



City Council Meeting

Agenda

680 Park Avenue
Idaho Falls, ID 83402

Thursday, March 11, 2021

7:30 PM

City Council Chambers

Thank you for your interest in City Government. In response to the COVID-19 crisis, and in compliance with the Idaho Rebounds Stage 3 Order, which recommends avoidance of public gatherings, the City of Idaho Falls hereby provides reasonable means for citizens to participate in the above-noticed meeting. The City believes strongly in public participation and has therefore identified the following ways to participate in this meeting:

General Meeting Participation.

1. Livestream on the Internet. The public may view the meeting at www.idahofallsidaho.gov. Meetings are also archived for later viewing on the City's website.
2. Email. Public comments may be shared with the Mayor and members of the City Council via email at any time. Electronic addresses for elected officials are located at <https://www.idahofallsidaho.gov/398/City-Council>.
3. In-person attendance. The public may view the meeting from the Council Chambers, or, if the Chambers are full, via livestream in a nearby room. To comply with the Centers for Disease Control and Prevention (CDC) social distancing guidelines, appropriate seating will be provided in the Council Chambers. Such seating is available on a first-come, first-served basis. We request that citizens wear face masks for the protection of others.

Official Public Hearing Participation.

Members of the public wishing to participate in a public hearing noticed on this agenda may do so. Public testimony on an agenda item will be taken only for public hearings indicated on this agenda. Please note that not all meeting agenda items include a public hearing or the opportunity for public comment.

1. Written Public Hearing Testimony. The public may provide written comments via postal mail sent to City Hall or via email sent to the City Clerk at IFClerk@idahofallsidaho.gov. Comments will be distributed to the members of the Council and become a part of the official public hearing record. Written testimony must be received no later than 4:00 p.m. the date of the hearing.
2. Remote Public Hearing Testimony. The public may provide live testimony remotely via the WebEx meeting platform with a phone or a computer. This platform will allow citizens to provide hearing testimony at the appropriate time. Those desiring public hearing access MUST send a valid and accurate email address to VirtualAttend@idahofallsidaho.gov no later than 4:00 p.m. the day of the hearing so log-in information can be sent to you prior to the meeting. Please indicate for which public hearing you wish to offer testimony.
3. In-person Testimony. Live testimony will be received in the Council Chambers at the appropriate time throughout the meeting. To comply with the Centers for Disease Control and Prevention (CDC) social distancing guidelines, appropriate seating will be provided in the Council Chambers. Such seating is available on a first-come, first-served basis. We request that citizens wear face masks for the protection of others.

Please be aware that an amendment to this agenda may be made in the meeting upon passage of a motion that states the reason for the amendment and the good faith reason why the desired change was not included in the original agenda posting. All regularly scheduled City Council Meetings are live-streamed and then archived on the city website (barring electronic failure). If communication aids, services or other physical accommodations are needed to facilitate participation or access for this meeting, please contact City Clerk Kathy Hampton at 208-612-8414 or the ADA Coordinator Lisa Farris at 208-612-8323 as soon as possible so they can seek to accommodate your needs.

1. Call to Order.
2. Pledge of Allegiance.
3. Public Comment.

Temporarily suspended - see above.

4. Consent Agenda.

Any item may be removed from the Consent Agenda at the request of any member of the Council for separate consideration.

A. Mayor's Office

1) Appointments to City Boards, Commissions and Committees **21-047**

Attached please find communication from Idaho Falls Chief of Police Bryce Johnson regarding this citizen volunteer he recently appointed to serve on the Idaho Falls Use of Force Review Board pursuant to [IFPD Policy 301](#)

https://www.idahofallsidaho.gov/DocumentCenter/View/6661/IFPD_Manual_Policy?bidId=>:

Name	Term Expires	Status
Anna Gruel	03/11/24	Appointment

Ms. Gruel has been screened and interviewed. She has a desire to obtain the training necessary to serve on the Use of Force Review Board. She is an active community volunteer who has a desire to help the IFPD achieve best practices. I have every reason to believe she will make a positive contribution to the good work of the city and the department. Her work on the DVSAC Board has given her unique insights that will aid her service. I fully expect her service will help to bring trust to in the use-of-force review process.

I offer my approval of the Chief's appointment and request your vote of approval at the regular Council Meeting on Thursday, March 11, 2021.

If you have questions or comments, please feel free to contact me or Chief Johnson.

Attachments: IFPD Memorandum.pdf

B. Public Works

1) Bid Award - Idaho Canal Trail Phase I and Phase II **21-041**

On Tuesday, February 23, 2021 bids were received and opened for the Idaho Canal Trail Phase I and Phase II project. A tabulation of bid results is attached. The purpose of the proposed bid award is to enter into contract with the lowest bidder to install a pedestrian pathway along the Idaho Canal beginning at Community Park and ending at 9th Street.

Alignment with City & Department Planning Objectives

Attachments: Idaho Canal Trail Bid Award.pdf

C. Idaho Falls Power

- 1) IF21-24 Bid award to Instrument Control Company for Idaho Falls Power Paine Substation **21-029**

Idaho Falls Power solicited bids from qualified contractors to provide relays and racks for the new Paine substation. We received three bids with Instrument Control Company being the lowest responsive, responsible bidder. The Engineer's estimated cost was for \$120,000.00.

Attachments: Bid Tabulation for Idaho Falls Power Paine Sub Relay Racks
- 2) Resolution Amending the Idaho Falls Power Service Policy **21-042**

Idaho Falls Power staff and Board members review and discuss the utility's Service Policy annually to make any necessary additions, modifications or updates to ensure the document remains a useful and relevant tool for customers. These amendments are the product of the 2021 review as discussed in the February Board meeting.

Attachments: 21-042 - Resolution to Amending Idaho Falls Power Service Policy
- 3) Idaho Falls Power Board Meeting Minutes - January 2021 **21-043**

The Idaho Open Meeting Law requires that the governing body of a public agency must provide for the taking of written minutes of all of its meetings.

Attachments: 20210128 IFP Board Meeting minutes

D. Municipal Services

- 1) Treasurer's Report for the month of January 2021 **21-030**

A monthly Treasurer's Report is required pursuant to Resolution 2018-06 for City Council review and approval. For the month-ending January 2021, total cash and investments total \$148.1M. Total receipts received and reconciled to the general ledger were reported at \$41.9M, which includes revenues of \$39.6M and interdepartmental transfers of \$2.3M. Total disbursements reconciled to the general ledger were reported at \$16.9M, which includes salary and benefits of \$5.5M, operating costs of \$9.1M and interdepartmental transfers of \$2.3M. As reported in the attached investment report, the total investments reconciled to the general ledger were reported at \$136M.

Attachments: MS_Treasurer's Report by Fund and Investments.pdf
- 2) Quote 21-013, Purchase of Inventory for Idaho Falls Power **21-031**

These purchases will provide inventory for Idaho Falls Power.

Attachments: MS_Quote 21-013 Inventory for Idaho Falls Power.pdf
- 3) IF-21-20, Purchase of Electrical Cable for Idaho Falls Power **21-044**

This request is to purchase various quantities of electrical cable to replenish the Idaho Falls Power inventory.

Attachments: MS-IF 21-20 Electrical Cable for Idaho Falls Power.pdf

4) Minutes from meetings with the Council 21-038

February 22, 2021 Council Work Session and Executive Session; and February 25, 2021 Council Meeting.

Attachments: 20210222 Work Session and Executive Sessions - Unapproved.pdf
20210225 Council Meeting - Unapproved.pdf

5) License Applications, all carrying the required approvals

Recommended Action:

Approve, accept, or receive all items on the Consent Agenda according to the recommendations presented (or take other action deemed appropriate).

5. Regular Agenda.

A. Police Department

1) Child Care License Ordinance 21-040

These amendments to the Child Care License Ordinances will prevent applicants who have a felony controlled substance offense from being permanently disqualified from holding a Child Care license to only receiving a 10-year disqualification from holding a Child Care license. This amendment would bring the disqualification time in line with other positions of trust, like that of a peace officer, and mirror the City's licensing to the State's licensing.

Recommended Action:

IFPD recommends that Council approve the amendments to the Child Care License Ordinance under a suspension of the rules requiring three complete and separate readings and requests that it be read by title and published by summary (or consider the Ordinance on the first reading and read it by title, reject the Ordinance, or take other action deemed appropriate).

Attachments: Ordinance

B. Municipal Services

1) Resolution to relinquish all Claims and Liens for Treasurer's Tax Deed No. 0529618 21-032

Treasurer's Tax Deed No. 0529618 was issued by the City Treasurer on November 18, 1977 and recorded as a local improvement district tax deed in the amount of \$59.97 for property located in Highland Park, lots 28 and 29, block 33. The property owner has paid the total outstanding balance of the local improvement tax lien by the City against the property.

Recommended Action:

Approve the resolution to relinquish all claims and liens for Treasurer's Tax Deed No. 0529618 and give authorization for the Mayor and City Clerk to execute the necessary documents or take other action deemed appropriate.

Attachments: MS_Resolution and QuitClaim Deed for Tax Deed No. 0529618.pdf

C. Parks & Recreation

1) Donation Agreement 21-035

Attached for your consideration is a Donation Agreement between the City of Idaho Falls and SRL Development, LLC. This Donation Agreement outlines the terms and conditions of the donor's intent (SRL Development) to donate fill dirt to facilitate City's Planned Improvements on the City's Heritage Park property.

Recommended Action:

Approve the Donation Agreement with SRL Development, LLC, and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Attachments: SRL Development Donation Agreement

2) Donation Agreement #2 21-046

Attached for your consideration is a Donation Agreement between the City of Idaho Falls and SRL Development, LLC. This Donation Agreement outlines the terms and conditions of the desire of the donor (SRL Development) to donate all work pertaining to the Heritage Park parking lot/drive aisle, parking spaces, and concrete curb with storm drainage on the west side of the City's park property, north and south of Snake River Landing's public access easement to Heritage Park from the west.

Recommended Action:

Approve the Donation Agreement #2 with SRL Development, LLC, and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate.)

Attachments: Heritage Park Donation Agreement #2

D. Idaho Falls Power

1) IF21-20 Conduit Fiber Phase II Agreement with Bluelake Utility Services, LLC. 21-039

Idaho Falls Power solicited bids from qualified contractors to provide conduit for buried electrical conductor replacement and fiber optic cable installation. We received three bids with Bluelake Utility Services, LLC. being the lowest responsive, responsible bidder. The base bid with add-on alternatives is \$869,558.00, plus a ten percent (10%) contingency of \$86,955.80 for a total authorization of \$956,513.80.

Recommended Action:

Approve this bid award to Bluelake Utility Services, LLC. of Meridian, Idaho for a not-to-exceed amount of \$956,513.80 and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Attachments: 21-039 - IF21-20 Bluelake Utility Services Conduit Fiber Phase II Agreement s

E. Community Development Services

- 1)** Final Plat and Reasoned Statement of Relevant Criteria and Standards, Sand Creek Estates Division 1. **21-027**

Attached is the application for the Final Plat and Reasoned Statement of Relevant Criteria and Standards for Sand Creek Estates Division 1. The Planning and Zoning Commission considered this item at its October 20, 2020 meeting and recommended approval by a unanimous vote. Staff concurs with this recommendation.

Recommended Action:

1. Approve the Development Agreement for Sand Creek Estates Division 1, and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).
2. Accept the Final Plat for Sand Creek Estates Division 1 Subdivision, and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat (or take other action deemed appropriate).
3. Approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Sand Creek Estates Division 1, and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Attachments: Zoning Map.pdf
Aerial.pdf
Final Plat Map.pdf
Staff Report.doc
PC Minutes.docx
Development Agreement.pdf
Reasoned Statement.docx

- 2)** Public Hearing-Northgate/1st Street Area-Wide Planning Study Acceptance **21-034**

Attached is the resolution accepting the Northgate/1st Street Area-Wide Planning Study (AWP). In December 2020 staff presented the Planning and Zoning Commission with the AWP for review and comment. Staff also posted the document to the city website for public review and sent it to the steering committee and stakeholder groups for their review and comment. The City completed the AWP using funding through the Environmental Protection Agency (EPA) Brownfield Community-Wide Assessment Grant. The AWP document includes a technical analysis of the existing conditions, a definition of the community's vision, an exploration of key community improvement projects and implementation plan.

Recommended Action:

Approve adoption of the Northgate/1st Street Wide Planning Study (or take other action deemed appropriate).

Attachments: Northgate 1st Street Resolution.doc
Northgate 1st Street Area Wide Planning Study.pdf

6. Announcements.

7. Adjournment.



Memorandum

File #: 21-047

City Council Meeting

FROM: Rebecca Casper
DATE: Tuesday, March 9, 2021
DEPARTMENT: Mayor's Office

Subject

Appointments to City Boards, Commissions and Committees

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approval of appointment of Ms. Anna Gruel to the Idaho Falls Police Use of Force Review Board.

Description, Background Information & Purpose

Attached please find communication from Idaho Falls Chief of Police Bryce Johnson regarding this citizen volunteer he recently appointed to serve on the Idaho Falls Use of Force Review Board pursuant to [IFPD Policy 301 <https://www.idahofallsidaho.gov/DocumentCenter/View/6661/IFPD_Manual_Policy?bidId=>](https://www.idahofallsidaho.gov/DocumentCenter/View/6661/IFPD_Manual_Policy?bidId=>):

Name	Term Expires	Status
Anna Gruel	03/11/24	Appointment

Ms. Gruel has been screened and interviewed. She has a desire to obtain the training necessary to serve on the Use of Force Review Board. She is an active community volunteer who has a desire to help the IFPD achieve best practices. I have every reason to believe she will make a positive contribution to the good work of the city and the department. Her work on the DVSAC Board has given her unique insights that will aid her service. I fully expect her service will help to bring trust to in the use-of-force review process.

I offer my approval of the Chief's appointment and request your vote of approval at the regular Council Meeting on Thursday, March 11, 2021.

If you have questions or comments, please feel free to contact me or Chief Johnson.

Alignment with City & Department Planning Objectives

Per IFPD: “Community oriented policing and community engagement are at the heart of the IFPD strategic plan. Civilian review of use of force is a critical piece to ensure public trust and transparency.”

Interdepartmental Coordination

N/A

Fiscal Impact

N/A

Legal Review

N/A



MEMORANDUM

FROM: Chief Bryce Johnson

DATE: Monday, March 8, 2021

RE: Approve the appointment of Mrs. Anna Gruel to the Idaho Falls Police Department
Use of Force Review Board

Council Action Desired

☐ Ordinance

☐ Resolution

☐ Public Hearing

☒ Other Action (Approval, Authorization, Ratification, etc)

IFPD recommends that Council approve the appointment of Mrs. Anna Gruel to a one-year term on the Idaho Falls Police Use of Force Review Board

Description, Background Information & Purpose

The Idaho Falls Police Department has had a Use of Force Review Board for some time. In recent months we have updated the IFPD policy 301, Use of Force Review Boards, to include three civilian members of the board who are appointed by the Chief of Police and approved by the Mayor and City Council. These board members receive education and training specific to this appointment and serve for a period of up to three years. This is a change from our previous policy which included two civilian members of the Use of Force Review Board who were selected by IFPD leadership and reviewed only one incident.

With the appointment and approval of Mrs. Anna Gruel to the IFPD Use of Force Review Board, the Board will now have three civilian members. For the initial selection, one civilian member will serve for three years, one civilian member will serve for two years, and one civilian member will serve for one year. All terms thereafter will be for three years. Civilian board members may be re-appointed for a second three-year term.

The Use of Force Review Board is convened when the use of force by a member of IFPD results in serious injury or death of another, or when deadly force is intentionally used by a member of IFPD regardless of whether it causes an injury or death of another individual. It can also be convened in any other instance deemed appropriate at the request of the Chief of Police.

The Use of Force Review Board is empowered to conduct an administrative review and inquiry into the circumstances of the incident it is convened to review. Board members may request further

investigation, request reports be submitted for the Board's review, call persons to present information and request the involved employee to appear.

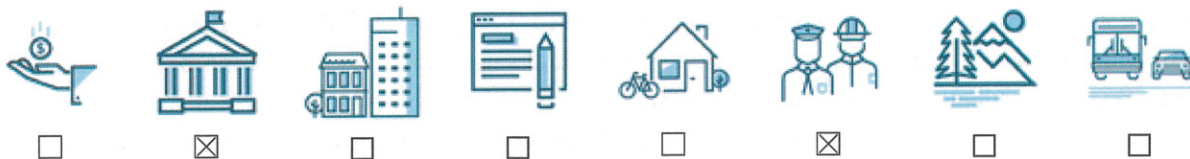
At the conclusion of this review, the Board will make one of two recommendations: the IFPD member's actions were within Department policy and procedure, or the actions were in violation of Department policy and procedure. The Board may also recommend updates to Department policy and procedure as well as training enhancements. All final decisions rest with the Chief of Police.

Anna Gruel is very qualified to serve on the Use of Force Review Board. Mrs. Gruel is a woman of great integrity whose personal life is beyond reproach. Mrs. Gruel has a good fundamental understanding of policing issues including use of force. She has expressed a willingness to go through formal training in the laws, policies, and procedures regarding use of force in policing.

Mrs. Gruel currently serves as the Chair of the Board of the Domestic Violence & Sexual Assault Center where she has raised awareness and advocated for victims of domestic violence. She has also been on the Idaho Falls Symphony fund raising committee and volunteered at Habitat for Humanity on several of their committees. Mrs. Gruel currently works as a yoga instructor and formally worked as an English as a Second Language Para Instructor for Bonneville School District 93.

As the Chief of the Idaho Falls Police Department, it is my honor to appoint Mrs. Gruel as a member of the IFPD Use of Force Review Board to serve in this capacity from March 2021 to March 2022. I respectfully ask the Mayor and City Council to approve her appointment to this position.

Relevant PBB Results & Department Strategic Plan



Community oriented policing and community engagement are at the heart of the IFPD strategic plan. Civilian review of use of force is a critical piece to ensure public trust and transparency.

Interdepartmental Coordination

N/A

Fiscal Impact

N/A

Legal Review

Anna Gruel

3449 Sun Circle, Idaho Falls, ID 83404 (208) 520-2415

Volunteer and Non-Paid Work Experience

July 2012 - present: Domestic Violence & Sexual Assault Center (DVSAC): I joined the board summer of 2012. I have experience raising awareness and advocating against Domestic Violence, Child Abuse, and Sexual Assault. I have served on event and fundraising committees as a member and as chair. I recruit walkers for Walk A Mile In Her Shoes. VP : 2014-2016. Board President: 2016-present

April 2015- September 2018: Ladies League Officer for Idaho Falls Country Club. During golf season I was active as a liaison between the golf professionals and ladies membership. I was active in updating bylaws and increasing participation in the golf league. I strategized with non profit organizations in fundraising golf tournaments. I served on committees to organize three member guest tournaments.

December 2016- February 2017 Idaho Falls Symphony Fundraising Committee. I served one fundraising season rounding up in kind donations for the annual fundraising Gala

July 2012- July 2018: Habitat for Humanity Idaho Falls, ID Affiliate. I served on the Family Selection committee, Finance committee, Upper Valley Steering committee, and Fundraising committee. I traveled to corporate headquarters in Atlanta to attend workshops to implement neighborhood revitalization programs. I attended one Habitat On The Hill March on Capitol Hill advocating for equal housing opportunities and legislation. VP 2014-2016. Board President 2016-2018

August 2011- May 2014: Speech & Debate Judge for tournament season for Idaho Falls High School. I traveled where Speech & Debate tournaments were held and volunteered as a judge for all rounds and divisions.

August 2002- May 2003: Parent Volunteer Iona Elementary School. I volunteered five hours per week for Mrs. Holm, Second Grade teacher and Mrs. Quiroz Third Grade Teacher. My step-daughter was an English language learner and I wanted to take an active role understanding the education system and how to help her gain proficiency in reading. I learned that the school hours in a day were simply not enough time for teachers to get things done. I helped ease some of those tasks by being available at whatever capacity needed ; whether it was grading papers, helping plan classroom events, or reading one on one with students who needed more help.

Work Experience

September 2019- present: Yoga London. Yoga Instructor. I teach Intro to Yoga, Heated Gentle Slow Flow, Heated Yoga Sculpt, Barre Fusion.

2004-2008 Bonneville School District 93 ESL Para-Educator. I worked district wide elementary through secondary testing English language proficiency for other language speakers at home. I served as a family liaison between the school and the community and other agencies that offered services to children. Spanish is my first language and in our community of Idaho Falls, that proved useful. I also was stationed at Falls Valley Elementary, Cloverdale Elementary working individually with students who required more accommodations for learning and state testing. I worked a couple of summer school cycles too.

1994- 2004 Recreational Sports & Imports, Inc. (RS&I, Inc.)

* Marketing Department: 2001-2004 Processed and edited incoming advertisements for approval. Designated funds and managed a budget for advertising campaigns. Managed inventory and processed orders for point of purchase and promotional materials.

* Administrative Assistant: 1999-2001 Event planner for domestic and international events, travel agent, planned employee appreciation events. I Managed company vehicle insurance renewals and petty cash transactions.

* Receptionist: 1996-1998 I answered a 40-line switchboard for the corporate office. I sorted and delivered mail. I tracked people's attendance working with the payroll department.

* Data Entry Clerk in the Finance Department: 1994-1996. I processed credit applications for approval.

Training & Education

March 2020: Barre Above Certification

October - December 2019: Yoga Sculpt Certification

May 2018- August 2018 : 200 Hour Yoga Alliance Power Yoga Teacher Certification Level 1 & 2.

February 2016- June 2016: 300 Hour Yoga Alliance Yoga Teacher Certification

2008-2012 Idaho State University Bachelor's of Science Communications & Rhetorical Studies

Why I volunteer: I have lived in Idaho Falls since 1999. In the past decade I started learning more about Idaho Falls and organizations that exist with missions to make my community more safe, vibrant, and fair. Volunteering gives me the opportunity to serve causes that call to me and are meaningful. It is my responsibility and privilege to serve. I have been given much in my life and I have much to give back.

References available upon request.

File #: 21-041

City Council Meeting

FROM: Chris H Fredericksen, Public Works Director
DATE: Tuesday, March 2, 2021
DEPARTMENT: Public Works

Subject

Bid Award - Idaho Canal Trail Phase I and Phase II

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve the plans and specifications, award the Base Bid and the Additive Alternate Bid No. 1 to the lowest responsive, responsible bidder, Knife River Corporation, Northwest in an amount of \$965,620.50 and give authorization for the Mayor and City Clerk to execute the necessary documents or take other action deemed appropriate.

Description, Background Information & Purpose

On Tuesday, February 23, 2021 bids were received and opened for the Idaho Canal Trail Phase I and Phase II project. A tabulation of bid results is attached. The purpose of the proposed bid award is to enter into contract with the lowest bidder to install a pedestrian pathway along the Idaho Canal beginning at Community Park and ending at 9th Street.

Alignment with City & Department Planning Objectives



This project supports the community-oriented result of livability by installing a multiuse pathway along the Idaho Canal.

Interdepartmental Coordination

Project reviews have been conducted with all necessary city departments to ensure coordination of project activities.

Fiscal Impact

Funds for this project have been budgeted by the Parks and Recreation Department and expenditures will be reimbursed by the Transportation Alternatives Program up to the maximum federal aid amount of \$954,305. The city will be required to pay 7.34% match for the project. The Public Works Department will administer the construction contract and work to ensure that federal funding for this project is fully utilized.

Legal Review

The Legal Department has reviewed the bid process and concurs the Council action desired is within State Statute.

Engineering Department Bid Tabulation

Submitted: Kent J. Fugal, P.E., PTOE

Date: February 23, 2021

Item Number	Reference Number	Description	Estimated Quantity	Unit	Engineer's Estimate		Knife River Corporation - Mountain West		Depatco		HK Contractors, Inc.		Mountain Valley Construction, Inc.		Harper Construction, Inc.	
					Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
BASE BID																
DIVISION 200 - EARTHWORK																
2.01	201.4.1.B.1	Clearing and Grubbing	1	LS	\$5,000.00	\$5,000.00	\$4,400.00	\$4,400.00	\$7,000.00	\$7,000.00	\$60,000.00	\$60,000.00	\$33,000.00	\$33,000.00	\$78,500.00	\$78,500.00
2.02	201.4.1.D.1.a	Removal of Concrete Sidewalk	79	SY	\$10.00	\$790.00	\$8.00	\$632.00	\$18.00	\$1,422.00	\$27.00	\$2,133.00	\$47.50	\$3,752.50	\$100.00	\$7,900.00
2.03	201.4.1.E.1	Removal of Curb & Gutter	128	LF	\$9.00	\$1,152.00	\$5.00	\$640.00	\$8.00	\$1,024.00	\$16.00	\$2,048.00	\$20.00	\$2,560.00	\$36.00	\$4,608.00
2.04	201.4.1.F.1.c	Removal of Inlet Box	1	EA	\$300.00	\$300.00	\$240.00	\$240.00	\$950.00	\$950.00	\$300.00	\$300.00	\$850.00	\$850.00	\$2,300.00	\$2,300.00
2.05	202.4.1.A.1	Excavation (Bridge)	30	CY	\$20.00	\$600.00	\$160.00	\$4,800.00	\$60.00	\$1,800.00	\$58.00	\$1,740.00	\$55.00	\$1,650.00	\$115.00	\$3,450.00
2.06	204.4.1.A.1	Structural Excavation Schedule 1 (Bridge)	67	CY	\$25.00	\$1,675.00	\$39.00	\$2,613.00	\$60.00	\$4,020.00	\$30.00	\$2,010.00	\$60.00	\$4,020.00	\$65.00	\$4,355.00
2.07	204.4.3.A.1	Compacting Backfill (Bridge)	27	CY	\$50.00	\$1,350.00	\$105.00	\$2,835.00	\$65.00	\$1,755.00	\$68.00	\$1,836.00	\$110.00	\$2,970.00	\$115.00	\$3,105.00
2.08	206.4.1.H.3	Loose Riprap (D50-1.0', Depth 2.0') (Bridge)	46	CY	\$120.00	\$5,520.00	\$56.00	\$2,576.00	\$70.00	\$3,220.00	\$205.00	\$9,430.00	\$100.00	\$4,600.00	\$125.00	\$5,750.00
DIVISION 600 - CULVERTS & STORM DRAINS																
6.01	601.4.1.A.5.a	12" Storm Drain Pipe, Class 40 PVC	66	LF	\$50.00	\$3,300.00	\$147.00	\$9,702.00	\$75.00	\$4,950.00	\$100.00	\$6,600.00	\$150.00	\$9,900.00	\$75.00	\$4,950.00
6.02	602.4.1.F.1	Catch Basin – Type IV (2'x3')	3	EA	\$3,000.00	\$9,000.00	\$1,930.00	\$5,790.00	\$3,100.00	\$9,300.00	\$2,225.00	\$6,675.00	\$2,550.00	\$7,650.00	\$2,100.00	\$6,300.00
DIVISION 700 - CONCRETE																
7.01	702.4.2.A.1	Reinforcing Steel (Bridge)	1900	LB	\$2.00	\$3,800.00	\$2.00	\$3,800.00	\$2.90	\$5,510.00	\$1.60	\$3,040.00	\$3.50	\$6,650.00	\$2.30	\$4,370.00
7.02	702.4.2.A.3	Epoxy Coated Metal Reinforcement (Bridge)	475	LB	\$5.00	\$2,375.00	\$2.60	\$1,235.00	\$3.10	\$1,472.50	\$1.90	\$902.50	\$3.25	\$1,543.75	\$3.50	\$1,662.50
7.03	703.4.1.A.1	Concrete (Cast-In-Place) – Class 4000A (Bridge)	15	CY	\$700.00	\$10,500.00	\$875.00	\$13,125.00	\$600.00	\$9,000.00	\$425.00	\$6,375.00	\$850.00	\$12,750.00	\$1,200.00	\$18,000.00
7.04	706.4.1.A.7.a	Curb and Gutter, Type Standard	279	LF	\$35.00	\$9,765.00	\$79.00	\$22,041.00	\$37.00	\$10,323.00	\$80.00	\$22,320.00	\$43.00	\$11,997.00	\$35.00	\$9,765.00
7.05	706.4.1.D.1	Concrete Steps With Thickened Edge	313	SF	\$20.00	\$6,260.00	\$59.00	\$18,467.00	\$65.00	\$20,345.00	\$165.00	\$51,645.00	\$60.00	\$18,780.00	\$37.00	\$11,581.00
7.06	706.4.1.E.1.a	Concrete Sidewalks, 4"	68	SY	\$100.00	\$6,800.00	\$145.00	\$9,860.00	\$100.00	\$6,800.00	\$140.00	\$9,520.00	\$105.00	\$7,140.00	\$108.00	\$7,344.00
7.07	706.4.1.E.1.b	Concrete Sidewalks, 5"	119	SY	\$120.00	\$14,280.00	\$148.00	\$17,612.00	\$105.00	\$12,495.00	\$145.00	\$17,255.00	\$109.00	\$12,971.00	\$126.00	\$14,994.00
7.08	706.4.1.E.1.d	Concrete Sidewalks, 7"	48	SY	\$140.00	\$6,720.00	\$160.00	\$7,680.00	\$110.00	\$5,280.00	\$160.00	\$7,680.00	\$120.00	\$5,760.00	\$144.00	\$6,912.00
7.09	706.4.1.E.1.e	Concrete Sidewalks, 5" with Thickened Edge	271	SY	\$140.00	\$37,940.00	\$194.00	\$52,574.00	\$400.00	\$108,400.00	\$215.00	\$58,265.00	\$450.00	\$121,950.00	\$135.00	\$36,585.00
7.1	706.4.1.F.1	Concrete Driveway Approach	13	SY	\$140.00	\$1,820.00	\$188.00	\$2,444.00	\$190.00	\$2,470.00	\$260.00	\$3,380.00	\$180.00	\$2,340.00	\$135.00	\$1,755.00
DIVISION 1000 - CONSTRUCTION STORMWATER BMP's																
10.01	1001.4.1.A.1	Sediment Control	1	LS	\$5,000.00	\$5,000.00	\$10,000.00	\$10,000.00	\$44,000.00	\$44,000.00	\$50,000.00	\$50,000.00	\$30,000.00	\$30,000.00	\$70,000.00	\$70,000.00
DIVISION 1100 - TRAFFIC SIGNALS & STREET LIGHTING																
11.01	1101.4.1.A.1	Traffic Signal	1	LS	\$120,000.00	\$120,000.00	\$96,930.00	\$96,930.00	\$109,000.00	\$109,000.00	\$124,000.00	\$124,000.00	\$105,000.00	\$105,000.00	\$130,000.00	\$130,000.00
11.02	1104.4.1.A.1	Pavement Line Paint or Painted Pavement Markings	478	SF	\$5.00	\$2,390.00	\$2.20	\$1,051.60	\$2.50	\$1,195.00	\$2.25	\$1,075.50	\$2.25	\$1,075.50	\$2.30	\$1,099.40
11.03	1104.4.1.B.1	Thermoplastic Pavement Markings	856	SF	\$10.00	\$8,560.00	\$11.50	\$9,844.00	\$13.00	\$11,128.00	\$11.50	\$9,844.00	\$11.25	\$9,630.00	\$12.10	\$10,357.60
DIVISION 2000 - MISCELLANEOUS																
20.01	2010.4.1.A.1	Mobilization	1	LS	\$73,053.30	\$73,053.30	\$139,000.00	\$139,000.00	\$75,000.00	\$75,000.00	\$61,500.00	\$61,500.00	\$64,000.00	\$64,000.00	\$193,000.00	\$193,000.00
20.02	2030.4.1.A.1	Manhole, Type Sanitary Sewer, Adjust to Grade	1	EA	\$500.00	\$500.00	\$930.00	\$930.00	\$1,200.00	\$1,200.00	\$850.00	\$850.00	\$950.00	\$950.00	\$2,000.00	\$2,000.00
20.03	2050.4.1.B.1	Riprap/Erosion Control Geotextile	125	SY	\$12.00	\$1,500.00	\$3.00	\$375.00	\$7.00	\$875.00	\$11.00	\$1,375.00	\$8.50	\$1,062.50	\$9.50	\$1,187.50
SPECIAL PROVISIONS																
SP-1	S0600A	Grout Storm Line 6"	27	LF	\$20.00	\$540.00	\$25.00	\$675.00	\$100.00	\$2,700.00	\$75.00	\$2,025.00	\$105.00	\$2,835.00	\$100.00	\$2,700.00
SP-2	S0800	Pathway (Width Varies)	8104	LF	\$34.00	\$275,536.00	\$28.00	\$226,912.00	\$53.00	\$429,512.00	\$46.00	\$372,784.00	\$55.00	\$445,720.00	\$63.00	\$510,552.00
SP-3	S0915	Repair Sprinkler System	1	LS	\$5,000.00	\$5,000.00	\$1,600.00	\$1,600.00	\$8,700.00	\$8,700.00	\$8,250.00	\$8,250.00	\$750.00	\$750.00	\$2,500.00	\$2,500.00
SP-4	S1120	Rectangular Rapid Flash Beacon	8	EA	\$7,500.00	\$60,000.00	\$7,150.00	\$57,200.00	\$8,000.00	\$64,000.00	\$7,150.00	\$57,200.00	\$7,000.00	\$56,000.00	\$7,500.00	\$60,000.00
SP-5	S1150	Remove & Replace Sign	3	EA	\$300.00	\$900.00	\$380.00	\$1,140.00	\$430.00	\$1,290.00	\$400.00	\$1,200.00	\$375.00	\$1,125.00	\$550.00	\$1,650.00
SP-6	S1155A	Install Sign	12	EA	\$300.00	\$3,600.00	\$575.00	\$6,900.00	\$650.00	\$7,800.00	\$575.00	\$6,900.00	\$550.00	\$6,600.00	\$600.00	\$7,200.00
SP-7	S1155B	Install Sign	11	EA	\$300.00	\$3,300.00	\$800.00	\$8,800.00	\$925.00	\$10,175.00	\$825.00	\$9,075.00	\$775.00	\$8,525.00	\$860.00	\$9,460.00
SP-8	S2070	Bridge (Pedestrian)	1	LS	\$80,000.00	\$80,000.00	\$64,651.80	\$64,651.80	\$84,000.00	\$84,000.00	\$75,000.00	\$75,000.00	\$59,000.00	\$59,000.00	\$88,000.00	\$88,000.00
SP-9	S2075	Remove and Replace Foundation Soils	1	CA	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00
SP-10	S2085	Handrail	397	LF	\$80.00	\$31,760.00	\$150.00	\$59,550.00	\$130.00	\$51,610.00	\$195.00	\$77,415.00	\$175.00	\$69,475.00	\$100.00	\$39,700.00
TOTAL BASE BID						\$803,586.30	\$871,625.40		\$1,122,721.50		\$1,134,648.00		\$1,137,582.25		\$1,366,593.00	
ADDITIVE ALTERNATE BID SCHEDULE NO.1																

City of Idaho Falls

Engineering Department

Bid Tabulation

Project: IDAHO CANAL TRAIL PHASE I (KEY #22069) & PHASE II (KEY #22074)

Number: 2-38-30-1-PRK-2017-46

Submitted: Kent J. Fugal, P.E., PTOE

Date: February 23, 2021

Item Number	Reference Number	Description	Estimated Quantity	Unit	Engineer's Estimate		Knife River Corporation - Mountain West		Depatco		HK Contractors, Inc.		Mountain Valley Construction, Inc.		Harper Construction, Inc.	
					Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
DIVISION 200 - EARTHWORK																
2.09	201.4.1.D.1.a.ALT1	Removal of Concrete Sidewalk	19	SY	\$10.00	\$190.00	\$9.90	\$188.10	\$78.00	\$1,482.00	\$26.00	\$494.00	\$85.00	\$1,615.00	\$100.00	\$1,900.00
2.1	201.4.1.E.1.ALT1	Removal of Curb & Gutter	41	LF	\$9.00	\$369.00	\$7.00	\$287.00	\$11.00	\$451.00	\$16.00	\$656.00	\$25.00	\$1,025.00	\$47.00	\$1,927.00
DIVISION 700 - CONCRETE																
7.11	706.4.1.A.7.a.ALT1	Curb and Gutter, Type Standard	41	LF	\$35.00	\$1,435.00	\$79.00	\$3,239.00	\$39.00	\$1,599.00	\$85.00	\$3,485.00	\$60.00	\$2,460.00	\$45.00	\$1,845.00
7.12	706.4.1.E.1.d.ALT1	Concrete Sidewalks, 7"	40	SY	\$140.00	\$5,600.00	\$160.00	\$6,400.00	\$115.00	\$4,600.00	\$160.00	\$6,400.00	\$140.00	\$5,600.00	\$144.00	\$5,760.00
DIVISION 2000 - MISCELLANEOUS																
20.04	2040.4.1.A.1.ALT1	Fence, Type 6' Chain Link	60	LF	\$40.00	\$2,400.00	\$143.00	\$8,580.00	\$165.00	\$9,900.00	\$150.00	\$9,000.00	\$60.00	\$3,600.00	\$165.00	\$9,900.00
SPECIAL PROVISIONS																
SP-11	S0800.ALT1	Pathway (Width Varies)	2571	LF	\$34.00	\$87,414.00	\$28.00	\$71,988.00	\$53.00	\$136,263.00	\$57.50	\$147,832.50	\$60.00	\$154,260.00	\$63.00	\$161,973.00
SP-12	S1155A.ALT1	Install Sign	3	EA	\$300.00	\$900.00	\$575.00	\$1,725.00	\$650.00	\$1,950.00	\$575.00	\$1,725.00	\$575.00	\$1,725.00	\$600.00	\$1,800.00
SP-13	S1155B.ALT1	Install Sign	2	EA	\$300.00	\$600.00	\$794.00	\$1,588.00	\$925.00	\$1,850.00	\$825.00	\$1,650.00	\$800.00	\$1,600.00	\$860.00	\$1,720.00
TOTAL ALT-1						\$98,908.00		\$93,995.10		\$158,095.00		\$171,242.50		\$171,885.00		\$186,825.00
ADDITIVE ALTERNATE BID SCHEDULE NO.2																
DIVISION 200 - EARTHWORK																
2.11	201.4.1.D.1.a.ALT2	Removal of Concrete Sidewalk	235	SY	\$10.00	\$2,350.00	\$7.00	\$1,645.00	\$17.00	\$3,995.00	\$26.00	\$6,110.00	\$21.00	\$4,935.00	\$100.00	\$23,500.00
2.12	201.4.1.D.1.b.ALT2	Removal of Pavement	432	SY	\$8.00	\$3,456.00	\$4.00	\$1,728.00	\$7.00	\$3,024.00	\$6.00	\$2,592.00	\$8.50	\$3,672.00	\$100.00	\$43,200.00
2.13	201.4.1.E.1.ALT2	Removal of Curb & Gutter	280	LF	\$9.00	\$2,520.00	\$5.00	\$1,400.00	\$10.00	\$2,800.00	\$16.00	\$4,480.00	\$20.00	\$5,600.00	\$47.00	\$13,160.00
2.14	201.4.1.F.1.a.ALT2	Removal of Hydrant	1	EA	\$500.00	\$500.00	\$750.00	\$750.00	\$950.00	\$950.00	\$700.00	\$700.00	\$2,250.00	\$2,250.00	\$4,025.00	\$4,025.00
2.15	201.4.1.F.1.c.ALT2	Removal of Inlet Box	1	EA	\$300.00	\$300.00	\$540.00	\$540.00	\$950.00	\$950.00	\$200.00	\$200.00	\$850.00	\$850.00	\$2,300.00	\$2,300.00
DIVISION 400 - WATER																
4.01	403.4.1.A.1.ALT2	Hydrant	1	EA	\$3,000.00	\$3,000.00	\$6,800.00	\$6,800.00	\$7,900.00	\$7,900.00	\$6,250.00	\$6,250.00	\$12,000.00	\$12,000.00	\$9,200.00	\$9,200.00
DIVISION 600 - CULVERTS & STORM DRAINS																
6.03	601.4.1.A.5.a.ALT2	12" Storm Drain Pipe, Class 40 PVC	33	LF	\$50.00	\$1,650.00	\$85.00	\$2,805.00	\$76.00	\$2,508.00	\$105.00	\$3,465.00	\$70.00	\$2,310.00	\$55.00	\$1,815.00
6.04	602.4.1.F.1.ALT2	Catch Basin – Type IV (2'x3')	1	EA	\$3,000.00	\$3,000.00	\$2,200.00	\$2,200.00	\$3,100.00	\$3,100.00	\$2,250.00	\$2,250.00	\$2,500.00	\$2,500.00	\$2,070.00	\$2,070.00
DIVISION 700 - CONCRETE																
7.13	706.4.1.A.7.a.ALT2	Curb and Gutter, Type Standard	280	LF	\$35.00	\$9,800.00	\$79.00	\$22,120.00	\$36.00	\$10,080.00	\$80.00	\$22,400.00	\$45.00	\$12,600.00	\$35.00	\$9,800.00
7.14	706.4.1.B.3.ALT2	Concrete Valley Gutters	291	SF	\$15.00	\$4,365.00	\$38.00	\$11,058.00	\$16.00	\$4,656.00	\$24.00	\$6,984.00	\$16.50	\$4,801.50	\$16.25	\$4,728.75
7.15	706.4.1.E.1.a.ALT2	Concrete Sidewalks, 4"	118	SY	\$100.00	\$11,800.00	\$145.00	\$17,110.00	\$100.00	\$11,800.00	\$125.00	\$14,750.00	\$97.00	\$11,446.00	\$108.00	\$12,744.00
7.16	706.4.1.E.1.b.ALT2	Concrete Sidewalks, 5"	117	SY	\$120.00	\$14,040.00	\$148.00	\$17,316.00	\$105.00	\$12,285.00	\$140.00	\$16,380.00	\$105.00	\$12,285.00	\$126.00	\$14,742.00
7.17	706.4.1.E.1.d.ALT2	Concrete Sidewalks, 7"	169	SY	\$140.00	\$23,660.00	\$160.00	\$27,040.00	\$115.00	\$19,435.00	\$140.00	\$23,660.00	\$112.00	\$18,928.00	\$144.00	\$24,336.00
DIVISION 1000 - CONSTRUCTION STORMWATER BMP's																
10.02	1005.4.1.H.1.ALT2	Retaining Walls	15	LF	\$150.00	\$2,250.00	\$103.00	\$1,545.00	\$40.00	\$600.00	\$185.00	\$2,775.00	\$215.00	\$3,225.00	\$115.00	\$1,725.00
DIVISION 1100 - TRAFFIC SIGNALS & STREET LIGHTING																
11.04	1104.4.1.B.1.ALT2	Thermoplastic Pavement Markings	99	SF	\$10.00	\$990.00	\$11.50	\$1,138.50	\$13.00	\$1,287.00	\$11.00	\$1,089.00	\$11.25	\$1,113.75	\$12.10	\$1,197.90
DIVISION 2000 - MISCELLANEOUS																
20.05	2030.4.1.B.1.ALT2	Storm Water Structure, Type Manhole, Adjust to Grade	1	EA	\$500.00	\$500.00	\$500.00	\$500.00	\$1,400.00	\$1,400.00	\$850.00	\$850.00	\$750.00	\$750.00	\$2,000.00	\$2,000.00
SPECIAL PROVISIONS																
SP-14	S0800.ALT2	Pathway (Width Varies)	472	LF	\$34.00	\$16,048.00	\$28.00	\$13,216.00	\$53.00	\$25,016.00	\$73.00	\$34,456.00	\$80.00	\$37,760.00	\$63.00	\$29,736.00
SP-15	S0915.ALT2	Repair Sprinkler System	1	LS	\$2,000.00	\$2,000.00	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00	\$2,150.00	\$2,150.00	\$1,500.00	\$1,500.00	\$4,500.00	\$4,500.00
SP-16	S1150.ALT2	Remove & Replace Sign	2	EA	\$300.00	\$600.00	\$400.00	\$800.00	\$850.00	\$1,700.00	\$400.00	\$800.00	\$375.00	\$750.00	\$550.00	\$1,100.00
SP-17	S2080.ALT2	Modular Block Retaining Wall	18	SF	\$50.00	\$900.00	\$75.00	\$1,350.00	\$40.00	\$720.00	\$30.00	\$540.00	\$100.00	\$1,800.00	\$115.00	\$2,070.00
TOTAL ALT-2						\$103,729.00		\$136,061.50		\$116,706.00		\$152,881.00		\$141,076.25		\$207,949.65
ADDITIVE ALTERNATE BID SCHEDULE NO.3																
DIVISION 700 - CONCRETE																
7.18	706.4.1.A.7.a.ALT3	Curb and Gutter, Type Standard	65	LF	\$35.00	\$2,275.00	\$79.00	\$5,135.00	\$36.00	\$2,340.00	\$75.00	\$4,875.00	\$60.00	\$3,900.00	\$35.00	\$2,275.00
7.19	706.4.1.E.1.e.ALT3	Concrete Sidewalks, 5" with Thickened Edge	86	SY	\$140.00	\$12,040.00	\$230.00	\$19,780.00	\$560.00	\$48,160.00	\$200.00	\$17,200.00	\$600.00	\$51,600.00	\$124.00	\$10,664.00

City of Idaho Falls

Engineering Department

Bid Tabulation

Project: IDAHO CANAL TRAIL PHASE I (KEY #22069) & PHASE II (KEY #22074)

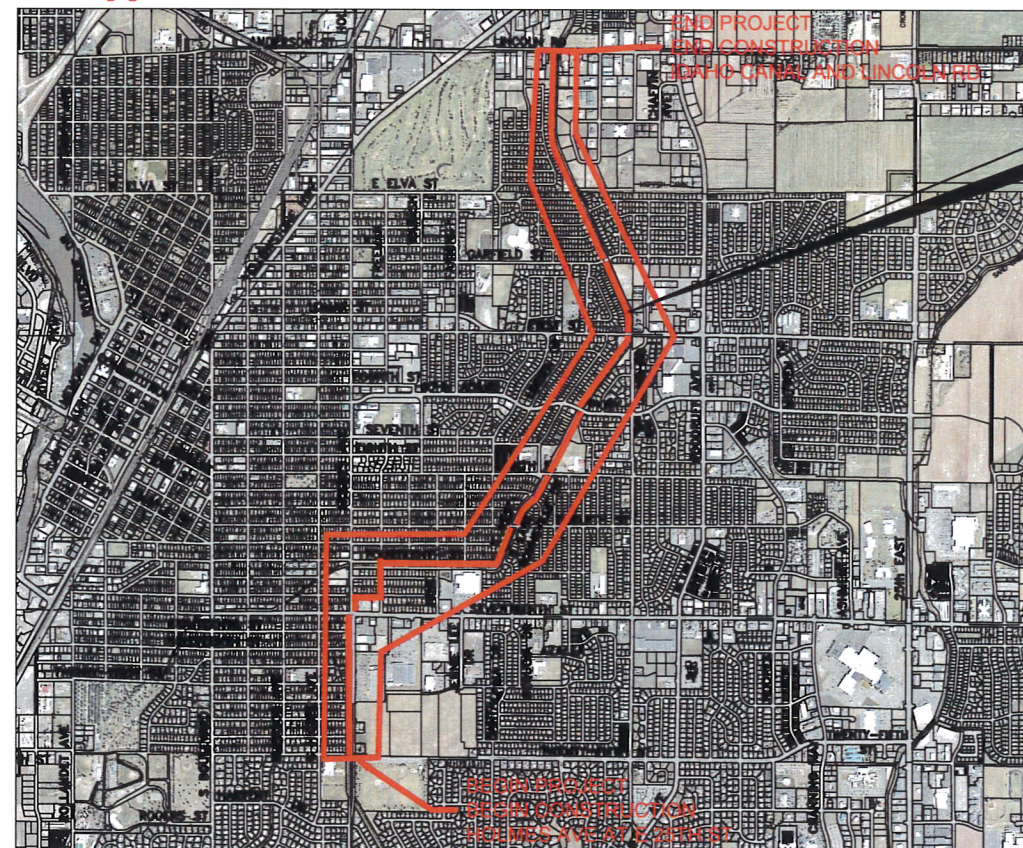
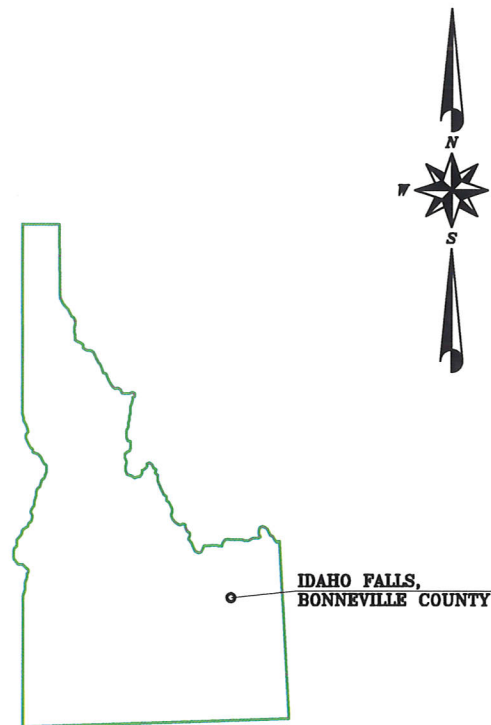
Number: 2-38-30-1-PRK-2017-46

Submitted: Kent J. Fugal, P.E., PTOE

Date: February 23, 2021

Item Number	Reference Number	Description	Estimated Quantity	Unit	Engineer's Estimate		Knife River Corporation - Mountain West		Depatco		HK Contractors, Inc.		Mountain Valley Construction, Inc.		Harper Construction, Inc.	
					Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
		DIVISION 1000 - CONSTRUCTION STORMWATER BMP's														
10.03	1005.4.1.H.1.ALT3	Retaining Walls	48	LF	\$150.00	\$7,200.00	\$92.00	\$4,416.00	\$200.00	\$9,600.00	\$170.00	\$8,160.00	\$185.00	\$8,880.00	\$175.00	\$8,400.00
		DIVISION 2000 - MISCELLANEOUS														
20.06	2040.4.1.A.1.ALT3	Fence, Type 6' Chain Link	60	LF	\$40.00	\$2,400.00	\$143.00	\$8,580.00	\$165.00	\$9,900.00	\$150.00	\$9,000.00	\$60.00	\$3,600.00	\$165.00	\$9,900.00
		SPECIAL PROVISIONS														
SP-18	S0800.ALT3	Pathway (Width Varies)	1662	LF	\$34.00	\$56,508.00	\$28.00	\$46,536.00	\$53.00	\$88,086.00	\$60.00	\$99,720.00	\$60.00	\$99,720.00	\$63.00	\$104,706.00
SP-19	S1155A.ALT3	Install Sign	3	EA	\$300.00	\$900.00	\$575.00	\$1,725.00	\$650.00	\$1,950.00	\$575.00	\$1,725.00	\$600.00	\$1,800.00	\$600.00	\$1,800.00
SP-20	S1155B.ALT3	Install Sign	2	EA	\$300.00	\$600.00	\$800.00	\$1,600.00	\$950.00	\$1,900.00	\$825.00	\$1,650.00	\$800.00	\$1,600.00	\$860.00	\$1,720.00
SP-21	S2085.ALT3	Handrail	192	LF	\$80.00	\$15,360.00	\$151.00	\$28,992.00	\$130.00	\$24,960.00	\$195.00	\$37,440.00	\$175.00	\$33,600.00	\$100.00	\$19,200.00
TOTAL ALT-3						\$97,283.00	\$116,764.00		\$186,896.00		\$179,770.00		\$204,700.00		\$158,665.00	
ADDITIVE ALTERNATE BID SCHEDULE NO.4																
		SPECIAL PROVISIONS														
SP-22	S0800.ALT4	Pathway (Width Varies)	2863	LF	\$34.00	\$97,342.00	\$28.00	\$80,164.00	\$53.00	\$151,739.00	\$58.50	\$167,485.50	\$55.00	\$157,465.00	\$63.00	\$180,369.00
SP-23	S1155A.ALT4	Install Sign	1	EA	\$300.00	\$300.00	\$575.00	\$575.00	\$650.00	\$650.00	\$575.00	\$575.00	\$600.00	\$600.00	\$600.00	\$600.00
SP-24	S1155B.ALT4	Install Sign	1	EA	\$300.00	\$300.00	\$794.00	\$794.00	\$950.00	\$950.00	\$825.00	\$825.00	\$800.00	\$800.00	\$865.00	\$865.00
TOTAL ALT-4						\$97,942.00	\$81,533.00		\$153,339.00		\$168,885.50		\$158,865.00		\$181,834.00	
GRAND TOTAL						\$1,201,448.30	\$1,299,979.00		\$1,737,757.50		\$1,807,427.00		\$1,814,108.50		\$2,101,866.65	

IDAHO CANAL TRAIL PHASE I (KEY #22069) & PHASE II (KEY #22074) IDAHO FEDERAL AID #A022(069) & #A022(074) CITY PROJECT # 2-38-30-1-PRK-2017-46



PROJECT LOCATION

REVIEWED BY: PARKS DEPARTMENT
[Signature]
DATE: 2/3/2021



MAYOR
REBECCA L. NOAH CASPER

CITY COUNCIL
MICHELLE ZIEL-DINGMAN JIM FRANCIS
SHELLY SMEDE JOHN B. RADFORD
THOMAS HALLY JIM FREEMAN

ENGINEERING DIVISION
PUBLIC WORKS DIRECTOR CITY ENGINEER
CHRIS H FREDERICKSEN, P.E. KENT J. FUGAL, P.E., PTOE

2021

AS BUILT:		
SCALE SHOWN IS FOR SHEET 11 x 17 ONLY		
ENGINEERING DIVISION		
IDAHO CANAL TRAIL PHASE I (KEY #22069) & PHASE II (KEY #22074) TITLEPAGE		
CHEK BY:	Y.G.	DATE PLOTTED:
FILE NO. 2-38-30-1-PRK-2017-46	DWG NO. Titlepage-Idaho-Canal-Trail	1 OF 27

Memorandum

File #: 21-029

City Council Meeting

FROM: Bear Prairie, General Manager
DATE: Friday, February 26, 2021
DEPARTMENT: Idaho Falls Power

Subject

IF21-24 Bid award to Instrument Control Company for Idaho Falls Power Paine Substation

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve this bid award to Instrument Control Company of West Valley City, Utah for Paine substation's relays and racks at a not-to-exceed amount of \$93,140.00 (or take other action deemed appropriate).

