



Twin Falls City Council Agenda

Monday, July 18, 2022, 5:00 PM

203 Main Ave East
Twin Falls, ID 83301

Council Chambers

Members: Ruth Pierce, Christopher Reid, Craig Hawkins, Nikki Boyd, Shawn Barigar, Jason Brown, Spencer Cutler

- 1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM
- 2) PLEDGE OF ALLEGIANCE
- 3) PROCLAMATIONS
- 4) CONSENT CALENDAR
 - a) **ACTION ITEM:** Request to approve Accounts Payable for July 7-13, 2022.
 - b) **ACTION ITEM:** Request to approve the Wells Fargo Credit Commercial Card for June 2022
By: Amy Luna, Finance Administrative Assistant
 - c) **ACTION ITEM:** City Council July 11, 2022 Minutes.
By: Erin Parrish, Executive Assistant
 - d) **ACTION ITEM:** Approval of the Final Plat for the Washington Fire Station Subdivision.
By: Ian Zollinger, City Planner
 - e) **ACTION ITEM:** Consideration of a request to hold the Twin Falls Public Library, Read and Treat Event.
By: Lou Coronado, Sergeant, Twin Falls Police Department
 - f) **ACTION ITEM:** Consideration of a request to hold the Farm Bureau Magic Valley District Picnic.
By: Lou Coronado, Sergeant, Twin Falls Police Department
 - g) **ACTION ITEM:** Consider a recommendation from the Parks and Recreation Commission to accept a bench donation from Lori Calico to be placed along the Canyon Rim Trail in memory of Calvin Calico.
By: Wendy Davis, Parks and Recreation Director
- 5) ITEMS OF CONSIDERATION
 - a) **PRESENTATION:** Idaho Power presentation of an Energy Efficiency incentive check to the City of Twin Falls
By: Lee Glaesemann, Staff Engineer

- b) **ACTION ITEM:** A request to amend City Code 1-2-4 to add the Economic Development Director to the list of department heads.
By: Mitch Humble, Deputy City Manager
- c) **PRESENTATION:** Update on public transportation in Twin Falls
By: Mandi Thompson, Assistant to the City Manager
- d) **ACTION ITEM:** A presentation of the City Manager's Recommended Budget for FY 2022-2023.
By: Travis Rothweiler, City Manager
- 6) **GENERAL PUBLIC INPUT**
- 7) **ADVISORY BOARD REPORT/ANNOUNCEMENTS**
- 8) **PUBLIC HEARINGS**
 - a) **ACTION ITEM:** Request for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South c/o EHM Engineers, Inc. on behalf of Idaho Land Holding, LLC. (PZ22-0035)
By: Lisa Strickland, City Planner
 - b) **ACTION ITEM:** Request for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087)
By: Lisa Strickland, City Planner
- 9) **ADJOURNMENT**

Any person(s) needing special accommodations to participate in the above-noticed meeting could contact Josh Palmer (208) 735-7312 at least two working days before the meeting. Si desea esta información en Español, por favor llame a Josh Palmer al teléfono (208) 735-7312.

Public Input Procedures

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

Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor or Chairman shall review the public hearing procedures.
 2. Individuals wishing to testify or speak before the City Council or Planning & Zoning Commission shall wait to be recognized by the Mayor or Chairman, approach the microphone/podium, state their name, and then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the staff. The staff shall make an audio recording of the Public Hearing.
 3. A City Staff Report shall summarize the application and history of the request.
 4. 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.
 5. 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 or Chairman.
 6. The City Council or Planning & Zoning Commission may ask questions of staff or the applicant pertaining to the request.
 7. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor or Chairman may limit public testimony to no less than two (2) minutes per person.
 - Individuals are not permitted to give their time to other speakers.
 - However, five (5) or more individuals that received written notice of the public hearing may appoint, 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 or Chairman. The spokesperson shall be limited to 15 minutes.
 - Written comments, including e-mail, received by 12:00 p.m. on the date of the hearing shall be either read into the record or displayed to the public on the overhead projector.
 8. Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
 9. Following the Public Testimony and Applicant's response, Council or Commission members, as recognized by the Mayor or Chairman, shall be allowed to question the Applicant, Staff or anyone who has testified. Responses shall be limited to answering the questions asked. The Mayor or Chairman may limit the time permitted for the answer.
 10. The Mayor or Chairman shall close the Public Hearing. The City Council or Planning & Zoning Commission 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 or Chairman.



Twin Falls City Council Minutes

Monday, July 11, 2022, 5:00 PM

203 Main Ave East
Twin Falls, ID 83301

Council Chambers

1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM

Present: Mayor Ruth Pierce, Vice Mayor Christopher Reid, Council Members Spencer Cutler, Craig Hawkins, Shawn Barigar, Nikki Boyd, Jason Brown.

Absent: None.

Staff Present: Travis Rothweiler, City Manager; Mitch Humble, Deputy City Manager; Sonia Salas, Help Desk Technician; Erin Parrish, Executive Assistant; Shayne Nope, City Attorney; Wendy Davis, Parks and Recreation Director; Jared Bordi, Parks and Recreation; Lou Coronado, Sergeant, Twin Falls Police Department; Bill Carberry, Airport Manager; John Pauley, Aquatics Supervisor; Breanna Howard, Chief Financial Officer; Mathew Farnes, Budget Coordinator; Matt Hicks, Captain, Twin Falls Police Department; Chance Munns, Parks Superintendent; Les Kenworthy, Chief, Twin Falls Fire Department; Ida Clark, Human Resources Director; Josh Palmer, Public Information Coordinator; Jonathan Spendlove, Planning and Zoning Director; Brandy Mason, Program Coordinator, Parks and Recreation.

Mayor Pierce called the meeting to order at 05:00 PM.

A quorum was present.

2) PLEDGE OF ALLEGIANCE

Mayor Pierce invited all present, who wished, to recite the Pledge of Allegiance to the Flag.

3) PROCLAMATIONS - None.

4) CONSENT CALENDAR

MOTION: Council Member Boyd moved to approve the Consent Calendar as published. **Council Member Hawkins** seconded the motion. Roll call vote showed all members present voted.

Approved 7 to 0.

- a) City Council July 5, 2022 Minutes.
- b) Request to approve Accounts Payable for July 1-6, 2022.
- c) Request to approve July 6, 2022, Travel Requests.
- d) Arts in the Park.
- e) Twin Falls LDS Stake Youth Regional Dance.
- f) Walk for Wishes.

5) ITEMS OF CONSIDERATION

- a) Consideration of an amended request for \$8,117 in MPOG funds from the Pickleball Association of Twin Falls.

Mandi Thompson, Assistant to the City Manager, presented the request.

Michael Scott, Twin Falls Pickleball Association, clarified the changes made in the amended request. He then stood for questions.

MOTION: Council Member Cutler moved to approve the amended request for \$8,117 in MPOG funds from the Pickleball Association of Twin Falls. **Council Member Brown** seconded the motion. Roll call vote showed all members present voted. Approved 7 to 0.

Vice Mayor Reid thanked Michael Scott for working with the Council on the original concerns and coming back.

- b) A request to allocate \$54,901 in park impact fees to construct a fence along the new Riverbend section of the Canyon Rim Trail.

Wendy Davis, Parks and Recreation Director, presented the request.

Discussion ensued on the following:

Mayor Pierce asked what the timeline was.

Council Member Boyd asked to see the vicinity map and what the plans for connecting this portion to others in the future. Concerns about the little strip being on its own.

Vice Mayor Reid asked why the City is building this fence despite other requests that have been made and denied.

MOTION: Vice Mayor Reid moved to approve the request to allocate \$54,901 in park impact fees to construct a fence along the new Riverbend section of the Canyon Rim Trail. **Council Member Hawkins** seconded the motion. Roll call vote showed all members present voted. Approved 7 to 0.

- c) A presentation of the City Manager's Recommended Budget for FY 2022-2023.

Mitch Humble, Deputy City Manager, started the presentation for Budget Focus Area 1&7. Mitch gave a short recap of last week's budget information.

Wendy Davis, Parks and Recreation Director, gave an overview of Parks and Recreation responsibilities for public recreation including, but not limited to, asphalt trails, dirt trails, parks, city pool, playgrounds, ball fields, Dierkes, and Auger Falls. Gave an overview of their three initiatives.

Chance Munn, Parks Superintendent, highlighted some of the capital requests and then stood for questions.

Council Member Brown asked what the life expectancy for an industrial mower would be and how long we have been using the one we currently have.

Brandy Mason, Program Coordinator Parks and Recreation, presented some of the recreation and aquatics requests, including but not limited to, pool lights, a shade structure, inflatable paddle boards for adult and senior programming, Harmon Park tennis courts, etc.

Council Member Brown asked what the current demand is for tennis.

Council Member Boyd asked if the wear and tear on the Harmon Park tennis courts happened just over the winter and why we didn't do something sooner.

Wendy Davis, Parks and Recreation Director, stood for questions.

Council Member Barigar asked about our GIS system and if that works with the City Works system, and then asked for clarification of the \$20,000 donation support. He asked that we also consider underwriting and sponsorships from private businesses.

Council Member Brown asked if there were projects that didn't make the list.

Mandi Thompson, Assistant to the City Manager, gave an overview of Focus Area 7, Responsible Community, and what goes into creating a responsible community for Twin Falls. She presented three of the budget requests.

Council Member Brown asked if we had started the sidewalk master plan.

Travis Rothweiler, City Manager, explained some upcoming things to Council members.

Mitch Humble, Deputy City Manager, gave a brief overview of upcoming budget presentation areas.

6) GENERAL PUBLIC INPUT

Mayor Pierce asked if there was anybody in the audience that wanted to specifically address the budget.

Linda and Brent Culver, residents of Twin Falls, requested that the Council consider enhancements being put into Baxter Park.

Arnell, resident of Twin Falls, presented a request for a mobile stage.

7) ADVISORY BOARD REPORT/ANNOUNCEMENTS

City Manager Rothweiler shared that the city had just received our first rating from Moody's, a credit review agency, of AA2, which is a phenomenal credit rating for an entity our size.

Wednesday is an open house to discuss the historic preservation district that has been requested. 5:30 on Wednesday, July 13, 2022. Later in the month, a conversation with residents on Floral Avenue will be happening on July 19th.

8) PUBLIC HEARINGS - None.

9) EXECUTIVE SESSION

- a) **Executive Session 74-206 (1)(f)** To communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. The mere presence of legal counsel at an executive session does not satisfy this requirement.

MOTION: Vice Mayor Reid moved to convene into Executive Session 74-206 (1)(f) and 74-206(1)(c). **Council Member Hawkins** seconded the motion. Roll call vote showed all members present voted. Approved 7 to 0.

- b) **Executive Session 74-206 (1)(c)** To acquire an interest in real property not owned by a public agency.

The Executive Session started at 6:51 PM.

10) ADJOURNMENT

The meeting adjourned at 07:30 PM.

Erin Parrish, Executive Assistant

For a full account of this meeting please visit tfid.org for the recording of this meeting



Date: Monday, July 18, 2022
To: Honorable Mayor and City Council
From: Ian Zollinger

ACTION ITEM

Request:

Approval of the Final Plat for the Washington Fire Station Subdivision.

Time Estimate:

5- 10 minutes

Background:

This is a request to subdivide approximately 2 acres into 1 lot. The property is currently zoned C-1 and has recently received a Special Use Permit for a fire station.

Approval Process:

A Final plat, that is in conformance with the approved preliminary plat and including any conditions the Commission may have required, is then presented to the City Council. After a final plat has been approved by the City Council and construction plans approved, the plat may be recorded, and lots sold for development.

Budget Impact:

Regulatory Impact:

This final plat complies with the standards as outlined in the City's General Subdivision Provision of Title 10, Chapter 12, Section 3, all regulations regarding the C-1 Zoning District development standards as well as the Orchard Park PUD #239.

All general criteria for approval have been met, per State Statute 50 - Chapter 13.

History:

Analysis:

Comprehensive Plan Compliance:

The 2016 Comprehensive Plan "Grow With Us" designates this area as "Neighborhood Commercial/ Town Neighborhood", which is an institutional designation. Staff has determined this request complies with the 2016 Comprehensive Plan.

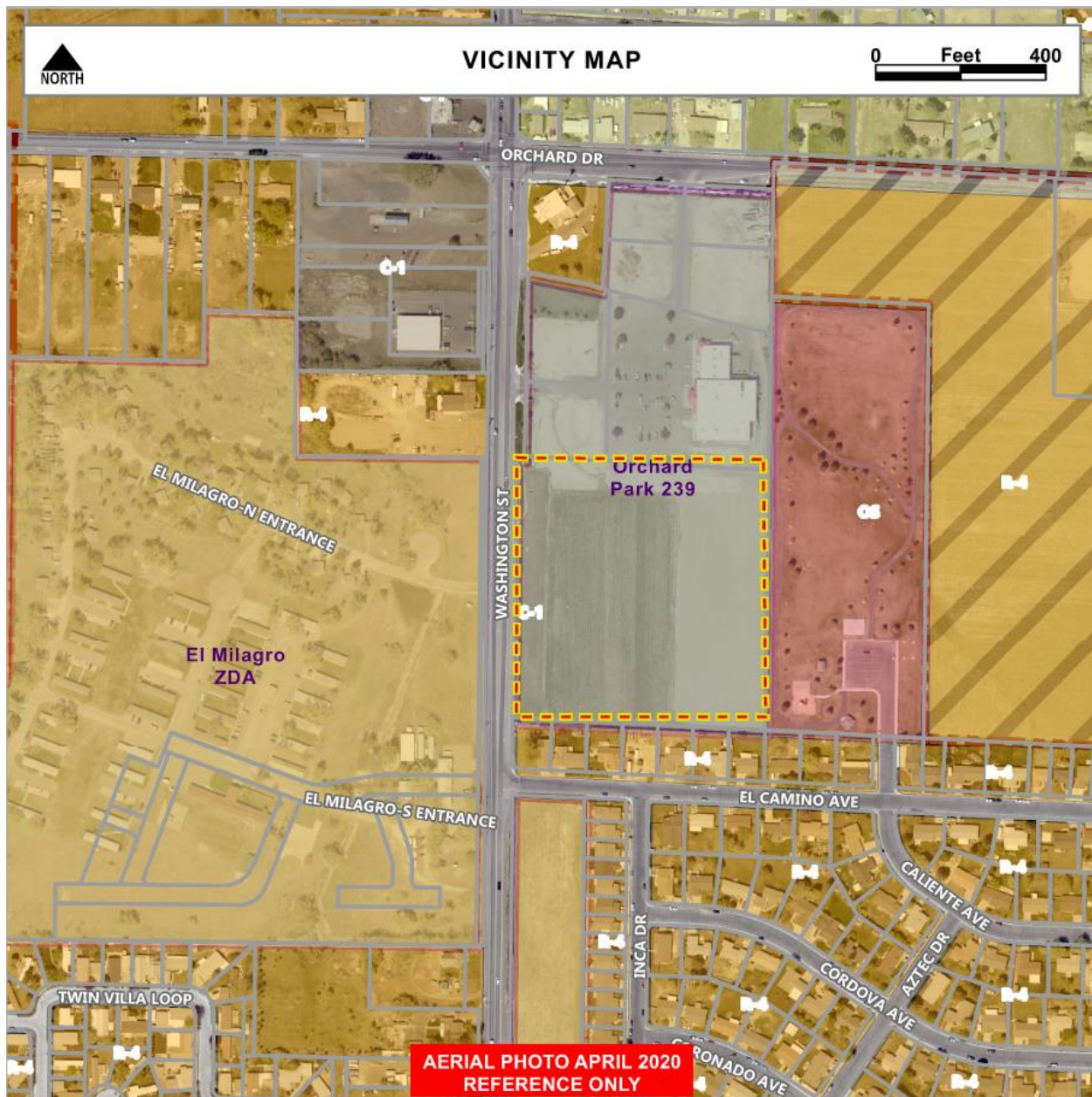
Conclusion:

Upon conclusion, should the Council approve this request as presented, staff recommends approval be subject to the following conditions:

1. Subject to final technical review and amendments as required by building, engineering, fire, and zoning officials to ensure compliance with all applicable city code requirements and standards

Attachments:

1. Vicinity Map 2
2. FLU Map
3. Final Plat



Current Zoning: C-1

Comprehensive Plan: Neighborhood Commercial/
Town Neighborhood

Existing Land Use: Vacant/Undeveloped

Proposed Land Use: Fire Station

Surrounding Zoning Designations & Land Use(s)

North: C-1; Commercial

East: OS, Open Space

South: R-4, Residential

West: R-4, Residential

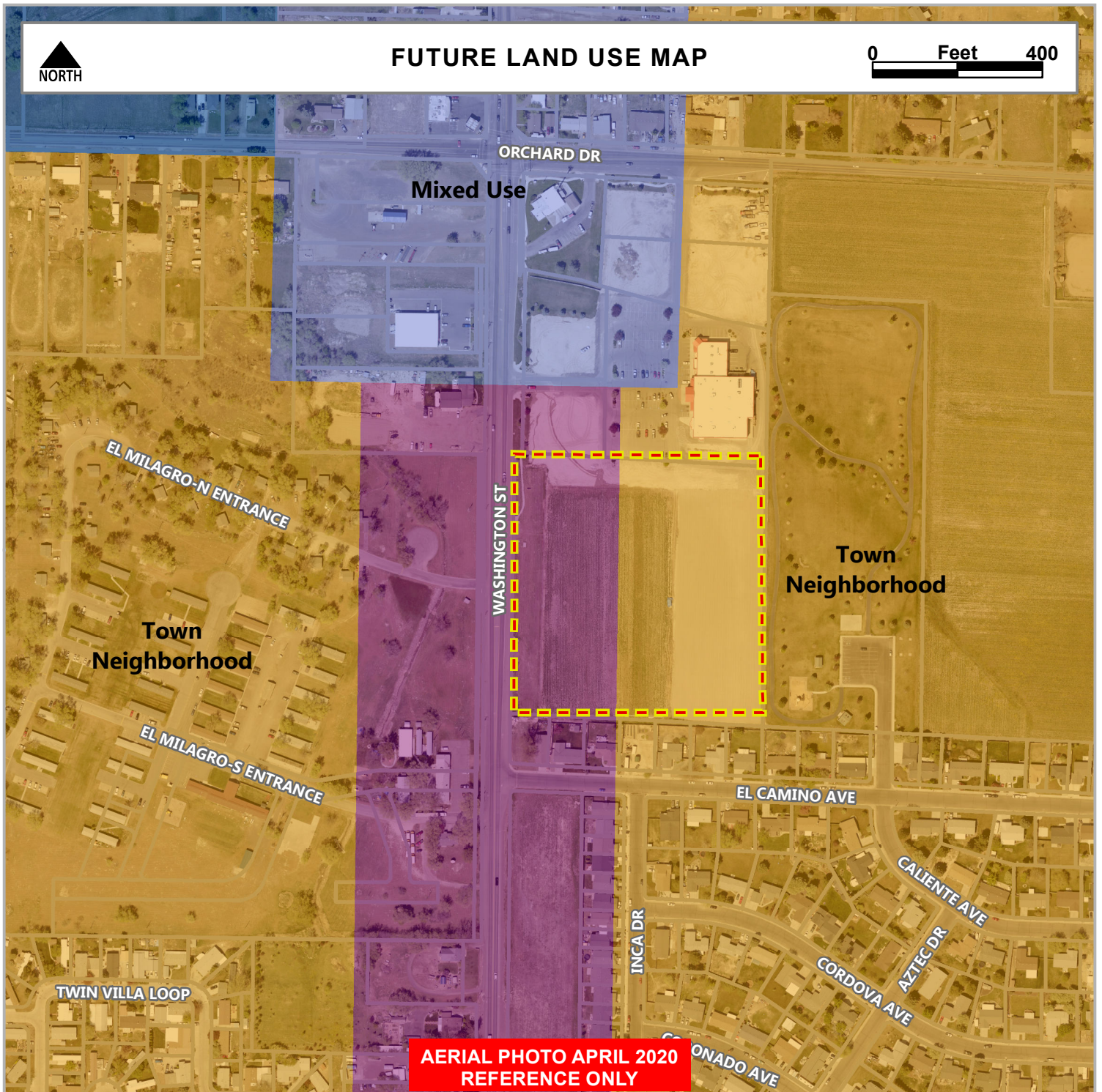
Applicable Regulations

10-1-4, 10-12



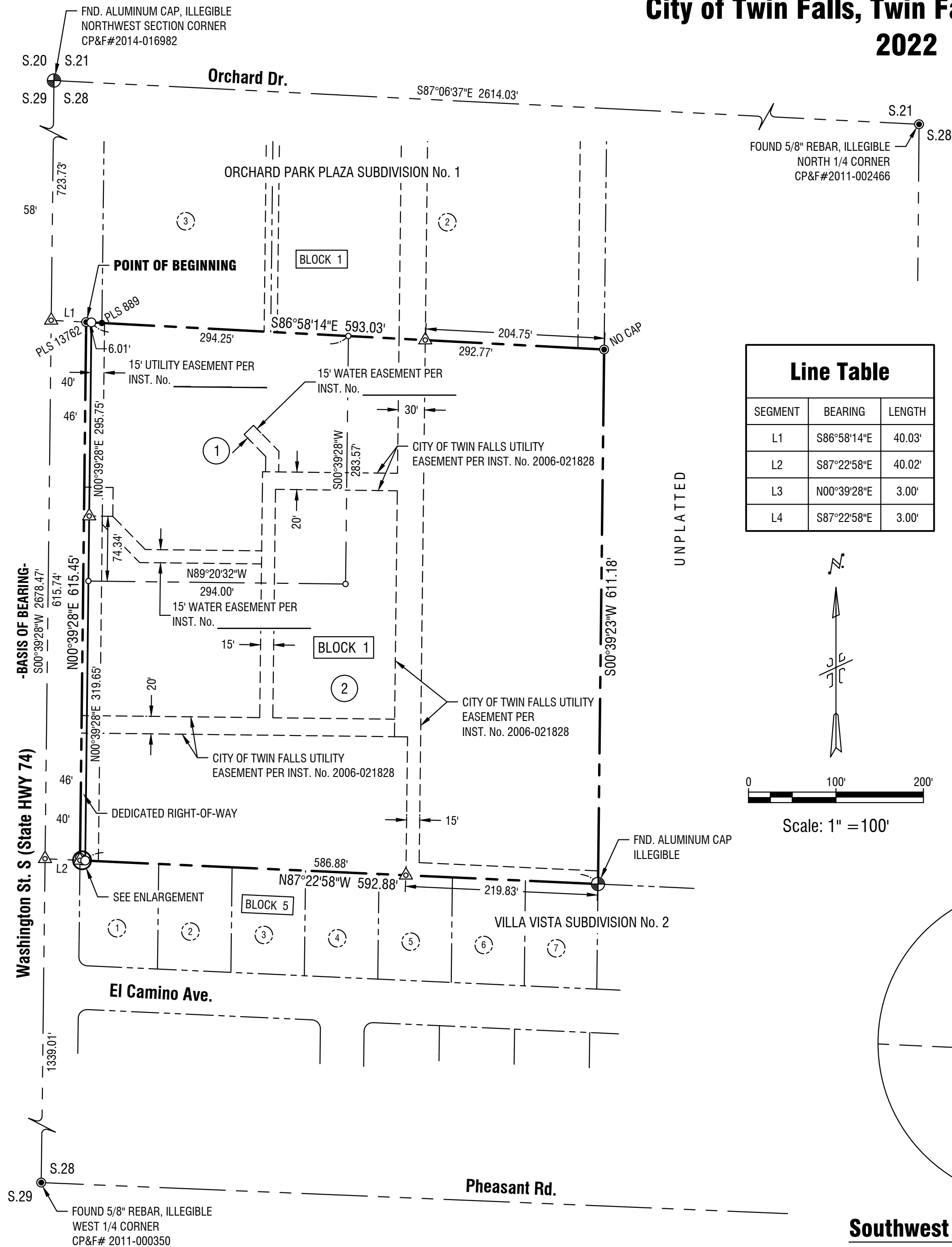
FUTURE LAND USE MAP

0 Feet 400



- Agriculture
- Airport
- College of Southern Idaho
- Commercial
- Downtown
- Industrial
- Mixed Use
- Neighborhood Commercial
- Open Space
- Rural Residential
- Town Neighborhood
- Parcel - Owner
- Freeway
- Highways
- Major Roads
- Local Roads
- Minor Roads

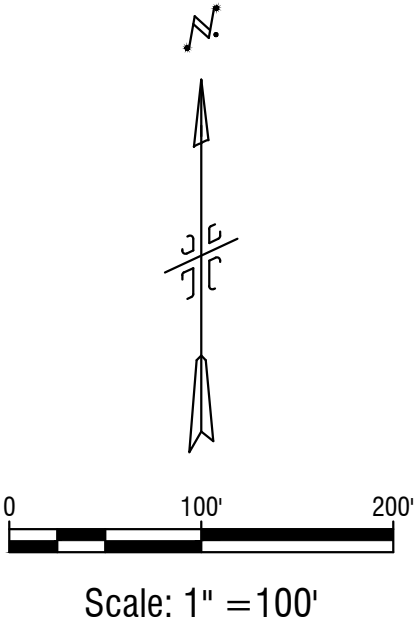
Final Plat for
Twin Falls Fire Station No. 3
Situating in a portion of the NW 1/4 of the NW 1/4 of Section 28,
Township 10 South, Range 17 East, Boise Meridian,
City of Twin Falls, Twin Falls County, Idaho
2022



Legend:

- FOUND ALUMINUM CAP (AS SHOWN)
- FOUND 5/8" REBAR WITH CAP, PLS (AS SHOWN)
- FOUND 1/2" REBAR WITH CAP, PLS 889
- CALCULATED POINT, (NOTHING FOUND OR SET)
- SET 5/8" x 24" REBAR WITH PLASTIC CAP, PLS "MSF 13550"
- SET 1/2" x 24" REBAR WITH PLASTIC CAP, PLS "MSF 13550"
- SECTION LINE
- SUBDIVISION BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- EASEMENT LINE
- LOT NUMBER

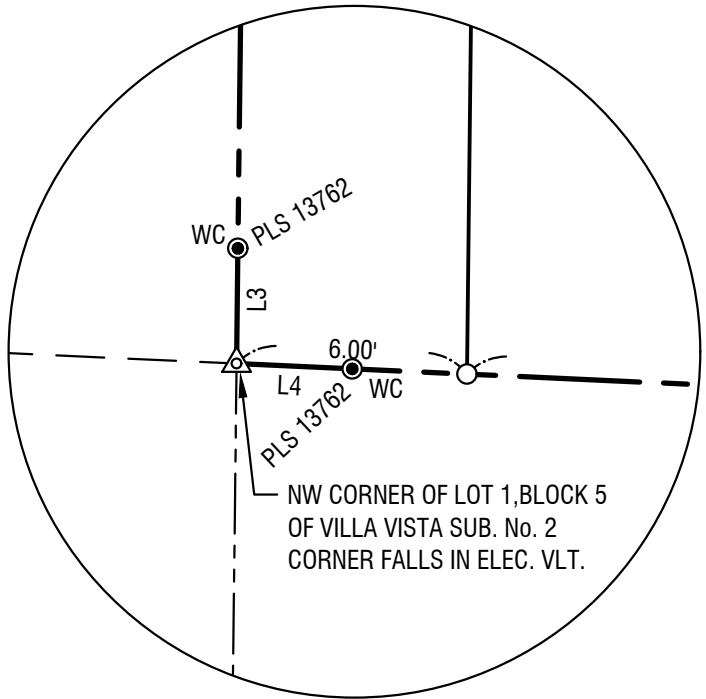
Line Table		
SEGMENT	BEARING	LENGTH
L1	S86°58'14"E	40.03'
L2	S87°22'58"E	40.02'
L3	N00°39'28"E	3.00'
L4	S87°22'58"E	3.00'



Certificate of South Central Health District

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED BASED ON THE DEQ APPROVAL OF THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF THE SANITARY RESTRICTIONS. BUYER IS CAUTIONED THAT AT THE TIME OF THIS APPROVAL, NO DRINKING WATER OR SEWER/SEPTIC FACILITIES WERE CONSTRUCTED. BUILDING CONSTRUCTION CAN BE ALLOWED WITH APPROPRIATE BUILDING PERMITS IF DRINKING WATER OR SEWER FACILITIES HAVE SINCE BEEN CONSTRUCTED OR IF THE DEVELOPER IS SIMULTANEOUSLY CONSTRUCTING THOSE FACILITIES. IF THE DEVELOPER FAILS TO CONSTRUCT FACILITIES OR MEET THE OTHER CONDITIONS OF DEQ, THEN SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL, AND NO CONSTRUCTION OF ANY BUILDING OR SHELTER REQUIRING DRINKING WATER OR SEWER/SEPTIC FACILITIES SHALL BE ALLOWED.

DATE: HEALTH DISTRICT SIGNATURE:

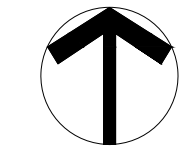
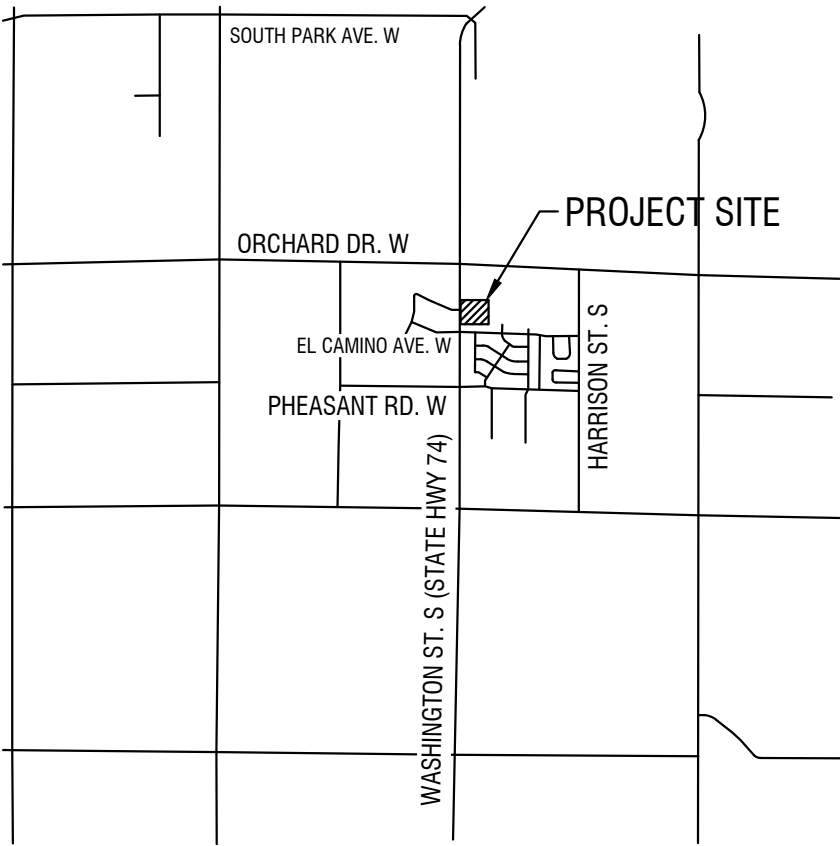


Southwest Boundary Corner Enlargement

Scale: 1" = 5'

Vicinity Map

NOT TO SCALE



Notes

- ANY RESUBDIVISION OF THIS PLAT SHALL CONFORM TO THE APPLICABLE REGULATIONS IN EFFECT AT THE TIME OF RESUBDIVISION.
- MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT, OR AS SPECIFICALLY APPROVED AND/OR REQUIRED.
- THIS SUBDIVISION IS LOCATED WITHIN FEMA FLOOD INSURANCE RATE MAP (FIRM) PANEL NUMBER 16083C 1386C, ZONE X - AREAS OF MINIMAL FLOOD HAZARD, EFFECTIVE SEPTEMBER 26, 2008.

Survey Narrative

THIS PLAT WAS PREPARED FOR TWIN FALLS FIRE DEPARTMENT. THE NORTHWEST CORNER AND THE WEST QUARTER CORNER OF SECTION 28, AS SHOWN HEREON, WERE FOUND AND HELD FOR THE BASIS OF BEARING. THE NORTH BOUNDARY OF THIS SUBDIVISION WAS DETERMINED FROM FOUND MONUMENTS FOR THE ORCHARD PARK PLAZA SUBDIVISION No. 1. THE SOUTH BOUNDARY OF THIS SUBDIVISION WAS DETERMINED FROM FOUND MONUMENTS FOR THE VILLA VISTA SUBDIVISION No. 2. FOUND MONUMENTS SUBSTANTIALLY FIT RECORD DATA.

Survey References

- PLAT OF HUERTA VISTA SUBDIVISION, INSTRUMENT No. 734712, RECORDS OF TWIN FALLS COUNTY, IDAHO.
- PLAT OF ORCHARD PARK PLAZA SUBDIVISION No. 1, INSTRUMENT No. 2006-020897, RECORDS OF TWIN FALLS COUNTY, IDAHO.
- PLAT OF VILLA VISTA SUBDIVISION No. 2, INSTRUMENT No. 679848, RECORDS OF TWIN FALLS COUNTY, IDAHO.
- RECORD OF SURVEY, INSTRUMENT No. 2021-008122, RECORDS OF TWIN FALLS COUNTY, IDAHO.
- RECORD OF SURVEY, INSTRUMENT No. 2010-007739, RECORDS OF TWIN FALLS COUNTY, IDAHO.
- RECORD OF SURVEY, INSTRUMENT No. 2008-022174 RECORDS OF TWIN FALLS COUNTY, IDAHO.
- RECORD OF SURVEY, INSTRUMENT No. 1994-007510, RECORDS OF TWIN FALLS COUNTY, IDAHO.
- VACATED HUERTA VISTA SUBDIVISION, PER ORDINANCE No. 2828, INSTRUMENT No. 2006-019374, RECORDS OF TWIN FALLS COUNTY, IDAHO.



462 East Shore Drive, Suite 100
Eagle, ID 83616
PH: (208) 939-4041

Final Plat Showing

Twin Falls Fire Station No. 3

Certificate of Owner:

KNOW ALL PERSONS BY THESE PRESENTS THAT THE UNDERSIGNED OWNER, DOES HEREBY CERTIFY THAT THEY ARE THE OWNER OF THE REAL PROPERTY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND SITUATE IN A PORTION OF THE NORTHWEST ONE QUARTER OF THE NORTHWEST ONE QUARTER OF SECTION 28, TOWNSHIP 10 SOUTH, RANGE 17 EAST, BOISE MERIDIAN, CITY OF TWIN FALLS, TWIN FALLS COUNTY, IDAHO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 28, (FROM WHICH THE WEST ONE QUARTER CORNER OF SAID SECTION 28 BEARS, SOUTH 00° 39' 28" WEST, 2678.47 FEET, DISTANCE), THENCE ON THE WEST LINE OF SAID SECTION 28, SOUTH 00° 39' 28" WEST, 723.73 FEET; THENCE LEAVING SAID WEST LINE, SOUTH 86° 58' 14" EAST, 40.03 FEET, TO THE SOUTHWESTERLY CORNER OF ORCHARD PARK PLAZA SUBDIVISION #1, AS SAME IS SHOWN ON THE OFFICIAL PLAT THEREOF, RECORDED UNDER INSTRUMENT # 2006-020897, TWIN FALLS COUNTY AND THE POINT OF BEGINNING:

THENCE ON THE SOUTHERLY BOUNDARY LINE OF SAID ORCHARD PARK PLAZA SUBDIVISION #1, SOUTH 86° 58' 14" EAST, 593.03 FEET, TO THE SOUTHEASTERLY CORNER OF SAID ORCHARD PARK PLAZA SUBDIVISION #1;
THENCE SOUTH 00° 39' 23" WEST, 611.18 FEET, TO A POINT ON THE NORTHERLY BOUNDARY LINE OF VILLA VISTA SUBDIVISION NO.2, AS SAME IS SHOWN ON THE OFFICIAL PLAT THEREOF, RECORDED UNDER INSTRUMENT # 679848, TWIN FALLS COUNTY;
THENCE ON SAID NORTHERLY BOUNDARY LINE, NORTH 87° 22' 58" WEST, 592.88 FEET, TO THE NORTHWESTERLY CORNER OF LOT 1, BLOCK 5 OF SAID VILLA VISTA SUBDIVISION NO.2;
THENCE NORTH 00° 39' 28" EAST, 615.45 FEET, TO THE POINT OF BEGINNING.

THE ABOVE-DESCRIBED PARCEL CONTAINS 8.34 ACRES, MORE OR LESS.

IT IS THE INTENTION OF THE UNDERSIGNED TO HEREBY INCLUDE THE ABOVE DESCRIBED PROPERTY IN THIS PLAT. THE EASEMENTS AS SHOWN ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC. HOWEVER, THE RIGHT TO USE SAID EASEMENTS IS HEREBY PERPETUALLY RESERVED FOR PUBLIC UTILITIES AND SUCH OTHER USES AS DESIGNATED WITHIN THIS PLAT AND NO PERMANENT STRUCTURES ARE TO BE ERECTED WITHIN THE LINES OF SAID EASEMENTS. ALL LOTS WITHIN THIS PLAT WILL BE ELIGIBLE TO RECEIVE WATER SERVICE FROM THE CITY OF TWIN FALLS, AND THE CITY OF TWIN FALLS, HAS AGREED IN WRITING TO SERVE ALL OF THE LOTS WITHIN THIS SUBDIVISION.

PURSUANT TO IDAHO CODE 31-3805, I, THE UNDERSIGNED, AS OWNER, DO HEREBY STATE THAT THE IRRIGATION WATER RIGHTS APPURTENANT AND THE ASSESSMENT OBLIGATION OF THE LANDS IN THIS PLAT HAVE NOT BEEN TRANSFERRED FROM SAID LANDS AND THAT A SATISFACTORY IRRIGATION WATER DELIVERY SYSTEM IS PROVIDED FOR AND HAS BEEN APPROVED BY THE TWIN FALLS CITY COUNCIL. LOTS WITHIN THE SUBDIVISION WILL BE ENTITLED TO WATER RIGHTS AND WILL BE OBLIGATED FOR ASSESSMENTS FROM THE IRRIGATION DISTRICT / CANAL COMPANY.

CITY OF TWIN FALLS

BY: _____, MAYOR

Acknowledgment:

STATE OF IDAHO)
) SS
COUNTY OF TWIN FALLS)

ON THIS _____ DAY OF _____, IN THE YEAR 20____, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE OF IDAHO, PERSONALLY APPEARED _____, KNOWN OR IDENTIFIED TO ME TO BE THE MAYOR OF THE CITY OF TWIN FALLS, WHO SUBSCRIBED SAID CITY TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF SAID CITY, AND ACKNOWLEDGED TO ME THAT SUCH CITY EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR THE STATE OF IDAHO
RESIDING AT _____
MY COMMISSION EXPIRES _____

Certificate of Surveyor:

I, MICHAEL S. FEMENIA, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR LICENSED BY THE STATE OF IDAHO, AND THAT THIS PLAT AS DESCRIBED IN THE CERTIFICATE OF OWNERS WAS DRAWN FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.



462 East Shore Drive, Suite 100
Eagle, ID 83616
PH: (208) 939-4041

Final Plat Showing

Twin Falls Fire Station No. 3

Approval of City Council

THE FOREGOING PLAT WAS DULY ACCEPTED AND APPROVED BY THE CITY COUNCIL OF TWIN FALLS, IDAHO,

AT THEIR REGULAR MEETING ON THE _____ DAY OF _____, _____.

MAYOR

CITY CLERK

Certificate of City Engineer

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF TWIN FALLS, IDAHO, HAVE REVIEWED THE FOREGOING PLAT AND HEREBY CERTIFY THAT IT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF TWIN FALLS, IDAHO.

CITY ENGINEER

ATTEST:

DATE

Certificate of County Surveyor

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR TWIN FALLS COUNTY, IDAHO, HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FIND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATED TO PLATS AND SURVEYS.

