

COUNCIL MEMBERS:

SHAWN BARIGAR	DON HALL	SUZANNE HAWKINS	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, June 11, 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 a request to approve the accounts payable for June 5 – June 11, 2012. 2. Consideration of a request to approve the May 21, 2012 and May 29, 2012, City Council Minutes. 3. Consideration of a request from Big Smoke to transfer their Beer and Wine License to 659 Blue Lakes Blvd. North. 4. Consideration of a request from the "Magic Valley Citizens' 4 th of July" to approve the annual fireworks display held at the College of Southern Idaho on Wednesday, July 4, 2012. 5. Consideration of a request for a final 2-year extension of the approval of the Final Plat of Kelley Garden Subdivision, consisting of 6.35± acres and 8 commercial lots on property located north and east of the intersection of Addison Avenue East and Eastland Drive North aka Kelley Garden Center. 6. Information regarding staff action that may affect the Streets budget in the next fiscal year.	<u>Action</u>	<u>Staff Report</u> Sharon Bryan L. Sanchez Sharon Bryan Dennis Pullin Mitch Humble Jacqueline Fields
II. <u>ITEMS FOR CONSIDERATION:</u> 1. Consideration of a request to approve a professional service contract with Region IV Development Association, Inc., to provide grant administration services in connection with the second Idaho Community Development Block Grant (ICDBG) that was awarded to the City to support the Agro-Farma, Inc. (Chobani) development on Kimberly Road. 2. Consideration of a request to <i>reconsider</i> the Council's December 12, 2011, decision regarding downtown parking management. 3. Public input and/or items from the City Manager and City Council.	Action	Jeffrey McCurdy/ Region IV Development Assoc. Mitch Humble
III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u>		
IV. <u>PUBLIC HEARINGS:</u> 6:00 1. To comply with the requirements of the Idaho Community Development Block Grant program administered by the Idaho Department of Commerce regarding the electrical system improvements to support Agro-Farma, Inc.'s (Chobani) new dairy processing facility being constructed on Kimberly Road.	Public Hearing	Jeffrey McCurdy/ Region IV Development Assoc.
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.

COUNCIL MEMBERS:

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



Minutes
 Meeting of the Twin Falls City Council
Monday, May 21, 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 a request to approve the accounts payable for May 15 - 21, 2012. 2. Consideration of a request to approve the May 7, 2012, City Council Minutes. 3. Consideration of a request to approve the following Findings of Fact, Conclusions of Law, and Decision: a) Final Plat Application for Poleline Commercial Subdivision – A PUD. b) Appeal of Condition on Special Use Permit for Spencer Williams. c) Annexation Application for Agro Farma/Chobani. 4. Consideration of a request to approve a liquor license for Team Bowladrome LLC dba Bowladrome, located at 220 Eastland Drive. 5. Consideration of a request from Robin Dober and the Twin Falls Tonight Committee to approve the 14 th annual series of weekly Twin Falls Concerts commencing on June 20, 2012, and concluding August 22, 2012. 6. Consideration of a request to provide funding to cover travel expenses for members of the Youth Council to attend the Association of Idaho Cities annual conference in Boise, Idaho.	<u>Action</u>	<u>Staff Report</u> Sharon Bryan L. Sanchez Mitch Humble Sharon Bryan Dennis Pullin Rebecca Mills Sojka
II. <u>ITEMS FOR CONSIDERATION:</u> 1. Swearing in ceremony of four new Twin Falls Police Department Officers: Sabrina Bennett, Justin Cyr, Christopher Ehardt, and Tyler Rudkin by Mayor Greg Lanting. 2. Consideration of a request to consider the Special Events Application submitted by Scott McNeley and Downtown Alive regarding the 'Market on Main' proposed to commence on June 20, 2012, and continue every Wednesday evening thereafter through September 26, 2012. 3. Consideration of a request by Eastside Southern Baptist Church, located at 204 Eastland Drive North, to defer parking lot paving and the storm water retention system. 4. Consideration of a request to award the Agro-Farma/Twin Falls – Bypass Project Work Package J to Stutzman, Inc., in the amount of \$75,478. 5. Discussion on Fiscal Year 2013 Budget Priorities. 6. Public input and/or items from the City Manager and City Council.	Presentation Action Action Action Discussion	Brian Pike Dennis Pullin Troy Vitek Troy Vitek City Council
III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u>		
IV. <u>PUBLIC HEARINGS:</u> 6:00 – None		
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.*

Present: Shawn Barigar, Suzanne Hawkins, Greg Lanting, Jim Munn, Rebecca Mills Sojka, Chris Talkington
Absent: Don Hall

City Staff: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Community Development Director Mitch Humble, Chief Brian Pike, Staff Sergeant Dennis Pullin, Assistant City Engineer Troy Vitek, Deputy City Clerk/Recording Secretary Leila A. Sanchez.

Mayor Lanting called the meeting to order at 5:00 P.M. He then invited all present, who wished to, to recite the Pledge of Allegiance to the Flag with him. Mayor Lanting introduced staff. A quorum is present.

CONSIDERATION OF THE AMENDMENTS TO THE AGENDA: None

PROCLAMATIONS: None

AGENDA ITEMS

I. CONSENT CALENDAR:

1. Consideration of a request to approve the accounts payable for May 15 - 21, 2012.
2. Consideration of a request to approve the May 7, 2012, City Council Minutes.
3. Consideration of a request to approve the following Findings of Fact, Conclusions of Law, and Decision:
 - a) Final Plat Application for Poleline Commercial Subdivision – A PUD.
 - b) Appeal of Condition on Special Use Permit for Spencer Williams.
 - c) Annexation Application for Agro Farma/Chobani .
4. Consideration of a request to approve a liquor license for Team Bowladrome LLC dba Bowladrome, located at 220 Eastland Drive.
5. Consideration of a request from Robin Dober and the Twin Falls Tonight Committee to approve the 14th annual series of weekly Twin Falls Concerts commencing on June 20, 2012, and concluding August 22, 2012.
6. Consideration of a request to provide funding to cover travel expenses for members of the Youth Council to attend the Association of Idaho Cities annual conference in Boise, Idaho.

MOTION:

Councilperson Talkington made the motion to approve the Consent Calendar as presented. The motion was seconded by Councilperson Barigar and roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

II. ITEMS FOR CONSIDERATION:

1. Swearing in ceremony of four new Twin Falls Police Department Officers: Sabrina Bennett, Justin Cyr, Christopher Ehardt, and Tyler Rudkin by Mayor Greg Lanting.

Chief Pike gave a brief background on each of the new Police Officers and pinned the officers with their shield.

Mayor Lanting swore in Twin Falls Police Officers Sabrina Bennett, Justin Cyr, Christopher Ehardt, and Tyler Rudkin.

2. Consideration of a request to consider the Special Events Application submitted by Scott McNeley and Downtown Alive regarding the 'Market on Main' proposed to commence on June 20, 2012, and continue every Wednesday evening thereafter through September 26, 2012.

Staff Sergeant Pullin explained the request.

Staff recommends that the City Council approve the Special Events Application as presented.

Tony Prater explained the reason of keeping the event apart from Twin Falls Tonight.

MOTION:

Councilperson Barigar made the motion to approve the Special Events Application submitted by Scott McNeley and Downtown Alive regarding the 'Market on Main' proposed to commence on June 20, 2012, and continue every Wednesday evening thereafter through September 26, 2012. The motion was seconded by Councilperson Munn and roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

3. Consideration of a request by Eastside Southern Baptist Church, located at 204 Eastland Drive North, to defer parking lot paving and the storm water retention system.

Assistant City Engineer Vitek explained the request.

The Council may elect to defer improvement over a period of time not to exceed three (3) years per Section 10-11-1 of City Code and accept a multi-year deferral agreement.

Staff makes no recommendation.

Discussion followed.

John Requa, representing the Eastside Baptist Church, explained the request is for permission to occupy the new structure while raising funds for the parking lot paving and water retention system without incurring debt. The plan is to have the water retention system completed by October 31, 2012, and the parking lot paving completed by June 3, 2015.

Discussion followed:

- The original building was built in 1960.
- The new addition to the building requires the church to comply with parking requirements.

Community Development Director Humble stated the following projects were completed with the issuance of a stage deferral: Church on Grandview by the Golf Course and a church located on a President street.

MOTION:

Councilperson Mills Sojka made a motion to allow a 3-year approval plan to defer parking lot paving and the storm water retention system in stage requirements as presented by staff. The motion was seconded by Councilperson Hawkins and roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

4. Consideration of a request to award the Agro-Farma/Twin Falls – Bypass Project Work Package J to Stutzman, Inc., in the amount of \$75,478.

Assistant City Engineer Vitek explained the request.

Staff recommends that the Council allow the Mayor to execute the contract as presented.

Discussion followed:

Assistant City Engineer Vitek stated that the Engineer's Estimate was \$98,000.

MOTION:

Councilperson Talkington made a motion to approve the Bypass Project Work Package J to Stutzman, Inc., in the amount of \$75,478. The motion was seconded by Councilperson Barigar and roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

5. Discussion on Fiscal Year 2013 Budget Priorities.

City Manager Rothweiler stated staff is trying to make sure that the Council's thoughts and philosophies are incorporated onto the front end of the budget. The idea is that staff, as a collective management team, hears the Council's thoughts and the priorities as the City goes forward in the budgeting process in this upcoming year. Chief Finance Director Race sent the Council information in terms of the financial information, numbers, and the report. Staff envisions today's conversation begins high and then slowly descends into the conversation that ultimately reaches to the numbers. Over the course of a few months, tonight's conversation will be on the different strategies that have been discussed, and staff will make a brief presentation that begins to share and link the results of the citizen survey, results of the stakeholder interviews, results of the community strategic planning meeting, facebook, submittals, tweets, and emails. Conversations with Council will continue on the key budget drivers and begin the internal conversations about the building of the budget. He continued to explain the budget schedule.

Using a Powerpoint he gave an overview of the results of the Citizen Survey:

- Quality of Life
- Community Design – Transportation, Housing, Land Use and Zoning

- Economy – Employment, Shopping, Retail, and Work
- Public Safety - Neighborhood and downtown safety, Police, Fire, EMS Services
- Environmental – Cleanliness, Garbage and Recycling, Air quality
- Recreation and Wellness
- Community Involvement – Sense of Community, Racial and Cultural acceptance

Council discussion followed.

The Council provided the following guidance and direction to City staff for the upcoming budget year as follows:

- Take the 3% statutory/growth only
- Take *up to* \$1 million dollars of the foregone amount as a starting point
- Justification on the expenditure of dollars

City Manager Rothweiler stated it is important to recognize from the staff's and the community's perspective that the discussion is a philosophical conversation. He continued to explain the FY 2013 budget calendar.

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

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:

Councilperson Mills Sojka gave an update on the Historic Downtown Walking Tour that was held on May 18, 2012.

IV. PUBLIC HEARINGS: 6:00 – None

V. ADJOURNMENT: The meeting adjourned at 6:30 P.M.

Leila A. Sanchez
Recording Secretary/Deputy City Clerk

COUNCIL MEMBERS:

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



Minutes
 Meeting of the Twin Falls City Council
Tuesday, May 29, 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 a request to approve the accounts payable for May 22 - 29, 2012. 2. Consideration of a request to approve the May 14, 2012, City Council Minutes. 3. Consideration of an 8th and Final Extension of the final plat of Americana (formerly Syringa) Subdivision, 2.88(+/-) acres, to develop 12 residential lots and 2 tracts, located at the north side of the 600 block of Falls Ave West.	<u>Action</u>	<u>Staff Report</u> Sharon Bryan L. Sanchez Mitch Humble
II. <u>ITEMS FOR CONSIDERATION:</u> 1. Presentation of Certificate of Appreciation to Garrett Boylard from Eastern Idaho Railroad for assistance to the Historic Preservation Commission at their historic warehouse district walking tour. 2. Consideration of a request for the appointments of Craig Manning and Tom Reynolds to the Parks & Recreation Commission. 3. Consideration of the request of Gary Nelson/Nelson & Company for Waiver of the Non-Conforming Building Expansion Permit Process to allow the expansion of an existing non-conforming residence at 898 Wendell Street. 4. Consideration of a request to reject all bids received on the Radio Communications Tower Project, to be constructed at the city gun range, and to rebid the project. 5. Consideration of a request to award the 2012 Seal Coat Project to Emery, Inc., for \$353,598.62. 6. Consideration of a request to award the 2012 Slurry Seal Project to Kloepper, Inc., for \$409,921.67. 7. Consideration of a request to amend Twin Falls City Code 6-2-6(C) by prohibiting possession of inhalants with the intent to inhale, possession of paraphernalia for the inhalation of inhalants, being present at a place where inhalants are used or held for use, and amending the definition of inhalants. 8. Consideration of a request to hire a grant writer to assist with developing and submitting an application to the U.S. Department of Transportation for a Small Community Air Service Development Program Grant. 9. Public input and/or items from the City Manager and City Council.	Presentation Action Action Action Action Action Action	Mitch Humble Dennis Bowyer Mitch Humble Craig Stotts Jacqueline Fields Jacqueline Fields Fritz Wonderlich Travis Rothweiler/ Bill Carberry
III. <u>ADVISORY BOARD REPORTS/ANNOUNCEMENTS:</u>		
IV. <u>PUBLIC HEARINGS:</u> 6:00 1. A public hearing to consider the City's intent to dispose of approximately 0.29 acres of underutilized City owned property located at 156 3rd Avenue North. 2. A public hearing to consider the City's intent to dispose of the City's 1/3 interest in approximately 20 acres of land located on the north side of Addison Avenue West at Rock Creek.	Public Hearing Public Hearing	Mitch Humble Dennis Bowyer
V. <u>ADJOURNMENT:</u>		

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

Present: Shawn Barigar, Gregory Lanting, Jim Munn, Rebecca Mills Sojka, Chris Talkington

Absent: Suzanne Hawkins, Don Hall

Staff Present: City Attorney Fritz Wonderlich, Community Development Director Mitch Humble, City Engineer Jacqueline Fields, Parks & Recreation Director Dennis Bowyer, Lieutenant Craig Stotts, Deputy City Clerk Sharon Bryan, Deputy City Clerk/Recording Secretary Lella A. Sanchez

Mayor Lanting called the meeting to order at 5:00 P.M. He then invited all present, who wished to, to recite the Pledge of Allegiance to the Flag with him. Mayor Lanting introduced staff. A quorum is present.

CONSIDERATION OF THE AMENDMENTS TO THE AGENDA: None

PROCLAMATIONS: None

AGENDA ITEMS

I. CONSENT CALENDAR:

1. Consideration of a request to approve the accounts payable for May 22 - 29, 2012, May 23, 2012, total \$696,593.39
Prepaid total: May 23, 2012, \$12,500.
Payroll total, May 25, 2012
2. Consideration of a request to approve the May 14, 2012, City Council Minutes.
3. Consideration of an 8th and Final Extension of the final plat of Americana (formerly Syringa) Subdivision, 2.88(+/-) acres, to develop 12 residential lots and 2 tracts, located at the north side of the 600 block of Falls Ave West.

MOTION:

Councilperson Munn made the motion to approve the Consent Calendar with the exception of the May 14, 2012, Minutes. The motion was seconded by Councilperson Talkington.

Councilperson Mills Sojka requested Consent Calendar Agenda Item 3. be discussed separately.

Roll call vote on the motion showed all members present voted in favor of the motion. Approved 5 to 0

Item 3.

Consideration of an 8th and Final Extension of the final plat of Americana (formerly Syringa) Subdivision, 2.88(+/-) acres, to develop 12 residential lots and 2 tracts, located at the north side of the 600 block of Falls Ave West.

Councilperson Mill Sojka asked for the location of accesses to lots 1 – 8, zoning, and lot size.

Community Development Director Humble stated there will be driveway easements across the cul de sac to the south side of the property to down the street. The property is zoned R-2 and the minimum lot size is 6, 0000 ft.

MOTION:

Councilperson Mills Sojka made a motion to approve Consent Calendar Item 3. The motion was seconded by Councilperson Munn and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

II. ITEMS FOR CONSIDERATION:

1. Presentation of Certificate of Appreciation to Garrett Boylard from Eastern Idaho Railroad for assistance to the Historic Preservation Commission at their historic warehouse district walking tour.

Darrell Buffaloe gave a brief update on the walking tour and thanked the Council for their support. He explained that Garrett Boylard from Eastern Idaho Railroad assisted the Historic Preservation Commission by displaying a locomotive on the tracks across from Red's Trading Post and gave a short presentation

Mayor Lanting presented the Certificate of Appreciation to Garrett Boylard.

2. Consideration of a request for the appointments of Craig Manning and Tom Reynolds to the Parks & Recreation.

Parks & Recreation Director Bowyer explained the request

The interview committee recommends that the City Council confirms the Mayor's appointments of Craig Manning and Tom Reynolds to the Parks & Recreation Commission. Craig Manning's term will be from June 2012 to April 2014 and Tom Reynolds' term will be from June 2012 to April 2015.

Staff concurs with the Mayor's recommendation.

MOTION:

Councilperson Barigar made the motion to appoint Craig Manning (term June 2012 to April 2014) and Tom Reynolds (term June 2012 to April 2015) to the Parks & Recreation Commission. The motion was seconded by Councilperson Talkington and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

3. Consideration of the request of Gary Nelson/Nelson & Company for Waiver of the Non-Conforming Building Expansion Permit Process to allow the expansion of an existing non-conforming residence at 898 Wendell Street.

Community Development Director Humble explained the request.

If the City Council grants this request, as presented, staff recommends approval is subject to the following condition:

1. Subject to complete review by Building, Engineering, Fire, and Zoning Departments to ensure compliance with all applicable City Code requirements and Standards for existing and proposed buildings on the site.

MOTION:

Councilperson Mills Sojka made a motion to approve the Waiver of the Non-Conforming Building Expansion Permit Process for Gary Nelson/Nelson & Company at 898 Wendell Street, as presented, with the following condition:

1. Subject to complete review by Building, Engineering, Fire, and Zoning Departments to ensure compliance with all applicable City Code requirements and Standards for existing and proposed buildings on the site.

The motion was seconded by Councilperson Barigar and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

4. Consideration of a request to reject all bids received on the Radio Communications Tower Project, to be constructed at the city gun range, and to rebid the project.

Lt. Craig Stotts explained the request.

On May 24, 2012, all bids received were unresponsive and staff is recommending rejecting the bids. If bids are rejected staff will come back to Council to ask adoption of a resolution declaring a sole source supplier for purchase of the goods and services on the open market.

Council discussion followed.

City Attorney Wonderlich explained the process.

MOTION:

Councilperson Barigar made a motion to reject all bids submitted on the Radio Communications Tower Project. The motion was seconded by Councilperson Mills Sojka and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

5. Consideration of a request to award the 2012 Seal Coat Project to Emery, Inc., for \$353,598.62.

City Engineer Fields explained the request.

On May 17, 2012, bids were opened for the 2012 Seal Coat Project. Two bids were received and the low bidder was Emery, Inc. of Filer, Idaho, in the amount of \$353,598.62.

Staff recommends that the City Council authorize the Mayor to sign the contract for 2012 Seal Coat Project with Emery, Inc. in the amount of \$353,598.62.

Council discussion followed.

-Councilperson Talkington asked what the City's recourse is if the bidder fails to meet deadline or standards of the slurry seal.

City Engineer Fields stated that the project does not have a warranty on it. There have been some differences in slurry seals and chip seals in the past but the City's recourse was to modify some of inspection work and define expectations earlier in the project.

-Concern of proper notification to residents.

MOTION:

Councilperson Mills Sojka made the motion to award the 2012 Seal Coat Project to Emery, Inc., for \$353,598.62. The motion was seconded by Councilperson Barigar.

Councilperson Talkington stated that he will be voting against the motion because the City will have no recourse.

City Attorney Wonderlich stated there is a performance bond and a payment bond, but not a warranty.

City Engineer Fields stated that staff will investigate the cost and the opportunity in requiring a warranty.

Roll call vote showed Councilpersons Barigar, Lanting, Munn, and Mills Sojka voted in favor of the motion. Councilperson Talkington voted against the motion. Approved 4 to 1.

6. Consideration of a request to award the 2012 Slurry Seal Project to Kloepper, Inc., for \$409,921.67.

City Engineer Fields explained the request.

On May 17, 2012, bids were opened for the 2012 Slurry Seal Project. Two bids were received and the low bidder was Kloepper, Inc. of Paul, ID, in the amount of \$409,921.67.

MOTION:

Councilperson Munn made the motion to award the 2012 Slurry Seal Project to Kloepper, Inc., for \$409,921.67. The motion was seconded by Councilperson Mills Sojka. Roll call vote showed Councilpersons Barigar, Lanting, Munn, and Mills Sojka voted in favor of the motion. Councilperson Talkington voted against the motion. Approved 4 to 1.

7. Consideration of a request to amend Twin Falls City Code 6-2-6(C) by prohibiting possession of inhalants with the intent to inhale, possession of paraphernalia for the inhalation of inhalants, being present at a place where inhalants are used or held for use, and amending the definition of inhalants.

City Attorney Wonderlich explained the request.

The proposed amendments to City Code Ordinance 6-2-6 (C) will address issues associated with synthetic marijuana commonly referred to as Spice, Hayze, or K2. The amendments will bring clarity to the ordinance and possibly avert suppression issues in court. The amendments will also help with overall enforcement efforts associated to the public safety issue.

Council discussion followed.

-Possession/intent/knowledge of controlled substance

-Impact on the shops selling products. Shops put on the packaging not for human consumption.

City Attorney Wonderlich stated that the language presented in the ordinance is nearly identical to the language in the Substances Control Act. For example, possession of a marijuana pipe is not illegal, but possession of a marijuana pipe with the intent to use for the inhalation of controlled substances is a violation. Similarly, there will be people who buy gasoline, spray paint, and dust off who will not be in violation because they have no intent of huffing or inhaling; it is only when the intent is to use it as an inhalant that it becomes unlawful.

MOTION:

Councilperson Munn made the motion to suspend the rules and place Ordinance ~~1886~~ 3027, entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, AMENDING TWIN FALLS CITY CODE §6-2-6(C) BY PROHIBITING POSSESSION OF INHALANTS WITH THE INTENT TO INHALE, POSSESSION OF PARAPHERNALIA, BEING PRESENT AT A PLACE WHERE INHALANTS ARE USED OR HELD FOR USE, AND AMENDING THE DEFINITION OF "INHALANTS".

on third and final reading by title only. The motion was seconded by Councilperson Talkington and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

Deputy City Clerk Sanchez read the ordinance by title only.

MOTION:

Councilperson Munn made the motion to adopt Ordinance ~~1886~~ 3027. The motion was seconded by Councilperson Talkington and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

8. Consideration of a request to hire a grant writer to assist with developing and submitting an application to the U.S. Department of Transportation for a Small Community Air Service Development Program Grant.

Airport Manager Carberry explained the request.

Staff recommends the Council to authorize the Mayor to sign a Professional Service Agreement with Mead and Hunt to develop and submit a grant application for The Small Community Air Service Development Program Grant (SCASPD) to the Department of Transportation, in the amount of \$14,950. Partnering with the business community will help to strengthen and expand service to Salt Lake City's large-hub airport and is a reasonable and valuable approach to additional service, particularly during these difficult times in the air service industry.

John Gibson, representing the Chamber of Commerce, explained his support and the need for the program. He stated that the Chamber will make the pledge and work towards contributing \$55,000, from the business community, for a marketing program to highlight the additional service.

Council discussion followed.

-Feasibility of a west coast connection.

Ruth Pierce, representing SIEDO, stated and explained her support for the request.

-Funding of \$55,000.

Airport Manager Carberry stated that he would discuss with the grant writer what would happen in the event that the Chamber cannot contribute the \$55,000, and will provide to the Council in the future.

Councilperson Barigar understood from Mr. Gibson that there is \$55,000 someplace from the business community. The intent is to get the contribution from the broad community and if that doesn't happen, the commitment will be made from some organizations such as the Chamber, SIEDO, and Business Plus.

Mr. Gibson stated that the Chamber has made a commitment to build the economic base and to bring business to Twin Falls.