Description, Background Information & Purpose

Idaho Falls Power solicited bids from qualified contractors to provide relays and racks for the new Paine substation. We received three bids with Instrument Control Company being the lowest responsive, responsible bidder. The Engineer's estimated cost was for \$120,000.00.

Alignment with City & Department Planning Objectives



This action supports our readiness for managed, well-planned growth and development, ensuring that community infrastructure meets current and future needs. This action also supports the growth element of

the IFP Strategic Plan.

Interdepartmental Coordination

Municipal Services and Idaho Falls Power concur that this agreement if appropriate.

Fiscal Impact

This agreement is included in the Idaho Falls Power 2020/21 CIP Budget.

Legal Review

N/A

Bid Tabulation for Idaho Falls Power Paine Substation Construction / Project # IF 21-24

Bid Opening February 25th, 2021, 2:00 p.m. local time

<u>Bidder’s Name</u>	Intermountain Electronics	Instrument Control Company	Electrical Power Products						
<u>Acknowledges Addendums 1 & 2</u>	1. Yes 2. No	1. Yes 2. No	1. No 2. No						
<u>Can meet delivery schedule – Yes / No</u>	Yes	Yes	Yes						
<u>Total Bid Amount</u>	\$96,050	\$93,140	\$93,945						

File #: 21-042

City Council Meeting

FROM: Bear Prairie, General Manager
DATE: Thursday, March 4, 2021
DEPARTMENT: Idaho Falls Power

Subject

Resolution Amending the Idaho Falls Power Service Policy

Council Action Desired

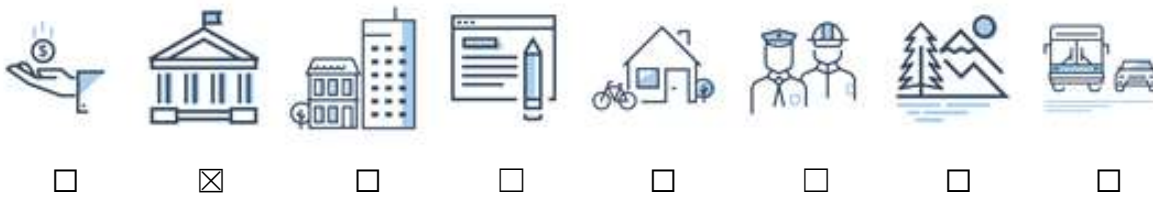
- ☐ Ordinance
 ☒ Resolution
 ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the resolution amending the Idaho Falls Power Service Policy (or take other action deemed appropriate).

Description, Background Information & Purpose

Idaho Falls Power staff and Board members review and discuss the utility's Service Policy annually to make any necessary additions, modifications or updates to ensure the document remains a useful and relevant tool for customers. These amendments are the product of the 2021 review as discussed in the February Board meeting.

Alignment with City & Department Planning Objectives



Improving our Service Policy with added clarity and safety features demonstrates our readiness for good

governance and a safe community. It also supports the customer exchange and safety elements of the IFP Strategic Plan.

Interdepartmental Coordination

N/A

Fiscal Impact

This is a policy review and update, so there is no impact to the IFP budget.

Legal Review

Legal has reviewed and approved the updates to the Service Policy.

RESOLUTION NO. 2021 -

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING THE REVISED IDAHO FALLS POWER SERVICE POLICY (2021), AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the City owns and operates a municipal electric utility, Idaho Falls Power (“IFP”), employing a number of dedicated employees in the electric trade and providing services to many customers; and

WHEREAS, the City has authorized the IFP to promulgate written rules and regulations and/or customer service policies regarding its delivery of electrical services pursuant to Idaho Falls City Code; and

WHEREAS, IFP has developed a Service Policy relative to procedures for new and existing services; and

WHEREAS, the Council agrees that the Service Policy attached is an appropriate service policy to help insure consistent and fair conditions of delivery of electrical services by IFP.

NOW, THEREFORE, BE IT RESOLVED that on behalf of Idaho Falls Power, the Idaho Falls City Council hereby endorses and adopts the attached Revised Idaho Falls Power Service Policy (2021) as the governing set of rules, regulations, and/or customer service policies regarding delivery of electrical services by IFP to electric customers.

ADOPTED and effective this _____ day of March, 2021.

ATTEST:

CITY OF IDAHO FALLS, IDAHO

KATHY HAMPTON, CITY CLERK

REBECCA L. NOAH CASPER

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, KATHY HAMPTON, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO
HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Resolution
entitled, "A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A
MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING THE
REVISED IDAHO FALLS POWER SERVICE POLICY (2021), AND
PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS
PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW."

KATHY HAMPTON, CITY CLERK



SERVICE POLICY

Effective 2021

This Policy provides information on the Idaho Falls Power (IFP) procedures for new and existing services and what will be required of a Customer desiring electric service. This Policy is based in part on current Idaho Falls City Code. It is to be used only as a guide and shall not be considered to be complete with respect to all possible service configurations or special or extenuating circumstances. Questions pertaining to this Policy should be directed to the Engineering Manager, or the Distribution Superintendent at (208) 612-8430. **Any deviations from this Policy must receive prior IFP written approval.**

Changes new to this edition:

1. Added definitions for ISPWC.
2. Updated Figure 7, Figure 8, Figure 12, Figure 16, Figure 30, and Figure 31.
3. Added Figure 32 Fiber / Power Secondary Trench details.
4. Joint use attachment construction standards (Section X).
5. Added lighting design and installation requirements for commercial applications.
6. Added clarification on meter installations.
7. Added clarification on Customer Generation.
8. Added clarification on meter packs and multi-family dwellings.

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I. DEFINITIONS:

CHARGING STATION: IFP-supplied equipment that is leased to a customer for the purpose of charging electrically powered vehicles.

CITY: City of Idaho Falls, Idaho.

COMMERCIAL: Development that is non-residential or, for the purpose of construction and maintenance of the electric infrastructure, a development that is Multi-Family Housing with three or more attached units with a meter pack (master-metered). (See International building code for more information about the commercial classification)

CONTRACTOR: Any person or entity who is doing work that will require electric service or other interaction from IFP. Contractor is a general term that can apply to one (1) or more property developer, owner, owners' agent, or other entity performing work at location.

CT METER: A metering system where the current is measured indirectly with a current transformer.

CUSTOMER: The person(s) who will be the owner(s) of the property where the service is provided and who shall be responsible for the ongoing costs of maintenance and service.

CUSTOMER-GENERATOR: A customer with a small generation facility (solar, wind, etc.) who has a net-metering agreement with IFP.

GENERATION EQUIPMENT: Equipment (solar panels, small wind, gas-generators, etc.) used in the generation of electricity.

ISPWC: Idaho Standards for Public Works Construction

IFP: The City of Idaho Falls, Idaho, dba Idaho Falls Power.

INFILL LOTS: Platted or unplatted property left after development has been complete or that have been developed in the past and the structures have since been removed that may be subject to line extension fees.

MASTER-METERED: One (1) meter that measures the electrical service for more than one (1) living unit or commercial interest.

MOBILE HOME PARK: Development that has three or more stand-alone residences on parcel(s) under common ownership and typically mobile homes where each unit has a self-supported meter base, or that is master metered. This type of development is considered Commercial for the purpose of construction and maintenance of the electric infrastructure.

NESC: National Electric Safety Code, which is the governing standards for electric utilities.

NET ENERGY: The difference between the electricity consumed by the Customer-Generator and the electricity produced by the Customer-Generator's Generation equipment

and facility.

NET-METERING: A system in which a small generation facility, (e.g., renewable energy generators), are connected to the power grid and surplus power is transferred onto the grid, allowing customers to offset the cost of power drawn from IFP.

PRIMARY: The parts of the IFP system that are operated at a nominal 15kv phase-phase. Actual operating voltages are 12,400 volts phase-phase and 7,200 volts phase-ground.

RESIDENTIAL: Single Family Home (independent meter attached to a wall), Multi-Family Housing (two units with a meter pack or master-metered), and Single Family Attached (individual service to each house with meter attached to the individual house).

SECONDARY: The parts of the IFP system that are operated below 600 volts.

SELF-CONTAINED METER: A non-instrumented single-phase meter under four hundred (400) amps or a three- (3) phase meter under two hundred (200) amps.

II. SERVICE REQUIREMENTS

SERVICE FEES: CONSISTENT WITH IDAHO FALLS CITY CODE, ALL FEES OR COSTS, APPLICABLE TO LINE EXTENSIONS FOR RESIDENTIAL OR COMMERCIAL INDIVIDUAL CUSTOMERS OR DEVELOPMENTS SHALL BE PAID IN ADVANCE OF ANY INSTALLATION OF ELECTRICAL INFRASTRUCTURE. APPLICABLE FEES ARE PUBLISHED IN THE FEE SCHEDULE ESTABLISHED BY CITY COUNCIL RESOLUTION.

A. General Service Requirements:

1. A Customer desiring new electric service from IFP must first secure a building permit from the City Building Department. For all three-phase and commercial projects, it is required that the Customer coordinate service plans directly with IFP prior to seeking a building permit. The Customer shall provide a completed transformer load sheet and information necessary for IFP to provide electrical service, including but not necessarily limited to: preferred service location (overhead or underground service), single-phase or three-phase service, total connected load, electric heat and air conditioning load, required voltage, and the number and size of motors with ratings greater than ten (10) horsepower.
2. The International Building Code and International Residential Code determines if a building is commercial verses residential for the purpose of construction and maintenance of the electric infrastructure. Power consumption charges and line extension fees are based on the occupancy type and are listed in The Fee Schedule Established by City Council Resolution.
3. The Customer is solely responsible for the selection, installation, and maintenance of all electrical equipment and wiring, on the load side of the point of delivery (other than IFP's meters and apparatus). The Customer shall be responsible to provide adequate protective measures for all electric motor installations.
4. The Customer shall be responsible to install and maintain surge suppressors, auxiliary power units or other protective devices for the protection of computers, computer software and programming, televisions, or other equipment sensitive to voltage spikes, surges, sags, transients, noise interruptions or outages.
5. The Customer shall install and maintain all suitable protective devices and equipment to protect the Customer, life and/or property, from harm or injury from electric current because IFP shall assume no duty to warn or to otherwise assist the Customer in the selection of or use of electrical appliances, tools, equipment, or facilities.
6. Whenever a Customer's equipment has characteristics which causes interference (e.g., harmonics, transients, waveform distortions, fluctuations, etc.) with IFP's

service to other Customers, the Customer causing the interference shall make changes in such equipment or provide, at Customer's expense, additional equipment to eliminate the interference. Power quality of the Customer shall meet the IEEE 519 standard, ANSI C84.1 standard, and City Code 8-5-26.

7. Padmounted equipment (including ground sleeves / pedestals, etc.) shall not be provided or set until curb and gutter have been installed. Approval from IFP is required prior to any deviation from this requirement.
8. IFP's required easements for the electric and fiber lines shall be identified and designated prior to construction. In general, easements for electric and fiber service shall be twelve feet (12') in width. Along rights-of-way (ROW) easements shall be a minimum of fifteen feet (15'). Proposed easement width may vary depending on road classifications and IFP future planning needs.
9. New utility easements of less than twelve feet (12') in width require prior approval from IFP design staff. It is the Customer's responsibility to have IFP's designated easements surveyed and dedicated to the City.

B. Commercial Service Requirements

1. Commercial services are defined as Non-residential and Multi-Family Housing that has three or more units attached with a meter pack (see International Building Code). Exceptions on case by case basis shall be coordinated by IFP and Building Department.
2. Prior to design, every commercial and industrial Customer shall provide the following information to IFP:
 - a) A plot plan indicating the preferred service entrance location
 - b) If previously recorded public utility easements or are not available, provide easements to IFP for underground power cable, as indicated on the marked-up plot plan described above. If the indicated easement locations present problems, the Contractor is responsible to obtain permission for a different routing from IFP.
 - c) Proposed transformer location (final determination will be made by IFP)
 - d) A completed transformer load sheet (attached to review sheet or by pdf from IFP design)
 - e) All electrical requirements including number of phases, voltage, connected single-phase and three-phase loads.
 - f) Determine location of loads, approximate size of loads and possible future load needs. All three-phase underground installations shall be served with Y connected secondary only (i.e. 120/208 or 277/480).
 - g) No service work, cable pulls, or connects will be made unless the site address

is posted in a conspicuous place.

3. Determine location of service entrance, approximate size of loads, and an estimate of future electric loads.
4. Provide a meter base, standard power riser, weather head, and/or suitably anchored attachment point to allow connection to IFP's designated service tap point. Install IFP provided CTs.
5. Provide necessary easements to connect the Customer to IFP's designated interconnection point. Easements are required for primary conductor only, except in rare cases where an easement for overhead secondary conductor may be necessary (because it crosses property boundaries).
6. IFP will then provide the meter and current transformers and aerial overhead conductor. Note that no Customer owned equipment will be permitted on IFP's poles

C. Commercial Service Requirements for Operation

1. The Customer is solely responsible for the selection, installation, and maintenance of all electrical equipment and wiring, on the load side of the point of delivery (other than IFP's meters and apparatus). The Customer shall be responsible to provide adequate protective measures for all electric motor installations.
2. The Customer shall be responsible to install and maintain surge suppressors, auxiliary power units or other protective devices for the protection of computers, computer software and programming, televisions, or other equipment sensitive to voltage spikes, surges, sags, transients, noise interruptions or outages.
3. The Customer shall install and maintain all suitable protective devices and equipment to protect the Customer, life and/or property, from harm or injury from electric current because IFP shall assume no duty to warn or to otherwise assist the Customer in the selection of or use of electrical appliances, tools, equipment, or facilities.
4. Whenever a Customer's equipment has characteristics which causes interference (e.g., harmonics, transients, waveform distortions, fluctuations, etc.) with IFP's service to other Customers, the Customer causing the interference shall make changes in such equipment or provide, at Customer's expense, additional equipment to eliminate the interference. Power quality of the Customer shall meet the IEEE 519 standard, ANSI C84.1 standard, and City Code 8-5-26.

D. Residential Service Requirements

1. Residential services are defined as a Single Family Home, Multi-Family Housing (two units with a meter pack), and Single Family Attached (individual service to each house with meter attached to the individual house).

2. Line extension fees will be established by Resolution of the City Council.
Additional clarification for infill lots are as follows:
 - a) Infill lots that were planned with services and that have adequate IFP infrastructure are not subject to the per lot fee or other line extension fees. If it is determined that the infrastructure needs upgraded to serve than this will be billed as an extra line extension fee.
 - b) Infill lots that were not planned as a residential lot are subject to the per lot fee.
 - c) Infill lots that have no IFP power infrastructure fronting or adjacent to the property are subject to the per lot fee plus all other applicable line extension fees to provide power to the property as determined by IFP.
3. New underground residential electric systems shall be installed in front lot locations and shall be determined by IFP. See Section III for trenching and conduit requirements.
4. Service Entrance and Meter Base:
 - a) The meter shall be located within five feet (5') of the nearest front corner of the house to the existing transformer or pedestal. Conduit is to have a maximum of 360° degree of bends. Services shall conform to Attached Figures of this Policy. Meter location requirements herein are to be used only as a guide and shall not be considered complete with respect to all possible service configurations or special extenuating circumstances. Any deviation of meter placement must have prior, written approval from IFP. The centerline of the meter should be five feet six inches (5'6") above the finished grade or walkway. If structural details prevent this, the centerline height shall be not less than four feet (4') or more than six feet (6').
5. Power Cables:
 - a) IFP will provide and install the necessary primary cable. IFP will provide and install the necessary secondary cable for services up to three hundred (300) amps.
 - b) The cables will be installed in the Contractor provided conduit to connect the Contractors' service point to the City's pad-mounted transformer or pedestal. The Contractor is required to establish a final grade compacted to a minimum of ninety-five percent (95%) of maximum density at each transformer and service pedestal on location large enough for placement of IFP's transformer pad and/or pedestal. See Attached Figures of this Policy. The Contractor should coordinate work with IFP.
 - c) The Contractor's service entrance equipment must be in place and approved by the electrical inspector before final hookup. Installed conduit shall be inspected by IFP to ensure proper conduit depth and installation. Cable will

not be installed until the trench has been backfilled.

6. High Voltage Transformers and Sectionalizing Cabinets:

- a) The high voltage equipment shall not be enclosed in any manner which will restrict the dissipation of heat. A ten foot (10') minimum clearance and access must be maintained in front of the cabinet door. A two foot (2') clearance should be maintained on all other sides of the equipment. Fences or landscaping installed within this clearance will be removed at the Customer's expense should servicing be required. See Attached Figures of this Policy.
- b) Additionally, overhead service wire length has a maximum length of one hundred twenty-five feet (125').

E. Multi-Family Service Requirements

1. Conduits and conductors used to service the building will be determined by IFP for Residential only (up to two units with a meter pack). For Commercial applications (three units or more with a meter pack) conduits and conductors will be determined by the Contractor or Customer. See Section III for trenching and conduit requirements. Secondary conductor(s) will be terminated at one (1) point Customer's premises (i.e. main breaker, disconnect or similar tap point). IFP's conductor(s) shall not be used as a bus in gutters, etc.
2. A Contractor / Developer can install a meter pack as an alternative to individual meters on individual walls. Conduits and conductors can penetrate the firewall on Single Family Attached dwellings (see building regulations and coordinate with Building Department). Easements and agreements will need to be in place between each Property Owner / Home owner's association. Contractor / Owner shall communicate to IFP the type of construction when requesting approval.
3. Line extension fees are based on occupancy and will be established by Council Resolution. Multi-Family Housing line extension fees are only applicable when there is a meter pack of three (3) or more units.

F. Construction and Temporary Service

1. IFP will charge a fee for the installation and removal of power for a temporary facility to existing infrastructure (e.g., within thirty feet (30') of underground or one hundred twenty-five feet (125') from overhead tap point). This fee will be established by Resolution of the City Council and shall be paid at the City Building Department at the time of building permit application. Due to varied field conditions, the Contractor or Customer will need to coordinate a site visit with IFP staff at (208)612-8430 to determine installation requirements. If providing the service requires pole installation or transformer placement, an additional one-time fee shall be paid to IFP prior to the installation of the temporary service. Temporary Service request forms with current associated fees are available at the Building Department.

2. Examples of temporary facilities include a construction trailer or Christmas tree lot, which would require a line extension and/or transformer. Temporary power service shall be limited to three (3) months post completion for construction projects or to one (1) year of continuous service for non-construction services.
3. The Contractor or Customer must provide service pole and meter base, and have it approved by the City's electrical inspector. The service pole cannot be more than one hundred twenty-five feet (125') from the designated IFP interconnection point. The service pole shall be tall enough to allow for appropriate traffic clearance and be strong enough to support the service conductors.

G. Requesting Changes to Existing Services (service upgrades)

1. Any Customer may request a change to an existing service, including upgrades, expansion, extension or relocation. Customers requesting change in existing service shall pay labor and materials costs associated with the service change. All payments will be made in advance of the change in service. Residential service upgrades must comport to City Code 10-3-5(Z)(8) for zoning. Primarily, the use of utilities shall not be beyond that reasonably used for residential services, e.g. cryptocurrency mining would not be considered a residential use.
2. The Contractor or Customer shall be responsible for costs incurred by IFP for the repair of any of its facilities damaged by the Contractor or Customer or a third party working on behalf of the Contractor or Customer. IFP will provide information and services in advance of maintenance or construction activities (such as dropping and reconnecting overhead service lines for tree trimming) at no charge, if scheduled during regular business hours.

H. Illumination of Public Rights-of-Ways

1. It shall be the Customer or Contractor's responsibility to provide illumination (street lights) along or within the public rights-of-way contained within a new development.
 - a) IFP will coordinate with the Developer regarding design and construction responsibilities for lighting.
 - (1) When determined by IFP, Contractor to utilize flood seals and compact compression connector Burndy YPC2A8U bg die or w-bg die; or approved equal for all connector taps.
2. All new light pole foundations and lighting conduits shall be constructed by the Contractor in accordance with current Service Policy Figure 10, ISPWC (Idaho Standards for Public Works Construction), and City of Idaho Falls standard specifications. IFP will furnish to the Contractor a bolt hole template (pending availability), anchor bolts, nuts, washers, grounding butt plate, and ground wire needed for the installation of the light poles. Contractor may utilize a precast light

pole base as long as it matches all specifications.

- a) The Customer shall purchase or construct a concrete light pole base per current IFP specifications in the location indicated on the IFP Contractor Map. The final light pole location will be determined by IFP. If the Customer chooses to pour in place the pole base, IFP must be contacted for inspection of pole base prior to the base being poured. Light Pole base shall conform to Attached Figures of this Policy. A light pole will not be installed on the pole foundation until it has cured a minimum of seven (7) days. When the temperature is forty (40°) degrees or lower the pole foundation shall be covered with an insulated tarp.
3. Contractor to ensure adequate backfill at proposed light pole bases and utilize ¾" gravel to maximize compaction.
4. IFP will install poles and luminaires along or within the public rights-of-way with the cost of materials paid by the Contractor prior to installation, except in the commercial applications described above.

I. Required Conductor Clearances

1. See Service Policy Figures for required clearances of overhead power lines to driveways, parking lots, alleys, areas of farm and construction equipment, pedestrian traffic, vehicular traffic, railroads, water ways, and other miscellaneous clearance exhibits. If the clearance is not shown please contact IFP staff. Note all clearances are derived from the NESC.
2. Contact IFP at (208) 612-8430 for permits, inspections, authorizations, and clearances not addressed in this Policy.

J. Fault Current Calculations

1. The NEC requires that new service entrance equipment is rated to interrupt the available fault current. To assist customers, IFP is providing the tables below showing a calculated maximum potential secondary fault current (Isc) and the information necessary to allow the calculations of the maximum fault current for most applications.
2. The tables are built with the following assumptions:
 - a) The tables do not use an infinite buss but the maximum primary fault current of IFP's system which is 8000 amps.
 - b) The tables were developed with a minimal 15 feet of secondary conductor (wire) is installed from the transformer. For a more accurate calculation the customer can use the actual length of conductor and actual conductor size. Calculating tools such as Eaton Bussmann's FC² application can be used.

<i>3-Phase Padmount Transformers</i>					
Transformer KVA	Secondary Voltage L-L	Secondary Voltage L-N	Lowest %Z	Isc w/ 15ft Wire	Wire Size
45	208	120	2.8	4216	4/0
75	208	120	0.9	17773	4/0
75	480	277	1.3	6508	4/0
112.5	208	120	1.2	22129	1-500
112.5	480	277	1.9	6668	4/0
150	208	120	1.1	30138	1-500
150	480	277	1.2	13147	4/0
225	208	120	1.5	35161	2-500
225	480	277	1.4	17074	1-500
300	208	120	1.4	48886	3-500
300	480	277	1.3	23330	1-500
500	208	120	1.5	71114	4-500
500	480	277	1.5	32504	2-500
750	208	120	5.4	34719	6-500
750	480	277	3	25812	3-500
1000	208	120	5.8	42437	8-500
1000	480	277	5.5	19591	4-500
1500	480	277	5.6	27583	5-500
2000	480	277	5.6	35237	7-500
2500	480	277	5.5	42818	8-500

<i>1-Phase Padmount Transformers</i>					
Transformer KVA	Secondary Voltage L-L	Secondary Voltage L-N	Lowest %Z	15ft 1/0 AL Isc L-L	15ft 1/0 AL Isc L-N
15	240	120	1.1	5008	6192
25	240	120	1	8355	9246
37.5	240	120	1.6	7931	8895
50	240	120	1	13950	13131
75	240	120	2.4	9952	10487
100	240	120	1.3	18221	15395
167	240	120	1.8	20181	16286
<i>1-Phase Polemount Transformers</i>					
Transformer KVA	Secondary Voltage L-L	Secondary Voltage L-N	Lowest %Z	15ft #2AL Isc L-L	15ft #2AL Isc L-N
15	240	120	1.1	4721	5382
25	240	120	1	7585	7549
37.5	240	120	1.6	7234	7314
50	240	120	1	11928	9954
75	240	120	2.4	8878	8357
100	240	120	1.3	14917	11202
167	240	120	1.8	16206	11667

III. TRENCH AND CONDUIT

A. General Requirements

1. Please contact the applicable IFP Design staff as noted on the approval drawings or through the main IFP engineering office at (208) 612-8430 prior to starting any trench and conduit work.
2. IFP requires all IFP-owned conductor to be in conduit. The Customer shall provide and install all conduits as required from the IFP identified interconnection location through new or existing easements to the Customer's transformer pad as set out in Section 2.A.1 of this Policy. In the event it is necessary for IFP to loop feed through the Customer's property, the Customer may be required to open an additional trench to place conduit from the transformer to an exit point from the Customer's property. The Customer may also be required to provide easements for the trench. All electric conduits shall be PVC Schedule 40 (see note 3 and 4 for exceptions). All elbows shall be PVC Schedule 40 large radius sweep (36") or as otherwise specified by IFP (see note 3 and 4 for exceptions). RGS elbows and conduit must be used at riser poles or where conduit will be exposed out of the ground. Conduits must be capped and labeled to identify routing. No conduit run shall have more than 360 degrees of bends. Maximum lengths of conduit runs shall be determined by IFP. Conduit shall only be bent with approved methods (i.e., blanket warmer or rigid conduit bender). No torches allowed.
3. 2" HDPE SDR 13.5 continuous duct can be utilized by the Contractor instead of 2 ½" PVC Schedule 40 as specified on the Contractor Map for proposed 1/0 single phase primary conductor. Conduit to be red in color or black with red stripes (red conduit preferred). If possible HDPE to be ordered with "IFP" stamped on conduit. The HDPE can be turned up inside of ground sleeves and secondary pedestals or Contractor may transition to 2" PVC Schedule 40 large radius sweep (36") with Perma-Guard/UL fittings by Arnco Shur-Lock II or approved equal by IFP.
4. On all conduit runs of 75 feet or greater and all services from the meter base to the transformer / secondary pedestal; the contractor will install 2500 lb. "mule tape". When available, and only if requested, IFP will provide used mule tape.
5. Contractor will install pull string for fiber optic conduit runs (future use conduit).
6. Developer / Contractor shall provide all construction staking and layout of new electrical facilities per design.
7. All conduit, including bell ends, shall be supplied and installed by the Contractor. Bell ends shall be installed at transformers, secondary pedestals, sectionalizing cabinets, and light pole locations. See attached Figures of this Policy for

installation guidelines. Conduits must be capped and labeled to identify routing.

B. Primary Conduit

1. The minimum power trench shall have a minimum depth of fifty-four inches (54") and maximum depth of sixty inches (60") below finish grade (Conduit to be installed 48" below finish grade). Including 6" of sand bedding below and above top of conduits. See below for bedding requirements. Minimum trench width shall be twenty-four inches (24"), unless otherwise noted. Before final backfill, IFP shall be notified when the conduit is in place. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trench to be backfilled within two weeks of IFP conduit installation. Failure to obtain an inspection prior to backfill may result in the re-excavation of the trench.
2. Minimum primary conduit depth can be reduced to eighteen inches (18") of cover below final grade through basalt or other rock upon prior approval of IFP. Rigid galvanized steel (RGS) conduit shall be provided and installed by the Contractor where trench depth is less than forty-eight inches (48"). IFP will specify the conduit size.
3. IFP will specify the conduit size. Contact applicable IFP staff upon completion of pulling a mandrel through the conduit to ensure the conduit is free from obstructions. Any additional or future costs due to broken, damaged, obstructed or poorly assembled conduits will be paid by the Customer.
4. IFP will provide the pole and all primary conductors, if crossing existing streets with overhead primary conductor to a pole located near the new service location. The Contractor shall provide and install the first length (i.e. ten feet (10') of RGS conduit) up the pole above the contractor supplied RGS elbow. All elbows at the base of the pole shall be a large radius three foot (3') RGS steel. All conduits installed on IFP poles will be on approximately eight inch (8") standoffs.
5. If an underground road crossing is made, the Contractor will provide all conduit and will bore conduit beneath the roadway or provide a trench in which to install conduit. The use of high density polyethylene (HDPE) continuous conduit shall be used at select road crossing locations with prior approval from IFP. Conduit shall be Perma-Guard/UL and fittings shall be Arnco Shur-Lock II or an approved equal approved by IFP. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trenches across existing roadways must also be approved by the City Public Works Department.
6. A minimum of six inches (6") of sand bedding is required above and below all conduits. An IFP staff may determine that the native soil is suitable for bedding material. Additionally, bury/caution tape shall be buried two feet (2') above the top of conduit. IFP will inspect all conduit installations before backfilling for proper depth and installation. Prior to cable installation, trenches must be

backfilled and transformer and sectionalizing cabinet ground sleeves as well as secondary pedestals must be in place.

7. In all cases the Contractor shall be responsible for backfill and compaction of cable trenches and repair of street crossings. Per City standards, all electrical trenches shall be compacted to a minimum of ninety-five percent (95%) of maximum density to prevent settlement. Failure to properly repair the street wherein defects (e.g. settlement) appear within one (1) year will result in the City billing the responsible party for all costs incurred by the City to fix the roadway.
8. A minimum of one foot (1') clearance shall be maintained between primary high voltage cable and all other utilities and service voltage cables, except at crossings (where a separation should exist to allow future repairs of either utility approximately two inches (2'') minimum).

C. Secondary Conduits

1. The trench for secondary conduit shall have a minimum depth of thirty inches (30") below final grade. Minimum trench width shall be twenty-four inches (24"), unless otherwise noted. Before final backfill, IFP shall be notified when the conduit is in place. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trench to be backfilled within two weeks of IFP conduit installation. Failure to obtain an inspection prior to backfill may result in the re-excavation of the trench.
2. Minimum secondary conduit depth can be reduced to eighteen inches (18") of cover below final grade through basalt or other rock upon prior approval of IFP. Rigid galvanized steel (RGS) conduit shall be provided and installed by the Contractor where trench depth is less than thirty inches (30"). IFP will specify the conduit size.
3. IFP will specify the conduit size (exception: commercial secondary conduit). Contact applicable IFP staff upon completion of pulling a mandrel through the conduit to ensure the conduit is free from obstructions. Any additional or future costs due to broken, damaged, obstructed or poorly assembled conduits will be paid by the Customer.
4. The Customer provides, installs and retains ownership of all commercial secondary service conductors and conduits from building (or load) to transformer (or source).
5. When service can be met from an existing power pole, the Contractor shall install all secondary cable to the pole and shall provide sufficient secondary cable to reach from the pole top connection point to the Customer's meter base or other point of connection.
6. The Customer shall provide and install the first length (i.e. ten feet (10') RGS

conduit up the pole above the contractor supplied RGS elbow. All conduits installed on IFP poles will be on approximately eight inches (8") standoffs. Commercial secondary trench and cable are the Customer's responsibility, and no easements will be required by IFP. All future maintenance, locating, and repair of secondary shall be the Customer's responsibility.

7. Contractor shall provide and install necessary meter bases, current transformer (CT) boxes, and install IFP provided CTs in CT boxes. Commercial metering requirements are contained in Section V. of this Policy, with additional commercial metering requirements in Section V.E. of this Policy.
8. Following such installations, IFP will install meter, meter wiring, etc.; place a transformer on the concrete pad; pull primary cable through Contractor-installed conduit; and connect primary cables to the primary terminals of the pad-mounted transformer. IFP makes up secondary connections in the transformer and provides connectors for standard cable up to and including five hundred (500) kcm. If greater than five hundred (500) kcm cable is to be used, the Contractor provides connectors and/or other special facilities. Finally, IFP connects the primary cable to its power system at the designated tap point after all requirements are met.
9. Where the service is fed from an overhead transformer, the Contractor or Customer will install conduit to the pole where the transformer is mounted.
 - a) The Contractor or Customer will install rigid galvanized, three- (3') foot radius elbow and one (1) ten (10') foot length of rigid galvanized steel conduit up the pole (for residential the size of conduit is to be determined in Contractor's Map, for commercial the size is determined by Electrician).
 - b) The Contractor or Customer will provide enough conductor to make connection to the transformer and coil it at the top of the end of the riser.
 - c) Schedule forty (40) PVC is acceptable only if mounted within the framed wall. If surface mounted on the house or self-supported meter base, the riser to the meter base and adjacent elbow shall be RGS.
 - d) IFP will inspect all conduit installations before backfilling for proper depth and installation. Meter base shall be framed and braced before the power cable will be pulled into the base. After IFP inspects conduit, an authorization for backfill sticker will be placed on conduit or meter base.
 - e) All trenches will be compacted to a minimum of ninety-five percent (95%) of maximum density to prevent settlement.
 - f) It shall be the property owner's responsibility to maintain integrity of secondary conduit at their expense.
10. On residential secondary conduit extensions, IFP will provide transformer ground sleeves, ground rods, and secondary pedestals. Following IFP providing the

ground sleeve and pedestal, and before transformer or service pedestal is installed, the Contractor shall install two ten foot (10') length of two and one-half inches (2½") schedule 40 PVC secondary conduit with three foot radius (3') sweep, if required from each transformer and/or pedestal on approximately a 45° degree angle into each lot to be served with electrical service (unless otherwise noted on Contractor's Map). See Attached Figures of this Policy.

- a) Three inch (3") conduit with three foot radius (3') sweeps shall be required from pedestal or transformer to the meter panel if residential service has a 400 amp panel. Coordinate with IFP.

- 11. Any residential secondary service that is connected from another secondary service or has multiple services interconnecting (daisy chain) will be deemed Commercial. IFP will not be responsible nor maintain those services.

D. Future Use Conduits

- 1. Contractor shall provide and install two inch (2") future use conduit (fiber conduit) in the trench per Contractor's Map.
 - a) Future use conduit (fiber conduit) shall be stubbed up into Idaho Falls Power supplied fiber boxes.
 - b) Location of fiber boxes shall be determined by Idaho Falls Power.
- 2. Contractor or Customer shall provide and install one inch (1") future use (fiber conduit) from existing fiber box to the house. As an option the Contractor or Customer can utilize Idaho Falls Power supplied three-quarter inch (¾") micro duct (see figure 32).
 - a) Minimum of twenty-four inch (24") of burial depth.
 - b) Contractor or Customer to ensure both ends of the conduit are capped off with a PVC cap and marked Idaho Falls Fiber.

IV. PADMOUNT EQUIPMENT REQUIREMENTS

A. Single-Phase Transformers

Transformer ground sleeves and ground rods shall be provided by IFP, but shall be picked up at the IFP warehouse and/or IFP designated facility and installed by the Contractor in conformance with Attached Figures of this Policy. The ground sleeve location shall be compacted to a minimum of ninety-five percent (95%) of maximum density prior to placement. The top of the transformer pad shall be installed a minimum of six inches (6") above final grade. The pad shall be level and aligned accordingly. A minimum ten foot (10') clear area is required in front of the transformer and a minimum of two foot (2') clearance is required on the other three (3) sides of the transformer. The transformer location will be determined by IFP.

B. Three-Phase Transformers

1. The Customer shall purchase or construct a concrete transformer pad per current IFP specifications in the location indicated on the marked-up plot plan. A minimum ten foot (10') clear area is required in front of the transformer pad and a minimum of two foot (2') clearance is required on the other three (3) sides of the pad. The final transformer location will be determined by IFP. If the Customer chooses to pour their own pad, IFP must be contacted for inspection of transformer form prior to the pad being poured. Pad design shall conform to Attached Figures this Policy. The pad location shall be compacted to a minimum of ninety-five percent (95%) of maximum density prior to concrete placement. The pad shall be level and aligned accordingly. A transformer will not be installed on the pad until it has cured a minimum of seven (7) days. No more than eight (8) conduits on the secondary side of a transformer shall be installed. When the temperature is forty (40°) degrees or lower the pad shall be covered with an insulated tarp. Transformer ground sleeves and ground rods shall be provided by IFP, but shall be picked up at the IFP warehouse and installed by the Contractor in conformance with Attached Figures of this Policy.
 - a) When more than eight conduits are required for the secondary service, coordinate with IFP for the installation of a secondary cabinet to be located adjacent to the transformer. This secondary cabinet will also be used for the CT metering equipment in many applications.

C. Sectionalizing Cabinets, Ground Sleeves, Secondary Pedestals, and Fiber Boxes

1. Primary sectionalizing cabinet, ground sleeves, ground rods, secondary pedestals, and fiber boxes shall be provided by IFP, but shall be picked up at the IFP warehouse and/or IFP designated facility and installed by the Contractor in conformance with Attached Figures of this Policy. The top of the sectionalizing ground sleeve shall be installed a minimum of six inches (6") above final grade. A minimum ten foot (10') clear area is required in front of the primary voltage switch cabinet and a minimum of two foot (2)' clearance is required on the other three (3) sides. The location of the ground sleeves, ground rods, and secondary pedestals will be determined by IFP.

D. Modifying Exterior Appearance of Equipment

1. Painting of IFP padmounted equipment shall not be allowed. Wrapping will be allowed with preapproval only. Conditions include; all of standard warning placards and transformer data to be included in the wrap, the wrap cannot cover the fins due to cooling requirements, and no commercial advertising.

V. GENERAL METERING REQUIREMENTS

These general metering requirements cover only the common meter installations. Infrequent or special applications which usually require the approval of IFP, are not

included in these metering requirements. Wiring diagrams and other meter information may be obtained from the IFP Metering Department. All meters installed by IFP are owned by IFP and all maintenance of the meters shall be completed by IFP.

A. Location of Meters

1. Protection from ice, snow, rain or other damage shall be provided by the Customer for metering equipment, when location so demands. A meter shall not be located where it will be subjected to shock, vibration, or other damage. The Customer shall be responsible for the cost of repair for damage to the metering equipment due to lack of protection.
2. Meters shall be installed on the exterior of the structure and at a location which will be readily accessible at all times for reading, inspecting and testing. The meter shall not be contained inside a cabinet or utility closet. IFP does not recognize EUSERC standards.
3. Residential meters shall be front yard accessible unless prior approval for another location from IFP is obtained.
4. Meters shall be installed only in sockets which are plumb in all directions and securely fastened to the structure.
5. The centerline of the meter should be five foot, six inches (5'6") above the finished grade or walkway. If structural details prevent this, the center line height shall be not less than four feet (4') or more than six feet (6') in height. See Attached Figures of this Policy.
6. In multiple meter installations such as apartment buildings or shopping centers, meters may be mounted in horizontal rows. The maximum allowable height from ground or walkway to the center line of the meter shall be six foot, six inches (6'6"). The minimum allowable height shall be two feet (2').
7. In apartment or multiple-use buildings, meters shall not be installed above the first-story level or in the basement.
8. Sufficient access and working space shall be provided around all metering equipment to permit ready and safe operation, maintenance and testing of such equipment, with a minimum of three feet (3') front working space, minimum of 6 feet, 6 inches (6'6") head room and a minimum of three feet (3') wide plus permitting 180° degree opening of equipment doors or hinged panels.
9. Meters shall NOT be mounted on IFP owned poles or pad mount transformers.
10. If a service has been disconnected for any reason, IFP reserves the right to require an inspection prior to energizing.

B. Meter/Point of Service Disconnect

1. External main disconnect(s) shall be required on all new Residential points of service and meter base replacements. External main disconnect(s) shall be located after the meter.
 - a) Provides point of disconnect for Customer side work up to and including the main panel.
 - b) Provides an accessible fire department point of disconnect in the event of a structure fire.
 - c) Provides an accessible location of IFP to drop the load when working on the meter.
 - d) External main disconnect will not be required if there is a dedicated transformer for the load and if the transformer has a disconnect switch inside of it.
2. IFP strongly recommends an external main disconnect on Commercial points of service.

C. Determining Self-Contained or CT Metering

1. If a Customer is CT metered, the metering shall be only for one (1) building under residential or commercial rate.
2. The City will require CT meters for all single-phase services greater than four hundred (400) amps and all three-phase services of greater than two hundred (200) amps.

D. Residential Metering Requirements

1. All single-phase Customers with a main switch ampacity between two hundred one (201) and four hundred (400) amperes will be metered with a self-contained, ~~meter~~ three hundred twenty (320) amp meter base. See Section V.E. of this Policy for meter base requirements.

E. Commercial Metering Requirements

1. All meters, , voltage and current leads, used with instrument transformers, shall be furnished and installed by IFP meter department personnel. CTs shall be furnished by IFP. Installation of CTs shall be coordinated with IFP meter department personnel.
2. All three-phase Customers with a main switch ampacity up to and including two hundred (200) amperes will be metered with a self-contained meter. All loads in excess of two hundred (200) amperes will be CT metered.
3. All meters or instrument transformers must be ahead of the Customer's disconnecting switch. Where multiple meter installations are required and a main switch is used, meters may be installed behind the main switch and ahead of the

Customer's disconnect. No unmetered circuits will be connected to the main switch. Entrance wiring must be so arranged that metered circuits do not enter conduits, raceways or enclosures containing unmetered circuits.

4. CT installations shall not be more than fifty feet (50') from the meter base. Contractor shall install minimum one inch (1") conduit for metering conductors only. Underground metering conduit shall be buried twenty-four inches (24") in depth. Schedule 40 PVC with RGS above ground into meter base. CTs must be contained within a CT can or approved switchgear. A CT shall not be placed in transformers. If no building wall is available for mounting, see Free Standing CT Meter in Attached Figures of this Policy.
5. Enclosures for CTs shall be furnished and installed by the Customer (unless otherwise noted). Line and load connections shall be clearly labeled along with labeling all phases. All enclosures shall be at least eleven inches (11") deep and of such size as to permit ready installation of current transformers on the size of conductor used. The table of enclosures for CTs, will be used as a guide for the minimum nominal size of metal cabinet to be used. All enclosures and meter bases shall have provisions for installing security seals and shall be installed at an accessible location on outside of building. IFP will not allow any Customer equipment to be installed on, or holes drilled in the transformer. Enclosures for CTs will be used on both underground and overhead instrument metered installations. The top of CT enclosure shall not exceed six feet (6') above finished grade. The bottom of CT enclosure shall not be less than two feet (2') above finished grade. Any variances to these requirements shall be determined by IFP.
 - a) For services greater than 801 amps, the CT metering will be installed in an IFP approved padmounted CT cabinet located adjacent to the transformer (Contractor may use wall mounted CT enclosure for service ampacities of greater than 801 amps if the CT enclosure is rated for and meets minimum UL ratings). Contractor to provide CT cabinet (See Attached Figure 16 of this Policy). CT cabinet to be split bus per American Midwest Power Service Connection Cabinet or approved equal. Coordinate with IFP for required footprint and termination detail. Ground sleeve and ground rod shall be provided by Contractor and installed in conformance with Attached Figures of this Policy. The ground sleeve location shall be compacted to a minimum of ninety-five percent (95%) of maximum density prior to placement. The top of the CT ground sleeve shall be installed a minimum of six inches (6") above final grade. A concrete pad can be utilized instead of a ground sleeve but must have an 18"-24" deep basement for the conduits. Concrete pad must meet CT cabinet manufacturer standards for strength of the fully loaded CT cabinet and be a minimum of six inches (6") above finished grade. A minimum three foot (3') clear area is required in front of the CT cabinet and a minimum of two

foot (2') clearance is required on the other three (3) sides of the CT cabinet. The CT cabinet location will be determined by IFP. Conductor will be provided and installed by IFP from Transformer to padmounted CT Cabinet on services greater than 801 amps. 4" conduit from Transformer to CT cabinet can have 24" radius elbows. CT Cabinet will be owned and maintained by Developer / Owner. CT Cabinet to be secured by an IFP-owned padlock.

- 1) CT Cabinet must meet minimum specifications given from American Midwest Power drawing "Service Connection Cabinet 'SCC' with CT provision" as follows or approved equal:
 - a. Cabinet is free standing NEMA 3R. Frame is 12 gauge steel galvanized steel bolted together and include leveling provisions. All side plates re pan formed galvanized steel and are bolted to the frame with tamper-resistant zinc plated bolts. Enclosure is primed and painted transformer green enamel.
 - b. Supporting structure for bus bars is bolted to framework such as that any phase bar can be relocated vertically as required to meet job requirements.
 - c. Bus Bars are electrical grade plated aluminum #6101T65 per ASTM specifications # B317 supported on 17" centers using double plastic insulators Copper bus available on special order. Current density is 750A/square inch maximum for Aluminum bus and 1000A/square inch maximum for Copper bus. Each bus bar is punched with 16 sets of 9/16" square holes on 2" horizontally and 1 3/4" centers vertically.
 - d. Ratings are 2000A, 2500A, 3000A, 3600A, and 4000A at 600V maximum 3Ø-4W, 3Ø-3W, 1Ø-3W. All cabinets shall have bus braced for 85,000A RMS amperes short circuit current rating.
 - e. Connectors in a range of #2 to 750 MCM are available in set screw type or compression type for field or factory installation. Connectors will be factory installed on right side of bus unless otherwise specified. Up to (12) – 750 MCM or (24) – 250MCM conductors can be installed on each side, per bar.
 - f. Meets Standards – ETL listed and labeled conforms to U.L. standard 1773 termination boxes. Conforms to NEMA

standards. Meets National Electrical Code requirements.
Meets Power Company requirements.

6. CT meter bases located within six feet (6') of the pad mount transformer shall be grounded and bonded to transformer to prevent touch potential.

ENCLOSURE FOR CURRENT TRANSFORMERS (CTs)

Service Entrance Conductor Ampacity	Minimum CT Cabinet Size (W x H x D)
401 & Above - 1Ø	36" x 48" x 11" (hinged door type) or smaller cabinet as approved by IFP
400 & Below - 3Ø	36" x 48" x 11" (hinged door type)
401 - 800	36" x 48" x 11" (hinged door type)
Over 801	To be coordinated and approved by IFP

F. Meter Bases

These meter base specifications cover all self-contained meter bases and transformer-rated meter bases.

1. The Customer or Contractor shall furnish meter bases and enclosures for all meter installations. All meter bases and enclosures will be installed by the Contractor and incorporated into the Customer's wiring.
2. Meter bases must be listed and installed to meet the National Electric Code and the National Electric Safety Code. Combination socket and disconnecting devices are approved for use, provided the base meets all other specifications and is wired on the line-side of the Customer's disconnecting device. Corrosion inhibitor shall be used on all connections to aluminum conductors.
3. All self-contained commercial service installations shall have factory installed lever or link bypass.
 - a) IFP will allow exceptions to the bypass requirements for services with minimal and interruptible load. Services for commercial sprinkler systems controls is an example.
4. IFP will not provide new three-phase, three-wire self-contained service without a grounded neutral system.
5. Single-Phase Meter Bases

- a) Single-phase 320 amp residential meter base shall have factory installed lever or link bypass. Single-phase meter bases over four hundred (400) ampere shall be CT instrument metered using six (6) point socket type meter base with drilled and tapped mounting plate for test switch provisions.
- b) All 120/208V self-contained single-phase meter base installations shall be of a five (5) terminal socket-type meter base and installed such that the fifth terminal is in the 9 o'clock position.

6. Three-Phase Meter Bases

- a) Two hundred (200) ampere and below self-contained meter base installations on three-phase service shall be a seven (7) point terminal socket type meter base.
- b) Three-phase meter bases greater than two hundred (200) ampere's shall have a CT instrument metered installation using a thirteen (13) terminal socket-type meter base with a drilled and tapped mounting plate for connection of test switch equipment.

G. Installation of Meters

- 1. Authorized IFP personnel shall install meter on Customerprovided meter base after the following steps have been taken:
 - a) Must pass Inspection by Electrical Inspector.
 - b) Customer to sign up for service at City of Idaho Falls Utility Billing.
 - c) Utility Billing will then submit the connect order to IFP.
- 2. IFP generally installs meters within five (5) working days after confirmation of connect order from Utility Billing.

H. Removal of Meters

- 1. Only authorized IFP personnel shall be allowed to remove meters from meter bases on the Customer's premises.

I. Meter Identification

- 1. Prior to the meter installation, IFP must be provided with a plan or diagram indicating which meter socket serves which unit. All meter sockets must be marked with the applicable unit address by some permanent means (i.e., not hand written with a "Sharpie") at a location on or near meter base.

J. Master Metering

- 1. IFP's retail rates are intended for application to individual customers or units of service. Master metering is prohibited. Except as specifically excepted hereinafter. Master metered mobile home parks, multi-occupant residential

buildings, commercial buildings and shopping centers connected prior to July 1, 2010, may continue to receive master metered service.

2. Mobile Home Parks built before July 1, 2010, whose space for tenants have been sub-metered by the park Owners, need not be individually metered by IFP. Mobile home park tenants will be charged the same rate for electric service, as though they were directly metered and billed by IFP.
3. Multi-occupant residential buildings, commercial buildings and shopping centers may be master metered if the electric heating, ventilation, air conditioning or water heating systems are centrally located and cannot be controlled by the individual tenants.
4. A Master-Metered Customer may install sub-metering for individual spaces at the Customer's own expense. Any master metering system must be maintained by the building owner and installed by licensed electricians. Master metered Customers may also utilize a reasonable allocation procedure to determine a tenant's usage for the purpose of reimbursing the master metered customer. Such a procedure shall constitute an allocation and not a resale. Such terms must comply with City Code 8-5-9. The Customer shall indemnify IFP for any and all liabilities, actions or claims for injury, loss or damage to persons or property arising from the allocation of service by the customer.
5. IFP will not sell or otherwise provide meters or associated equipment required for sub-metering, nor test and maintain customer owned meters.

VI. SECURITY LIGHTING

A. Program Requirements

1. IFP can provide security lighting for private property for a fixed monthly charge.
2. The Customer will pay a fixed monthly charge for each luminaire, based upon the type of luminaire and wattage. The rates are published in the City Fee Resolution.
3. Security lights can only be affixed to IFP owned poles with the cost of installation paid by the Customer.
4. The City retains ownership of all facilities and equipment.
5. For more information contact IFP Energy Services at (208) 612-8430.

VII. CUSTOMER GENERATION

A. Generation Facility Design and Installation Requirements

1. All new electric generation equipment that a Customer desires to connect to the IFP distribution system shall be approved by IFP prior to connecting the generation equipment to the IFP distribution system.

