

COUNCIL MEMBERS:Suzanne
HawkinsJim
MunnShawn
BarigarChris
TalkingtonGregory
LantingDon
HallRebecca
Mills Sojka

Vice Mayor

Mayor



AMENDED AGENDA
Meeting of the Twin Falls City Council
Monday, June 9, 2014
City Council Chambers

5:00 P.M.

PLEDGE OF ALLEGIANCE TO THE FLAG

CONFIRMATION OF QUORUM

CONSIDERATION OF THE AMENDMENTS TO THE AGENDA

PROCLAMATION: *General Aviation Proclamation - Jared VanderKooi/Reeder Flying Service & Kerry Requa/Idaho Aviation Assoc.***GENERAL PUBLIC INPUT****AGENDA ITEMS**

Purpose

By:

I. CONSENT CALENDAR:

1. Consideration of a request to approve the Accounts Payable for June 3 - 9, 2014.
2. Consideration of a request to approve the Snake Harley-Davidson outdoor appreciation concert to be held at 2404 Addison Avenue East on Friday, July 18, 2014.
3. Consideration of a request to approve the Fit & Well Fair to be held at the Twin Falls City Park on Saturday, June 21, 2014.

Action
Action
Action

Sharon Bryan
Dennis Pullin
Dennis Pullin

II. ITEMS FOR CONSIDERATION:

1. Swearing in ceremony for four new Twin Falls Department Police Officers. Mayor Don Hall to administer the Oath of Office to Officers Medina Alajbegovic, Tyler Campbell, Tavita Messenger, and Eric Strassner.

Presenting Police Officer David Cushing with his Basic Certification and Police Officers Justin Cyr and Steven Gassert with their Intermediate Certification.
2. Consideration of a request to adopt a resolution that approves participation in a State Local Agreement (*for Construction*) to build the signal at the intersection of Carriage Lane and Addison Avenue East and to authorize the Mayor to sign the agreement.
3. A presentation by the City Manager followed by citizen input and general discussion about the FY 2015 budget priorities and philosophies.
4. Public input and/or items from the City Manager and City Council.

Action

Presentation

Chief Brian Pike
Mayor Don Hall

Captain Matt Hicks

Action

Presentation

Jacqueline Fields

Travis Rothweiler

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:**IV. PUBLIC HEARINGS: 6:00 P.M.**

1. Consideration of a request to amend Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future to update Chapter 11, Development Impact Fee Capital Improvement Plans.

PH/Action

Mitchel Humble

V. ADJOURNMENT:

1. Executive Session 67-2345(1) (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective office or deliberations about staffing needs in general.

Any person(s) needing special accommodations to participate in the above noticed meeting could contact Leila Sanchez at (208) 735-7287 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208)735-7287.

Twin Falls City Council-Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor shall review the public hearing procedures.
 2. Individuals wishing to testify or speak before the City Council shall wait to be recognized by the Mayor, approach the microphone/podium, state their name and address, then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the City Clerk. The City Clerk shall make an audio recording of the Public Hearing.
 3. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:
 - A complete explanation and description of the request.
 - Why the request is being made.
 - Location of the Property.
 - Impacts on the surrounding properties and efforts to mitigate those impacts.Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor.
 4. A City Staff Report shall summarize the application and history of the request.
 - The City Council may ask questions of staff or the applicant pertaining to the request.
 5. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor may limit public testimony to no less than two minutes per person.
 - Five or more individuals, having received personal public notice of the application under consideration, may select by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the mayor. The spokesperson shall be limited to 15 minutes.
 - Written comments, including e-mail, shall be either read into the record or displayed to the public on the overhead projector.
 - Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
 6. Following the Public Testimony and Applicant's response, the hearing shall continue. The City Council, as recognized by the Mayor, shall be allowed to question the Applicant, Staff or anyone who has testified. The Mayor may again establish time limits.
 7. The Mayor shall close the Public Hearing. The City Council shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicant or public is not allowed. Legal or procedural questions may be directed to the City Attorney.
- * Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor.

*Office of the Mayor
City of Twin Falls, Idaho*

Proclamation

General Aviation

WHEREAS, general aviation and community airports play a critical role in the lives of our citizens, as well as in the operation of our businesses and farms; and

WHEREAS, the State of Idaho has a significant interest in the continued vitality of general aviation, aerospace, aircraft manufacturing, educational institutions and aviation organizations and community airports and airport operators; and

WHEREAS, in total, Idaho has 126 public-use airports, serving 5,900 pilots and 2,900 general aviation aircraft; and

WHEREAS, according to the 2010 Idaho Airport System Plan, the economic impact of general aviation in Idaho is over \$426 million. The same report found that the total annual economic impact of aviation in Idaho is \$2.1 billion. Idaho airports and visitors who arrive by air are responsible for 4% of the state's estimated Gross Domestic Product (GDP); and

WHEREAS, Idaho's general aviation airports create 4,096 jobs annually, with an estimated payroll of \$133 million; and

WHEREAS, according to the Idaho Transportation Department, approximately 23,000 residents of Idaho owe their jobs to the aviation industry, representing 2.9% of all jobs in the State; and

WHEREAS, the nation's aviation infrastructure represents an important public benefit and direct, congressional oversight which is necessary to ensure stable funding of this system; and

WHEREAS, organizations like the Idaho Aviation Association, the Alliance for Aviation Across America, National Business Aviation Association, National Association of State Aviation Officials, Aircraft Owners and Pilots Association, and National Air Transportation Association recognize and promote the interests and importance of aviation in Idaho and throughout the world; and

WHEREAS, general aviation plays a vital role in the State's response to emergencies and natural disasters; and

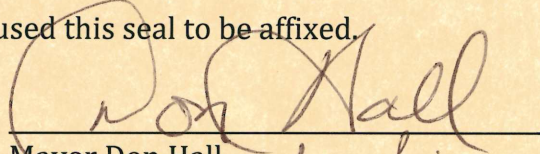
WHEREAS, many communities in Idaho depend heavily on general aviation and community airports for the continued flow of commerce, tourists and visitors to our State.

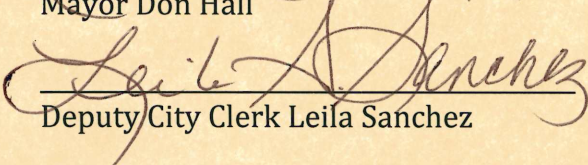
NOW THEREFORE, I, Don Hall, Mayor of Twin Falls, Idaho, do hereby proclaim **GENERAL AVIATION** a vital strategic resource to the State of Idaho and declare June as

GENERAL AVIATION APPRECIATION MONTH

In witness whereof I have hereunto set my hand and caused this seal to be affixed.




Mayor Don Hall


Deputy City Clerk Leila Sanchez

Date: June 4, 2014



Date: Monday, June 9, 2014, Council Meeting

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Twin Falls Police Department

Request:

Consideration of a request by Snake Harley-Davidson to approve its eighth season of outdoor customer appreciation concert at their facility, located at 2404 Addison Avenue East, on July 18, 2014, from 6:00 p.m. to 9:00 p.m.

Time Estimate:

This is an event that has been presented and overseen very successfully over the past seven years; therefore, we are requesting that this item be included on the Consent Calendar.

Background:

This is the eighth year that Snake Harley-Davidson will be presenting an outdoor customer appreciation concert at their facility on Addison Avenue East. The concert is scheduled for Friday, July 18, 2014, from 6:00 to 9:00 p.m. A variety of food and beverages, including beer, will be available during the concert by the Anchor Bistro. Over the past seven years, the concerts have been successful and have required no Police response. Snake Harley-Davidson has provided a diagram of the area in which the concerts occur; the diagram is on file with the Police Department and has been approved by the Fire Department. Identification will be checked in order to procure beer and wristbands will be provided. Additional parking and security have been arranged and, should loud music complaints be received by the Police Department, the event's coordinators will obey the directions of the on-duty Supervisor relative to its mitigation.

Approval Process:

Consent of the Council.

Budget Impact:

There is no budget impact associated with the Council's approval of this request.

Regulatory Impact:

Approval of this request will allow the applicant to proceed with the event as scheduled. Two Twin Falls County Sheriff's Reserve Deputies have been procured for security; past concerts have required no additional Police response to this location. Snake Harley-Davidson is aware that approval of each individual application is contingent upon the success of the previous concert, that is, the lack of complaints and no additional Police response thereto. We will work closely with Snake Harley-Davidson to insure the same quality of event this year as in the past.

Conclusion:

These events have been offered very successfully for the past seven years, have provided positive and contemporary entertainment for the community, and have been well received by Snake Harley-Davidson's customers. Snake Harley-Davidson has a proven and effective plan in place to present and supervise these events. Therefore, relevant City Staff Members, City and Police Staff Members, recommend that the Council approve the request as presented. If there are continued noise complaints, disturbances by those participating in the event, and non-compliance, the on-duty Patrol Supervisor shall terminate the event.

Attachments:

None

DP:aed



Date: Monday, June 9, 2014, Council Meeting

To: Honorable Mayor and City Council

From: Staff Sergeant Dennis Pullin, Twin Falls Police Department

Request:

Consideration of a request to approve the Fit & Well Fair, sponsored by KMVT/FOX 14 Television, to be held on Saturday, June 21, 2014. This event will be held at the Twin Falls City Park from 10:00 a.m. to 2:00 p.m.

Time Estimate:

Due to the nature of this type of event, this item may be placed on the Consent Calendar for information purposes only.

Background:

Susan Nickell, on behalf of KMVT/FOX 14, has submitted a Special Events Application to hold a wellness fair at the Twin Falls City Park. The park is being reserved from 8:00 a.m. to 4:00 p.m. to allow for set up and clean up after the event. There are 800 people estimated to attend and the event will be free to the public. The Fit & Well Fair will provide vendor booths related to health and wellness. There will also be activities for children, to include obstacle courses and a rock climbing wall. The YMCA will be using a small stage and PA system to provide Zumba classes. There will be no alcohol served nor will there be live music. All park applications have been completed and a certificate of liability insurance has been submitted naming the City of Twin Falls as the certificate holder. Based on the above information, there is no need for security.

Approval Process:

Consent of the Council

Budget Impact:

N/A

Regulatory Impact:

N/A

Conclusion:

The Twin Falls Police Department Staff and several relevant City Staff Members have met and approved this Special Events Application request. Based on this request and the information provided, Staff recommends this event be approved.

The Twin Falls Police Department Staff recommends that the on-duty Patrol Supervisor be given the authority to order the event organizers to mitigate the sound of amplified noise. If there are continued noise complaints, disturbances by those participating in the event, and non-compliance, the on-duty Patrol Supervisor shall terminate the event.

Attachments:

None

DP:aed



Date: Monday, June 9, 2014, Council Meeting
To: Honorable Mayor and City Council
From: Chief Brian Pike and Captain Matt Hicks,
Twin Falls Police Department

Request:

Swearing in ceremony for four new Twin Falls Department Police Officers.
Mayor Don Hall to administer the Oath of Office to Officers **Medina Alajbegovic**,
Tyler Campbell, **Tavita Messenger**, and **Eric Strassner**.

Captain Hicks will be presenting **Officer David Cushing** with his Basic Certification and
Officers Justin Cyr and **Steven Gassert** with their Intermediate Certification.

Time Estimate:

The presentation will take approximately 15 minutes.

Background - New Officers:

The Twin Falls Police Department hired **Eric Strassner** as a full-time Police Officer on May 12, 2014; **Medina Alajbegovic** and **Tyler Campbell** on May 19, 2014; and **Tavita Messenger** on June 2, 2014.

Eric Strassner was born in Waterburg, Connecticut, and graduated from Terryville, Connecticut, High School. At the age of 21, Eric enlisted in the Marine Corps and was stationed at Camp Pendleton in Southern California. He completed tours in Iraq and Afghanistan. He obtained the rank of Sergeant and completed his military contract in 2011.

Upon leaving the Marine Corps, he visited a good friend of his here in Southern Idaho. He enjoyed the area so much he settled down here.

Eric attended the College of Southern Idaho and attained an Associate of Arts Degree in Criminal Justice.

His law enforcement career began with the Gooding County Sheriff's Office in June 2011 as a Detention Deputy. In December 2012, Eric was hired by the Twin Falls County Sheriff's Office as a Detention Deputy. Eric's initial intention was to become either a police officer or a fire fighter, so when the opportunity presented itself, he applied with the Twin Falls Police Department to pursue a career as a Police Officer.

Eric loves to golf and exercise at the gym.

He will be attending POST Academy on June 22, 2014.

Medina Alajbegovic was hired by the Twin Falls Police Department on May 19, 2014, as a full-time Police Officer.

