

COUNCIL MEMBERS:

SHAWN BARIGAR	LANCE CLOW	DON HALL	GREGORY LANTING	JIM MUNN, JR.	REBECCA MILLS SOJKA	CHRIS TALKINGTON
		<i>Vice Mayor</i>	<i>Mayor</i>			



AGENDA
 Meeting of the Twin Falls City Council
Monday, January 23, 2012
 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. <u>CONSENT CALENDAR:</u> 1. Consideration of accounts payable for January 18 – 23, 2012. 2. Consideration of the January 17, 2012, City Council Minutes.	<u>Action</u>	<u>Staff Report</u> Sharon Bryan L. Sanchez
II. <u>ITEMS FOR CONSIDERATION:</u> 1. A presentation by the Recreation Center Committee reporting the Committee's project status and seeking additional project direction from the City Council. 2. Consider contract Amendment No. 11 from CH2M HILL for the operation and maintenance of the Waste Treatment Plant, industrial pre-treatment program and associated sewer lift stations. 3. Consideration of a request to award the 2012 Northeast Sewer Stage 2 Project to Stutzman, Inc., of Twin Falls, Idaho, in the amount of \$848,248.62. 4. Consideration of an appeal of a decision by the Planning & Zoning Commission to grant a Special Use Permit to install and operate an aerial tour business on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon in the City's Area of Impact. Appellant: John T. Lezamiz.	Presentation Action Action Presentation	Dennis Bowyer Jon Caton/ Shawn Moffitt Lee Glaesemann Rene'e Carraway
III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u>		
IV. <u>PUBLIC HEARINGS:</u> 6:00 1. A public hearing to consider a request for a Zoning District Change and Zoning Map Amendment for 12.5± acres located on a portion of the Fieldstone Subdivision, south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way, from R-2 to R-4 PRO PUD, to develop a mixed use project consisting of residential single-family and/or duplex dwellings and professional/medical uses. (app.2475)	Public Hearing	Rene'e Carraway
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.



Monday January 23, 2012 City Council Meeting

To: Honorable Mayor and City Council

From: Dennis J. Bowyer, Parks & Recreation Director

Request:

A presentation by the Recreation Center Committee reporting the Committee's project status and seeking additional project direction from the City Council.

Time Estimate:

Committee members Chris Scholes and Chris Clark will take approximately 10 minutes to present. Following the presentations, we expect some time for questions and answers.

Background:

In January 2011, the City Council formed a committee to look at the possibility of a recreation center in Twin Falls. The committee consisted of:

- Councilman Trip Craig,
- Councilman Greg Lanting,
- Councilman Will Kezele,
- Community Development Director Mitch Humble,
- Parks & Recreation Director Dennis Bowyer,
- Recreation Supervisor Stacy McClintock,
- HR Analyst Gretchen Scott,
- Nicki Kroese, Salvation Army
- Kirk Brower, Twin Falls School District #411,
- John Pauley, YMCA,
- Susan Baisch, St. Lukes,
- Jeff Blick, Parks & Recreation Commission,
- Ryan Horsley, Parks & Recreation Commission,
- Scot McNeley, at large,
- Chris Clark, at large,
- Chris Scholes, at large, and
- Alan Stutzman, at large

There have also been several individuals and representatives from other entities and/or communities that have participated in several meetings throughout the year.

The Recreation Center Committee has met monthly, beginning in March of this year. Over the past 10 meetings, the committee reviewed many issues on a recreation center with most of the discussions centered on the following items:

- Size
- Location
- Amenities
- Recreation District
- Partnerships
- Funding Sources

Based on the conversations about these topics, the committee has arrived at the following conclusions. To fulfill the current needs of the City programs, the recreation center would be approximately 50,000 to 55,000 sq ft in size. This proposed size includes four full size basketball courts, these basketball courts can convert into eight volleyball courts, two batting cages, a running track, climbing wall, multi-purpose room(s), meeting room, a small fitness facility, locker rooms, and offices for staff. The committee voted on what amenities should be included in a center, the above amenities received the most votes. This size of facility would fit on the City land directly east of the Parks & Recreation office/shop on Maxwell Avenue. Parking for the facility would fit on adjacent City and Urban Renewal Agency property; total site plan would be approximately 2 - 2½ acres. The consensus of the committee is that a site in the downtown area is the preferred location for a center. This size of facility would cost in the range of \$5 to \$6 million dollars to construct. No maintenance and operational costs have been developed for this size of center. A 3-D interactive presentation on this conceptual plan will be given. Attached are a rough site plan for the facility and a conceptual plan of the center.

To plan for the future needs of the community, the recreation center would be approximately 100,000 to 130,000 sq ft in size. This size of center is similar to the recreation centers in Nampa and Coeur d'Alene. The committee chose not to list what amenities could be in this size of facility with the idea if the City Council was not interested in a large facility at all, it would be a waste of time and effort to develop a conceptual plan. This size of facility could fit adjacent to the Parks & recreation office/shop on Maxwell Avenue if additional property is acquired, total site plan would be approximately 8 -10 acres. The cost of this size of facility could be in the range of \$25 - \$30 million dollars. Attached is a layout of the recreation center in Nampa, it is 140,000 sq ft in size.

An aquatic amenity in either size of facility was discussed at length. The consensus from the committee was since the community currently has a year round Olympic size swimming pool, the upfront cost of an aquatic amenity is costly, the maintenance and operation costs are high, and since many aquatic facilities lose money each year, it would be best to leave out any aquatic amenities in either size of a center the committee goes forward with.

At the last several of meetings, the committee struggled with the size of facility, to fit the current needs or to look toward the future needs of the community. This is why the committee is seeking direction from the City Council on the size of the facility. Once the committee receives direction from the City Council, the committee can begin working on maintenance and operations costs, potential revenue sources, and potential partnerships, and then eventually report back to the City Council with a final recommendation in 3 - 4 months.

Approval Process:

The Recreation Center Committee is only seeking direction at this time.

Budget Impact:

None at this time.

Regulatory Impact:

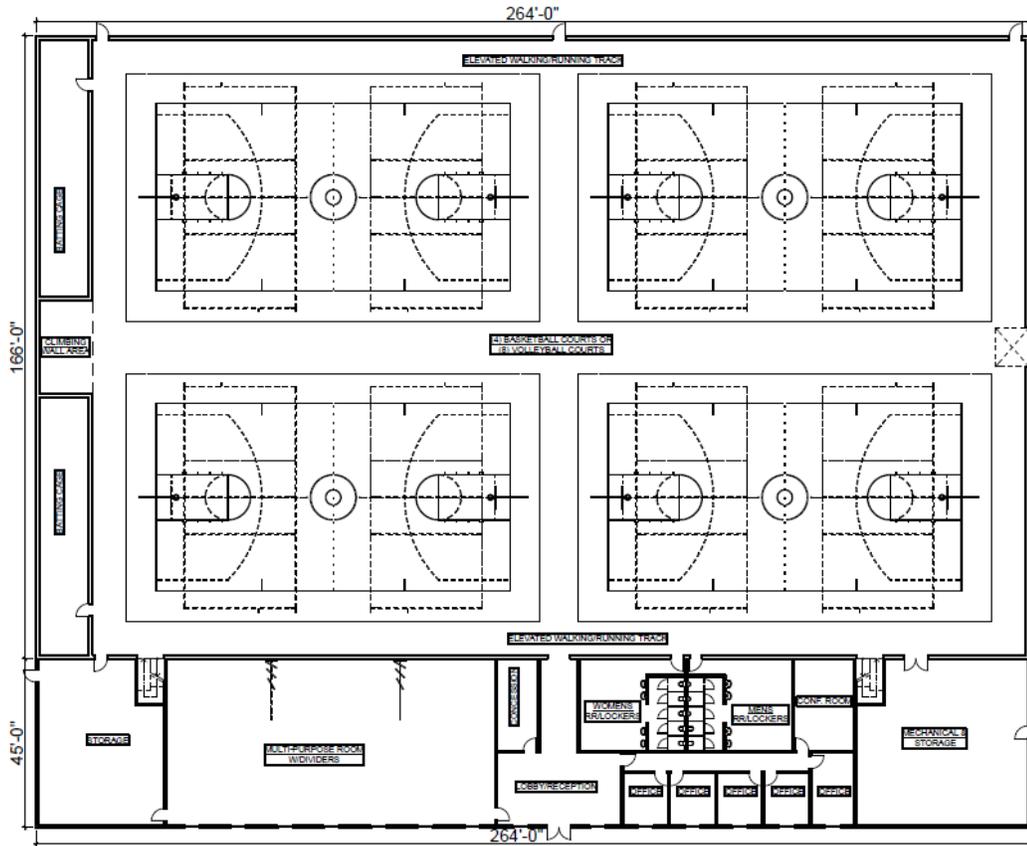
None

Conclusion:

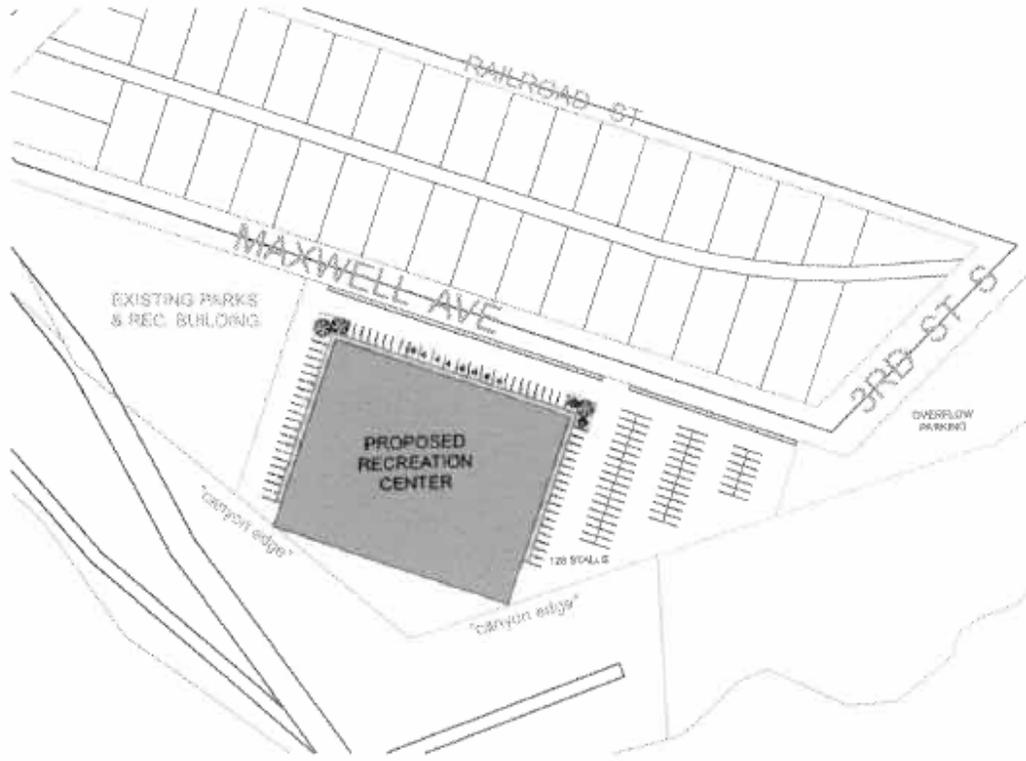
The Recreation Committee is seeking direction from the City Council on a size of a recreation center to guide them to a final recommendation in the near future.

Attachments:

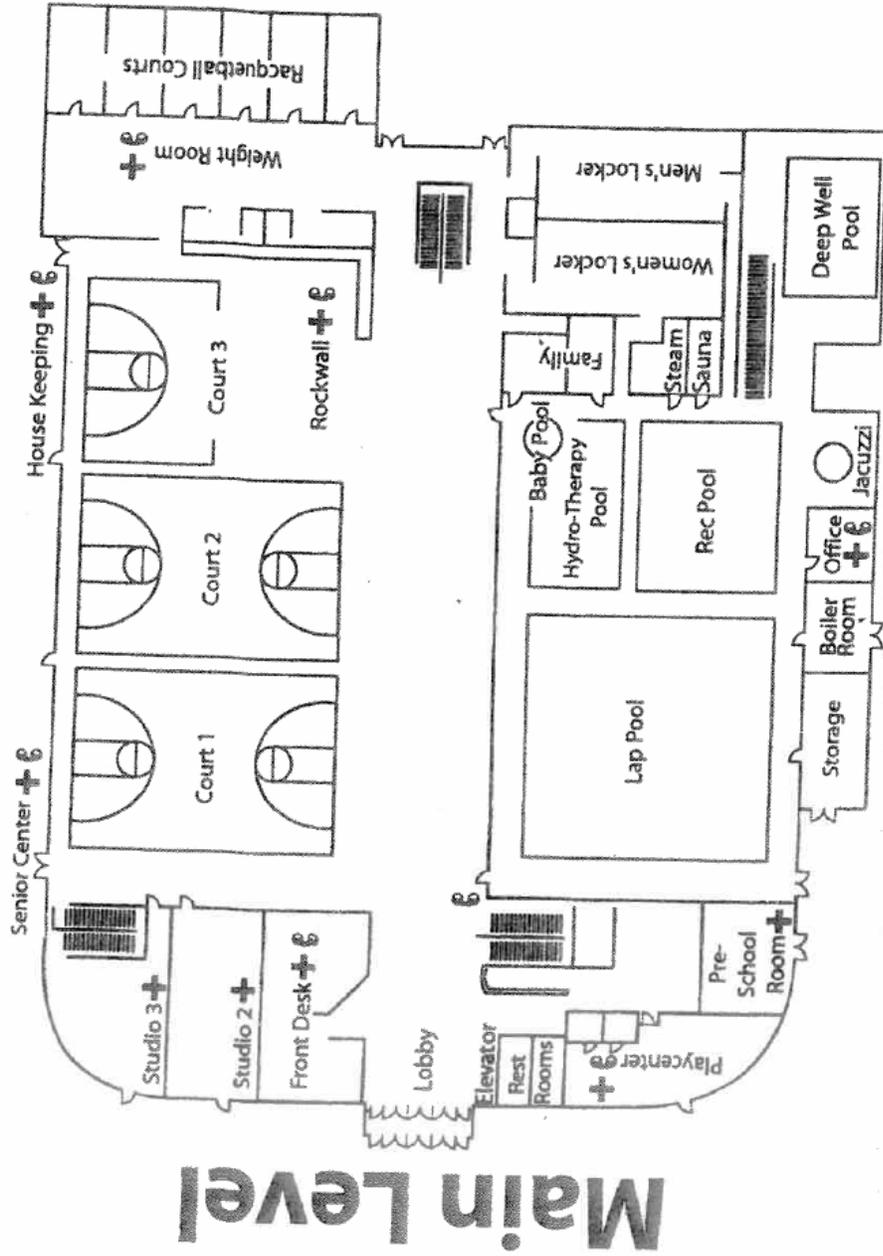
1. Conceptual Plan of Recreation Center
2. Proposed Site Plan
3. Nampa Recreation Center Layout




Conceptual Master Plan
 SCALE: 1" = 30'



Nampa Recreation Center





January 23, 2012, City Council Meeting

To: Honorable Mayor and City Council

From: Jon Caton, Public Works Director, Shawn Moffitt, CH2MHILL

Request:

Consider Contract Amendment No. 11 from CH2M HILL for the operation and maintenance of the Waste Treatment Plant, industrial pre-treatment program and associated sewer lift stations.

Time Estimate:

The staff presentation will take approximately 5 minutes.

CH2M HILL will have a short presentation that will take approximately 5-10 minutes.

Following the presentations, staff anticipates some time for questions and answers.

Background:

The City originally contracted with CH2M HILL in 1985. The contract was entered into in an effort to reverse a history of discharge violations and ongoing operating deficiencies. In the intervening 26 years, CH2M HILL has an excellent record of operating the facility within discharge standards. The most recent agreement with CH2M HILL was executed in 2001 and has been amended on an annual basis since that time to reflect changes in operating conditions and fees. The 2001 agreement was for a period of 10 years with a 120 day cancellation provision. Amendment No. 10, signed in February 2011, extended the 2001 agreement three years through September 30, 2014.

This year, CH2M HILL is presenting Amendment No.11. Mr. Shawn Moffitt, CH2M HILL's project manager, will be present during this year's amendment presentation to council. The proposed contract has a 0% increase from FY 2010-2011. Section 1 (2.2) increases the alteration written approval amount from \$2,000 to \$5,000. Section 2 (2.12) increases the repair budget from \$53,870 to \$70,000. The repair budget has only increased \$2,310 since the original agreement in 1985 (\$51,560) to the current total of \$53,870. There has been the addition of the UASB, three lift stations and additional equipment at the treatment facility since 1985 which necessitates the need to increase the repair budget.

The Fee:

Amendment #11 updates operating conditions for our treatment facilities and shows current year electrical usage. Section 6 of the amendment shows the projected operating characteristics for the facility. Section 7 estimates for flow, BOD and TSS reflect a decrease from FY11. The proposed base fee for the year is \$2,811,823.00 which is a 0% increase over the fee for FY 2010-11. The Base Fee represents the total cost of service.

The base fee shown in section 3 (4.1) is the total compensation paid to CH2M HILL for services rendered. Total Direct Cost is the projected cost of operating the city's treatment plants, maintaining lift stations and administering the industrial pretreatment program. Total Direct Costs is divided into maintenance & operating expenses and repairs. M&O costs, including repair costs, are projected to be

\$2,304,773.00. At the end of the year our contract requires CH2M HILL to rebate to the City 100% of the M&O costs that have not been spent and 100% of repair costs that have not been spent. The difference between the Base Fee and Total Direct Costs is overhead and profit.

Approval Process:

This amendment requires council approval and the Mayor's signature.

Budget Impact:

These costs have been budgeted for FY12.

Regulatory Impact:

NA

Conclusion:

Staff recommends that Council approve the amendment as presented.

Attachments:

1. Amendment No. 11
2. Scope of Services Description

AMENDMENT NO. 11
to the
AGREEMENT FOR OPERATIONS
MAINTENANCE AND MANAGEMENT SERVICES
for the
CITY OF TWIN FALLS, IDAHO

This Amendment No. 11 (the "Amendment") is made and entered into this ____ day of _____, 2011 (the "Effective Date") between the City of Twin Falls, Idaho (hereinafter "Twin Falls") and Operations Management International, Inc. (hereinafter "CH2M HILL OMI") (each a "Party" and collectively, the "Parties").

WHEREAS, the Parties entered into the Agreement for Operations, Maintenance and Management Services for the City of Twin Falls, Idaho Wastewater Treatment Facility, Pump Stations and UASB, effective October 1, 2001;

WHEREAS, the Agreement for Operations, Maintenance and Management Services for the City of Twin Falls, Idaho Wastewater Treatment Facility, Pump Stations and UASB was amended by Amendment No. 1 on October 15, 2002, Amendment No. 2 on September 22, 2003, Amendment No. 3 on October 1, 2004, Amendment No. 4 on October 1, 2005, Amendment No. 5 on October 1, 2006, Amendment No. 6 on October 1, 2007; Amendment No. 7 on October 1, 2008; Amendment No. 8 on October 1, 2009; Amendment No. 9 on October 1, 2010; Amendment No. 10 on February 7, 2011; and the Agreement for Operations, Maintenance and Management Services for the City of Twin Falls, Idaho Wastewater Treatment Facility, Pump Stations and UASB, Amendments No. 1, 2, 3, 4 , 5, 6, 7, 8, 9 and 10 being collectively referred to as the "Agreement"; and

WHEREAS, the Parties now wish to further modify the Agreement as more fully set forth herein.

NOW THEREFORE, Twin Falls and CH2M HILL OMI agree to amend the Agreement as follows:

1. Article 2.2 is deleted in its entirety and replaced by the following:
 - 2.2 Within the design and capability of the Project, manage, operate and maintain the project so that effluent discharged from the Project meets the requirements specified in Appendix C. CH2M HILL may alter processes and/or facilities to achieve the objectives of this Agreement, provided, however, that no alteration shall be without Twin Falls written approval if alteration shall cost in excess of Five Thousand Dollars (\$5,000.00).
2. Article 2.12 is deleted in its entirety and replaced by the following:
 - 2.12 Provide and document all Repairs for the Project, provided the total amount CH2M HILL OMI shall be required to pay does not exceed Seventy Thousand Dollars (\$70,000.00) per year during the term of this Agreement as defined in Article 7.1. Twin Falls shall pay for all repairs in excess of the Repairs limit.
3. Article 4.1 is deleted in its entirety and replaced by the following:
 - 4.1 Twin Falls shall pay CH2M HILL OMI as compensation for services performed under this Agreement a Base Fee of Two Million Eight Hundred Eleven Thousand Eight Hundred Twenty Three Dollars (\$2,811,823.00) for the time period of October 1, 2011 through September 30, 2012 (the "Current Term"). Subsequent year's Base Fee shall be determined as specified in Article 4.4.

4. Article 4.2 is deleted in its entirety and replaced by the following:

4.2 The estimated Total Direct Cost for providing services during the Current Term is Two Million Three Hundred Four Thousand Seven Hundred Seventy Three Dollars (\$2,304,773). If the actual Total Direct Cost, excluding repairs, is less than the estimated Total Direct Cost for the Current Term, then CH2M HILL OMI will rebate Twin Falls One Hundred Percent (100%) of the difference between the actual and estimated Total Direct Costs.

5. Article 5.1 is deleted in its entirety and replaced by the following:

5.1 Twin Falls shall pay CH2M HILL a monthly Base Fee set forth in Article 4.1 as follows: Two Hundred Thirty Four Thousand Three Hundred Eighteen Dollars and Fifty Eight Cents (\$234,318.58) which shall be due and payable on the 10th of the month the services are provided.

6. Appendix A, Definition A.10 is deleted in its entirety and replaced by the following:

Description	Municipal Facility	UASB Facility
Electrical Energy	737,207 kWh	93,417 kWh
Electrical Demand	1364 kW	175 kW
Rate Schedule	19p	9s
Effective Date	June 1, 2011	June 1, 2011

7. Appendix C, paragraph C.5 is deleted in its entirety and replaced by the following:

C.5 The estimated costs for service under this Agreement are based upon the following annual average characteristics:

Parameter	Municipal Facility	UASB	Measurement
Flow	6.68	1.06	MGD
BOD ₅	17,650	8,950	lbs/day
TSS	13,482	1,804	lbs/day

An increase of ten percent (10%) or more in any of these characteristics, based upon a ninety - day (90) average, will be evaluated to determine cost impact and, if necessary, an adjustment will be made by letter of agreement.

8. Appendix C, paragraph C.6 is deleted in its entirety and replaced by the following Article.

C.6 The industrial dischargers and their respective actual average flows, BOD₅, and SS loadings during the period August 2009 through July 2010 are identified

below. Any addition or deletion of an industrial discharger, changes in their permitted loadings as agreed upon by Twin Falls, and/or a ten percent (10%) change in the loadings from any industrial discharger shall constitute a change in the scope of services.

Industry	Flow, mgd	BOD ₅ , mg/L {lbs/day}	TSS, mg/L {lbs/day}
AP Gem Linen	0.085	147{134}	90{83}
Independent Meat	0.107	59{50}	54{46}
City of Kimberly	0.266	244{538}	217{478}
Longview Fibre	0.011	360{34}	99{10}
ConAgra D1	0.4	453{1,736}	328{990}
ConAgra D2	1.06	703{8,950}	143{1,804}
Glanbia Inc.	0.539	730{3,274}	202{907}
Cummins Produce	Family 0.005	117{7}	204{11}

This Amendment constitutes the entire agreement between the Parties and supersedes all prior oral and written understandings with respect to the subject matter set forth herein. Unless specifically stated all other terms and conditions of the Agreement shall remain in full force and effect. Neither this Amendment nor the Agreement may be modified except in writing signed by an authorized representative of the Parties.

The Parties, intending to be legally bound, indicate their approval of the Amendment by their signatures below.

Authorized Signature:

Authorized Signature:

**OPERATIONS MANAGEMENT
INTERNATIONAL, INC.**

CITY OF TWIN FALLS, IDAHO

Name: Natalie L. Eldredge
Title: Vice President
Date: _____

Name: Don Hall
Title: Mayor
Date: _____



Date: Monday, January 23, 2012
To: Honorable Mayor and City Council
From: Lee Glaesemann, Staff Engineer

Request:

Consideration of a request to award the 2012 Northeast Sewer Stage 2 Project to Stutzman, Inc of Twin Falls Idaho, in the amount of \$848,248.62.

Time Estimate:

The staff presentation will take approximately 5 minutes.

Background:

The 2012 Northeast Sewer project is a multi-phase project to increase sewer capacity and bypass existing sewer mains that run through the City. The extra capacity in the system will allow more than 550 additional acres of residential, commercial and industrial growth.

Due to insufficient funds to construct the entire Northeast Sewer, the City has been systematically upgrading and installing portions of the Northeast Sewer for several years. These improvements have included the Canyon Springs Drop-Line upgrade in 2006 followed by improvements through the Mall area and down Poleline Road from the Mall to Eastland.

With the coming of Agro-Farma and subsequent development agreement between the City, Urban Renewal Agency and Agro-Farma, the timeline for Northeast Sewer improvements has been accelerated. During the first half of 2012, approximately 5 miles of large diameter sewer must be installed to accommodate expected Agro-Farma flows along with the previously identified needed improvements.

Stage 2 of the Northeast Sewer project consists of the installation of approximately 7,500 ft of 24" to 30" diameter sewer line. The work runs from the intersection of Falls East and Carriage, East on Falls East to Meadowview, South on Meadowview to Longbow, East to Hankins, then south on Hankins to Addison East.

On Tuesday, January 17th of 2012, bids were opened for the 2012 Northeast Sewer Stage 2 Project. Eight bids were received that ranged from \$848,248.62 to \$1,758,460.00. The lowest bid came from Stutzman Inc. of Twin Falls, Idaho in the amount of \$848,248.62. Stutzman Inc.'s bid package was checked for completeness and no irregularities were found.

Approval Process:

A majority vote of the Council to approve the Award of Contract.

Budget Impact:

The City entered into an agreement with Agro-Farma and the Urban Renewal Agency(URA) where URA agreed to allocate funds to the construction of the Northeast Sewer project. The City agreed to partially fund a portion of the work to relieve some existing problems in the collection system. The City also agreed to construct the work. Approval of this contract enables the URA and City to continue to execute the obligations of the development agreement.

The NE Sewer trunk line project is funded by the URA and the City. The project is originally funded with \$2 million Urban Renewal funds and \$4 million general fund cash reserves. Since the agreement was signed, Agro-Farma has expressed interest in expanding the capacity of the sewer and has agreed to fund the difference in cost in the event the Urban Renewal funds are not available.

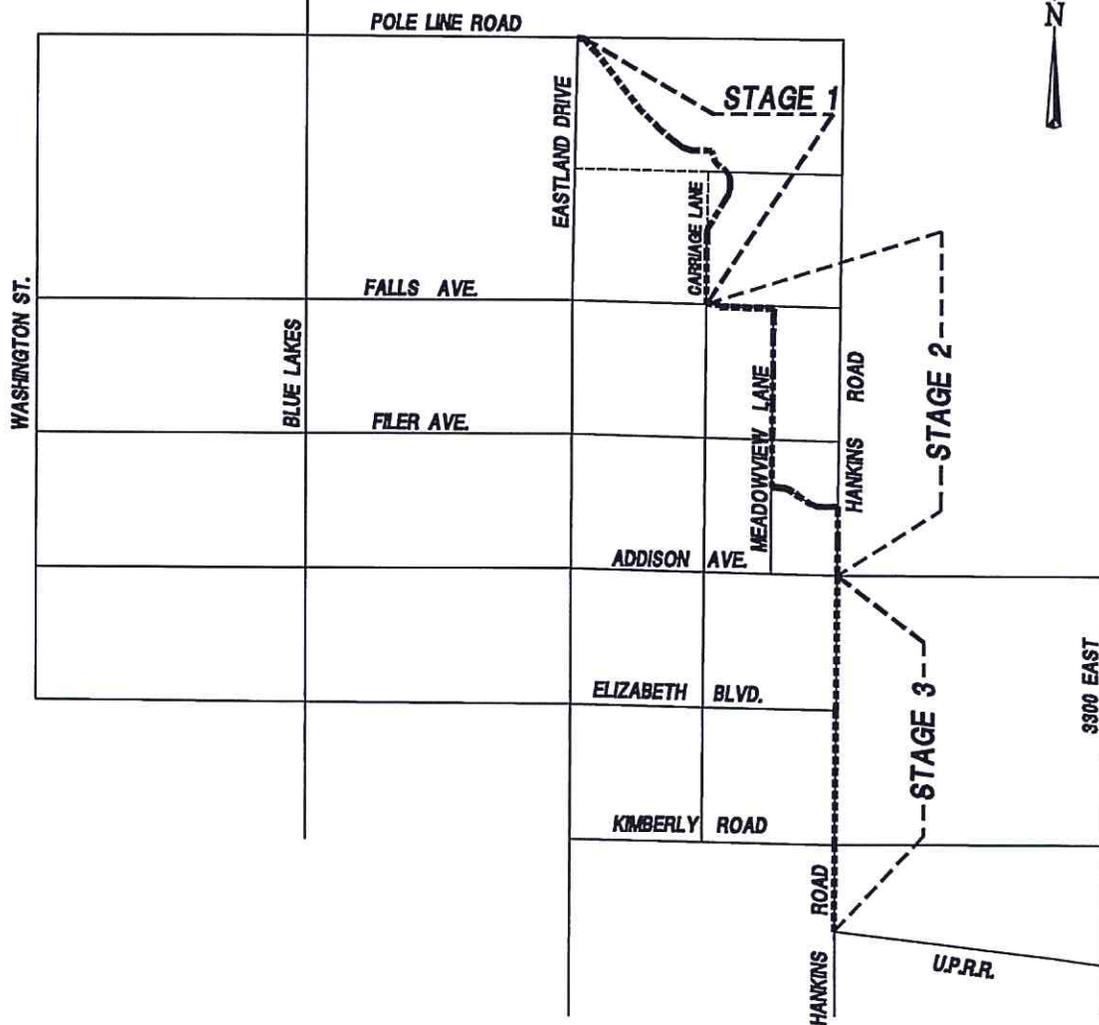
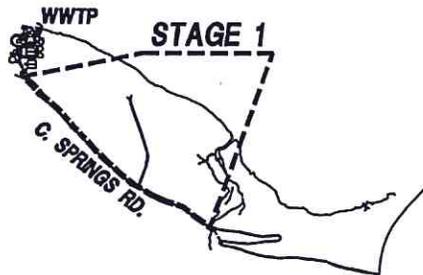
Conclusion:

Staff recommends that City Council award the 2012 Northeast Sewer Stage 2 Project Stutzman Inc. in the amount of \$848,248.62.

Attachments:

1. Vicinity Map
2. EHM Engineers summary & recommendation
3. Bid Tabulation

City of Twin Falls 2012 NORTHEAST SEWER PROJECT Construction Stages



January 17, 2012

City of Twin Falls
P.O. Box 1907
Twin Falls, Idaho 83303

Attn.: Lee Glaesemann, P.E.

Re.: *2012 Northeast Sewer Project, Stage 2*
(Bid Opening and Summary)

Dear Sir:

This transmittal is a summary of the bid opening on January 17, 2012 for the above referenced project. Eight bids were received and opened per the requirements. A bid summary has been tabulated for your reference. Results of the bids and the tabulation are summarized briefly below. Please refer to the attachments for a detailed summary.

<u>Contractor:</u>	<u>Submitted Bid</u>	<u>Adjusted Tabulation</u>
Stutzman, Inc.	\$848,248.62	\$848,248.62
PMF Inc.	\$997,672.82	\$997,672.82
Knife River Corp.	\$1,101,722.82	\$1,101,722.82
Schmidt Construction	\$1,236,397.17	\$1,236,397.17
Granite Excavation	\$1,355,658.04	\$1,355,658.05
Whitaker Construction Co.	\$1,505,297.32	\$1,534,187.32
Emery & Sons Const., Inc.	\$1,684,120.32	\$1,684,120.32
Anderson & Wood Construction Co.	\$1,758,460.00	\$1,758,460.00

Stutzman, Inc. was the apparent low bidder based on our calculations and their bid package appears to be complete. We recommend awarding the contract to Stutzman, Inc.