MOTION:

Councilperson Barigar made the motion to approve hiring a grant writer to assist with developing and submitting an application to the US Department of Transportation Small Community Air Service Development Program Grant in the amount of \$14,950 with the application to be submitted by the deadline date of June 11, 2012, as presented. The motion was seconded by Councilperson Munn and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

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

Recess: 6:20 P.M.

Reconvened: 6:25 P.M.

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:

IV. PUBLIC HEARINGS: 6:00

1. A public hearing to consider the City's intent to dispose of approximately 0.29 acres of underutilized City owned property located at 156 3rd Avenue North.

Community Development Director Humble explained the request.

Staff recommends that the Council direct staff to prepare an ordinance transferring ownership of approximately 0.29 acres of underutilized City owned property located at 156 3rd Avenue North to the Urban Renewal Agency.

Council discussion followed.

-Public Easements

-Contaminants on the ground.

Community Development Director Humble stated that public utilities are not to be located on the property but in alleys and streets right of way. Title work would need to be done to clarify if there are electrical or gas lines on the property. In regards to contaminants, a Level 1 Environmental Identify has not been done on the property, nor is the agency requesting one. If that becomes part of the RFP process it could be an issue.

Opened the public comment portion of the hearing:

Clark Parrish, 39 Canyon View Road, Jerome, Idaho, part owner of World Radio Link and the Historic Ballroom, who also served on the Parking Committee, stated that the businesses downtown don't have their own parking. Businesses have invested in downtown and have built up the tax base by developing it beyond what could have been developed if each business had the ability to have their own parking. Businesses have had shared parking downtown. The Parking Committee's plan was to use the Brown Lot for businesses and to move the leased parking out of the heavily used Orange Lot, for customers parking. The Historic Ballroom had contacted the City about using the lot for daytime events. Rental spaces are not being used. If the Council goes forward with the request he asked that the Brown Lot be replaced for the betterment of downtown. He submitted a letter for the record and a copy of the deed to the lot.

Sarah Taylor stated that since taking ownership of the Historic Ballroom in 2012, she has continued to work directly with the City as well as her fellow neighbors. She donated her space for a public parking forum, time, and opinions in an effort to bring resolution. In March, she put in a formal request for use of the Brown Lot for daytime and Magic Valley events and was told the lot was termed as excess so it could be sold. Both the Parking Forum and the Parking Committee proposed use of the lot as stated by Clark Parrish. She requested that prior to the Brown Lot being surrendered, could the City find a replacement and secure parking. She requested that the City and the Council move forward to look for more solutions to fix the issue of downtown parking.

Shane Cook, 128 Main Avenue North, stated the Orange Lot is directly behind his business and is 90% full most of the day. He requested that the Orange Lot leased parking be moved to the Brown Lot.

Closed the public comment portion of the hearing.

Deliberations: None.

Council discussion followed.

Councilperson Mills Sojka asked staff to discuss the use of the Orange Lot and the possibility of moving leased parking to the perimeters.

Community Development Director Humble stated that the Orange Lot has 52 parking spaces. One-half of the spaces are open to the public as free parking, which are spaces closest to the alley. The other one-half spaces along the street are being fully leased out and leasing has been consistent. The City has a waiting list for the Orange Lot.

The Parking Committee had discussions on the perimeter lot spaces. Generally the City had more than enough parking spaces in the downtown area. The Orange Lot leased spaces are utilized 60% to 80% according to survey results. He explained the utilization of the surrounding lots.

The intent would be use revenues for the lot to buy another parking lot in a good location.

Closed the public hearing.

MOTION:

Councilperson Mills Sojka made a motion to dispose of the Brown Lot located at 156 Third Avenue North in order to turn over to the URA and reserve the \$55,000 in an account to find replacement for increased accessibility for parking in the Downtown Twin Falls. The motion was seconded by Councilperson Talkington.

Councilperson Munn stated he will be voting no on the motion because he needs to understand the parking issue.

Roll call vote showed Councilpersons Barigar, Lanting, Mills Sojka, and Talkington voted in favor of the motion. Councilperson Munn voted against the motion. Approved 4 to 1.

Councilperson Barigar formally requested that the following to be placed on an upcoming Twin Falls City agenda:

1. To reconsider the recommendation of the Downtown Parking Task Force related to the removal of parking meters in downtown.
2. To consider a more efficient and effective management and enforcement for both the leased parking and free parking lots.
3. A prioritization of the need for public agencies, like the City and the Twin Falls Urban Renewal Agency, to develop appropriate parking strategies in downtown.

Mayor Lanting stated that the request will be placed on the June 11, 2012, City Council agenda.

2. A public hearing to consider the City's intent to dispose of the City's 1/3 interest in approximately 20 acres of land located on the north side of Addison Avenue West at Rock Creek.

Parks & Recreation Director Bowyer explained the request.

Staff recommends that the City Council discuss and provide direction to staff regarding the proposed land exchange with the County.

Community Development Director Humble stated for clarification that the appraisal of \$565,000 is for the entire property, of which the City owns one-third share.

Council discussion followed.

- Exchange of public property
- Timeline of the development of a dog park and/or community garden

Community Development Director Humble stated the exchange for public property to dispose to another public agency would be by ordinance.

Parks & Recreation Director Bowyer stated that the Twin Falls Community Foundation have been receiving donations for the dog park. The fencing would be a major cost for a dog park and estimated at \$30,000 if contracted out. A bathroom would not happen this year but would be something similar to Drury Park restrooms at an estimated cost of \$40,000. Cost for a sprinkler system/irrigation is estimated at \$15,000. Cost of curb, gutter, and sidewalk is estimated at \$14,000, unless a deferral is requested for the Blake portion of a street. Discussion has not been made on the cost of a parking lot. He continued to explain where a community garden could be placed.

Community Development Director Humble stated that the costs do not begin to incur until a building permit is requested.

The public comment portion of the hearing was opened.

County Commissioner Leon Mills spoke in favor of the request. He stated that he would donate his time to build a fence at no cost to the City.

The public comment portion of the hearing was closed.

Deliberations: None

The public hearing was closed.

MOTION:

Minutes

Tuesday, May 29, 2012

Page 9 of 9

Councilperson Talkington made the motion to approve the equal disposal of the City's property at Addison West in exchange for the property in question on Shoup and Blake, owned by the County. The motion was seconded by Councilperson Mills Sojka and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.

V. **ADJOURNMENT:** Adjourned at 7:12 P.M.

Leila A. Sanchez

Deputy City Clerk/Recording Secretary



June 11, 2012, City Council Meeting

To: Honorable Mayor and City Council

From: Sharon Bryan

Request:

Big Smoke would like to transfer their Beer and Wine License to 659 Blue Lakes North, Twin Falls, Idaho.

Time: Consent Calendar

Background: Beer and Wine License Transfer. Big Smoke was located at 537 Blue Lakes Blvd North and moved to 659 Blue Lakes North, Twin Falls, Idaho.

Approval Process:

Consent of the City Council.

Budget Impact: None

Regulatory Impact: None

Conclusion:

Staff recommends approval.

Attachments:

Alcohol License Application

FAX COVER SHEET

FROM: BIG SMOKE LLC
311 N CURTIS RD
BOISE, ID 83706

DATE 5 June 12

PHONE: 208-345-6029

FAX: 208-345-7292

TO: City Twin Falls / Clerks

ATTN: Sharon

FAX: 208732 0741

REGARDING:

Change of Address For Big Smoke

I have attached the current State

license. The County has been applied

for (2013). Will forward when Recd.

Please contact me if you have

questions or concerns - Pam Swartzel

NUMBER OF PAGES INCLUDING COVER SHEET 6

IF YOU DO NOT RECEIVE ALL PAGES INDICATED, PLEASE CALL
THE ABOVE PHONE NUMBER ASAP. THANK YOU.



Change of Address

ALCOHOL LICENSE APPLICATION

BUSINESS NAME Big Smoke LLC STATE LICENSE # 3047
 (Please attach a copy of your state license)
 DOING BUSINESS AS Big Smoke
 BUSINESS ADDRESS 659 N Blue Lakes, Twin Falls ID
 LEGAL DESCRIPTION OF PLACE OF BUSINESS LOT 7, EXEC W 267.57' 1/2 EXEC E Rd
 Lot 7 Block 1 Subdivision Twin Falls Beatty Subdivision
 MAILING ADDRESS 311 N Curtis Boise ID 83706
 CONTACT PERSON Pam Swartzel PHONE # 208 345 6029

BEER:	<i>Bottled for consumption off the premises only</i>	(\$ 50.00)	(Check) <u>5.00</u>
	<i>Bottled for consumption on premise</i>	(\$ 150.00)	_____
	<i>Bottled & Draught for consumption on premises</i>	(\$200.00)	_____
WINE:	<i>Retail Sales for consumption off premises only</i>	(\$200.00)	<u>5.00</u>
	<i>Wine by the Drink for consumption on premises only</i>	(\$200.00)	_____
LIQUOR:	<i>Liquor license & fees cover wine license & fees</i>	(\$562.50)	_____

As provided by the laws of the City of Twin Falls, Idaho for the term ending **June 30, 20**_____ tendered herewith is the license fee of \$ \$10.00 . (Ordinance #2708)

APPLICANT IS AN INDIVIDUAL () PARTNERSHIP (X) CORPORATION ()

IF A PARTNERSHIP, NAME ALL PARTNERS: (PLEASE PRINT)

See Attached

NAME: _____ RESIDENCE: _____
 NAME: _____ RESIDENCE: _____
 NAME: _____ RESIDENCE: _____

IF A CORPORATION OR ASSOCIATION, NAME ALL OFFICERS:

NAME: _____ ADDRESS: _____
 TITLE: _____
 NAME: _____ ADDRESS: _____
 TITLE: _____
 NAME: _____ ADDRESS: _____

TITLE: _____

NAME: _____ ADDRESS: _____

TITLE: _____

DATE OF INCORPORATION OR ORGANIZATION _____

PLACE OF INCORPORATION OR ORGANIZATION _____

PRINCIPAL PLACE OF BUSINESS IN IDAHO _____

OWNER OF PREMISES (Please Print) _____

NAME OF PERSON WHO WILL MANAGE BUSINESS OF SELLING BEER AT RETAIL:
(Please Print) TRINA CASTILLO

(IF A PARTNERSHIP, ALL PARTNERS NEED TO SIGN)

SIGNATURE OF APPLICANT [Signature]

NAME (Please Print) Hal Baird BIRTHDATE: 20 May 58

RESIDENCE OF APPLICANT see ATTACHED

LENGTH OF RESIDENCE IN IDAHO _____

SIGNATURE OF APPLICANT [Signature]

NAME (Please Print) Dixie Baird Running BIRTHDATE: 20 MAR 53

RESIDENCE OF APPLICANT see ATTACHED

LENGTH OF RESIDENCE IN IDAHO _____

SIGNATURE OF APPLICANT * [Signature]

NAME (Please Print) Dixie Baird BIRTHDATE: 20 MAR 53

RESIDENCE OF APPLICANT See attached

LENGTH OF RESIDENCE IN IDAHO _____

SIGNATURE OF APPLICANT _____

NAME (Please Print) _____ BIRTHDATE: _____

RESIDENCE OF APPLICANT _____

LENGTH OF RESIDENCE IN IDAHO _____

Subscribed and sworn to before me this 5th day of June, 20 12.



[Signature]
Notary Public for Idaho
Residing at: Meridian ID
Notary Expiration Date: 8.15.2012

BIG SMOKE LLC				
LLC OWNERS:	SS#	DOB	TITLES	PHONE
HAL BAIRD	518-70-6980	5/20/1958	MANAGING MEMBER/OWNER	761-0947
1412 W. VILLA NORTE			86% OWNERSHIP	
BOISE, ID 83702				
DIXIE BAIRD RUNNING	518-70-6969	3/20/1953	MEMBER/PARTNER	208-964-9380
1376 W VILLA NORTE			14.% OWNERSHIP	
BOISE, ID 83702				

6/05/12

PMO100 - PARCEL MASTER INQUIRY

10:02:41

PARCEL: RP T0201001007F A F1=SL F9=MS
F16

NORRIS, WILLIAM E SEPARATE *TREN
PROPERTY TRUST
& NORRIS, WILLIAM E TRUSTEE

LEGAL DESCRIPTION
TWIN FALLS BEATTY SUBD
LOT 7, EXC W 267.57' & EXC
E RD BLOCK 1
(9-10-17 NE)

P O BOX 146

SUN VALLEY ID 83353
633 BLUE LAKES BL N 833

F3=Exit F5=Refresh F12=Cancel

X for parcel comments

CAT/ST#	RY	QUANTITY	UN	VALUE	HO	MRKT	HO	EXMP	CB	MRKT	OTHER
21	1	2009	1356	AC	459408						
42	1	2009			1194786						

TOTALS 1356 1654194

ENTER NEXT PARCEL NUMBER RP _____ A

FKeys: F2=TX F3=Exit F5=SS F6=NM F7=LG
F8=CT F13=TM F18=HS F20=SrcH F22=EU

State of Idaho

Idaho State Police

Cycle Tracking Number: 59049

Premise Number: 2T-161

Retail Alcohol Beverage License

License Year: 2012
License Number: 3047

This is to certify, that The Big Smoke LLC
doing business as: The Big Smoke

is licensed to sell alcoholic beverages as stated below at: 659 N Blue Lakes, Twin Falls, Twin Falls
County

Acceptance of a license by a retailer shall constitute knowledge of and agreement to operate by and in accordance to the Alcohol Beverage Code, Title 23. Only the licensee herein specified shall use this license.

Liquor	No
Beer	Yes <u>\$20.00</u>
On-premise consumption	No
Kegs to go	No
Restaurant	No
Wine by the bottle	Yes <u>\$20.00</u>
Wine by the glass	No
Multipurpose arena	No

TOTAL FEE: \$40.00



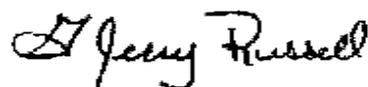
Signature of Licensee, Corporate Officer, LLC Member or Partner

THE BIG SMOKE LLC
THE BIG SMOKE
311 N CURTIS RD
BOISE, ID 83706

Mailing Address

License Valid: 05/22/2012 - 06/30/2012

Expires: 06/30/2012


Director of Idaho State Police

THIS LICENSE MUST BE CONSPICUOUSLY DISPLAYED



Date: Monday, June 11, 2012, Council Meeting

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Twin Falls Police Department

Request:

Consideration of a request from the “Magic Valley Citizens’ 4th of July” to approve the annual fireworks display held at the College of Southern Idaho on Wednesday, July 4, 2012. This activity will begin at 2:00 p.m. and will conclude at approximately 12:00 a.m.

Time Estimate:

Staff requests that this item be placed on the Consent Calendar.

Background:

The Fourth of July fireworks celebration has been held for the last several years at the College of Southern Idaho. The Twin Falls City Band will play from 8:00 p.m. to 9:30 p.m. on the CSI Campus. The fireworks display will begin at approximately 10:00 p.m. and is expected to conclude by 11:00 p.m. As in the past, the area around the CSI Campus will be closed to traffic at 9:00 p.m.

Our evaluation of this event considered the following factors:

1. History –Fireworks Event

- The Fourth of July fireworks event has been an annual event for the past several years.
- The calls for service experienced during the 2011 event were minimal.

2. Expected Crowd Size

- Attendance at past fireworks events has been estimated to be in excess of 2,000 people. The Twin Falls Police Department will provide a minimum of two (2) Police Officers to patrol the interior of the campus during the event.
- This event will require a total of fifteen (15) Twin Falls Police Officers, four (4) non-sworn employees, and several volunteers. Officers from other local law enforcement agencies will assist with traffic control. The entire event requires 35 people to provide traffic control and to ensure the safety of citizens.

3. Traffic Concerns

- Falls Avenue will be closed at 9:00 p.m. between Blue Lakes Boulevard North and Washington Street North. North College Road will also be closed between Blue Lakes Boulevard North and Washington Street North. The road closures will be controlled by traffic cones, barricades, and Police Officers and non-sworn personnel of the Twin Falls Police Department.
- The City of Twin Falls will provide barricades and traffic cones.

4. Live Music

- The Twin Falls City Band will be providing entertainment on the CSI Campus from 8:00 p.m. to 9:30 p.m. The Twin Falls City Band has performed for this event for the last several years.

5. Interest to City of Twin Falls

- The Twin Falls Police Department feels the necessity to make this a safe event for the citizens of our community.

Approval Process:

Consent of the City Council.

Budget Impact:

The special event overtime cost for the Twin Falls Police Department will be \$3,016.00. The cost of this special event is included in the Patrol Division's 2011-2012 overtime budget.

Regulatory Impact:

This event will require fifteen (15) Twin Falls Police Officers and four (4) non-sworn employees.

The Twin Falls Fire Department has approved and signed the Special Events Application.

The Twin Falls City Street Department will provide traffic cones and barricades. The Street Department will pick up the traffic cones and barricades the next day during normal working hours.

Conclusion:

Several relevant City Staff members have met and approved this application.

Staff recommends that the City Council approve the Special Events Application submitted for the "Magic Valley Citizens' 4th of July" event.

Attachments:

None

DP:aed



Public Meeting: **MONDAY JUNE 11, 2012**
 To: Honorable Mayor and City Council
 From: Mitch Humble, Community Development

ITEM

Request: Consideration of the request for a final 2-year extension of the approval of the Final Plat of Kelley Garden Subdivision, consisting of 6.35 (+) acres and 8 commercial lots on property located north and east of the intersection of Addison Avenue East and Eastland Drive North aka Kelley Garden Center, c/o Gerald Martens/EHM Engineers, Inc. on behalf of Richard Kelley

Time Estimate:

No staff presentation.

Background:

Applicant: Richard Kelley 2223 Addison Ave E Twin Falls, ID 83301 EHM Engineers, Inc. c/o David Thibault, P.E. 621 North College Rd, Ste 100 Twin Falls, ID 83301 208-734-4888	Status: Owner	Size: 6.35 (+/-) acres
	Zoning: C-1	Requested Zoning: approval of a final 2 yr extension of the final plat
	Comprehensive Plan: Commercial/ Retail	Lot Count: 8 lots
	Existing Land Use: Commercial Retail/Kelley Garden Center/tanning salon	Proposed Land Use: Commercial
	Applicable Regulations: 10-1-4, 10-1-5, 10-4-8, 10-12-1 thru 10, 10-12-2.4	
Zoning Designation & Surrounding Land Uses:	North: C-1, commercial/Eastside Southern Baptist Church	East: C-1; commercial/retail
	South: C-1, Addison Ave E, K-Mart	West: R-2; Eastland Dr N, residential

Approval Process:

TF City Code Title 10; Chapter 12-Subdivision Regulations; Section 2.4(l)-Final Plat:

(l) Approval Period: Final plat shall be filed with the county recorder within two (2) years after written approval by the council; otherwise such approval shall become null and void unless prior to said expiration date an extension of time is applied for by the subdivider and granted by the council. Only one extension may be granted by the council for a term of two (2) years. (Ord. 3006, 7-25-2011)

Being aware the plat(s) would not be recorded by the 1 year time the developer/owner requested a final 2-year extension.

Budget Impact:

Approval of this specific request will have negligible impact on the City budget today however this is a step in a project that will have an impact on the budget. There is no cost estimate or specific time frame for this project as of today's date.

Regulatory Impact:

Approval of this request will allow the applicant to proceed to develop a Final Plat in conformance with the approved Preliminary Plat and any conditions placed on the approval of the final plat. If approved the final plat will expire on February 02, 2014.

History:

This property is located at 2223 Addison Avenue East and is zoned C-1; commercial/retail. The site is located at the north east corner of Eastland Drive North and Addison Avenue East. There have been several businesses operate onsite over the years; Kelly Garden Center, various restaurants, drive-through windows, various retail, beauty services. Currently Kelly Garden Center a beauty spa and retail business operate onsite.

Analysis:

The preliminary plat of the Kelley Garden Subdivision, consisting of 6.35 (+/-) acres and 8 commercial lots was approved, as presented, by the Commission on **December 18, 2008** subject to the following conditions:

1. 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.
2. Subject to arterial and collector streets adjacent and within the property being rebuilt or built to current City standards upon development of the property.

On **June 21, 2010** the final plat for the Kelley Garden Subdivision, consisting of 6.35 (+/-) acres and 8 commercial lots, was approved by the City Council as presented by a vote of 5-0 subject to the following conditions:

1. Subject to site plan amendments as required by building, engineering, fire, and zoning officials to ensure compliance with the approved Preliminary Plat and all applicable City code requirements and standards.
2. Subject to arterial and collector streets adjacent and within the property being rebuilt or built to current City standards upon development of the property.
3. Subject to approved/recorded Deferral Agreement for construction of curb, gutter, a detached sidewalk and reconstruction of Eastland Drive North.

On **June 06, 2011** a 1 yr extension on the approval of the final plat of the Kelley Garden Subdivision was granted by the City Council, Consent Calendar, subject to the same three (3) conditions placed upon the approval on June 21, 2010. The extension was granted until **June 21, 2012**.

Attached is a request from David Thibault, P.E., EHM Engineers, Inc. asking for a final 2-year extension of the approval of the final plat of the Kelley Garden Subdivision"as allowed by current City Code...." There has been no work started on the project as of today's date.

Conclusion:

Staff recommends the City Council grant a final 2-year extension (**to June 21, 2014**) on the approval of the filing requirement of the final plat for the Kelley Garden Subdivision subject to the original three (3) conditions of approval, dated June 21, 2010.

Attachments:

1. Letter of Request
2. Vicinity Map
3. Area Zoning Map
4. Aerial of the Project Site
5. Approved Kelley Garden Subdivision Preliminary Plat
6. Approved Kelley Garden Subdivision Final Plat
7. Portion of the December 18, 2008 P&Z minutes
8. Portion of June 21, 2010 City Council minutes

May 31, 2012

City of Twin Falls
Attn: Renee Carraway
324 Hansen Street
Twin Falls, Idaho 83301

RECEIVED
MAY 30 2012
CITY OF TWIN FALLS
PLANNING & ZONING

RE: Kelley Garden Subdivision Final Plat Extension Request

Renee,

As the expiration date for the Kelley Garden Subdivision final plat date approaches, our client Mr. Richard Kelley would like to make formal request for a two-year final plat extension as allowed by current City Code.

Please schedule this extension hearing to be considered by the City Council as soon as possible.

Thank you for your assistance on this matter.

Respectfully,

David Thibault, P.E.
EHM Engineers, Inc.

OKAY TO SCHEDULE
TV. 6/6/12

6-21-10
CE Approval

IN THE FIELDS OF:
PLANNING
SURVEYING
HIGHWAYS
WATER
SEWAGE
STRUCTURAL
SUBDIVISIONS
BRIDGES
ENVIRONMENTAL
QUALITY CONTROL
CONSTRUCTION MGMT.

Date: April 18, 2011

To: City of Twin Falls
Attn: Mitch Humble

From: Gerald Martens 

Via: Hand Deliver

Regarding: Kelley Garden Subdivision

The Findings of Fact for the above subdivision were approved on July 12, 2010.

We hereby request an extension of the approval for the maximum time allowed by the City at the time of the extension.

The reason for the requested extension is the current economic conditions impacting the viability of the subdivision and inability to finance the required improvements.

RECEIVED
APR 19 2011
BY:

414-07

Transfer of Water Stock to City of Twin Falls

The undersigned, RICHARD KELLEY, as the owner of 3.98 shares of the capital stock of the Twin Falls Canal Company, represented by Certificate # 29746/26267, which water is appurtenant to those properties owned by the undersigned located in:

SW 4 SW 4

SW 4 SW 4

Section 11, Township 10S, Range 17E.

Agrees to the transfer of 2.0 shares to the City of Twin Falls, to be used on the same property, for pressurized irrigation, the property description to be known as: KELLEY GARDEN SUBDIVISION

SW 4 SW 4

Section 11, Township 10S, Range 17E.

Upon the signing of this document the undersigned is allowing the City of Twin Falls to proceed with the transfer and present all the information to the Twin Falls Canal Company for transfer.