Medina was born in Bosnia. She and her family moved to the United States in 1999 when she was seven (7) years old. They have lived in Twin Falls since then.

Medina graduated from Canyon Ridge High School and went on to attend the Law Enforcement Program at the College of Southern Idaho. She worked part-time for C3 and Pet Smart while attending school. Her goal has been to successfully complete the Law Enforcement Program and to work for the Twin Falls Police Department.

Her family is a big deal to her and she has always had the support of her husband and family in her endeavor to become a law enforcement officer. She is excited to begin her career with the TFPD.

Tyler Campbell was hired by the Twin Falls Police Department on May 19, 2014, as a full-time Police Officer.

Tyler was born in Boise, Idaho. He and his family moved to Florida when he was in the fifth grade and returned to Idaho during his junior year of high school. He graduated from Fruitland High School where he played both football and baseball during his junior and senior years.

Tyler attended the Idaho State University Law Enforcement Academy and graduated on May 9, 2014. His goal was to work for the Twin Falls Police Department and it was the only Department he wanted to work for. He is very excited to begin his law enforcement career with the TFPD.

While attending the ISU Law Enforcement Academy, Tyler worked as an officer with ISU Public Safety and for Little Caesar prior to that.

Tyler and his wife look forward to getting to know the community.

Tavita Messenger was hired by the Twin Falls Police Department on June 2, 2014, as a full-time Police Officer.

Tavita "Tavi" was born and grew up in Boise, Idaho. He graduated from Capital High School. Tavi pursued his college education by attending the University of Phoenix online and received his Bachelor of Science Degree in business.

Prior to his employment with the TFPD he worked as a dispatcher and technician for Cable One for six years.

He and his wife, Jenny, have three children; Jacob, Jackson and Grace.

Tavi graduated from Idaho POST Academy in March of 2014.

Background: Certifications

On April 21, 2014, **Officer David Cushing** was awarded his POST Basic Certification. Officer Cushing attended and graduated from the ten-week POST Patrol Academy. He has successfully completed the Twin Falls Police Department's Field Training Program and has served as a Police Officer in the State of Idaho as required to receive this certification.

On April 10, 2014, and April 21, 2014, **Officers Steven Gassert and Justin Cyr**, respectively, were awarded their Intermediate Certifications by POST Academy. To receive this certification, Officers Gassert and Cyr were required to complete hundreds of hours of training, including obtaining several college credits.

Through their personal commitment to better themselves through training, Officers Cushing, Gassert and Cyr have helped the Twin Falls Police Department in achieving its goal of being the best Police Department in the State of Idaho.

Approval Process:

N/A

Budget Impact:

This will not impact the budget.

Regulatory Impact:

N/A

Conclusion:

Chief Pike would like to have the Twin Falls Police Department's four new Police Officers sworn in before the City Council, with Mayor Don Hall administering the Oath of Office on June 9, 2014.

Captain Hicks would like to recognize Officers Cushing, Cyr and Gassert for their accomplishments in obtaining their POST certifications.

Attachments:

1. Copy of Basic Certificate – Officer David Cushing
2. Copy of Intermediate Certificate – Officer Steven Gassert
3. Copy of Intermediate Certificate – Officer Justin Cyr

aed

State of Idaho

*The Peace Officer Standards
& Training Council*

hereby awards the

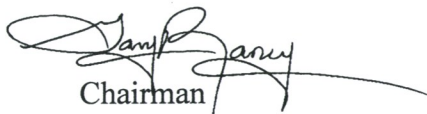
Basic Certificate

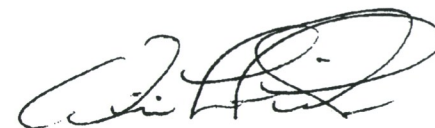
to

David J. Cushing

Twin Falls Police Department

*For having fulfilled the requirements of this certificate as set forth by the Idaho Peace
Officer Standards & Training Council on the 21st day of April, 2014.*


Chairman


Division Administrator

State of Idaho

*The Peace Officer Standards
& Training Council*

hereby awards the

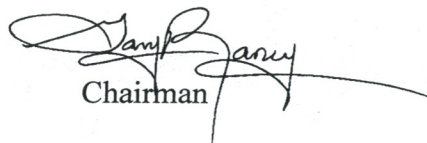
Intermediate Certificate

to

Steven P. Gassert

Twin Falls Police Department

*For having fulfilled the requirements of this certificate as set forth by the Idaho Peace
Officer Standards & Training Council on the 10th day of April, 2014.*


Chairman


Division Administrator

State of Idaho

*The Peace Officer Standards
& Training Council*

hereby awards the

Intermediate Certificate

to

Justin D. Cyr

Twin Falls Police Department

*For having fulfilled the requirements of this certificate as set forth by the Idaho Peace
Officer Standards & Training Council on the 21st day of April, 2014.*


Chairman


Division Administrator



Date: Monday, June 9, 2014
To: Honorable Mayor and City Council
From: Jacqueline D. Fields, City Engineer

Request:

Consideration of a request to adopt a resolution that approves participation in a State Local Agreement (*for Construction*) to build the signal at the intersection of Carriage Ln. and Addison Ave E. and to authorize the Mayor to sign the agreement.

Time Estimate: 5 minutes

Background:

On June 11, 2013, staff visited with the Council regarding a funding opportunity for safety projects on City streets. ITD has some funding for local safety projects. All three proposals were approved. This project, Key 13546, is placement of a signal at Carriage Ln. and Addison Ave. E. This project was estimated at \$422,000 with an estimated City match of \$31,000. This is shown on "FY 2013-2017 ITIP". A signal here is not eligible for impact fees and is becoming increasingly important for pedestrian and driver safety. The funding rules did not provide for right of way acquisition and the major widening that may have been considered otherwise.

The project is ready to advertise for construction, but prior to advertising, the City and ITD are to enter into an agreement for construction. The estimated match from the City is \$37,498. Because the reimbursements were made without regard to the prior payment, the sum total of City match paid to date is \$35,764.

The match requested in this agenda item is \$1,734 which can be funded from Street Construction.

The deviation is due primarily to utilizing today's prices to estimate construction. One may note that the LHSIP worksheet is using 15% of the construction estimate for construction administration instead of 10% shown on the original state-local agreement. This policy decision would have added an additional \$4,446 to the Construction Engineering budget or \$326 for the City. This is only noteworthy in that future projects will utilize the current percentage.

Approval Process:

The Council adopts the resolution that approves participation in these projects and authorizes the Mayor to sign the agreement.

Budget Impact:

The match requested in this agenda item is \$1,734, which can be funded from Street Construction.

Attachments:

1. State Local Agreement (Construction), Project A013(546), Addison Ave. & Carriage Ln Signal Installation, Key No 13546, and Resolution
2. Current ITIP showing funding year for projects
3. LHSIP Funding worksheet
4. Sheet 2 of the State Local agreement (for design)

STATE/LOCAL AGREEMENT
(CONSTRUCTION)
PROJECT NO. A013(546)
ADDISON AVE. & CARRIAGE LN SIGNAL INSTALLATION
TWIN FALLS COUNTY
KEY NO. 13546

PARTIES

THIS AGREEMENT is made and entered into this _____ day of _____, _____, by and between the IDAHO TRANSPORTATION BOARD by and through the IDAHO TRANSPORTATION DEPARTMENT, hereafter called the State, and the CITY OF TWIN FALLS, acting by and through its Mayor and Council, hereafter called the Sponsor.

PURPOSE

The Sponsor has requested federal participation in the costs of constructing a traffic control signal at the intersection of Addison Avenue and Carriage Lane in Twin falls, which has been designated as Project No. A013(546). This Agreement sets out the responsibilities of the parties in the construction and maintenance of the project.

Authority for this Agreement is established by Section 40-317 of the Idaho Code.

The Parties agree as follows:

SECTION I. GENERAL

1. This Agreement is entered into for the purpose of complying with certain provisions of the Federal-Aid Highway Act in obtaining federal participation in the construction of the project.
2. Federal participation in the costs of the project will be governed by the applicable sections of Title 23, U.S. Code (Highways) and rules and regulations prescribed or promulgated by the Federal Highway Administration.
3. Checks for funds owed by the Sponsor shall be made payable to the "Idaho Transportation Department", and mailed to Jennifer Miller, Financial Services, PO Box 7129, Boise, ID 83707-1129.

4. All information, regulatory and warning signs, pavement or other markings, and traffic signals, the cost of which is not provided for in the plans and estimates, must be erected at the sole expense of the Sponsor upon the completion of the project.
5. The location, form and character of all signs, markings and signals installed on the project, initially or in the future, shall be in conformity with the Manual of Uniform Traffic Control Devices as adopted by the State.
6. This State/Local Agreement (Construction) upon its execution by both Parties, supplements the State/Local Agreement (Project Development) by and between the same parties, dated April 22, 2013.
7. Sufficient Appropriation. It is understood and agreed that the State is a governmental agency, and this Agreement shall in no way be construed so as to bind or obligate the State beyond the term of any particular appropriation of funds by the Federal Government or the State Legislature as may exist from time to time. The State reserves the right to terminate this Agreement if, in its sole judgment, the Federal Government or the legislature of the State of Idaho fails, neglects or refuses to appropriate sufficient funds as may be required for the State to continue payments. Any such termination shall take effect immediately upon notice and be otherwise effective as provided in this Agreement.

SECTION II. That the State shall:

1. Enter into an Agreement with the Federal Highway Administration covering the federal government's pro rata share of construction costs.
2. Advertise, open bids, prepare a contract estimate of cost based on the successful low bid and notify the Sponsor thereof.

3. Award a contract for construction of the project, based on the successful low bid, if it does not exceed the State's estimate of cost of construction by more than ten (10) percent. If the low bid exceeds the estimate by more than 10%, the bid will be evaluated, and if justified, the contract will be awarded and the Sponsor will be notified.
4. Obtain concurrence of the Sponsor before awarding the contract if the Sponsor's share of the low bid amount exceeds the amount set forth in Section III, Paragraph 1 by more than ten (10) percent.
5. Provide to the Sponsor sufficient copies of the Contract Proposal, Notice to Contractors, and approved construction plans.
6. Designate a resident engineer and other personnel, as the State deems necessary, to supervise and inspect construction of the project in accordance with the plans and specifications in the manner required by applicable state and federal regulations. This engineer, or his authorized representatives, will prepare all monthly and final contract estimates and change orders, and submit all change orders to the Sponsor for their concurrence. If the Sponsor's share of any change order exceeds \$1,000.00, the State will submit a statement to the Sponsor indicating the amount owed by the Sponsor.
7. Appoint the Local Highway Technical Assistance Council as the contract administrator for the State.
8. Notify the Sponsor when construction engineering and inspection (CE&I) costs have reached approximately 85% of the estimated cost for CE&I.
9. Maintain complete accounts of all project funds received and disbursed, which accounting will determine the final project costs.
10. Upon completion of the project, after all costs have been accumulated and the final voucher paid by the Federal Highway Administration, provide a statement to the Sponsor summarizing the estimated and actual costs

indicating an adjustment for or against the Sponsor. Any excess funds transmitted by the Sponsor and not required for the project will be applied to any outstanding balance the Sponsor may have on a previously completed project. If no such outstanding balance exists, the excess funds will be returned to the Sponsor.

11. Subject to the limitations hereinafter set forth, State shall indemnify, defend and save harmless Sponsor from and against any and all demands, claims or liabilities caused by or arising out of any negligent acts by State, or State's officers, agents, and employees while acting within the course and scope of their employment, which arise from this project. Any such indemnification hereunder by State is subject to the limitations of the Idaho Tort Claims Act (currently codified at chapter 9, title 6, Idaho Code). Such indemnification hereunder by State shall in no event cause the liability of State for any such negligent act to exceed the liability limits set forth in the Idaho Tort Claims Act. Such indemnification shall in no event exceed the amount of loss, damages, expenses or attorney fees attributable to such negligent act, and shall not apply to loss, damages, expenses or attorney fees attributable to the negligence of Sponsor.

SECTION III. That the Sponsor shall:

1. Pay to the State before the advertisement for bids, the amount of **ONE THOUSAND SEVEN HUNDRED THIRTY-FOUR DOLLARS (\$1,734)**, which is the Sponsor's estimated share of the cost for construction plus preliminary engineering, and construction engineering & inspection (CE&I) by the State, and after deducting credit for the Sponsor's previous deposit and the Sponsor's match for the consulting agreement. The actual cost to the Sponsor will be determined from the total quantities obtained by measurement plus the actual cost of engineering and contingencies required to complete the work. Construction engineering and contingencies will be approximately 19.5% of the total construction cost.

