



CITY OF TWIN FALLS  
DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE  
Tuesday, October 27, 2009 – 12:00 p.m. Special Meeting  
City Council Chambers  
305 3<sup>rd</sup> Avenue East – Twin Falls, Idaho

AGENDA

DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE MEMBERS:

|                 |                 |                                      |                 |                            |                   |                 |                 |        |
|-----------------|-----------------|--------------------------------------|-----------------|----------------------------|-------------------|-----------------|-----------------|--------|
| John<br>Bonnett | Gary<br>Burkett | Kent<br>Collins<br>Vice-<br>Chairman | Jeff<br>Gooding | Tony<br>Hughes<br>Chairman | Bonnie<br>Lezamiz | Dusty<br>Tenney | Doug<br>Vollmer | Vacant |
|-----------------|-----------------|--------------------------------------|-----------------|----------------------------|-------------------|-----------------|-----------------|--------|

**Present:**

Bonnett, Burkett, Hughes, Lezamiz, Tenney and Vollmer (Collins in audience)

Bowyer, Humble, Jones, Weeks

**Absent:**

Gooding

AGENDA & MINUTES

- I. Call Meeting to Order
- II. Consideration of the Minutes from the July 9, 2009 Meeting
- III. Consideration of whether or not to include street projects in the Street Impact Fee calculations
- IV. Discussion regarding the annual report from the Committee to the City Council
- V. Next Committee meeting
- VI. Adjourn

I. **Call Meeting to Order**

Chairman Hughes called the meeting to order at 12:10 pm.

II. **Consideration of the Minutes from the July 9, 2009 Meeting**

**UNANIMOUSLY APPROVED**

III. **Consideration of whether or not to include street projects in the Street Impact Fee calculations**

Community Development Director Humble stated that at the 9/11/08 meeting, the Committee made the recommendation to remove the four street projects from the impact fee calculations. That recommendation was made with the condition that the City work with the legislature to create some alternate form of transportation funding for cities. The legislature did not create any new source of funding this year. At the 7/9/09 meeting, the Committee discussed placing the street projects back into the Fee calculations. One recommendation the Committee made was to include the Falls Avenue Locust to Blue Lakes job back in the calculations. The Committee also discussed breaking the Eastland project into several smaller projects. Continued discussion on this item is necessary as well as final recommendations on the street impact fee calculations.

**Discussion Followed:**

A program has been developed so that if a project is being considered for inclusion into the Impact Fee it can calculate the change in the fee for example:

The Falls Avenue Locust to Blue Lakes project impact:

|                         |           |    |           |
|-------------------------|-----------|----|-----------|
| Single Family Dwelling: | \$1606.00 | to | \$1654.00 |
| Multi-Family Dwelling:  | \$1514.00 | to | \$1545.00 |
| Retail                  | \$1.68    | to | \$1.91    |
| Office                  | \$.78     | to | \$.85     |
| Industrial              | \$.68     | to | \$.72     |
| Institutional           | \$.46     | to | \$.47     |

Community Development Director Humble explained also that after some discussion with the City Engineer Fields it was expressed that one of the other ideas that may work better for the Eastland project would be to have the entire Eastland project on the list divided up into small sections the money once accumulated would then be used for the section in need of the most repair at the time. This would allow some flexibility for getting the project complete without specifically assigning which section will be done first. The question at this point is what is the correct amount to collect for a fee. The impact fees can only be used to add capacity.

Chairman Hughes stated he would feel more confident about the impact fee collection if the projects are more specifically assigned. The concern is that when you do resurfacing and capacity at the same time it could provide an opportunity for funds to be used incorrectly.

Member Tenney stated he understood the desire to know which project the money is being collected for however the flexibility is needed because there is no way at this time to determined where along Eastland the additional capacity is going to be needed. If the money is assigned to the Eastland Drive then the money could be used along any section of the road.

Member Bonnett stated the key to the road project is that if the section that needs repair does not need an additional lane added at the time of the project then the impact fees cannot be used.

Chairman Hughes asked if there is a price that could be used that more accurately portrays the cost of adding a standard road section vs. the cost of adding a truck route section.

Community Development Director stated currently the City is working on a streets project along Falls Avenue and they will look to see if there are any numbers that could be used from that project to give a more standard cost analysis.

