carleen Herring Region IV Melinda Anderson
V. <u>ADJOURNMENT:</u>		

****Any person(s) needing special accommodations to participate in the above noticed meeting should contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting.***

Twin Falls City Council-Public Hearing Procedures for Zoning Requests

- 1. Prior to opening the first Public Hearing of the session, the Mayor shall review the public hearing procedures.**
 - 2. Individuals wishing to testify or speak before the City Council shall wait to be recognized by the Mayor, approach the microphone/podium, state their name and address, then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the City Clerk. The City Clerk shall make an audio recording of the Public Hearing.**
 - 3. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:**
 - A complete explanation and description of the request.**
 - Why the request is being made.**
 - Location of the Property.**
 - Impacts on the surrounding properties and efforts to mitigate those impacts.**

Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor.
 - 4. A City Staff Report shall summarize the application and history of the request.**
 - The City Council may ask questions of staff or the applicant pertaining to the request.**
 - 5. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor may limit public testimony to no less than two minutes per person.**
 - Five or more individuals, having received personal public notice of the application under consideration, may select by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the mayor. The spokesperson shall be limited to 15 minutes.**
 - Written comments, including e-mail, shall be either read into the record or displayed to the public on the overhead projector.**
 - Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.**
 - 6. Following the Public Testimony and Applicant's response, the hearing shall continue. The City Council, as recognized by the Mayor, shall be allowed to question the Applicant, Staff or anyone who has testified. The Mayor may again establish time limits.**
 - 7. The Mayor shall close the Public Hearing. The City Council shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicant or public is not allowed. Legal or procedural questions may be directed to the City Attorney.**
- * Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor.**



DATE: MONDAY -- DECEMBER 12, 2011

To: Honorable Mayor and City Council

From: Mitch Humble, Community Development Director

AGENDA ITEM II-

Request: Consideration of a plan for implementation of traffic calming measures addressing the driveways on Robbins Avenue West.

Time Estimate:

Staff presentation may be approximately two (2) minutes.

Budget Impact:

Approval of this request will not impact the City budget.

Regulatory Impact:

The Council's adoption of the plan will allow the project to proceed forward and ultimately be developed as approved.

History:

On **October 10, 2011** the City Council approved the request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow a college apartment complex on property located between the 140 – 250 Blocks of Falls Avenue West and Robbins Avenue West, as presented, by a vote of 5 for, 1 against and 1 abstention, subject to the following conditions:

1. **Subject to recordation of a PUD agreement, as approved by the City Council, prior to construction of the first phase of the project.**
2. **Subject to construction of curb, gutter and sidewalk along Robbins Avenue West at the time this phase is developed.**
3. **Subject to approach issues on Falls Avenue West being resolved and approved by the Engineering Department prior to construction of the first phase of the project.**
4. **Subject to the issue of the undeveloped cul-de-sac at the east end of Elaine Avenue being resolved prior to construction of the first phase of the project.**
5. **Subject to amendments as required by Building, Fire, Engineering and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.**

During the public hearing there was some concern addressed by neighbors regarding the traffic on Robbins and how this project would impact the safety of the pedestrians, especially the school children walking to school. After deliberation the City Council added the following condition:

6. **Driveways on Robbins Avenue will require traffic calming measures to be implemented, and will require Council approval.**

Analysis:

The ordinance and the PUD Agreement has been prepared as directed by the Council and are recommended for adoption on this evenings agenda subject to approval of the traffic calming plan being presented. The traffic calming plan calls for the installation of two valley gutters across Robbins Ave., one at each end of the project. The plan has been reviewed by Planning and Engineering staff. The valley gutters will slow traffic. The valley gutters will also not create a drainage problem on the roadway. However, staff feels that a speed table, essentially a wide speed bump, may be a better option. They would likely be less costly to install and they would be easier to maintain and/or remove in the future.

Conclusion:

Staff recommends that the Council review and act on the proposed traffic calming plan.

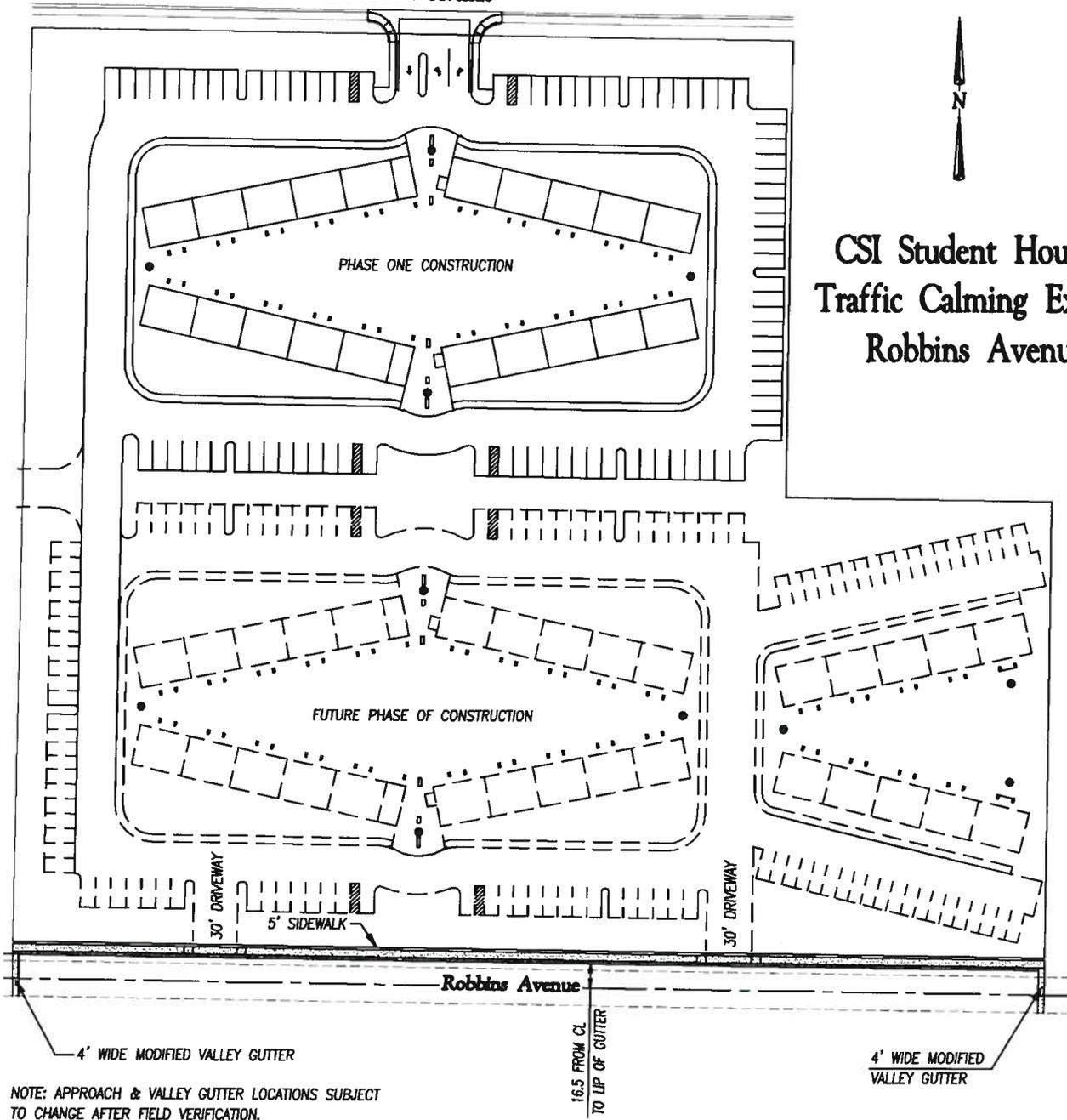
Attachments:

1. Traffic Calming Plan

Falls Avenue

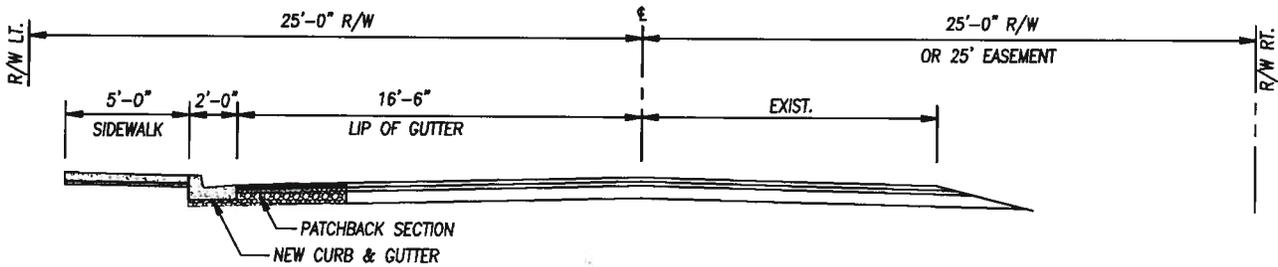


CSI Student Housing Traffic Calming Exhibit Robbins Avenue

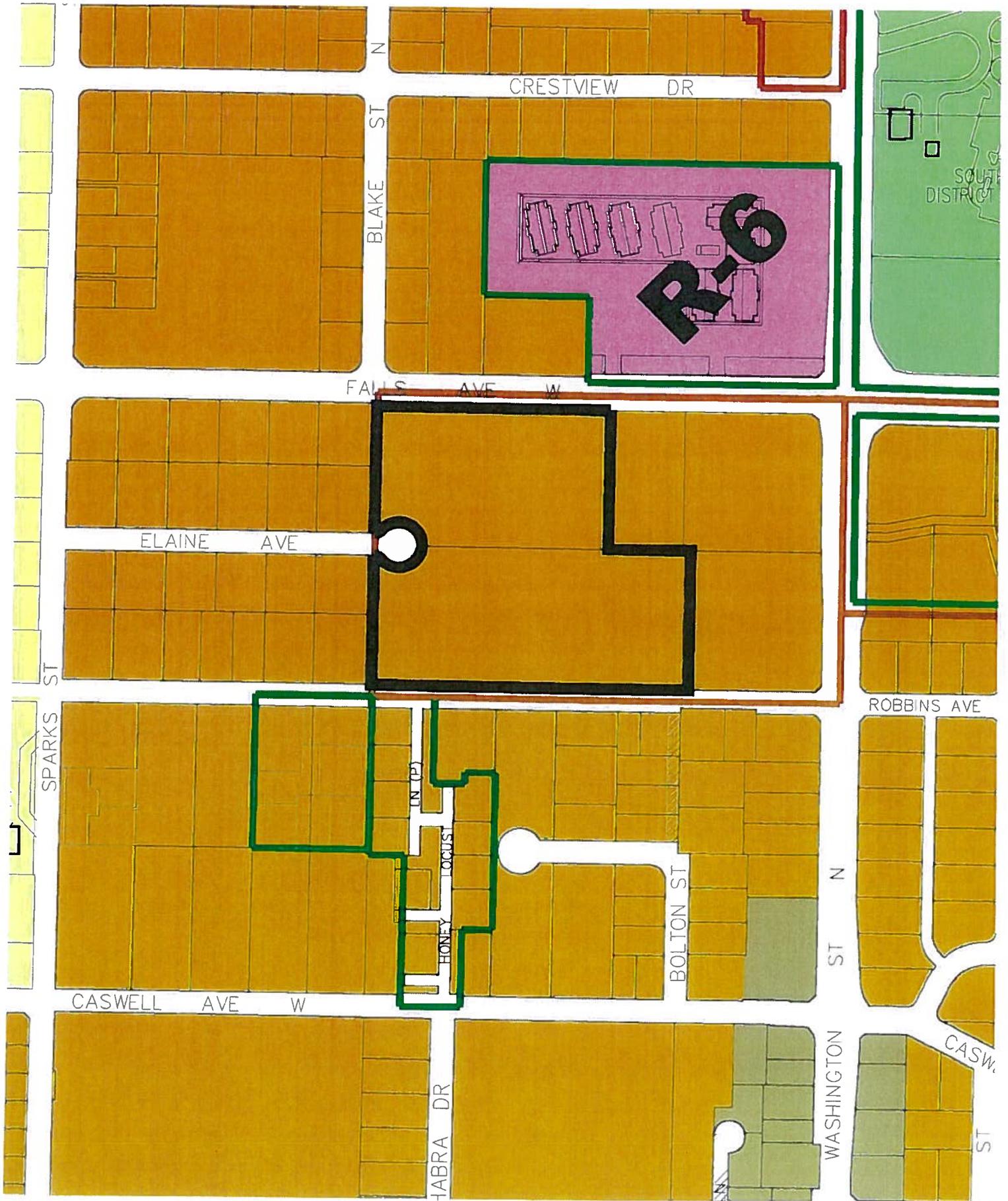


NOTE: APPROACH & VALLEY GUTTER LOCATIONS SUBJECT TO CHANGE AFTER FIELD VERIFICATION.

Street Plan View
n.t.s.



Street Section View
n.t.s.



BLAKE ST

CRESTVIEW DR

FALLS AVE W

ELAINE AVE

SPARKS ST

CASWELL AVE W

HABRA DR

BOLTON ST

ST N

ROBBINS AVE

WASHINGTON ST

CASWELL ST

SOUTH DISTRICT

RIG

(IN TP)

HONEY LOCUST



DATE: MONDAY -- DECEMBER 12, 2011

To: Honorable Mayor and City Council

From: Mitch Humble, Community Development Director

AGENDA ITEM II-

Request: Consideration of adoption of one (1) ordinance(s) regarding a request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow a college apartment complex on property located between the 140 – 250 Blocks of Falls Avenue West and Robbins Avenue West **AND** for consideration of adoption a PUD Agreement between the City of Twin Falls and the College of Southern Idaho. c/o Mike Mason representing the College of Southern Idaho (app.2474)

Ordinance # _____ **PUD Agreement #** _____

Time Estimate:

Staff presentation may be approximately two (2) minutes.

Approval Process:

State Code: Idaho Code 67-6509

City Code: Title 10; Chapter 6; 1-PUD, Planned Unit Development Sub Districts

10-6-1.4: PROPERTY DEVELOPMENT STANDARDS:

(E) Approval of a PUD Sub district:

1. Preliminary Development Plan. The petitioner for a planned unit development sub district may, after pre-application conferences with the planning staff, submit a preliminary development plan to the Commission for review, which development plan shall include the following:
 - a. The proposed site plan, showing building locations and land use areas;
 - b. Proposed traffic circulation, parking areas, pedestrian walks and landscaping;
 - c. Proposed construction sequence for buildings, streets, spaces and landscaped areas;
 - d. Existing zoning district boundaries;
 - e. A survey of the property, including topography, buildings, watercourses, trees over six inches (6") in trunk diameter, streets, utility easements, drainage patterns, right of way and land use;
 - f. Other requirements that the Planning Department, Planning Commission, or legislative body may request.
2. After Commission review, a public hearing shall be held before the Commission and Council for a zoning district and zoning map amendment.
3. Final Development Plan. Within one year after approval of the preliminary development plan, the petitioner shall submit to the Planning Commission a final development plan. This plan shall include the following information:
 - a. A survey of the property, including topography, buildings, watercourses, trees over six inches (6") in trunk diameter, streets, utility easements, drainage patterns, right of way and land use;
 - b. A site plan showing proposed building locations, open spaces and land use area;
 - c. Traffic circulation, parking areas and pedestrian walks;
 - d. Landscaping plans;
 - e. Land indicated as open space, streets and sidewalks and the plan shall provide that they be permanently maintained as such either by private covenants attached to a made a part of the plan, or, if suitable and mutually agreeable, by public dedication. In the event the open space is to be maintained through private covenants, the Planning Commission shall require, prior to the approval of any final plat, the establishment of a home owner's association, and either:
 - (1) Specific performance of the open space portion of the proposed plan, or
 - (2) Posting a bond sufficient to assure specific performance.
 - f. Such final development plan shall be in general conformance with the approved preliminary development plan.
 - g. Final approval shall be binding on the development and changes from the final plan shall be subject to approval by the Planning Commission and legislative body.
 - h. The applicant may request extension of the time limit not later than thirty (30) days prior to the expiration of the base year limit.

Budget Impact:

Approval of this request will not impact the City budget.

Regulatory Impact:

The Council's adoption of the ordinance and approval of the PUD Agreement will allow the project to be developed as approved.

History:

On September 13, 2011 the Commission recommended approval of this request, as presented, by a vote of 5 for, 1 against and 1 abstention, subject to the following five (5) conditions:

1. Subject to recordation of a PUD agreement, as approved by the City Council, prior to construction of the first phase of the project.
2. Subject to construction of curb, gutter and sidewalk along Robbins Avenue West at the time this phase is developed.
3. Subject to approach/access issues on Falls Avenue West being resolved and approved by the Engineering Department prior to construction of the first phase of the project.
4. Subject to the issue of the undeveloped cul-de-sac at the east end of Elaine Avenue being resolved prior to construction of the first phase of the project.
5. Subject to amendments as required by Building, Fire, Engineering and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

On October 10, 2011 the City Council approved the request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow a college apartment complex on property located between the 140 – 250 Blocks of Falls Avenue West and Robbins Avenue West, as presented, by a vote of 5 for, 1 against and 1 abstention, subject to the following conditions:

1. **Subject to recordation of a PUD agreement, as approved by the City Council, prior to construction of the first phase of the project.**
2. **Subject to construction of curb, gutter and sidewalk along Robbins Avenue West at the time this phase is developed.**
3. **Subject to approach issues on Falls Avenue West being resolved and approved by the Engineering Department prior to construction of the first phase of the project.**
4. **Subject to the issue of the undeveloped cul-de-sac at the east end of Elaine Avenue being resolved prior to construction of the first phase of the project.**
5. **Subject to amendments as required by Building, Fire, Engineering and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.**

AND IN ADDITION:

6. **Driveways on Robbins Avenue will require traffic calming measures to be implemented, and will require Council approval.**

Analysis:

The ordinance and the PUD Agreement has been prepared as directed by the Council and are recommended for adoption as submitted.

Conclusion:

Staff recommends that the Council adopt the attached ordinance and pud agreement as submitted.

Attachments:

1. Ordinance
2. PUD AGREEMENT
3. Portion of the October 10, 2011 City Council minutes

ORDINANCE NO. _____

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

WHEREAS, College of Southern Idaho, c/o Mike Mason, had made application for a rezone of property located between the 140 - 250 Blocks of Falls Avenue West and Robbins Avenue West; 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 13th day of September, 2011, to consider the Zoning Designation and necessary Area of Impact and Zoning Districts Map amendment upon a REZONE of the real property below described; and,

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

WHEREAS, the City Council for the City of Twin Falls, Idaho, held a Public Hearing to consider the same matter on the 10th day of October, 2011.

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

SECTION 1. That the following described real property located between the 140 - 250 Blocks of Falls Avenue West and Robbins Avenue West is the subject of a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD:

SEE ATTACHMENT "A"

SECTION 2. 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 zoning of this property shall not constitute a commitment by the City to provide water and/or wastewater services.

SECTION 3. That 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 rezoning of the real property above described.

PASSED BY THE CITY COUNCIL

, 20__

SIGNED BY THE MAYOR

, 20__

Mayor

ATTEST:

Deputy City Clerk

PUBLISH: Thursday,

, 20__

REZONE FOR CSI R-6 PUD - 8.35 ACRES

A parcel of land located in Lot 33 of Orchalara Subdivision, Twin Falls County, Idaho, as recorded in Book 1 of Plats, page 81, records of Twin Falls County, Idaho, more particularly described as follows:

BEGINNING at the Northeast corner of Lot 32 of Orchalara Subdivision;

THENCE North 89°32'00" West a distance of 494.99 feet along the northerly boundary of said Lot 32 and Lot 33;

THENCE South 00°28'00" West a distance of 15.00 feet to the TRUE POINT OF BEGINNING;

THENCE South 00°26'28" West a distance of 308.00 feet;

THENCE North 89°32'00" West a distance of 513.27 feet to a point on the westerly boundary of said Lot 33;

THENCE North 00°29'08" East a distance of 308.00 feet along the westerly boundary of said Lot 33 to a point which is 15 feet southerly from the Northwest corner of said Lot 33;

THENCE South 89°32'00" East a distance of 513.03 feet to the TRUE POINT OF BEGINNING.

EXCEPTING therefrom the following described property:

COMMENCING at the Northwest corner of said Lot 33, Orcharlara Subdivision;

THENCE South 00°29'08" West a distance of 295.75 feet to a point that is the Southeast corner of Lot 12, Block 1, Cornelison Subdivision and being the TRUE POINT OF BEGINNING;

THENCE along a tangent curve to the East having a 20.00 foot radius, through a central angle of 49°59'41" for an arc length of 17.45 feet and with a chord that bears North 65°28'10" East a distance of 16.90 feet;

THENCE along a tangent curve to the right having a 50.00 foot radius, through a central angle of 142°54'13" for an arc length of 124.71 feet and with a chord that bears South 68°05'10" East a distance of 94.80 feet;

THENCE North 89°32'00" West a distance of 103.62 feet;

THENCE North 00°29'08" East a distance of 27.54 feet to the REAL POINT OF BEGINNING.

TOGETHER WITH

Lot 2, Westwood Subdivision, Twin Falls County, Idaho, according to the official plat thereof recorded in Book 13 of Plats, page 47, records of Twin Falls County, Idaho.

EXCEPTING therefrom the following described property:

COMMENCING at the Northwest corner of Lot 33 Orchalara Subdivision; THENCE South 00°29'08" West a distance of 345.75 feet to a point that is the Northeast corner of Lot 6, Block 2, Cornelison Subdivision and being the TRUE POINT OF BEGINNING;

THENCE along a tangent curve to the East having a 20.00 foot radius, through a central angle of 49°59'41" for an arc length of 17.45 feet and with a chord that bears South 64°32'10" East a distance of 16.90 feet;

THENCE along a tangent curve to the left having a 50.00 foot radius, through a central angle of 137°05'09" for an arc length of 119.63 feet and with a chord that bears North 71°56'00" East a distance of 93.08 feet;

THENCE North 89°32'00" West a distance of 103.62;

THENCE South 00°29'08" West a distance of 22.46 to the REAL POINT OF BEGINNING.

Containing approximately 8.35 Acres

COLLEGE OF SOUTHERN IDAHO

R-6 PLANNED UNIT DEVELOPMENT AGREEMENT

This agreement, made and entered into this ____ day of _____, 2011, by and between the CITY OF TWIN FALLS, a municipal corporation, State of Idaho, hereinafter called "City" and the COLLEGE OF SOUTHERN IDAHO, hereinafter called "College" whose address is 315 Falls Avenue, Twin Falls, Idaho 83303-1238.

RECITALS

WHEREAS, COLLEGE OF SOUTHERN IDAHO, (hereinafter included in reference to "Owners" or "Developers"), are the equitable title holder to certain tracts of land in the City of Twin Falls, State of Idaho, all parcels are more particularly described in "Exhibit A", and attached hereto. The subject land is located on property between the 140 – 250 Blocks of Falls Avenue West and Robbins Avenue West. (Hereinafter "Property"); and

WHEREAS, Developers intend to develop the Property from time to time; and

WHEREAS, Developers have made request of the City of Twin Falls to develop a the Property as an R-6 Planned Unit Development ("Project") and have submitted to the City a Master Development Plan thereof (attached hereto as "Exhibit B") which has been approved for development as a "R-6 PUD" by the City Council of the City; and

WHEREAS, City, by and through its City Council on October 10, 2011, has agreed to the development of said land within the City of Twin Falls, Idaho, subject to certain terms, conditions and understandings, which terms, conditions and understandings are the subject of this Agreement and are as follows:

1. **Subject to recordation of a PUD agreement, as approved by the City Council, prior to construction of the first phase of the project.**
2. **Subject to construction of curb, gutter and sidewalk along Robbins Avenue West at the time this phase is developed.**
3. **Subject to approach issues on Falls Avenue West being resolved and approved by the Engineering Department prior to construction of the first phase of the project.**
4. **Subject to the issue of the undeveloped cul-de-sac at the east end of Elaine Avenue being resolved prior to construction of the first phase of the project.**
5. **Subject to amendments as required by Building, Fire, Engineering and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.**
6. **Driveways on Robbins Avenue will require traffic calming measures to be implemented, and will require Council approval (attached hereto as "Exhibit C").**

COVENANTS

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein, Developers and City agree as follows:

1. **NATURE OF THE AGREEMENT.** This Agreement shall become part of the R-6 PUD ZONE with respect to the Property upon its full execution and recording. Developers, Owners, and their assigns or successors in interest, as well as City and its assigns and successors (if any), shall be bound by the terms and conditions contained herein.

2. **NATURE OF THE DEVELOPMENT.** It is agreed by the parties hereto that certain language and requirements pertaining to the “R-6 PUD” zone shall be interpreted as follows:

A. **USES.** The property described herein and zoned “R-6 PUD” will only allow the development of a student housing project and its use as such as described within this document.

B. **PHASING OF DEVELOPMENT.** Developers shall be permitted to develop the Property in phases, provided those phases are in compliance with the Master Development Plan, “Exhibit A”, and the PUD Agreement. The designation and location of specific uses and buildings on the Master Development Plan are conceptual and minor changes therefrom shall not provide basis for disapproval.

3. **STREET, SEWER, WATER AND DRAINAGE IMPROVEMENTS.** Developers shall be responsible for the design and construction for street, sewer, water and drainage systems on the Property (hereinafter “Improvements”) as described herein in accordance with City standards.

A. **IMPROVEMENT PLANS.** Developers shall, as to each phase of its development, file or cause to be filed with the City a complete set of plans for that development phase, showing all Improvements contemplated within that phase of the development (hereinafter “Improvement Plans”). The Improvement Plans and all improvements shown thereon shall meet with the approval of the City, which approval shall be given if such plans conform with established City requirements, the Master Development Plan and this PUD Agreement.

B. **IMPROVEMENTS DESIGN AND CONSTRUCTION.** Developers shall cause to be designed, constructed and installed, in accordance with the Improvement Plans. And at its expense, all Improvements shown on the Improvement Plans. Notwithstanding the foregoing, nothing in the Agreement shall prohibit City participation in the cost or financing of improvements on the Property if mutually agreed to be the parties hereto.

C. **PHASED CONSTRUCTION.** Developers may install the Improvements all at once or in phases. Developers shall provide the City with written notification of which phase it intends to develop, when and of what portion, or portions, of said Improvements it intends to complete at the time; and agree to make such modifications and/or construct any temporary facilities necessitated by such phased construction work as shall be required and approved by the City, which approval shall not be unreasonably withheld.

- D. **CONSTRUCTION SUPERVISION.** Developers shall use a qualified construction engineer or supervisor to supervise the construction inspection and testing of the work, as necessary, to ensure that all such Improvements are constructed in accordance with the approved Improvement Plans.
- E. **NONCOMPLIANCE.** In the event any of the requirements with regard to the installation of said Improvements are not complied with, the City shall give written notice to Developers of said non-compliance within thirty (30) days of this receipt of notice (or, in the case of non-compliance that will take in excess of thirty (30) days to cure, Developers shall commence to cure within thirty (30) days of receipt of notice and diligently pursue the same to completion.) In the event Developers fail to cure said non-compliance in the manner set forth herein above, the City shall have the right to withhold the issuance of any future building permits and certificates of occupancy within that phase of such "PUD" until such time as all requirements specified in Section 3 have been complied with; PROVIDED, HOWEVER, Developers shall have the right to appear before the City Council at any regular meeting after any building permits and certificates of occupancy shall have been withheld for reasons set forth in the paragraph, and shall have the right to be heard as to why such building permits and certificates of occupancy should be issued. The City Council shall then in good faith and in any objective manner decide whether said building permits and certificates of occupancy should be issued, and its decision shall be final, except that the rights of the parties are preserved at law and equity.
- F. **FEES.** Developers shall pay, or cause to be paid, to City all applicable fees, if any, with regard to the installation of Improvements pursuant to the Improvement Plans. However, City water and sewer connection and service charges shall be paid for by individual developers and users at the rates set by applicable city ordinances and resolutions.
- G. **DEDICATION OF IMPROVEMENTS.** City hereby agrees to accept maintenance and responsibility of the public improvements upon their completion to City standards.
4. **PUBLIC EASEMENT(S).** Developers agree to provide adequate public utility easements on, over and around the property covered by this agreement. Said easements shall be provided prior to issuance of any building permit.
5. **INDIVIDUAL PARCEL DEVELOPMENT CRITERIA.** The Property or any portion thereof shall be developed in accordance with criteria set forth in Section 5.
- A. **APPROVAL AND CONSTRUCTION.** All Improvements shall be constructed in accordance with engineered drawings and specifications, describing in reasonable detail the work to be performed, which drawings and specifications shall first be approved by City and meet City standards, which approval shall not be unreasonably withheld.