Please feel free to contact me at 734-4888 if you have any questions or need further information regarding the project.

Sincerely,
Tim Vawser



EHM Engineers, Inc.

Attachments: Bid Summary
Bid Packages

EHM Engineers, Inc.

621 No. College Rd., Ste. 100, Twin Falls, Idaho

STAGE TWO BID SUMMARY

PROJECT: 2012 NORTHEAST SEWER PROJECT STAGE 2

STAGE TWO IMPROVEMENTS

Bid Opening: January 17, 2012

No.	Item Description	Qty.	Unit	ENGINEERS' ESTIMATE		STUTZMAN, INC. Twin Falls, ID		PMF INC. Twin Falls, ID		KNIFE RIVER CORP. Boise, ID		SCHMIDT CONSTRUCTION Caldwell, ID		GRANITE EXCAVATION, INC. Cascade, ID		WHITAKER CONST. CO. INC. Brigham City, UT		EMERY & SONS CONST., INC. Salem, OR		ANDERSON WOOD CONST. CO. Meridian, ID	
				Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
1	24" Sewer Installation	3910	LF	\$60.00	\$ 234,600.00	\$31.00	\$ 121,210.00	\$45.00	\$ 175,950.00	\$54.00	\$ 211,140.00	\$59.80	\$ 233,818.00	\$49.63	\$ 194,053.30	\$68.00	\$ 265,880.00	\$90.00	\$ 351,900.00	\$77.00	\$ 301,070.00
2	27" Sewer Installation	2678	LF	\$65.00	\$ 174,070.00	\$33.00	\$ 88,374.00	\$50.00	\$ 133,900.00	\$58.00	\$ 155,324.00	\$60.05	\$ 160,813.90	\$51.28	\$ 137,327.84	\$80.00	\$ 214,240.00	\$94.00	\$ 251,732.00	\$67.00	\$ 179,426.00
3	30" Sewer Installation	968	LF	\$70.00	\$ 67,760.00	\$36.00	\$ 34,848.00	\$55.00	\$ 53,240.00	\$58.50	\$ 56,628.00	\$61.30	\$ 59,338.40	\$65.69	\$ 63,587.92	\$107.00	\$ 103,576.00	\$96.00	\$ 92,928.00	\$107.00	\$ 103,576.00
4	Manholes 60" Dia.	21	EA	\$7,200.00	\$ 151,200.00	\$4,700.00	\$ 98,700.00	\$5,500.00	\$ 115,500.00	\$4,500.00	\$ 94,500.00	\$5,765.00	\$ 121,065.00	\$7,396.00	\$ 155,316.00	\$7,300.00	\$ 153,300.00	\$12,000.00	\$ 252,000.00	\$9,500.00	\$ 199,500.00
5	8" Sewer Stubs	11	EA	\$200.00	\$ 2,200.00	\$400.00	\$ 4,400.00	\$300.00	\$ 3,300.00	\$950.00	\$ 10,450.00	\$950.00	\$ 10,450.00	\$835.00	\$ 9,185.00	\$1,100.00	\$ 12,100.00	\$900.00	\$ 9,900.00	\$400.00	\$ 4,400.00
6	10" Sewer Stubs	1	EA	\$300.00	\$ 300.00	\$500.00	\$ 500.00	\$350.00	\$ 350.00	\$1,000.00	\$ 1,000.00	\$1,065.00	\$ 1,065.00	\$1,031.00	\$ 1,031.00	\$1,200.00	\$ 1,200.00	\$1,050.00	\$ 1,050.00	\$400.00	\$ 400.00
7	6" Pressure Irrigation Main	700	LF	\$16.00	\$ 11,200.00	\$23.00	\$ 16,100.00	\$9.00	\$ 6,300.00	\$10.00	\$ 7,000.00	\$37.50	\$ 26,250.00	\$17.25	\$ 12,075.00	\$36.00	\$ 25,200.00	\$62.00	\$ 43,400.00	\$16.00	\$ 11,200.00
8	6" Pressure Irrigation Main Tie-In	4	EA	\$1,000.00	\$ 4,000.00	\$1,000.00	\$ 4,000.00	\$300.00	\$ 1,200.00	\$2,600.00	\$ 10,400.00	\$2,565.00	\$ 10,260.00	\$2,571.00	\$ 10,284.00	\$4,400.00	\$ 17,600.00	\$500.00	\$ 2,000.00	\$2,430.00	\$ 9,720.00
9	42" Gravity Irrigation Main	91	LF	\$140.00	\$ 12,740.00	\$233.00	\$ 21,203.00	\$200.00	\$ 18,200.00	\$180.00	\$ 16,380.00	\$260.00	\$ 23,660.00	\$222.00	\$ 20,202.00	\$285.00	\$ 25,935.00	\$436.00	\$ 39,676.00	\$293.00	\$ 26,663.00
10	Gravity Irrigation Manholes	2	EA	\$2,500.00	\$ 5,000.00	\$3,300.00	\$ 6,600.00	\$3,500.00	\$ 7,000.00	\$3,900.00	\$ 7,800.00	\$4,050.00	\$ 8,100.00	\$2,840.00	\$ 5,680.00	\$5,700.00	\$ 11,400.00	\$8,000.00	\$ 16,000.00	\$9,000.00	\$ 18,000.00
11	Concrete Manhole Collars	8	EA	\$300.00	\$ 2,400.00	\$450.00	\$ 3,600.00	\$550.00	\$ 4,400.00	\$425.00	\$ 3,400.00	\$380.00	\$ 3,040.00	\$390.00	\$ 3,120.00	\$450.00	\$ 3,600.00	\$1,000.00	\$ 8,000.00	\$750.00	\$ 6,000.00
12	Concrete Collars Existing Valves	2	EA	\$200.00	\$ 400.00	\$350.00	\$ 700.00	\$350.00	\$ 700.00	\$425.00	\$ 850.00	\$330.00	\$ 660.00	\$390.00	\$ 780.00	\$300.00	\$ 600.00	\$500.00	\$ 1,000.00	\$430.00	\$ 860.00
13	10" Sewer Removal Incl. Pumping	1	LS	\$20,000.00	\$ 20,000.00	\$14,400.00	\$ 14,400.00	\$20,000.00	\$ 20,000.00	\$18,600.00	\$ 18,600.00	\$8,618.00	\$ 8,618.00	\$8,166.00	\$ 8,166.00	\$46,000.00	\$ 46,000.00	\$20,000.00	\$ 20,000.00	\$19,500.00	\$ 19,500.00
14	3/4" Type 1 Aggr.	715	CY	\$29.00	\$ 20,735.00	\$24.00	\$ 17,160.00	\$38.00	\$ 27,170.00	\$50.00	\$ 35,750.00	\$39.00	\$ 27,885.00	\$34.00	\$ 24,310.00	\$42.00	\$ 30,030.00	\$43.00	\$ 30,745.00	\$48.00	\$ 34,320.00
15	1 1/2" Type 1 Aggr.	1392	CY	\$29.00	\$ 40,368.00	\$22.00	\$ 30,624.00	\$35.00	\$ 48,720.00	\$41.00	\$ 57,072.00	\$32.00	\$ 44,544.00	\$31.66	\$ 44,070.72	\$36.00	\$ 50,112.00	\$43.00	\$ 59,856.00	\$38.00	\$ 52,896.00
16	2" Plantmix Pavement	1232	SY	\$13.00	\$ 16,016.00	\$15.50	\$ 19,096.00	\$10.00	\$ 12,320.00	\$13.00	\$ 16,016.00	\$11.00	\$ 13,552.00	\$25.51	\$ 31,428.32	\$13.00	\$ 16,016.00	\$16.00	\$ 19,712.00	\$15.00	\$ 18,480.00
17	3" Plantmix Pavement	2107	SY	\$18.00	\$ 37,926.00	\$15.80	\$ 33,290.60	\$14.00	\$ 29,498.00	\$18.00	\$ 37,926.00	\$14.05	\$ 29,603.35	\$33.22	\$ 69,994.54	\$18.00	\$ 37,926.00	\$23.00	\$ 48,461.00	\$21.00	\$ 44,247.00
18	4" Plantmix Pavement	2539	SY	\$23.00	\$ 58,397.00	\$20.80	\$ 52,811.20	\$18.00	\$ 45,702.00	\$22.00	\$ 55,858.00	\$19.70	\$ 50,018.30	\$47.03	\$ 119,409.17	\$24.00	\$ 60,936.00	\$28.00	\$ 71,092.00	\$28.00	\$ 71,092.00
19	Rock Exc. (3' & Less Depth)	600	LF	\$100.00	\$ 60,000.00	\$51.00	\$ 30,600.00	\$50.00	\$ 30,000.00	\$60.00	\$ 36,000.00	\$115.00	\$ 69,000.00	\$150.63	\$ 90,378.00	\$145.00	\$ 87,000.00	\$50.00	\$ 30,000.00	\$175.00	\$ 105,000.00
20	Rock Exc. (3' To 6' Depth)	1250	LF	\$150.00	\$ 187,500.00	\$97.00	\$ 121,250.00	\$110.00	\$ 137,500.00	\$90.00	\$ 112,500.00	\$115.00	\$ 143,750.00	\$154.97	\$ 193,712.50	\$145.00	\$ 181,250.00	\$116.00	\$ 145,000.00	\$195.00	\$ 243,750.00
21	Rock Exc. (6' + Depth)	200	LF	\$200.00	\$ 40,000.00	\$158.00	\$ 31,600.00	\$110.00	\$ 22,000.00	\$160.00	\$ 32,000.00	\$115.00	\$ 23,000.00	\$159.94	\$ 31,988.00	\$155.00	\$ 31,000.00	\$180.00	\$ 36,000.00	\$215.00	\$ 43,000.00
22	Manhole Rock Exc. (3' & Less Depth)	2	EA	\$1,000.00	\$ 2,000.00	\$800.00	\$ 1,600.00	\$1,388.00	\$ 2,776.00	\$1,350.00	\$ 2,700.00	\$1,515.00	\$ 3,030.00	\$4,466.00	\$ 8,932.00	\$3,400.00	\$ 6,800.00	\$1,700.00	\$ 3,400.00	\$15,000.00	\$ 30,000.00
23	Manhole Rock Exc. (3' To 6' Depth)	2	EA	\$1,000.00	\$ 2,000.00	\$1,750.00	\$ 3,500.00	\$2,777.00	\$ 5,554.00	\$1,350.00	\$ 2,700.00	\$2,550.00	\$ 5,100.00	\$3,237.00	\$ 6,474.00	\$4,600.00	\$ 9,200.00	\$3,000.00	\$ 6,000.00	\$15,000.00	\$ 30,000.00
24	Manhole Rock Exc. (6' + Depth)	2	EA	\$1,000.00	\$ 2,000.00	\$2,950.00	\$ 5,900.00	\$2,777.00	\$ 5,554.00	\$2,025.00	\$ 4,050.00	\$3,050.00	\$ 6,100.00	\$7,175.00	\$ 14,350.00	\$5,800.00	\$ 11,600.00	\$4,000.00	\$ 8,000.00	\$15,000.00	\$ 30,000.00
25	Roadway Excavation	4661	SY	\$6.00	\$ 27,966.00	\$6.50	\$ 30,296.50	\$4.00	\$ 18,644.00	\$4.50	\$ 20,974.50	\$7.50	\$ 34,957.50	\$2.60	\$ 12,118.60	\$7.00	\$ 32,627.00	\$7.00	\$ 32,627.00	\$7.00	\$ 32,627.00
26	Bike Path Excavation	1231	SY	\$5.00	\$ 6,155.00	\$5.00	\$ 6,155.00	\$2.00	\$ 2,462.00	\$4.00	\$ 4,924.00	\$5.15	\$ 6,339.65	\$8.00	\$ 9,848.00	\$9.00	\$ 11,079.00	\$6.00	\$ 7,386.00	\$7.00	\$ 8,617.00
27	4 Ft. Valley Gutter	22.5	LF	\$40.00	\$ 900.00	\$35.00	\$ 787.50	\$60.00	\$ 1,350.00	\$91.00	\$ 2,047.50	\$68.50	\$ 1,541.25	\$88.21	\$ 1,984.73	\$35.00	\$ 787.50	\$45.00	\$ 1,012.50	\$65.00	\$ 1,462.50
28	Handicap Ramp & Apron R&R	1	LS	\$3,000.00	\$ 3,000.00	\$2,500.00	\$ 2,500.00	\$3,500.00	\$ 3,500.00	\$2,300.00	\$ 2,300.00	\$2,650.00	\$ 2,650.00	\$2,808.00	\$ 2,808.00	\$850.00	\$ 850.00	\$3,100.00	\$ 3,100.00	\$1,450.00	\$ 1,450.00
29	Curb, Gutter, & Approach Slabe R&R	1	LS	\$3,000.00	\$ 3,000.00	\$1,800.00	\$ 1,800.00	\$2,500.00	\$ 2,500.00	\$2,300.00	\$ 2,300.00	\$2,450.00	\$ 2,450.00	\$2,441.00	\$ 2,441.00	\$4,400.00	\$ 4,400.00	\$2,800.00	\$ 2,800.00	\$2,900.00	\$ 2,900.00
30	12" Water Main Vertical Relocation	1	LS	\$1,500.00	\$ 1,500.00	\$7,000.00	\$ 7,000.00	\$4,500.00	\$ 4,500.00	\$8,750.00	\$ 8,750.00	\$7,195.00	\$ 7,195.00	\$7,062.00	\$ 7,062.00	\$5,700.00	\$ 5,700.00	\$18,000.00	\$ 18,000.00	\$9,000.00	\$ 9,000.00
31	12" C-900 Pipe	40	LF	\$30.00	\$ 1,200.00	\$50.00	\$ 2,000.00	\$28.00	\$ 1,120.00	\$59.00	\$ 2,360.00	\$32.00	\$ 1,280.00	\$109.00	\$ 4,360.00	\$52.00	\$ 2,080.00	\$50.00	\$ 2,000.00	\$47.00	\$ 1,880.00
32	18" C-900 Pipe	40	LF	\$40.00	\$ 1,600.00	\$60.00	\$ 2,400.00	\$38.00	\$ 1,520.00	\$82.00	\$ 3,280.00	\$42.50	\$ 1,700.00	\$109.00	\$ 4,360.00	\$73.00	\$ 2,920.00	\$65.00	\$ 2,600.00	\$67.00	\$ 2,680.00
33	Traffic Control	1	LS	\$8,000.00	\$ 8,000.00	\$15,000.00	\$ 15,000.00	\$35,000.00	\$ 35,000.00	\$44,000.00	\$ 44,000.00	\$42,020.00	\$ 42,020.00	\$30,577.59	\$ 30,577.59	\$44,500.00	\$ 44,500.00	\$47,000.00	\$ 47,000.00	\$75,000.00	\$ 75,000.00
34	Storm Water Pollution Prev. Plan	1	LS	\$5,000.00	\$ 5,000.00	\$3,500.00	\$ 3,500.00	\$5,500.00	\$ 5,500.00	\$10,000.00	\$ 10,000.00	\$38,800.00	\$ 38,800.00	\$9,500.00	\$ 9,500.00	\$12,000.00	\$ 12,000.00	\$5,000.00	\$ 5,000.00	\$25,000.68	\$ 25,000.68
35	Sales Tax for City Supplied Pipe	1	LS	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82	\$14,742.82	\$ 14,742.82
Grand Total					\$ 1,225,875.82		\$ 848,248.62		\$ 997,672.82		\$ 1,101,722.82		\$ 1,236,397.17		\$ 1,355,658.05		\$ 1,534,187.32		\$ 1,684,120.32		\$ 1,758,460.00

Highlighted areas denote corrections to errors in bid calculations although the outcome of lowest apparent bidder is not effected.



MONDAY January 23, 2012
To: Honorable Mayor and City Council
From: Rene'e V. Carraway, Zoning & Development Manager

ITEM II-1

Request:

Consideration of an appeal of a decision by the Planning & Zoning Commission to grant a Special Use Permit to install and operate an aerial tour business on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon in the City's Area of Impact. Appellant: John T. Lezamiz.

Time Estimate:

The appellant may take up to 15 minutes. The staff presentation may take approximately 5 minutes.

Background/History:

Magic Valley Flight Simulation, LLC, requested a special use permit to establish an aerial tour business, more commonly known as a zip line, in the Snake River Canyon. A public hearing was heard by the Planning & Zoning Commission on December 28, 2011. By a vote of seven (7) for and one (1) against the special use permit was granted subject to the following conditions:

1. Subject to a review by the Building Department to determine if a Certificate of Occupancy is required for the use of the clubhouse facility for the zip-line staging area.
2. Subject to a review of parking requirements for the clubhouse and zip-line use to determine if additional parking is required.
3. Subject to the launch site having a security fence or suitable enclosure to provide security to the site.
4. Subject to signage on Canyon Springs Road being placed by operator indicating that no parking or stopping is allowed on the road way in the vicinity of the launch area at any time.
5. Subject to the zip-line(s) being operated by outfitters and guides licensed by the Idaho Outfitters and Guides Licensing Board. Documentation provided to City prior to operation.
6. Upon abandonment or discontinuation of use, the property owner/business owner shall physically remove all structures associated with the zip-line(s) facility within ninety (90) days of the date of abandonment and/or discontinuation of use, and restore the site to its original condition. The property owner/business owner shall provide to the City, prior to issuance of a permit, a performance bond in the amount of twenty thousand dollars (\$20,000.00) or a bond equal to a written estimate from a qualified contractor to guarantee that the facility will be removed when no longer in use & site restored. The City shall be named as an obligee in the bond and must approve the bonding company.
7. Subject to site plan amendments as required by Building, Engineering, Fire, and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

On January 11, 2012 John Lezamiz submitted a "Notice of Appeal" thereby appealing the decision of the P&Z Commission to the Twin Falls City Council. He stated the following three (3) reasons for the appeal:

1. Failing to provide notice to all affected property owners;
2. Conflict of interest by P&Z Commissioner; and
3. Failing to follow, adhere to and failing to implement provisions of Twin Falls City Code 10-13-2.2(D)(5).

The site is located within the Area of Impact. As per Twin Falls City Code 10-8-4 .." (E) Any person directly aggrieved and affected by a final decision of the planning and zoning commission regarding property located within the area of city impact may appeal to the board of county commissioners. The board of county commissioners shall not make a decision on the appeal until it has received a recommendation from the city council. All appeal hearings shall be based upon the record established by the city planning and zoning commission. (Ord. 2793, 7-19-2004)."

An appeal regarding property located within the area of city impact is based solely upon the record. No new information is considered and no public testimony is provided at the appeal meeting.

I have included with your packet the Notice of Appeal submitted by the appellant; John T. Lezamiz dated January 11, 2012, the staff report that was presented to the Planning & Zoning Commission on December 28, 2011, letters submitted as public comment, the exhibits presented by Jody Tatum, representing Magic Valley Flight Simulation, LLC at the December 28, 2011 P&Z public hearing and the minutes of the December 28, 2011 P&Z public meeting.

Budget Impact:

There is no budget impact associated with the Council's recommendation.

Regulatory Impact:

The Council's recommendation on this request will allow the appeal to be considered by the County Commissioners.

Conclusion:

As required by City Code 10-8-4(E), the City Council is being asked to make a recommendation to the County Commissioners on the appeal of the Planning & Zoning Commission's approval of this request.

The City Council may make any of the following recommendations:

- 1) that the County Commissioners uphold the P&Z's approval,
- 2) that the County Commissioners uphold the P&Z's approval, but with additional or different conditions,
- 3) that the County Commissioners overturn the P&Z's approval, or
- 4) that the County Commissioners remand the request back to the P&Z to be re-considered.

Attachments:

1. Notice of Appeal submitted by John T. Lezamiz. (2 pgs)
2. December 28, 2011 Planning & Zoning Commission's Staff Report. (35 pgs)
3. Public comment letters (12 letters)
4. Presentation exhibits presented by Jody Tatum, representing Magic Valley Flight Simulation, LLC. at the December 28, 2011 Planning & Zoning Commission public hearing (11 pgs)
5. Portion of the December 28, 2011 P&Z minutes. (7 pgs)
6. Testimony exhibits presented by John Lezamiz at December 28, 2011 P&Z public hearing. (3 pgs)

TO: Twin Falls City Council
ATTN: Renée Carraway
DATE: January 11, 2012
RE: Twin Falls City Planning and Zoning Commission Hearing dated 12/28/11 - A decision granting request for a Special Use Permit to install and operate an aerial tour business on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon, c/o Jody Tatum on behalf of Magic Valley Flight Simulation, LLC (App. #2496).

NOTICE OF APPEAL

Dear Twin Falls City Council,

On Wednesday, December 28, 2011, the Twin Falls City Planning and Zoning Commission (P&Z) conducted a public hearing concerning a request for a Special Use Permit to install and operate an aerial tour business (zip line) on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon, c/o Jodi Tatum on behalf of Magic Valley Flight Simulation, LLC (App. #2496). Following the public hearing, P&Z granted the request for a special use permit to operate the zip line subject to City Staff recommendations outlined in the City Staff Report (see attached Exhibit 1, ~~pp. 4-5~~).

p 14

Appellant is hereby filing this appeal of the above-referenced decision of the P&Z Commission to the Twin Falls City Council. Appellant requests that the Twin Falls City Council set a hearing date as provided by City Code 10-1-13-2.2(J).

The reasons for this appeal include, but are not limited to:

1. Failing to provide notice to all affected property owners;
2. Conflict of interest by P&Z Commissioner; and
3. Failing to follow, adhere to and failing to implement provisions of Twin Falls City Code §10-13-2.2(D)(5).

Thank you.

Very truly yours,

JOHN T. LEZAMIZ

cc: Filing Fee

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JAN 12 2012
CITY OF TWIN FALLS
PLANNING & ZONING

DELIBERATIONS FOLLOWED:

- Commissioner Mikesell stated in the worst case scenario there is not enough parking. They should provide parking. Mr. McCullum may own the property but it is up to us to watch this, issue and there is going to be concerns and accidents, we should not contribute to the safety along this road, because we want to allow this Special use permit.
- Commissioner Bohrn stated parking will be reviewed during the building process, the City of Twin Falls is going to add additional traffic with Augar Falls opening, these attractions are all over the world, they are used and valued. He is 100% behind this request.
- Commissioner Schouten stated they have gone through the necessary hoops, it is good for the business, and the road has been and will be an issue forever.
- Commission Ihler stated the road is not a zip-line issue. He is in support of this request.
- Commissioner Sharp they have done all that is requested and he is in support also.
- Commissioner Cope he is not willing to punish the applicant for the road issue. The zip-line is needed and wanted and he is behind the request.
- Commissioner DeVore stated traffic was a concern, the parking and ADA requirements will be reviewed through the permit process and therefore he is in support of the request as well.

MOTION:

Commissioner Derricott made a motion to approve the request, as presented. Commissioner Cope seconded the motion. Commissioners Bohrn, Cope, Derricott, Ihler, Schouten, Sharp & DeVore voted in favor of the motion. Commissioner Mikesell voted against the motion.

MOTION PASSED 7-1

APPROVED, AS PRESENTED WITH THE FOLLOWING CONDITIONS

1. Subject to a review by the Building Department to determine if a Certificate of Occupancy is required for the use of the clubhouse facility for the zip-line staging area.
2. Subject to a review of parking requirements for the clubhouse and zip-line use to determine if additional parking is required.
3. Subject to the launch site having a security fence or suitable enclosure to provide security to the site.
4. Subject to signage on Canyon Springs Road being placed by operator indicating that no parking or stopping is allowed on the road way in the vicinity of the launch area at any time.
5. Subject to the zip-line(s) being operated by outfitters and guides licensed by the Idaho Outfitters and Guides Licensing Board. Documentation provided to City prior to operation.
6. Upon abandonment or discontinuation of use, the property owner/business owner shall physically remove all structures associated with the zip-line(s) facility within ninety (90) days of the date of abandonment and/or discontinuation of use, and restore the site to its original condition. The property owner/business owner shall provide to the City, prior to issuance of a permit, a performance bond in the amount of twenty thousand dollars (\$20,000.00) or a bond equal to a written estimate from a qualified contractor to guarantee that the facility will be removed when no longer in use & site restored. The City shall be named as an obligee in the bond and must approve the bonding company.
7. Subject to site plan amendments as required by Building, Engineering, Fire, and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

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



Public Hearing: **WEDNESDAY, DECEMBER 28, 2011**

To: Planning & Zoning Commission

From: Rene'e V. Carraway, Community Development Department

AGENDA ITEM IV-3

Request: Request for a Special Use Permit to install and operate an aerial tour business on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon, c/o Jody Tatum on behalf of Magic Valley Flight Simulation, LLC. (app. 2426)

Time Estimate:

The applicant's presentation may take up to fifteen (15) minutes. Staff presentation will be approximately ten (10) minutes.

Background:

Applicant:	Status: Commercial Lease Agreement	Size: The zip line area is about 10 acres and the trail length from the clubhouse to the site is about 2/3 mile
Magic Valley Flight Simulation, LLC c/o Jolinda (Jody) Tatum 452 Woodland Ct Twin Falls, ID 83301 208-329-4149 cell Jolinda_tatum@yahoo.com	Current Zoning: OS Area of Impact (Aol)	Requested Zoning: SUP
	Comprehensive Plan: Open Space	Lot Count: multiple lots
	Existing Land Use: golf course/country club	Proposed Land Use: addition of zip line aerial tours on a portion of the existing golf course property
Representative:	Zoning Designations & Surrounding Land Use(s)	
	North: OS Aol; Centennial Park	East: OS Aol; Centennial Park
	South: OS Aol; Canyon Springs Road	West: OS Aol; Canyon Springs Golf Course
	Applicable Regulations: 10-1-4, 10-1-5, 10-4-11.2(B)8.i., 10-10-1 through 3, 10-11-1 through 9, 10-13-2.2	

Approval Process:

As per TF City Code: 10-13-2.2 (F), (G) & (J)

(F) Public Hearing: Prior to granting a special use permit, at least one public hearing before the Commission in which interested persons shall have the opportunity to be heard shall be held. **(G)** Within thirty (30) days after the public hearing, the Commission shall approve, conditionally approve or disapprove the application as presented. If the application is approved or approved with modifications, the Commission shall direct the Administrator to issue a special use permit listing the specific conditions specified by the Commission for approval. **(J) Appeal To The Council:** Upon receipt of an appeal from the action of the commission, the council shall set a hearing date, under the same provisions as the commission hearing, to consider all information, testimony and the commission's minutes of the public hearing to reach a decision to uphold, conditionally uphold or overrule the decision of the commission. (Ord. 2124, 10-15-1984)

Budget Impact:

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

Regulatory Impact:

Approval of this request will allow the applicant to proceed with the building permit process for structures related to the zip line facility.

A special use permit is for zoning purposes only. Other permits such as sign, building, electrical or plumbing permits, etc. may be required. All facilities must comply with all Building and Fire Code Regulations.

HISTORY:

The site is the location of the Canyon Springs Golf Course.

On December 13, 2010, the City Council approved a Zoning Title amendment with Ordinance 2997 which added a definition to §10-2-1 for a zip line and added that "Zip Lines operated by outfitters and guides licensed by the Idaho Outfitters and Guides Licensing Board" may be allowed by Special Use Permit in the Open Space (OS) zone. The definition of zip line was approved as follows:

ZIP LINE: An aerial trail system providing recreation and education activity that preserves and protects the natural environment and habitat by enabling people to transverse terrain by means of cable and trolley."

The Planning and Zoning Commission denied a request of the applicant for a Special Use Permit for a zipline on February 8, 2011, with a tied vote of three (3) for and three (3) against. The action was appealed to the City Council by the applicant and was scheduled for March 14, 2011. The application was withdrawn as the City worked with the Twin Falls County Commission on an amendment to the Area of Impact agreement regarding code changes. That matter was resolved as the County now accepts all zoning decisions made by the City in the Area of Impact.

ANALYSIS:

This property is located in the OS, Open Space District. The applicant would like to operate a zip line-based recreation and education program and facility from the site. A Special Use Permit is required for zip lines in this zone. The zip line area is about 10 acres and the trail length from the Canyon Springs clubhouse to the launch site is about 2/3 mile.

The applicant has included a description of the zip line operations. It is proposed to be a year-round business and the hours of operation would be during daylight hours as varies by the season. They anticipate that the operations would employ 8-12 people in the summer and in the off-peak season from October to March that they would employ 3-6 people. Tour guests would pre-register for a specific group time for 6-12 individuals and would be scheduled for 2 to 2.5 hours. If demand was high the maximum capacity the applicant is proposing is eight (8) groups in a day which would be a total of 96 people throughout the day.

Tour guests will meet and park at the Canyon Springs Golf Course Clubhouse and meet on the lower level for training on the zip line. They will have educational training on history of the area, the natural and geological features, and plants and wildlife. Guests will receive equipment and have training on a 250' long training line that is proposed behind the Clubhouse and golf cart storage area. Guests will be moved from the clubhouse to the three-course zip line area by golf cart or a similar-type vehicle on golf course paths.

The zip lines extend from a launch area between Canyon Springs Road and the road to Centennial Park over the wetlands where the Perrine Coulee drains to the Snake River with the landing area being on Canyon Springs Golf Course. The zip lines launching, landing, and aerial trail area is all contained on property owned by McCollum Enterprises who has granted permission to Magic Valley Flight Simulation to use this property. The project description indicates that pole anchors will be no more than 20' high at the ends of the lines and painted to blend into the surrounding landscape. There will be one large launch platform at the top of the double line and drawings have been included of its design and dimensions. At the smaller zip lines there will be five (5) smaller platforms. Dirt ramps will be used for landing areas. The course will include a total of four (4) ziplines and six (6) platform structures. Tour guest will ride the zipline and then walk to the next platform to continue the course. They will end up back where they started at the edge of the golf course and the transportation will take them back to the Clubhouse. The applicant indicated that the Clubhouse is ADA accessible. The Building Department will have to review if the Clubhouse occupancy is compliant with applicable codes. There are ADA restrooms accessible on the green and handicap-accessible parking spaces. There are a total of 89 parking spaces in the paved lot areas. If additional parking is required the applicant indicated that it can be accommodated in the area west of the Clubhouse.

Security of the launch platforms is a concern as unauthorized users may try to access the ziplines. The applicant has indicated that the platforms will be secured and that 24-hour security will be implemented. The Commission may wish to require a bond be in place to ensure if the business ceases to operate all structures shall be removed and the area impacted by this business will be returned to its natural state. The applicant has stated that a security bond for the cost of removing structures and any rehabilitation will be established with the property owner. Construction in the wetland area is reviewed by the Army Corps of Engineers. The applicant contacted the Corps and their response indicated that a Department of the Army (DA) review is not required for the project as proposed. Building permits through the City of Twin Falls and State would be required.

The additional traffic impact on Canyon Springs Road is anticipated to be an average of 30 vehicles a day. There were concerns about additional traffic affecting safety of the use Canyon Springs Road. The applicant has stated they do not feel that the zip line operation would have substantial effect on the surrounding properties. Adjacent neighbors are public entities that operate the land for public recreational access and use. The nearest private land owners may feel effects of additional traffic and noise from yells or screams as people are on the zip line. The applicant believes that the traffic impacts would not be noticeable, especially as the Auger Falls area has opened up to additional use and traffic. The noise is not anticipated to be overly noticeable above other music and noise in the area. The Twin Falls Traffic Safety Commission reviewed a traffic study on Canyon Springs road and it was determined that the additional traffic due to the zipline course would only be a 5% increase to the area. At the Safety Commission's February 10, 2011 meeting they unanimously voted that the introduction of the zipline course use would not affect safety on the roadway or pose a hazard to traffic in the area.