2. Customer's operating such generation equipment are required to file a Customer Interconnection Agreement Application and adhere to the following conditions:
- B. Generation Facility Design Specifications:
1. Facility Description
 - a) The Generation Facility shall be designed, constructed and operated in a manner such that it will interconnect and operate in parallel with IFP's electric supply system, in a safe and efficient manner without disruption, impairment, damage or loss of operational efficiency to IFP's electric supply system.
 - b) The operation of the Generation Facility is intended to offset a Customer-Generator's electric energy purchases from Idaho Falls Power.
 - c) The Customer-Generator shall be responsible for the design, installation and operation of the generation system and shall obtain and maintain all required permits and approvals.
 - d) Any modifications to the system (aside from routine maintenance), including installation of additional generation equipment, replacement panels, or added parts shall only be made following the prior written approval of IFP.
 2. Generation Facility Fuel Type and Size Limitations
 - a) The Customer's Generation Facility shall have a maximum annual generating capacity of no more than the previous twelve (12) months of electric usage. Facilities found to be in excess of approved size will not be compensated for net-monthly surplus energy sent to IFP.
 - b) For new residential construction the Customer's Generation Facility shall not exceed five (5) kilowatt. After the first twelve (12) months of consumption history, the Customer may reapply for additional generation.
 - c) Commercial facilities will be based upon an Electrical Engineer's calculations nottoexceed the estimated annual kilowatt consumption per meter. Facility must be reviewed and approved by IFP for capacity and qualifying specifications.
 - d) All Generation Facilities are subject to review and inspection at IFP's sole discretion. It is not IFP's intent to compensate a facility that generates more than its annual consumption. In cases of excess generation, IFP may require the Generation Facility arrangements to be renegotiated.
 3. Generation Facility Installation Standards and Code Compliance:
 - a) Customer-Generator shall provide the electrical interconnection on the Customer-Generator side of the meter between the Generation Facility and IFP's system.
 - b) IFP shall make reasonable modifications to their system necessary to

accommodate the generation system, with all IFP system modifications being paid for by the Customer. The cost for such modifications will be estimated by IFP, with Customer payment due in advance of installation.

- c) The Generation Facility shall include all equipment necessary to meet applicable safety, power quality, and interconnection requirements. These requirements are, or may include,
 - (1) IFP's policies
 - (2) National Electrical Code
 - (3) National Electrical Safety Code
 - (4) Institute of Electrical and Electronic Engineers (e.g., IEEE 1547),
 - (5) Nationally Recognized Testing Laboratories (e.g., UL 1741)
 - (6) California Rule 21
 - (7) Hawaii Rule 14H
 - (8) Utility best practices.
- d) IFP Engineering staff must approve each design drawing prior to construction of the Generation Facility. The drawings must comport to generally accepted engineering design practices and be submitted with the application. This review will be completed within thirty (30) days of application.
- e) Upon completion of construction, the City Electrical Inspector shall give final inspection and approval for the Generation Facility to commence operation.
- f) The Customer-Generator shall attend an orientation session with Idaho Falls Power staff. Call (208) 612-8456 for more information.
- g) The Customer-Generator shall then file an application for Net-Metering and Small Generation Interconnection Agreement Application with, and receive approval from, IFP before installing an interconnected Generation Facility on Customer-Generator property. Application forms are available at the City of Idaho Falls Building Department. The completed application and Generation Facility system design drawing should be returned to the address listed on the application. The City of Idaho Falls Building Department will also require a building permit and electrical permit along with an additional copy of the system design for review. Review by the City of Idaho Falls Building Department and IFP will occur simultaneously. IFP may withhold approval, if for any reason the requested interconnection would result in a negative monetary or physical impact on IFP's electrical system.

4. Disconnection Device:

- a) Customer-Generator shall furnish and install (on Customer-Generator side of the meter) a disconnecting device capable of fully disconnecting and isolating the facility from IFP's distribution system.
 - (1) The disconnecting device shall be located adjacent to IFP's bi-

directional metering equipment and shall be of the visible break type, located in a metal enclosure that can be secured by an IFP-owned padlock or other security device.

- (2) The disconnecting device shall be accessible to IFP's personnel at all times and shall conform to National Electric Code standards.
- (3) IFP shall have the right to disconnect, with or without notice, the Generation Facility from IFP's distribution system in order to maintain safe and reliable electrical operating conditions or to protect IFP's system from damage, disruption, interference, or to preserve system reliability.
- (4) The Generation Facility shall remain disconnected until such time that IFP determines conditions justifying the disconnection have been resolved.

5. Generation Facility Operational Standards:

- a) Customer-Generator shall furnish, install, operate and maintain in good order and repair, without cost to IFP, all equipment required for the safe operation of the Generation Facility operating in parallel with the IFP's electrical supply system. This shall include, but is not limited to, equipment necessary to
 - (1) Establish and maintain automatic synchronism with IFP's distribution system,
 - (2) Automatically disconnect the Generation Facility from IFP's distribution system in the event of system overload or outage and
 - (3) For Solar Facilities with backup battery storage, the system must automatically disconnect from and not back feed onto, IFP's distribution system in the event of a system overload or power disruption.
 - (4) The Customer-Generator's Generation Facility shall not cause any adverse effects upon the quality or reliability of service provided to IFP's other customers.
 - (5) IFP reserves the right to require that the Generation Facility modifications to comport with Idaho Falls electrical system change in needs or requirements or to negate any adverse impact the interconnected Facility has on other customers.
 - (6) The Generation Facility shall not cause any adverse effects upon the quality or reliability of service provided to IFP's other customers.
 - (7) The Customer-Generator shall operate the Generation Facility in accordance with applicable rules and regulations.
- b) On an approximate three-year rotation, the Customer is required to confirm the status of the generation facility. In addition, IFP reserves the right to inspect the facility at any time for non-backfeed protection for utility safety requirements.
 - (1) IFP reserves the right to disconnect the generation facility, or if required

the full service if the customer fails to confirm the status of the generation facility or allow for safety inspections.

6. Generation Facility Maintenance:

- a) Except for bi-directional metering equipment owned and maintained by IFP, all equipment on the Customer-Generator's side of the meter, including the required disconnecting switch, shall be provided and maintained in satisfactory operating condition by the Customer-Generator at the Customer's expense and shall remain the property and responsibility of the Customer-Generator. IFP shall bear no liability for Customer-Generator's equipment or for the consequences of its operation.

C. Generation Facility Net-Metering and Power Purchases

1. Measurement of Net Energy:

- a) Metering equipment shall be installed by IFP (solely at Customer-Generator's expense) to measure the flow of electrical energy to and from the customer premise.

2. Purchase of Energy:

- a) The Customer-Generator agrees to sell, and IFP agrees to issue a credit for, all electrical energy generated at the Generation Facility in excess of the Customer-Generator's on-site load in accordance with the current City fee resolution.

b) WHERE CONSUMPTION EXCEEDS GENERATION:

- (1) If electricity supplied by Idaho Falls Power during the billing period exceeds the electricity generated by the Customer-Generator during the billing period, the Customer-Generator:
 - (a) Shall be billed for the applicable non-energy charges for the billing period under the Customer's appropriate retail rate classification;
 - (b) Shall be billed for the net electricity supplied by IFP at the Customer's appropriate rate adopted in ordinance for the corresponding period.

c) WHERE GENERATION EXCEEDS CONSUMPTION:

- (1) If the electricity generated by the Customer-Generator exceeds the electricity supplied by IFP during the billing period the Customer-Generator:
 - (a) Shall be billed for the applicable non-energy charges for the billing period under the Customer's appropriate rate classification;
 - (b) Shall be financially credited for excess energy delivered to Idaho Falls Power during the billing period, at the rate adopted in

ordinance for the corresponding period.

3. Renewable Energy Credits

- a) The Customer-Generator will release to IFP all renewable-energy credits (RECs), renewable-energy credits (S-RECs) or other renewable attributes as appropriate based on actual on-site electric generation from the Generation Facility. Credits will be released to IFP for the duration of the interconnection to IFP's power system.

VIII. ELECTRIC VEHICLE CHARGING STATION PROGRAM REQUIREMENTS

A. Electric Vehicle Charging Station Installation

- 1. The following are Customer requirements for those who choose to participate in an IFP electric vehicle charging station lease:

- a) Location

- (1) The Customer is responsible for the selection of the charging station location, for both wall mount and pedestal mount charging stations with approval from IFP. Location must be approved by IFP prior to installation. IFP staff is available to assist in selecting suitable locations. To schedule an onsite assessment with an IFP representative, call (208) 612-8430.

- b) Installation

- (1) The Customer will be responsible to install the pedestal concrete pad base, conduit and wire, or conduit and wire for a wall mount location. See Attached Figures for the specification sheets for the pedestal installation. IFP is solely responsible for the installation of the charging station on the customers premise. If a charging station is to be installed on premises, which is leased, rather than owned, Customer must receive all necessary consent from the premises owner for the installation of the Charging Station by the Customer and allow access for operation and maintenance by IFP.
 - (2) Customer is responsible for acquiring all applicable permits and inspections for the construction and installation of the Station. In the event that an upgrade in electric service or wiring is required to support the stated load of the Station this will be the sole responsibility of the Customer.
 - (3) The Customer is responsible for all costs (labor and materials) associated with the installation site preparation: trenching, conduit, cement pedestal base, wire, etc.

- c) Maintenance and Repair

- (1) Standard Maintenance

- (a) IFP will perform standard maintenance to the charging station to ensure it is in proper working condition throughout the term of the program. Maintenance includes cleaning the charging station connector, testing the charging voltage level, testing system functionality, and related minor work, as reasonably determined by IFP, to preserve the unimpaired function of the charging station.
 - (b) Customer will provide IFP access to the charging station and related equipment for maintenance between the hours of 7:00 a.m. and 7:00 p.m. local time on City business days. In the case of an emergency, Customer will allow IFP access, with notice, to the charging station and related equipment outside of normal maintenance times.
- (2) Equipment Damage
 - (a) Customer is responsible, at its sole cost and expense, for actions related to the repair and replacement of a negligently damaged charging station to include vandalism.
 - (b) The Customer agrees that the facilities in which the charging station is located will be kept clean and in good repair.
 - (c) Customer will maintain structural portions of the premises surrounding the Charging Station, including the pavement, foundation, roof structure, walls, columns, beams, parking areas, and all adjoining common areas, in good condition and repair.
 - (d) If temporary removal of the Charging Station is required in connection with the repair of the Charging Station or building structure, Customer will provide IFP five (5) business day's prior written notice or a shorter but reasonable period in the event of an emergency.
 - (e) Customer may interrupt electric service to a Charging Station to ensure safety or when needed to repair or maintain the premises. After completion of the repairs or maintenance, Customer will promptly restore the affected charging station and notify IFP.
 - (f) IFP will not be responsible for damages caused by operation of the Charging Station, including failure of equipment to operate as intended.
 - (g) IFP will not be held responsible for any damage to the Customer's property or electrical system due to negligent use of or vandalism to the Charging Station.
- (3) Continuity of service
 - (a) IFP will use reasonable diligence to supply constant electricity service to the charging station but does not guarantee the service against an irregularity or interruption.
 - (b) IFP may interrupt electric service to a Charging Station when

necessary to maintain reliability of the electric distribution system, ensure safety, reduce peak demand, or to perform maintenance on the Charging Station or related equipment.

- (c) IFP may install and operate additional meter(s), data monitoring equipment, or charge management devices which gather information regarding equipment usage.
- (d) Such installation will be adjacent to or near the Charging Station but will not interfere with parking or pedestrian traffic paths on premises.

(4) Labeling and signage

- (a) Charging Stations will be labeled by IFP.
- (b) The Lessee will not remove, mar, deface, obscure, or otherwise tamper with the Charging Station labels.
- (c) Customer can install signage provided by IFP or others (as approved by IFP) to identify charging station sponsor and provide information about Charging Station care.

(5) Charging Station Locations

- (a) Charging Stations will be placed on the customer side of the electric meter.
- (b) Power used by the Station will flow through the Customers meter and be billed at their appropriate rate class for the customer type as established in the current adopted rate resolution.
- (c) The energy consumed by the Station(s) will not be metered separately or tracked independently of the Customers other electric usage at the location on the appropriate meter.

IX. SMALL WIRELESS FACILITIES

A. Purpose.

1. To provide design standards for Small Wireless Facilities (SWFs) also known as small cell installations. These standards are intended for 4G and 5G equipment installed on Idaho Falls Power (IFP) infrastructure located in the City of Idaho Falls and located in City-owned or City-controlled rights-of-ways and easements, but are also applicable to similar technologies such as wi-fi networks.
2. The City of Idaho Falls (City) encourages the deployment of small cell wireless technology within the City for the benefit it provides the citizens of Idaho Falls including increased connectivity and reliable networks and services.
3. The City desires to add this infrastructure with minimal negative impact to the character and aesthetics of our community.
4. The City has a fiduciary duty to manage the public right-of-way (ROW) for the

health, safety, and welfare of the public.

5. These Design Standards are for siting and criteria for the installation of Wireless Facilities, including SWFs permitted by the City to be installed.

B. Definitions.

Applicable Codes. International building, fire, electrical, plumbing, or mechanical codes adopted by a recognized national code organization; and adopted by the City with local amendments.

City. The City of Idaho Falls, Idaho and its officers and employees.

City Park. An area that is zoned or otherwise designated by the City as a public park for the purpose of recreational activity.

Collocate or collocation. The installation, mounting, maintenance, modification, operation, or replacement of SWF in a City-owned or City-controlled public ROW on or adjacent to a pole.

Concealment, decorated or camouflaged. Any SWF or Pole that is covered, blended, painted, wrapped, disguised, camouflaged or otherwise concealed or decorated such the SWF blends into the surrounding environment and is visually unobtrusive as allowed as a condition for City approval. Camouflage may consist of but not limited to; hidden beneath a façade, blended with surrounding area design, painted to match the supporting area, or disguised with artificial tree branches.

Decorative pole. A pole specially designed and placed for aesthetic purposes.

Design District. An area that is zoned, or otherwise designated by the City and for which the City maintains and enforces unique design and aesthetic standards on a uniform and nondiscriminatory basis.

Downtown District. The portion in the City's downtown area that is identified as having historic or aesthetic preservation or enhancement needs by the Zoning Code.

Easement. Includes any public easement or other compatible use created by dedication, or by other means, to the City for public utility purposes or any other purpose.

Highway ROW. ROW adjacent to a state or federal highway.

Historic District. An area that is zoned or otherwise designated as a historic district under City, state or federal code.

Hydroelectric Project. All hydroelectric facilities and lands within the FERC licensed boundaries of Project 2842 the Idaho Falls Project and Project 2952 the Gem State Project.

Local. Within the geographical boundaries of the City.

Location City approved and lawfully permitted location for the SWF.

Macro tower. A guyed or self-supported pole or monopole greater in height than standard street light poles or traffic signal masts.

Small Wireless Facility (SWF). As defined by City Zoning Code-

Network Provider or Provider. A wireless service provider or a person that does not provide wireless services and that is not an electric utility but builds or installs on behalf of a wireless service provider. a SWF

License. A written authorization for the use of the public ROW or collocation on a service pole required from the City before a network provider may perform an action or initiate, continue, or complete a project over which the City has police power.

Pole. A service pole, municipally owned utility pole, or SWF Support Pole. Poles that have conductor energized at 44kV or higher are excluded from this definition.

Private easement. An easement or other real property right that is only for the benefit of the grantor and grantee and their successors and assigns.

Public Right-of-Way or Rights of Way (ROW). The area on, below, or above a public roadway, highway, street, public sidewalk, alley, waterway, or utility easement in which the City has an ownership interest or controls through contractual means. The term does not include a private easement or the airwaves above a public ROW, with regard to wireless telecommunications.

Service pole. A pole, other than a municipally owned utility pole, owned or operated by the City and located in a public ROW, including: a pole that supports traffic control functions, a structure for signage, a pole that supports lighting (other than a decorative pole); and a pole or similar structure owned or operated by the City and supporting only SWF

Traffic Signal. Any device, whether manually, electrically, or mechanically operated by which traffic is alternately directed to stop and proceed.

Wireless service. Any service, using licensed or unlicensed wireless spectrum, including the use of Wi-Fi, whether at a fixed location or mobile, provided to the public using a SWF

Wireless service provider. A person or company that provides wireless service to the public.

C. Locations of Wireless Facilities and Related Ground Equipment.

1. Most Preferable Locations

- a) Public Right-of-Way
- b) Industrial Areas
- c) Retail and Commercial areas

2. Less Preferable Locations

- a) Historic, Design, and Downtown Districts

Any area designated by the City as a Historic, Design, or Downtown District will be subject to aesthetic requirements such as Camouflage at the nondiscriminatory discretion of the City.

b) Municipal Parks

ROW located in or adjacent to a street or thoroughfare that is adjacent to a municipal park or undeveloped land that is designated for a future park by zoning

3. Prohibited or Restricted Areas for Certain Wireless facilities, except with Separate City Agreement or Subject or Concealment Conditions.

a) Residential Areas

ROW that is adjacent to lots or undeveloped land that is designated for residential use by zoning.

If a SWF is installed in a residential area it shall not be placed in public-utility-easement located outside of the platted ROW.

4. Historic, Design, and Downtown Districts.

a) As a condition for approval of SWF in Historic, Design and Downtown Districts, the City shall require reasonable design decoration, Camouflage, or Concealment measures for the SWF. The City requests that a Network Provider explore the feasibility of using concealment, decoration, wrapping, or Camouflage measures to improve the aesthetics of the SWF, or related ground equipment, or any portion of the nodes, poles, or equipment, to minimize visual impacts.

b) Network Provider shall comply with and observe all applicable City, State, and Federal historic preservation laws and requirements.

c) Each license application shall disclose if it is within a District with Decorative Poles or in an area of the City zoned or otherwise designated as a Historic, Design or Downtown District.

5. Historic Landmarks

a) A Network Provider is discouraged from installing a SWF within three hundred feet (300”) of a historic site or structure or Historic Landmark recognized by the City, state or federal government. It is advised that each license application disclose if it is within three hundred feet (300”) of such a structure.

6. Undergrounding Requirements

a) A Network Provider shall comply with nondiscriminatory undergrounding requirements, including City ordinances, zoning regulations, state law, private deed restrictions, and other public or private restrictions, that prohibit installing aboveground structures in a ROW without first obtaining zoning or land use approval.

b) Areas may be designated from time to time by the City as Underground

Requirement Areas in accordance with filed plats and or conversions of overhead to underground areas, as may be allowed by law.

- c) Each license application shall disclose if it is within an area that has undergrounding requirements.

7. Exceptions

The City at its sole, undiscriminatory, discretion may grant exception to the above prohibited locations and sizes.

D. Order of Preference regarding SWF attachment to existing facilities and SWF Support Poles.

1. The preference is for all electronics except the antennae to be located in a ground mounted cabinet located behind existing walkways.
2. Existing non-decorative street light poles
3. Traffic signal structures when such installation will not interfere with the integrity of the SWF and will not interfere with the safety of the public.
4. New SWF poles located in non-residential areas at signalized intersections.
5. Ground Equipment should be minimal and the least intrusive alternative.

E. Guidelines on Placement

1. Generally, Network Provider shall construct and maintain SWF and SWF Support Poles in a Manner that does not:
 - a) Obstruct, impede, or hinder the usual travel or public safety on a public ROW;
 - b) Obstruct the legal use of a public ROW by other utility providers;
 - c) Violate nondiscriminatory applicable codes;
 - d) Violate or conflict with the City's publicly disclosed public ROW management policies or zoning ordinances;
 - e) Violate the ADA; or,
 - f) Violate City noise or nuisance standards
2. Licensing.
 - a) As defined in City Code, Idaho Falls Service Policy, City Design Criteria, and a Master License Agreement with each Network Provider or carrier.
 - b) All new equipment placed in the ROW shall require a ROW permit. This permit will ensure review of traffic and pedestrian safety and to review potential impacts from planned construction projects.
3. SWF facilities placement.

- a) ROW. SWFs with related ground equipment shall be placed, as much as possible within two feet (2') at the outer edge of the ROW line to minimize any obstruction, impediment to the usual travel or public safety on a ROW.
- b) Height above ground: SWF attachments to a pole shall be installed at least eight feet (8') above the ground, and if a SWF attachment is projecting toward the street, the attachment shall be installed no less than sixteen feet (16') above the ground.
- c) SWF Spacing: SWFs shall be no closer to another SWF than a minimum of three hundred feet (300'), unless by Conditional Use Permit.
- d) Installations on Traffic Signals: Installation on traffic signal structures must:
 - (1) Be encased in a separate conduit than the traffic light electronics,
 - (2) Have a separate electric power connection than the structure,
 - (3) Have a separate access point than the structure, and
 - (4) Be clear of any current or potential attachment of traffic control devices (signal and signs) and ancillary devices (detection, preemption, surveillance, etc.) and not constitute a violation of the Manual on Uniform Traffic Control Devices (MUTCD).
 - (5) SWFs will not be allow on any sign post located in the ROW.

4. New SWF Support Poles.

- a) All new poles must be selected from the current Idaho Falls Power list of acceptable poles by Valmont or approved equivalent.

X. JOINT USE ATTACHMENT CONSTRUCTION STANDARDS AND POLICY

A. Purpose.

- 1. To provide consistent construction standards for joint use attachments on IFP structures.

B. Application Procedures

- 1. Any communication provider ("Provider") desiring to attach to IFP poles must first have an executed Joint Use Agreement with IFP.
- 2. Prior to any attachment to IFP poles, Providers desiring joint use must turn in an application to IFP. No attachments to any of IFP poles shall occur until IFP has approved a Permit for such attachments.
- 3. Permits are required for any overlashing. Provider, Provider's affiliates, or other third party as applicable shall pay any necessary make-ready work costs to accommodate such overlashing.

C. Make-Ready Work

- 1. It is the Provider's responsibility to advise IFP of any required make-ready work.

2. The Provider will be required to pay for all make-ready work. This payment may be required in advance of any IFP work.
- D. All pole attachments shall be made in accordance with the most current version of the following standards, as applicable:
1. National Electric Safety Code (“NESC”)
 2. National Electrical Code (“NEC”)
 3. Regulations of the Occupational Safety and Health Administration (“OSHA”).
 4. Service Policy Figures 18-23.
- E. Position and space
1. The top communication position on all IFP poles is reserved for City of Idaho Falls, IFP, and IFF communication equipment, solely as determined by IFP.
 2. A position generally consist of twelve inches (12”) of pole space.
 3. Providers are permitted no more than one (1) attachment per pole without express written IFP approval.
 4. A communication cross arm may be installed when vertical space on the pole is or may be limited, solely as determined by IFP. A communication cross arm is recommended when there are three (3) or more communication lines attached to a pole or as vertical clearance from ground would reasonably require.
- F. Clearances
1. Minimum separation between electric service drops and communication service drops shall be twelve inches (12”), per NESC 235C1b (exception 3).
 2. Minimum mid-span vertical separation between communication cables shall be six inches (6”).
- G. Vertical Risers
1. Unless otherwise directed by IFP, all risers, including those providing 120/240 volt power for communications equipment enclosure, shall be placed on the quarter faces of the pole and must be installed in sealed conduit on stand-off brackets. A two inch (2”) clearance in any direction from cable, bolts, clamps, metal supports, and other equipment shall be maintained.
- H. Climbing Space
1. A clear climbing space must be maintained at all times on the face of the pole. All attachments must be placed to allow and maintain a clear and proper climbing space on the face of IFP’s poles. Communication cable/wire attachments shall be placed on the same side of the pole as those of other attaching entities.

I. Anchors and Down Guys

1. **No attachment may be installed on an IFP pole until all required guys and anchors are installed. No attachment may be modified, added to, or relocated in such a way as is likely to materially increase the stress or loading on IFP poles until all required guys and anchors are installed. Placing pulling strain on IFP poles prior to supporting the pole is cause to immediately stop work.**
2. Providers shall be responsible for procuring and installing all anchors and guy wires to support the additional stress placed on IFP poles joint use facilities attachments. Anchors shall be guyed adequately. Anchors and guy wires shall be installed on each IFP pole where an angle or a dead-end occurs with guy attachments to poles at or below its cable/wire attachment.
3. Providers shall not attach guy wires to the anchors of IFP or any third-party user without the anchor owner's specific prior written consent.
4. Any down guys, if needed, shall be bonded, to the vertical ground wires of IFP's pole where a ground wire is available.

J. Service Drops

1. Aerial service drops shall not be attached directly to the pole. Aerial service drops shall be attached to the messenger a minimum of six inches (6") from the pole.

K. Tagging

1. All communications cables shall be identified with a band-type cable tag or other identification acceptable to IFP at each attachment within twelve inches (12") of the pole. The tag shall be consistent with industry standards, and shall include, at minimum, the following: cable owners name, which can be read by observation from the ground.

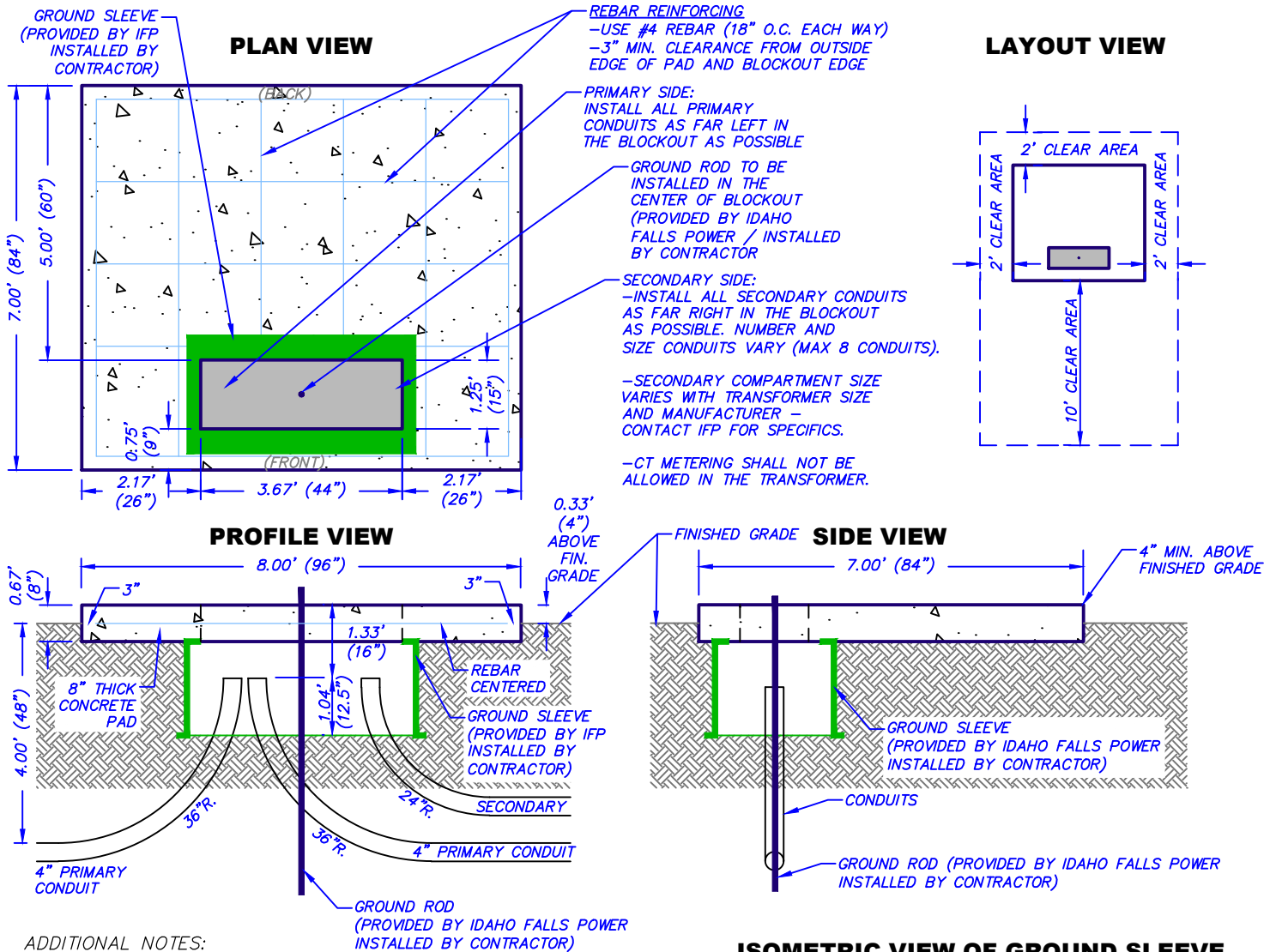
L. Pole Removal

1. In the event a pole is abandoned or replaced, the last party attached to a pole shall be responsible for removal, disposal, and liability of such pole

M. Nonfunctional Attachments

1. Providers shall remove any nonfunctional attachments within one (1) year of the attachment becoming nonfunctional.

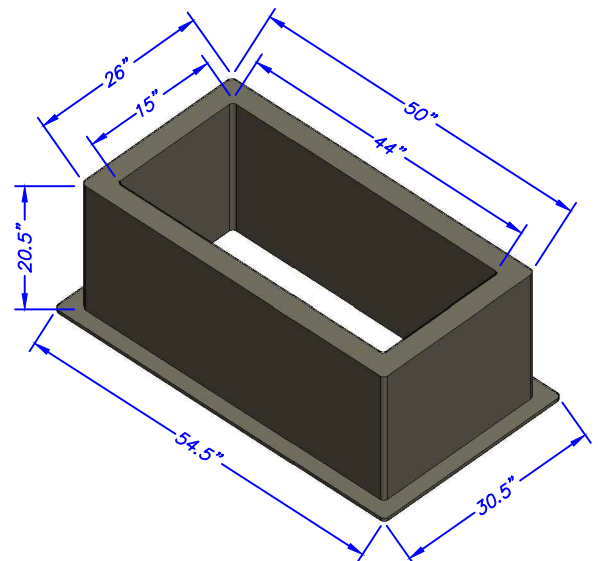
3 PHASE TRANSFORMER PAD



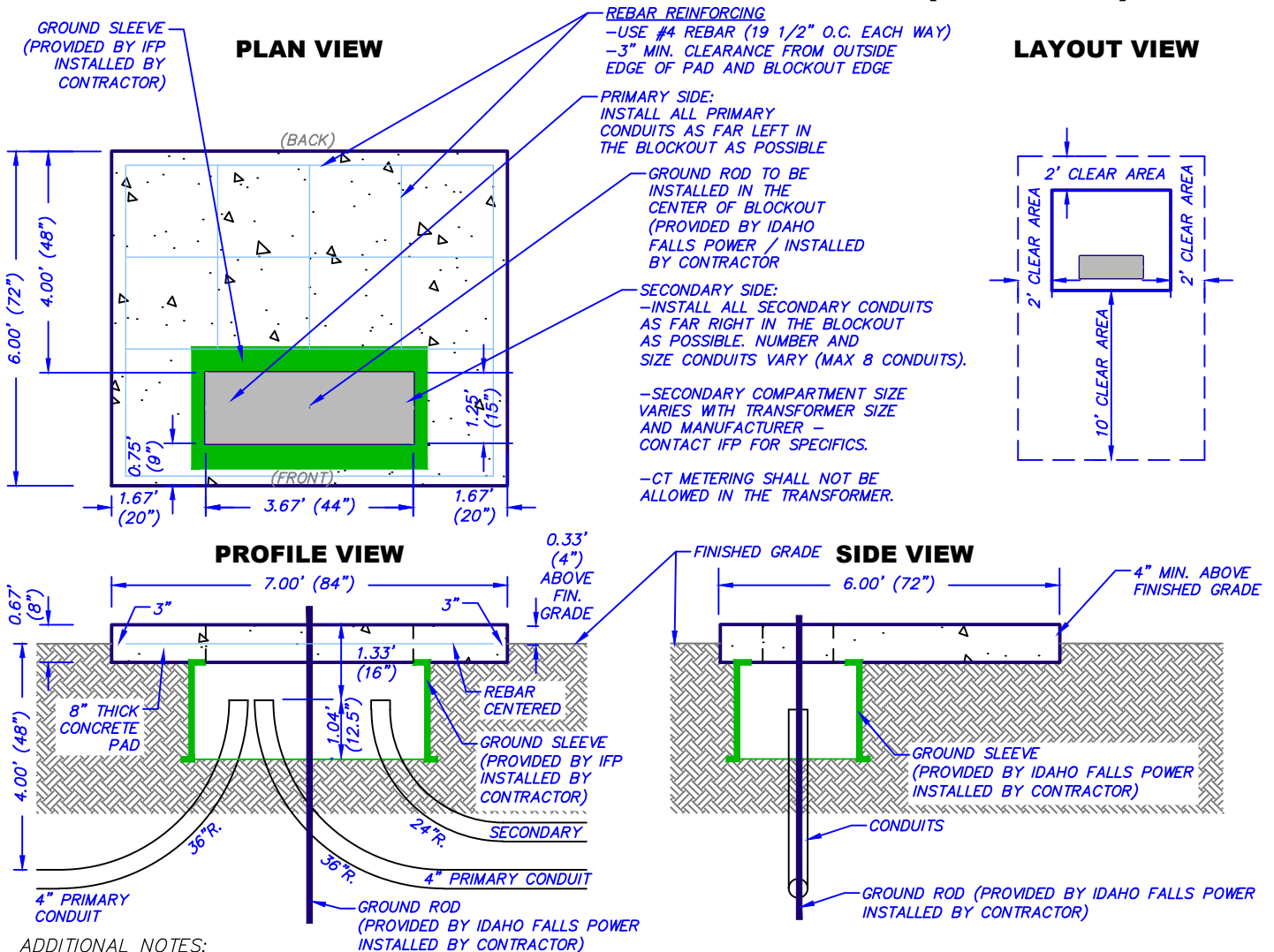
ADDITIONAL NOTES:

1. 8" PRE-CAST CONCRETE PAD IS AN ACCEPTABLE OPTION. SEE EARTHWORK AND OTHER SPECIFICATIONS REQUIREMENTS BELOW AND IN DRAWING. INSPECTION PRIOR TO PLACEMENT IS REQUIRED.
2. INSTALL CONDUITS AS SHOWN IN DETAIL. INSTALL BELL ENDS AND CAP ALL CONDUITS. IDENTIFY ALL CONDUITS FOR ROUTING. CONTRACTOR TO PLACE IFP PROVIDED GROUND SLEEVE AND GROUND ROD AS SHOWN IN DETAIL. CONTACT IFP FOR INSPECTION.
3. TRANSFORMER PAD SHALL HAVE A MINIMUM THICKNESS OF 8" CONCRETE AND SHALL BE DESIGNED WITH SUFFICIENT REINFORCING TO ACCOMMODATE A TRANSFORMER WEIGHT OF 16,000 LBS (SEE DRAWING).
4. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT OF CONCRETE.
5. THE TRANSFORMER WILL NOT BE INSTALLED UNTIL THE CONCRETE HAS CURED A MINIMUM OF (7) DAYS. IF THE TEMPERATURE IS EXPECTED TO DROP BELOW 40°; THERMAL BLANKETS MUST BE USED FOR A MINIMUM PERIOD OF 72 HOURS. DO NOT PLACE PAD ON THE FROZEN EARTH.
6. TOP OF THE TRANSFORMER PAD SHALL BE CONSTRUCTED TO A MINIMUM OF 4" ABOVE FINISHED GRADE. POSITIVE DRAINAGE MUST BE PROVIDED AWAY FROM THE TRANSFORMER PAD. CONTACT IFP FOR INSPECTION PRIOR TO PLACEMENT OF CONCRETE.

ISOMETRIC VIEW OF GROUND SLEEVE



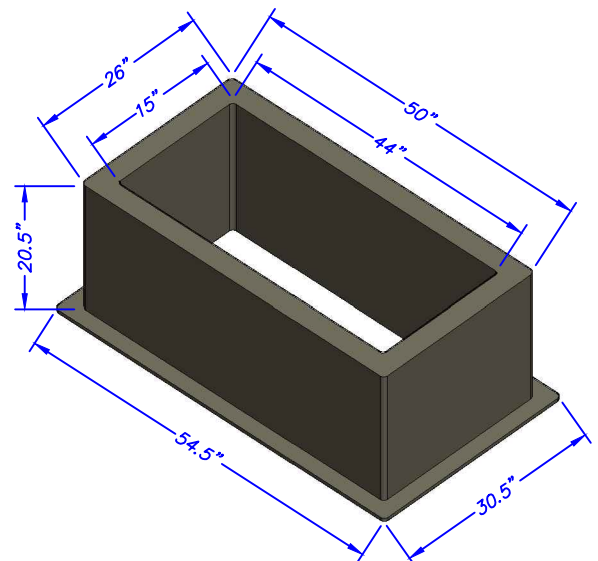
3 PHASE TRANSFORMER PAD (SMALL)



ADDITIONAL NOTES:

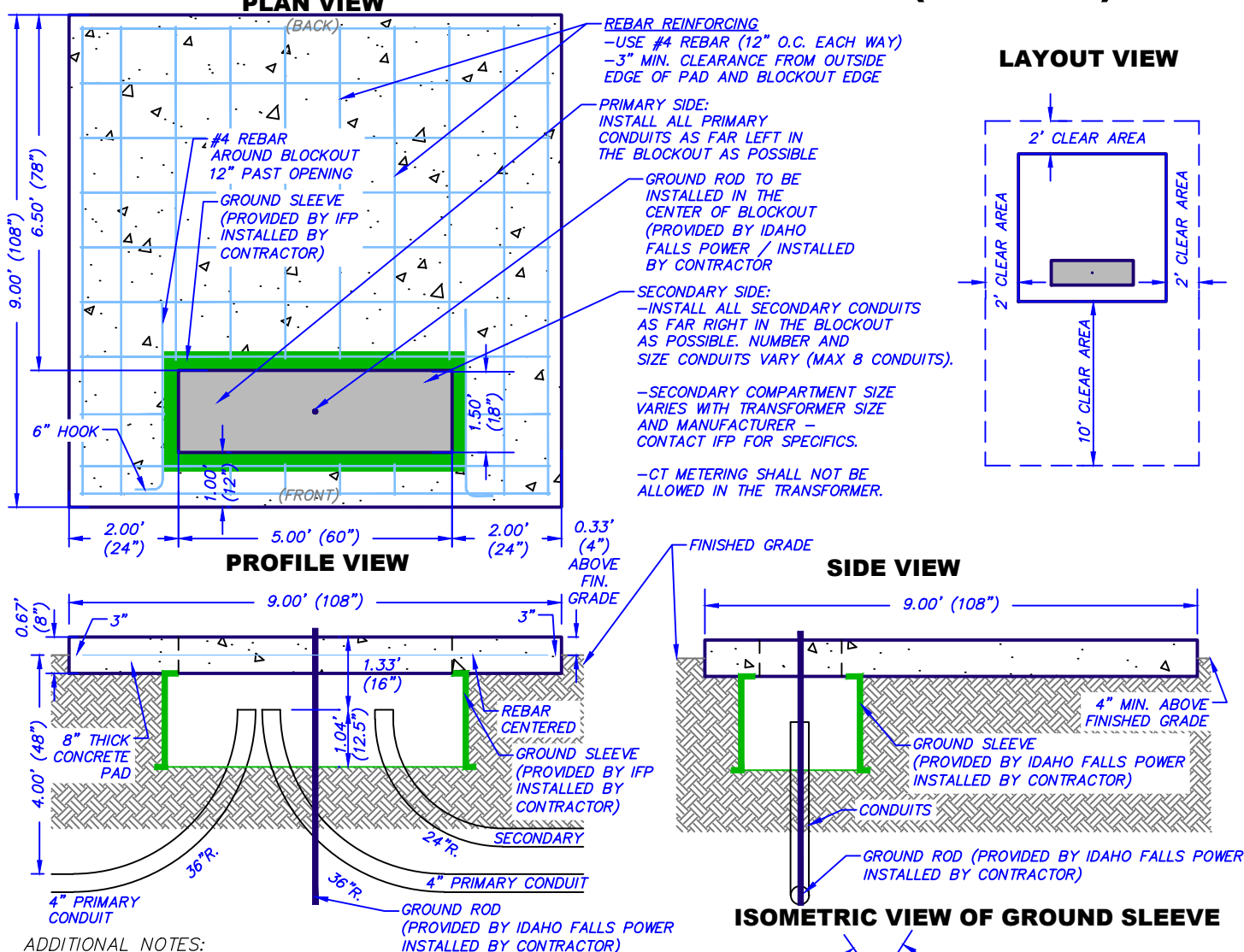
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3. TRANSFORMER PAD SHALL HAVE A MINIMUM THICKNESS OF 8" CONCRETE AND SHALL BE DESIGNED WITH SUFFICIENT REINFORCING TO ACCOMMODATE A TRANSFORMER WEIGHT OF 16,000 LBS (SEE DRAWING).
4. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT OF CONCRETE.
5. THE TRANSFORMER WILL NOT BE INSTALLED UNTIL THE CONCRETE HAS CURED A MINIMUM OF (7) DAYS. IF THE TEMPERATURE IS EXPECTED TO DROP BELOW 40°, THERMAL BLANKETS MUST BE USED FOR A MINIMUM PERIOD OF 72 HOURS. DO NOT PLACE PAD ON THE FROZEN EARTH.
6. TOP OF THE TRANSFORMER PAD SHALL BE CONSTRUCTED TO A MINIMUM OF 4" ABOVE FINISHED GRADE. POSITIVE DRAINAGE MUST BE PROVIDED AWAY FROM THE TRANSFORMER PAD. CONTACT IFP FOR INSPECTION PRIOR TO PLACEMENT OF CONCRETE.

ISOMETRIC VIEW OF GROUND SLEEVE



FOR USE ONLY WHEN DIRECTED BY IDAHO FALLS POWER

3 PHASE TRANSFORMER PAD (LARGE)



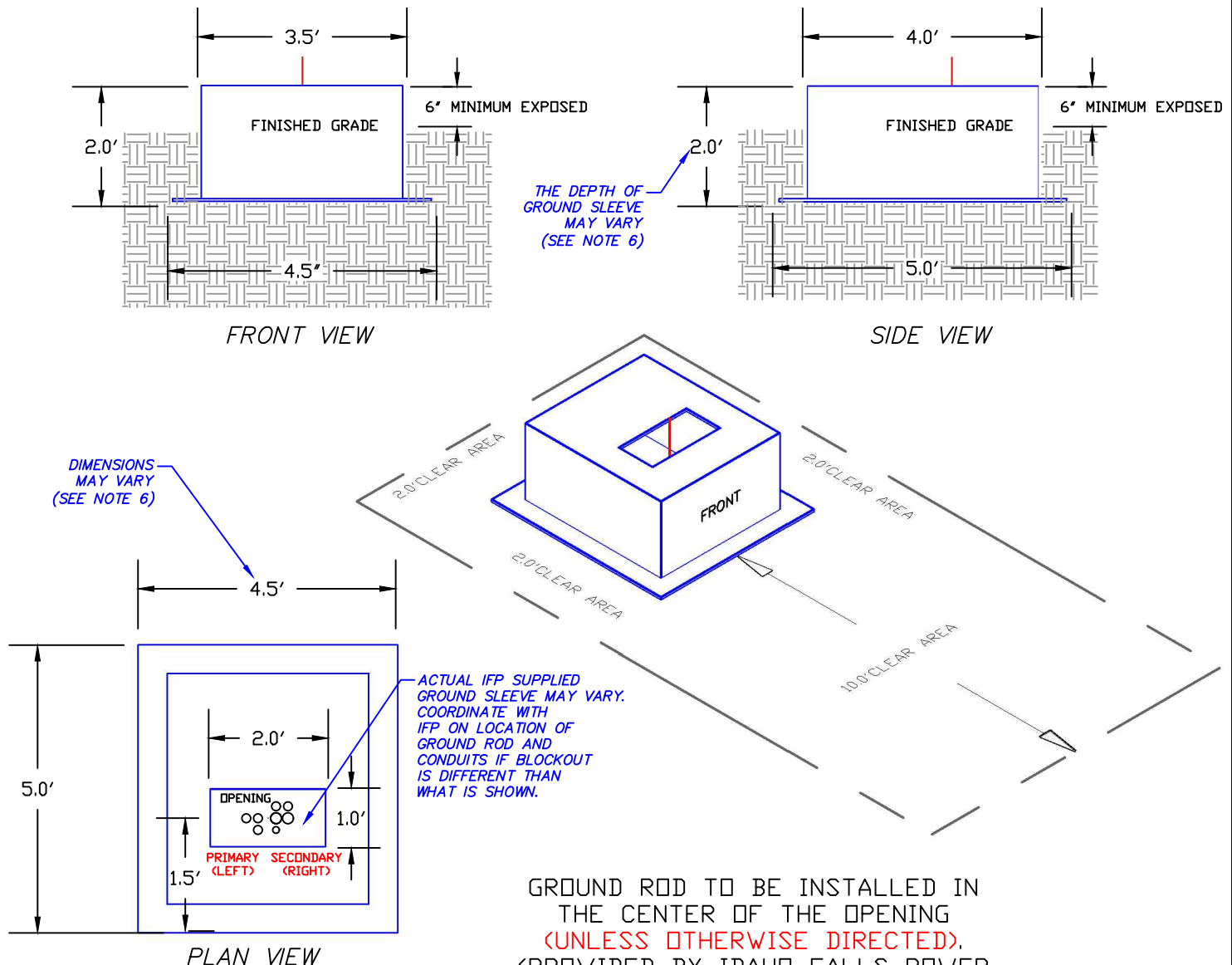
ADDITIONAL NOTES:

- 8" PRE-CAST CONCRETE PAD IS AN ACCEPTABLE OPTION. SEE EARTHWORK AND OTHER SPECIFICATIONS REQUIREMENTS BELOW AND IN DRAWING. INSPECTION PRIOR TO PLACEMENT IS REQUIRED.
- INSTALL CONDUITS AS SHOWN IN DETAIL. INSTALL BELL ENDS AND CAP ALL CONDUITS. IDENTIFY ALL CONDUITS FOR ROUTING. CONTRACTOR TO PLACE IFP PROVIDED GROUND SLEEVE AND GROUND ROD AS SHOWN IN DETAIL. CONTACT IFP FOR INSPECTION.
- TRANSFORMER PAD SHALL HAVE A MINIMUM THICKNESS OF 8" CONCRETE AND SHALL BE DESIGNED WITH SUFFICIENT REINFORCING TO ACCOMMODATE A TRANSFORMER WEIGHT OF 16,000 LBS (SEE DRAWING).
- THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT OF CONCRETE.
- THE TRANSFORMER WILL NOT BE INSTALLED UNTIL THE CONCRETE HAS CURED A MINIMUM OF (7) DAYS. IF THE TEMPERATURE IS EXPECTED TO DROP BELOW 40°; THERMAL BLANKETS MUST BE USED FOR A MINIMUM PERIOD OF 72 HOURS. DO NOT PLACE PAD ON THE FROZEN EARTH.
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FOR USE ONLY WHEN DIRECTED BY IDAHO FALLS POWER

1" = 3'

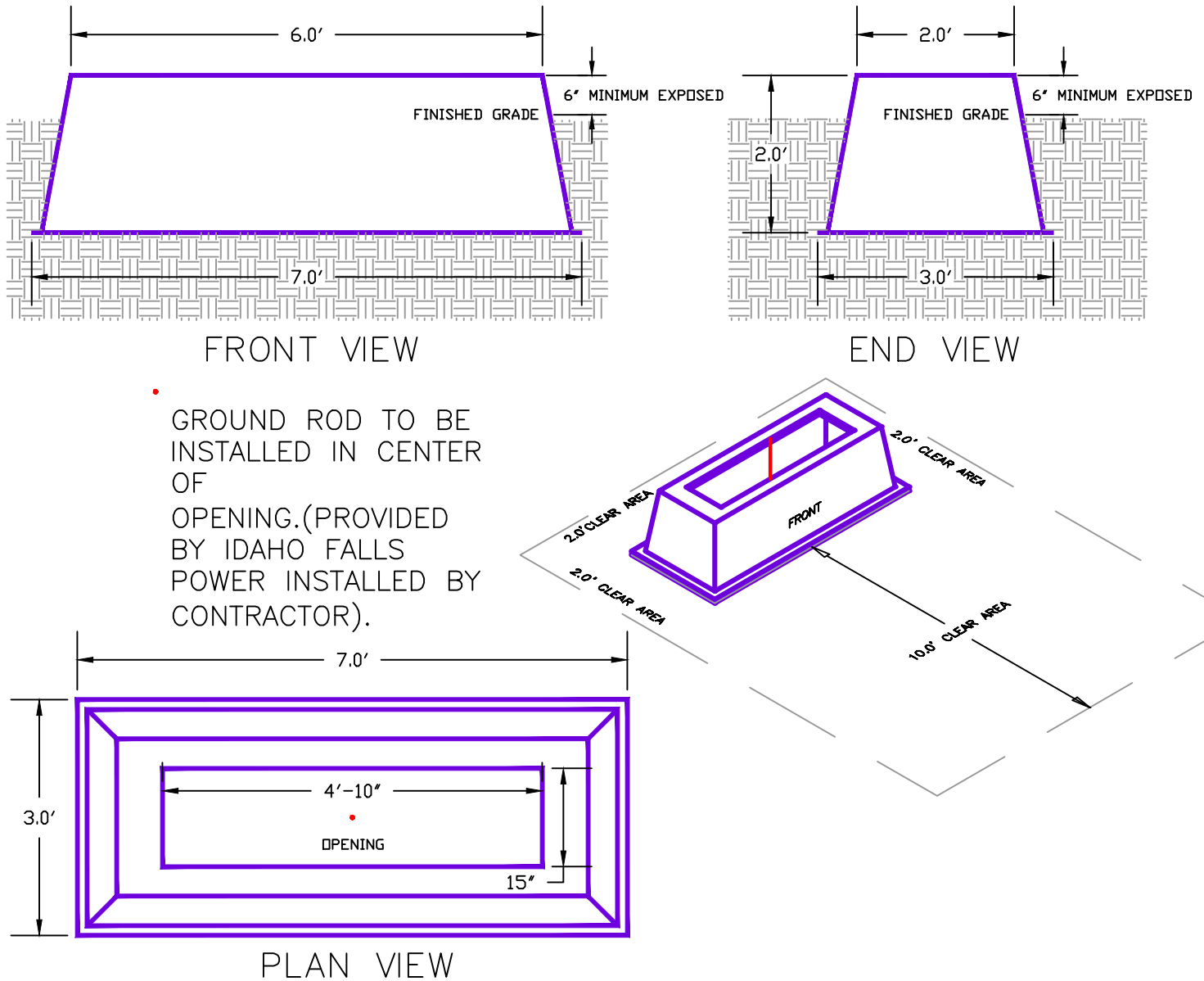
SINGLE PHASE TRANSFORMER BASE (GROUND SLEEVE)



GROUND ROD TO BE INSTALLED IN
THE CENTER OF THE OPENING
(UNLESS OTHERWISE DIRECTED).
(PROVIDED BY IDAHO FALLS POWER
INSTALLED BY CONTRACTOR).

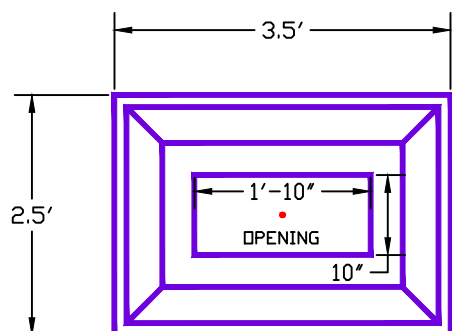
1. SINGLE PHASE TRANSFORMER BASE (GROUND SLEEVE) SHALL BE PROVIDED BY IDAHO FALLS POWER BUT SHALL BE INSTALLED TO REQUIRED GRADE BY THE CONTRACTOR/DEVELOPER.
2. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT.
3. THE TOP OF THE BASE SHALL BE INSTALLED A MINIMUM OF 6" ABOVE FINISHED GRADE. POSITIVE DRAINAGE MUST BE PROVIDED AWAY FROM THE CABINET BASE.
4. ANY DEVIATION IN THE FINAL GRADE OR LOCATION OF THE CABINET BASE MUST BE APPROVED BY IDAHO FALLS POWER.
5. CT METERING WILL NOT BE ALLOWED IN THE TRANSFORMER.
6. ACTUAL DIMENSIONS OF GROUND SLEEVE MAY VARY FROM WHAT IS SHOWN IN DRAWING; VERIFY DIMENSIONS WITH IDAHO FALLS POWER PRIOR TO INSTALLATION.