- B. **BUILDING SETBACKS.** All buildings on the Property are to be constructed with minimum setbacks in conformance with the setback requirements of the underlying “R-6” zone and the centerline setbacks of Washington Street North, Falls Avenue West and Robbins Street West, whichever is greater.
- C. **LANDSCAPING.** The Developers will provide pedestrian and bicycle access as per city code requirements or as amended. Landscaping is to be provided as per city code and as indicated on the approved PUD Master Development Plan to include a minimum landscape buffer including sidewalk of thirty (30) feet in depth starting at back of curb is to be provided along Falls Avenue West and a minimum landscape buffer including sidewalk of fifteen (15) feet in depth starting at back of curb is to be provided along Robbins Street West.
- D. **DRAINAGE.** Storm water from the development shall be retained as required in current City Ordinances and regulations. Facilities to retain storm water shall be designed, constructed, and maintained by the property owner.
- E. **BUILDING STANDARDS.** Building and Improvements shall comply with the following standards.
- (1) **Architectural Style.** Architectural Style of Construction shall be as per plan(s) submitted through hearing process. See “Exhibit C” - Building Elevations, and attached hereto.
 - (2) **Prohibited Materials.** Metal sided buildings and buildings with exposed unpainted plain concrete block are prohibited. Concrete tilt-up or double-T panels are prohibited unless they have a decorative finish. This does not preclude the use of decorative masonry block or brick or the use of architectural residential metal siding.
 - (3) **Outside Storage and Display.** Trash collection, outdoor storage and similar facilities and functions are to be incorporated into the overall design of the building and the landscaping so the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets and are fully screened, as required by City Code.
 - (4) **Utilities.** All on-site utility service lines, including electrical lines and telephone lines located within a parcel shall be placed underground. Any transformer or terminal equipment provided within or immediately adjacent to the parcel shall be visibly screened from the view from streets, with appropriate screening material.
 - (5) **Pedestrian Improvements.** The Developers will provide pedestrian and bicycle access from and to the perimeter public sidewalk.
- F. **CODES.** All construction on the Property shall be to the standards established by applicable codes.

G. **CONTROL DURING DEVELOPMENT OF INDIVIDUAL PARCELS.**

Developers shall maintain control during development of the Property or any part thereof, through the use of deed restrictions to be recorded setting forth the required development criteria contained herein.

6. **ACCESSES TO FALLS AVENUE W and ROBBINS AVENUE WEST.**

Developers agree to limit the number of accesses on Falls Avenue West to one (1) and the number of accesses on Robbins Avenue West to two (2).

7. **PUBLIC STREET IMPROVEMENTS.**

On Robbins Avenue West:

- (1) CSI to provide construction of curb, gutter, sidewalk, landscaping north of the curb, and a drainage swale between the lip of gutter and the edge of asphalt. CSI shall also be responsible for patching back between the existing edge of asphalt and new lip of gutter. A swale along the roadway will not be acceptable
- (2) Construction of two approaches and asphalt transition to the existing roadway at the northerly end of the project as shown on the approved plans, as approved by City Engineering Department.
- (3) Traffic control devices in Robbins to be approved by the City Engineer that will be installed and paid for by CSI
- (4) 2 Barricades per approach shall be installed at the two approaches limiting access until Phase 2 is constructed.
- (5) Additional runoff from Robbins carried by the curb shall be removed from the roadway and stored on the property.

On Falls Avenue West:

- (1) CSI to construct one arterial approach off of Falls Avenue West, as approved by City Engineering Department.
- (2) Remove existing approach onto Falls and replace with Standard Curb and Gutter.

On Elaine Avenue Turnaround:

- (1) CSI to provide adequate fire access, as approved by the Twin Falls Fire Department and the Engineering Department.

8. **STANDARD DEVELOPERS' AGREEMENT.** It is understood and agree by the parties hereto that it shall be necessary for the Developers or individual owners to execute the City's Standard Developers' Agreement(s).

9. **GENERAL PROVISIONS.**

A. **COOPERATION.** The parties hereto agree to cooperate each with the other. Developers shall submit to the City all plans, specifications, and working drawings required by the City.

- B. **ON SITE MANAGER.** The Developer agrees to have an on site manager to oversee the housing complex once rental and occupancy of the rental units has commenced.
- C. **ENTIRE AGREEMENT.** This Agreement constitutes the entire agreement between the parties concerning the property and improvements described herein, and no amendment or modification to this Agreement shall be valid or effective unless reduced to writing and signed by the parties.
- D. **APPLICABLE LAW.** This Agreement shall be construed in accordance with the laws of the State of Idaho.
- E. **NOTICES.** If notices from one party to the other are desired or required hereunder, such notices shall be delivered or mailed to the party to receive such at his address last know to the sender of such notice. Notices shall be deemed received on the date of hand delivery or upon seventy-two (72) hours following deposit in the United States mail, if property addressed, stamped and sent with "Return Receipt Requested." On the date of the Agreement, the addresses of the parties are as follows:

COLLEGE: College of Southern Idaho
 c/o John M. Mason, Vice President of Administration
 315 Falls Avenue
 P.O. Box 1238
 Twin Falls, Idaho 83303-1238

CITY: City of Twin Falls
 P. O. Box 1907
 321 Second Avenue East
 Twin Falls, ID 83303-1907

- F. **SUCCESSORS AND ASSIGNS.** This Agreement shall be binding upon the successors, assigns and legal representatives of the parties hereto.
- G. **SEVERABILITY.** In the event any portion of the Agreement is declared by a court of competent jurisdiction to be invalid, illegal or unenforceable, such portion shall be deemed severed from this Agreement, and the remaining portions shall not be affected thereby.
- H. **SIGNATORIES.** Each of the persons executing this Agreement hereby represents and warrants that he or she is duly authorized and empowered to so act on behalf of the entity for which he or she is signing and that this Agreement is binding on, and enforceable against, such entity.
- I. **EFFECTIVE DATE.** This "PUD" Agreement shall become valid and binding only upon its approval by the City, through its City Council, and upon its execution by the Mayor and Developers.

- J. **ATTORNEY FEES.** In the event that either party should be required to retain an attorney because of the default or breach of the other or to pursue any other remedy provided by law, that party which prevails in any litigation shall be entitled to a reasonable attorney's fee.
- K. **CONSTRUCTION.** Should any provision of this Agreement require judicial interpretation, the Court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly constructed against one party, by reason of the rule of construction that a document is to be construed more strictly against the person who himself or through his agents prepared the same, it being acknowledged that both parties have participated in the preparation hereof.
- L. **ATTACHMENTS.** All attachments to this Agreement and recitals are incorporated herein and made a part hereof as if set forth in full.
- M. **CAPTIONS.** The captions, section and paragraph numbers appearing in this Agreement are inserted only as a matter of convenience and shall in no way affect interpretation of this Agreement.

CITY OF TWIN FALLS

By _____
Mayor

ATTEST:

City Clerk

COLLEGE OF SOUTHERN IDAHO

John M. Mason, Vice President of Administration

STATE OF IDAHO)
) ss.
County of _____)

On this _____ day of _____, 2011, before me, a notary public in and for said county and state, personally appeared _____ and _____, known to me to be the Mayor and City Clerk of the City of Twin Falls, respectively, that executed the instrument or the person who executed the instrument on behalf of said City of Twin Falls, and acknowledged to me that the City of Twin Falls executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

NOTARY PUBLIC FOR IDAHO
Residing at: _____
My Commission Expires: _____

STATE OF IDAHO)
) ss.
County of _____)

On this _____ day of _____, 2011, before me, the undersigned, a notary public in and for said county and state, personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same on behalf of COLLEGE OF SOUTHERN IDAHO.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

NOTARY PUBLIC FOR IDAHO
Residing at: _____
My Commission Expires: _____

**CSI R-6 PUD AGREEMENT
EXHIBIT A**

REZONE FOR CSI R-6 PUD - 8.35 ACRES

A parcel of land located in Lot 33 of Orchalara Subdivision, Twin Falls County, Idaho, as recorded in Book 1 of Plats, page 81, records of Twin Falls County, Idaho, more particularly described as follows:

BEGINNING at the Northeast corner of Lot 32 of Orchalara Subdivision;

THENCE North 89°32'00" West a distance of 494.99 feet along the northerly boundary of said Lot 32 and Lot 33;

THENCE South 00°28'00" West a distance of 15.00 feet to the TRUE POINT OF BEGINNING;

THENCE South 00°26'28" West a distance of 308.00 feet;

THENCE North 89°32'00" West a distance of 513.27 feet to a point on the westerly boundary of said Lot 33;

THENCE North 00°29'08" East a distance of 308.00 feet along the westerly boundary of said Lot 33 to a point which is 15 feet southerly from the Northwest corner of said Lot 33;

THENCE South 89°32'00" East a distance of 513.03 feet to the TRUE POINT OF BEGINNING.

EXCEPTING therefrom the following described property:

COMMENCING at the Northwest corner of said Lot 33, Orchalara Subdivision;

THENCE South 00°29'08" West a distance of 295.75 feet to a point that is the Southeast corner of Lot 12, Block 1, Cornelison Subdivision and being the TRUE POINT OF BEGINNING;

THENCE along a tangent curve to the East having a 20.00 foot radius, through a central angle of 49°59'41" for an arc length of 17.45 feet and with a chord that bears North 65°28'10" East a distance of 16.90 feet;

THENCE along a tangent curve to the right having a 50.00 foot radius, through a central angle of 142°54'13" for an arc length of 124.71 feet and with a chord that bears South 68°05'10" East a distance of 94.80 feet;

THENCE North 89°32'00" West a distance of 103.62 feet;

THENCE North 00°29'08" East a distance of 27.54 feet to the REAL POINT OF BEGINNING.

TOGETHER WITH

Lot 2, Westwood Subdivision, Twin Falls County, Idaho, according to the official plat thereof recorded in Book 13 of Plats, page 47, records of Twin Falls County, Idaho.

EXCEPTING therefrom the following described property:

COMMENCING at the Northwest corner of Lot 33 Orchalara Subdivision; THENCE South 00°29'08" West a distance of 345.75 feet to a point that is the Northeast corner of Lot 6, Block 2, Cornelison Subdivision and being the TRUE POINT OF BEGINNING;

THENCE along a tangent curve to the East having a 20.00 foot radius, through a central angle of 49°59'41" for an arc length of 17.45 feet and with a chord that bears South 64°32'10" East a distance of 16.90 feet;

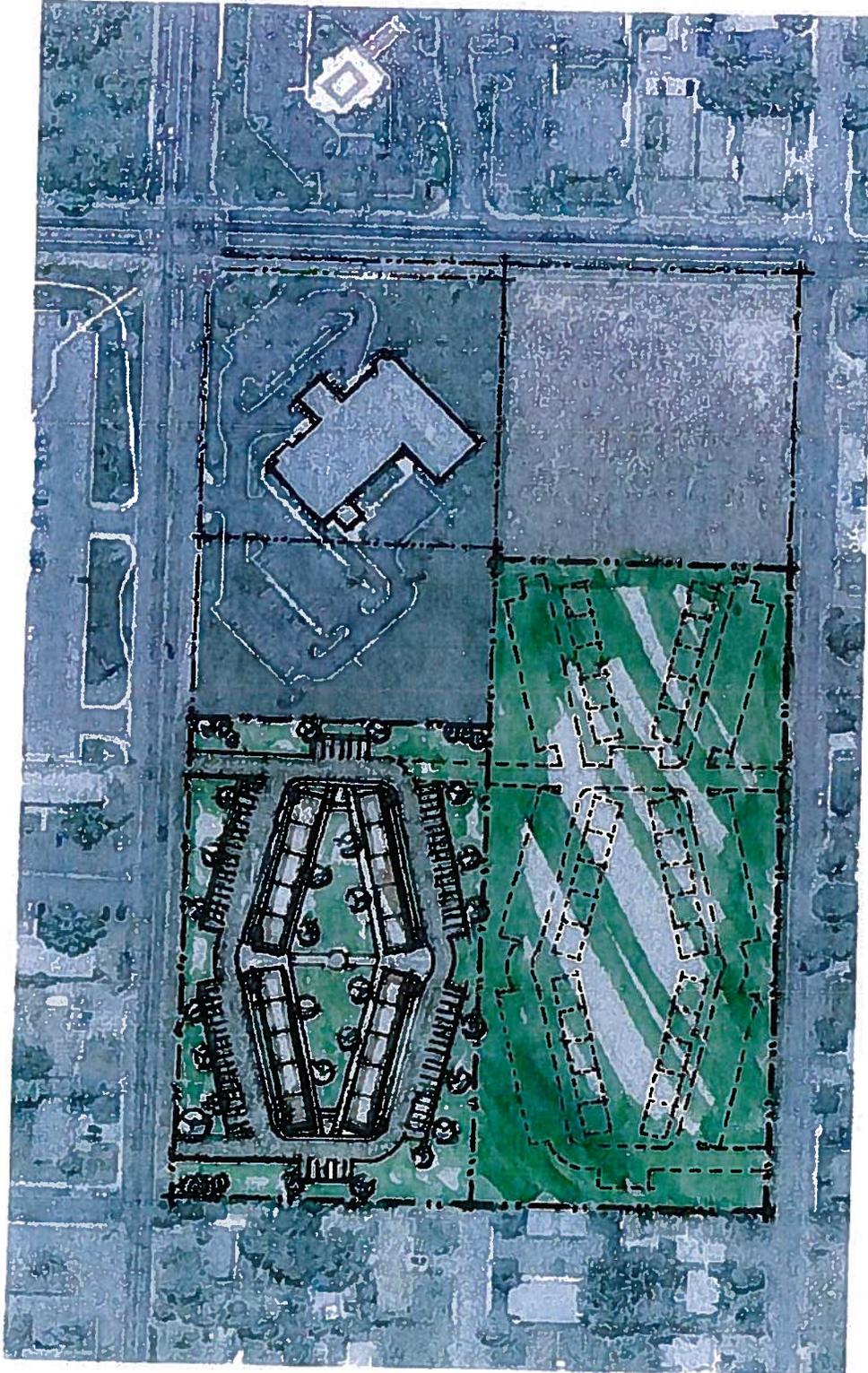
THENCE along a tangent curve to the left having a 50.00 foot radius, through a central angle of 137°05'09" for an arc length of 119.63 feet and with a chord that bears North 71°56'00" East a distance of 93.08 feet;

THENCE North 89°32'00" West a distance of 103.62;

THENCE South 00°29'08" West a distance of 22.46 to the REAL POINT OF BEGINNING.

Containing approximately 8.35 Acres

CSI R-6 PUD AGREEMENT
EXHIBIT B



NORTH

1" = 100'-0"



SCALE: 1" = 100'-0"

SITE LAYOUT
6.4.11

COLLEGE OF SOUTHERN IDAHO
STUDENT APARTMENT HOUSING
NEW SITE LOCATION

EXHIBIT 5

EXHIBIT 6



College of Southern Idaho
Application for Zoning District Change and Zoning Map Amendment
As A Planned Unit Development

C 4A. The College of Southern Idaho is purchasing property, conditional upon a change in zoning, for the purpose of constructing a student apartment complex. The property is made up of 8.54 acres and is located between Falls Avenue and Robbins just to the south west of the main CSI campus. The property is currently zoned R-4 with a professional overlay.

The College of Southern Idaho is requesting a change in zoning to R-6 with a Planned Unit Development to allow for multi-unit housing for students.

C 4B.i. The proposed zoning change will be in compliance with the Comprehensive Plan. The activities of the college have been taken into consideration in the City planning processes. The zoning change will place student housing in an area where students already rent a significant number of apartments.

C 4B.ii. The college will continue to use the property for educationally related purposes- primarily student housing. The surrounding area is both residential and commercial and the college is compatible with these uses. College Park housing is just across the street and there are numerous duplexes and fourplexes surrounding or in close vicinity to the property.

C 4B.iii. The R-6 with a PUD (Exhibit 1) will be made up of two parcels. The north parcel contains 3.63 acres and the adjoining south parcel contains 4.91 acres.

The total property contains 8.54 acres.

Proposed Uses of the property:

The proposed use of the property is to build two story, two bedroom apartments. The apartments will be designed for student use and be managed by the College in a manner similar to our North View Apartment complex.

Proposed signage will be in compliance with City Code Title 10 Chapter 9.

Lighting will be in compliance with City codes and ordinances for apartment complexes

Landscaping will be in compliance with City codes and ordinances.

Phase 1 building heights will be approximately 26 feet 8 inches. Phase 2 future buildings will be in compliance with existing building height restrictions at the time of construction.

Exhibits

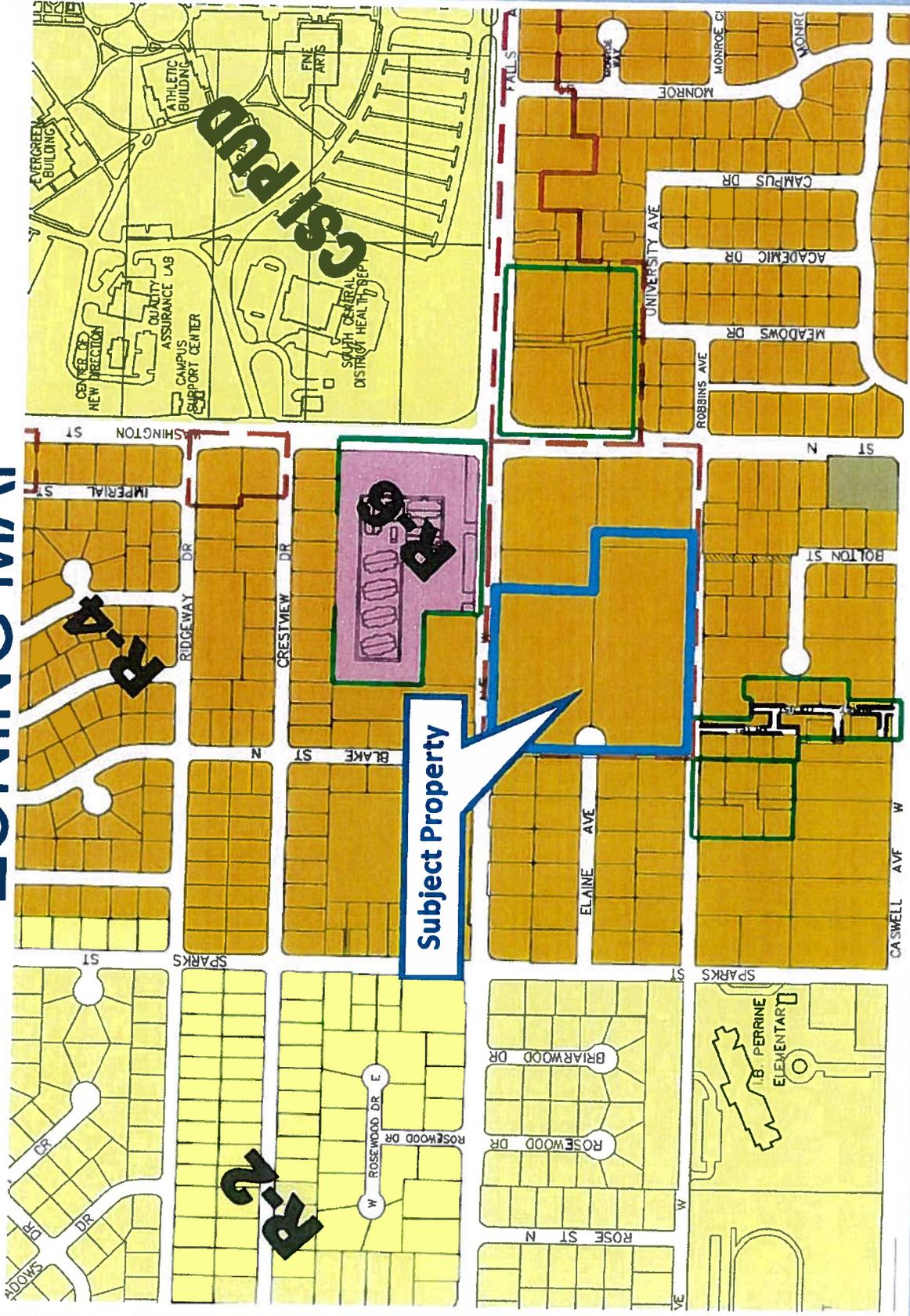
Exhibit 1 shows the location of the property in proximity to CSI and the property in proportion to the Sawtooth Surgery Center.

Exhibits 2 and 3 show the comprehensive plan and current zoning for the area.

Exhibit 4 shows the location of the 8.54 acre parcel south west of campus and the surrounding area.

Exhibit 5 shows the proposed first phase of the apartments on the north portion of the property and the future build out of apartments on the eight and a half acre site
Exhibit 6 shows an elevation of the apartments. The preliminary design shows the height at 26 feet 8 inches.

ZONING MAP



Comprehensive Map of Proposed Area



EXHIBIT 1







Southeast corner of property looking west down Robbins.



Southeast corner of property looking north to Falls Ave W.

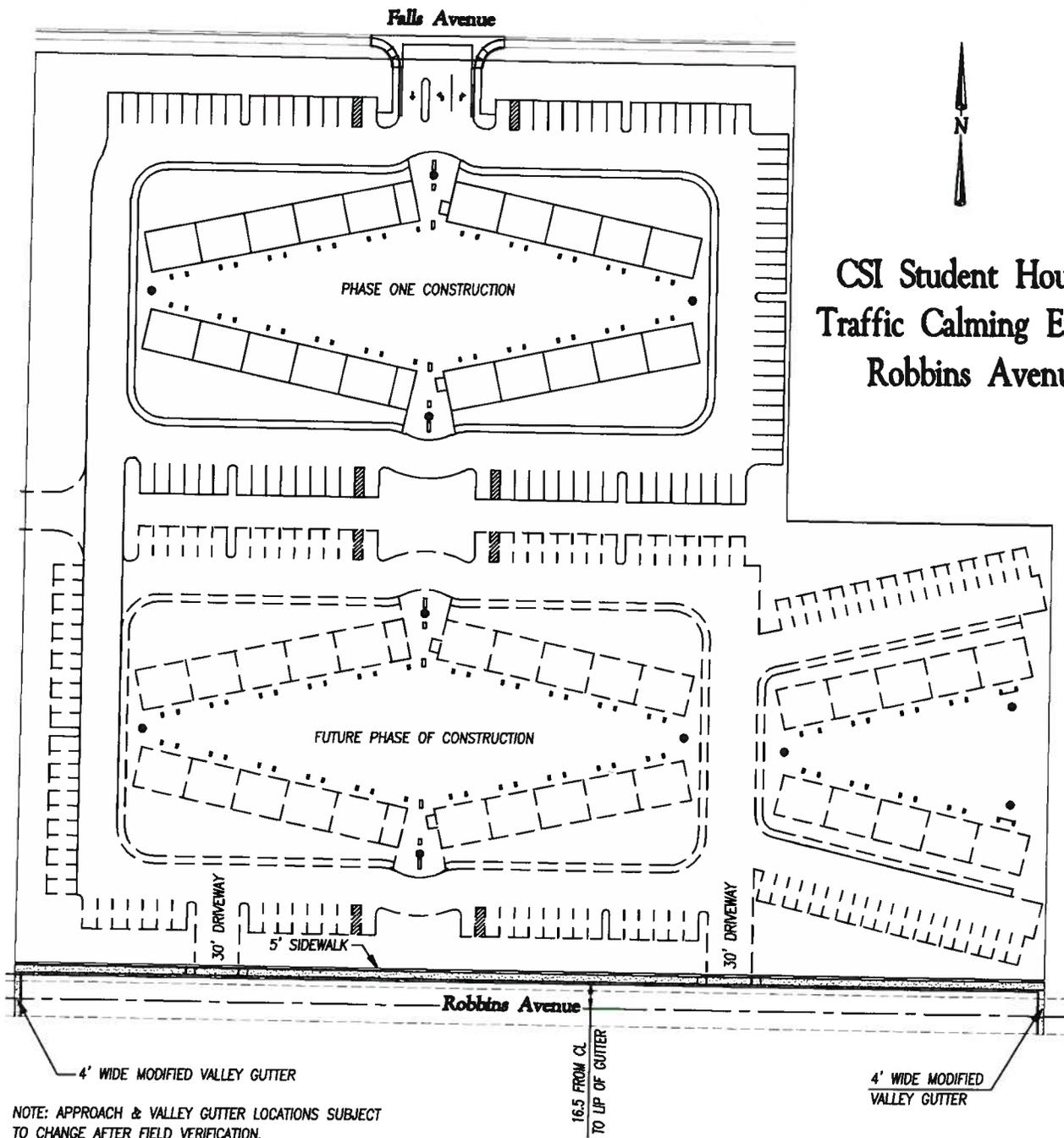


Northwest corner of property looking east down Falls Ave W.



Residential approach at northwest corner of property only.

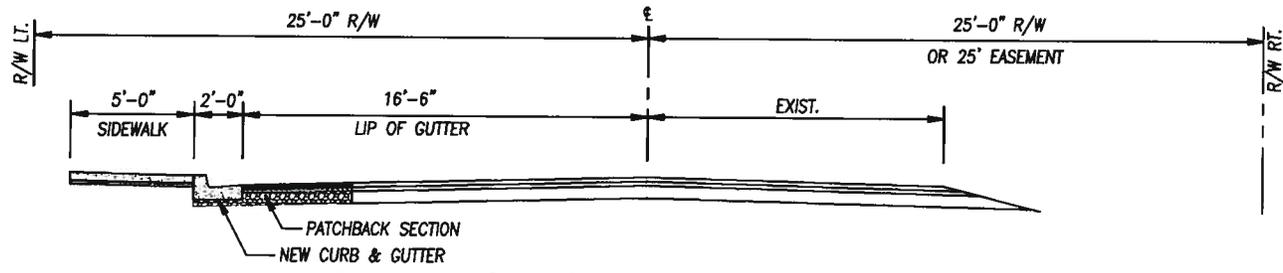
**CSI R-6 PUD AGREEMENT
EXHIBIT C**



**CSI Student Housing
Traffic Calming Exhibit
Robbins Avenue**

NOTE: APPROACH & VALLEY GUTTER LOCATIONS SUBJECT TO CHANGE AFTER FIELD VERIFICATION.

Street Plan View
n.t.s.



Street Section View
n.t.s.

COUNCIL MEMBERS:

LANCE	TRIP	DON	DAVID E.	WILLIAM A.	GREG	REBECCA
CLOW	CRAIG	HALL	JOHNSON	KEZELE	LANTING	MILLS SOJKA
		<i>Mayor</i>			<i>Vice Mayor</i>	



MINUTES
 Meeting of the Twin Falls City Council
Monday, October 10, 2011
 City Council Chambers
 305 3rd Avenue East -Twin Falls, Idaho

5:00 P.M.