Travel safety for users of the Canyon Springs Road is a general concern and it was addressed with further discussion and recommendations from the Traffic Safety Commission. At the City Council meeting on December 19, 2011, the Council approved for traffic guideline signs to be put at the top and bottom of the Canyon Springs grade regarding pedestrian, bike, and vehicular traffic. Staff still has concerns over the possible distraction to drivers as the zip line launch area is near Canyon Springs Road. The zip line activity may cause drivers to stop or slow in the road. They may also attempt to park along the road to access the site or watch. The road width is not adequate to accommodate parking and as the site is just after a major curve in the road vehicles may not be able to see or plan for other vehicles to be parked along or stopped in the road. Staff still recommends that signage be put up at the applicant's expense along Canyon Springs Road indicating that parking and stopping is not permitted on the road in that area. There was also concern about people trying to access the launch area from Canyon Springs Road or the road to Centennial Park. Twin Falls County staff does not want the Centennial Park area to be used for parking for the zip line. Staff recommends that there be a security fence or similar structure that would keep people from accessing the zip line while it is not attended or after hours. The area should not be permitted for spectator viewing from the launch site.

As an outdoor recreation facility the outfitter and guides will need to be licensed by the Idaho Outfitters and Guides Licensing Board.

The Comprehensive Plan does indicate a desire in the community for additional recreational opportunities. The applicant believes that the Zip Lines project would provide this. Throughout 2010 the applicant gathered 3648 signatures from Twin Falls and Jerome County residents that indicated support of a zip line in the Snake River Canyon. Previous instances where this request was brought forward in public hearings there have been comments in opposition and support. It is not anticipated that there will be any additional odor, fumes, vibration, or glare to the area should this request be implemented.

The Planning and Zoning Commission has standards in the City Code in regards to the evaluation of a Special Use. City Code §10-13-2.2(D) states the following:

(D) Standards Applicable to Special Uses: The Commission shall review the particular facts and circumstances of each proposed special use in terms of the following standards and shall find adequate evidence showing that such use at the proposed location:

1. Will, in fact, constitute a special use as established by zoning requirements for the zone involved.
2. Will be harmonious with and in accordance with the general objectives or with any specific objective of a comprehensive plan and/or zoning regulations.
3. Will be designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
4. Will not be hazardous or disturbing to existing or future neighboring uses.
5. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services.
6. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
7. Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any person, property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.
8. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
9. Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.

Conclusion:

Should the Commission approve the request, as presented, staff recommends the following conditions be placed on this permit:

1. Subject to a review by the Building Department to determine if a Certificate of Occupancy is required for the use of the clubhouse facility for the zip line staging area.
2. Subject to a review of parking requirements for the clubhouse and zip line use to determine if additional parking is required.
3. Subject to the launch site having a security fence or suitable enclosure to provide security to the site.
4. Subject to signage on Canyon Springs Road being placed by operator indicating that no parking or stopping is allowed on the road way in the vicinity of the launch area.
5. Subject to the zip line(s) operated by outfitters and guides being licensed by the Idaho Outfitters and Guides Licensing Board. Prior to operation & to provide documentation.
6. Upon abandonment or discontinuation of use, the property owner/business owner shall physically remove all structures associated with the zip line(s) facility within ninety (90) days of the date of abandonment or discontinuation of use, and restore the site to its original condition. The property owner/business owner shall provide to the city, prior to issuance of a permit, a performance bond in the amount of twenty thousand dollars (\$20,000.00) or a bond equal to a written estimate from a qualified contractor to guarantee that the facility will be removed when no longer in use. The city shall be named as an obligee in the bond and must approve the bonding company.
7. Subject to site plan amendments as required by Building, Engineering, Fire, and Zoning officials to ensure compliance with all applicable City Code requirements and Standards.

Attachments:

1. Project Development Plan
2. Project Narrative
3. Vicinity Map
4. Area Zoning Map
5. Aerial of the Project Site
6. Platform Elevations
7. Portion of February 8, 2011 Planning and Zoning Commission meeting minutes
8. Portion of the February 10, 2011 Twin Falls Traffic Safety Commission meeting minutes
9. Staff report from December 19, 2011 Traffic Safety Commission request to the City Council
10. Letter dated February 25, 2011, from the Army Corps of Engineers to the applicant



- Home base will be Canyon Springs Golf Course Clubhouse – lower level
- Dotted yellow line is route to zip line course start point – extended golf cart or similar conveyance vehicle.
- Bold yellow arrowed lines are the proposed 5-line course.
- Pole anchors will be no more than 20' high at ends of each line.
- Anticipate expanded metal decking for launch platforms & natural ground/dirt platform for landing. Metal decking for double line will be no more than 12' x 18'.



2) Reason for the request

Magic Valley Flight Simulation, LLC, proposes to offer an exciting educational and recreational adventure zip line tour in the Snake River Canyon. Per City of Twin Falls Code and Ordinance, this zip line activity requires a Special Use Permit to operate in the Open Space.

3) Explanation of the project

This tour is anticipated to take between 1.5 to 2.5 hours to complete. The tour staging will be at the Canyon Spring Golf Course Clubhouse, lower level. Guests will be pre-registered for a specific group departure time. The tour will include zip line training, educational components

of aqua and agriculture farming along the Snake River, geological formations and impact of the Bonneville Flood to the area, history of the canyon, the zip line adventure, and while zipping, between lines, the guides will talk about the natural habitat, plants and wildlife that populate the canyon.

This zip line tour will appeal to a split customer base of local residents and extended families, the Magic Valley Community, and tourists.



We expect the adventure and educational opportunity will encourage visitors to extend their planned stay in the area and to draw additional tourists to the area. This will add to the economy with increased nightly stay-overs, shopping, and increased patronage to surrounding outdoor activities, natural and adventure attractions.

A zip line educational and recreational activity is a perfect fit for the Twin Falls Snake River Canyon, Canyon Springs location due to the existing infrastructure and recent National recognition of being one of the top 10 Extreme Sport Destinations in the U.S. *"Twin Falls' diverse outdoor recreation opportunities range from BASE jumping into the Snake River Canyon, whitewater rafting, fishing, hiking, biking, and everything in between. ..."* (<http://livability.com/>).

By basing out of the lower Canyon Springs Golf Course Clubhouse, there is existing ADA accessible office facilities, parking and restrooms. There are 42 parking spaces in the lower level parking lot with room to create more spaces on the west side of the lot if needed.



There are several restrooms  available both within the clubhouse (both levels) and on the golf course that are accessible by paths. A portable toilet/hand washing station could be located along the zip line tour path as well if necessary.



a. Hours of operation

We anticipate operation during daylight hours only, between 7:00 a.m. – 8:30 p.m., depending on the season and the weather.

b. Number of employees

Summer operations should employ between 8-12 people, off-peak season (October – March) will employ between 3-6 people.

c. Traffic impact

Due to the nature of the zip line course activity and the duration of the tours, tour groups will be pre-registered and scheduled for specific departure times. Tour groups will range in number from 6 to 12 individuals, departing from the lower clubhouse every 2.5 hours, for a total of 4-6 tours per day, 48 people per day at normal capacity.

Anticipated increase of vehicle traffic on the Canyon Spring Road is estimated from 12 to 20 vehicles per day. If there is greater demand during the summer season, we can increase thru-put to a tour every 1.5 hours, 8 tours per day, maximum capacity of 96 people, approximately 40 vehicles, spread out over a 12-hour period.

The Twin Falls Traffic Safety Commission discussed the proposed traffic concern on Canyon Springs Road in their February 10, 2011 meeting. It was unanimously decided that the zip line traffic would not create a traffic safety concern (February 10, 2011, Minutes attached).

KMVT News reported on the Traffic Safety Commission meeting and that news clip is also attached.

Supportive data from the Department of Transportation traffic volume seven-day measurement from the week of June 22 – 28, 2009, is attached. This report reflects one of the busiest weekends for Canyon Springs Golf Course which is their *Friends and Family Tournament*, taking place June 26th & 27th. On these two days, traffic increased approximately 24%, from an average of 322 vehicles per day Monday through Friday and 425 Average per day Saturday and Sunday. Again, this is the Canyon Springs Golf Courses busiest weekend of the year.

At 322 vehicles per day, that is the equivalent of 13 vehicles per hour, or one every 4.6 minutes. Given that the zip line is pre-scheduled groups resulting in an additional 4-6 vehicles every 2 hours, the increase will be 15-17 vehicles per hour, or one every 4 minutes.

The zip line traffic is proposed to increase volume on the road at most, 4-5% during the busiest days. Less during the week and during the off-season.

On days when the canyon is particularly busy with vehicles due to tournaments or other events, there are alternative parking and group transport options available. Given that tour groups are scheduled in advance, pre-arranged meeting locations can be determined for the group and the group can then be transported in a van (one vehicle), from the parking location down to the Canyon Springs Golf Course Club House lower level. This would decrease the number of vehicles travelling the road that day as well as the number of parking spaces needed for zip line tour guests in the lower level parking.

4) Evaluation of the effects on adjoining properties

We anticipate little effect on adjoining properties. The closest property to the area of operations that is owned or managed by someone other than McCollum Enterprises is Centennial Park and BLM open land that already is open-access to the general public for recreation activity. Other property owners on adjacent property surrounding McCollum Enterprises private residential land holdings are significantly distant from the actual area of operation, ranging well over 1/2 mile distance with a height above the activity of over 400 feet.

Additionally, Auger Falls recently opened for recreation activity to the general public and access to the BASE jumpers trail, scenic points, Centennial Park, Canyon Springs Golf Course, Twin Falls Sewer Plant, etc., all these locations are by the Canyon Springs road.

For-profit private commercial businesses are already using the Canyon Open Space. Tandem BASE jumping is available, kayak and canoe rentals are available, river pontoon boat tours are available, charter fishing, golfing, and bike rentals all are using the Open Space in the Canyon for their commercial enterprises.

a. Noise

Property owners above the canyon rim may hear enthusiastic expressions of excitement by individuals riding the zip lines provided the wind current is moving southeast, but the volume will be negligible due to the distance. These additional voices should not noticeably stand out considering the water from the Perrine Coulee and falls, music from commercial enterprises on the Canyon rim, foot traffic from the walking path along the rim, the Gun Club's tournaments and practice range, boats on the river, traffic on both the Canyon Springs Road and the I.B. Perrine Bridge, BASE jumpers, hikers, sight-seers, etc.

b. Glare

There will be no glare and no lights, as operations will be during daylight hours. On October 26, 2009, a sample cable with 12" red, white, and blue banner flags was suspended in the canyon. This picture was taken 500 feet from the cable on Canyon Springs Road. At a distance of more than 2,000 feet from upper rim properties, the zip line cables will be difficult to discern with the naked eye.



c. Odor

There will be no odor. Golf carts or similar powered vehicles will be used. The zip line is an eco-friendly activity producing no pollutants.

d. Fumes and vibration

There will be no fumes or vibration.

e. General compatibility

This is an excellent location for this zip line activity and tour featuring the Snake River Canyon habitat and enterprises. The Canyon Springs Golf Course Clubhouse and river side location are in close proximity to the Visitors Center and easily accessible. Adjacent recreational activities are golfing, BASE jumping, the BASE jumping trail, scenic lookouts, recreational walking paths, Auger Falls recreational area, Centennial Park, fishing, boating, canoeing, kayaking, rock climbing, etc.

The zip line tour path along the perimeter of the golf course is on an existing historical road. The zip line aerial trail system crosses over the valley below at heights over 60-80 feet above the ground. The Department of the Army, Walla Walla District, Corps of Engineers, Idaho Falls Regulatory Office reviewed the zip line aerial trail system proposal in February, 2011. **It was determined that the zip line soaring over this area would pose no adverse affect on wetlands and/or Waters of the U.S.** Their letter dated February 25, 2011 is included.

All structures, including poles, anchors, and platforms will be painted to blend in with the natural habitat and where possible, will be landscaped into existing terrain. The launching platforms will be constructed in such a way so that they can be secured to prevent unauthorized access, thereby significantly diminishing the possibility of injury. All structure designs will be certified by a licensed engineer and approved by the City of Twin Falls Building Department as per requirements.

A security bond in the amount of the removal bid proposal will be entrusted to McCollum Enterprises, property owner, to ensure zip line cables and structures are removed in the event of abandonment or closure of the business.

5) Supportive documentation

a. Petitions

A petition was collected June 5-14, 2010 of Twin Falls County and Jerome County residents reflecting their support of a zip line in the Snake River Canyon in the Twin Falls/Jerome area of the Canyon. **3,018 signatures were collected within a 10 day period.**

A petition was collected the first week of November 2010 of Twin Falls County and some Jerome County residents reflecting their support of the Twin Falls City Code change to make *Zip Line* an allowed use in the Open Space areas with a Special Use Permit. **630 signatures were collected within a 7-day period.**

5) Supportive documentation

b. Research

The Twin Falls Comprehensive Plan as well as the County Comprehensive plan were reviewed and selected pages are included that support the communities request for more recreation activities.

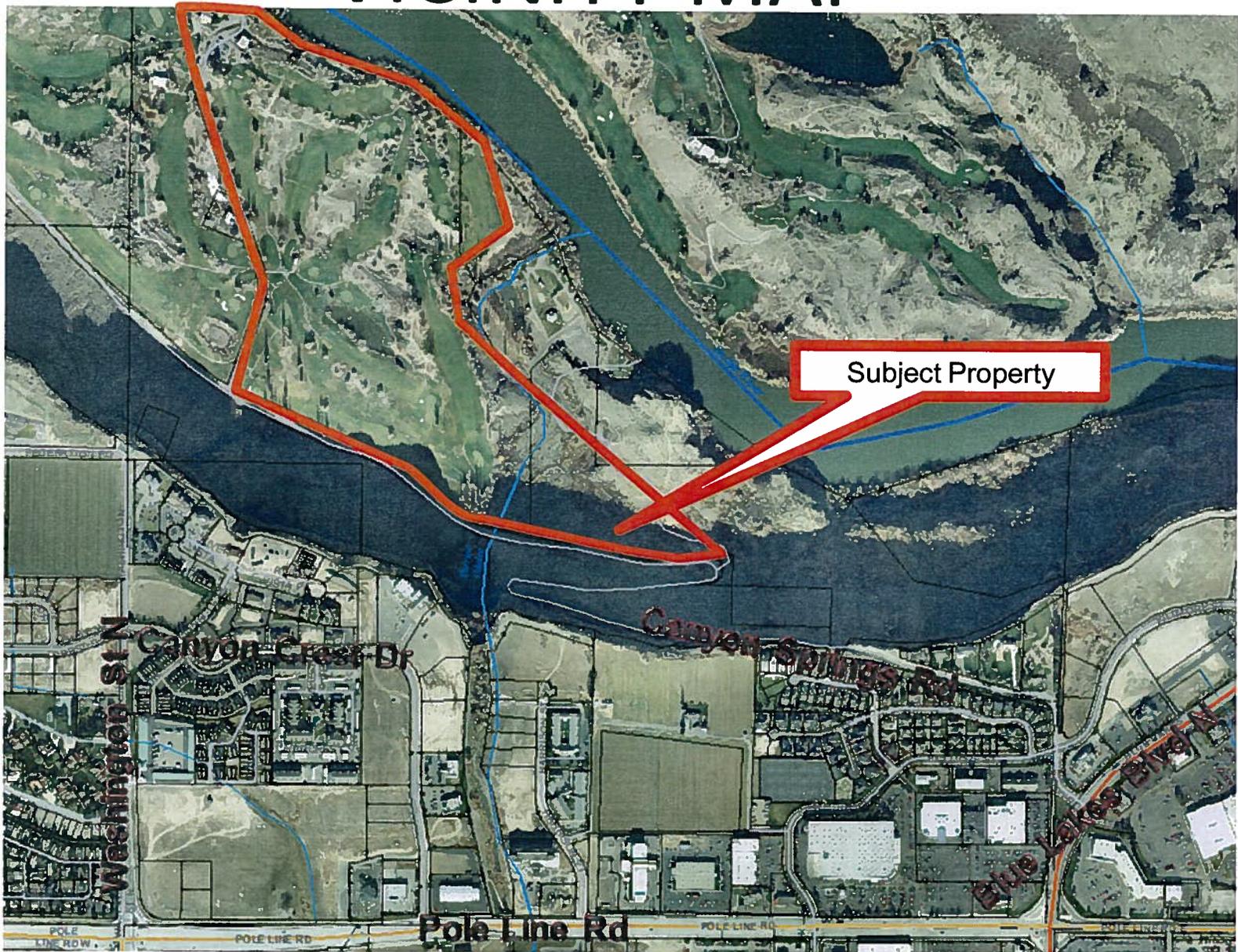
Research was completed in late 2009 & early 2010 for a fiscal feasibility study that included analysis of State and local tourism travel statistics from the State Department of Economics, Tourism, hotel and lodging statistics, traffic patterns in our region, etc. Some of that information is included.

Additional research was collected from areas similar to ours with personal contact made to each local zip line Planning & Zoning office as well as to the zip line owners to determine how those communities handled the process of approving zip lines.

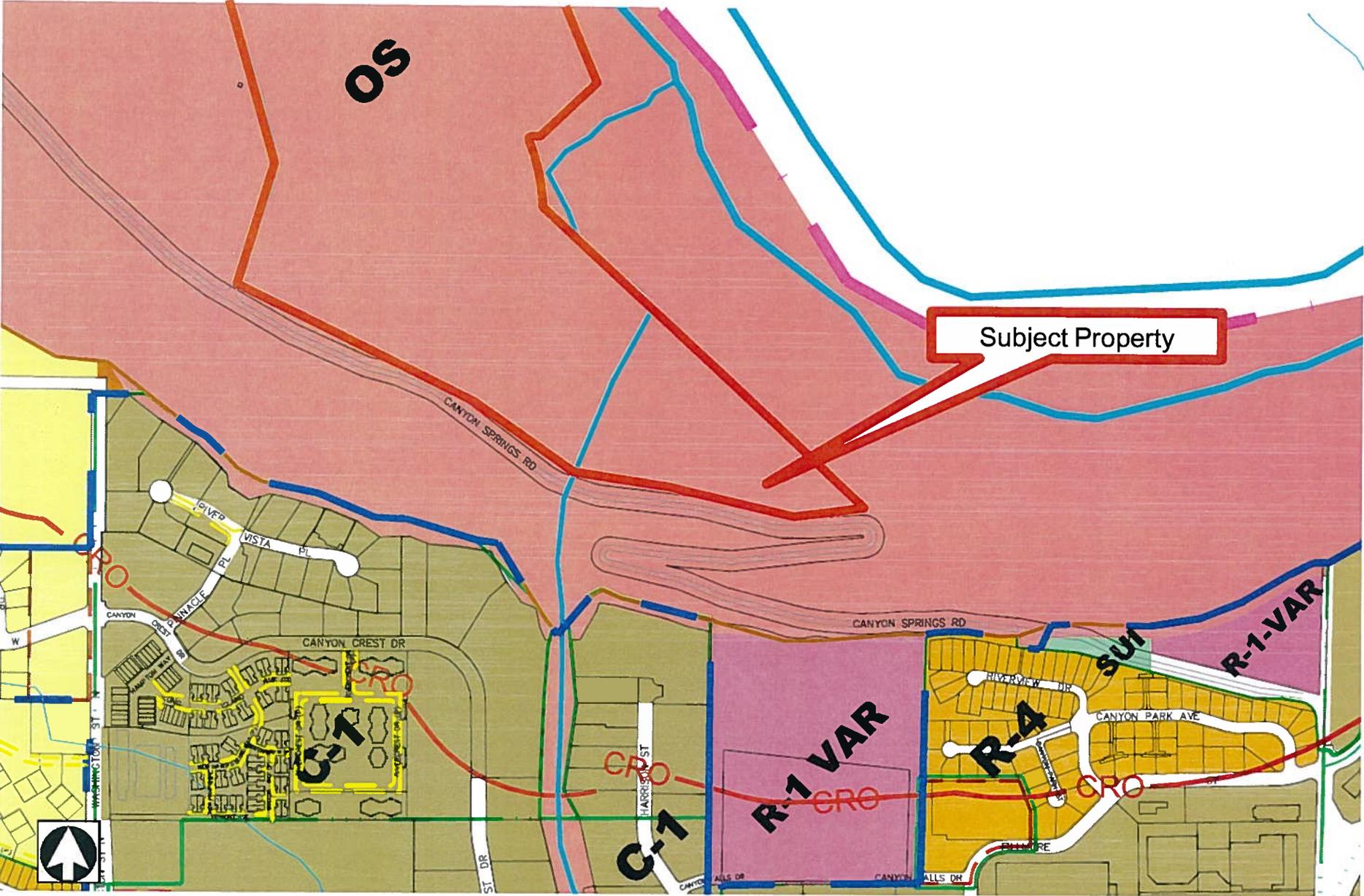
Two demonstration lines have been erected in the past for the purpose of allowing the general public to get an idea of what the zip line cables will look like in the Canyon. The most recent, in the actual triangle where the zip line aerial tour is proposed, was filmed by KMVT News. Included as part of our research is the KMVT News clip. The Engineers used this demonstration cable as a means to gauge tension versus velocity, height and sag as well as run-out.

In addition to the KMVT News clip, an individual had his personal video camera and interviewed some of the walkers along the Centennial Park Road. That home video clip is also included as it supports the fact that there will be very little noise and visual disturbance in the Canyon with this activity.

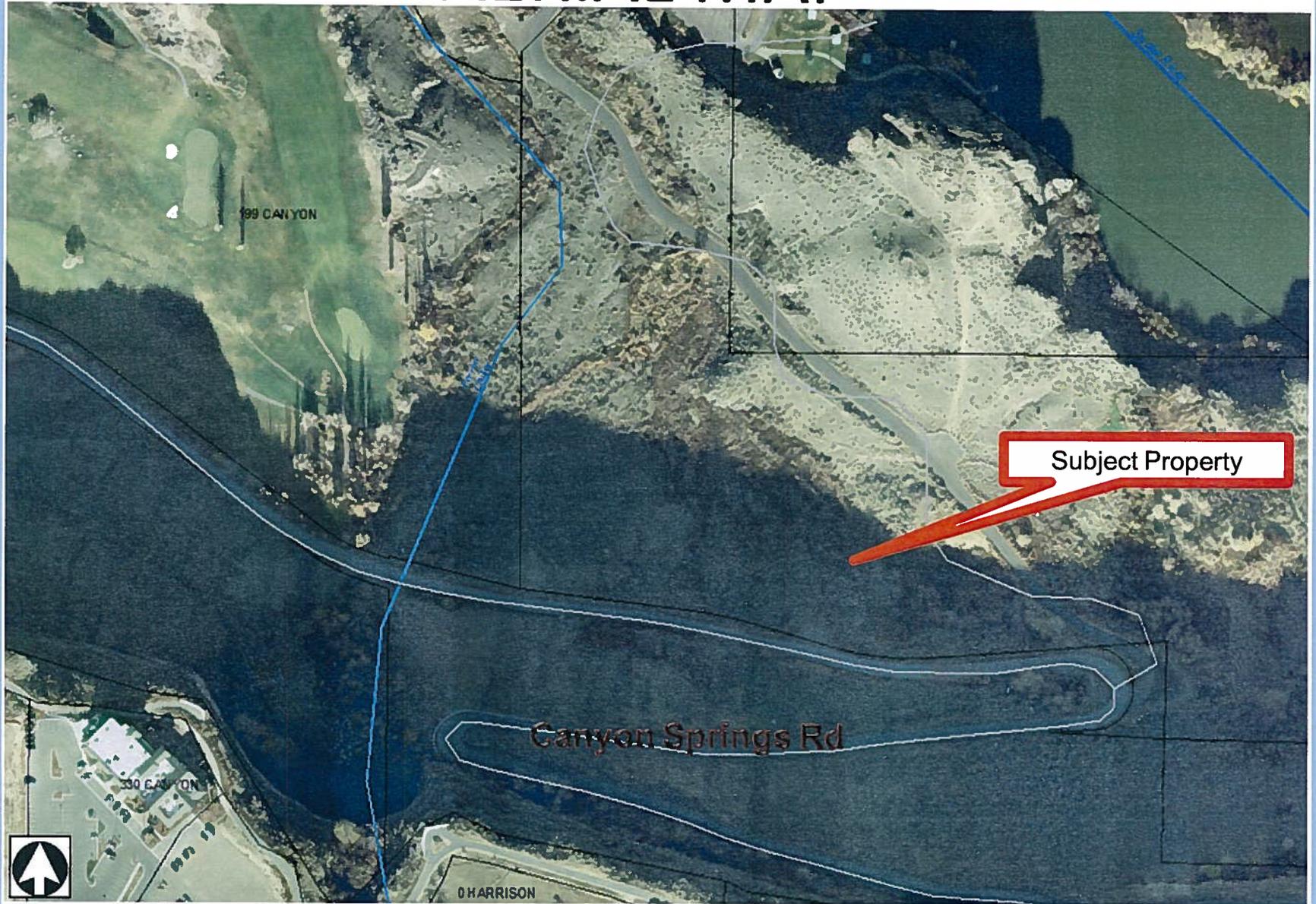
VICINITY MAP

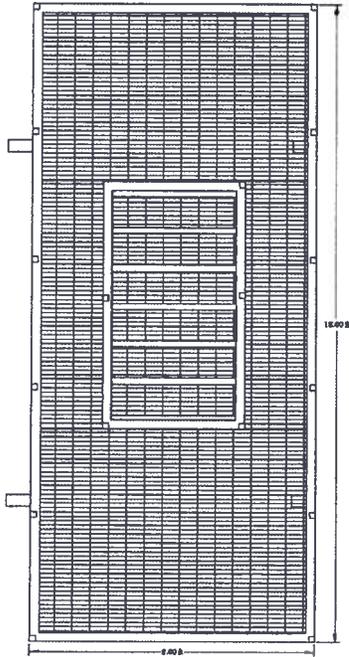


ZONING MAP

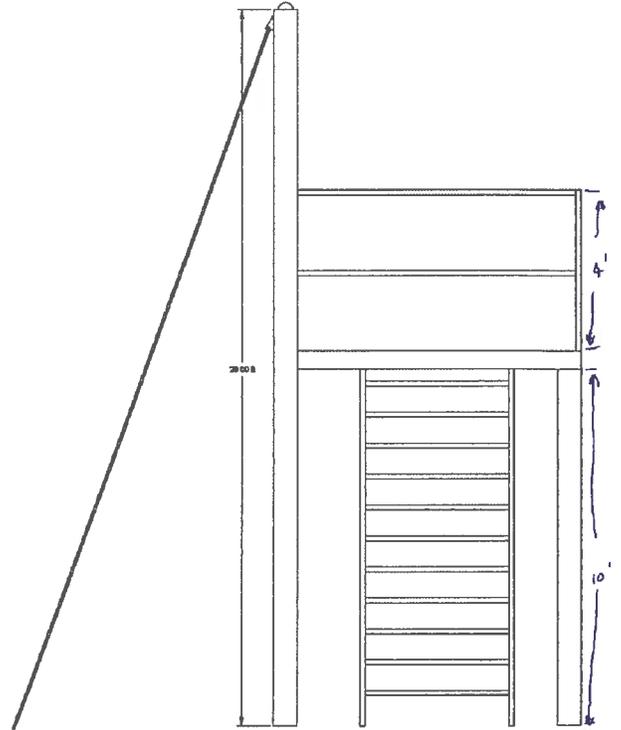


AERIAL MAP



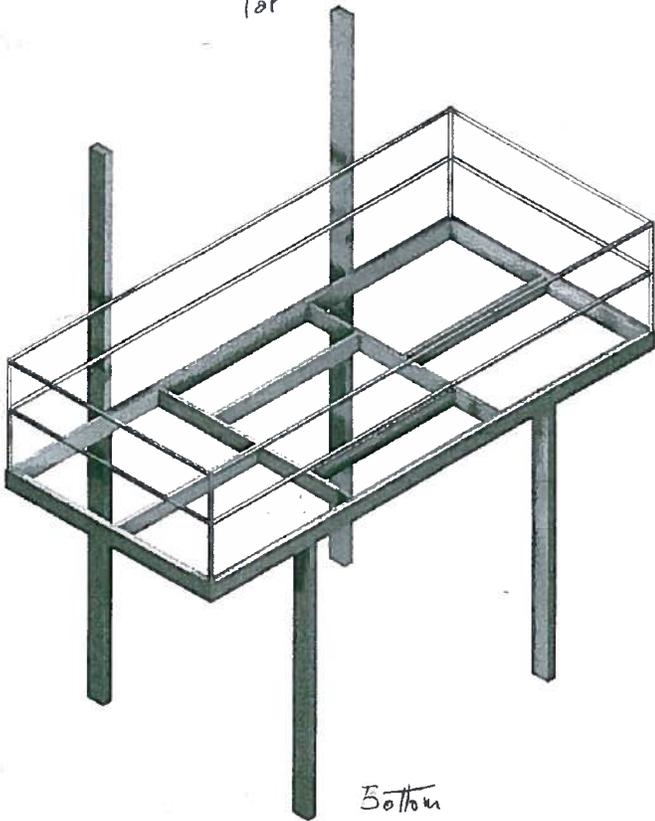


TOP VIEW

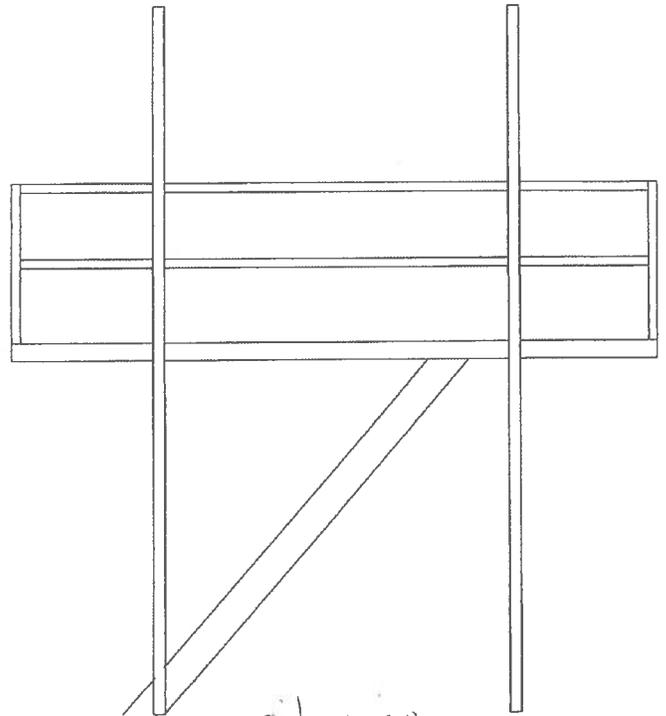


End VIEW

TOP



Bottom



side view



**NOTICE OF AGENDA
PUBLIC MEETING MINUTES
Twin Falls City Planning & Zoning Commission
FEBRUARY 08, 2010 - 6:00 PM
City Council Chambers
305 3rd Avenue East Twin Falls, ID 83301**

PLANNING & ZONING COMMISSION MEMBERS

CITY LIMITS:

Wayne Bohrn	Kevin Cope	Jason Derricott	V. Lane Jacobson	Bonnie Lezamiz	Gerardo Munoz	Jim Schouten
Chairman	Vice-Chairman		AREA OF IMPACT:	Lee DeVore	R. Erick Mikesell	

ATTENDANCE

CITY LIMITS

PRESENT:

Cope
Derricott
Jacobson
Lezamiz
Munoz
Schouten

CITY COUNCIL LIAISON: Mills Sojka

CITY STAFF: Carraway, Strickland, Vitek, Wonderlich

ABSENT:

Bohrn

AREA OF IMPACT

PRESENT:

DeVore
Mikesell

ABSENT:

AGENDA ITEMS

- I. ITEMS OF CONSIDERATION:**
1. Request for the reactivation of Special Use Permit #1163, granted on October 27, 2009 to Clinton and Anna Dille' for the purpose of constructing and operating a medical facility on property located at 176 Falls Avenue, c/o Clinton & Anna Dille'. (app 2345)
 2. Request for the reactivation of Special Use Permit #1105, granted on July 8, 2008, to Gabriela Tovar for the purpose of operating an in-home daycare service on property located at 1312 7th Avenue East, c/o Gabriela Tovar. (app 2244)
 3. Consideration of the preliminary plat for the Zearth Subdivision First Amended consisting of three (3) single family residential lots on 4.3 (+/-) acres located at 3953 North 3300 East, c/o Tim Vawser/EHM Engineers, Inc.
 4. Preliminary PUD Amendment presentation for a Planned Unit Development Agreement Modification for the Perrine Point PUD Mixed Use Residential/Neighborhood Commercial Planned Unit Development Agreement located at the northwest corner of Grandview Drive North and Falls Avenue West to modify the architectural concept and to provide for an active adult residential community within the R-6 zoned area of the PUD. c/o Gerald Martens on behalf of Tres Gringos, LLC. (app 2428)
- II. PUBLIC HEARINGS:**
1. Request for a Special Use Permit to replace a legal non-conforming use by another non-conforming use on property located at 276 Eastland Drive North, c/o Marcella (Blass) Sligar & Amanda Dastrup. (app. 2422)
 2. Request for a Special Use Permit to include automobiles, sporting vehicles and equipment sales in conjunction with an existing equipment rental business at property located at 465 Addison Avenue West, c/o Andy Barry on behalf of Barry Rental, Inc. (app. 2423)
 3. Request for a Special Use Permit to operate an in-home day care business for property located at 260 Heyburn Avenue West, c/o Libra Bartlett. (app. 2424)
 4. Request for a Non-Conforming Building Expansion Permit to add a 42 sq ft expansion onto the front of their legal non-conforming building for property located at 111 South Park Avenue West, c/o Kenneth L. Schmidt on behalf of La Casita Mexican Restaurant. (app. 2425)
 5. Request for a Special Use Permit to install and operate an aerial tour business on a south east portion of the Canyon Springs Golf Course within the Snake River Canyon, c/o Jody Tatum on behalf of Magic Valley Flight Simulation, LLC. (app. 2426)

6. Subject to the fire hydrant located in front of 1312 7th Avenue East being moved from in front of the concrete area.

MOTION:

Commissioner Mikesell made a motion to approve the request as presented. Commissioner Schouten seconded the motion. All members present voted in favor of the motion.