DATE

PROFESSIONAL LAND SURVEYOR

PLS #

Acknowledgment:

STATE OF IDAHO)
) SS
COUNTY OF TWIN FALLS)

ON THIS _____ DAY OF _____, IN THE YEAR OF 20____, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED _____, KNOWN OR IDENTIFIED TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE ABOVE CERTIFICATE, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR THE STATE OF IDAHO

RESIDING AT

MY COMMISSION EXPIRES

Certificate of the County Treasurer

THIS IS TO CERTIFY THAT THE UNDERSIGNED, PER THE REQUIREMENTS OF IDAHO CODE 50-1308, DOES HEREBY CERTIFY THAT ANY AND ALL CURRENT AND/OR DELINQUENT COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS PLAT HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

DATE

TWIN FALLS COUNTY TREASURER

Certificate of Twin Falls County Recorder

STATE OF IDAHO)
) SS
COUNTY OF TWIN FALLS)

INSTRUMENT No. _____.

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF THE LAND GROUP, INC. AT _____ MINUTES PAST _____ O'CLOCK _____ M., ON THIS _____ DAY OF _____, _____, IN MY OFFICE AND WAS DULY RECORDED IN BOOK _____ OF PLATS AT PAGES _____ THROUGH _____.

DEPUTY

EX-OFFICIO RECORDER

FEE: _____



462 East Shore Drive, Suite 100
Eagle, ID 83616
PH: (208) 939-4041



Date: Monday, July 18, 2022
To: Honorable Mayor and City Council
From: Lou Coronado, Sergeant, Twin Falls Police Department

ACTION ITEM

Request:

Consideration of a request to hold the Twin Falls Public Library, Read and Treat Event.

Time Estimate:

Staff requests this item be placed on the consent calendar.

Background:

CJ Rasmusson, representing Twin Falls Public Library, has submitted a Special Event Application for the 2nd annual Read & Treat to be held in the Twin Falls City Park on Saturday, October 29th, 2022. The event organizers will set up signs with pages of storybooks throughout the park. The kids will walk throughout the park, read the storybook pages, and in between the signs there will be candy handed out to the children. The Read & Treat is scheduled to last from 11am until 1pm.

This event will take place throughout the park as children walk to various stations to read different stories and receive a treat as they do. The event is expected to have less than five hundred (500) people in attendance.

The event organizers will be responsible for clean-up within the park and other areas affected by the event.

Approval Process:

Consent of the Council

Budget Impact:

Twin Falls Police Department Staff does not feel there is a need for the Twin Falls Police Department to provide security.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends that the City Council approve the Special Event Application submitted for the "Twin Falls Public Library, Read & Treat" event based on the information provided.

Attachments:

None



Date: Monday, July 18, 2022

To: Parks and Recreation Commission

From: Wendy Davis, Parks and Recreation Director, Parks and Recreation Director

ACTION ITEM

Request:

Consider a recommendation from the Parks and Recreation Commission to accept a bench donation from Lori Calico to be placed along the Canyon Rim Trail in memory of Calvin Calico.

Time Estimate:

Background:

On July 20, 2009, Twin Falls City Council approved the Parks and Recreation Department's donation policy. The policy states:

All proposed donations shall be reviewed by the Twin Falls Parks and Recreation Commission and a recommendation made to the Twin Falls City Council. Council approval shall happen through the consent calendar, unless deemed necessary for consideration.

Park Equipment – this type consists of the purchase and installation of equipment typical to parks and recreation facilities such as benches, drinking fountains, permanent picnic tables, and playground equipment, as may be consistent with the Master Plan for the Twin Falls Parks & Recreation Department or approved by the Twin Falls Parks & Recreation Department or the Twin Falls Parks & Recreation Commission.

Inscription –The text of memorials to individuals may include the name of the person being dedicated to, honored, or memorialized, the dates of the birth and death of that person or the date of the dedication or when honored.

Plaque inscriptions may include the following language in addition to the name of the person and the date. "In Memorium", "In Memory of", "In Honor of" or "Donated by"

Please see the attached Donation Request Form from Lori Calico. The request to donate a bench is in alignment with the Donation Policy defining "Park Equipment". The donor would like the bench to be placed along the Canyon Rim Trail. The Parks Superintendent concurs that is a suitable location for the bench to be placed. Staff contacted Lori and she agreed to a plaque inscription to read: "In Honor of Calvin Calico 1931-2020"

The Parks and Recreation Commission approved this request at the July 12, 2022 meeting.

Approval Process:

A simple majority will approve this request.

Budget Impact:

Regulatory Impact:

Approval will allow the donor to proceed with the donation.

History:**Analysis:****Conclusion:**

Parks and Recreation Commission recommends approval of this request.

Attachments:

1. Calico Bench Request



TWIN FALLS PARKS AND RECREATION

136 Maxwell Ave. • PO Box 1907 • Twin Falls, ID 83303 • Phone: 208-736-2265 • Fax: 208-736-1548

DONATION REQUEST FORM

Date: 6.14.22

Requested by: Lori Calico

Address: 640 Blue Lakes Blvd

Street Address

Twin Falls

City

ID

State

83301

Zip Code

Home Phone: 310-422-3159

(Area Code)

Work Phone: _____

(Area Code)

Donation Requested: Bench on Canyon Rim

(Tree, bench, drinking fountain, picnic tables, playground equipment, picnic shelters, etc.)

Location Requested: Canyon Rim - would like to see map of available spaces

Alternative Location: what are the options?

Plaque Inscription: In Honor of Calvin Calico

lifetime resident who loved Twin Falls

via text

1931 - 2020

Send this form to Twin Falls Parks & Recreation, P.O. Box 1907, Twin Falls, ID 83303.
For further information, please contact the Parks & Recreation office at (208) 736-2265.

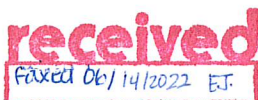
FOR OFFICE USE ONLY

Donation Name: _____

Site: _____

Type: _____

Completion Date: _____



The Benefits are Endless...



Date: Monday, July 18, 2022
To: Honorable Mayor and City Council
From: Lee Glaesemann

PRESENTATION

Request:

Idaho Power presentation of an Energy Efficiency incentive check to the City of Twin Falls

Time Estimate:

Less than 10 minutes

Background:

Idaho Power has an incentive program that provides energy efficiency incentive checks to entities who build energy efficiency features into construction projects. The Perrine Point Pressurized Irrigation Station has been estimated to save 119,884 kilowatt hours of electricity per year. Chris Bell, with Idaho Power, will be presenting the City with an incentive check of \$21,579.12 for the City's energy efficiency efforts on the Perrine Point project.

Approval Process:

N/A

Budget Impact:

The check for \$21,579.12 will be entered as unanticipated revenue in the FY2022 budget.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

N/A

Attachments:

None



Date: Monday, July 18, 2022
To: Honorable Mayor and City Council
From: Mitch Humble, Deputy City Manager

ACTION ITEM

Request:

A request to amend City Code 1-2-4 to add the Economic Development Director to the list of department heads.

Time Estimate:

The presentation should take about five minutes. Some additional time may be necessary for discussion.

Background:

The City Manager's office has been working with the executive leadership team (ELT) on a reorganization strategy for several months now. There are several goals that we're trying to accomplish with this restructuring. Some of these goals include:

- Creating a department structure that more closely aligns with the Strategic Plan
- Reducing the City Manager's operational responsibilities to allow that position more time to focus on the overall City leadership functions
- re-aligning the Deputy City Managers' areas of responsibility so that one focuses on the internal facing departments, and the other on the external facing departments

Our Strategic Plan includes the "prosperous Community" focus area as one of the eight. This focus area is the one that discusses the importance of maintaining and improving the economic vitality of the community and our residents. The City's Economic Development Director has long been tasked with business retention, recruitment, and development. As we've been having these reorganization discussions, we have realized that the City's airport has played, and will continue to play, a critical role in our economic development efforts. I feel very confident in saying that were it not for our airport, Chobani would not be located in Twin Falls today. Our business community relies on our airport to take business travelers to and from important business meetings. Our residents value the airport as another amenity that makes Twin Falls a great community to live, work, and play. Therefore, we are proposing to have the airport become part of the Economic Development Director's purview. We believe that doing so will elevate the importance of the airport with the recognition that it is more than simply a piece of our transportation infrastructure, it is also a critical aspect of our community's economic strength.

After adding the airport to the responsibilities of the Economic Development Director and making that position the primary contact for the Prosperous Community focus area, it began to make sense to us that this position should be part of the ELT now too. We met as an ELT to discuss this potential addition to our ranks. Everyone agreed that the newly described position should be part of the ELT. City Code 1-2-4 contains a list of what City positions are described as "department heads." That list currently includes the Deputy City Managers, Chief Financial Officer, Police Chief, Fire Chief, City Engineer, Public Works Director, and Human Resource Director. You will recognize that these same positions make up the membership of the ELT, and these are the positions that the City Manager appoints, but that the City Council confirms. Therefore, adding the Economic Development Director to the ELT will make that one

additional position that will require the City Council's confirmation of the City Manager's appointment. This is an important point to share, since the Economic Development Director position is currently vacant. We will be going through a recruitment process right away to hire someone to fill this position, and that recruitment process will conclude with the Council's confirmation of the City Manager's appointment.

Approval Process:

Adoption of the attached ordinance is necessary to amend City Code as described herein. Should the Council wish to adopt the ordinance tonight, a motion to suspend the rules and place the ordinance on third and final reading by title only will need to be approved by a supermajority vote of the Council. Once on third and final reading by title only, the ordinance can be adopted by a simple majority vote of the Council.

Budget Impact:

There is no significant budget impact associated with the approval of this request. The Economic Development Director position is already included in the FY 2022 budget. There will be a small cost to publish the attached ordinance upon approval, but publishing costs are also included in the FY 2022 budget.

Regulatory Impact:

If the Council adopts the attached ordinance, the City's Economic Development Director will be a department head in the City Code, making that position a member of the City's executive leadership team and the employee with the primary oversight of the "Prosperous Community" focus area in the City's strategic plan. This change will also cause the City Manager's appointment of the position to be confirmed by the Council.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends that the Council adopt the attached ordinance amending City Code 1-2-4 as described herein.

Attachments:

1. Ordinance - Department Head Section Amendment

ORDINANCE NO. 2022-013

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, AMENDING SECTION 4, CHAPTER 2, TITLE 1 OF THE TWIN FALLS CITY CODE, ADDING ECONOMIC DEVELOPMENT DIRECTOR AS A DEPARTMENT HEAD.

WHEREAS, The Twin Falls City Code 1-2-4 lists all department heads for the City of Twin Falls and the City desires to add the Economic Development Director as a department head.

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

Section 1: That the Twin Falls City code is hereby amended, as follows:

“1-2-4: Department Heads:

Department Heads shall include Deputy City Managers, Chief Financial Officer, Police Chief, Fire Chief, City Engineer, Public Works Director, Economic Development Director, and Human Resource Director.”

Section 2: This Ordinance shall take effect upon publication.

PASSED BY THE CITY COUNCIL, July 18, 2022.
SIGNED BY THE MAYOR _____, 2022.

MAYOR

ATTEST:

DEPUTY CITY CLERK

PUBLISHED: _____

ORDINANCE NO 2022-012



Date: Monday, July 18, 2022
To: Honorable Mayor and City Council
From: Mandi Thompson, Assistant to the City Manager

PRESENTATION

Request:

Update on public transportation in Twin Falls

Time Estimate:

10 minutes for presentation, followed by time for Council questions.

Background:

The College of Southern Idaho introduced the Trans IV bus system in 1979 as a public service to the Magic Valley and has served as the fiscal agent ever since. Trans IV is a demand-response system that primarily serves senior citizens and persons with disabilities, although it is open to the general public. The service runs weekdays, requires an appointment at least one day in advance, and is run by a staff comprised of a Director as well as a small team of dispatchers, drivers, and mechanics, most of whom work part-time. Significant challenges for the Trans IV system have included changes in the administration of non-emergency medical transportation, as well as limited local public funding. Ridership on Trans IV has steadily decreased since 2015, with fewer rides and fewer unique customers. Conversely, the cost per ride has increased dramatically. Over the last six months, the number of rides per month has dropped to less than 600.

As Twin Falls began to approach 50,000 in population, CSI began conversations with the City regarding the future of public transit. In 2020, ITD commissioned a transit study to evaluate the effectiveness of Trans IV and explore options for future transit in the city. This study was conducted by the Western Transportation Institute at Montana State University. The key findings were not surprising:

- Usage of Trans IV was declining while the cost to operate the system was increasing
- Traditional fixed route transportation is not effective in communities like Twin Falls
- A convenient, innovative and reliable system is recommended.

Of the recommendations put forward in the transit study, the option that makes the most sense and has the highest likelihood of success in Twin Falls is microtransit.

Microtransit is an approach to public transportation based upon service provided across a defined service area and set service hours characterized by an effort to group rides when possible. Subsidies are typically set at a variable amount per trip (fixed cost for the rider). Service is typically accessed by an app or website, and operations (scheduling and dispatching) rely on licensed technology platforms that use algorithms, making it less labor-intensive. Additionally, a vendor operates all aspects of the service, requiring less public staff time (limited to contract oversight and service evaluation and adjustment recommendations). Think Lyft or Uber in terms of public transportation.

In late 2021, CSI met with the City and expressed their desire to end their support of Trans IV and transfer public transit services to the City. CSI was entering into the second year of a two-year funding cycle and chose to not reapply for 5311 Rural Transit funds through ITD. As a result, their current funding allocation

will expire on September 30, 2022 and Trans IV will cease operations. City staff have been working with ITD Public Transit (PT) division on possible solutions. Familiar with the recommendations by Western Transportation Institute, ITD asked that we wait while they worked to develop a microtransit system in Idaho Falls.

ITD-PT recommends that Twin Falls consider a micro transit pilot program, similar to the new program that was just launched in Idaho Falls in June 2022. This system replaced a poorly operated fixed route system that went bankrupt 2019. ITD-PT has approached staff regarding the opportunity to design a microtransit pilot program that would be operated with State CARES/ARPA funds. While we are not going to be able to get anything established before September 30, the work that has already been done to design Greater Idaho Falls Transit (GIFT) will speed up the implementation in Twin Falls. Additionally, there have been lessons learned that can be incorporated in Twin Falls. This is an opportunity to try microtransit with little to no cost to the city. The goal will be to create a pilot program that will be sustainable once the State funds are gone, keeping in mind the needs of residents that will be using the system.

Approval Process:

N/A

Budget Impact:

None at this time.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Staff is seeking direction on moving forward with the design of a pilot microtransit program.

Attachments:

1. 20210328 Twin Falls Final Report

Twin Falls Transit Study
Draft Final Report

Prepared by:

Andrea Hamre, PhD
Research Associate

David Kack, MS
Director & Program Manager

&

Jonathan Fisher, BA
Research Assistant



Prepared for:

Public Transportation Office of the
Idaho Transportation Department



March 2021

About the Western Transportation Institute

The Western Transportation Institute (WTI) was founded in 1994 by the Montana and California Departments of Transportation, in cooperation with Montana State University. WTI concentrates on rural transportation research; as stewards and champions of rural America, WTI also has a strong interest in sustainability. WTI research groups create solutions that work for clients, sponsors, and rural transportation research partners. WTI Research Centers include the Montana Local Technical Assistance Program, the National Center for Rural Road Safety, the Small Urban, Rural and Tribal Center on Mobility, the Federal-Public Lands Transportation Institute, the West Region Transportation Workforce Center, and the Collaborative Human-Automated Platooned Truck Alliance.

Disclaimer and Acknowledgments

The contents of this report reflect the views of the authors and are disseminated in the interest of serving the project sponsor and sharing information. This research effort is funded by the Idaho Transportation Department.

This study has benefited from the time generously shared with us by City of Twin Falls and Twin Falls County staff, as well as leadership from the business community, including the Twin Falls Chamber of Commerce, the Region IV Development Association Board, and Clif Bar Management. The research team would also like to thank Chris Zeilinger of the Community Transportation Association of America for meeting over the course of the study, which paralleled his consultation regarding public transportation in Idaho Falls. The research team also benefited from data and material prepared by request from Bonang Seoela, Labor Economist with the Idaho Department of Labor. The research team expresses appreciation to the Idaho Transportation Department for the opportunity to provide consultation for this project.

TABLE OF CONTENTS

About the Western Transportation Institute	2
Disclaimer and Acknowledgments	2
1. Overview	1
2. Existing Conditions and Market Analysis	2
2.1. Existing Service	2
2.2. Community Overview	5
2.2.2. City of Twin Falls	5
2.2.3. Twin Falls County	7
2.3. Demographic Predictors of Transit Demand	7
2.3.1. Population	7
2.3.2. Senior Citizens	8
2.3.3. Persons with Disabilities	9
2.3.4. Income and Poverty	10
2.3.5. Vehicle Ownership	11
2.3.6. Transit Propensity Index	12
2.4. Twin Falls Community Anchors	15
2.4.1. St. Luke's Magic Valley Medical Center	16
2.4.2. College of Southern Idaho	17
2.4.3. Magic Valley Mall	17
2.4.4. Downtown Twin Falls	17
2.4.5. Employment in the Community Anchors	17
2.3. Employment, Major Industries and Employers, and Commute Flows	18
2.3.1. Employment	18
2.3.2. Major Industries and Employers	19
2.3.3. Commute Flows	21
2.4. Land Use Patterns	24
3. Identification of Guiding Principles	28
4. Service Types	30
4.1. Service Type Descriptions	31
4.2. A Homestate Innovator: Idaho's Valley Regional Transit Mobility On Demand Programs	34
4.3. A Scan of Newly Designated Small Urban MPOs	37
5. Conclusions and Recommendations	38
5.1. Conclusions	38
5.2. Short-Range Recommendations	38
5.3. Long Range	39
References	40

LIST OF FIGURES

Figure 1. Project Timeline	1
Figure 2. Annual Unlinked Passenger Trips for Trans IV (2014-2019)	3
Figure 3. Unlinked Trips per Vehicle Revenue Hour for Trans IV (2014-2019)	3
Figure 4. Ratio of Fare Revenues to Operating Expenses for Trans IV (2014-2019)	4
Figure 5. Operating Expenses per Unlinked Passenger Trip for Trans IV (2014-2019)	4
Figure 6. Operating Expenses per Vehicle Revenue Hour for Trans IV (2014-2019)	5
Figure 7. Map of the Study Area (City of Twin Falls and Twin Falls County)	6

Figure 8. Population Density (Persons per Square Mile) for the City of Twin Falls	8
Figure 9. Share of Population Aged 65 and Over for the City of Twin Falls.....	9
Figure 10. Share of Households with 1 or More Disabled Persons for the City of Twin Falls	10
Figure 11. Share of Households in Poverty for the City of Twin Falls.....	11
Figure 12. Share of Occupied Housing Units without a Personal Vehicle for the City of Twin Falls.....	12
Figure 13. Transit Propensity Index Method.....	13
Figure 14. Transit Propensity Index for the City of Twin Falls	14
Figure 15. Block Groups in the Twin Falls Core with the Highest Predicted Transit Demand	15
Figure 16: Twin Falls Community Anchors	16
Figure 17. Census Block Groups Containing Twin Falls Community Anchors.....	18
Figure 18: Location of Major Employers in the City of Twin Falls	20
Figure 19: Job Location and Job Density in the City of Twin Falls (2018)	21
Figure 20: Twin Falls Workforce Inflow/Outflow Analysis (2018).....	22
Figure 21: Breakdown of Clif Bar Employees by Place of Residence	24
Figure 22. Share of Total Housing Units Comprised of Apartments in the City of Twin Falls	25
Figure 23: Twin Falls Walk Score	26
Figure 24. The Spectrum of Public Transportation Across Service Frequency, Ease of Access, Spatial Coverage, and Unit Travel Costs	30
Figure 25. Estimated Number of Trips Local Funding Could Support by Service Type	32
Figure 26. Bus Stop and Service Area for Valley Regional Transit’s Lyft Transit Connection Program.....	35
Figure 27. Program Information and Service Map for Valley Regional Transit’s Late Night Program.....	36
Figure 28. Mobile Application for Valley Regional Transit’s OnDemand Program	36

LIST OF TABLES

Table 1. Census Block Groups with the Highest Predicted Transit Demand.....	15
Table 2. Total Primary Jobs Occurring in the Census Block Groups Containing Twin Falls Community Anchors.....	17
Table 3: List of Major Employers in Twin Falls	19
Table 4. Commute Mode Shares for the Twin Falls Area (City, Metropolitan Statistical Area, Neighboring Communities) and State of Idaho	23
Table 5: Distribution of Clif Bar & Company Employees by Place of Residence.....	23
Table 6. Housing Density in the City of Twin Falls Compared to the County, State, and National Levels	24
Table 7. Twin Falls Guiding Principles for Public Transportation.....	29
Table 8. Summary of Public Transportation Service Types.....	31
Table 9. Estimated Annual Costs for Twin Falls Public Transportation Service	32
Table 10. Assessment of Service Types Based Upon Twin Falls Guiding Principles for Public Transportation	34
Table 11. List of the Most Recently Designated Small Urban MPOs.....	37

1. Overview

*Planning and evaluation are processes of reflection:
what does Twin Falls want to start, stop, and continue doing?*

The purpose of this project is to provide the Idaho Transportation Department and the City of Twin Falls with guidance to inform future investments in public transportation. This study provide an opportunity to support Twin Falls as it prepares for its anticipated transition from the rural (i.e. 5311) to small urban (i.e. 5307) federal formula funding stream for public transportation, as well as an opportunity to assess the performance of the current public transportation system and explore affordable and innovative investments to improve public transportation offerings.

Over the course of this study, the research team has evaluated existing conditions, learned about community values and guiding principles, visited Twin Falls to meet with community leaders and view on-the-ground conditions, and collected information about the latest innovations in public transportation service through interviews with public officials and vendors. The project timeline is summarized in **Figure 1**. The research team has benefited from the insights provided by the 2016 Transit Development Plan commissioned by and prepared for the City of Twin Falls, including its recommendations for building a foundation to support fixed route transit. This final report offers an assessment of public transportation service types available for immediate implementation and provides practical guidance readily usable in a transit pilot program. It is also intended to serve as a useful foundation for ongoing consideration of transportation challenges and travel flows throughout the Twin Falls region.

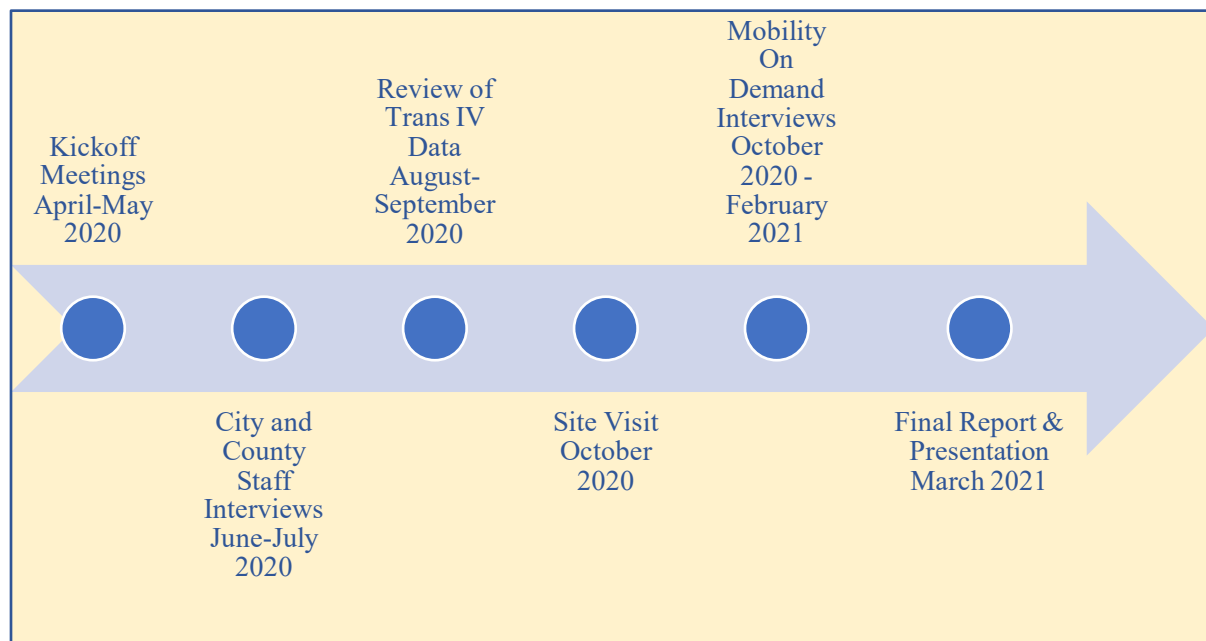


Figure 1. Project Timeline

2. Existing Conditions and Market Analysis

“While the need for individual mobility is equal in rural and urban areas, the expenses for its provision in rural regions are highly increased” (Sörensen, Bossert, Jokinen, & Schlüter, 2020).

“Specialized [paratransit or demand-responsive] services struggle to be efficient in terms of capital and operating expenditures per passenger trip or passenger mile due to the lower density of demand and the need for providing curb-to-curb services or special accommodations” (Polzin, 2016).

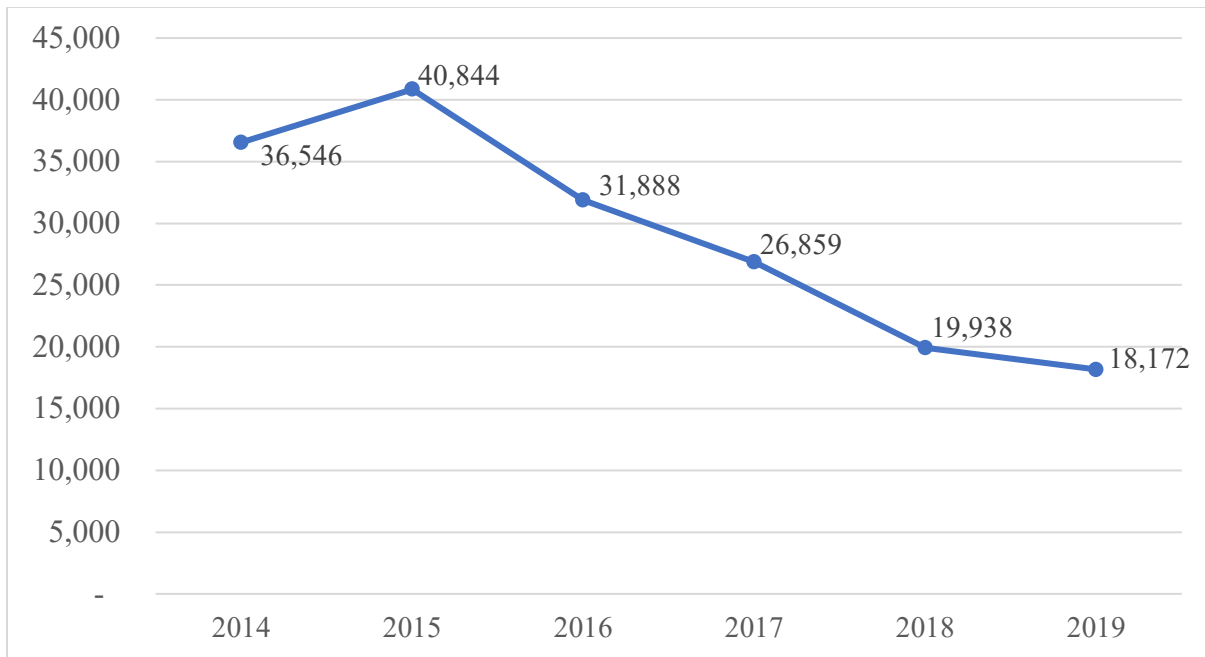
“When considering a change, understand that the concepts of passenger transportation and logistics still apply and most of all productivity matters” (Hosen, 2021).

2.1. Existing Service

The 2018 Twin Falls Community Strategic Plan (City of Twin Falls, 2018) Accessible Community Focus Area acknowledges the “minimal investment” made so far in public transportation and describes the current Trans IV bus system as “inadequate for current needs” and not well-suited for “system expansion, with even current service levels in question with available resources.” Given this level of investment, seniors and “other transit dependent groups remain unserved by the current system” and “critical access needs” remain “unfulfilled.”

The College of Southern Idaho introduced the Trans IV bus system in 1979 as a public service. Trans IV offers a Dial-A-Ride form of Demand Response Transit (DRT-DAR). Service has primarily been provided to senior citizens and persons with disabilities, although the system is open to the general public. The service runs weekdays, requires an appointment at least a day in advance, and is run by a staff comprised of a Director as well as a small team of dispatchers, drivers, and mechanics, most of whom work part-time. Significant challenges for the Trans IV system have included changes in the administration of non-emergency medical transportation, as well as limited local public funding.

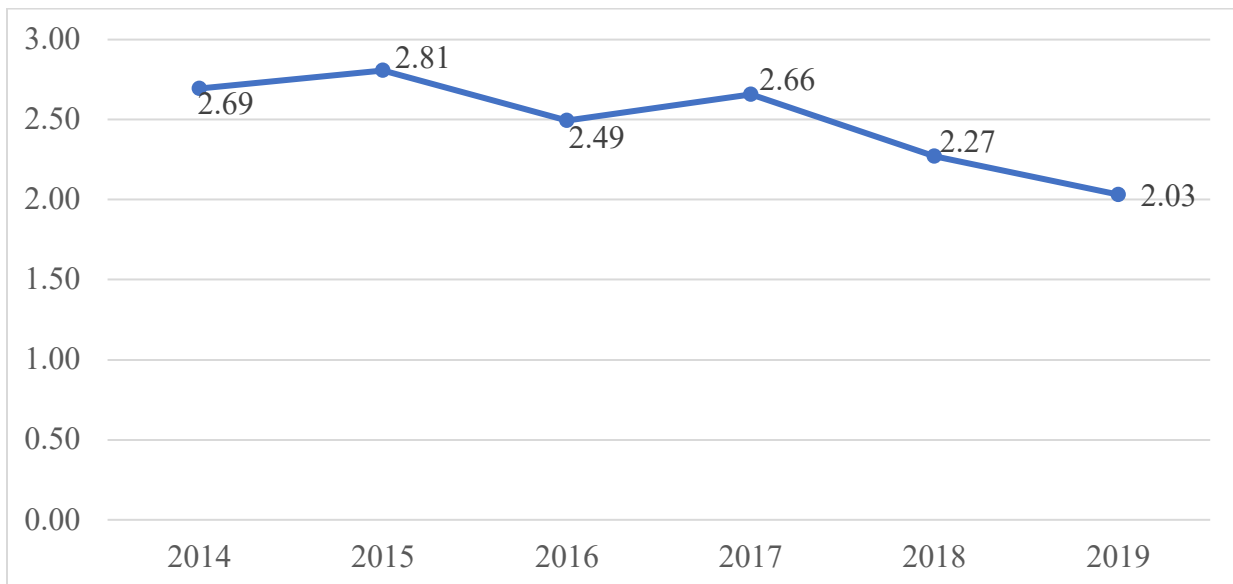
The research team reviewed key performance metrics for 2014-2019 reported by Trans IV to the Federal Transit Administration and made available through the National Transit Database’s Annual Agency Profiles (Federal Transit Administration, 2014-2019), as well as Routematch system data used for Trans IV system management and accessed with permission. Over this period (prior to the COVID-19 pandemic, which has only exacerbated the following trends), the Trans IV system has struggled and contracted. The total number of trips on the system declined by more than half, from 36,546 in 2014 to 18,172 in 2019 (**Figure 2**).



Source: Prepared by WTI using the National Transit Database Annual Agency Profiles for Trans IV (Federal Transit Administration, 2014-2019).

Figure 2. Annual Unlinked Passenger Trips for Trans IV (2014-2019)

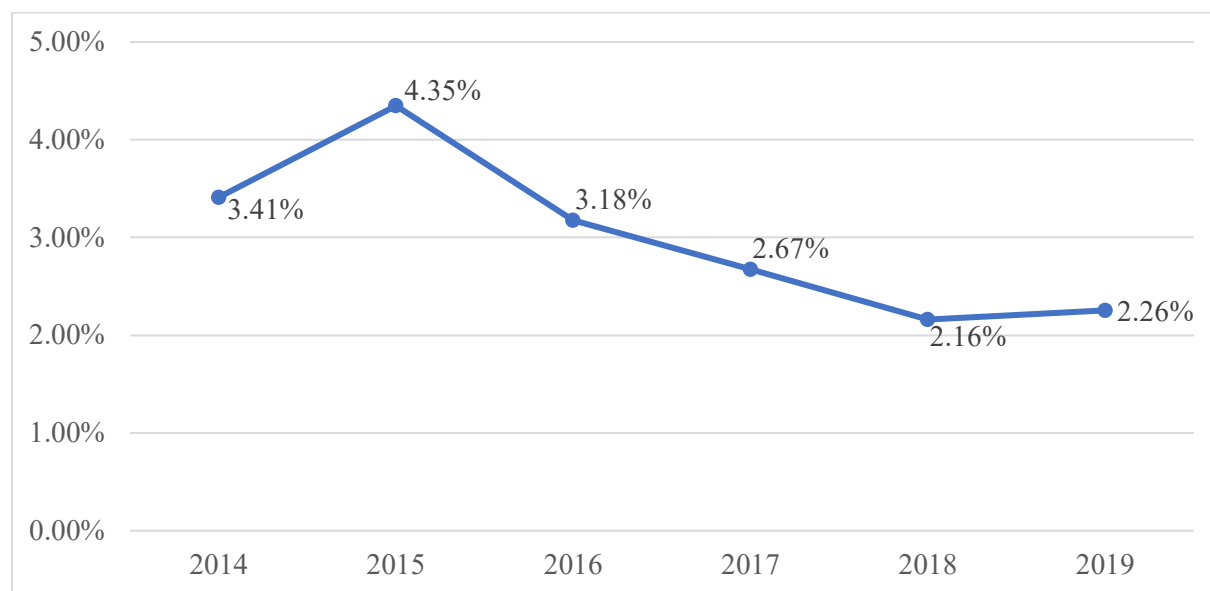
The number of unique customers also declined, from 499 in 2014, to 263 in 2019 (53% as high) (TransIV Routematch Database, 2014-2019). Trips per hour also declined, from 2.7 in 2014 to 2.0 in 2019 (**Figure 3**).



Source: Prepared by WTI using the National Transit Database Annual Agency Profiles for Trans IV (Federal Transit Administration, 2014-2019).

Figure 3. Unlinked Trips per Vehicle Revenue Hour for Trans IV (2014-2019)

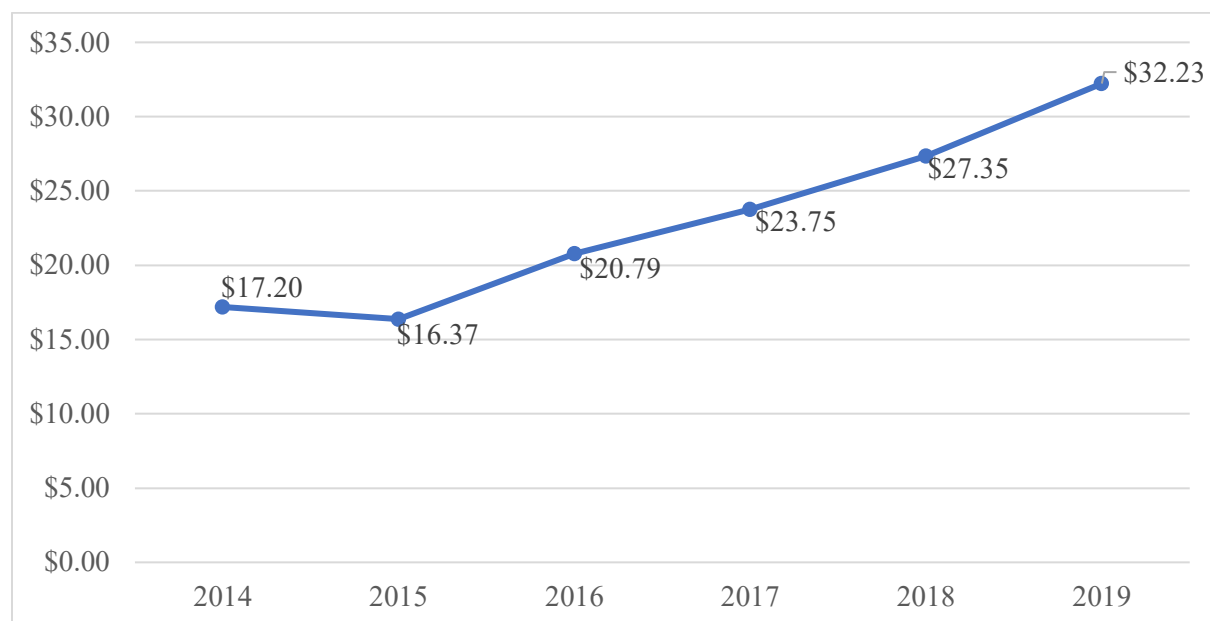
As expected, vehicles operated at maximum service has declined, from 14 in 2014 to 9 in 2019 (Federal Transit Administration, 2014-2019). The share of operating expenses covered by fare revenues has declined, from 3.4% in 2014 to 2.3% in 2019 (**Figure 4**).



Source: Prepared by WTI using the National Transit Database Annual Agency Profiles for Trans IV (Federal Transit Administration, 2014-2019).

Figure 4. Ratio of Fare Revenues to Operating Expenses for Trans IV (2014-2019)

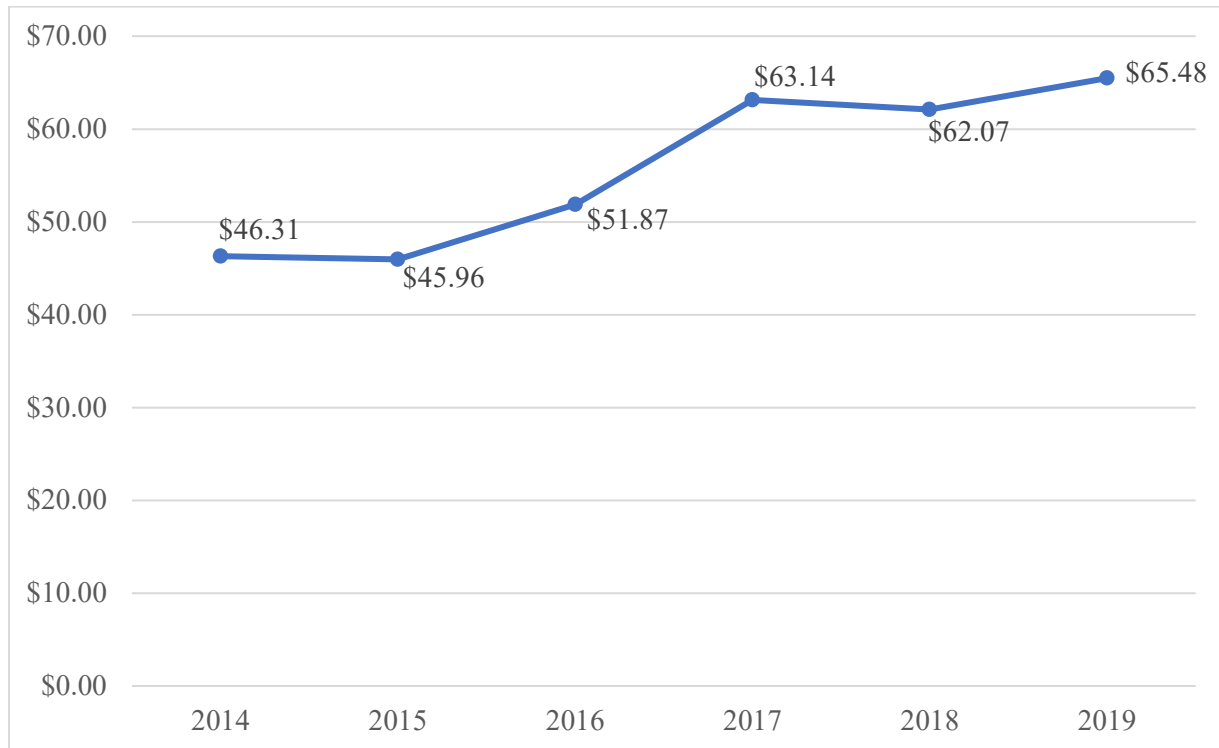
Meanwhile, the cost per trip has increased, from \$17.20 in 2014 to \$32.23 in 2019 (**Figure 5**).



Source: Prepared by WTI using the National Transit Database Annual Agency Profiles for Trans IV (Federal Transit Administration, 2014-2019).