Grantor:

Name: Richard Kelley X

Company Name: Kelley Garden X

Date: 3-8-11

Grantee: _____

Name: City of Twin Falls

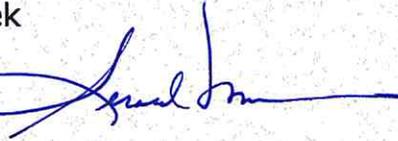
City Authorization [Signature]

Dated: 4/18/11

Date: March 3, 2011

To: City of Twin Falls
Attn: Troy Vitek

From: Gerald Martens



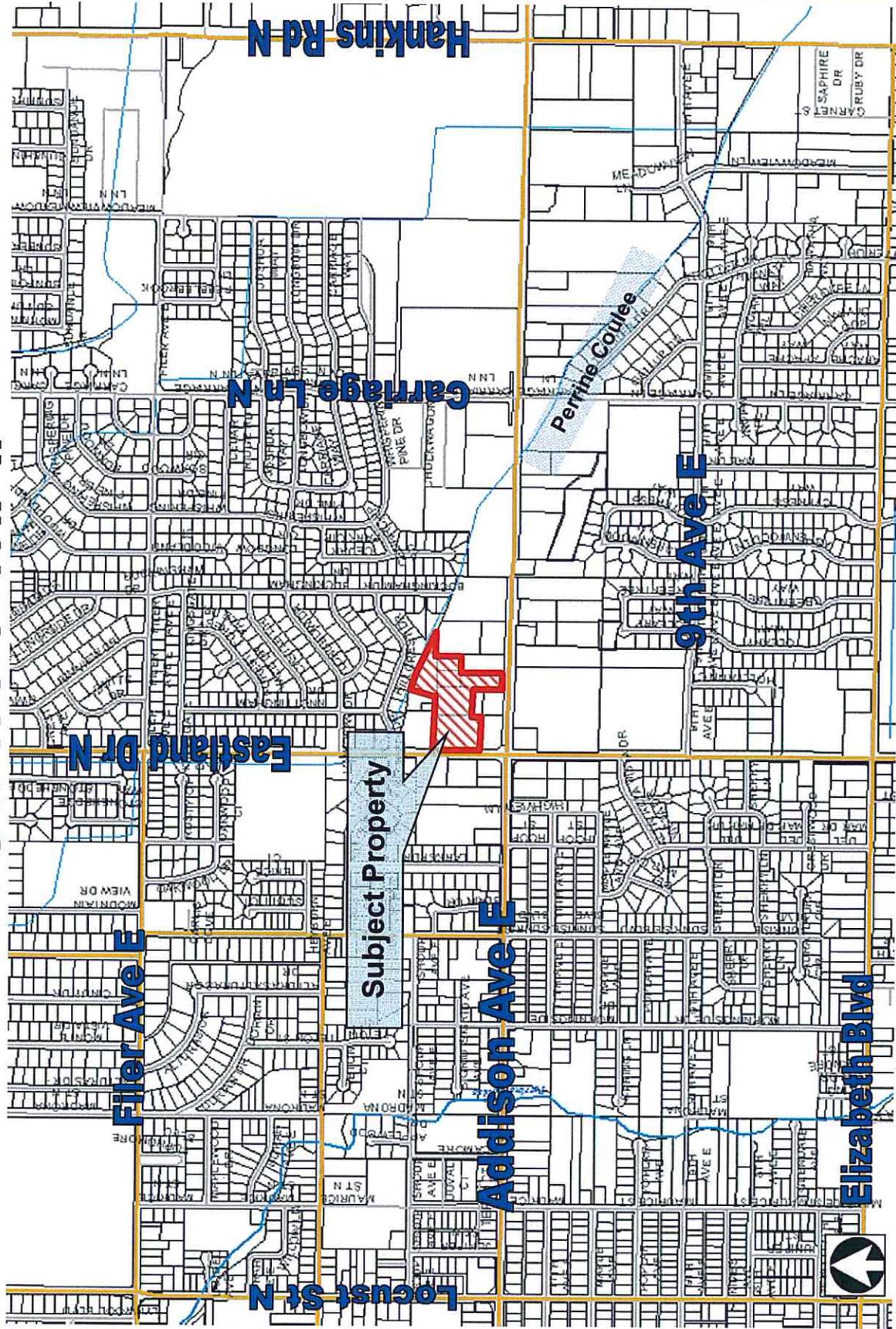
Via: Hand Deliver

Regarding: Kelley Garden Subdivision

Please find attached the water transfer form for the above subdivision.

The subdivision is a commercial subdivision consisting of 6.19 acres. The 2.0 shares represent irrigation of 2.0 acres or 32 percent of the lot. 32 percent of the acreage far exceeds the area of a commercial subdivision that would be irrigated.

VICINITY MAP



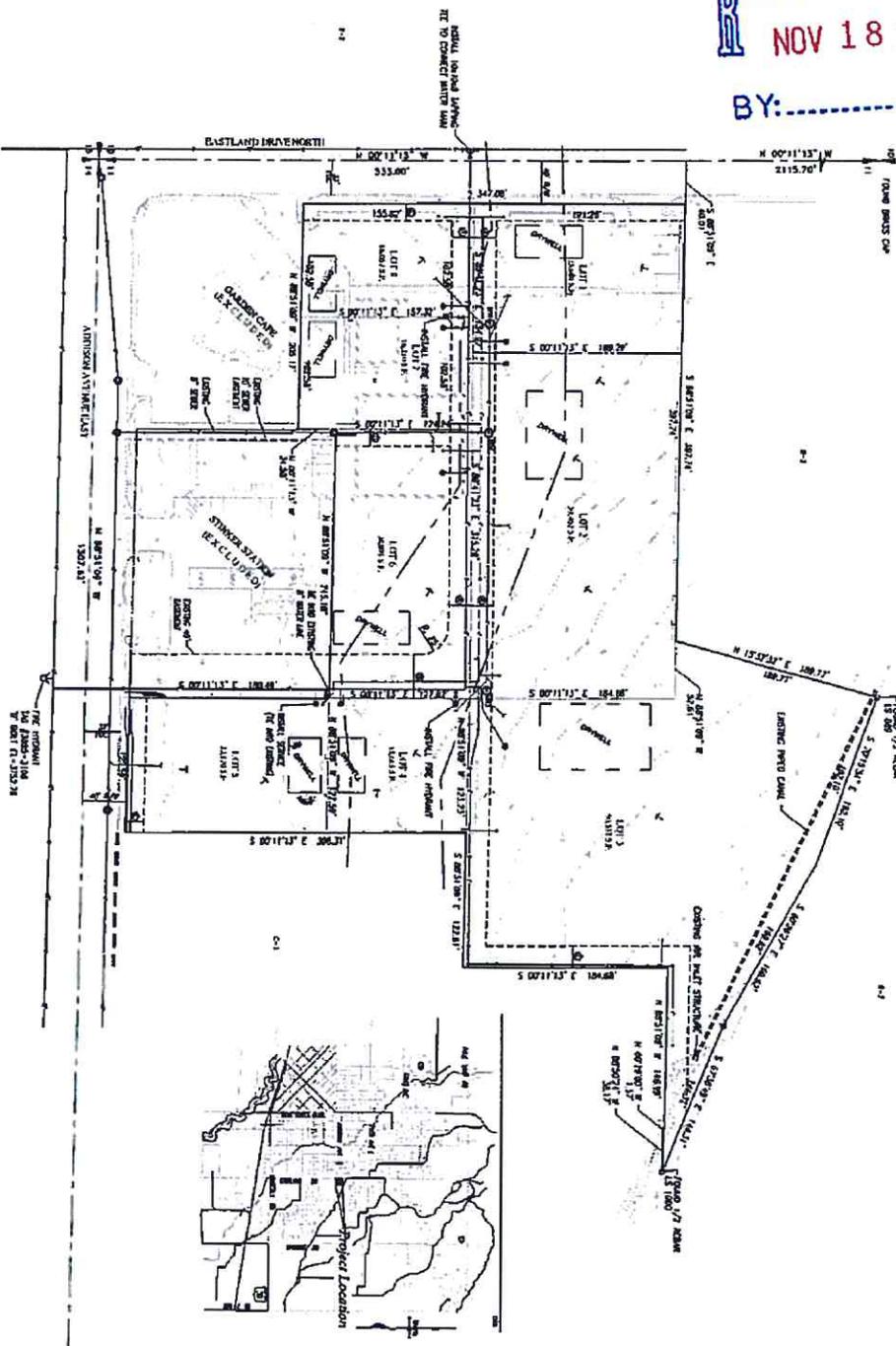
AERIAL MAP



RECEIVED
NOV 18 2008

BY:

STANDARD WATER UTILIZATION SCHEDULE (SWS) TABLE
 1. THE PURPOSE OF THIS SCHEDULE IS TO PROVIDE A STANDARD SCHEDULE OF WATER UTILIZATION FOR THE PURPOSES OF ESTIMATING WATER DEMAND FOR THE DEVELOPMENT OF A SUBDIVISION. THIS SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 2. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 3. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 4. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 5. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 6. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 7. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 8. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 9. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.
 10. THE SCHEDULE IS BASED ON THE ASSUMPTIONS SET FORTH IN THE INTRODUCTION AND SHOULD BE USED AS A GUIDE ONLY. THE SCHEDULE IS NOT INTENDED TO BE USED AS A BASIS FOR DESIGNING WATER SUPPLY SYSTEMS OR FOR ESTIMATING WATER DEMAND FOR INDIVIDUAL DEVELOPMENTS.



NOTICE: THIS PLAN IS A PRELIMINARY PLAN AND IS NOT TO BE USED FOR CONSTRUCTION. THE FINAL PLAN SHALL BE SUBMITTED TO THE APPROPRIATE AGENCIES FOR REVIEW AND APPROVAL. THE ENGINEER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAN.

LEGEND:
 - Dashed line: Proposed lot boundaries
 - Solid line: Existing lot boundaries
 - Dotted line: Proposed easement boundaries
 - Solid line with dashes: Existing easement boundaries
 - Solid line: Property lines
 - Dashed line: Right-of-way lines
 - Solid line: Street centerlines
 - Dotted line: Utility easement boundaries
 - Solid line: Utility lines
 - Dashed line: Survey lines
 - Solid line: Survey points

PROPOSED LOTS:
 LOT 1: 0.25 ACRES
 LOT 2: 0.25 ACRES
 LOT 3: 0.25 ACRES
 LOT 4: 0.25 ACRES
 LOT 5: 0.25 ACRES
 LOT 6: 0.25 ACRES
 LOT 7: 0.25 ACRES
 LOT 8: 0.25 ACRES
 LOT 9: 0.25 ACRES
 LOT 10: 0.25 ACRES

PROPOSED STREETS:
 EASTLAND DRIVE NORTH
 AMERICAN AVENUE EAST

PROPOSED UTILITIES:
 WATER MAIN
 SEWER MAIN
 GAS MAIN
 ELECTRIC MAIN

SCALE: 1" = 40'
 NORTH

DATE: 11/18/08
 DRAWN BY: [Name]
 CHECKED BY: [Name]

PROJECT: KELLEY GARDEN SUBDIVISION
 LOCATION: [Address]

ENGINEER: [Name]
 LICENSE NO.: [Number]

PRELIMINARY PLAT
 PREPARED FOR
 KELLEY GARDEN SUBDIVISION

ENGINEERS, INC.
 ENGINEERS/SURVEYORS/PLANNERS
 621 NORTH COLLEGE ROAD, SUITE 100, TWIN FALLS, IDAHO 83301
 PHONE: (208) 734-4888 FAX: (208) 734-6049
 E-MAIL: eplans@engrinc.com



MINUTES
Meeting of the Twin Falls Planning & Zoning Commission
DECEMBER 16, 2008-6:00 PM
City Council Chambers
305 3rd Avenue East Twin Falls, ID 83301

PLANNING & ZONING COMMISSION MEMBERS

CITY LIMITS:

Wayne Bohrn Kevin Cope Bonnie Lezamiz Gerardo Munoz Jim Schouten Cyrus Warren Carl Younkin
Vice-Chairman Chairman

AREA OF IMPACT:

Lee DeVore R. Erick Mikesell

ATTENDANCE

PLANNING & ZONING MEMBERS

PRESENT:

Bohrn
Cope
Munoz
Schouten
Warren
Younkin

ABSENT:

Lezamiz

AREA OF IMPACT MEMBERS

PRESENT:

Mikesell
DeVore

ABSENT:

CITY COUNCIL MEMBERS PRESENT: Heider

CITY STAFF PRESENT: Carraway, Glaesemann, Jones, Reeder, Weeks

AGENDA ITEMS FOR CONSIDERATION AND PUBLIC HEARING

III. ITEMS OF CONSIDERATION:

1. Consideration of the preliminary plat for Culbert Farms, LLC. Subdivision, 86.35 (+/-) acres consisting of 1 single family residential lot and 1 remainder parcel on property located on the north side of 4200 North Road/Canyon Rim Road between 2700 East Road/Sunway and 2800 East Road/Grandview Drive North c/o John Root on behalf of Cory Alger.
2. Consideration of the preliminary plat for Kelley Garden Subdivision, 6.35 (+/-) acres consisting of 8 commercial lots located at north of 2223 Addison Avenue East and Eastland Drive North c/o EHM Engineers, Inc. on behalf of Richard Kelley
3. Preliminary PUD presentation for a Zoning District Change and Zoning Map Amendment from R-2 to R-4 PUD for 8.6 (+/-) acres currently zoned R-2 for the development of a single family residential project on property located west of the 1300 and 1400 blocks of Field Stream Way c/o W.S.&V, LLC /Doug Vollmer (app 2285)
4. Consideration of the reactivation of Special Use Permit #0986, granted on July 25, 2006 to David Jacobson for the purpose of establishing a professional office on property located at 727 Shoshone Street North, c/o Wanda Foster/Kevin Ordway on behalf of David Jacobson (app 2029).

IV. PUBLIC HEARINGS:

1. Request for a Special Use Permit to operate a tire shop on property located at 1105 Kimberly Road c/o New Element Real Estate, LLC (app. 2280) **WITHDRAWN**
2. Request for a Special Use Permit to build a utility-owned structure more than 25 sq. ft. in area and more than 3' above ground on property located at 315 Falls Avenue c/o Project Mutual Telephone /Steve Anderson (app. 2283)
3. Request for a Special Use Permit to establish a public school on 10 acres (+/-) located at the northeast corner of Creek Side Way, extended and North College Road West, extended c/o Xavier Charter School, Inc. (app. 2284)
4. Request for the Vacation of 2500 sq. ft. of the public right-of-way located on the 100 -200 blocks of Ash Street South and 1000 sq. ft. of the alley located on the west side of the real property located on the 100 - 200 blocks of Ash Street South c/o Idaho Power Company (app. 2286)

I. ITEMS OF CONSIDERATION:

2. Consideration of the preliminary plat for Kelley Garden Subdivision, 6.35 (+/-) acres consisting of 8 commercial lots located north of 2223 Addison Avenue East and Eastland Drive North c/o EHM Engineers, Inc. on behalf of Richard Kelley

Applicant Presentation:

Gerald Martens, EHM Engineers, Inc., representing the applicant requesting approval of a preliminary plat that consists of 6.35 acres to be subdivided into 8 lots. It is at the corner of Eastland Drive and Addison Avenue and is an irregularly shaped piece of property. There has been construction of a new filling station to the south and they have worked with this business to help assist that project in moving forward. The property is a C-1 zone with the intended use as commercial. There will be a shared approach with the convenience store (aka Stinker Station). They have reviewed the recommended conditions and concur with the recommendation.

P& Z Questions/Comments:

Zoning & Development Manager Carraway reviewed the vicinity map on the overhead and stated this is a request to subdivide a 6.35 (+/-) acres zoned C-1 into 8 lots for commercial development. The C-1 Zone allows for professional/commercial/retail uses. The preliminary plat indicated that each lot may be used for a separate building, parking area, and water retention area. The preliminary plat indicates existing buildings where lots lines are proposed and the plat notes states that these buildings will be removed or relocated at the time of development. There is no minimum lot sized requirement in the C-1 Zone however the lot is required to be of "sufficient size to provide for the building, and required improvements.

Zoning & Development Manager Carraway stated upon conclusion the plat is consistent with surrounding residential development in the area and is in conformance with the Comprehensive Plan which designates this area as appropriate for mixed residential uses. Should the Commission approve the preliminary plat of the Kelley Garden Subdivision, staff recommends it be subject to the following conditions.

1. 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.
2. Subject to arterial and collector streets adjacent and within the property being rebuilt or built to current City standards upon development of the property.

Public Input:

- Gary Flora, 2306 Hillcrest Drive, asked what property the gentleman owns and if the property boundaries are correct because the fences are not in the correct area, and stated there is a question on whether the boundaries are correct because there use to be a canal that has since been piped and the fences don't seem to be in the correct location. In additions there is a lot of junk in this area and the fences have been damaged and if this is approved is there any way this stuff could be removed and the area be cleaned up.
- Steve Bond, 2298 Hillcrest Drive, asked what the plans are for the development and the screening plans between the residential property and the commercial area. His other concern is that the property is not managed well currently and that the business in there currently has damaged his fence and if that can be addressed.

Closing Statements:

Mr. Martens stated it is adjacent to a residential area and there are fences that were installed before the canal was piped. There has been a boundary survey completed and it will be submitted as part of the final plat. There is some land that the people to the north could recapture if they want to move the fence. He stated there has been a survey he is willing to share with the citizens. As for screening City Code requires fencing or screening up to 6 feet between commercial and residential properties. There is a zero lot line allowance in the C-1 zone however there will not be a zero lot line building because of a canal company easement. There will be a new fence built by the developer at the time of development and if the property owners want to do that sooner than the development occurs he is willing to share the property survey information to clearly point out the property lines. He does have the two neighbor's names and is willing to meet with them to discuss the property issues Mr. Martens explained that this property has been commercially zoned at least 30 years and there are many uses that are allowed in this zone. The development could be professional, certain types of warehousing, retail, hospitality and the probable use would be businesses similar to the ones to the east more neighborhood commercial. This is not designated as neighborhood commercial because there is not enough land for a big box type business, but there is some potential for financial institutes and maybe even fast food but it will be small retail.

Deliberations Followed:

Commissioner Mikesell asked if a condition could be placed on the preliminary plat approval to clean the property before the final plat is approved.

City Attorney Wonderlich stated this is a request for approval of the division of land this would not be a condition that could be placed on the request this would be between the property owners.

Motion:

Commission Warren made the motion to approve the request as presented. Commissioner DeVore seconded the motion. All members present voted in favor of the request.

APPROVED AS PRESENTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. 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.
2. Subject to arterial and collector streets adjacent and within the property being rebuilt or built to current City standards upon development of the property.

COUNCIL MEMBERS:

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



MINUTES

Meeting of the Twin Falls City Council
 June 21, 2010
 City Council Chambers
 305 3rd Avenue East Twin Falls, Idaho

CALL MEETING TO ORDER: 5:00 P.M.
PLEDGE OF ALLEGIANCE TO THE FLAG
CONFIRMATION OF QUORUM
INTRODUCTION OF STAFF
CONSIDERATION OF THE AMENDMENTS TO THE AGENDA:
PROCLAMATIONS: Job's Daughters International Week. Present: Larisa Alexander

AGENDA ITEMS		Purpose	By:
I. CONSENT CALENDAR:			
1. Consideration to approve the accounts payable for June 15 – 21, 2010.		Action	Staff Report Sharon Bryan
2. Consideration to approve the June 14, 2010, Minutes.			Leila A. Sanchez Sharon Bryan
3. Consideration to approve alcohol license renewals with the following conditions: a. That the applicant apply for the City license; and b. That the applicant has a State alcohol license			
4. Consideration to approve the following Findings of Fact, Conclusions of Law, and Decision: a. Final Plat for West Haven Subdivision, Phase No. 2. b. Appeal of Condition on Special Use Permit for Fred Meyer Stores c/o Great Basin Engineering.			Mitch Humble
5. Consideration to approve the Improvement Agreement for Developments for West Haven #2 Subdivision and Engineer's Estimate of \$150,279.00.			Troy Vitek
6. Consideration to approve a Trust Agreement for Fieldstone First Amended Subdivision.			Troy Vitek
II. ITEMS FOR CONSIDERATION:			
1. Presentation to propose a tobacco-free policy in Twin Falls City Parks by Elvia Caldera, Health Education Specialist, Sr., for South Central Public Health District.		Presentation	Elvia Caldera
2. Consideration of an Ordinance of the City Council of the City of Twin Falls, Idaho, repealing Chapter 6 of Title 3 of the Twin Falls City Code, and enacting a new Chapter 6 of Title 3 of the Twin Falls City Code providing for special events permits.		Action	Dan McAtee
3. Consideration of a Professional Services Contract with McClure Engineering of Twin Falls, Idaho, to perform Energy Audits on City of Twin Falls buildings.		Action	Lee Glaesemann
4. Consideration to adopt an Ordinance for the vacation of undeveloped right-of-way for property located within the 600 to 800 blocks of Wirshing Avenue West, located in a portion of Lot 9, Orchalara Subdivision c/o Gerald Martens, EHM Engineering, Inc., on behalf of Tensco, Inc. (app.2368)		Action	Mitch Humble
5. Consideration of the Final Plat of Kelley Garden Subdivision, consisting of 6.35 (+/-) acres and 8 commercial lots on property located north and east of the intersection of Addison Avenue East and Eastland Drive North aka Kelley Garden Center, c/o David Thibault/EHM Engineers, Inc., on behalf of Richard Kelley.		Action	Mitch Humble
6. Presentation by Mike Woodworth with STRATA Geotechnical Engineering & Materials Testing summarizing a report on the Rock Fall Evaluation of Canyon Springs Road, including recommendations for remedial measures and costs.		Presentation	Mike Trabert/ Mike Woodworth
7. Consideration to award the bids for the following parts of the 2010 Water System Improvement Project for arsenic compliance: a. Part 2 – Harrison 30" Transmission Main b. Part 3 - Washington 30" Transmission Main		Action	Jon Caton
8. Public input and/or items from the City Manager and City Council.			
III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:			
IV. PUBLIC HEARINGS: 6:00 P.M. – None.			
V. ADJOURNMENT:			

MINUTES

June 21, 2010

Page 2 of 3

COUNCIL MEMBERS PRESENT: Lance Clow, Trip Craig Greg Lanting, Lee Heider, Dave Johnson.

COUNCIL MEMBERS ABSENT: Don Hall, Will Kezele.

STAFF PRESENT: City Manager Tom Courtney, Assistant City Manager Travis Rothweiler, Community Development Director Mitch Humble, City Engineer Jackie Fields, Staff Engineer Lee Glaesemann, Staff Engineer Mike Trabert, Public Works Supervisor Jon Caton, Parks & Recreation Director Dennis Bowyer, Staff Sergeant Dan McAtee, Recording Secretary Tracy Reed.

Vice Mayor Heider called the meeting to order at 5:00 P.M. He invited all present, who wished to, to recite the Pledge of Allegiance to the Flag with him. A quorum was present. Vice Mayor Heider introduced City staff.

CONSIDERATION OF THE AMENDMENTS TO THE AGENDA: Item #4 – Items of Consideration to be rescheduled.

Proclamation: Job's Daughters International Week. Present: Larisa Alexander
Vice Mayor Heider read the proclamation and presented it to Madison Collins, Bethel #56.

Short presentation by Jonathan Bruce, Twin Falls City Youth Council. Don Hall, Lance Clow, Lee Heider received plaques of appreciation.

AGENDA ITEMS

II. **ITEMS FOR CONSIDERATION:**

5. Consideration of the Final Plat of Kelley Garden Subdivision, consisting of 6.35 (+/-) acres and 8 commercial lots on property located north and east of the intersection of Addison Avenue East and Eastland Drive North aka Kelley Garden Center, c/o David Thibault/EHM Engineers, Inc., on behalf of Richard Kelley.

Community Development Director Humble reviewed the request.

Approval of the request will allow the applicant to proceed to redevelop this site in conformance with the approved Preliminary and Final Plat and any conditions placed on those approvals.

Should the Council approve the final plat of the Kelley Garden Subdivision as presented, staff recommends the following conditions:

1. Subject to site plan amendments as required by building, engineering, fire, and zoning officials to ensure compliance with the approved Preliminary Plat and all applicable City code requirements and standards.
2. Subject to arterial and collector streets adjacent and within the property being rebuilt or built to current City standards upon development of the property.
3. Subject to approved/recorded Deferral Agreement for construction of curb, gutter, a detached sidewalk and reconstruction of Eastland Drive North.