**APPROVED SPECIAL USE PERMIT #1105 REINSTATED, AS PRESENTED,
SUBJECT TO THE ORIGINAL CONDITIONS**

Commission Munoz returned to his seat.

5. Request for a Special Use Permit to install and operate an aerial tour business on a south east portion of the Canyon Springs Golf Course within the Snake River Canyon, c/o Jody Tatum on behalf of Magic Valley Flight Simulation, LLC. (app. 2426)

Commission Lezamiz and Jacobson stepped down.

APPLICANT PRESENTATION:

Jody Tatum, the applicant state she is here to review the plans and the request for a zip line. This has been a major learning process for them and they have really undergone some significant changes. They believe they have come up with a zip line tour that will showcase the Canyon and provide education and recreation for everyone enticing visitors to stay in this area longer. The points presented tonight will include information about the location, access, the tour route, the experience associated with the zip line tour, scheduling, the length of the tours, areas of impact, parking facilities, structures, the environment, the economy and a list of things they have to go through in order to be able to operate.

She reviewed on the overhead the location of Canyon Springs Road and Centennial Boat Docks, and showed where the zip line would be located within this area. The plan is to take the road from the Club House at the lower level transporting the tour group along the road that is adjacent to the golf course and the river itself. The road runs along the side of the old apple orchard and up along Fairway No. 7 on the east side; this is where the launch site will be located. People will transverse the first line take a small hike up to the second launch site transverse the second line back to the starting launch base area, transverse the first line again and do a short hike to the third line launch which is the longest of the three. All of these lines will be approximately 100 feet off of the ground, which allows for some really good elevation in this little pocket area. They anticipate the longest flight line being approximately 1000 to 2000 ft which will be determined by the engineers. The tour group will then re-board the transport and return back to the club house to remove all the gear.

The tours will be pre-schedules and the industry standard at this time is to do this via internet or telephone. The tour time and date is then assigned for your arrival, they are booked anywhere from three days to three weeks in advance, the contact information is maintained so that any changes of events can be communicated to the customer. The guest arrives at the Canyon Springs Golf Course to the Club House where they will complete a 20 minute training session, everyone will then board the transport and head to the launch site. Education about the fish farm, apple orchard and other industries available in the Canyon. They will complete the series of three gravity lines, the licensed guides will be with the tour group during all stages of the tour. The group will then board the transport again and be taken back to the club house.

As for scheduling the group size will average between 6 and 12 people depending on the season and the demand. During the high peak season they estimate 12 people per tour and during the slower part of the day and slower season there will be approximately 6 people per tours. There will be approximately 4-8 vehicle per tour. There will be a tour every 2-3 hours depending on registrations. There will be 4-6 tours per day depending on the weather and daylight. They anticipate between 12-60 people per day season, daylight and weather permitting. They plan to operate year round again

dependent upon daylight hours and weather permitting. In the winter months they will schedule during the holidays and weekends depending on demand. The business plan is to take care of the community offering specials, discounted family days, group rates and incentives for kids to do well in school.

They plan to cater to the tours and visitors during the busy months to capitalize on the tourism dollars. They will be active in the community and are looking forward to working with everyone making this adventure a success. The business is going to have an impact and we plan to use the already existing Canyon Springs Golf Course Club House, their underutilized parking area at the bottom will be used for parking their vehicles. There will be visual impacts that the lines will be secured to but they should be no more than 20 feet tall painted and stained to blend into the surroundings. The launch sites will be minimal with minimal impact to the environment. The people will be flying over the tour area approximately 80-100 feet in the air and the only touch points will be at the end of the lines. The tours will operate during daylight hours only and the area will be open to the wildlife currently living in the area.

The impact to the local economy will be measurable, it should increase tourism, add to jobs, revenue and impact the hotel, restaurant and entertainment businesses in the area. This will be the only scheduled guided tour of the snake river canyon available to the visitors as they pass over the Perrine Bridge. By having the tour accessible to the public it will be very exciting and great for the area.

As a zip line tour business there are several steps they have to complete prior to being able to operate. They have to become an outfitter and be licensed through the state. Once approved they have to put in their application for joint agency approval to the State Department of Land, Army Corp of Engineers and the Department of Water Quality. They also have to become certified with the Engineers with both the Professional Ropes Course Association and Structural Engineers. They will need City and County building permits for the structures. They will have to meet with all first responders to train on emergency plans. They have to have certification and training completed for all of the guides with the State of Idaho Outfitters and they have to be CPR trained. These are things that have to be completed to move forward and to ensure they operate a safe business.

Zip lines are eco friendly, enjoyable and educational. They are accessible and can be enjoyed by fairly able bodied people. This activity will serve 60 people per day at maximum capacity and maximum daylight. Hiking boots/closed toed shoes will be required, people must be to walk up the hill to the next launch site. This is a trial venture, they don't know the impact because no one has done it before, this is an easy up and easy down thing, if it turns out to have a negative impact in the area it can easily be taken down. If it is a positive impact it will benefit everyone. A couple of final points, they will not be accessing the golf course itself, they are completely off of the golf course and will only be visible to the line of site at certain fairways. Mr. McCullum is very protective of his golf course and they will be working with him so that this doesn't negatively impact the golfers.

STAFF PRESENTATION:

Zoning & Development Manager Carraway reviewed the exhibits on the overhead and stated on December 13, 2010, the City Council approved a Zoning Title Amendment which added a definition to the Twin Falls City Code §Title 10; Chapter 2; Section 1; for a zip line and added that "zip lines operated by outfitters and guides licensed by the Idaho Outfitters and guides licensing board" may be allowed by special use permit in the open space (OS) zone.

The definition of zip line was approved as follows:

Zip Line: an aerial trail system providing recreation and education activity that preserves and protects the natural environment and habitat by enabling people to transverse terrain by means of cable and trolley."

The request is to operate a zip line facility within the Canyon Springs Golf Course. This property is located in the OS, open space district within the area of impact. A special use permit is required for zip

lines in this zone. The zip line operation area is about 10 acres in size and the trail length from the Canyon Springs Clubhouse to the launch site is about 2/3 mile (3500 +/- feet). The zip lines are proposed to extend from a launch area between Canyon Springs Road and the road to Centennial Park over the wetlands where the Perrine Coulee drains to the Snake River with the landing area being on Canyon Springs Golf Course.

The zip lines launching, landing, and aerial trail area is all contained on property owned by McCollum Enterprises who has granted permission to Magic Valley Flight Simulation, LLC. to use this property. The project description indicates that pole anchors for the launch and landing sites will be no more than 20' high at the ends of the lines. The launch and landing areas are anticipated to utilize natural ground or a dirt platform. If an elevated platform is found to be necessary it will be no more than 5' high and no larger than 10' x 12' in size.

A "monster line" is tentatively shown as part of a Phase II. That is not part of this request. Should this request be approved the "monster line" shall not be included in the approval.

The Commission may wish to require a bond be in place prior to operation to ensure if the business ceases to operate all structures shall be removed and the area impacted by this business will be returned to its natural state.

The submitted narrative indicates additional traffic impact on Canyon Springs Road is anticipated to be about 20 vehicles a day in general and 40 vehicles during peak operating times. The nearest private land owners may feel effects of additional traffic and noise from people who are on the zip line. However, the greatest traffic impacts would be from the recreational users who utilize the many facilities on Canyon Springs Road and within the canyon itself.

Staff has received public comment regarding opposition to the request due to public safety concerns on Canyon Springs Road. Staff does have concerns over the possible distraction to drivers that will be created as the zip line launch area is near Canyon Springs Road. The zip line activity may cause drivers to slow down or even stop in the road. They may also attempt to park along the road to access the site or watch. The road width is not adequate to accommodate parking and as the site is just after a major curve in the road vehicles may not be able to see or plan for other vehicles that may be parked along or stopped in the road. Staff would recommend that signage be put up at the applicant's expense along Canyon Springs Road indicating that parking and stopping is not permitted on the road in that area.

Staff is also concerned with people trying to access the launch area from Canyon Springs Road or the road to Centennial Park. Twin Falls County staff has indicated to city staff they do not want the Centennial Park Area to be used for parking for the zip line nor should the area be permitted for spectator viewing from the launch site. Staff recommends that there be a security fence or similar type structure that would keep people from accessing the zip line site while it is not attended or after hours.

The city also has concerns about the additional use at the clubhouse and if there is adequate parking for the additional use at the facility. Staff would recommend a condition that a parking review be required to determine if additional parking area should be provided. The use may also affect the occupancy status of the building and so staff would also recommend a condition that the applicants meet with the building department to determine if any "change of use" processes are required. The structures associated with the zip line anchors and possible platforms will need building permits and may need special inspections performed by licensed engineers.

As per City Code to operate a zip line facility requires the outfitter and guides to be licensed by the Idaho Outfitters and Guides Licensing Board. Documentation shall be provided prior to operation of the facility.

The Comprehensive Plan describes open space and the canyon rim in several areas. Based upon the community survey there is a strong desire to preserve and protect our canyons and open space. There is also verbiage within the Comprehensive Plan that identifies the need for more and varied recreational opportunities. The applicant states in their narrative they feel that the Comprehensive Plan supports zip lines in that they are aerial trails and that as part of the zip line experience they will provide educational components about the history of the Snake River Canyon and the natural habitat, plant and wildlife that populate the canyon area.

The Planning and Zoning Commission has standards in the city code in regards to the evaluation of a special use. city code §10-13-2.2(D) "standards applicable to special uses":states...the Commission shall review the particular facts and circumstances of each proposed special use in terms of the following standards and shall find adequate evidence showing that such use at the proposed location:

1. Will, in fact, constitute a special use as established by zoning requirements for the zone involved.
2. Will be harmonious with and in accordance with the general objectives or with any specific objective of a comprehensive plan and/or zoning regulations.
3. Will be designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such use will not change the essential character of the same area.
4. Will not be hazardous or disturbing to existing or future neighboring uses.
5. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services.
6. Will not create excessive additional requirements at public cost for public facilities and services and will not be detrimental to the economic welfare of the community.
7. Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any person, property or to the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.
8. Will have vehicular approaches to the property which shall be so designed as not to create an interference with traffic on surrounding public thoroughfares.
9. Will not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.

Zoning & Development Management Carraway stated upon conclusion should the Commission approve the request, as presented, staff recommends approval be subject to the following conditions:

1. Subject to permit being for three-line course only, as presented. This permit does not include the "monster line" Phase II.
2. Subject to platform development and structures being no more than 5' high and no more than 10' x 12' in size.
3. Subject to a review by the building department to determine if a certificate of occupancy is required for the use of the clubhouse facility for the zip line staging area.
4. Subject to a review of parking requirements for the clubhouse and zip line use to determine if additional parking is required.
5. Subject to the launch site having a security fence or suitable enclosure to provide security to the site.
6. Subject to signage on Canyon Springs Road being placed by applicant indicating that no parking or stopping is allowed on the road way in the vicinity of the launch area.
7. Subject to the zip line(s) operated by outfitters and guides being licensed by the Idaho Outfitters and Guides Licensing Board. Documentation to be provided prior to operation.
8. Upon abandonment or discontinuation of use, the property owner/business owner shall physically remove all structures associated with the zip line(s) facility within ninety (90) days of the date of abandonment or discontinuation of use, and restore the site to its original condition. the property owner/business owner shall provide to the city, prior to issuance of a permit, a

performance bond in the amount of twenty thousand dollars (\$20,000.00) or a bond equal to a written estimate from a qualified contractor to guarantee that the facility will be removed when no longer in use. the city shall be named as an obligee in the bond and must approve the bonding company.

9. Subject to site plan amendments as required by Building, Engineering, Fire and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

P&Z QUESTIONS/COMMENTS:

- Commissioner Munoz asked about the scheduling of tours and are there plans to have staff available for the unscheduled tourist, asked about other events in the canyon and signage for locating the site.
- Ms. Tatum stated if there is room on the tour for additional walk-ins they will add them. She stated they have a verbal agreement to work around the large events that occur in the area. They can also close down on specific dates.

PUBLIC HEARING: OPENED

- John Lezamiz, 847 Canyon Springs Road, state he is here to discuss the location and safety of this zip line. The road into the canyon has two 180 degree turns and the maximum grade allows for 7 % grade and this road is much more then this in several places and doesn't comply with standards. In addition to the roadway there is considerable amount of traffic on this road and people have been known to travel up to 60 mph through this area until they hit the first hair pin turn. There are other large vehicles that travel this road as well. There is also a large number of pedestrians that use this roadway as well, for conditioning and exercise. It is not unusual to see people walking on this road starting around 5am and until it is dark. The road travels in an east west direction so you look into the sun when it is setting and rising making it even more difficult to see the road. He reviewed on the overhead photos of the road way and pedestrians walking along the roadway and traveling up and down the road. The concern is that you are mixing a large number of vehicles and pedestrians creating conditions that are not favorable. The situation that is already there is going to get worse. A petition has been circulated to establish a walking trail for pedestrians, and if this road is already at and over capacity this is going to make things worse. The numbers have gotten higher since their first presentation because they want to be open year round now. This calculates to 14400 people during off season months. In the summer it could be 28800 people and an average of 21600 people will be using the zip line. The problem is that the road will be traveled up and down the same way doubling the travel and impact to the road. There are 200 members and the golf course services an average 31,000 annually, they have 26 spaces in upper parking and 59 in lower having a max of 85 spaces and at busy times cars are backed up on this road because there is not adequate parking for the golf club now and increasing the uses 38% to 98% without adding parking. Parking is an issue all the time. Restroom facilities and accessibility are also a concern, they are planning to use the restrooms at the golf club in the lower level. This building is not ADA compliant and they don't plan to address these thing either. This is an additional use that needs to be considered. This area is a wetland and before you can do anything in a wet land you must do an environmental study and have the Army Corp of Engineers approval. The second worst impact will be to Centennial Park. If someone wants to see a friend on the zip line or see what this is about the people are going to use the Centennial Park. 13 boat spaces and 39 parking spaces with portable facilities that cost 900.00 every time they are serviced with this in mind we are going to be paying for these additional costs. In closing as the Planning & Zoning Commission you need to be able to make an informed decision. The code says this Commission may request studies concerning environment, social impact and safe capacity, to make an informed decision. If the

information presented to you is unclear you have to deny the request or at the very least is request a study be done and table until the information is submitted and can be reviewed. Before you vote ask yourself would more information be helpful, second ask is this a good use for the canyon. If the answer is I don't know or no then it should be denied. Additional information should be requested before a decisions is made.

- **Bill Napp, 3452 E 4000 N Kimberly** he stated he moved her from Michigan and worked in the Hotel and Resort Industry. He is in favor of the request and feels the concerns that have been raised can be addressed.
- **Phyllis Perrine 3549 N 3100 Twin Falls**, stated her family owns property in this area of the canyon and they are not in agreement with the zip line.
- **Rick Novacek** stated he is the director of Twin Falls Parks and Water Ways states that the board refrains from making a negative or positive recommendation because they don't have enough information. The lack of information relates to an incomplete business plan, issues related to the wetland area, engineered plans, and restroom facilities. Until these issue can be addressed he would ask a decision not to be made.
- **Bear Bangs 1904 Pahsimeroi Circle**, stated he is for this request and feels it is the City's responsibility to promote local business and things that will generate growth.
- **Jean Meyer, 281 Caswell Avenue West**, stated at 70 she jumped out of an airplane and would like to be one of the first to do the zip line.
- **Chris Satterwhite, 452 Woodland Court**, in favor of the zip line and stated signage should be required, this has job potential, can generate tax revenue and shows people that there are multiple activities to do in this area.
- **Lori Schut** stated she is opposed to the zip line.
- **David Mead 2045 Hillcrest Drive**, is all for new business but this is not the place for this, the roads don't meet standards, canyon wall slippage is a danger, restrooms are limited, the opening of Augar Falls to the public has increased traffic, this may have positives but this is not the place. He is opposed to this request.
- **Terry Reinke, 736 Canyon Park Avenue**, is against the request, he uses the canyon road every morning and has witnessed how treacherous the activity can be. The walkers use both sides to walk turning it into a one way highway and the impact is already bad and the accidents are going to increase. As you review this request the canyon is what we hold sacred, and he requests that this be denied.
- **John Beuker 711 Riverview Drive**, stated he is opposed and would hate to lose his privilege to walk in this area because of the increased danger generated by the increased traffic.
- **Bill Gehrke, 711 Canyon Springs Road**, opposed to the zip line in the canyon there is a need for more information. Limit times of operation and maybe there are ways to cohabitate but without specifics it's difficult to know what can be done.
- **Gerald Beck, 699 Riverview Drive**, he stated the infrastructure is not in place for this. He stated he has done economic development for this area for 35 years. Is this company worth the cost of what it will cost the canyon. He is concerned that the point that was raised by the applicant is that there are walk ways that have been developed for people and they don't understand why the people have to walk the grade. The grade is not the issue people have been walking her for a long time.

- Barbara Beck 699 Riverview Drive she is for economic development in Magic Valley not against a zip line but is against a zip line in the canyon. They have hair pin turns, walkers and traffic. We can't build a new canyon if we screw this one up. Please protect the canyon.
- Jeanette Fishel 1005 W Clearcreek Drive Buhl. She is for this request, it will generate tourist. She is from Juno and the tram was objected and now the amount of tourism it has brought is beneficial.
- Boyd Setterwhite, 452 Woodland Court, he has been listening to the pros and cons. He is for the zip line there are issues we have to face but that is true for all projects.
- Lamar Orton, 867 Filer Ave W, he is not against the zip line he is not against economic development for him it is about the location. This zip line is not in a good location, the education is positive, it is the lines and traffic that bothers him. The wildlife is a concern, they don't seem to know what the impact will be to the birds. The number of cars seems to be highly underestimated, and doesn't appear to account for employee traffic, spectators, and other types of vehicles. The impact to Centennial Park and events in the area are going to be impacted. He says he thinks it will be hazardous to surrounding area and venues.
- Dave McCullum stated he is very familiar with the road, the problem on the road is not traffic it is the pedestrians. He doesn't know how people can comment on the bathrooms and if we deem this usage appropriate he doesn't see why its other people's business what we want to do as private property owner.
- Lucina Tapia, 1740 El Dorado Street, stated learn by doing, zipping is about your body, motion, and is a great learning experience. This could be great for people to learn and provide a great way to get fresh air and exercise.
- Kalay Cuellar she is for the request and is very appreciative of the canyon rim and was disappointed when Home Depot came in and the Dell building was built. It would be exciting for the kids and but road issue will need to be addressed. She suggested maybe a time limit placed on the special use permit would allow people to see how it impacts the canyon.
- Gary Evans, 732 Riverview Drive, stated he is for economic development, jobs, and all of these things. The project as presented currently will have an impact on infrastructure that is already a concern. The eco friendly uses that are already in place along this road such as walking will impact the safety of the lives of people that use this road already.
- Andy Borchardt, 305 Locust Street North, stated 40 mph on this road is probably the most he has seen, the road has a shelf life and there are probably plans to repair the road and make trails. He would like to say he is for the zip line. The poles will be painted green and the lines will not be visible it will look like the trees and be a great thing.
- Nikki Randell, 354 Madrona Stree stated this would be one great way for the teens to stay out of drugs and out of trouble. She is for the zip line.
- Ralph Klinsky, 2451 Cedar Creek, stated they have been denied a permit which has prevented them from being able to provide information. These people live on the canyon; they don't own it, all the people in this area own the canyon. Free enterprise and tyranny should not be allowed, he is for the request.
- Any Barry , for the zip line it is on private property and it would not be as unsightly as the sewer plant.

- Barry Knoblich, 1174 Skyline Drive, stated he is in favor of the staff reports recommendations, and the concerns raised were addressed. More details are difficult, Canyon Springs Road has been improved and it could be that the traffic could justify improvements. The staff did a great job with their recommendations. Let it move forward.
- Ashley Bangs, 1904 Sunrise Circle, stated she thinks this would be great, it will provide a way to see the beautiful canyon, it will bring more people to the area and help with jobs. The golf course and the sewer plant takes up more room than the zip line will.
- Lamar Sylten, 203 Canyon Springs Road, lived in the canyon for about 13 years and lives at the fish hatchery. The problem with the road is pedestrian traffic with no way for the people to get out of the way. There is an observation turnout for spectators, the property is recreational property. The area they are proposing to use is about 10 acres with a spring but the anchor points will be outside of the wetland area. The pelicans hit the wires already and knock out the power at night. They should charge fees to get down to this area it would assist in repairing the road and help with the cost of maintaining the park and restrooms. He is for the request.
- Scott Record is in favor of the zip line and one of the things that is beneficial is the revenue that it will generate. The synergy of the base jumping and the zip line will change things for Twin Falls, the road should be taken care of and the shuttle would assist with the issues. The public safety concerns are contrived and the good outweighs the bad.
- Mr. McCullum stated he does have permission from the Army Corp of Engineers to pipe the wetlands.
- Bonnie Lezamiz stated she appreciates living on the canyon rim and not everyone is a property owner on the canyon rim that is against this request. When considering this request the impact to the already existing uses should be taken into account. More detailed information has been provided for other requests and this request should not be any different.
- Bill Small, Canyon Spring President of The Golf Association, stated he has talked to the golfers and some of the concerns raised tonight were raised by them. Some were for and some were against the zip line. The issues with the road need to be addressed with or without the zip line.
- Katie Breckenridge, grew up on the Canyon Rim and own the land above the road and the rock fall is of major concern. She stated there is an engineering study in the process regarding the wall because of rocks falling. The safety of the road is a concern and she encourages the Commission to consider this when making a decision.

PUBLIC HEARING: CLOSED

CLOSING STATEMENTS:

Jody Tatum, stated she is comfortable with staff recommendations. She would like to know what a performance bond is and if a cash deposit is the same thing. With regards to the fencing around the launch sites, she has a security company that will monitor the zip line 24 hours making it secure. As for the Department of Parks and Waterways with regards to their decision to have no opinion, she stated they are still meeting with people that this business may impact, to discuss issues. They have not moved forward because of the costs and they want to make sure they are legally allowed to do this prior to investing more into the project.

DELIBERATIONS FOLLOWED:

- Commissioner Mikesell stated this is an experiment and they want to see if it is worth the investment. They are using someone else's property to try it out without investing much. It is everyone's rights to have access to the canyon including the pedestrians that walk the road.

- Commissioner Munoz stated he is in agreement with Commissioner Mikesell. There were several comments about things lacking and there was a lot of misinformation. He would like to know more, there are issues with the road and pedestrians and is this harmonious with the surroundings and will it impact public facilities. The public would be impacted, the infrastructure is faulty and this will only make it worse. Do we need to improve the road or wait for income to improve the road. It is not feasible for the city or public to pay for the improvements so that someone else can have a business that is going to create more problems. He visits this area and feels these questions are not answered, he would like to be more informed. At this point he can't vote in favor. He understand the private property issue however this area belongs to the entire community.
- Commissioner DeVore stated he likes zip lines and there are solutions for all of these things but the he needs more information and some suggested solutions from the applicant to address the concerns.
- Commissioner Schouten stated he is in favor of the zip line, the City has done a study of this wall and we haven't seen any results yet. Possibly, parks should have considered this road and made improvements. It would be a start and the location seems to be a good spot his only concern is the wetlands.
- Commissioner Derricott stated as long as it meets the requirement and that the City staff can determine the requirements that need to be met he would vote in favor of the request.
- Commissioner Mikesell stated there are too many people walking the road, and because there are no sidewalks they are allowed to walk on the road. The safety issue is a concern and there don't seem to be any plans implemented by the applicant to address these issues. He stated we don't require fully engineered plans but we do require drawings that illustrate what the structures would look like when completed. There is just not enough information for a decision to be made. As for the wetlands if the Army Corp of Engineers has not been notified they will stop the project until things have been reviewed. As for bathrooms they need to have them at the top. We have to consider safety of the public. There are too many people walking that road because there are no sidewalks and the public's safety is an issue.
- Commissioner Munoz stated there are several things to consider when approving a special use permit a couple that come to play for him are the design and is it appropriate and there is no design for him to review. He wants to know that the structure fits appropriately in the area. The other part to consider is if this will be harmful or not to the environment or surrounding area. He isn't sure, if there is an ability to service the road and if it is safe. There are too many questions and not enough answers.
- Commissioner Derricott stated a rendering of the site would be helpful.
- Commissioner Mikesell stated we require a drawing of some kind when reviewing for other special use permits and they have presented a map with lines drawn on it, this is not enough.
- Commissioner Munoz stated he doesn't have anything to use to establish whether or not it would be harmonious to the surroundings. He wants to see how the ramp looks and what this will look like.
- Commissioner Mikesell stated in their previous request they had some visual aids showing ramps and with this request that is different from the original request we have not seen anything. There are too may maybe's.
- Commissioner Derricott stated he can sympathize with the applicants in that they can't nail down specifics until they know exactly where they are going to be allowed to operate. Because of the amount of engineering he can understand why they don't have engineered drawings.
- Commissioner Mikesell explained there are always costs associated with doing business and part of that is design and engineering. The engineer can tell us exactly where things are going to go and what they are going to look like.
- Commission DeVore asked if an engineering study being done for this area regarding the canyon wall.
- Assistant City Engineer Vitek stated the study is in the process but has not been completed. They are working on their recommendations on how to retain the wall.
- Commissioner DeVore asked if the staff review following approval would involve not only parking but restrooms.
- Zoning & Development Manager Carraway stated if the Building Department actually determines that this is a change of use to this property they would review all of the facilities. Parking is based on

the square footage of the building per use , and currently there are no records on the Club House building, it goes back farther than the building files. There would be a review for Certificate of Occupancy and the facilities would be included in this review.

- Commissioner DeVore asked if signs along the road down into the canyon would have to be approved by City Council.
- Zoning & Development Manager Carraway explained that these conditions would be implemented according to code and City Council's approval is required for the signage then it would be sent forward to City Council.

MOTION:

Commissioner Schouten made a motion to approve the request as presented with staff recommendations. Commissioner DeVore seconded the motion. Commissioner Cope, Schouten & Derricott voted for the request and Commissioners Mikesell, Munoz & DeVore voted against the request. Motion tied.

MOTION DENIED

Zoning & Development Manager Carraway explained there is a 15 day appeal period from the date of this decision. Because this property is located in the County the appeal will be heard by the City Council and sent forward as a recommendation to the Twin Falls Board of County Commissioners for a decision.

**SCHEDULED TO BE HEARD AT THE MARCH 14, 2011
CITY COUNCIL PUBLIC MEETING**

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

Zoning & Development Manager Carraway stated there are a three items on the next agenda and the meeting is scheduled on a Wednesday due to a holiday. This will be the last meeting for Commissioner Lezamiz and Commissioner Munoz.

VI. UPCOMING MEETINGS:

Next Planning & Zoning Commission public meeting is scheduled for **(Wed.) FEBRUARY 23, 2011**

VII. ADJOURN MEETING:

Vice Chairmen Cope adjourned the meeting at 9:32 pm

COMMISSION MEMBERS:

DAVE	MARY	KIRK	REBECCA	PAIGE	ROD	ROB
SNELSON	BRAND	BROWER	DUKE	GESKE	MATHIS	STORM

Chairman

Co-Chairman



Minutes
Meeting of the Twin Falls Traffic Safety Commission
February 10, 2011
City Council Chambers
305 3rd Avenue East Twin Falls, Idaho

CONFIRMATION OF QUOROM		
CALL MEETING TO ORDER:	9:00 A.M.	
CONSIDERATION OF THE AMENDMENTS TO THE AGENDA:		
AGENDA ITEMS	Purpose	By:
I. <u>CONSENT CALENDAR:</u>		
1. Consideration of the Minutes for January 13, 2011.		
II. <u>ITEMS FOR CONSIDERATION:</u> None		
1. Update on Application Process for New Members	Discussion	SSgt. Dennis Pullin
2. Nominations for Jim Mildon Award	Discussion	SSgt. Dennis Pullin
3. Discussion of "No right turn on red light" signs East on Filer at Locust	Discussion	Dave Snelson
4. Zip line for the Canyon Springs Grade	Discussion	Jackie Fields
5. Discussion of City Ordinance on U-turns	Discussion	SSgt. Dennis Pullin
III. <u>PUBLIC HEARINGS</u> None		
IV. <u>ADJOURNMENT</u> 9:58 A.M.		
		Dave Snelson

MINUTES

January 13, 2011

Page 3 of 3

4. Discussion of Traffic Safety on the road going down the canyon, if the Zip line becomes approved for the Canyon Springs Grade. Jackie Field gave some background on where the Zip line is to be placed if approved, and where the vehicles would have to park.

MOTION:

A motion was made by Rob Storm not to oppose the project on grounds of traffic safety. Rod Mathis 2nd the motion. Everyone in attendance was in favor.

5. Discussion of the City Ordinance on U-Turns. The city ordinance states that u-turns are not allowed at a lighted controlled intersection, and the city has a couple controlled intersections with signs stating that we do allow U-turns on lighted intersections.

MOTION:

A motion was made by Rob Storm to eliminate the Twin Falls City U-turn code and adopt the state code and if wanting to amend that due to it being out of date you could. Rod Mathis 2nd the motion. Everyone in attendance was in favor.

OLD BUSINESS: None.

NEW BUSINESS: None.

III. **PUBLIC HEARINGS:** None.

IV. **ADJOURNMENT:**

The meeting was adjourned at 9:58 a.m. by Chairman Dave Snelson.

Tina Kelley
Recording Secretary



Date: Monday, December 19, 2011

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Traffic Safety Commission

Request:

Consideration of a request from Traffic Safety Commission Chairman Rod Mathis and Co-Chair Kirk Brower for the placement of two informational signs near the top and the bottom of the Canyon Springs Grade. These signs will remind pedestrians, cyclists, and motorists of the proper and safe use of the roadway.

Background:

Over the past few years, the number of pedestrians, cyclists, and motorists using the Canyon Springs Grade has increased. Due to the large number of citizens in the community using this area, we feel the congestion on the roadway has created a safety hazard for all those who utilize the grade for driving, walking, and riding bicycles. With the narrow width of the roadway from the top of the grade to the bottom of the canyon, we often see pedestrians walking in the lanes of travel and obstructing motorized traffic. Depending on the time of day, the sun also creates a hazard for those on the grade.