2. Upon approval of the lowest qualified bid received, if the Sponsor's share exceeds the amount set forth in Section III, Paragraph 1, transmit to the State the Sponsor's portion of such excess cost.
3. Authorize the State to administer the project and make any necessary changes and decisions within the general scope of the plans and specifications. Prior approval of the Sponsor will be obtained if it is necessary, during the life of the construction contract, to deviate from the plans and specifications to such a degree that the costs will be increased or the nature of the completed work will be significantly changed.
4. Designate an authorized representative to act on the Sponsor's behalf regarding action on change orders. That authorized representative's name is _____, Phone No. _____.
5. When change orders are submitted by the State for approval pursuant to Section II, Paragraph 6, the Sponsor or its authorized representative shall give approval of same as soon as possible, but no later than ten (10) calendar days after receipt of the change order. If approval is delayed, any claims due to that delay shall be the responsibility of the Sponsor.
6. Upon receipt of any statement referred to in Section II, Paragraphs 6 and 10, indicating an adjustment in cost against the Sponsor, promptly remit to the State a check or warrant in that amount.
7. Maintain the project upon completion to the satisfaction of the State. Such maintenance includes, but is not limited to, preservation of the entire roadway surface, shoulders, roadside cut and fill slopes, drainage structures, and such traffic control devices as are necessary for its safe and efficient utilization. Failure to maintain the project in a satisfactory manner will jeopardize the future allotment of federal-aid highway funds for projects within the Sponsor's jurisdiction.

8. Indemnify, save harmless, and defend, regardless of outcome the State from expenses of, and against suits, actions, claims, or losses of every kind, nature, and description, including costs, expenses, and attorney fees that may be incurred by reason of any negligence of the Sponsor in the work which is the subject of this Agreement.

EXECUTION

This Agreement is executed for the State by its Engineering Services Division Administrator, and executed for the Sponsor by the Mayor, attested to by the City Clerk, with the imprinted corporate seal of the City of Twin Falls.

IDAHO TRANSPORTATION DEPARTMENT

APPROVED BY:

Engineering Services
Division Administrator

ATTEST:

CITY OF TWIN FALLS

City Clerk

Mayor

(SEAL)

By regular/special meeting
on _____.

Reviewed by FS gm

hm:13546 SLAConst.docx

RESOLUTION

WHEREAS, the Idaho Transportation Department, hereafter called the **STATE**, has submitted an Agreement stating obligations of the **STATE** and the **CITY OF TWIN FALLS**, hereafter called the **CITY**, for construction of a traffic signal at Addison Ave. & Carriage Ln; and

WHEREAS, the **STATE** is responsible for obtaining compliance with laws, standards and procedural policies in the development, construction and maintenance of improvements made to the Federal-aid Highway System when there is federal participation in the costs; and

WHEREAS, certain functions to be performed by the **STATE** involve the expenditure of funds as set forth in the Agreement; and

WHEREAS, The **STATE** can only pay for work associated with the State Highway system; and

WHEREAS, the **CITY** is fully responsible for its share of project costs; and

NOW, THEREFORE, BE IT RESOLVED:

1. That the Agreement for Federal Aid Highway Project A013(546) is hereby approved.
2. That the Mayor and the City Clerk are hereby authorized to execute the Agreement on behalf of the **CITY**.
3. That duly certified copies of the Resolution shall be furnished to the Idaho Transportation Department.

CERTIFICATION

I hereby certify that the above is a true copy of a Resolution passed at a *regular, duly* called special (X-out non-applicable term) meeting of the City Council, City of Twin Falls, held on _____, _____.

(Seal)

City Clerk

District 4 Highways Project List

= 5422k

Prog Grp: Highway Projects (System)
Sort: District, KeyNo (STIP Sort)

SUBJECT TO REVISION BY THE TRANSPORTATION BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

SUBJECT TO REVISION BY THE TRANSPORTATION BOARD FOR REASONS SUCH AS FUNDING, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES																
ROUTE PROJECT LOCATION		NOTE	DIST	Scheduled Costs (Dollars in Thousands with Match) (See A/P for dollar units for each program)							LIFETIME DIRECT COSTS BY PROGRAM				NOTES	
KEY NO.	MILEPOST / WORK TYPE	PROGRAM	FUND	RATING	PHASE	2013	2014	2015	2016	2017	PREL	TOTAL	FA	STATE	OTHER	
13546	MP 0-0 SAFTY/TRAFF	LOCAL, ADDISON AVE & CARRIAGE LN, TWIN FALLS	4		CN	-	335	-	-	-	-	335	310	-	25	31k = 31k
	TWIN FALLS, CITY OF	SAFTY	HSIP (S)		PE & PC	87	-	-	-	-	-	87	81	-	6	
		SAFTY			RW	-	-	-	-	-	-	-	-	-	-	
13547	MP 206.9 - 208.1 RECONSTR/R	LOCAL, KETCHUM-CHALLIS; PEBBLE BEACH STG	4		CN	-	-	-	4,600	-	-	4,600	4,600	-	-	G
	FOREST SERVICE	PLAN/Pav	FH		PE	-	-	-	-	-	-	-	-	-	-	
		PLAN			RW	-	-	-	-	-	-	-	-	-	-	
13548	MP 0-0 PLAN/STUDY P	STATE, FY16 D4 PRE-PROJECT PLANNING	4		CN	-	-	-	100	-	-	100	93	7	-	G
	STATE OF IDAHO (ITD)	PLAN	STP		PE	-	-	-	-	-	-	-	-	-	-	
		PLAN			RW	-	-	-	-	-	-	-	-	-	-	
13549	MP 0-0 PLAN/STUDY P	STATE, FY17 D4 PRE-PROJECT PLANNING	4		CN	-	-	-	-	100	-	100	93	7	-	G
	STATE OF IDAHO (ITD)	PLAN	STP		PE	-	-	-	-	-	-	-	-	-	-	
		PLAN			RW	-	-	-	-	-	-	-	-	-	-	
SPM40	MP 0-0 PM	STATE, DIST 4 UNALLOCATED PREVENTATIVE MAINT	4		CN	-	2,107	1,264	420	1,980	-	5,771	-	5,771	-	G
	STATE OF IDAHO (ITD)	SICI	ST		PE	-	15	10	15	20	-	60	-	60	-	P
		PRSVN-PV			RW	-	-	-	-	-	-	-	-	-	-	G
Notes:																
(M): 1-R Pavement Rehabilitation																
SR: Bridge Sufficiency Rating (low number = poor condition)																
1: Project is also shown in a Metropolitan Transportation Improvement Program																
2: Project is being advanced constructed with non-federal funds																
G: Project is grouped in STIP																
B: Project addresses Bridge DOH Strategic Needs																
C: Project addresses Congestion DOH Strategic Needs																
P: Project addresses Pavement DOH Strategic Needs																
S: Project addresses Safety DOH Strategic Needs																
W: Work zone safety priority																
• Contingent upon successful application for funds																
Phases:																
CN - Construction includes utilities, construction engineering, and purchases																
PE - Preliminary Engineering listed as PE & PC if consultant costs exist																
RW - Right-Of-Way Acquisition																

LHSIP Funding

Date: 5/15/2014

The Information:

Addison & Carriage Int. City of Twin Falls Key 13546	Project Costs	"State" Design Charges	Paid by Twin Falls	Local Match 7.34%	Reimbursed	Notes
Total Consultant fees for design (PC): Precision	\$ 64,900			\$ 4,763.66	\$ 60,136	Assumed PC will be used with \$7,500 remaining. \$54,734 to date. Agreement 8641.
LHTAC design charges (PC) to date:		\$ 7,263		\$ 533.09		\$ to date
Design Costs from ITD (PE):	\$ -	\$ 302		\$ 22.19		Estimate: \$ to date
Initial deposit by the City of Twin Falls:			\$ 31,000.00			
Construction Estimate (CN):	\$ 366,867			\$ 26,928.00		Engineer's Estimate
Non-Bid Items:	\$ -			\$ -		QA Bonuses
Contingencies (5%):	\$ 18,343			\$ 1,346.40		5% for CN contingencies
Construction Engineering (CE&I):	\$ 36,687			\$ 2,692.83		10% of CN Estimate for CE&I Consultant during Construction
Construction Administration (CL):	\$ 16,509			\$ 1,211.76		4% for LHTAC, 0.5% for ITD
Totals:	\$ 503,306	\$ 7,565	\$ 31,000.00	\$ 37,497.93	\$ 60,136	

35,764

The Results:

Estimated Total Project Cost:	\$ 510,871
92.66% Federal Aid Portion:	\$ - 473,373
Paid by the City:	\$ 35,764
Local Match Due:	\$ 37,498
Remainder due from Sponsor:	\$ 1,734
Total:	\$ 1,800

$$510,871 - 473,373 = 37,498$$

Remainder paid

CN & CE Amount in ITIP (06-23-13):	\$ 435,000
Engineer's CN Estimate (May 3, 2014):	\$ 366,867
Non Bid Items:	-
Contingencies (5%):	\$ 18,343
CE&I Estimate (10% Consultant):	\$ 36,687
Const. Admin. Estimate (4.5% ITD + LHTAC):	\$ 16,509
Estimated Total (CN & CE):	\$ 438,406

Suggested Local Match Payment

Difference from program:	\$ 3,406
--------------------------	----------

SECTION I. GENERAL

1. It is necessary to develop construction plans and specifications in order that federal participation may be obtained in the construction costs of the project. Federal-aid for project development is available on this project.
2. Federal participation in the project is at the rate of 92.66%; local participation is 7.34%. Scheduled funding for this project is listed in the approved Idaho Transportation Investment Program, and subsequent revisions. Current estimated funding is as follows:
 - a. Project Development (State, Consultant, Local) - \$87,000
 - b. Right-of-Way - \$0
 - c. Utilities - \$0
 - d. Construction Engineering - \$10,000
 - e. Construction - \$325,000
 - f. Total Estimated Project Costs - \$422,000
3. The Sponsor's match for this project will be provided as follows:
 - a. Cash in the amount of 7.34 percent of the entire project (current estimate \$31,000);
4. This project shall be designed to State Standards as defined in the current version of the Idaho Transportation Department's Design Manual, or as subsequently revised. The current version of the Design Manual can be viewed at the following web site:
<http://itd.idaho.gov/manuals/ManualsOnline.htm>.
5. All information, regulatory and warning signs, pavement or other markings, and traffic signals required and warranted will be developed as a part of the plans, regardless of whether the work is done as a portion of the contract or by the Sponsor's forces.
6. If the project is terminated prior to completion, the Sponsor shall repay to the State all federal funds received for the project, and shall be liable to the State for any un-reimbursed incidental expenses as provided for in Section II, Paragraph 1 of this Agreement.



Date: Monday, June 9, 2014
To: Mayor and City Council
From: Travis Rothweiler, City Manager

Request

A presentation by the City Manager followed by citizen input and general discussion about the FY 2015 budget priorities and philosophies.

Time Estimate

The estimated amount of time this item will take is 30 minutes.

Background

The purpose of this agenda item is to have a general discussion about the status of the City of Twin Falls' 2015 fiscal year budget. This is the last of four scheduled sessions prior to the presentation of the City Manager's recommended budget, which is designed to capture the Council's and the community's goals and priorities for the upcoming fiscal year. The City Manager's recommended budget for the 2015 Fiscal Year will be presented to members of the City Council for its review and debate in early July.

The City views its planning and operations in a strategic manner. Our fiscal, operational and organizational strategies are governed and directed by the City's 2030 Strategic Plan. We created a series of vision statements that when viewed collectively, will allow us to create and maintain an accessible, healthy, learning, environmental, responsible, prosperous, and secure community with a strong internal organization designed to meet the needs of our citizens, businesses and visitors. The vision statements will assist the City to plot a course that will enable it to grow, develop and improve in a manner that honors and respects its history and unique characteristics.

The strategic plan is divided into eight equally important focus areas: a *Healthy Community*, a *Learning Community*, a *Secure Community*, an *Accessible Community*, an *Environmental Community*, a *Prosperous Community*, a *Responsible Community*, and recognition of the importance of the *Internal Organization*. For each focus area, there is a description of the vision for that topic in the year 2030. To review the vision descriptions, please see the City of Twin Falls 2030 Strategic Plan.

Over the course of the past two years, the preliminary conversations assisted in guiding the previous budget concepts and strategies. From several internal conversations, public discussions and planning meetings, the City Council developed five goals that served as guideposts to the FY 2015 budget process.