Discussion followed:

The deferral would get done with a future improvement project when Eastland and that intersection would be built out.

Councilperson Johnson made the motion to approve the Final Plat of Kelley Garden Subdivision, consisting of 6.35 (+/-) acres and 8 commercial lots on property located north and east of the intersection of Addison Avenue East and Eastland Drive North aka Kelley Garden Center, c/o David Thibault/EHM Engineers, Inc., on behalf of Richard Kelley as presented with the following recommendations:

1. Subject to site plan amendments as required by building, engineering, fire, and zoning officials to ensure compliance with the approved Preliminary Plat and all applicable City code requirements and standards.
2. Subject to arterial and collector streets adjacent and within the property being rebuilt or built to current City standards upon development of the property.
3. Subject to approved/recorded Deferral Agreement for construction of curb, gutter, a detached sidewalk and reconstruction of Eastland Drive North.

The motion was seconded by Councilperson Lanting and roll call vote showed all members present voted in favor of the motion. Approved 5 to 0.



Date: Monday, June 11, 2012
To: Honorable Mayor and City Council
From: Jacqueline D. Fields, City Engineer

Request:

Information regarding staff action that may affect the Streets budget in the next fiscal year.

Time Estimate: Consent Item

Background:

ITD has some funding for local safety projects. This is a new program. Local highway Technical Assistance Council (LHTAC) contacted staff and facilitated the development of projects. After analysis of crash data, staff was able to develop projects that are deliverable in the very near future.

The first project is placement of new Stop signs on the side streets to Falls Ave West between Washington St N and Blue Lakes. This project is estimated at \$5,000 for materials with Streets Department installing the signs. City match would be \$367. The benefit of the project is potentially increased safety for drivers and compliance with the newer retro-reflectivity standards for signs.

The second project is illumination around the corner of Poleline and Eastland. Staff considered placement of barrier median but believes that, in the absence of illumination, a barrier will be a hazard. The project is estimated at \$204,000 with a 7.34% City match of \$14,974. The benefit of this project will be that the pavement markings are clearly visible (unless there is a snow floor) and the illumination isn't piece-meal with the development of the adjacent land. If this doesn't eliminate cross over accidents to our satisfaction, then placement of barrier will be possible.

The third project is placement of a signal at Carriage and Addison. This project is estimated at \$410,000 with a 7.34% city match of \$30,094. A signal here isn't eligible for impact fees and is becoming increasingly important for pedestrian and driver safety.

Approval Process:

There is no action at this time. If the projects are awarded, the City will be asked to sign a State-Local Agreement with a resolution confirming support.

Budget Impact:

If the projects are awarded, the City will be asked to contribute 7.34% of the anticipated project costs when the Agreements are returned to LHTAC. This match may vary from \$367 to \$45,435. Funding can be made available from the Streets construction budget or, in the case of the signs, the Streets materials line item.

Attachments:

1. Form 2435 for Falls Ave West (signs)
2. Form 2435 for INT Poleline Eastland (illumination)
3. Form 2435 for INT Carriage and Addison (signal)

Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) CITY OF TWIN FALLS	Date 05/25/2012
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Project Title (Name of Street or Road) POLELINE RD & EASTLAND DR LIGHTING IMPR.	F.A. Route Number SMA7022, SMA7272	Project Length .55	Bridge Length 0
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Project Limits (Local Landmarks at Each End of the Project)
POLELINE RD & EASTLAND DRIVE

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 5,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 16)	\$ 199,000

Preliminary Engineering By: Sponsor Forces Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

Additional Right-of-Way Required: None Minor (1-3 Parcels) Extensive (4 or More Parcels)

Will any Person or Business be Displaced: Yes No Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	5	5	Roadway Width (Shoulder to Shoulder)	60 ft	60 ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature 	Title CITY ENGINEER
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Additional Information to be Furnished by the District

Functional Classification COLLECTOR	Terrain Type	20	ADT/DHV
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Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) CITY OF TWIN FALLS	Date 05/25/2012
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Project Title (Name of Street or Road) ADDISON AVE & CARRIAGE LN SIGNAL	F.A. Route Number VARIES	Project Length VARIES	Bridge Length 0
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Project Limits (Local Landmarks at Each End of the Project)
ADDISON AVE & CARRIAGE LN

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Signal
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 85,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 16)	\$ 325,000

Preliminary Engineering By: Sponsor Forces Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

Additional Right-of-Way Required: None Minor (1-3 Parcels) Extensive (4 or More Parcels)

Will any Person or Business be Displaced: Yes No Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	3	3	Roadway Width (Shoulder to Shoulder)	36 ft	36 ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature <i>[Signature]</i>	Title <i>CITY ENGINEER</i>
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Additional Information to be Furnished by the District

Functional Classification	COLLECTOR	Terrain Type	20	ADT/DHV
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Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) CITY OF TWIN FALLS	Date 05/25/2012
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Project Title (Name of Street or Road) LOCAL FALLS AVE INTERSECTION IMPROVE.	F.A. Route Number VARIES	Project Length VARIES	Bridge Length 0
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Project Limits (Local Landmarks at Each End of the Project)
FALLS AVE. (WASHINGTON ST TO BLUE LAKES BLVD/US 93)

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 2,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 16)	\$ 3,000

Preliminary Engineering By: Sponsor Forces Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

Additional Right-of-Way Required: None Minor (1-3 Parcels) Extensive (4 or More Parcels)

Will any Person or Business be Displaced: Yes No Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	5	5	Roadway Width (Shoulder to Shoulder)	60 ft	60 ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature 	Title CITY ENGINEER
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Additional Information to be Furnished by the District

Functional Classification ARTERIAL	Terrain Type	20	ADT/DHV
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June 11, 2012 --- City Council Meeting

To: Honorable Mayor and City Council

From: Jeffrey McCurdy, Region IV Development Association

Request: Approval of a professional service contract with Region IV Development Association, Inc. to provide grant administration services in connection with the second Idaho Community Development Block Grant (ICDBG) that was awarded to the City to support the Agro-Farma, Inc. (Chobani) development on Kimberly Road. The funds from this second grant will be used to help finance municipal water system improvements.

Background: On January 20, 2012, the City was awarded an ICDBG grant to help finance electrical system improvements that were needed to support Agro-Farma, Inc.'s new dairy processing facility being constructed on Kimberly Road. On March 19, 2012, the City applied for a second ICDBG to help finance a portion of the water system improvements that are also needed to support the development. On May 2, 2012, the City was awarded their second request for ICDBG funding. This second ICDBG award will help finance the water system upgrades that include the purchase and installation of a new 150-horsepower vertical turbine pump and a back-up generator. Due to the complexities of the federal and state rules and regulations that accompany an ICDBG, the program requires the City have a certified grant administrator to implement program activities. The City Council selected Region IV Development Association to provide these services on behalf of the City on October 24, 2011.

History: In anticipation of applying for state and federal grants for purposes of upgrading or expanding public infrastructure within the City's jurisdiction, the City followed the State of Idaho's competitive negotiation/proposal process to attain project and grant administration services. The City published a request for proposal in the Times-News on October 2 and October 9, 2011. The City received one response from Region IV Development Association. After reviewing the proposal, the City Council selected Region IV Development Association to provide these services. The award was contingent on the City receiving state and/or federal funds. The City was awarded its second ICDBG on May 2, 2012.

Budget Impact: Funding from the ICDBG program and from the Urban Renewal Agency of the City of Twin Fall will be used to pay for these services.

Regulatory Impact: Unknown

Conclusion: The City of Twin Falls selected Region IV Development Association, Inc. to provide grant administration service. It is the intent of the City to utilize the services of Region IV Development Association to fulfill the requirements of the ICDBG program.

Attachments: Professional Service Contract

PROJECT ADMINISTRATION CONTRACT

This Contract is entered into this 11th day of June, 2012, by and between THE CITY OF TWIN FALLS, IDAHO herein referred to as "City" and REGION IV DEVELOPMENT ASSOCIATION, INC., 315 Falls Ave., Evergreen Bldg., PO Box 5079, Twin Falls, Idaho 83303-5079, herein referred to as the "CONTRACTOR", Witnesseth:

WHEREAS, the CITY has made application to and has been approved by the Idaho Department of Commerce, herein referred to as "IDOC", for the receipt of grant funds under the Idaho Community Development Block Grant (ICDBG) Program for purposes of upgrading the City's municipal water system to support Agro-Farma, Inc.'s new dairy processing facility being constructed on Kimberly Road in the City of Twin Falls.

WHEREAS, the CITY desires to engage the CONTRACTOR to render certain services related to the administration of the above described ICDBG project; and

WHEREAS, the CITY has complied with provisions for soliciting of contractors as cited in OMB Circular A-102; and

WHEREAS, in order to assure effective management of the above project, it is deemed to be in the best interests of the CITY to enter into an agreement with the CONTRACTOR as hereinafter provided;

NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. **EMPLOYMENT OF CONTRACTOR.** The CITY agrees to engage the CONTRACTOR, and the CONTRACTOR agrees to provide the services described in Section 6 in order to provide for the administration and project management of the ICDBG project for the CITY as approved by the IDOC.
2. **EMPLOYEE-EMPLOYER RELATIONSHIP.** The contracting parties warrant by their signature that no employer-employee relationship is established between the CONTRACTOR and the CITY by the terms of this Contract. It is understood by the parties hereto that the CONTRACTOR is an independent contractor and as such neither it nor its employees, if any, are employees of the CITY for the purposes of tax, retirement system, or social security (FICA) withholding.
3. **CONTRACTOR'S INSURANCE.** The CONTRACTOR warrants that it has obtained, and will maintain at its expense for the duration of this Contract, statutory worker's compensation coverage, employer's liability and comprehensive general liability insurance coverage for its principals and employees for the services performed hereunder. The comprehensive general liability insurance shall have, at a minimum, a coverage limit of at least one million dollars (\$1,000,000) per claim, and two million dollars (\$2,000,000) aggregate.
4. **LIAISON.** The CITY'S designated liaisons with the CONTRACTOR are Travis Rothweiler – City Administrator, Melinda Anderson – Economic Development Director, Mitch Humble and Mike Williams – Project Managers. The CONTRACTOR'S designated liaison with the CITY will be Jeffrey McCurdy, with the assistance of Carleen Herring, Candy McElfresh, and Susanne Richardson.
5. **EFFECTIVE DATE AND TIME OF PERFORMANCE.** This Contract takes effect on May 2, 2012. The services to be performed by the CONTRACTOR will be completed no later than July 31, 2015 – or grant closeout. If the services covered by this agreement have not been completed by July 31, 2015, through no fault of the Administrator, compensation for the extension of the Administrator's services beyond this time shall be re-negotiated.

6. **SCOPE OF SERVICES.** The CONTRACTOR will perform the services as identified and explained on Attachment "A" Scope of work.

It is understood and agreed by the parties that the services of the CONTRACTOR do not include any of the following: the disbursement or accounting of funds distributed by the CITY'S financial officer, legal advice, engineering, construction management, inspection services, fiscal audits or assistance with activities not related to the projects.

7. **COMPENSATION.** For the satisfactory completion of the services to be provided under this contract, the CITY will pay the CONTRACTOR a sum, not to exceed **\$ 80,000**. The amount paid out for each scope of work activity is identified on Attachment "A" Scope of Work.

8. **CONFLICT OF INTEREST.** The CONTRACTOR warrants that it presently has no interest and will not acquire any interest, direct or indirect, in the ICDBG project that would conflict in any manner or degree with the performance of its services hereunder. The CONTRACTOR further covenants that, in performing this Contract, it will employ no person who has any such interest. Should any conflict of interest, as defined by the ICDBG Administrative Rules, arise during the performance of this Contract, it will be disclosed and managed according to the ICDBG rules.

9. **MODIFICATION AND ASSIGNABILITY OF CONTRACT.** This Contract contains the entire agreement between the parties, and no statements, promises, or inducements made by either party, or agents of either party, that are not contained in the written Contract, are valid or binding. This Contract may not be enlarged, modified or altered except upon written agreement signed by both parties hereto. The CONTRACTOR may not subcontract or assign its rights (including the right to compensation) or duties arising hereunder without prior written consent of the CITY and IDOC. Any subcontractor or assignee will be bound by all of the terms and conditions of this Contract.

10. **TERMINATION OF CONTRACT.** This Contract may be terminated as follows:

(a) **Termination due to loss of funding.** In the event that the IDOC reduces or terminates payments under the ICDBG Program so as to prevent the CITY from paying the CONTRACTOR with ICDBG funds, the CITY will give the CONTRACTOR written notice which sets forth the effective date of the termination and explains the reasons for the termination. The notice shall also describe the conditions for any reimbursement for any work completed.

(b) **Termination for Convenience.** The CITY may terminate this Contract in whole, or in part, for the convenience of the CITY when both parties agree that the continuation of the project is not in the best interest of both parties and that further expenditure of funds will not produce any results. The parties shall agree in writing upon the conditions, effective date and fair and reasonable payment for work completed.

(c) **Termination for Cause.**

(i) If the CITY determines that the CONTRACTOR has failed to comply with the terms and conditions of this Contract, it may terminate this Contract in whole or in part, at any time before the date of completion. If the CONTRACTOR fails to comply with any of the terms and conditions of this Contract, the CITY may give notice, in writing, to the CONTRACTOR of any or all deficiencies claimed. The notice will be sufficient for all purposes if it describes the default in general terms. If all defaults are not cured and corrected within a reasonable period as specified in the notice, the CITY may, with no further notice, declare this Contract to be terminated. The CONTRACTOR will thereafter be entitled to receive payment for those services reasonably performed to the date of termination, less the amount of reasonable damages suffered by the CITY by reason of the CONTRACTOR'S failure to comply with this Contract.

- (ii) Notwithstanding the above, the CONTRACTOR is not relieved of liability to the CITY for damages sustained by the CITY by virtue of any breach of this Contract by the CONTRACTOR, and the CITY may withhold any payments to the CONTRACTOR for the purpose of setoff until such time as the exact amount of damages due the CITY from the CONTRACTOR is determined.

11. DOCUMENTS INCORPORATED BY REFERENCE. The CITY'S application to the IDOC for ICDBG funding, dated December 19, 2011, and all applicable federal and state statutes and regulations are incorporated in this Contract.

12. CIVIL RIGHTS ACT OF 1964. The CONTRACTOR will abide by the provisions of the Civil Rights Act of 1964 which states that under Title VI, no person may, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

13. SECTION 109 OF THE HOUSING AND COMMUNITY DEVELOPMENT ACT OF 1974. The CONTRACTOR will comply with the following provision: No person in the United States may on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity funded in whole or in part with the funds made available under this title. Any prohibition against discrimination on the basis of age under the Age Discrimination Act of 1975 or with respect to an otherwise qualified handicapped individual as provided in Section 504 of the Rehabilitation Act of 1973 will also apply to any such program activity.

14. SECTION 3 OF THE HOUSING AND URBAN DEVELOPMENT ACT OF 1968. The CONTRACTOR will ensure that, to the greatest extent feasible, opportunities for training and employment arising in connection with this ICDBG assisted project will be extended to lower income project area residents. Further, the CONTRACTOR will, to the greatest extent feasible, utilize business concerns located in or substantially owned by residents of the project area in the award of contracts and purchase of services and supplies.

15. MINORITY BUSINESS ENTERPRISE. Consistent with the provisions of Executive Order 11246 and OMB Circular A-102, Attachment O, the CONTRACTOR will take affirmative steps to ensure minority businesses are used when possible as sources of supplies, equipment, construction and services. Additionally, the CONTRACTOR must document all affirmative steps taken to solicit minority businesses and forward this documentation along with the names of the minority subcontractors and suppliers to the CITY upon request.

16. NONDISCRIMINATION. The CONTRACTOR will not discriminate against any employee or applicant for employment on the basis of race, color, religion, creed, political ideas, sex, age, marital status, physical or mental handicap, or national origin.

17. OWNERSHIP AND PUBLICATION OF MATERIALS. All reports, information, data, and other materials prepared by the CONTRACTOR pursuant to this Contract are to be the property of the CITY and IDOC which has the exclusive and unrestricted authority to release, publish or otherwise use, in whole or in part. All such materials developed under this Contract shall not be subject to copyright or patent in the United States or in any other country without prior written approval of the CITY and IDOC.

18. REPORTS AND INFORMATION. The CONTRACTOR will maintain accounts and records, including personnel, property and financial records, adequate to identify and account for all costs pertaining to this Contract and such other records as may be deemed necessary by the CITY to ensure proper accounting for all project funds, both federal and non-federal shares. These records will be made available for audit purposes to the CITY or its authorized representative, and will be retained for four (4) years after the expiration of this Contract.

19. **ACCESS TO RECORDS.** It is expressly understood that the CONTRACTOR'S records relating to this Contract will be available during normal business hours for inspection by the CITY, IDOC, the U.S. Department of Housing and Urban Development, the U.S. Comptroller General, Office of Inspector General, and, when required by law, representatives of the State of Idaho.

20. **CONSTRUCTION AND VENUE.** This Contract will be construed under and governed by the laws of the State of Idaho. In the event of litigation concerning it, venue is the Fifth Judicial District in and for the City of Twin Falls, State of Idaho.

21. **INDEMNIFICATION.** The CONTRACTOR waives any and all claims and recourse against the CITY, including the right of contribution for loss and damage to persons or property arising from, growing out of, or in any way connected with or incident to the CONTRACTOR'S performance of this Contract except for liability arising out of concurrent or sole negligence of the CITY or its officers, agents or employees. Further, the CONTRACTOR will indemnify, hold harmless, and defend the CITY against any and all claims, demands, damages, costs, expenses or liability arising out of the CONTRACTOR'S performance of this Contract except for liability arising out of the concurrent or sole negligence of the CITY or its officers, agents or employees.

22. **LEGAL FEES.** In the event either party incurs legal expenses to enforce the terms and conditions of this Contract, the prevailing party is entitled to recover reasonable attorney's fees and other costs and expenses, whether the same are incurred with or without suit.

23. **SPECIAL WARRANTY.** The CONTRACTOR warrants that nothing of monetary value has been given, promised or implied as remuneration or inducement to enter into this Contract. The CONTRACTOR further declares that no improper personal, political or social activities have been used or attempted in an effort to influence the outcome of the competition, discussion, or negotiation leading to the award of this Contract. Any such activity by the CONTRACTOR shall make this Contract null and void.

IN WITNESS WHEREOF, the parties hereto have executed this Contract on the 11th day of June, 2012.

REGION IV DEVELOPMENT ASSOC., INC.

CITY OF TWIN FALLS, IDAHO

BY: _____
Joseph L. Herring, President

BY: _____
Greg Lanting, Mayor

DATE: _____

DATE: _____

ATTEST: _____

ATTEST: _____

ATTACHMENT A

SCOPE OF WORK

The CITY shall pay Region IV Development Association, Inc. a sum not to exceed \$ 80,000 for the following project activities:

1. **Project Set-Up** – Develop project file system, attend planning sessions and public meetings as necessary, respond to inquiries, and explain funding requirements to City and other parties of interest. For services performed, a lump sum amount of \$ 7,500.
2. **Environmental Review** – Conduct an environmental review per the requirements and guidelines issued by the IDOC and obtain their concurrence or approval. Determine the level of clearance, advise the City on procedural processes, develop and retain an Environmental Review Record and/or determination clearance, and, when necessary assist with public notification requirements. For services performed, a lump sum amount of \$ 10,000.
3. **Acquisition and Relocation** – Assist City in complying with the Uniform Relocation Assistance and Real Property Acquisition Policies Act for any property, permanent easements or long-term leases acquired for the project. Services include ensuring necessary processes are followed, documented, and approved by the appropriate funding partner. These services also involve attending meetings, providing assistance to City's legal counsel, and providing progress reports to funding agencies. For services performed, a lump sum amount of \$ N/A.
4. **Project Implementation Activities** – Assist City in the hiring of a design professional and/or contractors in accordance with funding program requirements. Participating in pre-bid, pre-construction and construction progress meetings, as needed. Review bidding documents for funding program requirements and assist with any corrections that are necessary. Coordinate efforts of the City, engineers, contractors, and funding agencies. Assist in preparing and submitting required reports to funding agencies. For services performed, a lump sum amount not to exceed \$ 15,000.
5. **Federal Labor Standards Oversight** – Ensuring construction contractors are meeting the requirements of the Davis Bacon Act, Copeland Act, and CWHSSA. Duties include, but are not limited to educating contractors about the labor requirements, providing labor documents and forms, identify appropriate wage determination, reviewing and tracking payrolls, conducting labor interviews, identifying and investigation errors, reporting and facilitating the correction of errors or problems, and completion of required labor reports. For services performed, a lump sum amount not to exceed \$ 12,000.
6. **Financial Management** – Assist the City with establishing project financial management processes and procedures. Prepare payment requests for funding agency approval and facilitate the correction of errors or problems that are identified. Maintain a record of project expenditures and document that the City is properly disbursing funds in accordance with program requirements. Provide progress updates to City and funding agencies as requested. Note: These services do not replace the City's responsibility to work with their financial team to ensure accuracy in disbursements, etc. Notwithstanding the exclusions included in Section 6 of this agreement. For services performed, a lump sum amount not to exceed \$ 7,000.

7. **Civil Rights** – Completing civil rights activities and documents. Duties include the completion of Section 3 Reporting, Contractor/Sub-contractor Activity Report, resolutions, DBE promotion and open and fair bidding practices. For services performed, a lump sum amount of \$ 1,500 .

8. **Fair Housing Plan** – Ensuring City affirmatively further fair housing. Duties include assisting City in a community fair housing assessment, completing a fair housing plan, public notices, and local government resolutions. For services performed, a lump sum amount of \$ 1,000 .

9. **504 Analysis and Transition Plan** – Assist City with updating its Section 504 Compliance Report by reviewing the self-evaluation of its facilities and services, developing a transition plan, and adopting applicable policies and procedures. For services performed, a lump sum amount of \$ 2,000 .

10. **Job Creation Documentation** – Assist the city with job creation documentation activities by establishing and maintaining a file and collecting documentation. For services performed, a lump sum amount of \$ 20,000 .

The total amount paid in progress payments as listed above shall not exceed ninety-five (95%) percent of the total compensation sum.

11. **Project Close-Out** – Assist the City with preparing and submitting final financial and performance reports to IDOC. Assist in providing requested documents and address any findings and concerns from IDOC. Provide document files to the City. For services performed, a lump sum amount of \$ 4,000 .



MONDAY June 11, 2012
To: Honorable Mayor and City Council
From: Mitch Humble, Community Development Director

Request:

Consideration of a request to reconsider the Council's December 12, 2011 decision regarding downtown parking management.

Time Estimate:

The staff presentation will take approximately 5 minutes. Time will be needed for discussion and questions.

Background:

At the May 29, 2012 Council meeting, Councilman Barigar requested the Council schedule an item at an upcoming meeting to reconsider the Council's decision from December 12, 2011 regarding downtown parking management. Specifically, Councilman Barigar requested the following:

1. Reconsideration of the recommendation of the Downtown Parking Task Force to remove all parking meters in Downtown Twin Falls.
2. Consideration of more efficient and effective management and enforcement for both the leased parking program and free parking lots.
3. Prioritization of the need for public agencies, like the City of Twin Falls and the Twin Falls Urban Renewal Agency, to develop appropriate parking strategies in downtown.

The Mayor and the rest of the Council agreed to schedule this discussion for tonight's meeting.

As this request is coming from Councilman Barigar, staff is not providing a review of the request and a recommendation. However, we will provide as much background information as we can to help the conversation. As you know, we have compiled a lot of relevant data on this topic. We performed a web based survey. We held a town hall meeting. We have use surveys of the parking lots. The parking task force made some recommendations. Most of that data has been presented to the Council for past agenda items. So, rather than recreate all of it here, I have attached those past agenda items for your review. In addition, staff has recently updated the parking lot use data to help in this conversation. All of this data is attached for your review and staff will be available to answer questions.

Approval Process:

A simple majority vote by the Council is needed to approve the request. Depending on the Council's specific approval, additional items may need to be scheduled for upcoming Council meetings to accomplish some Council directives, like ordinance revisions or fee changes.