Figure 5. Operating Expenses per Unlinked Passenger Trip for Trans IV (2014-2019)

Likewise, the cost per hour of service has increased, from \$46.31 to \$65.48 (**Figure 6**).



Source: Prepared by WTI using the National Transit Database Annual Agency Profiles for Trans IV (Federal Transit Administration, 2014-2019).

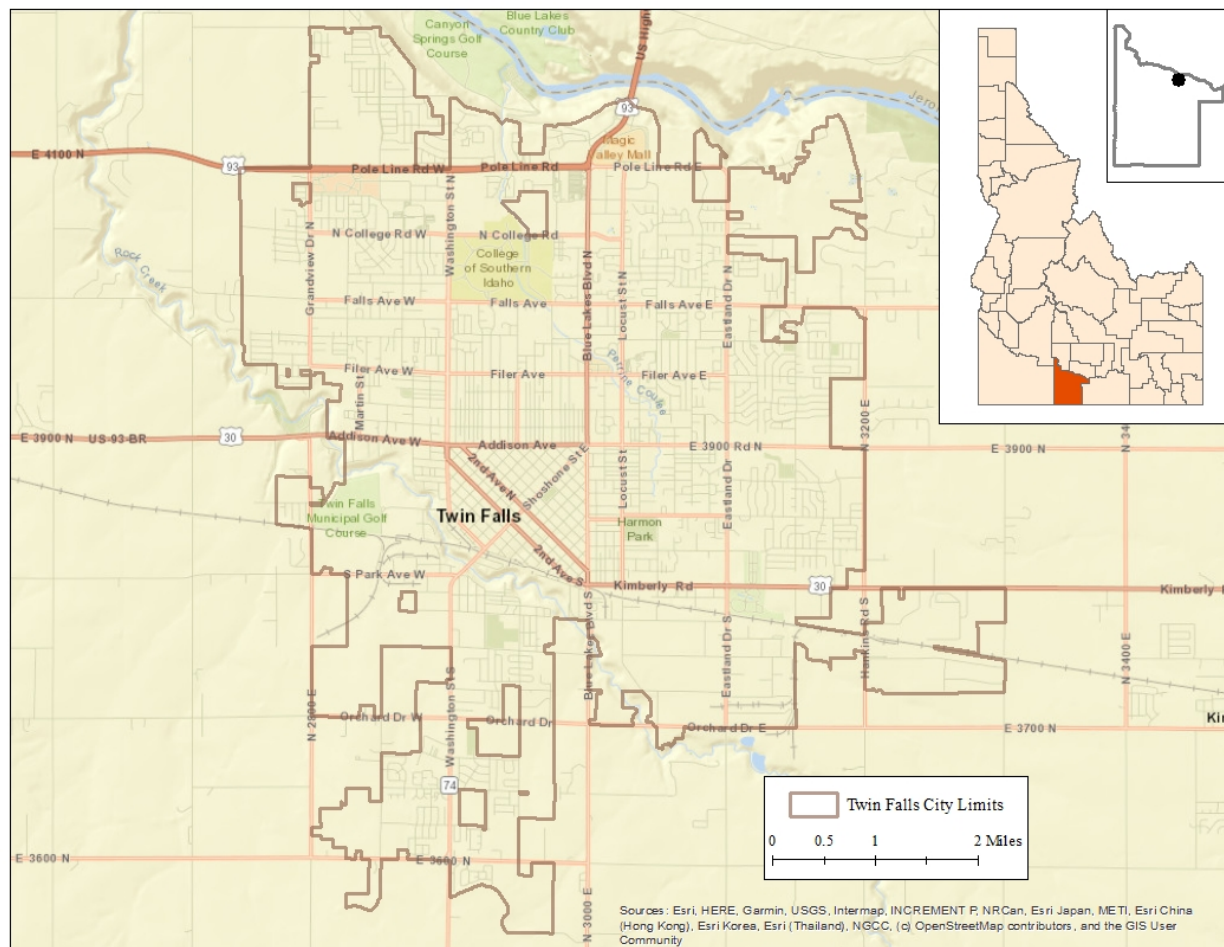
Figure 6. Operating Expenses per Vehicle Revenue Hour for Trans IV (2014-2019)

The loss per trip (as measured by the difference between fare revenues and operating expenses across all trips) increased from \$16.61 in 2014 to \$31.50 in 2019 (Federal Transit Administration, 2014-2019). These service efficiency and effectiveness measures are all trending in the direction of declining performance, and indicate that an adjustment in service is warranted and urgently needed.

2.2. Community Overview

2.2.2. City of Twin Falls

The study area for this project is the City of Twin Falls, which is located in the Magic Valley in south-central Idaho adjacent to the Snake River (**Figure 7**).



Source: Prepared by WTI using ESRI base map.

Figure 7. Map of the Study Area (City of Twin Falls and Twin Falls County)

The population of Twin Falls is currently estimated at 48,951, and is expected to pass 50,000 with certification of the 2020 Census.¹ Twin Falls contains 58% of the Twin Falls County population, and is the 8th largest city in Idaho (U.S. Census Bureau, 2015-2019). Since 2010, the population of the City of Twin Falls has grown faster (13.6%) than both Twin Falls County (11.7%) and Idaho (10.5%). At its current rate of growth, Twin Falls is on pace to have over 75,000 citizens by 2050.

Twin Falls is served by a robust network of roads. Like many cities in the West, the roads in Twin Falls are laid out largely in a north-south hierarchical grid pattern, with major roads one mile apart and minor connecting roads running at right angles in between. In historic downtown Twin Falls, the road layout shifts to a northeast-to-southwest and northwest-to-southeast pattern. US Highways 30 (Kimberly Road/2nd Avenue/Addison Avenue), 93 (Pole Line Road West), and

¹ According to existing definitions, which are currently under debate as part of the deliberations surrounding reauthorization of the federal surface transportation bill, this would shift Twin Falls from the rural (i.e. 5311) to small urban (i.e. 5207) designation for the purposes of federal formula funds for public transportation.

Business 93 (Blue Lakes Boulevard) are major roadways. Interstate 84 passes just north of the city; traffic between I-84 and Twin Falls runs across the Snake River on the Perrine Memorial Bridge on Highway 93, which has been identified as a congestion point affecting the local commute.

Due to its size and location, the City of Twin Falls serves as a regional hub for agricultural commerce, food production, and medical services for south-central Idaho and parts of northeastern Nevada. Large numbers of commuters flow between Twin Falls and surrounding communities on a daily basis, including communities as distant as Jackpot, a resort in Nevada over 40 miles away. Twin Falls County contains a number of notable natural attractions, including Hagerman Fossil Beds National Monument and part of Sawtooth National Forest, which draw tourists to the area.

2.2.3. Twin Falls County

The City of Twin Falls is the county seat and most populous city in Twin Falls County. Other communities in the county include the cities of Buhl (pop. 4,345), Kimberly (3,759), Filer (2,736), and Hansen (1,451), as well as the smaller unincorporated communities of Castleford, Murtaugh, Rogerson, and Hollister. The county has an estimated population of 84,860, making it the 6th most populous county in Idaho. Twin Falls County is rural, with a population density of just 43.5 people per square mile; many southern and western parts of the county are largely uninhabited.

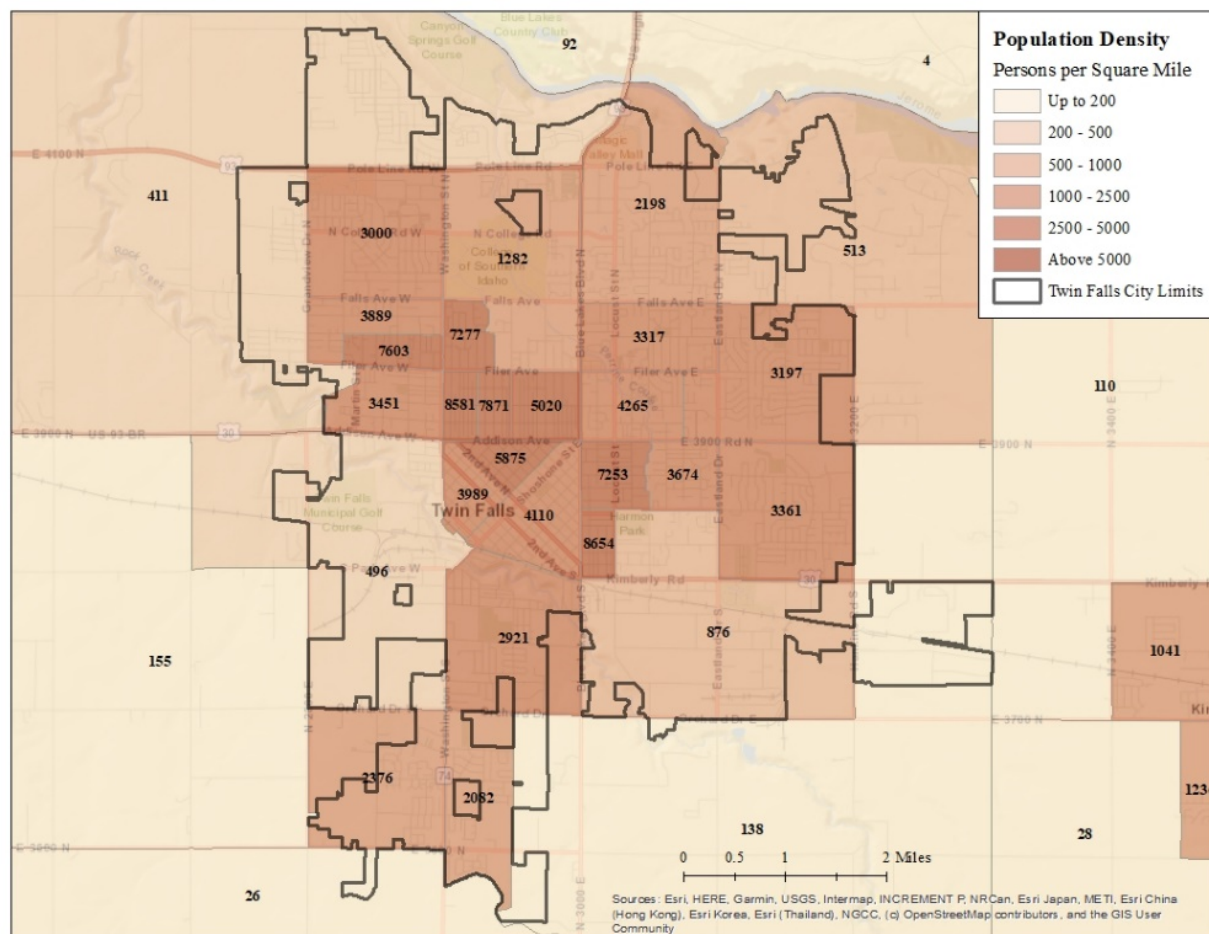
2.3. Demographic Predictors of Transit Demand

Transit demand is influenced by a variety of factors, including total population and population density, the concentration of populations at risk of transportation disadvantage (or isolation), land use patterns, and the supply and price of parking. Populations considered to be at risk for transportation disadvantage include senior citizens, individuals with disabilities, low-income families, and households without vehicles.² The following sections assess these key factors to gain a better understanding for where transit-dependent groups live within Twin Falls.

2.3.1. Population

Population density is positively associated with the demand for public transportation, and highest in Twin Falls north of US 30 (including the 2nd Avenue bend), east of Washington Street North, south of Falls Avenue, and west of Eastland Drive North **Figure 8**.

² This is consistent with ITD's Idaho Transit Propensity Index (Public Transportation Office, 2018, see Figure 18), which assessed concentrations of older adults, people with disabilities, people living in poverty, and households without private vehicles.



Notes and Source: Shading represents population density. Numbers indicate persons per square mile estimates in each Block Group. Prepared by WTI using the American Community Survey 2014-2018 5-Year Estimates (U.S. Census Bureau, 2014-2018).

Figure 8. Population Density (Persons per Square Mile) for the City of Twin Falls

2.3.2. Senior Citizens

Older age is positively associated with the demand for public transportation, as senior citizens may have physical or financial limitations impacting their ability to drive. **Figure 9** summarizes the share of senior citizens across Twin Falls. In total, 13.5% of the population is aged 65 or older (6,518 persons) compared to 14.9% for Twin Falls County and 15% for Idaho. The concentration and total numbers of senior citizens are both highest in the Block Group east of US 93/Blue Lakes Boulevard, north of Falls Avenue East, and west of Eastland Drive North, just south of the Snake River. The Bridgeview Estates skilled nursing and rehabilitation facility is located within this area.

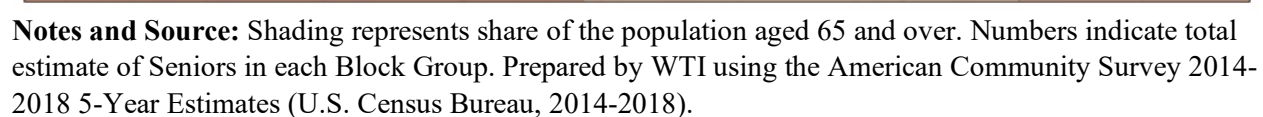
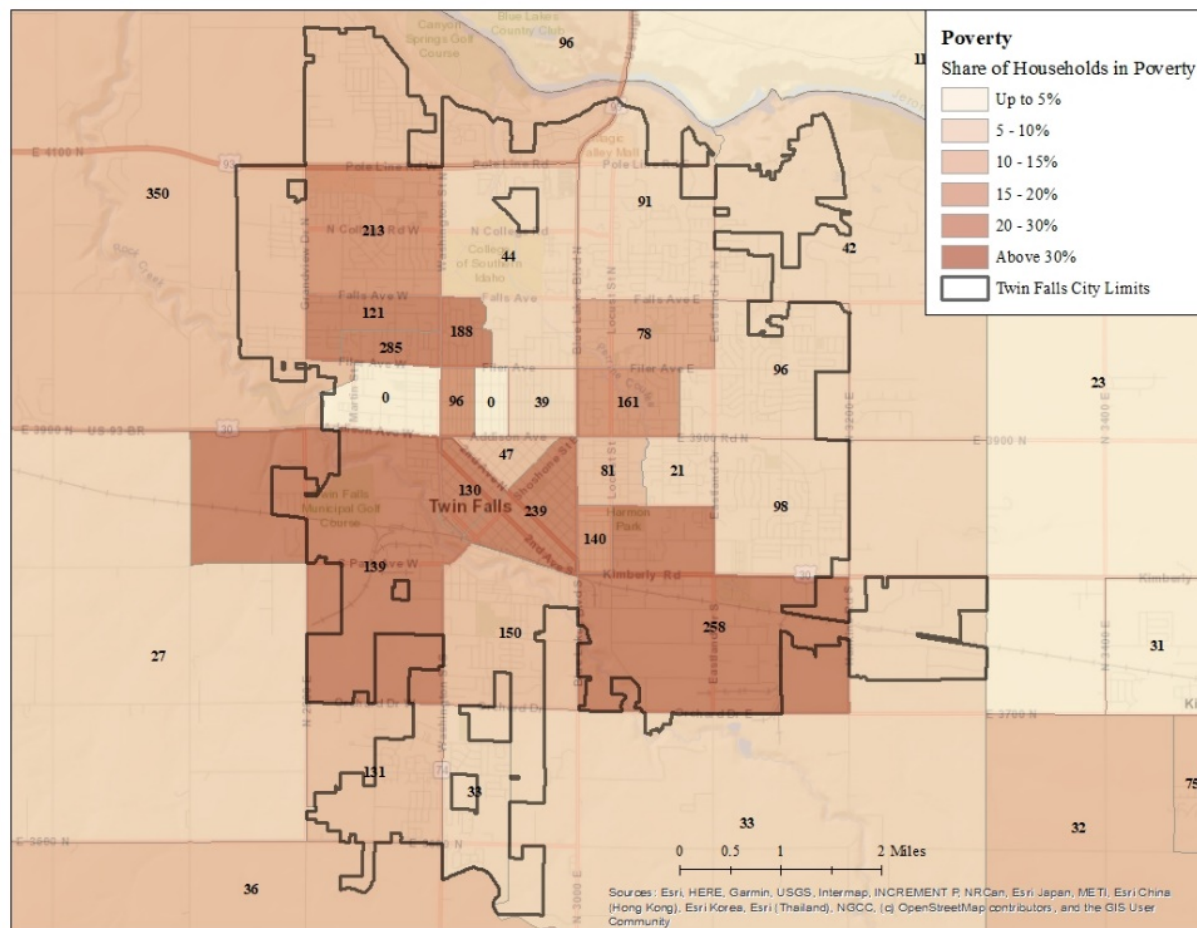


Figure 10. Share of Households with 1 or More Disabled Persons for the City of Twin Falls

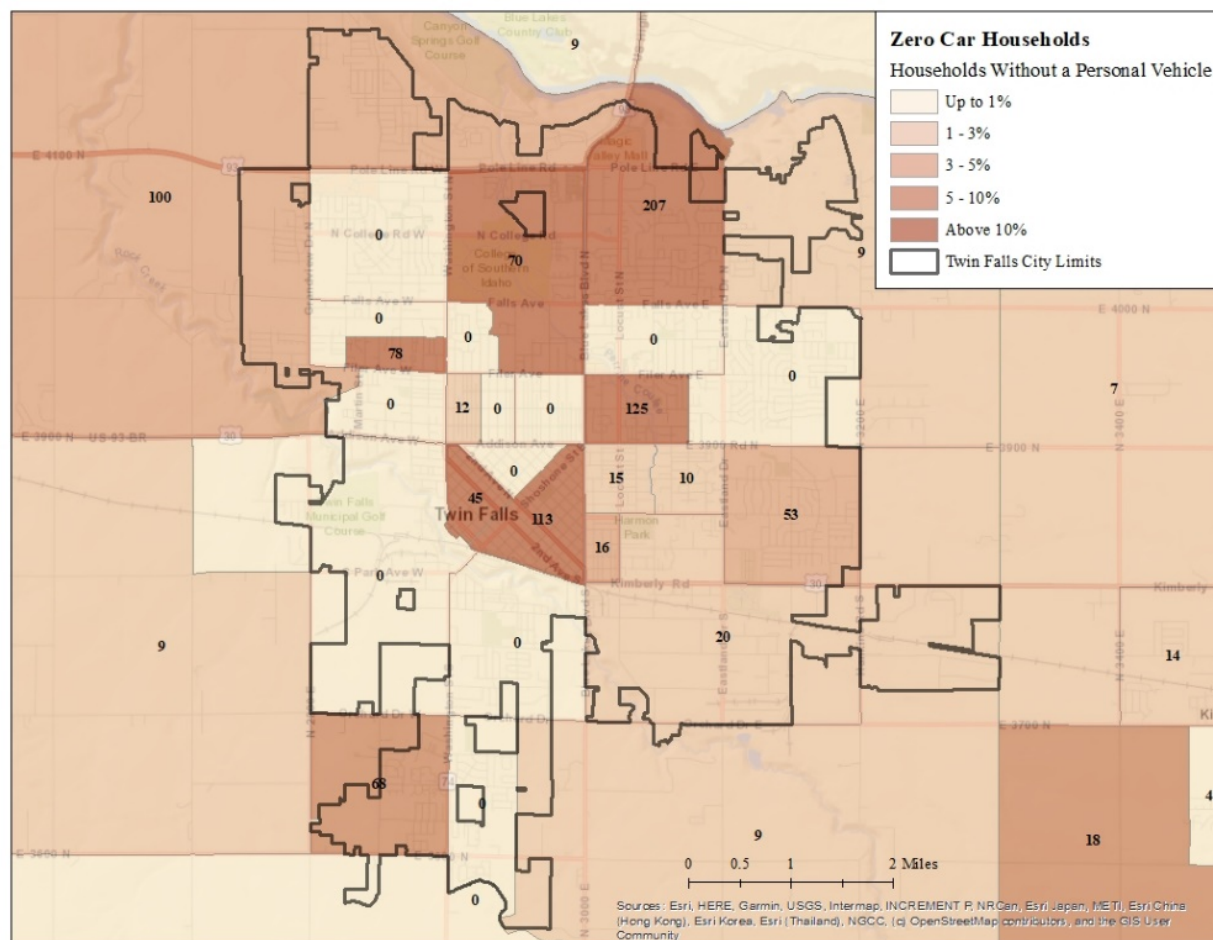


Notes and Source: Shading represents share of households in poverty. Numbers indicate total households estimated to be in poverty in each Block Group. Prepared by WTI using the American Community Survey 2014-2018 5-Year Estimates (U.S. Census Bureau, 2014-2018).

Figure 11. Share of Households in Poverty for the City of Twin Falls

2.3.5. Vehicle Ownership

Access to a personal vehicle is negatively associated with the demand for public transportation. Overall, vehicle ownership is high in Twin Falls; 94.8% of households own one or more personal vehicles. The share of occupied housing units in Twin Falls without a personal vehicle is summarized in [Figure 12](#); 932 out of 18,047 households do not own a vehicle. There are six Block Groups where the share of zero-car households exceeds 10%.



Notes and Source: Shading represents share of occupied housing units without a personal vehicle. Numbers indicate total occupied housing units estimated to be without a personal vehicle in each Block Group. Prepared by WTI using the American Community Survey 2014-2018 5-Year Estimates (U.S. Census Bureau, 2014-2018).

Figure 12. Share of Occupied Housing Units without a Personal Vehicle for the City of Twin Falls

2.3.6. Transit Propensity Index

Composite indices based on multiple predictors for transit demand have been developed in a variety of contexts, and are referred to using various labels (e.g., Transit Propensity Index, Mobility Needs Index, Transportation Needs Index). As previously mentioned, the Idaho Department of Transportation developed a statewide Transit Propensity Index (Public Transportation Office, 2018) at the Census Tract level based on four measures: older age, disability, poverty, and vehicle access. This index identified Twin Falls as the area of highest transit propensity within the eight-county region designated as District 4. The plan emphasizes that the TPI is meant to inform future planning efforts and that “further analysis such as surveys and stakeholder outreach, transit provider service level changes, tourism, gas prices, parking costs, and other factors” would inform determinations of regional transit needs.

WTI used the ITD TPI as the basis for a TPI focused on Twin Falls at the Census Block Group level; along with older age, disability, poverty, and vehicle access, the research team incorporated population density as well. The research team modified the approach used for a statewide analysis of North Dakota at the zip code level by Mattson and Hough (2015) to compare the predictors of transit demand at the Census Block Group level to the countywide averages for Twin Falls County.

The TPI calculation was a four-step process. In the first step, the ratio of Block Group to Twin Falls County levels were taken for each transit predictor.³ Second, these ratios were ranked from lowest to highest. Third, Block Groups were assigned a quintile based on their ranking; Block Groups in the lowest 20% were assigned a value of 1, while those in the highest 20% were assigned a value of 5. Fourth, a simple average was taken for the quintile assignments from each of the five factors.⁴ This average value was interpreted as the TPI value for each Block Group. The TPI ranges from 1 to 5, with higher values corresponding to a higher predicted demand for transit relative to Twin Falls County.

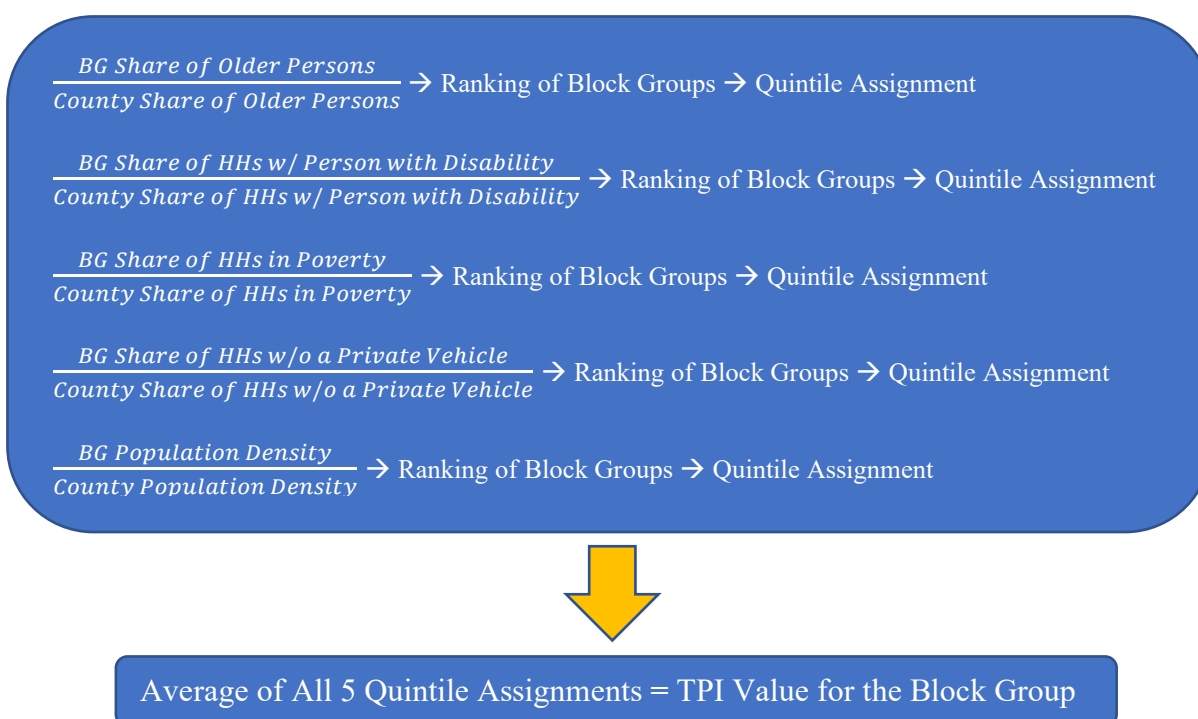


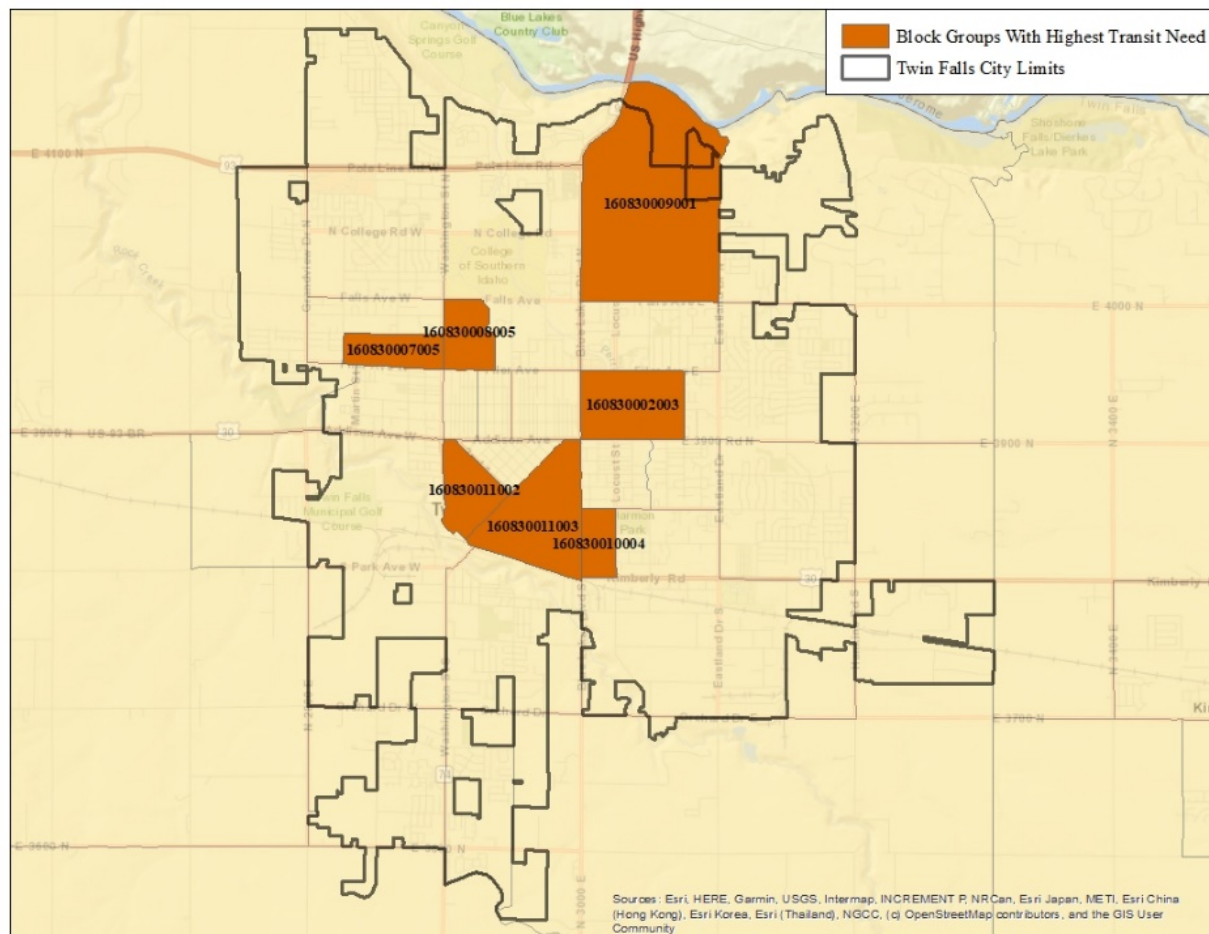
Figure 13. Transit Propensity Index Method

³ A ratio below 1 indicates a Block Group has less predicted transit demand based on that factor compared to the county as a whole, while a ratio above 1 indicated a Block Group has more predicted demand based on that factor compared to the county as a whole.

⁴ This method weights the five predictors of transit demand equally. There is debate on whether to weight some of the factors more heavily than others, but the research team found no consensus and therefore determined to maintain equal weighting.



Figure 14. Transit Propensity Index for the City of Twin Falls



Note and Source: Numbers indicate the Census Block Group identifier. Prepared by WTI using the American Community Survey 2014-2018 5-Year Estimates (U.S. Census Bureau, 2014-2018).

Figure 15. Block Groups in the Twin Falls Core with the Highest Predicted Transit Demand

Table 1. Census Block Groups with the Highest Predicted Transit Demand

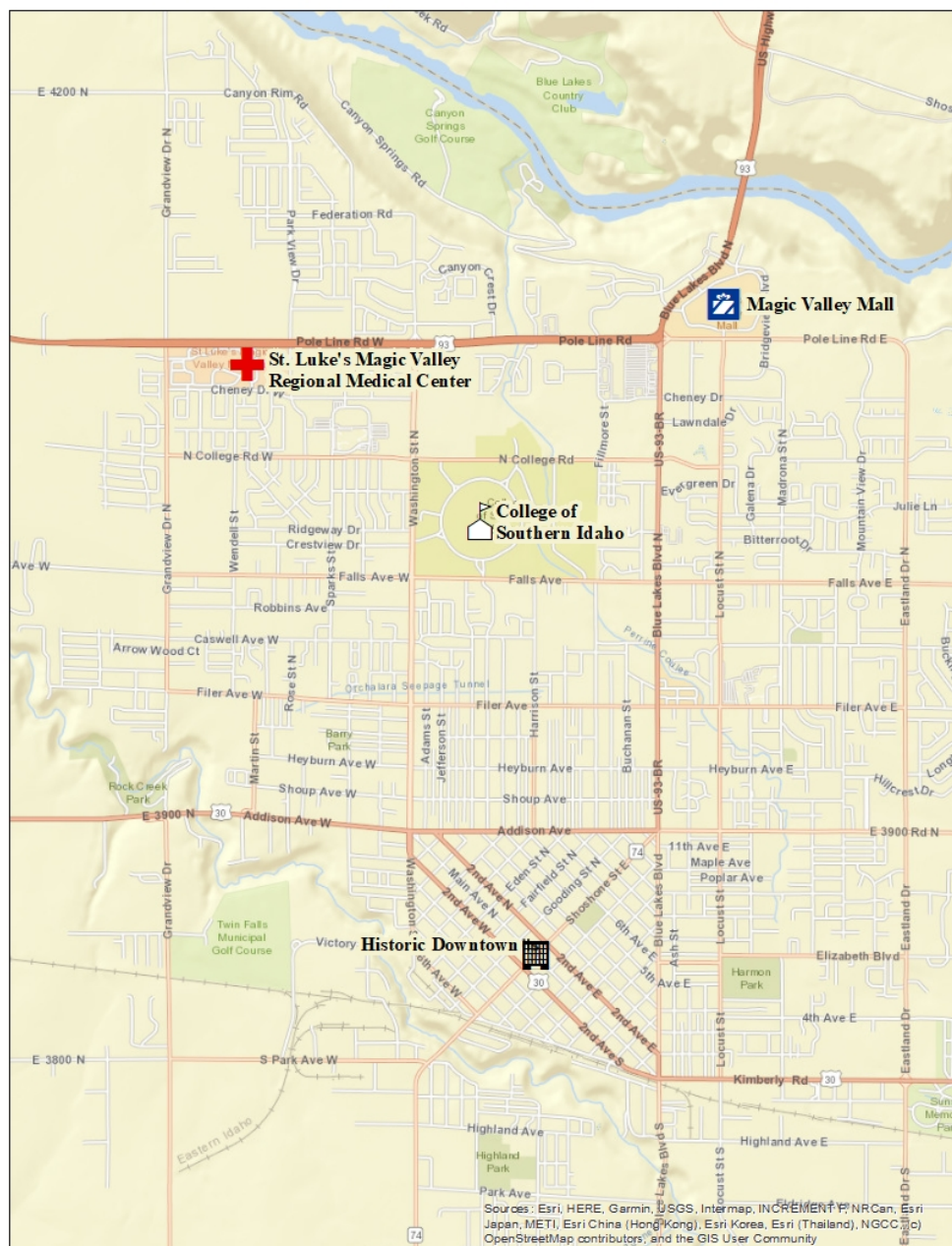
Block Group	TPI	Population	Pop. Density	Seniors	Households in Poverty	Zero Vehicle Housing Units	Apartments
160830007005	5.0	1,321	7,603	328	285	78	439
160830002003	4.4	1,608	4,265	252	161	125	242
160830011002	4	839	3,989	46	130	45	169
160830008005	3.8	1,298	7,277	202	188	0	263
160830009001	3.8	3,102	2,198	790	91	207	272
160830011003	3.6	2,018	4,110	145	239	113	209
160830010004	3.6	1,094	8,654	182	140	16	102

Source: Prepared by WTI using the American Community Survey 2014-2018 5-Year Estimates (U.S. Census Bureau, 2014-2018).

2.4. Twin Falls Community Anchors

Major community anchors in the City of Twin Falls include St. Luke's Magic Valley Regional Medical Center, the College of Southern Idaho, the Magic Valley Mall, and the historic downtown area (Figure 15). These anchors offer key services, employment, shopping and

commercial opportunities, and places for gathering. As a result, they are important generators of travel activity and key trip origins and destinations. Investments in public transportation improvements should prioritize access to these community anchors.



Source: Prepared by WTI using ESRI base map.

Figure 16: Twin Falls Community Anchors

2.4.1. St. Luke's Magic Valley Medical Center

St. Luke's Magic Valley Medical Center is the largest employer in Twin Falls and an important provider of medical services for patients from throughout southern Idaho and northern Nevada. Its footprint in Twin Falls includes 59 medical services across 17 different locations, ranging

from general family care to specialized surgery and cancer treatment; the main hospital is located on Pole Line Road in the northwest part of the city. Many patients visit St. Luke's for recurring treatments and not all own or are able to operate a personal vehicle.

2.4.2. College of Southern Idaho

The College of Southern Idaho (CSI) is a 2-year community college located in the north-central part of Twin Falls. CSI has approximately 1,250 full-time students, and 11,000 part-time students. With a single residence hall housing approximately 250 students, most students commute to campus. As mentioned above, CSI operates Trans IV Buses, the Dial-A-Ride bus service in Twin Falls.

2.4.3. Magic Valley Mall

The Magic Valley Mall is a shopping center with 67 different stores on the northeastern edge of the city near Highway 93 and the Perrine Memorial Bridge. Several large retailers, including Costco, Target, Home Depot, and a WinCo supermarket, are located adjacent to the mall. As a result, this area of Twin Falls serves as an important shopping destination, but also as a high concentration of retail and restaurant service sector jobs.

2.4.4. Downtown Twin Falls

Historic downtown Twin Falls is identifiable by its distinct northeast-to-southwest and northwest-to-southeast street pattern, which contrasts with the layout of the rest of the city. This roughly one square mile area was the original settlement of the City of Twin Falls, dating back to 1904, and is bounded by Addison Avenue to the north, Blue Lakes Boulevard to the east, Washington Street to the west, and Minidoka Avenue and Rock Creek Canyon to the south. The historic downtown is home to a concentration of shops and destinations, including the Twin Falls Courthouse, Magic Valley High School, and Twin Falls City Park.

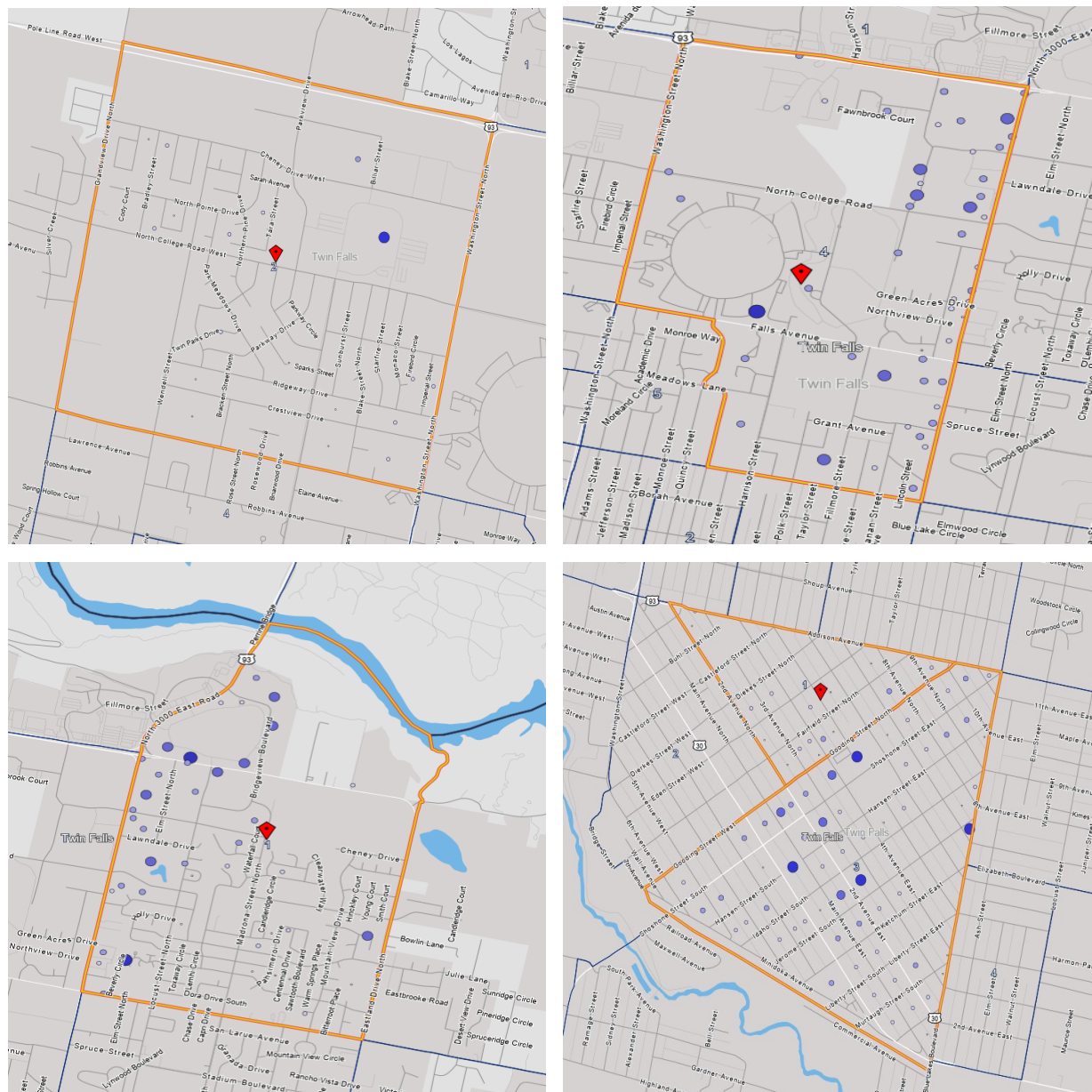
2.4.5. Employment in the Community Anchors

These community anchors are important sources of employment. The Idaho Department of Labor prepared by request the following information (**Table 2**) regarding employment occurring within the Census Block Groups in which the community anchors occur (**Figure 17**).