3 PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)

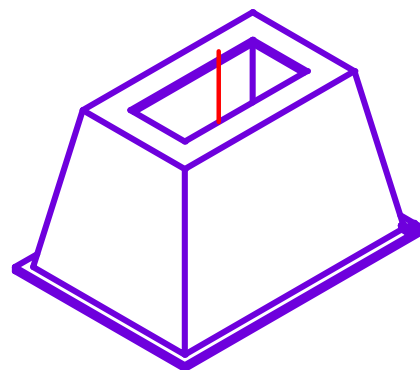


1. 3 PHASE SECTIONLIZING CABINET BASE (GROUND SLEEVE) SHALL BE PROVIDED BY IDAHO FALLS POWER BUT SHALL BE INSTALLED TO REQUIRED GRADE BY THE CONTRACTOR/DEVELOPER.
2. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT.
3. THE TOP OF THE BASE SHALL BE INSTALLED A MINIMUM OF 6" ABOVE FINISHED GRADE.
4. POSITIVE DRAINAGE MUST BE PROVIDED AWAY FROM THE CABINET BASE.

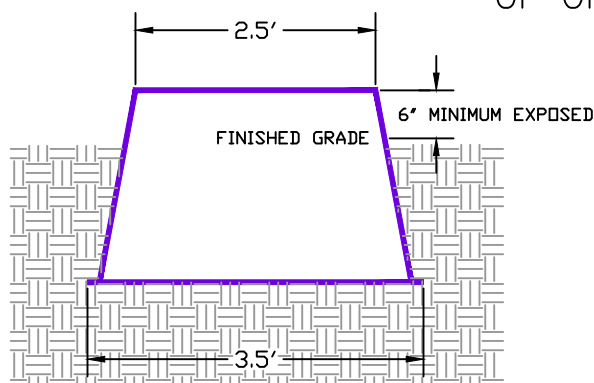
SINGLE PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)



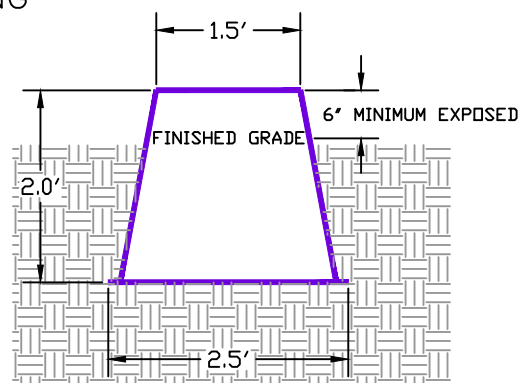
PLAN VIEW



- GROUND ROD TO BE INSTALLED IN CENTER OF OPENING



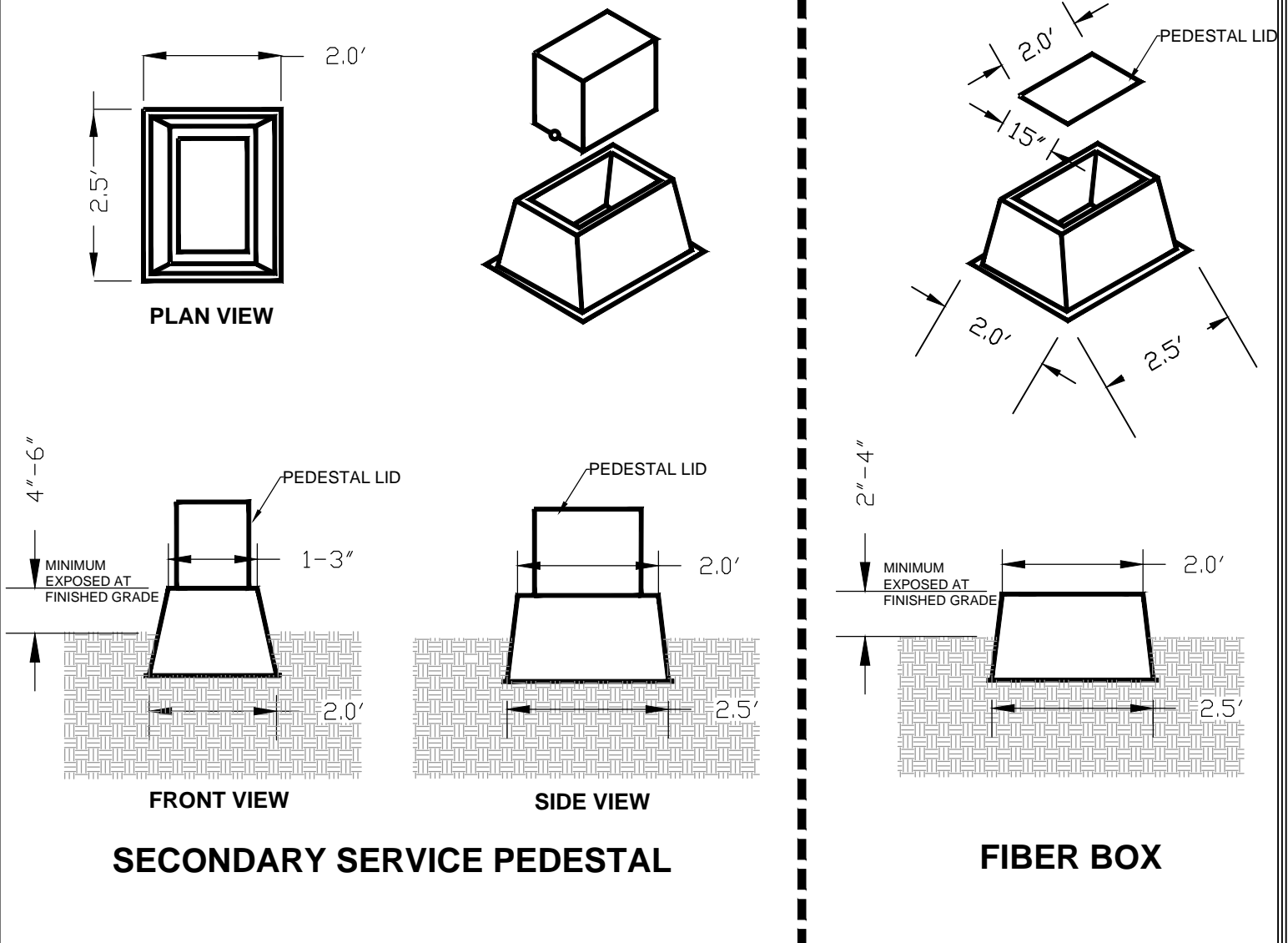
FRONT VIEW



END VIEW

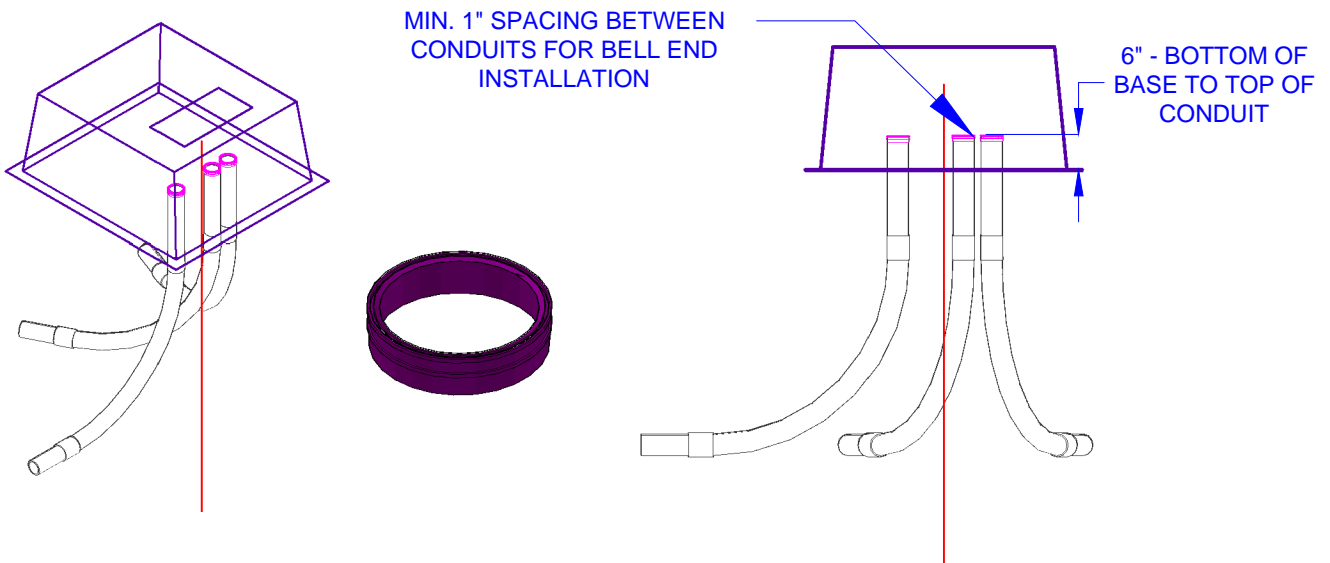
1. SINGLE PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE) SHALL BE PROVIDED BY IDAHO FALLS POWER BUT SHALL BE INSTALLED TO REQUIRED GRADE BY THE CONTRACTOR/DEVELOPER.
2. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT.
3. THE TOP OF THE BASE SHALL BE INSTALLED A MINIMUM OF 6" ABOVE FINISHED GRADE.
4. POSITIVE DRAINAGE MUST BE PROVIDED AWAY FROM THE CABINET BASE.
5. ANY DEVIATION IN THE FINAL GRADE OR LOCATION OF THE CABINET BASE MUST BE APPROVED BY IDAHO FALLS POWER.

FIBER & SECONDARY SERVICE PEDESTAL BASE (GROUND SLEEVE)



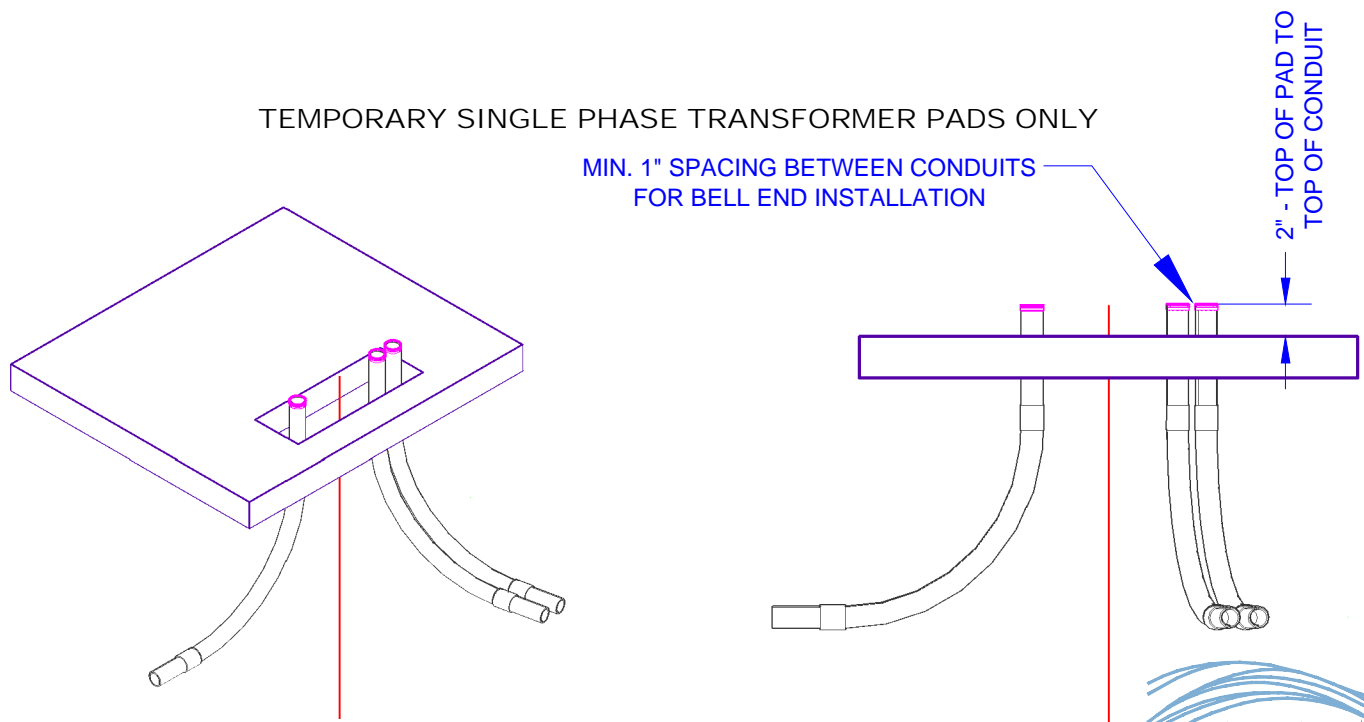
1. FIBER AND SECONDARY SERVICE PEDESTAL. BASE (GROUND SLEEVE) SHALL BE PROVIDED BY IDAHO FALLS POWER, BUT SHALL BE INSTALLED TO REQUIRED GRADE BY THE CONTRACTOR/DEVELOPER.
2. THE TOP OF THE SECONDARY BASE SHALL BE INSTALLED A MINIMUM OF 4"-6" ABOVE FINISHED GRADE AND TOP OF THE FIBER BOX SHALL BE INSTALLED A MINIMUM OF 2"-4" ABOVE FINISHED GRADE.
3. POSITIVE DRAINAGE MUST BE PROVIDED AWAY FROM THE PEDESTAL BASE.

TYPICAL BELL END INSTALLATION DIAGRAM



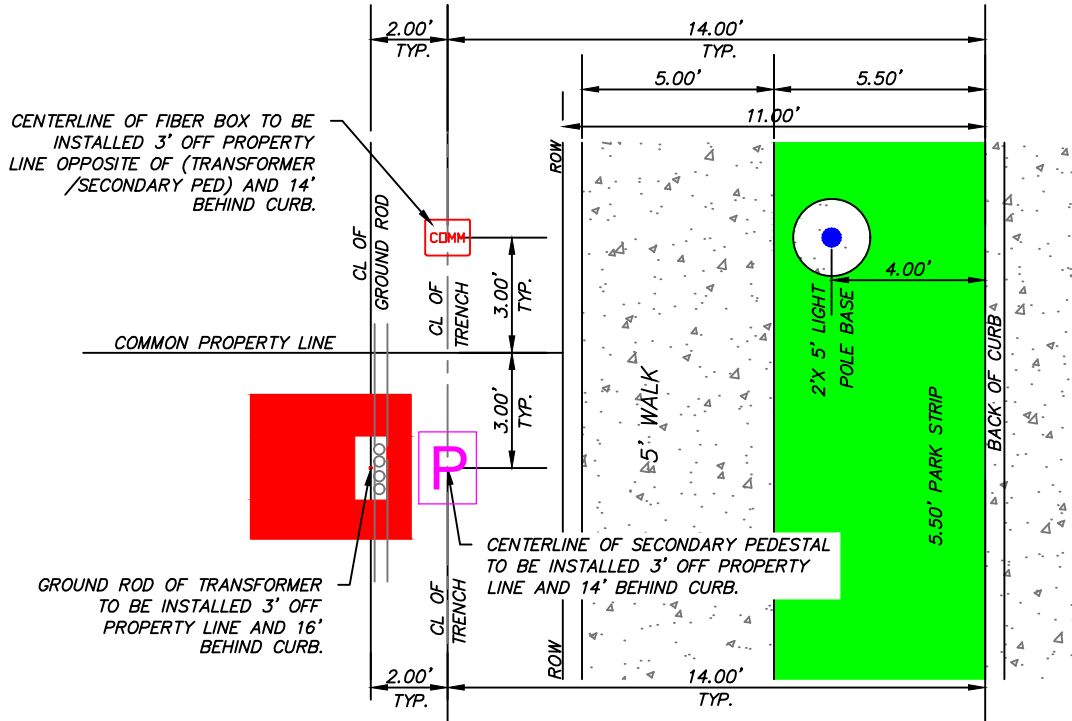
1. ALL CONDUIT (PRIMARY AND SECONDARY) MUST BE CUT TO 6" FROM BOTTOM OF BASE.
2. BELL ENDS MUST BE SUPPLIED AND INSTALLED BY DEVELOPER/CONTRACTOR.
3. ALL CONDUITS MUST BE CAPPED AND LABELED TO IDENTIFY ROUTING.
4. BELL END INSTALLATION DETAIL TO BE USED FOR ALL ELECTRICAL FACILITIES INCLUDING SECONDARY PEDESTALS, SWITCH CABINETS, TRANSFORMERS, AND LIGHT POLE BASES.
5. TEMPORARY SINGLE PHASE TRANSFORMER PADS SHALL HAVE CONDUIT NO MORE THAN 2" ABOVE PAD.

TEMPORARY SINGLE PHASE TRANSFORMER PADS ONLY

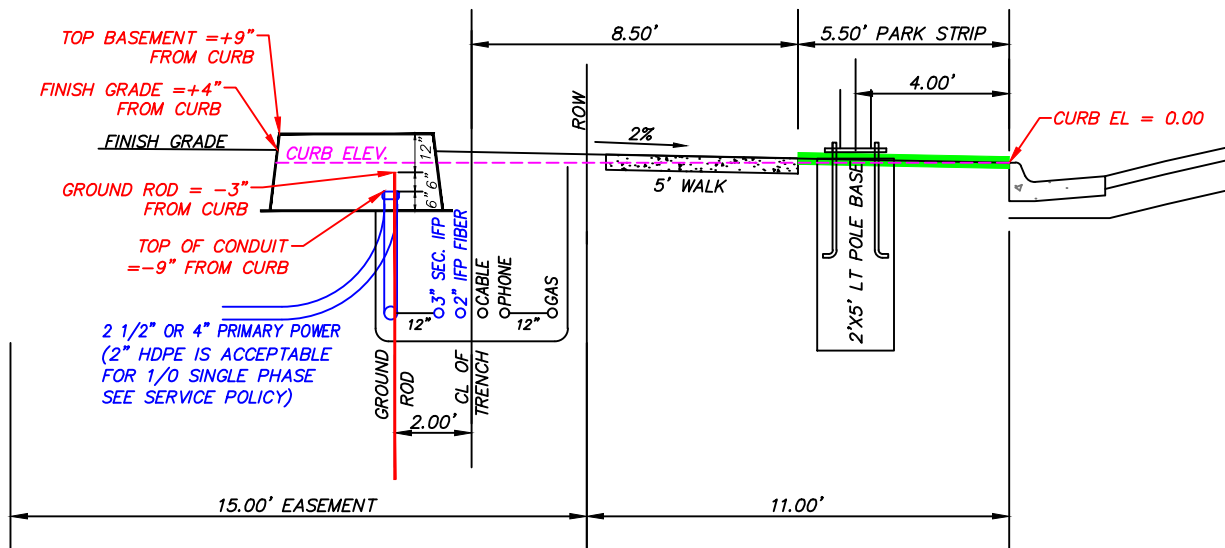


JOINT UTILITY TRENCH

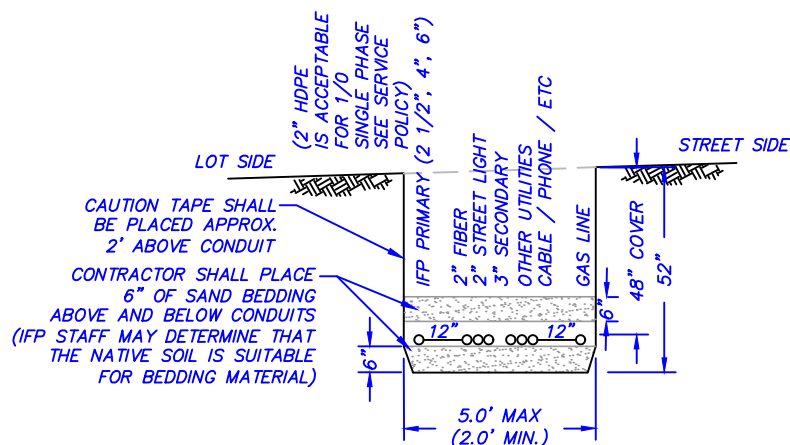
PLAN VIEW



TRENCH PROFILE

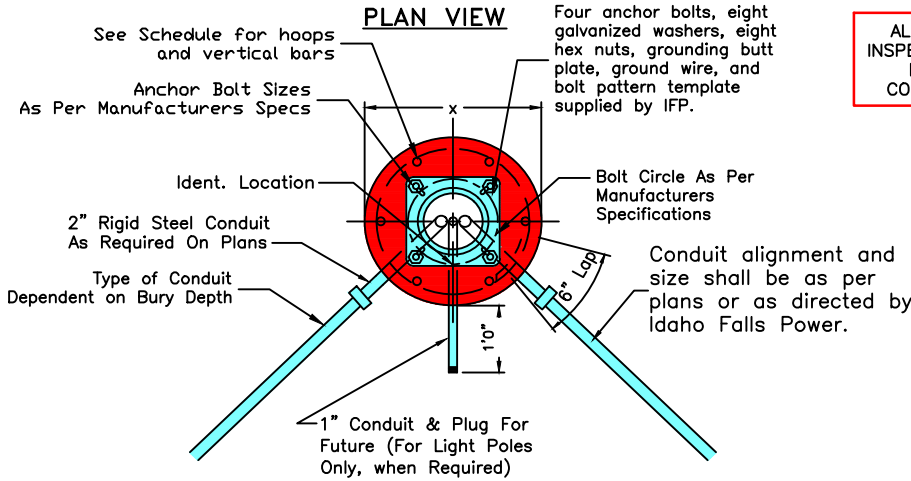


TRENCH DETAIL



DISTANCES MAY VARY - SEE ELECTRICAL SITE PLANS PRIOR TO CONSTRUCTION

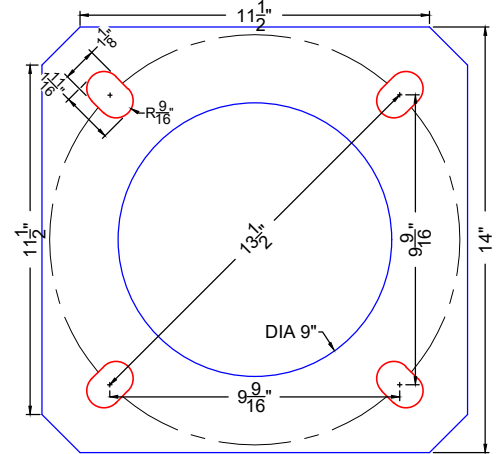
LIGHT POLE FOUNDATION DETAIL



ALL BASES SHALL BE INSPECTED AND APPROVED BY IFP PRIOR TO CONCRETE PLACEMENT

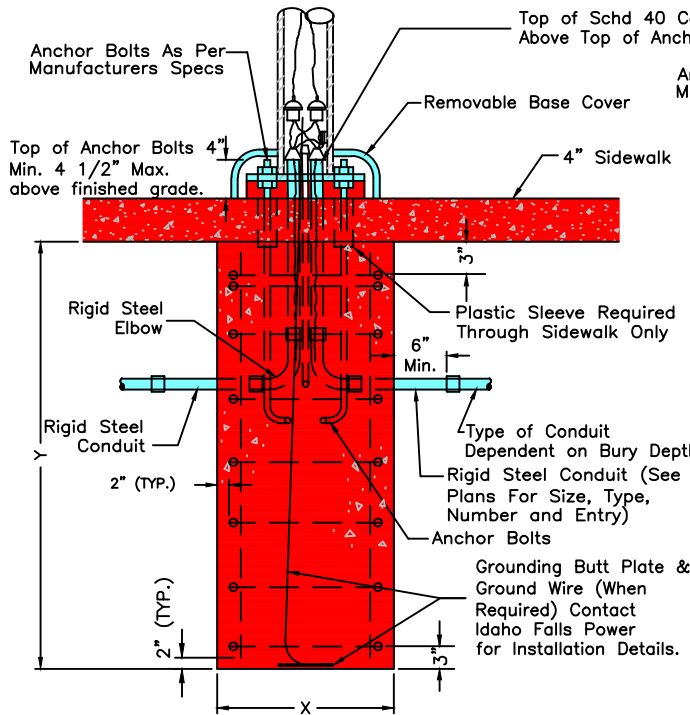
NOT TO SCALE

40' LIGHT POLE BASE PATTERN (TYPE C)

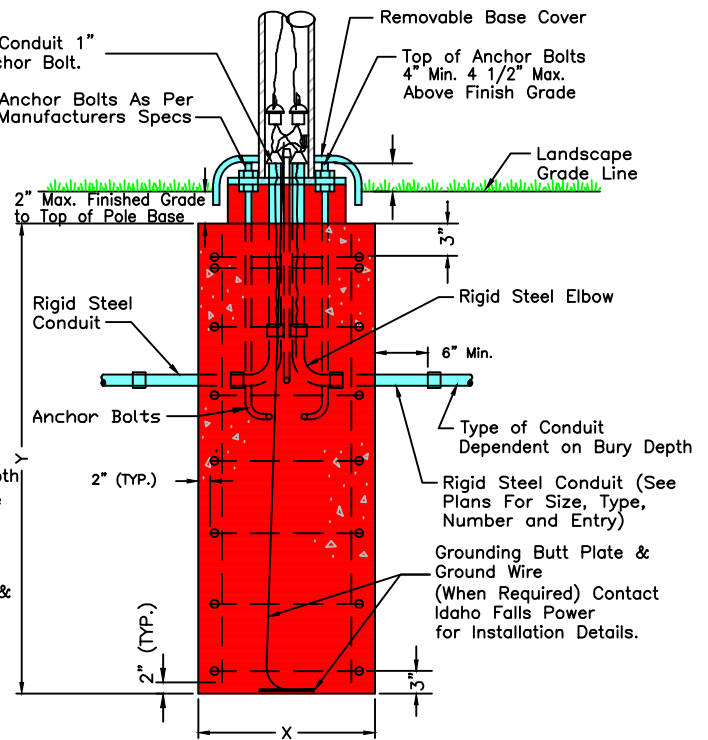


STRUCTURE TYPE	FOUNDATION TYPE	X	Y	HOOPS		VERTICAL RODS		CU. YDS. CONCRETE
				NO.	SIZE	NO.	SIZE	
30' Light Pole Pedestrian Signal Pole	A	2'-0"	5'-0"	4	#4	6	#4	0.6
40' Light Pole	C	3'-0"	8'-0"	5	#4	8	#6	2.1

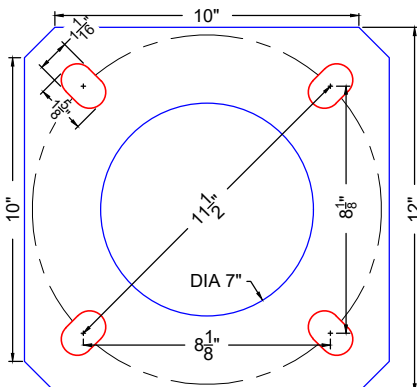
**SIDE VIEW
POLE FOUNDATION BASE DETAIL
(SIDEWALK AREAS)**



**SIDE VIEW
POLE FOUNDATION BASE DETAIL
(LANDSCAPED AREAS)**



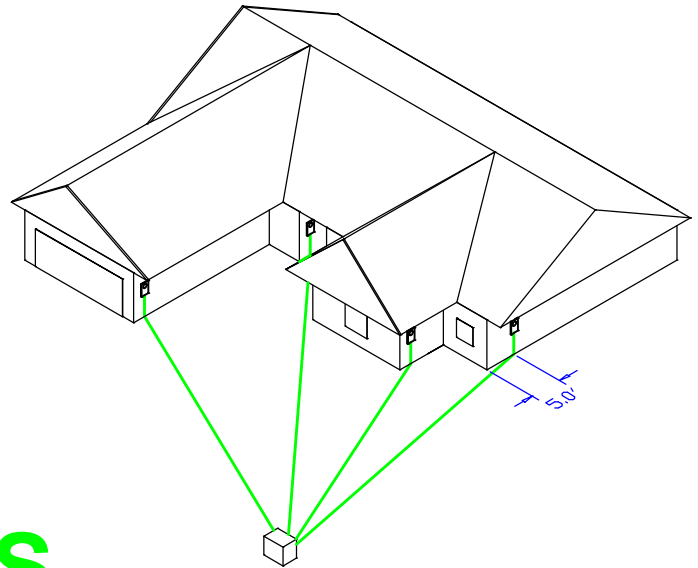
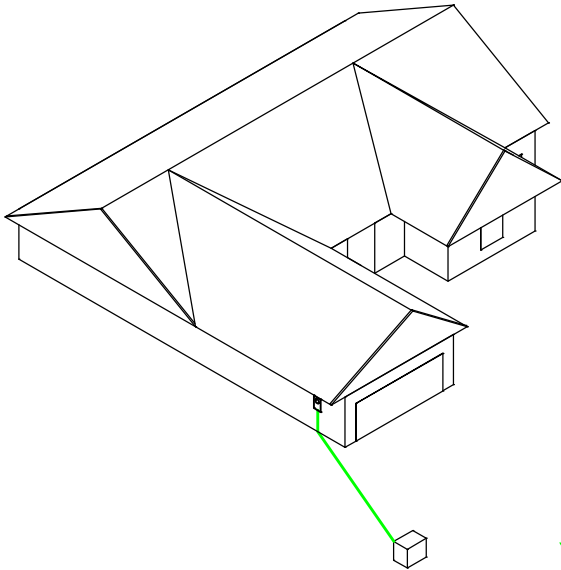
30' LIGHT POLE BASE PATTERN (TYPE A)



IF PRE-CAST CONCRETE LIGHT POLE IT SHALL MEET OR EXCEED ALL SPECIFICATIONS ABOVE

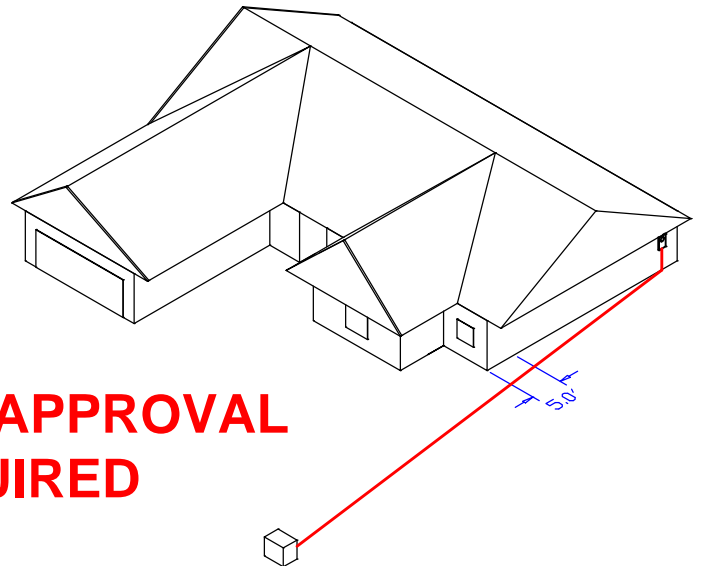
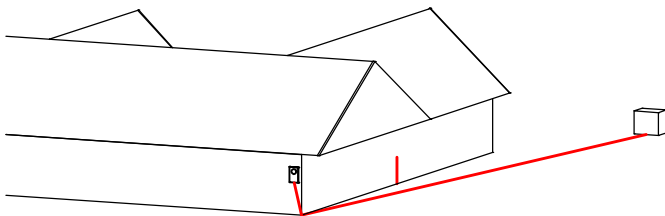
CONCRETE SHALL BE CLASS 4 CONCRETE (4,000 PSI) SEE SECTION 703.2.4 CONCRETE MIX CITY OF IDAHO FALLS SUPPLEMENTAL ISPWC STANDARDS

TYPICAL RESIDENTIAL UNDERGROUND SERVICE



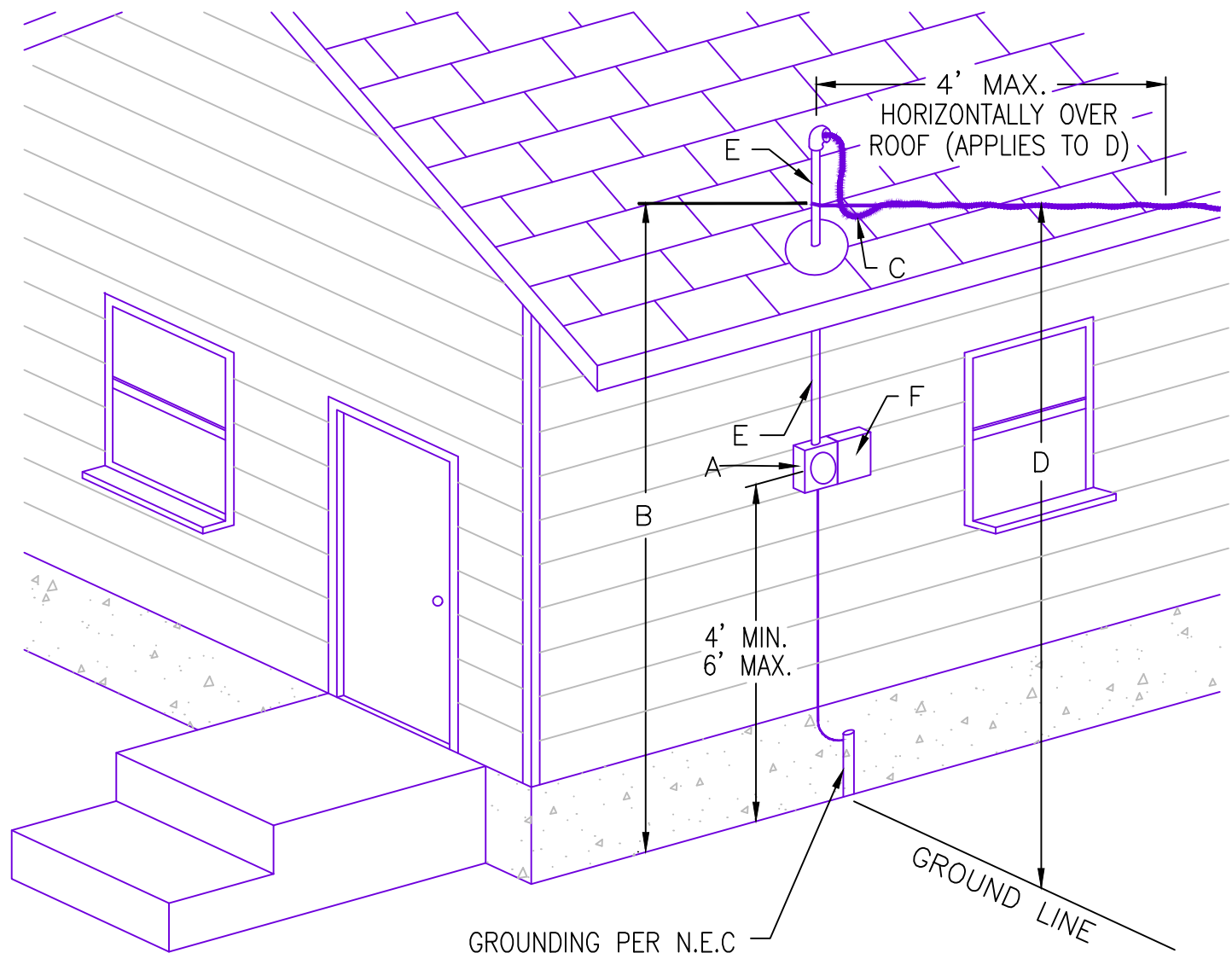
YES

1. Conduit will have a maximum of 360° of bends per run.
2. Idaho Falls Power will inspect all conduit prior to backfilling.
3. Meter must be front yard accessible unless prior IFP approval has been obtained.



**PRIOR IFP APPROVAL
REQUIRED**

TYPICAL RESIDENTIAL OVERHEAD SERVICE



- A. Meter location must be approved by Utility prior to installation.
- B. Point of attachment 12' minimum above finished grade, or from any platform or projection from which conductors may be reached.
- C. The cable and drip loop must be at least 18" above roof. (See NESC Rule note below)
- D. 12' above finished grade – 14' over residential driveways – 16' over streets. More if practical.
- E. Maximum 3'–6"; Service mast needs to be sized so as to support service conductors with a minimum size of 2" rigid galvanized steel (RGS) or IMC conduit.
- F. External Main Disconnect

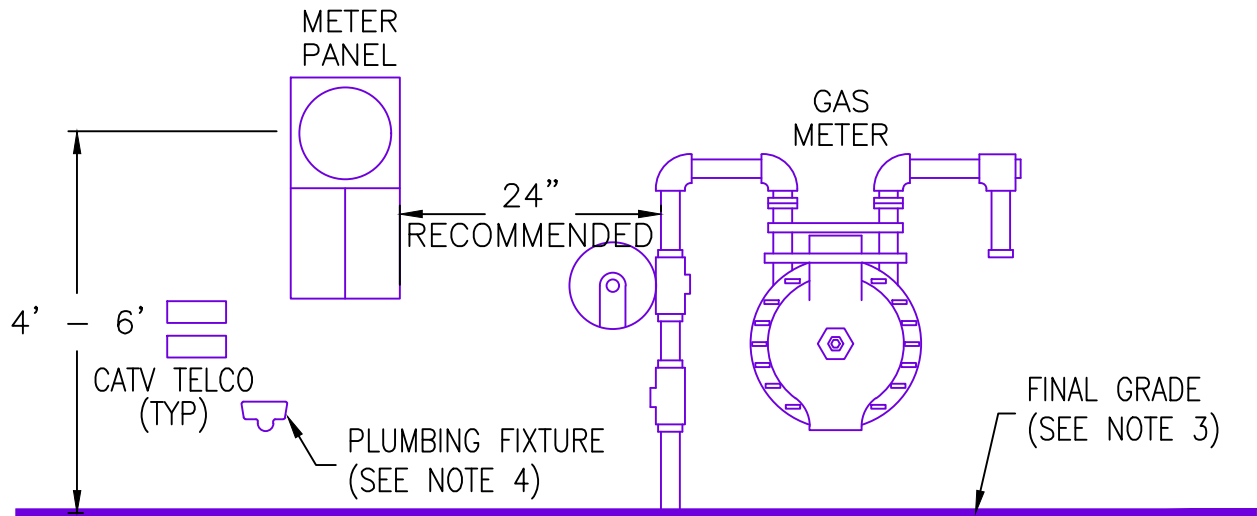
NOTE: Clearances B, C, D, and E are based on the current National Electrical Safety Code and are applicable where the voltage is limited to 150 volts to ground.

NESC RULE 234C3 covers clearance for services attached to buildings (120/240 volt services)

- 18" above roof within 6' of weatherhead
- 36" above roof more than 6' from weatherhead
- 10' over a deck
- 3' in any direction from windows
- 5' from porches, decks, fire escapes, etc

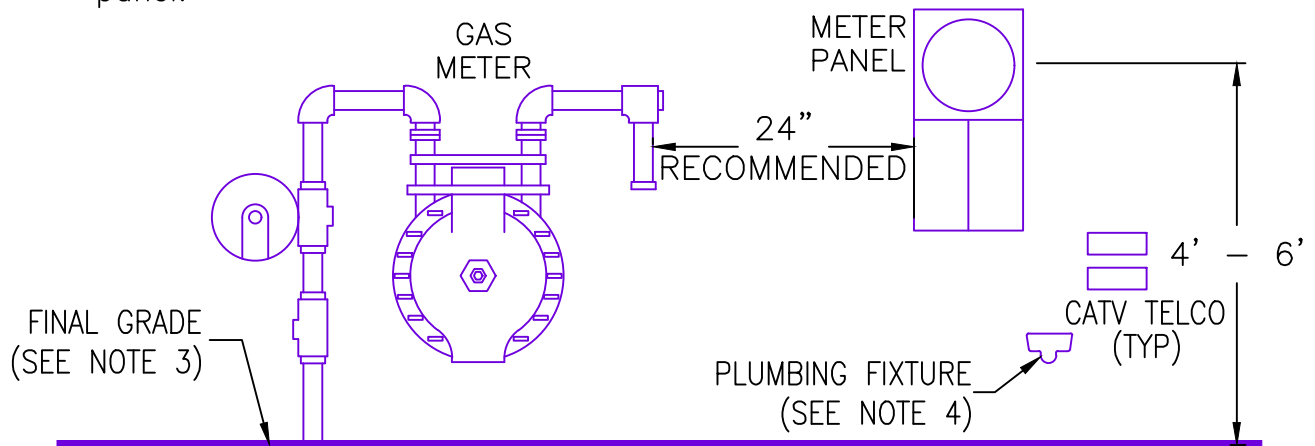
ELECTRICAL SERVICE REQUIREMENTS

SEPARATION OF METER ASSEMBLIES FOR ELECTRIC AND GAS SERVICES



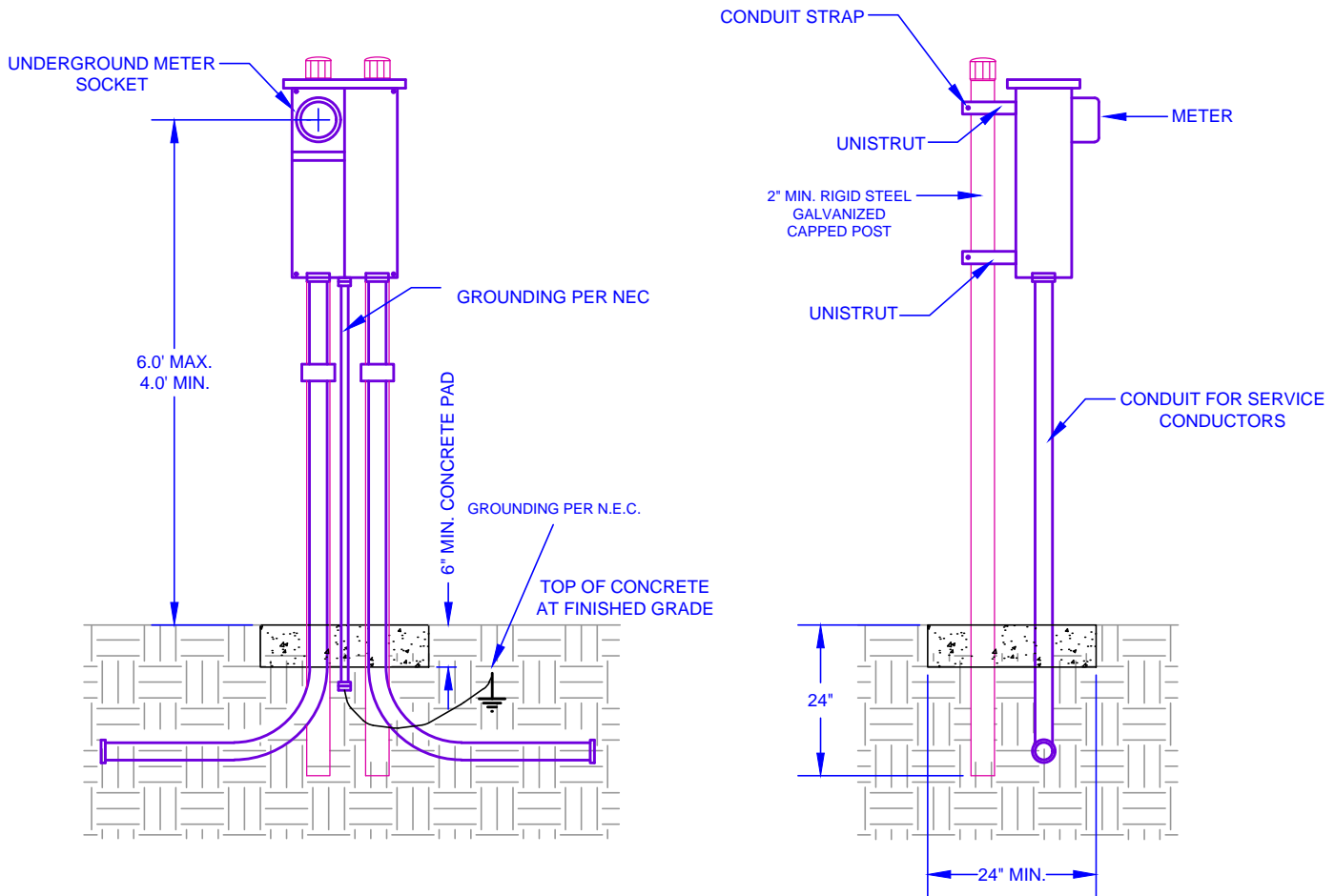
NOTES:

1. Size and dimensions of panels will vary. Drawings are not to scale.
2. This drawing pertains to both overhead and underground electric service applications.
3. Maintain 3' of clear, level and unobstructed work space in front of both meters.
4. Plumbing fixtures which extend more than 6" out from wall surface must be located a safe distance from the outside edge of the meter panel.



FREE STANDING METER PANEL

(POST MOUNTED – 1Ø)
(RESIDENTIAL UP TO 200 AMPS ONLY)



CUSTOMER WILL FURNISH AND INSTALL:

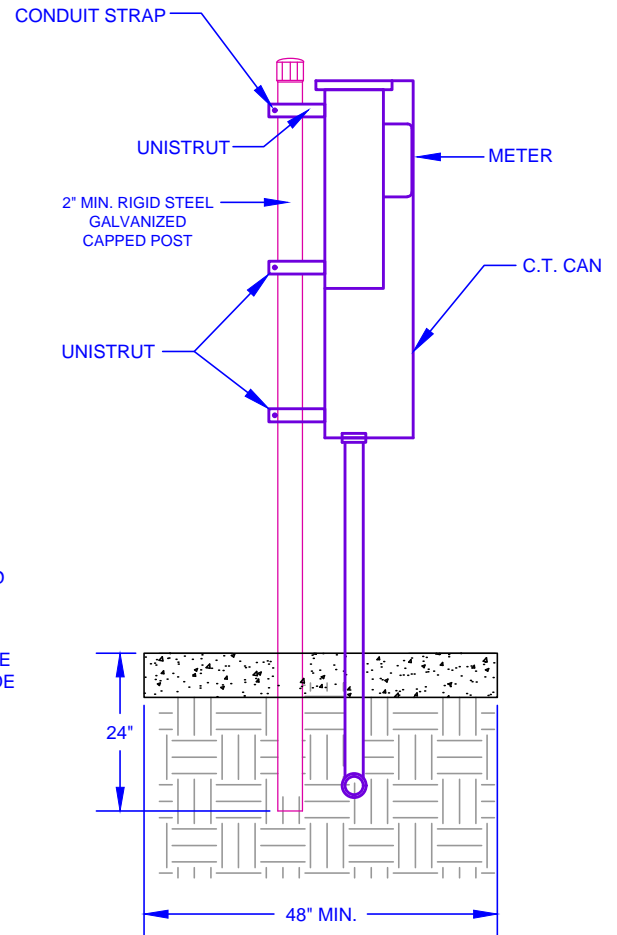
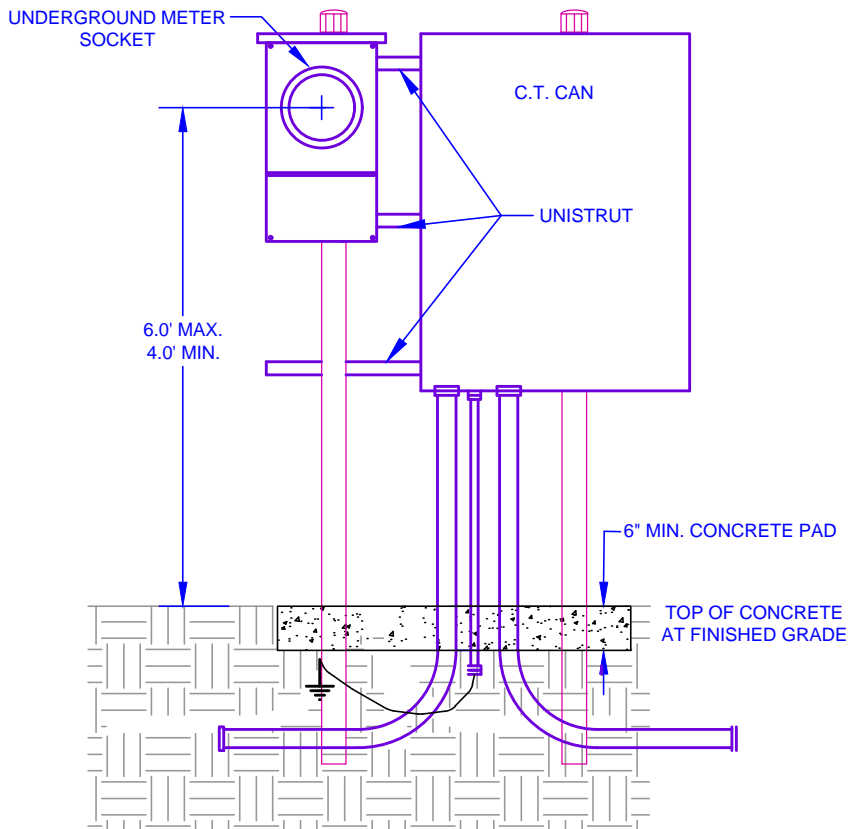
METER SOCKET ENCLOSURE (UNDERGROUND TYPE)
PEDESTAL HARDWARE
CONDUIT
RIGHT OF WAY
TRENCH EXCAVATION AND BACKFILL
GROUNDING PER NEC
CONCRETE PAD, 24" X 24" X 6" DEEP

ADDITIONAL REQUIREMENTS:

1. **WRITTEN APPROVAL** FROM THE POWER COMPANY MUST BE OBTAINED BEFORE INSTALLING A FREE STANDING PEDESTAL.
2. THE METER PEDESTAL IS TYPICALLY LOCATED ADJACENT TO, OR IN, THE EASEMENT CLOSE TO THE DRIVEWAY. THE EXACT LOCATION OF THE METER MUST BE SPECIFIED AND/OR APPROVED BY THE POWER COMPANY.
3. REFER TO SERVICE POLICY FOR UNDERGROUND AND CONDUIT REQUIREMENTS.
4. SERVICE CONDUIT MUST BE PLUMB IN ALL DIRECTIONS.
5. METER PANEL SHOWN CAN BE USED IN 3-PHASE APPLICATIONS ONLY WITH WRITTEN APPROVAL FROM IDAHO FALLS POWER.
6. FOR OL LISTED MANUFACTURED PEDESTAL SERVICE ENTRANCES, METER HEIGHT REQUIREMENTS MAY VARY.

FREE STANDING CT METER

(POST MOUNTED – 1Ø OR 3Ø)



CUSTOMER WILL FURNISH AND INSTALL:

METER SOCKET ENCLOSURE (UNDERGROUND TYPE)
PEDESTAL HARDWARE
CONDUIT
RIGHT OF WAY
TRENCH EXCAVATION AND BACKFILL
GROUNDING PER NEC
CONCRETE PAD, 48" X 48" X 6" DEEP

ADDITIONAL REQUIREMENTS:

1. WRITTEN APPROVAL FROM IDAHO FALLS POWER MUST BE OBTAINED BEFORE INSTALLING A FREE STANDING PEDESTAL.
2. THE METER PEDESTAL IS TYPICALLY LOCATED ADJACENT TO, OR IN, THE EASEMENT CLOSE TO THE TRANSFORMER. THE EXACT LOCATION OF THE METER MUST BE SPECIFIED AND/OR APPROVED BY IDAHO FALLS POWER.
3. REFER TO SERVICE POLICY FOR UNDERGROUND AND CONDUIT REQUIREMENTS.
4. SERVICE CONDUIT MUST BE PLUMB IN ALL DIRECTIONS.
5. C.T. CAN MUST BE ADJACENT TO METER BASE.