Budget Impact:

Depending on the specific Council actions, approval of the request may lead to a loss in parking fund revenue. Removing the parking meters will remove the parking meter revenue as well. The revenue loss will likely mean that adjustments will need to be made to expenditures so the parking fund can stay even.

Regulatory Impact:

Approval of the request will mean regulatory changes to the operation of the parking program. Specific changes will be determined by the specific actions taken by the Council.

Conclusion:

Staff recommends that Councilman Barigar present his request to the Council and that the Council consider the request and provide direction to staff on how to proceed.

Attachments:

1. Parking recommendations staff report from December 12, 2011
2. Parking discussion staff report from June 20, 2011
3. May 2011 web based opinion survey results
4. May 26, 2011 Parking Town Hall notes
5. Council minutes from the November 28, 2011 parking agenda item
6. March 2009 parking use survey results (maps)
7. November 2011 parking use survey results (tables)
8. May 2012 parking use survey results (tables)



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

Request:

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

Time Estimate:

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

Background:

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

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

2011

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

2012 (Oct/Nov)

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

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

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

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

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

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

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

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

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

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

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

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

Approval Process:

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

Budget Impact:

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

Regulatory Impact:

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

Conclusion:

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

Attachments:

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



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

Request:

Discussion regarding downtown parking management.

Time Estimate:

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

Background:

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

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

Opinion Survey

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

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

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

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

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

Parking Town Hall

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

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

Approval Process:

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

Budget Impact:

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

Regulatory Impact:

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

Conclusion:

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

Attachments:

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

PAGE: QUESTION DIRECT

1. Are you a:

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

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

2. Describe your ownership:

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

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

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

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

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

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

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

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

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

answered question			43
skipped question			227

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

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

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

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

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

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

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

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

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

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

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

answered question	53
skipped question	217

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

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

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

25 responses per page

answered question	53
skipped question	217

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

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

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

PAGE: BUSINESS-PROPERTY OWNER/EMPLOYEE

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

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

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

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

answered question	57
skipped question	213

PAGE: CONSUMER

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

PAGE: CONSUMER

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

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

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

25 responses per page

answered question 185

skipped question 85

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

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

25 responses per page

answered question	185
skipped question	85

PAGE: CONSUMER

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

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

PAGE: CONSUMER

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

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

13. Why?

answered question	98
skipped question	Response

13. Why?

Count

[Hide replies](#)

98

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

100 responses per page

answered question 98

skipped question 172

13. Why?

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

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answered question 98

skipped question 172

13. Why?

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

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

I probably shouldn't say anything, but Saturday parking isn't monitored for the meters, but I don't think it should be. Even in big cities, weekends are typically free, so why in a small town like Twin Falls, with a less than ok downtown, should there be metered parking on Saturdays? Seems silly to me. | Fri, May 27, 2011 12:01 PM |
| 30. | I got used to paying for the parking when I worked in downtown Boise. The parking there is quite expensive, but the shops downtown also would validate your parking stubs so if you were a customer and not just loitering on the sidewalks, your parking could get paid for. I would always looked for one of those parking garages over a parking meter. | Thu, May 26, 2011 9:33 PM |
| 31. | It is 2011 and I think that parking meters are old fashioned. I shouldn't have to pay to park my car considering I am spending money at businesses when I visit downtown. | Thu, May 26, 2011 9:23 PM |
| 32. | Because I don't have to pay to park anyplace else. | Thu, May 26, 2011 7:49 PM |
| 33. | It's been that way since I can remember. It's a habit, if you park down town put money in the meter. | Thu, May 26, 2011 3:52 PM |
| 34. | Its only a little amount but I bet if you didn't have to pay you'd get more customers, especially ones that don't have change in their pockets. | Thu, May 26, 2011 3:46 PM |
| 35. | I don't always have change and why should I pay for parking when I am spending money at these places? Im really not in a parking spot all that long anyways. | Thu, May 26, 2011 3:31 PM |
| 36. | I don't mind walking a couple of blocks if I have to. | Thu, May 26, 2011 3:08 PM |
| 37. | Because nowadays people have more plastic in their pockets than change to put into parking meters. | Thu, May 26, 2011 12:47 PM |
| 38. | I don't park in the metered spots. Years of coming downtown, I've learned where free marking is available. | Thu, May 26, 2011 12:43 PM |
| 39. | I usually carry a bit of spare change, however being caught with only cards is a pain. | Thu, May 26, 2011 12:43 PM |
| 40. | The mall does not charge, but if you did not, then all the employees would park in the spot. No win situation. | Thu, May 26, 2011 12:15 PM |
| 41. | Even though it's fairly cheap, it's still a hassle. Plus, I'm a small town girl and parking meters freak me out. I always think I didn't do something right and I'm going to get a ticket anyway. Also, sometimes I just running in and out of a store and I don't spend more than 10 minutes there. It's just not worth it to figure that parking meter out for just 10 minutes. | Thu, May 26, 2011 11:25 AM |

100 responses per page

answered question 98

skipped question 172

13. Why?

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

100 responses per page

answered question 98

skipped question 172

13. Why?

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

100 responses per page

answered question 98

skipped question 172

13. Why?

possible." ???

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

100 responses per page

answered question 98

skipped question 172

13. Why?

- 90. Why would I pay you to go out of my way to drive downtown to be your customer when I can simply drive to the mall, park for free, find more services, retail, etc. And here is the kicker: It is way more convenient. If you want me to shop downtown more often, lose the meters. Mon, May 23, 2011 3:48 PM

- 91. I get paid for my time. Mon, May 23, 2011 3:26 PM

- 92. no, not really. I would like to see the numbers though. I don't think they raise enough revenue to pay the lady who writes the tickets, upkeep, and actual meter replacement cost. At a time when trying to get the downtown going again, why do we need to have one more obstacle for patrons to jump over. I don't carry change. I wouldn't want not having a quarter, or risk getting a fine, to make someone go elsewhere. I don't think the lost revenue at a business should come down to wheather or not we have pocket change to park. Mon, May 23, 2011 3:11 PM

- 93. I usually have no change on me. Mon, May 23, 2011 3:10 PM

- 94. We live in Twin Falls Idaho. Not New York. Im not going to pay to park. Period. Thats all there is too it for me. When i do frequent down town, i still dont pay to park so your just making a criminal out of me with parking meters. Mon, May 23, 2011 3:09 PM

- 95. If I have change available, I'm OK with parking downtown, but if I don't have change on me, I don't go downtown because I don't want to get a ticket. Mon, May 23, 2011 3:04 PM

- 96. worth it Mon, May 23, 2011 2:55 PM

- 97. It's cheap Mon, May 23, 2011 2:50 PM

- 98. Because I don't always have change, and there are have been too many bad experiences of the meter "cops" issuing tickets for a few minutes out and being rude when policing the parking. Mon, May 23, 2011 2:49 PM

100 responses per page

answered question	98
skipped question	172

PAGE: CONSUMER

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

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

answered question	187
skipped question	83

PAGE: CONSUMER

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

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

- 14. I think there should be a parking garage built. Yes, I know people will whine about having to walk SOOOO far from the parking garage, but it would really help with parking. There are a few lots downtown that can be used. And I think the parking garage should be free but if parking on the street should cost. Thu, May 26, 2011 11:28 AM
- 15. I would be willing to pay for a "parking pass" for a specified time. By buying a yearly sticker or hang tag, I would be able to park where ever I wanted. This would increase the times I would visit downtown. Thu, May 26, 2011 7:56 AM
- 16. tax payers should not pay.....also tax payers should not maintain the landscaping downtown.....store owners should just like everywhere in Twin Falls.....this is crazy!!! Thu, May 26, 2011 4:53 AM
- 17. If they want to park close to stores, pay for it. Wed, May 25, 2011 6:58 AM
- 18. neither one Tue, May 24, 2011 1:48 PM
- 19. If there is going to be regulated parking I believe the businesses should pay. The people who traffic downtown business's are there to help the owners succeed, and it would be a great courtesy.
On the other hand I do not believe we should have to pay for parking, our community is not that big to have to squeeze more money out of consumers. Tue, May 24, 2011 9:08 AM
- 20. I don't allways remember to bring change. Maybe more pay lots Tue, May 24, 2011 7:32 AM
- 21. The cost is low enough that customers can pay to park, just let us know that the funds are being used to revitalize downtown. Let's bring in more fun! Tue, May 24, 2011 7:21 AM
- 22. No one should pay Tue, May 24, 2011 7:02 AM
- 23. (Poor design of this question ... once I clicked a box, I couldn't uncheck it.) Tue, May 24, 2011 12:13 AM

I think the city AND downtown business/property owners should be for the free parking system and customers should pay for premium location meter parking. But the current setup of free vs reserved vs metered parking doesn't work.

If the city government is serious about revitalizing downtown (and I think it *should* be; a sick downtown makes for a poor image of the city, which hurts tourism, relocations, etc.), then the city needs to continue operating and supporting downtown parking - even though they don't do the same thing for Blue Lakes businesses, etc.

BUT, the downtown businesses shouldn't get it all for free. They need to contribute as well.

The free parking is a mess in downtown Twin, but I believe the general gist is there. Free parking should be convenient and plentiful - but premium parking spots (i.e. - parking on the street right in front of a business) should be metered.

UNFORTUNATELY, this scenario only works if the free

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

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

16. Additional Comments/Suggestions:

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

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16. Additional Comments/Suggestions:

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

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16. Additional Comments/Suggestions:

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

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

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

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16. Additional Comments/Suggestions:

MINUTES

20. In my opinion, if you are going to make the customers of downtown pay to park then the revenue should be put back into refurbishing the downtown area. There are many "little" things that can be done to make downtown more attractive and functional such as fixing the sidewalks to make them safer, a more uniform planting of the flowers beds and trees and giving business owners an incentive to update or clean up their store fronts. I can't help but believe that by doing this you will attract not only more customers to downtown but also more business. And isn't that what this is really all about? Thu, Jun 2, 2011 10:43 AM
21. How about a trolley or shuttle that runs a loop thru the parking lots ? find an inexpensive trolley like you see at airports or Disneyland..lets merchants pay for signage...decorate the trolley in an Old Towne " theme..

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

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

Eric Watte 208-731-5745 (New Leaf Properties llc)
22. I love the look of the parking meters and do not think that they should be taken out, but I also do not think that they should be active. Fri, May 27, 2011 8:24 PM
23. I feel the rates we pay to park downtown are low, compared to other cities. 25 cents an hour is not going to break us. Fri, May 27, 2011 7:46 PM
24. The trees are a nice idea but they are causing heaving and lifting of both sidewalk and pavement. Fri, May 27, 2011 4:21 PM
25. I really don't have a lot of complaints from customers about parking. There just seems to be a lot of confusion about where they can park. Although I know the lots have signs in them about what is leased vs what is not leased - they don't seem to attract the attention of the customers trying to park their cars. They don't notice them. And especially in the winter, it's not obvious if there is snow on the ground which are the white lines vs the yellow lines. I think it would be great if we could designate customer vs leased parking by lot instead of by space in a lot. For example, the lots that back up to the businesses on main street should be customer parking - all the spaces should be for customers - then we could have signs (some sort of colored background sign to stand out) to indicate CUSTOMER PARKING ONLY IN THIS LOT. The leased spots and employee parking should be in the lots that are farther off Main

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16. Additional Comments/Suggestions:

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

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

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16. Additional Comments/Suggestions:

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

- 33. If you want to generate business in downtown get rid of the parking meters Thu, May 26, 2011 1:39 PM
- 34. There are some changes to the parking system that would be very beneficial to the downtown shopping core, though overall, I think it is a good system. Examples of these recommended changes would be:
 -Free parking on the weekends in any lot or space
 -Meters checked through 5pm (not 6pm)
 -Removing meters in areas they are not needed. Use details from the meter maid to know which ones are frequently used (ie needed) and maintain those. Remove the unnecessary meters (on off streets, or in areas where turnover is not a problem).
 -Painted 'Leased M-F' on leased spaces in all lots that are mixed use (customer/leased)

 Finally, there should be time taken to address the issue of employee parking. Leased lots need to be where this issue is addressed. I assume the system is presently first come first served? Perhaps dumping this system, in favor of equitable distribution based on employee count/needs. Ensure each business has adequate and appropriate parking options (in leased lots, or, if not, perhaps signing a statement saying why they do not need leased space(s) and commit they will not park in customer parking) relative to their employee count. Thu, May 26, 2011 1:04 PM
- 35. It is not good for our elderly to have to do all the walking & remembering to put money in. Most of our elderly can't afford much as it is. If you don't have to pay more would come..Including myself, instead of looking to free parking areas & using their services instead. Thu, May 26, 2011 10:27 AM
- 36. The parking "problem" is really a marketing opportunity. A local taxing district (LID) for a very limited number of mills per dollar value would provide an on-going basis of funding. But, the city has a shared responsibility for maintenance of streets and parking lots. A modest increase in the leasing fees of reserved parking is an additional option to consider. With these 3 funding sources (property owners, city, leasing fees) there would be no need for parking meters. Marketing the newly minted, consumer-friendly downtown, would be productive. Thu, May 26, 2011 7:51 AM
- 37. Downtown has already been on "life support" , stop furthering the demise by charging to park. Thu, May 26, 2011 7:20 AM
- 38. I do not mind to pay for parking as long as the money does back into downtown to keep it up.. Thu, May 26, 2011 5:58 AM
- 39. The City should get out of downtown all together.....and store owners should clean up Thu, May 26, 2011 4:59 AM

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16. Additional Comments/Suggestions:

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

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

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16. Additional Comments/Suggestions:

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

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

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

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

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

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16. Additional Comments/Suggestions:

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

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

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

Thanks for listening to me.

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

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16. Additional Comments/Suggestions:

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

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

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

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

=====

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

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

100 responses per page

answered question 76

skipped question 194

16. Additional Comments/Suggestions:

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

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

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

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

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

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

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

- | | | |
|------------|---|---------------------------|
| 56. | Downtown TF needs to eliminate all barriers to people coming downtown. If there was competition for parking places, then perhaps parking places have a value. Until the downtown is a serious competitor to the mall, no parking fees. Besides painting lines, what exactly are the costs incurred? | Mon, May 23, 2011 9:27 PM |
| 57. | Why not close off main street two blocks east and the block west and make it a pedestrian mall, cobbling the | Mon, May 23, 2011 9:23 PM |

100 responses per page

answered question 76

skipped question 194

16. Additional Comments/Suggestions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

100 responses per page

answered question 76

skipped question 194

16. Additional Comments/Suggestions:

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

100 responses per page

answered question 76

skipped question 194

Downtown Parking Forum Notes

May 26, 2011

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

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

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

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

Comments:

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

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

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

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

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

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

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

Community Development Director Humble reviewed the request.

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

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

A letter from Tony Prater was entered into the record.

Discussion followed:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MOTION:

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

AMENDMENT TO THE MAIN MOTION:

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

Discussion followed.

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

AMENDMENT TO THE MAIN MOTION:

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

Discussion followed.

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

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

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

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

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

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

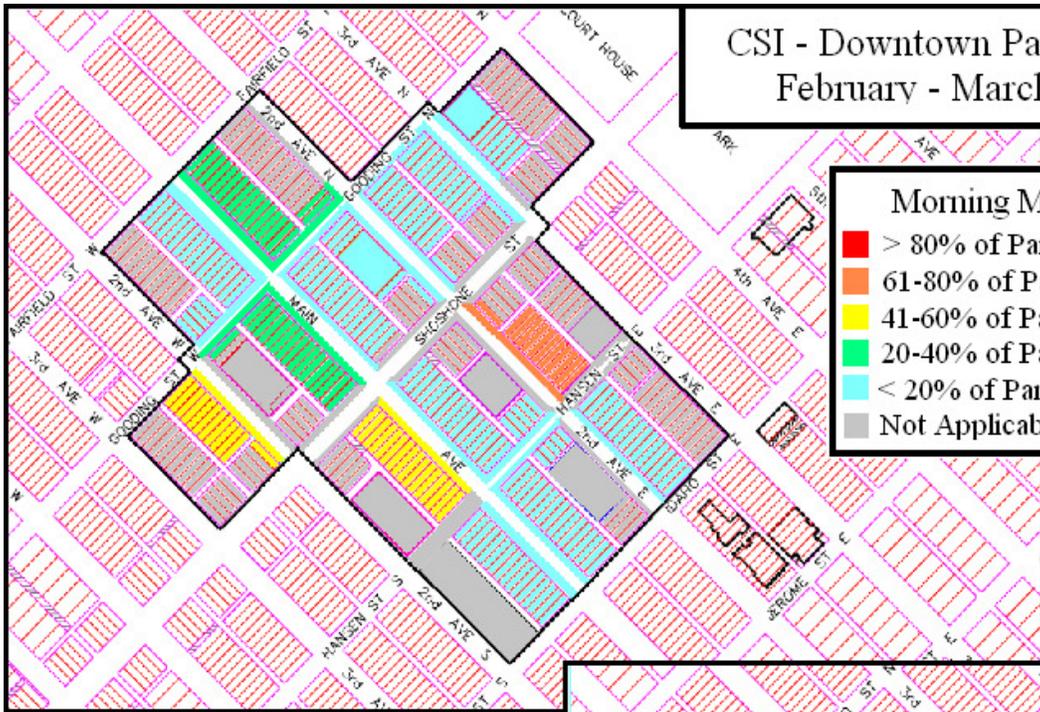
Discussion followed on the main motion as amended.

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

CSI - Downtown Parking Study
February - March 2009

Morning Metered Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



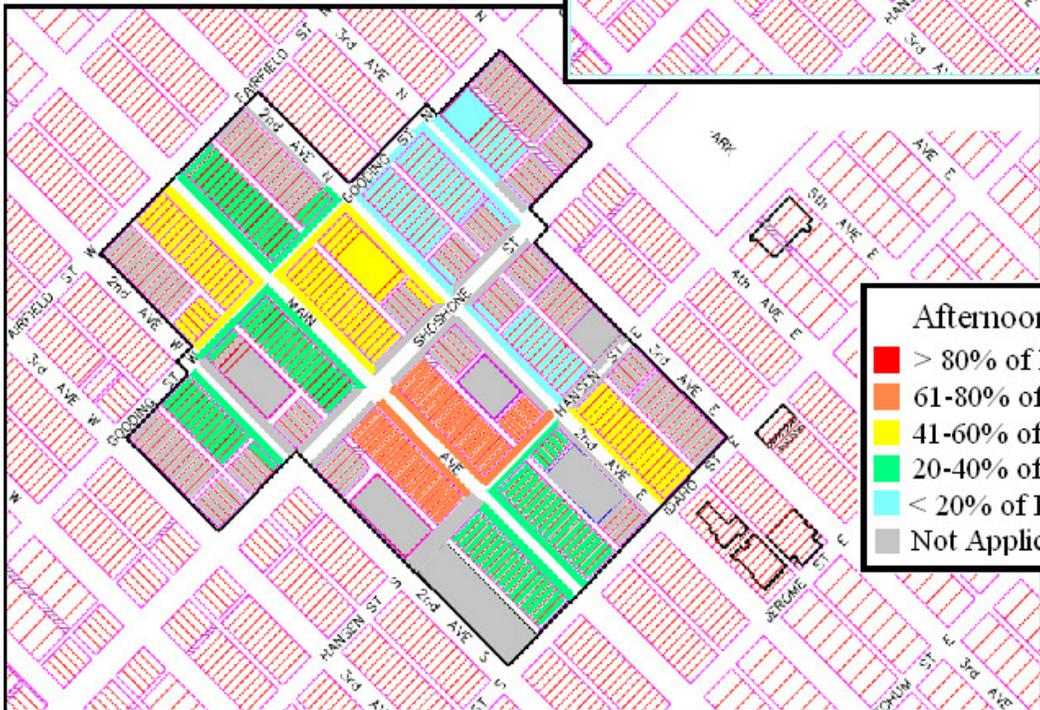
Midday Metered Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



Afternoon Metered Parking

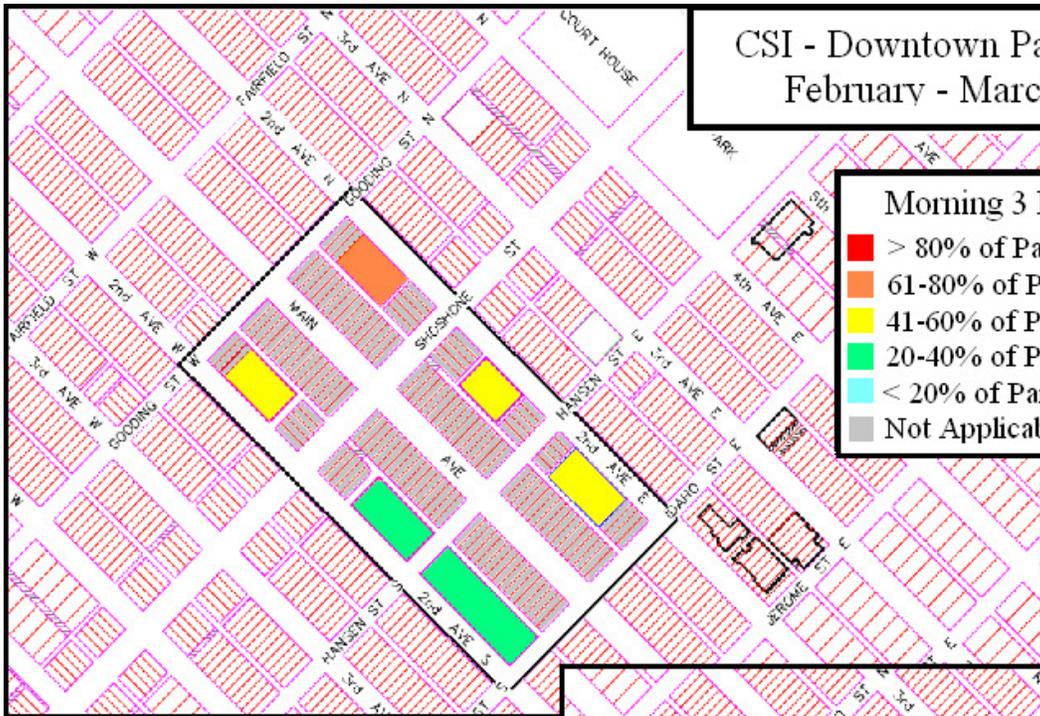
- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



CSI - Downtown Parking Study
February - March 2009

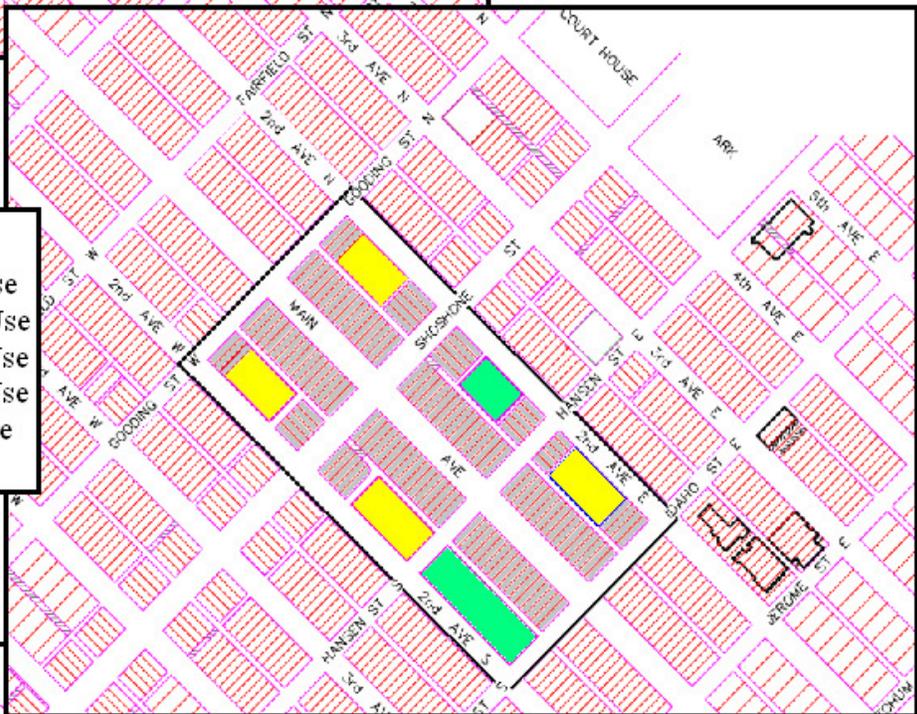
Morning 3 Hr Free Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