The City's Long-Term Planning Committee spent several weeks reviewing the City's strategic plan and discussing the organization's operational and capital needs. This group was tasked with updating the City's five-year fiscal planning model, tying the goals and objectives in the City's strategic plan to the budget, and defining the needs of the organization. The major themes presented by the members of the Long Term Planning Committee's recommendation are:

- Additional personnel needs are high across the organization, and these needs will only increase as the community continues to grow
- Address the facility needs of the organization to accommodate staff and the public
- Invest in the equipment needed to improve efficiencies of current processes
- Invest in upgrading current equipment to keep pace with its use and demand
- We are a service organization that is committed to serving the community and its citizens in the most fiscally responsible manner possible

From conversations with members of the City Council and members of the City's Long Term Planning Committee, the City Manager developed a series of overarching recommendations for the FY 2015 Budget. Those recommendations include:

- Making advances in the City's defined strategic planning objectives
- Building collaborative partnerships with our public, private and other community partners
- Investing in our employees by providing competitive compensation and benefits as well as advanced training opportunities
- Investing in water, waste water and transportation infrastructure as well as our parks, paths and open spaces
- Investing in our facilities and structures
- Continuing to pursue innovative strategies that will lead to more efficient and effective outcomes

In prior City Council meetings, members of the City Council shared their thoughts and priorities. A majority of the members of the City Council stated:

- Allow for the statutorily provided increase in property tax revenue and increase utility rates judiciously. Some members of the City Council indicated they would be open to discussing the viability of using a portion or all of the foregone balance for specific, one-time capital projects.
- Continue to make investment to advance our employee compensation model
- Continue to make investments and improvements to the City's water, waste water, transportation and park/open space infrastructure
- Explore funding options for City facilities, using cash reserves
- Develop funding strategies and long-term solutions for Canyon Springs roadway
- Continue to seek, explore and implement innovative, effective service delivery strategies

In our continued pursuit of excellence we will continue to review our processes beyond the budget conversations. The FY 2015 budget will continue to allocate funding to implement the City's new strategic planning objectives, critical infrastructure and facilities.

Approval

There is no approval process.

Budget Impact:

There are no budgetary or financial impacts from the conversation.

Regulatory Impact:

There is no regulatory impact.

Attachments: None



PUBLIC HEARING DATE: MONDAY JUNE 09, 2014

To: Honorable Mayor Hall and City Council

From: Mitchel Humble, Community Development Director

Request:

Consideration of a request to amend *Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future* to update Chapter 11, Development Impact Fee Capital Improvement Plans.

Time Estimate:

The presentation will take approximately 15 minutes. Following the presentation, additional time will be needed for a public hearing and for discussion and questions.

Background:

The City Council adopted the City's development impact fee program in January 2009 for an August 2009 implementation. As required by Idaho code, the development impact fee capital improvement plans (CIPs) are included in the City's comprehensive plan. Idaho Code 67-8208 requires cities with impact fees to update their CIPs at least once every five years. In August, we will have been collecting impact fees for five years, so it is time for the City to review and update our CIPs.

The City's Development Impact Fee Advisory Committee has been working with the City staff to review the CIPs and prepare an update. At their March 13, 2014 meeting, the Impact Fee Committee reviewed the final draft of their proposed CIP amendments and recommended approval of the amendments to the Planning & Zoning Commission and City Council.

The Impact Fee Committee is recommending several changes to the CIPs contained in Chapter 11 of the comprehensive plan. Since these changes are being proposed to be made to the comprehensive plan, the Commission shall review the proposal and make a recommendation to the City Council regarding its compliance with the comprehensive plan and ultimate adoption. To assist the Commission in this duty, a comparison of the current CIP and the proposed changes is provided below, along with a discussion of the changes and their impact on the impact fee program. The city charges four different categories of impact fees; police, fire, community park, and street impact fees. Amendments are being proposed to each of the four CIPs. They will be discussed separately below followed by a discussion of the combined impact of the amendments on the total impact fee amounts assessed.

Police Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide police services to the new development. The first table below is the current Police CIP that was adopted in 2009. It is followed by the proposed CIP. The first change to discuss is the time frame of the CIP. Impact fee CIPs are ten-year plans. Therefore, the current CIP goes through 2017, while the proposed CIP goes through 2023. That additional five years will include five more years of growth and needed capital improvements. That additional need is reflected in the square footage of police station space needed to accommodate the new officers. The new space in the current plan is listed at 3,150 sf while the proposal includes 5,220 sf of new space. The increased space and the increase in construction costs over five years ago caused the value of the new space that is included in the impact fee collection to go up from \$922,950 to \$1,164,478. The proposal also includes an increased cost for the expansion of the communication center. That increase similarly reflects the additional space and cost needed to support the additional growth. The police CIP also shows one reduction. Due to a change in management philosophy, the department no longer plans to expand the SWAT team by adding a second vehicle. That vehicle and its cost have been removed from the CIP. The final change to the police CIP is a change from "radios" to

“equipment” for the new officers. The current plan includes the purchase of new radios for new officers. The proposal is to change that to equipment, which will include radios, but also a department issued handgun and rifle. All three of these items are capital in nature and will last more than ten years. Therefore, they are eligible for impact fee expense. These proposals change the total amount of impact fee eligible expense in the Police CIP from \$1,192,898 to \$1,535,464.

Exhibit 8.

Police Capital Improvement Plan, 2008 through 2017

Type of Capital Infrastructure	Square Footage	CIP Value	times	Growth Portion	Shared Facility (% in fee)	times equals	Amount to Include in Fees
Facilities							
Additional police station square footage to accommodate officers necessitated by 10-year growth ⁽¹⁾	3,150	\$ 922,950		100%	100%		\$ 922,950
Additional police station square footage not related to 10-year growth ⁽²⁾	28,850	\$ 8,472,362		0%	100%		\$ -
Expansion of Current Communication Center necessitated by 10-year growth ⁽³⁾		\$ 224,732		100%	66%		\$ 148,323
Vehicles							
SWAT Vehicle-replace existing		\$ 30,000		0%	100%		\$ -
SWAT Vehicle		\$ 30,000		100%	100%		\$ 30,000
Equipment ⁽⁴⁾							
Replace 104 existing officer vehicle and handheld radios		\$ 364,000		0%	100%		\$ -
23 vehicle and handheld radios for new officers		\$ 80,500		100%	100%		\$ 80,500
Total Infrastructure		\$ 10,124,544					\$ 1,181,773
Plus Cost of Fee-Related Research							
Impact Fee Study ⁽⁵⁾		\$ 44,500		100%	25%		\$ 11,125
Grand Total		\$ 10,169,044					\$ 1,192,898

Notes: Current level of service is 1.59 sworn officers per 1,000 population.

(1) New Twin Falls Police Station - The space in the current police facility has been determined to be insufficient for the current staff of 96 full time employees. A facility study has concluded that Twin Falls will need to build 32,000 sf of additional space in the next 10 years to be able to accommodate a projected force of 150 FTEs by 2030. Currently, the city's 96 police FTEs inhabit 13,960 sf, or 145 sf per person. The 22 new officers and support staff projected to be necessitated by growth by 2018 require 3,150 sf of this additional square footage.

(2) The remaining 28,850 sf of the additional square footage will address existing facility deficiencies, and add additional capacity to respond to the estimated additional 32 officers projected to be required by growth from 2018 - 2027. Because the City is over-sizing the police facility to meet projected growth from 2017 - 2027, the city will be able to collect impact fees from the development occurring in 2017-2027 to recover a portion of that additional capacity.

(3) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per person, Twin Falls can spend \$224,732 to expand the current facility.

(4) Police Radios - The Police Department will be switching to a 700 mhz system within the next ten years. Vehicle and handheld radios will need to be replaced to interface with the new system. 104 existing radios will need to be replaced, these are not attributable to growth. 23 new radios will need to be purchased to outfit the 15 new officers and 8 new patrol vehicles.

(5) The cost of the fee study is evenly distributed among all four fee categories.

City of Twin Falls
Police Capital Improvement Plan, 2014-2023

Type of Capital Infrastructure	Square Footage	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
Facilities								
Additional police station space to accommodate officers necessitated by 10 year growth ⁽¹⁾	5,220	\$ 1,164,478		100%		100%		\$ 1,164,478
Additional police station space not related to 10 year growth ⁽²⁾	26,780	\$ 5,974,082		0%		100%		\$ -
New City of Twin Falls Communication Center ⁽³⁾		\$ 375,548		100%		66%		\$ 247,862
Vehicles								
SWAT Vehicle replace existing		\$ 30,000		0%		100%		\$ -
Equipment ⁽⁴⁾								
Provide equipment for 20 new officers		\$ 92,000		100%		100%		\$ 92,000
Provide radios for 10 new vehicles		\$ 20,000		100%		100%		\$ 20,000
Total Infrastructure		\$ 7,656,108						\$ 1,524,339
Plus Cost of Fee Related Research								
Impact Fee Study ⁽⁵⁾		\$ 44,500		100%		25%		\$ 11,125
Grand Total		\$ 7,700,608						\$ 1,535,464

Notes:

Current LOS is 1.59 officers per 1,000 population.

(1) New Twin Falls Police Station - The space in the current police facility has been determined to be insufficient for the current staff of 96 full time employees. A facility study has concluded that Twin Falls will need to build a 32,000 facility in the next 10 years to be able to accommodate a projected force of 150 FTEs by 2030. Currently, the city's 96 police FTEs inhabit 13,960 sf, or 145 sf per person. The 36 new officers and support staff projected to be necessitated by growth by 2023 require 5,220 sf of this additional square footage. CIP Values were calculated using a cost of \$220 per square foot.

(2) The remaining 26,780 sf of the facility will address existing facility deficiencies, and add additional capacity to respond to the estimated additional 18 officers and support staff projected to be required by growth in 2030. Because the City is over sizing the police facility to meet projected growth in 2030, the city will be able to collect impact fees from the development occurring in 2023-2030 to recover a portion of that additional capacity.

(3) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per resident, Twin Falls can spend \$370,363 to expand the current facility.

(4) New Officer Equipment - Each new officer will be issued a hand gun (\$600), rifle (\$2,500) and portable radio (\$1,500). Each new vehicle will be outfitted with a radio (\$2,000). 30 radios, 20 hand guns, and 20 rifles will need to be purchased to outfit the 20 new officers and 10 new patrol vehicles required by projected growth. 24 new officers were projected between 2009 and 2023. 4 were added between 2009 and 2014, leaving an additional 20 still needed.

(5) The cost of the fee study was split evenly between all four fee categories.

Fire Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide fire services to the new development. The first table below is the current Fire CIP that was adopted in 2009. It is followed by the proposed CIP. As with the Police CIP, the first change to discuss is the time frame of the CIP. The Fire CIP also includes the additional five years of growth and needed capital improvements. That additional need is reflected in the expansion of the communication center. Our communication center provides support to both police and fire personnel. Therefore, the cost shows up in both CIPs, but the cost is split between the two CIPs with 2/3 of the cost going to police and 1/3 to fire. That division is based on the distribution of the actual call volume distribution between the two departments. The updated fire CIP includes the fire department's 1/3 share of the expanded communication center cost. The second change to the fire CIP is generally a change to the project costs so they more closely reflect actual costs that we estimate for the improvements today. Finally, the proposed fire CIP includes a reduction. Fire Station #5 has been shown on the plan for the last five years. There will still be a need to construct Fire Station #5 in the near future. The impact fee program is a good way to fund that construction when it is needed. However, impact fees cannot be used to staff a fire station. We estimate that we'll need about \$1.3 million annually to staff and operate new fire station. Unfortunately, there is no easy answer on how to fund that \$1.3 million. Staff proposed to remove Fire Station #5 from the impact fee funding for a year so that we can spend some time and effort putting together a plan to fund the staffing and operation of Fire Station #5. The end result of these CIP amendments is a total change in impact fee funding from \$3,398,532 to \$3,413,811.

Exhibit 10.
Fire Capital Improvement Plan, 2008 through 2017

Type of Capital Infrastructure	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
Facilities							
FS #5	\$ 900,000		100%		100%		\$ 900,000
FS #2 - relocation due to growth	\$ 720,000		100%		100%		\$ 720,000
Expansion of Twin Falls Communication Center to accommodate 10-year growth ⁽¹⁾	\$ 224,732		100%		34%		\$ 76,409
Vehicles							
Aerial platform for FS #5	\$ 1,172,342		100%		100%		\$ 1,172,342
Engine for FS #5	\$ 518,656		100%		100%		\$ 518,656
Equipment							
Breathing air compressor	\$ 43,000		0%		100%		\$ -
Total Infrastructure	\$ 3,578,730						\$ 3,387,407
Plus Cost of Fee-Related Research							
Impact Fee Study ⁽²⁾	\$ 44,500		100%		25%		\$ 11,125
Grand Total	\$ 3,623,230						\$ 3,398,532

Notes: (1) Communication Center - Based on Twin Falls' population growth and a current communication center investment of \$24.80 per person, Twin Falls can spend \$224,732 to expand the current facility.
(2) Cost of fee study is distributed evenly among all four fee categories.