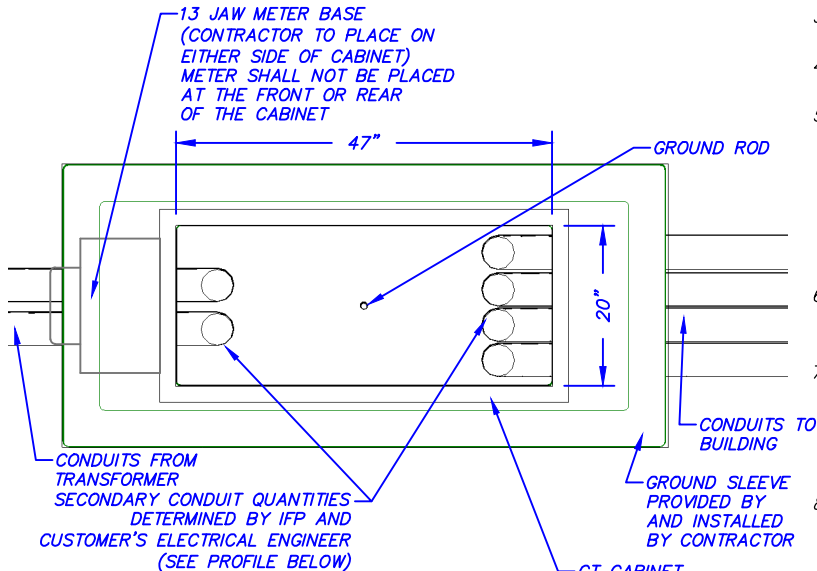
CT CABINET WITH GROUND SLEEVE (801 - 3999 AMPS)

FOR 4000 AMPS AND ABOVE CONTACT IDAHO FALLS POWER

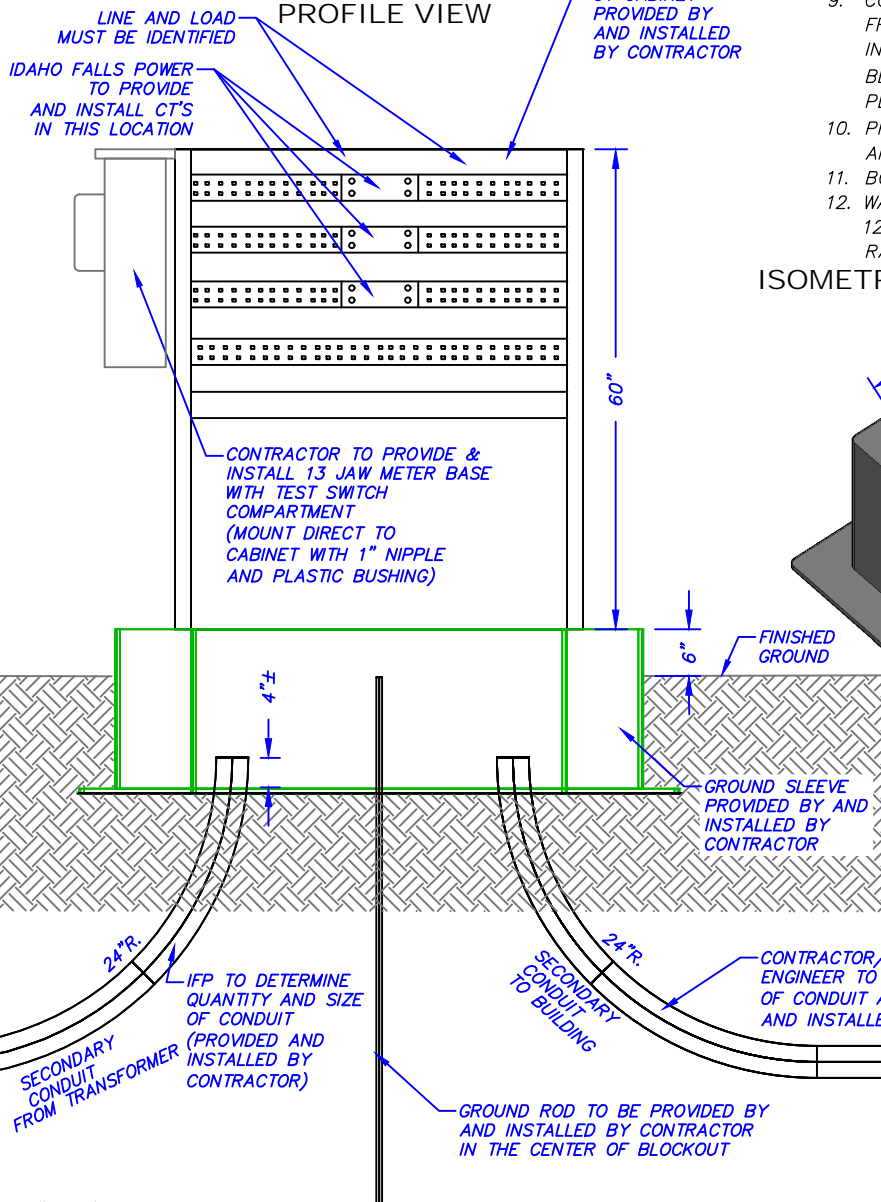
ADDITIONAL NOTES:

1. INSTALL CONDUITS AS SHOWN IN DETAIL (NUMBER OF CONDUITS AND SIZE WILL VARY PER PLANS).
2. INSTALL BELL ENDS AND CAP ALL CONDUITS.
3. 24" RADIUS ELBOW CAN BE UTILIZED. IDENTIFY ALL CONDUITS FOR ROUTING.
4. CONTRACTOR TO PLACE CONTRACTOR PROVIDED GROUND ROD AS SHOWN IN DETAIL.
5. CONTRACTOR TO PROVIDE AND INSTALL GROUND SLEEVE WITH AN OPENING TO MATCH PROPOSED CABINET AS SHOWN. (A CONCRETE PAD CAN BE UTILIZED INSTEAD OF GROUND SLEEVE BUT MUST HAVE A 18"-24" DEEP CONCRETE VAULT FOR CONDUITS AND MATCH OPENING DIMENSIONS OF CABINET - CONCRETE PAD MUST MEET CT CABINET MANUFACTURER STANDARDS FOR STRENGTH OF THE FULLY LOADED CT CABINET AND BE MIN. 6" ABOVE GRADE)
6. CONTACT IFP FOR INSPECTION. TOP OF THE GROUND SLEEVE (CONCRETE PAD) SHALL BE 6" ABOVE FINISHED GRADE. POSITIVE DRAINAGE MUST BE PROVIDED.
7. CT CABINET WITH SPLIT BUS PER AMERICAN MIDWEST POWER SERVICE CONNECTION CABINET 'SCC' WITH CT PROVISION OR APPROVED EQUAL TO BE PROVIDED AND INSTALLED BY CONTRACTOR. (IDAHO FALLS POWER MUST APPROVE CT CABINET BEFORE ORDERING AND INSTALLING)
8. IDAHO FALLS POWER TO SIZE AND INSTALL SECONDARY CONDUCTOR FROM TRANSFORMER TO CT CABINET. CONTRACTOR MUST SUPPLY TERMINATION LUGS.
9. CONTRACTOR TO SUPPLY AND INSTALL ALL SECONDARY CONDUCTOR FROM CT CABINET TO BUILDING. CONTRACTOR TO PROVIDE AND INSTALL 13 JAW METER BASE WITH TEST SWITCH COMPARTMENT TO BE MOUNTED DIRECTLY TO THE CABINET WITH 1" NIPPLE AND PLASTIC BUSHING.
10. PROVIDE 2' CLEARANCE ON ALL SIDES EXCEPT FRONT PROVIDE 3' AND BE ABLE TO OPEN AT LEAST 90° WITHOUT ANY OBSTRUCTION.
11. BONDING WILL BE REQUIRED IF CONDUIT 90° BEND ARE METALLIC.
12. WALL MOUNTED CT METERING MAY BE ACCEPTABLE FOR UP TO 1200 AMPS SO LONG AS THE WALL MOUNTED CT METERING IS RATED FOR 1200 AMPS AND MEETS ALL UL RATINGS.

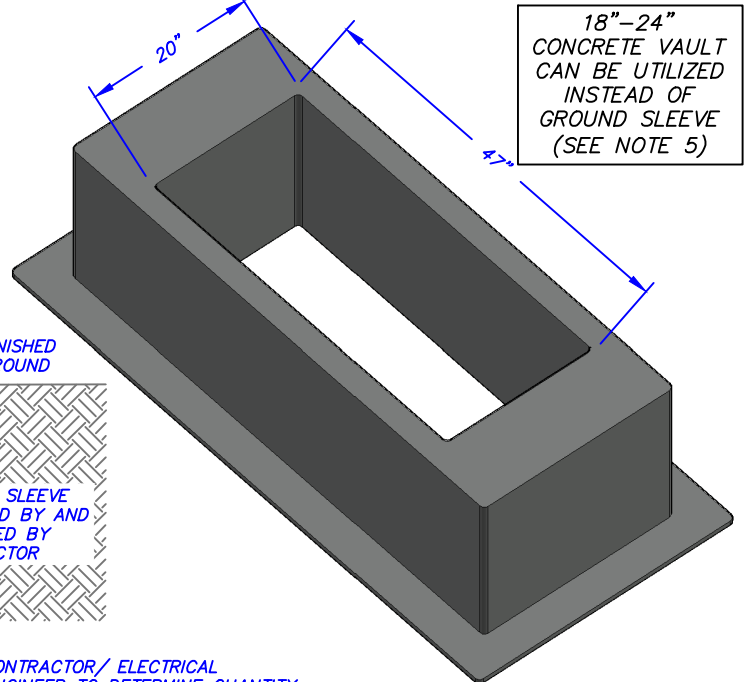
PLAN VIEW



PROFILE VIEW

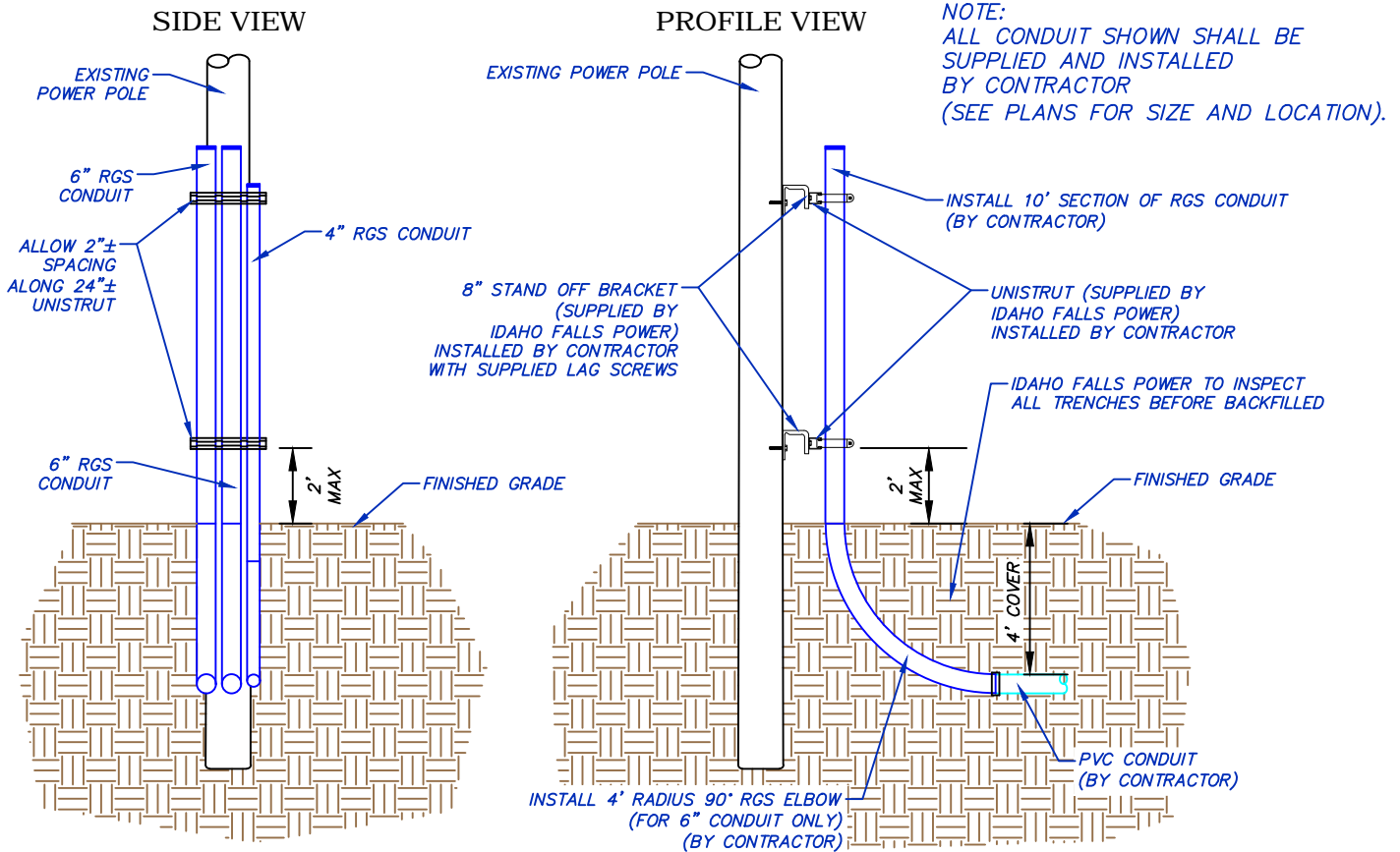


ISOMETRIC VIEW OF GROUND SLEEVE

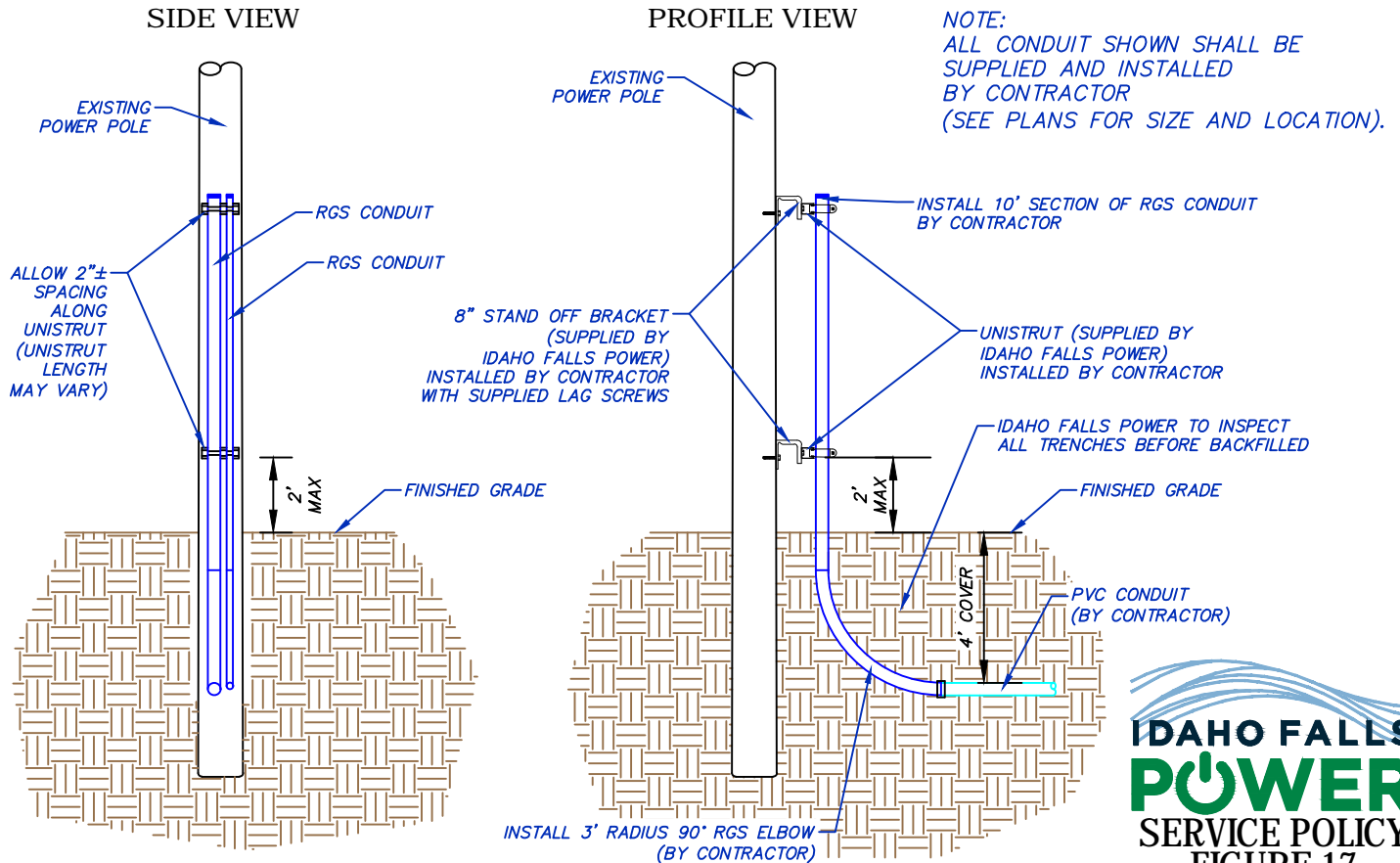


1" = 2'

RISER DETAIL FOR 6" CONDUIT

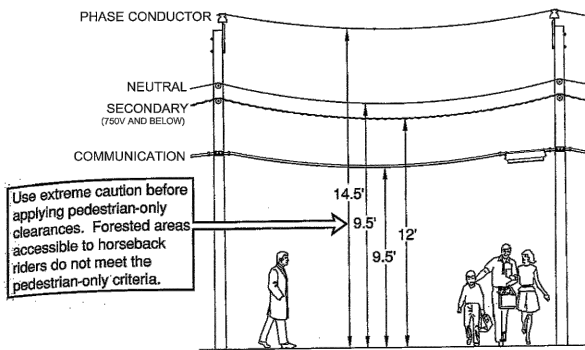


RISER DETAIL FOR 2" - 4" CONDUIT

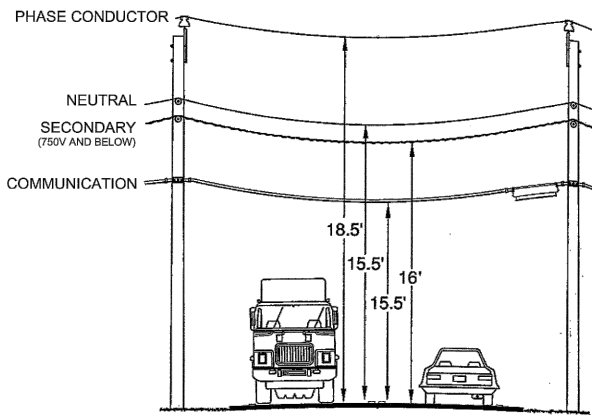


1" = 5'

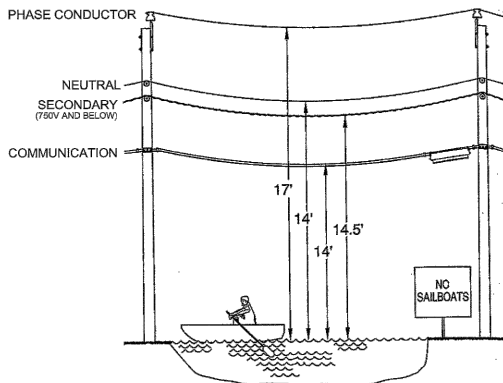
OVERHEAD CLEARANCES



SPACES AND WAYS SUBJECT TO PEDESTRIANS OR RESTRICTED TRAFFIC ONLY

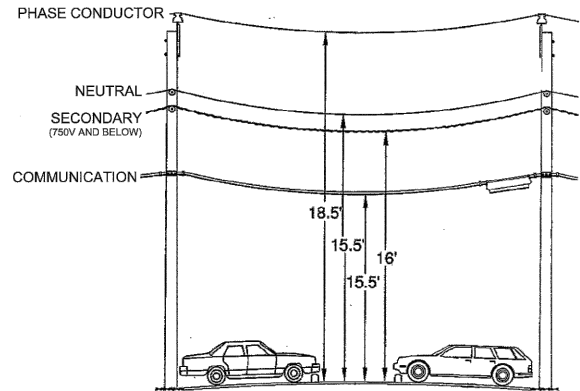
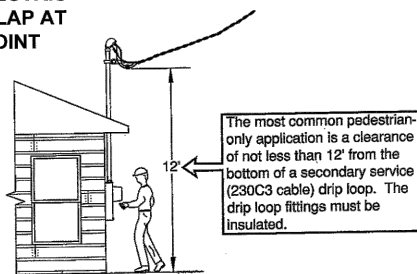


ROADS, STREETS, AND OTHER AREAS SUBJECT TO TRAFFIC

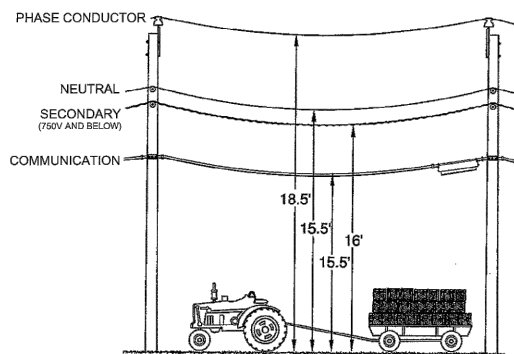


WATER AREAS NOT SUITABLE FOR SAIL BOATING OR WHERE SAILBOATING IS PROHIBITED

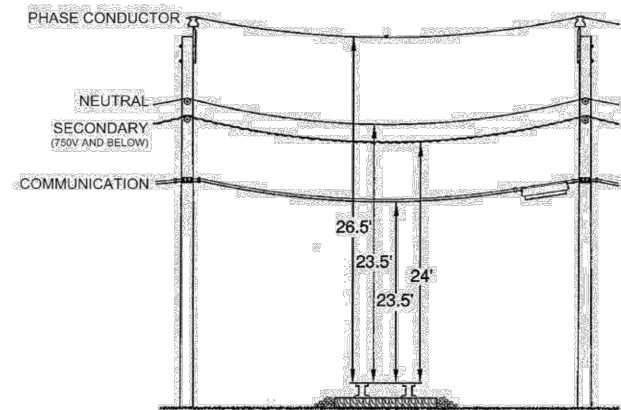
RULES OF THE NESC AND THE NATIONAL ELECTRIC CODE (NEC) OVERLAP AT THE SERVICE POINT



DRIVEWAYS, PARKING LOTS, AND ALLEYS



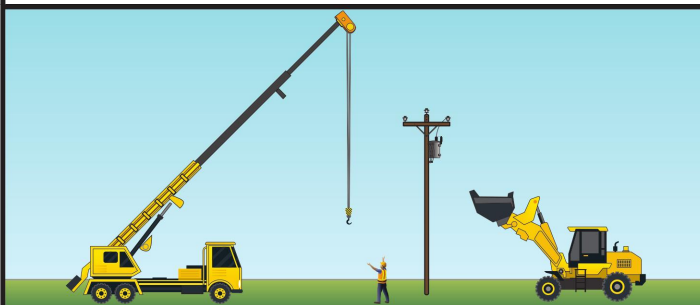
LAND TRAVERSED BY VEHICLES, SUCH AS CULTIVATED, GRAZING, FOREST, ORCHARD, ETC.



RAILROADS

OPERATION AND CUSTOMER CLEARANCES

Crane / Derrick Transmission Clearance



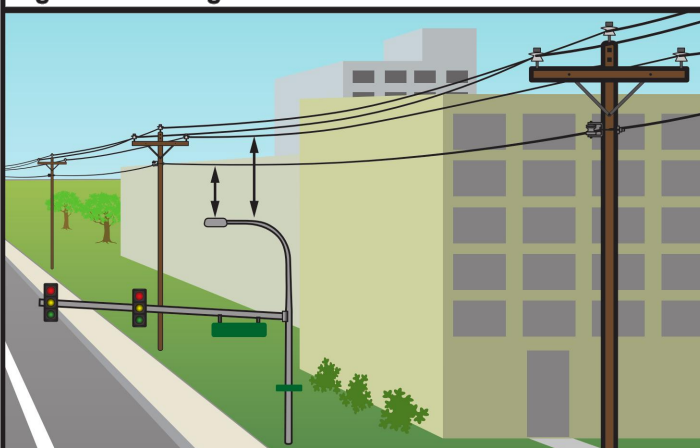
Crane / Derrick	Less than 50kV	Heavy machinery equipment (backhoes, front-end loaders, bulldozer, dump trucks)	Less than 50kV
Must Contact Electric Utility if maximum working radius in the work zone. See OSHA 1926.1408 (a) (2)	20 feet	Horizontal Minimum Clearance from. See OSHA 1926.600 (a) (6)	10 feet
Minimum Approach Distance, ONLY if Specific Controls in Place. See OSHA 1926.1408 (a) (2) (iii)	10 feet	Vertical Minimum Clearance from. See OSHA 1926.600 (a) (6)	10 feet

Scissor Lift & Scaffolding Clearance



	Uninsulated Neutral Conductor	Insulated Line less than 300 Volts	Insulated Line less than 300 Volts to 750 volts	Uninsulated Lines 750 volts to 25 kV
Distance from Scaffold See OSHA 1926.451 (f) (4)	10 feet	3 feet	10 feet	10 feet
Worker or any conductive object See OSHA 1910.333 (c) (3) (i) (B)	Avoid Contact	1 feet	1 feet	2 feet

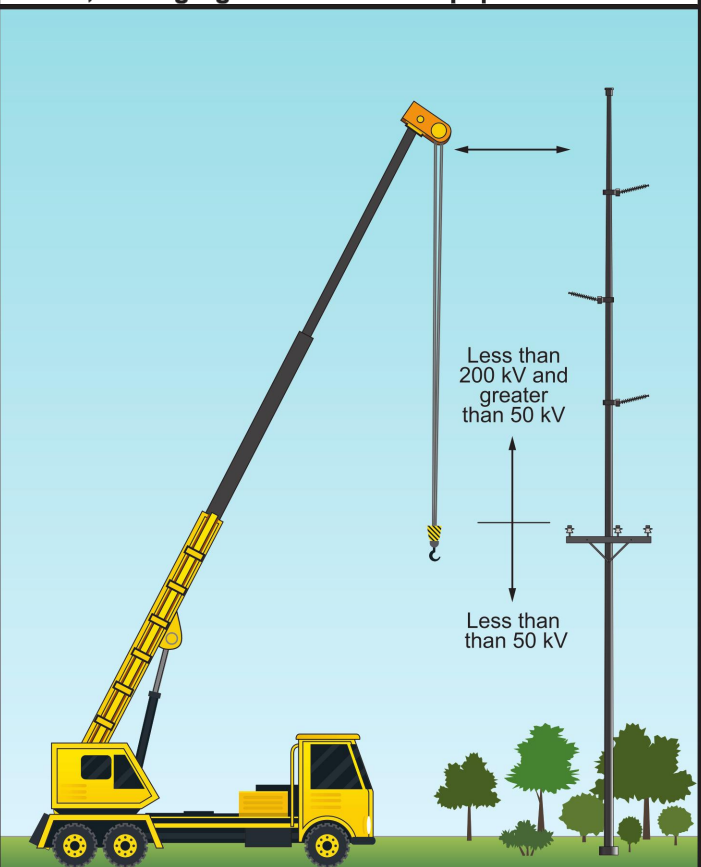
Light / Traffic Signal Pole - Vertical



	Neutral	Triplex	750 volts to 25kV
Vertical - NESC 234B2	3 feet	3 feet	4.5 feet

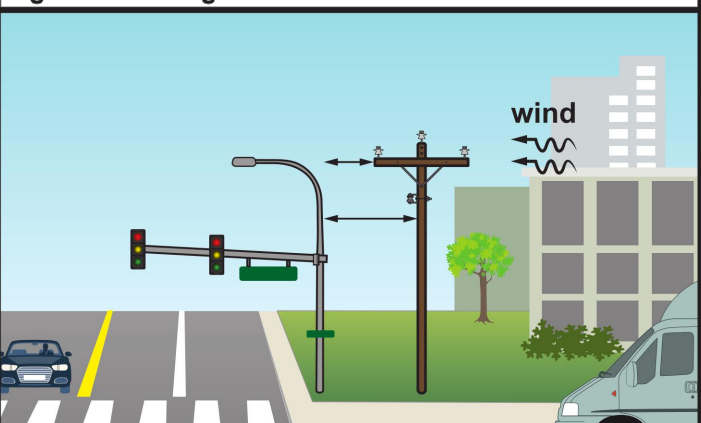
* OSHA Minimum Clearances (typ. 10 ft.) apply when working on Light / Traffic Signal Pole See OSHA 1910.333 (c) (3) (i) (B)

Crane, drilling rig & Mechanized Equipment Clearance



	Less than 50kV	Less than 200kV and Greater than 50
Must Contact Electric Utility if maximum working radius in the work zone. See OSHA 1926.1408 (a) (2)	20 feet	20 feet
Minimum Approach Distance, ONLY if Specific Controls in Place. See OSHA 1926.1408 (a) (2) (iii)	10 feet	15 feet

Light / Traffic Signal Pole - Horizontal



	Neutral	Triplex	750 volts to 25kV
Horizontal - NESC 234B1	3 feet	3 feet	5 feet
Horizontal 50MPH Wind - NESC 234B1	3 feet	3 feet	4.5 feet

* OSHA Minimum Clearances (typ. 10 ft.) apply when working on Light / Traffic Signal Pole See OSHA 1910.333 (c) (3) (i) (B)

GUIDE FOR OPERATION OF EQUIPMENT NEAR POWER LINES
AND CUSTOMER OWNED POLES TO POWER LINES

SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS

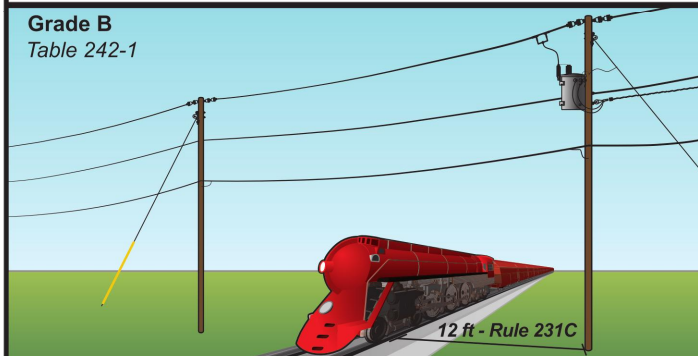
DRAWING COURTESY OF HI-LINE ENGINEERING

APPLICATION GUIDE FOR 2017 NESC TABLE 232-1

Railroads*

Grade B

Table 242-1



Vertical Clearance at Largest Vertical Sag Table 232-1

Neutral or Comm.	Grounded Span Guy	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
23.5 ft	24.0 ft		26.5 ft		

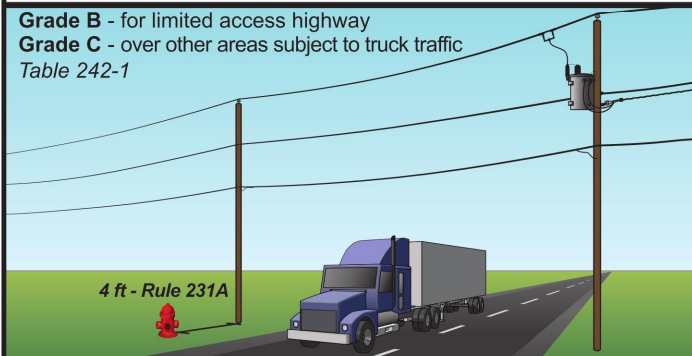
*Railroad company may require greater clearance

Trucks Over 8 Feet*

Grade B - for limited access highway

Grade C - over other areas subject to truck traffic

Table 242-1



Vertical Clearance at Largest Vertical Sag Table 232-1

Neutral or Comm.	Grounded Span Guy	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
15.5 ft	16.0 ft		18.5 ft		

*DOT may require greater clearance

Water - No Sailboats

Grade B - when a crossing permit is required

Table 242-1



Vertical Clearance at Largest Vertical Sag Table 232-1

Neutral or Comm.	Grounded Span Guy	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
14.0 ft	14.5 ft		17.0 ft		

*see NESC for sailboat clearances

Over fields, orchards, forest, etc.



Vertical Clearance at Largest Vertical Sag Table 232-1

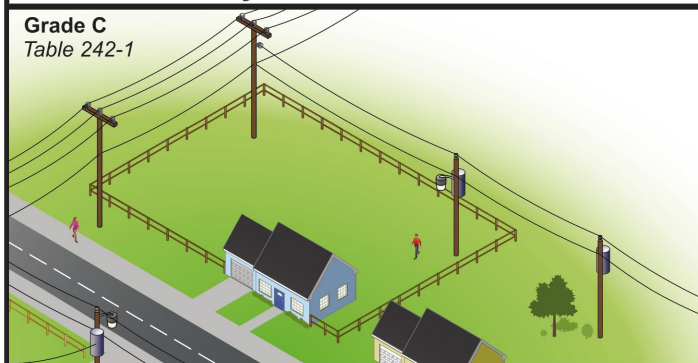
Neutral or Comm.	Grounded Span Guy	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
15.5 ft	16.0 ft		18.5 ft		

*used by vehicles over 8 feet tall or riders on horseback

Pedestrians Only*

Grade C

Table 242-1

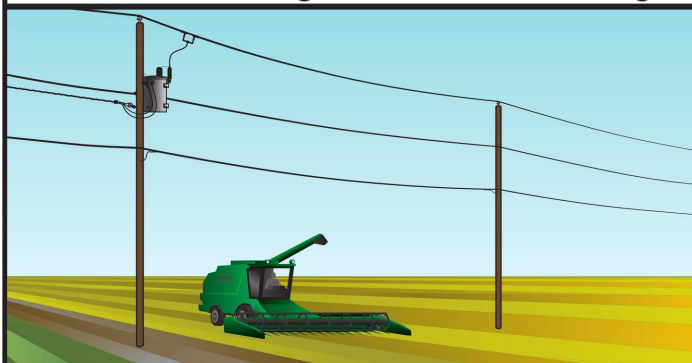


Vertical Clearance at Largest Vertical Sag Table 232-1

Neutral or Comm.	Grounded Span Guy	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
9.5 ft	12.0 ft		14.5 ft		

*Not normally used by trucks or riders on horseback (very steep hills, swamps, etc.)

Oversized Vehicles - greater than 14 feet in height



Vertical Clearance at Largest Vertical Sag Table 232-1

Neutral or Comm.	Grounded Span Guy	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
X + 1.5 ft	X + 2 ft		X + 4.5 ft		

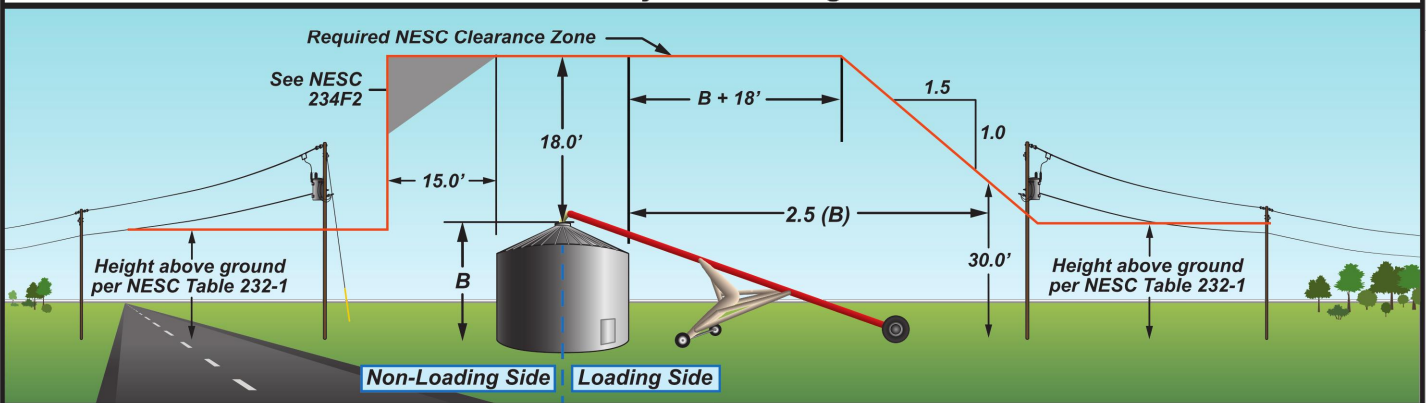
X = Known Height of oversized vehicle

SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS

DRAWING COURTESY OF HI-LINE ENGINEERING

APPLICATION GUIDE FOR 2017 NESC

Clearance Over* or Near Grain Bins Loaded by Portable Auger NESC 234F2



B = Vertical height to highest filling or probing port

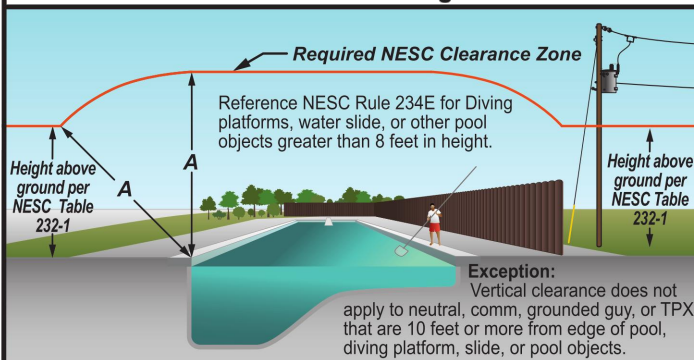
Note: If B > 12 feet, vertical height of conductors is 30 feet at a distance equal to 2.5 times B

*Largest vertical sag

Non-Loading Side is when use of portable auger is limited by:

1. Permanent building/structure
2. Physical obstruction
3. Public road or other right of way
4. Designation or agreement

Clearance Over* or Near Swimming Pools NESC 234E1

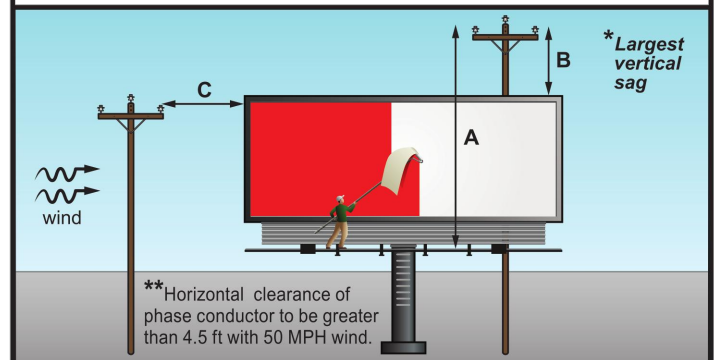


Neutral	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
22.0 ft	22.5 ft	25.0 ft		

*Largest vertical sag

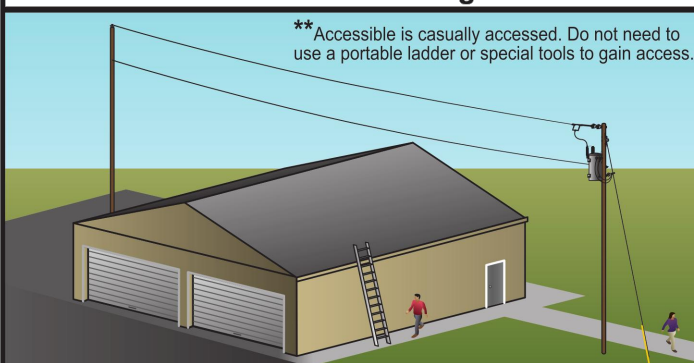
Aboveground pool with deck or ladder, clearance is from highest point upon which people can stand.

Clearance Over* or Near Billboards NESC 234C



	Neutral	TPX	7.2/12.5kV	14.4/25kV	19.9/35kV
A-Where personnel walk	10.5 ft	11.0 ft	13.5 ft		
B - Other Surface	3.0 ft	3.5 ft	8.0 ft		
C - Horizontal**	4.5 ft	5.0 ft	7.5 ft		

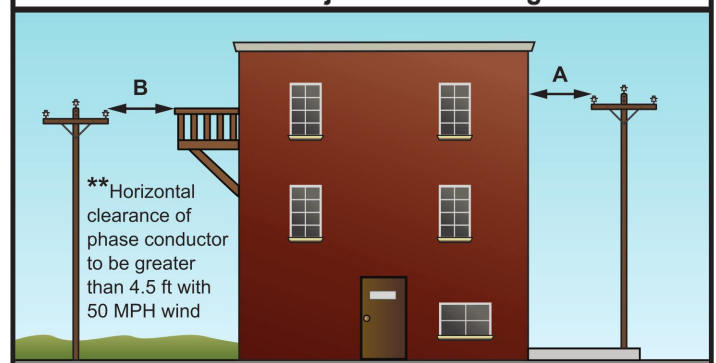
Vertical Clearance Over* Buildings NESC 234C



Roof	Neutral	TPX	7.2/12.5kV	14.4/25kV	19.9/35kV
Accessible**	10.5 ft	11.0 ft	13.5 ft		
Non-Accessible	3.0 ft	3.5 ft	12.5 ft		

*Largest vertical sag

Horizontal Clearance Adjacent to Buildings NESC 234C



	Neutral	TPX	7.2/12.5kV	14.4/25kV	19.9/35kV
A-To Walls**	4.5 ft	5.0 ft	7.5 ft		
B - Accessible Areas**	4.5 ft	5.0 ft	7.5 ft		

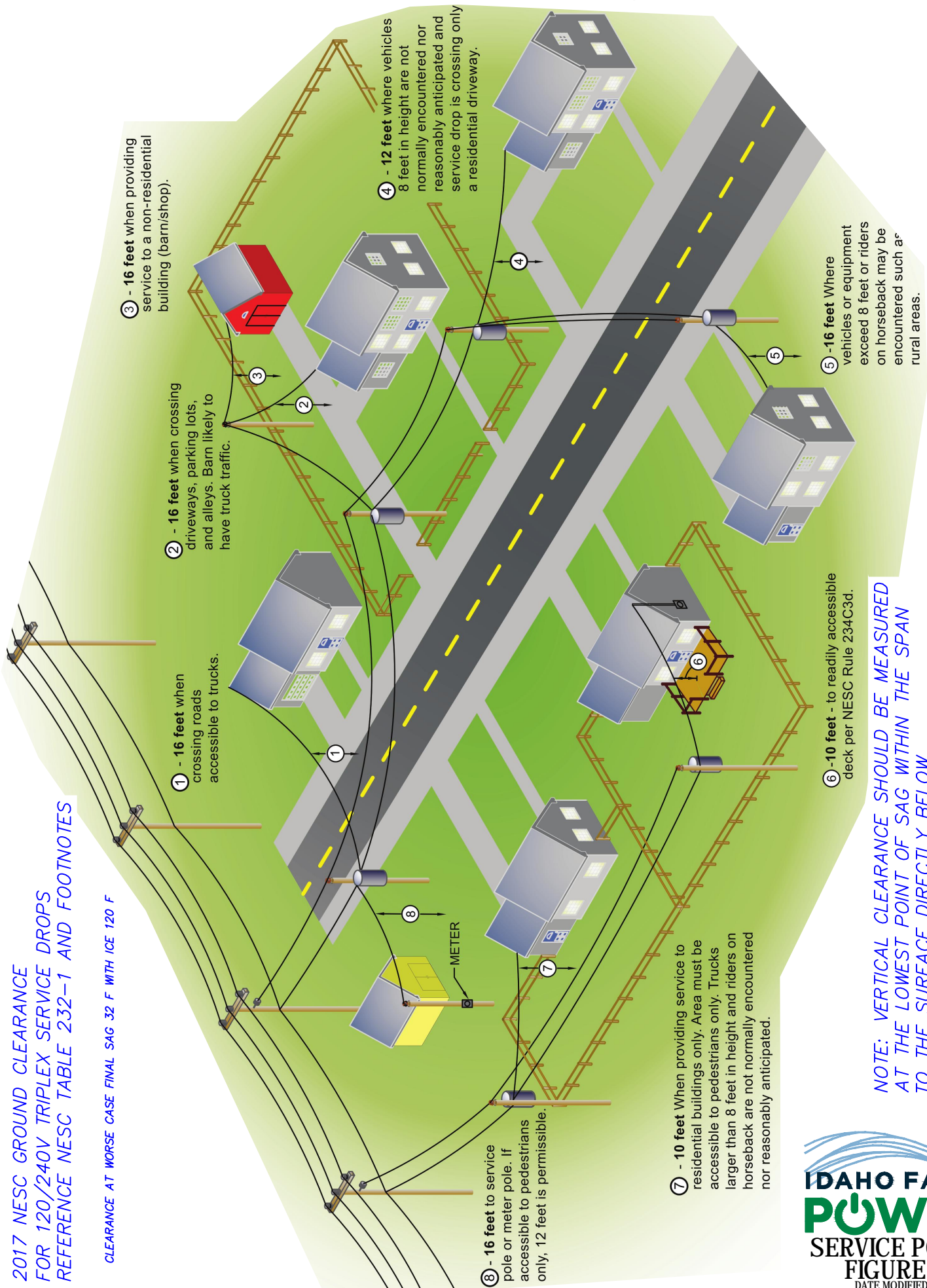
SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS

DRAWING COURTESY OF HI-LINE ENGINEERING

GROUND CLEARANCES 2017 NESC

2017 NESC GROUND CLEARANCE
FOR 120/240V TRIPLEX SERVICE DROPS
REFERENCE NESC TABLE 232-1 AND FOOTNOTES

CLEARANCE AT WORSE CASE FINAL SAG 32 F WITH ICE 120 F

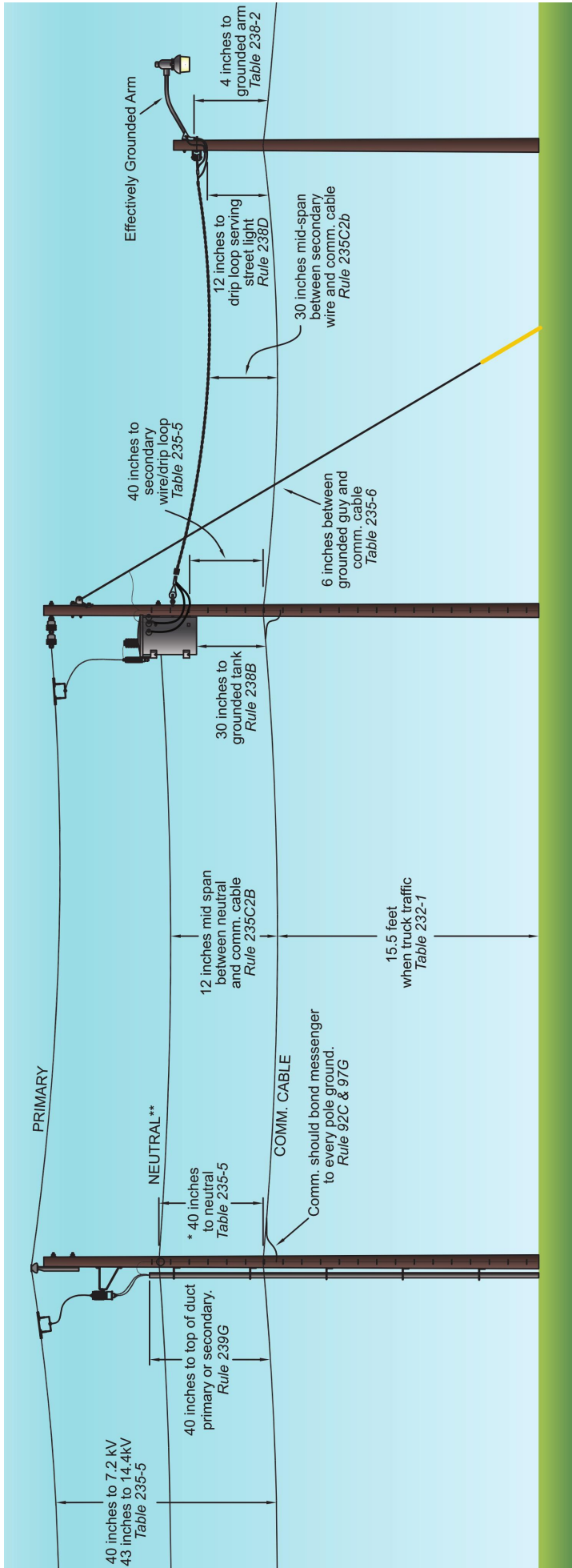


NOTE: VERTICAL CLEARANCE SHOULD BE MEASURED
AT THE LOWEST POINT OF SAG WITHIN THE SPAN
TO THE SURFACE DIRECTLY BELOW.
TRUCKS ARE DEFINED AS ANY VEHICLE
EXCEEDING 8 FEET IN HEIGHT.