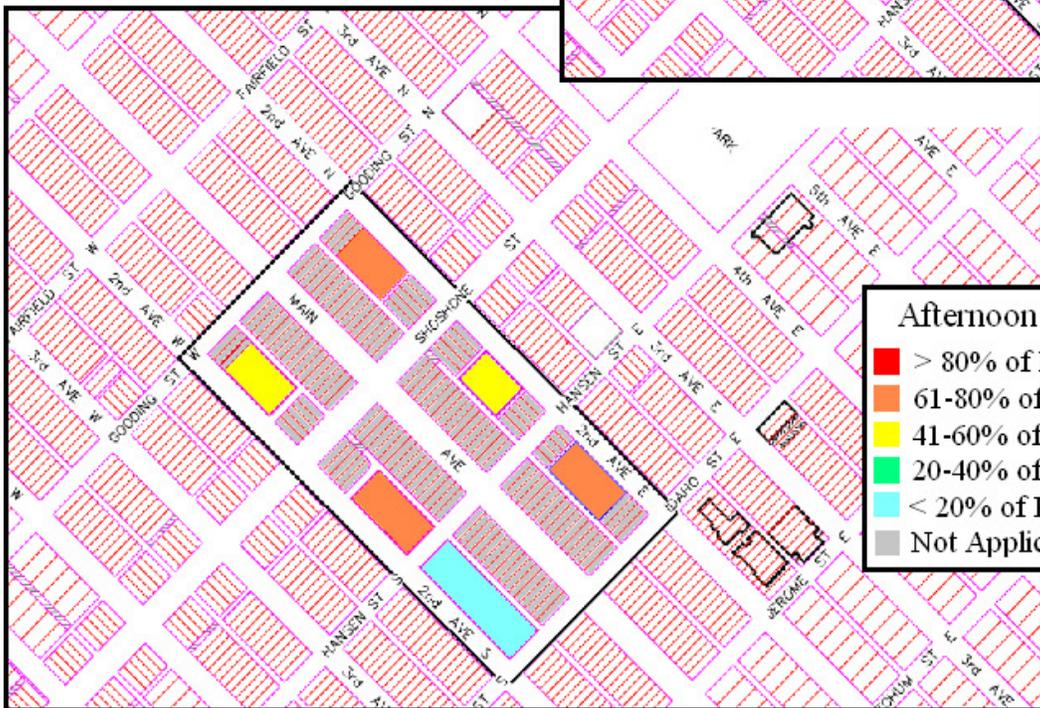
Midday 3 Hr Free Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



Afternoon 3 Hr Free Parking

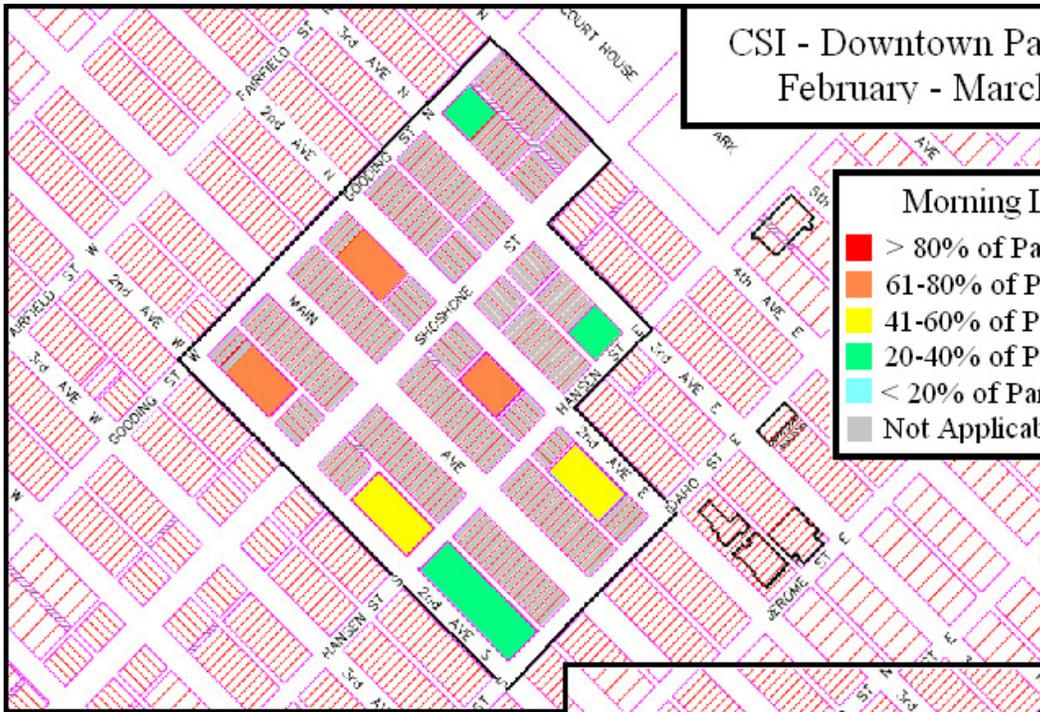
- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



CSI - Downtown Parking Study
February - March 2009

Morning Leased Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



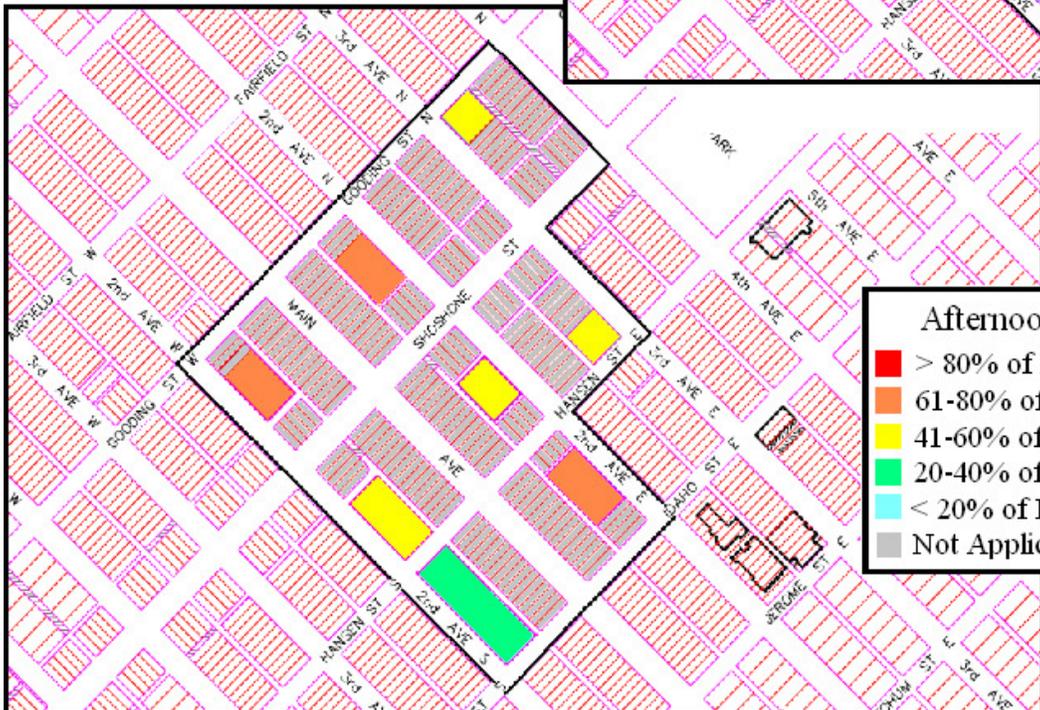
Midday Leased Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



Afternoon Leased Parking

- > 80% of Parking Spaces in Use
- 61-80% of Parking Spaces in Use
- 41-60% of Parking Spaces in Use
- 20-40% of Parking Spaces in Use
- < 20% of Parking Spaces in Use
- Not Applicable



2011 Parking Space Usage

8 VA Clinic Spaces plus 3 Handicapped Spaces		29 Free Customer Parking Spaces plus 11 VA Clinic Dedicated Spaces					Blue P/L		28 Leased Parking Spaces			
Number of Dedicated VA Clinic Parking Spaces in Use	Percentage of Dedicated VA Clinic Spaces in Use	Total Number of Customer Parking Spaces in Use	Percentage of Customer Spaces in Use	Number of VA Clinic Employees Using Customer Parking	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
6	55%	17	59%	6	2	47%	Wednesday, February 02, 2011	10:04 AM	10	36%	3	30%
5	45%	15	52%	6	2	53%	Wednesday, February 02, 2011	11:02 AM	11	39%	3	27%
4	36%	13	45%	5	3	62%	Wednesday, February 02, 2011	11:56 AM	8	29%	0	0%
2	18%	11	38%	0	4	36%	Friday, February 04, 2011	3:20 PM	10	36%	1	10%
3	27%	9	31%	0	2	22%	Friday, February 04, 2011	3:53 PM	10	36%	0	0%
8	73%	15	52%	7	2	60%	Thursday, February 10, 2011	2:16 PM	10	36%	2	20%
11	100%	18	62%	7	2	50%	Thursday, February 10, 2011	2:58 PM	13	46%	6	46%
8	73%	14	48%	7	2	64%	Thursday, February 10, 2011	3:50 PM	8	29%	1	13%
1	9%	4	14%	0	1	25%	Friday, February 11, 2011	12:07 PM	10	36%	2	20%
0	0%	7	24%	0	2	29%	Friday, February 11, 2011	1:38 PM	11	39%	1	9%
0	0%	10	34%	0	2	20%	Friday, February 11, 2011	2:27 PM	11	39%	3	27%
6	55%	12	41%	7	2	75%	Monday, February 14, 2011	10:14 AM	8	29%	4	50%
8	73%	13	45%	7	2	69%	Monday, February 14, 2011	11:00 AM	8	29%	5	63%
6	55%	17	59%	7	2	53%	Monday, February 14, 2011	11:39 AM	6	21%	2	33%
8	73%	19	66%	7	3	53%	Tuesday, February 15, 2011	10:58 AM	8	29%	3	38%
8	73%	20	69%	5	4	45%	Tuesday, February 15, 2011	11:41 AM	8	29%	2	25%
2	18%	15	52%	5	3	53%	Tuesday, February 15, 2011	12:27 PM	7	25%	2	29%
9	82%	19	66%	7	3	53%	Wednesday, February 23, 2011	3:26 PM	8	29%	0	0%
8	73%	21	72%	7	3	48%	Wednesday, February 23, 2011	4:02 PM	9	32%	1	11%
5	45%	19	66%	6	3	47%	Monday, February 28, 2011	2:11 PM	7	25%	2	29%
6	55%	16	55%	6	3	56%	Monday, February 28, 2011	2:45 PM	5	18%	0	0%
4	36%	13	45%	6	3	69%	Monday, February 28, 2011	3:24 PM	4	14%	0	0%
8	73%	11	38%	6	2	73%	Tuesday, March 01, 2011	10:06 AM	11	39%	1	9%
5	45%	15	52%	6	3	60%	Tuesday, March 01, 2011	11:10 AM	10	36%	1	10%
3	27%	11	38%	3	3	55%	Tuesday, March 01, 2011	11:47 AM	11	39%	0	0%

8 VA Clinic Spaces plus		29 Free Customer Parking Spaces					Blue P/L			28 Leased Parking Spaces			
Number of Dedicated VA Clinic Parking Spaces in Use	Percentage of Dedicated VA Clinic Spaces in Use	Total Number of Customer Parking Spaces in Use	Percentage of Customer Spaces in Use	Number of VA Clinic Employees Using Customer Parking	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators	
6	55%	15	52%	6	1	47%	Wednesday, March 09, 2011	10:40 AM	12	43%	2	17%	
5	45%	19	66%	6	2	42%	Wednesday, March 09, 2011	11:27 AM	11	39%	0	0%	
2	18%	17	59%	5	2	41%	Wednesday, March 09, 2011	12:06 PM	8	29%	0	0%	
2	18%	8	28%	0	3	38%	Friday, March 11, 2011	10:58 AM	13	46%	0	0%	
3	27%	10	34%	0	3	30%	Friday, March 11, 2011	11:43 AM	12	43%	0	0%	
3	27%	11	38%	0	2	18%	Friday, March 11, 2011	12:16 PM	8	29%	0	0%	
2	18%	11	38%	4	2	55%	Wednesday, March 23, 2011	2:43 PM	7	25%	1	14%	
5	45%	17	59%	5	4	53%	Wednesday, March 23, 2011	3:30 PM	9	32%	2	22%	
7	64%	17	59%	6	3	53%	Tuesday, March 29, 2011	10:35 AM	10	36%	0	0%	
6	55%	17	59%	5	4	53%	Tuesday, March 29, 2011	11:19 AM	9	32%	1	11%	
1	9%	15	52%	5	4	60%	Tuesday, March 29, 2011	11:57 AM	8	29%	1	13%	
1	9%	3	10%	0	2	67%	Friday, April 01, 2011	10:42 AM	10	36%	2	20%	
1	9%	6	21%	0	2	33%	Friday, April 01, 2011	11:26 AM	10	36%	0	0%	
3	27%	5	17%	0	2	40%	Friday, April 01, 2011	12:10 PM	10	36%	2	20%	
6	55%	20	69%	7	3	50%	Wednesday, April 06, 2011	11:51 AM	17	61%	5	29%	
2	18%	14	48%	3	3	43%	Wednesday, April 06, 2011	12:39 PM	12	43%	3	25%	
6	55%	23	79%	5	6	48%	Wednesday, April 06, 2011	3:17 PM	12	43%	2	17%	
5	42%	14	48%	6	3	64%	Average		10	34%	2	20%	
5	45%	14	48%	5	3	57%	Morning Average (10-12)		10	36%	2	20%	
2	17%	10	36%	2	2	40%	Midday Average (12-2)		9	34%	1	11%	
6	50%	15	53%	5	3	53%	Afternoon Average (2-4)		9	31%	2	22%	

2011 Parking Space Usage

43 Free Customer Parking Spaces				Black P/L		81 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
11	26%	1	9%	Wednesday, February 02, 2011	10:46 AM	24	30%	5	21%
12	28%	1	8%	Wednesday, February 02, 2011	11:48 AM	22	27%	4	18%
4	9%	0	0%	Wednesday, February 02, 2011	12:37 PM	22	27%	6	27%
10	23%	5	50%	Friday, February 04, 2011	3:13 PM	19	23%	0	0%
10	23%	3	30%	Friday, February 04, 2011	3:48 PM	19	23%	1	5%
13	30%	6	46%	Thursday, February 10, 2011	2:25 PM	22	27%	0	0%
8	19%	4	50%	Thursday, February 10, 2011	3:10 PM	24	30%	0	0%
6	14%	2	33%	Thursday, February 10, 2011	3:59 PM	24	30%	1	4%
18	42%	5	28%	Friday, February 11, 2011	11:58 AM	22	27%	1	5%
13	30%	4	31%	Friday, February 11, 2011	1:23 PM	22	27%	0	0%
14	33%	6	43%	Friday, February 11, 2011	2:13 PM	21	26%	2	10%
10	23%	5	50%	Monday, February 14, 2011	10:25 AM	25	31%	3	12%
10	23%	5	50%	Monday, February 14, 2011	11:07 AM	26	32%	2	8%
11	26%	4	36%	Monday, February 14, 2011	11:48 AM	27	33%	4	15%
17	40%	7	41%	Tuesday, February 15, 2011	10:49 AM	24	30%	0	0%
10	23%	4	40%	Tuesday, February 15, 2011	11:33 AM	23	28%	1	4%
4	9%	3	75%	Tuesday, February 15, 2011	12:18 PM	20	25%	2	10%
10	23%	2	20%	Wednesday, February 23, 2011	3:20 PM	23	28%	1	4%
8	19%	2	25%	Wednesday, February 23, 2011	3:55 PM	20	25%	1	5%
4	9%	1	25%	Monday, February 28, 2011	2:12 PM	22	27%	2	9%
9	21%	3	33%	Monday, February 28, 2011	2:54 PM	25	31%	5	20%
6	14%	3	50%	Monday, February 28, 2011	3:28 PM	23	28%	3	13%
13	30%	5	38%	Tuesday, March 01, 2011	10:16 AM	25	31%	5	20%
13	30%	4	31%	Tuesday, March 01, 2011	11:17 AM	23	28%	4	17%
12	28%	4	33%	Tuesday, March 01, 2011	11:53 AM	23	28%	2	9%

43 Free Customer Parking Spaces				Black P/L		81 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
12	28%	5	42%	Wednesday, March 09, 2011	10:34 AM	25	31%	2	8%
9	21%	4	44%	Wednesday, March 09, 2011	11:22 AM	22	27%	1	5%
8	19%	4	50%	Wednesday, March 09, 2011	12:01 PM	17	21%	1	6%
10	23%	5	50%	Friday, March 11, 2011	10:50 AM	27	33%	2	7%
13	30%	5	38%	Friday, March 11, 2011	11:36 AM	25	31%	2	8%
14	33%	3	21%	Friday, March 11, 2011	12:11 PM	19	23%	1	5%
8	19%	4	50%	Wednesday, March 23, 2011	2:48 PM	22	27%	0	0%
9	21%	4	44%	Wednesday, March 23, 2011	3:37 PM	24	30%	3	13%
17	40%	6	35%	Tuesday, March 29, 2011	10:26 AM	26	32%	2	8%
16	37%	6	38%	Tuesday, March 29, 2011	11:13 AM	24	30%	1	4%
15	35%	5	33%	Tuesday, March 29, 2011	11:52 AM	22	27%	2	9%
12	28%	4	33%	Friday, April 01, 2011	10:37 AM	23	28%	1	4%
7	16%	3	43%	Friday, April 01, 2011	11:21 AM	22	27%	1	5%
14	33%	3	21%	Friday, April 01, 2011	12:04 PM	20	25%	1	5%
16	37%	5	31%	Wednesday, April 06, 2011	12:03 PM	21	26%	2	10%
8	19%	2	25%	Wednesday, April 06, 2011	12:45 PM	20	25%	1	5%
12	28%	3	25%	Wednesday, April 06, 2011	3:26 PM	30	37%	6	20%
11	25%	4	36%	Average		23	28%	2	9%
12	29%	4	33%	Morning Average (10-12)		24	30%	2	8%
10	24%	3	30%	Midday Average (12-2)		20	25%	2	10%
9	21%	3	33%	Afternoon Average (2-4)		23	28%	2	9%

2011 Parking Space Usage

26 Free Customer Parking Spaces				Red P/L		27 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
13	50%	1	8%	Wednesday, February 02, 2011	10:42 AM	12	44%	0	0%
12	46%	2	17%	Wednesday, February 02, 2011	11:41 AM	13	48%	1	8%
14	54%	2	14%	Wednesday, February 02, 2011	12:31 PM	10	37%	2	20%
10	38%	3	30%	Friday, February 04, 2011	3:09 PM	10	37%	1	10%
10	38%	2	20%	Friday, February 04, 2011	3:43 PM	9	33%	1	11%
10	38%	3	30%	Thursday, February 10, 2011	2:30 PM	7	26%	0	0%
7	27%	3	43%	Thursday, February 10, 2011	3:14 PM	8	30%	0	0%
9	35%	4	44%	Thursday, February 10, 2011	4:05 PM	7	26%	0	0%
10	38%	2	20%	Friday, February 11, 2011	11:53 AM	10	37%	1	10%
18	69%	2	11%	Friday, February 11, 2011	1:23 PM	11	41%	3	27%
16	62%	2	13%	Friday, February 11, 2011	2:08 PM	10	37%	3	30%
7	27%	0	0%	Monday, February 14, 2011	10:33 AM	12	44%	0	0%
4	15%	0	0%	Monday, February 14, 2011	11:11 AM	10	37%	0	0%
7	27%	1	14%	Monday, February 14, 2011	11:56 AM	8	30%	0	0%
3	12%	1	33%	Tuesday, February 15, 2011	10:46 AM	10	37%	0	0%
11	42%	3	27%	Tuesday, February 15, 2011	11:30 AM	9	33%	0	0%
12	46%	3	25%	Tuesday, February 15, 2011	12:18 PM	6	22%	1	17%
8	31%	2	25%	Wednesday, February 23, 2011	3:16 PM	8	30%	0	0%
6	23%	2	33%	Wednesday, February 23, 2011	3:53 PM	6	22%	0	0%
10	38%	2	20%	Monday, February 28, 2011	2:23 PM	10	37%	1	10%
13	50%	3	23%	Monday, February 28, 2011	2:59 PM	9	33%	1	11%
9	35%	3	33%	Monday, February 28, 2011	3:32 PM	9	33%	1	11%
5	19%	1	20%	Tuesday, March 01, 2011	10:26 AM	10	37%	0	0%
9	35%	2	22%	Tuesday, March 01, 2011	11:23 AM	10	37%	0	0%
8	31%	2	25%	Tuesday, March 01, 2011	11:58 AM	9	33%	0	0%

26 Free Customer Parking Spaces				Red P/L		27 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
7	27%	1	14%	Wednesday, March 09, 2011	10:30 AM	9	33%	1	11%
13	50%	2	15%	Wednesday, March 09, 2011	11:16 AM	10	37%	2	20%
11	42%	2	18%	Wednesday, March 09, 2011	11:56 AM	8	30%	1	13%
7	27%	2	29%	Friday, March 11, 2011	10:43 AM	10	37%	1	10%
9	35%	2	22%	Friday, March 11, 2011	11:33 AM	9	33%	1	11%
12	46%	3	25%	Friday, March 11, 2011	12:08 PM	5	19%	0	0%
11	42%	2	18%	Wednesday, March 23, 2011	2:52 PM	9	33%	2	22%
11	42%	2	18%	Wednesday, March 23, 2011	3:41 PM	7	26%	0	0%
7	27%	0	0%	Tuesday, March 29, 2011	10:23 AM	7	26%	0	0%
9	35%	2	22%	Tuesday, March 29, 2011	11:10 AM	9	33%	0	0%
12	46%	3	25%	Tuesday, March 29, 2011	11:49 AM	9	33%	0	0%
8	31%	1	13%	Friday, April 01, 2011	10:29 AM	14	52%	3	21%
9	35%	2	22%	Friday, April 01, 2011	11:15 AM	15	56%	3	20%
13	50%	2	15%	Friday, April 01, 2011	11:55 AM	14	52%	4	29%
13	50%	5	38%	Wednesday, April 06, 2011	12:08 PM	6	22%	1	17%
13	50%	4	31%	Wednesday, April 06, 2011	12:49 PM	9	33%	2	22%
14	54%	3	21%	Wednesday, April 06, 2011	3:33 PM	9	33%	1	11%
10	38%	2	20%	Average		9	35%	1	11%
9	34%	2	22%	Morning Average (10-12)		10	39%	1	10%
14	43%	3	21%	Midday Average (12-2)		8	28%	2	25%
10	40%	3	30%	Afternoon Average (2-4)		8	31%	1	13%

2011 Parking Space Usage

28 Free Customer Parking Spaces				Burgundy P/L		27 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
1	4%	0	0%	Wednesday, February 02, 2011	10:33 AM	20	74%	0	0%
6	21%	0	0%	Wednesday, February 02, 2011	11:36 AM	21	78%	0	0%
6	21%	0	0%	Wednesday, February 02, 2011	12:24 PM	14	52%	0	0%
7	25%	0	0%	Friday, February 04, 2011	3:03 PM	14	52%	1	7%
6	21%	1	17%	Friday, February 04, 2011	3:40 PM	14	52%	2	14%
17	61%	1	6%	Thursday, February 10, 2011	2:36 PM	19	70%	3	16%
12	43%	2	17%	Thursday, February 10, 2011	3:18 PM	13	48%	0	0%
7	25%	3	43%	Thursday, February 10, 2011	4:08 PM	16	59%	1	6%
8	29%	3	38%	Friday, February 11, 2011	11:45 AM	13	48%	1	8%
11	39%	2	18%	Friday, February 11, 2011	1:12 PM	12	44%	1	8%
6	21%	1	17%	Friday, February 11, 2011	2:03 PM	13	48%	1	8%
11	39%	5	45%	Monday, February 14, 2011	10:37 AM	17	63%	0	0%
12	43%	5	42%	Monday, February 14, 2011	11:15 AM	18	67%	0	0%
11	39%	4	36%	Monday, February 14, 2011	12:03 PM	16	59%	0	0%
11	39%	0	0%	Tuesday, February 15, 2011	10:41 AM	18	67%	0	0%
9	32%	1	11%	Tuesday, February 15, 2011	11:25 AM	18	67%	0	0%
13	46%	2	15%	Tuesday, February 15, 2011	12:05 PM	14	52%	1	7%
7	25%	1	14%	Wednesday, February 23, 2011	3:12 PM	16	59%	0	0%
7	25%	1	14%	Wednesday, February 23, 2011	3:49 PM	14	52%	0	0%
13	46%	2	15%	Monday, February 28, 2011	2:30 PM	14	52%	0	0%
14	50%	1	7%	Monday, February 28, 2011	3:03 PM	13	48%	0	0%
8	29%	1	13%	Monday, February 28, 2011	3:40 PM	13	48%	0	0%
13	46%	1	8%	Tuesday, March 01, 2011	10:30 AM	19	70%	0	0%
13	46%	1	8%	Tuesday, March 01, 2011	11:27 AM	19	70%	0	0%
15	54%	1	7%	Tuesday, March 01, 2011	12:02 PM	18	67%	0	0%