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

AGENDA ITEMS		Purpose	By:
I. CONSENT CALENDAR: 1. Consideration of accounts payable for October 3 - 10, 2011. 2. Consideration of the September 27 and October 3, 2011, City Council Minutes. 3. Consideration of the Revised Final Plat of Crowley's Corner Subdivision – A PUD, 05 (+/-) acres consisting of one (1) commercial lot and located at the southeast corner of Pole Line Road East and Locust Street North aka 1434 Pole Line Road East, <u>c/o JUB Engineers, Rex Harding on behalf of Twin Falls Holding Corp.</u>		Action	<u>Staff Report</u> Sharon Bryan L. Sanchez Mitch Humble
II. ITEMS FOR CONSIDERATION: 1. Consideration of a request to present POST Certificates to the following individuals before the Twin Falls City Council: Officer Jayson Mickelson, Officer Mike Orban, Officer Dallas Garner, and Officer Kevin Loosli, and request by Chief Pike to request that Mayor Don Hall administer the Oath of Office to Ben Hammer, the Police Department's newest Police Officer. 2. Consideration of adoption of a PUD Agreement between the City of Twin Falls and BCM&W, KLS&M, and Canyon Vista Family Limited Partnership, Lazy J Ranch – Linda Wills. (app.2378) Proposed PUD Agreement #259. 3. Consideration of a request to award the bid on the Courtney Conservation Park to All Seasons Landscaping. 4. Public input and/or items from the City Manager and City Council.		Presentation/ Administer the Oath of Office Action Action	Brian Pike Mitch Humble Dennis Bowyer
III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:			
IV. PUBLIC HEARINGS: 6:00 1. Request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow for a college apartment complex on property located between the 140-250 Blocks of Falls Avenue West and Robbins Avenue West, <u>c/o College of Southern Idaho represented by Mike Mason. (app. 2474)</u> 2. Consideration of the request from the Twin Falls Golf Advisory Commission to raise fees at the Twin Falls Golf Club.		Public Hearing Public Hearing	Mitch Humble Dennis Bowyer
V. ADJOURNMENT: to 67-2345 Executive Sessions: 1. (1)(c) To conduct deliberations concerning labor negotiations or to acquire an interest in real property which is not owned by a public agency. (1)(e) To consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations.		Action	Travis Rothweiler

****Any person(s) needing special accommodations to participate in the above noticed meeting should contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting.***

Present: Lance Clow, Trip Craig, Don Hall, David E. Johnson, William A. Kezele, Greg Lanting, Rebecca Mills Sojka

Absent: None

Staff Present: City Manager Travis Rothweiler, Community Development Director Mitch Humble, Parks & Recreation Director Dennis Bowyer, Police Chief Brian Pike, Deputy City Clerk/Recording Secretary Leila A. Sanchez

Mayor Hall called the meeting to order at 5:00 P.M. He invited all present, who wished to, to recite the Pledge of Allegiance to the Flag with him and with Rayleen Abbott and Sarah Rasmussen of the Twin Falls Youth Council. A quorum was present. Mayor Hall introduced staff.

Rayleen Abbott, President of the Twin Falls Youth Council, gave a brief report.

IV. PUBLIC HEARINGS: 6:00

1. Request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow for a college apartment complex on property located between the 140-250 Blocks of Falls Avenue West and Robbins Avenue West, c/o College of Southern Idaho represented by Mike Mason. (app. 2474)

Mike Mason, Vice President of Admin for the College of Southern Idaho, explained the request.

Community Development Director Humble reviewed the request.

On September 13, 2011, the Commission recommended approval of this request, as presented, by a vote 5 for, 1 against and 1 abstained, subject to the following conditions:

1. Subject to recordation of a PUD agreement, as approved by the City Council, prior to construction of the first phase of the project.
2. Subject to construction of curb, gutter and sidewalk along Robbins Avenue West at the time this phase is developed.
3. Subject to approach/access issues on Falls Avenue West being resolved and approved by the Engineering Department prior to construction of the first phase of the project.
4. Subject to the issue of the undeveloped cul-de-sac at the east end of Elaine Avenue being resolved prior to construction of the first phase of the project.
5. Subject to amendments as required by Building, Fire, Engineering and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

Council discussion followed.

Community Development Director Humble stated that the lot on the east part of the 9.4 acres is still retained by the original owners.

Mike Mason stated that the concept is to do only one-half of the buildings presented.

Vice Mayor Lanting asked that for future reference are there any possibilities for a future exit from Washington Street to alleviate traffic on Robbins Street in relation to the second development.

Mike Mason that the CSI has not planned but will look into the possibility.

Terry McCurdy stated that the portion south of the Sawtooth Surgery has a driveway already approved for the future. It has been established and approved.

The public comment portion of the hearing was opened:

James Hoepker, 682 Sunrise Blvd N., spoke in favor of the request. He stated that the traffic conditions in the area will improve.

Gary Beeson, 308 Robbins Street, spoke against the request. He stated his concern of increased traffic.

Janet Renaldi, 276 Robbins Avenue, spoke against the request. She stated her concern of increased traffic.

Lynn Lanford, 875 Rosewood Drive, spoke against the request. He stated his concern of increased traffic.

Mary Wengert, 201 Robbins, spoke against the request. She stated her concern of increased traffic with the additional apartments, decrease of property in the area. She stated she does support the apartments on Falls but not on Robbins Street.

Terry McCurdy, 692 Mountain View Drive, stated that he represents the current property owners and CSI; spoke in favor of the request. He did encourage the City to place sidewalks on Robbins Street.

Marie Smith, 333 Robbins Street, spoke against the request. She stated that she had a petition of 476 signatures. She stated her concern of the safety of children in the area.

Pamela Tracy, 238 Falls Avenue West, spoke against the request. She stated her concern of increased traffic.

Kirsten Hatridge, Rose Street West, spoke against the request.

The public input portion of the hearing was closed.

The following questions were asked for clarification:

Mike Mason stated that 85% to 90% are students living at the Northview Apartments. Campus Park Housing is not owned by the CSI.

Terry McCurdy stated that the sale of the property is pending.

Mike Mason stated that the current college housing is for the majority of students or former College of Southern Idaho students. Apartment living is more conducive to students. The school has a waiting list for Northview Apartments. Currently the dorms are full.

Community Development Director Humble stated that the R-6 zoning is the most dense residential housing.

Councilperson Clow asked that if the housing would be developed in the R-4 Pro how many units can be built.

Community Development Director Humble stated an R-4 zoning would require a Special Use Permit for four-plexes and would have to be built on individual lots. An apartment building is not allowed in an R-4 zone. Four plexes are four units on one lot. The density would be reduced significantly. A PRO overlay includes non-resident uses.

City Engineer Fields discussed accesses to the apartments. She stated that there is currently one approach on Falls for the first part of the development.

Councilperson Mills Sojka asked how the following Condition #3 will be met: Subject to approach/access issues on Falls Avenue West being resolved and approved by the Engineering Department prior to construction of the first phase of the project.

City Engineer Fields stated the desired distance from a driveway to an intersection, which is Blake Street, is a bit short. Given the distance for the apartments on the north side of the road, the desire would be to move that eastern most driveway so it aligns up a little bit better. The plan is to work with the developer to move the western most driveway so it makes the desired spacing from Blake Street. In addition move the eastern most driveway so it aligned most closely or as close as possible with the western most driveway with the apartment complex on the north side of the road.

Councilperson Kezele stated that he heard testimony that there are problems at Washington and Robbins and asked if the city has any internal studies on how that corner is affected by Washington Street and if there is there need for a traffic signal.

City Engineer Fields stated that the theory is that if you have adequate capacity on Washington Street then there will be gaps where people will be able to get in more easily. She stated that she has not looked for traffic data at Washington and Robbins at this point and time, and therefore cannot say if a traffic signal is warranted. She stated she is unclear if the City has data at the intersection.

Councilperson Craig asked for the timeline on phase 2 of the development.

Mike Mason stated the first phase would start in the spring with a year construction like in 2012. The second phase is not currently on the radar as far as funding. Currently there is not a definite timeline.

The public hearing portion of the hearing was closed.

MOTION:

Councilperson Kezele made the motion for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow for a college apartment complex on property located between the 140-250 Blocks of Falls Avenue West and Robbins Avenue West, c/o College of Southern Idaho represented by Mike Mason. (app. 2474) The motion was seconded by Councilperson Clow.

Council discussion followed.

Councilperson Johnson asked that upon a phase 2 development that a suitable engineering solution can be found for the Robbins neighborhood.

Community Development Director Humble explained that the Council can place a condition on the motion for traffic approval or require traffic study results. He stated adjacent to the hospital PUD there is similar concern to the access. The PUD states that driveway approaches had to be approved by Council.

AMENDED MOTION:

Councilperson Johnson made the amended motion that driveways on Robbins Avenue will require traffic calming measures to be implemented along Robbins Ave. and will require Council approval. The motion was seconded by Councilperson Mills Sojka. Roll call vote showed Councilpersons Clow, Craig, Johnson, Lanting and Mills Sojka voted in favor of the motion. Councilperson Kezele voted against the motion. Approved 5 to 1.

MAIN MOTION:

Roll call vote on the main motion as amended showed **all members present voted in favor of the motion.**

APPROVED 6 TO 0.

Mayor Don Hall took his seat on the Council.



Date: Monday, December 12, 2011
To: Honorable Mayor and City Council
From: Troy Vitek, P.E., Assistant City Engineer

Request:

Consideration of a resolution for the sole source designation on the #4 Aeration Blower Equipment Package.

Time Estimate:

The staff presentation will take approximately 5 minutes.

Background:

The Waste Water Treatment Plant (WWTP) currently owns and maintains 3 Spencer aeration blowers. The addition of a fourth aeration blower is required to treat the additional loads from the proposed Agra-Farma facility. During the design of the plant upgrades in the late 1990's, space and piping were provided to allow easy installation of a fourth 500 horsepower multi-stage centrifugal blower.

The WWTP personnel have a knowledge and inventory of used parts to maintain the current aeration blowers. Staff feels this is a perfect opportunity to match the 4th blower to the existing 3. To ensure that the blower's are identical it requires a sole source designation.

In a review of the system with WWTP staff and CH2MHill, the WWTP engineering consultants, it is determined that an additional blower is needed to meet Agra-Farma's needs at this time. The installation and maintenance of the blower will be provided by the WWTP staff.

Approval Process:

Idaho Code 67-2808 provides for a sole source exemption as follows:

(2) Sole source expenditures.

(a) The governing board of a political subdivision may declare that there is only one (1) vendor if there is only one (1) vendor for the personal property to be acquired. For purposes of this subsection (2), only one (1) vendor shall refer to situations where there is only one (1) source reasonably available and shall include, but not be limited to, the following situations:

(ii) Where the compatibility of equipment, components, accessories, computer software, replacement parts or service is the paramount consideration.

(b) Upon making the declaration that there is only one (1) vendor for personal property, unless the property is required for a life-threatening situation or a situation that is immediately detrimental to the public welfare or property, notice of a sole source procurement shall be published in the official newspaper of the political subdivision at least fourteen (14) calendar days prior to the award of the contract.

Budget Impact:

The funds required for this procurement will be handled by the Urban Renewal Agency and will be no impact to the City Reserves.

Regulatory Impact:

Approval of the request will allow the City to proceed procuring the Aeration blower package consisting of a multistage centrifugal blower, motor, control panel, inlet throttling valve and accessories for a complete system.

Conclusion:

Staff recommends that the Council authorize the Mayor sign the Resolution.

Attachments: Resolution

RESOLUTION NO. 1875

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, DECLARING A SOLE SOURCE SUPPLIER FOR PURCHASE OF AERATION BLOWER #4 EQUIPMENT PACKAGE.

WHEREAS, Idaho Code §67-2808(2) permits sole source expenditures where there is only one source for the acquisition of personal property reasonably available, including where the compatibility of equipment, components, accessories, computer software, replacement parts or service is the paramount consideration; and,

WHEREAS, The City of Twin Falls has maintained Three (3) Spencer 500 horsepower multi-stage centrifugal blowers since late 1990's and has an established parts inventory, and a routine schedule for maintenance and repair.

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

Section 1: The Twin Falls City Council hereby declares that Spencer 500 HP multi-stage centrifugal blower package shall be the sole source of Aeration Blower #4 equipment package for the City of Twin Falls.

Section 2: The Spencer Turbine Company shall be the supplier of the Aeration Blower #4 equipment package.

Section 3: That notice of sole source procurement shall be published in the Times-News at least fourteen (14) calendar days prior to the award of the contract.

PASSED BY THE CITY COUNCIL
SIGNED BY THE MAYOR

, 2011.
, 2011.

MAYOR

ATTEST:

DEPUTY CITY CLERK



Date: Monday, December 12, 2011
To: Honorable Mayor and City Council
From: Travis Rothweiler, City Manager

Request:

Consideration of enrolling into the National Citizen Survey at a cost of \$5,900, with a total cost of \$11,000.

Time Estimate:

The staff presentation will take approximately 10 minutes in addition to time needed for answering questions.

Background:

Every other year for nearly the past two decades, the City has asked its citizens to respond to its customer satisfaction survey. The last survey was issued in 2009.

Through the survey, the City has been able to measure its citizen's opinions and impressions of the levels of services offered by the City's departments. In turn, we have been able to measure our customer's level of satisfaction with programs or services. Based on feedback it has received, the City has used the data collected during the survey as a part of the City's comprehensive strategic planning effort and to justify improvements to levels of service.

The National Citizen Survey (NCS) is a "turnkey" citizen survey service offered by the International City Management Association and the National Research Center. The NCS is considered to be a cost effective system for conducting comprehensive surveys of local residents.

By participating in the NCS, the City of Twin Falls will have:

- Insights into the customer's expectations
- Opportunities to determine the quality and quantity of the service provided
- Assistance in developing organizational strategies, goals, objectives and tasks
- Tools to set performance standards, establish benchmarks and develop appropriate measurement tools
- Basis for evaluating outcomes, recognize accomplishments and celebrate successes, and develop strategies to elevate levels in areas that fall short of expectations.
- Communications vehicle with customers regarding satisfaction ratings and changes to programs and projects to meet the ever-changing demands for better services

The NCS will allow the City to monitor trends in resident opinion, measure government performance, assess support for local policies, inform budget, land use, and strategic planning decisions, communicate with residents, and benchmark service ratings.

NCS questions center around four core components: quality of life in the community, quality of local government services, residential participation in local activities, policy options and community demographics. The NCS survey we sent out in 2009 has been attached to this request.

If the City of Twin Falls enrolls in the National Citizen Survey for 2012, it will also receive a geographic crosstab report and maps of geocoded responses for our customized questions at no additional cost. These two services are valued at nearly \$2,000.

The NCS Basic Service is priced at \$9,900 as long as the City enrolls by January 15, 2012 and completes data collection by April 1, 2012. It includes:

- Customized survey form with up to three “open response” style questions.
- Customized cover letter.
- Three mailings to 1,200 randomly selected households: pre-survey postcard and two mailings of the survey instrument.
- A margin of error (95 percent confidence interval) of no more than +/- 5 percentage points around any percent.
- Data input and cleaning.
- Data weighted to reflect population norms.
- Full report of results, including statistical analysis of survey results and comparison with national benchmarks.
- Technical assistance by phone and e-mail.
- Action chart that can help you decide where to best focus your resources.
- Key Driver Analysis.

The additional \$1,100 fee would allow the City to have custom benchmarking data, which would allow the City to develop a performance management system using the comparative data from similar, participating communities.

Data collected in previously issued City surveys would not be lost; questions asked in the NCS survey vehicle are similar to those asked by the City in previously issues surveys.

Approval Process:

Approval of this request requires a simple majority (50%+1) of the City Council members present at this meeting.

Budget Impact:

The cost to enroll in the NCS is \$5,900, which must be paid before January 12, 2012 in order to secure that price. The total cost of the NCS is \$11,000. Although no funds were appropriated to fund the survey this fiscal year, the City has budgeted \$14,500 for the implementation of a performance measurement system. The results from the NCS are needed before we implement a performance measurement system.

In 2009, the City spent the same price of \$11,000 on the survey.

Regulatory Impact:

There is no regulatory impact associated with this request.

Conclusion:

The NCS process will allow the City of Twin Falls to will take an “inventory” our citizen’s of current beliefs and opinions of those receiving city services. Secondly, the results of the survey are analyzed, specific target levels are identified and performance measures can be developed. Lastly, internal policies are enacted and structures are put in place to continually track performance and to receive customer feedback. In addition, customers are provided feedback regarding changes to services based on their comments and suggestions. Additionally, it will allow the City to compare its performance and ratings with approximately 500 other communities.

City Staff recommends the City of Twin Falls join the NCS.

Attachments:

1. NCS Application form
2. 2009 National Citizen Survey
3. List of Participating Cities

2011 Enrollment Form

The National Citizen Survey™
The NCS Basic Service \$9,900.00*

Your selection of additional options will be confirmed during the preparation for your community's citizen survey. At that time, you will pay the full cost of the additional options you have chosen. You will be invoiced for the balance of the Basic Service after the survey process is completed.

Additional options available:

Comparison to prior NCS results	No Charge
National benchmark comparisons	No Charge
Comparison to prior (non-NCS) results	\$1,750
Custom benchmark comparisons	\$1,100
Demographic subgroup comparisons	\$900
Expanded mailing (sample size increased from 1,200 to 3,000 households)	\$7,000
Geographic subgroup comparisons	\$1,100
One open-ended question	\$1,500
On-site presentation of results	\$2,800
Phone data collection (instead of mail data collection)	\$6,000
Spanish translation of survey available	\$1,450
Web survey (limited to scientific sample)	\$900
Web survey (open to entire community, not a scientific sample)	\$650

Name	Travis Rothweiler	Title	City Manager	Organization	City of Twin Falls
Address City/State/Zip (Please include physical address as well as PO Box, if applicable)					
321 Second Ave East Twin Falls, ID 83303 PO Box 1907					
Phone	(208) 735-7271	Fax	(208) 736 - 2296	Email	trothweiler@tfid.org

Make Checks Payable to National Research Center, Inc.

Check enclosed for \$5,900.00

To Order: Send this completed form with payment to:

The National Citizen Survey™
National Research Center, Inc.
Attn: Damema Mann
3005 30th Street
Boulder, CO 80301
303-444-7863, x118
Damema@n-r-c.com

** Prices effective as of January 1, 2011*

The City of Twin Falls 2009 Citizen Survey

Please complete this questionnaire if you are the adult (age 18 or older) in the household who most recently had a birthday. The adult's year of birth does not matter. Please select the response (by circling the number or checking the box) that most closely represents your opinion for each question. Your responses are anonymous and will be reported in group form only.

1. Please rate each of the following aspects of quality of life in Twin Falls:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Twin Falls as a place to live	1	2	3	4	5
Your neighborhood as a place to live.....	1	2	3	4	5
Twin Falls as a place to raise children	1	2	3	4	5
Twin Falls as a place to work	1	2	3	4	5
Twin Falls as a place to retire	1	2	3	4	5
The overall quality of life in Twin Falls	1	2	3	4	5

2. Please rate each of the following characteristics as they relate to Twin Falls as a whole:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Sense of community.....	1	2	3	4	5
Openness and acceptance of the community toward people of diverse backgrounds.....	1	2	3	4	5
Overall appearance of Twin Falls.....	1	2	3	4	5
Cleanliness of Twin Falls.....	1	2	3	4	5
Overall quality of new development in Twin Falls	1	2	3	4	5
Variety of housing options	1	2	3	4	5
Overall quality of business and service establishments in Twin Falls.....	1	2	3	4	5
Shopping opportunities.....	1	2	3	4	5
Opportunities to attend cultural activities.....	1	2	3	4	5
Recreational opportunities	1	2	3	4	5
Employment opportunities	1	2	3	4	5
Educational opportunities	1	2	3	4	5
Opportunities to participate in social events and activities	1	2	3	4	5
Opportunities to participate in religious or spiritual events and activities.....	1	2	3	4	5
Opportunities to volunteer.....	1	2	3	4	5
Opportunities to participate in community matters.....	1	2	3	4	5
Ease of car travel in Twin Falls	1	2	3	4	5
Ease of bicycle travel in Twin Falls.....	1	2	3	4	5
Ease of walking in Twin Falls	1	2	3	4	5
Availability of paths and walking trails	1	2	3	4	5
Traffic flow on major streets.....	1	2	3	4	5
Amount of public parking	1	2	3	4	5
Availability of affordable quality housing.....	1	2	3	4	5
Availability of affordable quality child care	1	2	3	4	5
Availability of affordable quality health care	1	2	3	4	5
Availability of affordable quality food	1	2	3	4	5
Availability of preventative health services.....	1	2	3	4	5
Air quality.....	1	2	3	4	5
Quality of overall natural environment in Twin Falls.....	1	2	3	4	5
Overall image or reputation of Twin Falls	1	2	3	4	5

3. Please rate the speed of growth in the following categories in Twin Falls over the past 2 years:

	<i>Much too slow</i>	<i>Somewhat too slow</i>	<i>Right amount</i>	<i>Somewhat too fast</i>	<i>Much too fast</i>	<i>Don't know</i>
Population growth	1	2	3	4	5	6
Retail growth (stores, restaurants, etc.).....	1	2	3	4	5	6
Jobs growth.....	1	2	3	4	5	6

4. To what degree, if at all, are run down buildings, weed lots or junk vehicles a problem in Twin Falls?
 Not a problem Minor problem Moderate problem Major problem Don't know

5. Please rate how safe or unsafe you feel from the following in Twin Falls:

	Very safe	Somewhat safe	Neither safe nor unsafe	Somewhat unsafe	Very unsafe	Don't know
Violent crime (e.g., rape, assault, robbery)	1	2	3	4	5	6
Property crimes (e.g., burglary, theft).....	1	2	3	4	5	6
Environmental hazards, including toxic waste.....	1	2	3	4	5	6

6. Please rate how safe or unsafe you feel:

	Very safe	Somewhat safe	Neither safe nor unsafe	Somewhat unsafe	Very unsafe	Don't know
In your neighborhood during the day.....	1	2	3	4	5	6
In your neighborhood after dark.....	1	2	3	4	5	6
In Twin Falls' downtown area during the day.....	1	2	3	4	5	6
In Twin Falls' downtown area after dark.....	1	2	3	4	5	6

7. During the past twelve months, were you or anyone in your household the victim of any crime?
 No → Go to Question 9 Yes → Go to Question 8 Don't know → Go to Question 9

8. If yes, was this crime (these crimes) reported to the police?
 No Yes Don't know

9. In the last 12 months, about how many times, if ever, have you or other household members participated in the following activities in Twin Falls?

	Never	Once or twice	3 to 12 times	13 to 26 times	More than 26 times
Used Twin Falls public libraries or their services.....	1	2	3	4	5
Used Twin Falls recreation centers.....	1	2	3	4	5
Participated in a recreation program or activity	1	2	3	4	5
Visited a neighborhood park or City park.....	1	2	3	4	5
Attended a meeting of local elected officials or other local public meeting	1	2	3	4	5
Watched a meeting of local elected officials or other local public meeting on cable television	1	2	3	4	5
Read Twin Falls Newsletter.....	1	2	3	4	5
Visited the City of Twin Falls Web site (at www.tfid.org)	1	2	3	4	5
Recycled used paper, cans or bottles from your home.....	1	2	3	4	5
Volunteered your time to some group or activity in Twin Falls.....	1	2	3	4	5
Participated in a club or civic group in Twin Falls.....	1	2	3	4	5

10. About how often, if at all, do you talk to or visit with your immediate neighbors (people who live in the 10 or 20 households that are closest to you)?

- Just about every day
 Several times a week
 Several times a month
 Once a month
 Several times a year
 Once a year or less
 Never

The City of Twin Falls 2009 Citizen Survey

11. Please rate the quality of each of the following services in Twin Falls:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Police services	1	2	3	4	5
Fire services	1	2	3	4	5
Crime prevention	1	2	3	4	5
Fire prevention and education	1	2	3	4	5
Traffic enforcement	1	2	3	4	5
Street repair	1	2	3	4	5
Street cleaning	1	2	3	4	5
Street lighting	1	2	3	4	5
Snow removal	1	2	3	4	5
Traffic signal timing	1	2	3	4	5
Garbage collection	1	2	3	4	5
Recycling	1	2	3	4	5
Yard waste pick-up	1	2	3	4	5
Storm drainage	1	2	3	4	5
Drinking water	1	2	3	4	5
Sewer services	1	2	3	4	5
City parks	1	2	3	4	5
Recreation programs or classes	1	2	3	4	5
Recreation centers or facilities	1	2	3	4	5
Land use, planning and zoning	1	2	3	4	5
Code enforcement (weeds, abandoned buildings, etc)	1	2	3	4	5
Animal control	1	2	3	4	5
Economic development	1	2	3	4	5
Services to seniors	1	2	3	4	5
Services to youth	1	2	3	4	5
Public library services	1	2	3	4	5
Public information services	1	2	3	4	5
Preservation of natural areas such as open space, farmlands and greenbelts	1	2	3	4	5

12. Overall, how would you rate the quality of the services provided by each of the following?

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
The City of Twin Falls	1	2	3	4	5
The Federal Government	1	2	3	4	5
The State Government	1	2	3	4	5
Twin Falls County Government	1	2	3	4	5

13. Have you had any in-person or phone contact with an employee of the City of Twin Falls within the last 12 months (including police, receptionists, planners or any others)?

- No → Go to Question 15 Yes → Go to Question 14

14. What was your impression of the employee(s) of the City of Twin Falls in your most recent contact? (Rate each characteristic below.)

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
Knowledge.....	1	2	3	4	5
Responsiveness.....	1	2	3	4	5
Courtesy.....	1	2	3	4	5
Overall impression.....	1	2	3	4	5

15. Please rate the following categories of Twin Falls government performance:

	<i>Excellent</i>	<i>Good</i>	<i>Fair</i>	<i>Poor</i>	<i>Don't know</i>
The value of services for the taxes paid to Twin Falls.....	1	2	3	4	5
The overall direction that Twin Falls is taking.....	1	2	3	4	5
The job Twin Falls government does at welcoming citizen involvement.....	1	2	3	4	5
The job Twin Falls government does at listening to citizens.....	1	2	3	4	5

16. Please indicate how likely or unlikely you are to do each of the following:

	<i>Very likely</i>	<i>Somewhat likely</i>	<i>Somewhat unlikely</i>	<i>Very unlikely</i>	<i>Don't know</i>
Recommend living in Twin Falls to someone who asks.....	1	2	3	4	5
Remain in Twin Falls for the next five years.....	1	2	3	4	5

17. What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:

- Very positive Somewhat positive Neutral Somewhat negative Very negative

18. Please check the response that comes closest to your opinion for each of the following questions:

a. Please indicate to what extent you agree or disagree with each of the following statements:

	<i>Strongly agree</i>	<i>Somewhat agree</i>	<i>Somewhat oppose</i>	<i>Strongly oppose</i>	<i>Don't Know</i>
The City should maintain current levels of service, even if taxes and/or fees must be raised.....	1	2	3	4	5
The City should only raise taxes and/or fees to maintain core service levels (such as streets, public safety, water quality, and wastewater services).....	1	2	3	4	5
The City should not raise taxes and/or fees, even if service levels have to be cut.....	1	2	3	4	5

b. How much information, if any, do you get about the Twin Falls government and its activities, events and services from each of the following sources?

	<i>Most</i>	<i>A lot</i>	<i>Some</i>	<i>None</i>
City Web site (www.tfid.org).....	1	2	3	4
Local media outlets (newspapers, radio, local television stations).....	1	2	3	4
Meetings on the local government cable Channel 17.....	1	2	3	4
City newsletter in the water bill.....	1	2	3	4
Town Hall meetings and other public meetings.....	1	2	3	4
Talking with City officials.....	1	2	3	4
Word-of-mouth.....	1	2	3	4

c. How would you rate the overall performance of the City of Twin Falls government?

- Excellent
 Good
 Fair
 Poor

The City of Twin Falls 2009 Citizen Survey

Our last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

D1. Are you currently employed for pay?

- No → Go to Question D3
- Yes, full time → Go to Question D2
- Yes, part time → Go to Question D2

D2. During a typical week, how many days do you commute to work (for the longest distance of your commute) in each of the ways listed below? (Enter the total number of days, using whole numbers.)

- Motorized vehicle (e.g., car, truck, van, motorcycle, etc...) by myself days
- Motorized vehicle (e.g., car, truck, van, motorcycle, etc...) with other children or adults days
- Bus, Rail, Subway or other public transportation days
- Walk days
- Bicycle days
- Work at home days
- Other days

D3. How many years have you lived in Twin Falls?