The Traffic Safety Commission hopes that placement of the signs will provide guidance to pedestrians to walk on the left side of the roadway, no more than two abreast and in single file, when vehicles are approaching. The signs also advise cyclists to ride as close to the right side of the roadway as possible and no more than two abreast. Motorists are advised of the presence of pedestrians and the cyclists on the roadway. The signs also list the appropriate Idaho Statutes governing pedestrians, cyclists, and motorists.

The signs will be 24 inches wide and 36 inches tall, green in color with white lettering.

Budget Impact:

Total cost to purchase and install the signs will be approximately \$200.00. This expense will be incurred by the City of Twin Falls.

Conclusion:

The Traffic Safety Commission requests approval for the placement of informational signs on the Canyon Springs Grade to ensure a safe environment for pedestrians, cyclists, and motorists who utilize this roadway. Twin Falls City Attorney Fritz Wonderlich has reviewed and approved the proposed sign.

Attachment:

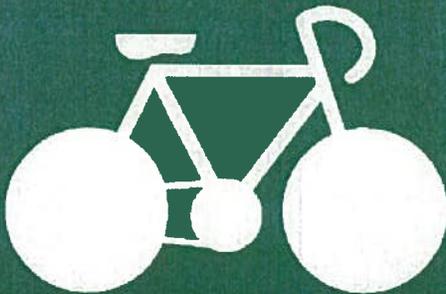
Copy of the proposed sign

DP:aed

Please abide by the following safety tips:



- ▶ Walk on the left side of the roadway, against the flow of traffic.
- ▶ Walk not more than two side-by-side and single file while motorists approach.



- ▶ Ride as close to the right side of the roadway as possible.
- ▶ Do not ride more than two side-by-side or block the normal flow of traffic.



**PLEASE WATCH FOR
pedestrians & bicyclists.**

Idaho Code, Sections 49-708, 49-717, 49-718, 49-615



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
IDAHO FALLS REGULATORY OFFICE
900 N SKYLINE DRIVE, SUITE A
IDAHO FALLS, IDAHO 83402

February 25, 2011

Regulatory Division

SUBJECT: NWW-2011-88-102

Ms. Jody Tatum
Magic Valley Flight Simulations, LLC
452 Woodland Ct.
Twin Falls, Idaho 83301

Dear Ms. Tatum:

We have received your request dated February 15, 2011 for Department of the Army (DA) review and comments on Magic Valley Flight Simulations, LLC's proposed construction of an aerial zip line trail over wetlands adjacent to the Snake River. The project would be located, within Section(s) 33 of Township 9 South, Range 17 East, near latitude 42.5990° N and longitude -114.1939° W, in Twin Falls County, near the City of Twin Falls, Idaho. Your request has been assigned File Number NWW-2011-88-102, which should be referred to in all future correspondence with our office regarding this project.

The DA exerts regulatory jurisdiction over waters of the United States (U.S.), including wetlands, pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344). Section 404 of the Clean Water Act requires a DA permit be obtained prior to discharging dredged or fill material into Waters of the U.S., which includes most perennial and intermittent rivers and streams, natural and man-made lakes and ponds, irrigation and drainage canals and ditches that are tributaries to other waters, and wetlands.

Based on our review of the information provided and our review of other information available to our office, we have determined that although the subject property contains Waters of the U.S., including wetlands, the proposed work, which involves installation of aerial cables for a recreational zip line course, would not involve a discharge of dredged or fill material into wetlands and/or Waters of the U.S. **Therefore, a DA permit is not required for your project as proposed.**

If the method or scope of work or project location changes, it is recommended you contact this office for a verification of this determination. Please be advised that activities regulated under Section 404 would include excavation and land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with sheer blades, rakes, or discs; windrowing of vegetation; land leveling; or other soil disturbance in areas subject to Corps jurisdiction that result in a discharge of dredged or fill material into wetlands or Waters of the U.S.

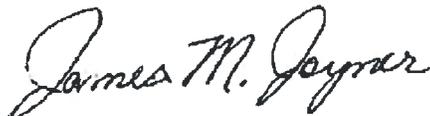
This determination applies only to DA permits administered by the Corps of Engineers, identifying the limits of the Corps' Clean Water Act jurisdiction for the particular site referenced in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are U. S. Department of Agriculture (USDA) program participants, or anticipate participation in the USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

The statements contained herein do not convey any property rights or exclusive privileges, and do not authorize any injury to property or excuse you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect the proposed work. Your project may require permits from other Federal, state, and local agencies including your local city or county zoning office. You should contact these agencies to obtain any necessary permits prior to starting construction.

We are interested in your thoughts and opinions concerning the quality of service you received from the Walla Walla District, Corps of Engineers Regulatory Division. If you have Internet access, please visit our web site at www.nww.usace.army.mil/html/offices/op/rf/survey.asp and complete an electronic version of our Customer Service Survey form, which will be automatically submitted to us. Alternatively, you may call and request a paper copy of the survey, which you may complete and return to us by mail or by fax at (208) 522-2994. Your responses are appreciated and will allow us to improve our services. Also, for additional information about the Walla Walla District Regulatory program, please visit our website at www.nww.usace.army.mil/html/offices/op/rf/rfhome.asp.

Please contact me by telephone at (208) 522-1676, by mail at the address in the above letterhead, or via e-mail at james.m.joyner@usace.army.mil if you have any questions regarding the information contained in this letter.

Sincerely,



James M. Joyner
Regulatory Project Manager

December 18, 2011

Renee V. Carraway
Zoning & Development Manager
Twin Falls Community Development
321 Second Ave. East
Twin Falls, ID 83303

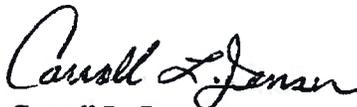
Re: Magic Valley Flight Simulation, LLC

Dear Ms. Carraway:

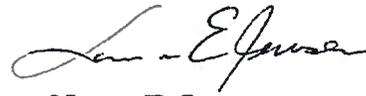
We are unable to attend the Dec. 28th scheduled meeting regarding the Special Use Permit requested by the above referenced Company. We request you consider this letter and attachment in lieu of a personal presentation at the meeting.

We are enclosing a copy of the letter we submitted for the Feb. 8th, 2011 meeting on a similar subject. Without knowledge of any specifics on the current application, we are unable to comment in any detail, however, we believe the objections covered in our letter of February 1, 2011 would still apply. Any significant increase in traffic on Canyon Springs Road, as it is currently configured, should create a major safety concern for the City.

We remain strongly opposed to any significant commercial development in the Canyon which requires access via Canyon Springs Road.



Carroll L. Jensen
713 Canyon Springs Road
Twin Falls, Idaho



Norma E. Jensen
713 Canyon Springs Road
Twin Falls, Idaho

RECEIVED

DEC 22 2011

CITY OF TWIN FALLS
BUILDING DEPT.

February 1, 2011

Renee V. Carraway
Zoning & Development Manager
Twin Falls Community Development
321 Second Ave. East
Twin Falls, ID 83303

Dear Ms. Carraway:

We are writing to you regarding the public hearing scheduled for Feb. 8th relating to the request for a Special Use Permit to install and operate an aerial tour business near Canyon Springs golf course in the Snake River Canyon. Regrettably, we are unable to attend this meeting and request that you consider the following letter in lieu of our making a presentation at the meeting.

We reside at 713 Canyon Springs Road in Twin Falls. As you know, this road runs along the Canyon Rim to carry traffic to Canyon Springs Golf Course and Centennial Park. We have lived at this location for over 24 years, and have watched traffic grow from a very small number of vehicles per day to a regular flow of traffic from morning to late evening every day. Posted speed limits are regularly ignored. Approximately 2 years ago we requested the Traffic Division of TFPD to consider a reduction of the speed limit on this road and, after a review, they agreed that the speed limit should be reduced to 25 MPH. We regret to say, that this seems to have had little effect on the number of people who travel the road at excessive and dangerously unsafe speeds.

As you may know, the subject road is used by many, many people for daily exercise. We regularly observe Mothers and small children, high school and college athletes in training, tourists out for a walk with a view of the canyon, cyclists, etc., using this road from early morning till late evening. This is a very steep, unlined and generally uncurbed roadway, which is considerably less width than city code requires. The TFPD Traffic Division observed that there are serious safety concerns with this road, and the manner in which it is used, which resulted in their agreement to reduce the speed limit.

The proposed Special Use Permit for the "Aerial Tour Business", according to their business plan, will create a significant increase in traffic flow on Canyon Springs Road, with as many as 12,000 to 20,000 vehicles per year. A trip down and back would double any count. Such an increase in traffic can only increase the potential for a serious accident on this roadway.

Before considering approval of this permit, we believe the City should conduct a thorough study of the conditions and usage of this roadway, and the projected impact of additional traffic that would result from the proposed new business to be located in the canyon. Without such a study, we would be strongly opposed to approval of the permit.

RECEIVED

DEC 22 2011

Carroll L. Jensen

Norma E. Jensen

CITY OF TWIN FALLS
BUILDING DEPT.

December 25, 2011

Members of Planning and Zoning:

I had the opportunity to drive down into the canyon on Christmas morning to enjoy the beautiful weather and look at the proposed zip line. The beauty of the ice formations that have formed on the canyon walls were stunning. The absence of human activity (golfers, boaters, Kayakers, bikers, hikers, walkers, and sludge trucks) at this time of year is much unlike the summer months when this same road becomes the only access for all who use the canyon for the variety of activities that are currently approved. It was easy to see the problems with the road condition as well as the potential for accidents when you can take the time such as that morning and look at the various widths, grade, obstacles, hairpin turns, sun and shade, all within a very short length of roadway.

It is clear that approval of any additional traffic to this roadway puts the city and its residents at extreme risk during the summer season. Unless new vendors or businesses are prepared to help with the infrastructural cost for this roadway, there should be a moratorium on new activities until the city can make improvements using it's own budget, if it chooses to do so. Placing any additional activity on this roadway is a significant liability that should not be over-looked, as the city has been notified repeatedly of the conditions that exist during peak hours.

As new vendors or businesses apply for approval or Special Use Permit, they should be prepared with a complete business plan and capital that will provide for the infrastructure that is not present or is inadequate at the site requested. The City has been quick to look out for the community's interest by requiring infrastructure improvements that will allow for safe and efficient business practices. **Why would you change now?**

Sincerely



Jerry Beck

cc: City Council

Travis Rothweiler, City Manager

Fritz Wonderlich, City Attorney

Jackie Fields, City Engineer

Rick Ferguson, ICRIMP

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DEC 27 2011
CITY OF TWIN FALLS
BUILDING DEPT.

December 28, 2011

Attn: **Planning & Zoning Commission**

Ref: **Proposal by Magic Valley Flight Simulation for zip line in Snake River Canyon**

I **oppose** the proposal by Magic Valley Flight Simulation for the following reasons:

- (1) I live by the canyon and walk the trails. I think there is already a huge problem with the amount of **people trying to walk the canyon** and the amount of cars, trucks, sewage trucks, etc. that travel that road already. What they are proposing would add almost 100 trips along the canyon road (40-50 cars going down and those same 40-50 cars going back up. This includes their proposed zip line riders and people who would work at it). The risks for accidents are going to go up dramatically. I don't know if that would cause a higher insurance risk premium, if so, would the city be the one that would have to pay additional insurance for a commercial venture?
- (2) The proposal does not address the **parking** that would be needed to accommodate the increased traffic. If they plan on using the golf course, I go down there and can't find a parking place in the golf course two lots already and have to park on the side of the road going toward clubhouse. Is it legal for a new company to "stack" on to existing parking?
- (3) Do they plan on paying for and maintaining **restrooms** for all additional people and what additional burden would that be on the sewer system in the area. I don't think I have seen this issue addressed by them. Are they planning to use restrooms in Centennial Park? If that is a city park, would the city be paying for this expense when a private company is making money off the process?
- (4) Who would **pay to dismantle** this equipment if this venture did not succeed? Would it be the people at the golf course, who are encouraging this by proposing the use of their facility? I think the golf course wants to see more profits, not only in what they charge the company for use of their facilities, but also in their restaurant and are looking at this as a financial gain instead of impact of the canyon.
- (5) **Adverse environmental impact upon the Snake River Canyon.** Also, if they plan on putting a zip line over any portion of the river, is that legal? Have these kinds of uses been approved by all agencies (federal, state and local) that protect these areas? How could this development affect the natural wildlife in the area?

I don't know about restrooms at Centennial Park or increased liability by overtaxing the road with additional cars, but we expect our Planning and Zoning members to look out for the citizens of Twin Falls and the rest of Magic Valley. If any of these items would be paid for, in any form, by citizens, this project should not be approved. Also, we expect the members to make sure all legal approvals from federal/state/local laws that protect this area are being followed to protect this land from a commercial venture

A lot of us would like the canyon to stay away from these kinds of commercial enterprises. I have noticed such an increase in walkers, joggers, and bikers in the last few years. This is the way I would like to see the canyon used. I think Auger Falls is a wonderful example of use of the canyon. People enjoy the natural beauty of the area. We need to look at the long term impact on the canyon and hope you will make decisions that will protect it from this proposal.

Lori Schut
882 Canyon Park Ave.
Twin Falls, ID 83301



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DEC 27 2011

CITY OF TWIN FALLS
BUILDING DEPT.



RED LION HOTEL®
CANYON SPRINGS • TWIN FALLS

March 7, 2011

Dear City Council Members,

I would like to express my support for the proposed zip line in the canyon that comes before you. I believe it to be a great opportunity to expand our reach in attracting visitors to our community. Concepts such as this tie in nicely to the B.A.S.E. jumpers who have already proven to be successful in bringing people from around the world to our fine city.

Tourism is a very important part of our local economy. Given the economic climate, and the need to stand out in order to attract the tourism dollars, the unique opportunity to utilize our canyon as a draw gives us something that few have.

I encourage our City Council to approve the plan allowing for the zip line.

Sincerely,

Dave Malone

General Manager

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DEC 27 2011
CITY OF TWIN FALLS
BUILDING DEPT.

ROBERT D. FISHEL
1005 Clear Creek Drive
Buhl, Idaho 83316
(208) 543-8111

December 26, 2011

To: Twin Falls Planning & Zoning

Re: Proposed Zip Line

I am in favor of this project for the following reasons: It is a win, win for City of Twin Falls who will have zero liability and thousands of dollars generated in increased tourism revenue. The City of Twin Falls has a precedent set in allowing base jumpers to leap off the Perrine Bridge. I'm sure you have done studies that demonstrate the revenue that this activity generates. Anything that increases the flow of tourists going through Twin Falls and entices them to stay even for a brief interval is tourist dollars spent.

I was the Assistant Zoning Administrator for the City and Borough of Juneau, Alaska, when the Juneau Tram was proposed, consisting of Gondola cars from a tour ship terminal to the top of a mountain above Juneau. There were many in opposition to that project but their voices were silenced after it came into operation. It is now a major tourist attraction for those visiting southeast Alaska.

Sincerely,



Robert D. Fishel

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DEC 27 2011
CITY OF TWIN FALLS
BUILDING DEPT.

JEANETTE M. FISHEL
1005 Clear Creek Drive
Buhl, Idaho 83316
(208) 543-8111

December 26, 2011

To: Twin Falls Planning & Zoning

Re: Proposed Zip Line

I am in favor of this project because it will be a recreational activity that not only attracts local people, it will also attract people from other areas of the country. The zip line will generate money and jobs not only for the people who own the zip line, but also for many others in the community with its ripple-down affect.

Sincerely,

A handwritten signature in blue ink that reads "Jeanette M. Fishel". The signature is written in a cursive style with a large initial "J" and "F".

Jeanette M. Fishel

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DEC 27 2011
CITY OF TWIN FALLS
BUILDING DEPT.



Twin Falls City Council
Attn: Leila Sanchez
P.O. Box 1907
Twin Falls, ID 83303

City Council Members,

We are supportive of the zip line project in our Snake River Canyon.

As long-time members of this community, we want the zip line in the Snake River Canyon. The zip line tour will include a guided tour providing education of the river, the canyon, its geological history, animals, and habitat. This combination of recreation and education is an optimum tourist and family activity.

We believe it will lengthen a visitors stay in our area, thereby increasing spending and participation in other revenue-generating activities. Additionally, it will provide our families and friends something fun to do when they come to visit us.

Please approve the zip line.

Thank you.

A handwritten signature in black ink, appearing to read "Heather Smith", with a long horizontal flourish extending to the right.

Heather Smith and Staff
Motel 6
1472 Blue Lakes Blvd N
Twin Falls, ID 83301

RECEIVED
DEC 27 2011
CITY OF TWIN FALLS
BUILDING DEPT.

Gayle & Ruth Fixsen
668 Canyon Park Avenue
Twin Falls, Idaho 83301
208.734.9429

Twin Falls City Council,
321 Second Ave. E
Twin Falls, ID 83301

Dear Council Members:

This is a request for you to **deny the zip line proposal**. It's not that we are against having a zip line, but we object to having it on the south side of the canyon where it is being proposed. We live within a block of the canyon, and we don't need outsiders using the road. Besides, the road would be dangerous for lots more traffic.

Why don't you consider letting them put it on the east side of the bridge where there is parking available and lookout places for viewing? Seems to us that it would draw more customers to have it there along with the BASE jumpers. Consider making that area a recreational area. It would also benefit the merchants along that side of the bridge.

Yours truly,


Ruth & Gayle Fixsen
668 Canyon Park Ave.
Twin Falls, ID 83301
734-9429

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DEC 27 2011

CITY OF TWIN FALLS
BUILDING DEPT.

Dec. 26 - 2011

To whom this may concern!

Any one in their right mind knows that we do not need a carnival on the banks of our "beautiful Snake" river!

I so happen to live on the rim of the river that over looks the sight and the road that is proposed for that "Carnival ^{Zip line} ride".

there is no public facilities and no parking space. the road is not adequate.

Please don't let this happen!

E. Jean Leydet

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DEC 27 2011

CITY OF TWIN FALLS
BUILDING DEPT.

Twin Falls Planning and Zoning

To Whom It May Concern

I am writing to express my opinion about the proposed zip line in the Snake River Canyon .

I think the placement in the canyon by the park and the Canyon Springs Golf Course is the wrong place for the zip line. Canyon Springs road is a fragile roadway and the additional traffic is not a good thing. The restrooms and parking are public facilities and are not adequate nor should they be used by private enterprise.

There could be a safety issue with people using the walking path on the canyon rim. People might leave the path and walk to the edge to get a better view of the zip line . There are very few areas where there are barriers and someone could easily fall. I would think this would be a big concern for the city and their insurance carrier.

I am concerned about all the birds that live and nest in the canyon and the effect the zip line would have on their habitat.

Please vote against the proposed zip line.

Thank you,

Donna Clark

643 River View Drive

Twin Falls, Idaho 833

Donna Clark
12-27-2011

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DEC 27 2011

CITY OF TWIN FALLS
BUILDING DEPT.

December 26, 2011

Twin Falls Planning & Zoning,

The 37 years I've lived in Twin Falls hasn't changed the feeling I get when I gaze down into the canyon. It's beauty still takes my breath away, whether I'm standing on the scenic over-look by the Visitor's Center or if I'm on the canyon floor. The Birds of Prey command my attention overhead as they shriek, looking for their next meal. The deer frequent the area, along with porcupine, raccoon, fox, coyotes, rabbits and various "critters" of the dessert. Sometimes, as I look around, I've tried to imagine how the Indians possibly used certain locations to run the wild game off the canyon wall for an "easy" kill or wonder how I.B. Perrine and the early settlers made it in and out of the canyon before the road was there, or how the original Canyon Springs Road that went behind the Perrine Coulee waterfall was constructed!

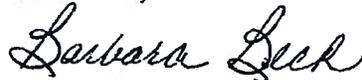
It's easy to let my imagination run wild, as the peacefulness, for the most part, still exists. Sure, there's boating, golfing and kayaking, but they actually blend in well with the natural resources that are already there.

Yes, it gets crazy during the height of the tourist season. There have been many instances where there hasn't been enough parking for vehicles, including those needing to park their boat trailer after they've just put their boat in the river. The one road to access these activities is stressed to the max, with sludge trucks, vehicles pulling boats or golf carts, RV's and caterers, mixed in with tourists and locals just wanting to enjoy the beauty. Add to this mix, the walkers, hikers, bikers (remember Auger Falls) that are sharing the road with the motorized vehicles.

The zip line doesn't fit with the simple, natural beauty of the canyon. If people want to go on a carnival-like ride, we have a wonderful County Fair every Aug/Sept. A zip line can be constructed literally anyplace. I've seen several and they've all "zipped" through the trees for a considerable distance. When you're down in the canyon, you can stand still, turn around in a circle and see for miles in each direction without even taking a step.

So, as you're reading this letter and trying to make a very difficult decision on what the right thing is to do for the Magic Valley, please remember that it took millions of years to produce this majestic natural wonder. It doesn't need the additional of carnival rides to make it more special.

Thank You,



Barbara Beck

cc: Twin Falls City Council
Travis Rothweiler, City Manager
Don Hall, Mayor
Jackie Fields, City Engineer

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DEC 27 2011

CITY OF TWIN FALLS
BUILDING DEPT.



Special Use Permit Zip Line

City of Twin Falls
Planning & Zoning Commission
December 28, 2011

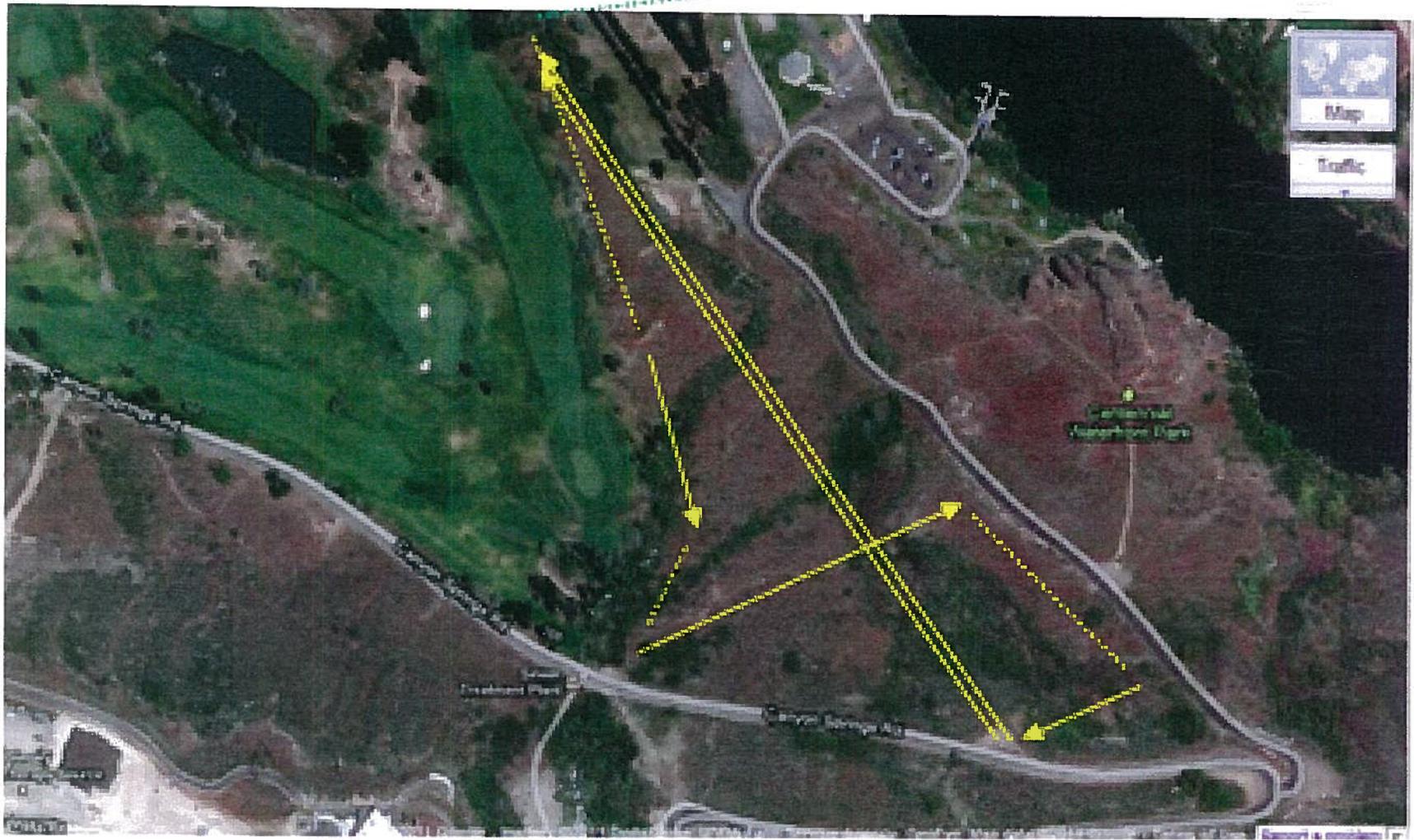
Outline

- Zip line aerial tour plan
 - Location
 - Access & tour/trail route
 - Tour & trail experience
 - Scheduling, length of tour & cycle time
- Areas of impact
 - Parking & facilities
 - Structures
 - Environment
 - Economy
- Areas of impact
 - Parking & facilities
 - Structures

Aerial Tour Plan-Location



Aerial Tour Plan-Location



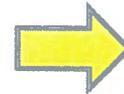
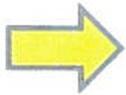
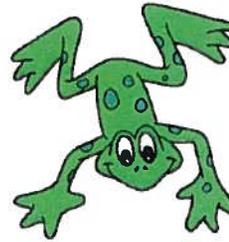
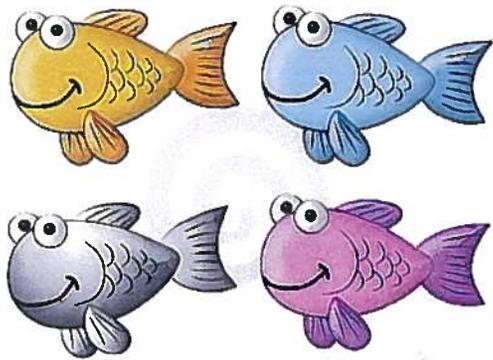
Aerial Tour Plan - Experience

- Pre-scheduled (groups of 6-12 people)
- Arrive (Canyon Springs Golf Course Clubhouse lower level)
- Complete 20 minute training session
- Board conveyance vehicle to begin tour
- Learn about fish, snails, frogs & pelicans, the river, and history of agriculture in the canyon (apple orchard)
- Arrive at aerial tour launch site
- Complete series of 3 gravity lines with two licensed guides and learn about habitat, geological features & history of the canyon
- Re-board conveyance vehicle to return to base (Canyon Springs Golf Course Clubhouse lower level)

Aerial Tour Plan - Experience



Aerial Tour Plan - Experience



Aerial Tour Plan – Scheduling, Length of Tour & Cycle Time

- Groups of 6-12 people
 - Between 4 to 8 vehicles per tour
- Tour every 2 - 3 hours
 - 4 to 6 tours per day dependent on demand
 - **Between 12 – 60 people per day weather permitting**



Aerial Tour Plan – Impact

- **Parking and Facilities - Existing**
 - Under-utilized lower parking lot and lower level of Canyon Springs Golf Course Club House
- **Structures**
 - Use existing terrain with minimal platforms & anchor poles
- **Environment**
 - Eco-friendly
 - Minimal ground contact
 - Operate during daylight hours only
- **Economy**
 - Increase local tourism adding jobs and revenues to the hotel, food, retail, recreation and entertainment sectors



Business Plan-Community Focus



- Discounted tickets for kids raising their grades
- Partnerships with youth & therapeutic organizations
- Agreements with schools & home school enterprises to provide educational field trips
- Free tickets donated to groups for raffles and drawings

Closing thoughts

- 100% Private property
- Traffic – 3-6 vehicles every 3 hours, daylight only, weather permitting
- 28,000 Rounds of Golf
- 3600 Signatures in 15 days
- Community Integrated



MINUTES
Twin Falls City Planning & Zoning
Commission
December 28, 2012-6:00 PM
City Council Chambers
305 3rd Avenue East Twin Falls, ID 83301

PLANNING & ZONING COMMISSION MEMBERS

CITY LIMITS:

Wayne Bohrn Kevin Cope Jason Derricott Terry Ihler V. Lane Jacobson Jim Schouten Chuck Sharp

Chairman Vice-Chairman

AREA OF IMPACT:

Lee DeVore R. Erick Mikesell

CITY COUNCIL LIAISON

Rebecca Mills Sojka

ATTENDANCE

PLANNING & ZONING MEMBERS

PRESENT:

Bohrn
Cope
Derricott
Ihler
Jacobson
Schouten
Sharp

ABSENT:

AREA OF IMPACT MEMBERS

PRESENT:

DeVore
Mikesell

ABSENT:

CITY COUNCIL MEMBERS PRESENT:

Mills Sojka

CITY STAFF PRESENT:

Carraway, Strickland, Vitek, Wonderlich

AGENDA ITEMS FOR CONSIDERATION AND PUBLIC HEARING

III. ITEMS OF CONSIDERATION: NONE

IV. PUBLIC HEARING ITEMS

1. Request for a Special Use Permit to expand by more than 25% an existing used automobile dealership to include display pad sites for property located at 284 Washington Street North. c/o Allen Nagel on behalf of All State Auto, Inc. (app. 2494)
2. Requests for a Special Use Permit to operate an indoor recreation facility specific to a private fitness center for property located at 1411 Falls Avenue East, Suite 401 c/o Bryan Wright on behalf of Classics Guided Fitness (app. 2495)
3. Request for a Special Use Permit to install and operate an aerial tour business on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon c/o Jody Tatum on behalf of Magic Valley Flight Simulation, LLC (app. 2496)

IV. PUBLIC HEARING ITEMS

Commissioner Jacobson stepped down

3. Request for a Special Use Permit to install and operate an aerial tour business on a southeast portion of the Canyon Springs Golf Course within the Snake River Canyon c/o Jody Tatum on behalf of Magic Valley Flight Simulation, LLC (app. 2496)

APPLICANT PRESENTATION:

Jody Tatum, representing Magic Valley Flight Simulation, stated she is here to request approval of a special use permit to operate a zip-line to be located at the Canyon Springs Golf Course. She discuss the plan for the operation of the business and provided the following information. The estimated group size will be between 6-12 people with 4-8 vehicles per tour and the tours will be scheduled 2-3 hours with 4-6 tours per day depending on demand, with the approximate number being between 12-60 people per day weather permitting. She stated that the Canyon Springs Golf Course Club House has an underutilized lower parking lot that would be use for the zip-line. The zip-line would use existing terrain with minimal platforms and anchor poles, eco-friendly, and will operate during daylight hours only. The business should increase local tourism adding jobs and revenue to the hotel, food, retail, recreation and entertainment sectors. As for a business plan it will be community focused and they will offer discounted tickets for kids with good grade and youth /therapeutic organization. The plan to provide educational field trips, and donate tickets to raffles and drawings. The project will be developed on 100% private property, operated during daylight hours only, weather permitting and will be community integrated.

STAFF PRESENTATION:

Zoning & Development Manager Carraway reviewed the exhibits on the overhead and stated the request is to operate a zip-line facility within the Canyon Springs Golf Course. This property is located in the OS: Open Space District within the Area of Impact.

A Special Use Permit is required for zip-lines in this zone. The zip-line operation area is about 10 acres in size and the trail length from the Canyon Springs Clubhouse to the launch site is about 2/3 mile (3500 +/- feet). A description of the proposed zip-line and operation was presented by the applicant.