City of Twin Falls
Fire Capital Improvement Plan, 2014-2023

Type of Capital Infrastructure	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
Facilities							
FS #5 ⁽¹⁾⁽⁴⁾	\$ 1,500,000		100%		100%		\$ -
FS #2 - relocation due to growth ⁽¹⁾	\$ 1,500,000		100%		100%		\$ 1,500,000
Expansion of City of Twin Falls Communication Center to accommodate growth ⁽²⁾	\$ 375,548		100%		34%		\$ 127,686
Vehicles							
Aerial platform for FS #5	\$ 1,250,000		100%		100%		\$ 1,250,000
Engine for FS #5	\$ 525,000		100%		100%		\$ 525,000
Equipment							
Breathing air compressor	\$ 43,000		0%		100%		\$ -
Total Infrastructure	\$ 5,193,548						\$ 3,402,686
Plus Cost of Fee-Related Research							
Impact Fee Study ⁽³⁾	\$ 44,500		100%		25%		\$ 11,125
Grand Total	\$ 5,238,048						\$ 3,413,811

Notes:
(1) Station cost - calculated using a cost of \$150 per square foot for a 10,000 square foot station.
(2) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per resident, Twin Falls can spend \$370,363 to expand the current facility.
(3) Cost of impact fee study is evenly distributed among all six impact fee categories.
(4) FS #5 has been removed so it can be more closely evaluated in correlation with the timing for staffing at the station.

Community Park Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide community park services to the new development. Community parks are different from neighborhood parks in that they are typically larger and draw visitors from a larger service area, with many visitors driving to the community parks rather than walking to a neighborhood park. The park CIP does include the additional five years of growth, but that has little impact on the proposed changes. The first change is actually a correction. The current CIP includes \$2,597,000 for the acquisition and development of new community park amenities. Upon review of the current CIP, staff identified an error in the original

calculation for that item. This proposal corrects that calculation to now include \$2,035,912 for the acquisition and development of new community park amenities. The proposed CIP also includes the removal of some included park projects that have been completed in the last five years. The last change to the park CIP is more of a clarification, than a change. We are proposing to add a note to the CIP that says our open space trails are community parks. Open space trails are our trails along the Snake River Canyon, Rock Creek, Shoshone Falls, Dierkes Lake, or Auger Falls. They are not trails along streets. We have always considered those to be community parks, but thought it best to say so in the CIP so it is clear a new community park may be an expansion to our open space trail system. These proposals change the total amount of impact fee eligible expense in the park CIP from \$3,361,925 to \$2,736,531.

Exhibit 12.

Parks and Recreation Capital Improvement Plan, 2008 through 2017

Projected Year	Type of Capital Infrastructure	Growth Related Acres	CIP Value	Growth times	Growth Portion times	Shared Facility (% in fee)	equival	Amount to Include in Fees
Pathways & Trails								
	Pathways: In new developments paid for by developer	unknown						
	Paved trails along Snake River and Rock Creek (3 miles)	3	\$ 700,000	0%		100%		\$ -
Neighborhood & Mini-Parks								
<i>Development of Parks Acquired through Easements and In-Lieu Payments</i>								
2008	Northern Ridge	4	\$ 200,000	0%		100%		\$ -
2008	Rock Creek Estates	2.5	\$ 37,500	0%		100%		\$ -
2009	Morning Sun	3	\$ 150,000	0%		100%		\$ -
2009	Fairway Estates	2	\$ 50,000	0%		100%		\$ -
2010	Stoneybrook	3	\$ 255,000	0%		100%		\$ -
2010	Preserve Park II	3	\$ 150,000	0%		100%		\$ -
2010	Pheasant Meadows	4	\$ 200,000	0%		100%		\$ -
2011	Preserve Park III	3	\$ 150,000	0%		100%		\$ -
2011	Calistoga	3	\$ 150,000	0%		100%		\$ -
2011	Grandview Estates	3	\$ 150,000	0%		100%		\$ -
2011	Grandview Farms	3	\$ 150,000	0%		100%		\$ -
2012	Centennial Estates	6	\$ 300,000	0%		100%		\$ -
2013	NW Corner of Grandview and Falls Ave Development	3	\$ 150,000	0%		100%		\$ -
<i>Improvements to existing parks</i>								
2008	Harry Barry Park Improvements	n/a	\$ 3,000	0%		100%		\$ -
2008	Thomson Park Improvements	n/a	\$ 2,500	0%		100%		\$ -
2008	Vista Bonita Park Improvements	n/a	\$ 3,000	0%		100%		\$ -
2009	City Park Improvements	n/a	\$ 27,500	0%		100%		\$ -
2010	Ascension Park Ascension Church owns land, city making improvements	n/a	\$ 143,000	0%		100%		\$ -
2011	South Park Improvements	n/a	\$ 38,500	0%		100%		\$ -
2012	Cascade Park Improvements	n/a	\$ 80,500	0%		100%		\$ -
2012	Harrison Park Improvements	n/a	\$ 117,500	0%		100%		\$ -
2013	Sunrise Park Improvements	n/a	\$ 83,000	0%		100%		\$ -
2013	Willow Lane Park Improvements	n/a	\$ 27,000	0%		100%		\$ -
	<i>total new acres</i>	<u>42.5</u>						
Community Parks (\$40,000 per acre in land acquisition and \$78,000 per acre in development costs)								
<i>Acquisition and/or Development of New Community Parks (Impact fee eligible)</i>								
2014	New Community Parks to support growth	16.5	\$ 2,597,000	100%		100%		\$ 2,597,000
2015	Rock Creek Canyon near Hatchery (developing 7 of 27 City owned acres)	7	\$ 546,000	0%		100%		\$ -
<i>Improvements to existing parks (not impact fee eligible)</i>								
2009	Harrison Park Improvements	n/a	\$ 131,500	30%		100%		\$ 39,450
2011	Frontier Field - improvements on CSI property	n/a	\$ 113,000	0%		100%		\$ -
	<i>total new acres</i>	<u>23.5</u>						
Large Urban Parks								
2009	Shoshone Falls/Dierkes Lake	n/a	\$ 545,000	25%		100%		\$ 136,250
2010	Auger Falls - will be developed by Public Works	n/a	\$ 2,000,000	0%		100%		\$ -
	<i>total new acres</i>	<u>0</u>						
Special Use Park Facilities/Parks Amenities								
<i>Acquisition and Development of New Special Use Park Facilities/Amenities (Impact fee eligible)</i>								
TBD	Recreation Center	10	\$ 15,000,000	0%		100%		\$ -
TBD	4 plex Softball Field	20	\$ 2,400,000	0%		100%		\$ -
<i>Improvements to Existing Special Use Park Facilities/Amenities (not impact fee eligible)</i>								
2009	Municipal Golf Course Improvements (includes vehicles & equipment)	n/a	\$ 1,576,000	0%		100%		\$ -
2010	Summey Soccer Complex - TFSO owns land, city making improvements	n/a	\$ 437,000	0%		100%		\$ -
2011	Hence Street Tennis Courts Improvements	n/a	\$ 5,500	0%		100%		\$ -
2012	Drury Park - add playground, tables, sign	n/a	\$ 37,500	0%		100%		\$ -
2015	UDS Softball Complex - church owns land, city making improvements	n/a	\$ 435,500	0%		100%		\$ -
	<i>total new acres</i>	<u>30</u>						
Parks Facilities								
2012	Expansion of Park Shops	n/a	\$ 205,600	100%		100%		\$ 205,600
	Growth Related Equipment and Vehicles	n/a	\$ 372,500	100%		100%		\$ 372,500
	Replacement of Existing Equipment and Vehicles	n/a	\$ 715,000	0%		100%		\$ -
	Total Infrastructure	99	\$ 30,433,100					\$ 3,350,800
Plus Cost of Fee-Related Research								
	Impact Fee Study ⁽¹⁾		\$ 44,500	100%		25%		\$ 11,125
	Grand Total		\$ 30,479,600					\$ 3,361,925

Note: (1) The cost of the fee study is evenly distributed between all four fee categories.

Type of Capital Infrastructure	Growth Related Acres	CIP Value	times	Growth Portion times	Shared Facility (% in fee) equals	Amount to Include in Fees
Neighborhood & Mini-Parks						
<i>Development of Parks Acquired through Exactions and In-Lieu Payments</i>						
Stoneybrook	3	\$ 255,000		0%	100%	\$ -
Preserve Park I	3	\$ 150,000		0%	100%	\$ -
Preserve Park II	3	\$ 150,000		0%	100%	\$ -
Pheasant Meadows	4	\$ 200,000		0%	100%	\$ -
Calistoga	3	\$ 150,000		0%	100%	\$ -
Grandview Estates	3	\$ 150,000		0%	100%	\$ -
Grandview Farms	3	\$ 150,000		0%	100%	\$ -
Centennial Estates	6	\$ 300,000		0%	100%	\$ -
Broadmoor	3	\$ 150,000		0%	100%	\$ -
<i>Improvements to existing parks</i>						
Northern Ridge	n/a	\$ 5,000		0%	100%	\$ -
Rock Creek Estates	n/a	\$ -		0%	100%	\$ -
Morning Sun	n/a	\$ 102,000		0%	100%	\$ -
Fairway Estates	n/a	\$ 30,000		0%	100%	\$ -
Harry Barry Park - improvements	n/a	\$ -		0%	100%	\$ -
Thomsen Park - improvements	n/a	\$ 180,000		0%	100%	\$ -
Vista Bonita Park - improvements	n/a	\$ 3,500		0%	100%	\$ -
City Park - improvements	n/a	\$ 143,000		0%	100%	\$ -
Ascension Park - Ascension Church owns land, city making	n/a	\$ 127,500		0%	100%	\$ -
Cascade Park - improvements	n/a	\$ 117,500		0%	100%	\$ -
Harrison Park - improvements	n/a	\$ 97,500		0%	100%	\$ -
Sunrise Park - improvements	n/a	\$ 83,000		0%	100%	\$ -
Willow Lane Park - improvements	n/a	\$ -		0%	100%	\$ -
<i>total new acres</i>	<i>31</i>					
Community Parks (\$41,250 per acre in land acquisition and \$80,435 per acre in development costs)						
<i>Acquisition and/or Development of New Community Parks</i>						
New Community Parks - to support growth ⁽¹⁾	16.5	\$ 2,035,912		100%	100%	\$ 2,035,912
Rock Creek Canyon near Hatchery (developing 7 of 27 CI)	n/a	\$ 546,000		0%	100%	\$ -
<i>Improvements to existing parks</i>						
Oregon Trail Youth Complex - improvements	n/a	\$ 207,000		0%	100%	\$ -
Harmon Park - improvements	n/a	\$ 308,000		0%	100%	\$ -
Frontier Field - improvements on CSI property	n/a	\$ 204,500		0%	100%	\$ -
<i>total new acres</i>	<i>16.5</i>					
Large Urban Parks						
Shoshone Falls/Dierkes Lake	n/a	\$ 340,000		25%	100%	\$ 85,000
Auger Falls - will be developed by Public Works	n/a	\$ 2,000,000		0%	100%	\$ -
<i>total new acres</i>	<i>0</i>					
Special Use Park Facilities/Parks Amenities						
<i>Acquisition and Development of New Special Use Park Facilities/Amenities (Impact fee eligible)</i>						
Recreation Center,	10	\$ 15,000,000		0%	100%	\$ -
4-plex Softball Field	20	\$ 2,400,000		0%	100%	\$ -
<i>Improvements to Existing Special Use Park Facilities/Amenities (not impact fee eligible)</i>						
Municipal Golf Course - Improvements (includes vehicle:	n/a	\$ 1,156,000		0%	100%	\$ -
Sunway Soccer Complex - TFSD owns land, city making in	n/a	\$ 80,000		0%	100%	\$ -
Drury Park - shelter & sign	n/a	\$ 25,000		0%	100%	\$ -
<i>total new acres</i>	<i>30</i>					
Parks Maintenance Facilities						
Expansion of Park Shops by 4,000 square feet	n/a	\$ 214,987		100%	100%	\$ 214,987
Growth Related Equipment and Vehicles	n/a	\$ 389,507		100%	100%	\$ 389,507
Replacement of Existing Equipment and Vehicles	n/a	\$ 715,000		0%	100%	\$ -
Total Infrastructure	77.5	\$ 28,165,906				\$ 2,725,406
Plus Cost of Fee-Related Research						
Impact Fee Study ⁽²⁾		\$ 44,500		100%	25%	\$ 11,125
Grand Total		\$ 28,210,406				\$ 2,736,531

Notes:

(1) Community Parks include open space trail parks.