- Less than 2 years 11-20 years
- 2-5 years More than 20 years
- 6-10 years

D4. Which best describes the building you live in?

- One family house detached from any other houses
- House attached to one or more houses (e.g., a duplex or townhome)
- Building with two or more apartments or condominiums
- Mobile home
- Other

D5. Is this house, apartment or mobile home...

- Rented for cash or occupied without cash payment?
- Owned by you or someone in this house with a mortgage or free and clear?

D6. About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance and homeowners' association (HOA) fees)?

- Less than \$300 per month
- \$300 to \$599 per month
- \$600 to \$999 per month
- \$1,000 to \$1,499 per month
- \$1,500 to \$2,499 per month
- \$2,500 or more per month

D7. Do any children 17 or under live in your household?

- No Yes

D8. Are you or any other members of your household aged 65 or older?

- No Yes

D9. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

- Less than \$24,999
- \$25,000 to \$49,999
- \$50,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 or more

Please respond to both question D10 and D11:

D10. Are you Spanish, Hispanic or Latino?

- No, not Spanish, Hispanic or Latino
- Yes, I consider myself to be Spanish, Hispanic or Latino

D11. What is your race? (Mark one or more races to indicate what race you consider yourself to be)

- American Indian or Alaskan Native
- Asian, Asian Indian or Pacific Islander
- Black or African American
- White
- Other

D12. In which category is your age?

- 18-24 years 55-64 years
- 25-34 years 65-74 years
- 35-44 years 75 years or older
- 45-54 years

D13. What is your sex?

- Female Male

D14. Are you registered to vote in your jurisdiction?

- No Ineligible to vote
- Yes Don't know

D15. Many people don't have time to vote in elections. Did you vote in the last general election?

- No Ineligible to vote
- Yes Don't know

D16. Do you have a cell phone?

- No Yes

D17. Do you have a land line at home?

- No Yes

D18. If you have both a cell phone and a land line, which do you consider your primary telephone number?

- Cell Land line Both

Thank you for completing this survey. Please return the completed survey in the postage paid envelope to: National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502

Jurisdiction Name	StateID	Census 2010
Casa Grande	AZ	48,571
Chandler	AZ	236,123
Dewey-Humboldt	AZ	3,894
Mesa	AZ	439,041
Peoria	AZ	154,065
Prescott Valley	AZ	38,822
Queen Creek	AZ	26,361
Safford	AZ	9,566
Scottsdale	AZ	217,385
Sedona	AZ	10,031
Surprise	AZ	117,517
Tucson	AZ	520,116
Yuma	AZ	93,064
Benicia	CA	26,997
Burlingame	CA	28,806
Chula Vista	CA	243,916
Concord	CA	122,067
Coronado	CA	18,912
El Cerrito	CA	23,549
Elk Grove	CA	153,015
Galt	CA	23,647
Laguna Beach	CA	22,723
Livermore	CA	80,968
Lodi	CA	62,134
Long Beach	CA	462,257
Menlo Park	CA	32,026
Oceanside	CA	167,086
Palm Springs	CA	44,552
Palo Alto	CA	64,403
Richmond	CA	103,701
Ridgecrest	CA	27,616
San Jose	CA	945,942
San Luis Obispo County	CA	269,637
San Ramon	CA	72,148
Santa Barbara County	CA	423,895
Seaside	CA	33,025
South Lake Tahoe	CA	21,403
Stockton	CA	291,707
Sunnyvale	CA	140,081
Walnut Creek	CA	64,173
Arapahoe County	CO	572,003
Archuleta County	CO	12,084
Aurora	CO	325,078
Boulder County	CO	294,567

Craig	CO	9,464
Crested Butte	CO	1,487
Denver	CO	600,158
Englewood	CO	30,255
Estes Park	CO	5,858
Gunnison County	CO	15,324
Jefferson County	CO	534,543
Larimer County	CO	299,630
Thornton	CO	118,772
Windsor	CO	18,644
Coventry	CT	2,990
Dover	DE	36,047
Bonita Springs	FL	43,914
Brevard County	FL	543,376
Cape Coral	FL	154,305
Charlotte County	FL	159,978
Clearwater	FL	107,685
Cooper City	FL	28,547
Dania Beach	FL	
Daytona Beach	FL	61,005
Delray Beach	FL	60,522
Destin	FL	12,305
Gainesville	FL	124,354
Jupiter	FL	55,156
Lee County	FL	618,754
Melbourne	FL	76,068
Oakland Park	FL	41,363
Ocoee	FL	35,579
Oldsmar	FL	13,591
Oviedo	FL	33,342
Palm Bay	FL	103,190
Palm Coast	FL	75,180
Pasco County	FL	464,697
Pinellas County	FL	916,542
Port St. Lucie	FL	164,603
Sanford	FL	53,570
Sarasota	FL	51,917
South Daytona	FL	12,252
Titusville	FL	43,761
Walton County	FL	55,043
Winter Garden	FL	34,568
Albany	GA	77,434
Cartersville	GA	19,731
Conyers	GA	15,195
Decatur	GA	19,335
McDonough	GA	22,084
Milton	GA	32,661

Sandy Springs	GA	93,853
Savannah	GA	136,286
Smyrna	GA	51,271
Snellville	GA	18,242
Suwanee	GA	15,355
Honolulu	HI	953,207
Ankeny	IA	45,582
Bettendorf	IA	33,217
Muscatine	IA	22,886
Urbandale	IA	39,463
Pocatello	ID	54,255
Post Falls	ID	27,574
Twin Falls	ID	44,125
Collinsville	IL	25,579
Crystal Lake	IL	40,743
DeKalb	IL	43,862
Evanston	IL	74,486
Highland Park	IL	29,763
Homewood	IL	19,323
Lincolnwood	IL	12,590
Oak Park	IL	51,878
O'Fallon	IL	28,281
Palatine	IL	68,557
Park Ridge	IL	37,480
Peoria County	IL	186,494
Riverside	IL	8,875
Shorewood	IL	15,615
Skokie	IL	64,784
Sugar Grove	IL	8,997
Wilmington	IL	5,724
Brownsburg	IN	21,285
Fishers	IN	76,794
Munster	IN	23,603
Noblesville	IN	51,969
Arkansas City	KS	12,415
Salina	KS	47,707
Wichita	KS	382,368
Ashland	KY	21,684
Bowling Green	KY	58,067
Daviess County	KY	96,656
Andover	MA	8,762
Needham	MA	28,886
Gaithersburg	MD	59,933
La Plata	MD	8,753
Ocean City	MD	7,102
Ann Arbor	MI	113,934
Farmington Hills	MI	79,740

Howell	MI	9,489
Jackson County	MI	160,248
Midland	MI	41,863
Novi	MI	55,224
Petoskey	MI	5,670
Rochester	MI	12,711
South Haven	MI	4,403
Troy	MI	80,980
Chanhassen	MN	22,952
Duluth	MN	86,265
Hutchinson	MN	14,178
Maplewood	MN	38,018
St. Cloud	MN	65,842
St. Louis County	MN	200,226
Maryville	MO	11,972
Richmond Heights	MO	8,603
Billings	MT	104,170
Bozeman	MT	37,280
Asheville	NC	83,393
Davidson	NC	10,944
Wilmington	NC	106,476
Winston-Salem	NC	229,617
Grand Island	NE	48,520
La Vista	NE	15,758
Dover	NH	29,987
Lebanon	NH	13,151
Summit	NJ	21,457
Alamogordo	NM	30,403
Bloomfield	NM	8,112
Farmington	NM	45,877
Rio Rancho	NM	87,521
San Juan County	NM	130,044
Taos	NM	5,716
Henderson	NV	257,729
North Las Vegas	NV	216,961
Reno	NV	225,221
Washoe County	NV	421,407
Geneva	NY	13,261
Rye	NY	15,720
Watertown	NY	27,023
Delaware	OH	34,753
Dublin	OH	41,751
Hamilton	OH	62,477
Hudson	OH	22,262
Piqua	OH	20,522
Sandusky	OH	25,793

Upper Arlington	OH	33,771
Broken Arrow	OK	98,850
Oklahoma City	OK	579,999
Stillwater	OK	45,688
Ashland	OR	20,078
Corvallis	OR	54,462
Gresham	OR	105,594
Hermiston	OR	16,745
Lane County	OR	351,715
McMinnville	OR	32,187
Springfield	OR	59,403
Tualatin	OR	26,054
Chambersburg	PA	20,268
Cumberland County	PA	235,406
Ephrata Borough	PA	13,394
Kutztown Borough	PA	5,012
State College	PA	42,034
East Providence	RI	47,037
Greer	SC	25,515
Mauldin	SC	22,889
Rock Hill	SC	66,154
Rapid City	SD	67,956
Sioux Falls	SD	153,888
Johnson City	TN	63,152
Morristown	TN	29,137
White House	TN	10,255
Benbrook	TX	21,234
Dallas	TX	1,197,816
Duncanville	TX	38,524
Grand Prairie	TX	175,396
League City	TX	83,560
McAllen	TX	129,877
Missouri City	TX	67,358
Pasadena	TX	149,043
Plano	TX	259,841
Temple	TX	66,102
Watauga	TX	23,497
Farmington	UT	18,275
Park City	UT	7,558
Washington City	UT	18,761
Albemarle County	VA	98,970
Ashland	VA	7,225
Blacksburg	VA	42,620
Fredericksburg	VA	24,286

Hampton	VA	137,436
Hanover County	VA	99,863
Hopewell	VA	22,591
James City County	VA	67,009
Lexington	VA	7,042
Lynchburg	VA	75,568
Montgomery County	VA	94,392
Northampton County	VA	12,389
Radford	VA	16,408
Williamsburg	VA	14,068
Montpelier	VT	7,855
Airway Heights	WA	6,114
Federal Way	WA	89,306
Gig Harbor	WA	7,126
Lynnwood	WA	35,836
Marysville	WA	60,020
Mountlake Terrace	WA	19,909
Pasco	WA	59,781
Renton	WA	90,927
Appleton	WI	72,623
Eau Claire	WI	65,883
Merrill	WI	9,661
Milton	WI	5,546
Whitewater	WI	14,390
Morgantown	WV	29,660
Casper	WY	55,316
Cheyenne	WY	59,466
Teton County	WY	21,294



MONDAY December 12, 2011
To: Honorable Mayor and City Council
From: Mitch Humble, Community Development Director

Request:

Re-consideration of a recommendation from the Downtown Parking Task Force regarding downtown parking management.

Time Estimate:

The staff presentation will take approximately 10 minutes. Time will be needed for questions.

Background:

At their 11/28/2011 meeting, the Council did not approve the parking task force's recommendations. However, the Council did request that the item be scheduled for re-consideration at this meeting. As the parking task force has not met since the 11/28 Council meeting, there are no additional or amended recommendations from the task force for tonight's discussion. However, I have attached more supplemental information to this report. Attached is the parking staff report for the 6/20/11 Council meeting. This report includes survey results and minutes from a neighborhood meeting held in May about downtown parking. Also attached are the minutes from the 11/28/11 Council meeting.

In addition to the attachments, I wanted to share some parking enforcement information that may help the conversation. I asked our parking enforcement staff to provide some statistics for parking violations, specifically, violations for leased parking (those parked in a leased space without a lease tag), meters (those parked in a metered space with time expired), and 3-hour free parking (those parked in 3-hour parking spaces longer than 3 hours). These numbers are provided in the table below for the 2011 fiscal year and for 2 months of the 2012 fiscal year.

2011

Leased Parking	919 Warnings	35 Citations
Meters	1603 Warnings	52 Citations
3-hr free	423 Warnings	135 Citations

2012 (Oct/Nov)

Leased Parking	146 Warnings	6 Citations
Meters	183 Warnings	7 Citations
3-hr free	61 Warnings	26 Citations

The remainder of this staff report is the same as the report given to the Council on 11/28.

At the June 20, 2011 City Council meeting, the Council directed the Mayor to establish a Downtown Parking Task Force to make recommendations to the Council regarding downtown parking management. That task force was to come up with recommendations that do not require additional tax support for the parking management program, and was to bring their recommendations to the Council by November 15, 2011. The Mayor appointed the task force and it began meeting in July 2011. Members of the task force included Mayor Don Hall, Councilman Dave Johnson, Tom Ashenbrenner, Mary Brand, Cindy Bond, Doug Vollmer, and Clark Parrish. Leila Sanchez and I provided staff support for the task force. The task force had recommendations ready to be presented to the Council at their November 14, 2011 meeting. However, Mayor Hall and Councilman Johnson received a comment regarding those recommendations that merited discussion with the entire task force and led to a minor change in the recommendations. Due to that comment, an additional task force meeting was held on November 16, 2011 to discuss the input and make final recommendations.

Early on in process, the task force adopted some guiding principles to be used as we crafted our recommendations. Those guiding principles were:

1. Downtown customers should be the primary consideration for the recommendations,
2. The City should be responsive to the needs of downtown as expressed throughout the various public input gathering opportunities, namely the desire for free parking,
3. Parking turnover, particularly in those spaces closest to businesses, is important, and
4. The recommendations should help downtown grow and thrive.

Using these principles, the task force spent several meetings discussing various options and creating their recommendations. Following is the list of recommendations from the task force to the Council.

- Remove all parking meters.
- Abandon the leasing of individual parking spaces.
- All City owned parking lots will provide free public parking on a first come, first served basis.
- On street public parking should be regulated with posted time limits. However, the limits do not all have to be the same and should be appropriate for their location. Specifically, parking spaces along the retail portions of Main Street should have a 2 hour parking limit. However, shorter or longer time limits may be appropriate in other locations. The City should have the ability to be flexible and reasonable in the assignment of time limits.
- In the public parking lots, the first row of parking spaces located closest to the alleys and buildings should contain a 3 hour time limit. Other spaces in the public lots should not have a limit.
- Parking enforcement will be limited and on a response basis, rather than proactive, as it is currently done.
- The City should actively seek out opportunities to develop more public parking, and do so in areas where there is a need. The City should partner with the Urban Renewal Agency and with the State through grant opportunities in this effort.
- The City should retain the ability to lease parking lots for economic development opportunities and to encourage private downtown investment and growth. These leases should be property leases, rather than individual parking space leases so that the management of the lease does not require significant staff administration time. Also, when considering a parking property lease, the Council should weigh the parking needs of existing public parking users and try to avoid damaging existing users with a decision. A process should be set up to allow input from existing users as well.

These recommendations comply with the guiding principles established by the task force. Removing the parking meters is in direct response to the public input. The time limits in those spaces along the street and in the lots closest to the buildings will encourage customer turnover and should help ensure close spaces are available for downtown customers. Free parking should help downtown businesses be successful.

An impact of the decision to remove meters is that more than half of the parking program's revenue is lost. With that loss in revenue, and the Council's direction not to supplement the parking program with additional tax dollars, staffing for the program's management and enforcement becomes a problem. That staffing concern led to the recommendation to abandon the lease program. With no funding for enforcement, the task force felt it would be difficult to maintain an effective lease program.

The task force acknowledged that downtown parking presents an interesting challenge. That is primarily due to the reduced and sometimes eliminated parking requirements. Due to those requirements, most downtown parking available is publicly owned, including on-street parking. The task force felt that because the City has allowed the reduced parking requirements, the City should play a significant role in providing public parking.

The task force also believes that implementation of the recommendations should begin immediately. Implementation should begin with the removal of the meters and the installation of the appropriate lime limit signs. Once all the meters are removed, there will be several meter poles that should be addressed. The task force did not make a

specific recommendation about what to do with the poles, but felt some thought should be put into that issue. One idea was that perhaps small sidewalk lighting could be installed on the poles. The current batch of leases all expire at the end of December. The task force believes that those leases should stay in place until they expire, but upon expiration, no more new leases are signed.

Approval Process:

A simple majority vote by the Council is needed to approve the request. Some amendments to appropriate sections of City Code may be necessary to make the Code match these recommendations. Staff will begin the appropriate process to amend the Code as necessary following the Council's action.

Budget Impact:

Approval of this request will eliminate the parking fund revenue. In Fiscal Year 2012, that revenue is projected to be \$64,100. However, approval of the request would also eliminate much of the planned parking fund expenses. Those expenses for Fiscal Year 2012 are projected to also be \$64,100. Therefore, there is no net budget impact. Installation of time limit signs will have a cost. We have not estimated the exact cost yet. We need to determine where signs need to go first. However, we also estimate that current parking fund balances would be used to pay for sign installation.

Regulatory Impact:

Approval of the request will effectively eliminate the City's downtown parking regulation program and provide free public parking downtown.

Conclusion:

The Downtown Parking Task Force recommends that the City Council approve the request as presented.

Attachments:

1. June 20, 2011 Council Staff Report on Parking
2. Parking Excerpts from November 28, 2011 Council Meeting Minutes



Date: June 20, 2011
To: Honorable Mayor and City Council
From: Melinda Anderson, Economic Development Director

Request:

Discussion regarding downtown parking management.

Time Estimate:

The staff presentation will be less than 10 minutes. While this item is not a public hearing, we have provided notification and expect interested people to be in attendance. The Council may wish to allow public comment.

Background:

Former BID members began discussion of parking management changes in 2009. The BID board held several public discussions during that time and developed a series of 9 changes for the Council to consider. In 2010 as the BID was in the process of disbanding, the parking management discussion was put on hold. Two months ago the Council asked staff to move forward on this issue. The City held a public forum on May 26 and created an online opinion survey which was posted on the City's website for 2 weeks for anyone to complete.

Below is an explanation of how public input on downtown parking was gathered as well as a sample of responses from both the opinion survey and the parking town hall meeting. This staff report includes just a smattering of those responses and the full reports are included as attachments.

Opinion Survey

Rebecca Mills Sojka and Melinda Anderson drafted a series of opinion survey questions which were forwarded to City staff for review and revision. Staff posted the survey on the City's website on May 23 and it closed at midnight on June 3. The survey was separated into two groups: 1) Downtown property owners, merchants, and employees; and 2) downtown customers. Each were asked questions specific to their group. The full survey results including comments are attached to this staff report. Below are selected responses to the survey.

270 survey responses were received. Sixty-seven (24.9%) identified themselves as a property owner, merchant, or employee. When asked if there should be a downtown parking management/maintenance program, 41 (64.1%) answered yes. When asked who should pay for downtown parking maintenance & management, 45 (85%) answered that the City (through property taxes) should pay for it. In addition, 44 (68.75%) either agree or somewhat agree that the parking meters are a detriment to attracting customers to their business.

Two hundred and two persons identified themselves as customers for this survey. When asked if paying to park at the meters affect their decision to come downtown, 86 (44.8%) responded 'yes'. The following

question asked 'why' and the responses are included with the survey results. When asked if there should be regulated parking, 111 (59.7%) answered 'no'.

There are several questions where respondents had the opportunity to add additional comment. All of those comments are included with the survey results.

Parking Town Hall

Greg Lanting, Vice-Mayor, facilitated a town hall discussion on May 26 from 7-9 pm at the Historic Ballroom. Travis Rothweiler and Mitch Humble answered questions asked by the participants. Rebecca Mills Sojka and Melinda Anderson took notes. Nineteen participants signed the log but there appeared to be 30 or more people in attendance. Most of the participants were downtown property or business owners. Greg explained the purpose of the meeting and encouraged all to provide their input and ask questions regarding downtown parking. The notes from the meeting are attached.

While there was agreement that parking availability is essential, there wasn't unanimous agreement as to how a parking system could or should be managed. Most of the questions and comments centered on the parking meters. There were comments that advocated taking them out permanently and taking them out as a trial. Another suggestion raised was to change some parking lots to customer parking only while changing other, more remote lots to leased parking only. Business owners stressed that it is customers who keep them in business and its customers that should be the focus of any parking discussion and decisions.

Approval Process:

This item is simply a report on the outcomes of the public meeting and the survey. No approval is requested.

Budget Impact:

For FY 2011, the Parking Department budgeted a total of \$66,500. There are three separate income sources: parking meters, parking leases, and parking fines. Parking meter revenue was budgeted at \$37,000 based on the FY 2010 data with parking leases and parking fines coming in 2nd and 3rd in amounts. Payroll costs were budgeted at \$55,599, operations at \$4,800, and capital improvements at \$5,801.

Regulatory Impact:

This item is simply a report and discussion. However, following this discussion, staff will use the direction from Council and prepare recommendations for changes, if any, for future Council consideration.

Conclusion:

Staff recommends that the Council review the information provided, as well as public input, and provide input for staff to use in the preparation of program recommendations for future Council consideration.

Attachments:

1. May 2011 Parking Opinion Survey Results
2. May 26 Town Hall discussion notes

PAGE: QUESTION DIRECT

1. Are you a:

		Response Percent	Response Count
Property Owner/Business Owner/Employee		24.9%	67
Customer		75.1%	202
		answered question	269
		skipped question	1

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

2. Describe your ownership:

		Response Percent	Response Count
Absentee downtown property owner		3.1%	2
Downtown business owner but not a property owner		28.1%	18
Downtown business and property owner		42.2%	27
Downtown business employee		26.6%	17
		answered question	64
		skipped question	206

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

3. Should there be a downtown parking management/maintenance program?

		Response Percent	Response Count
Yes		64.1%	41
No		35.9%	23
		answered question	64
		skipped question	206

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

4. I believe that downtown business owners should be responsible for enforcing and maintaining the downtown parking system.			
		Response Percent	Response Count
Yes		36.9%	24
No		47.7%	31
Unknown		15.4%	10
answered question			65
skipped question			205

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

5. If you answered "No" on Question 4, who should manage the downtown parking system?			
		Response Percent	Response Count
City		58.1%	25
Parking management company		18.6%	8
Business owner organization		9.3%	4
Downtown property owners		14.0%	6
Other (please specify) Hide replies			6

- 1. AND AAAT NO EXPENSE TO DOWN TOWN Thu, Jun 2, 2011 11:49 AM
- 2. No one, the downtown area is trying to rebuild meters and tickets keep people away Fri, May 27, 2011 8:45 AM
- 3. Business owners Thu, May 26, 2011 4:09 PM
- 4. A combination of the City and Downtown property owners. Thu, May 26, 2011 1:54 PM
- 5. There should not be a downtown parking system Thu, May 26, 2011 1:38 PM
- 6. Either the city should manage the parking downtown or hire a parking management company to do so. Wed, May 25, 2011 9:15 AM

answered question			43
skipped question			227

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

6. Who should pay for downtown parking maintenance and management?			answered question	53
			skipped question	217

6. Who should pay for downtown parking maintenance and management?			
		Response Percent	Response Count
City (taxpayers through property taxes)		84.9%	45
Customers		0.0%	0
Business owners		15.1%	8
Other (please specify) Hide replies			11

- "parking maintenance and management" are two separate issues and should be addressed as such in this survey.

Thu, Jun 2, 2011 10:54 PM
 - I believe this should be a partnership between the city and the business owners...but certainly not the customers. The city owns the property...the city should maintain their own property just like the rest of us. I think the business owners could contribute the enforcement and some of the maintenance.

Wed, Jun 1, 2011 9:39 AM
 - DO THIS FOR A ONE YEAR TRIAL ...FIRST ANNOUNCE TO THE MAGIC VALLEY THAT PARKING ON MAIN STREET IS FREE FOR A ONE YEAR TRIAL. 1..Take a piece of 10 inch diameter PVC pipe and slide in over the meter and pipe..cap the top..about half way down run a bolt thru the pvc pipe and meter stand this will secure the meter for non-operation..and also facilitate a quick return if needed....Next make the spaces in front of each business exclusive to that building parcel...most business have 2-4 spaces at most ..now charge the biz owner a rate and let them decorate/paint/and put a sign with there company logo stating "Reserved for Jensen Jewelry " (for example) This would raise money for expenses..Most business are 9-5..if an unauthorized car is parked..the biz owner or employee could simply call 311 and dispath a tow truck..an example of revenue could be say \$25 per space per year times 241 meters could raise an amount similar to the NET dollars that that the entire city parking generates...I believe Travis said the net take was approx \$ 6,000..at the Ballroom meeting 5/27 pm. By doing a test of this scale we could finally CONFIRM or Deny the efectivness of the meters and also have a means to generate revenue....It would be imperative to get the word out to shoppers ahead of time so the test is effective.

Sat, May 28, 2011 3:16 PM
 - What are the things that need to be maintained and managed if we remove the parking meters?

Fri, May 27, 2011 8:55 AM
 - A combination of all three

Thu, May 26, 2011 1:55 PM
 - It should be a combination of city, business and property owners. An LID on property owners could pay for part (the city has some responsibility also) of the on-going costs.

Thu, May 26, 2011 7:43 AM
 - Actually I think if we keep the meters and the leased parking it should pay for itself.