It is proposed to be a year-round business and the hours of operation would be during daylight hours as varies by the season. They anticipate that the operations would employ 8-12 people in the summer and in the off-peak season from October to March that they would employ 3-6 people. Tour guests would pre-register for a specific group time for 6-12 individuals and would be scheduled for 2 to 2.5 hours. If demand was high the maximum capacity the applicant is proposing is eight (8) groups in a day which would be a total of 96 people throughout the day. Tour guests will meet and park at the Canyon Springs Golf Course Clubhouse and meet on the lower level for training on the zip-line. They will have educational training on history of the area, the natural and geological features, and plants and wildlife. Guests will receive equipment and have training on a 250' long training line that is proposed behind the clubhouse and golf cart storage area. Guests will be moved from the clubhouse to the three-course zip-line area by golf cart or a similar-type vehicle on golf course paths.

The zip-lines extend from a launch area between Canyon Springs Road and the road to Centennial Park over the wetlands where the Perrine Coulee drains to the Snake River with the

- landing area being on Canyon Springs Golf Course. The zip-lines launching, landing, and aerial trail area is all contained on property owned by McCollum Enterprises who has granted permission To Magic Valley Flight Simulation to use this property.

The project description indicates that pole anchors will be approx 20' high at the ends of the lines and painted to blend into the surrounding landscape. There will be one large launch platform at the top of the double line and drawings have been included of its design and dimensions. At the smaller zip-lines there will be (5) smaller platforms. Dirt ramps will be used for landing areas.

The course will include a total of (4) zip-lines and (6) platform structures. Tour guests will ride the zip-line and then walk to the next platform to continue the course. They will end up back where they started at the edge of the golf course and then scheduled transportation will take them back to the clubhouse. The applicant indicated that the clubhouse is ADA accessible. The building department will review to determine if the clubhouse occupancy is compliant with applicable codes. There are ADA restrooms accessible on the green and handicap-accessible parking spaces. There are a total of 89 parking spaces in the paved lot areas. If determined additional parking is required the applicant indicated that it can be accommodated in the area west of the clubhouse.

Security of the launch platforms is a concern as unauthorized users may try to access the zip-lines. The applicant has indicated that the platforms will be secured and that 24-hour security will be implemented. Staff recommends a condition that a bond be in place to ensure if the business ceases to operate all structures shall be removed and the area impacted by this business will be returned to its natural state.

The applicant has stated that a security bond for the cost of removing structures and any rehabilitation will be established with the property owner. Construction in the wetland area is reviewed by the Army Corps of Engineers. The applicant contacted the Army Corps of Engineers and their response indicated that a review is not required for the project as proposed. Building permits through the City of Twin Falls and State may be required.

Staff has expressed concerns about additional traffic affecting safety of the use on Canyon Springs Road. The Twin Falls Traffic Safety Commission requested the City conduct a speed study as there were concerns the posted 35 mph speed limit may be too fast due to the number of pedestrians using the road as a walking path. In review of the collision history on Canyon Springs Road and Centennial Park Road from 1997 to 2009 it was found that there was a total of 11 accidents with only 1 in the past (5) years none of the 11 accidents involved pedestrians or cyclists. At the time of this speed study Canyon Springs Road had a posted 35 mph speed zone and Centennial Park Road had a 15 mph posted speed zone.

Upon conclusion of the study the City recommended the posted speed limit(s) remain the same the City also recommended due to high volumes of pedestrians and cyclists that "pedestrian warning signs" be installed at the top & bottom of the grade and at the beginning & end of Centennial Park Road.

At the February 10, 2011, Twin Falls Traffic Safety Commission meeting they unanimously voted that the introduction of the zip-line course use would not affect safety on the roadway or pose a

hazard to traffic in the area; and on December 19, 2011 the City Council approved a request by the Traffic Safety Commission to install the proposed pedestrian signs.

Staff also has concerns over the possible distraction to the drivers of vehicles as the zip-line launch area is near Canyon Springs Road. The zip-line activity may cause drivers to stop or slow in the road to watch the activity. They may also attempt to park along the road to access the site or watch. The road width is not adequate to accommodate parking and as the site is just after a major curve in the road vehicles may not be able to see or plan for other vehicles to be parked along or stopped in the road.

Staff recommends that signage be put up at the applicant's expense along Canyon Springs Road indicating that parking and stopping is not permitted on the road in that area at any time. There is also concern about people trying to access the launch area from Canyon Springs Road or Centennial Park Road. Twin Falls County staff does not want the Centennial Park area to be used for parking, observing of the zip-line activity. Staff recommends that there be a security fence or similar structure that would keep people from accessing the zip-line while it is not attended or after hours. The area should not be permitted for spectator viewing from the launch site at any time.

As per code to operate an aerial outdoor recreation facility the outfitter company and/or guides will need to be licensed by the Idaho Outfitters and Guides Licensing Board.

The Comprehensive Plan does indicate a desire in the community for additional recreational opportunities. The applicant believes that their aerial tour zip-lines facility would provide this opportunity.

Zoning & Development Manager Carraway stated upon conclusion should the Commission approve the request, as presented, staff recommends the following conditions be placed on this permit:

1. Subject to a review by the Building Department to determine if a Certificate of Occupancy is required for the use of the clubhouse facility for the zip-line staging area.
2. Subject to a review of parking requirements for the clubhouse and zip-line use to determine if additional parking is required.
3. Subject to the launch site having a security fence or suitable enclosure to provide security to the site.
4. Subject to signage on Canyon Springs Road being placed by operator indicating that no parking or stopping is allowed on the road way in the vicinity of the launch area at any time.
5. Subject to the zip-line(s) being operated by outfitters and guides licensed by the Idaho Outfitters and Guides Licensing Board. Documentation provided to City prior to operation.
6. Upon abandonment or discontinuation of use, the property owner/business owner shall physically remove all structures associated with the zip-line(s) facility within ninety (90) days of the date of abandonment and/or discontinuation of use, and restore the site to its original condition. The property owner/business owner shall provide to the City, prior to issuance of a permit, a performance bond in the amount of twenty thousand dollars (\$20,000.00) or a bond equal to a written estimate from a qualified contractor to guarantee that the facility will be removed when no longer in use & site restored. The City shall be named as an obligee in the bond and must approve the bonding company.
7. Subject to site plan amendments as required by Building, Engineering, Fire, and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

PUBLIC HEARING: OPENED

- John Lezamiz, 847 Canyon Springs Road stated he is here to speak against the request. He stated he has several concerns regarding parking/building requirements, expansion to an existing business, and safety concerns. Based on the data provided in the applicants application he has determined that adding this business to the Golf Club will expand the business by 53%. The existing golf club already had issues with parking, and the lack of ADA restrooms, the additional traffic and customers to the site will only increase the problems.

His major concern is traffic and safety on Canyon Springs Road. The current road condition is below standard for the amount of traffic that travels along this path. The road is substandard, is approximately 20 feet wide and is twice as steep as it should be for the type of traffic that uses the road. He stated there are always pedestrians, bicyclists, large trucks, and regular vehicles traveling this road and he is concerned that with this business the additional traffic is going to create more hazardous conditions. City Code 10-13-2.2 D (5) states that when the Commission reviews a special use permit request it should consider whether or not approval of the request will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools; or that the persons responsible for the establishment of the proposed use shall be able to provide adequately any such services. If the Commission considers this one standard, it should find that this location is not the best place because the public roadway is not adequate to serve the needs, and therefore the request should be denied.

- Terry Tracey, 867 Canyon Park Ave, wrote a letter to the Council expressing her concerns with the proposed request. Her back yard extends to the bike and walking path on Canyon Springs Road with an uninterrupted view of the dangers on this road stating the curve as you come onto Canyon Springs Road is an accident waiting to happen. There are places better suited and of less risk to the area. She asked that the Commission deny this request.
- Tracy Wooleen, Kimberly Road, the road is inadequate for anything with or without the zip-line. The other question is this meets the requirements and code then why can't they have a zip-line.
- Chris Schut, 882 Canyon Park Avenue, is in opposition to the request because of the impact to the residential area. He has already spoken to the Parks and Recreation Department about limiting the use and late hours that people are allowed on the trail. Approving this request is going to increase the traffic and impact the residence in this area.
- Mike McBride 675 Riverview Drive, speaking in opposition to the request stated the roadway is substandard and there are expanding uses already and looking at additional traffic to the area is going to cause more problems.
- Bill Gerhke, 711 Canyon Springs Road, stated he has a few questions. It seems that the residence familiar with the road are in objection to the request and additional traffic. He asked if the speed of 35 mph is too fast, slow people down. He stated he doesn't have a problem with the zip-line but he does have concerns about the event area needing site improvements, security and fencing.
- Scott Record, resident of Twin Falls, stated he has been to this meeting several times but can't see any reason for denying this request.

- Dave Fairbanks, 633 2nd Avenue East, if the road is an issue the City can revoke the permit. If there are building and parking issues these will be handled through the building review process.
- Jeanne Meyer, 281 Caswell Avenue West, stated she is in favor of the zip-line to bring in more jobs and this would be a great place and should be open to everyone. The community is growing and Twin Falls is a hot spot and this is an opportunity for growth.
- Katie Breckenridge, stated her only concern was noticing property owners for the public hearing. She asked who is responsible for mailing the notices and explained that the notice allows the public to prepare questions and raise concerns if there are any.
- Attorney Wonderlich stated that for whatever reason the applicant didn't have Katie's name on the list. The applicant is responsible for providing notice. If people are not provided notice but are present then that concern is waived. He stated he was notified by Katie prior to the meeting that she didn't receive notice and should have. If however the person that was not notified was unable to attend the meeting or unable to respond in time for the meeting, rescheduling of the item would be required.
- Barry Knoblic, 1174 Skyline Drive, stated all he wants is to not have to come and testify on the same issue. The road is not the back breaking issue, maybe there needs to be foot traffic control along this road, because it has been a concern for a long time. He would hope this request is approved.
- Brian Davis, 2536 Kimberly Road, requested BLM information related to the impact to Centennials Park and the centerline survey, because he is unable to determine from the exhibits if the area is entirely private property.
- Chris Satterwhite, 452 Woodland Court, she was here before and stated that the road is an issue but shouldn't be an issue on deciding the zip-line.
- Ryker Fairbanks 862 4th Avenue North, there are ways around these issues and would ask that this request be approved.
- Boyd Satterwhite, 452 Woodland Court, stated that issue seems to be the access to the zip-line, when we do highway work there is one way traffic. There are ways to control the traffic and slow the speed down. He thinks it would be a good way for the families to enjoy the area, it is already a place for recreation.
- Rob Struthers, has a question regarding notice, and asked how would the City know if the notice was inadequate.
- Wayne Tously, 226 Southwood Avenue, stated he feels the issues can be handled as the process goes along. If the solution is inadequate the special use permit can be revoked.

Letters were submitted prior to the meeting and are part of the record.

PUBLIC HEARING: CLOSED

CLOSING STATEMENTS:

Jodi Tatum stated the numbers presented for the traffic study were on the day of the family golfing event are extremely high. She also apologized to Katie Breckenridge stated she had no idea that she would have to question the accuracy of the address list of property owners she requested from the County Accusers Office.

DELIBERATIONS FOLLOWED:

- Commissioner Mikesell stated in the worst case scenario there is not enough parking. They should provide parking. Mr. McCullum may own the property but it is up to us to watch this, issue and there is going to be concerns and accidents, we should not contribute to the safety along this road, because we want to allow this Special use permit.
- Commissioner Bohrn stated parking will be reviewed during the building process, the City of Twin Falls is going to add additional traffic with Augar Falls opening, these attractions are all over the world, they are used and valued. He is 100% behind this request.
- Commissioner Schouten stated they have gone through the necessary hoops, it is good for the business, and the road has been and will be an issue forever.
- Commission Ihler stated the road is not a zip-line issue. He is in support of this request.
- Commissioner Sharp they have done all that is requested and he is in support also.
- Commissioner Cope he is not willing to punish the applicant for the road issue. The zip-line is needed and wanted and he is behind the request.
- Commissioner DeVore stated traffic was a concern, the parking and ADA requirements will be reviewed through the permit process and therefore he is in support of the request as well.

MOTION:

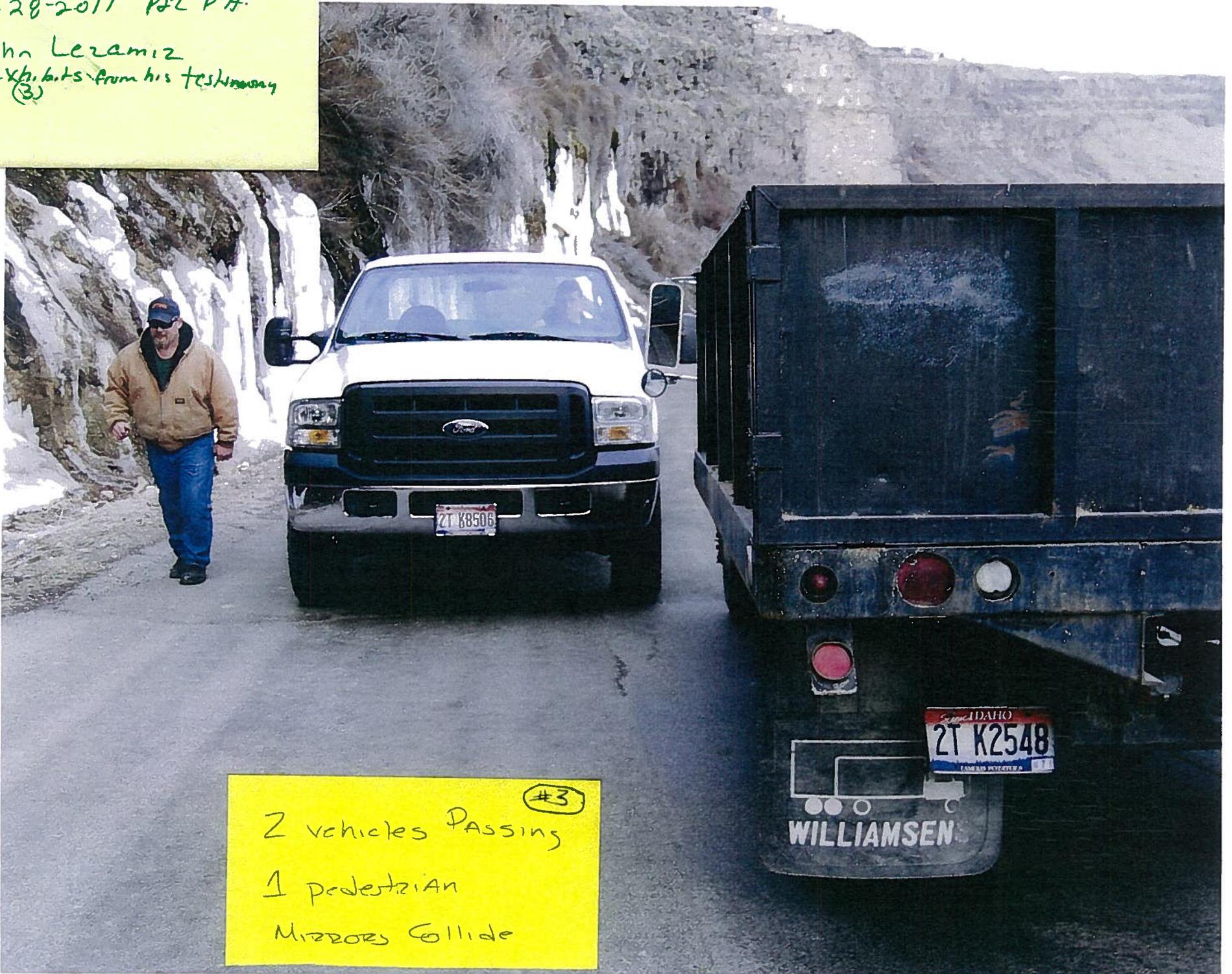
Commissioner Derricott made a motion to approve the request, as presented. Commissioner Cope seconded the motion. Commissioners Bohrn, Cope, Derricott, Ihler, Schouten, Sharp & DeVore voted in favor of the motion. Commissioner Mikesell voted against the motion.

MOTION PASSED 7-1
APPROVED, AS PRESENTED WITH THE FOLLOWING CONDITIONS

1. Subject to a review by the Building Department to determine if a Certificate of Occupancy is required for the use of the clubhouse facility for the zip-line staging area.
2. Subject to a review of parking requirements for the clubhouse and zip-line use to determine if additional parking is required.
3. Subject to the launch site having a security fence or suitable enclosure to provide security to the site.
4. Subject to signage on Canyon Springs Road being placed by operator indicating that no parking or stopping is allowed on the road way in the vicinity of the launch area at any time.
5. Subject to the zip-line(s) being operated by outfitters and guides licensed by the Idaho Outfitters and Guides Licensing Board. Documentation provided to City prior to operation.
6. Upon abandonment or discontinuation of use, the property owner/business owner shall physically remove all structures associated with the zip-line(s) facility within ninety (90) days of the date of abandonment and/or discontinuation of use, and restore the site to its original condition. The property owner/business owner shall provide to the City, prior to issuance of a permit, a performance bond in the amount of twenty thousand dollars (\$20,000.00) or a bond equal to a written estimate from a qualified contractor to guarantee that the facility will be removed when no longer in use & site restored. The City shall be named as an obligee in the bond and must approve the bonding company.
7. Subject to site plan amendments as required by Building, Engineering, Fire, and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

12-28-2011 Pt2 PH.

John Laramiz
Exhibits from his testimony
(3)



(#3)
2 vehicles passing
1 pedestrian
Mirrors collide



2 vehicles (#4)
2 pedestrians
Vehicles collide
unless someone yields

Counter #: #2
 Location: On the Grade
 Counts Taken: From Mon, 6-22 to Mon, 6-29

Site: CANYON SP.

Seven Day Volume

Interval Begin	Mon 6/22/2009		Tue 6/23/2009		Wed 6/24/2009		Thu 6/25/2009		Fri 6/26/2009		Sat 6/27/2009		Sun 6/28/2009		Mon - Fri Average		Week Average		
	Uphill	Downhill	Uphill	Downhill	Uphill	Downhill													
12:00 AM	-	-	0	0	1	0	3	2	1	3	1	1	1	1	1.3	1.5	1.2	1.5	
1:00 AM	-	-	0	0	2	0	0	1	2	1	1	1	0	0	1.0	0.3	0.8	0.7	
2:00 AM	-	-	1	1	1	1	3	1	0	0	3	1	0	0	1.3	0.8	1.3	0.7	
3:00 AM	-	-	2	1	1	0	2	1	1	0	0	0	2	1	1.5	1.0	1.3	0.8	
4:00 AM	-	-	0	3	0	3	0	3	2	3	0	0	2	3	0.5	3.0	0.7	2.5	
5:00 AM	-	-	3	14	1	16	1	16	1	9	3	9	2	5	1.5	13.8	1.8	11.5	
6:00 AM	-	-	8	27	12	29	8	28	6	21	2	15	1	11	8.5	26.3	6.2	21.8	
7:00 AM	-	-	11	41	10	34	11	72	7	23	6	30	5	26	9.8	42.5	8.3	37.7	
8:00 AM	-	-	18	30	12	38	21	36	16	28	17	43	7	35	16.8	33.0	15.2	35.0	
9:00 AM	-	-	13	35	25	38	21	25	27	43	31	40	22	20	31.3	35.3	29.7	38.8	
10:00 AM	-	-	21	40	39	45	32	41	38	34	26	29	19	44	32.5	40.0	29.2	38.8	
11:00 AM	16	24	50	32	48	37	41	39	44	78	30	45	26	38	39.8	42.0	36.4	41.9	
12:00 PM	44	52	43	59	63	39	41	44	26	84	44	47	54	53	44.6	55.6	45.9	54.0	
1:00 PM	59	40	77	42	30	41	44	47	35	34	43	57	56	64	49.0	40.8	49.1	46.4	
2:00 PM	31	40	48	34	37	36	43	47	41	34	42	40	54	51	40.0	40.0	42.3	41.6	
3:00 PM	40	44	44	34	37	38	34	38	46	38	46	63	72	61	40.2	38.4	45.6	45.1	
4:00 PM	55	30	49	59	53	41	54	60	44	31	57	55	54	50	51.0	44.2	52.3	46.6	
5:00 PM	51	56	46	99	40	43	43	59	45	41	59	57	54	50	45.0	59.6	48.9	58.4	
6:00 PM	55	69	61	57	41	48	36	75	113	46	53	42	65	40	61.2	59.0	60.6	53.9	
7:00 PM	64	70	43	30	32	40	41	41	69	30	58	52	64	48	56.6	42.2	57.9	44.4	
8:00 PM	65	46	91	25	50	25	75	15	34	20	70	34	40	34	65.4	26.2	62.4	28.4	
9:00 PM	73	14	55	20	67	17	87	10	28	19	71	19	48	17	55.8	16.0	56.9	16.6	
10:00 PM	27	4	9	3	10	6	9	4	18	10	31	7	19	2	14.6	5.4	17.6	5.1	
11:00 PM	0	0	2	2	3	1	0	0	4	3	3	4	3	6	1.8	1.2	2.1	2.3	
Totals	580	489	695	688	615	617	710	705	648	643	697	691	674	667	670.8	667.9	673.5	669.2	
Combined Split (%)	1069	45.7	1383	49.7	1232	50.1	1415	49.8	1291	49.8	1398	49.8	1341	49.7	1338.6	49.9	1342.7	49.8	
Peak Hours	11:00 AM	11:00 AM	11:00 AM	6:30 AM	11:00 AM	10:15 AM	9:30 AM	6:45 AM	10:45 AM	11:00 AM	8:45 AM	8:45 AM	10:30 AM	10:00 AM	9:30 AM	6:45 AM	11:00 AM	11:00 AM	11:00 AM
12:00 AM - 12:00 PM	16	24	50	42	48	46	76	73	46	78	33	47	30	44	40.0	43.0	36.4	41.9	
Volume Factor	0.67	0.67	0.74	0.62	0.75	0.82	0.66	0.87	0.72	0.70	0.75	0.73	0.68	0.73	0.85	0.88	0.90	0.78	
12:00 PM - 12:00 AM	76	94	94	102	74	49	103	77	113	84	92	72	76	64	68.4	60.8	67.7	58.4	
Volume Factor	0.79	0.78	0.67	0.82	0.77	0.77	0.76	0.92	0.78	0.55	0.74	0.67	0.86	0.73	0.88	0.90	0.88	0.88	



MONDAY **January 23, 2012**

To: Honorable Mayor and City Council

From: Rene'e Carraway, Zoning & Development Manager

Item IV-1

Request:

A public hearing to consider a request for a Zoning District Change and Zoning Map Amendment for 12.5± acres located on a portion of the Fieldstone Subdivision, south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way, from R-2 to R-4 PRO PUD, to develop a mixed use project consisting of residential single-family and/or duplex dwellings and professional/medical uses (app 2475)

Time Estimate:

The applicant's presentation may take up to fifteen (15) minutes. Staff's presentation will be ten (10) minutes. Time will be needed for the public hearing and for questions.

Background:

Applicant:	Status: Owner	Size: 12.54(+/-) acres
Wills Inc. c/o Brad Wills 222 Shoshone St West Twin Falls, ID 83301 208-734-4411	Current Zoning: R-2	Requested Zoning: R-4 PRO PUD
	Comprehensive Plan: Medium Density Residential adjacent to Urban Village	Lot Count: PUD
	Existing Land Use: undeveloped lots platted for single family residential development	Proposed Land Use: Professional offices and single-family and/or duplex residential dwellings
Representative:	Zoning Designations & Surrounding Land Use(s)	
EHM Engineers Inc. 621 North College Road, Ste. 100 Twin Falls, ID 83301 David Thibault 208-734-4888	North: C-1 PUD; Twin Falls Reformed Church	East: R-2; single-family dwellings
	South: R-2; North College Rd W, single-family and duplex dwellings	West: R-2 and R-6 PRO PUD; Fieldstream Way, undeveloped
	Applicable Regulations: 10-1-4, 10-1-5, 10-4-4, 10-4-6, 10-4-18, 10-6-1 through 4, 10-7-6, 10-10-1 through 3, 10-11-1 through 9, 10-14-1 through 7	

History:

In June 2004, this area was annexed into the City of Twin Falls with R-2 zoning. The property was platted and recorded in December 2004, but development has occurred in phases. The plat for the western portion of the Fieldstone Subdivision was amended in 2009.

On September 27, 2011 the applicant requested a Zoning District Change and Zoning Map Amendment from R-2 to R-6 PRO PUD. This request was recommended for denial by the Planning & Zoning Commission. The applicant subsequently amended the request to be R-4 PRO PUD and submitted a revised master development plan for consideration.

Analysis:

This is a request for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.54± acres to allow for a planned mixed use development consisting residential single-family and/or duplex dwellings and professional/medical uses on property located on a portion of the Fieldstone

Subdivision south of the 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way.

The development would rezone an area that is currently platted for thirty-five (35) single-family residences. The Planned Unit Development description indicates that it would replace those thirty-five (35) single-family residences with four (4) designated areas for specific land uses; 1- for five (5) professional offices along the future alignment of Cheney Drive West, 2- for three (3) duplexes at the northeast corner of North College Road West & Field Stream Way, 3- four (4) single family lots at the end of Cobble Creek Road to complete a cul-de-sac, and 4- for twenty (20) single-family cottage-style residences along Field Stream Way. The development would add a total of thirty (30) households.

The change of the base zone from R-2 to R-4 with a Professional Office Overlay would allow for a number of additional uses in the area. The existing R-2 zone primarily allows for single-family and duplex residences with no commercial encroachment. Non-residential uses are limited to some cultural and public amenities such as parks, schools, and churches by special use permit.

The applicant has proposed that within the designated R-4 & PRO areas, uses such as government office buildings, doctors office, religious facilities, schools, triplex and four-plex residential dwellings, household units in commercial building and occupied by owner or employee of the business, several professional type services and nursing/rest homes-up to an occupancy of 16, be permitted/allowed uses and judicial facilities, ambulance facilities, medical clinics, nursing homes and residence halls be allowed by special use permit. Within the R-4 Zone, government office buildings, nursing homes/rest homes, residence halls, judicial facilities, medical clinics and ambulance facilities are NOT permitted uses in the R-4 Zone. These land uses should be stricken from the PUD. With the Professional Office Overlay added, some professional office uses are proposed to be allowed without a special use permit such as doctor's offices, professional type services and finance and real estate offices. Specific development standards may address concerns of the design and layout of the project which would address some of the reasons for a special use permit on certain types of services. Professional services have been outright permitted in other PUD's subject to design and specific development criteria approved in other pud agreements. Also, the applicant is limiting non-residential uses to hours of 7:00 am to 9:00 pm and less than a 14,000 sq ft building unless allowed by Special Use Permit.

A preliminary PUD presentation was made to the Commission and public on November 22, 2011. The applicant indicated that the change from R-6 PRO to an R-4 PRO was to address some of the concerns about multi-family housing and high density brought up in the previous public hearing. The multi-family residential area has been replaced with a cottage-style single family use. The lots range from about 4300 sq ft to 6700 sq ft and the homes are oriented toward the middle of the block where a courtyard-type space is created. Lots are individually owned but the interior space is used in common. A private road loops around the two (2) blocks of the cottage development. Vehicle access to the residences is off the private lanes. The previous multi-family area had six (6) lots for six-plexes which would have been an increase of up to 36 households. The cottage-style development has a total of twenty (20) lots for twenty (20) households.

This cottage-style residential development was approved on property to the west of the Fieldstone Subdivision. As this development does not have a typical street configuration there were some concerns expressed by the Fire Marshall at that time for providing adequate access and information for the emergency response to the site. It was recommended that the property addresses be posted in the alleys and that on-street parking be prohibited in the alleys to maintain access. The Fire Code requires an access road width of twenty-six feet (26'). Hydrants would need to be installed in the alleys and at the ends of each alley. No overhead utility lines could obstruct the alleyways and rear, unobstructed access to the dwellings would have to be maintained. Staff recommends that these same conditions be carried over to this request also. The initial presentation of this concept also included additional parking. PUD residential plats require that there is an additional parking space provided per three (3) residential units. Staff recommends this requirement be included as a condition of approval and this will also be a requirement that will be verified at the platting/development stage of the property.

The proposal still includes a provision for Cheney Drive West to be extended along the northern edge of the subdivision. The most-likely alignment of Cheney Drive West would go through the southern-most portion of the County Villa Estates mobile home park and then along the northern boundary of Fieldstone Subdivision and the southern boundary of the Reformed Church property. Cheney Drive is the only access to the proposed five (5) professional office lots and would provide additional access to the area. The professional offices would bring additional employee and customer traffic. If the project is approved, a condition should be added requiring the development Cheney before building permits can be issued.

There are some design standards proposed to decrease the impact of non-residential development such as a requirement for pitched roofs on the buildings. Approved materials are listed and a minimum of 15% and maximum of 85% residential development is stated to require a mix of uses in the development. There are building elevation samples that illustrate the type of development design that is proposed. There was also some concern about requiring the developer to install a common fence separating the PUD from the existing residential development.

The planned unit development standards address parking, landscaping, and water retention will need to be met on the individual lots. The property development standards are consistent and shall comply with the R-4 zone in terms of lot size requirements, setbacks, maximum building height (35'), and landscaping. Screening would be required between the residential areas and non-residential areas.

Staff has some concerns with the extent of uses proposed in this development. The nursing home, government & judicial buildings, ambulance facilities, clinics and medical-related residence halls are not in line with an R-4 zoning. The professional office lots are the only lots where some of the mentioned uses could go since the other residential areas are specifically designated on the master development plan for duplex and single-family use. Some of the mentioned uses are only allowed in the R-6 or a C-1 zoning designation. The R-4 standards are being met in the layout of the proposed single-family and duplex areas and the change to R-4 PRO for the lots along Cheney Road & a portion of Field Stream Way would make the proposal consistent with the allowances of that zone.

This request, as modified, is in conformance with the Comprehensive Plan which designates this area as appropriate for medium density residential development and the urban village/urban infill land use concept. There is not a zoning designation specific to the Urban Village/Urban Infill classification but it encourages mixed density residential development and a mix of non-residential uses that support the area which can be met with the professional office overlay. The applicant indicates that this project will provide a buffer to transition between the single-family residential area and the areas to the north and west that have zoning allowing for commercial, professional, and multi-family development.

Approval Process:

As per Twin Falls City Code 10-6-1.4(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. (Ord. 2124, 10-15-1984)

As per Twin Falls City Code: 10-14-5 Zoning Map Amendment

Zoning Map Amendment: The Commission, prior to recommending a Zoning Map amendment that is in accordance with a comprehensive plan to the Council, shall conduct at least one public hearing in which interested persons shall have an opportunity to be heard. At least fifteen (15) days prior to the hearing, notice of time and place and the amendment shall be published in the official newspaper or paper of general circulation within the jurisdiction of this City. Additional notice shall be provided by mail to property owners and residents within the land being considered; three hundred feet (300') of the external boundaries of the land being considered; and any additional area that may be impacted by the proposed change as determined by the Zoning Administrator.

Budget Impact:

Approval of this request will have negligible immediate impact the City budget. The future development of the property will ultimately affect the budget through increased property taxes and demand for City services.

Regulatory Impact:

Approval of this PUD will allow the applicant to proceed with development of the property as approved.