Table 2. Total Primary Jobs Occurring in the Census Block Groups Containing Twin Falls Community Anchors

Community Anchor	Primary Jobs
St. Luke's Magic Valley Medical Center	580
College of Southern Idaho	3,664
Magic Valley Mall	2,617
Downtown Twin Falls	4,103

Source: Prepared for WTI by Bonang Seoela, Labor Economist, Idaho Department of Labor.



Notes and Source: Prepared for WTI by Bonang Seola, Labor Economist, Idaho Department of Labor. St. Luke's Magic Valley Medical Center (upper left); College of Southern Idaho (upper right); Magic Valley Mall (lower left); Downtown Twin Falls (lower right). Shaded dots represent employment concentrations.

Figure 17. Census Block Groups Containing Twin Falls Community Anchors

2.3. Employment, Major Industries and Employers, and Commute Flows

2.3.1. Employment

According to the most recent American Community Survey 5-Year estimates, there are approximately 24,882 individuals (age 16 and above) in the Twin Falls labor force (U.S. Census Bureau, 2015-2019). Twin Falls has an estimated unemployment rate (3.0%) slightly higher than

the state level (2.7%) but significantly lower than the national rate (5.3%) (U.S. Census Bureau, 2015-2019).

2.3.2. Major Industries and Employers

According to information compiled by the U.S. Bureau of Labor Statistics (Western Information Office, 2019), the Twin Falls Metropolitan Statistical Area has concentrations of employment above the national average in the following occupational groups:

- Life, physical, and social science
- Farming, fishing, and forestry
- Construction and extraction
- Installation, maintenance, and repair
- Production
- Transportation and material moving

In particular, occupations within the production group were found in above-average concentrations (10.5% compared to the national average of 6.2%), such as packaging and filling machine operators (Western Information Office, 2019). Meanwhile, the mean hourly wage in Twin Falls is \$19.31, 25% lower than the United States average of \$25.72; none of the mean wages for Twin Falls in the 22 major occupational groups are higher than the national average (Western Information Office, 2019).

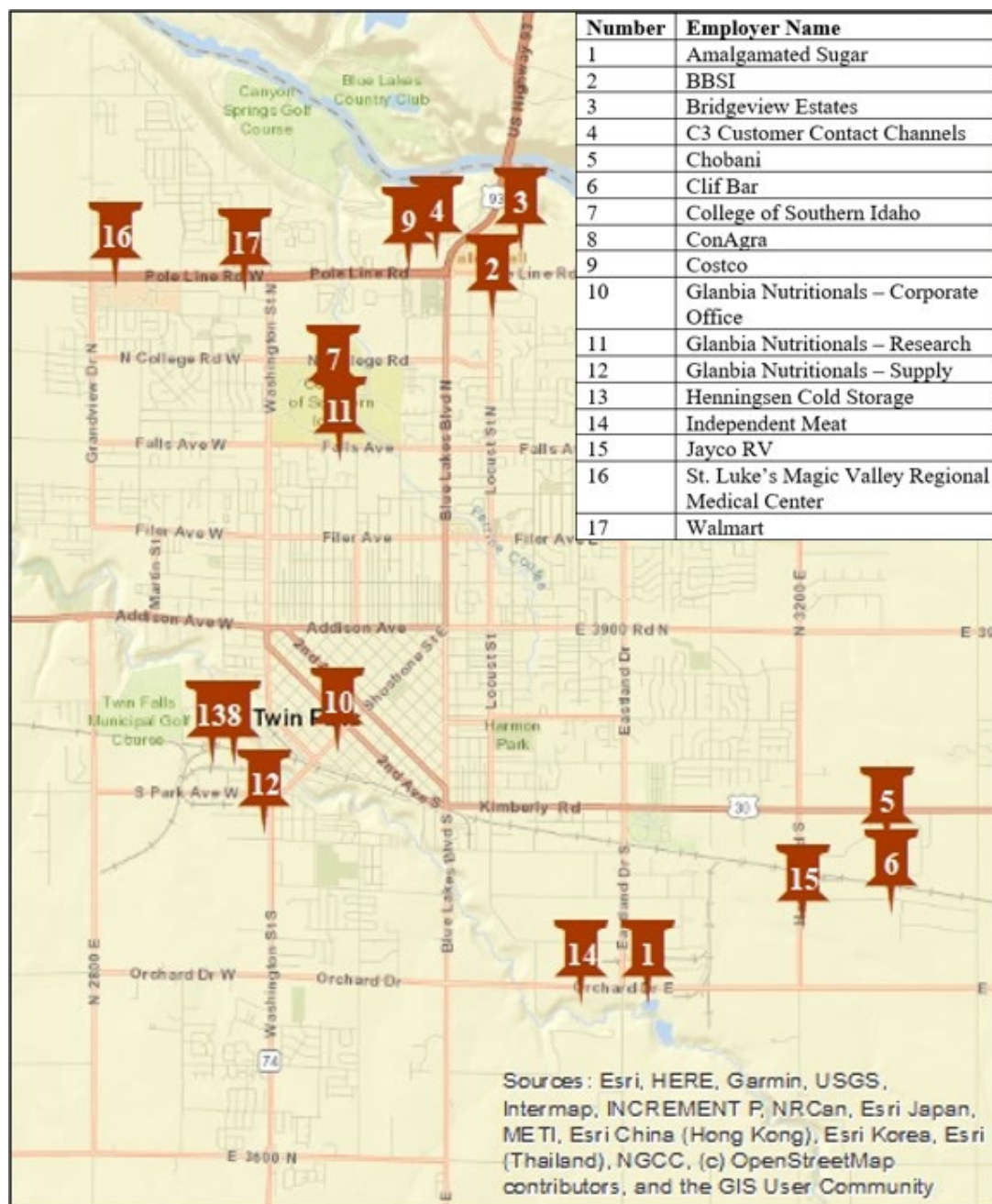
Food production, agriculture, and healthcare are key industries for the Twin Falls economy; as the Twin Falls Area Chamber of Commerce summarizes, “Twin Falls is one of the top food producers in all of the United States” (Twin Falls Area Chamber of Commerce, 2021). **Table 3** summarizes major employers in the region.

Table 3: List of Major Employers in Twin Falls

Employer Name	Industry
Amalgamated Sugar	Food Production
BBSI	Staffing
Bridgeview Estates	Healthcare
C3 Customer Contact Channels	Customer Service
Chobani	Food Production
Clif Bar	Food Production
College of Southern Idaho	Education
ConAgra	Agriculture
Costco	Retail
Glanbia Nutritionals	Food Production
Henningsen Cold Storage	Warehousing/Storage
Independent Meat	Food Production
Jayco RV	Recreation/Leisure
St. Luke’s Magic Valley Regional Medical Center	Healthcare
Walmart	Retail

Sources: Twin Falls Area Chamber of Commerce (2021); Southern Idaho Economic Development (2021).

Figure 18 summarizes the spatial clustering of major employers in the north, historic downtown, and southeast portions of the city.

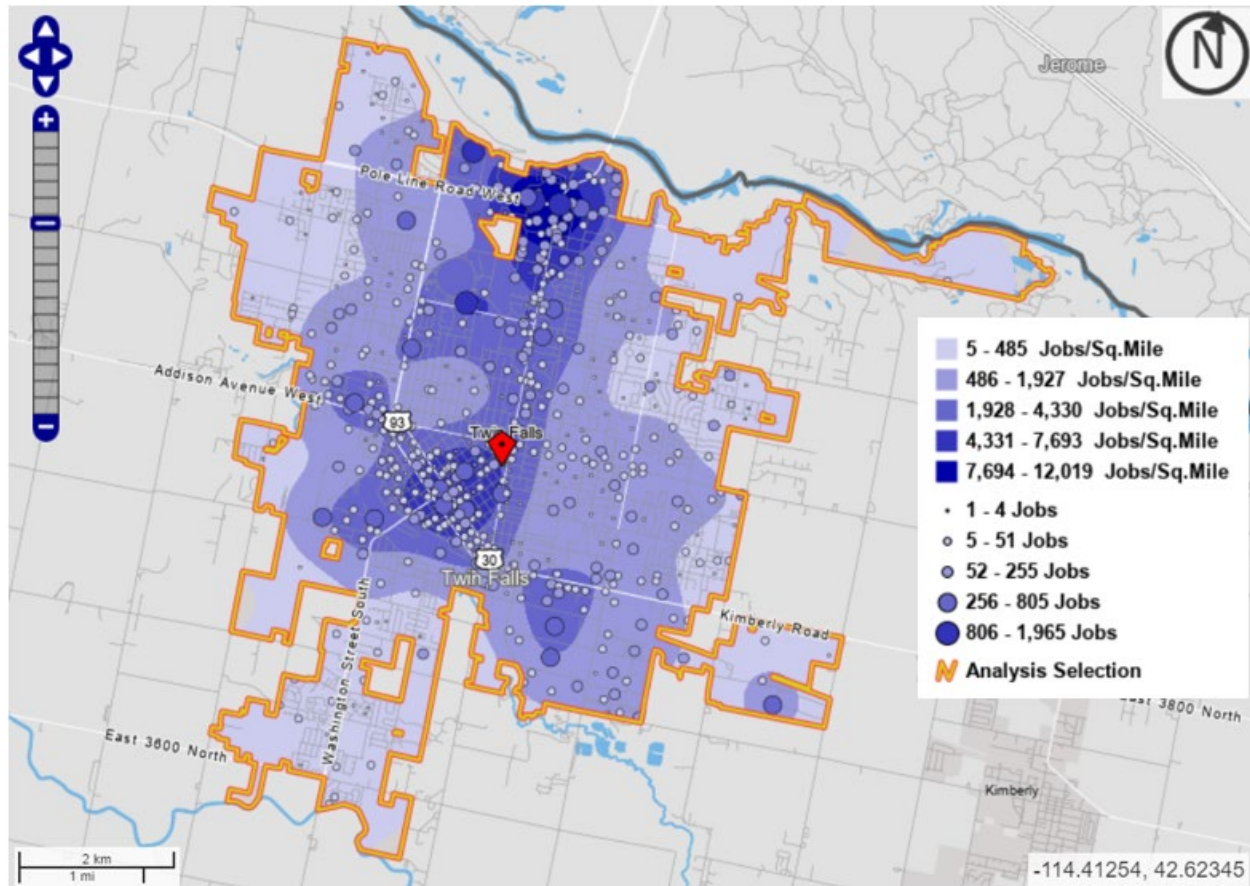


Sources: Prepared by WTI using ESRI base map and information regarding major employers from the Twin Falls Area Chamber of Commerce (2021) and Southern Idaho Economic Development (2021).

Figure 18: Location of Major Employers in the City of Twin Falls

The “Work Area Profile Analysis” compiled by the U.S. Census Bureau’s Center for Economic Studies (2018), which depicts the location and density of all primary jobs, confirms this spatial clustering of employment in the northern, historic downtown, and southeastern areas of the city

(Figure 19). There is also a high concentration of jobs around Blue Lakes Boulevard, which connects the northern and downtown clusters.

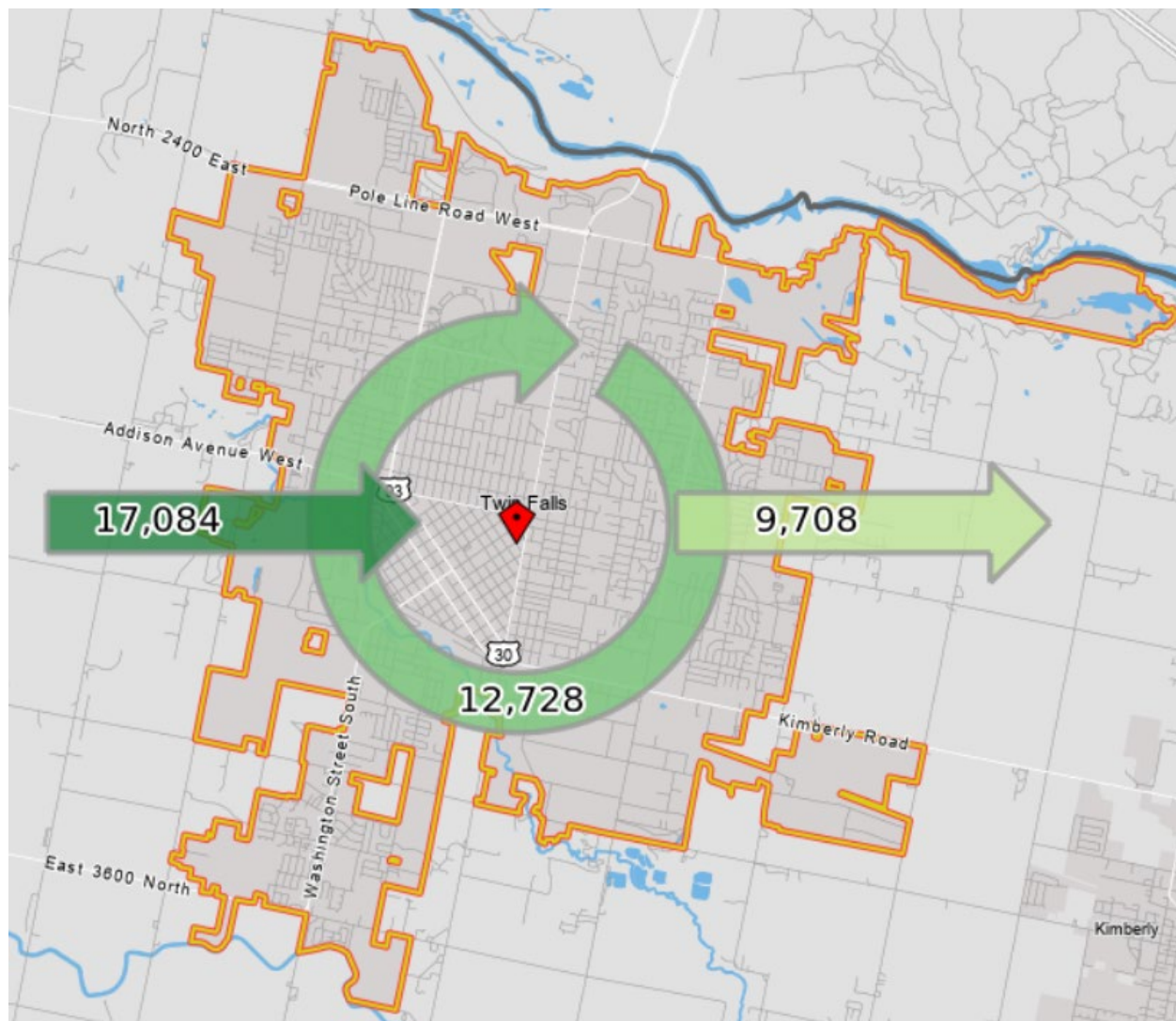


Notes and Source: Prepared by WTI using the OnTheMap! tool provided by the U.S. Census Bureau's Center for Economic Studies (2018); data from 2018 are the latest available.

Figure 19: Job Location and Job Density in the City of Twin Falls (2018)

2.3.3. Commute Flows

Approximately 43% (12,728 out of 29,812) of Twin Falls jobs are held by residents of the city, while the remaining 57% are held by workers who commute into Twin Falls from elsewhere; meanwhile, Twin Falls residents occupy 9,708 jobs located outside of the city (Figure 20).



Notes and Source: Prepared by WTI using the OnTheMap! tool provided by the U.S. Census Bureau's Center for Economic Studies (2018); data from 2018 are the latest available.

Figure 20: Twin Falls Workforce Inflow/Outflow Analysis (2018)

Commuters in the Twin Falls area drive alone at rates above the state average; 81.7% of Twin Falls residents and 84.0% of workers rely on single occupancy vehicles for commuting (U.S. Census Bureau, 2015-2019). Meanwhile, the commute mode shares of public transportation, walking and bicycling, and working from home are below the state average. Employment in food production, agriculture, and healthcare, key industries for Twin Falls, may preclude working from home. A future study could further examine the magnitude and impact of regional commute flows as well as strategies to make commute alternatives (e.g. vanpools and commuter buses) to driving alone more viable.

Table 4. Commute Mode Shares for the Twin Falls Area (City, Metropolitan Statistical Area, Neighboring Communities) and State of Idaho

	City of Twin Falls		Twin Falls Metropolitan Statistical Area				
	Residents	Workers		Filer	Jerome city	Kimberly	Idaho
Drove Alone	81.7%	84.0%	81.6%	81.2%	80.8%	88.8%	78.5%
Carpooled	10.1%	9.2%	9.8%	14.2%	13.4%	5.2%	9.9%
Public Transportation	0.2%	0.2%	0.3%	0.0%	0.9%	0.0%	0.7%
Walked or Bicycled	2.2%	1.8%	2.5%	2.2%	3.1%	0.0%	3.5%
Taxicab, Motorcycle, Other	1.0%	1.0%	0.9%	0.4%	0.3%	1.1%	1.1%
Worked from Home	4.8%	3.8%	4.8%	2.0%	1.5%	5.0%	6.2%

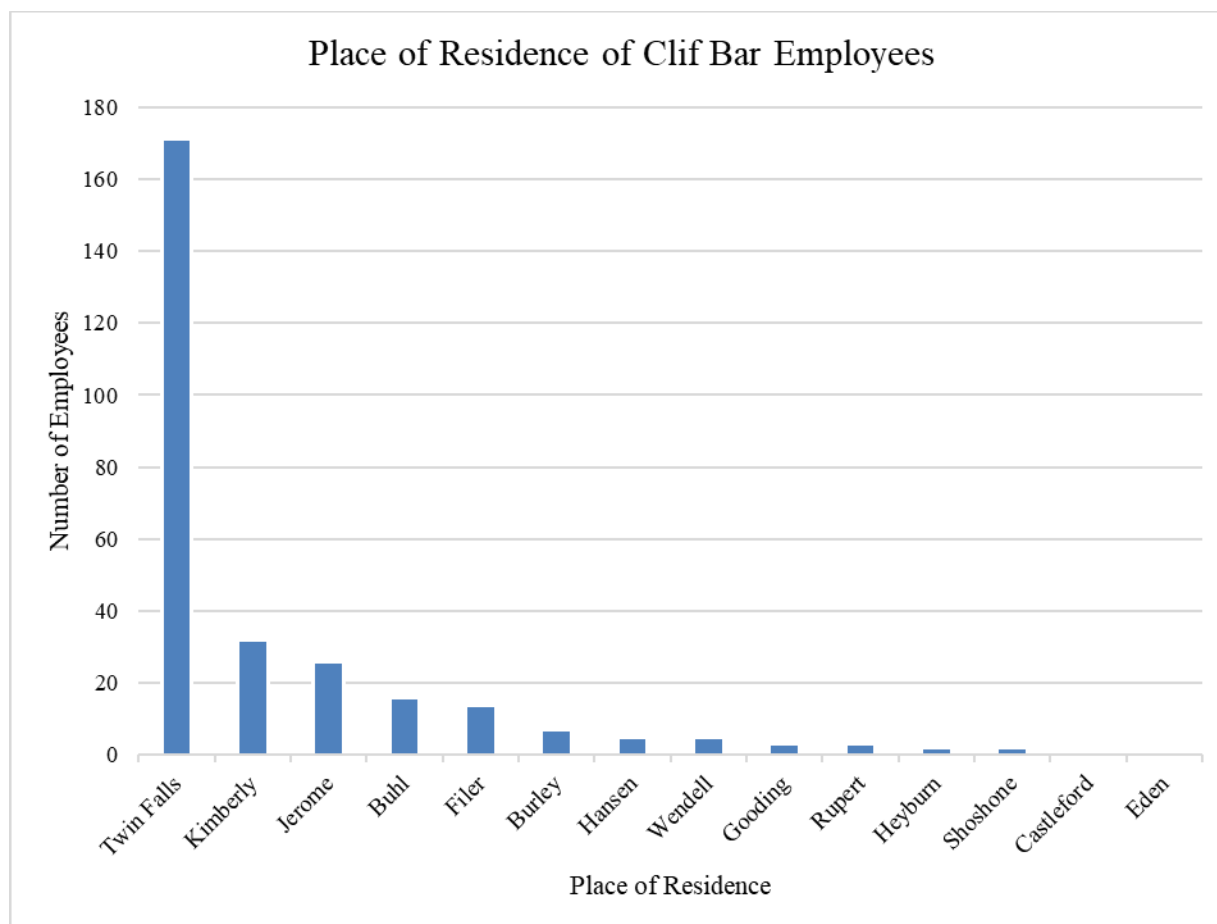
Source: Prepared by WTI using the American Community Survey 2015-2019 5-Year Estimates (U.S. Census Bureau, 2015-2019).

To further investigate the flow of commuters in the Twin Falls region, the research team analyzed data provided by request from one of the area's major employers, Clif Bar & Company. The production facility in the southeast portion of Twin Falls employs approximately 300 workers. As summarized in **Table 5** and **Figure 21**, out of 288 total employees in the dataset, 171 (59.4%) live in Twin Falls, 32 in Kimberly, 26 in Jerome, 16 in Buhl, and 14 in Filer. The remaining 10% of workers live in additional cities and unincorporated communities in the greater Twin Falls region.

Table 5: Distribution of Clif Bar & Company Employees by Place of Residence

Place of Residence	Number of Employees	Percent
Twin Falls	171	59.4%
Kimberly	32	11.1%
Jerome	26	9.0%
Buhl	16	5.6%
Filer	14	4.9%
Burley	7	2.4%
Hansen	5	1.7%
Wendell	5	1.7%
Gooding	3	1.0%
Rupert	3	1.0%
Heyburn	2	0.7%
Shoshone	2	0.7%
Castleford	1	0.3%
Eden	1	0.3%
Total	288	100%

Notes and Source: Places of residence were assigned based on the major community to which an employee's zip code of residence belongs. Prepared by WTI using data provided by Clif Bar & Company Twin Falls Plant Management.



Source: Prepared by WTI using data provided by Clif Bar & Company Twin Falls Plant Management.

Figure 21: Breakdown of Clif Bar Employees by Place of Residence

2.4. Land Use Patterns

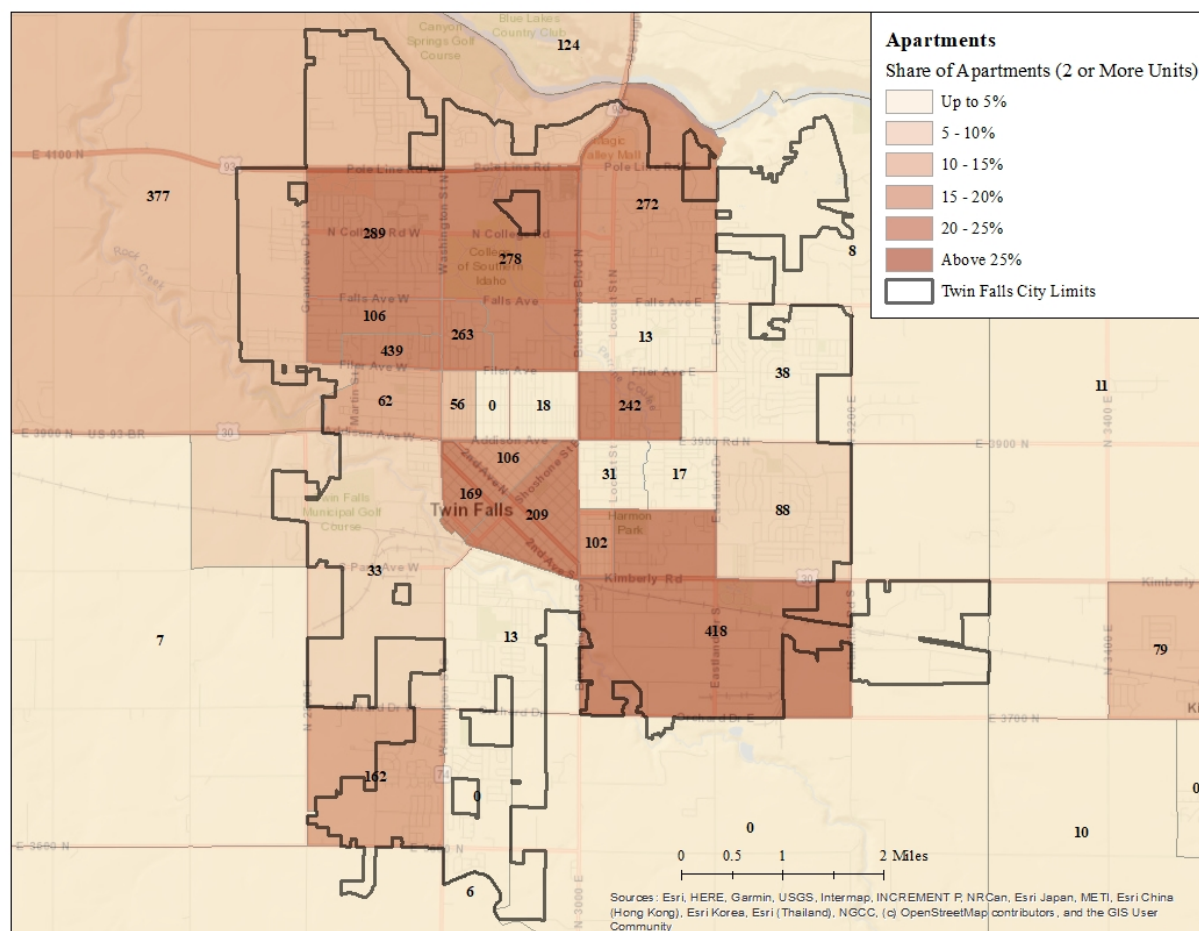
Land use patterns are associated with the demand for public transportation, as they impact the quality and length of travel between origins and destinations. Housing density, walkability, and parking are all important factors in understanding a community's land use patterns. As one of the largest cities in a rural state, Twin Falls has housing density above the state average but below the national average.

Table 6. Housing Density in the City of Twin Falls Compared to the County, State, and National Levels

	Twin Falls city	Twin Falls county	Idaho	US
1 Unit Detached	71.7%	77.0%	74.2%	62.7%
1 Unit Attached	4.5%	2.8%	3.3%	6.0%
2 or More Apartments	20.5%	13.7%	14.6%	25.5%
Mobile or Other Home Type	3.2%	6.5%	7.8%	5.6%

Source: Prepared by WTI using the American Community Survey 2015-2019 5-Year Estimates (U.S. Census Bureau, 2015-2019).

Figure 21 summarizes the distribution of higher density (apartment) housing in Twin Falls. There is a cluster of denser housing on the northwest side of the city, as well as around the historic downtown and south side of Twin Falls.



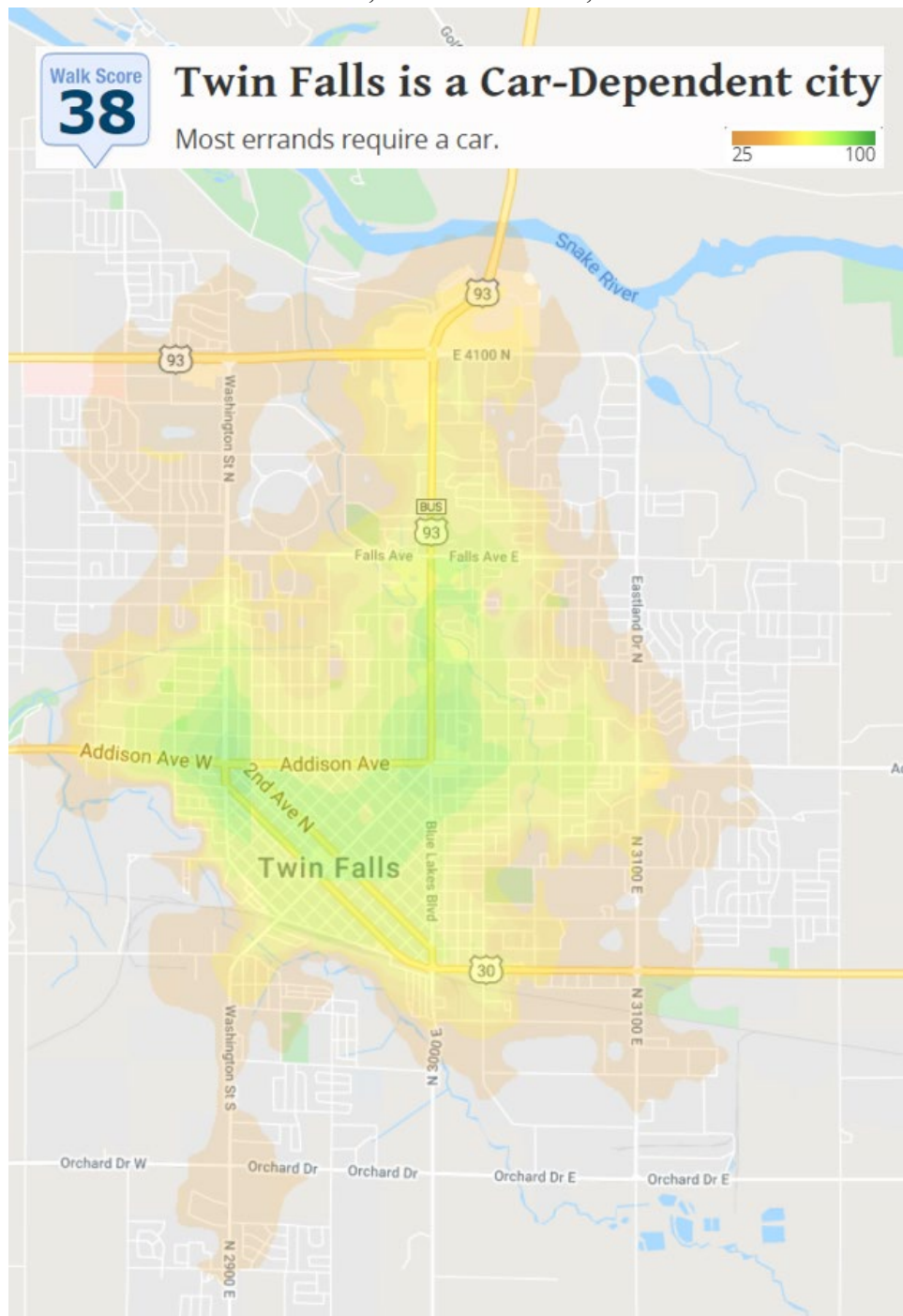
Notes and Source: Shading represents share of occupied housing units comprised of apartments (2 or more units). Numbers indicate total housing units estimated to be apartments in each Block Group. Prepared by WTI using the American Community Survey 2014-2018 5-Year Estimates.

Figure 22. Share of Total Housing Units Comprised of Apartments in the City of Twin Falls

While the Twin Falls Community Strategic Plan describes “sparked [interest] among private developers in providing urban density housing in the areas adjacent to downtown” (City of Twin Falls, 2018), efforts to increase housing density in Twin Falls have faced opposition. For example, a plan for two 56-unit five-story downtown apartment buildings failed to receive approval after concerns regarding street parking and neighborhood aesthetics were raised (Sutphin, 2020).

Walkability is related to housing density, and is also positively associated with the demand for public transportation. Conversations with leaders in Twin Falls revealed concerns regarding the Twin Falls pedestrian network; one leader suggested the “need to fix our pedestrian problems before we fix the bus problems” while another suggested that, “everyone here has a car because you must have one. It’s a self-perpetuating situation.”

Confirming these impressions, Twin Falls has a “Car-Dependent” Walk Score © of 38, suggesting most errands require a private vehicle (**Figure 23**). The highest scores in the city are found in around the historic downtown, Addison Avenue, and Blue Lakes Boulevard.



Notes and Source: Walk Score © is a general measure of walkability and development patterns. Value for Twin Falls collected by WTI using the online database (2021).

Figure 23: Twin Falls Walk Score

Finally, a community's approach to parking management impacts its development patterns and the demand for public transportation. Car parking is free and plentiful in most parts of Twin Falls, and parking management over the past decade has been relatively accommodating of travel by automobile. Parking is free at community anchors such as the College of Southern Idaho and the St. Luke's Magic Valley Medical Center, as well as along the street in downtown. Parking meters were removed from the downtown area in 2012, after the Downtown Parking Task Force recommended their removal and Community Development Director Mitch Humble concluded that "free parking should help downtown businesses be successful" (City of Twin Falls, 2011). There are seven publicly owned parking lots within nine square blocks in downtown (City of Twin Falls, 2021), and in 2018, a parking pass cost \$2 per day and \$220 per year, or less than a dollar per weekday. At the September 22, 2020 State of the City Address, City Manager Travis Rothweiler indicated that growth in downtown traffic could be accommodated with structured parking (Brasil, 2020). There is also no residential parking permit system in place, meaning residents may park an unlimited number of private vehicles on public streets without charge. When parking is priced and less plentiful, the demand for transit tends to increase. In the case of Twin Falls, parking does not exert strong pressures to substitute away from travel by automobile.

3. Identification of Guiding Principles

“While envisioning the future of their transit systems, transit operators need not only to seek creative approaches to improve operation efficiency and adjust its service models, but also to carefully evaluate the preferences among their constituents”
(Yan, Zhao, Han, Van Hentenryck, & Dillahun, 2019).

The research team identified guiding principles for the Twin Falls community from the following sources:

- 2018 Twin Falls Community Strategic Plan
- 2020 Twin Falls County Comprehensive Plan Update
- Conversations with City and County Staff as well as the Business Community
- Review of public statements by community leaders

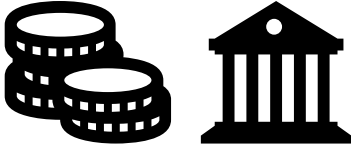
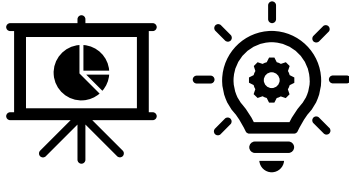
The 2018 Twin Falls Community Strategic Plan (City of Twin Falls, 2018) identified eight focus areas, each accompanied by goals and initiatives: Healthy, Learning, Secure, Accessible, Environmental, Prosperous, Responsible, and Internal Organization (of the City government). The Accessible Community Focus Area has the most direct relevance for this study and describes a 2030 vision of “a modern public transportation system” characterized by “long-term integrity of public investments” and maximum “convenience of those dependent upon the proper functioning of these systems.” Given dispersed development and limited local, state, and federal funding, the Plan calls for “innovative solutions.” From this Plan, the research team identified three guiding principles: public investment integrity, convenience, and innovation.

In 2020, the County of Twin Falls commenced an 18-month process to update the County’s Comprehensive Plan (County of Twin Falls, 2021); the final draft of the plan was made available in March 2021. As part of that effort, the County conducted a Community Survey. At least 40% of respondents identified the county’s rural character, open space and recreational opportunities, and agricultural economy as among its greatest assets. Meanwhile, at least 40% of respondents identified road congestion and lack of connectivity, as well as lack of multi-modal infrastructure (e.g. sidewalks, bike lanes, or transit options) among its greatest weaknesses. Nearly half (48.9%) of respondents identified public transit as a type of multimodal connectivity that would “promote greater connectivity and safer travel options.” In addition, localized services to assist senior citizens (including transportation for appointments) were identified as not plentiful enough by 42.3% of respondents. Transportation ranked 9th out of 17 components required by state law to be addressed in the plan, with property rights and population growth ranked 1st and 2nd. Finally, when asked about what respondents valued most about living in Twin Falls County, the rural, small town feel, and clean water and air received the highest average rankings. From this Community Survey, the research team identified three guiding principles: connectivity, accessibility, and services suitable for the rural context.

Finally, the research team reviewed public comments by community leaders to help identify additional core guiding principles. For example, in reference to public transportation, Deputy City Manager Mitch Humble reasoned that, “if we’re paying for something that nobody uses, we’re a failure” (Kennison, 2018). In the most recent State of the City Address on September 22, 2020, City Manager Travis Rothweiler shared that his greatest concern with regard to public transportation is the running of empty buses because, “while public transportation is absolutely important,” there is “a balance of what is the appropriate taxation of our community” (Brasil, 2020). Additional conversations with City and County staff, as well as business leaders, affirmed a desire to manage taxpayer dollars judiciously and avoid employing strategies toward public transportation that have failed in the past. Based upon these insights, the research team identified three final guiding principles: fiscal stewardship, avoidance of wasteful services, and investments informed by prior failures (and successes).

Taken together, the research team identified four multifaceted guiding principles to inform our evaluation of the suitability of service scenarios for the Twin Falls community context ([Table 7](#)).

Table 7. Twin Falls Guiding Principles for Public Transportation

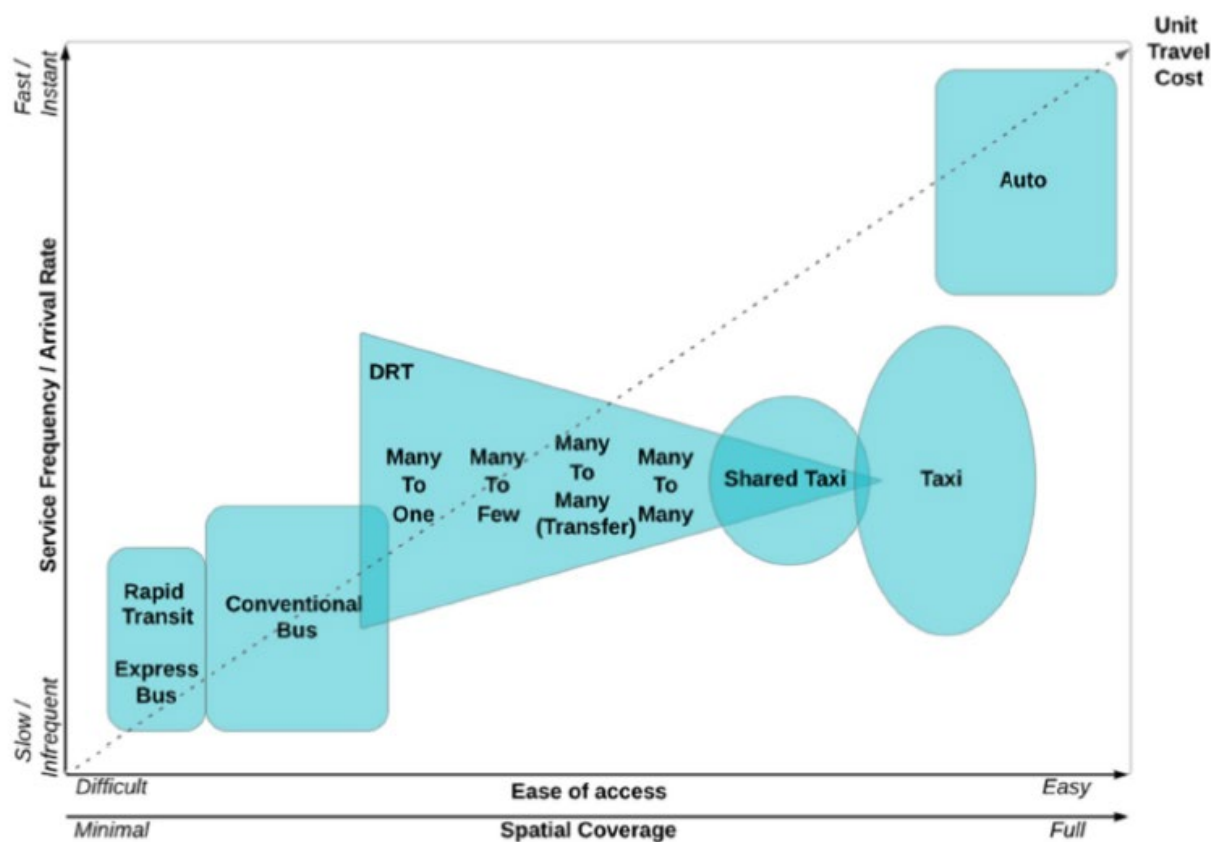
Fiscal Stewardship, Minimization of Waste, & Integrity of Public Investment 	Informed Innovation & Investment 
Convenience, Connectivity, & Accessibility 	Respect for Rurality & Context-Appropriate Solutions 

4. Service Types

“Since Mobility on Demand services are expected to grow in significance, public transit agencies should actively seek opportunities to engage with them in order to keep transit being attractive to a wider population[. . .] Faced with many uncertainties, public transit needs to develop a vision for its future and look for creative ways to improve the service quality and operation efficiency in order to stay competitive” (Yan et al., 2019).