28 Free Customer Parking Spaces				Burgundy P/L		27 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
4	14%	1	25%	Wednesday, March 09, 2011	10:26 AM	20	74%	0	0%
9	32%	2	22%	Wednesday, March 09, 2011	11:11 AM	21	78%	0	0%
11	39%	2	18%	Wednesday, March 09, 2011	11:52 AM	21	78%	0	0%
6	21%	3	50%	Friday, March 11, 2011	10:33 AM	18	67%	1	6%
7	25%	3	43%	Friday, March 11, 2011	11:28 AM	18	67%	1	6%
7	25%	2	29%	Friday, March 11, 2011	12:04 PM	16	59%	1	6%
14	50%	1	7%	Wednesday, March 23, 2011	2:59 PM	16	59%	0	0%
11	39%	1	9%	Wednesday, March 23, 2011	4:03 PM	16	59%	1	6%
3	11%	0	0%	Tuesday, March 29, 2011	10:17 AM	21	78%	0	0%
7	25%	2	29%	Tuesday, March 29, 2011	11:05 AM	22	81%	1	5%
13	46%	2	15%	Tuesday, March 29, 2011	11:43 AM	18	67%	0	0%
8	29%	3	38%	Friday, April 01, 2011	10:24 AM	18	67%	0	0%
10	36%	4	40%	Friday, April 01, 2011	11:11 AM	18	67%	0	0%
12	43%	3	25%	Friday, April 01, 2011	11:50 AM	17	63%	0	0%
11	39%	2	18%	Wednesday, April 06, 2011	12:14 PM	13	48%	0	0%
12	43%	2	17%	Wednesday, April 06, 2011	12:54 PM	16	59%	1	6%
8	29%	2	25%	Wednesday, April 06, 2011	3:45 PM	18	67%	0	0%
9	34%	2	22%	Average		17	62%	0	0%
9	31%	2	22%	Morning Average (10-12)		19	69%	0	0%
11	38%	2	18%	Midday Average (12-2)		15	57%	0	0%
10	35%	1	10%	Afternoon Average (2-4)		15	55%	1	7%

2011 Parking Space Usage

24 Free Customer Parking Spaces plus 2 Handicapped Spaces				Orange P/L		26 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
24	92%	8	33%	Wednesday, February 02, 2011	10:21 AM	12	46%	2	17%
21	81%	7	33%	Wednesday, February 02, 2011	11:21 AM	19	73%	6	32%
16	62%	5	31%	Wednesday, February 02, 2011	12:12 PM	14	54%	3	21%
16	62%	5	31%	Friday, February 04, 2011	2:45 PM	16	62%	7	44%
10	38%	5	50%	Friday, February 04, 2011	3:31 PM	9	35%	2	22%
15	58%	9	60%	Thursday, February 10, 2011	2:44 PM	11	42%	1	9%
16	62%	8	50%	Thursday, February 10, 2011	3:28 PM	15	58%	8	53%
9	35%	3	33%	Thursday, February 10, 2011	4:15 PM	11	42%	5	45%
21	81%	10	48%	Friday, February 11, 2011	12:54 PM	13	50%	4	31%
23	88%	10	43%	Friday, February 11, 2011	1:53 PM	12	46%	3	25%
23	88%	8	35%	Friday, February 11, 2011	2:33 PM	9	35%	2	22%
21	81%	4	19%	Monday, February 14, 2011	10:47 AM	9	35%	2	22%
20	77%	4	20%	Monday, February 14, 2011	11:23 AM	13	50%	4	31%
21	81%	6	29%	Monday, February 14, 2011	12:11 PM	11	42%	3	27%
21	81%	7	33%	Tuesday, February 15, 2011	10:30 AM	14	54%	2	14%
20	77%	6	30%	Tuesday, February 15, 2011	11:16 AM	14	54%	1	7%
20	77%	8	40%	Tuesday, February 15, 2011	11:52 AM	13	50%	2	15%
17	65%	7	41%	Wednesday, February 23, 2011	2:42 PM	15	58%	4	27%
18	69%	4	22%	Wednesday, February 23, 2011	3:39 PM	14	54%	4	29%
20	77%	4	20%	Monday, February 28, 2011	1:53 PM	8	31%	1	13%
15	58%	3	20%	Monday, February 28, 2011	2:36 PM	10	38%	1	10%
14	54%	5	36%	Monday, February 28, 2011	3:10 PM	11	42%	3	27%
20	77%	7	35%	Tuesday, March 01, 2011	10:46 AM	13	50%	3	23%
19	73%	7	37%	Tuesday, March 01, 2011	11:35 AM	15	58%	3	20%
15	58%	6	40%	Tuesday, March 01, 2011	12:08 PM	15	58%	3	20%

24 Free Customer Parking Spaces				Orange P/L		26 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
22	85%	14	64%	Wednesday, March 09, 2011	10:13 AM	10	38%	1	10%
26	100%	14	54%	Wednesday, March 09, 2011	10:57 AM	12	46%	3	25%
25	96%	15	60%	Wednesday, March 09, 2011	11:40 AM	17	65%	7	41%
21	81%	6	29%	Friday, March 11, 2011	10:24 AM	8	31%	0	0%
21	81%	5	24%	Friday, March 11, 2011	11:18 AM	10	38%	1	10%
19	73%	5	26%	Friday, March 11, 2011	11:53 AM	12	46%	3	25%
19	73%	4	21%	Wednesday, March 23, 2011	3:06 PM	16	62%	6	38%
13	50%	2	15%	Wednesday, March 23, 2011	4:10 PM	10	38%	2	20%
22	85%	11	50%	Tuesday, March 29, 2011	10:10 AM	10	38%	2	20%
22	85%	10	45%	Tuesday, March 29, 2011	10:57 AM	10	38%	1	10%
24	92%	11	46%	Tuesday, March 29, 2011	11:34 AM	15	58%	4	27%
14	54%	8	57%	Friday, April 01, 2011	10:18 AM	5	19%	0	0%
19	73%	10	53%	Friday, April 01, 2011	11:01 AM	8	31%	3	38%
26	100%	13	50%	Friday, April 01, 2011	11:40 AM	9	35%	4	44%
21	81%	8	38%	Wednesday, April 06, 2011	12:23 PM	11	42%	2	18%
16	62%	5	31%	Wednesday, April 06, 2011	1:03 PM	12	46%	2	17%
11	42%	3	27%	Wednesday, April 06, 2011	3:55 PM	7	27%	1	14%
19	73%	7	37%	Average		12	46%	3	25%
21	82%	9	43%	Morning Average (10-12)		12	45%	3	25%
19	73%	7	37%	Midday Average (12-2)		13	48%	3	23%
15	59%	5	33%	Afternoon Average (2-4)		12	46%	4	33%

2011 Parking Space Usage

33 Free Customer Parking Spaces				Purple P/L		31 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
22	67%	6	27%	Wednesday, February 02, 2011	10:14 AM	21	68%	0	0%
26	79%	7	27%	Wednesday, February 02, 2011	11:11 AM	21	68%	0	0%
25	76%	7	28%	Wednesday, February 02, 2011	12:02 PM	20	65%	1	5%
21	64%	3	14%	Friday, February 04, 2011	3:25 PM	14	45%	0	0%
19	58%	2	11%	Friday, February 04, 2011	3:56 PM	13	42%	0	0%
23	70%	11	48%	Thursday, February 10, 2011	2:50 PM	18	58%	0	0%
23	70%	11	48%	Thursday, February 10, 2011	3:40 PM	15	48%	0	0%
19	58%	11	58%	Thursday, February 10, 2011	4:19 PM	16	52%	0	0%
26	79%	10	38%	Friday, February 11, 2011	12:44 PM	21	68%	2	10%
23	70%	7	30%	Friday, February 11, 2011	1:44 PM	17	55%	2	12%
15	45%	5	33%	Friday, February 11, 2011	2:28 PM	18	58%	1	6%
17	52%	11	65%	Monday, February 14, 2011	10:51 AM	18	58%	0	0%
16	48%	10	63%	Monday, February 14, 2011	11:34 AM	20	65%	0	0%
17	52%	10	59%	Monday, February 14, 2011	12:21 PM	17	55%	0	0%
24	73%	10	42%	Tuesday, February 15, 2011	10:21 AM	22	71%	0	0%
16	48%	9	56%	Tuesday, February 15, 2011	11:06 AM	22	71%	1	5%
17	52%	9	53%	Tuesday, February 15, 2011	11:46 AM	21	68%	1	5%
18	55%	10	56%	Wednesday, February 23, 2011	2:36 PM	20	65%	0	0%
18	55%	8	44%	Wednesday, February 23, 2011	3:34 PM	17	55%	0	0%
15	45%	7	47%	Monday, February 28, 2011	2:05 PM	18	58%	0	0%
14	42%	7	50%	Monday, February 28, 2011	2:43 PM	17	55%	0	0%
18	55%	8	44%	Monday, February 28, 2011	3:17 PM	16	52%	0	0%
27	82%	10	37%	Tuesday, March 01, 2011	10:54 AM	20	65%	0	0%
22	67%	10	45%	Tuesday, March 01, 2011	11:41 AM	21	68%	0	0%
17	52%	7	41%	Tuesday, March 01, 2011	12:13 PM	19	61%	0	0%

33 Free Customer Parking Spaces				Purple P/L		31 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of Own/Emp's Using Customer Parking	Percentage of Customer Spaces Used by Own/Emp's	Date & Time		Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	Percentage of Leased Spaces Used by Violators
19	58%	8	42%	Wednesday, March 09, 2011	10:04 AM	23	74%	1	4%
21	64%	9	43%	Wednesday, March 09, 2011	10:50 AM	21	68%	1	5%
24	73%	9	38%	Wednesday, March 09, 2011	11:33 AM	20	65%	1	5%
23	70%	8	35%	Friday, March 11, 2011	10:17 AM	21	68%	3	14%
20	61%	7	35%	Friday, March 11, 2011	11:06 AM	23	74%	3	13%
20	61%	5	25%	Friday, March 11, 2011	11:47 AM	22	71%	1	5%
14	42%	8	57%	Wednesday, March 23, 2011	3:22 PM	19	61%	1	5%
10	30%	6	60%	Wednesday, March 23, 2011	4:15 PM	17	55%	1	6%
23	70%	10	43%	Tuesday, March 29, 2011	9:59 AM	19	61%	0	0%
20	61%	10	50%	Tuesday, March 29, 2011	10:50 AM	21	68%	0	0%
21	64%	12	57%	Tuesday, March 29, 2011	11:26 AM	22	71%	0	0%
24	73%	12	50%	Friday, April 01, 2011	10:11 AM	15	48%	0	0%
27	82%	12	44%	Friday, April 01, 2011	10:53 AM	17	55%	0	0%
25	76%	12	48%	Friday, April 01, 2011	11:32 AM	18	58%	1	6%
21	64%	6	29%	Wednesday, April 06, 2011	12:33 PM	18	58%	1	6%
23	70%	8	35%	Wednesday, April 06, 2011	1:10 PM	18	58%	1	6%
17	52%	6	35%	Wednesday, April 06, 2011	4:08 PM	18	58%	0	0%
20	61%	8	42%	Average		19	61%	1	5%
22	66%	9	43%	Morning Average (10-12)		20	66%	1	5%
22	66%	8	36%	Midday Average (12-2)		19	60%	1	5%
17	53%	7	42%	Afternoon Average (2-4)		19	60%	1	5%

2012 Parking Space Usage

29 Free Customer Parking Spaces			Blue P/L		28 Leased Parking Spaces		
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Number of VA Clinic Employees Using Customer	Date	AM / PM	Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking
17	60%	6	Average Usage		7	25%	1
17	59%	6	AM Average		8	27%	2
18	62%	5	PM Average		6	22%	1
23	79%	8	Highest Usage		12	43%	5
N/A	N/A	N/A	Tuesday, May 29, 2012	AM	11	39%	3
N/A	N/A	N/A	Tuesday, May 22, 2012	AM	9	32%	2
N/A	N/A	N/A	Monday, May 21, 2012	AM	6	21%	0
N/A	N/A	N/A	Wednesday, May 16, 2012	PM	5	18%	0
19	66%	7	Monday, May 14, 2012	AM	3	11%	0
21	72%	6	Monday, May 14, 2012	PM	5	18%	2
N/A	N/A	N/A	Friday, May 11, 2012	AM	12	43%	3
N/A	N/A	N/A	Tuesday, May 01, 2012	PM	7	25%	1
20	69%	6	Thursday, April 26, 2012	AM	12	43%	3
12	41%	5	Wednesday, April 25, 2012	AM	5	18%	0
13	45%	6	Monday, April 23, 2012	AM	4	14%	0
15	52%	5	Monday, April 23, 2012	PM	4	14%	2
12	41%	6	Monday, April 16, 2012	AM	5	18%	1
14	48%	6	Monday, April 16, 2012	PM	3	11%	1
N/A	N/A	N/A	Thursday, April 12, 2012	AM	12	43%	3
N/A	N/A	N/A	Thursday, April 12, 2012	PM	10	36%	3
16	55%	6	Monday, April 09, 2012	AM	6	21%	2
19	66%	5	Monday, April 09, 2012	PM	3	11%	0
20	69%	6	Thursday, April 05, 2012	AM	7	25%	0
N/A	N/A	N/A	Tuesday, April 03, 2012	PM	9	32%	2
16	55%	4	Wednesday, March 28, 2012	AM	8	29%	1
N/A	N/A	N/A	Friday, March 23, 2012	PM	7	25%	1
19	66%	5	Thursday, March 22, 2012	PM	8	29%	0
21	72%	4	Wednesday, March 21, 2012	AM	11	39%	4
19	66%	4	Wednesday, March 21, 2012	PM	5	18%	0
13	45%	6	Monday, March 19, 2012	AM	5	18%	0
17	59%	8	Monday, March 12, 2012	AM	8	29%	5
19	66%	8	Monday, March 12, 2012	PM	6	21%	4
21	72%	4	Thursday, March 08, 2012	AM	7	25%	0
18	62%	4	Thursday, March 08, 2012	PM	9	32%	2
23	79%	8	Monday, March 05, 2012	AM	4	14%	1

2012 Parking Space Usage

33 Free Customer Parking Spaces		Purple P/L		31 Leased Parking Spaces		
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Date	AM / PM	Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking
15	44%	Average Usage		12	40%	1
15	46%	AM Average		13	42%	1
14	42%	PM Average		12	38%	1
23	70%	Highest Usage		17	55%	3
N/A	N/A	Tuesday, May 29, 2012	AM	14	45%	0
17	52%	Tuesday, May 22, 2012	PM	17	55%	1
N/A	N/A	Monday, May 21, 2012	AM	11	35%	1
11	33%	Wednesday, May 16, 2012	AM	10	32%	0
6	18%	Wednesday, May 16, 2012	PM	8	26%	0
8	24%	Monday, May 14, 2012	AM	12	39%	0
9	27%	Monday, May 14, 2012	PM	8	26%	1
13	39%	Friday, May 04, 2012	AM	13	42%	1
21	64%	Friday, May 04, 2012	PM	12	39%	1
N/A	N/A	Tuesday, May 01, 2012	PM	12	39%	0
13	39%	Thursday, April 26, 2012	AM	11	35%	0
14	42%	Wednesday, April 25, 2012	AM	13	42%	0
7	21%	Wednesday, April 25, 2012	PM	11	35%	0
14	42%	Monday, April 23, 2012	AM	12	39%	0
6	18%	Monday, April 23, 2012	PM	14	45%	1
9	27%	Monday, April 16, 2012	AM	13	42%	2
8	24%	Monday, April 16, 2012	PM	10	32%	0
N/A	N/A	Friday, April 13, 2012	AM	10	32%	1
N/A	N/A	Friday, April 13, 2012	PM	11	35%	2
N/A	N/A	Thursday, April 12, 2012	AM	14	45%	1
N/A	N/A	Thursday, April 12, 2012	PM	11	35%	0
13	39%	Wednesday, April 11, 2012	AM	14	45%	2
6	18%	Monday, April 09, 2012	AM	10	32%	1
10	30%	Monday, April 09, 2012	PM	9	29%	0
19	58%	Thursday, April 05, 2012	AM	14	45%	2
8	24%	Monday, April 02, 2012	PM	12	39%	2
15	45%	Wednesday, March 28, 2012	AM	14	45%	1
22	67%	Friday, March 23, 2012	AM	11	35%	2
22	67%	Friday, March 23, 2012	PM	10	32%	1
20	61%	Thursday, March 22, 2012	AM	11	35%	0
21	64%	Thursday, March 22, 2012	PM	16	52%	3
22	67%	Wednesday, March 21, 2012	AM	15	48%	2
15	45%	Wednesday, March 21, 2012	PM	8	26%	0
19	58%	Monday, March 19, 2012	AM	15	48%	2

17	52%	Monday, March 12, 2012	AM	17	55%	2
21	64%	Monday, March 12, 2012	PM	14	45%	0
23	70%	Thursday, March 08, 2012	AM	15	48%	2
18	55%	Thursday, March 08, 2012	PM	14	45%	0
15	45%	Monday, March 05, 2012	AM	15	48%	2
17	52%	Monday, March 05, 2012	PM	15	48%	1

2012 Parking Space Usage

26 Free Customer Parking Spaces		Orange P/L		26 Leased Parking Spaces		
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Date	AM / PM	Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking
16	61%	Average Usage		12	45%	2
17	66%	AM Average		12	47%	2
15	55%	PM Average		11	42%	2
24	92%	Highest Usage		20	77%	8
24	92%	Tuesday, May 29, 2012	AM	19	73%	2
19	73%	Tuesday, May 22, 2012	AM	20	77%	4
12	46%	Tuesday, May 22, 2012	PM	14	54%	1
N/A	N/A	Monday, May 21, 2012	AM	17	65%	3
20	61%	Wednesday, May 16, 2012	AM	12	46%	2
17	52%	Wednesday, May 16, 2012	PM	11	42%	0
20	77%	Monday, May 14, 2012	AM	11	42%	1
13	50%	Monday, May 14, 2012	PM	15	58%	3
N/A	N/A	Tuesday, May 08, 2012	PM	10	38%	1
17	65%	Friday, May 04, 2012	AM	10	38%	2
11	42%	Friday, May 04, 2012	PM	9	35%	3
17	65%	Wednesday, May 02, 2012	AM	13	50%	5
17	65%	Wednesday, April 25, 2012	AM	12	46%	1
10	38%	Wednesday, April 25, 2012	PM	N/A	N/A	N/A
13	50%	Monday, April 23, 2012	PM	8	31%	1
20	77%	Tuesday, April 17, 2012	AM	11	42%	2
22	85%	Tuesday, April 17, 2012	PM	16	62%	5
N/A	N/A	Friday, April 13, 2012	AM	9	35%	1
N/A	N/A	Friday, April 13, 2012	PM	13	50%	8
17	65%	Wednesday, April 11, 2012	AM	11	42%	1
13	50%	Tuesday, April 10, 2012	AM	9	35%	1
12	46%	Tuesday, April 10, 2012	PM	8	31%	0
19	73%	Thursday, April 05, 2012	AM	7	27%	3
18	69%	Monday, April 02, 2012	PM	10	38%	3
20	77%	Wednesday, March 28, 2012	AM	10	38%	3
19	73%	Friday, March 23, 2012	AM	14	54%	4
14	54%	Friday, March 23, 2012	PM	13	50%	4
18	69%	Thursday, March 22, 2012	PM	10	38%	2
10	38%	Wednesday, March 21, 2012	AM	10	38%	2
10	38%	Wednesday, March 21, 2012	PM	7	27%	0
21	81%	Tuesday, March 20, 2012	AM	17	65%	3
18	69%	Tuesday, March 13, 2012	AM	12	46%	1
6	23%	Monday, March 12, 2012	AM	9	35%	0
13	50%	Monday, March 12, 2012	PM	10	38%	1

16	62%	Thursday, March 08, 2012	AM	12	46%	4
20	77%	Thursday, March 08, 2012	PM	10	38%	3
N/A	N/A	Monday, March 05, 2012	PM	12	46%	0

2012 Parking Space Usage

28 Free Customer Parking Spaces		Burgundy P/L		27 Leased Parking Spaces		
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Date	AM / PM	Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking
8	27%	Average Usage		14	53%	0
8	27%	AM Average		14	52%	0
8	27%	PM Average		14	54%	0
13	46%	Highest Usage		17	63%	1
6	21%	Tuesday, May 29, 2012	AM	15	56%	0
12	43%	Tuesday, May 22, 2012	AM	17	63%	0
6	21%	Tuesday, May 22, 2012	PM	15	56%	0
N/A	N/A	Monday, May 21, 2012	AM	13	48%	0
13	46%	Monday, May 14, 2012	PM	16	59%	0
N/A	N/A	Tuesday, May 08, 2012	PM	17	63%	0
N/A	N/A	Friday, May 04, 2012	PM	13	48%	0
8	29%	Wednesday, May 02, 2012	AM	14	52%	0
6	21%	Tuesday, April 17, 2012	AM	15	56%	0
8	29%	Tuesday, April 17, 2012	PM	12	44%	0
4	14%	Wednesday, April 11, 2012	AM	14	52%	0
11	39%	Tuesday, April 10, 2012	AM	15	56%	1
5	18%	Tuesday, April 10, 2012	PM	15	56%	0
N/A	N/A	Tuesday, April 03, 2012	PM	16	59%	1
2	7%	Thursday, March 22, 2012	AM	13	48%	0
5	18%	Thursday, March 22, 2012	PM	10	37%	0
4	14%	Wednesday, March 21, 2012	PM	13	48%	0
8	29%	Tuesday, March 20, 2012	AM	15	56%	0
6	21%	Tuesday, March 13, 2012	AM	11	41%	0
12	43%	Friday, March 09, 2012	AM	13	48%	0
11	39%	Friday, March 09, 2012	PM	15	56%	1
9	32%	Thursday, March 08, 2012	PM	17	63%	0

2012 Parking Space Usage

26 Free Customer Parking Spaces		Red P/L		27 Leased Parking Spaces		
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Date	AM / PM	Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking
11	44%	Average Usage		7	26%	1
9	36%	AM Average		7	25%	0
14	53%	PM Average		7	27%	1
22	85%	Highest Usage		10	37%	4
6	23%	Tuesday, May 29, 2012	AM	8	30%	1
14	54%	Tuesday, May 22, 2012	AM	8	30%	0
17	65%	Tuesday, May 22, 2012	PM	7	26%	0
n/a	n/a	Monday, May 21, 2012	AM	5	19%	0
10	38%	Monday, May 14, 2012	PM	5	19%	0
n/a	n/a	Tuesday, May 08, 2012	PM	5	19%	0
17	65%	Friday, May 04, 2012	AM	n/a	n/a	n/a
14	54%	Friday, May 04, 2012	PM	10	37%	4
7	27%	Wednesday, May 02, 2012	AM	7	26%	1
n/a	n/a	Tuesday, May 01, 2012	PM	6	22%	0
6	23%	Thursday, April 26, 2012	AM	8	30%	0
10	38%	Tuesday, April 17, 2012	AM	6	22%	0
16	62%	Tuesday, April 17, 2012	PM	8	30%	2
7	27%	Tuesday, April 10, 2012	AM	7	26%	0
13	50%	Tuesday, April 10, 2012	PM	7	26%	1
8	31%	Monday, April 09, 2012	AM	4	15%	0
11	42%	Monday, April 09, 2012	PM	5	19%	0
n/a	n/a	Tuesday, April 03, 2012	PM	6	22%	0
7	27%	Thursday, March 22, 2012	AM	6	22%	0
14	54%	Thursday, March 22, 2012	PM	9	33%	2
11	42%	Wednesday, March 21, 2012	PM	9	33%	3
12	46%	Tuesday, March 20, 2012	AM	9	33%	2
10	38%	Monday, March 19, 2012	AM	5	19%	0
8	31%	Tuesday, March 13, 2012	AM	7	26%	0
10	38%	Friday, March 09, 2012	AM	7	26%	1
14	54%	Friday, March 09, 2012	PM	8	30%	1
22	85%	Thursday, March 08, 2012	PM	8	30%	2
10	38%	Monday, March 05, 2012	PM	9	33%	3

2012 Parking Space Usage

43 Free Customer Parking Spaces		Black P/L		81 Leased Parking Spaces			
Total Number of Customer Spaces in Use	Percentage of Customer Spaces in Use	Date	AM / PM	Total Number of Leased Spaces in Use	Percentage of Leased Spaces in Use	Number of Violators Using Lease Parking	
9	22%	Average Usage		21	26%	3	
8	19%	AM Average		21	26%	2	
10	24%	PM Average		21	26%	4	
14	33%	Highest Usage		25	31%	6	
9	21%	Tuesday, May 22, 2012		PM	18	22%	1
n/a	n/a	Monday, May 21, 2012		AM	21	26%	1
11	26%	Monday, May 14, 2012		PM	23	28%	6
n/a	n/a	Friday, May 11, 2012		AM	21	26%	3
n/a	n/a	Tuesday, May 08, 2012		PM	23	28%	6
9	21%	Friday, May 04, 2012		AM	n/a	n/a	n/a
n/a	n/a	Tuesday, May 01, 2012		PM	22	27%	3
8	19%	Tuesday, April 10, 2012		AM	23	28%	3
9	21%	Monday, April 09, 2012		PM	19	23%	1
n/a	n/a	Tuesday, April 03, 2012		PM	18	22%	2
4	9%	Thursday, March 22, 2012		AM	20	25%	0
8	19%	Wednesday, March 21, 2012		PM	19	23%	5
11	26%	Friday, March 09, 2012		AM	21	26%	2
11	26%	Thursday, March 08, 2012		PM	20	25%	3
14	33%	Monday, March 05, 2012		PM	25	31%	6

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

PRESENT: Mayor Don Hall, Vice Mayor Greg Lanting, Councilpersons Trip Craig, Lance Clow, Rebecca Mills Sojka, David E. Johnson and William Kezele

ABSENT: None

STAFF: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Community Development Director Mitch Humble, Assistant City Engineer Troy Vitek, Economic Development Director Melinda Anderson, Finance Director Lorie Race and Deputy City Clerk Sharon Bryan

Mayor Don Hall called the meeting to order at 5:00 PM. He then invited all present, who wished to, to recite the Pledge of Allegiance to the Flag. Mayor Hall asked Boy Scout Nathan Christensen of Troop 16 to lead the Pledge of Allegiance.