COMMUNICATION CABLE CLEARANCES

SUMMARY OF NESC CLEARANCES TO COMMUNICATION CABLES

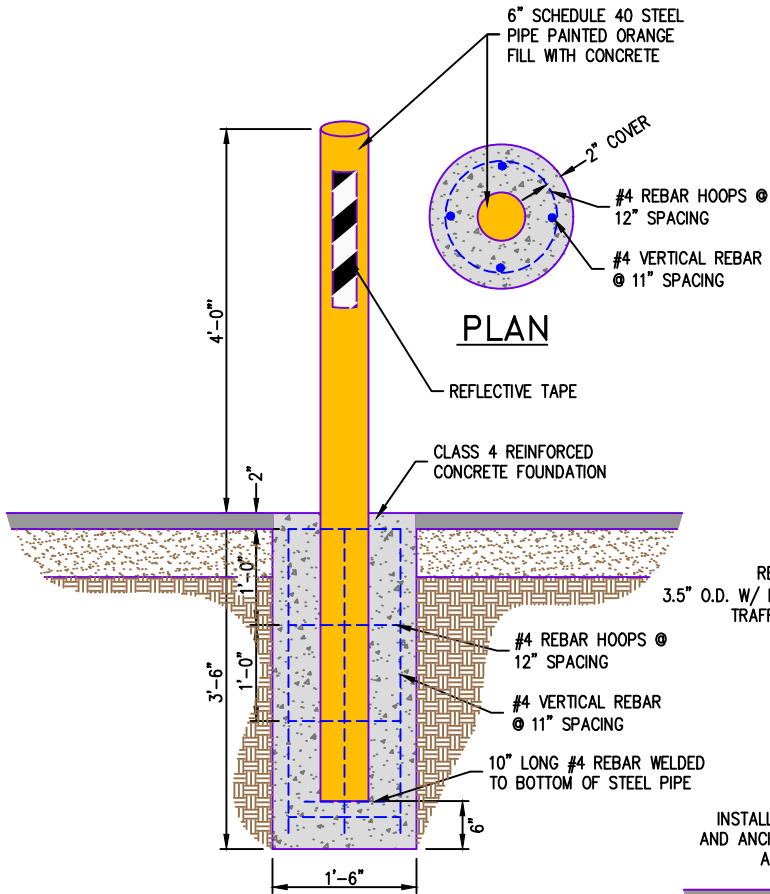
SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS



- * 30 INCHES IS ALLOWED IF THE COMMUNICATION MESSENGER IS BONDED TO THE NEUTRAL THROUGHOUT THE SERVICE AREA. TABLE 235-5
- ** FIBER OPTIC CABLES IN THE SUPPLY SPACE (RULE 224A) WILL HAVE THE SAME REQUIRED CLEARANCE TO COMMUNICATION CABLES IN THE COMMUNICATION SPACE AS A MULT-GROUNDED NEUTRAL (RULE 235C)

A COMMUNICATION WORKER SAFETY ZONE IS 40 INCHES OF CLEARANCE BETWEEN COMMUNICATION LINES AND SUPPLY LINES / EQUIPMENT PER RULE 235C4 & 238E

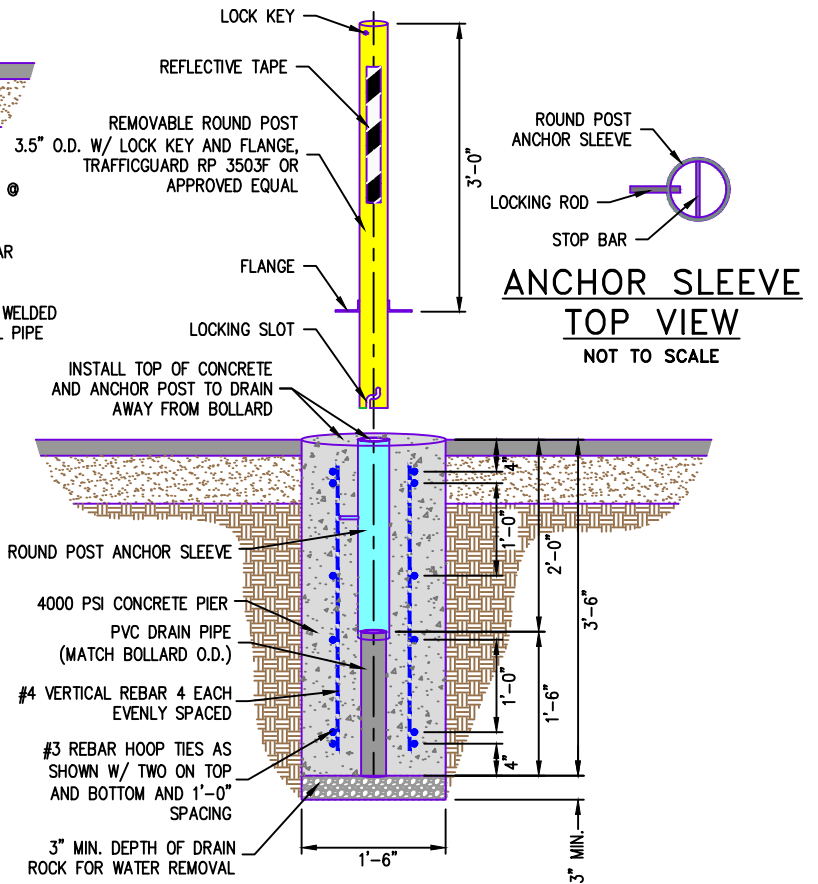
BOLLARD DETAIL



ELEVATION

PERMANENT BOLLARD

SCALE - 1"=2'



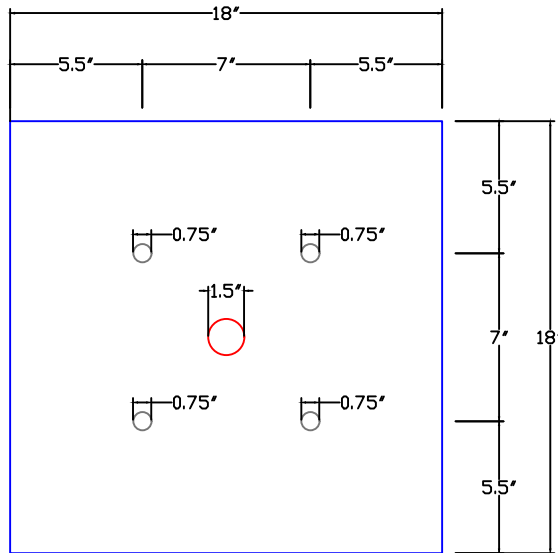
REMOVABLE BOLLARD

SCALE - 1"=2'

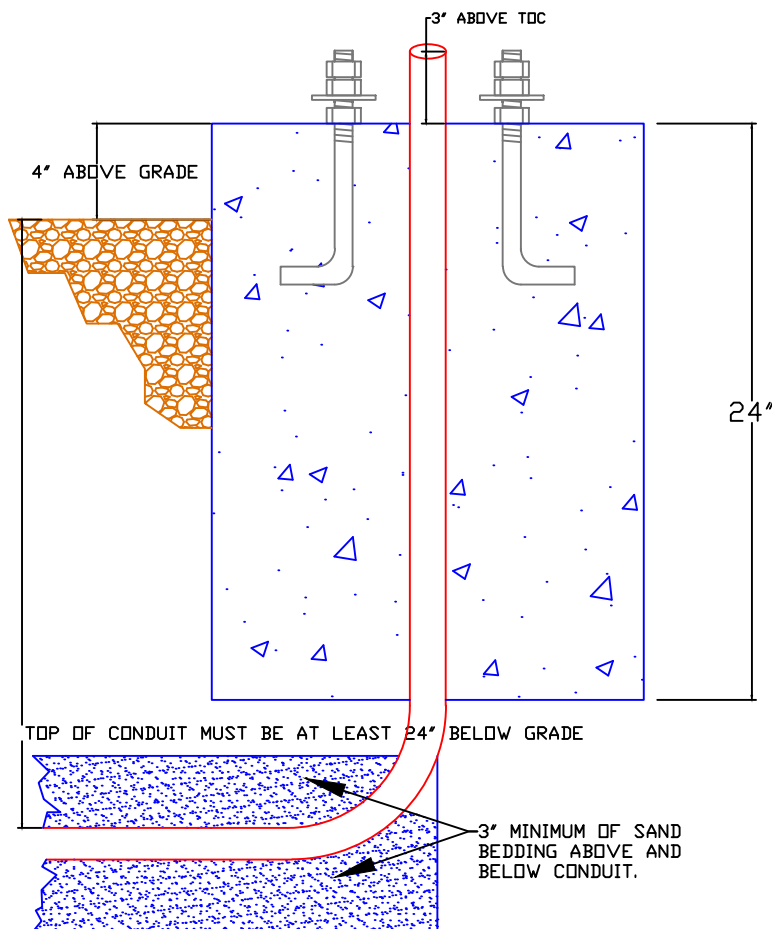
ELECTRICAL VEHICLE PEDESTAL FOUNDATION PAD

(SIEMENS VERSICHARGE)

TOP VIEW



SIDE VIEW



ADDITIONAL COMMENTS:

1. THIS SPECIFICATION IS FOR SIEMENS VERSICHARGE (VC30GRYU AND VCSG30GRYUW) WITH A VCPOST STATION POST.
2. INSTALL CONDUITS TO WITHIN 3" ABOVE CONCRETE PAD.
3. CONDUIT SHALL BE 1.5" DIAMETER.
4. INSTALL BELL ENDS AND CAP ALL CONDUITS.
5. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT OF CONCRETE.
6. THE ELECTRIC VEHICLE PEDESTAL SHALL NOT BE INSTALLED UNTIL THE CONCRETE HAS CURED A MINIMUM OF (7) DAYS. IF THE TEMPERATURE IS EXPECTED TO DROP BELOW 40°F, THERMAL BLANKETS MUST BE USED FOR A MINIMUM PERIOD OF 72 HOURS.
7. DO NOT PLACE PAD ON THE FROZEN EARTH.
8. TOP OF THE ELECTRIC VEHICLE PEDESTAL PAD SHALL BE CONSTRUCTED TO A MINIMUM OF 4" ABOVE FINISHED GRADE.
9. THE WIRE MUST PROTRUDE 72" FROM THE SURFACE OF THE CONCRETE. USE #6 AWG, 75°C COPPER WIRE TO CONNECT TO SUPPLY CIRCUIT.
10. RECOMMEND USING 4x3/8"-16 S/S L-HOOK 8" ANCHOR BOLTS. THE CENTER OF
11. THE PAD MUST BE PLACED MINIMUM 36" BEHIND THE CURB IF THERE IS NO WHEEL STOP OR MINIMUM 12" BEHIND THE CURB IF THERE IS A WHEEL STOP.
12. CONSULT ELECTRICIAN FOR TYPE OF CONDUIT TO BE USED.
13. CONSULT MANUFACTURER FOR MOUNTING AND ASSEMBLY INSTRUCTIONS.

ELECTRICAL VEHICLE CHARGER ASSEMBLY INSTRUCTIONS

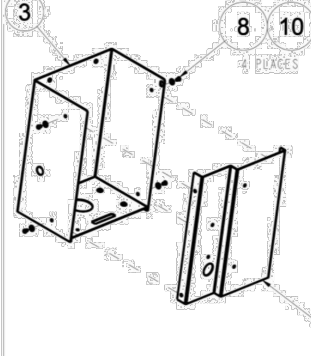
SIEMENS

Assembly Instructions

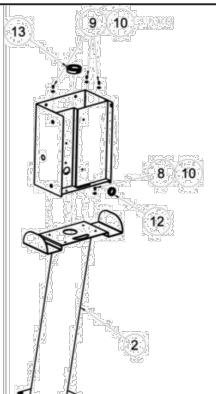
1. Make sure power to the circuit is off before beginning assembly
2. See last page for mounting the post and leveling instructions below, feed wiring through the post out of circular cutout
3. Attach the mid-panel to the enclosure using qty 4 x #10-32 X 3/8", tamper resistant screws
4. Attach the enclosure to the post using qty 3 x #10-32 X 3/8", button head socket cap screws and qty 1 x #10-32 X 3/8", tamper resistant screw, install bushing, feed wiring into the enclosure and out of the mid-panel
5. Attach the U-bracket to the mid-panel using qty 2 x #10-32 X 3/8", button head socket cap screws
6. Attach the wall mount bracket to the mid-panel using qty 2 x #10-32 X 3/8", button head socket cap screws
7. Hardwire VersiCharge (see "VersiCharge Wiring Instructions" below)
8. Slide the VersiCharge into the wall mount bracket
9. Attach the enclosure top to the enclosure using qty 2 x #10-32 X 3/8", tamper resistant screws, a padlock (sold separately) may be used to supplement connection
10. Replace four cover Phillips closure screws with qty 4 x #8-32 X 3/4", tamper resistant screws
11. Restore power, charger will turn on



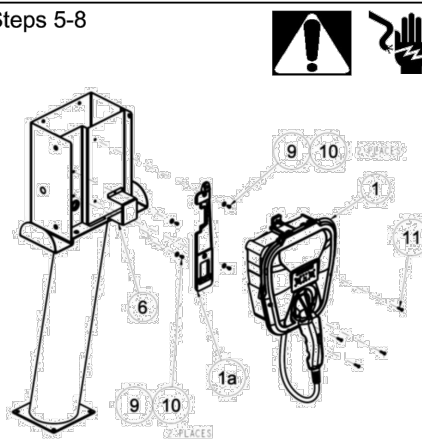
Step 3



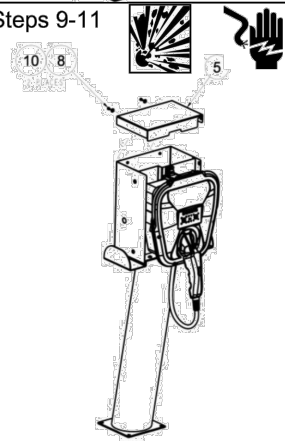
Step 4



Steps 5-8



Steps 9-11

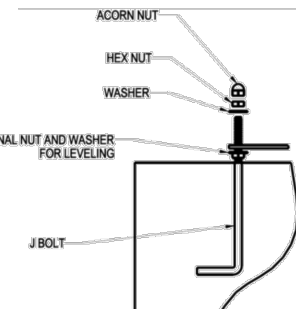


VersiCharge Wiring Instructions

Please consider all safety warnings in the VersiCharge Installation and Operation manual (document # 813776) prior to wiring. The post product is compatible with the VC30GRYU product and the VCSG30GRYUW product. To reduce the risk of fire, connect only to a circuit provided with 40 amperes maximum branch circuit overcurrent protection in accordance with the ANSI/NFPA 70 National Electrical Code. VersiCharge EV charging stations can draw up to 30A at 240 VAC, 50/60 Hz (7.2kW of power). Use 6-8 AWG, 75°C copper wire to connect to supply circuit. Refer to section 3.4 of the VersiCharge Installation and Operations Manual for instruction on removing the cord-and-plug assembly and steps for hardwired installation. Ensure breaker is off during all electrical work.

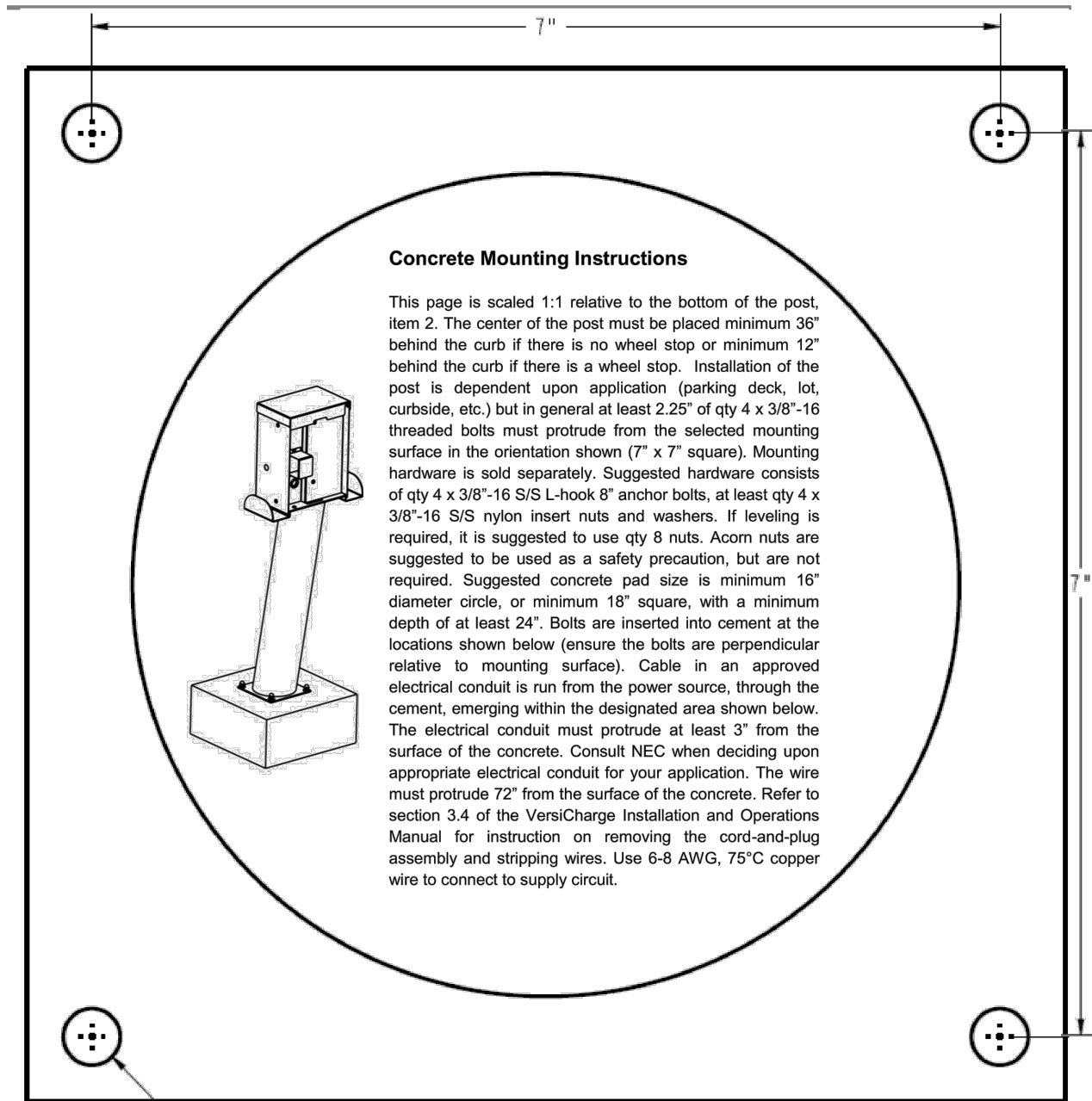
Leveling

Should the concrete pad not be level, hex nuts and washers may be placed between post and concrete pad. This method will cause a gap between the base of the post and cement, increase conduit height above cement accordingly (minimum of 3"). See next page for post mounting instructions.



ELECTRICAL VEHICLE CHARGER MOUNTING INSTRUCTIONS

SIEMENS



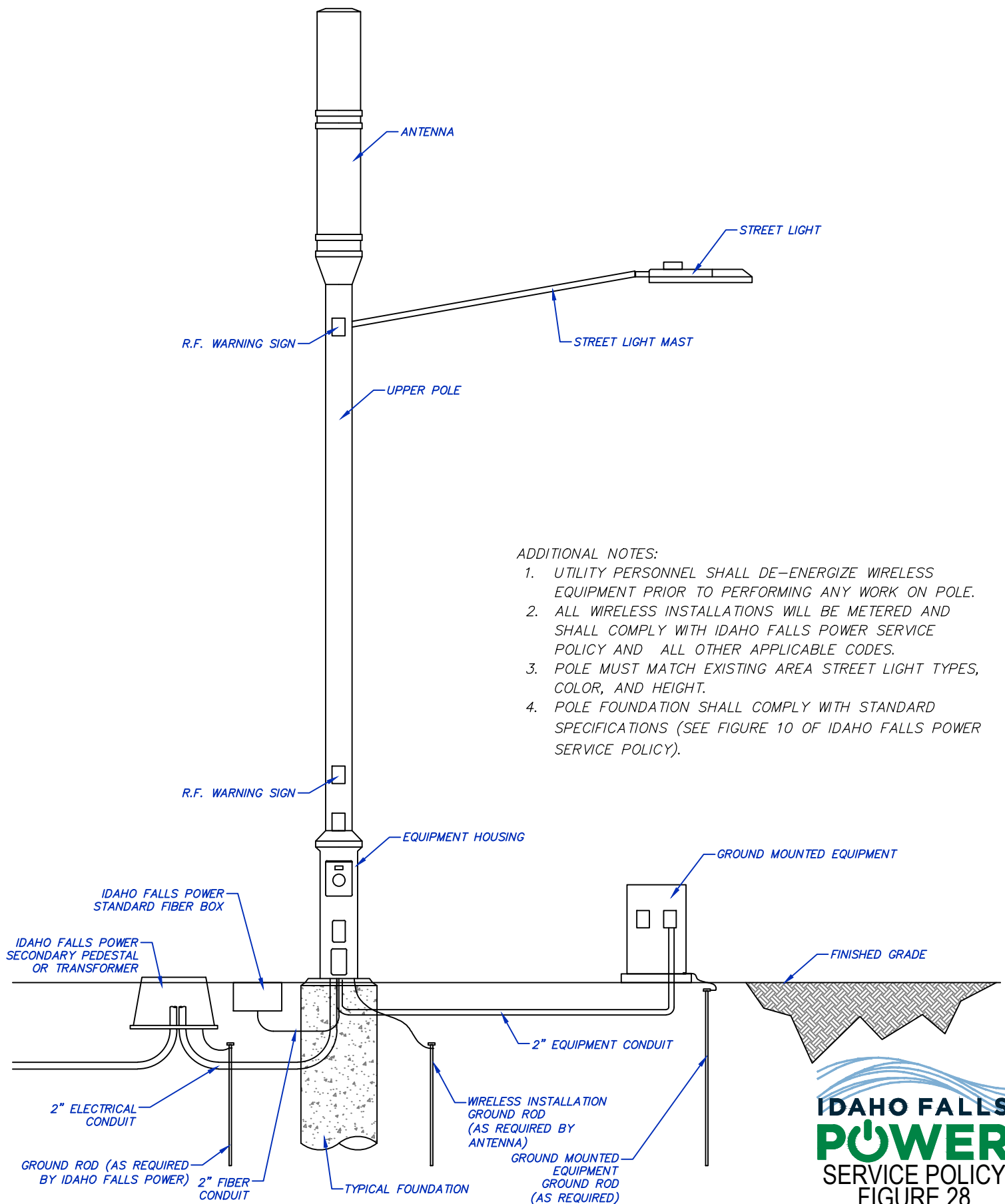
3/8" CONCRETE MOUNTING
HARDWARE NOT SUPPLIED

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trademark of the National Fire Protection Association

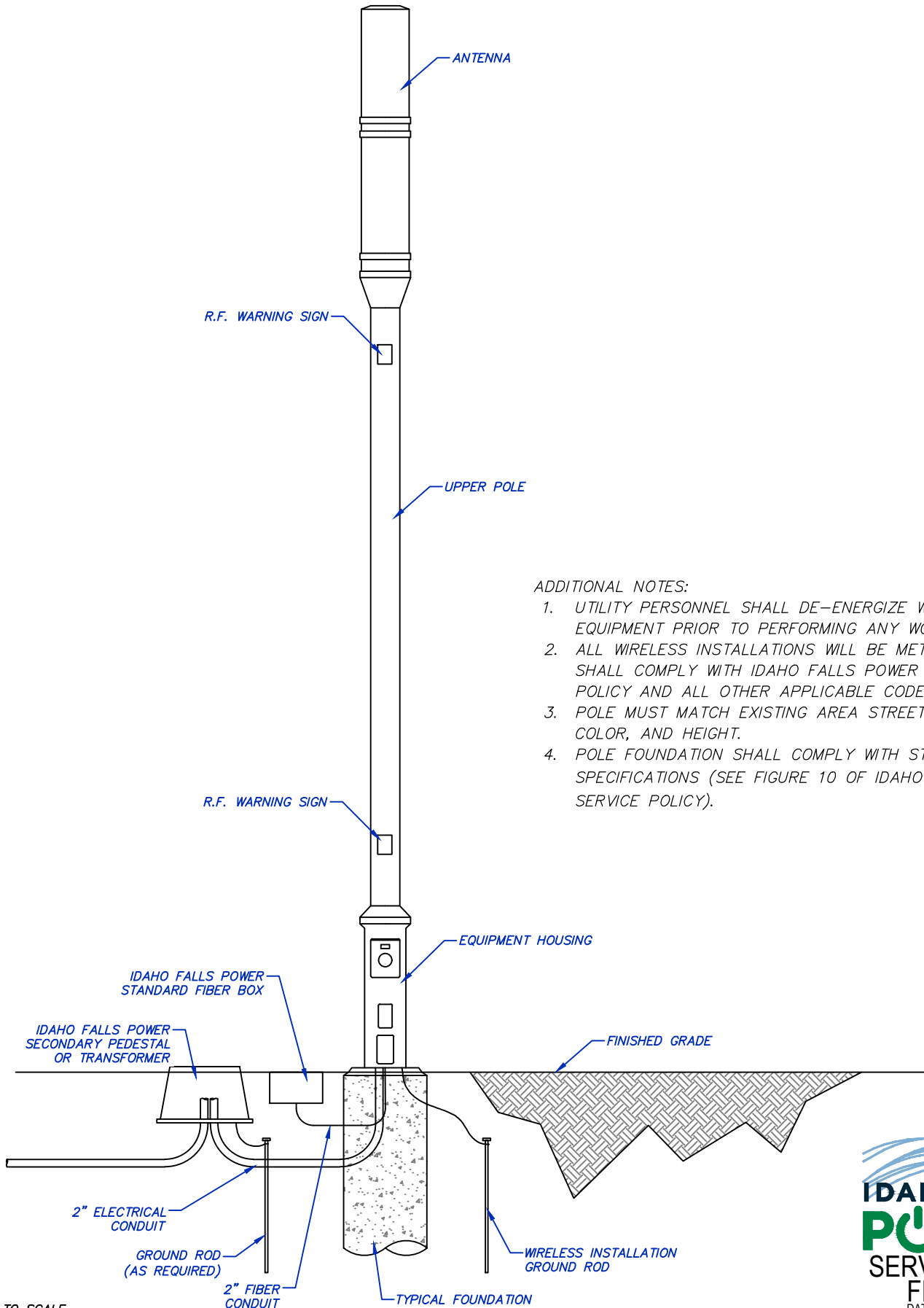
Page 3 of 4

WIRELESS ANTENNA STEEL STREET LIGHT (PADMOUNTED EQUIPMENT)



NOT TO SCALE

WIRELESS ANTENNA (STEEL MONO POLE)



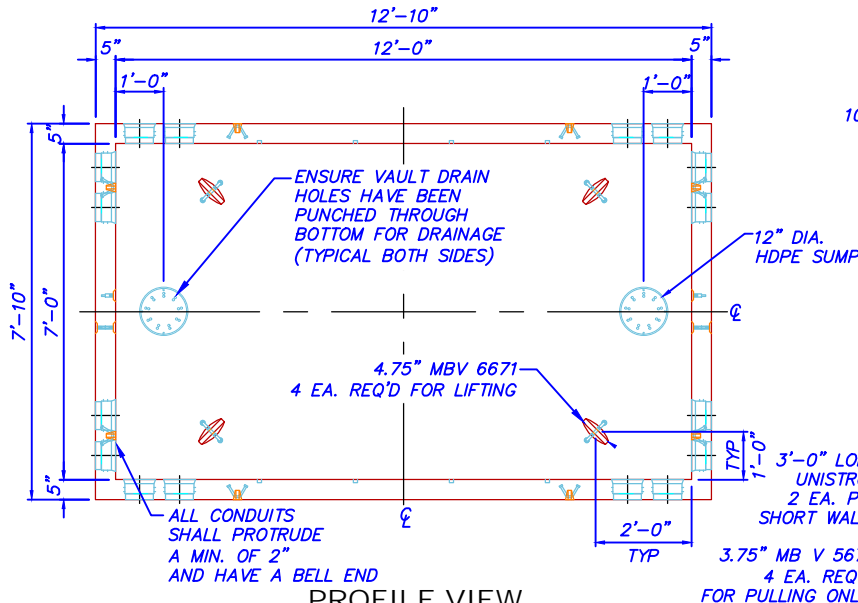
ADDITIONAL NOTES:

1. UTILITY PERSONNEL SHALL DE-ENERGIZE WIRELESS EQUIPMENT PRIOR TO PERFORMING ANY WORK ON POLE.
2. ALL WIRELESS INSTALLATIONS WILL BE METERED AND SHALL COMPLY WITH IDAHO FALLS POWER SERVICE POLICY AND ALL OTHER APPLICABLE CODES.
3. POLE MUST MATCH EXISTING AREA STREET LIGHT TYPES, COLOR, AND HEIGHT.
4. POLE FOUNDATION SHALL COMPLY WITH STANDARD SPECIFICATIONS (SEE FIGURE 10 OF IDAHO FALLS POWER SERVICE POLICY).

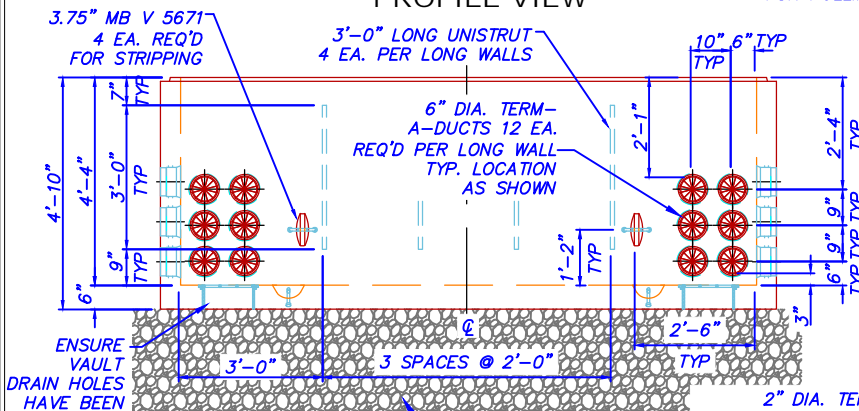
NOT TO SCALE

7' X 12' VAULT

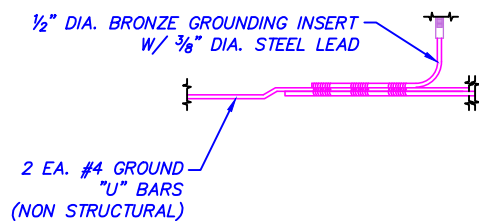
PLAN VIEW



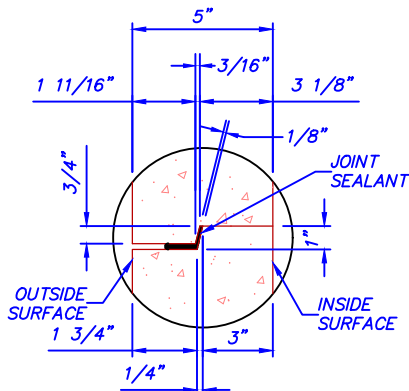
PROFILE VIEW



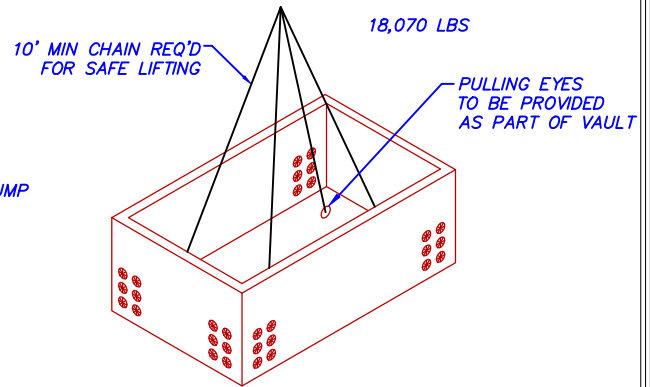
WELD DETAIL



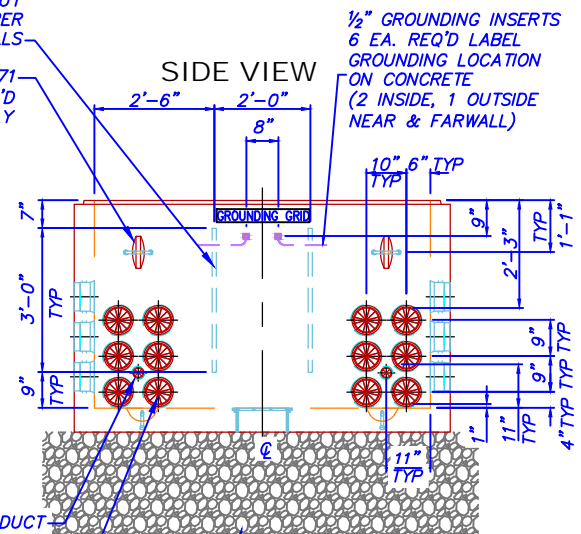
JOINT DETAIL



LIFTING DIAGRAM (ISOMETRIC)



SIDE VIEW



BASE PART BOM

QTY	DESC
4 EA.	4.75" MBV 8671
8 EA.	3.75" MBV 5671
48 EA.	TERM-A-DUCT 6"
2 EA.	GROUNDING GRID
2 EA.	GROUND ROD
4 EA.	TERM-A-DUCT 2" W/ SEAL
36 FT	UNISTRUT P3200
2 EA.	SUMP W/ LID
4.25 YDS	MIX #1 SCC WEIGHTCAST
17,850 LBS	HANDLING WEIGHT

† GENERAL NOTES

1. MIN. DESIGN CRITERIA PER ACI-318 CODE & AS NOTED.
2. DESIGN LOADING:
 - 2.1 300 PSF PEDESTRIAN LOAD.
 - 2.2 SOIL WEIGHT = 120 PCF
 - 2.3 DEPTH OF OVERBURDEN:
0'-0" MIN. TO 2'-0" MAX.
 - 2.4 ASSUMED WATER TABLE:
5'-0" BELOW GRADE.
 - 2.5 EQUIV. FLUID PRESSURE = 40 PCF
 - 2.6 LATERAL LIVE LOAD SURCHARGE
PER CODE.
3. CONCRETE 28 DAY COMPRESSIVE STRENGTH: 5,000 PSI (MIN)
STRIPPING STRENGTH: 2,500 PSI (MIN)
4. STEEL REINFORCING:
BAR: ASTM A-615 GRADE 60
5. CEMENT: TYPE II/V, ASTM C-150 SPECIFICATION
FLYASH: CLASS F, ASTM C-618 SPECIFICATION
6. CONTRACTOR TO VERIFY PROPER DRAINAGE INSIDE OF VAULT
7. CONTRACTOR TO GROUT OR SEAL AROUND EACH CONDUIT
THAT EXTENDS INSIDE OF THE VAULT
8. CONTRACTOR SHALL EXTEND CONDUIT A MIN. OF 2" INSIDE
OF VAULT AND CONTRACTOR SHALL INSTALL BELL ENDS

DRAWING COURTESY OF
OLDCASTLE INFRASTRUCTURE

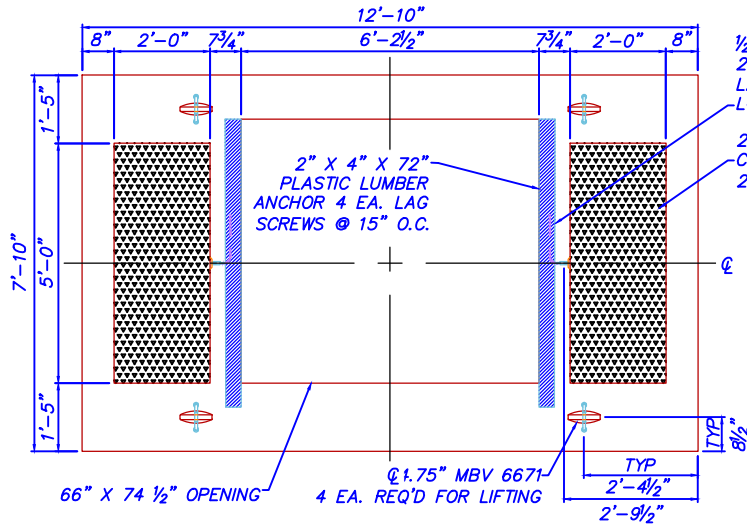


IDAHO FALLS
POWER
 SERVICE POLICY
 FIGURE 30
 DATE MODIFIED: 1/19/2021

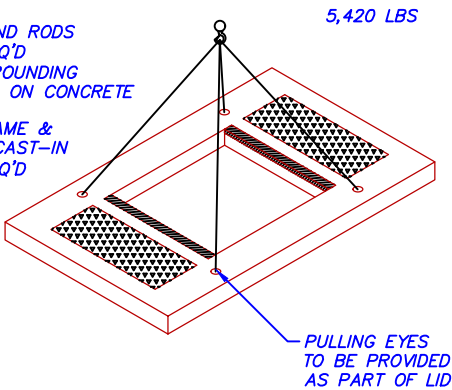
NOT TO SCALE

7' X 12' VAULT LID

PLAN VIEW



LIFTING DIAGRAM (ISOMETRIC)



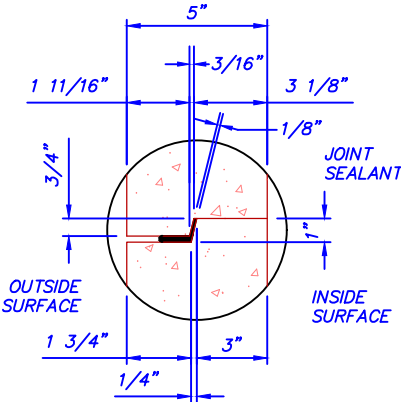
PROFILE VIEW



SIDE VIEW



JOINT DETAIL



LID PART BOM

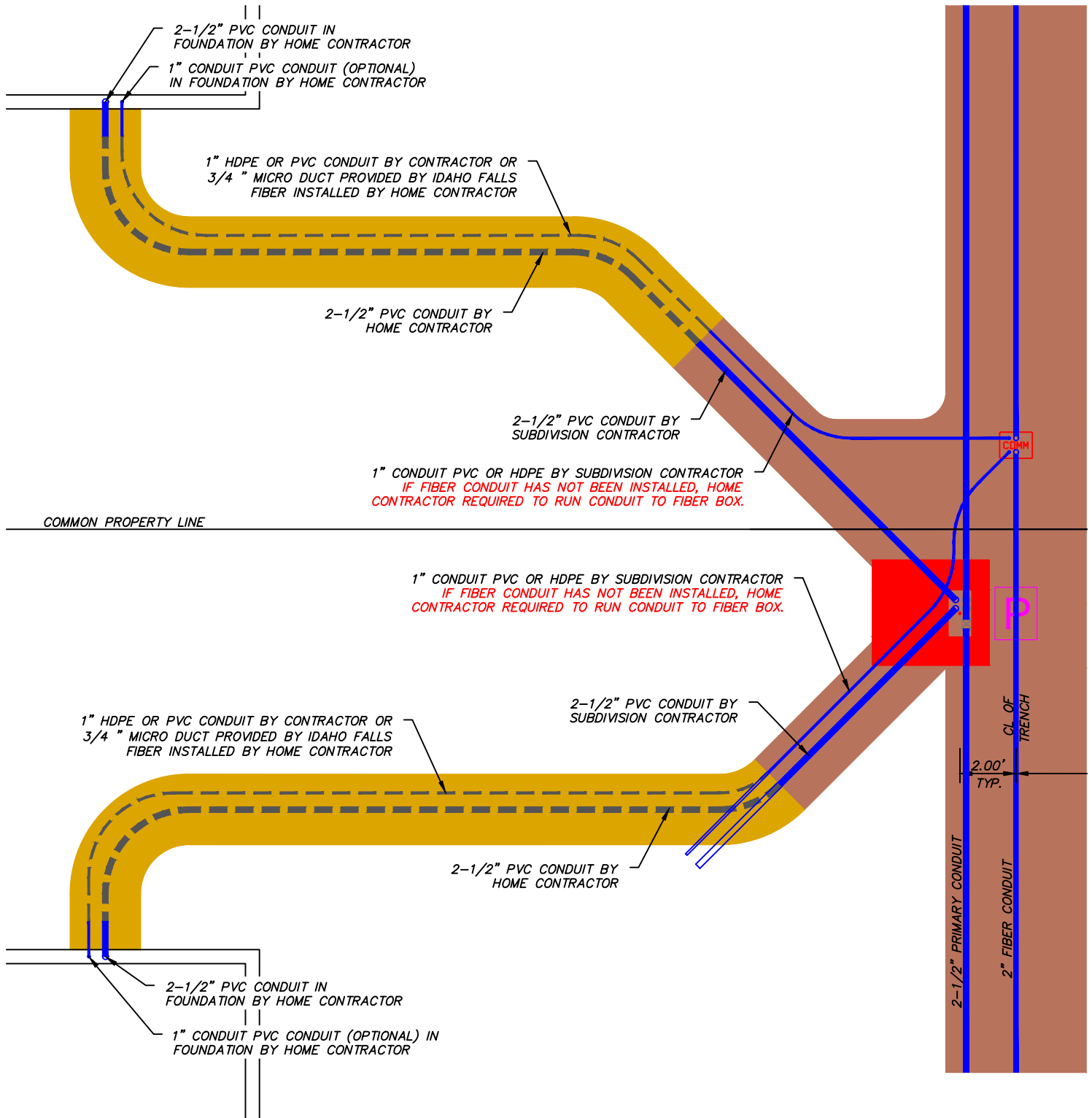
QTY	DESC
4 EA.	4.75" MB V 6671
2 EA.	GROUND RODS
2 EA.	25 TA FRAME
2 EA.	25 TA COVER
11'-0"	PLASTIC LUMBER
1.63 YDS	MIX #1 SCC WETCAST
6,846 LBS	HANDLING WEIGHT
	#5 BAR
	#4 BAR

1. MIN. DESIGN CRITERIA PER ACI-318 CODE & AS NOTED.
2. DESIGN LOADING:
 - 2.1 300 PSF PEDESTRIAN LOAD.
 - 2.2 SOIL WEIGHT = 120 PCF
 - 2.3 DEPTH OF OVERBURDEN: 0'-0"
 - 2.4 ASSUMED WATER TABLE:
5'-0" BELOW GRADE.
 - 2.5 EQUIV. FLUID PRESSURE = 40 PCF
 - 2.6 LATERAL LIVE LOAD SURCHARGE
PER CODE.
3. CONCRETE 28 DAY COMPRESSIVE STRENGTH: 5,000 PSI (MIN)
4. STEEL REINFORCING:
BAR: ASTM A-615 GRADE 60
5. CEMENT: ASTM C-150 SPECIFICATION.
6. USE STD REBAR
7. CONCRETE STRENGTH: 5,000 PSI
8. 2,500 PSI MINIMUM STRIPPING STRENGTH REQUIRED
9. CONTRACTOR TO SEAL LID TO VAULT

DRAWING COURTESY OF
OLDCASTLE INFRASTRUCTURE

FIBER / POWER SECONDARY TRENCH

PLAN VIEW



- TRENCHING AND CONDUIT BY SITE CONTRACTOR
- TRENCHING AND CONDUIT BY HOME CONTRACTOR

DISTANCES MAY VARY - SEE ELECTRICAL SITE PLANS PRIOR TO CONSTRUCTION

File #: 21-043

City Council Meeting

FROM: Bear Prairie, General Manager

DATE: Thursday, March 4, 2021

DEPARTMENT: Idaho Falls Power

Subject

Idaho Falls Power Board Meeting Minutes - January 2021

Council Action Desired

- ☐ Ordinance
 ☐ Resolution
 ☐ Public Hearing

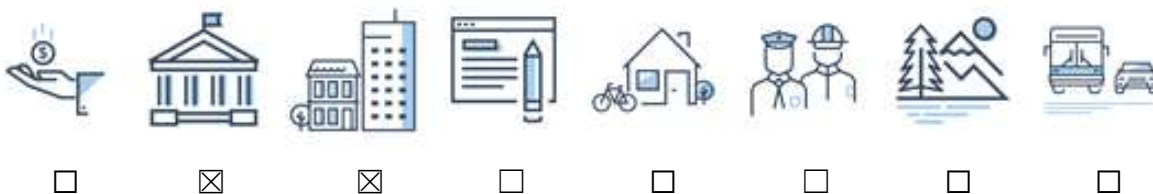
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve Idaho Falls Power Board Meeting Minutes from January 28, 2021 (or take other action deemed appropriate).

Description, Background Information & Purpose

The Idaho Open Meeting Law requires that the governing body of a public agency must provide for the taking of written minutes of all of its meetings.

Alignment with City & Department Planning Objectives



This action is in accordance with Idaho Code § 74-205(1) and supports the good governance result by demonstrating sound fiscal management and enabling trust and transparency.

Interdepartmental Coordination

N/A

Fiscal Impact

There is no impact the Idaho Falls Power budget.

Legal Review

N/A

January 28, 2021 Unapproved

The Idaho Falls Power Board of the City of Idaho Falls met Thursday, January 28, 2021, at the Idaho Falls Power Energy Center, 140 S. Capital, Idaho Falls, Idaho at 7:00 a.m.

Call to Order, Roll Call, and Announcements:

There were present:

Mayor Rebecca L. Noah Casper
Board Member Michelle Ziel-Dingman (via Zoom)
Board Member Thomas Hally
Board Member Jim Francis
Board Member Jim Freeman (via Zoom)
Board Member John Radford (via Zoom)
Board Member Shelly Smede (via Zoom, left at 8:15 a.m.)

Also present:

Bear Prairie, Idaho Falls Power (IFP) General Manager
Stephen Boorman, IFP Assistant General Manager
Randy Fife, City Attorney
Will Hart, Idaho Consumer-Owned Utilities Association (ICUA) Executive Director (via Zoom)
Pam Alexander, Director of Municipal Services (via Zoom)
Josh Roos, Treasurer (via Zoom)
Linda Lundquist, IFP Board Secretary (via Zoom)

Mayor Casper called the meeting to order at 7:04 a.m. and made various brief announcements including the recent Line Commission meeting.

Board Member Updates and Announcements

Board Member Radford invited the Board to attend the American Public Power Association's (APPA) Policy Makers Council meetings since they are easily attended virtually and pointed out that it is good to hear from the power community about things that could affect the utility such as the United States Administration's transition or cyber security breaches.

Board Member Freeman mentioned President Biden's push for an all-electric fleet in the federal government and suggested that we as a city should align with similar goals. Mayor Casper stated that it may be time to revisit the electric vehicle (EV) studies and conversation. General Manager (GM) Prairie reminded the Board of the current polices and EV charger program the utility developed a few years ago which has not yet gained much interest in the city, likely due to low EV penetration. Board Member Hally added that Hunter Biden pledged in a recent interview that there would be no combustible engines by 2035.

Board Self-Evaluation

The Board reviewed results from the recent self-evaluation survey. The discussion focused on comments made in the survey where Board Members may have had a difference of opinion or experience. Mayor Casper reminded the Board to keep close to the central purpose of a Board. The practice of reviewing board packet materials before meetings and making policy decisions during meetings was discussed. Board Member Freeman commented that most citizens do not realize that City Council members also serve as IFP Board Members and therefore might not necessarily provide utility related feedback. GM Prairie offered that the utility spends a large amount of time and money on conducting robust community surveys and suggested that in addition, the utility can hold more educational events to provide additional opportunities for direct community feedback. He continued to say that there is some community awareness, but more is

helpful about the benefits of public power and mentioned that the APPA produces educational public power programs for communities. IFP uses a lot of these materials in our media/community outreach. Mayor Casper and Board Member Radford agreed that the APPA has done a great job advocating for public power. There was some discussion about Board communication and community advocacy. Board Member Hally stated how informational some of the Utah Associated Municipal Power Systems' (UAMPS) utility conference breakout sessions can be, especially about power and other current utility related issues. Board Member Ziel-Dingman, while agreeing that these sessions can be beneficial, expressed her frustration with public power representatives not including or engaging her in their conversations. She continued to state that this was a very negative experience for her. For these and various other reasons, she added that it may not be a good use of rate payer's money to encourage the entire Board's attendance at utility conferences. Board Member Radford agreed with the time constraint, as he also has a full-time job. He continued to say that if Board Members were compensated enough that someone like him could quit his job and focus a lot more time on Board activities and management. Mayor Casper reminded the Board that IFP already pays a substantial portion, which is the largest of any city department to their current salary for serving on the Council which includes their work on the IFP Board. Board Member Ziel-Dingman offered that each Board Member brings individual values and contributions to the Board and shared how rewarding and equally beneficial marketing conversations have been with the GM. GM Prairie stated that moving forward, he will advocate for more online options to attend events and conferences for those unable to travel. Mayor Casper suggested continuing this conversation in the March meeting due to a lack of time. GM Prairie noted that there is a difference in his mind of how the Board functions relative to the normal liaison structure for other city departments. There was general discussion around the differences between the Board structure and liaisons. The consensus of the Board was that GM Prairie should email the entire Board as he feels appropriate in order to provide education and training items between regular Board meetings. Discussion continued around other differences of which it was agreed upon that in a Board setting Mayor Casper acts as the Chair of the Board, which is more of a policy role and less of a staff role like perhaps in normal city structure. Mayor Casper agreed there is a difference in her Board role from traditional City Council and Mayor role.

Legislative Update

Idaho Consumer-Owned Utilities Association (ICUA) Executive Director Will Hart, who serves as the utility's Idaho legislative advisor, began by thanking Mayor Casper, GM Prairie, the Board and ICUA Youth Rally organizers like Mr. Roos for being important members of ICUA and their participation in meetings and conferences. He pointed out that the country's new president and majorities may change things for the power industry and create challenges as well as opportunities. He mentioned that the Senate may be reverting back to a power sharing agreement where the minority/majority committees receive the same funding. He continued to say the U.S. House and Senate are working on budget resolutions including COVID-19 relief, an impeachment trial, cabinet confirmations and executive orders. He added that many orders that were put in place in the prior administration and beneficial to the industry are being delayed or put on hold, like the Keystone Pipeline. He said that climate change has been a big conversation. Mr. Hart added that the Idaho Legislature wants to go for a balance of power realignment to limit the governor's authority. He continued to say that the State of Idaho has a budget surplus and is considering tax cuts and property tax relief, as well as providing funding for infrastructure, education and broadband. He said he is working to get public power and investor-owned utility workers moved higher up on the essential frontline workers list for vaccine prioritization. Mr. Hart presented Congressman Simpson's proposed Energy and Salmon Concept, which is designed to bring an end to the conflicts over salmon and energy in the Northwest region. GM Prairie explained the facts of the proposal and reiterated his position and mentioned that he too has been working with Congressman Simpson's Chief of Staff.

Utility Billing and Collections Update

Municipal Services Direct Alexander reiterated the customer service enhancements that were put in place in 2019, which included installing new kiosks, paperless billing and offering multiple payment options. In 2020, Mr. Roos the City Treasurer worked to add additional payment options as well as an online signup option for new service agreements with Spanish Interactive Voice Response (IVR) and website upgrades. She commented how positively impacting the new kiosks have been and Treasurer Roos added that there have been close to 5000 kiosk transactions in 2020 that included credit card payments, checks and cash. He continued to say that outsourcing the utility billing was implemented in December 2020, which should solve the problems with aging city machinery, save time and money and allow for multiple bills in one envelope. Mr. Roos added that future enhancements will include the addition of a third kiosk.

Board Policy No. 2 – Council Acting as IFP Board

GM Prairie reviewed the policy with the Board and added some clarifications to the Board Member's responsibilities and expectations. The changes will be reviewed at the March meeting. There was reiteration around the role of Mayor as Board Chair.

Board Policy No. 3 – IFP Board Training Plan

GM Prairie reviewed policy No. 3 with the Board. There was discussion on making the policy more pointed towards having requirements or at least strong language about the expectations of City Council members taking their Board role seriously which includes the large volume of training and education needed for new members. There was general discussion around having more outside of Board meeting training opportunities, especially for newly elected members of City Council. Board Member Smede offered that it would be good for people considering Council to have time commitment information and what it takes to be a responsible and informed member of the IFP Board. GM Prairie stated that he thinks he has the general gist of the Board's wishes in the policy update and will provide a redline for review and further edits from the Board between now and the next Board meeting.

Event Center Naming Rights

GM Prairie presented a naming rights sponsorship proposal for the Mountain America Event Center. He explained the costs and benefits of the proposal and added that it had been reviewed by the city's legal department. He reminded the Board about how competitive the fiber optic industry is and that this is could be an affordable opportunity to not only educate the community, but to acquire more fiber customers which benefits the existing network customers. Attorney Fife pointed out that if the outcomes aren't what is expected, that the opt out clause could be exercised at any time. Board Member Ziel-Dingman said that after reviewing the proposal, she agreed that the cost of the marketing seemed a little undervalued and could be a good return on investment and she could support the Board moving forward with the proposal. Board Member Radford expressed his concerns about the optics of municipalities supporting arena deals and thinks there are better ways to market, including social media. He acknowledged that the proposal is not municipal support but a business transaction for services but felt like a lot of the public might not understand the difference and think this is tax dollars. Board Member Francis had concerns to whether the event center's customers were expected to be local or regional. Board Member Hally said he resonates with the idea of branding the city and appreciates the opt out clause. Mayor Casper agreed that the ubiquitous of hearing and seeing fiber constantly in the arena, will likely be a good branding opportunity. She pointed out that the advertising dollars are the same this year as they will be 20 years from now and that there are not many centers in the region like this one. She added that with the slow down of COVID-19, that the event center has obtained some very good construction bids and will likely move to construction soon. Mayor Casper said that a potential alternate option to invest in the community could be to secure future naming rights at the city-owned baseball field. Board Member Freeman agrees the proposal seems to be a ground floor

bargain, but has concerns about the optics of marketing in a sports arena. Board Member Radford said he cannot support this type of deal and thinks there are better opportunities in working with local schools to do marketing and advertising of the fiber network to gain customers. GM Prairie offered that since there is not general consensus support for this idea that perhaps there are other opportunities at the arena to leverage its existing assets and offer public WIFI access at the arena, ball field and airport, in exchange for securing a fiber landing page and possibly parking the fiber ambulance at events in these locations. He continued to say that he would report back to the Events Center Executive Director and explain that we cannot move forward with the proposed sponsorship as pitched, but would work with him to find other potential opportunities that serve both interests that doesn't have the issues and concerns voiced by some Board Members.

Utility Reports

Organizational Membership Reports – GM Prairie reviewed a potential Phase 2 expansion at the Horse Butte wind farm. He stated that UAMPS is soliciting interest from its members and he thinks IFP can obtain a 2.3 megawatts (MW) share up to a 5MW share. He explained that because the base development site is already complete, the risk is much lower to where the cost will likely be under \$40 megawatt hours (MWh). He said that phase 1 is operating currently at \$70MWh. He added that this investment would further diversify IFP's portfolio and leverage the currently underutilized substation and transmission rights. Mayor Casper compared the optics of scaling down the SMR and scaling up Horse Butte and GM Prairie reiterated the low risk of wind investment in this situation. Board Member Radford said he generally liked the concept and asked about battery storage and GM Prairie said that as battery storage prices continue to drop, the battery concept will add another piece to a diversified portfolio. He continued to reiterate his recommended strategy of a diverse energy portfolio with limited price risk so the utility is not exposed to un-expected cost overruns from development of cutting edge projects. Battery technology continues to mature with prices coming down and operational risks also lowering with many new installations planned around the west over the next few years. He said an ideal portfolio might include; new nuclear, wind, solar, battery, pump hydro storage and natural gas simple cycle peaking plants (if for only a small percent for certain times of the year). GM Prairie stated that a small group of UAMPS members is looking to research natural gas simple cycle peaking plants with the possibility of locating the plant in Idaho Falls and he would like the authority to enter into conversations that are currently at a conceptual level. He explained how a plant like this could solve local grid reliability issues, serve as a backup insurance plan for when low priced renewables or intermittent generation does show up, provide jobs as well as diversifying existing utility generation portfolio. Board Member Radford said he approves the GM's participation as long as they are broad conversations about the intermit use of such a plant. He voiced concerns with using natural gas as baseload generation and not as a peaking plant or at times energy shortages which causes high prices and reliability concerns. GM Prairie reiterated that his intent is to pursue a peaking plant which runs a very low percentage of the time during the summer and winter peak hours of the day, which is less than ten percent (10%) of the year for sure. He continued to say that hopefully it would never run if low priced intermittent resources are producing and continue to drag down the wholesale market price, but it would serve the utility well from a resource adequacy stand point to have a backstop resource to call upon when needed. The Board gave a head nod for the GM to enter into conversations about natural gas peaking plants.