(2) The cost of the fee study was split evenly between all four fee categories.

Streets Impact Fees:

Impact fees are collected from new development to help provide capital improvements needed by the City to provide transportation capital services to the new development. The streets CIP includes the additional five years of growth, but like the parks CIP, that has little impact on the proposed changes. Our current streets CIP only includes funds for the installation of five new traffic signals. There are currently street construction projects on the streets CIP, but we are not collecting funds to help pay for them. The Impact Fee Committee has discussed adding funding for street projects to the CIP for the last few years. This

proposed update does add some funds for street construction projects. There are four street projects listed with their various costs. The proposal is to collect \$1,500,000 for street projects and then use those funds for whichever of the projects has the highest priority at the time. This approach is similar to the way the CIP has dealt with traffic signals for the last five years. The CIP includes over 25 different intersections where a traffic signal will be needed due to growth, but it only includes funding for five of those signals. The City will then apply the funds collected to those signals from the list that are warranted first. This proposal won't change that plan at all. It only alters the list to remove some signals that have been completed and add some other signals that may be needed in the future. The CIP is proposed to still fund only five signals at a value that has been altered to reflect the changes in cost over the last five years. The additional \$1,500,000 for streets and the adjusted costs for signals change the proposed total streets CIP amount from \$2,261,125 to \$3,855,939.

Exhibit 13 Streets Capital Improvement Plan, 2008 through 2017

Type of Capital Improvement	CIP Value	Growth times Portion ⁽¹⁾⁽²⁾ times	Shared Facility (% in fee) ⁽³⁾ equals	Amount to Include in Fees
Arterial Streets (@ \$1.5 million per lane mile)				
Eastland from Candleridge to Orchard (10.5 lane miles)	\$ 15,750,000	100%	0%	\$ -
Bridge for railroad crossing	\$ 1,300,000	100%	0%	\$ -
Falls Avenue from Washington to Grandview (2 lane miles)	\$ 3,000,000	100%	0%	\$ -
Falls Avenue from Blue Lakes to Locust (0.25 lane mile)	\$ 400,000	100%	0%	\$ -
Traffic Signals (@ \$400,000 each)				
Orchard and Washington	\$ 400,000	0%	100%	TBD
Addison and Carriage	\$ 400,000	0%	100%	TBD
Blue Lakes and Orchard	\$ 400,000	21%	100%	TBD
Pole Line and Park View	\$ 400,000	75%	100%	TBD
Pole Line and Grandview	\$ 400,000	75%	100%	TBD
Pole Line and Sunway	\$ 400,000	100%	100%	TBD
Pole Line and Monroe	\$ 400,000	100%	100%	TBD
North College and Grandview	\$ 400,000	100%	100%	TBD
North College and Cheney	\$ 400,000	100%	100%	TBD
Cheney and Blue Lakes	\$ 400,000	100%	100%	TBD
Cheney and Eastland	\$ 400,000	100%	100%	TBD
Falls and Grandview	\$ 400,000	100%	100%	TBD
Falls and Hankins	\$ 400,000	100%	100%	TBD
Filer and Harrison	\$ 400,000	100%	100%	TBD
Filer and Carriage	\$ 400,000	100%	100%	TBD
Filer and Hankins	\$ 400,000	100%	100%	TBD
Addison and Harrison	\$ 400,000	100%	100%	TBD
Addison and Hankins	\$ 400,000	100%	100%	TBD
Kimerly and Carriage	\$ 400,000	100%	100%	TBD
Park and Kenyon	\$ 400,000	100%	100%	TBD
Park and Washington	\$ 400,000	100%	100%	TBD
Orchard and Kenyon	\$ 400,000	100%	100%	TBD
Orchard and Eastland	\$ 400,000	100%	100%	TBD
Orchard and Hankins	\$ 400,000	100%	100%	TBD
Pheasant and Kenyon	\$ 400,000	100%	100%	TBD
Pheasant and Washington	\$ 400,000	100%	100%	TBD
Pheasant and Harrison	\$ 400,000	100%	100%	TBD
Washington and Highway 74/3600 North	\$ 400,000	100%	100%	TBD
Subtotal	\$ 11,200,000			\$ 2,000,000
Traffic signal Master Controller	\$ 250,000	100%	100%	\$ 250,000
Total Infrastructure	\$ 31,900,000			\$2,250,000
Fee-Related Research				
Impact Fee Study	\$ 44,500	100%	25%	\$11,125
Grand Total	\$31,944,500			\$2,261,125

Note: (1) 0 percent growth indicates there is an existing deficiency.

(2) The 21 percent growth-related percentage was determined by dividing the number of incremental trips from 2007 to 2017 by the total number of trips in 2017. This equaled 21 percent.

(3) Per the recommendation of the Advisory Committee, the first four arterial street projects are growth-related but not reflected in the impact fee (thus 0% in the "Shared Facility" column as a proxy) due to the need for Twin Falls to obtain new revenue such as a local option sales tax.

City of Twin Falls
Streets Capital Improvement Plan, 2014-2023

Type of Capital Improvement	CIP Value	times	Growth Portion	times	shared Facility (% in fee)	equals	Amount to Include in Fees
Arterial Streets							
Eastland: Candleridge to Kimberly (4.75 lane miles)	\$ 4,350,000		82%		100%		TBD
Eastland: Kimberly to Orchard (4 lane miles)	\$ 2,750,000		64%		100%		TBD
Falls: Washington to Grandview (1 lane mile)	\$ 1,500,000		100%		100%		TBD
Falls: Blue Lakes to Locust (.25 lane mile)	\$ 625,000		100%		100%		TBD
Pole Line: Bridgeview to Mt. View (2.5 lane mile)	\$ 3,350,000		69%		100%		TBD
Subtotal ⁽¹⁾	\$ 12,575,000						\$ 1,500,000
Traffic Signals (@ \$418,263 each)							
Blue Lakes and Orchard	\$ 418,263		21%		100%		TBD
Pole Line and Creekside	\$ 418,263		100%		100%		TBD
Pole Line and Harrison	\$ 418,263		100%		100%		TBD
Pole Line and Sunway	\$ 418,263		100%		100%		TBD
Pole Line and Monroe	\$ 418,263		100%		100%		TBD
North College and Grandview	\$ 418,263		100%		100%		TBD
North College and Sunway	\$ 418,263		100%		100%		TBD
Cheney and Blue Lakes	\$ 418,263		100%		100%		TBD
Cheney and Eastland	\$ 418,263		100%		100%		TBD
Stadium and Eastland	\$ 418,263		100%		100%		TBD
Stadium and Hankins	\$ 418,263		100%		100%		TBD
Candleridge and Eastland	\$ 418,263		100%		100%		TBD
Falls and Grandview	\$ 418,263		100%		100%		TBD
Falls and Hankins	\$ 418,263		100%		100%		TBD
Federation and Grandview	\$ 418,263		100%		100%		TBD
Filer and Harrison	\$ 418,263		100%		100%		TBD
Filer and Carriage	\$ 418,263		100%		100%		TBD
Filer and Hankins	\$ 418,263		100%		100%		TBD
Addison and Harrison	\$ 418,263		100%		100%		TBD
Addison and Hankins	\$ 418,263		100%		100%		TBD
Kimberly and Carriage	\$ 418,263		100%		100%		TBD
Kimberly and Champlin	\$ 418,263		100%		100%		TBD
Park and Kenyon	\$ 418,263		100%		100%		TBD
Park and Washington	\$ 418,263		100%		100%		TBD
Orchard and Kenyon	\$ 418,263		100%		100%		TBD
Orchard and Eastland	\$ 418,263		100%		100%		TBD
Orchard and Hankins	\$ 418,263		100%		100%		TBD
Pheasant and Kenyon	\$ 418,263		100%		100%		TBD
Pheasant and Washington	\$ 418,263		100%		100%		TBD
Pheasant and Harrison	\$ 418,263		100%		100%		TBD
Washington and Highway 74/3600 North	\$ 418,263		100%		100%		TBD
Subtotal ⁽²⁾	\$ 12,966,148						\$ 2,091,314
Traffic signal master controller	\$ 253,500		100%		100%		\$ 253,500
Total Infrastructure	\$ 25,794,648						\$ 3,844,814
Impact Fee Study ⁽³⁾	\$ 44,500		100%		25%		\$ 11,125
							\$ -
Grand Total	\$ 25,839,148						\$ 3,855,939

(1) We have only included funding for \$1,500,000 for street construction projects. The funds may be applied to any of the projects listed.

(2) We have only included funding for 5 traffic signals. The funds may be applied to any of the signals listed.

(3) The cost of the fee study was split evenly between all four fee categories.

In addition to the changes shown on the tables above, the proposal includes some changes to the text of the plan as well. These text changes are provided to offer an explanation of the table changes described above. The text changes are attached for your review.

Fee Summary:

The proposed changes to the CIP costs described above all affect the eventual fee amount that is assessed to each building permit application that the City receives. Below is a table that shows the proposed fees by type and how they are impacted by the CIP changes. The table also shows the current fee amounts and a comparison between the two. Even though the park impact fee is reduced, the combined impact of all four fees together causes the fees for all six land use categories to increase. The increase ranges from 16% for multifamily uses to 63% for retail uses.

City of Twin Falls
Fee Summary

Impact Fee Category	Proposed Fees	Current Fees	\$ Diff	% Diff
Police Fees				
Residential (per dwelling unit)	\$ 283	\$197	\$86	44%
Nonresidential (per square foot)	\$ 0.14	\$0.10	\$0.04	39%
Fire Fees				
Residential (per dwelling unit)	\$ 629	\$562	\$67	12%
Nonresidential (per square foot)	\$ 0.32	\$0.29	\$0.03	12%
Street Fees				
Single Family (per dwelling unit)	\$ 501	\$283	\$218	77%
Multifamily (per dwelling unit)	\$ 329	\$186	\$143	77%
Retail (per square foot)	\$ 2.40	\$1.36	\$1.04	76%
Office (per square foot)	\$ 0.74	\$0.42	\$0.32	75%
Industrial (per square foot)	\$ 0.53	\$0.30	\$0.23	79%
Institutional (per square foot)	\$ 0.15	\$0.08	\$0.06	79%
Parks & Recreation Fees				
Residential (per dwelling unit)	\$ 593	\$638	\$(45)	-7%
Nonresidential (per square foot)	N/A			
Total Fees				
Single Family (per dwelling unit)	\$ 2,006	\$1,679	\$327	19%
Multifamily (per dwelling unit)	\$ 1,834	\$1,582	\$252	16%
Retail (per square foot)	\$ 2.86	\$1.76	\$1.10	62%
Office (per square foot)	\$ 1.20	\$0.82	\$0.38	46%
Industrial (per square foot)	\$ 0.99	\$0.70	\$0.29	42%
Institutional (per square foot)	\$ 0.61	\$0.48	\$0.13	26%

As mentioned above, the Commission is being asked to review and make a recommendation on this request because it is a request to amend the comprehensive plan. The Commission's primary role in this process is to determine whether or not the improvements proposed in the CIPs are appropriate to be funded by impact fees and if those improvements are consistent with the comprehensive plan. The impact fee CIPs are already included in the comprehensive plan. Staff believes that the CIP amendments are consistent with those that have been included already. The improvements being included are police stations, fire stations, communications centers, police personnel equipment, traffic signals, street projects, parks improvements. All of these improvements are already included in the CIPs and all are consistent with the comprehensive plan.

Approval Process:

The Commission shall hold a public hearing and receive input from the public on the proposed amendments. Following the public hearing, the Commission shall make a recommendation to the City Council regarding their adoption of the amendments. The Commission may recommend approval, approval with conditions, or denial of the request. Upon receipt of the Commission's recommendation, the Council shall also hold a public hearing prior to their action on the request.

Budget Impact:

As described above, the proposed amendments to the Development Impact Fee Capital Improvement Plans will lead to an increase in the impact fees assessed and collected from new building permit applicants in the City. Those increases are provided below.

Impact Fee Category	Proposed Fees	Current Fees	\$ Diff	% Diff
Total Fees				
Single Family (per dwelling unit)	\$2,006	\$1,679	\$327	19%
Multifamily (per dwelling unit)	\$1,834	\$1,582	\$252	16%
Retail (per square foot)	\$2.86	\$1.76	\$1.10	62%
Office (per square foot)	\$1.20	\$0.82	\$0.38	46%
Industrial (per square foot)	\$0.99	\$0.70	\$0.29	42%
Institutional (per square foot)	\$0.61	\$0.48	\$0.13	26%

Regulatory Impact:

The Council's approval of the request will change the impact fee assessment and the list of impact fee eligible projects as described above.