Member Burkett asked if the computer program could calculate what (\$5,600, 000.00 plus the \$400,000.00 left in for the Falls Avenue Locust to Blue Lakes Blvd project) would do to the impact fees over the span of 10 years.

|                         |           |    |           |
|-------------------------|-----------|----|-----------|
| Single Family Dwelling: | \$1606.00 | to | \$1654.00 |
| Multi-Family Dwelling:  | \$1514.00 | to | \$1545.00 |
| Retail                  | \$1.91    | to | \$5.13    |
| Office                  | \$.85     | to | \$1.84    |
| Industrial              | \$.72     | to | \$1.43    |
| Institutional           | \$.47     | to | \$.67     |

Member Bonnett explained retail is disproportionate to the rest of the calculations, however it comes from the fact that retail is responsible for most of the traffic issues relative to residential, multi-family, industrial or any of the rest. It is based on trip generation.

Chairman Hughes stated that Eastland Drives problem is not purely because of it retail it is because of trucks. He doesn't think that percentage increase makes since on a road that is already largely developed. This percentage increase is outrageous. With the growth projections not holding true currently are we sure that the capacity issue will come up within the next 10 years.

Community Development Director Humble stated that currently the capacity along Eastland Drive is functioning at a C level however if the growth projections are met in the future eventually this road will fail. The best way to capture the non-city resident traffic is through the non-residential impact fee.

Assistant City Manager Rothweiler stated streets are going to be a defining factor for this community and from the only way local option sales tax will be discussed or voted on will be through a constitutional amendment. The road to local option sales tax is probably not a feasible trail to bank this decision on, this Committee has to consider balancing the funding through the options the City has available.

Chairman Hughes asked since August 1, 2009 what has been collected in impact fees.

Community Development Director Humble stated from August to September the City Collected approximately \$24, 090.00 and from October 1<sup>st</sup> –October 22 approximately \$11,510.00. Everything collected to date has been residential impact fees. The projections in the report were based on 550 new home permits per year, this fiscal year the City closed with just under 200 new home permits.

City Manager Courtney stated this is not an either or proposition, impact fees can be part of the puzzle, as well as federal funding and funding from the City. This type of project is going to take all three of these resources, impact fees are not going to cover all of the cost. The City Council over the past few years has dedicated new money to the streets project and when the Washington Street project is complete this money will still continue to be collected so money will be available for other street projects and impact fees if collected will assist in helping complete projects where capacity becomes an issue. There is a model in place that is use to project funding for projects, the model can be expanded to a 10 year plan and add in costs with various combinations of funding.

Member Burkett stated he would be more comfortable with assigning a dollar amount that the market can stand over 10 years and calculate what that would do to the impact fee. For example set the amount at \$1.5 million if the growth rate of 550 permits a year comes to pass.

|                         |           |    |           |
|-------------------------|-----------|----|-----------|
| Single Family Dwelling: | \$1606.00 | to | \$1654.00 |
| Multi-Family Dwelling:  | \$1514.00 | to | \$1545.00 |
| Retail                  | \$1.91    | to | \$2.77    |

**MOTION:**

Member Bonnett made a motion to recommend that the Eastland Drive street project included in the CIP at a growth share of 50% in the amount of \$1.5 million for one mile. Member Burkett seconded the motion. Members Bonnett, Burkett, Lezamiz, Tenney and Vollmer voted in favor of the motion, Chairman Hughes voted against the motion.

**IV. Discussion regarding the annual report from the Committee to the City Council**

Community Development Director Humble stated per Idaho Statute, the Committee has an annual report requirement to the City Council. Staff has prepared a financial accounting report of all the impact fees received and spent by the city since August 1, 2009. This financial report will provide the primary component of the report to the Council. The rest of the report to the Council will be a narrative explaining the results of this meeting, particularly any recommendations made by the Committee on the previous agenda item. Staff will prepare the report following the meeting and schedule a presentation of the report to the Council at an upcoming meeting.

Committee had no issue with this plan and currently they have no additional information to add.

**V. Next Committee meeting**

Community Development Director Humble stated per the Committee's direction at our last meeting, we are planning our next Committee meeting for late April, 2010. The next meeting will be Thursday, April 29, 2010 at 12:00p.m.

**VI. Adjourn**

Chairman Hughes adjourned the meeting at 1:20 p.m.