“Technology enables improved logistics for these services and potentially enables a spectrum of service providers to be engaged in paratransit services, in which economies of scale and spectrum of vehicles and service providers can more optimally match the unique needs of various travel markets” (Polzin, 2016).

When considering new public transportation investments, it can be helpful to consider the spectrum of public transportation services. This spectrum spans across service frequency (from slow/infrequent to fast/frequent), ease of access (from difficult to easy), spatial coverage (from minimal to widespread), and unit travel cost (from low to high) (**Figure 24**).



Source: Figure 2 in Currie and Fournier (2020).

Figure 24. The Spectrum of Public Transportation Across Service Frequency, Ease of Access, Spatial Coverage, and Unit Travel Costs

Not all services are realistically available in all places; population size and density as well as resource availability and community values influence the types of services that may be suitable for consideration. In the context of Twin Falls, the current Trans IV bus system falls within the realm of “Many to Many” Demand Response Transit (i.e. the system picks up from and drops off to many locations), characterized by easier access and more spatial coverage, the potential for a higher arrival rate, and higher unit travel costs than fixed route transit (e.g. conventional bus).

4.1. Service Type Descriptions

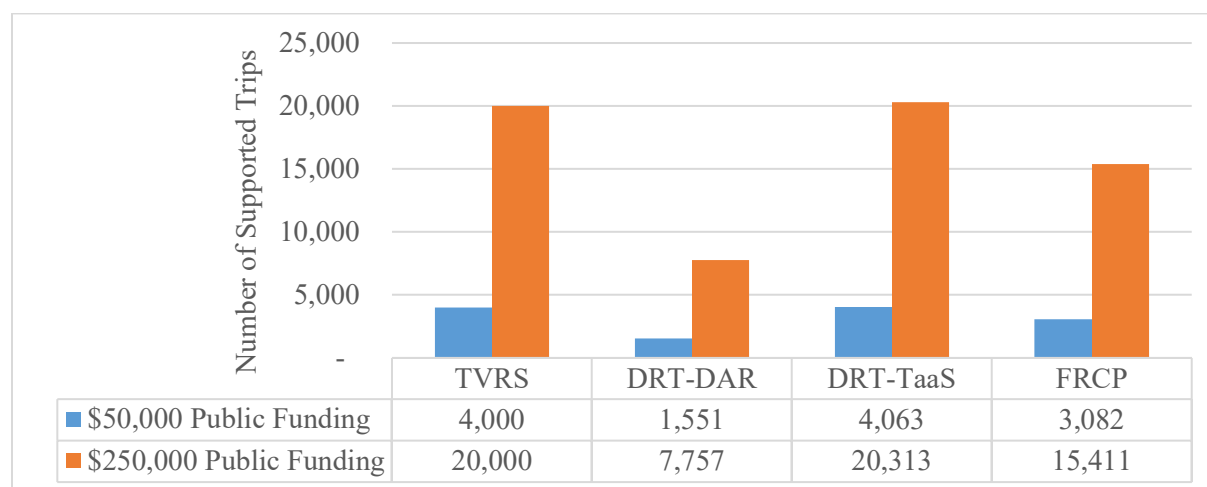
The research team identified and evaluated five service types for consideration in Twin Falls, as summarized in **Table 8**.

Table 8. Summary of Public Transportation Service Types

Taxi Voucher or Ridehailing Subsidy (TVRS) programs are an approach to public transportation based upon partnership with one or more traditional taxi companies or ridehailing apps characterized by an effort to group rides when possible (e.g. Lyft Line, Uber Pool). Subsidies may either be set as a fixed amount per trip (variable cost for the rider) or as a variable amount per trip (fixed cost for the rider). Providers include Lyft, Uber, local taxi companies. Microtransit provider Via also offers software-enabled brokering with local taxi companies.
Demand Response Transit with Traditional Technology (eg Dial-A-Ride) (DRT-DAR) is an approach to public transportation based upon service provided across a defined service area and set service hours characterized by an effort to group rides when possible. Subsidies are typically set at a variable amount per trip (fixed cost for the rider). Service is typically accessed by telephone or email, and operations (scheduling and dispatching) is relatively labor-intensive (i.e. more manual inputs and assessments). In the Twin Falls context, this represents the status quo.
Demand Response Transit with Technology Platform Upgrade (Microtransit Software as a Service) (DRT-SaaS) is an approach to public transportation based upon service provided across a defined service area and set service hours characterized by an effort to group rides when possible. Subsidies are typically set at a variable amount per trip (fixed cost for the rider). Service is typically accessed by an app or website, and operations (scheduling and dispatching) rely on licensed technology platforms that use algorithms, making it less labor-intensive. Providers include DemandTrans, Mobisoft Infotech, Pantonium, RideCell, RideCo, ShareMobility, SpareLabs, TransLoc, TripSpark, Uber Transit (Routematch by Uber), and Via.
Demand Response Transit with Turnkey/All-in-One Vendor Operation (Microtransit Transportation as a Service) (DRT-TaaS) is an approach to public transportation based upon service provided across a defined service area and set service hours characterized by an effort to group rides when possible. Subsidies are typically set at a variable amount per trip (fixed cost for the rider). Service is typically accessed by an app or website, and operations (scheduling and dispatching) rely on licensed technology platforms that use algorithms, making it less labor-intensive. Additionally, a vendor operates all aspects of the service, requiring less public staff time (limited to contract oversight and service evaluation and adjustment recommendations). To the best of the research team’s knowledge, Via is the only domestic provider of this option.
Fixed Route Transit with Complementary Paratransit (FRCP) is an approach to public transportation based upon service provided along set routes during a set schedule. Subsidies are typically set at a variable amount per trip (fixed cost for the rider). Service is typically accessed by an online or paper schedule and travel to a fixed pickup/dropoff location (i.e. bus stop). Agencies typically employ all operations staff (managers, drivers, maintenance). Service adjustments to routes and schedules are relatively infrequent. Additionally, complementary paratransit service provision is required under the Americans with Disabilities Act for persons whose disabilities prevent them from using the fixed route system (within $\frac{3}{4}$ mile along and at either end of a fixed route) (National Rural Transit Assistance Program, 2020).

Cost per passenger (or per trip) is a key performance measure for comparing service types.

Figure 25 provides an estimate of the number of trips that could be supported annually based on two levels of public funding (\$50,000 and \$250,000). Across both levels of funding, the research team estimates that a DRT-DAR system would support the lowest number of trips while a TVRS program would support more trips than both DRT-DAR and FRCP. The number of supported trips is estimated to be slightly higher for DRT-TaaS compared to TVRS, but average trip cost estimates are very similar (\$12.31 for DRT-TaaS versus \$12.50 for TVRS). Another important consideration is the overall scale or magnitude of the investment in public transportation. TVRS would enable the lowest investment, while FRCP for a city the size of Twin Falls would generally cost at least \$1 million annually (**Table 9**).



Notes and Source: Estimates prepared by WTI. The TVRS estimate is based upon an average trip cost of \$12.50, which was derived from the \$11.00-\$14.00 average trip cost range provided in a recent report on Uber's public transportation programs (Uber Transit, 2021). The DRT-DAR estimate is based upon an average trip cost of \$32.23, the operating expenses per unlinked passenger trip reported by Trans IV to the National Transit Database for 2019 (Federal Transit Administration, 2014-2019). The DRT-TaaS estimate is based upon an average trip cost of \$12.31, which assumes an annual cost of \$400,000 and approximately 125 trips per day. The FRCP estimate is based upon an average trip cost of \$16.22, which assumes 75% of system trips on the fixed route service at \$9.84 per trip and 25% of system trips on the paratransit service at \$35.37 per trip. WTI derived these base average costs for the FRCP by adjusting for inflation average trip costs for 2010 cited in a government assessment of ADA Paratransit Services (U.S. Government Accountability Office, 2012). An estimate for DRT-SaaS was not provided due to the complexity of the calculation, which would incorporate the difference in cost between existing routing and dispatching methods and a new technology platform.

Figure 25. Estimated Number of Trips Local Funding Could Support by Service Type

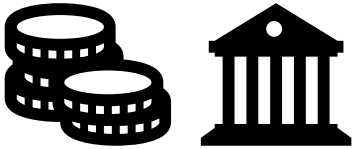
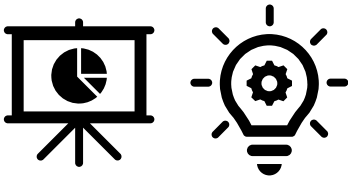
Table 9. Estimated Annual Costs for Twin Falls Public Transportation Service

Service Type	Estimated Annual Cost
TVRS	\$0 and up (fully customizable/no minimum)
DRT-DAR	\$500,000-\$600,000
DRT-TaaS	\$300,000-\$600,000
FRCP	\$1,000,000-\$1,200,000

Notes and Source: Estimates prepared by WTI, based upon information collected from Trans IV, TVRS, and microtransit providers, as well as prior experience with fixed route system design.

Based upon the estimated amount of public funding available for local match to leverage federal formula funds (in the approximate range of \$50,000-\$250,000), only two of the five service types are recommended to be considered for near-term implementation in Twin Falls: taxi vouchers/ridhailing subsidies (TVRS), and Demand Response Transit with the Transportation as a Service turnkey operations (DRT-TaaS). TVRS offers a fully customizable (and, if desired, minimal) public investment to provide support for the mobility and accessibility of the most vulnerable members of the community. DRT-TaaS offers a more robust public investment to support the most vulnerable members of the community while also providing a conservative and incremental step toward the “modern public transportation system” envisioned for 2030 in the 2018 Twin Falls Community Strategic Plan (City of Twin Falls, 2018). Demand Response Transit with traditional Dial-a-Ride technology (DRT-DAR) is not recommended as it has struggled from a performance perspective and does not support the value placed upon innovation by the community. Relatedly, Demand Response Transit with a technology platform upgrade (DRT-SaaS) is also not recommended, as this would entail building upon the existing organizational structure of Trans IV, which has limited interest and capacity for continuing its transit service. Finally, fixed route service with complementary paratransit (FRCP) is financially unrealistic in the current fiscal environment.

Table 10. Assessment of Service Types Based Upon Twin Falls Guiding Principles for Public Transportation

Guiding Principle	Assessment of Service Types in Relation to Outcome Metrics
Fiscal Stewardship, Minimization of Waste, & Integrity of Public Investment 	Outcome metrics of this Guiding Principle include the share of public funding allocated to public transportation and subsidy per trip. Minimization or elimination of empty transit vehicles is also valued by community leaders. TVRS performs best on these outcome metrics, as a taxi company or ridehailing app partnership could be arranged in which a minimal level of public funding is set aside to support the most vulnerable members of the population. No public funds would go to running empty vehicles or subsidizing those who fall outside the most vulnerable members of the population.
Informed Innovation & Investment 	Outcome metrics of this Guiding Principle include the record of success of any entity considered for a vendor contract or company partnership, and utilization of high performing modern technology. TVRS and DRT-TaaS perform best on these outcome metrics, as they could utilize state-of-the-art apps for mobility and accessibility support, and both offer potential partners and vendors with a proven track record of success.
Convenience, Connectivity, & Accessibility 	Outcome metrics of this Guiding Principle include the ease of use and service offered to all members of the community, including persons with disabilities. TVRS and DRT-TaaS perform well on these metrics, as both inhabit the “on demand” space that has emerged with modern ICT capabilities. Both TVRS and DRT-TaaS can be set up to ensure the provision of service for persons with disabilities.
Respect for Rurality & Context-Appropriate Solutions 	Outcome metrics of this Guiding Principle include alignment of public transportation services with the rural and small town character of Twin Falls and the surrounding region, and minimal disruption to existing traffic patterns (e.g. along Blue Lakes Boulevard/US 93). While FRCP would pose the potential of disruption due to the servicing of bus stops, both TVRS and DRT-TaaS could operate within the existing traffic network relatively seamlessly. These service types would be less visible and not require dedicated space for bus stops or large vehicle storage.

4.2. A Homestate Innovator: Idaho’s Valley Regional Transit Mobility On Demand Programs

Valley Regional Transit (VRT) is the Regional Public Transportation Authority for Ada and Canyon Counties in the southwest region of Idaho, a region which includes the state’s three largest cities (Boise, Meridian, and Nampa). Since 2019, VRT has launched programs that serve as a helpful homestate reference as Twin Falls considers its public transportation investments.

Taxi Voucher/Ridehailing Subsidy: VRT partners with the Lyft ridehailing company for first mile/last mile connections to fixed route transit service via the Lyft Transit Connection program (**Figure 26**), which offers a \$2 ride to many VRT bus stops for trips up to 2 miles (Valley Regional Transit, 2021a). In addition, VRT also partners with Lyft for its Late Night program (**Figure 27**), which provides low-income workers in Boise, Garden City, and Nampa with “a safe and reliable alternative for work trips” during the overnight period when VRT fixed route buses are not in service (Valley Regional Transit, 2021b). Late Night fares are arranged as a set cost for riders (\$3 per ride) and variable cost for VRT (with a maximum trip subsidy of \$17). Eligibility for the Late Night program is based upon the federal poverty level and determined by referral from a human service agency, Health and Welfare benefit documentation, or paystub verification.

Demand Response Transit-SaaS: In October 2020, VRT launched its VRT OnDemand program (**Figure 28**), which replaced three fixed routes with microtransit service (Valley Regional Transit, 2021c). VRT contracted with Via to provide the service. VRT Principal Planner Stephen Hunt recently discussed the launch of this program as a featured presenter for a webinar on “Lessons Learned from On-Demand Transit RFPs” (Pantonium, 2021).



Source: Image sourced from Valley Regional Transit (2021a).

Figure 26. Bus Stop and Service Area for Valley Regional Transit's Lyft Transit Connection Program

A low-income job access transportation program that operates afterhours. In partnership with Lyft, Valley Regional transit will offer \$3 Lyft rides to and from work for qualifying riders.

Steps to take to qualify a new rider:

1. Call 208-345-7433 to register rider
2. Provide VRT with rider's cell number
3. Download Lyft App and create account
4. Get approval from VRT to ride
5. Lyft activates promo code
6. Take a ride

lyft to work for \$3

Hours:
Monday—Saturday
9pm-6am

For more information and how to qualify call 208-345-7433 or visit

<http://www.valleyregionaltransit.org/ridesharing-services/vrt-late-night/>

Notes: Image sourced from Cenizal (2020).

Figure 27. Program Information and Service Map for Valley Regional Transit's Late Night Program

Source: VRT OnDemand App from Via Transportation, Inc. (2021d).

Figure 28. Mobile Application for Valley Regional Transit's OnDemand Program

4.3. A Scan of Newly Designated Small Urban MPOs

To further inform recommendations for Twin Falls, the research team reviewed the public transportation offerings provided within the service areas of the most recently designated Metropolitan Planning Organizations (**Table 11**). Eight out of these ten MPOs provide FRCP, while one provides no public transportation (Lake Havasu in AZ) and one provides countywide DRT-DAR (Grand Island in NE). Given the Guiding Principles identified for Twin Falls, especially surrounding innovation and convenience, as well as the estimated level of public funding available to match federal formula funds, the research team does not recommend Twin Falls model its public transportation investments on the offerings provided in these most recently designated small urban MPOs.

Table 11. List of the Most Recently Designated Small Urban MPOs

MPO	State	Major City
Southeast Metropolitan Planning Organization (SEMPO) (SEMPO)	MO	Cape Girardeau
Danville Area Transportation Study (DATS)	IL	Danville
Albany Area Metropolitan Planning Organization (AAMPO)	OR	Albany
New Bern Area MPO	NC	New Bern
Middle Rogue MPO (MRMPO)	OR	Grants Pass
Walla Walla Valley MPO	WA	Walla Walla
Sierra Vista Metropolitan Planning Organization	AZ	Sierra Vista
Lake Havasu Metropolitan Planning Organization	AZ	Lake Havasu City
Lewis-Clark Valley MPO (LCVMPO)	ID	Asotin
Grand Island Area Metropolitan Planning Organization (GIAMPO)	NE	Grand Island

Notes and Source: Prepared by WTI using the USDOT MPO Database (Federal Highway Administration, 2020). Includes MPOs with populations under 60,000 designated since 2000.

5. Conclusions and Recommendations

5.1. Conclusions

This study has provided an opportunity to review the existing conditions and market for public transportation in the City of Twin Falls, identify guiding principles for public transportation, review public transportation service types and assess their fit in relation to the guiding principles and available local public funding, and recommend the best fit for a transit pilot program. Based on the analysis, the taxi voucher/ridehailing subsidy (TVRS) service type as well as the Demand Response Transit-Transportation as a Service (DRT-TaaS) microtransit turnkey option are the most suitable for the current conditions in Twin Falls. Given the availability of approximately \$856,000 in CARES Act funding, Twin Falls could pursue a 1-2 year microtransit pilot program. This would provide an opportunity improve upon the existing Dial-a-Ride service, collect valuable information to inform future public transportation investments, and make progress toward the City of Twin Falls' 2030 vision of a "modern public transportation system" characterized by convenience, innovation, and high quality service.

5.2. Short-Range Recommendations

In the short range, the City of Twin Falls should determine the level of public funding it would like to allocate to support public transportation. This may be informed by the Twin Falls Guiding Principles for Public Transportation ([Table 7](#)) and the estimated number of trips various funding levels could support ([Figure 25](#)), as well as additional considerations and tradeoffs it faces during the annual budget cycle. Once a level of public funding is determined, a process should be set up to evaluate how those limited resources should be spent. Many programs, including the Valley Regional Transit Late Night partnership with Lyft, reserve subsidies for those experiencing poverty and are based upon the federal poverty level. However, subsidy eligibility for additional vulnerable groups could be considered as well, including persons with disabilities, individuals without access to a private vehicle, and senior citizens. Godavarthy et al. (2015) provide guidance on combining measures of need together with levels of service to prioritize service investments. Conceptually, the idea is to prioritize subsidies for those experiencing the highest need and the lowest level of service. By this reasoning, those experiencing the lowest need and highest level of service should be last in line for public subsidies. This guidance is consistent with that provided by Martens (2016), who argues that public subsidies should be reserved for those who fall into the "domain of justice" through the experience of both low accessibility and low mobility.

Finally, in the short range, Twin Falls should commit to a service type and implement a 1-2 year pilot program. Twin Falls could pursue a new service by investing in a TVRS program or DRT-TaaS service. Given approximately \$856,000 in CARES Act funding available to Twin Falls, which does not require a local match, the first recommendation would be to pilot the more robust DRT-TaaS service. Over the course of a 1-2 year pilot program, Twin Falls could regularly evaluate performance of the DRT-TaaS program. Such a pilot program would be a valuable opportunity to collect information to inform public investment decisions regarding public transportation once the CARES Act funding runs out. Compared to a TVRS program, DRT-TaaS

would also more fully and directly set Twin Falls up to achieve its 2030 vision of a “modern public transportation system.”

5.3. Long Range

The Twin Falls community should continue to make progress on the recommendations provided in the 2016 Transit Development Plan. These include increasing mixed-use zoning and development, improving active transportation facilities, revisiting parking management policies, developing a corridor plan for Blue Lakes Boulevard/US-93, developing regional partnerships, leveraging existing partners and resources, and developing commute-oriented programs. As community priorities, land-use and development patterns, parking management, and other factors related to public transportation develop over time, Twin Falls can assess the degree to which its public transportation investments align with and support its Strategic Plan and accompanying goals for the community. In addition, Twin Falls may consider opportunities to partner with other communities and providers in the region to introduce and expand upon context-appropriate services, such as employment-focused vanpools and coordinated service for access to medical appointments.

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Date: Tuesday, July 5, 2022
To: Mayor and City Council
From: Travis Rothweiler, City Manager

Request

A presentation of the City Manager's Recommended Budget for FY 2020 followed by citizen input.

Time Estimate

The estimated amount of time this item will take is one hour plus time to answer questions.

Background

The City of Twin Falls is in south-central Idaho along the scenic Snake River canyon. With a population of approximately 53,213 residents, Twin Falls is the eighth largest city in Idaho and encompasses 18.16 square miles. It is located in Twin Falls County, which covers approximately 1,928 square miles of mostly irrigated agriculture land and has a total population of 92,243. Twin Falls is located 135 miles east of Boise and 218 miles north of Salt Lake City.

The State of Idaho defines city government as a municipal corporation. It is with that mindset this budget has been developed. We are pleased to present to you the recommended Budget for Fiscal Year 2022-2023 (FY2023). This budget represents hundreds of hours of thoughtful work by dozens of people in developing the spending plan for our organization for the coming fiscal year.

The proposed budget is presented for your consideration with the commitment and confidence that it effectively funds the varying needs of the community. It provides a strong financial plan, while ensuring a superior level of municipal services to our citizens. We are confident the projections and estimates are conservative, yet reasonable, and accurately reflect anticipated revenues and municipal needs. We look forward to working with you to achieve all the goals set forth in this proposed budget.

Underlying Twin Falls' success is a unifying commitment across the organization to exercise fiscal discipline, deliver services with maximum efficiency, and provide improved results to the entire community. Undoubtedly, we will be continually challenged to maintain a structurally balanced budget once it is achieved.

The proposed budget is balanced and in accordance with the state law and GFOA best practices. The combined proposed expenditures and transfers total \$82,847,478, which is a \$8,484,779 (11.41%) increase compared to the current year budget of \$74,362,699. In the 2023 fiscal year budget, we are recommending Government Fund-Type expenditures, those funds that receive some of their funding from property tax revenues, increase by \$2,904,895 (6.26%). Enterprise and Non-Tax Supported Fund-Type expenditures have increased by \$5,579,885 (19.96%).

While the budget does not fund all capital initiatives and projects in the entire organization, it does meet the City Council priorities for service delivery. It recognizes that our local economy continues to experience unprecedented growth.

The budget has been formulated by reflecting on a philosophy of the following:

- Providing solid, efficient, high-quality, core governmental services
- Effectively allocating resources to meet citizen needs
- Ensuring affordability and long-term sustainability
- Pursuing opportunities to partner with other public providers
- Valuing our employees

Public Input and Transparency

The City of Twin Falls strives to communicate, operate, function, and conduct the business of the people in an open and transparent manner. Equally, we recognize the value and importance of honoring and upholding our fiduciary duties and responsibilities. Because openness and transparency are part of our organizational culture and values, we have taken several steps designed to afford our citizens and stakeholders several opportunities to actively participate and contribute to the budgeting process.

The City of Twin Falls has taken additional steps designed to illustrate our commitment to effective community involvement in the annual budget process. The Council provided an opportunity for our citizens and stakeholders to communicate their thoughts about specific programs, strategic initiatives and priorities for the upcoming fiscal year prior to the more customary, internal staff conversations.

A summary presentation of the proposed budget has been placed on the City's website. On August 8, 2021, the City Council will adopt the preliminary budget for FY 2022, with a public hearing and final adoption scheduled to occur on August 22, 2022 at 6:00 PM.

Connection to the City's 2030 Strategic Plan

Twin Falls is a vital, growing, and changing city. We have constructed processes and policies that help us in shaping growth and taking advantage of opportunities as they are presented. We continue to focus on the focus area contained in the City's 2030 Strategic Plan, just as we have for the past seven budget cycles. The current Strategic Plan was updated in March 2018 after an extensive open, citizen-driven process. The City's FY2020 budget allocates funds for needed projects and critical services collectively designed to help the City take the "next step" in realizing the community's 2030 vision of Twin Falls.

Issues Impacting the City's 2022-2023 Fiscal Year Budget

Labor Shortages

For the past several months, Idaho's economy is one of the top performing economies in the nation, leading nine states in growth after the pandemic recovery. The demand for talent, semi-skilled, skilled and professional talent remains as an all-time high. Unemployment rates remain at historic lows, at 2.5%, in May 2022 (23,605 unemployed out of a total civilian labor force of 943,390). Economists consider an economy to "fully employed" when the unemployment rate is between three and four percent (3-4%). The national unemployment rate was at 3.6% for May 2022.

However, the unemployment rate only tells part of the story. In an effort to meet the increased demand for goods, products and services, business across all sectors in Idaho are trying to grow. Growth requires an increase in human talent. In Idaho, including Twin Falls, there are not enough human capital to meet the needs. According to the Idaho Department of Labor, there are two open jobs for every unemployed Idahoan. Simply, if all of those who were unemployed in the state in May 2022 suddenly became employed (23,605), there would still be more than 27,000 position vacancies.

COVID-19 is partially responsible. Prior to the pandemic, baby boomers, the largest generation, were beginning to retire in higher numbers. During the pandemic, baby boomer retirements accelerated. Some reports say that the baby boomer retirements just moved us ahead five years from where we would otherwise would have been.

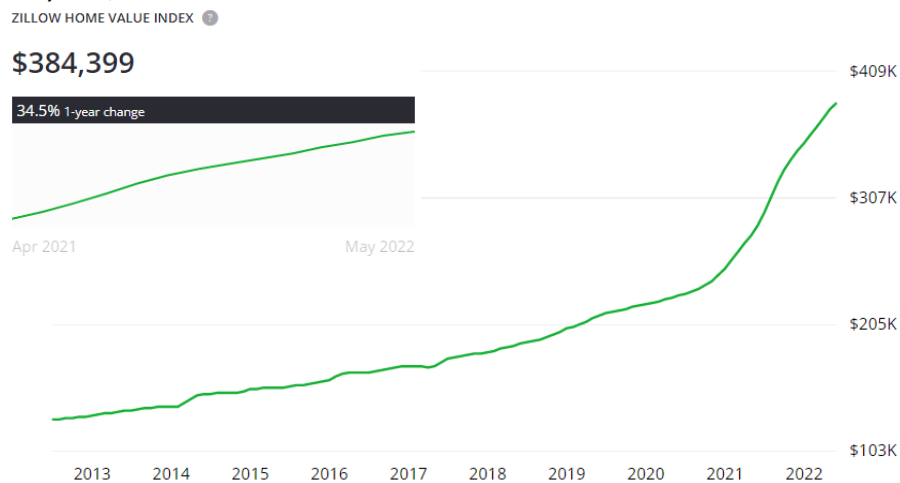
For the past year, the City of Twin Falls has maintained an average employee vacancy rate (unfilled but funded positions) between 22 and 28 positions. Like what has been experienced by many employers, the City has seen several key employees elect to retire from public service. Filling these positions has been and remains a challenge.

Housing Costs

For almost the past two years, housing prices in Twin Falls continue to rise rapidly, steadily outpacing income levels, which has impacted housing affordability. Idaho continues to lead the nation in population growth. For the last few years, Idaho's population increases, by percentage, have been among the largest in the country. Population increases, low housing inventories, significant material increases, and labor shortage are all contributors to the problem. Large increases in the price of homes can equate to an increase in property taxes for Idahoan due to the means by which property taxes are assessed.

Each year your county assessor's office must estimate how much a typical buyer would pay for your property as of January 1. It's assessed at 100% of market value, less any exemptions. Generally, assessors use sales prices from properties in the county to develop guidelines. They also consider features that could influence what a buyer would pay for the property. These features include size, location, quality of construction, age, and condition.

In January 2021, the value of a median home in Twin Falls grew to an estimated \$257,000, which represented a 15.25% increase over the prior year. In January 2022, the median home value increase to an estimated \$358,000 and equated to an estimated \$101,000 (January 2021 compared to January 2022) and an increase of 28.21%. Since January of this year, the median home has increased to \$384,399, an increase of nearly \$26,000.



The following table illustrated the median home value in Twin Falls, Idaho and the nation.

	Twin Falls	Idaho	National
Median home value	\$384,399	\$472,979	\$349,816
Increase in value of the prior 12 months	24.7%	27.8%	13.2%
Project increase in value over the next 12 months	uncertain	uncertain	14.90%

This is the first time the median home price in Twin Falls has exceeded the national median value. In May 2021, a home in Twin Falls was an estimated \$4,000 less than the national median home value. In May 2022, the median home is nearly \$35,000 more than the national median value. Housing in Twin Falls is approaching unaffordable and unobtainable for many of our residents.

In addition, Salary Expert powered by ERI updates the cost-of-living index for urban areas and each of the fifty states, assigning each area a value as a percent of the average of all sampled. This index bundles a variety of goods and service costs, like food, transportation, housing, and health. For years, Twin Falls has consistently ranked well below the national average. That trend appears to have ended. The following table illustrates the cost of living in Twin Falls, Idaho Falls and Boise compared to national and state averages.

	Twin Falls	Idaho Falls	Boise
Compared to National Average	+1%	-0%	+20%
Compared to Idaho Average	-3%	-4%	+15%
Rank Among Idaho Cities	28th	29th	11th

Fire Stations and Fire Training Center Construction

In the fall of 2017, a planning effort was undertaken to determine the current state of fire facilities in the City and the future needs of the community. A steering committee and program committee worked together to document the existing conditions of each facility. Station 2 and 3 were built in 1961 and 1979 respectively. They have outdated technology and living standards and are experiencing decay such as mold and leaky roofs. There are no facilities for female firefighters at either station, the apparatus bays are too small, and the stations have apparatus sitting outside—a situation that hinders response capability. The facilities do not meet current building, ADA, essential facility, and life safety code requirements. Further, the existing stations have inefficient floor plan layouts and do not support quick ‘turn-out’ times. Response times will be improved with a more efficient floor plans and station locations, which will increase public health and safety. In addition, the station lacks a designated area for dirty equipment—a modern necessity that allows for gear to be properly cleaned and limits exposure to carcinogens and other potential health hazards. In total, existing Station 2 and existing Station 3 are inadequate to serve the needs of the TFFD and lack the form to fit the function for today’s firefighting needs. The deficiencies of the current stations together with recent population and industry growth requires new facilities to maintain public health and safety.

The City sought a general obligation bond to finance the construction of three new fire stations, renovation of Station 1 for police operations, and an initial investment in a fire training center in May 2019. The total request from voters was \$36 million and narrowly failed to reach the super majority (66.6%) threshold required to pass—garnering the approval of 64% of voters. As a result, the City is pursuing other financing options to address the needs of the TFFD, including the use of general fund reserves and impact fees as well as the issuance of Certificates of Participation to finance the construction of two new fire stations. The construction also includes a regional fire training center, which is being paid for by the Twin Falls Rural Fire Protection District. The construction of these projects has proven challenging given the unpredictable economy, supply chain issues and labor shortages. However, the need to replace these stations continues to be greater than the challenges in completing the projects.

The new stations will feature, among other things, drive-through double deep apparatus bays, a gear bunker, a decontamination space, general and EMS storage, a workshop, laundry facilities, individual restrooms that will allow for use by both men and women, a dayroom, a fitness center, and kitchen and

dining facilities. Also provided will be firefighter sleep rooms, a battalion chief sleep room and office (station 2) and captain office. The public will have access to the stations through a public lobby area.

Continued Investment in Public Safety

As the community grows, the need for continued investment in public safety is important. Since the adoption of the FY 2022 budget, multiple investments have been made to ensure the citizens of Twin Falls receive the highest level of service we are able to deliver. A request for funds to hire four new patrol officers through the Department of Justice's COPS program was approved in October 2021. The grant for \$500,000 will offset the cost of these officers over the next three years. City Council authorized the purchase of a replacement fire engine in the amount of \$771,120.75 through a lease-purchase agreement. This engine will replace a 14-year old pumper fire truck that has served the organization as a front-line fire engine dispatched to all calls for service. During a routine maintenance test, excess wear in the internal components of the engine was discovered that would eventually result in catastrophic engine failure. As a result, engine #5111 was immediately taken out of service and the decision was made to purchase an "off-the-shelf" model that allowed for delivery 6-8 months earlier than a custom specified engine. Delivery is anticipated in July 2022.

Additionally, new digital radios were purchased for fire and police using \$281,584 in CARES funds. These new radios replaced outdated radios that were no longer serviceable and often failed in the field. All public safety will be operating with the same radios which will improve communications as well as increase safety for our employees as they serve the public. The new technology provides clearer audio with increased background noise suppression, are more efficient in roaming between radio towers, which effectively increases functional coverage. In addition, the radio transmits user identities to dispatch for each radio transmission. In the event of an emergency dispatch will be able to tell which user is in need.

Exploring the Creation of a New Revenue Allocation Area

The City of Twin Falls has five active revenue allocation areas (RAA). The total value of these areas is \$848,633,484. In Fiscal Year 2023-2024, the City of Twin Falls will close out RAA 4-1. This RAA is the oldest revenue allocation area currently operating in the City of Twin Falls and has a total taxable value of \$315,126,657 and is in the City's Downtown core.

In an effort to capitalize on the economic expansion and momentum occurring in RAA 4-1, the Twin Falls Urban Renewal Agency Board has spent time in visioning and planning workshops. They look to continue to promote economic development, eliminating community blight, and seeking opportunities to make meaningful improvements to the Downtown and Historical Warehouse Districts.

The Board's vision for the new area included additional downtown housing, hotels, a convention center, continued small development on Main Avenue, commercial and light industrial development (assembly) in the Historical Warehouse District. Several public infrastructure improvements were discussed, including funding to assist with the relocating and traffic calming on the 2nd Avenues (US Highway 30), water and sewer lines, complete street improvements, fiber optics, power and gas upgrades, parking lots/structures were just some of the public improvements that were recommended for the area. etc. were also included.

When RAA 4-1 sunsets, the value of RAA 4-1 will be returned to each of the taxing districts having jurisdiction in this area, including Twin Falls County, the Twin Falls School District, the College of Southern Idaho, the Twin Falls Highway District, and the City of Twin Falls. Per Idaho Code, each of these entities will be able to claim 80% of the taxable value of this area as "new construction". The property tax revenue will be different for each of the entities. The estimated increase in new property tax revenue to the City of Twin Falls in FY 2023-2024 ranges between \$1.2 million and \$1.4 million.

Implementation of Priority Based Budgeting and Performance Measurement

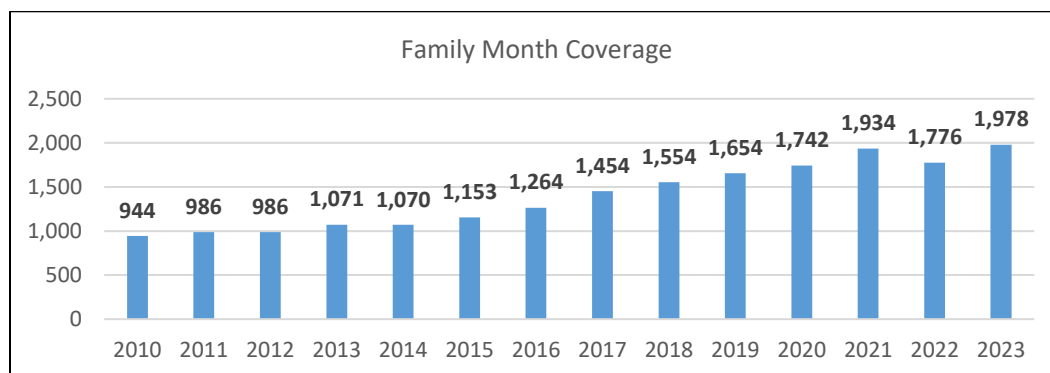
The City of Twin Falls is a lean and innovative organization that is efficient in the delivery of services and our employees take pride in their work as public servants. Changes in service demands, overburdened employees and limited resources are factors that can lead to frustration within the organization. Priority Based Budgeting is intended to provide our organization with a framework that will help us tell our story, align needs with resources, and highlight areas where changes can be made with maximum impact. It will allow each department to examine programs and services through the lens of pre-established metrics such as outside revenue sources, mandates from other governmental entities, and the degree to which programs impact the citizens in our community. The goal is not to eliminate programs simply as a cost saving measure, but to evaluate service demands and need against available resources and ability to provide services. Through this process, departments will begin looking at their budgets as programs instead of line items, and in doing so, will begin to build a robust performance measurement program with the data generated.

State and Local Fiscal Recovery Funds (SLFRF) Allocation

In response to the Covid-19 public health emergency, the Federal Government provided governments across the country with resources to fight the pandemic and support families and businesses struggling with its public health and economic impacts, maintain vital public services and build a strong recovery by making investments that support long-term growth and opportunity. The City of Twin Falls was allocated \$8,465,111 that was paid in two tranches – the first in June of 2021 and the second in June of 2022. In April of 2021, the Treasury released the Final Rule for the program that allowed for a standard allowance for revenue loss up to \$10 million for the entire period of performance from March 3, 2021 and ending December 31, 2024. The City of Twin Falls intends on using the Standard Allowance for reporting purposes but is in the process of organizing a committee to allocate the funds to projects that will significantly affect our community.

Health Insurance and Compensation

Providing quality benefits to our employees remains an important ingredient in our overall attraction and retention strategy. As we have stated for the past five years, health insurance continues to be a difficult subject to navigate in our budgeting efforts. Members of the City's executive leadership team recognize the importance of continuing to offer competitive benefits packages and is a critical component in our efforts to be an employer of choice. However, the cost of our health plan continues to outpace the Consumer Price Index, the Municipal Cost Index, and available resources. Because members of our employee family have dealt with serious and costly health challenges, our overall experience rate (our group's medical history and claims experience) have caused our organization to realize significant increases in the overall health insurance costs. The cost of our insurance monthly premium to cover an employee and his/her family has almost doubled in the last ten years. The table below shows the changes to our monthly health insurance premiums since 2005.



Significant changes were made to both the traditional and high deductible plans in FY 2020 in response to a proposed increase of 14%. Small adjustments were made in FY 2021 in response to a 10% increase. With another 9.4% in FY 2022 the decision was made to eliminate the traditional health insurance plan and move all employees and dependents to the high deductible plan. This allowed for modest increases to co-pays, deductibles, and out of pocket maximums.

The insurance quote for renewal included an increase of 11.4% in premiums. It is important to maintain a competitive benefit plan in comparison to other public employers. Our health care benefit remains competitive, but we are concerned about the impact of rising health care coverage on employees. To mitigate this impact, we have committed to keeping the employee portion of premium increase static. To do this we will absorb the 11.4% increase of employee portion at a cost to the organization of \$52,000.

Economic Indicators Considered in the Recommended Budget

The City of Twin Falls closely monitors and examines international, national, state, and local economic indicators when developing and tracking its annual appropriation measures. Over the course of the last several years, economic conditions on all levels have reflected growth and prosperity, but the effects of the Covid-19 pandemic created a swift and destabilizing level of economic uncertainty not seen since the Great Depression. When analyzing the statistics of the City of Twin Falls and as a nation, comparatively, there is an expected prosperity that is simultaneous with caution, creating an uncertainty that will influence budgetary decisions for the foreseeable future.

National

- U.S. house prices rose 18.7% from the first quarter of 2021 to the first quarter of 2022 according to the Federal Housing Finance Agency (FHFA) House Price Index (HPI). House prices rose 4.6% from the fourth quarter of 2021. The impact of COVID-19 has strongly impacted the housing market and the United States is seeing unsurpassed housing prices and demand for homes that continues to escalate month after month. The Federal Reserve has just recently started increasing interest rates in an attempt to curb inflation and the housing crisis that we are continuing to experience since the beginning of the pandemic. As cited in the FHFA HPI, "House prices continued to climb but not as rapidly during the final quarter of 2021 as in earlier quarters. . . Housing trends over the past year have created challenges. The quick house price gains may be counterbalanced as mortgage rates increase. However, more expensive housing has elevated affordability to become a broader concern as available supply remains limited."
- A tightening of financial conditions by the Fed might dampen inflation, but also risks weighing on growth and the housing market. Russia's war against Ukraine and China's zero-Covid policy have added to supply-chain disruptions, further stoking inflation. Oil prices remain above \$100 a barrel, adding to the cost of energy and fuel. Futures for Brent crude, the global oil benchmark, edged up 1.8% to \$119.72 a barrel.
- Nationwide unemployment rates increased significantly at the beginning of the pandemic in 2020, but have continued a gradual decrease throughout 2021, ending at 3.6% in May 2022. The end of 2019 saw unemployment levels hovering around 3.5% before the pandemic, but before this the United States hadn't experienced unemployment this low since 1969. The US economy has added jobs each month since the beginning of 2021, with the US labor market having recovered more than 96% of all jobs lost during the early stages of the COVID outbreak.
- Since the start of the COVID-19 pandemic, consumer confidence fell drastically, then started a rebound that ultimately fell significantly as labor and supply shortages hit our nation. The University of Michigan compiles a consumer sentiment rating, in which the rating for May 2022 was 58.4, the lowest since August 2011. Consumers continue to have negative views on current buying conditions for houses and durables, as well as the future outlook for the economy, primarily due to concerns over inflation. Consumers are less optimistic due to rising inflation

expectations that seem to be eroding their purchasing power, as witnessed by the decline in their plans to buy cars, homes, and major appliances.