Conclusion:

The Development Impact Fee Advisory Committee recommends that the attached Capital Improvement Plans be adopted as presented. Staff concurs with the Committee's recommendation.

May 13, 2014 the Planning & Zoning Commission unanimously recommended approval of the amendment as presented.

Attachments:

1. Proposed Police CIP
2. Proposed Fire CIP
3. Proposed Parks & Recreation CIP
4. Proposed Streets CIP
5. Proposed Text Amendments
6. Proposed Fee Summary
7. Portion of the May 13, 2014 P&Z PH Minutes

City of Twin Falls
Police Capital Improvement Plan, 2014-2023

Type of Capital Infrastructure	Square Footage	CIP Value	times	Growth Portion	Shared Facility (% in fee)	equals	Amount to Include in Fees
Facilities							
Additional police station space to accommodate officers necessitated by 10-year growth ⁽¹⁾	5,220	\$ 1,164,478		100%	100%		\$ 1,164,478
Additional police station space not related to 10-year growth ⁽²⁾	26,780	\$ 5,974,082		0%	100%		\$ -
New City of Twin Falls Communication Center ⁽³⁾		\$ 375,548		100%	66%		\$ 247,862
Vehicles							
SWAT Vehicle-replace existing		\$ 30,000		0%	100%		\$ -
Equipment ⁽⁴⁾							
Provide equipment for 20 new officers		\$ 92,000		100%	100%		\$ 92,000
Provide radios for 10 new vehicles		\$ 20,000		100%	100%		\$ 20,000
Total Infrastructure		\$ 7,656,108					\$ 1,524,339
Plus Cost of Fee-Related Research							
Impact Fee Study ⁽⁵⁾		\$ 44,500		100%	25%		\$ 11,125
Grand Total		\$ 7,700,608					\$ 1,535,464

Notes:

Current LOS is 1.59 officers per 1,000 population.

(1) New Twin Falls Police Station - The space in the current police facility has been determined to be insufficient for the current staff of 96 full time employees. A facility study has concluded that Twin Falls will need to build a 32,000 facility in the next 10 years to be able to accommodate a projected force of 150 FTEs by 2030. Currently, the city's 96 police FTEs inhabit 13,960 sf, or 145 sf per person. The 36 new officers and support staff projected to be necessitated by growth by 2023 require 5,220 sf of this additional square footage. CIP Values were calculated using a cost of \$220 per square foot.

(2) The remaining 26,780 sf of the facility will address existing facility deficiencies, and add additional capacity to respond to the estimated additional 18 officers and support staff projected to be required by growth in 2030. Because the City is over-sizing the police facility to meet projected growth in 2030, the city will be able to collect impact fees from the development occurring in 2023-2030 to recover a portion of that additional capacity.

(3) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per resident, Twin Falls can spend \$370,363 to expand the current facility.

(4) New Officer Equipment - Each new officer will be issued a hand gun (\$600), rifle (\$2,500) and portable radio (\$1,500). Each new vehicle will be outfitted with a radio (\$2,000). 30 radios, 20 hand guns, and 20 rifles will need to be purchased to outfit the 20 new officers and 10 new patrol vehicles required by projected growth. 24 new officers were projected between 2009 and 2023. 4 were added between 2009 and 2014, leaving an additional 20 still needed.

(5) The cost of the fee study was split evenly between all four fee categories.

City of Twin Falls
Fire Capital Improvement Plan, 2014-2023

Type of Capital Infrastructure	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
Facilities							
FS #5 ⁽¹⁾⁽⁴⁾	\$ 1,500,000		100%		100%		\$ -
FS #2 - relocation due to growth ⁽¹⁾	\$ 1,500,000		100%		100%		\$ 1,500,000
Expansion of City of Twin Falls Communication Center to accommodate growth ⁽²⁾	\$ 375,548		100%		34%		\$ 127,686
Vehicles							
Aerial platform for FS #5	\$ 1,250,000		100%		100%		\$ 1,250,000
Engine for FS #5	\$ 525,000		100%		100%		\$ 525,000
Equipment							
Breathing air compressor	\$ 43,000		0%		100%		\$ -
Total Infrastructure	\$ 5,193,548						\$ 3,402,686
Plus Cost of Fee-Related Research							
Impact Fee Study ⁽³⁾	\$ 44,500		100%		25%		\$ 11,125
Grand Total	\$ 5,238,048						\$ 3,413,811

Notes:

(1) Station cost - calculated using a cost of \$150 per square foot for a 10,000 square foot station.

(2) Communication Center - Based on Twin Falls' estimated population growth and a current communication center investment of \$24.80 per resident, Twin Falls can spend \$370,363 to expand the current facility.

(3) Cost of impact fee study is evenly distributed among all six impact fee categories.

(4) FS #5 has been removed so it can be more closely evaluated in correlation with the timing for staffing at the station.

City of Twin Falls
Parks & Recreation Capital Improvement Plan, 2014-2023

Type of Capital Infrastructure	Growth Related Acres	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equals	Amount to Include in Fees
Neighborhood & Mini-Parks								
<i>Development of Parks Acquired through Exactions and In-Lieu Payments</i>								
Stoneybrook	3	\$ 255,000		0%		100%	\$	-
Preserve Park I	3	\$ 150,000		0%		100%	\$	-
Preserve Park II	3	\$ 150,000		0%		100%	\$	-
Pheasant Meadows	4	\$ 200,000		0%		100%	\$	-
Calistoga	3	\$ 150,000		0%		100%	\$	-
Grandview Estates	3	\$ 150,000		0%		100%	\$	-
Grandview Farms	3	\$ 150,000		0%		100%	\$	-
Centennial Estates	6	\$ 300,000		0%		100%	\$	-
Broadmoor	3	\$ 150,000		0%		100%	\$	-
<i>Improvements to existing parks</i>								
Northern Ridge	n/a	\$ 5,000		0%		100%	\$	-
Rock Creek Estates	n/a	\$ -		0%		100%	\$	-
Morning Sun	n/a	\$ 102,000		0%		100%	\$	-
Fairway Estates	n/a	\$ 30,000		0%		100%	\$	-
Harry Barry Park - improvements	n/a	\$ -		0%		100%	\$	-
Thomsen Park - improvements	n/a	\$ 180,000		0%		100%	\$	-
Vista Bonita Park - improvements	n/a	\$ 3,500		0%		100%	\$	-
City Park - improvements	n/a	\$ 143,000		0%		100%	\$	-
Ascension Park - Ascension Church owns land, city making	n/a	\$ 127,500		0%		100%	\$	-
Cascade Park - improvements	n/a	\$ 117,500		0%		100%	\$	-
Harrison Park - improvements	n/a	\$ 97,500		0%		100%	\$	-
Sunrise Park - improvements	n/a	\$ 83,000		0%		100%	\$	-
Willow Lane Park - improvements	n/a	\$ -		0%		100%	\$	-
<i>total new acres</i>	<i>31</i>							
Community Parks (\$41,250 per acre in land acquisition and \$80,435 per acre in development costs)								
<i>Acquisition and/or Development of New Community Parks</i>								
New Community Parks - to support growth ⁽¹⁾	16.5	\$ 2,035,912		100%		100%	\$	2,035,912
Rock Creek Canyon near Hatchery (developing 7 of 27 Cl)	n/a	\$ 546,000		0%		100%	\$	-
<i>Improvements to existing parks</i>								
Oregon Trail Youth Complex - improvements	n/a	\$ 207,000		0%		100%	\$	-
Harmon Park - improvements	n/a	\$ 308,000		0%		100%	\$	-
Frontier Field - improvements on CSI property	n/a	\$ 204,500		0%		100%	\$	-
<i>total new acres</i>	<i>16.5</i>							
Large Urban Parks								
Shoshone Falls/Dierkes Lake	n/a	\$ 340,000		25%		100%	\$	85,000
Auger Falls - will be developed by Public Works	n/a	\$ 2,000,000		0%		100%	\$	-
<i>total new acres</i>	<i>0</i>							
Special Use Park Facilities/Parks Amenities								
<i>Acquisition and Development of New Special Use Park Facilities/Amenities (impact fee eligible)</i>								
Recreation Center,	10	\$ 15,000,000		0%		100%	\$	-
4-plex Softball Field	20	\$ 2,400,000		0%		100%	\$	-
<i>Improvements to Existing Special Use Park Facilities/Amenities (not impact fee eligible)</i>								
Municipal Golf Course - improvements (includes vehicle:	n/a	\$ 1,156,000		0%		100%	\$	-
Sunway Soccer Complex - TFSD owns land, city making it	n/a	\$ 80,000		0%		100%	\$	-
Drury Park - shelter & sign	n/a	\$ 25,000		0%		100%	\$	-
<i>total new acres</i>	<i>30</i>							
Parks Maintenance Facilities								
Expansion of Park Shops by 4,000 square feet	n/a	\$ 214,987		100%		100%	\$	214,987
Growth Related Equipment and Vehicles	n/a	\$ 389,507		100%		100%	\$	389,507
Replacement of Existing Equipment and Vehicles	n/a	\$ 715,000		0%		100%	\$	-
Total Infrastructure	77.5	\$ 28,165,906					\$	2,725,406
Plus Cost of Fee-Related Research								
Impact Fee Study ⁽²⁾		\$ 44,500		100%		25%	\$	11,125
Grand Total		\$ 28,210,406					\$	2,736,531

Notes:

(1) Community Parks include open space trail parks.

(2) The cost of the fee study was split evenly between all four fee categories.

City of Twin Falls
Streets Capital Improvement Plan, 2014-2023

Type of Capital Improvement	CIP Value	times	Growth Portion	times	Shared Facility (% in fee) equals	Amount to Include in Fees
Arterial Streets						
Eastland: Candleridge to Kimberly (4.75 lane miles)	\$ 4,350,000		82%		100%	TBD
Eastland: Kimberly to Orchard (4 lane miles)	\$ 2,750,000		64%		100%	TBD
Falls: Washington to Grandview (1 lane mile)	\$ 1,500,000		100%		100%	TBD
Falls: Blue Lakes to Locust (.25 lane mile)	\$ 625,000		100%		100%	TBD
Pole Line: Bridgeview to Mt. View (2.5 lane mile)	\$ 3,350,000		69%		100%	TBD
Subtotal ⁽¹⁾	\$ 12,575,000					\$ 1,500,000
Traffic Signals (@ \$418,263 each)						
Blue Lakes and Orchard	\$ 418,263		21%		100%	TBD
Pole Line and Creekside	\$ 418,263		100%		100%	TBD
Pole Line and Harrison	\$ 418,263		100%		100%	TBD
Pole Line and Sunway	\$ 418,263		100%		100%	TBD
Pole Line and Monroe	\$ 418,263		100%		100%	TBD
North College and Grandview	\$ 418,263		100%		100%	TBD
North College and Sunway	\$ 418,263		100%		100%	TBD
Cheney and Blue Lakes	\$ 418,263		100%		100%	TBD
Cheney and Eastland	\$ 418,263		100%		100%	TBD
Stadium and Eastland	\$ 418,263		100%		100%	TBD
Stadium and Hankins	\$ 418,263		100%		100%	TBD
Candleridge and Eastland	\$ 418,263		100%		100%	TBD
Falls and Grandview	\$ 418,263		100%		100%	TBD
Falls and Hankins	\$ 418,263		100%		100%	TBD
Federation and Grandview	\$ 418,263		100%		100%	TBD
Filer and Harrison	\$ 418,263		100%		100%	TBD
Filer and Carriage	\$ 418,263		100%		100%	TBD
Filer and Hankins	\$ 418,263		100%		100%	TBD
Addison and Harrison	\$ 418,263		100%		100%	TBD
Addison and Hankins	\$ 418,263		100%		100%	TBD
Kimberly and Carriage	\$ 418,263		100%		100%	TBD
Kimberly and Champlin	\$ 418,263		100%		100%	TBD
Park and Kenyon	\$ 418,263		100%		100%	TBD
Park and Washington	\$ 418,263		100%		100%	TBD
Orchard and Kenyon	\$ 418,263		100%		100%	TBD
Orchard and Eastland	\$ 418,263		100%		100%	TBD
Orchard and Hankins	\$ 418,263		100%		100%	TBD
Pheasant and Kenyon	\$ 418,263		100%		100%	TBD
Pheasant and Washington	\$ 418,263		100%		100%	TBD
Pheasant and Harrison	\$ 418,263		100%		100%	TBD
Washington and Highway 74/3600 North	\$ 418,263		100%		100%	TBD
Subtotal ⁽²⁾	\$ 12,966,148					\$ 2,091,314
Traffic signal master controller	\$ 253,500		100%		100%	\$ 253,500
Total Infrastructure	\$ 25,794,648					\$ 3,844,814
Impact Fee Study ⁽³⁾	\$ 44,500		100%		25%	\$ 11,125
						\$ -
Grand Total	\$ 25,839,148					\$ 3,855,939

(1) We have only included funding for \$1,500,000 for street construction projects. The funds may be applied to any of the projects listed.