Wed, May 25, 2011 9:16 AM
- 25 responses per page

answered question	53
skipped question	217

6. Who should pay for downtown parking maintenance and management?

- 8. I believe it should be a joint venture between both the city and business/property owners. I believe a special taxing district should be implemented in the Downtown area to help pay for parking. Tue, May 24, 2011 8:01 AM

 However, the City should also contribute a fair share because the decrepited economy of Downtown Twin Falls is a result of lack of foresight on behalf of the City of Twin Falls. The City allowed northward economic expansion while neglecting Downtown and the effects that big box stores would have on quaint shops like those typical in Downtowns.
- 9. downtown property owners Tue, May 24, 2011 7:21 AM
- 10. Maybe there could be a mix of the above. I need more info to answer this question. Mon, May 23, 2011 3:07 PM
- 11. Private Companies Mon, May 23, 2011 2:59 PM

25 responses per page

answered question	53
skipped question	217

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

7. I believe that parking meters are a detriment to attracting customers to my business.

		Response Percent	Response Count
Agree		48.4%	31
Somewhat agree		20.3%	13
Neutral		12.5%	8
Somewhat Disagree		7.8%	5
Disagree		10.9%	7
		answered question	64
		skipped question	206

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

8. What time limit on the customer parking spaces in the downtown parking lot is adequate for your customers?

		Response Percent	Response Count
Unlimited time		28.1%	16
		answered question	57
		skipped question	213

8. What time limit on the customer parking spaces in the downtown parking lot is adequate for your customers?			
2 hour time limit		22.8%	13
3 hour time limit (currently in existence)		49.1%	28
Other (please specify)			8

[Hide replies](#)

1. 1 hr Fri, Jun 3, 2011 11:17 AM
2. one hour time limit Thu, Jun 2, 2011 2:36 PM
3. but there are times when longer is needed. We offer all day classes and don't want our customers hassled with parking issues. A large percent of the ladies are older & will not attend if they have to park very far away. Fri, May 27, 2011 8:57 AM
4. 4-6 hours Thu, May 26, 2011 4:10 PM
5. at least 4 hours. We do classes. Thu, May 26, 2011 4:03 PM
6. I'm out of the parking meter range at a church. The time needed varies from a few minutes to several hours. Thu, May 26, 2011 3:47 PM
7. 30 minutes Mon, May 23, 2011 3:22 PM
8. 30 minutes Mon, May 23, 2011 3:20 PM

answered question	57
skipped question	213

PAGE: CONSUMER

9. How often do you come to downtown Twin Falls?			
		Response Percent	Response Count
Daily		6.5%	13
1-3 times per week		34.7%	69
1-3 times per month		41.7%	83
1-3 times per year		14.1%	28
Never		3.0%	6
answered question			199
skipped question			71

PAGE: CONSUMER

10. What brings you downtown? (Check all that apply)	answered question	185
	skipped question	0

10. What brings you downtown? (Check all that apply)

	Percent	Count
I work downtown	11.9%	22
I use professional services (attorney, accountant, title services, banking, etc.)	19.5%	36
I frequent retail shops	69.7%	129
I frequent dining/drinking establishments	48.6%	90
I frequent entertainment establishments	25.4%	47
I use consumer services (tanning, hair salon, shoe repair, ect.)	24.3%	45
I attend meetings or events	24.3%	45
Other (please specify) Hide replies		17

1. I would frequent downtown if it were worth my time. Please help make downtown relevant again. Fri, Jun 3, 2011 9:13 PM
2. I participate in Friday Night Market Fri, Jun 3, 2011 4:00 AM
3. I drove through it once on the way to Washington Sun, May 29, 2011 3:39 PM
4. I will also be attending the new church down town. That will increase the number of times I am there. Sat, May 28, 2011 1:33 PM
5. Yoga classes Fri, May 27, 2011 2:45 PM
6. I love downtown Twin Falls. Fri, May 27, 2011 2:43 PM
7. I enjoy walking downtown and window gazing~! Downtown is comfortable and not congested.. Thu, May 26, 2011 1:40 PM
8. I enjoy going on main st. Thu, May 26, 2011 12:42 PM
9. We have our dance rehearsals downtown. Thu, May 26, 2011 7:53 AM
10. I don't really frequent anyplace but when I go down town it's usually for event or to shop and I do like a lot of the eating establishments Thu, May 26, 2011 6:26 AM
11. I used too work down town and after I get off work, places would be closed. If you want people too come then roof the down and have no parking and vendors and interesting shops to be there. Its the business owners who don;t want to stay open after 5. I would love to shop there but there has to be good business to make it my worthwhile. I prefer shopping there instead of the mall because I live closer and wouldn't have to drive so far. Wal mark should came to this end of the world Tue, May 24, 2011 1:48 PM
12. Rudy's and Kelly's Mostly Tue, May 24, 2011 10:05 AM
13. I enjoy going downtow just for the peace and comfort~ I also enjoy taking walks up and down window shopping on days I may not have much to spend Tue, May 24, 2011 9:03 AM

25 responses per page

answered question 185

skipped question 85

10. What brings you downtown? (Check all that apply)

14. I came to the Friday night event and was disappointed that so many shops were closed. I'm new to the area and was looking forward to exploring downtown shopping opportunities after work.	Tue, May 24, 2011 7:19 AM
15. I live by library	Mon, May 23, 2011 10:36 PM
16. I do bookkeeping for a downtown business owner.	Mon, May 23, 2011 3:25 PM
17. My spouse works downtown	Mon, May 23, 2011 3:03 PM

25 responses per page

answered question	185
skipped question	85

PAGE: CONSUMER

11. I am able to find parking when I need it.

		Response Percent	Response Count
Agree		34.9%	67
Somewhat agree		34.4%	66
Neutral		10.9%	21
Somewhat disagree		15.6%	30
Disagree		4.2%	8
answered question			192
skipped question			78

PAGE: CONSUMER

12. Does paying to park at the parking meters affect your decision to come downtown?

		Response Percent	Response Count
Yes		44.8%	86
No		55.2%	106
answered question			192
skipped question			78

13. Why?

answered question	98
skipped question	Response

13. Why?

Count

[Hide replies](#)

98

- | | |
|---|---------------------------|
| 1. I AM A LIFEONG RESIDENT OF TWIN FALLS. I AM A PERSON WITH A DISABILITY, WHO USES A WHEELCHAIR 100% OF THE TIME. YEARS AGO, A PARKING ATTENDANT TRIED TO TICKET ME FOR NOT PUTTING MONEY IN THE PARKING METER. I EXPLAINED THAT THE PARKING METER WAS NOT ACCESSIBLE TO / FOR ME TO PUT MONEY IN THE PARKING METER. THROUGH FIGHTING THE TICKET, AND TALKING TO THE POWERS THAT BE, PROCEDURE BECAME THAT IF THE VEHICLE DISPLAYED A VALID HANDICAPPED PLATES AND OR PLACARD, NO PAYMENT WOULD BE REQUIRED FOR ACCESSIBILITY/ SAFTEY REASONS. I HOPE THIS POLICY CONTINUES, AND IS WRITTEN IN CODE, AS IT IS PRACTICAL AND MAKES SENSE. OFTEN I CANNOT GET HANDICAPPED PARKING, AND MUST USE REGULAR, METERED SPACES. | Fri, Jun 3, 2011 9:33 PM |
| 2. the mall has free parking | Fri, Jun 3, 2011 9:19 PM |
| 3. The cost is very minimal. But I would pay more that what we do now if I had a need to go there. But I don't because there aren't many (if any) establishments that is intended to bring customers and to keep them there for a nice afternoon. | Fri, Jun 3, 2011 9:16 PM |
| 4. If I can't find a free place to park, I leave the area. | Fri, Jun 3, 2011 9:14 PM |
| 5. Why pay when I can go to any shopping center and park for free? Not many shops/stores of interest downtown anyway... | Fri, Jun 3, 2011 9:09 PM |
| 6. I can go to any place on blue lakes, and often get a closer parking spot for free. | Fri, Jun 3, 2011 9:08 PM |
| 7. The hassel of finding change, did I put enough for the time I'll be parked? | Fri, Jun 3, 2011 8:46 PM |
| 8. Why pay if you can park free with better parking sights | Fri, Jun 3, 2011 6:40 PM |
| 9. I think the focus on parking fees in unfortunate. I would look at the possibility of closing a few blocks of main street to traffic and converting the asphalt street and concrete walkways to aesthetically pleasing surfaces such as brick or cobblestone. Look to Boise and modern European cities as models of sane living -- pedestrians, bicyclists, mass-transit, sidewalk cafes, etc. | Fri, Jun 3, 2011 5:34 PM |
| 10. I use the free three hour parking areas recently established. | Fri, Jun 3, 2011 5:25 PM |
| 11. It's inexpensive and if there is a spot available I will use the metered parking instead of walking. | Fri, Jun 3, 2011 1:42 PM |
| 12. I have business to do downtown, therefore I have no choice. | Fri, Jun 3, 2011 12:00 PM |
| 13. I still frequent downtown, but paying for parking makes me angry each time I have to feed the meter. | Fri, Jun 3, 2011 10:36 AM |

100 responses per page

answered question 98

skipped question 172

13. Why?

- | | | |
|-----|--|---------------------------|
| 14. | it is annoying--since I usually use my debit card, I have to make a point to get coins. I can go to the mall and not have to worry about it. | Fri, Jun 3, 2011 7:47 AM |
| 15. | the extra fine if I am late just adds to the cost of goods I bought. | Fri, Jun 3, 2011 6:34 AM |
| 16. | If i'm going down town and it cost a quarter i will pay. | Fri, Jun 3, 2011 4:27 AM |
| 17. | Because it's just a few quarters... big deal. If you live in a big city... you usually have to pay \$5 to park and walk 3 blocks to your destination. | Thu, Jun 2, 2011 9:10 PM |
| 18. | worrying about the meter running out, inspires me to shop less. | Thu, Jun 2, 2011 10:04 AM |
| 19. | I dont believe that I should have to worry about putting money in a machine to go shopping downtown. I know it is only a quarter for an hour, but its a pain if I dont have any change. I also believe that it is a waste of the city's time and energy. I cant believe that the city is making "money" ticketing cars for expired parking meters. With the up keep of the machines and the pay to the gentleman that walks around to put tickets on cars. I believe tt is a waste of paper, ink, and time, where he could be doing something else that would mean something. Thank you! | Thu, Jun 2, 2011 9:01 AM |
| 20. | I won't pay for parking unless absolutely necessary. | Tue, May 31, 2011 2:59 PM |
| 21. | I think the question should be. How do you feel about paying for parking? The cost is not high enough to stop coming downtown. But, I find it a bit annoying. I have lived in large cities where the cost was \$5 to \$10 for all day. Twin Falls doesn't seem to justify that kind of rate unless we as consumers could see it going towards development. | Tue, May 31, 2011 2:37 PM |
| 22. | I forgot the meter and got a warning once. Now I am afraid I will get a ticket. Paying nowhere else makes it awkward downtown to remember to pay. I park across the street and forget to go forward and pay. Make it voluntary and I know I would contribute. | Sun, May 29, 2011 2:42 AM |
| 23. | Seriously? It is CRAZY cheap to park down town. | Sat, May 28, 2011 1:34 PM |
| 24. | I don't have change in my truck all the time and it's a hassle to dig up change to park there. | Sat, May 28, 2011 6:58 AM |
| 25. | I believe strongly, if we really want to encourage people to come down town and spend time. There does need to be free parking. If I have to walk back to my car to put money in, I will just leave instead of going through the stores. I like to shop down town, but I don't a lot because of the meters. | Fri, May 27, 2011 9:51 PM |
| 26. | Because I live downtown. | Fri, May 27, 2011 7:43 PM |
| 27. | I don't mind paying the fees they are at right now. I think .25 an hour is a good price. As long as the parking meter fees generate some income to help keep downtown sidewalks safe and greenery looking nice--it is a good thing. If the majority of the fees goes towards maintaining the machines, collecting fees and paying a parking custodian or whatever you call them--then I think it is kind of moot about collecting the fees. It is only a situation that just keeps folks from parking longer than | Fri, May 27, 2011 2:50 PM |

100 responses per page

answered question 98

skipped question 172

13. Why?

an hour if they don't have another quarter. I do think if people park downtown and get a ticket they ought not squabble about it. They know about the parking meters. It's not like they are invisible. I like parking downtown because of the ambiance of the area. Huge parking lots in malls are a huge eyesore.

28. It's just one more thing to have to worry about. Fri, May 27, 2011 2:47 PM
29. Because I usually come in the evening or on weekends. Fri, May 27, 2011 12:01 PM

I probably shouldn't say anything, but Saturday parking isn't monitored for the meters, but I don't think it should be. Even in big cities, weekends are typically free, so why in a small town like Twin Falls, with a less than ok downtown, should there be metered parking on Saturdays? Seems silly to me.

30. I got used to paying for the parking when I worked in downtown Boise. The parking there is quite expensive, but the shops downtown also would validate your parking stubs so if you were a customer and not just loitering on the sidewalks, your parking could get paid for. I would always looked for one of those parking garages over a parking meter. Thu, May 26, 2011 9:33 PM
31. It is 2011 and I think that parking meters are old fashioned. I shouldn't have to pay to park my car considering I am spending money at businesses when I visit downtown. Thu, May 26, 2011 9:23 PM
32. Because I don't have to pay to park anyplace else. Thu, May 26, 2011 7:49 PM
33. It's been that way since I can remember. It's a habit, if you park down town put money in the meter. Thu, May 26, 2011 3:52 PM
34. Its only a little amount but I bet if you didn't have to pay you'd get more customers, especially ones that don't have change in their pockets. Thu, May 26, 2011 3:46 PM
35. I don't always have change and why should I pay for parking when I am spending money at these places? Im really not in a parking spot all that long anyways. Thu, May 26, 2011 3:31 PM
36. I don't mind walking a couple of blocks if I have to. Thu, May 26, 2011 3:08 PM
37. Because nowadays people have more plastic in their pockets than change to put into parking meters. Thu, May 26, 2011 12:47 PM
38. I don't park in the metered spots. Years of coming downtown, I've learned where free marking is available. Thu, May 26, 2011 12:43 PM
39. I usually carry a bit of spare change, however being caught with only cards is a pain. Thu, May 26, 2011 12:43 PM
40. The mall does not charge, but if you did not, then all the employees would park in the spot. No win situation. Thu, May 26, 2011 12:15 PM
41. Even though it's fairly cheap, it's still a hassle. Plus, I'm a small town girl and parking meters freak me out. I always think I didn't do something right and I'm going to get a ticket anyway. Also, sometimes I just running in and out of a store and I don't spend more than 10 minutes there. It's just not worth it to figure that parking meter out for just 10 minutes. Thu, May 26, 2011 11:25 AM

100 responses per page

answered question 98

skipped question 172

13. Why?

- | | | |
|-----|--|----------------------------|
| 42. | When I am doing something like getting nails done, I don't want to try to remember if my time is going to run out, stop whatever, go out & put more money in the thing..Such a PAIN!!! | Thu, May 26, 2011 10:23 AM |
| 43. | I dont like it but i like to think the money keeps downtown beautiful | Thu, May 26, 2011 8:22 AM |
| 44. | yes, sometimes it is diffiult to find any parking places. | Thu, May 26, 2011 7:54 AM |
| 45. | even if just till this recession is over there was no pay to go downtown, it would be nice. The Mall does not charge to park in their parking lot and the stores are what pays to keep it up and clean. It appears to me that downtown.. if they did the same, would have more business. | Thu, May 26, 2011 6:28 AM |
| 46. | Downtown is close to where my husband works so we eat lunch together. sometimes if I have few places to go I pay for parking then walk but make sure I'm back in an hour. | Thu, May 26, 2011 5:55 AM |
| 47. | Having to Pay the meters is sometimes a hassle. Finding the right change, knowing how long you have. During the weekends and after 6 is nice, I understand that the money is used to benefit that area and the city as a whole. The meters downtown keep the the vintage feel, and it isn't too much to ask from someone. There is also free parking in back, and most of the places have an entrance to their establishments in the back. | Thu, May 26, 2011 5:19 AM |
| 48. | I usually park in the free area behind the businesses. | Thu, May 26, 2011 5:00 AM |
| 49. | If I can't find a few coins, I will drive away. | Thu, May 26, 2011 4:52 AM |
| 50. | Sometimes I don't know how long I am going to be, so I am not sure how much to put in the meter and a few times I have guessed wrong. Never gotten a ticket but I really don't want to end up with a parking ticket so I will usually park a couple blocks away from where I am going so that I don't have to pay for parking. | Thu, May 26, 2011 4:47 AM |
| 51. | Even on Saturdays when I don't work, there are shops/dining establishments I frequent and so paying to park isn't a problem for me. I do have to remember to have change. | Wed, May 25, 2011 3:39 PM |
| 52. | why pay to park? or have to walk a longer distance to avoid the fee, even if it is so small. where else in twin do you charge to park? nowhere. | Wed, May 25, 2011 1:57 PM |
| 53. | I personally live close enough to bike downtown and always do (that being my main method of transportation, although I do own a car as well). However, if I had to drive I would avoid areas with meters and walk the rest of the way. If I didn't have time to walk to get to my destination I wouldn't bother going downtown. | Wed, May 25, 2011 11:34 AM |
| 54. | I have to be here anyway. | Wed, May 25, 2011 8:39 AM |
| 55. | I mostly walk downtown for events/function/dining etc. | Wed, May 25, 2011 6:57 AM |
| 56. | I park where I don't have to pay | Tue, May 24, 2011 3:56 PM |
| 57. | mainly because they are always filled with cars anyway. so i don't use them much. i use parking lots and, etc. | Tue, May 24, 2011 11:05 AM |
| 58. | However, once I left because I didn't have change for the meter and tickets are annoying | Tue, May 24, 2011 10:19 AM |

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answered question 98

skipped question 172

13. Why?

59.	I will pay, but I find it bothersome because I never carry change.	Tue, May 24, 2011 10:06 AM
60.	I use to not have a problem paying for parking until one day my time expired and I recieved a ticket on my window warning me that the meter reader had my license plate in their system and if I did not pay for my parking again I would be fined. When infact I had paid for my parking and my hour was up. I lost track of time shopping. Needless to say this upset me and my daily visits to downtown became less and less.	Tue, May 24, 2011 9:06 AM
61.	Why should I have to pay to park when I can shop somewhere else for free	Tue, May 24, 2011 8:12 AM
62.	I need to come downtown and don't have a choice to pay for parking	Tue, May 24, 2011 8:00 AM
63.	As a single mom on a fixed income that fluctuates any money I can save adds up for me. A nickel or dime may not seem like much but when you count those nickels and dimes and rely on those to add up and put gas in the car it is alot.	Tue, May 24, 2011 7:59 AM
64.	I can shop on the north side of TF ,have more choices and park for free	Tue, May 24, 2011 7:56 AM
65.	Its a hassle	Tue, May 24, 2011 7:33 AM
66.	I do not always have change for the meters, and I usually do not have enough time to park at an un-metered spot and walk to the business I am visiting.	Tue, May 24, 2011 7:22 AM
67.	My family needs all the money we can get, and even though it's only a little change, it adds up, especially since I usually have to put in more change than necessary because it's all I have.	Tue, May 24, 2011 6:20 AM
68.	Because I don't always have change to put in the meters.	Tue, May 24, 2011 6:19 AM
69.	old downtown needs the \$. I don't see a problem with that at all!	Tue, May 24, 2011 6:19 AM
70.	I never have change or cash money, always use my card. I can go to walmart or wherever for free anyways, why waste what I do have?	Tue, May 24, 2011 6:19 AM
71.	Pain in the neck. Sometimes it is a quick in and out and now I have to find, pay, and then leave. Money in meter and time left and I leave, so you are welcome, whomever got the spot after me, consider it my gift to you today	Tue, May 24, 2011 5:23 AM
72.	I don't mind paying. I just have to make sure to have coins.	Tue, May 24, 2011 1:12 AM
73.	It doesn't necessarily keep me from coming downtown, because A) it's not that expensive, and B) there's usually plenty of free parking available if you're willing to walk a little bit. BUT, I do find it annoying and tiresome. In the end, it doesn't seem very customer-friendly ... instead of enticing people to come spend time downtown, you're hitting them with a fine. It's almost like saying, "We want you to come, but not really, so we're going to make it just a little bit difficult for you." Shouldn't it instead be, "We want to do everything we can to make your visit downtown as easy, pleasant and comfortable as	Mon, May 23, 2011 11:43 PM

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answered question 98

skipped question 172

13. Why?

possible." ???

- | | | |
|-----|--|----------------------------|
| 74. | I can park at other establishments for free. My Daughter used to have a business downtown and received several tickets because she could not always drop what she was doing to go "feed the meter". They decided to relocate to a place that was not so inconvenient. They should have a pass for store owners and employees they could purchase for a monthly fee if they continue to charge to park. | Mon, May 23, 2011 10:04 PM |
| 75. | I come for a specific reason, not to be entertained by window shopping or browsing. It's like an additional tax for shopping downtown. | Mon, May 23, 2011 9:25 PM |
| 76. | The cost is minimal | Mon, May 23, 2011 9:20 PM |
| 77. | At 25 cents per hour the parking rate is quite reasonable. If it was higher I would reconsider. | Mon, May 23, 2011 7:52 PM |
| 78. | I don't generally carry change. And, in a place where the parking is free *everywhere else* in the city it doesn't make much sense to charge people to pay in the part of town we're encouraging people to visit more. | Mon, May 23, 2011 7:28 PM |
| 79. | I shop at specific shops downtown for specific reasons. I will try to find a spot in the back where it is free, or walk from a place that has free parking. I think paying to park downtown is ridiculous as it is the only place in town that has pay parking and it is the only place in town struggling to keep things going. | Mon, May 23, 2011 6:32 PM |
| 80. | I will not pay to shop | Mon, May 23, 2011 6:16 PM |
| 81. | If I am in a shop and I know I'm coming close to the time allotted I will just leave instead of continuing to shop downtown. Its a hassle to put more money in so I leave. | Mon, May 23, 2011 6:05 PM |
| 82. | I don't pay to park at Walmart, MV Mall, Kmart, etc. | Mon, May 23, 2011 5:43 PM |
| 83. | It's not breaking my bank or anything, it's just a nuisance to remember to have change. I never use cash anymore. | Mon, May 23, 2011 5:15 PM |
| 84. | it is a hassle. I do not pay at the mall or strip malls. The cost is not much, but a hassle to find change when I need it. Then if I run a little long shopping and get a warning or a ticket it totally sours my experience. (have never gotten a ticket, but have gotten 2 warnings) | Mon, May 23, 2011 5:01 PM |
| 85. | Paying to park is a nuisance. | Mon, May 23, 2011 5:00 PM |
| 86. | It's not that much, so it doesn't really bother me. However, it is a hassle, especially if I don't know how long I'm going to be (I hate paying for two hours when I only end up staying for 20 mins). | Mon, May 23, 2011 4:49 PM |
| 87. | I'm already spending money to maintain the public roads and at the retail stores I visit. | Mon, May 23, 2011 4:16 PM |
| 88. | I have had a few instances where I did not know how long I would be gone so I ended up getting a parking ticket for the time meter being expired. It's very frustrating to have to go back and put money in especially if I can't break away to do so. | Mon, May 23, 2011 3:59 PM |
| 89. | Inconvenience | Mon, May 23, 2011 3:56 PM |

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answered question 98

skipped question 172

13. Why?

- 90. Why would I pay you to go out of my way to drive downtown to be your customer when I can simply drive to the mall, park for free, find more services, retail, etc. And here is the kicker: It is way more convenient. If you want me to shop downtown more often, lose the meters. Mon, May 23, 2011 3:48 PM
- 91. I get paid for my time. Mon, May 23, 2011 3:26 PM
- 92. no, not really. I would like to see the numbers though. I don't think they raise enough revenue to pay the lady who writes the tickets, upkeep, and actual meter replacement cost. At a time when trying to get the downtown going again, why do we need to have one more obstacle for patrons to jump over. I don't carry change. I wouldn't want not having a quarter, or risk getting a fine, to make someone go elsewhere. I don't think the lost revenue at a business should come down to wheather or not we have pocket change to park. Mon, May 23, 2011 3:11 PM
- 93. I usually have no change on me. Mon, May 23, 2011 3:10 PM
- 94. We live in Twin Falls Idaho. Not New York. Im not going to pay to park. Period. Thats all there is too it for me. When i do frequent down town, i still dont pay to park so your just making a criminal out of me with parking meters. Mon, May 23, 2011 3:09 PM
- 95. If I have change available, I'm OK with parking downtown, but if I don't have change on me, I don't go downtown because I don't want to get a ticket. Mon, May 23, 2011 3:04 PM
- 96. worth it Mon, May 23, 2011 2:55 PM
- 97. It's cheap Mon, May 23, 2011 2:50 PM
- 98. Because I don't always have change, and there are have been too many bad experiences of the meter "cops" issuing tickets for a few minutes out and being rude when policing the parking. Mon, May 23, 2011 2:49 PM

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answered question	98
skipped question	172

PAGE: CONSUMER

14. Do you believe there should be regulated parking downtown?

		Response Percent	Response Count
Yes		40.6%	76
No		59.4%	111

answered question	187
skipped question	83

PAGE: CONSUMER

15. If you answered yes, what is your opinion on who should pay for the regulated parking downtown?			
		Response Percent	Response Count
The city (through property taxes) should pay for the parking system		26.5%	27
Downtown business owners or property owners should pay for the parking system		27.5%	28
Customers (by putting coins in the meters) should pay for the parking system		46.1%	47
Other (please specify) Hide replies			29

1. MY OVERALL FEELING IS THE PARKING METERS SHOULD BE DONE AWAY WITH. THEY COST, ARE CONFUSING, AND JUST A HINDERANCE AND A HASSLE TO DOING BUSINESS DOWNTOWN. Fri, Jun 3, 2011 9:38 PM
2. By regulated I would like to see parking limited to 2 hours in a spot downtown. They do this in Boise is the areas a couple blocks outside the city center. That way you do not have a business person taking up a good customer parking space all day. Fri, Jun 3, 2011 9:22 PM
3. remove the parking meters and lease less desireable parking areas to local businesses or employees Fri, Jun 3, 2011 9:16 PM
4. These should be reimbursed or somehow validated by merchants Fri, Jun 3, 2011 8:25 PM
5. Who pays for it at the Mall - should be the same system Fri, Jun 3, 2011 9:31 AM
6. parking meters went out with hoop skirts get rid of them Fri, Jun 3, 2011 6:48 AM
7. All parking (and vehicle travel, for that matter) should be eliminated from Main Avenue! Fri, Jun 3, 2011 4:02 AM
8. The city wants us to go downtown. Help make it easier and more pleasant. Sun, May 29, 2011 2:44 AM
9. Remove the meters. Do the business owners at the malls pay the city or parking? the city should not make any money on the parking. Sat, May 28, 2011 1:47 PM
10. I think there should be a toll system to get a parking stub and you're only charged for the actual time you park. Merchants can validate parking to render your parking free. Thus encouraging downtown shopping Thu, May 26, 2011 9:37 PM
11. IF the city pays, then our taxes go up. If the business owners or property owners pay then their prices go up. those meters are not that expensive to park. But if the customers stop paying by meter then we will eventually pay more else where. Thu, May 26, 2011 3:58 PM
12. I recognize that coins in a machine will not cover all expenses, but that should be the first source. Followed by input from the city, and lastly, input from downtown business owner/operators. Thu, May 26, 2011 12:45 PM
13. any Thu, May 26, 2011 12:44 PM

50 responses per page

answered question	102
skipped question	168

15. If you answered yes, what is your opinion on who should pay for the regulated parking downtown?

14.	I think there should be a parking garage built. Yes, I know people will whine about having to walk SOOOO far from the parking garage, but it would really help with parking. There are a few lots downtown that can be used. And I think the parking garage should be free but if parking on the street should cost.	Thu, May 26, 2011 11:28 AM
15.	I would be willing to pay for a "parking pass" for a specified time. By buying a yearly sticker or hang tag, I would be able to park where ever I wanted. This would increase the times I would visit downtown.	Thu, May 26, 2011 7:56 AM
16.	tax payers should not pay.....also tax payers should not maintain the landscaping downtown.....store owners should just like everywhere in Twin Falls.....this is crazy!!!	Thu, May 26, 2011 4:53 AM
17.	If they want to park close to stores, pay for it.	Wed, May 25, 2011 6:58 AM
18.	neither one	Tue, May 24, 2011 1:48 PM
19.	If there is going to be regulated parking I believe the businesses should pay. The people who traffic downtown business's are there to help the owners succeed, and it would be a great courtesy. On the other hand I do not believe we should have to pay for parking, our community is not that big to have to squeeze more money out of consumers.	Tue, May 24, 2011 9:08 AM
20.	I don't allways remember to bring change. Maybe more pay lots	Tue, May 24, 2011 7:32 AM
21.	The cost is low enough that customers can pay to park, just let us know that the funds are being used to revitalize downtown. Let's bring in more fun!	Tue, May 24, 2011 7:21 AM
22.	No one should pay	Tue, May 24, 2011 7:02 AM
23.	(Poor design of this question ... once I clicked a box, I couldn't uncheck it.) I think the city AND downtown business/property owners should be for the free parking system and customers should pay for premium location meter parking. But the current setup of free vs reserved vs metered parking doesn't work. If the city government is serious about revitalizing downtown (and I think it *should* be; a sick downtown makes for a poor image of the city, which hurts tourism, relocations, etc.), then the city needs to continue operating and supporting downtown parking - even though they don't do the same thing for Blue Lakes businesses, etc. BUT, the downtown businesses shouldn't get it all for free. They need to contribute as well. The free parking is a mess in downtown Twin, but I believe the general gist is there. Free parking should be convenient and plentiful - but premium parking spots (i.e. - parking on the street right in front of a business) should be metered. UNFORTUNATELY, this scenario only works if the free	Tue, May 24, 2011 12:13 AM

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skipped question	168

15. If you answered yes, what is your opinion on who should pay for the regulated parking downtown?

- parking is well planned, well maintained, easy to find, and plentiful. That is definitely not the case in Twin Falls. Until the free parking scenario is fixed, the metered parking should go away. Once the free parking is made better, the metered parking should come back.
24. I think metered parking for customers is fine but there should be a reasonable place for store owners to park or have a monthly or annual pass that they could purchase. There are not convenient or safe areas for many store owners or employees to park. Mon, May 23, 2011 10:08 PM
25. It doesn't matter to me who pays. Mon, May 23, 2011 9:48 PM
26. About half of the parking lots behind the stores should be free public parking instead of private leased Mon, May 23, 2011 7:14 PM
27. Private individuals should fund leased parking that is made available in a portion of downtown lots. The balance could be paid with metered parking - if it is cost effective - and if it is managed by a private entity (which would also manage the leased parking). The private entity would pay the city a portion of collected revenues in exchange for using city-owned lots for leased parking. Mon, May 23, 2011 7:03 PM
28. Who should pay for it? How about whomever thinks its needed!
If the businesses want it, they can pay for it.
If the city says its required, then the city can pay for it. If the city pays for it, i want to know how thinks its needed so i know how to vote in the future. Mon, May 23, 2011 3:11 PM
29. I don't understand what there is to pay for? I guess if there is a parking lot, then there is cost to repair and pick up litter. But if it is street parking, I don't know what costs are involved other than costs for upkeep of the parking meters and the meter maids. Mon, May 23, 2011 3:07 PM
- 50 responses per page

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skipped question	168

PAGE: ADDITIONAL COMMENTS

16. Additional Comments/Suggestions:

- | | Response Count |
|--|----------------|
| Hide replies | 76 |
| <p>1. I AM AVAILABLE TO CONSULT, WHATEVER THE FATE OF DOWNDOWN PARKING MAY BE FROM THIS LATEST EFFORT. HOPEFULLY, WE CAN DECIDE THIS ISSUE FOR YEARS TO COME. TED ROY (208)316-2390 Fri, Jun 3, 2011 9:47 PM</p> <p style="text-align: right;">100 responses per page</p> | |

answered question	76
skipped question	194

16. Additional Comments/Suggestions:

- | | |
|---|---------------------------------|
| <p>2. I would pay twice, three times what we have to pay if downtown were a place that was worth going to. How many antique or thrift stores do we need? How is a church going to bring a steady amount of customers on a SUNDAY when shops are closed? For the sake of our towns please help downtown become relevant once again. If no one acts now downtown will become obsolete once the economy turns around and pole line road becomes developed.</p> | <p>Fri, Jun 3, 2011 9:21 PM</p> |
| <p>3. The meters are an annoyance, I try not to come downtown for any reason because parking is such a problem. If parking spaces that are leased had signs on each one, paid for by the lessee, visitors would know which ones were not available to park in. As it is, a sign as you enter the parking lot is not enough, no one has time to read several sentences when pulling into the lot. Simply place a sign in front of each parking space that is leased so we know whether it is available or not. Meters deter customers from coming to shop downtown.</p> | <p>Fri, Jun 3, 2011 9:18 PM</p> |
| <p>4. When is anyone going to realize that every downtown area in every town in America is dying due to shopping centers being unregulated? If downtown was leveled and a super-shopping center was built in its place, it would still be unused due it location, pay parking and to the other super shopping centers circling the city that offer much more than downtown does. How many millions of taxpayer's money are we going to throw at a nation-wide problem? The businesses downtown are a joke. We are not a resort, so little junky shops will never pull people to the downtown area. Downtown is dying, so stop spending money and face facts...</p> | <p>Fri, Jun 3, 2011 9:16 PM</p> |
| <p>5. There seems to be great effort to support the old downtown and make it a successful place for businesses to be. I expect to spend money at stores and restaurants, but not just to walk or window-shop. I don't like having to pay just to BE downtown</p> | <p>Fri, Jun 3, 2011 9:10 PM</p> |
| <p>6. The problem, as I see it is to have sufficient parking to encourage patronage while at the same time restricting employees of downtown businesses from taking the spaces in front of(and directly behind) the businesses,</p> | <p>Fri, Jun 3, 2011 8:28 PM</p> |
| <p>7. Remove the parking meters</p> | <p>Fri, Jun 3, 2011 5:38 PM</p> |
| <p>8. There may have been a reason for the meters when they were first installed, but as the Twin Falls retail scene has changed, they have become a liability to those businesses adjacent to those meters. As the locus of retail activity has moved to the north, along with most of the city, goods and services are available elsewhere and offer free parking closer to home. To even the playing field, the meters should be removed. The income lost by their removal might be replaced by converting two or four blocks of Main to a pedestrian mall which will allow the adjacent businesses to move outdoors when appropriate, thereby expanding their ability to increase profits. Consider, Dunkins has two or three tables outdoors sometimes. With a pedestrian mall setting, they could have ten or twelve, potentially, increasing their taxable income. It seems to me that increased usage of the outdoor space will generate more income than a few</p> | <p>Fri, Jun 3, 2011 5:37 PM</p> |

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answered question 76

skipped question 194

16. Additional Comments/Suggestions:

parking meters. Additionally, you would no longer be saddled with the cost of maintaining the meters.