State of Idaho

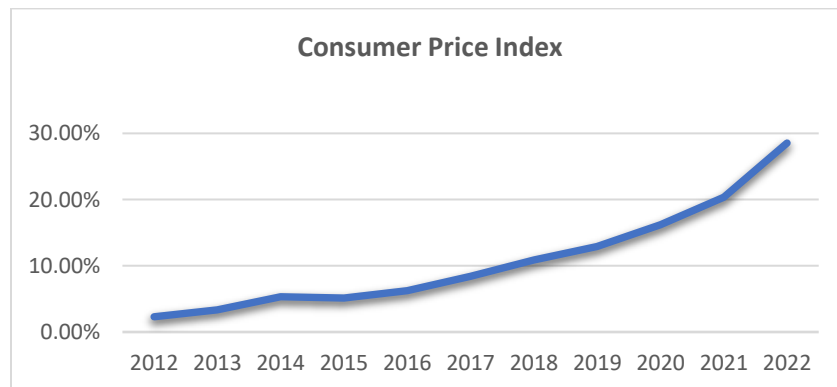
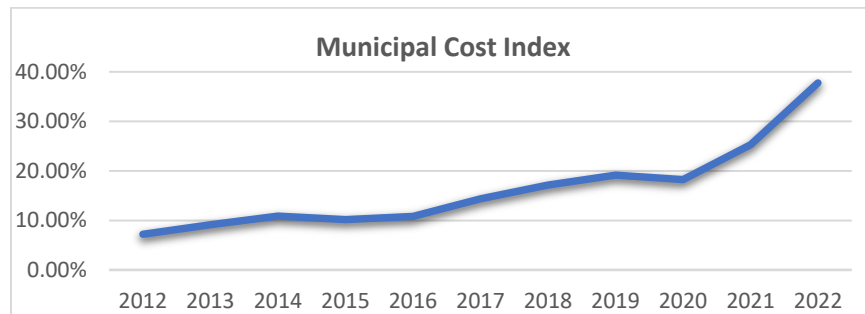
- Home prices rose in all 50 states and the District of Columbia between the first quarter of 2021 and 2022. Idaho realized the 5th highest level of annual appreciation in the nation at 25.5%.
- Home prices rose in all the top 100 largest metropolitan areas in the U.S over the last four quarters.
- The median home value for 2022 in Idaho is \$466,435, an increase of 19.8% over the past year. The median list price per square foot in Idaho is \$241.
- The average home price in the United States was \$374,900 as of the second quarter of 2021; a 16.2% increase from a year ago when the median was \$322,600. The typical home price in Idaho was \$403,291, which is 137% of the typical US price. Idaho incomes don't balance that out, as they're 7% less than the national median.
- Statewide unemployment was 2.6% in April 2022. Year over year, April's labor market changes are dramatic, and the low unemployment rate is indicative of the struggles the state of Idaho is having employing workers and economically recovering from the pandemic and its rippling effects.
- Non-farm employment, which is one of the key metrics of the state's economic health, has continued to experience increases, even after the 13.1% increase from April of 2021. In April 2022, Idaho's nonfarm jobs were up 3.2% (25,200) over last year.
- Today, Idaho's total percent unemployed is at an all-time low of 2.6%. April's rate marks the third consecutive month of historic lows since record keeping began in 1976.
- Per capita personal income (PCPI) continues to grow at a slow pace. PCPI in Idaho grew by 5.7% from 2020 to 2021. At \$51,379, Idaho is ranked 43rd in the United States and was 80.9% of the national average of \$63,492. Idaho was 1st in the nation for real personal income growth, which takes into account the cost of living, measured by regional price parity (the average price paid by consumers for the mix of goods and services in each region). Idaho's real personal income growth was 9.6% for 2020-2021 and was largely attributed to earnings in construction and retail trade.
- The April 2022 revenue projections for the State of Idaho were up significantly from what was anticipated, and four of the five categories of revenue exceeded the forecast, with the total overage of \$574.1 million driven primarily by income tax collections. Sales taxes contributed to the overage with an additional \$20.1 million, while distributions attributable to online sales are \$36 million more than last year. To put this in perspective, General Fund collections totaled \$5 billion last fiscal year and with two months remaining in the fiscal year, the current collections are \$5.136 billion.

City of Twin Falls

- According to the Idaho Department of Labor's Workforce Trends report, Twin Falls had a preliminary unemployment rate of 2.6% in April 2022. This equals the State of Idaho unemployment rate of 2.6% and a national unemployment rate of 3.6%. The US economy has added jobs each month since the beginning of 2021, with the US labor market having recovered more than 96% of all jobs lost during the early stages of the Covid outbreak.
- Construction activity for Twin Falls has decreased significantly in terms of single-family building permits issued. There were 122 single family permits issued through May 2022; this is down 69% for the same timeframe in 2021. Supply chain and labor shortages are affecting the City of Twin Falls drastically, and building is one of many sectors being stalled.
- There were 30 new commercial building permits issued in FY2021, down 39% for the same timeframe last year.

Municipal Cost Index

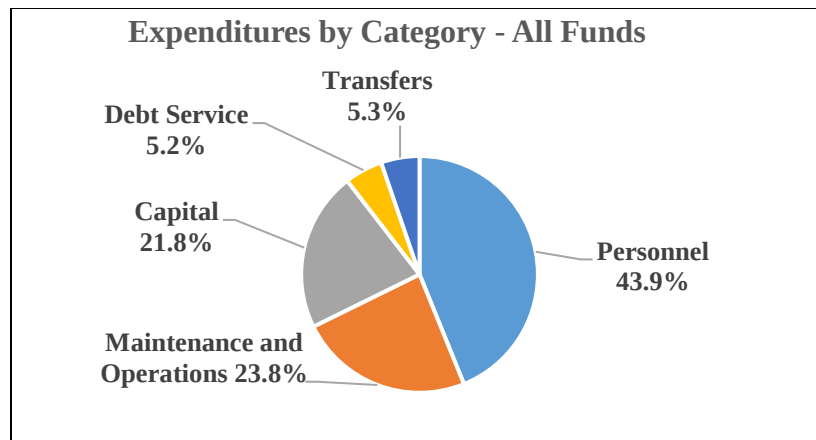
- The economy has been growing on many fronts, the cost of offering public services and programs has also increased. The Municipal Cost Index (MCI) is designed to show the effects of inflation on the cost of providing municipal services.
- State and local government officials rely on American City & County's Municipal Cost Index to stay on top of price trends, help control price increases for commodities, make informed government contract decisions and intelligent budget planning. The MCI draws on the monthly statistical data collected by the U.S. Departments of Commerce and Labor as well as independently compiled data to project a composite cost picture. From April 2021 to April 2022, the most recent data available, the MCI increased 33.62 points or 12.51% to 302.31. The graph below shows the increase in the MCI since 2012.
- The Consumer Price Index (CPI) is designed to show the effects of inflation on typical household goods and services. The Consumer Price Index increased 2.2 in February, 3.5 in March, and .9 in April 2022 for a final 288.66. The graph below shows the increase in the CPI since 2012.



2022-2023 Fiscal Year Budget Summary

Most cities, including the City of Twin Falls, have historically focused on the “net budget,” which is the total budget, as presented above, less fund transfers. The total net budget for FY 2023 is \$78,489,514, or \$9,024,574 (13%) larger than the \$69,464,941 total for the current fiscal year. Both methods are acceptable. From this point forward, and just as we have done historically, we will be focusing on the net budget.

Expenditures in this budget are classified under one of five major categories: Personnel, Maintenance and Operations, Capital, Debt Service and Transfers. The graph below shows the relative percentage of FY 2023 budget expenditures for the five major categories in all funds combined.



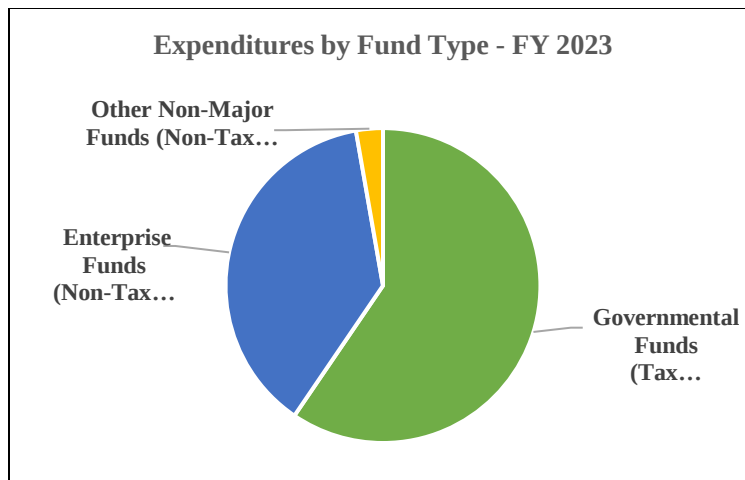
In most government agencies, personnel costs (salaries, wages and benefits) normally represent the largest of the expenditure categories. While municipal governments also devote a large amount of their resources to personnel, the significant investment in infrastructure drives the percentage of the budget devoted to operating and capital costs higher than most other government agencies.

Fiscal Year 2022-2023 Expenditures

The most commonly recognized government activities are conducted through **Tax Supported or Governmental Funds**. The Tax Supported or Governmental Fund umbrella includes the following funds: General, Street, Street Light, Airport, Library, Capital Improvement, Pool, Insurance, and Fireworks. Revenues in these funds are derived primarily from property taxes, licenses and permits, intergovernmental grants, shared revenues from the state of Idaho (sales tax, gas tax, etc.), and federal entitlements.

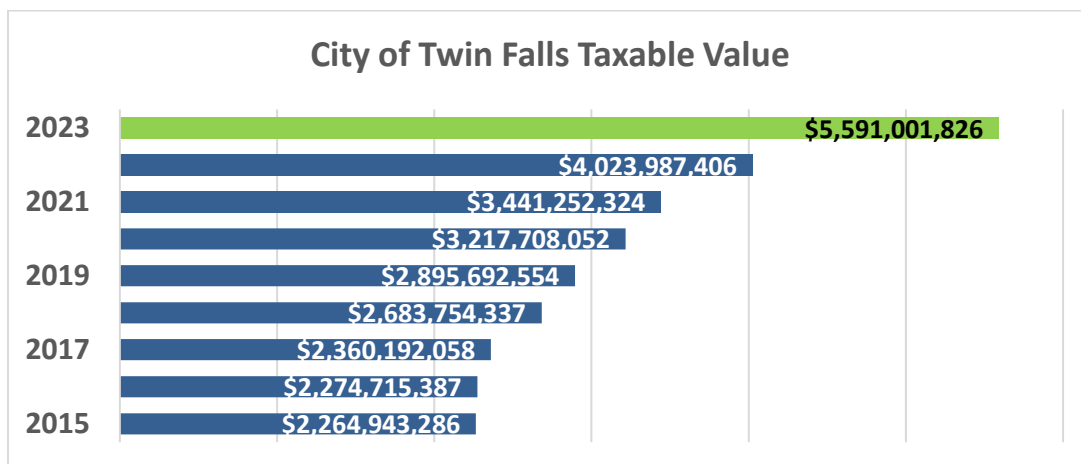
Enterprise Funds account for services financed through the assessment of user fees. The main goal or purpose of these business-like funds is to provide services to customers at a price that will cover both the current cost of operations and the purchase and maintenance of necessary capital assets. The City has five separate and distinct Enterprise Funds, which include the City's Water (supply, distribution, irrigation and utility services), Wastewater (collection and treatment), Sanitation, Dierkes/Shoshone Falls, and Common Area Maintenance Funds.

Other Non-Major Funds account for capital project, internal service, and miscellaneous funds. Included are the Impact Fee, Historic Preservation, Airport Construction, Shop, Seizures & Restitution, and CDBG Funds.



Total Assessed Valuation

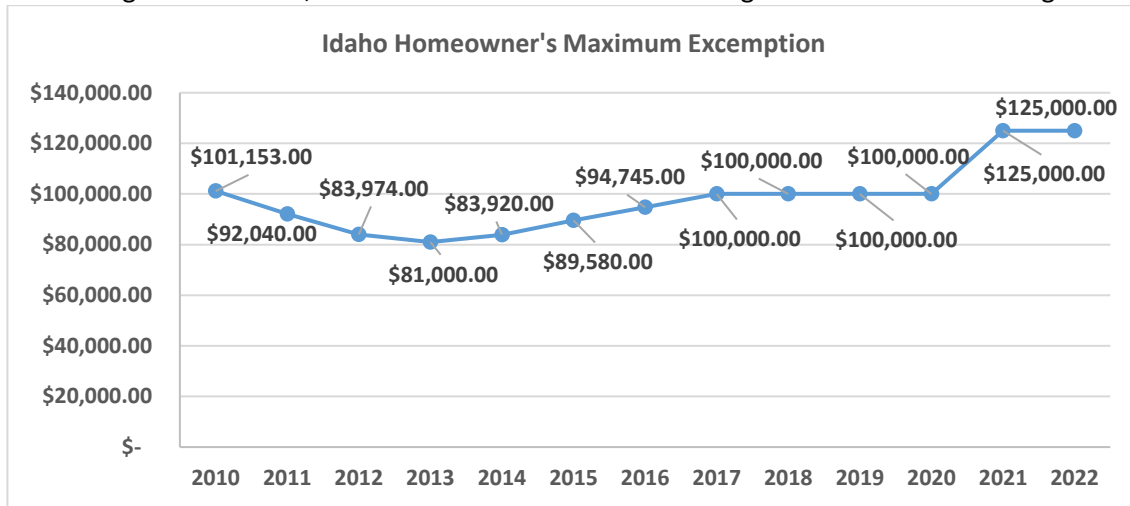
According to the Twin Falls County Assessor's Office, from FY 2022 to FY 2023, the City of Twin Falls' total taxable valuation increased by \$1,567,014,420, or 38.94%, from \$4,023,987,406 to \$5,591,001,826, of which \$115,958,347 is from the net new construction roll (90% of the total valuation of \$128,842,608). New construction activity will result in \$543,444 in new revenue. The total increase in valuation is in addition to the \$582,735,082 that was realized in the prior fiscal year. Over the course of the past two fiscal years, the City's total taxable valuation has increased by \$2,149,749,502 or 62.47%. This year's increase in taxable value is equivalent to the cumulative increase that occurred between from 2018 to 2022. As illustrated below, the taxable value used to calculate the FY 2023 tax rate for the City of Twin Falls is the largest in its history.



It is important to note the City's taxable value excludes the taxable value of the properties located in the Twin Falls Urban Renewal Agency revenue allocation areas. The entirety of the URA properties are in the City and have a value of in excess of \$848.6 million. Collectively, the taxable values for both the City of Twin Falls and Twin Falls Urban Renewal Agency exceed \$6.4 billion. There are many factors that influence the City's total taxable value. Some of the larger factors include an increase in the base value from reappraisals performed by the Twin Falls County Assessor's Office, growth from new construction, and property incorporated into the City through annexation.

From 2006 to 2016 (FY 2007 to FY 2017), the maximum homeowner's exemption was indexed and adjusted annually to reflect statewide real property market trends. During the 2016 session, the Idaho

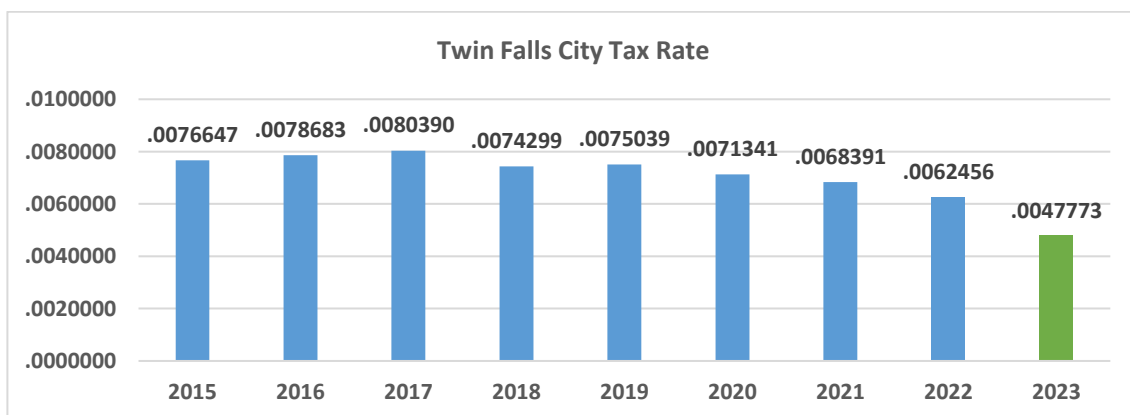
Legislature increased the exemption to a fixed \$100,000 for 2017 (FY 2018). The fixed rate has remained in place until the 2021 legislature amended the amount to \$125,000. While an increase in the homeowner's exemption will help provide some property tax relief, given the rapidly increasing values of homes throughout the state, true relief will not occur until the legislature restores indexing.



Cities in Idaho have control over their annual expenditures in all funds, as well as the rates they assess in the enterprise funds. Statutorily under Idaho Code, cities and counties are permitted to collect 3% more property tax revenue than the previous fiscal year.

Cities in Idaho do not have control of and cannot determine their community taxable value. That responsibility is assigned to the County Assessor's Office. Based on the taxable value presented above, the City's tax rate for FY 2023 will be \$4.78/\$1,000 (.00477733) of taxable value, which is the lowest issued by the City.

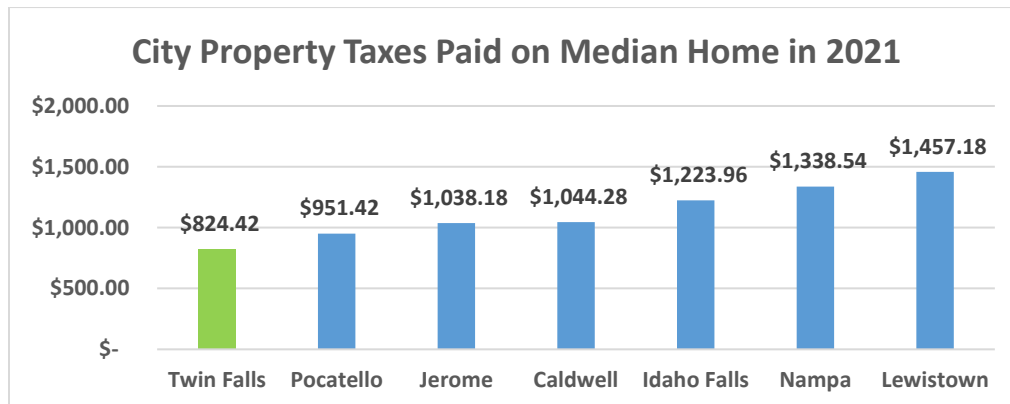
Over the last ten fiscal years, the City's tax rate has fluctuated significantly, ranging from a high of \$8.04/\$1,000 (FY 2017) of taxable value to a low of \$6.25/\$1,000 (FY 2022) of taxable value. The average of the tax rate assessed over the course of the last seven fiscal years (2016-2022) is \$7.29/\$1,000 of taxable value. It is important to recognize the tax rate does not necessarily indicate an individual's tax burdens. The tax rate is simply a multiplier used to determine a property owner's proportionate share of property tax liability. It is a fraction of a local government's total property tax collections divided by the total taxable value of that local government unit.



Additional property tax collections and comparisons, rate adjustments, expenditures and economic indexes are discussed in more detail in other sections of this budget document.

How does our Tax Rate compare to the other, large full-service Idaho cities?

We are often asked the question, “how does our tax rate compare?” The table and graph provided below are intended to provide an approximate answer to that question. Although only intended to be a rough illustration, the table and graph represent the amount of property tax paid on a median-valued, owner occupied home in each of the larger, full-service cities in Idaho. The information used in the table was collected from the Associated Taxpayers of Idaho’s 2021 Levy Book (tax rate) and Zillow. *Note: Idaho’s median value of an owner-occupied home for this same period of time was \$350,000.*



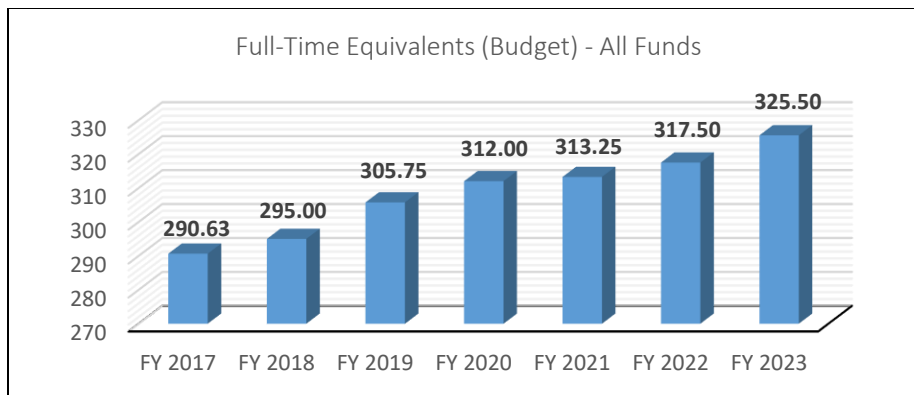
The cities of Boise and Meridian were intentionally excluded because they are not directly responsible for the transportation systems in their communities; that responsibility lies primarily with the Ada County Highway District (ACHD). ACHD is an independent taxing authority specifically created for the purpose of maintaining the transportation system in these communities. For FY 2023, the Street Fund budget for the City of Twin Falls is \$6,322,134, or approximately 12.82% of the total for tax supported funds.

Personnel

Focus area 8 of the City’s 2030 Strategic Plan states, *“The City of Twin Falls strives to carry out its mission with unquestioned integrity, and the highest ethical standards...In support of the desired effectiveness, the elected leadership works in close partnership with appointed professionals carrying out clear policy directives. A high level of competency is provided from a lean, properly compensated and respected core staff.”*

The City of Twin Falls FY 2022 budget included a total of 317.5 full-time professionals working to deliver services to the citizens of Twin Falls. The FY 2023 budget recognizes several employee additions, reductions, and adjustments. New FTEs include:

- A Deputy Prosecuting Attorney
- An Engineering Traffic Technician
- A Water Operator position
- A Deputy Fire Chief position
- A Planning & Zoning Technician (CDBG, previously approved)
- Four Police Officers (COPS Grant, previously approved)



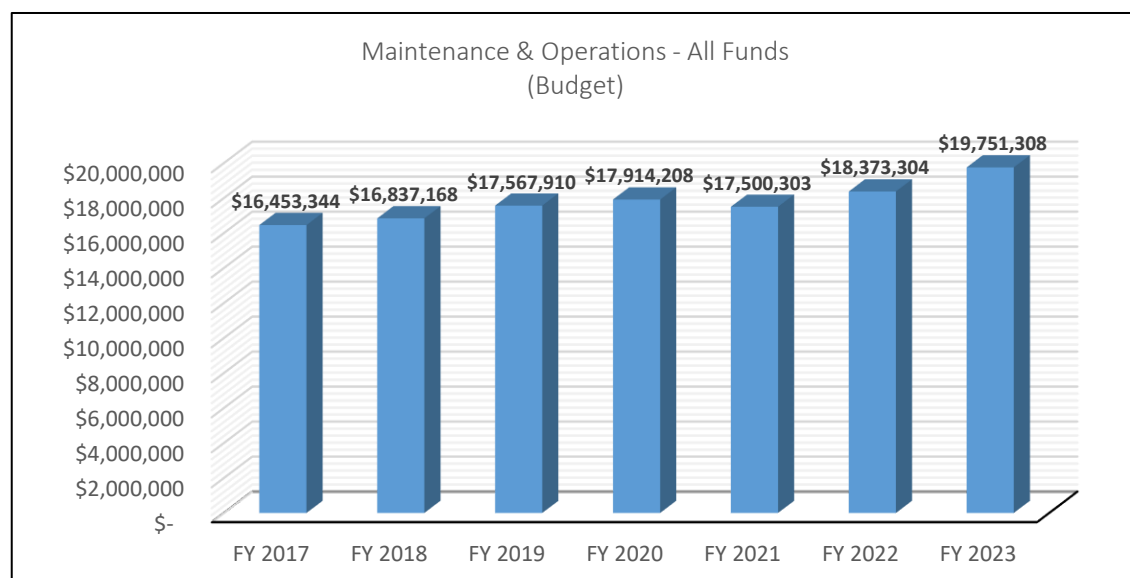
Our employees are our most important resource. Without the service of our employees, we cannot accomplish any of our strategic planning goals and caring for our employees continues to be a guiding principle in the creation of our budget. The FY 2023 budget includes funding for the following changes in compensation: 5% performance adjustment, 2% table adjustment, one-time payment of \$2,000, and continuation of our retention pay program

As an organization, we have made significant strides toward improving our competitive place in the labor market over the last several years. Our salary tables have increased by 40% since 2011, and we continue to offer our retention pay program that began in December 2018. Compensation is a key component in being an employer of choice, and we feel that these continued adjustments help us maintain that designation. We also believe that there is room to improve the competitiveness of our salaries for specific positions and create challenging opportunities for employees to develop new skills. We will continue to push salaries forward in the coming fiscal years as the economy recovers.

Maintenance & Operational Costs

This category includes funding for a wide range of typical activities, including office supplies, fuels, electricity, travel, training, uniforms, building/equipment repair and maintenance, and expenditures for durable goods. The City makes allocations in these areas that are based on actual expenditures from previous fiscal years, economic trends, and the municipal cost index.

The FY 2023 budget allocates \$19,751,308 to cover expenses associated with maintenance and operations. In comparison, the allocation for FY 2022 was \$18,373,304. This is an increase of \$1,378,004 (7.5%) across all funds. CDBG amounts budgeted under M&O lines in FY 2020 and FY 2021 are not included in the totals.



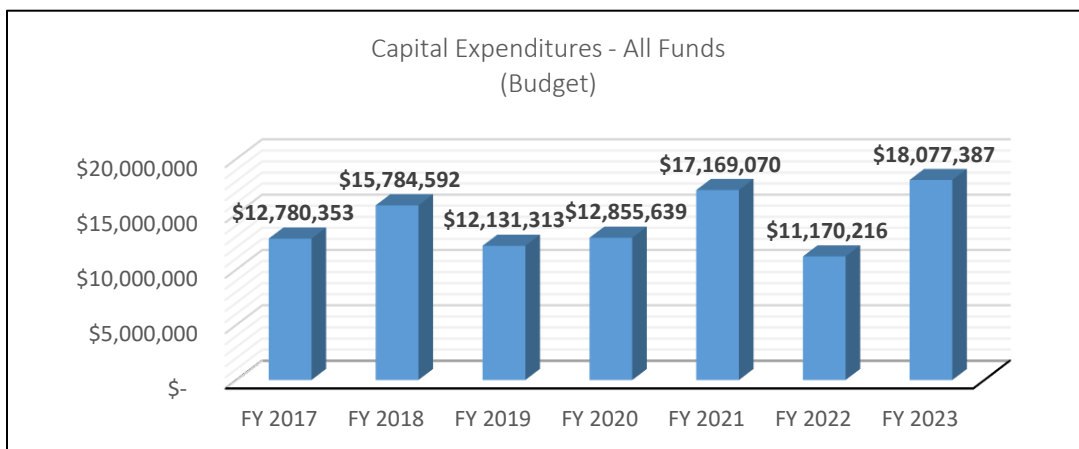
Capital Improvements

Capital improvements are investments made in our infrastructure. Six of the eight primary focus areas in the City of Twin Falls 2030 Strategic Plan are considered “capital dependent.” Capital financing is necessary for the ongoing development, expansion, maintenance, and repair of these capital assets, recognizing the critical value of civil infrastructure to the economic, aesthetic, and functional viability of the City.

The City of Twin Falls owns and maintains a diverse collection of assets and facilities, which include:

- 103 buildings and structures throughout Twin Falls, ranging from the Magic Valley Regional Airport to administrative buildings; from police and fire stations to water delivery and treatment structures;
- 1,476 acres of open spaces and developed park lands, including world-class amenities such as Auger Falls, Shoshone Falls and Dierkes Lake;
- 640 lane miles to maintain.

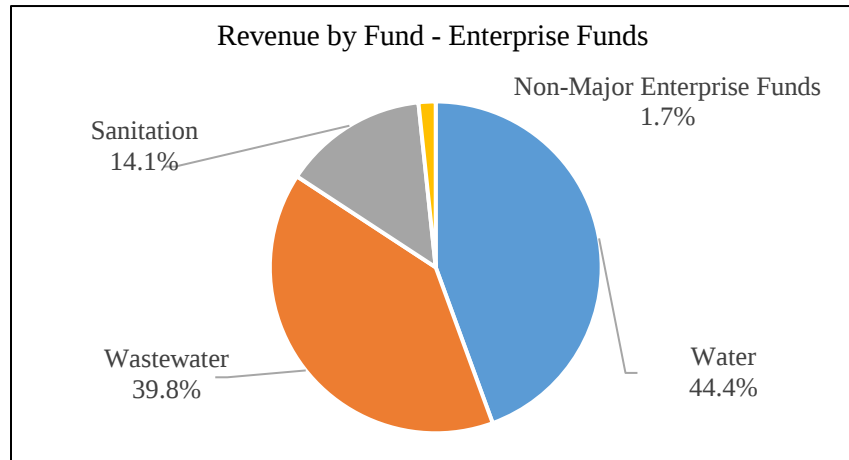
In total, the FY 2023 budget allocates \$18,077,387 to fund needed, critical, and desired capital improvements, one-time equipment purchases and projects, and community amenities. Compared to the FY 2022 budget of \$11,170,216, this is an increase of \$6,907,171, or 61.84%. The increase is primarily due to total capital projects in the Water Fund increasing by \$5,419,975.



As illustrated in the graph above, the City of Twin Falls has budgeted \$99,968,570 for capital expenditures since 2017. In addition (not included in graph), since 2012, \$57,466,359 has been spent on Wastewater Treatment Plant Improvements (\$45,570,000), City Hall (\$7,732,252), and the Public Safety Complex (\$4,164,107).

Major Enterprise Fund Revenues

Enterprise and Other Major and Non-Major Non-Tax Supported Fund expenditures total \$31,243,872 (increase of \$3,882,727, or 14.19%), which includes \$2,444,000 for capital projects funded with cash reserves.



Water Fund

The budget for capital in the Water Fund is \$6,671,750, which is \$5,419,975 (432.98%) more than the FY 2022 total of \$1,251,775. The allocation is derived from anticipated revenue and reserves totaling \$15,145,494, or an increase of \$1,990,149 (15.13%) compared to FY 2022 funding of 13,155,345.

When debt related to arsenic compliance was paid off in September 2021, FY 21-22 water user rates were increased to provide funding for future capital projects. Some of the additional revenue was not budgeted for use in FY 21-22 but has been included for FY 22-23 capital projects. In addition, approximately \$1.8 million of reserves is being used to fund capital projects.

The City will have one bond issuance in the water fund remaining after the 2022 payments are made: the 2012C Bond has one principal payment left of \$355k that will be made in FY 2022 and the 2017A Bond will have \$1.57M outstanding in FY 2023, with annual payments around \$825k until 2024. Budgeted revenue and reserves in the Water Fund total \$15,145,494. This is an increase of \$1,990,149 (15.13%) compared to the FY 2022 total of \$13,155,345.

Wastewater Fund

The Wastewater Fund is used to support all wastewater services provided by the City of Twin Falls, namely wastewater collection and wastewater treatment. FY 2023 wastewater user rates remain the same as they were in FY 2021 and FY 2022. Budgeted revenues and reserves in the Wastewater Fund total \$11,683,289, which compared to the FY 2022 total of \$10,347,749 is an increase of \$1,335,540 (12.91%).

Sanitation Fund

The City's Sanitation Fund supports the City's sanitation and recycling programs. FY 2023 sanitation user rates will remain the same as they were in FY 2022. Budgeted revenue in the Sanitation Fund totals \$4,134,290, which compared to the FY 2022 total of \$3,781,162 is an increase of \$353,128 (9.34%).

Cash Reserves/Fund Balances

A measure of a city's financial strength is the level of its fund balance. By policy, the City of Twin Falls retains three months of reserves for operations in each of the tax supported funds, and two months of reserves for operations in the enterprise-type funds. This policy exceeds the Government Finance Officers Association recommendation on fund balance and reserves. It "...recommends, at a minimum, that general-purpose governments, regardless of size, maintain unrestricted fund balance in their general fund of no less than two months of regular general fund operating revenues or regular general fund operating expenditures." Our conservative fiscal policy of a three-month reserve requirement allows the City to reliably supply public goods and services.

At the end of FY 2021, the City of Twin Falls had an audited Fund Balance/Net Position of \$81,874,543 (Net of Investment in Capital Assets). The total was \$45,368,922 for Governmental Funds, \$35,875,999 for Enterprise Funds, and \$629,622 for Internal Service Funds. For purposes of the budget, we will focus on the larger operating funds of the City, which are illustrated in the table below.

	Fund Balance	Restricted for Budget	Available Balance
General Fund	\$11,926,646	\$8,317,262	\$3,609,384
Street Fund	\$6,045,001	\$1,262,137	\$4,782,864
Airport Fund	\$4,068,985	\$565,625	\$3,503,360
Capital Improvement Fund	\$13,783,315	\$2,212,345	\$11,570,970
Water Fund	\$12,032,028	\$1,291,415	\$10,740,613
Wastewater Fund	\$21,362,837	\$1,334,219	\$20,028,618
Sanitation Fund	\$872,482	\$625,175	\$247,307

At the conclusion of FY 2023, the City is projected to exceed the minimum reserve requirements in all its major Government-Type and Enterprise-Type Funds. The reserve funds earn interest, bolster cash flow, and are available for unanticipated expenditures or emergencies. As a non-recurring revenue source, beginning fund balances are used to fund capital or other one-time expenses only.

Discussion on the City's Forgone Balance

Section 63-802 (e) of the Idaho Code states, "...In the case of a non-school district for which less than the maximum allowable increase in the dollar amount of property taxes is certified for annual budget purposes in any one (1) year, such a district may, in any following year, recover the forgone increase by certifying, in addition to any increase otherwise allowed, an amount not to exceed one hundred percent (100%) of the increase originally forgone." Each year the City has elected not to take the statutory maximum increase has impacted the amount of revenue available in the following fiscal year.

With the passage of House Bill 389 during the 2021 legislative session, changes were made to the laws governing the use of Idaho cities forgone balance. As a result, cities can now recover forgone balance two ways. First, cities can collect foregone balance in an amount equal to one percent (1%) of tax collections and may be used to support continued operations (*Idaho Code 63-802(e)(ii)*). Once collected, the revenue can remain in the City's budget without limitations. Second, cities can collect in an amount equal to three percent (3%) of tax collections for a specific, one-time capital project(s) (*Idaho Code 63-802(e)(iii)*). Funds collected under this method can only be collected for the duration of the project. Once the capital project(s) has been completed, the forgone revenues are removed from the city's revenue stream.

The decision to use a portion of the City's forgone balance, for the cases outlined above, remains with the City Council. The FY 2022-2023 City Manager's Recommended Budget includes the equivalence of one percent (1%) revenue, or \$267,384 of forgone balance into the City's operations budget. This inclusion is consistent with the first foregone balance recovery method described above.

	Amount by Year	Cumulative Amount
FY 2010	\$539,902	\$539,902
FY 2011	\$476,376	\$1,016,278
FY 2012	\$463,422	\$1,479,700
FY 2013	-\$1,123	\$1,478,577
FY 2014	\$8,630	\$1,487,207
FY 2015	\$395,464	\$1,882,671
FY 2016	\$266,548	\$2,149,219
FY 2017	\$37,034	\$2,186,253
FY 2018	\$0	\$2,186,253
FY 2019	-\$770,000	\$1,416,284
FY 2020	\$530	\$1,416,814
FY 2021	\$697,681	\$2,114,495
FY 2022	-\$251,803	\$1,862,692
FY 2023	-\$267,384	\$1,595,308

Will it cost more for City Services?

As developed and submitted for consideration, City staff projects the average citizen will cost the average citizen \$24.06 more per month, \$288.74 per year. The table illustrates the projected impact on the average resident in Twin Falls.

	FY 21-22 Adopted Budget	FY 22-23 Recommended Budget	Variance
Property Tax	Tax Rate: \$6.25/\$1,000 of taxable value	Tax Rate: \$4.78/\$1,000 of taxable value	Tax Rate: -\$1.47/\$1,000 of taxable value
Median Value of Owner-Occupied Home:			
FY 2023 - \$358,000 (January 2022)	\$825.00 (annual)	\$1,113.74 (annual)	\$288.74 (annual)
FY 2022 - \$257,000 (January 2021)	\$68.75 (monthly)	\$92.81 (monthly)	\$24.06 (monthly)
Utility Bills			
Average Residential Customer Consumption of:			
Water - 18,000 gallons	\$51.88	\$51.88	\$0.00
Sewer - 12,000 gallons	\$30.07	\$30.07	\$0.00
Sanitation & Recycling	\$19.62	\$19.62	\$0.00
Total Utility Bills	\$101.57	\$101.57	\$0.00
Monthly Total of Property Tax and Utility Bills	\$170.32	\$194.38	\$24.06

Approval

There is no approval process at this point in the process. The City Council will be holding a series of public hearings prior to adopting the Appropriations Ordinance for the 2022-2023 Fiscal Year. The public hearings are scheduled for August 8, 2022 (rate and fees) and August 22, 2022 (preservation for forgone balance and appropriations ordinance). Final adoption of Appropriations Ordinance is also scheduled for the evening of August 22, 2022.

Budget Impact:

There are no current budgetary or financial impacts from the conversation. From this process, we will establish the Fiscal Year 2022-2023 City Manager's Recommended Budget.

Regulatory Impact:

- Idaho Code Section 50-811 states the City Manager shall "...keep the council fully advised of the financial condition of the city and its future needs..." and "...prepare and submit to the council a tentative budget for the next fiscal year."
- Idaho Code §50-235 empowers each city council of each city to levy taxes for general revenue purposes
- Idaho Code §50-1002 requires the city council of each city in the State of Idaho to pass a budget, referred to as an annual appropriation ordinance
- Idaho Code §63-802 sets limitations on all taxing district budget requests on the amount of property tax revenues that can be used to fund programs and services. This section also states that taxing entities can only increase property tax collections by a maximum of three percent (3%) annually, plus value of new construction and annexation added during the previous calendar year, and forgone taxes that have been accumulated and reserved in prior fiscal years

Attachments

Recommended Budget for FY 2022-2023 can be found online.



Date: Monday, July 18, 2022
To: Planning and Zoning Commission
From: Lisa Strickland

ACTION ITEM

Request:

Request for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South c/o EHM Engineers, Inc. on behalf of Idaho Land Holding, LLC. (PZ22-0035)

Time Estimate:

Approximately 5-10 minutes for the presentation with questions/comments to follow.

Background:

The property located along the 1200-1300 block of Harrison includes several parcels located at the intersection of Harrison St and Pheasant Rd. The applicant is requesting to rezone the property from R-4 to R-4 ZDA with plans to develop 300 individually platted lots allowing 4 attached single household dwellings in each building with parking, open space and walkability throughout.

The Comprehensive Plan future land use map designates this area as Town Neighborhood. Per the plan, Town Neighborhood promotes a land use mix of single family attached and detached, duplexes, triplexes and townhomes. The development should be residential in character. Lots sizes are generally smaller than rural residential and contiguous to clustered development. The gross density/size would average 2-10 dwelling units per acre.