Conclusion:

The Planning & Zoning Commission held a hearing on this request at their December 13, 2011 meeting. The Commission does not recommend approval of this request, by a vote of 3 for and 4 against. However, should the City Council approve the request, staff recommends that the approval be subject to the following conditions:

1. Subject to the designation of the property as an R-4 and R-4 PRO PUD with the single-family and duplex areas being R-4 and the professional use area being R-4 PRO PUD. Assure Uses comply with the R-4 and Professional Overlay zones.
2. Subject to the property being replatted and recorded prior to any building permits being issued.
3. Subject to development of Cheney Drive West prior to issuing a building permit.
4. Subject to compliance in the cottage-style residential area with the following recommendations of the Fire Marshall:
 - a. addresses need to be posted in the alleys.
 - b. access roads (alleys) with hydrants shall be a minimum of 26 feet total width. (IFC, D103.1)
 - c. no on-street parking in alleys and alley marked with approved "no parking" signs.
 - d. rear, unobstructed access into the dwellings is maintained (not through the garage or through fences or gates), or as approved by the Fire Marshall.
 - e. no overhead utilities in the alley (power lines, phone lines, etc.).
 - f. hydrants are installed on the ends of each alley.
5. Subject to final approval and recordation of the PUD Agreement.
6. Subject to site plan amendments as required by Building, Engineering, Fire, and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

Attachments:

- | | |
|------------------------------|---|
| 1. PUD Statement | 6. Proposed Uses and Development Standards |
| 2. Vicinity Map | 7. Land Use Matrix |
| 3. Zoning Map | 8. Exhibits of conceptual elevations |
| 4. Aerial Map | 9. Portion of minutes from the November 22, 2011 & December 13, 2011 Planning and Zoning Commission meeting |
| 5. Proposed Development Plan | |

Fieldstone Professional Subdivision

PUD Statement

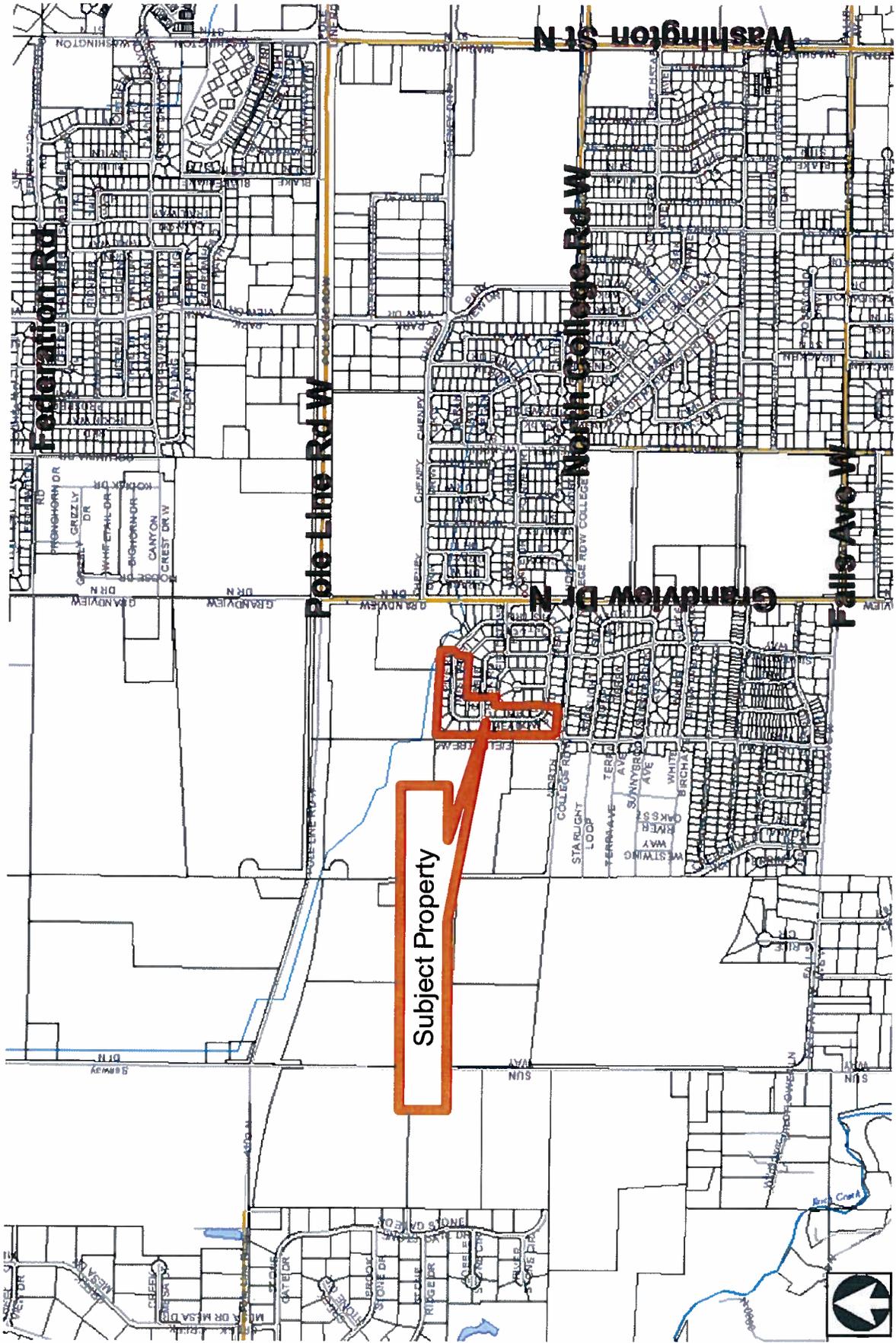
The owner is applying for an R-4 Professional Office Overlay Planned Unit Development Zone of the subject property. The property is currently zoned R-2 and will be changed to the proposed R-4 Professional Overlay Planned Unit Development Zone. The purpose of this request is to provide a zoning overlay that will allow a mix of single family residential, duplex, office, medical, religious, nursing homes, rest homes, medical resident halls, and other similar facilities.

The proposed zoning change is generally in compliance with the City of Twin Falls' Comprehensive Plan. Property to the North is zoned C-1 and R-2. Property to the East and South is zoned R-2. Property to the West is zoned R-2 and R-6 Pro-Overlay. Existing facilities in the area include Xavier School to the west, property owned and partially developed by the Church of Jesus Christ of Latter-Day Saints to the west, Twin Falls Reformed Church to the north, St. Luke's Magic Valley to the east, North Pointe Subdivision to the east, and Sun Terra Subdivision to the south.

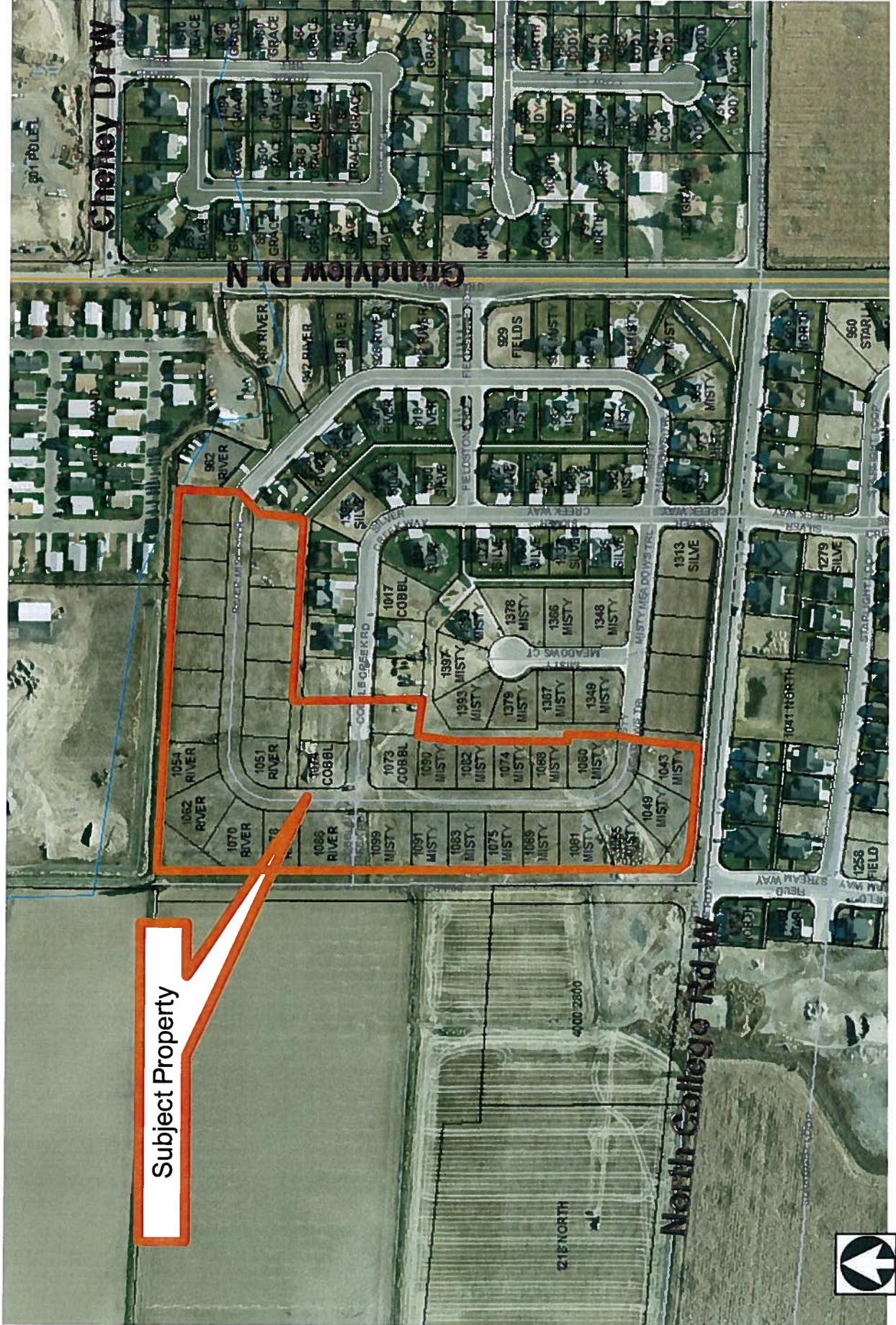
The subject property is currently undeveloped single family residential lots as no streets or sidewalks have been installed. However, certain utilities have been installed. The plan for development of the subject property will include the construction and development of collector streets, Cheney Drive and Fieldstream Way on the north and west property boundaries. Improvements will also include installation and relocation of utilities in conflict with revised plans. The balance of the land will be developed into five professional office overlay use areas, three duplex residential, twenty single family cottage style residential, and four single family residential lots as depicted on the PUD Exhibit. The uses of the professional overlay areas will be compatible with those uses listed above. Each owner/developer will be responsible for their individual landscaping, parking access, etc.

- D-1 See Master Development Conceptual Plan included with this submittal.
- D-2 The anticipated construction sequence for the project will generally be as follows:
 - a. Roadway Construction and Development of Utilities
 - b. Site Grading and Development of Pad Sites and Utilities
 - c. Construction of Buildings
 - d. Final Site Grading and Development of Parking Areas
 - e. Landscaping and Completed Construction
- D-3 See Master Development Conceptual Plan included with this submittal
- D-4 See photos of different uses and projects included with this submittal.
- D-5 See Master Development Conceptual Plan and Proposed PUD Agreement included with this submittal.

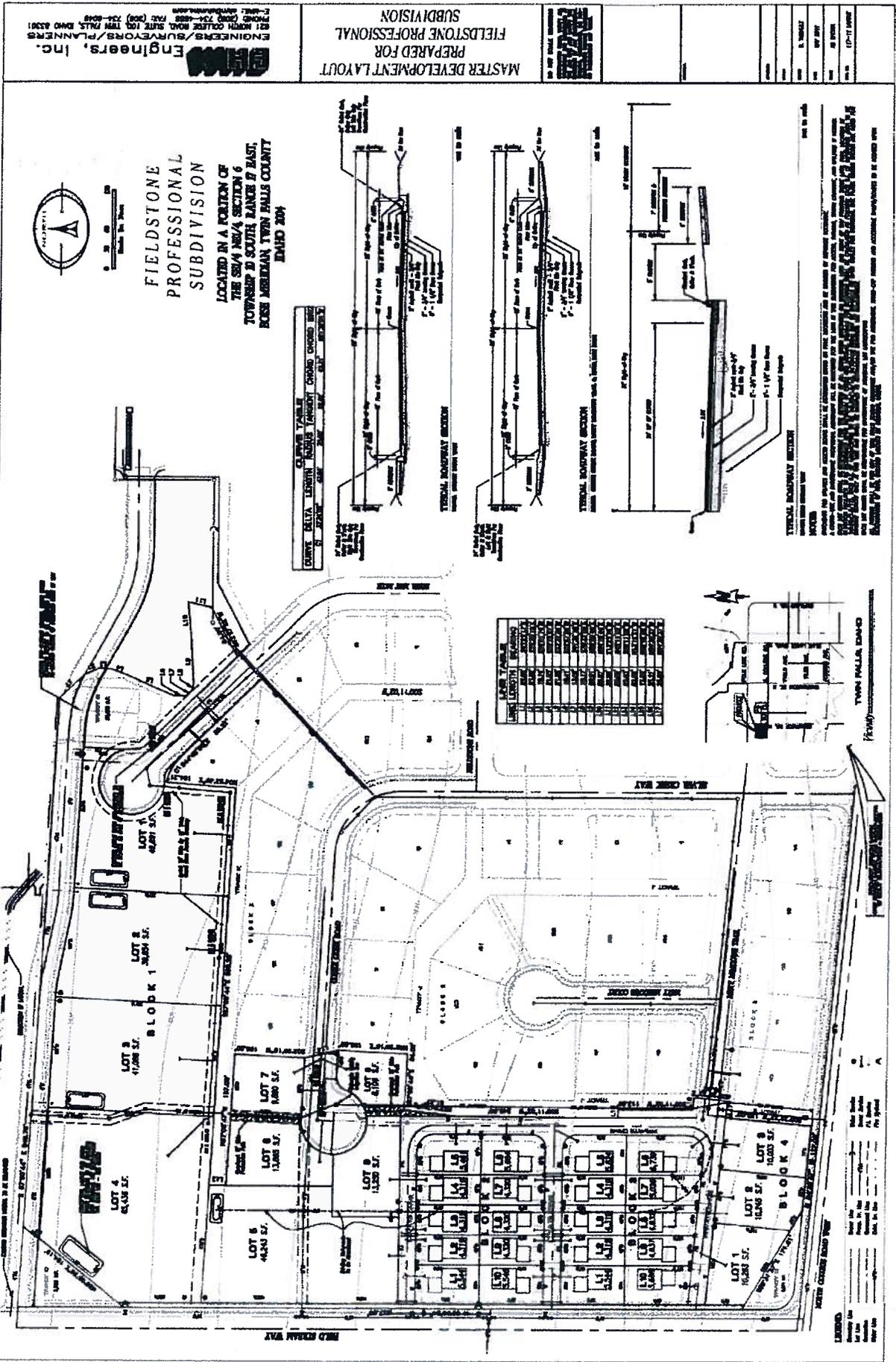
VICINITY MAP



AERIAL MAP



Subject Property



Fieldstone
Engineers, Inc.
 ENGINEERS/SURVEYORS/PLANNERS
 81 NORTH COLLEGE ROAD, SUITE 100, TWIN FALLS, ID 83401
 PHONE (208) 734-8888 FAX (208) 734-8948
 E-MAIL: info@fieldstone.com

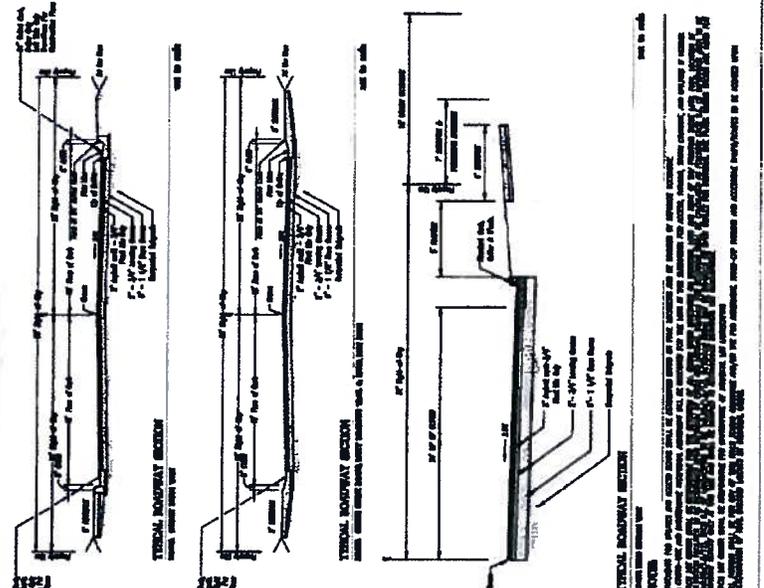
MASTER DEVELOPMENT LAYOUT
 PREPARED FOR
 FIELDSTONE PROFESSIONAL
 SUBDIVISION

DATE	DESCRIPTION
11/11/2011	PRELIMINARY LAYOUT
08/11/2011	FINAL LAYOUT
07/11/2011	REVISED LAYOUT
06/11/2011	REVISED LAYOUT
05/11/2011	REVISED LAYOUT
04/11/2011	REVISED LAYOUT
03/11/2011	REVISED LAYOUT
02/11/2011	REVISED LAYOUT
01/11/2011	REVISED LAYOUT

FIELDSTONE
 PROFESSIONAL
 SUBDIVISION
 LOCATED IN A PORTION OF
 THE SW/4 SECTION 6
 TOWNSHIP 20 SOUTH RANGE 2 EAST,
 BOISE METROPOLITAN TWIN FALLS COUNTY
 IDAHO 83401

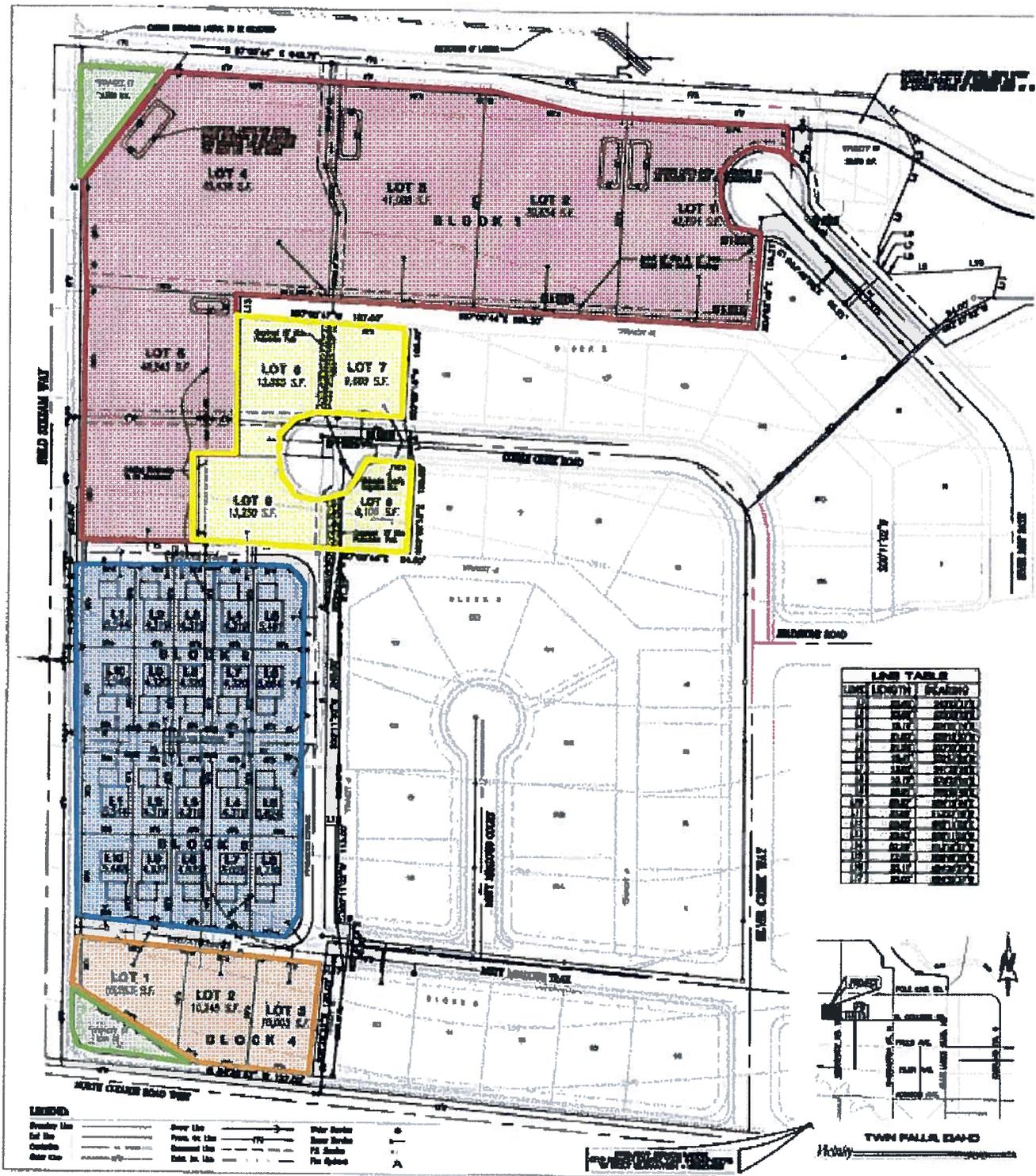


CLIMATE TABLE FOR TYPICAL CLIMATE CONDITIONS
 CURVE DATA LENGTH 100 FEET RADIUS 100 FEET
 CURVE DATA LENGTH 100 FEET RADIUS 100 FEET



LOT	AREA (SQ. FT.)	AREA (SQ. METERS)
LOT 1	10,283	950
LOT 2	10,283	950
LOT 3	10,283	950
LOT 4	6,438	600
LOT 5	6,438	600
LOT 6	13,280	1,230
LOT 7	13,280	1,230
LOT 8	13,280	1,230
LOT 9	13,280	1,230
LOT 10	13,280	1,230

NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 2. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 3. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 4. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 5. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 6. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 7. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 8. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 9. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.
 10. ALL DISTANCES ARE MEASURED ALONG THE CENTERLINE OF THE ROAD OR DRIVEWAY.



- 5 Professional Office overlay use area lots
- 4 Single-family residential lots
- 3 Duplex residential lots
- 20 Single-family cottage-style residential lots
- 2 Tracts

Fieldstone Professional Subdivision

R-4 Professional Office Overlay – Planned Unit Development

October 2011

A. Permitted Uses: Buildings, structures or premises shall be used and buildings and structures shall hereafter be erected, altered or enlarged only for the following uses: (Hours of operation shall be 7:00 am to 9:00 pm unless extended hours of operation are permitted with an approved special use permit or unless stated elsewhere in this document)

- ✓ 1. Communications and Utilities:
 - a. Underground and aboveground transmission lines
 - b. Utility owned buildings and structures less than twenty-five (25) square feet in area and less than three feet (3') above ground.
- ✓ 2. Government Facilities:
 - a. Government office buildings. - R-4-SUP
- ✓ 3. Medical Facilities:
 - a. Doctors' offices. ~~PRO SUP~~ (PRO-SUP)
- ✓ 4. Parks:
 - a. Open space.
 - b. Private parks and playgrounds without crowd attracting facilities.
 - c. Public parks and playgrounds without crowd attracting facilities.
- ✓ 5. Public Assembly:
 - a. Religious facilities. - SUP
 - b. Private academic schools. ~~SUP~~ SUP
 - c. Public schools.
- ✓ 6. Residential – (unrestricted hours of operation):
 - a. Accessory buildings (less than 1,000 square feet), personal swimming pools and other accessory uses.
 - b. Dwellings – attached single household dwellings on lots fronting on an arterial or collector street.
 - c. Dwellings – detached single household.
 - d. Dwellings – duplex.
 - e. Dwellings – triplex and four-plex. (Ord. 2526, 5-20-1996) } SUP-Permitted
 - f. Household units in the same building as an allowed use and occupied by owner or an employee of the allowed use. PRO SUP
 - g. Nursing homes and rest homes with a maximum of 16 residents/beds – including staff. – R-4 only
7. Services: - PRO-SUP
 - a. Finance and investment offices.
 - b. Insurance and related businesses.
 - c. Professional services.
 - d. Photography studios.
 - e. Real estate and related businesses.

B. Special Uses: A special use may be granted for a permanent use that is not in conflict with the comprehensive plan and that is not permitted outright because it may conflict with other uses unless special provisions are taken. Special use permits may be granted for the following uses: (Hours of operation shall be 7:00 am to 9:00 pm unless extended hours of operation are permitted with an approved special use permit)

- ✓ 1. Communications and Utilities:
 - a. Utility owned buildings and structures more than twenty-five (25) square feet in area and more than three feet (3') aboveground.
- ✓ 2. Cultural Facilities:
 - a. Botanical gardens and arboretums.
 - b. Historic sites and monuments.
 - c. Libraries, museums and art galleries.
 - d. Planetariums and aquariums.
- ✓ 3. Government Facilities:
 - a. Fire stations and police stations. *sub ok*
 - b. Judicial facilities. *- R6 only*
- ✓ 4. Medical Facilities:
 - a. Ambulance facilities. *- R6 only*
 - b. Medical clinics. *- not permitted*
- ✓ 5. Parks:
 - a. Park concessions.
 - b. Public parks and playgrounds with crowd attracting facilities.
- ✓ 6. Public Assembly:
 - a. Auditoriums.
- ✓ 7. Residential:
 - a. Detached accessory buildings (more than 1,000 square feet) i.e. garages and other accessory buildings.
 - b. Bed and breakfast facilities.
 - c. Home occupations.
 - d. Nursing homes and rest homes with 17 or more residents/beds – including resident staff. *R6 only*
 - e. Residence halls – medical related, residence hotels – medical related, rooming houses – medical related. *R6 only*
- ✓ 8. Services:
 - a. Beauty salons and barbershops. *sub ok*
 - b. Commercial daycare facilities and preschools.
 - c. Consumer credit collection.
 - d. Employment agencies.
 - e. In-home daycare services.
- ✓ 9. Transportation:
 - a. Bus – pick up shelters.

C. Prohibited Uses: Uses not specified above are prohibited unless administrative determination in accordance with subsection 10-17-1(F) of this title is made that the

use is similar enough to a use listed above that distinction between them is of little consequence.

D. Property Development Standards:

1. Use of Lots: Each building, except accessory structures, shall be located on a separate lot and each such lot and the buildings or structures thereon shall conform to the minimum dimensional standards contained herein.
 - a. Minimum of 15% and maximum of 85% of the project is to be residential development.
2. Lot Area:
 - a. The minimum lot area per single household dwelling shall be four thousand (4,000) square feet.
 - b. The minimum lot area per duplex unit shall be seven thousand (7,000) square feet.
 - c. The minimum lot area per multiplex dwelling unit shall be two thousand (2,000) square feet larger than duplex units per unit or one thousand (1,000) square feet larger than duplex units per unit above or below ground level unit.
 - d. For professional offices, the lot size shall be of sufficient size to provide for the building, off street parking, and landscaping.
3. Lot Occupancy: No dwelling, including its accessory buildings, shall occupy more than sixty percent (60%) of a lot.
 - a. For professional offices, there is no occupancy requirement.
4. Building Height: No building shall be greater than thirty-five feet (35') above grade, as measured per 10-2-1 of City Code, as amended.
5. Building Size: The maximum building size is 14,000 square feet. (a larger building may be permitted with a Special Use Permit)
6. Yards:
 - a. Front Yard: Front yards shall conform to the following standards, or section 10-7-6 of this title, whichever is greater: (Ord. 2741, 11-4-2002)
 - i. The front building line shall not be closer than twenty feet (20') to the front property line.
 - ii. Where lots have double frontage on two (2) streets, the required front yard of twenty feet (20') shall be provided on both streets.
 - iii. On a corner lot the required front yard of twenty feet (20') shall be required on both streets.

- iv. No accessory buildings shall be constructed in the front yard nor closer than twenty feet (20') to the property line on other street frontages.
- b. Side Yard:
- i. The side building line shall not be closer than five feet (5') to the side property line.
 - ii. Detached accessory buildings shall not be closer than three feet (3') to the rear property line nor closer than ten feet (10') to a main building except as provided by section 10-7-5 of this title. Architectural projections of detached accessory buildings shall not be closer than two feet (2') to the side property line except as provided in section 10-7-5 of this title.
 - iii. Architectural projections of main buildings and attached accessory buildings shall not be closer than two and one-half feet (2½') to the side property line.
- c. Rear Yard:
- i. The rear building line shall not be closer than fifteen feet (15') to the rear property line for residential uses and fifteen feet (15') for other uses.
 - ii. Detached accessory buildings shall not be closer than three feet (3') to the rear property line nor closer than ten feet (10') to a main building except as provided by section 10-7-5 of this title. Architectural projections of detached accessory buildings shall not be closer than two feet (2') to the rear property line except as provided in section 10-7-5 of this title.
 - iii. On a corner lot, the rear yard setback may be reduced to the side yard setback.
 - iv. For professional offices, the rear yard setback may be reduced to the side yard setback of the basic zoning district.
7. Access: All lots shall have vehicular access on a dedicated improved public street with a fifty foot (50') minimum right-of-way, unless a secondary means of permanent vehicular access has been approved on a subdivision plat.
8. Landscaping Plan (PUD): All landscaping shall comply with the provisions of section 10-11-2 of this title.
- a. Professional Uses: Professional offices shall provide landscaping equal to twenty-five percent (25%) of the total lot area.
 - b. Residential Uses: Residential development, excluding single family and/or duplex dwellings, shall provide landscaping equal to ten percent (10%) of the total lot area.
 - c. Landscaping shall be required to be installed on each parcel/lot of the property at the time site and building improvements are completed thereon, or by the next planting season subject to a Temporary

Certificate of Occupancy. Landscaped perimeters shall be installed from the back of the curb in the public right-of-way and shall be extended to the dimensions set forth below:

- d. A minimum twenty foot (20') wide landscaped buffer, including sidewalk and/or storm water retention facilities planted in grass, measured from back of the curb will be constructed along Fieldstream Way. Trees and shrubs will be provided in ratios meeting City Code 10-11-2. Trees and shrubs may be grouped, but there shall be no space greater than seventy-five feet (75') between tree and shrub groupings.
 - e. A minimum fifteen foot (15') wide landscaped buffer, measured from the property line, will be constructed along the north boundary of the PUD project boundary. The landscaping shall include berms with a minimum height of 18 inches to a maximum height of 30 inches.
 - f. The use of planters and landscaped islands within parking lots will be used to reduce visual impact of large paved areas and these shall be planted with shade trees and shrubbery. The area adjacent to residential areas shall be landscaped with coniferous and deciduous trees and/or solid panel fencing with shrubs, berms, solid wall, and or planter boxes to create a buffer in a relatively short period of time.
 - g. All landscaping shall be installed in conformance with the project Master Development Plan. All landscaping maintenance will be in a uniform manner.
 - h. The property landscaping will utilize a city pressure irrigation system constructed in compliance with applicable standards.
9. Off-Street Parking:
- a. Each use shall provide parking in compliance with city code.
10. Signs:
- a. All uses shall comply with the provisions of Chapter 9 of this title.
 - b. Multiple-occupancy buildings shall have a sign plan approved by the administrator.
11. Walls, Fences, Hedges, Trees, Shrubs, and Landscaping Structures: Walls, fences, hedges, trees, shrubs, and landscaping structures shall be permitted on the property line or within the required side or rear yard and shall be permitted in the front yard with the following restriction: no wall, fence, hedge, tree, shrub, or landscaping structure shall be placed within the public rights-of-way without first obtaining written approval from the city. Notwithstanding the foregoing, all walls, fences, hedges, trees, shrubs, and landscaping structures shall comply with the provisions of section 9-9-16 of this code. (Ord. 2550, 6-2-1997)
- a. Professional offices shall provide a fence not less than six feet (6') in height that will act as a sight and sound barrier between the professional office use and any contiguous residential lot or use.
12. Building Standards:

- a. Buildings: New buildings are to be designed in such a way as to conform with the general residential nature of the neighborhood. All buildings shall be of residential character with exteriors of architectural masonry, stone, stucco, or architectural steel. Building faces shall include windows, setbacks, awnings, parapet variations material variations, color variations and other architectural treatments to break up large uniform surfaces.
- b. Buildings shall have pitched roofs with a gable or hip roof with a minimum 5/12 pitch and twelve inch (12") eave. Roofing material shall consist of architectural asphalt shingles, architectural metal or tile.
- c. Building faces shall be broken up with windows, recesses, awnings or other architectural features that break up large flat surfaces.
- d. Buildings shall have exteriors of architectural masonry, stone, stucco, or architectural steel siding.
- e. All building public access will be oriented away from the adjacent residential areas where possible.
- f. Lighting: Building and parking area lighting shall be enclosed in fixtures or soffits that direct lighting to the ground surface in a manner that the light source cannot be seen from adjacent properties.
- g. Outside Storage/Trash Containers/Loading Docks/Emergency Facilities: Outside storage and/or display is prohibited. Loading docks, trash containers, and emergency facilities shall be visibly screened from roadways, residential areas, and adjacent properties with screening materials. Screening may consist of landscaping – as per D8, masonry walls, buildings, or vinyl fencing.