(2) We have only included funding for 5 traffic signals. The funds may be applied to any of the signals listed.

(3) The cost of the fee study was split evenly between all four fee categories.

Proposed Text amendments to pages 11-19 and 11-20

11-19:

Streets Capital Improvement Plan. The department plans to consciously allow for a reduction in the level of service during the timeline of the 2008 through ~~2017~~ 2023 Streets Capital Improvement Plan.

Twin Falls' streets system has a current level of service A, except for Blue Lakes which is level of service D. Projects have been assigned growth percentages based on their relationship and necessity due to future growth. Exhibit 13 displays the future street capital improvements necessary to obtain the pre-determined reduction in the current level of service.

11-20:

Future streets capital improvements are expected to total approximately ~~\$31.9~~ \$25.8 million, of which approximately ~~\$2.3~~ \$3.9 million is impact fee eligible. The City's engineer recommended the purchase of ~~28-31~~ new traffic signals in order to maintain the current level of service. However, as the City has allowed for a reduction in the future level of service, we have only included funding for five of the ~~28-31~~ traffic signals in our analysis. The City engineer will use his professional judgment to decide which five signals will be paid for with the ~~\$2.0~~ \$2.1 million of available impact fee funding.

In addition to the traffic signals, the City's engineer recommended five street construction projects with a total cost of \$12.6 million. These projects will not maintain the current level of service of the entire street system. However, they will help maintain the level of service in their specific area within the street system. As with the traffic signals, the City has allowed for a reduction in the future level of service. Therefore we have included funding for \$1.5 million for street construction projects in our analysis. The City engineer will use his professional judgment to decide which project will be paid for with the \$1.5 million of available impact fee funding. The City engineer will make a recommendation to the Development Impact Fee Committee and City Council for their decision on the project selection.

City of Twin Falls
Fee Summary

3/13/2014

Impact Fee Category		Current Fees	\$ Diff	% Diff
Police Fees				
Residential (per dwelling unit)	\$ 283	\$ 197	\$ 86	44%
Nonresidential (per square foot)	\$ 0.14	\$ 0.10	\$ 0.04	39%
Fire Fees				
Residential (per dwelling unit)	\$ 629	\$ 562	\$ 67	12%
Nonresidential (per square foot)	\$ 0.32	\$ 0.29	\$ 0.03	12%
Street Fees				
Single Family (per dwelling unit)	\$ 501	\$ 283	\$ 218	77%
Multifamily (per dwelling unit)	\$ 329	\$ 186	\$ 143	77%
Retail (per square foot)	\$ 2.40	\$ 1.36	\$ 1.04	76%
Office (per square foot)	\$ 0.74	\$ 0.42	\$ 0.32	75%
Industrial (per square foot)	\$ 0.53	\$ 0.30	\$ 0.23	79%
Institutional (per square foot)	\$ 0.15	\$ 0.08	\$ 0.06	79%
Parks & Recreation Fees				
Residential (per dwelling unit)	\$ 593	\$ 638	\$ (45)	-7%
Nonresidential (per square foot)	N/A			
Total Fees				
Single Family (per dwelling unit)	\$ 2,006	\$ 1,679	\$ 327	19%
Multifamily (per dwelling unit)	\$ 1,834	\$ 1,582	\$ 252	16%
Retail (per square foot)	\$ 2.86	\$ 1.76	\$ 1.10	62%
Office (per square foot)	\$ 1.20	\$ 0.82	\$ 0.38	46%
Industrial (per square foot)	\$ 0.99	\$ 0.70	\$ 0.29	42%
Institutional (per square foot)	\$ 0.61	\$ 0.48	\$ 0.13	26%

Note: May not total due to rounding.

Source: City of Twin Falls and Impact Fee Study Team



MINUTES
TWIN FALLS CITY PLANNING & ZONING COMMISSION
May 13, 2014 6:00PM
City Council Chambers
305 3rd Avenue East Twin Falls, ID 83301

PLANNING & ZONING COMMISSION MEMBERS

CITY LIMITS:

Nikki Boyd Jason Derricott Tom Frank Kevin Grey Gerardo "Tato" Munoz Christopher Reid Jolinda Tatum
Chairman Vice-Chairman

AREA OF IMPACT:

Ryan Higley Steve Woods
Vice-Chairman

CITY COUNCIL LIAISON

Rebecca Mills Sojka

ATTENDANCE

CITY LIMIT MEMBERS

<u>Present</u>	<u>Absent</u>
Derricott	Boyd
Frank	
Grey	
Munoz	
Reid	
Tatum	

AREA OF IMPACT MEMBERS

<u>Present</u>	<u>Absent</u>
Higley	
Woods	

CITY COUNCIL LIAISON(S): Mill Sojka

CITY STAFF: Humble, Strickland, Wonderlich

I. CALL MEETING TO ORDER:

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

II. CONSENT CALENDAR:

1. Approval of Minutes from the following meeting(s): April 22, 2014, May 7, 2014
2. Approval of Findings of Fact and Conclusions of Law:
 - Marky's Supertow (SUP 04-22-14)

MOTION:

Commissioner Munoz made a motion to approve the consent calendar, as presented. Commissioner Woods seconded the motion.

Unanimously Approved

III. ITEMS OF CONSIDERATION: NONE

Community Development Director Humble explained the first two public hearing items on the agenda were both withdrawn by the applicants.

IV. PUBLIC HEARINGS:

1. Request for a Special Use Permit to operate a multiuse 24 hour facility consisting of counseling, a religious facility and indoor recreational gym, for property located at 149 Main Avenue East c/o Glen Schroeder on behalf of Pastor Clint Lutz/Fit4Life Abundant (app. 2630) **WITHDRAWN**
2. Request for a Special Use Permit to replace a legal non-conforming use of a professional office for alternative therapies with another legal non-conforming use of a professional office to operate an insurance business and a medical office to operate a chiropractic office for property located at 276 Eastland Drive North c/o Tony Hughes on behalf of NC Ventures, LLC (app. 2631) **WITHDRAWN**

**Planning & Zoning Commission Minutes
May 13, 2014**

3. Request for a Comprehensive Plan Amendment to amend "Chapter 11, Development Impact Fees" with updated capital improvement plans and associated fee calculators c/o Mitch Humble on behalf of the City of Twin Falls (app. 2632)

Staff Analysis:

Community Development Director Humble explained the request to the Commission and stated the request is to amend Chapter 11, the Development Impact Fees section of the Comprehensive Plan by updating the capital improvement plans and associated fee calculators. He reminded the Commission that this is part of the Planning portion of their duties as Commissioners. He explained that an advisory committee for Impact Fees is required and this committee is the first group staff presents information to regarding impact fees and proposals. In the end the Impact Fee Committee makes a recommendation on the proposal. Once they have made a recommendation the item has to be brought forward to the Planning & Zoning Commission to review for compliance with the Comprehensive Plan. The Commission then makes a recommendation to the City Council.

He stated an Impact Fee is a fee that is assessed on new development based on impacts that development will have on the public infrastructure. The fees that the City collects goes toward capital improvement project listed in the plan for streets, parks, police and fire. Impact Fees can only be used for capital improvements not for operations. The improvements have to have a life span of at least 10 years or more and the funds cannot be used to improve a level of service. The fees can be collected from a development on the north end of town and can be used on the south end of town. The impact fee areas that have been chosen cover needs for the entire city therefore as a whole they are used for the entire city.

A review of the capital improvement plan has been completed and he will review the recommended changes. The police department change was to allow for additional square footage taking into consideration an additional five years of growth, the addition of another SWAT vehicle has been removed. The Fire Department has different concerns related to where a new fire station. Location has become a point of concern because of changes in development that have occurred in the past few years towards the southeast side of town. The relocation of Station #2 is still being funded and the funds will be used for a second ladder truck. The location for a new station and manpower for that station will be reviewed over the next year. The Parks & Recreation Department had very minimal changes one change was to allow for inflation and the other change was statement has been added to clarify the definition of a park. This clarification allows the funds that are collected to be used towards not only community parks but also trails. The Streets Department had several growth related traffic signal listed in the plan, the list has been updated. The big change this time is that there have been some street projects placed on the list or capital improvements. The improvements would be done to help maintain a level of service that has been impacted by growth. The costs associated with street projects are very expensive which raises the cost of the impact fee passed on to new development which will be considered carefully by City Council. The Impact Fee Committee chose to leave specific projects on the list with \$1.5 million to be collected to put towards the projects on the list. The streets projects will be handle the same way as the traffic signals. When the funds are available and the need arises the funds will be used toward

**Planning & Zoning Commission Minutes
May 13, 2014**

improvements. He reviewed on the overhead the fees that are collected currently and what these changes will have on the fees if approved, as presented. At the last Impact Fee Committee meeting it recommended that if approved there needed to be a delay in the program in order to allow deals that are in place currently to finish prior to the change in the fees. The date recommended by the Impact Fee Committee was October 1, 2014 the beginning of the new fiscal year.

Commissioner Questions/Comments:

- Commissioner Grey asked about the Falls Avenue from Washington to Grandview Drive project whether or not it was an expansion.
- Community Development Director Humble explained that this funds would allow the City to add an additional lane if growth warrants the improvement.
- Commissioner Frank asked about the percentages that were used for calculations and why they have increased significantly.
- Community Development Director Humble explained that the change is primarily because of the street impact fee. There was nothing in the plan before for street projects. Five years ago street projects were an issue. Two years ago the Impact Fee Committee recommended adding \$1.9 million dollars to the fees for two specific street projects. It went to the Council and it was not approved. Streets are the issue because our streets serve 80,000 people per day but the charges can only be paid for by the 45,000 tax payers that live here. The fee increase was so extreme that Council denied the recommendation.
- Commissioner Reid asked about how the City of Twin Falls compares to City's around the area.
- Community Development Director Humble explained that the City of Twin Falls is the only City in the Magic Valley that charges impact fees; by comparison the other Cities are cheaper. However that is not the same as cost to develop. City's like Filer will not charge and impact fee but will charge connection fees that are very expensive and in the end the total cost to develop in Twin Falls is lower. The Ada County Highway District charges impact fees for building in the County and a Maverik store for example would be charged \$15.00 per foot in comparison we are cheaper. The fees they charge are used to pay for building streets, our fees are used to build signals. In the immediate area we are on our own, Jerome tried to develop impact fees and it didn't pass their council.

Public Hearing: [Opened & Closed Without Input](#)

Deliberations Followed: [Without Concerns](#)

Community Development Director spoke about growth projections in the Comprehensive Plan. The population growth projections listed in the plan are very close to what was projected. The Comprehensive Plan may need some adjustments in the residential unit counts; the projection seems to have been over estimated. It is not clear how the population growth projections can be so close and yet the unit growth projections are so far off. Possibly this number was just calculated wrong at the time, or we had a large vacancy rate five years ago that has been filled, or we have larger families with more people in a home than five years ago. There has been a request to fund an update to the Comprehensive Plan and if funded this will be looked at more closely.

**Planning & Zoning Commission Minutes
May 13, 2014**

Motion:

Commissioner Tatum made a motion to recommend approval of the request to the City Council, as presented. Commissioner Derricott seconded the motion.

Motion Amendment:

Commissioner Tatum made a motion to amend the motion to recommend the implementation date to take place October 1, 2014. Commissioner Derricott seconded the motion. All members present voted in favor of the motion.

Amended Motion:

Commissioner Tatum made a motion to recommend approval of the request to the City Council, as presented, with the implementation date to take place October 1, 2014. All members present voted in favor of the amended motion.

RECOMMENDED FOR APPROVAL TO THE CITY COUNCIL, AS AMENDED
SCHEDULED FOR CITY COUNCIL JUNE 9, 2014

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

Community Development Director Humble reminded the Commission that the Historic Preservation Commission will be hosting a walking Tour this Saturday, at 10:00 AM.

VI. UPCOMING PUBLIC MEETINGS: (held at the City Council Chamber unless otherwise posted)

1. Public Hearing-**May 27, 2014**
2. Work Session-**June 4, 2014**

VII. ADJOURN MEETING:

Chairman Frank adjourned the meeting at 7:00 PM

Lisa A. Strickland
Administrative Assistant
Planning & Zoning Department