Approval Process:

Per Twin Falls City Code10-6-1.7(E), Approval of a ZDA shall be based on the following standards:

- The proposed uses shall not be detrimental to any surrounding uses, nor shall they be detrimental to the health, safety and general welfare of the public.
- Any variation from the underlying zoning district development requirements must be warranted by the design and amenities incorporated in the conceptual development plan.
- The underlying zoning district and the conceptual development plan shall conform to the comprehensive plan.
- Existing and/or proposed streets and utility services must be suitable and adequate for the proposed development.

Budget Impact:

n/a

Regulatory Impact:

A zoning development agreement (ZDA) is designed to accommodate appropriate combinations of uses that may be planned, developed, and operated as integral land use units either by a single owner or a combination of owners. A ZDA is intended to accomplish some, or all of the following:

1. Foster and promote a variety of appropriate land use combinations in a preplanned development pattern;
2. Encourage developers to use a creative approach in land development;
3. Retain and conserve natural land and topographic features;
4. Promote greater use of streetscape and pedestrian-oriented aesthetics;
5. Promote the creation and efficient use of open spaces;
6. Create flexibility and variety in the location of improvements on lots;
7. Provide flexibility in development standards to facilitate creative land development concepts.

Land uses in the ZDA shall conform to the standards and regulations of the underlying zoning district(s), unless otherwise approved and included within the ZDA. The ZDA shall be comprised of a list of land use exceptions being requested, any development exceptions requested and shall be incorporated into the conceptual development plan. The ZDA shall provide exceptions requested shall not be detrimental to any surrounding uses or to the health, safety and general welfare of the public.

History:

There is no significant zoning history for this property.

Analysis:

A conceptual plan and associated written comments have been provided by the applicant and have been reviewed by staff. The conceptual plan proposed by the applicant consists of 75 buildings each consisting of 4 "townhouse dwelling units" that can be individually owned and will be platted on their own lots. The remainder of the area surrounding the lots will be owned and maintained collectively by the owners in the subdivision and will provide open space for the residence. The R-4 zone allows for attached single household dwellings (aka townhouses) on lots fronting arterials and collectors, therefore the applicant is not requesting a complete departure from current land use requirements.

The applicant has provided several depictions of varying types of structures with basic architecture, such as single-story and two-story buildings with pitched roofs. There will be multiple streets constructed to support this development as well as provide future connections as more development occurs. The applicant has provided a phased plan consisting of 3 phases with plans to complete the project by 2027.

Currently, the density provided for in the R-4 zoning district would allow for 11,000 sq. ft. lots with a 4-plex on each lot, which is the equivalent of approximately 400 dwelling units. The applicant has applied for a zoning development agreement in order to provide a master development plan and to request some exceptions to the code that would allow for the 300 dwelling units. Staff has reviewed the plan and does not foresee the land use of "town-houses" being detrimentally different from currently permitted land uses within the zoning district. Each "townhouse" has the opportunity to be individually owned, and is more in line with a typical residential development rather than apartment complexes.

The design of the development provides a reasonable amount of open space and should help lower the visual impact of the clustered town-houses. Staff has determined the overall development will have a similar impact on the surrounding area as a typical subdivision; and we find this plan to be in conformance with the overall goals and objectives listed within comprehensive plan.

Conclusion:

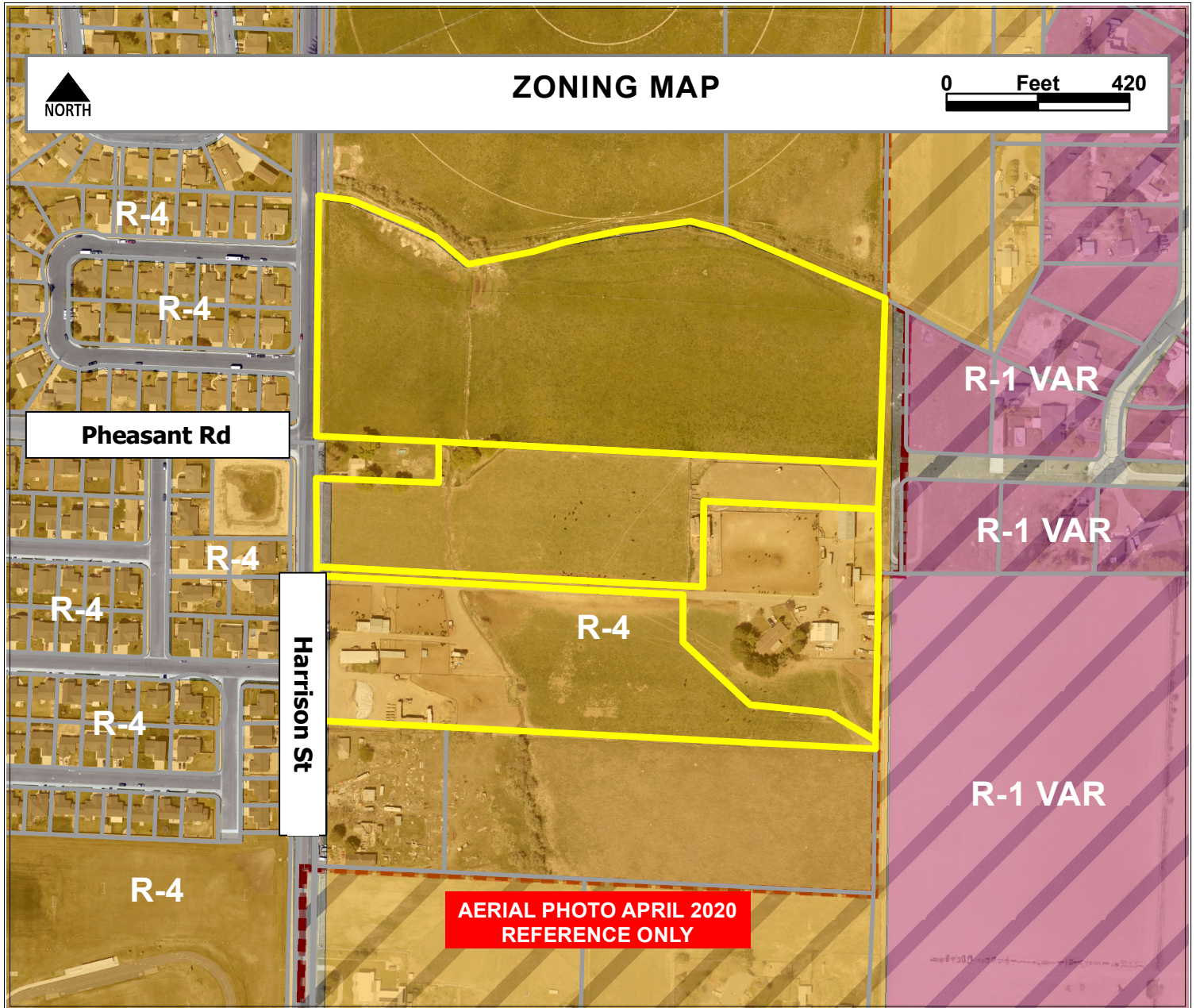
The ZDA process requires a public hearing for citizens to testify about the project. After testimony has been heard, the commission will deliberate and move to make a recommendation to the City Council. On June 14, 2022 the Planning & Zoning Commission recommended approval of the request as presented 5-0.

Should the Council recommend approval of the request as presented, staff recommends the following condition:

1. Subject to site plan amendments as determined by Building, Engineering, Fire and Zoning officials to comply with applicable City Codes and standards.

Attachments:

1. Zoning Map
2. Future Land Use Map
3. Narrative
4. ZDA Document
5. Development Layout
6. 20220614 PZC minutes draft



Subject Property

Current Zone: R-4
 Proposed Zone: R-4 ZDA
 Existing Land Use: Agricultural
 Proposed Land Use: Residential
 FLU Designation: Town Neighborhood

Surrounding Properties

North: Undeveloped
 South: Undeveloped
 East: Residential/Undeveloped
 West: Residential

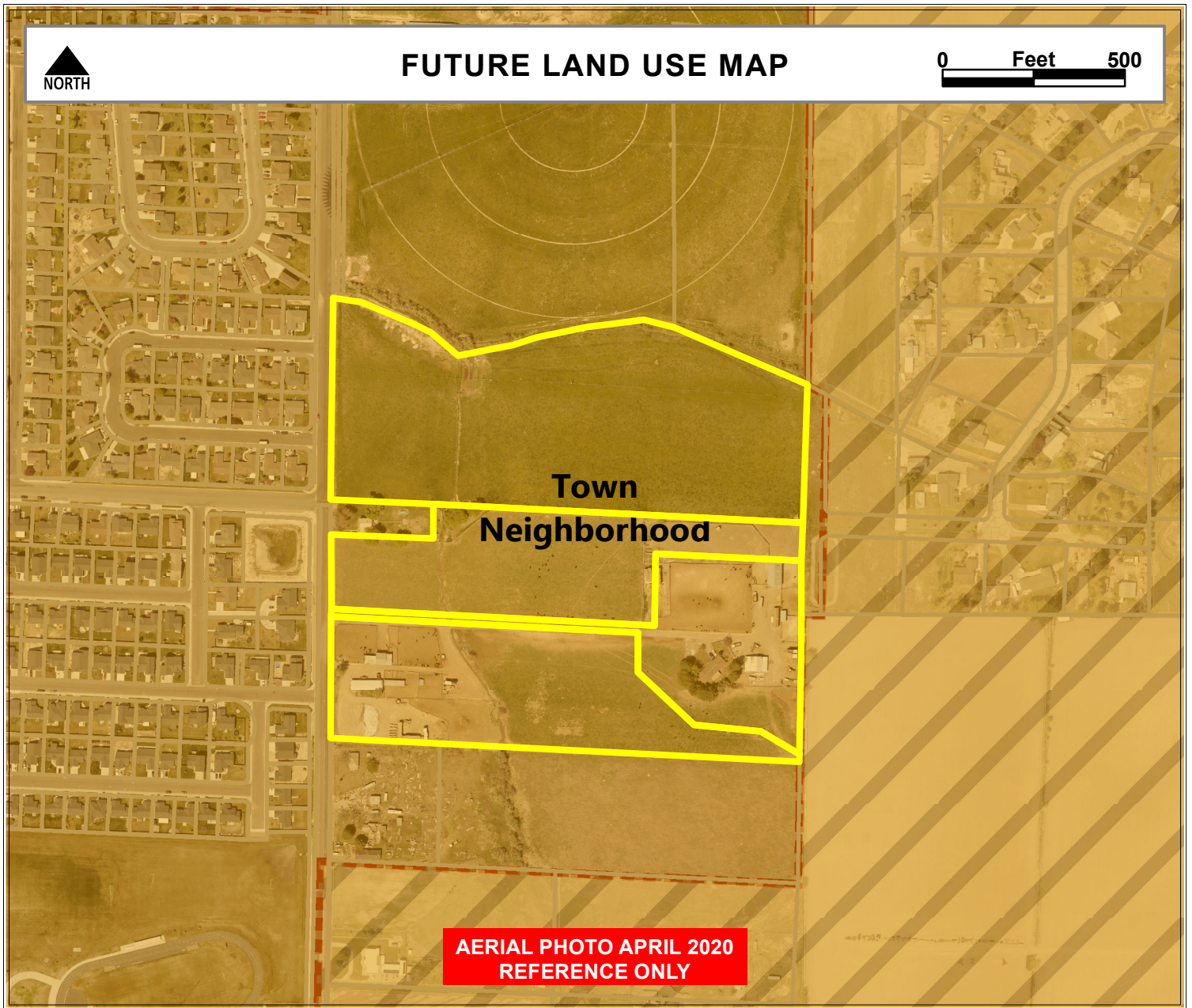
Applicable Zoning Regulations

10-1, 10-4-5, 10-6, 10-11, 10-12

Zoning

R-1 VAR

R-4



Future Land Use

 Town Neighborhood

PROSPERITY HILLS ZDA TOWNHOUSE SUBDIVISION
ZONING DISTRICT CHANGE AND ZONING MAP AMENDMENT
ZONING DEVELOPMENT AGREEMENT APPLICATION
PROJECT JUSTIFICATION, CONFORMANCE AND COMPATIBILITY

a. Reason for the request:

The property for the proposed Prosperity Hills ZDA Townhouse Subdivision is located in the R-4 Medium Density Residential District. This application for Zoning District Change and Zoning Map Amendment is in accordance with the City of Twin Falls Code Section 10-4-5.2 8.6.c that allows the construction of attached dwellings with 4 units per building with a special use permit in the R-4 Zone. This townhome subdivision will be developed following the Master Development Plan that is included with this application. The ZDA plan shows the intended use of the land in a visual manner and by written documentation of the proposals and standards.

b. Statement:

i. Relationship to Comprehensive Plan

The Future Land Use Map included in the 2015 City of Twin Falls Comprehensive Plan designates the subject property and surrounding area as Town Neighborhoods. The proposed development with attached dwellings with 4-unit buildings will have 75 buildings with 300 residential units within the 34 acre development. This provides an area compatible with the Comprehensive Plan designation that is intended to promote and preserve medium density residential development and provide a residential environment to allow the present and future residents to live and play in an area with space for personal privacy, minimum vehicular traffic that is free from the encumbrance by commercial and industrial activities.

ii. Compatibility with the Surrounding Area

The proposed development is compatible with the existing uses in the surrounding area. The adjacent properties along the west property boundary, across Harrison St. South, are part of the Golden Eagle Subdivision No.'s 3 & 6, and Villa Vista Subdivision No.'s 7 & 8. The property located to the north is undeveloped but a Preliminary Plat of Calistoga Springs Subdivision has been approved by the City. The property located to the south is undeveloped. The property located adjacent to the east boundary is a mixture of undeveloped farm ground and partly borders South Blue Lakes Vista Subdivision. The current uses in the area are agricultural and residential in nature with a mixture of lot sizes and affordable construction. The proposed development provides another component to the mixture of affordable housing and is compatible with the existing mixture of residential uses in the area.

iii. Intended Use/Development of the Property

The intended development of the property includes 75 residential buildings that include 4 attached dwelling units each with off street parking. An additional clubhouse building is also proposed for the use of the Prosperity Hills Homeowners. The building density provides affordable townhomes with adequate open space with landscaping, play areas and walking/riding trails.

iv. Requested Exceptions for Specific Uses and/or Development Standards

The R-4 Zoning District allows duplex dwellings. Fourplex dwellings are not permitted outright, however they are with a Special Use permit. This development will have 4 dwelling units per building with each individually owned dwelling on a separate platted lot. No other land use/development allowances are requested.

Prosperity Hills ZDA Townhouse Residential Development

ZDA Development Commitment

Pursuant to All Parts of the Planning Exhibit

This ZDA Development Commitment is made and entered into this _____ day of _____, 2022, by and between the CITY OF TWIN FALLS, State of Idaho, a municipal corporation, hereinafter called "City" and Idaho Land Holding, LLC, hereinafter called "Developer" for the purpose of developing a residential subdivision as a Zoned Development Agreement (ZDA). The legal description of the property is a portion of the Southwest Quarter of the Northeast Quarter and Northwest Quarter of the Southeast Quarter, Section 28 Township 10 South, Range 17 east of the Boise Meridian in Twin Falls County, Idaho.

Development and Improvements shall conform to the standards and regulations of the Twin Falls City Code Title 10 — Chapter 4 — Section 5 and Chapter 6 - Section 1, and all references to other sections therein, as amended, except for the following:

(1) Use Regulations:

(A) Permitted Uses: Modified to include: Dwellings — Attached single household (aka Townhouse)

(B) Special Uses: No Changes Requested.

(C) Prohibited Uses: None Requested.

(2) Property Development Standards:

(A) Lot Area: Modified as Follows: Residential Lots: Minimum 722 Square Feet
Open Space or Common Area Tracts: No Minimum

(B) Lot Occupancy: Modified As Follows: Residential Lots: 100% of Lot Area
Open Space or Common Area Tracts: 0% Occupancy

(C) Building Height: no change requested.

(D) Yards: Modified as Follows: Residential Lots: No property Line Setback Required
All Buildings shall be a Minimum of 7 feet from exterior boundary.
Street Setbacks: Street setbacks on south side of Feather Avenue to be reduced to 12 feet minimum. No Change Requested for all other streets.

(E) Access: Modified As shown

1. Harrison St. South to be developed as public collector streets. Pheasant Rd., Gregory Way, Lacasa Ave., and Feather Ave. to be developed as public residential streets. Access to the buildings will be through private driveways and parking lots.

(F) Landscaping: Landscaping shown on Master Development Plan to be installed, owned and maintained by Homeowners Association.

(G) Off Street Parking: Two off street parking places are provided for each 1 to 2-bedroom unit. Two and one-half off street parking places are provided for each 3-bedroom residential unit.

(H) Signs: Modified to include the following

1. Freestanding signs along Harrison St. South will be erected to identify the development as the Prosperity Hills Subdivision. The signs will be permitted through the Twin Falls Building Department. A photo of a sign similar to the one that is proposed is attached.
- (I) Walls, Fences, Hedges, Trees, Shrubs, and Landscaping Structures: Modified to Include: A minimum of 6' tall white vinyl fence will be installed as exterior screen fencing along the exterior property boundary, to be installed per phase.
- (3) Other Site development Criteria — if applicable
 - (A) Building Elevations: Project to be Constructed in accordance with the Building Elevations Provide with This Agreement.
 - (B) Density: No Change Requested.
 - (C) Residential Lot Width: Platted townhouse lot width will be 19 feet minimum.
 - (D) Residential Lot Depth: Platted townhouse lot length will be 38 feet minimum.
 - (E) Open Space or Common Area: No minimum or maximum size
 - (F) Multi-Use Transportation Access: No amenities specifically designed for multi-use transportation access are planned.
 - (G) Park: No Change Requested to Park Dedication Procedure.
 - (H) Pathways: The sidewalks along collector streets will be set back 5 feet from the curb and be 6 feet wide. The sidewalks along public residential streets will be adjacent to the curb and 5 feet wide. Sidewalks along private drives and parking areas will be a mixture of offset from and adjacent to the curb and be 5 feet wide minimum.
 - (I) Screening: Modified to include the following
 1. Trash containers, outdoor storage, and such facilities shall be visibly screened from roadways, adjacent residential areas, and adjacent properties. Screening may consist of landscaping, masonry walls, or vision barrier fencing.
- (4) Architectural Standards: The buildings will be constructed by the developer in accordance with the building elevations included with this application.
- (5) Management Associations: A Prosperity Hills Homeowner's Association will be formed with documentation recorded at Twin Falls County.
- (6) Project Phasing: The development is intended to be constructed in 4 phases starting at the north end and working to the south and east. The estimated schedule for the construction is to complete one or more phases each year starting in the fall of 2022 and to be completed by 2027.

If no development has occurred on the ZDA subject parcel within the time identified, the planning and zoning commission and city council may review the original ZDA development requirements and conceptual development plan to ensure their continued validity. If the city determines the concept is no longer valid, then:

- (A) The city may initiate a process to change the zoning classification, or
- (8) New ZDA development requirements and/or a new conceptual development plan may be required to be approved prior to the city issuing a building permit for any portion of the ZDA subject parcel

STATE OF _____

County of _____

On this _____ day of _____, 20____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the persons whose names are subscribed to the within instrument on behalf of said Owner and acknowledged to me that said Owner executed the same.

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

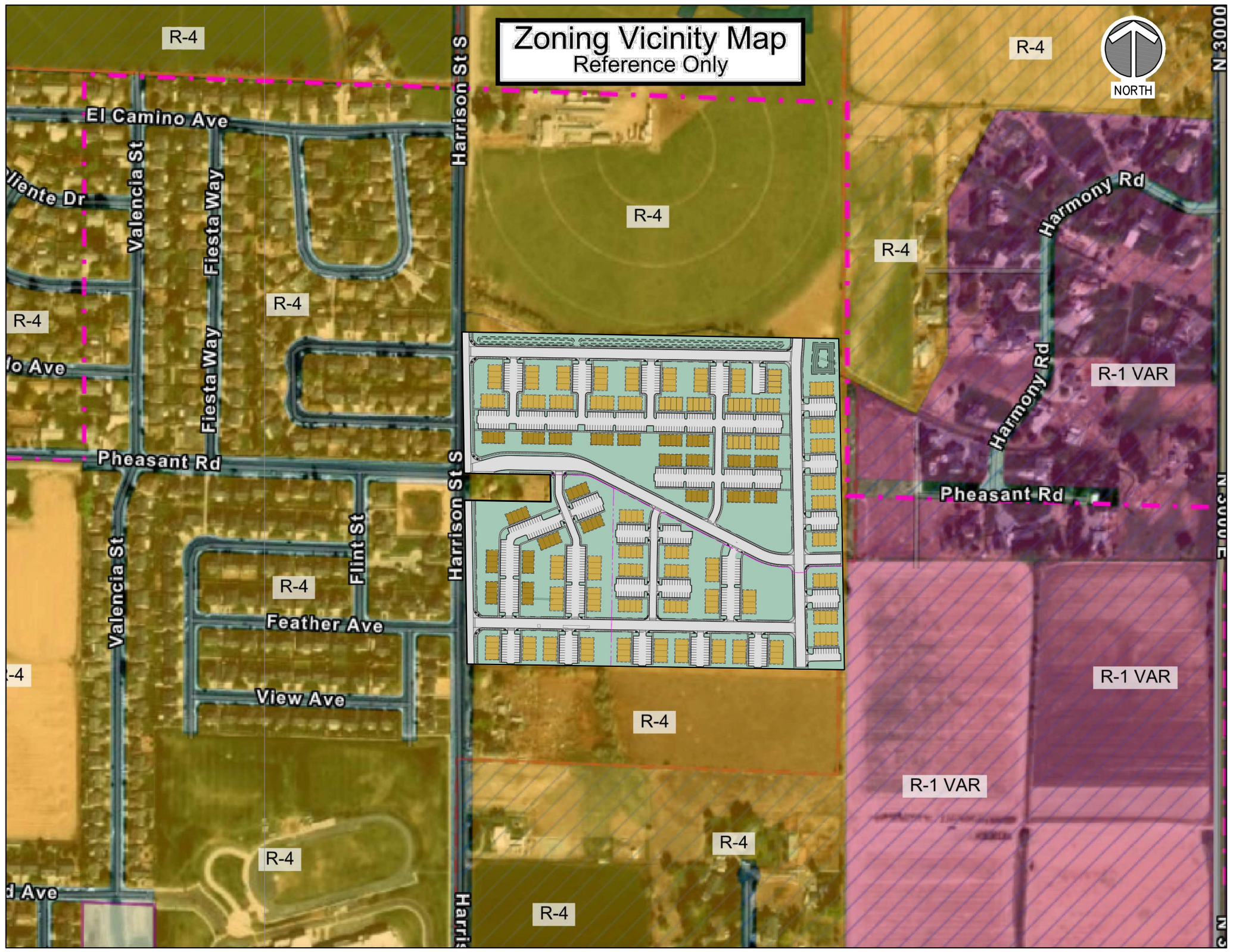
Notary Public for _____

Residing at: _____

Date: _____

Zoning Vicinity Map

Reference Only



R-4

R-4

R-4

R-4

R-1 VAR

R-4

R-4

R-4

R-1 VAR

R-1 VAR

R-4

R-4

R-4

R-4

R-4

d Ave

liente Dr

o Ave

Pheasant Rd

Valencia St

Fiesta Way

Feather Ave

View Ave

Flint St

Harrison St S

Harrison St S

Harris

Harmony Rd

Harmony Rd

Pheasant Rd

N 3000 E

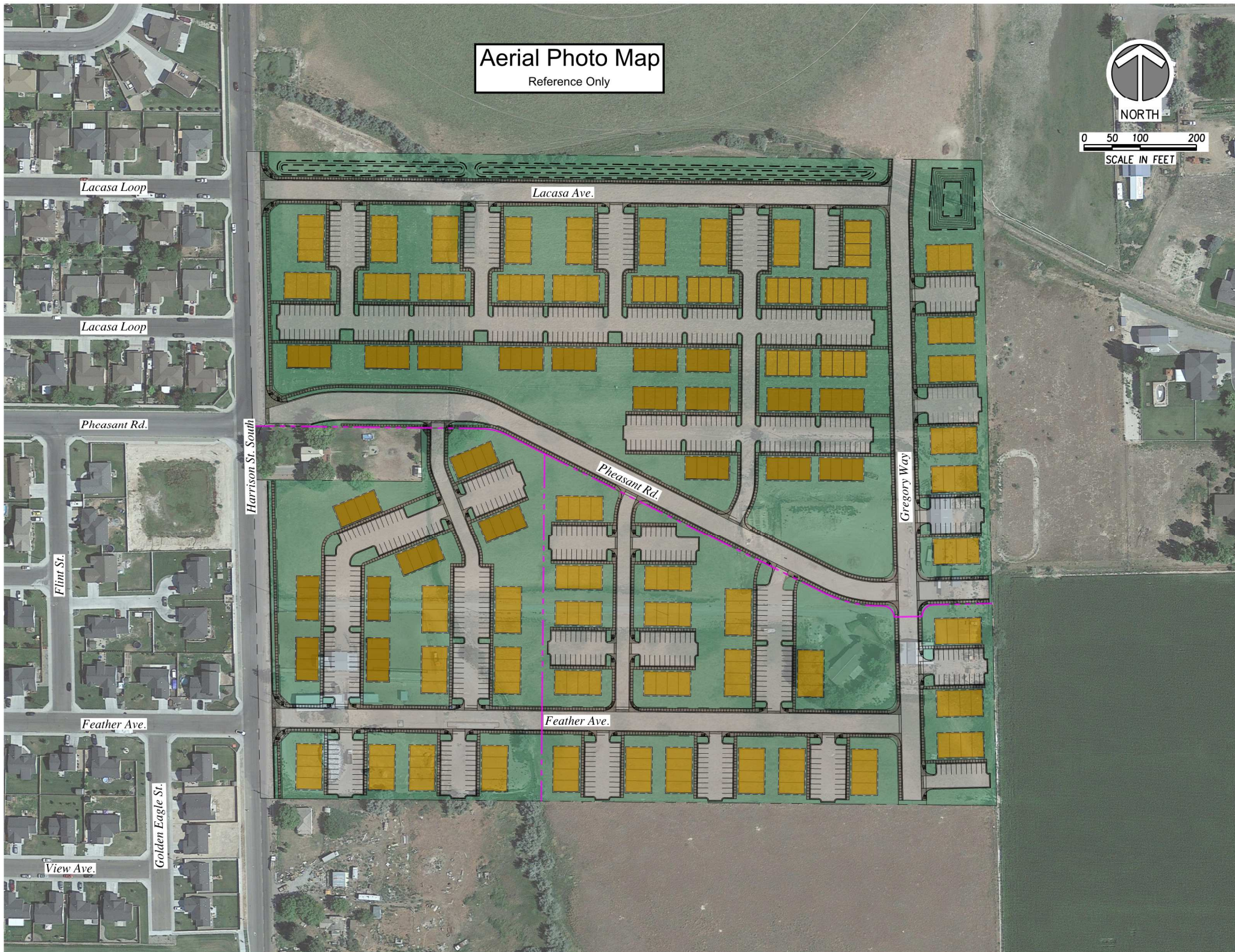
Aerial Photo Map

Reference Only



0 50 100 200

SCALE IN FEET



Opt A



Opt B



Opt C



Disclosure: All floor plans and elevations are for conceptual purposes only. Owner has the right to modify these plans without notice.



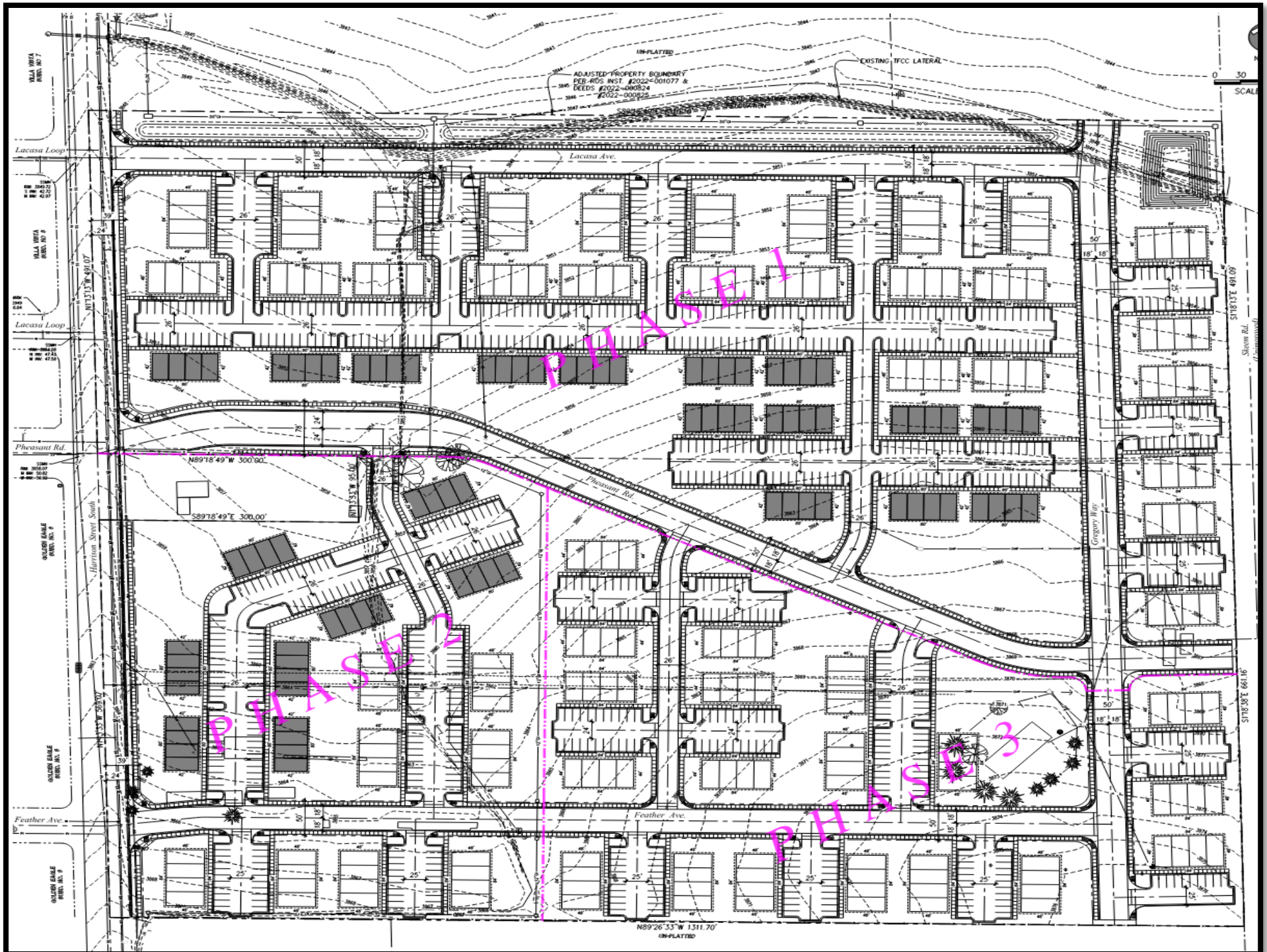
Disclosure: All floor plans and elevations are for conceptual purposes only. Owner has the right to modify these plans without notice.





Single Story

Two Story





Twin Falls Planning & Zoning Commission Minutes

Tuesday, June 14, 2022, 6:00 PM

203 Main Avenue East
Twin Falls, ID 83301

COUNCIL CHAMBERS

Members -

City Limits: Craig Kelley, Chairperson; Carolyn Bolton, Vice-Chair; Shelley McEuen; Todd Rambur; Cortney Campbell; Marilu Perez

Area of Impact: David Detweiler

1) Confirmation of Quorum/Call Meeting to Order

Vice Chair Bolton called the meeting to order at 06:00 PM

A quorum was present.

Members Present: Bolton, Detweiler, McEuen, Campbell, Rambur

Staff Present: Spendlove, Ebersole, Strickland, Zollinger, Steel

Commissioner Campbell was introduced to the group and audience.

2) Consent Calendar

MOTION: Commissioner McEuen moved to approve the Consent Calendar, as presented.

Commissioner Detweiler seconded the motion.

Unanimously Approved by a vote of 5 to 0.

a) Approval of minutes from the following meeting: May 24 and June 1, 2022

3) Items of Consideration none

4) Public Hearings

a) Request for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South c/o EHM Engineers, Inc. on behalf of Idaho Land Holding, LLC. (PZ22-0035)

Staff Presentation:

City Planner Strickland presented the request for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South c/o

Per Twin Falls City Code10-6-1.7(E), Approval of a ZDA shall be based on the following standards:

- The proposed uses shall not be detrimental to any surrounding uses, nor shall they be detrimental to the health, safety and general welfare of the public.
- Any variation from the underlying zoning district development requirements must be warranted by the design and amenities incorporated in the conceptual development plan.
- The underlying zoning district and the conceptual development plan shall conform to the comprehensive plan.
- Existing and/or proposed streets and utility services must be suitable and adequate for the proposed development.

There is no significant zoning history for this property.

A conceptual plan and associated written comments have been provided by the applicant and have been reviewed by staff. The conceptual plan proposed by the applicant consists of 75 buildings each consisting of 4 "townhouse dwelling units" that can be individually owned and will be platted on their own lots. The remainder of the area surrounding the lots will be owned and maintained collectively by the owners in the subdivision and will provide open space for the residence. The R-4 zone allows for attached single household dwellings (aka townhouses) on lots fronting arterials and collectors, therefore the applicant is not requesting a complete departure from current land use requirements.

The applicant has provided several depictions of varying types of structures with basic architecture, such as single-story and two-story buildings with pitched roofs. There will be multiple streets constructed to support this development as well as provide future connections as more development occurs. The applicant has provided a phased plan consisting of 3 phases with plans to complete the project by 2027.

Currently, the density provided for in the R-4 zoning district would allow for 11,000 sq. ft. lots with a 4-plex on each lot, which is the equivalent of approximately 400 dwelling units. The applicant has applied for a zoning development agreement in order to provide a master development plan and to request some exceptions to the code that would allow for the 300 dwelling units. Staff has reviewed the plan and does not foresee the land use of "town-houses" being detrimentally different from currently permitted land uses within the zoning district. Each "townhouse" has the opportunity to be individually owned, and is more in line with a typical residential development rather than apartment complexes.

The design of the development provides a reasonable amount of open space and should help lower the visual impact of the clustered town-houses. Staff has determined the overall development will have a similar impact on the surrounding area as a typical subdivision; and we find this plan to be in conformance with the overall goals and objectives listed within comprehensive plan.

The ZDA process requires a public hearing for citizens to testify about the project. After

testimony has been heard, the commission will deliberate and move to make a recommendation to the City Council. The recommendation can be to deny the request, approve the request as presented, approve the request with conditions or table the request for additional information.

If the commission recommends approval of the request as presented, staff recommends the following condition:

1. Subject to site plan amendments as determined by Building, Engineering, Fire and Zoning officials to comply with applicable City Codes and standards.

Applicant Presentation:

David Thibault, EHM Engineers, Inc., representing applicant, presented the request for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South. He stated the applicant has worked to accommodate design standards and are asking for an adjustment to the minimum lot size requirement. He stated they have worked with staff on roadway designs. He stated they are not asking for the maximum density with this development, leaving sufficient open space.

PZ/Questions & Comments: none

Public Hearing: Opened and Closed without input

Discussions Followed:

- Commissioner Rambur stated that he is in favor of this request and liked the fact the applicant worked with staff on roadways and likes they didn't go for full density.
- Commissioner Detweiler stated he is in favor of this request.
- Commissioner McEuen stated she is in favor of the request. She stated she likes the layout of this development.

MOTION: Commissioner Detweiler moved to approve the request for for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South, c/o EHM Engineers, Inc. on behalf of Idaho Land Holding, LLC. (PZ22-0035) , as presented with staff recommendations. Commissioner Rambur seconded the motion.

Unanimously Approved by a vote of 5 to 0.

- b) Request for a recommendation to City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087)

Commissioner Rambur recused himself from this item and stepped down.

Staff Presentation:

City Planner Strickland presented the request for a recommendation to City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087)

Per City Code 10-14-4 Zoning districts, zoning subdistricts and overlay districts shall be amended in the following manner:

(A) Requests for an amendment to this title shall be submitted to the commission which shall evaluate the request to determine the extent and nature of the amendment requested.

(B) If the request is in accordance with a comprehensive plan, the commission may recommend and the council may adopt or reject the ordinance amendment under the notice and hearing procedures as herein provided; and (Ord. 2012, 7-6-1981)

Per City Code 10-14-6 The commission may recommend that the amendment be granted as requested, or it may recommend a modification of the amendment requested, or it may recommend that the amendment be denied. The commission shall ensure that any favorable recommendations for amendments are in accordance with a comprehensive plan and established goals and objectives.

Upon granting or denying an application to amend this title, the council shall specify:

(A) The regulations and standards used in evaluating the application.

(B) The reasons for approval or denial.

(C) The actions, if any, that the applicant could take to obtain a permit.

In the event the council shall approve an amendment, such amendment shall thereafter be made a part of this title upon the preparation and passage of an ordinance. (Ord. 2012, 7-6-1981).

Title 10-4-19 was adopted in 1996. The intent was to establish an overlay district for the canyon rim. The overlay along the Snake River Canyon includes all of the area within seven hundred feet (700') and all of the area within two hundred feet (200') of the Rock Creek Canyon Rim.

In 2006 and 2014, amendments to this Title dealing with the building height restrictions were approved stating that additional building heights beyond one hundred feet (100') from the canyon rim may be allowed; but only in certain locations (within one thousand feet (1,000') of state administered highways or between Washington and Blue Lakes) and only for certain land use types (hotel/convention center or private/public mixed use developments).

The Code also requires a Zoning Development Agreement for all development proposed in the overlay area (700 and 200 feet from the rim respectively).

The applicant has coordinated with staff on the proposal to amend Title 10-4-19 Canyon Rim Overlay. Upon request, staff provided a draft of the proposed changes we had been working on internally. These changes would include removing land-use regulations, updating the building height development standards, and removing the requirement for a Zoning Development

Agreement for proposed development within the overlay.

Removal of the use regulations would cause the land-uses to be determined by the base zoning district upon which the overlay is placed.

Replacing the building height development standards would allow for the maximum height allowed per the base zoning code within one hundred fifty feet (150') of the canyon rim. Additional heights beyond fifty feet (50') would be required to follow City Code 10-7-3; a process that requires public hearings and final approval from the City Council.

Currently, a Zoning Development Agreement is required if the property is within the canyon rim overlay. The purpose of a Zoning Development Agreement is to allow for development creativity and allow an applicant to request variations from the underlying zoning and development requirements. Historically, the ZDA requests have not been used for the stated purpose in code, rather it has been used for additional heights, and modifying permitted/special land uses.

The Snake River Canyon is a space with natural beauty that has been developed with requirements for public amenities, such as a walking trail for all to enjoy. The Snake River Canyon has been an attractive area for development over the years with the majority of undeveloped areas currently master planned within an existing Planned Unit Development or Zoning Development Agreement. The amendment to the Title eliminating the Zoning Development Agreement requirement would then governed by the base zoning district upon which the overlay is placed.

The Commission may recommend approval of the proposed amendment, recommend approval with modifications to the proposed amendment, or recommend denial. The Planning & Zoning Commission recommendation is then sent forward to the City Council for a final decision.

Applicant Presentation:

Tom Schofield, architect, representing applicant, presented the request for a recommendation to City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA requirement. He introduced Scott Daly from the North Canyon Medical Center. He explained the intent of request.

PZ/Questions & Comments:

- Commissioner Campbell asked why removing the height restriction is needed.
- City Planner Strickland explained how the code reads now and what the change to the code would accomplish.
- Commissioner Campbell asked if the medical building could be located elsewhere.
- City Planner Strickland explained the distance from the canyon rim and explained the due process for this request.
- Vice Chair Bolton asked if this request is project specific or is the commission being asked for a request to make a blanket code change.
- City Planner Strickland stated why this request has been brought forward.
- Commissioner McEuen asked if the intent of the height restriction in the Canyon Rim Overlay is for people in the canyon being able to look up and not see buildings.

- City Planner Strickland stated the original intent of the height restriction.