City of Twin Falls Title 10 Zoning and Land Use Matrix

(Current as of January 27, 2009)

PERMITTED USES
 PERMITTED USE WITH A SPECIAL USE PERMIT
 NOT PERMITTED



LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
1. AGRICULTURAL																				
Farms - animals on pasture	P	P							P	P	P	P								
Farms - fish	S								S	P	S	S								
Farms - plants and trees	P	P							P	P	P	P								
Intensive agriculture units of five (5) acres or more without residential facilities	P	P							P	P	P	P								
2. AGRICULTURAL PROCESSING																				
Dairy product processing									S	P										
Fish, meat, & poultry processing									S	P										
Grain & seed processing									S	P										
Livestock sales										P										
3. COMMUNICATIONS & UTILITIES																				
Radio and television stations without transmission and receiving towers								P	P	P	P			P						
Radio and television stations with wireless communications facilities									S	S	S									
Transmission and receiving towers over thirty-five feet (35') tall, provided that they are located near other tall structures.												S								
Telegraph centers and telegraph stations								P	P	P	P			P						
Telephone exchange stations								P	P	P	P			P						
Underground and aboveground transmission lines	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			P	P
Utility owned buildings and structures less than twenty five (25') square feet in area and less than three (3') feet aboveground	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			P	P
Utility owned buildings and structures more than twenty five (25') square feet in area or more than three (3') feet aboveground	S	S	S	S	S	S	S	P	P	P	S	P	S	S	S	S			S	S
4. CULTURAL FACILITIES																				
Botanical gardens and arboretums	S	S	S	S	S	S	P	P	P	P	S	P	P	P	S	S			P	S
Cemeteries	S							S	P	P	S	S		S						
Historic sites and monuments	P	S	S	S	S	S	P	P	P	P	S	P	P	P	S	S			P	S
Libraries, museums and art galleries			S	S	S	S	P	P	P	P			P	P	S	S			P	S
Planetariums and aquariums			S	S	S	S	P	P	P	P			P	P	S	S			P	S
Zoos	S	S					S	S	S	S	S			S	S	S				
5. GOVERNMENTAL FACILITIES																				
City, county, highway district - open storage yards									S	P										
City, county, highway district - shops									P	P										
Fire stations and police stations	S	S	S	S	S	S	P	P	P	P		P	S	P	S	S				S
Governmental office buildings						S	P	P	P	P		P	P	P						S
Jails, detention centers, work release centers							S	S	S	P										
Judicial facilities						S	P	P	P	P				P						
Sewage treatment plants										S	S									
Water treatment plants	S	S	S	S	S	S	S	S	P	P	S	P	S	S	S	S				S

LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
6. MANUFACTURING																				
Business park PUD only								P												
Apparel and related items									S	P			S							
Building materials									S	P										
Chemicals and chemical products (H-1 and H-7(2)) facilities not closer than three hundred feet (300') to a dwelling but excluding the residential uses allowed by subsections (A)10c & (B)9a of this section										S										
Concrete products									S	P										
Food products									S	P										
Furniture and fixtures									S	P			S							
Handcrafted furniture							S	S	S	P			S							
Metal products									S	P										
Miscellaneous products									S	P			S							
Paper products									S	P			S							
Petroleum products									S	P										
Plastic products									S	P			S							
Professional and scientific products									S	P			S							
Recycling center									S	S										
Rubber products									S	P			S							
Sand and gravel yards									S	P										
Textile products									S	P			S							
Wrecking yards, automobile salvage yards and junkyards, but prohibited within canyons, within two hundred feet (200') of canyon rims and on land with slopes greater than fifteen percent (15%) grade										S										
7. MEDICAL FACILITIES																				
Acupuncture facilities approved by South Central District Health Department or other State regulatory agency								P	P	P	P		P	P						
Ambulance service					S		P	P	P	P										
Animal hospital - small animal							S	S	P	P			S	S						
Animal hospital - large animal								S	S	P										
Doctors offices								P	P	P	P		P	P	S	S	S	S	S	S
Drug and alcohol treatment centers								P	P	P	P		P	S	S					
Hospitals and clinics								P	P	S	S		P	P	S					S
Prosthetics - sales, service and construction								S	S	P	P		P	S						
Rehabilitation services								P	P	P	P		P	P	S					S
8. MISCELLANEOUS																				
Any facility with drive-through service							S	S	S	S		S	S	S		S				S
Any facility with drive through service in the Canyon Rim Overlay Zoning District adjacent to Rock Creek Canyon																			S	
Construction yards									S											
Notwithstanding the foregoing list of permitted uses, any such use which broadcasts amplified music or sound by speakers to the exterior of the building shall also require a Special Use Permit							S	S	S	S		S	S						S	S

LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
9. PARKS																				
Amusement parks							S	S	S	S										
Open space	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			P	P
Park concessions	S	S	S	S	S	S	P	P	P	P	S	S	P	P	S	S			S	S
Private parks and playgrounds without crowd attracting facilities	P	P	P	P	P	P	P	P	P	P	S	P	P	P	P	P				P
Public parks and playgrounds without crowd attracting facilities	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			P	P
Public parks and playgrounds with crowd attracting facilities	S	S	S	S	S	S	S	P	P	P	S	S		S	S	S				S
10. PUBLIC ASSEMBLY																				
Auditoriums	S	S	S	S	S	S	P	P	P	P			P	P	S	S			S	S
Exhibition halls							S	S	P	P			P	S					S	
Exposition and recreational vehicle shows													S							
Fairgrounds								S	P	P				S						
Farmer's markets, flea markets													S							
Funeral chapels							P	P	P	P			P	P					P	
Religious facilities	S	S	S	S	S	S	S	P	P	P			S	P	S	S			P	S
Schools - private vocational and/or academic							P	P	P	P			P	P		S				S
Schools - private academic				S	S	S														
Schools - private, single purpose							P		P	P			P	P						S
Schools - public	S	S	S	S	S	S	P	P	S	S			P		S	S				S
Sports arena							S	S	P	P		S	S	S						
Theaters - indoor							P	P	S	S			P	P						S
Theaters - outdoor							S	S	S	S				S						
Wedding chapels and/or reception halls							P	P	P	P			P	P						
11. RESIDENTIAL																				
Accessory buildings (less than 1,500 square feet), personal swimming pools and other accessory uses	P	P										P								
Detached accessory buildings (more than 1,500 square feet) i.e., garages and other accessory buildings	S	S										S								
Accessory buildings (less than 1,000 square feet), personal swimming pools and other accessory uses			P	P	P	P	P	P			S			P	P	P				
Accessory buildings (less than 1,000 square feet) i.e., garages and other accessory buildings except those physically attached garages that are built at the same time the home is built											S	P		P	P	P				
Detached accessory buildings (more than 1,000 square feet) i.e., garages and other accessory buildings			S	S	S	S	S	S						S	S	S				
Accessory buildings (more than 1,000 square feet) i.e., garages and other accessory buildings except those physically attached garages built at the same time the home is built														S	S	S				
Bed and breakfast facilities	S	S	S	S	S	S	P	P					P	P	S	S		S		

LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
	11. RESIDENTIAL (continued)																			
Dwellings - attached single household dwellings on lots fronting on an arterial or collector street		S	P	P	P	P									P	P	P			
Dwellings - detached single household	P	P	P	P	P	P						P			P	P				
Dwellings - duplex				P	P	P									P	P	P			
Dwellings - triplex and fourplex					S	P									P	P	P			
Dwellings - multiple household (5 units or more)						P	P	P							P	P	P			
Home occupations	S	S	S	S	S	S	P	P	P	P		S			P	S	S			
Household units existing at the time this Title was adopted							P	P	P	P	P	P								
Household units in same building as an allowed use and occupied by the owner or an employee of the allowed use							P	P	P	P			P	P			S	S		
Household units in upper floors of commercial or professional buildings							P	P					P	P		P		S		P
Mobile homes, if accessory to and located on the same property of an allowed use and occupied by the owner or an employee of the allowed use.									S	S										
Motels and transient hotels							P	S					S	S						S
Nursing homes and rest homes						S	P	P					S	P	S	S				P
R.V. and camping parks								S	S					S						
Residence halls, residence hotels, rooming houses						S	P	P	S				S	P	S	S				S
Residential PUD, not to exceed SUI density		S									S									
Shelter homes						S	S	S	S				S	S						
12. RETAIL TRADE																				
Agricultural equipment sales and service							S													
Alcoholic beverages, when consumed on premises where sold							P	S	S			P	S	S					S	S
Alcoholic beverages when consumed on the premises where sold if located less than three hundred feet (300') from residential property								S												
Alcoholic beverages when consumed on the premises where sold if located three hundred feet (300') or more from residential property								P												
Antique shop																		S		
Apparel and accessories							P	P	P	P			P	P					P	S
Art galleries and frame shops																		S		
Automobile and recreational vehicle rental / storage yard								S	S	S										
Automobile and truck sales and/or rentals							S	S	P	P				S						
Automobile parts store							P	P	P	P			P	P						
Bakery							P	P	P	P			P	P					P	P
Bookstore							P	P	P	P			P	P				S	P	P
Car wash facilities							S	S	P	P				S						S
Commercial greenhouses							S	P	P	P				P						S
Cottage businesses																		S		
Craft shop																		S		
Craft shop, in conjunction with retail business							P	P	P	P			P	P					P	P
Eating places							P	P	P	P			P	P					P	P
Equipment rental							S	S	P	P			S	S						
Fabric and pattern shop																		S		

LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
12. RETAIL TRADE (continued)																				
Farm and garden supplies							P	P	P	P				P	P					S
Florist shop							P	P	P	P				P	P			S	P	P
Food, drugs, etc.							P	P	P	P				P	P					P
Fuel sales (bulk)							S	S	P	P					S					
Gasoline service stations							S	S	P	P					S					S
General merchandise							P	P	P	P				P	P					P
Hardware store							P	P	P	P				P	P					P
Hobby and toy store							P	P	P	P				P	P			S	P	P
Home decor, excluding appliances																		S		
Home furnishings and equipment							P	P	P	P				P	P					
Ice cream store							P	P	P	P				P	P					P
Import store							P	P	P	P				P	P					P
Large implement and heavy equipment sales and/or rentals								S	P	P										
Laundering and dry cleaning							P	P	P	P				P	P					P
Laundromats							P	P	P	P				P	P					P
Lumber, plumbing and/or electrical supply stores							S	P	P	P				S	S					
Manufactured/mobile homes sales and/or rentals							S	S	S	P				S						
Mobile/manufactured home sales and/or rentals in the Rock Creek CRO between Main Street and 2750 East																			S	
Music store							P	P	P	P				P	P					P
Pawnshop							P	P	P	P				P	P					
Permitted retail/trade uses operating outside the hours of seven o'clock (7:00) A.M. to ten o'clock (10:00) P.M.							S	S	P	P				S	S				S	
Pet shop							P	P	P	P				P	P				S	P
Sporting goods store							P	P	P	P				P	P					P
Sporting vehicles and motorcycles - sales and/or rentals							S	S	P	P				S	S					
Storage unit rentals							S	S	P	P				S	S					
Taxidermy studio							P	P	P	P				P	P				P	S
Temporary automobile, truck and recreational vehicle sales permitted with staff approval, provided that there shall be state approval, no parking or display of vehicles in landscaped areas, and no sight obstructions								P												
Tire shops							S	S	P	P				S						
Truck stop									P	P										

LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
13. SERVICES																				
Advertising							P	P	P	P			P	P					P	S
Apparel repair and alteration							P	P	P	P			P	P					P	S
Appliance repair							S	S	P	P			P	P						
Auctions and/or public sales								S	S	S			S							
Automobile and truck service and/or repair							S	S	S	S			S							
Automobile impound facility										S										
Beauty and barber shops							P	P	P	P			P	P			S	S	P	P
Building care contracting offices							P	P	P	P			P	P					P	
Business associations							P	P	P	P			P	P					P	
Civic, social and fraternal organizations							S	P	P	P			P	S					P	
Commercial daycare facilities and preschools																	S	S		
Construction trade offices							P	P	P	P			P	P					P	
Construction yards									S	P										
Consumer credit collection offices							P	P	P	P			P	P			S	S	P	
Copy center - self service							P	P	P	P			P	P						P
Day care services							P	P	S	S			P	P		S			P	P
Dog grooming and/or kennels							S	P	P	P				S						S
Duplicating and stenographic offices							P	P	P	P			P	P					P	P
Employment agency							P	P	P	P			P	P			S	S		S
Finance and investment offices							P	P	P	P			P	P		S	S	S	P	S
Furniture repair/upholstery							S	S	S	P										
Horticultural services							P	P	P	P			P	P						
In home daycare services	S	S	S	S	S	S	P	P	S	S			P	P	S	S			P	P
Insurance and related business							P	P	P	P			P	P		S	S	S	P	S
Labor unions and organizations							P	P	P	P			P	P					P	
Photography studios							P	P	P	P			P	P			S	S	P	P
Professional organizations							P	P	P	P			P	P					P	S
Professional services							P	P	P	P			P	P		S	S	S	P	S
Publishing and printing business							S	S	P	P			P	S						
Real estate and related business							P	P	P	P			P	P		S	S	S	P	S
Seamstress																		S		
Sporting vehicle and motorcycle service and/or repair							S	S	S	P			S							
Tattoo parlors or dermagraphic studios approved by the South Central District Health Department or other state regulatory agency							S	S	S	S										S
Testing laboratories							S	S	P	P			P							
Tourist information center							P	P	P	P	S		P	P						
Welfare and charitable facilities							S	P	P	P			P	S					P	S

LAND USE	AG (\$10-4-1.2)	SUI (\$10-4-2.2)	R-1 VAR (\$10-4-3.2)	R-2 (\$10-4-4.2)	R-4 (\$10-4-5.2)	R-6 (\$10-4-6.2)	CB (\$10-4-7.2)	C-1 (\$10-4-8.2)	M-1 (\$10-4-9.2)	M-2 (\$10-4-10.2)	OS (\$10-4-11.2)	AP (\$10-4-12.2)	OT (\$10-4-13.2)	CM (\$10-4-14.2)	RM (\$10-4-15.2)	CSI (\$10-4-16.2)	PRO (\$10-4-18.2)	PRO - Addison Ave and Blue Lakes Blvd (\$10-4-18.2B4)	CRO (\$10-4-19.2)	NCO (\$10-4-21.2)
14. SPORTS FACILITIES																				
Athletic areas	S						S	P	P	P	S	S	S	S					S	
Equestrian facilities and/or riding stables	S										S									
Go-cart tracks								S	S	P										
Golf courses and country clubs	S	S	S	S	S	S	S	S	S	S	S	S		S	S	S				S
Golf driving ranges	S				S	S	S	S	S	S	S	S		S	S	S				S
Gun clubs										S		S								
Indoor recreation facility							S	S	S	S			S	S						S
Miniature golf courses	S						S	P	P	P	S		S	S	S	S				S
Outdoor, public and commercial ice and roller skating facilities	S	S	S	S	S	S	S	P	P	S	S		S	S	S	S				S
Outdoor, public and commercial swimming pools	S	S	S	S	S	S	S	P	P	S	S		S	S	S	S				S
Outdoor, public and commercial tennis courts	S	S	S	S	S	S	S	P	P	S	S		S	S	S	S				S
Racetracks										P		S								
15. TRANSPORTATION																				
Airport and related facilities												S								
Airport supplemental uses											P									
Bus facilities including pick-up shelters		S	S	S	S	S	P	P	P	P			P	P					P	S
Freight transfer points							S	S	P	P			S	S						
Open parking lot or garage for automobiles							S	P	P	P			P	S						
Open parking lot or garage for trucks and buses							S	S	P	P			S	S						
Open parking lot or garage for trucks and equipment									P	P										
Packing and crating							S	S	P	P			S	S						
Railroad buildings, equipment and yards									S	P										
Taxicab office							P	P	P	P			P	P					S	S
Ticket and arrangement facilities							P	P	P	P			P	P					S	
Trucking facilities							S	S	P	P			S							
16. WHOLESALE FACILITIES																				
H-1 and H-7(2) facilities not closer than three hundred feet (300') to a dwelling but excluding the residential uses allowed by subsections (A)10c and (B)9a of this section										S										
Wholesale distribution and warehousing, excluding H-1 facilities							S	S	P					S						
Wholesale distribution and warehousing, excluding H-1 and H-7(2) facilities										P										











MINUTES
 Twin Falls City Planning & Zoning
 Commission
November 22, 2011-6:00 PM
 City Council Chambers
 305 3rd Avenue East Twin Falls, ID 83301

PLANNING & ZONING COMMISSION MEMBERS

CITY LIMITS:

Wayne Bohrn Kevin Cope Jason Derricott Terry Ihler V. Lane Jacobson Jim Schouten Chuck Sharp

Chairman Vice-Chairman

AREA OF IMPACT:

Lee DeVore R. Erick Mikesell

CITY COUNCIL LIAISON

Rebecca Mills Sojka

ATTENDANCE

PLANNING & ZONING MEMBERS

PRESENT:

Bohrn
 Cope
 Derricott
 Ihler
 Jacobson
 Schouten
 Sharp

ABSENT:

AREA OF IMPACT MEMBERS

PRESENT:

DeVore
 Mikesell

ABSENT:

CITY COUNCIL MEMBERS PRESENT:

Mills Sojka

CITY STAFF PRESENT:

Carraway, Strickland, Weeks

AGENDA ITEMS FOR CONSIDERATION AND PUBLIC HEARING

III. ITEMS OF CONSIDERATION:

1. A preliminary presentation for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.5 (+/-) acres to develop a mixed use project consisting of residential single-family and/or duplex dwellings and professional/medical uses on property located on a portion of the Fieldstone Subdivision south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way c/o Brad Wills on behalf of Wills, Inc (app 2475)
2. A preliminary presentation for a Zoning Title Amendment which would amend Twin Falls City Code 10-4-22.3(H) "Warehouse Historic District Design Guidelines" as they exist or as amended when reviewing for a Certificate of Appropriateness, c/o Historic Preservation Commission, Darrell Buffaloe, Chairman (app. 2492)

IV. PUBLIC HEARING ITEMS

1. Request for a Special Use Permit to construct a 7200 sq. ft. detached accessory building on property located at 3725 Canyon Ridge Drive West within the City's Area of Impact, c/o Cindy Bond on behalf of April Leytem. (app. 2491) WITHDRAWN BY APPLICANT

I. CALL MEETING TO ORDER:

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

II. CONSENT CALENDAR:

1. Approval of Minutes from the following meeting(s): **November 8, 2011**
2. Approval of Findings of Fact and Conclusions of Law:
 - Thietten Family Trust (SUP 11-08-11)
 - Thietten Family Trust (Variance Denied 11-08-11)

MOTION:

Commissioner Schouten made a motion to approve the consent calendar, as presented. Commissioner Cope seconded the motion.

UNANIMOUSLY APPROVED

III. ITEMS OF CONSIDERATION:

1. A preliminary presentation for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.5 (+/-) acres to develop a mixed use project consisting of residential single-family and/or duplex dwellings and professional/medical uses on property located on a portion of the Fieldstone Subdivision south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way c/o Brad Wills on behalf of Wills, Inc (app 2475)

APPLICANT PRESENTATION:

Dave Thibault, EHM Engineers, Inc representing the applicant this request was heard earlier for an R-6 PRO PUD rezone which was recommended for denial. The applicant chose to come back with an R-4 PRO PUD rezone request to eliminate the concerns that the residents had regarding multi-family housing. The plan would consist of single family cottage type homes, professional office, and a few duplex lots along the perimeters. This request would comply with the Comprehensive Plan and would be compatible with the area. This development would allow for Cheney to extend without creating a large burden on the City later if Cheney has to extend through already developed property.

STAFF PRESENTATION:

Zoning & Development Manager Carraway reviewed the request on the overhead and stated this is a preliminary presentation for a request for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.5 (+/-) acres to allow for a planned mixed use development consisting of residential single-family and/or duplex dwellings and professional/medical uses on property located on a portion of the Fieldstone Subdivision south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way.

City Code requires a preliminary PUD presentation be made to the Commission prior to the public hearing. The purpose of this presentation is to allow both the Commission and the adjacent property owners to hear from the developer what type of development is being planned for the property. No action is taken at this preliminary presentation however the Commission and the public can ask questions and make comments at this time prior to the public hearing.

Staff makes no recommendations at this time. A public hearing regarding this request will be heard at the regularly scheduled Planning & Zoning Commission public meeting on Tuesday, September 27, 2011 further staff analysis will be give at that time.

PUBLIC COMMENT: OPENED

- Christy Villa starlight loop, curious about the minimum/maximum size of the lots and homes.

PUBLIC COMMENT: CLOSED

P&Z QUESTIONS/COMMENTS:

Commissioner Ihler asked how many cottage dwellings will go on each lot.

Mr. Thibault There will be one cottage per lot with a minimum square foot lot of approximately 4300 sq. ft. and a total of approximately 20 lots. The total remainder of the project will consist of 4 single family lots, 3 duplex lots and 5 professional office lots. The lots are subject to R-4 setbacks and standard lot sizes, and will meet the standard zoning requirements.

PLANNING & ZONING PUBLIC HEARING SCHEDULED FOR DECEMBER 13, 2011



MINUTES
Twin Falls City Planning & Zoning Commission
December 13, 2011-6:00 PM
City Council Chambers
305 3rd Avenue East Twin Falls, ID 83301

PLANNING & ZONING COMMISSION MEMBERS

CITY LIMITS:

Wayne Bohrn Kevin Cope Jason Derricott Terry Ihler V. Lane Jacobson Jim Schouten Chuck Sharp

Chairman Vice-Chairman

AREA OF IMPACT:

Lee DeVore R. Erick Mikesell

CITY COUNCIL LIAISON

Rebecca Mills Sojka

ATTENDANCE

PLANNING & ZONING MEMBERS

PRESENT:

Bohrn
Cope
Ihler
Schouten
Sharp

ABSENT:

Derricott
Jacobson

AREA OF IMPACT MEMBERS

PRESENT:

DeVore
Mikesell

ABSENT:

CITY COUNCIL MEMBERS PRESENT:

Mills Sojka

CITY STAFF PRESENT:

Carraway, Strickland, Vitek

AGENDA ITEMS FOR CONSIDERATION AND PUBLIC HEARING

III. ITEMS OF CONSIDERATION:

1. Consideration of a final 2-year extension on the approval of the preliminary plat of the Riverhawk Commercial PUD Subdivision, consisting of 4.2 (+/-) acres and five (5) lots located in the southwest quadrant of the Washington Street North and Chaney Drive intersection, c/o Wiley Dobbs on behalf of Twin Falls School District #411

IV. PUBLIC HEARING ITEMS

1. Request for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.5 (+/-) acres to develop a mixed use project consisting of residential single-family and/or duplex dwellings and professional/medical uses on property located on a portion of the Fieldstone Subdivision south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way c/o Brad Wills on behalf of Wills, Inc (app 2475)
2. Requests for a Zoning Title Amendment which would amend Twin Falls City Code 10-4-22.3(H) "Warehouse Historic District Design Guidelines" as they exist or as amended when reviewing for a Certificate of Appropriateness, c/o Historic Preservation Commission, Darrell Buffalo, Chairman (app. 2492)

I. CALL MEETING TO ORDER:

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

IV. PUBLIC HEARING ITEMS

1. Request for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.5 (+/-) acres to develop a mixed use project consisting of residential single-family and/or duplex dwellings and professional/medical uses on property located on a portion of the Fieldstone Subdivision south of 900-1100 blocks of Cheney Drive West, undeveloped, and east of the 1350-1450 blocks of Field Stream Way c/o Brad Wills on behalf of Wills, Inc (app 2475)

APPLICANT PRESENTATION:

Brad Wills, the applicant, stated he is here tonight with a new and improved plan for the rezone request heard previously for this property. The request has changed from R-6 PUD to R-4 PUD He changed the cul-de-sac area located close to the northwest corner of the property to prevent traffic access from the professionally zoned lots into the neighborhood. The original density remains similar to what is already allowed in the development but he has changed the plan so that if he wasn't involved the prospect of putting in rental properties would not be feasible.

STAFF PRESENTATION:

Zoning & Development Manager Carraway reviewed the exhibits on the overhead and stated this is a request for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PRO PUD for 12.5 (+/-) acres to allow for a planned mixed use development consisting of residential and professional/medical uses on property located on a portion of the Fieldstone Subdivision.

If approved, the development would rezone an area that is currently platted for thirty-five (35) single-family residences. The narrative describes that this PUD would replace those single family lots with an area designated for five (5) professional offices along the future alignment of Cheney Drive West and Fieldstream Way, three (3) residential duplexes at the northeast corner of North College Road West and Fieldstream Way, four (4) single family residences at the end of Cobble Creek Road to complete a cul-de-sac, and twenty (20) single family residences along Field Stream Way. The development would reduce the residential density from (35) households to (30) households.

The change of the base zone from R-2 to R-4 with a professional office overlay would allow for a number of additional uses in the area. The R-2 zone primarily allows for single family and duplex residences. Non-residential uses are limited to some cultural and public amenities such as parks, schools, and churches by special use permit only. The R-4 zone as proposed in the PUD would allow for single family, duplex, nursing/rest homes up to an occupancy of 16 as outright permitted uses and with higher density by special use permit and residence halls-motels-rooming houses -limited to medical related by special use permit.

Nursing homes and residence halls are not permitted in an R-4 zone at all and only allowed by special use permit in the R-6 residential zone. The code would require if those uses are incorporated within this PUD the zoning shall be required to be R-6 where they are developed.

With the professional office overlay added, some professional office uses are proposed to be allowed without a special use permit such as doctor's offices, finance and real estate offices. Additional uses may be permitted by special use permit.

Also, in general, non-residential uses are restricted to hours of 7:00 am to 9:00 pm and less than a 14,000 sq ft building unless allowed by special use permit.

A Preliminary PUD Presentation was made to the Commission and public on November 22, 2011. The applicant indicated that the change from R-6 pro to an R-4 PRO was to address some of the concerns about multi-family housing and high density brought up in the previous public hearing. The multi-family residential area has been replaced with a cottage-style single family use. The lots range from about 4300 sq ft to 6700 sq ft and the homes are oriented toward the middle of the block where a courtyard-type space is created. Lots shall be individually owned but the interior space will be designated as common area for those residences.

A private road loops around the two (2) blocks of the cottage development. Vehicle access to the residences is off the private lanes. The previous multi-family area had six (6) lots for six-plexes which would have been 36 households. The presented cottage-style development has (20) lots for a total of (20) households.

This type of cottage-style residential development was also proposed on property to the west of the Fieldstone Subdivision. As this development did not have a typical street configuration there were some concerns expressed by the Fire Marshall at that time for providing adequate access and information for the emergency response to the site. It was recommended that the property addresses be posted in the alleys and that on-street parking be prohibited in the alleys to maintain access.

The fire code requires an access road with a minimum width of twenty-six feet (26'). Hydrants would need to be installed in the alleys and at the ends of each alley. No overhead utility lines could obstruct the alleyways and rear, unobstructed access to the dwellings would have to be maintained. Staff recommends that those conditions be included with this request upon a positive recommendation to the City Council.

The initial presentation of this concept also included additional parking. PUD residential plats require that there is an additional parking space provided per every three (3) residential units and so this will be a requirement that will be verified at the platting stage of the property.

This project includes a provision for Cheney Drive West to be extended along the northern edge of the subdivision. The most-likely alignment of Cheney Drive West would go through the southern-most portion of the "County Villa Estates Mobile Home Park" and then along the northern boundary of Fieldstone Subdivision and the southern boundary of the Twin Falls Reformed Church property. Cheney Drive West is the only access to the proposed professional office lots and would provide additional access to the area.

There are some design standards proposed to decrease the impact of non-residential development such as a requirement for pitched roofs on the buildings. Approved materials are listed and a minimum of 15% and maximum of 85% residential development is stated to require a mix of uses in the development. There are building elevation samples that illustrate the type of development design that is proposed.

The proposed development standards specified address parking, landscaping, and water retention that will need to be met on the individual lots. The property development standards

are required to comply with the underlying zone and upon initial review appear to be consistent with the R-4 zone in terms of lot size requirements, maximum building height (35'), and landscaping. Screening would be required between the residential areas and non-residential areas.

Staff has some concerns with the extent of uses proposed in this development. The nursing home and medical-related residence halls are not consistent with an R-4 zoning. The professional office lots are the only lots where such uses could go since the other residential areas are specifically designated on the master development plan for duplex and single-family use. It would be more consistent to designate the professional office lots and nursing home/resident hall lots as R-6 PRO. The development's zoning could be proposed as an R-4 and R-6 PRO PUD.

This request is in conformance with the Comprehensive Plan which designates this area as appropriate for medium density residential development and the Urban Village/Urban Infill land use concept. There is not a zoning designation specific to the Urban Village/Urban Infill classification but it encourages mixed density residential development and a mix of non-residential uses that support the area which can be met with the professional office overlay. The applicant indicates that he feels this project will provide a great buffer to transition between the single family residential area and the areas to the north and west that have zoning allowing for commercial, professional, and multi-family development.

Zoning & Development Manager Carraway stated upon conclusion should the Commission recommend a zoning designation change to the City Council, staff recommends the following conditions:

1. Subject to the designation of the property as an R-4 and R-6 PRO PUD with the single-family and duplex areas being R-4 and the professional use area being R-6 PRO.
2. Subject to the property being replatted and recorded prior to any building permits being issued.
3. subject to compliance in the cottage-style residential area with the following recommendations of the Fire Marshall:
 - a. addresses need to be posted in the alleys.
 - b. access roads (alleys) with hydrants shall be a minimum of 26 feet total width. (IFC, D103.1)
 - c. no on-street parking in alleys and alley marked with approved "no parking" signs.
 - d. rear, unobstructed access into the dwellings is maintained (not through the garage or through fences or gates), or as approved by the Fire Marshall.
 - e. no overhead utilities in the alley (power lines, phone lines, etc.).
 - f. hydrants are installed on the ends of each alley.
4. Subject to final approval and recordation of the PUD agreement.
5. subject to site plan amendments as required by Building, Engineering, Fire, and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.

P&Z COMMENTS/QUESTIONS:

- Commissioner Cope asked about the sq. ft of cottages.
- Mr. Wills stated that they will be between 1000 – 2000 sq. ft.
- Commissioner Sharp asked how the common areas will be maintained.
- Mr. Wills stated the property lines will be part of each lot and the Home Owners Association would maintain this portion of the development.

PUBLIC HEARING: OPENED

- Magen Humble, 931 Misty Meadows Trail in Fieldstone, stated they bought into the original concept the way it was platted and recorded they would like it to stay that way and not change.
- Khristy Hill, 932 Starlight Loop, stated that she still has to do with concerns related to density and traffic. This plan is still going to increase traffic through the neighborhood and around the development. The medical offices don't make a lot of sense and she doesn't see the need for this type of development. This area has been partially developed and this change is not something people invested in when they purchased their lots.

PUBLIC HEARING: CLOSED

DELIBERATIONS FOLLOWED:

- Commissioner Mikesell stated there is not much of a change from the last presentation and there is still not a need for medical offices. This doesn't make any sense. There can't be changes based on the need of the developer. This plan is going to increase the traffic to the area for no foreseeable reason.
- Commissioner Bohrn stated that the concept of the cottage design is nice and the plan for helping Cheney develop without the need to go through a developed area would be a plus.

MOTION:

Commissioner Cope made a motion to recommend approval of this request to the City Council. Commissioner DeVore seconded the motion. Commissioners Cope, Sharp, & Bohrn voted in favor of the motion, Commissioner DeVore, Ihler, Mikesell & Schouten voted against the motion.

RECOMMENDED FOR DENIAL 4-3

CITY COUNCIL PUBLIC HEARING SCHEDULED FOR JANUARY 23, 2011