- | | |
|--|---------------------------|
| 9. How much income will be lost if we don't have metered parking?? | Fri, Jun 3, 2011 1:44 PM |
| 10. Remove the parking meters | Fri, Jun 3, 2011 12:01 PM |
| 11. Feeding meters for the opportunity to come downtown and spend money feels like a slap in the face. In a time when we are struggling to bring people to a downtown area that, at the very least, is struggling, why on earth would we CHARGE people to park. Our downtown area has enough going against it. Get rid of the damned meters! | Fri, Jun 3, 2011 10:40 AM |
| 12. Twin Falls could easily build a parking garage that employees in downtown businesses would have to pay to park. Parking meters are not what we should have for shoppers. | Fri, Jun 3, 2011 7:28 AM |
| 13. All parking (and vehicle travel, for that matter) should be eliminated from Main Avenue! Take out the parking meters, diagonal parking spaces, traffic lanes, etc. Any access for emergency vehicles may be an exception. | Fri, Jun 3, 2011 4:07 AM |
| 14. I am a business owner AND a consumer. While I have my non-retail business downtown, I do not shop downtown because I get better deals with no parking fees elsewhere in Twin Falls. I responded the last time with the same comments. Your response was to hire an employee to issue parking fines and then you were happy with the "revenue" that was generated from parking fees and fines. This was a poor management decision and we, the consumers, have voted with our pocketbooks. There are many empty buildings/ offices in the downtown area. I recommend you try something else or there will be more empty buildings. | Thu, Jun 2, 2011 10:54 PM |
| 15. I would like to see that if people are parked in front of my business and I call to have the vehicle towed it will be done! | Thu, Jun 2, 2011 2:37 PM |
| 16. I don't think that the business owners should have to pay to park in the lots. Without the business in downtown, no one would have to worry about parking because no one would be parking downtown. | Thu, Jun 2, 2011 2:26 PM |
| 17. Enforcing city law is the responsibility of the city in every city that I have lived in. Switching this responsibility to anyone else will only create more problems. ref BID defunct.

Larry Pullan
Annetiques etc. | Thu, Jun 2, 2011 2:05 PM |
| 18. As a property owner, I already pay higher property taxes for property downtown. Of course, the city should be responsible for parking, the maintenance, and the streets for God's sake. That's what we pay for!!! | Thu, Jun 2, 2011 1:58 PM |
| 19. MAKE IT MANDATORY FOR THOSE ON MAIN STREET THAT ARE EMPLOYEES NOT TO PARK IN MAIN STREET PARKING PLACES AND IF THEY DO PARK THERE, HAVE A ONE HUNDRED DOLLAR FINE EACH TIME THAT THEY ARE THERE FOR OVER 10 | Thu, Jun 2, 2011 11:51 AM |

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16. Additional Comments/Suggestions:

MINUTES

20. In my opinion, if you are going to make the customers of downtown pay to park then the revenue should be put back into refurbishing the downtown area. There are many "little" things that can be done to make downtown more attractive and functional such as fixing the sidewalks to make them safer, a more uniform planting of the flowers beds and trees and giving business owners an incentive to update or clean up their store fronts. I can't help but believe that by doing this you will attract not only more customers to downtown but also more business. And isn't that what this is really all about?

Thu, Jun 2, 2011 10:43 AM

21. How about a trolley or shuttle that runs a loop thru the parking lots ? find an inexpensive trolley like you see at airports or Disneyland..lets merchants pay for signage...decorate the trolley in an Old Towne " theme..

Sat, May 28, 2011 3:40 PM

..Also ask the city (also on a trial basis) to open up the old Ameripride vacant lot near the post office for parking. Forget the darn paving for a bit..make this a park of "THE EXPERIMENT"..this would also help Mark Rivers and Co in an effort to get restarants etc..to the old Paris Blg..just for example....

I wish you lots of luck...i have an interest in the downtown...in the past 36 Months i have purchased, and upgraded 2 blighted and ugly buildings(Super 7 Motel and Old Town Lodge) and have got them cleaned up want to be part of the COMING OUT !!..i just put some old Bissbee Photos in my lobbys...i also allowed Art Hoag free access and parking for the recent art exhibit..

Eric Watte 208-731-5745 (New Leaf Properties llc)

22. I love the look of the parking meters and do not think that they should be taken out, but I also do not think that they should be active.

Fri, May 27, 2011 8:24 PM

23. I feel the rates we pay to park downtown are low, compared to other cities. 25 cents an hour is not going to break us.

Fri, May 27, 2011 7:46 PM

24. The trees are a nice idea but they are causing heaving and lifting of both sidewalk and pavement.

Fri, May 27, 2011 4:21 PM

25. I really don't have a lot of complaints from customers about parking. There just seems to be a lot of confusion about where they can park. Although I know the lots have signs in them about what is leased vs what is not leased - they don't seem to attract the attention of the customers trying to park their cars. They don't notice them. And especially in the winter, it's not obvious if there is snow on the ground which are the white lines vs the yellow lines. I think it would be great if we could designate customer vs leased parking by lot instead of by space in a lot. For example, the lots that back up to the businesses on main street should be customer parking - all the spaces should be for customers - then we could have signs (some sort of colored background sign to stand out) to indicate CUSTOMER PARKING ONLY IN THIS LOT. The leased spots and employee parking should be in the lots that are farther off Main

Fri, May 27, 2011 3:01 PM

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16. Additional Comments/Suggestions:

Avenue. Then those lots could be marked as LEASED PARKING. There probably needs to be some customer parking off of Main since there are some of us who have businesses that are not on Main and still need a place for our customers to park. I am not sure about the meters - I can see where they could be a detriment to business but I also see the need to keep people moving in those spots. I am concerned that if they are removed, then employees/owners will park in those spaces and it won't increase the number of customer spots. I was at the meeting at the Ballroom and heard one person say that they would be willing to pay for a day pass for parking spots. That might be interesting. I also heard someone saying something about having numbered tags/spaces in the LEASED SPOTS so that everyone had a specific place to park. That way, if I purchase a tag for my store, I could pass it around to my employees to use on their shift so that I don't have to buy 3 spots when 2 of them are only there for 2-3 4 hour shifts per week.

26. Thank you for this opportunity to participate in this issue. I hope several people will take part in this survey. I would have come to the meeting at the Ballroom Thursday evening; however, it was Business After Hours with the Chamber. Fri, May 27, 2011 2:52 PM
27. I don't mind putting money in the meters to park down town. It been that way since the 1970's. If people don't want to put money in the meters there is plenty of 'free' parking within walking distances. Thu, May 26, 2011 4:03 PM
28. Perhaps a parking garage of a 2-3 levels would be good for downtown. Thu, May 26, 2011 3:47 PM
29. We need more specialty shops! Not so many thrift shops.. Thu, May 26, 2011 3:47 PM
30. parking should be free. I also think parking spots for pregnant mothers or children might be a nice idea. In other states there is designated parking stork parking so why don't we have any of those? Thu, May 26, 2011 3:33 PM
31. I believe that the citizens of Twin Falls want a safe, attractive, vibrant Downtown. A place to shop , socialize, find entertainment and dining and share in the history of their Community. Parking is key. Because the Downtown infrastructure - including parking, landscaping, water, lights, etc - is city owned that has to be some responsibility and participation by the City. The property owners, businesses and customers also have some responsibility to pay for the maintenance of the core. An LID, coupled with income from parking leases and possibly meters could be a starting point for discussion on how to collectively maintain the area.
Tom Ashenbrener, Rudy's - A Cook's Paradise Thu, May 26, 2011 2:00 PM
32. The question of who should manage the parking lots becomes difficult because decades ago the City of Twin Falls took the initiative to purchase and own the property. Past city leaders directed the future of downtown parking in the 1970s ... even before the establishment of the defunct Business Improvement District. As such, I believe taxpayers -- all taxpayers within city limits -- are bound by the decisions of previous Thu, May 26, 2011 1:48 PM

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16. Additional Comments/Suggestions:

City Councils. Struggling downtown property owners also suffer because of decisions by past city leaders to neglect certain areas in favor of development along the canyon rim. The city as a whole assumes responsibility for such misdirection. Either give up on downtown altogether, or remind the good residents of Twin Falls that previous leaders indebted them somewhat to preserving the "soul" of the city.
 Scott Andrus
 Twin Falls

33. If you want to generate business in downtown get rid of the parking meters Thu, May 26, 2011 1:39 PM

34. There are some changes to the parking system that would be very beneficial to the downtown shopping core, though overall, I think it is a good system. Examples of these recommended changes would be:
 -Free parking on the weekends in any lot or space
 -Meters checked through 5pm (not 6pm)
 -Removing meters in areas they are not needed. Use details from the meter maid to know which ones are frequently used (ie needed) and maintain those. Remove the unnecessary meters (on off streets, or in areas where turnover is not a problem).
 -Painted 'Leased M-F' on leased spaces in all lots that are mixed use (customer/leased)

Finally, there should be time taken to address the issue of employee parking. Leased lots need to be where this issue is addressed. I assume the system is presently first come first served? Perhaps dumping this system, in favor of equitable distribution based on employee count/needs. Ensure each business has adequate and appropriate parking options (in leased lots, or, if not, perhaps signing a statement saying why they do not need leased space(s) and commit they will not park in customer parking) relative to their employee count.

35. It is not good for our elderly to have to do all the walking & remembering to put money in. Most of our elderly can't afford much as it is. If you don't have to pay more would come..Including myself, instead of looking to free parking areas & using their services instead. Thu, May 26, 2011 10:27 AM

36. The parking "problem" is really a marketing opportunity. A local taxing district (LID) for a very limited number of mills per dollar value would provide an on-going basis of funding. But, the city has a shared responsibility for maintenance of streets and parking lots. A modest increase in the leasing fees of reserved parking is an additional option to consider. With these 3 funding sources (property owners, city, leasing fees) there would be no need for parking meters. Marketing the newly minted, consumer-friendly downtown, would be productive. Thu, May 26, 2011 7:51 AM

37. Downtown has already been on "life support" , stop furthering the demise by charging to park. Thu, May 26, 2011 7:20 AM

38. I do not mind to pay for parking as long as the money does back into downtown to keep it up.. Thu, May 26, 2011 5:58 AM

39. The City should get out of downtown all together.....and store owners should clean up Thu, May 26, 2011 4:59 AM

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16. Additional Comments/Suggestions:

and maintain around there own business.....and take out the parking meters if the city is not involved. I am sure the city has a right of way down there but it does all over town.....who takes care of my right of way ???.....ME

- 40. We shouldn't have to pay to give a retailer money. Thu, May 26, 2011 4:54 AM
- 41. downtown is struggling as it is. get rid of the meters and let people park. Wed, May 25, 2011 1:58 PM
- 42. I feel that the meters keep people away from downtown. Why go visit a local shop downtown where you have to pay for parking if you can just go to a chain that offers free parking? Downtown is slowly starting to revitalize and if parking charges increase it will likely stop or further slow the revitalization of downtown. Wed, May 25, 2011 11:37 AM
- 43. Leased parking should be removed from some downtown lots that are on the 2nd Avenues. No leased parking in small lot behind the Paris / Hands On buildings. On other 2nd Ave lots leased parking should be only on last row bordering 2nd Ave. If parking meters are eliminated on Main Ave then business owners and employees while working must not park on Main Ave. Enforcement of this would be difficult but it is what needs to happen in order to remove meters and address our customers concerns. It is not about us, the businesses, it is about our customers. Tue, May 24, 2011 3:25 PM
- 44. go to seattle and look at their lay out down at wharf, it was amazing to find shops there Tue, May 24, 2011 1:49 PM
- 45. We have a local business owner close to us that thinks she is the parking police and talks to my customers rudely if they have parked in front of her business for more than an hour. Some of my classes are 2 1/2 hours in length so they would need to be parked longer than an hour. My belief is that the metered parking is public parking and if someone wants to pay for parking they should be able to park in front of any business whether or not they are shopping there. If someone wants to shop or patronize a business they will find a parking place somewhere even if they have to walk. I also have a volunteer that is handicapped so she parks in front of my business frequently. This certain "parking police" is mean to my volunteer when the only parking spot open is in front of her business. As far as I understand the parking code, the handicapped can park anywhere they need to park in the city for free. I do not want to have the business owners in charge of parking management because this sort of thing could escalate...and not be good for business. In fact, I have been searching for a different place to rent because of this issue. Tue, May 24, 2011 12:23 PM
- 46. eliminate parking meters, hire a person with a chalk stick, allow only 2 hours free parking and give them a ticket after 2 hours use. Tue, May 24, 2011 11:09 AM
- 47. I do not believe privatizing the parking lots is a viable option right now because the lots are not an attractive investment, and any privatization of lots could very potentially further restrict the amount of available parking spaces. Tue, May 24, 2011 8:45 AM

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16. Additional Comments/Suggestions:

The lots are not an attractive investment because there are a lot of parking spaces available because Downtown is not an attractive place to visit. Since demand is incredibly low for parking spaces, sans the employees of Downtown, no investor is going to want to purchase the lots and try to lease them out, even for a couple of hours (e.g., Diamond Parking Management). Taking a step toward privatizing the lots could send a message to the community that Downtown parking will be even more reduced because people will have to pay for more spaces.

Another problem with privatizing the lots is that public space could be further taken away from the public and from property owners in the Downtown area whose property values are severely dependent on public parking. Downtown property owners and businesses become a part of Downtown with the understanding that the parking scheme, inherited from Twin Falls incorporation as a city, is a public use. To force an already struggling microeconomy, which was struggling before the macroeconomy went bust, would be an act of economic sabotage.

As for the parking meters, I think they prevent people from coming Downtown to a degree, but overall I think the sad state of Downtown does more to repel than paying \$0.25 for an hour of parking. A quarter is cheap, and if Downtown had more interesting things to do I think people would be more than happy to pay a quarter an hour (maybe even more). Perhaps as a gesture of support, the City could suspend parking meters for a period of time to attract more people Downtown, but I think the effect of this would be marginal and would most likely result in employees and business owners parking in the metered areas.

As mentioned before, I believe the reason this discussion is even taking place is because Downtown Twin Falls is in a perpetual state of disrepair as a result of the City failing to support its downtown, cultural core as big companies moved out of Downtown and to the strip-malls north of town. By standing back and letting the 'free' market work its magic, it allowed Downtown to become what it is today (and no, I don't believe the 'free' market always does what is best for a community). If the City was actively involved in trying to make its core a viable economy, the meters would be a no-brainer (and there would be more of them out there), and the lots would probably be privatized because demand for parking spaces would be very high (yes, I assume City involvement would result in a better Downtown).

I believe the City has a responsibility to maintain the lots and meters for now, but the lots could be sold off once Downtown is viable again (probably not for 10-20 years). At the same time, the City is facing budget problems, so I don't think it's unfair to ask Downtown businesses and/or property owners to step up and pay for what they are benefiting from. The greater Twin Falls community

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16. Additional Comments/Suggestions:

has voted with their feet by not coming Downtown, so to expect the greater community to bear all the costs right now is unfair, especially as the City struggles to pay the bills.

The only problem with making Downtown share the burden, however, is that Downtown will be double-taxed (on top of the URA tax). Of course taxing an ailing economy never really helps the economy. Perhaps URA funds should be allocated to the parking situation? Maybe in conjunction with a new taxing district?

I don't have all the answers, but for anyone to think this complicated, nuanced matter can be solved with a silver bullet is a bit naive.

Thanks for listening to me.

- | | | |
|-----|--|----------------------------|
| 48. | I think the City should maintain and continue to manage all of the downtown parking including the out lots (parking lots behind the downtown businesses that the City owns and lease's). The current downtown parking on Main Street is very nostalgic and fits perfectly aesthetically with the downtown look. | Tue, May 24, 2011 8:16 AM |
| 49. | Downtown business/property owners should be responsible for the cost of providing and maintaining parking as they would in any other part of the City. I don't believe the City has a responsibility to subsidize downtown businesses by providing and maintaining parking at the taxpayer's expense. If downtown businesses are not viable without public subsidies they should fail as they would anywhere else. | Tue, May 24, 2011 7:48 AM |
| 50. | Lose the parking meters... its outdated, doesn't draw a large amount of money anyway, and its an annoyance... | Tue, May 24, 2011 7:10 AM |
| 51. | I go to school downtown, and i think its a real hassle to all the students who start school or go to school there to have to worry about parking, and moving their cars. And the parking permits what a pain in the behind, to have to worry about. just open up the parking so that us as students and others as customers dont have to worry! | Tue, May 24, 2011 6:24 AM |
| 52. | The business owners should NOT have to pay to keep up the parking. Don't penalize them for choosing to have their business downtown. Business owners on Blue Lakes or anywhere else in town are not penalized like this. This needs to be the city's responsibility, just like it is everywhere else in town. | Tue, May 24, 2011 6:22 AM |
| 53. | The parking should be like Boise where you get the first hour free to encourage people to visit downtown and look around/shop. | Tue, May 24, 2011 6:20 AM |
| 54. | Implement a first 30 to 90 minutes free parking meter program on some of the meters!!!
This will give me time to do my shopping and it will take care of shop owners concerns of employees taking up prime parking spots. | Tue, May 24, 2011 5:38 AM |
| 55. | I understand that downtown Twin supposedly has plenty of parking available, and even free parking at that. But the reality is that it's all wrong, for a number of reasons. | Tue, May 24, 2011 12:23 AM |

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16. Additional Comments/Suggestions:

1) If you don't know your way around downtown, the free parking is extremely difficult to find.

2) The distinction between free spaces and reserved spaces is not clear enough, leading to major confusion and concern when trying to park downtown. Clearer signs, more signs, better line paintings (and colors), "Reserved" being painted within each spot, etc. - all are needed to make it less frustrating.

3) The free downtown parking is too scattered and, again, there isn't enough good signage to make it easy to find - either to find the lots while driving around downtown, or to find the actual free spaces once you're in a lot. If you're just visiting downtown for the first time or are new to town, good luck even knowing that there's free parking available.

4) The current locations of most of the free parking (on the 2nd Aves) makes me feel like a second class citizen - like I'm being forced to park on the ass-end of the building, sneaking in through rear store entrances and down alleys ... assuming those paths are even available and I'm not forced to hike all the way around the long end of the building just to come back to the business I'm trying to reach in the center of the block.

=====

The best small- to mid-sized city downtown parking I've ever seen was in Petaluma, CA. A large, multi-story (4-5 stories, I think) parking garage was located right in downtown. The main retail/commercial part of downtown Petaluma is about the same size as the core of downtown Twin Falls. This parking garage was in downtown, right next to the core, but not IN the core, i.e. - it was convenient, but not taking up prime real estate. One half of the garage consisted of free parking for customers visiting downtown. The other half of the garage was controlled by automated gates and held reserved spaces for downtown employees and residents. Except for on parade days, I never experienced a lack of free parking in the garage. I don't know how the reserved spaces were financed, but I assume the businesses and residents paid a fee. (That being said, I could see the reserved spaces being offered for free to businesses and residents for the first couple years to help provide an incentive to attract people and companies to move downtown.)

The best part of the parking garage was that it was within a one to two block walk of every part of downtown, and you never had to sneak through an alley or go a long way out of your way to circle around a continuous block of buildings just to get to your destination. Walking through downtown Petaluma was pleasant! It didn't feel like I was walking through a neglected and forgotten part of the city. Instead, it felt like I was walking through the *heart* of the city, with nice landscaping, interesting stores, plenty of eateries, and lots of activity. All of that meant that I didn't mind walking a couple blocks to my destination, because it was an *interesting* walk.

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16. Additional Comments/Suggestions:

Walking through parts of downtown Twin can be like walking through a wasteland, a ghost town.

In addition to the free parking garage, there were a few smaller private (free) parking lots operated by individual businesses, and there were metered spots on the street as well (premium locations, in case you didn't want to walk the 1-2 blocks between the garage and your destination), and there was a smaller metered lot on the other end of downtown as well. The meters were more expensive in Petaluma than they are in Twin, but that was actually a good thing, because it was a bigger incentive to use the free garage.

The biggest differences between the free parking garage in Petaluma and the free parking lots in Twin Falls are ...

1) There was only one free parking garage to go to (not including the few small store-owned lots, which never had more than a dozen or so spaces). Compared this to Twin Falls, where the free parking is scattered around in various lots, hidden behind commercial buildings, and, at a busy enough time of day, you can waste time driving from one lot to the next looking for a free space - or, more specifically, an un-reserved space.

2) Continuing the discussion of reserved spaces - The parking garage in Petaluma had clearly defined free areas and paid areas. You could not even get into the paid/reserved areas on each floor if you didn't have a passcard. There was no chance that a customer/visitor to downtown could accidentally park in a reserved spot (and thereby couldn't receive a ticket or get their car towed). Compare that to the meager and confusing signage and colored lines in the Twin Falls parking lots. The Twin Falls lots do a very poor job of defining free spaces verse reserved spaces.

3) The parking garage was prominent and easy to find (partially because of its height), with excellent signage ALL OVER downtown directing traffic to "Free parking". If you're new to Twin Falls or just visiting, finding free parking in downtown Twin is almost impossible. It's like being on a quest to discover some secret society where you have to be taught how to read between the lines to find the treasure.

4) The parking garage was NICE. It was well lit, in good shape with smooth pavement and concrete, had elevators, and was surrounding by nice landscaping. The free parking lots in Twin Falls feel like their an unwanted burden on whoever is maintaining them. They look shabby and uninviting.

56. Downtown TF needs to eliminate all barriers to people coming downtown. If there was competition for parking places, then perhaps parking places have a value. Until the downtown is a serious competitor to the mall, no parking fees. Besides painting lines, what exactly are the costs incurred?

Mon, May 23, 2011 9:27 PM

57. Why not close off main street two blocks east and the block west and make it a pedestrian mall, cobbling the

Mon, May 23, 2011 9:23 PM

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16. Additional Comments/Suggestions:

streets, installing occasional benches for us older folks to sit on when we need to take a rest from walking, no parking on the main streets, they can park in parking lots

58. There is just not enough parking for people to visit downtown..Most of the 'parking lots' are for business employees and you can not park there during certain hours. I don't mind the meters. I grew up with meters and they are just kinda cool. Mon, May 23, 2011 8:10 PM

59. Get rid of parking meters! We should not be charged to do business downtown. I can stay north of Addison and never get charged or cited while making a purchase. Mon, May 23, 2011 7:38 PM

60. Business needs to stop employees from taking the available spots Mon, May 23, 2011 6:18 PM

61. Please get rid of the Meters they are an old concept to a modern flow of clients and interfere with local business! Mon, May 23, 2011 5:24 PM

62. Copycat Boise's 8th Street Marketplace. Didn't it revitalize their downtown? Mon, May 23, 2011 5:17 PM

63. Tear down vacant buildings for more parking. Mon, May 23, 2011 5:02 PM

64. Another thing that would make downtown more shopper friendly is to clean it up! It used to be a neat, clean and friendly area to shop at years past. Now it appears run down and in some areas really creepy; not at all the friendly and lively area I remember as a youth (only 20 years ago) where my friends and I enjoyed walking and window shopping. Mon, May 23, 2011 4:18 PM

65. Parking meters should be retrofitted to accept debit cards. Mon, May 23, 2011 4:12 PM

66. I do not agree with the three-hour parking limit in the lots. Mon, May 23, 2011 3:27 PM

67. I guess I don't understand why anybody has to pay for parking. There are places to park and parking lots, what is there to pay for????????? Mon, May 23, 2011 3:25 PM

68. If the parking is owned by the City, is it not the city's Responsibility, how come the city can not maintain the parking thru the city budget? Mon, May 23, 2011 3:22 PM

69. I believe business owners should pay for the parking. I do not agree that customers should be given tickets for not placing a dime or quarter in the meters. As a loyal customer to downtown business's, I do my part in assisting business's to profit. Even though I do not mind placing my complimentary financial assistance in the meters I was not appreciative the one time I forgot to pay for my parking because I had a ticket left on my car informing me I would be fined if I failed to park and not pay again. Since that time, I have frequented downtown less because my shopping experience was ruined. Mon, May 23, 2011 3:19 PM

70. This survey is design to get a particular response. Very poor job!
Why didn't you first ask if the city should be involved in parking? Mon, May 23, 2011 3:15 PM

The starting place is clearly a mission statement.
A list of guiding principles.