City Manager Travis Rothweiler asked that an additional item be added to the Agenda: Item for Consideration #6 approving the submission of an application to the U.S. Economic Development Administration for partial funding of the industrial Water Capacity Improvement Project-Eastland to Hankins Road and committing City resources for the non-federal share of the project costs; and Authorizing the City Manager to sign and submit the approved application via Internet upload to Grants.gov. Proposed Resolution 1877

Vice Mayor Greg Lanting moved to amend the agenda by adding item #6. The motion was seconded by Councilperson Lance Clow and roll call vote showed all members present voted in favor of the motion. Approved 7-0

I. CONSENT CALENDAR:

1. Consideration of accounts payable for December 6 - 12, 2011.

MOTION:

Councilperson Clow made the motion to approve the Consent Calendar as presented. The motion was seconded by Vice Mayor Lanting and roll call vote showed all members present voted in favor of the motion. Approved 7 - 0

II. ITEMS FOR CONSIDERATION:

1. Consideration of a plan for implementation of traffic calming measures addressing the driveways on Robbins Avenue West.
2. Mayor Don Hall abstained from this item due to his employment with the College. Vice Mayor Greg Lanting took charge of the meeting.

Community Development Director Humble reviewed the plan for implementation of traffic calming measures addressing the driveways on Robbins Avenue West. Valley gutters were proposed by the College. Community Development Director Humble stated that City Engineer Jackie Fields recommended speed tables.

Council discussed the following concerns:

Public improvements paid for by the applicant

Because of the condition of the approval of the change wouldn't we want something we could remove.

Councilperson Clow asked if there would be no parking on Robbins. Community Development Director Humble stated that unless added to the PUD, parking would typically be allowed along Robbins.

Councilperson Clow made the motion to approve the traffic calming measures and the driveway locations on Robbins Avenue West with the recommendation that we use speed tables rather than the valley gutters. The motion was seconded by Councilperson Johnson and roll call vote showed all members present voted in favor of the motion. Approved 6 – 0. Mayor Hall abstained.

2. Consideration of adoption of one (1) ordinance (s) regarding a request for a Zoning District Change and Zoning Map Amendment from R-4 PRO to R-6 PUD for 8.5 (+/-) acres to allow a college apartment complex on property located between the 140-250 Blocks of Falls Avenue West and Robbins Avenue West and for consideration of adoption of a PUD Agreement between the City of Twin Falls and the College of Southern Idaho, c/o Mike Mason representing the College of Southern Idaho. Proposed Ordinance 3021 and PUD Agreement 260.

Councilperson Johnson made the motion to place Ordinance 3021 on third and final reading by title only by suspending the rules. The motion was seconded by Councilperson Kezele and roll call vote showed all members present voted in favor of the motion. Approved 6-0. Mayor Hall abstained

Deputy City Clerk Sharon Bryan read the title for **Ordinance #3021** as follows:

Ordinance 3021

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

Councilperson Trip Craig moved approval of Ordinance 3021. The motion was seconded by Councilperson Johnson and roll call vote showed all members present voted in favor of the motion. Approved 6-0. Mayor Hall abstained.

Councilperson Johnson moved approval of PUD 260. The motion was seconded by Councilperson Kezele and roll call vote showed all members present voted in favor of the motion. Approved 6-0. Mayor Hall abstained.

Mayor Don Hall continued the meeting.

3. Consideration of a resolution for the sole source designation on the #4 Aeration Blower Equipment Package. Proposed Resolution 1875.

Troy Vitek, Assistant City Engineer, reviewed the sole source designation on the #4 Aeration Blower Equipment Package. He explained that there are two options: to either bid or sole source. He indicated that they have chosen to sole source because there are three aeration blowers at the treatment plant now and they would like to have another of the same kind. Staff recommends Spencer Turbine Company.

Councilperson Johnson made the motion to pass Resolution #1875 entitled:

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

The motion was seconded by Vice Mayor Lanting and roll call vote showed all members present voted in favor of the motion. Approved 7-0

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

City Manager Rothweiler reviewed enrolling into the National Citizen Survey. He explained that every other year for nearly the past two decades, the City has asked its citizens to respond to its customer satisfaction survey. The last survey was issued in 2009. Through the survey, the City has been able to measure its citizens' opinions and impressions of the levels of services offered by the City's departments. In turn, we have been able to measure our customers' level of satisfaction with programs or services. Based on feedback it has received, the City has used the data collected during the survey as a part of the City's comprehensive strategic planning effort and to justify improvements to levels of service.

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

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

The NCS will allow the City to monitor trends in resident opinion, measure government performance, assess support for local policies, inform budget, land use, and strategic planning decisions, communicate with residents, and benchmark service ratings. NCS questions center around four core components: quality of life in the community, quality of local government services, residential participation in local activities, policy options and community demographics. The NCS survey we sent out in 2009 has been attached to this request. If the City of Twin Falls enrolls in the National Citizen Survey for 2012, it will also receive a geographic crosstab report and maps of geocoded responses for our customized questions at no additional cost. These two services are valued at nearly \$2,000. The NCS Basic Service is priced at \$9,900 as long as the City enrolls by January 15, 2012 and completes data collection by April 1, 2012. It includes:

Date: Monday, December 12, 2011

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

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

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

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

In 2009, the City spent about twice this amount, or \$22,000, on the survey.

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

Councilperson Clow asked if we would be using the same three questions as the last survey.

City Manager Rothweiler indicated that we would be using the same ones for consistency.

Councilperson Rebecca Mills Sojka moved approval of enrolling into the National Citizen Survey at a cost of \$5,900, with a total cost of \$11,000 according to recommendations by the City Manager. The motion was seconded by Councilperson Clow and roll call vote showed all present in favor of the motion. Approved 7-0

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

Mayor Hall recognized those in the audience regarding downtown parking.

Community Development Director Humble reviewed that at their 11/28/2011 meeting, the Council did not approve the parking task force's recommendations. However, the Council did request that the item be scheduled for re-consideration at this meeting. As the parking task force has not met since the 11/28 Council meeting, there are no additional or amended recommendations from the task force for tonight's discussion. However, supplemental information has been attached to this report, which includes the parking staff report for the 6/20/11 Council meeting. This report includes survey results and minutes from a neighborhood meeting held in May about downtown parking. Also attached are the minutes from the 11/28/11 Council meeting. Also included is additional parking enforcement information that may help the conversation. He explained there is no time frame and this is not a public hearing.

Mayor Hall indicated that the Council and the Parking Task Force have the best interest of downtown in mind.

Mayor Hall explained that he were "King for the day," this is what he would do:

- Remove all parking meters and place 2 hour parking signs.
- Remove all parking meters and donate to the Senior Center for them to sell in thrift shop or auction off.
- Encourage downtown businesses to raise funds necessary to put solar lighting on the poles.
- Place 3 hour parking signs on the first row in the back lots.
- Encourage leased parking lots and even expand the leased parking.
- Increase the cost of leased parking so that you can utilize those funds to help maintain and regulate parking.
- Hope that the new downtown organization would further their organization and eventually take over the parking and get government out of your way.
- Continue working with the URA and others to secure funding so that we can find funding for additional parking downtown.

Discussion ensued on the topic.

Councilperson Johnson moved that the Council adopt the recommendation made by the Downtown Parking Task Force regarding downtown parking and management thereof. The motion was seconded by Vice Mayor Lanting

Vice Mayor Lanting moved to amend the motion to remove the abandonment of the leased parking program and utilize the funds of leased parking for the management of leased parking. Councilperson Clow seconded the motion

City Manager Rothweiler explained parking is an enterprise fund, which means that the revenue it generates covers the cost. If any enterprise funds cannot pay bills, then the General Funds steps in. When it comes to enforcement it depends upon what that means and what it looks like if you have enough funding to cover the costs.

Councilperson Johnson asked Vice Mayor Lanting if he would be willing to make his amendment in 2 steps. Vice Mayor Lanting said he was willing to separate it. He agreed to take out the utilization of funds from leased parking for the management of leased parking

Vice Mayor Lanting then changed his motion to remove the abandonment of the leased parking program. Councilperson Clow seconded the motion.

City Manager Rothweiler reviewed the funding for parking in the current budget.

Roll call vote showed all present in favor of amendment. Approved 7-0

Councilperson Clow moved to amend the motion to retain meters in the 100 northwest block and the 100 & 200 southeast blocks of Main Avenue. Motion seconded by Councilperson Mills Sojka.

Discussion ensued on the following:

- Leave meters and change meters so that first 20 minutes would be free.
- Concerned about expense with no plan.
- Would follow recommendations of task force.
- Need good signage.
- Indicated we need to be out of the parking business.
- Remove the meters component.
- Would like to keep meters there.
- Meters have no historic value.
- Increase leasing to help pay for more proactive enforcement.
- Existence does not prohibit turnover.
- Concerned with what if people want meters back.

Councilperson Craig had a prior City engagement and exited the meeting at 6:00 PM

Roll call vote showed Councilperson Clow, Vice Mayor Lanting and Councilperson Mills Sojka voting for amendment and Mayor Hall, Councilperson Johnson and Councilperson Kezele voting against amendment. Motion failed. Failed 3-3

Councilperson Clow moved to amend the motion to leave meters on the 100 NW block and 100 & 200 SE blocks and bag them. The motion was seconded by Councilperson Mills Sojka.

Councilperson Clow indicated that the Task Force was unclear about leaving the poles all over downtown. Councilperson Johnson indicated he was not aware of the Task Force making any recommendations to leave poles in the ground. Also Main Street parking is

two hours only. Community Development Director Humble explained that the task force made no recommendation about the poles.

City Manager Rothweiler stated that staff would like direction as to what they would like regarding the removal of meters and poles.

Councilperson Mills Sojka was concerned about removal of poles and how much it would cost.

City Manager Rothweiler explained that we would remove poles and meters with internal labor. The Street Department would more than likely move poles and patch holes. Councilperson Johnson explained that the task force did discuss the poles, but they did not make any recommendations of removal of poles. Hope is that the business owners would get together and come up with a plan for what they want to do with parking.

Councilperson Mills Sojka was concerned about how attractive the meters and poles are. She would like to see the meters left and just bag them.

Councilperson Johnson asked about signage on the poles.

Community Development Director Humble explained that meter poles are not high enough. They would have to put up new poles and signs for 2 hour parking.

Councilperson Johnson said he would like to support this except we need a permanent solution rather than just bagging the meters.

Councilperson Clow said he was not sure what would be better, removing meters or bagging them.

Roll call vote showed Councilperson Clow, Vice Mayor Lanting and Councilperson Mills Sojka voting for amendment and Mayor Hall, Councilperson Johnson, Councilperson Kezele voting against amendment. Motion failed. Failed 3-3

Councilperson Clow amended the motion to regulate leased parking by a private security company and utilize the funds to improve signage in the parking lots. The motion was seconded by Vice Mayor Lanting and roll call vote showed Councilperson Clow, Mayor Hall, Councilperson Kezele, Vice Mayor Lanting and Councilperson Mills Sojka voting in favor of the motion. Councilperson Johnson voted against the motion. Motion passed 5-1

Councilperson Kezele indicated we need to be out of the parking business. Councilperson Clow stated that these are city owned parking lots. We are in the business. Mayor Hall was supportive of this motion. Councilperson Kezele explained that we need to get out of their way, be self sufficient, and leased parking should be self supporting.

Main Motion with two amendments:

Vice Mayor Lanting was concerned about not listening to the businesses. Councilperson Clow was concerned that removing meters is a mistake. Councilperson Mills Sojka echoed the comments of Councilperson Clow and Vice Mayor Lanting, while Councilperson Kezele wanted a better explanation of Lisa Fairbanks' letter.

Lisa Fairbanks, Downtown Business Owner, explained that if parking was free then there would not be a need for leased parking. She indicated that most are in favor of meters. Councilperson Johnson was concerned about several conflicting interests. Councilperson Mills Sojka – (Comment for Staff they admitted some responsibility for creating some of the parking problems. Recommendation for Staff we need to look at parking for new businesses. We have the responsibility to address.) Mayor Hall clarified that the comment was not from staff. City Manager Rothweiler explained that if you want to change the parking downtown then we need to change the Ordinance. Downtown is excluded from parking requirements because the geographic structure is not there. It is a land use process. Councilperson Clow commented that interesting dynamics are going on. (Set out for Task Force to improve parking downtown. It is all or nothing.) Councilperson Johnson said we should be part of the solution but we need to provide public parking lots where needed.

Councilperson Clow made a motion to table the request; seconded by Vice Mayor Lanting.

A discussion ensued:

Councilperson Kezele asked why table motion.
Councilperson Clow was concerned about what it will take to get recommendations in place. He would like to see a resolution to this.
Councilperson Kezele feels that concerns he had have been accomplished. Downtown needs to decide what they want and become self sufficient.

Motion was withdrawn by Councilperson Clow and seconded by Vice Mayor Lanting.

Councilperson Johnson said we should leave things as they are.
Vice Mayor Lanting was concerned about maintaining lots and meters, and he does not think taxpayers should be paying for this.
Councilperson Clow asked what task force wants.

Roll call vote of the main motion with two amendments showed Mayor Hall, Councilperson Johnson and Vice Mayor Lanting voting in favor of the main motion with two amendments and Councilperson Clow, Councilperson Kezele and Councilperson Mills Sojka voted against. Motion failed. Failed 3-3

City Manager Rothweiler said he understand that both leased and parking meters are in place. Staff will send out lease statements. Everything will be left the same. If there is a change in status staff will reimburse those leases that have been pre-paid.

20 minute Break 7:07 PM

Start at 7:27 PM

6. Approving the submission of an application to the U.S. Economic Development Administration for partial funding of the industrial Water Capacity Improvement Project-Eastland to Hankins Road and committing City resources for the non-federal share of the project costs; and Authorizing the City Manager to sign and submit the approved application via Internet upload to Grants.gov. Proposed Resolution 1877

City Manager Rothweiler explained the application process.

Councilperson Clow asked about time frame and budget concerns.

Carleen Herring, Region IV Director, went over the time frame and explained the block grant. She indicated that the water line and EDA project are combined in the block grant.

Councilperson Kezele exited the meeting at 7:07 PM

Councilperson Johnson made the motion to pass Resolution #1877 entitled:

**CITY OF TWIN FALLS
SIGN AND SUBMIT AUTHORIZATION
A RESOLUTION OF THE COUNCIL, CITY OF TWIN FALLS, IDAHO, APPROVING THE
SUBMISSION OF AN APPLICATION FOR AN U.S. ECONOMIC DEVELOPMENT
ADMINISTRATION GRANT TO PARTIALLY FINANCE THE CONSTRUCTION OF
WATER SYSTEM IMPROVEMENTS.**

The motion was seconded by Councilperson Clow and roll call vote showed all members present voted in favor of the motion. Approved 5-0

ADVISORY BOARD REPORTS/ANNOUNCEMENTS

- Wednesday is Employee Appreciation Lunch
- Lance Clow stated that there is a groundbreaking on December 19, 2011 at 10:00 AM for Chobani.
- Rebecca Mills Sojka – Wednesday, December 14, 2011 the Senior Citizen Center is having a Spaghetti Dinner fund raiser.

PUBLIC HEARINGS: 7:38 P.M.

. 1. Approval of a resolution authorizing the Mayor to sign and submit an application to the Idaho Department of Commerce to partially finance the Idaho Power 10 MW power line extension. Proposed Resolution 1876

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

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

Public Hearing is now open at 7:42 - No one spoke for or against

Public Hearing closed.

Councilperson Mills Sojka made the motion to pass Resolution #1876 entitled:

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

The motion was seconded by Councilperson Johnson and roll call vote showed all members present voted in favor of the motion. Approved 5-0

2. Consideration of a request to approve Proposed Ordinance 3022 adopting the Urban Renewal Agency of Twin Falls Revenue Allocation Area 4-3 Plan.

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

Public Hearing opened 7:45 – No one spoke for or against

Public Hearing closed.

Councilperson Johnson moved to approve Ordinance 3022 and put it on third and final reading by title only by suspending the rules. The motion was seconded by Vice Mayor Lanting and roll call vote showed all members present voted in favor of the motion. Approved 5-0

Deputy City Clerk Sharon Bryan read **Ordinance #3022** by title only as follows:

Ordinance 3022

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

Councilperson Clow moved approval of Ordinance 3022. The motion was seconded by Vice Mayor Lanting and roll call vote showed all members present voted in favor of the motion. Approved 5-

ADJOURNMENT: There being no further business the meeting was adjourned at 8:05 PM.

Sharon Bryan, Deputy City Clerk



June 11, 2012 --- City Council Meeting

To: Honorable Mayor and City Council

From: Jeffrey McCurdy, Region IV Development Association

Request: The purpose of the public hearing is to seek public comment regarding the electrical system improvements to support Agro-Farma, Inc.'s (a.k.a. Chobani) new dairy processing facility being constructed on Kimberly Road. These improvements were financed using money from the Idaho Community Development Block Grant (ICDBG) program that is administered by the Idaho Department of Commerce.

Background: On January 20, 2012, the City was awarded an ICDBG to help finance electrical system improvements to support the Agro-Farma development. Requirements of the ICDBG program require that the City hold a public hearing during the implementation phase of the project to allow the public an opportunity to comment on the project.

History: See attachment for activities completed to date.

Budget Impact: None – Grant money from the ICDBG program was used to fund the improvements. The Urban Renewal District of the City of Twin Falls had committed matching funds to the proposed improvements. However, due to project costs under runs, no local funds were used to complete these improvements.

Regulatory Impact: Unknown

Conclusion: The City of Twin Falls is holding the public hearing to comply with the requirements of the ICDBG program.

Attachments: 2nd Public Hearing – Status of Project

City of Twin Falls
 2nd Public Hearing – Status of Project
 June 4, 2012 6:00 p.m.
 Chobani – Electrical Installation Project – ICDBG-11-IV-16-ED

The City of Twin Falls received an Idaho Community Development Block Grant (ICDBG) in the amount of \$500,000 from the Idaho Department of Commerce. This funding is allocated to the State of Idaho from the U.S. Department of Housing and Urban Development. These funds are being used to upgrade electrical infrastructure to support the development of Agro-Farma, Inc.'s new dairy processing facility being constructed in the City of Twin Falls. The scope of work includes:

- Electrical Conduit (12.5kV Distribution Line) - 13,200 linear feet (Approximately 2.5 miles)
- Engineering
- Grant Administration

Budget: Total project has been budgeted as follows:

Budget Line Item	ICDBG	City Cash	Director's Business and Job Development Fund	TOTAL
Engineering	\$ -	\$ 6,000	\$ -	\$ 6,000
Administration	\$ 40,000	\$ -		\$ 40,000
Construction	\$ 460,000	\$ -	\$ 50,000	\$ 510,000
Total	\$ 500,000	\$ 6,000	\$ 50,000	\$ 556,000

The construction work to install the transmission line has been completed by Idaho Power. Payments made to Idaho Power for this work totals \$440,153. To date, the City has requested \$440,153 from the ICDBG program leaving a balance of \$59,487. After the City draws \$40,000 from the program to pay for grant administration services, the City will have \$19,478 in grant funding available that will not be expended. At this time, the City does not plan to use these unused funds and will return the uncommitted money back to the Idaho Department of Commerce. The \$50,000 from the Business and Job Development Fund were not used on this project. The City has requested to use the Business and Jobs Development Funds on other public infrastructure improvements associated with the Chobani expansion.

Activities:

Environmental Assessment – An environmental assessment was conducted on the proposed project activities in accordance with the National Environmental Policy Act as outlined by the ICDBG Grant Administration Manual. An Environmental Review Record was created and it was determined that the project did not require any mitigation for compliance with any listed statutes or authorities. As such, a Finding of Exemption was issued and did not require the City to publish any public notice. The Environmental Review Record was submitted to the Idaho Department of Commerce on February 2, 2012. The Idaho Department of Commerce issued their concurrence of this finding on February 15, 2012.

Construction

Substation Improvements – Idaho Power installed underground cable from the Kimberly Substation located on 3400 East to the start of the overhead line that now feeds the Agro-Farma, Inc. dairy processing plant. This segment of the project cost \$118,752 and was paid by the City on February 28, 2012. ICDBG funds were used to reimburse the City for these expenditures.

Overhead Power Line – Idaho Power installed overhead transmission lines from the Kimberly substation (where the substation improvements ended) to the primary meter located along the railroad right-of-way on the south boundary of the Agro-Farma, Inc. property. This portion of the project cost \$321,401 and was paid by the City on March 20, 2012. ICDBG funds were used to reimburse the City for these expenditures.

Job Creation – Conditions of the grant require Agro-Farma, Inc. (a.k.a. Chobani) to create a minimum of 150 full-time equivalent (FTE) jobs. Of these 150 new FTE jobs, 51% (or 76 of the positions) are to be filled by low-to-moderate income (LMI) individuals. The company has not yet complied with this requirement but the company will continue to be monitored until their commitment has been fulfilled. The Company has until July 2014 to fulfill their commitment.