General Administration – GM Prairie announced an upcoming City Council agenda item with Shell Energy and explained that it is an amendment to the Shell Trading Agreement about credit quality and would provide for longer-term trading capabilities.

Announcements

January 28, 2021 Unapproved

GM Prairie reminded the Board to read through the rest of the packet, as some of the material may be part of the March discussion. He said there will continue to be more dialog on Representative Simpson's proposal and to expect more information to come.

There being no further business, the meeting adjourned at 11:15 a.m.

s/ Linda Lundquist

Linda Lundquist, BOARD SECRETARY

s/ Rebecca L. Noah Casper

Rebecca L. Noah Casper, MAYOR



Memorandum

File #: 21-030

City Council Meeting

FROM: Josh Roos, City Treasurer

DATE: Tuesday, March 2, 2021

DEPARTMENT: Municipal Services

Subject

Treasurer's Report for the month of January 2021

Council Action Desired

☐ Ordinance

☐ Resolution

☐ Public Hearing

☒ Other Action (Approval, Authorization, Ratification, etc.)

Accept and approve the Treasurer's Report for the month-ending January 2021 or take other action deemed appropriate.

Description, Background Information & Purpose

A monthly Treasurer's Report is required pursuant to Resolution 2018-06 for City Council review and approval. For the month-ending January 2021, total cash and investments total \$148.1M. Total receipts received and reconciled to the general ledger were reported at \$41.9M, which includes revenues of \$39.6M and interdepartmental transfers of \$2.3M. Total disbursements reconciled to the general ledger were reported at \$16.9M, which includes salary and benefits of \$5.5M, operating costs of \$9.1M and interdepartmental transfers of \$2.3M. As reported in the attached investment report, the total investments reconciled to the general ledger were reported at \$136M.

Alignment with City & Department Planning Objectives



The monthly Treasurer's Report supports the good governance community-oriented result by providing sound fiscal management and enable trust and transparency.

Interdepartmental Coordination

Not applicable.

Fiscal Impact

Included in the \$41.9M are revenue receipts received in January 2021 for \$25,763,164.92, of which \$886,227.60 are the state reimbursements of City COVID-19 eligible expenses, \$7,032,257 through the City's participation in the Governor's Public Safety (2020/21 Property Tax Relief) Initiative with the COVID-19 pandemic and \$17,844,680.32 for the December 2020 Property Tax revenue. With the City's participation in the Governor's Public Safety Initiative, the result will be a corresponding decrease in property tax revenue for this fiscal year.

Legal Review

Not applicable.

CITY OF IDAHO FALLS MONTHLY TREASURER'S REPORT

January, 2021

FUND	BEGINNING CASH & INVESTMENTS	TOTAL RECEIPTS	TOTAL DISBURSEMENTS	ENDING BALANCE CASH & INVESTMENTS
GENERAL ¹	\$4,343,482.78	\$23,371,635.96	\$5,178,531.71	\$22,536,587.03
STREET	\$1,940,985.93	\$3,914,014.03	\$564,971.69	\$5,290,028.27
RECREATION	(\$345,266.12)	\$616,441.02	\$197,455.64	\$73,719.26
LIBRARY	\$2,957,131.47	\$1,854,633.48	\$249,537.84	\$4,562,227.11
AIRPORT PFC FUND	\$0.00	\$33,523.90	\$33,523.90	\$0.00
MUNICIPAL EQUIP. REPLCMT.	\$5,515,025.57	\$231,252.81	\$569,404.00	\$5,176,874.38
EL. LT. WEATHERIZATION FD	\$3,440,893.52	\$95,548.57	\$33,412.43	\$3,503,029.66
BUSINESS IMPRV. DISTRICT	\$42,022.61	\$53,477.68	\$52.07	\$95,448.22
GOLF	(\$447,621.62)	\$47,969.85	\$221,966.62	(\$621,618.39)
SELF-INSURANCE FD.	\$3,065,300.09	\$170,438.71	\$90,534.91	\$3,145,203.89
HEALTH & ACCIDENT INSUR.	\$4,643,614.11	\$6,024.84	\$20,754.00	\$4,628,884.95
EMERGENCY MEDICAL SERVICES	(\$1,631,292.54)	\$576,901.10	\$527,201.26	(\$1,581,592.70)
WILDLAND	(\$662,406.45)	\$878,054.17	\$3,341.52	\$212,306.20
MUNICIPAL CAPITAL IMP.	\$1,931,979.39	\$621,406.56	\$2,393.96	\$2,550,991.99
STREET CAPITAL IMPROVEMENT	\$1,045,787.12	\$1,388.53	\$60,254.19	\$986,921.46
BRIDGE & ARTERIAL STREET	\$947,714.52	\$14,581.86	\$1,174.33	\$961,122.05
SURFACE DRAINAGE	\$224,788.31	\$6,186.39	\$278.54	\$230,696.16
TRAFFIC LIGHT CAPITAL IMPRV.	\$1,091,139.56	\$28,084.89	\$20,867.18	\$1,098,357.27
PARKS CAPITAL IMPROVEMENT	\$2,639.48	\$3.42	\$3.27	\$2,639.63
FIRE CAPITAL IMPROVEMENT	(\$2,451,204.75)	\$314,336.33	\$0.00	(\$2,136,868.42)
ZOO CAPITAL IMPROVEMENT	\$301,596.11	\$2,894.30	\$4,195.59	\$300,294.82
CIVIC AUDITORIUM CAPITAL IMP.	\$204,573.83	\$265.42	\$253.49	\$204,585.76
GOLF CAPITAL IMP.	\$313,868.83	\$4,970.99	\$388.92	\$318,450.90
POLICE CAPITAL IMPROVEMENT	\$0.00	\$0.00	\$0.00	\$0.00
AIRPORT	\$909,825.02	\$1,253,556.15	\$1,223,809.87	\$939,571.30
WATER	\$13,572,859.94	\$935,225.41	\$833,885.59	\$13,674,199.76
SANITATION	\$5,158,167.98	\$456,579.31	\$370,002.91	\$5,244,744.38
IDAHO FALLS POWER	\$50,990,534.59	\$4,870,602.57	\$5,526,511.44	\$50,334,625.72
FIBER	\$255,164.65	\$685,803.29	\$455,503.12	\$485,464.82
WASTEWATER	\$25,727,513.03	\$918,515.34	\$754,323.36	\$25,891,705.01
TOTAL ALL FUNDS	\$123,088,816.96	\$41,964,316.88	\$16,944,533.35	\$148,108,600.49

Footnote 1 - The General Fund received \$5.2M through the City's participation in the Governor's Public Safety (2020/21 Property Tax Relief) Initiative with the COVID-19 pandemic. The impact of receiving the \$5.2M will be a decrease in property tax revenue for this fiscal year. The General Fund also received \$13.3M from the Dec 2020 property tax revenue.

CITY OF IDAHO FALLS
INVESTMENT RECONCILIATION
Jan-21

	<u>BOND</u>	<u>AGENCY</u>	<u>TREASURY</u>	<u>CERTIFICATES</u>	<u>MONEY MARKET</u>	<u>CASH/EQUIVALENT</u>	<u>TOTAL</u>
LPL				\$760,225.12		\$9,377.60	\$769,602.72
LGIP					\$44,318,968.16		\$44,318,968.16
WELLS FARGO	\$43,515,578.53	\$11,253,916.85	\$13,387,522.00	\$3,004,981.59	\$0.00		\$71,161,998.97
DA DAVIDSON				\$522,655.00		\$6,269.09	\$528,924.09
WASHINGTON FEDERAL				\$260,192.73			\$260,192.73
ISU				\$269,430.97			\$269,430.97
KEY BANK	\$1,886,003.25	\$1,310,010.12	\$2,332,239.00			\$198,100.30	\$5,726,352.67
IDAHO CENTRAL				\$4,333,026.57			\$4,333,026.57
BANK OF IDAHO				\$6,624,975.34			\$6,624,975.34
BANK OF COMMERCE				\$2,039,639.09			\$2,039,639.09
	<u>\$45,401,581.78</u>	<u>\$12,563,926.97</u>	<u>\$15,719,761.00</u>	<u>\$17,815,126.41</u>	<u>\$44,318,968.16</u>	<u>\$213,746.99</u>	<u>\$136,033,111.31</u>

Memorandum

File #: 21-031

City Council Meeting

FROM: Pam Alexander, Municipal Services Director
DATE: Tuesday, March 2, 2021
DEPARTMENT: Municipal Services

Subject

Quote 21-013, Purchase of Inventory for Idaho Falls Power

Council Action Desired

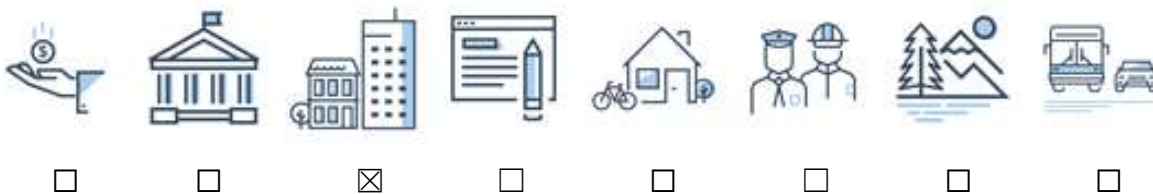
- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Accept and approve the lowest quotes received for a total of \$97,814.10 or take other action deemed appropriate.

Description, Background Information & Purpose

These purchases will provide inventory for Idaho Falls Power.

Alignment with City & Department Planning Objectives



These purchases support the well-planned growth and development community-oriented results by replenishing required inventory for the Idaho Falls Power warehouse.

Interdepartmental Coordination

Idaho Falls Power concurs with the recommendations for award.

Fiscal Impact

Funds for the inventory are budgeted in the 2020/21 Idaho Falls Power budget.

Legal Review

Legal concurs the Council action desired is within State Statute.

City of Idaho Falls
Q21-013/78384 Power Inventory

Vendor		1) Northern Power	2.) Anixter	3.) Irby	4.) D&S Electrical	6.) Border States	
	Quantity	Centerville, UT	Salt Lake City, UT	Salt Lake City, UT	Idaho Falls, ID	Billings, MT	
ITEM 1 - Enclosure 24 x 24 x 24 HDPE box and cover							
Price Per Each	100	\$ 308.00	\$ 299.6900	\$ 252.5000	\$ -	\$ -	
TOTAL		\$ 30,800.00	\$ 29,969.00	\$ 25,250.00	no quote	NO QUOTE	
Delivery Time		5 weeks	6 weeks	6-8 weeks			
ITEM 2 - Enclosure 24 x 24 x 24 Poly concrete							
Price Per Each	40	\$ 522.00	\$ 507.4300	\$ 415.0000		\$ -	
TOTAL		\$ 20,880.00	\$ 20,297.20	\$ 16,600.00	no quote	NO QUOTE	
Delivery Time		5 weeks	6 weeks	6-8 weeks			
ITEM 3 -Bolt: 5/8" x 16"							
Price Per Each	25	\$ 4.1000	\$ 3.99	\$ 5.43	\$ -	\$ 5.5900	
TOTAL		\$ 102.50	\$ 99.75	\$ 135.75	no quote	\$ 139.75	
Delivery Time		1 week	6 weeks	stock		2 weeks	
ITEM 4 -Bolt 3/4" x 12"							
Price Per Each	25	\$ 3.1000	\$ 1.7000	\$ 1.80	\$ -	\$ 2.6600	
TOTAL		\$ 77.50	\$ 42.50	\$ 45.00	no quote	\$ 66.50	
Delivery Time		stock	1-2 weeks	stock		1 week	
ITEM 5 - Lug: #1-4/0 copper							
Price Per Each	40	\$ 11.0000	\$ 7.6500	\$ 7.10	\$ 5.9898	\$ 7.8400	
TOTAL		\$ 440.00	\$ 306.00	\$ 284.00	\$ 239.59	\$ 313.60	
Delivery Time		1 week	4-6 weeks	1-2 weeks	2-3 weeks	2 weeks	
ITEM 6 -Shell, Ampact, yellow							
Price Per Each	300	\$ -	\$ 1.8500	\$ 1.8700	\$ 4.1900	\$ 3.2100	
TOTAL		No Quote	\$ 555.00	\$ 561.00	\$ 1,257.00	\$ 963.00	
Delivery Time			4-6 weeks	stock	5-6 weeks	2 weeks	
ITEM 7 -Terminal lug 2 hole #500							
Price Per Each	60	\$ 16.0000	\$ -	\$ 11.50	\$ 14.9700	\$ 13.2200	
TOTAL		\$ 960.00	no quote	\$ 690.00	\$ 898.20	\$ 793.20	
Delivery Time		1 week		stock	2-3 weeks	2 weeks	
ITEM 8 -Crossarm fiberglass 10'							
Price Per Each	10	\$ 362.0000	\$ 328.5300	\$ 340.00	\$ -	\$ -	
TOTAL		\$ 3,620.00	\$ 3,285.30	\$ 3,400.00	no quote	NO QUOTE	
Delivery Time		4-6 weeks	4-6 weeks	5-7 weeks			

City of Idaho Falls
Q21-013/78384 Power Inventory

Vendor		1) Northern Power	2.) Anixter	3.) Irby	4.) D&S Electrical	6.) Border States	
		Centerville, UT	Salt Lake City, UT	Salt Lake City, UT	Idaho Falls, ID	Billings, MT	
ITEM 9 - Ground sleeve transformer 3 phase opening							
Price Per Each	20	\$ 312.0000	\$ 312.5500	\$ 292.00	\$ 401.2800	\$ -	
TOTAL		\$ 6,240.00	\$ 6,251.00	\$ 5,840.00	\$ 8,025.60	no quote	
Delivery Time		3-4 weeks	3-4 weeks	4-5 weeks	4-5 weeks		
ITEM 10 - sectionalizing terminal 3 phase 15kv							
Price Per Each	40	\$ -	\$ -	\$ 825.00	\$ -	\$ 916.4800	
TOTAL		No Quote	No Quote	\$ 33,000.00	no quote	\$ 36,659.20	
Delivery Time				6-8 weeks		3 weeks	
ITEM 11 - Fuse Holder							
Price Per Each	100	\$ -	\$ -	\$ 30.00	\$ 30.8000	\$ -	
TOTAL		No quote	No Quote	\$ 3,000.00	\$ 3,080.00	no quote	
Delivery Time				2-3 weeks	3-4 weeks		
ITEM 12 - Flood Seal Connector 5 place							
Price Per Each	44	\$ 42.2500	\$ 43.2000	\$ 40.00	\$ -	\$ 248.8000	
TOTAL		\$ 1,859.00	\$ 1,900.80	\$ 1,760.00	no quote	\$ 10,947.20	
Delivery Time		2-4 weeks	6-8 weeks	2-4 weeks		3 weeks	
ITEM 13 -flood seal connector 4 place							
Price Per Each	140	\$ 36.0000	\$ 22.4000	\$ 24.55	\$ -	\$ 106.4300	
TOTAL		\$ 5,040.00	\$ 3,136.00	\$ 3,437.00	NO QUOTE	\$ 14,900.20	
Delivery Time		2-4 weeks	6-8 weeks	8-10 weeks		4 weeks	
ITEM 14 -Connector street light tap							
Price Per Each	400	\$ 0.6500	\$ 0.3200	\$ 0.28	\$ 4.9700	\$ 0.5100	
TOTAL		\$ 260.00	\$ 128.00	\$ 110.00	\$ 1,988.00	\$ 204.00	
Delivery Time		2-4 weeks	4-6 weeks	3-4 weeks	4-5 weeks	3 weeks	
ITEM 15- lag screw 1/2" x 4"							
Price Per Each	200	\$ 0.7500	\$ 0.7300	\$ 0.85	\$ -	\$ 0.8600	
TOTAL		\$ 150.00	\$ 146.00	\$ 170.00	no quote	\$ 172.00	
Delivery Time		stock	4-6 weeks	2-4 weeks		1 week	
ITEM 16 - Angled polemount 4 place							
Price Per Each	168	\$ 8.0000	\$ 7.3500	\$ 7.80	\$ -	\$ 7.1600	
TOTAL		\$ 1,344.00	\$ 1,234.80	\$ 1,310.40	no quote	\$ 1,202.88	
Delivery Time		stock - 4 weeks	6-8 weeks	8-10 weeks		4 weeks	

City of Idaho Falls
Q21-013/78384 Power Inventory

Vendor	1) Northern Power Centerville, UT	2.) Anixter Salt Lake City, UT	3.) Irby Salt Lake City, UT	4.) D&S Electrical Idaho Falls, ID	6.) Border States Billings, MT	
ITEM 17 -Ampact tap: #795-#477						
Price Per Each	24 \$ 35.0000	\$ 40.3000	\$ 59.00	\$ -	\$ 67.4800	
TOTAL	\$ 840.00	\$ 967.20	\$ 1,416.00	no quote	\$ 1,619.52	
Delivery Time	4 weeks	4-6 weeks	2-3 weeks		4 weeks	
ITEM 18 -Insulink #4/0 - #4/0						
Price Per Each	50 \$ 3.2500	\$ 1.9500	\$ 3.37	\$ 14.5500	\$ 3.1074	
TOTAL	\$ 162.50	\$ 97.50	\$ 168.50	\$ 727.50	\$ 155.37	
Delivery Time	1 week	4-6 weeks	2-3 weeks	2-3 weeks	3 weeks	
ITEM 19 -Insulink #4 - #4						
Price Per Each	100 \$ 0.5600	\$ 0.4200	\$ 0.38	\$ -	\$ 0.4700	
TOTAL	\$ 56.00	\$ 42.00	\$ 38.00	no quote	\$ 47.00	
Delivery Time	stock - 2 weeks	4-6 weeks	4-6 weeks		stock	
ITEM 20 -Insulink #2 - #2						
Price Per Each	400 \$ 0.5600	\$ -	\$ 0.3800	\$ -	\$ 0.4700	
TOTAL	\$ 224.0000	no quote	\$ 152.0000	no quote	\$ 188.0000	
Delivery Time	stock - 2 weeks		4-6 weeks		stock	
ITEM 21 -Elbow 4" pvc						
Price Per Each	200 \$ -	\$ -	\$ 10.5000	\$ 15.3000	\$ 8.6479	
TOTAL	no quote	no quote	\$ 2,100.0000	\$ 3,060.0000	\$ 1,729.5800	
Delivery Time			stock	4-5 weeks	4 weeks	
Total Awarded	\$ 840.00	\$ 7,362.05	\$ 86,440.0000	\$ 239.59	\$ 2,932.46	\$ 97,814.10

File #: 21-044

City Council Meeting

FROM: Pam Alexander, Municipal Services Director
DATE: Thursday, March 4, 2021
DEPARTMENT: Municipal Services

Subject

IF-21-20, Purchase of Electrical Cable for Idaho Falls Power

Council Action Desired

- ☐ Ordinance
 ☐ Resolution
 ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Accept and approve the lowest responsive and responsible bidder, Irby of Salt Lake City, Utah for a total of \$244,226.00 or take other action deemed appropriate.

Description, Background Information & Purpose

This request is to purchase various quantities of electrical cable to replenish the Idaho Falls Power inventory.

Alignment with City & Department Planning Objectives



Having an inventory of electrical cable supports the safe and security community as well as the livable community result.

Interdepartmental Coordination

Idaho Falls Power concurs with the recommendation for award.

Fiscal Impact

Funds to purchase the electrical cable are within the Idaho Falls Power warehouse 2020/21 budget.

Legal Review

Legal has reviewed the bid process and concurs with Council action desired is within State Statute.

City of Idaho Falls

P. O. BOX 50220
IDAHO FALLS, IDAHO 83405
PHONE: (208) 612-8433
FAX: (208) 612-8536

Office of Purchasing Agent

Opening Date: March 2, 2021

BID TABULATION
BID IF-21-20

Electrical Cable

Vendor City			VENDOR #1		VENDOR #2		VENDOR #3		VENDOR #4		VENDOR #5	
			NexGen Power Inc. Gardena, CA		Irby Salt Lake City, UT		D&S Electrical Supply Bid "A" Idaho Falls, ID		D&S Electrical Supply Bid "B" Idaho Falls, ID			
SECTION I	UOM	QUANTITY	PPU	ITEM TOTAL	PPU	ITEM TOTAL	PPU	ITEM TOTAL	PPU	ITEM TOTAL	PPU	ITEM TOTAL
1	FT	40,000	\$2.8400	\$113,600.0000	\$2.4980	\$99,920.0000	\$2.8450	\$113,800.0000	\$2.8800	\$115,200.0000	\$-	\$-
MANUFACTURER			Daewon Cable Co.		Okonite		CME		General Cable			
DELIVERY TIME			100 Days				16-17					
			ARO		Stock Subject to Prior Sale		Weeks		23 Weeks			
2	FT	9,000	\$8.5000	\$76,500.0000	\$7.4940	\$67,446.0000	\$8.3940	\$75,546.0000	\$8.8040	\$79,236.0000	\$-	\$-
MANUFACTURER			Daewon Cable Co.		Okonite		CME		General Cable			
DELIVERY TIME			100 Days				16-17					
			ARO		Stock Subject to Prior Sale		Weeks		23 Weeks			
3	FT	10,000	\$9.1000	\$91,000.0000	\$7.6860	\$76,860.0000	\$8.5270	\$85,270.0000	\$9.1750	\$91,750.0000	\$-	\$-
MANUFACTURER			Daewon Cable Co.		Okonite		CME		General Cable			
DELIVERY TIME			100 Days				16-17					
			ARO		Stock Subject to Prior Sale		Weeks		23 Weeks			
TOTAL			\$281,100.00			\$244,226.00	\$274,616.00		\$286,186.00		\$0.00	

Memorandum

File #: 21-038

City Council Meeting

FROM: Kathy Hampton, City Clerk
DATE: Wednesday, March 3, 2021
DEPARTMENT: Municipal Services

Subject

Minutes from meetings with the Council

Council Action Desired

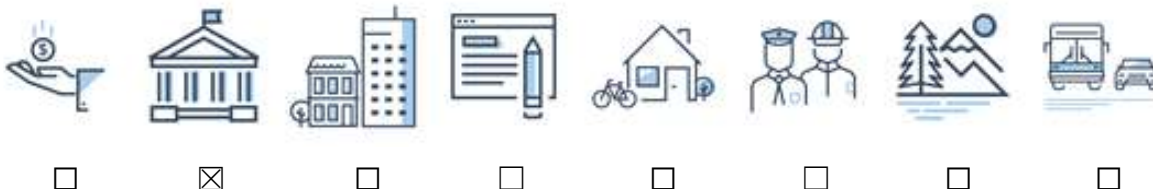
- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve the minutes as described below (or take other action deemed appropriate).

Description, Background Information & Purpose

February 22, 2021 Council Work Session and Executive Session; and February 25, 2021 Council Meeting.

Alignment with City & Department Planning Objectives



The minutes support the Good Governance community-oriented result by providing assurance of regulatory and policy compliance to minimize and mitigate risk.

Interdepartmental Coordination

N/A

Fiscal Impact

N/A

Legal Review

N/A

February 22, 2021 Work Session - Unapproved

The City Council of the City of Idaho Falls met in Council Work Session, Monday, February 22, 2021, in the Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 3:00 p.m.

Call to Order and Roll Call:

There were present:

Mayor Rebecca L. Noah Casper
Council President Michelle Ziel-Dingman (via WebEx)
Councilor John Radford (via WebEx)
Councilor Thomas Hally
Councilor Jim Freeman (via WebEx)
Councilor Jim Francis

Absent: Councilor Shelly Smede

Also present:

Pamela Alexander, Municipal Services Director
Josh Roos, Treasurer
Brad Cramer, Community Development Services Director
Anas Almassrahy, Community Development Services Planner
PJ Holm, Parks and Recreation Director
Ronnie Campbell, Parks and Recreation Superintendent
Randy Fife, City Attorney
Kathy Hampton, City Clerk

Acceptance and/or Receipt of Minutes:

It was moved by Councilor Francis, seconded by Councilor Hally, that Council receive the recommendations from the February 16, 2021, Planning and Zoning Commission Meeting pursuant to the Local Land Use Planning Act (LLUPA). Roll call as follows: Aye – Councilors Hally, Radford, Francis, Dingman, Freeman. Nay – none. Motion carried.

Calendars, Announcements and Reports:

February 25, Idaho Falls Power (IFP) Board Meeting (Mayor Casper briefly reviewed agenda items); and City Council Meeting
February 26, City Club Luncheon, featuring Dave Jeppesen, Idaho Department of Health and Welfare Director
March 1-4, American Public Power Association (APPA) Legislative Rally
March 8, City Council Work Session
March 11, City Council Meeting

Mayor Casper stated the March 6 Airport Leadership Workshop has been canceled, this workshop may be rescheduled for April or May 2021. Dialogue with Idaho Falls Regional Airport (IDA) will occur as needed. Mayor Casper announced a budget workshop to be held on April 2 to include all Councilmembers and directors/leadership team; she will be serving as the Program Chair for the month of March for Rotary club (she briefly reviewed upcoming City-related topics); Idaho Falls placed 1st on the Milken Institute's study for Best Performing Small City; and the Versatile Test Reactor (VTR) project is being proposed for a location near Idaho Falls on the Idaho National Laboratory (INL) site, public comment for this project will close in the near future. Mayor Casper stated the number of Coronavirus (COVID-19) cases continues to decrease, and Idaho continues to distribute vaccinations as they are received. She noted no vaccines were received in the previous week due to weather-related issues in other states.

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She also noted the Idaho Falls Fire Department (IFFD) continues to efficiently distribute the vaccines as they are received.

Liaison Reports and Council Concerns:

Councilor Radford reiterated the APPA Legislative Rally.

Council President Dingman had no items to report.

Councilor Freeman had no items to report.

Councilor Hally stated the Idaho Falls Redevelopment Agency (IFRdA) audit report is complete and will be distributed shortly; and the IFFD ladder truck will arrive in March.

Councilor Francis stated he distributed an update from the Behavioral Crisis Center regarding the Community Development Block Grant (CDBG) monies to all Councilmembers. He also stated per the Parks and Recreation (P&R) Department – one (1) outdoor ice rink is still being maintained, trails at several parks have been groomed for winter activities, and there will be an open house on February 26 for retiree Gary Allan.

Discussion: Amendment to City Code, Title 1, Chapter 9, Section 2, Bonding Requirements:

Director Alexander noted the Legal Department has been updating City Code to ensure best practices. She stated the proposed ordinance changes the bonding requirement for City public officials, officers, and employees. She also stated Idaho Code Section 50-204 only requires the City Clerk and the City Treasurer to be bonded. She noted a blanket bond is provided by Idaho Counties Risk Management Program (ICRMP) for the remaining officials, officers, and employees per Idaho Code 59-408. Per Mayor Casper, Mr. Fife stated there is no fiscal impact as the service is already being provided. Brief comments followed. This item will be included on the February 25 Council Meeting agenda.

Overview/Discussion: Local Improvement Districts (LID):

Director Alexander stated LIDs are for the installation of amenities (curbs, gutter, sidewalk, etc.). She also stated there are a number of old, historical tax deeds that were issued for LID work. These tax deeds remain on record until the property is sold. Director Alexander stated several of these tax deeds have recently been brought to the attention of Mr. Roos as not all of the deeds had been finalized. She noted research will be completed with Bonneville County for any remaining tax deeds. Director Alexander also stated once an individual pays the deed, the City will issue a Resolution with a Quit Claim Deed that indicates all tax payments have been satisfied. Mr. Fife explained the LID process, stating this is similar to a small government loan to that district which is paid off over the course of time. If the property is sold, the LID is to be paid off at the time of selling. Mr. Fife also stated this is a tax financed by the taxpayers for those improvements, which is a default loan of credit to the property owner. Per Mayor Casper, Mr. Fife explained a Quit Claim Deed, stating this quits any claim against a property. Per Mayor Casper, Mr. Roos stated payments had been made throughout the years, these leftover amounts are the final payment(s). Mr. Fife is unsure if the interest procedure was followed, therefore, he does not believe any interest should be included. Per Councilor Francis, Director Alexander stated the amount for this particular deed, issued in 1977, has been paid in full, the Quit Claim Deed will allow the property owner to move forward. She reiterated the research will determine any other tax deeds. A Resolution and a Quit Claim Deed will be included on the February 25 Council Meeting agenda.

Overview/Discussion: “Imagine Idaho Falls” 2021 Comprehensive Planning Process and Goals:

Director Cramer introduced Mr. Almassrahy. Director Cramer stated ImagineIF – A Plan To Move Idaho Falls Forward Together, is the Comprehensive (Comp) Plan effort. This is being messaged as a conversation of growth and change in the community. Director Cramer stated outreach reporting will occur in April/May 2021. He reviewed the following with general discussion throughout:

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Timeline – Update social and economic profile, Update background studies, Missing Middle Housing Report (Opticos Design), Healthy Communities Assessment (new component to the Comp Plan), Public Outreach Design (Agnew::Beck), Public discussions Phase 1 (now-March), Draft plans and policies based on discussion (April-June), Public discussions Phase 2 (July-August), Revise plans and policies (August-September), and Plan adoption (September-December). Director Cramer noted this plan was delayed from August 2020 due to COVID. Outreach will include Community Survey (Reach a broad, diverse audience; Understand high-level priorities and preferences on growth issues; Understand beliefs about Idaho Falls' character, and personal connection to the City), Focus Groups (Understand opportunities and concerns from specific viewpoints with particular interests in growth issues; Regional input and collaboration), and Neighborhood Meetings (Two-way dialogue about growth issues and concerns; Understand specific geographic concerns and interests; Discuss ideas for solutions; "Think outside the yard") which will begin February 24. Director Cramer stated a video story/memory booth has been recommended including six (6) topics – one (1) topic will include ideas moving forward. He also stated ImagineIF has been created on the City's website which includes several links. Per Councilor Hally, Director Cramer stated the cost of growth is anticipated to be discussed/identified. General comments followed. Per Councilor Francis, Director Cramer stated the neighborhood meetings will be in the same area. He also recommended staff and Councilmembers 'just listen' to the neighborhood meetings.

Discussion: Community Development Services Workflow:

Mayor Casper stated numerous items, including public hearings, will be forthcoming within the Community Development Services Department. Director Cramer indicated Planning and Zoning (P&Z) has heard 17 public hearings, 14 plats, and there are an additional pending 14 plats. He also indicated some of these hearings could be controversial. Following brief comments and feedback, extra meetings may be proposed for April 1 and April 29 with the possibility of earlier start times of regular Council Meetings in April.

Update: Heritage Park:

Director Holm believes Heritage Park has been a bittersweet project for several City employees, and there have been several hurdles with this project. He noted the City has invested approximately \$1M into this project at this point (this amount also includes donations, additional donations (including trees) are anticipated). He is hopeful beautification can begin in the near future for this park. Director Holm stated, per the architectural design drawing, the entire transition from the edge of the park to the neighboring properties did not align with the topography. He commended the Public Works staff as they worked with the design company for several months to redesign the western half of the park. He noted a lot of internal work and collaboration has been occurring between City departments. Director Holm reviewed the projected timeline: present – new power poles are being installed (this amount was budgeted in the previous year), this has been a long process of moving fill; February – the Engineering Division is working on details of the Snake Stream (the park will be irrigated from this stream although it will be metered separately); April – complete permit for non-consumptive water rights for the Snake Stream; April – bid-set to divert water through the park to the two (2) ponds; May/June – bid-set final grade on north end (Phase 1 of the park cannot be fully completed due to the current funds, therefore the emphasis for water will be on the north end); summer – bid out irrigation installation on north end; summer – accept fill to complete needs for the park. Director Holm displayed the beginning, current state, and near future pictures of the park. He also displayed Master Plan pictures. He once again commended the Public Works staff specifically Chris Canfield, Kent Fugal, Yvona Gunderson, and Bill McKellip. He also expressed his appreciation for the partnership with Rotary, Snake River Landing, and Ball Ventures. Per Councilor Hally, Director Holm stated there will not be fish planted in the ponds. Councilor Radford suggested a replica of the water tower being included at the park, as part of the heritage. Per Councilor Radford, Director Holm stated a bridge to the island is unattainable at this time, and he is unsure of the cost of a bridge. Per Mayor Casper, Director Holm stated parking should be available/completed this summer. Mr.

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Campbell stated this has been a challenging project, including the funding. He also believes this project has been bittersweet. Per Councilor Radford, Director Holm noted he is continuing to work on the land and water conservation funds/grants.

Discussion: Pending Legislation:

Mayor Casper reviewed the following House Bills (HB) and Senate Bills (SB) with general discussion:

HB73 – provides for the uniform accounting, budgeting, and financial reporting procedures. Mayor Casper expressed her concern about hidden costs of implementation as well as penalties.

HB90 – provides for protection of certain historic monuments and memorials. Mayor Casper stated this is being held by the Senate Committee Chair.

HB112 – provides a mechanism for rebate of sales and use taxes for road materials.

HB127 – creates an Idaho Broadband Advisory Board and establishes a fund. Mayor Casper believes this will ensure the fund will be spread out equally.

HB164 – would override local jurisdictional rules of ATVs/motorcycles on public roads.

HB195 – prohibits targeted residential picketing. Mayor Casper indicated there are first amendment issues.

HB197 – removes local government's ability to use the misdemeanor penalty when creating local ordinances.

SB1108 – aims to address property taxation issues. Mayor Casper believes this is a very poor bill. She noted Councilor Francis testified against this bill. Councilor Radford believes this has become a battle between business owners and home owners.

SB1111 – establishes districts and will require election of City Councilmembers by geographical districts in cities with populations in excess of 100,000. This would be effective in 2023. Councilor Hally believes this would prevent Councilmembers from focusing on the entire City.

Mayor Casper stated HB110, HB124, and HB156 address impact fees. She noted the City of Idaho Falls does not currently have impact fees. General discussion and comments followed. Mayor Casper also stated Imagine Idaho, a coalition of interests that are seeking to promote broadband throughout the State, has a Facebook page. She invited Councilmembers to participate in the weekly Association of Idaho Cities (AIC) sessions.

No Action: Strategic Discussion—Open Topics:

Mayor Casper clarified this item will not include any decision-making. Council President Dingman stated, per her role as Council President, she wanted to create a public autonomous conversation amongst the Councilmembers although she is unsure how frequent these conversations will occur. She believes these conversations and opinions may provide a strategic vision to staff and Mayor for potential future agenda items. She then turned the discussion to Councilor Radford. Councilor Radford expressed his concern for the liaison system. He explained the previous process with the use of committees, although he believes a hybrid system may be needed. Council President Dingman stated, although she understands Councilor Radford's perspective, she believes the liaison system is a good system. She also believes it would be nearly impossible to become 'an expert' for the City's eleven departments. Councilor Hally indicated the previous committee system was questioned by AIC. He prefers the liaison system. Councilor Francis expressed his concern for leading discussion items as he believes he is representing the department. He also believes if the director presents/leads the discussion items, he would be more challenging if necessary or appropriate. Council President Dingman noted, per recent changes, the directors will now be presenting agenda items instead of the Council liaison. She believes any disagreements that may occur with a director may occur in the liaison meetings. Councilor Freeman believes it's beneficial to be a liaison and develop a relationship with directors as not all discussions could happen in a public meeting. He indicated he advocates for all departments, not just the departments he represents. He prefers the liaison system. Council President Dingman

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stated other discussion items requested by Councilors Francis and Freeman will be addressed in the near future. General discussion and comments followed.

It was then moved by Councilor Francis, seconded by Councilor Freeman, to move into Executive Sessions (at 5:44 p.m.). The Executive Sessions are being called pursuant to the provisions of Idaho Code Section 74-206(1)(c) to acquire an interest in real property which is not owned by a public agency; and Idaho Code Section 74-206(1)(f) to communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated, but imminently likely to be litigated. At the conclusion of the Executive Sessions the Council will not reconvene into regular Work Session. Roll call as follows: Aye – Councilors Francis, Dingman, Freeman, Hally, Radford. Nay – none. Motion carried.

The City Council of the City of Idaho Falls met in Executive Sessions, Monday, February 22, 2021 in the City Annex Conference Room in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 5:52 p.m.

There were present:

Mayor Rebecca L. Noah Casper

Councilor Jim Francis

Councilor John Radford (via telephone)

Councilor Jim Freeman (via telephone)

Council President Michelle Ziel-Dingman (via telephone)

Councilor Thomas Hally

Also present:

Chris Fredericksen, Public Works Director

Randy Fife, City Attorney

The Executive Sessions were called pursuant to the provisions of Idaho Code Section 74-206(1)(c) to acquire an interest in real property which is not owned by a public agency; and Idaho Code Section 74-206(1)(f) to communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated, but imminently likely to be litigated.

There being no further business, the meeting adjourned at 6:31 p.m.

Kathy Hampton, City Clerk

Rebecca L. Noah Casper, Mayor



City Council Meeting

Minutes - Draft

680 Park Avenue
Idaho Falls, ID 83402

Thursday, February 25, 2021

7:30 PM

City Council Chambers

1. Call to Order.

Present: Mayor Rebecca L Noah Casper, Council President Michelle Ziel-Dingman, Councilor Shelly Smede, Councilor Jim Francis, and Councilor Thomas Hally

Via WebEx: Councilor John Radford, and Councilor Jim Freeman

Also present:

All available Department Directors

Randy Fife, City Attorney

Kathy Hampton, City Clerk

2. Pledge of Allegiance.

Mayor Casper lead those present in the Pledge of Allegiance.

3. Public Comment.

Public comment was temporarily suspended.

4. Consent Agenda.

A. Municipal Services:

- 1) Minutes from the February 8, 2021 Legislative Discussion; February 9, 2021 Council Work Session; and February 11, 2021 Council Meeting
- 2) License Applications, all carrying the required approvals

Recommended Action:

It was moved by Councilor Smede, seconded by Council President Ziel-Dingman, to approve, accept, or receive all items on the Consent Agenda according to the recommendations presented. The motion carried by the following vote: Aye - Councilors Dingman, Radford, Francis, Smede, Hally, Freeman. Nay - none.

5. Regular Agenda.

A. Idaho Falls Power

- 1) IF21-17 Bid Award to Intermountain Electronics, Inc. for Idaho Falls Power Paine Substation Control Building

Idaho Falls Power solicited bids from qualified contractors to provide a control building for the new Paine Substation. We received four bids and the lowest priced bidder was determined to be non-responsive by the City Attorney because they could not meet time requirements listed in the bid documents. Intermountain Electronics, Inc. was the lowest responsive, responsible bidder. The Engineer's estimated cost was for \$200,000.

Idaho Falls Power Director Bear Prairie stated the control building will control all the functions of the Paine Substation. Per Mayor Casper, Director Prairie stated the control building is approximately the size of a semi-truck, and includes a back-up generator and necessary electronics. He also stated it will be located within the perimeter fence and with security features.

It was moved by Councilor Radford, seconded by Councilor Freeman, to approve this bid award to Intermountain Electronics, Inc. of Price, Utah for a not-to-exceed amount of \$217,575.00 and give authorization for the Mayor and City Clerk to execute the necessary documents. The motion carried by the following vote: Aye - Councilors Radford, Freeman, Smede, Francis, Dingman, Hally. Nay - none.

B. Municipal Services

1) Resolution to Approve Inter-Departmental Loan Policy

Resolution 2020-27 approved the Inter-Department Direct Loan Policy for the purposes of providing direct loans for the Idaho Falls Airport and Parks and Recreation Departments. This resolution only included direct loans and did not address the negative cash balance section of the policy. During the Monday, January 25, 2021 work session, the Finance Team reviewed language updates to the negative cash balance section of the policy, with an effective date of October 1, 2021.

Municipal Services Director Pamela Alexander stated there was previous discussion which included the need for a memorialized policy for the inter-departmental loans. She noted previous Resolutions were approved for the Idaho Falls Regional Airport and the Parks and Recreation Department. She stated the policy is a culmination of the direct loans and negative cash balances as was recommended by the external auditors. Director Alexander noted this Resolution will be rescinding Resolution 2020-27. Councilor Francis expressed his appreciation to Director Alexander. Mayor Casper believes this represents another step forward for fiscal responsibility.

It was moved by Councilor Smede, seconded by Council President Ziel-Dingman, to rescind former Resolution 2020-27 and approve the comprehensive resolution to memorialize the Inter-Department Loan Policy for the purpose of assisting City Departments in achieving long-term financial success and planning, and give authorization for the Mayor and City Clerk to execute the necessary documents. The motion carried by the following vote: Aye - Councilors Hally, Smede, Dingman, Freeman, Francis, Radford. Nay - none.

RESOLUTION NO. 2021-05

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING A REVISED POLICY RELATED TO CONSIDERATION OF CITY INTER-DEPARTMENTAL LOANS, INCLUDING SCOPE, PROCESS, TERMS, AND LIMITATIONS OF SUCH LOANS AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE.

- 2) Ordinance, Amend Idaho Falls City Code, Title 1, Chapter 9, Section 2, Bonding Requirements
Idaho Code Section 50-204 requires the Clerk and Treasurer to be bonded before performing their duties for the City. A blanket bond is provided by the City's liability provider, Idaho County Risk Management Program (ICRMP) for all officials, officers, and employees required to provide such a bond under Idaho Code 59-408. This ordinance amendment reduces the number of City officers and employees required to be bonded in order to align City Code with current City practice and with current City liability coverage.

Director Alexander stated this ordinance refreshes City Code per Idaho Code. Councilor Smede believes this item will make the ordinance more accurate.

It was moved by Councilor Smede, seconded by Council President Ziel-Dingman, to approve the Ordinance amending Title 1, Chapter 9, Section 2 bonding requirements under a suspension of the rules requiring three complete and separate readings and request that it be read by title. The motion carried by the following vote: Aye - Councilors Smede, Hally, Radford, Dingman, Freeman, Francis. Nay - none.

At the request of Mayor Casper, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3370

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE AMENDMENT OF TITLE 1, CHAPTER 9, SECTION 2 OF THE IDAHO FALLS CITY CODE TO CHANGE BONDING REQUIREMENTS FOR CITY PUBLIC OFFICIALS, OFFICERS, AND EMPLOYEES; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

- 3) Resolution to relinquish all Claims and Liens for Treasurer's Tax Deed No. 0584870
Treasurer's Tax Deed No. 0584870 was issued by the City Treasurer on November 18, 1977 and recorded as a local improvement district tax deed in the amount of \$174.64 for property located at 366 Park Avenue, lots 7 and 8, Block 26, Railroad Addition. Mr. Crofts has paid the total outstanding balance of the Local Improvement tax lien filed by the City against the property.

Director Alexander stated this item was discussed at the February 22 Work Session. Per Councilor Smede, Director Alexander indicated the LID was from previous owners.

It was moved by Councilor Smede, seconded by Council President Ziel-Dingman, to approve the resolution to relinquish all claims and liens for Treasurer's Tax Deed No. 0584870 and give authorization for the Mayor and City Clerk to execute the necessary documents. The motion

carried by the following vote: Aye - Councilors Dingman, Smede, Francis, Freeman, Hally, Radford. Nay - none.

RESOLUTION NO. 2021-06

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, RELINQUISHING ALL CLAIMS AND LIENS UPON THE LOCAL IMPROVEMENT DISTRICT PROPERTY DESCRIBED IN THIS RESOLUTION; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE.

C. Public Works

- 1) Development Agreement for Southeast Townhomes Division No. 1, within the City of Ammon
Southeast Townhomes, Division No. 1 is a development within the City of Ammon immediately adjacent to Hitt Road (25th East) south of Sunnyside Road. This Development Agreement identifies developer responsibilities including the design and construction of road improvements for Hitt Road (25th East). Specific requirements are covered within the Special Conditions included within Exhibit B of the agreement.

Public Works Director Chris Fredericksen reviewed details of the development. He stated the roadway includes approximately 580 feet, and the developer is required to pay for half of the cost. He noted the improvements are currently anticipated for construction in summer 2021. He also noted the area is across from Watersprings Church and there is an existing agreement for the church to pay for their roadway when the City requests. Per Councilor Hally, Director Fredericksen stated the improvements will include full five-lane improvements, curb, gutter, sidewalk, and landscaping. He noted the City of Ammon has a well site south of the area, and construction may extend to the southern boundary of the church. He indicated there is a proposed traffic signal at this location. Councilor Freeman believes this is a good example of the two (2) cities working together and finding common ground. Mayor Casper stated this is pursuant to the Memorandum of Understanding (MOU) that governs Hitt Road.

It was moved by Councilor Freeman, seconded by Councilor Radford, to approve of Southeast Townhomes Division No. 1 Development Agreement and authorization for Mayor and City Clerk to sign the documents. The motion carried by the following vote: Aye - Councilors Francis, Dingman, Freeman, Hally, Radford, Smede. Nay - none.

- 2) Easement Vacation - Lots 8-13, Block 1, Division 2 of Chaffin Addition
Attached for consideration is an ordinance for easement vacations covering Lots 8-13, Block 1, Division 2 of the Chaffin Addition for the purpose of better facilitating development of the property.

Director Fredericksen stated the Division is west of Woodruff, south of Lincoln, and north of the Meppen Canal. He also stated the easement was requested by the property owner, and all utilities have been reviewed and approved. He indicated as plats are reviewed the City comments on easements as development occurs. He stated in this situation an easement is no

longer required. Per Mayor Casper, Director Fredericksen explained the easements with regard to construction/development.

It was moved by Councilor Freeman, seconded by Councilor Radford, to approve the Easement Vacation Ordinance under a suspension of the rules requiring three complete and separate readings and request that it be read by title. The motion carried by the following vote: Aye - Councilors Smede, Hally, Dingman, Radford, Freeman, Francis. Nay - none.

At the request of Mayor Casper, the City Clerk read the ordinance by title only:

ORDINANCE NO. 3371

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, PROVIDING FOR THE VACATIONS OF EASEMENTS LOCATED WITHIN THE CITY OF IDAHO FALLS AND LEGALLY DESCRIBED IN SECTION 1 OF THIS ORDINANCE; PROVIDING THAT TITLE TO SAID VACATED EASEMENTS SHALL VEST AS SPECIFIED IN SECTION 3 OF THIS ORDINANCE; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

3) 17th Street and Woodruff Avenue Intersection Improvement Right-of-Way Agreement.

Please find attached for execution a right-of-way agreement with the Roman Catholic Diocese of Boise for the sale of property to accommodate improvements to the 17th Street and Woodruff Avenue Intersection project. The purchase value was negotiated and involves Parcel 16 for \$279,411.00.

Director Fredericksen stated this agreement is part of a Federal Aid project scheduled for construction in 2022, and costs incurred by the City will be reimbursed at 92.66%. Councilor Francis indicated the City is committed to landscaping to the church standards. Director Fredericksen noted there is a limit to the landscaping, and the City will utilize the church landscape. Councilor Freeman noted staff worked extremely hard on this item.

It was moved by Councilor Freeman, seconded by Councilor Radford, to approve of the 17th Street and Woodruff Avenue Intersection Improvement Right-of-Way Agreement and authorization for the Mayor and City Clerk to sign the document. The motion carried by the following vote: Aye - Councilors Hally, Francis, Radford, Dingman, Smede, Freeman. Nay - none.

4) Resolution - Condemnation of Properties for the 17th Street and Woodruff Avenue Intersection Improvement Project

The 17th Street and Woodruff Avenue intersection improvement project has been programmed and includes design and construction funds to address capacity and safety issues at this major intersection. Proposed improvements to add turn lanes require that additional right-of-way be purchased to construct the project. With the support of the City Council, Public Works staff have negotiated with the property owner and made fair-market offers to purchase needed right-of-way, but have been unable to reach agreement for the parcels included within the resolution. Therefore, it is recommended that the city exercise its eminent domain authority to acquire necessary right-of-way to complete the proposed intersection

improvements.

Director Fredericksen stated this Resolution includes parcels three (3) and five (5). He also stated this Federal Aid project is similar in nature to the 17th Street/Hitt Road intersection; there will be an addition of left and right turn lanes; and the intersection is in need of safety issues. Councilor Freeman stated the City prefers to avoid an eminent domain issue although this is needed for the project. Mayor Casper stated the Council takes property rights very seriously. She believes the owner will be fairly compensated.

It was moved by Councilor Freeman, seconded by Councilor Radford, to approve the resolution and authorization for Mayor and City Clerk to sign the document. The motion carried by the following vote: Aye - Councilors Freeman, Radford, Smede, Francis, Dingman, Hally. Nay - none.

RESOLUTION NO. 2021-07

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ORDERING THE CONDEMNATION OF PROPERTY FOR A FUNDED AND APPROVED PUBLIC RIGHT OF WAY PROJECT; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

6. Announcements.

Mayor Casper announced Dave Jeppesen will be the featured speaker at the February 26 City Club. She also announced the Coronavirus (COVID-19) rates are slightly increasing above the 10 per 10,000 ratio. She believes the two (2) week time-frame is reflective of the spread of the disease. She encouraged all individuals to be safe and healthy.

7. Adjournment.

There being no further business, the meeting adjourned at 8:08 p.m.

CITY CLERK

MAYOR

Memorandum

File #: 21-040

City Council Meeting

FROM: Chief Bryce Johnson
DATE: Thursday, March 11, 2021
DEPARTMENT: Police Department

Subject

Child Care License Ordinance

Council Action Desired

- ☒ Ordinance
 ☐ Resolution
 ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

IFPD recommends that Council approve the amendments to the Child Care License Ordinance under a suspension of the rules requiring three complete and separate readings and requests that it be read by title and published by summary (or consider the Ordinance on the first reading and read it by title, reject the Ordinance, or take other action deemed appropriate).

Description, Background Information & Purpose

These amendments to the Child Care License Ordinances will prevent applicants who have a felony controlled substance offense from being permanently disqualified from holding a Child Care license to only receiving a 10-year disqualification from holding a Child Care license. This amendment would bring the disqualification time in line with other positions of trust, like that of a peace officer, and mirror the City's licensing to the State's licensing.

Alignment with City & Department Planning Objectives



This change helps ensure the safety of our children.

Interdepartmental Coordination

N/A

Fiscal Impact

N/A

Legal Review

This ordinance change was reviewed with the Office of the City Attorney.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, AMENDING
TITLE 6, CHAPTER 3 TO CLARIFY THE CONTROLLED SUBSTANCE
VIOLATIONS THAT PROHIBIT OR REVOKE A CITY CHILD CARE
LICENSE; PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION
BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, children are a priceless asset of our community; and

WHEREAS, in order to regulate child care, the City established a child care ordinance pursuant to authority delegated to cities by the Idaho Code; and

WHEREAS, as part of the authority delegated to cities, the City requires a criminal background investigation of persons who will provide child care services to families; and

WHEREAS, the purpose of the criminal background investigation is, in part, to determine whether a child care worker or provider of child care should be allowed to provide such care; and

WHEREAS, recently, there has been some concern that those who have committed controlled trafficking crimes should not be permanently prevented from obtaining child care licensing; and

WHEREAS, Idaho Code § 39-1113 permits those with felony controlled substance violations to receive any State daycare license after a period of five (5) years; and

WHEREAS, the City may, pursuant to Idaho Code 39-1108, adopt more stringent local daycare ordinances than the State's laws and regulations.

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

SECTION 1. Title 6, Chapter 3, Section 3, of the City Code of the City of Idaho Falls, Idaho, is hereby amended as follows:

6-3-2: DEFINITIONS: Whenever the following words or terms are used in this Code, they shall have the meanings ascribed below:

...