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16. Additional Comments/Suggestions:

<p>71. Im glad the city is seeking feedback in ways such as this. I think this issue is pretty lame though. Parking meters are not needed in down town Twin Falls Idaho!</p>	<p>Mon, May 23, 2011 3:12 PM</p>
<p>72. I usually only go downtown on Sundays after church to eat. Very rarely do I shop there.</p>	<p>Mon, May 23, 2011 3:11 PM</p>
<p>73. It is not the customer parking that is a hinderance but the employee parking costs!!!</p>	<p>Mon, May 23, 2011 3:04 PM</p>
<p>74. I believe private enterprise needs to step up and provide parking. This could work in conjunction with the city of TF owning some lots as well</p>	<p>Mon, May 23, 2011 3:02 PM</p>
<p>75. Meters are pointless when no one follows them.....waste of time</p>	<p>Mon, May 23, 2011 2:58 PM</p>
<p>76. Bad call putting the church downtown. We need more businesses.</p>	<p>Mon, May 23, 2011 2:56 PM</p>

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Downtown Parking Forum Notes

May 26, 2011

7:05 pm – Greg Lanting welcomed everyone. Travis and Rebecca talked about the opinion survey and encouraged everyone to take it (discussion on this throughout the evening and staff handed out slips with the URL on it).

Mitch Humble started the forum by talking about the current parking situation. He then took questions. Questions from business owners/merchants included:

- How much revenue the meters (& fines) bring in (answer: \$37,500 in meter revenue was budgeted for this year) and what expenses that money is applied to? (personnel for parking enforcement & meter maintenance).
- How the leased spaces are determined, who gets the spaces? (answer: first come first served, automatic renewal available to current lease holders).
- Which method (meters or leased spaces) provides more income? Which meters are collecting more revenue/are in higher demand? How were meter location chosen? No one has that info, though meter locations have not changed since at least 2008)
- Does the city have records for how successful the parking operation was when it was ran by Earl Faulkner? Yes
- Is Main Street maintenance the city's responsibility? Is it treated like any other street? Who should fix the pot holes where parking spaces are? (answer: staff will check)
- What is the URA money for? Could it be used for parking lot maintenance and capital costs if meters are not used? Mitch said yes.
- If meters were done away with, who would pay for the \$37,000? Would it fall on business owners or general taxpayers?
- Is the city going to sell the parking lots? Would the city sell lots to a parking management company? Greg Lanting said everything is on the table. His mind is wide open on downtown parking.
- Has there been an audit or study of downtown parking to determine the need? (CSI students & a professor did an informal study 2 years ago) Can the city post the results of their survey online? Yes.
- What maintenance needs done on the parking lots? (very little, the street department keeps an eye on them) How do the downtown streets, metered parking spaces get maintained? Travis said staff would check as to how metered spaces are maintained. Greg Lanting said the sidewalks are the owners' responsibility.
- Does the City budget for downtown parking lot maintenance? Travis said no and said parking revenues are declining. For FY 2012 revenues are not expected to cover expenditures. He mentioned the \$6,000 for snow removal specifically. The city's general budget covers all city streets. Downtown parking needs to get resolved – specifically with community input – that's the ultimate goal of the Council. Council is not obligated to subsidize downtown parking. Several options to consider including subsidize, make payroll changes, no enforcement. Tonight

is fact finding and it will be up to the mayor if the council will hear more conversation on this topic.

Comments:

- Clark Parish, business owner/customer/employee, World Radio Link: My fear is that 1) the city will sell the parking lots and 2) a private management company will come in to manage parking. I would like to see the ideas for downtown parking that were developed by the Land Group for the BID. Perhaps we can use those ideas. In researching other cities' parking management, I found several good ideas: 1) the meter gives the first 15-30 minutes for free 2) Have a committee create guiding principles (e.g., the goal behind regulating parking, business owners & customers needs, etc.) which would help the city council and staff make appropriate decisions regarding policy. It needs to be decided whether enforced parking is to raise revenues or to facilitate a fragile downtown economy, to assist downtown in its revitalization, and help the businesses.
- Doug Ash, business owner, Scrappers & Stampers: My customers come in for longer periods of time (3 or more hours) to shop or participate in scrapping events. They hate the meters. Would like all parking to be open and no regulation.
- Sarah Taylor, merchant, The Ballroom: Is fearful of one group's opinion dominating parking policy. The city taking action based on one opinion might be detrimental to downtown's future. Would like to see a professional's opinion/study and would like the majority opinion to be followed.
- Christa, business owner, Christa's Dress Shop: Can see the benefit of both sides (having meters & not having meters). One of the three parking spaces in front of her business does not have a meter and a man who works next door parks there all day. I see the need to move people along, but at the same time, my customers are brides. Buying a wedding dress is an emotional purchase so getting a \$5 ticket after shopping for a wedding dress for 3 hours, can ruin a bride's experience at our store and can cause them to go somewhere else. Losing a sale is a substantial financial loss for our business.
- Allison, employee, Scrappers & Stampers: What about people who are paying the meters? Why is there a 2 hour time limit for them if they are paying the meter?
- Jessica Schmidt, employee & customer, D & L Hair Academy: Our situation is unique because our students are paying the academy for training, so they are our customers. The 3 hour time limit per space negatively affects them. Some hair treatments can take longer than 3 hours and we constantly have girls running out to the meters for customers and fellow students. Students refer to meter enforcer as the parking Nazi. We have so many students (20+) that are required to be there all day (8-5 p.m.) that finding parking is extremely difficult. They need to know where parking is available to them. I can see both perspectives and want everyone to be happy/satisfied.

- Liyah Babayan – that’s your industry. Ask your students to carpool. If meters are removed, who pays the cost of that? Think long term. Leave meters there but cover them for a specified time. Enforce a parking time limit. Perhaps take off bags again when the economy picks up.
- Tony Prater, business owner, Jensen Ringmakers: We are all here for the same reasons: the customer, our business, and ourselves. How does parking affect our customers? If customers aren’t happy, our business is not happy. When we think about parking, are we willing to walk a block for our customers’ convenience? I had the opportunity to purchase a private parking lot. I did that for our customers, to open up more parking for everyone. It is difficult to tell which spaces are leased and which are for customers. The signs need to be more clear and easy-to-read. Community needs to be informed, need more communication to people about downtown parking options. The parking lots behind storefronts need to be for customers only—they should not be leased parking. Leased parking lots need to be the furthest away. Owners and employees need to be willing to walk a block for their customers. I have let employees go for parking in customer spaces. Each business owner needs to enforce proper parking among their employees.
- Liyah Babayan, business owner, Oh La La: I agree with what Mr. Prater said. I don’t see a need to pay lots of money for a professional survey or study. We business owners are the professionals on this issue. I and many other merchants provide a bowl of coins for my customers to feed the meters. For my clients, it’s not the coins that are the issue, it’s the potential of getting a fine/ticket. Even though it’s not a huge fine, it’s the emotional impact of getting a ticket. We shouldn’t make people pay for parking in this economy. I support not using the meters, but leaving them there, in case, in the future, business picks up and we need them.
- Sarah Taylor: It’s hard to tell which space is which. When there is snow on the ground, it’s impossible to see whether the lines are yellow or white. We need to communicate parking information to customers and employees. Knowledge and information would help people know where to park, which parking lot is available to customers and employees/merchants. An idea for revenue would be to have businesses sponsor a meter bag that says “parking compliments of _____” It would be good advertizing and also raise money to cover parking costs.
- Tom Ashenbrener, business owner, Rudy’s A Cook’s Paradise: This is exactly what we need—more open dialogue about the issues (of downtown). I would like to see the results of the consumer survey when it is complete. My fear is that the city will abandon downtown in its time of need. Customers want to park conveniently and quickly. We downtown businesses are fragile. Don’t abandon us. My hope is that as we roll along, we will gain strength. We are unified in our desire to please our customers. Downtown belongs to the entire community. Pride in our downtown is important. There might be a time in the future when an LID is or meters are appropriate. I want to see the meters gone, but we still need some type of parking enforcement. Farmers Market started 3 weeks ago. It’s still weak but customers love it! Downtown is not our downtown, it’s the community’s downtown. Locals show it off to their visitors.
- Tom High, business owner, Benoit Law Firm: My customers are different from other consumers. Clients come and go, but some of my business involves 4-5 lawyers from out of town and takes 2-3 days. I would like the city to have a mechanism available where I could purchase spaces for

them for these days. I would pay a premium for that. The meter cost gets passed on to my customers and I don't like that.

- Jim Loggeman (Wageman), business owner & downtown resident, Native Skin Tanning: I am definitely in favor of getting rid of the meters. I see them as a predatory animal scaring my customers away. My customers are typically there for 10-15 minutes. Why should they get a ticket in that amount of time? Does the city take into consideration how many employees a business has before letting them locate downtown? I love the D&L students because they frequent my business, but there are too many of them and not enough parking spaces for the customers.
- Ivan McClimans (Clemens??), customer: I was born & raised in Twin Falls. Downtown worked real well without the meters. People do not like the meters.
- Ken Fitzgerald, property owner, The Paris building: That's the problem: students are taking the white spaces (customer parking). I have 8 tenants in my building. I am not from here, but have visited my whole life. I have visited downtown areas all over the country—that's usually where the good food and entertainment is. I am trying to get high-end restaurants, like the ones in Boise, into my building, but it is impossible due to parking, meters aside. During an average lunch hour, 75-125 people would need a place to park. The parking lots behind the buildings need to be for customers only. We need to have separate lots for owners and employees. Let's not be shortsighted, let's think long-term. That's what we need to revitalize downtown. We need parking rules and regulations to come from the top (city council & staff) because people have not been cooperative. Among business owners, everyone has a different opinion.
- Earl Mitchell, business owner, SL Start: I work a few blocks from Main Street. I have 20 employees that say they don't want to hassle with the meters during lunch. They will spend a dollar in gas to go somewhere on Blue Lakes instead of paying a quarter at the meter. But perception is reality.
- Doug Ash: Make meters voluntary. If people want to donate to the improvement of downtown, they can. We used to have gumball machines instead of meters—they raised a lot of money and were fun for kids.
- Liyah Babyan: I like the gumball machine idea. Of course there is the cost of gumballs, but it could be a unique fun feature for downtown. It will also entertain children for a few minutes while their parents shop.
- Eric Watte, business owner, 2 Downtown Motels: My locations have on-site parking so I don't have a problem, but I hear complaints about the meters. Why don't we have a trial period of no meter usage? Draw a line in the sand and say "as of October 1st, no meters for one year," see what happens, then come back and make a decision? We could cover them with PVC pipe and business owners can decorate them or write "Free parking for Rudy's customers." I would be willing to pay \$5 per space for snow removal. If all of the business owners chipped in, Travis would have his \$6,000 for snow removal.
- Clark Parish: Does anyone remember what happened when the chamber had free parking for a while? (audience response: no, no one knew it was free, not enough education)

- Tom Ashenbrener – Every business is different. Employees started parking at the meters. We must have enforcement. I like Woody, he is my friend (referring to Woody's enforcement work that keeps meters available for his customers)
- Tom, Benoit Law: Every business has a different situation. Customers want free parking, but we need some sort of enforcement.

Greg closed the meeting at 9 pm thanking all who came and that the Council would be visiting this subject again in the near future.

3. Consideration of a recommendation from the Downtown Parking Task Force regarding downtown parking management.

Community Development Director Humble reviewed the request.

The Downtown Parking Task Force recommends that the City Council approve the following recommendations regarding downtown parking management:

- Remove all parking meters.
- Abandon the leasing of individual parking spaces.
- All City owned parking lots will provide free public parking on a first come, first served basis.
- On the street public parking should be regulated with posted time limits. However, the limits do not all have to be the same and should be appropriate for their location. Specifically, parking spaces along the retail portions of Main Street should have a 2 hour parking limit. However, shorter or longer time limits may be appropriate in other locations. The City should have the ability to be flexible and reasonable in the assignment of time limits.
- In the public parking lots, the first row of parking spaces located closest to the alleys and buildings should contain a 3 hour time limit. Other spaces in the public lots should not have a limit.
- Parking enforcement will be limited and on a response basis, rather than proactive, as it is currently done.
- The City should actively seek out opportunities to develop more public parking, and do so in areas where there is a need. The City should partner with the Urban Renewal Agency and with the State through grant opportunities in this effort.
- The City should retain the ability to lease parking lots for economic development opportunities and to encourage private downtown investment and growth. These leases should be property leases, rather than individual parking space leases so that the management of the lease does not require significant staff administration time. Also, when considering a parking property lease, the Council should weigh the parking needs of existing public parking users and try to avoid damaging existing users with a decision. A process should be set up to allow input from existing users as well.

A letter from Tony Prater was entered into the record.

Discussion followed:

Vice Mayor Lanting asked how the parking lot maintenance will be paid. Community Development Director Humble stated that the funds will come out of the Street Fund.

Vice Mayor Lanting asked if there was any discussion of some of the parking lots that are closer to the Main Street area where more of the retail is located to have customer parking only and thus employees would be forced to park elsewhere. Community Development Director Humble stated that the recommendation is to post signage with two and three hour parking restrictions. The following recommendations were made: Parking spaces along the retail portions of Main Street should have a 2 hour parking limit and in the public parking lots, the first row of parking spaces located closest to the alleys and buildings should contain a 3 hour time limit. Enforcement will be difficult.

City Manager Rothweiler stated that enforcement, as part of the program, will require business owners to be courteous and respectful to one another and to work cooperatively with one another. At the downtown open house the owners agreed and felt that they could enter into a self enforcement and self regulated program.

Councilperson Johnson stated that he served on the committee and stated that there is no perfect answer for downtown parking. Business owners are not required to have parking for customers downtown which has caused the current parking problem. He explained the results of the parking survey.

Councilperson Mills Sojka asked if it was important for the meters to be removed or is it just as important that the City not enforce the meters. Community Development Director Humble stated that he believes it is important to remove the meters. When the meters are not enforced, they become crammed with coins causing the meters to break. Time and energy was spent to repair the meters because of the lack of active maintenance on the meters. Mayor Don Hall stated that the idea is to remove the meter and keep the poles. Councilperson Mills Sojka stated that the meters could be considered as antiques and suggested keeping the meters and giving the money to a non-profit organization.

Councilperson Johnson stated that the meters have historical value. Discussion was made on what to do with the posts.

Councilperson Clow stated he recalled when in disbanding the BID the City agreed to take care of the PSI contract for trash removal and the City would maintain the landscaping and the proceeds from parking would help pay for the services. If proceeds are not collected, the costs would fall onto the taxpayers. He also asked what happened to the gumball machines. Michelle Hamilton, Scrapping Girlfriends owner, stated that the business owners bought the machines. He also stated his concern of removing the pole and meter. Feeding the meters appears to be a problem and he asked if warnings or tickets will be given to violators and asked who would enforce the parking.

Councilperson Johnson stated that proceeds for parking provide for the parking enforcement, and the parking enforcement provides parking proceeds. The Streets Department maintains the parking lots and the Parks & Recreation Department maintains certain areas downtown. The funds are not changing. The committee did discuss enforcing parking.

Vice Mayor Lanting made the following observations based on seeing other communities: 1. It is not uncommon for communities to have parking meters. 2. An enforcement officer is paid with the fines collected. He made the recommendation that a one hour parking limit be placed on Main Street and a two hour parking limit be placed on the orange parking and the parking lot behind Rudy's and Magic Valley Bank, and not be limited to the front rows.

Councilperson Johnson stated that over time the issue will be revisited. The committee hoped that the downtown businesses would come together and agree on a management solution amongst the downtowners.

Community Development Director Humble stated there is no recommendation to change the penalty structure for violators. Enforcement is spotty at best and he did not believe that parking meter enforcement will be done by the Police Department. If the recommendations are approved this will reduce staff 1 and ½ or ¼ employees.

Councilperson Clow stated that there are business owners who lease business spaces for employees; some own parking lots for employees. The business owner will not need to own a parking lot for employees. The taxpayer will be asked to make up the difference. Most of the parking areas are free now other than the metered areas.

Councilperson Clow stated that there are some business owners who lease parking for employees. He stated his concern was that there no longer be an employee leased program.

Councilperson Kezele asked for the pros and cons of leasing or not leasing lots. Councilperson Johnson stated that revenue from leasing would not cover parking enforcement. Discussion was made in leasing lots and blocks.

Community Development Director Humble stated that there is more time, money, and energy spent by office staff managing the program than on the enforcement staff enforcing the program.

Councilperson Kezele asked if there was any discussion for raising lease rates. Community Development Director Humble stated that discussion was made on raising the rates for meters and leases.

Councilperson Mills Sojka asked what the cost of leasing blocks would be. City Manager Rothweiler stated that the City does not lease lots but leases individual spaces.

MOTION:

Councilperson Johnson made a motion that the Council adopts the recommendation made by the Downtown Parking Task Force regarding downtown parking and management thereof. The motion was seconded by Councilperson Kezele.

AMENDMENT TO THE MAIN MOTION:

Councilperson Clow made the motion to exclude the portion of the recommendation that references that there will no longer be leased spaces. The motion was seconded by Councilperson Mills Sojka.

Discussion followed.

Roll call vote showed Councilpersons Clow, Craig, Johnson, Kezele, Lanting and Mills Sojka voted in favor of the motion. Mayor Hall voted against the motion. Approved 6 to 1.

AMENDMENT TO THE MAIN MOTION:

Councilperson Clow made the motion to not remove the parking meters but to cover them or bag them or to make the meters inoperable or unable to accept coins indefinitely by placing laminate over the coin section of the meter. The motion was seconded by Mills Sojka.

Discussion followed.

City Manager Rothweiler suggested making the motion more generic where the meters would be inoperable or unable to accept coins. He stated that there may be some laminate that could be placed over the coin section of the meter. Councilperson Clow stated that the suggestion meets the spirit of what he is trying to accomplish. Councilperson Mills Sojka was in agreement to the suggestion of the amendment.

Discussion followed to identify the meters as free parking and say that money will be contributed to a non-profit organization, such as the Senior Center.

City Manager Rothweiler suggested that if the money is to be donated to a charitable cause that the upkeep of the meters be provided by the non-profit organization to capture the coins from the meters.

Mayor Hall asked who would maintain the meters if turned over to non-profit organization. City Manager Rothweiler stated that the City would not have the staff or the expertise to be able to maintain the meters. The enforcement officer also fixes the meters and makes sure they are operational.

Councilperson Clow suggested that as the meters fail they can be replaced with gumball machines with a portion of the coins going to a nonprofit organization.

Roll call vote on the amendment to the main motion showed Councilpersons Clow, Craig, Hall, Kezele, Lanting and Mills Sojka voted in favor of the motion. Councilperson Johnson voted against the motion. Passed 6 to 1.

Discussion followed on the main motion as amended.

Roll call vote on the main motion showed Councilpersons Kezele, Lanting and Mills Sojka voted in favor of the motion. Councilperson Clow, Craig, Hall, Johnson voted against the motion. Failed 4 to 3.



December 12, 2011 --- City Council Meeting

To: Honorable Mayor and City Council

From: Carleen Herring, Region IV Development Association

Request: Approval of a resolution authorizing the Mayor to sign and submit an application to the Idaho Department of Commerce to partially finance the Idaho Power 10 MW power line extension.

Background: This is one part of the funding needed to implement the infrastructure improvements required to support Agro-Farma's development on Kimberly Road. The company needs access to approximately 10 MW of electrical power and Idaho Power can provide that service from their new substation near Kimberly with the extension of roughly 1.75 miles of transmission line. The Idaho Department of Commerce – Community Development Block Grant (ICDBG) program is designed to assist communities build infrastructure that will generate new employment opportunities for the community's low- and moderate-income residents. The proposed 10 MW feeder line project meets the guidelines and requirements for the ICDBG program.

History:

The Agro-Farma site is not currently served with sufficient power for their projected operational needs. Idaho Power has been engaged to determine the most cost-effective means for providing power to the site while insuring the provision of energy to the neighboring properties and usages. The proposed power line extension will provide adequate electrical power for Agro-Farma's operation without adversely impacting other users on this side of the community.

The Idaho Department of Commerce – ICDBG program has been a valued partner in a number of other economic development/job creation infrastructure projects in Twin Falls including financing the public infrastructure associated with Jayco, Solo Cup, and Seastrom Manufacturing.

Budget Impact: The construction of the 10 MW electrical feeder line project will require a cash match. The ICDBG application request is for \$550,000 of a current estimated budget of \$750,000.

Regulatory Impact: Unknown

Conclusion: In order to submit an application to the Idaho Department of Commerce, the Council must hold a public hearing on the application; and then determine if the Council will authorize the Mayor to sign and submit the application.

Attachments: Resolution 1876

RESOLUTION #1876

**CITY OF TWIN FALLS
SIGN AND SUBMIT AUTHORIZATION**

A RESOLUTION OF THE COUNCIL, CITY OF TWIN FALLS, IDAHO, AUTHORIZING THE MAYOR TO SIGN AND SUBMIT AN APPLICATION FOR AN IDAHO COMMUNITY DEVELOPMENT BLOCK GRANT TO PARTIALLY FINANCE THE CONSTRUCTION OF INFRASTRUCTURE IMPROVEMENTS.

WHEREAS, the City of Twin Falls understands the economic value of supporting business development in the community; and

WHEREAS, the City Council has determined it is in the best interest of the community to assist Agro-Farma expand its operation to Twin Falls; and

WHEREAS, Agro-Farma has committed to constructing a new, state-of-the-art, dairy processing plant in the community, but requires access to adequate electrical power; and

WHEREAS, the City has engaged Idaho Power to upgrade the existing power services to a 10-megawatt feeder line that is necessary to support the new facility; and

WHEREAS, the City of Twin Falls is seeking the financial assistance of the Idaho Department of Commerce through the Idaho Community Development Block Grant program to help finance a portion of these public improvements.

NOW THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL FOR THE CITY OF TWIN FALLS, IDAHO, that the Mayor is hereby authorized to sign and submit appropriate application materials to the Idaho Department of Commerce for funds to assist the City with the construction of the infrastructure improvements that will support job creation and private sector investment.

Adopted this 12th day of December, 2011.

Don Hall, Mayor

Attest: _____
Sharon Bryan, Deputy City Clerk



Date: December 12, 2011 City Council Meeting

To: Honorable Mayor and City Council

From: Melinda Anderson, Economic Development Director

Request:

Consideration of a request to approve Ordinance 3022 approving the Urban Renewal Plan for Revenue Allocation Area #4-3.

Background

On November 3, 2011 the URA board approved the Urban Renewal Plan for Revenue Allocation Area #4-3. On November 8, 2011, the Twin Falls City Planning and Zoning Commission determined that the Plan conforms to the City Comprehensive Plan, Zoning Regulations, and general plan for development of the City, and recommended approval of the Plan. On November 10, 2011, the Notice of Public Hearing was published in the Times News, and on November 8, 2011, was transmitted to all taxing districts within the proposed revenue allocation area, setting the date for a public hearing to be held on Monday, December 12, 2011 at 6:00 o'clock, p.m., for consideration of the adoption of the Plan.

Regulatory Impact:

Idaho Code 50-2906: To adopt a new urban renewal plan or create a competitively disadvantaged border community area containing a revenue allocation financing provision, the local governing body of an authorized municipality must enact an ordinance in accordance with chapter 9, title 50, Idaho Code, and section 50-2008, Idaho Code. To modify an existing urban renewal plan, to add or change a revenue allocation, an authorized municipality must enact an ordinance in accordance with chapter 9, title 50, Idaho Code, and conduct a public hearing as provided in section 50-2008(c), Idaho Code.

Approval Process:

A public hearing is scheduled for tonight. A Notice of Public Hearing was published in the Times-News on November 10, 2011 and copies of the Plan were provided to all Twin Falls County taxing districts on November 8, 2011. The findings required for approval of the plan are contained in the ordinance. The Plan is attached as Exhibit A to the ordinance.

A simple majority vote by the City Council is required.

Attachments:

Ordinance 3022 (with the Urban Renewal Plan for RAA 4-3 attached as Exhibit A)

ORDINANCE NO. 3022

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR REVENUE ALLOCATION AREA #4-3; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, The Twin Falls Urban Renewal Agency (hereafter "Agency") was created on July 19, 1965, by Resolution No. 909 of the Board of Commissioners of The City of Twin Falls, Idaho; and,

WHEREAS, on June 30, 1997, the City Council of the City of Twin Falls, Idaho (the "City"), by Resolution No. 1603 determined certain property to be a deteriorated area or a deteriorating area or a combination thereof and designated the area as appropriate for an Urban Renewal Project, to be known as Urban Renewal Area #4; and,

WHEREAS, on October 7, 2002, the "City" by Resolution No. 1692 approved expanding Urban Renewal Area #4 to include the property that is the subject of this plan; and,

WHEREAS, on November 3, 2011, the "Agency" met and considered an Urban Renewal Plan for Urban Renewal Area #4-3 attached hereto as Exhibit "A" (the "Plan"), and recommended to the Twin Falls City Council adoption of the Plan; and,

WHEREAS, on November 8, 2011, the Twin Falls Planning and Zoning Commission reviewed the Plan and determined that the Plan conforms with the City Comprehensive Plan, the City's zoning regulations, and the general plan for development of the municipality, and recommended approval of the Plan; and,

WHEREAS, on November 10, 2011, the Notice of Public Hearing was published in the Times News, the official newspaper for public notice in Twin Falls County, and also was mailed and receipt confirmed to the governing bodies of School District #411, Twin Falls County, The College of Southern Idaho, the Twin Falls Highway District, Twin Falls County Ambulance District, Twin Falls Fire District, Twin Falls Abatement District, and the City of Twin Falls, setting the date for a public hearing to be held on Monday, December 12, 2011 at 6:00 o'clock, p.m., for

consideration of the adoption of the Plan; and,

WHEREAS, on December 12, 2011, at 6:00 o'clock, p.m., the Twin Falls City Council held a public hearing on consideration of the adoption of the Plan; and,

WHEREAS, the legislature of the State of Idaho has enacted Chapter 29, Title 50, Idaho Code, authorizing certain urban renewal agencies (including the Agency) to adopt revenue allocation financing provisions as part of the urban renewal plans; and,

WHEREAS, the Plan presented by the Agency contains a revenue allocation financing provision; and,

WHEREAS, as required by applicable law, the Plan contains the following information which was made available to the general public and all taxing districts with taxing authority in Revenue Allocation Area #4-3 at least thirty days prior to the December 12, 2011, public hearing of the City Council:

- (1) A statement of the objectives of the municipality in undertaking the urban renewal project;
- (2) The sources of revenue to finance these costs, including estimates of revenue allocation under the Act;
- (3) The amount of bonded or other indebtedness to be incurred;
- (4) the duration of the project's existence;
- (5) A description of the revenue allocation area;
- (6) A statement of the estimated impact of revenue allocation financing on all taxing districts within Twin Falls County.
- (7) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
- (8) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
- (9) An economic feasibility study;
- (10) A detailed list of estimated project costs;

- (11) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
- (12) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
- (13) A termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan recognizes that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and
- (14) A description of the disposition or retention of any assets of the agency upon the termination date. The agency may retain assets or revenues generated from such assets as long as the agency has resources other than revenue allocation funds to operate and manage such assets.

WHEREAS, appropriate notice of the Plan and the revenue allocation provision contained therein has been given to the taxing districts and to the public as required by Idaho Code Section 50-2906; and,

WHEREAS, it is necessary and in the best interest of the citizens of the City of Twin Falls, Idaho, to adopt the Plan, including revenue allocation financing provisions, since revenue allocation will help finance urban renewal projects to be completed in accordance with the Plan (as now or hereafter amended) in order: to encourage private development in the Revenue Allocation Area #4-3; to prevent and arrest decay of the Twin Falls area due to the inability of existing financing methods to provide needed public improvements; to encourage taxing districts to cooperate in the allocation of future tax revenues arising in the Revenue Allocation Area #4-3 in order to facilitate the long-term growth of their common tax base; to encourage private investment within the City of Twin Falls and to further the public purposes of the Agency.

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

SECTION 1. That it is hereby found and determined that:

(a) Urban Renewal Area #4 was determined to be deteriorated or a deteriorating area as defined in the Act and qualifies as an eligible urban renewal area under the Act;

(b) The rehabilitation, conservation, and redevelopment of the Revenue Allocation Area #4-3 within Urban Renewal Area #4 is necessary in the interest of the public health, safety, and welfare of the residents of the City of Twin Falls; and,

(c) There continues to be a need for the Agency to function in the City of Twin Falls.