Public Hearing: Opened

- David Thibault, EHM Engineers, Inc. expressed he is in favor of this request and shared why this would be beneficial to future development.
- Planning and Zoning Director Spendlove reminded the commission that they are not looking at a specific property with this request, and that this request is for an amendment to the whole canyon rim overlay. He stated the commission should only be focusing on the Zoning Title Amendment, as a whole. He stated the applicant will come back with the specific scope of work at a later date.
- Vice Chair Bolton asked staff about the Title 10 code rewrite, and the specifics to this ZTA request. She asked if staff is in agreement with this request.
- Planning and Zoning Director Spendlove stated if staff felt there needed to be proposed modifications to this request, they would be in the staff report. He stated that staff does not believe this request is detrimental.
- Vice Chair Bolton asked about the number of staff denials on requests.
- Planning and Zoning Director Spendlove answered there may be one staff denial one a year over past 10 years.
- Commissioner Campbell asked why this request is not property specific, and does this request affect all canyon rim overlay.
- Planning and Zoning Director Spendlove stated that code says staff cannot consider property specific Zoning Title Amendment requests. He explained this request encompasses the canyon rim and rock creek canyon in total that is inside of the city's jurisdiction.

Public Hearing: Closed

Discussions Followed:

- Commissioner Detweiler stated this request is getting things up to speed. He is in favor of this request as staff is on board with the request.
- Commissioner McEuen agreed, and is in favor of the request, due to staff being in favor and this is part of the master plan.
- Commissioner Campbell asked if this request falls into compliance with the Comprehensive Plan.
- Planning and Zoning Director Spendlove stated the staff report stated it is not against the Comprehensive Plan.
- Vice Chair Bolton stated if staff had found error with the request, it would have been in staff report.
- Commissioner Campbell asked about effect to Rock Creek.
- Vice Chair Bolton stated she believes there has only been one request on the Rock Creek in the past 4 yrs.
- Commissioner Detweiler does not believe this request would make a big change to Rock Creek, as there are still setback requirements.
- Vice Chair Bolton stated this request is forward thinking and is already part of the code rewrite.

MOTION: Commissioner Detweiler moved to approve the request for a recommendation to

City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087), as presented, with staff recommendations.
Commissioner McEuen seconded the motion.

Motion approved by a vote of 4 to 0.

5) Upcoming Meeting(s)

a) Tuesday, June 28, 2022

6) Adjournment

The meeting adjourned at 06:53 PM

Kelli Ebersole, Administrative Assistant



Date: Monday, July 18, 2022
To: Planning and Zoning Commission
From: Lisa Strickland

ACTION ITEM

Request:

Request for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087)

Time Estimate:

Approximately 5-10 minutes wth questions/comments to follow.

Background:

The request is to amend the Canyon Rim Overlay Zoning District Title by removing certain sections regulating land use types and ZDA requirements, and amending location restrictions on applying for extra building heights.

Approval Process:

Per City Code 10-14-4 Zoning districts, zoning subdistricts and overlay districts shall be amended in the following manner:

(A) Requests for an amendment to this title shall be submitted to the commission which shall evaluate the request to determine the extent and nature of the amendment requested.

(B) If the request is in accordance with a comprehensive plan, the commission may recommend and the council may adopt or reject the ordinance amendment under the notice and hearing procedures as herein provided; and (Ord. 2012, 7-6-1981)

Per City Code 10-14-6 The commission may recommend that the amendment be granted as requested, or it may recommend a modification of the amendment requested, or it may recommend that the amendment be denied. The commission shall ensure that any favorable recommendations for amendments are in accordance with a comprehensive plan and established goals and objectives.

Per City Code 10-14-7 The council, prior to adopting, revising or rejecting the amendment to this title as recommended by the commission shall conduct at least one public hearing using the same notice and hearing procedures as the commission. Following the council hearing, if said council makes a material change from what was presented at the public hearing, further notice and hearing shall be provided before the council adopts the amendment.

Upon granting or denying an application to amend this title, the council shall specify:

(A) The regulations and standards used in evaluating the application.

(B) The reasons for approval or denial.

(C) The actions, if any, that the applicant could take to obtain a permit.

In the event the council shall approve an amendment, such amendment shall thereafter be made a part of this title upon the preparation and passage of an ordinance. (Ord. 2012, 7-6-1981)

Budget Impact:

N/A

Regulatory Impact:

Per City Code 10-14-5 The commission shall hold a public hearing and make recommendations on proposed zoning amendments. Zoning amendments may consist of text or map revisions.

(A) Zoning Title Amendment: The commission, prior to recommending a zoning title amendment to the council, shall conduct at least one public hearing in which interested persons shall have an opportunity to be heard. Notice for public hearings shall be provided as set forth in section [10-7-20](#) of this title. Following the commission's hearing, if the commission makes a material change from what was presented at the public hearing, further notice and hearing shall be provided before the commission forwards the amendment with its recommendation to the council.

History:

Title 10-4-19 was adopted in 1996. The intent was to establish an overlay district for the canyon rim. The overlay along the Snake River Canyon includes all of the area within seven hundred feet (700') and all of the area within two hundred feet (200') of the Rock Creek Canyon Rim.

In 2006 and 2014, amendments to this Title dealing with the building height restrictions were approved stating that additional building heights beyond one hundred feet (100') from the canyon rim may be allowed; but only in certain locations (within one thousand feet (1,000') of state administered highways or between Washington and Blue Lakes) and only for certain land use types (hotel/convention center or private/public mixed use developments).

The Code also requires a Zoning Development Agreement for all development proposed in the overlay area (700 and 200 feet from the rim respectively).

Analysis:

The applicant has coordinated with staff on the proposal to amend Title 10-4-19 Canyon Rim Overlay. Upon request, staff provided a draft of the proposed changes we had been working on internally. These changes would include removing land-use regulations, updating the building height development standards, and removing the requirement for a Zoning Development Agreement for proposed development within the overlay.

Removal of the use regulations would cause the land-uses to be determined by the base zoning district upon which the overlay is placed.

Replacing the building height development standards would allow for the maximum height allowed per the base zoning code within one hundred fifty feet (150') of the canyon rim. Additional heights beyond fifty feet (50') would be required to follow City Code 10-7-3; a process that requires public hearings and final approval from the City Council.

Currently, a Zoning Development Agreement is required if the property is within the canyon rim overlay. The purpose of a Zoning Development Agreement is to allow for development creativity and allow an applicant to request variations from the underlying zoning and development requirements. Historically, the ZDA requests have not been used for the stated purpose in code, rather it has been used for additional heights, and modifying permitted/special land uses.

The Snake River Canyon is a space with natural beauty that has been developed with requirements for public amenities, such as a walking trail for all to enjoy. The Snake River Canyon has been an attractive area for development over the years with the majority of undeveloped areas currently master planned within an existing Planned Unit Development or Zoning Development Agreement. The amendment to the

Title eliminating the Zoning Development Agreement requirement would then governed by the base zoning district upon which the overlay is placed.

Conclusion:

Upon conclusion, on June 14, 2022 the Planning & Zoning Commission held a public hearing heard testimony deliberated and recommended approval of the request as presented 4-0.

Should the council approve the amendment, such amendment shall thereafter be made a part of this title upon the preparation and passage of an ordinance.

Attachments:

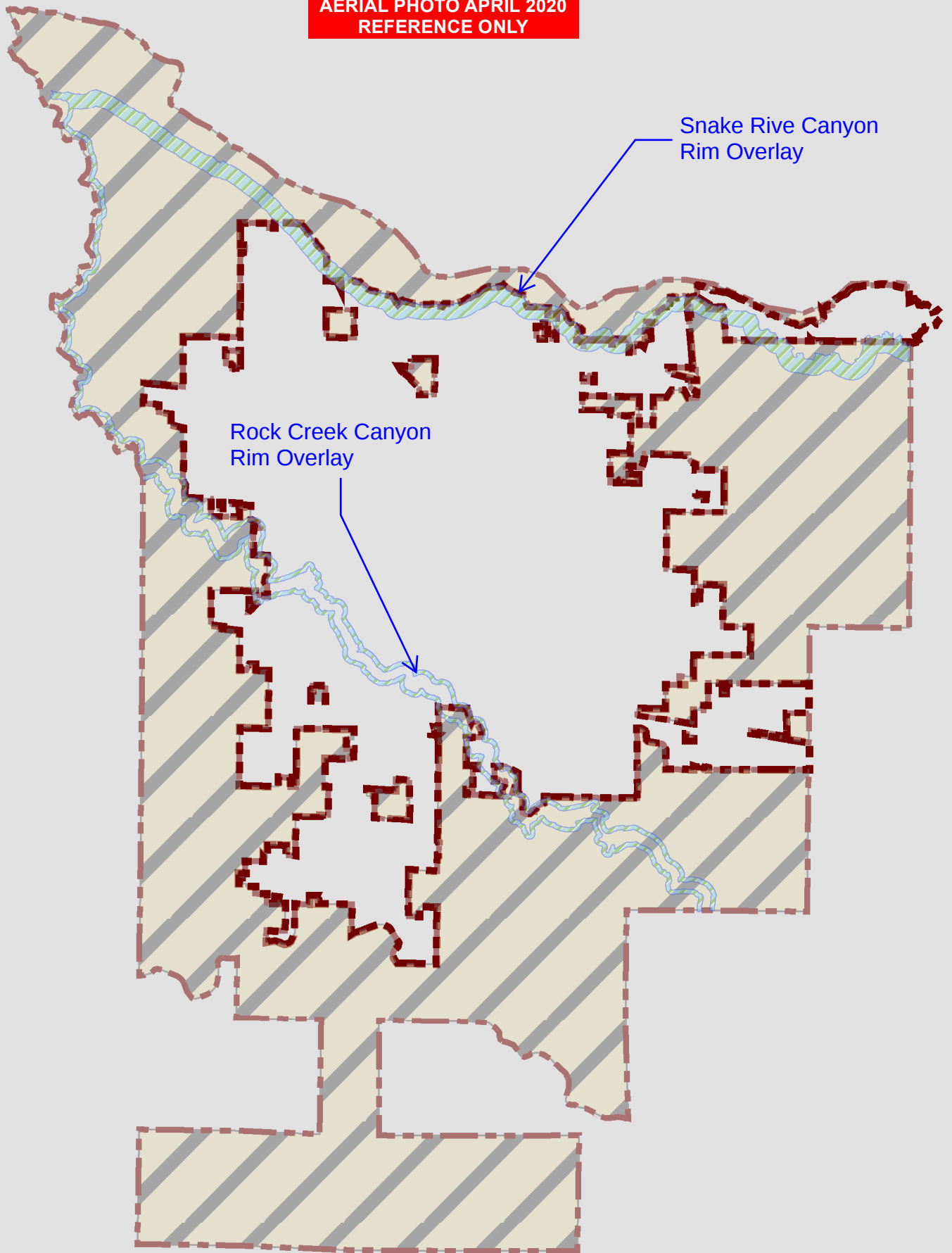
1. Canyon Rim Overlay Map
2. 10-4-19 CRO Canyon Rim Overlay-Amendments
3. Additional Height Exhibit
4. 20220614 PZC minutes draft



ZONING MAP

0 Feet 7,100

AERIAL PHOTO APRIL 2020
REFERENCE ONLY



Snake Rive Canyon
Rim Overlay

Rock Creek Canyon
Rim Overlay

10-4-19: CRO, CANYON RIMS OVERLAY DISTRICT:

10-4-19.1: PURPOSES:

The purposes of the canyon rims overlay district are as follows:

- (A) To protect the public and private property owners from the natural hazards of rock fall and slope failure along the Snake River Canyon and Rock Creek Canyon.
- (B) To protect views and create a unique visual environment along the canyon rims.
- (C) To preserve and improve the aesthetic appearance of the canyon rims for the enhancement of the quality of life in the community.
- (D) To provide development standards that enhance the value of canyon rim areas to the developer and the community.

10-4-19.2: LOCATION:

The canyon rims overlay district shall include all of that area within the city and its area of impact located within two hundred feet (200') of the Rock Creek Canyon rim and within seven hundred feet (700') of the Snake River Canyon rim which carries a residential or C-1 zoning designation. (Ord. 2526, 5-20-1996)

10-4-19.3: USE REGULATIONS:

~~(A) Permitted Uses: Buildings, structures or premises shall be used and buildings and structures shall hereafter be erected, altered or enlarged only for the following uses:~~

~~Residential: Any residential use permitted in the zoning district upon which the overlay is placed.~~

~~Commercial: The following commercial uses are permitted if the zoning district upon which the overlay is placed permits the use. Retail trade uses operating between the hours of seven o'clock (7:00) A.M. and ten o'clock (10:00) P.M. as follows:~~

~~1. Communications And Utilities:~~

- ~~a. Underground and aboveground transmission lines.~~
- ~~b. Utility-owned buildings and structures less than twenty-five (25) square feet in area and less than three feet (3') aboveground.~~

~~2. Cultural Facilities:~~

- ~~a. Botanical gardens and arboretums.~~
- ~~b. Historic sites and monuments.~~
- ~~c. Libraries, museums and art galleries.~~
- ~~d. Planetariums and aquariums.~~

~~3. Parks:~~

- ~~a. Open space.~~
- ~~b. Public parks and playgrounds without crowd attracting facilities.~~

~~4. Public Assembly:~~

- ~~a. Funeral chapels.~~
- ~~b. Religious facilities.~~

~~5. Residential:~~

- ~~a. Nursing homes and rest homes.~~

~~6. Retail Trade:~~

- ~~a. Apparel and accessories.~~
- ~~b. Bakery.~~
- ~~c. Bookstore.~~
- ~~d. Craft shop, in conjunction with retail business.~~
- ~~e. Eating places.~~
- ~~f. Florist.~~
- ~~g. Hobby and toy store.~~
- ~~h. Ice cream store.~~
- ~~i. Import store.~~

- j. Music store.
- k. Taxidermy studio.

7. Services:

- a. Advertising.
- b. Apparel repair and alteration.
- c. Beauty and barbershops.
- d. Building care contracting offices.
- e. Business associations.
- f. Civic, social and fraternal organizations.
- g. Construction trade offices.
- h. Consumer credit collection offices.
- i. Daycare services.
- j. Duplicating and stenographic offices.
- k. Finance and investment offices.
- l. In-home daycare services.
- m. Insurance and related business.
- n. Labor unions and organizations.
- o. Photography studios.
- p. Professional organizations.
- q. Professional services.
- r. Real estate and related business.
- s. Welfare and charitable facilities.

8. Transportation:

- a. Bus facilities, including pick-up shelters.
 - i) Notwithstanding the foregoing list of permitted uses, any such proposed use which broadcasts amplified music or sound by speakers to the exterior of a building shall also require a special use permit. (Ord. 2620, 8-2-1999)

(B) Special Uses: A special use may be granted for a permanent use that is not in conflict with the comprehensive plan and that is not permitted outright because it may conflict with other uses in the district unless special provisions are taken. Special use permits may be granted for the following uses:

Residential: Any use permitted by special use in the zoning district upon which the overlay is placed.

Commercial: Any of the following commercial uses may be permitted by special use permit if permitted outright or by special use in the zoning district upon which the overlay is placed.

1. Communications And Utilities:

- a. Utility owned buildings and structures more than twenty five (25) square feet in area or more than three feet (3') aboveground.

2. Miscellaneous:

- a. Any facility with drive-through service in the canyon rim overlay zoning district adjacent to Rock Creek Canyon.

3. Parks:

- a. Park concessions.

4. Public Assembly:

- a. Auditoriums.

5. Exhibition halls.

6. Residential:

- a. Motels and transient hotels.
- b. Residence halls, residence hotels, rooming houses.

7. Retail Trade:

- a. Alcoholic beverages, when consumed on the premises where sold.
- b. Permitted retail/trade uses listed in subsection (A) of this section operating outside the hours of seven o'clock (7:00) A.M. to ten o'clock (10:00) P.M.
- c. Pet shop.

d. Mobile/manufactured home sales and/or rentals in the Rock Creek Canyon CRO between Martin Street and 2750 East.

8. Sports Facilities:

- a. Athletic areas.
- b. Golf courses and country clubs.
- c. Golf driving ranges.
- d. Miniature golf courses.
- e. Outdoor, public and commercial ice and roller skating facilities.
- f. Outdoor, public and commercial swimming pools.
- g. Outdoor, public and commercial tennis courts.

9. Transportation:

- a. Taxicab office.
- b. Ticket and arrangement facilities. (Ord. 2620, 8-2-1999; amd. Ord. 2859, 5-1-2006)

(C) Prohibited Uses: Uses not specified above are prohibited unless administrative determination in accordance with subsection 10-17-1(F) of this title is made that the use is similar enough to a use listed above that distinction between them is of little consequence. (Ord. 2526, 5-20-1996)

10-4-19.4: PROPERTY DEVELOPMENT STANDARDS

The following property development standards shall apply to all land and buildings in the canyon rims overlay district:

(A) Lot Area: Same as the basic zoning district upon which the overlay is placed.

(B) Lot Occupancy: Same as the basic zoning district upon which the overlay is placed ~~but note that the landscaping requirements of these standards also affect lot coverage.~~ (Ord. 2526, 5-20-1996)

(C) Building Height: No building shall exceed thirty five feet (35') in height or the maximum building height limitation——set forth below, whichever is less. All heights are to be measured from the existing canyon rim elevation or the existing ground level elevation at the building site, whichever is greater.

1. Rock Creek Canyon: Twenty five feet (25') above the canyon rim at fifty feet (50') from the canyon rim and rising evenly to thirty five feet (35') at one hundred feet (100') from the rim.
2. Snake River Canyon from Rock Creek to the centerline of 3300 East, extended: Twenty five feet (25') above the canyon rim at fifty feet (50') from the canyon rim and rising evenly to thirty five feet (35') at one hundred feet (100') from the rim.
3. Snake River Canyon east of the centerline of 3300 East, extended: Twenty five feet (25') above the canyon rim at one hundred feet (100') from the canyon rim and rising evenly to thirty five feet (35') at two hundred feet (200') from the rim. (Ord. 2851, 3-6-2006)

4. Building height exception: Notwithstanding the foregoing:

- a. Additional building height beyond one hundred feet (100') from the canyon rim may be allowed for hotel/convention centers, through the ZDA process, in the canyon rims overlay zone within one thousand feet (1,000') of state administered highways serving as gateway arterials, as defined in section 10-7-12 of this title. For purposes of this section, the term "hotel/convention center" shall be defined as a full service hotel with a convention center designed to accommodate a minimum of five hundred (500) convention attendees. A citizens' design review committee, appointed by the mayor, shall make recommendations to the planning and zoning commission for any building higher than thirty five feet (35').
- b. Additional building height beyond fifty feet (50') from the canyon rim may be allowed in that portion of the canyon rims overlay district located between Washington Street North and Blue Lakes Boulevard North through the ZDA process, in a ZDA that consists of more than ten (10) acres and that constitutes a private/public mixed-use development. The term "private/public mixed-use development" is defined as a development which promotes a mixture of cultural and commercial activities in the ZDA through:
 1. A combination of multiple buildings and public access across open space to the canyon rim trail system; and
 2. Promotion of community interaction among members of the public, through a combination of required ZDA property uses; open spaces and canyon rim trail system access. Permitted uses in such ZDA shall include

~~commercial, professional, residential and cultural activities. A citizens' design review committee, appointed by the mayor, shall make recommendations to the planning and zoning commission for any building higher than twenty five feet (25'). (Ord. 3082, 12-8-2014)~~

(C) Building Height:

1. Within the C1 Zoning District: No building shall exceed maximum building height of Twenty-five feet (25') in height measured at fifty linear feet (50') from the canyon rim and rising evenly to thirty-five feet (35') in height measured at one hundred linear feet (100') from the canyon rim, and thereafter rising evenly to fifty feet (50') in height measured at one hundred fifty linear feet (150') from the canyon rim.
2. All other applicable Districts: No building shall exceed maximum building height of Twenty-five feet (25') in height measured at fifty linear feet (50') from the canyon rim and rising evenly to thirty-five feet (35') in height measured at one hundred linear feet (100') from the canyon rim.
3. All heights are to be measured from the existing canyon rim elevation, or the existing ground level elevation at the building site, whichever elevation is greater.
4. Additional Height: Additional height may be requested for those areas beyond the fifty-foot (50') Canyon Rim Setback. See Additional Building Height Process City Code 10-7-3.

(D) Building Setbacks:

1. Yards: Same as that of the basic zoning district upon which the overlay is placed.
2. Geological Report: The minimum canyon rim setback in the CRO district shall be one hundred feet (100') without a geological report meeting the following requirements:
 - a. The name, address, and telephone number of the responsible Idaho licensed geological engineer;
 - b. The qualifications of the Idaho licensed geological engineer, including a list of similar studies and references;
 - c. A certificate of professional liability insurance for the individual or firm preparing the report;
 - d. A location map, showing the relation of the site studied to the surrounding area, including the topography and drainage pattern of that area, and the location of any off site observations (wells, soil observation pits, etc.) used in preparing the findings of the report;
 - e. A parcel map, showing the parcel boundaries, the proposed canyon rim setback, building envelope, or building location, the proposed location of any on site sewage disposal facilities, any watercourses or drainageways across or adjacent to the parcel, and the location of any soil observation pits, wells, or other observations used in preparing the findings of the report;
 - f. A description of the geologic setting of the parcel;
 - g. A description of the methods used to arrive at the findings, including the sampling procedure used to determine the sites used for observations; and
 - h. A clear statement that buildings behind the proposed canyon rim setback, within the proposed envelope, or at the proposed building location are not subject to significant hazard from slope movements and that construction on the site will not present a significant hazard to people or properties.
 - i. The findings shall be qualified, as necessary, with recommendations for site stabilization, drainage, and building construction techniques or specifications that will minimize any potential hazard.
 - j. The information used as a basis for the findings may be integrated with the findings or presented separately.
3. Canyon Rim Setback: The minimum canyon rim setback in the CRO district with a geological report meeting the requirements set forth above shall be either the minimum setback recommended in the geological report or the minimum setback set out below, whichever is greater:
 - a. Rock Creek Canyon: Fifty feet (50').
 - b. Snake River Canyon from Rock Creek Canyon to the centerline of 3300 East, extended: Fifty feet (50').
 - c. Snake River Canyon east of the centerline of 3300 East, extended: One hundred feet (100').

(E) Landscaping: Overall, twenty percent (20%) of the total area included in any commercial or mixed use development in the canyon rims overlay district shall be devoted to landscaped open space. That space shall meet the requirements of section [10-11-2](#) of this title and shall include the following elements:

1. Street Buffers: Commercial uses shall provide a minimum thirty foot (30') landscaped buffer along arterial and collector streets. Residential uses shall provide a minimum fifty foot (50') landscaped buffer along arterial streets.
2. Use Buffers: There shall be a minimum fifty foot (50') landscaped buffer between residential and commercial elements of a mixed use canyon rims overlay district development.
3. Use Of Buffers: Roads and utilities may cross landscaped buffers, sidewalks and trails may run through them, and permitted freestanding signs and minor utility installations may be based in them.
4. Parking Areas: Parking areas including twenty four (24) or more spaces shall be broken into separate bays by landscaped areas and pedestrian walks that comprise at least ten percent (10%) of the area devoted to parking.
5. Canyon Rim Setback Area: The canyon rim setback area may be included as part of the twenty percent (20%) landscaping requirement if the area is landscaped to meet the minimum requirements of subsection [10-11-2\(A\)](#) of this title or if planted with native vegetation. (Ord. 2526, 5-20-1996)

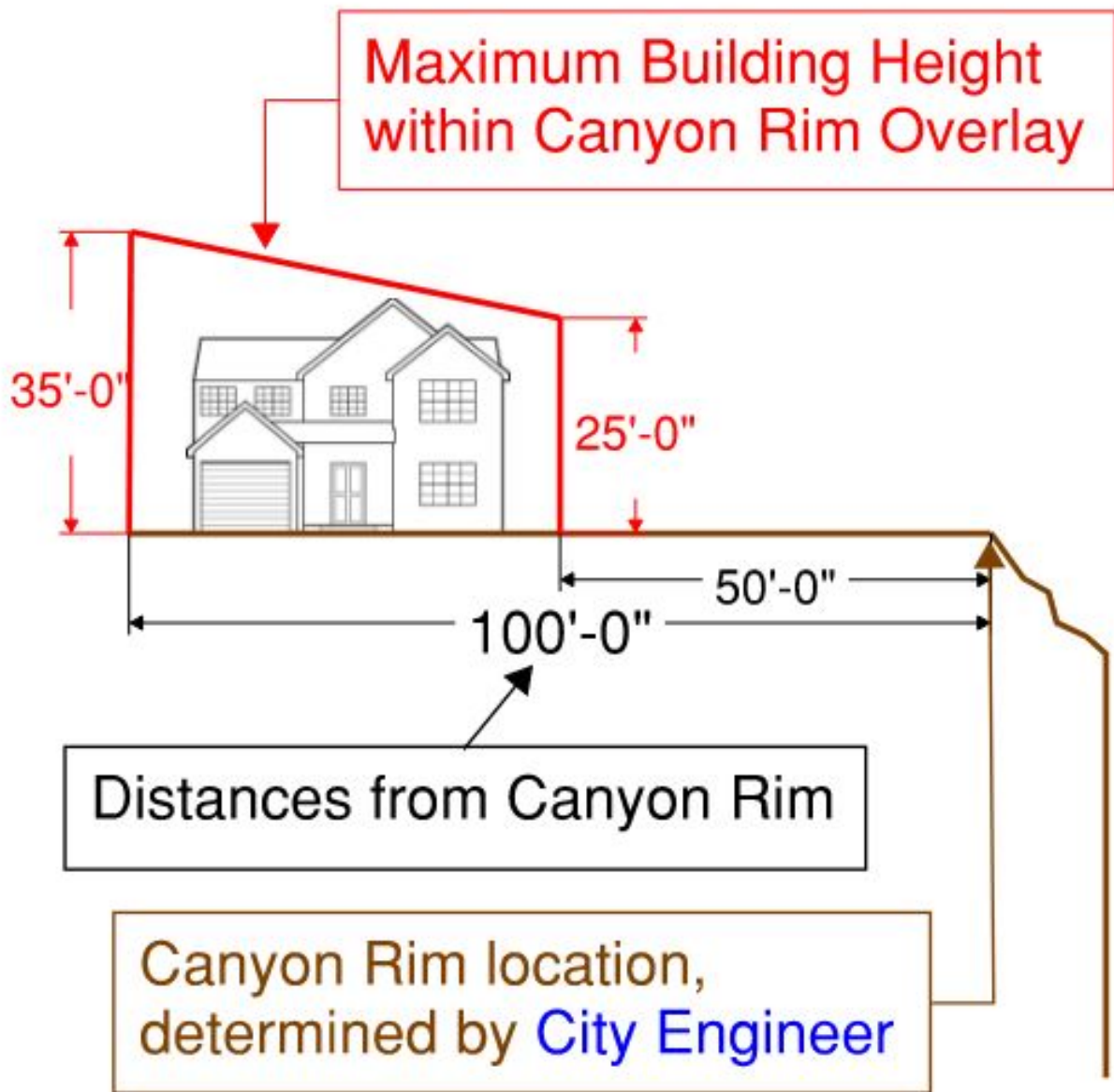
(F) Signs: See the sign code in [chapter 9](#) of this title. (Ord. 3005, 6-6-2011)

(G) Additional Development Standards:

1. Form: Buildings that have a footprint of more than three thousand (3,000) square feet shall be designed to reduce their apparent mass using one or more of the following techniques:
 - a. Varying Height: Buildings may be "stepped back" in height from the setback line to reduce their apparent mass and visual competition with the canyon wall.
 - b. Varying Setback: The building line facing the canyon rim may be varied (i.e., different portions of the building would be different distances from the setback line).
 - c. Landscaping: Mass plantings and earthworks can be designed and sited to effectively break the apparent mass of a building.
2. Outdoor Sales And Storage: There shall be no outdoor sales or display areas in the canyon rims overlay district. All outdoor storage, including solid waste containers, shall be fully screened from public view by some combination of location on the site, fences or walls, and landscaped buffers.
3. Fences: ~~Fences in the yard created by the setback from the canyon rim shall be limited in height by a line extended from the building roofline or the maximum legal building roofline, whichever is lower, to the canyon rim. Fences in the canyon rims overlay district shall be subject to subsection [10-4-19.4\(G\)1](#) of this section. (Ord. 2526, 5-20-1996)~~

~~10-4-19.5: ZDA REQUIREMENT:~~

~~All development except existing residential lots in the canyon rims overlay district shall be part of an approved zoning development agreement. (Ord. 3082, 12-8-2014)~~





Twin Falls Planning & Zoning Commission Minutes

Tuesday, June 14, 2022, 6:00 PM

203 Main Avenue East
Twin Falls, ID 83301

COUNCIL CHAMBERS

Members -

City Limits: Craig Kelley, Chairperson; Carolyn Bolton, Vice-Chair; Shelley McEuen; Todd Rambur; Cortney Campbell; Marilu Perez

Area of Impact: David Detweiler

1) Confirmation of Quorum/Call Meeting to Order

Vice Chair Bolton called the meeting to order at 06:00 PM

A quorum was present.

Members Present: Bolton, Detweiler, McEuen, Campbell, Rambur

Staff Present: Spendlove, Ebersole, Strickland, Zollinger, Steel

Commissioner Campbell was introduced to the group and audience.

2) Consent Calendar

MOTION: Commissioner McEuen moved to approve the Consent Calendar, as presented.

Commissioner Detweiler seconded the motion.

Unanimously Approved by a vote of 5 to 0.

a) Approval of minutes from the following meeting: May 24 and June 1, 2022

3) Items of Consideration none

4) Public Hearings

a) Request for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South c/o EHM Engineers, Inc. on behalf of Idaho Land Holding, LLC. (PZ22-0035)

Staff Presentation:

City Planner Strickland presented the request for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South c/o

Per Twin Falls City Code10-6-1.7(E), Approval of a ZDA shall be based on the following standards:

- The proposed uses shall not be detrimental to any surrounding uses, nor shall they be detrimental to the health, safety and general welfare of the public.
- Any variation from the underlying zoning district development requirements must be warranted by the design and amenities incorporated in the conceptual development plan.
- The underlying zoning district and the conceptual development plan shall conform to the comprehensive plan.
- Existing and/or proposed streets and utility services must be suitable and adequate for the proposed development.

There is no significant zoning history for this property.

A conceptual plan and associated written comments have been provided by the applicant and have been reviewed by staff. The conceptual plan proposed by the applicant consists of 75 buildings each consisting of 4 "townhouse dwelling units" that can be individually owned and will be platted on their own lots. The remainder of the area surrounding the lots will be owned and maintained collectively by the owners in the subdivision and will provide open space for the residence. The R-4 zone allows for attached single household dwellings (aka townhouses) on lots fronting arterials and collectors, therefore the applicant is not requesting a complete departure from current land use requirements.

The applicant has provided several depictions of varying types of structures with basic architecture, such as single-story and two-story buildings with pitched roofs. There will be multiple streets constructed to support this development as well as provide future connections as more development occurs. The applicant has provided a phased plan consisting of 3 phases with plans to complete the project by 2027.

Currently, the density provided for in the R-4 zoning district would allow for 11,000 sq. ft. lots with a 4-plex on each lot, which is the equivalent of approximately 400 dwelling units. The applicant has applied for a zoning development agreement in order to provide a master development plan and to request some exceptions to the code that would allow for the 300 dwelling units. Staff has reviewed the plan and does not foresee the land use of "town-houses" being detrimentally different from currently permitted land uses within the zoning district. Each "townhouse" has the opportunity to be individually owned, and is more in line with a typical residential development rather than apartment complexes.

The design of the development provides a reasonable amount of open space and should help lower the visual impact of the clustered town-houses. Staff has determined the overall development will have a similar impact on the surrounding area as a typical subdivision; and we find this plan to be in conformance with the overall goals and objectives listed within comprehensive plan.

The ZDA process requires a public hearing for citizens to testify about the project. After

testimony has been heard, the commission will deliberate and move to make a recommendation to the City Council. The recommendation can be to deny the request, approve the request as presented, approve the request with conditions or table the request for additional information.

If the commission recommends approval of the request as presented, staff recommends the following condition:

1. Subject to site plan amendments as determined by Building, Engineering, Fire and Zoning officials to comply with applicable City Codes and standards.

Applicant Presentation:

David Thibault, EHM Engineers, Inc., representing applicant, presented the request for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South. He stated the applicant has worked to accommodate design standards and are asking for an adjustment to the minimum lot size requirement. He stated they have worked with staff on roadway designs. He stated they are not asking for the maximum density with this development, leaving sufficient open space.

PZ/Questions & Comments: none

Public Hearing: Opened and Closed without input

Discussions Followed:

- Commissioner Rambur stated that he is in favor of this request and liked the fact the applicant worked with staff on roadways and likes they didn't go for full density.
- Commissioner Detweiler stated he is in favor of this request.
- Commissioner McEuen stated she is in favor of the request. She stated she likes the layout of this development.

MOTION: Commissioner Detweiler moved to approve the request for for a recommendation to City Council for a zoning district change and zoning map amendment from R4 (Residential Medium Density) to R4 ZDA (Residential Medium Density Zoning Development Agreement) for approximately 34 acres on property located at the 1200-1300 blocks of the east side of Harrison Street South, c/o EHM Engineers, Inc. on behalf of Idaho Land Holding, LLC. (PZ22-0035) , as presented with staff recommendations.
Commissioner Rambur seconded the motion.

Unanimously Approved by a vote of 5 to 0.

- b) Request for a recommendation to City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087)

Commissioner Rambur recused himself from this item and stepped down.

Staff Presentation:

City Planner Strickland presented the request for a recommendation to City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087)

Per City Code 10-14-4 Zoning districts, zoning subdistricts and overlay districts shall be amended in the following manner:

(A) Requests for an amendment to this title shall be submitted to the commission which shall evaluate the request to determine the extent and nature of the amendment requested.

(B) If the request is in accordance with a comprehensive plan, the commission may recommend and the council may adopt or reject the ordinance amendment under the notice and hearing procedures as herein provided; and (Ord. 2012, 7-6-1981)

Per City Code 10-14-6 The commission may recommend that the amendment be granted as requested, or it may recommend a modification of the amendment requested, or it may recommend that the amendment be denied. The commission shall ensure that any favorable recommendations for amendments are in accordance with a comprehensive plan and established goals and objectives.

Upon granting or denying an application to amend this title, the council shall specify:

(A) The regulations and standards used in evaluating the application.

(B) The reasons for approval or denial.

(C) The actions, if any, that the applicant could take to obtain a permit.

In the event the council shall approve an amendment, such amendment shall thereafter be made a part of this title upon the preparation and passage of an ordinance. (Ord. 2012, 7-6-1981).

Title 10-4-19 was adopted in 1996. The intent was to establish an overlay district for the canyon rim. The overlay along the Snake River Canyon includes all of the area within seven hundred feet (700') and all of the area within two hundred feet (200') of the Rock Creek Canyon Rim.

In 2006 and 2014, amendments to this Title dealing with the building height restrictions were approved stating that additional building heights beyond one hundred feet (100') from the canyon rim may be allowed; but only in certain locations (within one thousand feet (1,000') of state administered highways or between Washington and Blue Lakes) and only for certain land use types (hotel/convention center or private/public mixed use developments).

The Code also requires a Zoning Development Agreement for all development proposed in the overlay area (700 and 200 feet from the rim respectively).

The applicant has coordinated with staff on the proposal to amend Title 10-4-19 Canyon Rim Overlay. Upon request, staff provided a draft of the proposed changes we had been working on internally. These changes would include removing land-use regulations, updating the building height development standards, and removing the requirement for a Zoning Development

Agreement for proposed development within the overlay.

Removal of the use regulations would cause the land-uses to be determined by the base zoning district upon which the overlay is placed.

Replacing the building height development standards would allow for the maximum height allowed per the base zoning code within one hundred fifty feet (150') of the canyon rim. Additional heights beyond fifty feet (50') would be required to follow City Code 10-7-3; a process that requires public hearings and final approval from the City Council.

Currently, a Zoning Development Agreement is required if the property is within the canyon rim overlay. The purpose of a Zoning Development Agreement is to allow for development creativity and allow an applicant to request variations from the underlying zoning and development requirements. Historically, the ZDA requests have not been used for the stated purpose in code, rather it has been used for additional heights, and modifying permitted/special land uses.

The Snake River Canyon is a space with natural beauty that has been developed with requirements for public amenities, such as a walking trail for all to enjoy. The Snake River Canyon has been an attractive area for development over the years with the majority of undeveloped areas currently master planned within an existing Planned Unit Development or Zoning Development Agreement. The amendment to the Title eliminating the Zoning Development Agreement requirement would then governed by the base zoning district upon which the overlay is placed.

The Commission may recommend approval of the proposed amendment, recommend approval with modifications to the proposed amendment, or recommend denial. The Planning & Zoning Commission recommendation is then sent forward to the City Council for a final decision.

Applicant Presentation:

Tom Schofield, architect, representing applicant, presented the request for a recommendation to City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA requirement. He introduced Scott Daly from the North Canyon Medical Center. He explained the intent of request.

PZ/Questions & Comments:

- Commissioner Campbell asked why removing the height restriction is needed.
- City Planner Strickland explained how the code reads now and what the change to the code would accomplish.
- Commissioner Campbell asked if the medical building could be located elsewhere.
- City Planner Strickland explained the distance from the canyon rim and explained the due process for this request.
- Vice Chair Bolton asked if this request is project specific or is the commission being asked for a request to make a blanket code change.
- City Planner Strickland stated why this request has been brought forward.
- Commissioner McEuen asked if the intent of the height restriction in the Canyon Rim Overlay is for people in the canyon being able to look up and not see buildings.

- City Planner Strickland stated the original intent of the height restriction.

Public Hearing: Opened

- David Thibault, EHM Engineers, Inc. expressed he is in favor of this request and shared why this would be beneficial to future development.
- Planning and Zoning Director Spendlove reminded the commission that they are not looking at a specific property with this request, and that this request is for an amendment to the whole canyon rim overlay. He stated the commission should only be focusing on the Zoning Title Amendment, as a whole. He stated the applicant will come back with the specific scope of work at a later date.
- Vice Chair Bolton asked staff about the Title 10 code rewrite, and the specifics to this ZTA request. She asked if staff is in agreement with this request.
- Planning and Zoning Director Spendlove stated if staff felt there needed to be proposed modifications to this request, they would be in the staff report. He stated that staff does not believe this request is detrimental.
- Vice Chair Bolton asked about the number of staff denials on requests.
- Planning and Zoning Director Spendlove answered there may be one staff denial one a year over past 10 years.
- Commissioner Campbell asked why this request is not property specific, and does this request affect all canyon rim overlay.
- Planning and Zoning Director Spendlove stated that code says staff cannot consider property specific Zoning Title Amendment requests. He explained this request encompasses the canyon rim and rock creek canyon in total that is inside of the city's jurisdiction.

Public Hearing: Closed

Discussions Followed:

- Commissioner Detweiler stated this request is getting things up to speed. He is in favor of this request as staff is on board with the request.
- Commissioner McEuen agreed, and is in favor of the request, due to staff being in favor and this is part of the master plan.
- Commissioner Campbell asked if this request falls into compliance with the Comprehensive Plan.
- Planning and Zoning Director Spendlove stated the staff report stated it is not against the Comprehensive Plan.
- Vice Chair Bolton stated if staff had found error with the request, it would have been in staff report.
- Commissioner Campbell asked about effect to Rock Creek.
- Vice Chair Bolton stated she believes there has only been one request on the Rock Creek in the past 4 yrs.
- Commissioner Detweiler does not believe this request would make a big change to Rock Creek, as there are still setback requirements.
- Vice Chair Bolton stated this request is forward thinking and is already part of the code rewrite.

MOTION: Commissioner Detweiler moved to approve the request for a recommendation to

City Council for a Zoning Title Amendment to Title 10 Chapter 4 Section 19: Canyon Rim Overlay, removing permitted and special uses, modifying allowed maximum heights and, removing the ZDA Requirement c/o Priya Raman on behalf of North Canyon Medical Center. (PZ22-0087), as presented, with staff recommendations.
Commissioner McEuen seconded the motion.

Motion approved by a vote of 4 to 0.

5) Upcoming Meeting(s)

a) Tuesday, June 28, 2022

6) Adjournment

The meeting adjourned at 06:53 PM

Kelli Ebersole, Administrative Assistant