SECTION 2. That there is not expected to be any displacement of persons or families within Revenue Allocation Area #4-3.

SECTION 3. That said Urban Renewal Plan conforms to the Comprehensive Plan of the City of Twin Falls, Idaho.

SECTION 4. That the said Plan gives due consideration to the provision of adequate open space, park and recreation areas and facilities that may be desirable for neighborhood improvement and shows consideration for the health, safety and welfare of any children residing in the general vicinity of the Urban Renewal Area covered by the Plan.

SECTION 5. That said Urban Renewal Plan affords maximum opportunity, consistent with the sound needs of the City as a whole for the rehabilitation or redevelopment of Revenue Allocation Area #4-3 by private enterprise.

SECTION 6. That the redevelopment of the Project Area for industrial uses is necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition will require the exercise of governmental action, because of defective or unusual conditions of title, diversity of ownership, economic disuse, unsuitable topography, and a combination of such factors or other conditions which retard development of the area.

SECTION 7. That the Urban Renewal Plan for Urban Renewal Area #4-3 is approved.

SECTION 8. That upon publication of this Ordinance, the City Clerk is authorized and

directed to transmit to the county auditor and tax assessor of Twin Falls County, and to the appropriate officials of School District #411, Twin Falls County, The College of Southern Idaho, the Twin Falls Highway District, Twin Falls County Ambulance District, Twin Falls Fire District, Twin Falls Abatement District, and the City of Twin Falls, and to the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Revenue Allocation Area, and a map or plat indicating the boundaries of the Revenue Allocation Area.

SECTION 9. The City Council hereby finds and declares that Revenue Allocation Area #4-3 as defined in the Urban Renewal Plan includes that portion of the urban renewal area (defined as the Project Area in the Urban Renewal Plan), the equalized assessed valuation of which the Council hereby determines in and as part of the Urban Renewal Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Urban Renewal Plan.

SECTION 10. That this Ordinance shall be in full force and effect from and after its passage, approval and publication.

SECTION 11. This ordinance may be published in summary, pursuant to the provisions of Idaho Code §50-901A, as follows:

“SUMMARY OF ORDINANCE
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR REVENUE ALLOCATION AREA #4-3; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS; AND PROVIDING AN EFFECTIVE DATE.

With respect to the Urban Renewal Plan for Revenue Allocation Area #4-3, the City Council for the City of Twin Falls finds that Urban Renewal Area #4 was determined to be deteriorated or a deteriorating area as defined in the Act and qualifies as an eligible urban renewal area under the Act, the rehabilitation, conservation, and redevelopment of the Revenue Allocation Area #4-3 within Urban Renewal Area #4 is necessary in the interest of the public health, safety, and welfare of the residents of the City of Twin Falls, there continues to be a need for the Agency to function in the City of Twin Falls, there is not expected to be any displacement of persons or families within Revenue Allocation Area #4-3, the Urban Renewal Plan conforms to the Comprehensive Plan of the City of Twin Falls, Idaho, the Plan gives due consideration to the provision of adequate open space, park and recreation areas and facilities that may be desirable for neighborhood improvement and shows consideration for the health, safety and welfare of any children residing in the general vicinity of the Urban Renewal Area covered by the Plan, the Urban Renewal Plan affords

maximum opportunity, consistent with the sound needs of the City as a whole for the rehabilitation or redevelopment of Revenue Allocation Area #4-3 by private enterprise, the redevelopment of the Project Area for industrial uses is necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition will require the exercise of governmental action, because of defective or unusual conditions of title, diversity of ownership, economic disuse, unsuitable topography, and a combination of such factors or other conditions which retard development of the area. The Urban Renewal Plan for Urban Renewal Area #4-3 is approved.

The Plan approved by the Ordinance describes the location of the Project Area as follows:

LOCATION AND PROJECT AREA

Revenue Allocation Area #4-3 consists of approximately two hundred (220) acres and is generally located south of Kimberly Road (3800 North or Highway 30), west of 3300 East, and north of the railroad right of way, as shown on the attached map, and is legally described as follows:

A parcel of land located in the NE¹/₄ and the NW¹/₄ of Section 24, Township 10 South, Range 17 East, Boise Meridian, Twin Falls County, Idaho; being more particularly described as follows:

N¹/₂ NE¹/₄;

TOGETHER WITH

S¹/₂ NE¹/₄ that lies north of the Northerly right-of-way boundary of the Union Pacific Railroad;

TOGETHER WITH

S¹/₂ NW¹/₄ that lies north of the Northerly right-of-way boundary of the Union Pacific Railroad;

TOGETHER WITH

A parcel of land located in the NW¹/₄ more particularly described as follows:

COMMENCING at the North one-quarter corner of said Section 24 from which the Northwest Section corner of said Section 24 bears South 89°48'00" West 2638.80 feet;

THENCE South 00°31'07" East along the East boundary of the NE¹/₄ NW¹/₄ of said Section 24 for a distance of 50.00 feet to a point on the Southerly right-of-way of U.S. Highway 30 and being the **TRUE POINT OF BEGINNING**;

THENCE continuing South 00°31'07" East along the East boundary of the NE¹/₄ NW¹/₄ of said Section 24 for a distance of 1269.01 feet to the Southeast corner of the NE¹/₄ NW¹/₄ of said Section 24;

THENCE South 89°46'46" West along the South boundary of the NE¹/₄ NW¹/₄ of said Section 24 for a distance of 1320.34 feet to the Southwest corner of the NE¹/₄ NW¹/₄ of said Section 24;

THENCE continuing South 89°46'46" West along the South boundary of the NW¹/₄ of said Section 24 for a distance of 6.39 feet;

THENCE North 00°12'00" West for a distance of 2.39 feet to a found 5/8" rebar;

THENCE continuing North 00°12'00" West for a distance of 890.83 feet to a found 5/8" rebar;

THENCE South 89°43'47" East for a distance of 181.24 feet;

THENCE North 00°39'29" East for a distance of 377.78 feet to a point on the Southerly right-of-way U.S. Highway 30;

THENCE North 89°48'00" East parallel with the North boundary of the NE¹/₄

NW¹/₄ of said Section 24 and along the Southerly right-of-way of U.S. Highway 30 for a distance of 1132.79 feet to the TRUE POINT OF BEGINNING.

All containing approximately 220.97 acres.

The foregoing summary is true and complete and provides adequate notice to the public of the principal provisions of the ordinance. The full text of the Ordinance and Plan is available at Twin Falls City Hall.



Fritz Wonderlich, City Attorney”

PASSED BY THE CITY COUNCIL

December 12, 2011

SIGNED BY THE MAYOR

December 12, 2011

Mayor Don Hall

ATTEST:

Deputy City Clerk

PUBLISH:

Attach Exhibit A – Urban Renewal Plan for Revenue Allocation Area #4-3

SUMMARY OF ORDINANCE
ORDINANCE NO. 3022

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, APPROVING THE URBAN RENEWAL PLAN FOR REVENUE ALLOCATION AREA #4-3; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS; AND PROVIDING AN EFFECTIVE DATE.

With respect to the Urban Renewal Plan for Revenue Allocation Area #4-3, the City Council for the City of Twin Falls finds that Urban Renewal Area #4 was determined to be deteriorated or a deteriorating area as defined in the Act and qualifies as an eligible urban renewal area under the Act, the rehabilitation, conservation, and redevelopment of the Revenue Allocation Area #4-3 within Urban Renewal Area #4 is necessary in the interest of the public health, safety, and welfare of the residents of the City of Twin Falls, there continues to be a need for the Agency to function in the City of Twin Falls, there is not expected to be any displacement of persons or families within Revenue Allocation Area #4-3, the Urban Renewal Plan conforms to the Comprehensive Plan of the City of Twin Falls, Idaho, the Plan gives due consideration to the provision of adequate open space, park and recreation areas and facilities that may be desirable for neighborhood improvement and shows consideration for the health, safety and welfare of any children residing in the general vicinity of the Urban Renewal Area covered by the Plan, the Urban Renewal Plan affords maximum opportunity, consistent with the sound needs of the City as a whole for the rehabilitation or redevelopment of Revenue Allocation Area #4-3 by private enterprise, the redevelopment of the Project Area for industrial uses is necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition will require the exercise of governmental action, because of defective or unusual conditions of title, diversity of ownership, economic disuse, unsuitable topography, and a combination of such factors or other conditions which retard development of the area. The Urban Renewal Plan for Urban Renewal Area #4-3 is approved.

The Plan approved by the Ordinance describes the location of the Project Area as follows:

LOCATION AND PROJECT AREA

Revenue Allocation Area #4-3 consists of approximately two hundred (220) acres and is generally located south of Kimberly Road (3800 North or Highway 30), west of 3300 East, and north of the railroad right of way, as shown on the attached map, and is legally described as follows:

A parcel of land located in the NE $\frac{1}{4}$ and the NW $\frac{1}{4}$ of Section 24,
Township 10 South, Range 17 East, Boise Meridian, Twin Falls County,
Idaho; being more particularly described as follows:

N $\frac{1}{2}$ NE $\frac{1}{4}$;

TOGETHER WITH

S½ NE¼ that lies north of the Northerly right-of-way boundary of the Union Pacific Railroad;

TOGETHER WITH

S½ NW¼ that lies north of the Northerly right-of-way boundary of the Union Pacific Railroad;

TOGETHER WITH

A parcel of land located in the NW¼ more particularly described as follows:

COMMENCING at the North one-quarter corner of said Section 24 from which the Northwest Section corner of said Section 24 bears South 89°48'00" West 2638.80 feet;

THENCE South 00°31'07" East along the East boundary of the NE¼ NW¼ of said Section 24 for a distance of 50.00 feet to a point on the Southerly right-of-way of U.S. Highway 30 and being the TRUE POINT OF BEGINNING;

THENCE continuing South 00°31'07" East along the East boundary of the NE¼ NW¼ of said Section 24 for a distance of 1269.01 feet to the Southeast corner of the NE¼ NW¼ of said Section 24;

THENCE South 89°46'46" West along the South boundary of the NE¼ NW¼ of said Section 24 for a distance of 1320.34 feet to the Southwest corner of the NE¼ NW¼ of said Section 24;

THENCE continuing South 89°46'46" West along the South boundary of the NW¼ of said Section 24 for a distance of 6.39 feet;

THENCE North 00°12'00" West for a distance of 2.39 feet to a found 5/8" rebar;

THENCE continuing North 00°12'00" West for a distance of 890.83 feet to a found 5/8" rebar;

THENCE South 89°43'47" East for a distance of 181.24 feet;

THENCE North 00°39'29" East for a distance of 377.78 feet to a point on the Southerly right-of-way U.S. Highway 30;

THENCE North 89°48'00" East parallel with the North boundary of the NE¼ NW¼ of said Section 24 and along the Southerly right-of-way of U.S. Highway 30 for a distance of 1132.79 feet to the TRUE POINT OF BEGINNING.

All containing approximately 220.97 acres.

The foregoing summary is true and complete and provides adequate notice to the public of the principal provisions of the ordinance. The full text of the Ordinance and Plan is available at Twin Falls City Hall.



Fritz Wonderlich, City Attorney

URBAN RENEWAL PLAN FOR REVENUE ALLOCATION AREA #4-3

INTRODUCTION

On June 30, 1997, the Twin Falls City Council enacted its Resolution No. 1603, which created Urban Renewal Area #4, pursuant to the provisions of Idaho Code §50-2005. On October 7, 2002, the City Council of the City of Twin Falls, by Resolution No. 1692 approved expanding Urban Renewal Plan #4 to include the property that is the subject of this plan. Within this Urban Renewal Area #4, the Urban Renewal Agency for the City of Twin Falls, and the Twin Falls City Council, have previously approved plans with revenue allocation financing, known as Revenue Allocation Area #4-1 and Revenue Allocation Area #4-2. The Urban Renewal Agency now proposes to establish a new urban renewal plan located within Urban Renewal Area #4 with revenue allocation financing provisions, to be known as Revenue Allocation Area #4-3.

LOCATION AND PROJECT AREA

Revenue Allocation Area #4-3 consists of approximately two hundred (220) acres and is generally located south of Kimberly Road (3800 North or Highway 30), west of 3300 East, and north of the railroad right of way, as shown on the attached map, and is legally described as follows:

A parcel of land located in the NE¹/₄ and the NW¹/₄ of Section 24, Township 10 South, Range 17 East, Boise Meridian, Twin Falls County, Idaho; being more particularly described as follows:

N¹/₂ NE¹/₄;

TOGETHER WITH

S¹/₂ NE¹/₄ that lies north of the Northerly right-of-way boundary of the Union Pacific Railroad;

TOGETHER WITH

S¹/₂ NW¹/₄ that lies north of the Northerly right-of-way boundary of the Union Pacific Railroad;

TOGETHER WITH

A parcel of land located in the NW¹/₄ more particularly described as follows:

COMMENCING at the North one-quarter corner of said Section 24 from which the Northwest Section corner of said Section 24 bears South 89°48'00" West 2638.80 feet;

THENCE South 00°31'07" East along the East boundary of the NE¹/₄ NW¹/₄ of said Section 24 for a distance of 50.00 feet to a point on the Southerly right-of-way of U.S. Highway 30 and being the TRUE POINT OF BEGINNING;

THENCE continuing South 00°31'07" East along the East boundary of the NE¹/₄ NW¹/₄ of said Section 24 for a distance of 1269.01 feet to the Southeast corner of the NE¹/₄ NW¹/₄ of said Section 24;

THENCE South 89°46'46" West along the South boundary of the NE¼ NW¼ of said Section 24 for a distance of 1320.34 feet to the Southwest corner of the NE¼ NW¼ of said Section 24;

THENCE continuing South 89°46'46" West along the South boundary of the NW¼ of said Section 24 for a distance of 6.39 feet;

THENCE North 00°12'00" West for a distance of 2.39 feet to a found 5/8" rebar;

THENCE continuing North 00°12'00" West for a distance of 890.83 feet to a found 5/8" rebar;

THENCE South 89°43'47" East for a distance of 181.24 feet;

THENCE North 00°39'29" East for a distance of 377.78 feet to a point on the Southerly right-of-way U.S. Highway 30;

THENCE North 89°48'00" East parallel with the North boundary of the NE¼ NW¼ of said Section 24 and along the Southerly right-of-way of U.S. Highway 30 for a distance of 1132.79 feet to the TRUE POINT OF BEGINNING.

All containing approximately 220.97 acres.

PURPOSE

The purpose of the Plan is to fund the acquisition of real property within the revenue allocation area, to prepare the land for industrial development, to improve public infrastructure needed to serve the project, including the construction of water lines, improvement of wastewater collection lines, wastewater pretreatment and treatment, natural gas and power (collectively the "Project"). The redeveloped property will then be sold, for industrial development, with deed restrictions to encourage maximum capital investment in the revenue allocation area, to encourage maximum job growth, long-term growth of the tax base, and such other matters that best serve the public interest and the purposes of the Urban Renewal Law and the Local Economic Development Act.

ASSESSED VALUATIONS

The base assessment roll of the proposed Revenue Allocation Area #4-3 is \$642,163. The base assessment rolls of all revenue allocation areas is \$24,074,083. The current assessed valuation of all taxable property within the City is \$2,282,743,583. The base assessment rolls of all revenue allocation areas within the City, including Revenue Allocation Area #4-3, is less than ten percent (10%) of the current assessed valuation of all taxable property within the City.

PUBLIC WORKS OR IMPROVEMENTS

- Construction of approximately 1 mile of water line to provide water supply to the RAA. Project will extend from the intersection of US30/Kimberly Rd. to the water supply facility on Marie Street, near Hankins road.
- Construction of pretreatment facilities to be located on US30/Kimberly Rd. between 3200E/Hankins Rd. and 3300E/Champlin Rd. The project will address wastewater characteristics prior to entry into the City's collection system which will extend the life of

the sewer collection piping.

- Construction of a wastewater collection line. The trunk line will extend from approximately 3250 E and US-30/Kimberly Rd. to the intersection of Poleline Dr. and Eastland Dr., and may require improvement of the line from the intersection of Poleline Dr. and Eastland Drive to the Waste Water Treatment Plant.
- Construction of modifications to the existing wastewater treatment plant, located about two miles west of the Perrine Bridge in the Snake River Canyon to handle an additional wastewater flow.
- Preparation of the site for development, including but not limited to relocation of irrigation works, site leveling, improvement of public access to the site, etc.
- Extension of electric power and natural gas infrastructure.
- Such other costs as are required to complete the project.

ECONOMIC FEASIBILITY STUDY

Agro-Farma intends to build and operate a yogurt processing facility in Twin Falls and expects to invest up to \$300,000,000 in both real and personal property. Based on a conservative assessed value of \$240,000,000 for both real and personal property, it is estimated that Agro-Farma may pay up to \$76,057,410 in property taxes over the 20-year life of RAA 4-3.

On January 1, 2011, the values of the properties within the proposed Revenue Allocation Area #4-3 were assessed by the Twin Falls County Assessor at the values shown in **Table 1**.

Table 1

Value of the Properties within the Proposed Revenue Allocation Area 4-3				
	Values	Property Tax	Taxable Values	
Parcel No.	January 1,2011	Exemption	January 1,2011	Full Tax Payment
RP10S17E241200	\$ 384,398	\$ 79,982	\$ 304,416	\$ 4,801.36
RPT00107240020	58,701		58,701	925.85
PRT00107240600	40,565		40,565	639.81
RPT00107240610	43,950		43,950	693.20
RPT00107242400	32,267		32,267	508.93
RPT00107244200	37,990		37,990	599.19
RPT32430010010	60,535		60,535	954.78
RPT32430010020	3,204		3,204	50.53
RPT32430010030	60,535		60,535	954.78
Combined	\$ 722,145	\$ 79,982	\$ 642,163	\$ 10,128.43
* All parcels are reflected as being included in the City of Twin Falls.				

The Current Taxable Market Value for the Area of \$642,163 is the base taxable value as of January 1, 2011 for the proposed Revenue Allocation Area. Each of the 7 taxing jurisdictions will continue to receive their portion of the tax revenue from the base taxable value.

Table 2 shows the current annual amount of tax revenue to each jurisdiction within the proposed Revenue Allocation Area #4-3.

Table 2

Current Revenue to Each Taxing District			
Taxing District	2010 Property Tax Levy Rate	January 1, 2011 Taxable Value Base Value	Current Property Tax Revenue
Twin Falls County	0.004045866	\$ 642,163	\$ 2,598.11
City of Twin Falls	0.006800067	642,163	4,366.75
Twin Falls School Dist. #411	0.002726628	642,163	1,750.94
College of Souther Idaho	0.000872809	642,163	560.49
Twin Falls Highway Dist.	0.001038132	642,163	666.65
Twin Falls Ambulance Dist.	0.000180899	642,163	116.17
Twin Falls Abatement Dist.	0.000107959	642,163	69.32
Combined	0.015772360		\$ 10,128.42

Table 3 shows the fiscal impact of the revenue allocation area, both until and after the bonds are paid, upon all taxing districts levying taxes upon property on the revenue allocation area. The table demonstrates that the Plan promotes the long-term growth of the tax base for the area.

Table 3

Year	Expected New Assessed Value of Land and Building	Twin Falls County	City of Twin Falls	School District No. 411 Except	School District No. 411	College of Southern Idaho	Twin Falls Highway District	Twin Falls Ambulance District	Twin Falls Abatement District	Total Funding
2010 Levy Rate		0.004045866	0.006800067	0.001455438	0.00127119	0.000872809	0.001038132	0.000180899	0.000107959	0.01577236
2011-2031	642,163	2,598	4,367	935	816	560	667	116	69	10,128
2032	241,109,798	975,498	1,639,563	350,920	306,496	210,443	250,304	43,617	26,030	3,802,871

The projects described in this document, to be completed in the proposed Revenue Allocation Area, will add new property tax value to the current base property tax values. The estimated value of both the new values and the current base values over the 20-year life of financing bonds is shown in **Table 4**.

Table 4

Estimated Valuations					
	New Market	New Market	New Market	Current Market	Total Taxable
December 31	Value - Building	Value - Fixtures and Equipment	Value - Land	Value for Area No. 4-3	Value
2012	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2013	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2014	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2015	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2016	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2017	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2018	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2019	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2020	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2021	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2022	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2023	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2024	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2025	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2026	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2027	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2028	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2029	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2030	165,200,000	70,800,000	4,467,635	642,163	241,109,798
2031	165,200,000	70,800,000	4,467,635	642,163	241,109,798

The potential Estimated New Market Values of up to \$165,200,000 for Buildings and Improvements, up to \$70,800,000 for Fixtures and Equipment, and \$4,467,635 for Land are projected to generate incremental tax revenues. **Table 5** shows the potential new assessed value and, based on 2010 levy rates, the expected incremental tax revenue from this new value is shown over the life of the twenty-year bonds.

Table 5

Year	Expected	School	URA
	New Assessed Value of Land, Equip and Building		
2010 Levy Rate		0.00127119	0.01450117
2012	240,467,635	306,496	3,487,062
2013	240,467,635	306,496	3,487,062
2014	240,467,635	306,496	3,487,062
2015	240,467,635	306,496	3,487,062
2016	240,467,635	306,496	3,487,062
2017	240,467,635	306,496	3,487,062
2018	240,467,635	306,496	3,487,062
2019	240,467,635	306,496	3,487,062
2020	240,467,635	306,496	3,487,062
2021	240,467,635	306,496	3,487,062
2022	240,467,635	306,496	3,487,062
2023	240,467,635	306,496	3,487,062
2024	240,467,635	306,496	3,487,062
2025	240,467,635	306,496	3,487,062
2026	240,467,635	306,496	3,487,062
2027	240,467,635	306,496	3,487,062
2028	240,467,635	306,496	3,487,062
2029	240,467,635	306,496	3,487,062
2030	240,467,635	306,496	3,487,062
2031	240,467,635	306,496	3,487,062
Combined		\$ 6,129,927	\$ 69,741,241

Table 6 shows the economic feasibility of using the potential New Property Tax Revenue shown as Revenue Available for Debt Service, to service up to \$47,905,000 debt to finance the potential cost of the proposed project.

Table 6

Tax Increment Financing				
Debt Service and Revenue Coverage Schedule				
Year	Debt Service	Revenue	Annual	Cumulative
	on \$47,905,000 (4.03%-6.05%)	Available for Debt Service	Funding Surplus (Deficit)	Funding Surplus
2012	3,476,661	3,487,062	10,401	10,401
2013	3,479,526	3,487,062	7,536	17,937
2014	3,475,919	3,487,062	11,143	29,080
2015	3,476,319	3,487,062	10,743	39,823
2016	3,475,411	3,487,062	11,651	51,474
2017	3,477,898	3,487,062	9,164	60,638
2018	3,478,898	3,487,062	8,164	68,802
2019	3,477,417	3,487,062	9,645	78,447
2020	3,476,543	3,487,062	10,519	88,966
2021	3,478,484	3,487,062	8,578	97,544
2022	3,479,766	3,487,062	7,296	104,840
2023	3,479,992	3,487,062	7,070	111,910
2024	3,478,510	3,487,062	8,552	120,462
2025	3,479,372	3,487,062	7,690	128,152
2026	3,477,108	3,487,062	9,954	138,106
2027	3,480,115	3,487,062	6,947	145,053
2028	3,476,182	3,487,062	10,880	155,933
2029	3,475,457	3,487,062	11,605	167,538
2030	3,477,061	3,487,062	10,001	177,539
2031	3,475,376	3,487,062	11,686	189,225
Combined	\$ 69,552,015	\$ 69,741,240	\$ 189,225	\$ 189,225

ESTIMATED PROJECT COSTS

The estimated potential costs to build acquire and redevelop land, install new public infrastructure are listed in **Table 7**:

Table 7

Property Acquisition	\$4,467,635
Water Line Construction Up to 1.5 MGD	Up to ~ \$3,200,000
Waste Water Pretreatment Facility	Up to ~ \$4,550,000
Whey Digester Facility Up to 1.0 MGD	Up to ~ \$5,000,000
Waste Water Trunk Line Up to 2.5 MGD	Up to ~ \$9,000,000
WWTP Improvements Adding Up to 2.5 MGD	Up to ~ \$9,700,000
Extension of Electrical Power Up to 20MW	Up to ~ \$6,000,000
Extension of Natural Gas	Up to ~ \$750,000
Street Improvements	Up to ~ \$1,900,000
Site Development and Other Costs	Up to ~ \$3,337,365
Total Estimated Project Costs	Up to ~ \$47,905,000

FISCAL IMPACT STATEMENT

Without this urban renewal project and the public infrastructure required to serve the project, the industry could not have located its industrial plant within the Revenue Allocation Area, and there would be no increase in the value of the property for assessment purposes, and therefore no corresponding increase in the payment of taxes. **Table 3** above shows the potential impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area. The expected potential assessed new value is shown over the life of the 20-year loan. The expected potential assessed new value from the projects will revert to each respective taxing jurisdiction's taxable market value upon the termination of the plan.

METHOD OF FINANCING PROJECT COSTS

The financing source to be used to cover the cost of the proposed projects will be a private placement of bonds or sale of bonds into the bond market in the estimated amount of up to \$47,905,000 to be repaid from additional property taxes generated from new private investment in the proposed revenue allocation area.

It is expected that the private placement or sale of bonds will be available as soon as judicial confirmation is approved and the appeal time has run. The private placement or sale of bonds will be paid off in year 20 of the plan.

TERMINATION DATE

This plan shall terminate twenty (20) years following the effective date of this plan. This plan shall become effective upon the approval thereof by the applicable ordinance of the City to occur

prior to December 31, 2011. The agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision, as described above, pursuant to Idaho Code §§50-2907 and 50-2903(2).

DISPOSTION OF ASSETS UPON THE TERMINATION DATE

Based upon the financing provisions for the project, it is not anticipated that the Agency will have any remaining assets related to this project on the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

CONCLUSIONS AND RECOMMENDATION

The Urban Renewal Agency of the City of Twin Falls, in cooperation with private industry is in the fortunate position of being able to redevelop a portion of the Urban Renewal Area #4 and assist the private sector in making a substantial investment in the community. The project will enable substantial new industrial development to occur and enable the renewal and economic development of a deteriorating area of the City. These private investments can only take place if the public infrastructure deficiencies are corrected. Without the improvements, these and future private investments will likely not take place in the area. With the completion of these projects, the community will substantially benefit. The initial phase of the new industrial project will create an estimated (400) new manufacturing jobs. The Magic Valley economy will benefit by the inclusion of this new industry.

In 1988, the Idaho Legislature passed the Local Economic Development Act. This law allows municipalities the opportunity to provide for a method of financing needed improvements, allocating a portion of the property taxes levied against taxable property within an Urban Renewal Area. The intent of the law is to identify areas in need of improvement and development and to encourage private investment in those areas.

The Urban Renewal Agency of the City of Twin Falls believes this project meets both the intent and the spirit of this law. Therefore, the Urban Renewal Agency of the City of Twin Falls recommends to the Twin Falls City Council the adoption of this Urban Renewal Plan and, further, to create and adopt Revenue Allocation Area #4-3 within Urban Renewal Area #4. The effect of said adoption will cause the increased property taxes of the existing tax increment projects to be added to the anticipated new property taxes to be allocated to the Urban Renewal Agency of the City of Twin Falls for the purposes of repaying a loan, proceeds of which will go to make the necessary public improvements and correct existing deficiencies as previously detailed.

This Urban Renewal Plan may be modified at any time by the Urban Renewal Agency of the City of Twin Falls, provided that--where the proposed modifications will substantially change the Plan--the modifications must be approved by the Twin Falls City Council in the same manner as the original Plan. Substantial changes for City Council approval purposes shall be regarded as revisions in Project boundaries, land uses permitted, private land acquisition, and other changes

which will violate the objectives of this Plan.

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to the law, then, such provision shall be deemed separable from the remaining provisions in this Plan and shall in no way affect the validity of the other provisions of this Plan.