ON-SITE NON-PROVIDER: A person who is not a Child Care Worker or a Child Care Operator and who is either:

- (1) A Resident of a Child Care Facility including immediate family members of the operator/director, and who has or may have unsupervised contact with children, or

(2) Janitorial or lunch room staff, bus driver, a bookkeeper, office manager, secretary, receptionist or other person employed at a Child Care Facility and who may have regular unsupervised contact with children, exclusive of child care operators or child care workers.

(3) Any friend, significant other or neighbor who regularly visits the Child Care Facility.

6-3-4: CERTIFICATION OF INDIVIDUAL CHILD CARE WORKERS OR ON-SITE NON-PROVIDERS:

(A) No owner or operator of a Child Care Facility shall permit or allow any Child Care Worker or On-Site Non-Provider to provide Child Care or to be in contact with a child at a Child Care Facility unless such Child Care Worker or On-Site Non-Provider possesses a certification issued under the provisions of this Chapter.

(B) Child Care Worker Certification (CCWC). No Child Care Worker or Operator shall provide child care or supervise the rendering of child care at any Child Care Facility unless he or she is at least eighteen (18) years of age and possesses a Child Care Worker's certificate issued under the provisions of this Chapter. Anyone sixteen (16) years or seventeen (17) years old may obtain a CCWC. However, these sixteen (16) and seventeen (17) year old workers must always be supervised by another CCWC who is over eighteen (18) years old. In order to obtain such certification, and for each renewal, applicants shall submit a completed application form to the Clerk, accompanied by the following certificates and information:

(1) A current certificate issued by the Red Cross, the Fire Marshal or any certified CPR and First Aid trainer, certifying that the applicant has completed an instructional class for child CPR and First Aid.

(2) Verification from the Chief of Police or his designee certifying that a criminal background investigation has been completed for the applicant within two (2) years previous.

(3) A birth certificate or picture identification evidencing the applicant's age.

(4) For a renewal of a certification ~~only~~ that was issued prior to June 30, 2020, a certificate issued by an educational/technical facility, certifying that the applicant has completed at least eight (8) hours of child care training which addresses the following areas: child development, health and safety, and child guidance.

(5) For a renewal of a certification that was issued after June 30, 2020, a certificate or certificates issued by an educational/technical facility, certifying that the applicant has completed at least a total of thirty (30) hours of child care training which addresses the following areas: child development, health and safety, and child guidance.

...

6-3-6: DENIAL OR REVOCATION OF CHILD CARE FACILITY LICENSE, CHILD CARE WORKER CERTIFICATION OR NON-SITE NON-PROVIDERS CERTIFICATION:

(A) The following shall constitute grounds for denial or revocation of a Child Care Facility license, Child Care Worker certification or On-Site Non-Providers documentation, or shall constitute grounds for a misdemeanor citation:

- (1) Use of any tobacco product, electronic cigarette or vaping device, alcoholic beverage, or illegal controlled substance by any Owner, Operator, Child Care Worker or On-Site Non-Provider on the premises of any Child Care Facility while Child Care is being provided.

...

6-3-8: LICENSES/CERTIFICATION, DENIAL, SUSPENSION OR REVOCATION: A license or certification applied for or issued under this Chapter shall be denied, suspended, or revoked:

A. Where Applicant; Licensee; Owner; Operator; Child Care Worker; Resident; Volunteer, On-Site Non-Provider; spouse or significant other of an Owner:

1. Has been found guilty of, plead guilty to, received a withheld judgment, or admitted to the elements of any offense involving neglect, any physical injury, or other abuse of a child, including the following enumerated crimes, or any substantially similar provision of a foreign criminal violation, notwithstanding the form of judgment:
 - a. Felony injury of a child, section 18-1501, Idaho Code.
 - b. The sexual abuse of a child under sixteen (16) years of age, Section 18- 1506, Idaho Code.
 - c. The ritualized abuse of a child under eighteen (18) years of age, Section 18-1506A, Idaho Code.
 - d. The sexual exploitation of a child, section 18-1507 or 18-1507A, Idaho Code.
 - e. Sexual abuse of a child under the age of sixteen (16) years, Section 18- 1506, Idaho Code.
 - f. Lewd conduct with a child under the age of sixteen (16) years, Section 18-1508, Idaho Code.
 - g. The sale or barter of a child for adoption or other purposes, Section 18- 1511, Idaho Code.
 - h. Murder in any degree, Section 18-4001 or 18-4003, Idaho Code.
 - i. Assault with intent to murder, Section 18-4015, Idaho Code.
 - j. Voluntary manslaughter, Section 18-4006, Idaho Code.
 - k. Rape, Section 18-6101, Idaho Code.
 - l. Incest, Section 18-6602, Idaho Code.
 - m. Forcible sexual penetration by use of foreign object, Section 18-6608, Idaho Code.

- n. Abuse, neglect, or exploitation of a vulnerable adult, Section 18-1505, Idaho Code.
 - o. Aggravated, first degree, second degree, and third-degree arson, Sections 18-801 through 18-805, Idaho Code.
 - p. Nonconsensual sexual contact that is prohibited by Section 18-6605, Idaho Code.
 - q. Kidnapping, Sections 18-4501 through 18-4503, Idaho Code.
 - r. Mayhem, Section 18-5001, Idaho Code.
 - s. Poisoning, Section 18-4014 or 18-5501, Idaho Code.
 - t. Robbery, Section 18-6501, Idaho Code.
 - u. Stalking in the first degree, Section 18-7905, Idaho Code.
 - v. Video voyeurism, Section 18- 6609, Idaho Code.
 - w. Enticing of children, Section 18-1509 or 18-1509A, Idaho Code.
 - x. Inducing individuals under eighteen (18) years of age into prostitution, Section 18- 5609, Idaho Code.
 - y. Inducing person under eighteen (18) years of age to patronize a prostitute, Section 18-5611, Idaho Code.
 - z. Any felony punishable by death or life imprisonment.
 - aa. Attempt, Section 18-306, Idaho Code, conspiracy, Section 18-1701, Idaho Code, or accessory after the fact, Section 18-205, Idaho Code, to commit any of the crimes designated in this subsection.
 - bb. Felony domestic violence, Section 18-918(2), Idaho Code.
 - cc. Any offense requiring registration on a state sex offender registry or the national sex offender registry.
 - ~~dd. A felony controlled substance offense.~~
 - ee dd. Attempt, Section 18-306, Idaho Code, conspiracy, Section 18-1701, Idaho Code, or accessory after the fact, Section 18-205, Idaho Code, to commit any of the crimes designated in this Subsection.
2. Had his or her parental rights restricted or terminated by a Child protection action under Idaho Code, Section 16-1601 et seq., or Child custody termination action under Idaho Code, Section 16-2001 et seq.
 3. Where a registered sex offender resides on the Premises where Day Care services

are provided.

B. Where Applicant; Licensee; Owner; Operator; Child Care Worker; Resident; Volunteer, On-Site Non-Provider; spouse or significant other of an Owner has been found guilty of, plead guilty to, or received a withheld judgment, or admitted to the elements of any of the following enumerated crimes, or any substantially similar provision of foreign criminal violation, notwithstanding the form of judgment(s) for any offense involving neglect, any physical injury to, or other abuse of a child, or any of the following offenses or a similar provision in another jurisdiction, for a period of ten (10) years immediately preceding the date of application for license or renewal:

1. Aggravated assault, Section 18-905, Idaho Code.
2. Aggravated battery, Section 18- 907(1), Idaho Code.
3. Burglary, Section 18-1401, Idaho Code.
4. Felony theft, Sections 18-2403 and 18-2407(1), Idaho Code.
5. Forgery of a financial transaction card, Section 18-3123, Idaho Code.
6. Fraudulent use of a financial transaction card or number, Section 18-3124, Idaho Code.
7. Forgery or counterfeiting, Chapter 36, Title 18, Idaho Code.
8. Misappropriation of personal identifying information, Section 18-3126, Idaho Code.
9. Insurance fraud, Section 41-293, Idaho Code.
10. Damage to or destruction of insured property, Section 41-294, Idaho Code.
11. Public assistance fraud, Section 56-227, Idaho Code.
12. Provider fraud, Section 56-227A, Idaho Code.
13. Attempted strangulation, Section 18-923, Idaho Code.
14. Misdemeanor injury to a child, Section 18-1501(2), Idaho Code.
15. Disseminating obscene material to minors, as defined in Sections 18-1513 through 18-1515, Idaho Code.
- ~~15.~~16. A felony controlled-substance offense.
- ~~16.~~17. 18-1701, Idaho Code, or accessory after the fact, Section 18-205, Idaho Code, to commit any of the crimes designated in this Subsection.

...

SECTION 2. Savings and Severability Clause. The provisions and parts of this Ordinance are intended to be severable. If any section, sentence, clause, or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

SECTION 3. Codification Clause. The City Clerk is instructed to immediately forward this Ordinance to the codifier of the official municipal code for proper revision of the Code.

SECTION 4. Publication. This Ordinance, or a summary thereof in compliance with Idaho Code, shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

SECTION 5. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval, and publication.

PASSED by the City Council and APPROVED by the Mayor of the City of Idaho Falls, Idaho, this _____ day of _____, 2020.

CITY OF IDAHO FALLS, IDAHO

REBECCA L. NOAH CASPER, MAYOR

ATTEST:

KATHY HAMPTON, CITY CLERK

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, KATHY HAMPTON, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO,
DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Ordinance
entitled, “AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO,
AMENDING TITLE 6, CHAPTER 3 TO CLARIFY THE CONTROLLED
SUBSTANCE VIOLATIONS THAT PROHIBIT OR REVOKE A CITY CHILD
CARE LICENSE; PROVIDING SEVERABILITY, CODIFICATION,
PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

(SEAL)

KATHY HAMPTON, CITY CLERK

Memorandum

File #: 21-032

City Council Meeting

FROM: Pam Alexander, Municipal Services Director
DATE: Tuesday, March 2, 2021
DEPARTMENT: Municipal Services

Subject

Resolution to relinquish all Claims and Liens for Treasurer's Tax Deed No. 0529618

Council Action Desired

- ☐ Ordinance
 ☒ Resolution
 ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve the resolution to relinquish all claims and liens for Treasurer's Tax Deed No. 0529618 and give authorization for the Mayor and City Clerk to execute the necessary documents or take other action deemed appropriate.

Description, Background Information & Purpose

Treasurer's Tax Deed No. 0529618 was issued by the City Treasurer on November 18, 1977 and recorded as a local improvement district tax deed in the amount of \$59.97 for property located in Highland Park, lots 28 and 29, block 33. The property owner has paid the total outstanding balance of the local improvement tax lien by the City against the property.

Alignment with City & Department Planning Objectives



Approval of this resolution supports the good governance community-oriented result by ensuring regulatory and policy compliance to minimize and mitigate risk.

Interdepartmental Coordination

Review of the resolution have been conducted with all necessary city departments.

Fiscal Impact

There is no fiscal impact with the approval of this resolution.

Legal Review

Legal has reviewed and concurs the Council action desired is within State Statute.

QUITCLAIM DEED

THIS INDENTURE is made by and between CITY OF IDAHO FALLS, IDAHO, a municipal corporation of the State of Idaho, ("GRANTOR"), and Oscar W. Lundquist, whose mailing address is 3889 Corina Way, Palo Alto, CA 94303-45107, ("GRANTEE").

WITNESSETH:

That GRANTOR, for and in consideration of the payment of Bonneville County Treasurer's Tax Deed No. 0529618 in the amount of fifty-nine dollars and ninety-seven cents (\$59.97), lawful money of the United States of America and other good and valuable consideration to GRANTOR in hand paid by GRANTEE, the receipt of whereof is hereby acknowledged, does by these presents remise, release, and forever quitclaim unto GRANTEE and to GRANTEE's heirs, successors, and assigns forever, all right, title, and interest now owned or hereafter acquired by GRANTOR in all the following described real estate in the County of Bonneville, State of Idaho, to wit:

Lot 28 and 29, Block 33, Highland Park Addition, Idaho Falls, Idaho.

TOGETHER, with the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining, and any reversions, any remainders, and rents, issues, and profits therefrom.

TO HAVE AND TO HOLD the said premises and the appurtenances unto GRANTEE, and to GRANTEE's heirs, successors, and assigns forever.

In construing this Quitclaim Deed and where the context so required, the singular includes the plural.

IN WITNESS WHEREOF, GRANTOR has executed the within instrument on the date set forth below.

ATTEST:

CITY OF IDAHO FALLS, IDAHO

Kathy Hampton, City Clerk

Rebecca L. Noah Casper, PhD., Mayor

(SEAL)

STATE OF IDAHO)
) ss.
County of Bonneville)

On this _____ day of _____, 2021, before me, the undersigned, a notary public for Idaho, personally appeared Rebecca L. Noah Casper, known to me to be the Mayor of the City of Idaho Falls, Idaho, the municipal corporation that executed the foregoing document, and acknowledged to me that she is authorized to execute the same for and on behalf of said City.

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

Notary Public of Idaho
Residing at: _____
My Commission Expires: _____

(Seal)

RESOLUTION NO. 2021

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, RELINQUISHING ALL CLAIMS AND LIENS UPON THE LOCAL IMPROVEMENT DISTRICT PROPERTY DESCRIBED IN THIS RESOLUTION; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE.

WHEREAS, pursuant to the provisions of Chapter 17, Title 50, Idaho Code, and by deed of the City Treasurer, dated the 18th day of November, 1977, and recorded as Instrument No. 0529618 in the records of Bonneville County, Idaho, the City acquired through the local Improvement District legal process (Idaho Code Title 50, Chapter 17), a legal interest in the title to and possession of the following-described real property, to-wit:

Lots 28 and 29, Block 33, Highland Park Addition, Idaho Falls, Idaho.

WHEREAS, Oscar W. Lundquist has paid to the City, the amount for which such property interest was acquired, together with all the installments of assessments subsequent to the one for which said real property interest was acquired due, together with penalties and interest thereof;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

That the Mayor and City Clerk are hereby authorized and directed, to execute and deliver to Oscar W. Lundquist, a Quitclaim Deed to the property described herein above, pursuant to the provisions of Section 50-1751, Idaho Code, relinquishing all City claims to and liens upon such property.

ADOPTED and effective this _____ day of _____, 2021

ATTEST:

CITY OF IDAHO FALLS, IDAHO

Kathy Hampton, City Clerk

Rebecca L. Noah Casper, PhD., Mayor

(SEAL)

Memorandum

File #: 21-035

City Council Meeting

FROM: PJ Holm, Director
DATE: Wednesday, March 3, 2021
DEPARTMENT: Parks & Recreation

Subject

Donation Agreement

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve the Donation Agreement with SRL Development, LLC, and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose

Attached for your consideration is a Donation Agreement between the City of Idaho Falls and SRL Development, LLC. This Donation Agreement outlines the terms and conditions of the donor's intent (SRL Development) to donate fill dirt to facilitate City's Planned Improvements on the City's Heritage Park property.

Alignment with City & Department Planning Objectives



This generous donation supports the Community-Oriented Results by allowing for a Livable Community by developing park land that will provide affordable and accessible recreational activities and preserve natural resources, open space and amenities.

Interdepartmental Coordination

This agreement has been reviewed by Public Works and the City Legal Department.

Fiscal Impact

This generous donation would benefit the Parks and Recreation Department budget by alleviating expenses associate with purchasing and spreading fill dirt.

Legal Review

The City Legal Department has prepared and approved this agreement.

DONATION AGREEMENT

THIS DONATION AGREEMENT (this "Agreement") is executed to be effective as of April 1, 2020, by and between SRL DEVELOPMENT, LLC, an Idaho limited liability company, and/or its assigns ("Donor"), and CITY OF IDAHO FALLS, IDAHO, a municipal corporation of the state of Idaho ("Donee").

RECITALS:

A. Donee is the owner of property, as depicted and identified on Exhibit A (the "Donee's Property") located in Bonneville County, Idaho.

B. Donor desires to donate to assist Donee to improve a portion of Donee's Property with City's Planned Improvements (defined below).

C. Donor desires to donate fill dirt to facilitate City's Planned Improvements on Donee's Property and Donee desires to accept from Donor the City's Planned Improvements on Donee's Property, upon the terms, conditions and provisions set forth in this Agreement.

AGREEMENTS:

NOW, THEREFORE, in consideration of the promises, covenants, representations and warranties set forth in this Agreement, and for other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Donor and Donee agree as set forth below.

1. IMPROVEMENTS. Donor may in its discretion and at a time convenient for Donor, contribute fill material placed in lifts at the direction of City staff and pursuant to City standards in the area shown on Exhibit A, attached.

2. GRANT OF LICENSE. Donee hereby grants to Donor a non-exclusive license on Donee's Property to contribute toward the City's Planned Improvements.

3. TAX TREATMENT. Donor may seek to effect a tax consequences as a result of the donation toward City's Planned Improvements as either a charitable contribution or marketing expense ("Tax Treatment"). Donee agrees to reasonably cooperate with Donor at no cost to Donee accommodating Donor's Tax Treatment; provided, however, that the Donee makes no representation of any kind or nature regarding such Tax Treatment.

4. VALUE OF DONATION. The value of the Donation to Donee shall be that reasonably calculated by Donor.

5. WAIVER AND RELEASE. To the extent allowed by Idaho law, Donee shall indemnify, defend and hold harmless, waive and release Donor, its officers, employees, agents, representatives, successors and assigns (the "Indemnitees") from and against any and all losses, costs, expenses, liabilities, claims, damages, actions, judgements, or demands, including liability arising from injuries or death of person, or damage to property (the "Losses") arising at any time during and/or arising out of or in any way connected to Donor's use, occupancy or City's Planned Improvements to Donee's Property and/or any contiguous property. Provided, however, that Donee shall have no obligation to the Indemnitees for any Loss arising out of any negligence, fraud, or willful misconduct on the part of any Indemnitee.

6. WAIVER. The waiver by any party to this Agreement of any right granted to it under this Agreement is not a waiver of any other right granted under this Agreement, nor may any waiver be deemed to be a waiver of a subsequent right obtained by reason of the continuation of any matter previously waived.

7. SUCCESSORS AND ASSIGNS. This Agreement is binding upon and inures to the benefit of the parties to this Agreement and their respective successors and assigns. The foregoing notwithstanding, this Agreement is not assignable by Donee.

8. COUNTERPARTS/FACSIMILE. This Agreement may be executed in counterparts, each of which is deemed an original but all of which constitute one and the same instrument. The signature pages may be detached from each counterpart and combined into one instrument. This Agreement may be signed and delivered by facsimile (fax or email) which shall be effective as an original.

9. ENTIRE AGREEMENT. This Agreement sets forth the entire understanding of the parties with respect to the matters set forth in this Agreement as of the effective date; it supersedes all prior oral or written agreements of the parties as to the matters set forth in this Agreement; and it cannot be altered or amended except by an instrument in writing, signed by the parties.

10. NO THIRD PARTY BENEFICIARY. No term or provision of this Agreement is intended to be, nor may any term or provision be construed to be, for the benefit of any person, firm, corporation or other entity not a party to this Agreement, and no other person, firm, corporation or entity has any right or cause of action under this Agreement.

11. SEVERABILITY. If any provision of this Agreement or any portion of any provision of this Agreement is determined to be invalid, illegal or unenforceable, the invalidity, illegality or unenforceability may not alter the remaining portion of such provision, or any other provision of this Agreement, as each provision of this Agreement is deemed severable from all other provisions of this Agreement.

12. GOVERNING LAW. This Agreement is governed by, and construed and enforced in accordance with, the laws of the State of Idaho.

IN WITNESS WHEREOF, the parties have executed this Agreement to be effective as of

the date first written above.

DONOR:

SRL DEVELOPMENT, LLC

By: SRL Management Services, Inc., an Idaho
corporation, the Manager

By: 
Eric Isom, Chief Operations Officer

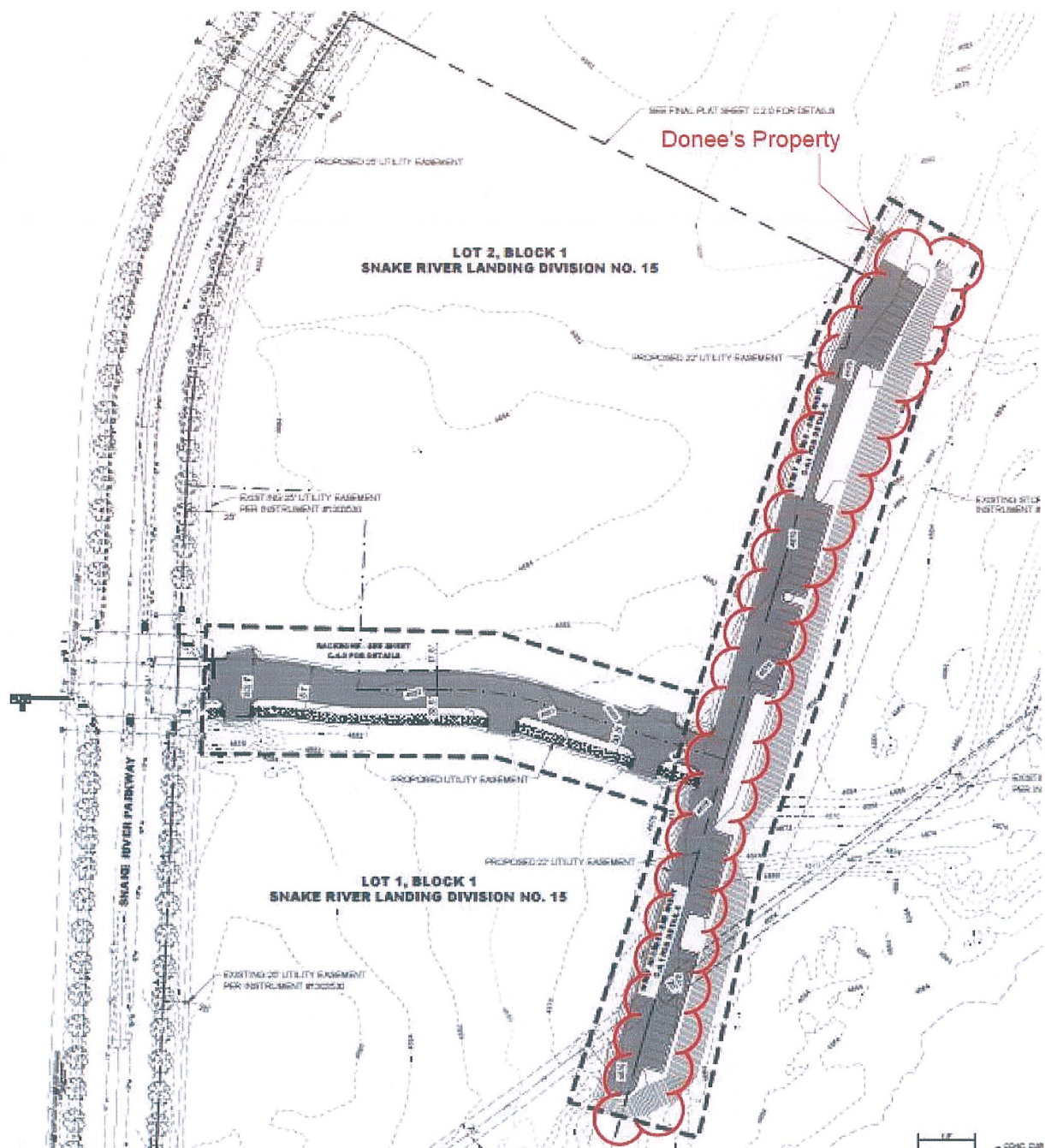
DONEE:

CITY OF IDAHO FALLS, IDAHO

By: _____
Its: _Mayor_____

EXHIBIT A

DONEE'S PROPERTY



Memorandum

File #: 21-046

City Council Meeting

FROM: PJ Holm, Director, Parks and Recreation Dept.
DATE: Thursday, March 4, 2021
DEPARTMENT: Parks & Recreation

Subject

Donation Agreement #2

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve the Donation Agreement #2 with SRL Development, LLC, and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate.)

Description, Background Information & Purpose

Attached for your consideration is a Donation Agreement between the City of Idaho Falls and SRL Development, LLC. This Donation Agreement outlines the terms and conditions of the desire of the donor (SRL Development) to donate all work pertaining to the Heritage Park parking lot/drive aisle, parking spaces, and concrete curb with storm drainage on the west side of the City's park property, north and south of Snake River Landing's public access easement to Heritage Park from the west.

Alignment with City & Department Planning Objectives



This generous donation supports the Community-Oriented Result by allowing for a Livable Community by developing park land that will provide affordable and accessible recreational activities and preserve natural resources, open space and amenities.

Interdepartmental Coordination

This agreement has been reviewed by Public Works and the City Legal Department.

Fiscal Impact

This generous donation would be fiscally beneficial to the Parks and Recreation Department budget, by alleviating the expense that would otherwise have to be budgeted to install curbing, parking spaces and storm drainage.

Legal Review

The City Legal Department has prepared and approved this agreement.

HERITAGE PARK DONATION AGREEMENT

THIS DONATION AGREEMENT (this “Agreement”) is executed to be effective as of _____, 2021, by and between SRL DEVELOPMENT, LLC, an Idaho limited liability company, and/or its assigns (“Donor”), and CITY OF IDAHO FALLS, IDAHO, a municipal corporation of the state of Idaho (“Donee” or “City”).

RECITALS:

A. Donee is the owner of property, depicted and identified on Exhibit A to this Agreement (the “Donee’s Property”) located in Bonneville County, Idaho.

B. Donor has improved, or will improve, a portion of Donee’s Property by the installation drive aisle improvements in Heritage Park more particularly described and shown in Exhibit B to this Agreement (the “Donor’s Improvements”). Donor’s Improvements generally include paving of the Donee’s planned Heritage Park (a City park) parking lot/drive aisle, parking spaces, and concrete curb with storm drainage on the west side of Donee’s property, north and south of Donee’s public access easement to Heritage Park from the west.

C. Donor desires to donate Donor’s Improvements to facilitate Donee’s planned Heritage Park on Donee’s Property and Donee desires to accept from Donor Donor’s Improvements on Donee’s Property, upon the terms, conditions and provisions set forth in this Agreement.

AGREEMENTS:

NOW, THEREFORE, in consideration of the promises, covenants, representations and warranties set forth in this Agreement, and for other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Donor and Donee agree as set forth below.

1. IMPROVEMENTS. Donor may, in its discretion and at a time convenient for Donor, contribute Donor’s Improvements following inspection and acceptance of such Donor’s Improvements by City staff and pursuant to City standards in the area shown on Exhibit A, attached.

2. GRANT OF LICENSE. Donee hereby grants to Donor a non-exclusive license on Donee’s Property to complete Donor’s Improvements.

3. TAX TREATMENT. Donor may seek to effect a tax consequences as a result of the donation of Donor’s Improvements as either a charitable contribution or marketing expense (the “Tax Treatment”). Donee agrees to reasonably cooperate with Donor, at no cost to Donee, accommodating Donor’s Tax Treatment; provided, however, that the Donee makes no

representation of any kind or nature regarding such Tax Treatment.

4. VALUE OF DONATION. The value of Donor's Improvements shall be reasonably calculated by Donor.

5. WAIVER AND RELEASE. To the extent allowed by Idaho law, Donee shall indemnify, defend and hold harmless, waive and release Donor, its officers, employees, agents, representatives, successors and assigns (the "Indemnitees") from and against any and all losses, costs, expenses, liabilities, claims, damages, actions, judgements, or demands, including liability arising from injuries or death of person, or damage to property (the "Loss(es)") arising at any time during and/or arising out of or in any way connected to Donor's use, occupancy or Donor's Improvements to Donee's Property and/or any contiguous property; provided, however, that Donee shall have no obligation to the Indemnitees for any Loss arising out of any negligence, fraud, or willful misconduct on the part of any Indemnitee.

6. WAIVER. The waiver by any party to this Agreement of any right granted to it under this Agreement is not a waiver of any other right granted under this Agreement, nor may any waiver be deemed to be a waiver of a subsequent right obtained by reason of the continuation of any matter previously waived.

7. SUCCESSORS AND ASSIGNS. This Agreement is binding upon and inures to the benefit of the parties to this Agreement and their respective successors and assigns. The foregoing notwithstanding, this Agreement is not assignable by Donee.

8. COUNTERPARTS/FACSIMILE. This Agreement may be executed in counterparts, each of which is deemed an original but all of which constitute one and the same instrument. The signature pages may be detached from each counterpart and combined into one instrument. This Agreement may be signed and delivered by facsimile (fax or email) which shall be effective as an original.

9. ENTIRE AGREEMENT. This Agreement sets forth the entire understanding of the parties with respect to the matters set forth in this Agreement as of the effective date; it supersedes all prior oral or written agreements of the parties as to the matters set forth in this Agreement; and it cannot be altered or amended except by an instrument in writing, signed by the parties.

10. NO THIRD PARTY BENEFICIARY. No term or provision of this Agreement is intended to be, nor may any term or provision be construed to be, for the benefit of any person, firm, corporation or other entity not a party to this Agreement, and no other person, firm, corporation or entity has any right or cause of action under this Agreement.

11. SEVERABILITY. If any provision of this Agreement or any portion of any provision of this Agreement is determined to be invalid, illegal or unenforceable, the invalidity, illegality or unenforceability may not alter the remaining portion of such provision, or any other provision of this Agreement, as each provision of this Agreement is deemed severable from all other provisions of this Agreement.

12. GOVERNING LAW. This Agreement is governed by, and construed and enforced in accordance with, the laws of the State of Idaho.

IN WITNESS WHEREOF, the parties have executed this Agreement to be effective as of the date first written above.

DONOR:

SRL DEVELOPMENT, LLC

By: SRL Management Services, Inc., an Idaho corporation, the Manager

By: _____
Eric Isom, Chief Operations Officer

DONEE:

CITY OF IDAHO FALLS, IDAHO

By: _____
Rebecca L. Noah Casper, PhD., Mayor

EXHIBIT A

DONEE'S PROPERTY

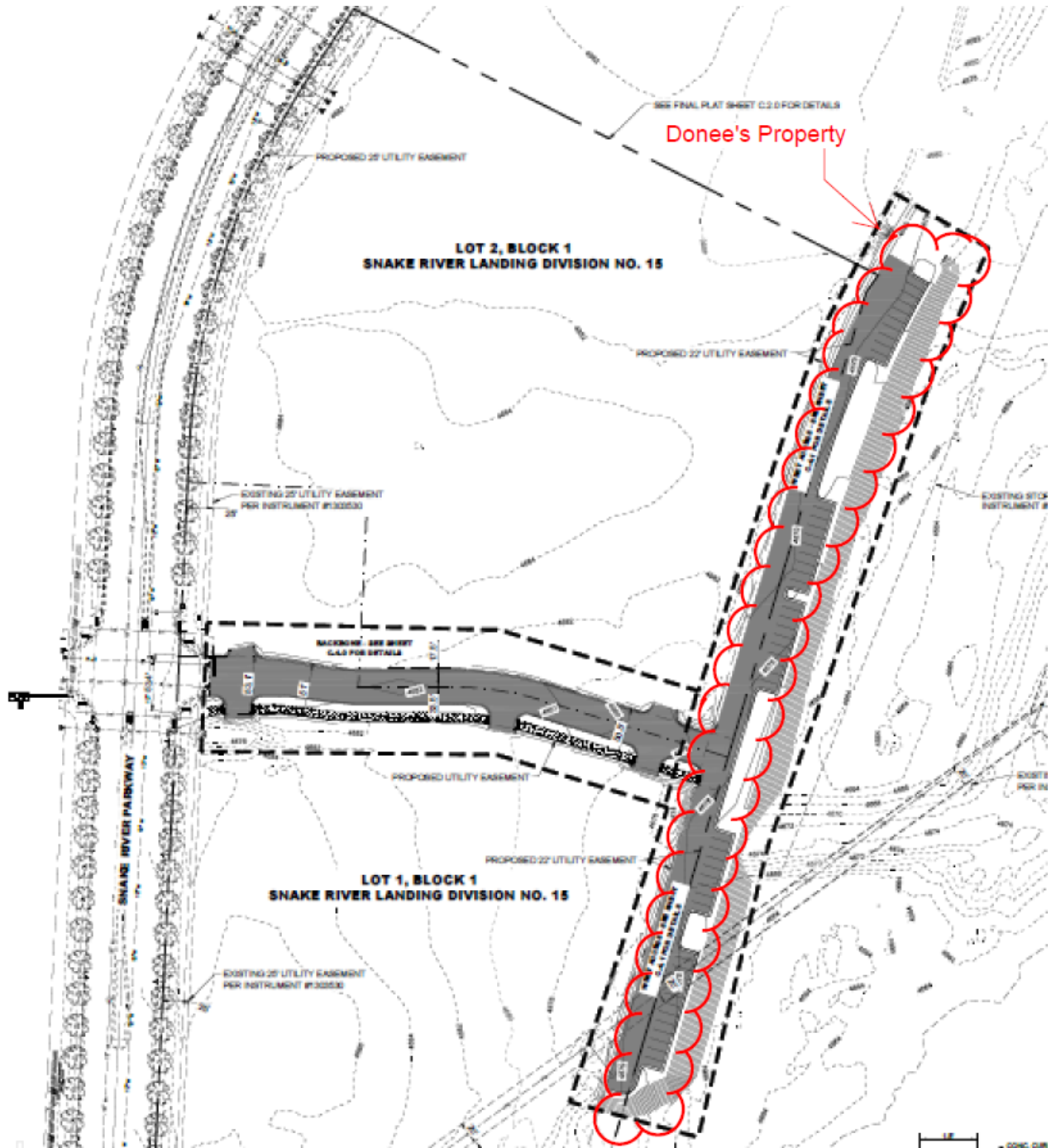


EXHIBIT B

Improvements to be constructed by Donor, as part of this donation, within Donee's Heritage Park property include water mainlines (including service stubs); sewer mainlines (including service stubs); storm drainage mainlines and their respective appurtenances; road-base and pavement for the drive aisle and parking lot; concrete curbing to border the parking lots /drive aisle; and necessary storm drain inlets, manholes, and piping to serve the parking lot/drive aisle.

File #: 21-039

City Council Meeting

FROM: Bear Prairie, General Manager

DATE: Thursday, March 4, 2021

DEPARTMENT: Idaho Falls Power

Subject

IF21-20 Conduit Fiber Phase II Agreement with Bluelake Utility Services, LLC.

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
- ☒ Other Action (Approval, Authorization, Ratification, etc.)

Approve this bid award to Bluelake Utility Services, LLC. of Meridian, Idaho for a not-to-exceed amount of \$956,513.80 and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose

Idaho Falls Power solicited bids from qualified contractors to provide conduit for buried electrical conductor replacement and fiber optic cable installation. We received three bids with Bluelake Utility Services, LLC. being the lowest responsive, responsible bidder. The base bid with add-on alternatives is \$869,558.00, plus a ten percent (10%) contingency of \$86,955.80 for a total authorization of \$956,513.80.

Alignment with City & Department Planning Objectives



This action supports our readiness for managed, well-planned growth and development, by expanding residential fiber services and enhancing the reliability of our electric system with timely replacement of aging electrical infrastructure. This action also supports the growth element of the IFP Strategic Plan.

Interdepartmental Coordination

Municipal Services and Idaho Falls Power concur that this agreement is appropriate.

Fiscal Impact

This agreement is budgeted for in the Idaho Falls Power/Fiber 2020/21 CIP budget.

Legal Review

Legal has reviewed this agreement.

Bid Tabulation for Idaho Falls Power – Conduit Fiber Phase 2 -- Project # IFP 21-20

Bid Opening March 2nd, 2021, 2:30 p.m. local time

Bidder's Name City, State	Blue Lake Utility Mendocino, ID	Creek Enterprise Inc Tacomsee, Michigan	B. Jackson			
Public Works License – Yes/ No	yes	yes				
5% Bid Bond Included – Yes / No	yes	yes	yes			
Exceptions Yes / No	NO	NO	NO			
Lump Sum Bid	\$ 711,711. ⁰⁰	\$ 1,539,638. ⁹⁵	\$ 848,980. ²⁷			
Fiber Install Conduit (estimated 35,450 feet)	\$ 38,995. ⁰⁰	\$ 53,175. ⁰⁰	\$ 33,677. ⁵⁰			
Fiber Install Micro-duct (estimated 3,835 feet)	\$ 4,602. ⁰⁰	\$ 7,670. ⁰⁰	\$ 3,643. ²⁵			
Add Alternates	\$ 114,250. ⁰⁰	\$ 210,625. ⁰⁰	\$ 148,990. ⁶⁰			
Total Bid Amount	\$ 869,558. ⁰⁰ -	\$ 1,786,108. ⁹⁵ -	\$ 1,835,291. ⁶⁵ 1,35 -	\$ -	\$ -	\$ -

NO Signature Page

AGREEMENT BETWEEN OWNER AND CONTRACTOR FOR CONSTRUCTION CONTRACT (STIPULATED PRICE)

This Agreement is by and between **Idaho Falls Power** ("Owner") and **Bluelake Utility Services, LLC** ("Contractor").

Terms used in this Agreement have the meanings stated in the General Conditions and the Supplementary Conditions.

Owner and Contractor hereby agree as follows:

ARTICLE 1—WORK

- 1.01 Contractor shall complete all Work as specified or indicated in the Contract Documents. The Work is generally described as follows: Installation of conduit for electrical and fiber systems and installation of fiber optic cable as specified.

ARTICLE 2—THE PROJECT

- 2.01 The Project, of which the Work under the Contract Documents is a part, is generally described as follows: Installation of conduit for electrical and fiber systems and installation of fiber optic cable as shown on the design drawings.

ARTICLE 3—ENGINEER

- 3.01 The Owner is also the ("Engineer") IFP will designate an employee to act as Owner's representative, assume all duties and responsibilities of Engineer, and have the rights and authority assigned to Engineer in the Contract for this project concurrent with the notice to proceed.

ARTICLE 4—CONTRACT TIMES

4.01 *Time is of the Essence*

- A. All time limits for Milestones, if any, Substantial Completion, and completion and readiness for final payment as stated in the Contract Documents are of the essence of the Contract.

4.02 *Contract Times: Days*

- A. The Work will be substantially complete within **90** days after the date when the Contract Times commence to run as provided in Paragraph 4.01 of the General Conditions, and completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions within 120 days after the date when the Contract Times commence to run.

4.05 *Liquidated Damages*

- A. Contractor and Owner recognize that time is of the essence as stated in Paragraph 4.01 above and that Owner will suffer financial and other losses if the Work is not completed and Milestones not achieved within the Contract Times, as duly modified. The parties also recognize the delays, expense, and difficulties involved in proving, in a legal or arbitration

proceeding, the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty):

1. *Substantial Completion:* Contractor shall pay Owner \$1,000 for each day that expires after the time (as duly adjusted pursuant to the Contract) specified above for Substantial Completion, until the Work is substantially complete.
2. If Owner recovers liquidated damages for a delay in completion by Contractor, then such liquidated damages are Owner's sole and exclusive remedy for such delay, and Owner is precluded from recovering any other damages, whether actual, direct, excess, or consequential, for such delay, except for special damages (if any) specified in this Agreement.

4.06 *Special Damages*

- A. Contractor shall reimburse Owner (1) for any fines or penalties imposed on Owner as a direct result of the Contractor's failure to attain Substantial Completion according to the Contract Times, and (2) for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Substantial Completion (as duly adjusted pursuant to the Contract), until the Work is substantially complete.
- B. After Contractor achieves Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Times, Contractor shall reimburse Owner for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Work to be completed and ready for final payment (as duly adjusted pursuant to the Contract), until the Work is completed and ready for final payment.
- C. The special damages imposed in this paragraph are supplemental to any liquidated damages for delayed completion established in this Agreement.

ARTICLE 5—CONTRACT PRICE

- 5.01 Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents, the amounts that follow, subject to adjustment under the Contract:
- A. Total of Lump Sum Amount and Unit Price Work (subject to final Unit Price adjustment)
\$869,558.00.
 - B. For all Work, at the prices stated in Contractor's Bid, attached hereto as an exhibit.

Article 6—PAYMENT PROCEDURES

6.01 *Submittal and Processing of Payments*

- A. Contractor shall submit Applications for Payment in accordance with Article 15 of the General Conditions. Applications for Payment will be processed by Engineer as provided in the General Conditions.

6.02 *Progress Payments; Retainage*

- A. Owner shall make progress payments on the basis of Contractor's Applications for Payment on or about the 10th day of each month during performance of the Work as provided in Paragraph 6.02.A.1 below, provided that such Applications for Payment have been submitted in a timely manner and otherwise meet the requirements of the Contract. All such payments will be measured by the Schedule of Values established as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no Schedule of Values, as provided elsewhere in the Contract.
1. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as Owner may withhold, including but not limited to liquidated damages, in accordance with the Contract.
 - a. **90 percent of the value of the Work completed (with the balance being retainage).**
 - 1) If 50 percent or more of the Work has been completed, as determined by Engineer, and if the character and progress of the Work have been satisfactory to Owner and Engineer, then as long as the character and progress of the Work remain satisfactory to Owner and Engineer, there will be no additional retainage; and
 - b. **90 percent of cost of materials and equipment not incorporated in the Work (with the balance being retainage).**
 2. **Quantities used for progress payments will be based on percent job complete, with complete defined as an owner-contractor walk-thru where all conduit installation, handhole installation, transformer tie-ins, concrete and asphalt repair, and landscaping meeting the owners satisfaction.**
- B. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to **100** percent of the Work completed, less such amounts set off by Owner pursuant to Paragraph 15.01.E of the General Conditions, and less **200** percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the punch list of items to be completed or corrected prior to final payment.

6.03 *Final Payment*

- A. Upon final completion and acceptance of the Work, Owner shall pay the remainder of the Contract Price in accordance with Paragraph 15.06 of the General Conditions.

6.04 *Consent of Surety*

- A. Owner will not make final payment, or return or release retainage at Substantial Completion or any other time, unless Contractor submits written consent of the surety to such payment, return, or release.

ARTICLE 7—6.05 **CONTRACT DOCUMENTS**

7.01 *Contents*

- A. The Contract Documents consist of all of the following:

1. This Agreement.
2. Bonds:
 - a. Performance bond (together with power of attorney).
 - b. Payment bond (together with power of attorney).
3. General Conditions.
4. Supplementary Conditions.
5. Specifications as listed in the table of contents of the project manual (copy of list attached).
6. Drawings listed on the attached sheet index.
7. The following which may be delivered or issued on or after the Effective Date of the Contract and are not attached hereto:
 - a. Notice to Proceed.
 - b. Work Change Directives.
 - c. Change Orders.
 - d. Field Orders.
- B. The Contract Documents listed in Paragraph 7.01.A are attached to this Agreement (except as expressly noted otherwise above).
- C. There are no Contract Documents other than those listed above in this Article 7.
- D. The Contract Documents may only be amended, modified, or supplemented as provided in the Contract.

ARTICLE 8—REPRESENTATIONS, CERTIFICATIONS, AND STIPULATIONS

8.01 Contractor's Representations

- A. In order to induce Owner to enter into this Contract, Contractor makes the following representations:
 1. Contractor has examined and carefully studied the Contract Documents, including Addenda.
 2. Contractor has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
 3. Contractor is familiar with all Laws and Regulations that may affect cost, progress, and performance of the Work.
 4. Contractor has carefully studied the reports of explorations and tests of subsurface conditions at or adjacent to the Site and the drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, with respect to the Technical Data in such reports and drawings.

5. Contractor has carefully studied the reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, with respect to Technical Data in such reports and drawings.
6. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Technical Data identified in the Supplementary Conditions or by definition, with respect to the effect of such information, observations, and Technical Data on (a) the cost, progress, and performance of the Work; (b) the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and (c) Contractor's safety precautions and programs.
7. Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.
8. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.
9. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and of discrepancies between Site conditions and the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
10. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
11. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that without exception all prices in the Agreement are premised upon performing and furnishing the Work required by the Contract Documents.
12. The Contractor is an appropriately licensed public works contractor per Idaho Code Section 54-1902.
13. Contractor shall comply with all Laws and Regulations applicable to the performance of the Work. Except where otherwise expressly required by applicable Laws and Regulations, neither Owner nor Engineer shall be responsible for monitoring the Contractor's compliance with any Laws or Regulations.

8.02 *Contractor's Certifications*

- A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 8.02:
 1. "corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process or in the Contract execution;

2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of Owner, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;
3. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and
4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

8.03 *Standard General Conditions*

- A. Owner stipulates that if the General Conditions that are made a part of this Contract are ISPWC Division 100 EJCDC® C-700, Standard General Conditions for the Construction Contract ~~(2018)~~, published by the Engineers Joint Contract Documents Committee, and if Owner is the party that has furnished said General Conditions, then Owner has plainly shown all modifications to the standard wording of such published document to the Contractor, through a process such as highlighting or "track changes" (redline/strikeout), or in the Supplementary Conditions.

ARTICLE 9—NON-DISCRIMINATION

CONTRACTOR shall not discriminate against any employee or applicant for employment on the basis of race, color, religion, creed, political ideals, sex, age, marital status, physical, or mental handicap, gender identity/expression, sexual orientation, or national origin.

IN WITNESS WHEREOF, Owner and Contractor have signed this Agreement.

This Agreement will be effective on **[indicate date on which Contract becomes effective]** (which is the Effective Date of the Contract).

Owner:

Idaho Falls Power
(typed or printed name of organization)

By: _____
(individual's signature)

Date: _____
(date signed)

Name: Rebecca L. Noah Casper
(typed or printed)

Title: Mayor
(typed or printed)

Attest: _____
(individual's signature)

Title: _____
(typed or printed)

Address for giving notices:

P.O. Box 50220

140 S. Capital

Idaho Falls, ID 83405

Designated Representative:

Name: Stephen Boorman, PE
(typed or printed)

Title: AGM
(typed or printed)

Address:

P.O. Box 50220

140 S. Capital

Idaho Falls, ID 83405

Phone: 208-612-8444

Email: sboorman@ifpower.org

(If [Type of Entity] is a corporation, attach evidence of authority to sign. If [Type of Entity] is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of this Agreement.)

Contractor:

Bluelake Utility Services, LLC.
(typed or printed name of organization)

By: _____
(individual's signature)

Date: 3/3/2021
(date signed)

Name: Matt Heath
(typed or printed)

Title: Member
(typed or printed)

(If [Type of Entity] is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)

Attest: _____
(individual's signature)

Title: _____
(typed or printed)

Address for giving notices:

PO Box 824

Meridian, ID 83680

Designated Representative:

Name: Michelle Ames
(typed or printed)

Title: VP of Business
(typed or printed)

Address:

PO Box 824

Meridian, ID 83680

Phone: 208-989-6553

Email: mames@bluelakeutilityservices.com

License No.: 036186-AAA-4
(where applicable)

State: Idaho

Memorandum

File #: 21-027

City Council Meeting

FROM: Brad Cramer, Director
DATE: Thursday, February 18, 2021
DEPARTMENT: Community Development Services

Subject

Final Plat and Reasoned Statement of Relevant Criteria and Standards, Sand Creek Estates Division 1.

Council Action Desired

- ☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)

1. Approve the Development Agreement for Sand Creek Estates Division 1, and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).
2. Accept the Final Plat for Sand Creek Estates Division 1 Subdivision, and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat (or take other action deemed appropriate).
3. Approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Sand Creek Estates Division 1, and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose

Attached is the application for the Final Plat and Reasoned Statement of Relevant Criteria and Standards for Sand Creek Estates Division 1. The Planning and Zoning Commission considered this item at its October 20, 2020 meeting and recommended approval by a unanimous vote. Staff concurs with this recommendation.

Alignment with City & Department Planning Objectives





Consideration of the Final Plat must be consistent with the principles of the Comprehensive Plan and Zoning Ordinance, which include many policies and goals related to Good Governance, Growth, Sustainability, Transportation, and Livable Communities.

Interdepartmental Coordination

The Final Plat was reviewed by staff from Fire, Idaho Falls Power, BMPO, Water, Planning, Sewer, Engineering, Survey, and Parks and Rec.




Fiscal Impact

NA





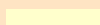








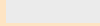

Legal Review

This application and ordinance have been reviewed by Legal pursuant to applicable law.

Legend

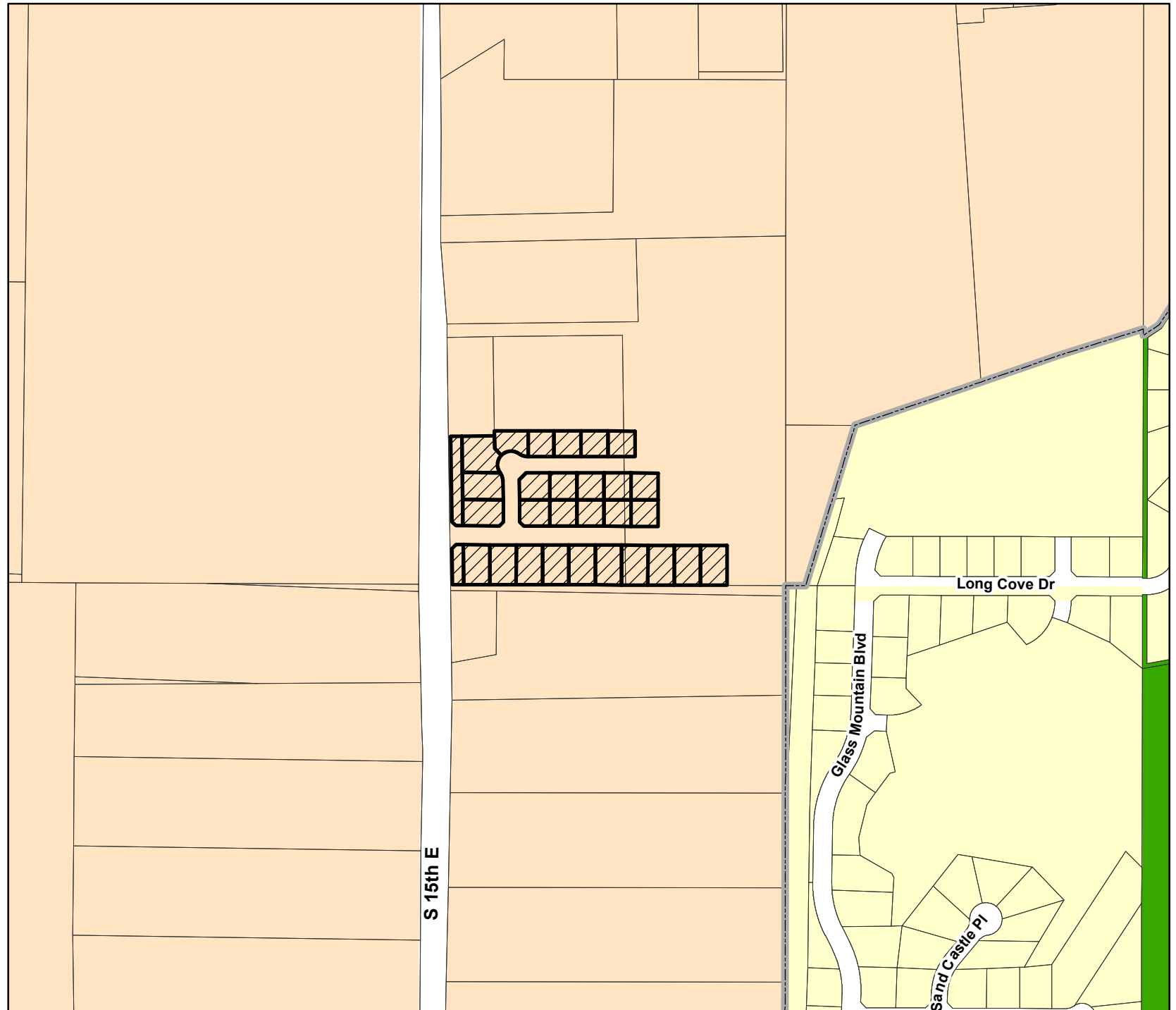
-  SCE Div 1
-  City Limits
-  Area of Impact

Overlays

-  PT
-  PT&T-1
-  PUD
-  T-1
-  T-2
-  RE
-  RP
-  R1
-  R2
-  TN
-  RMH
-  R3
-  R3A
-  PB
-  DT
-  CC
-  LC
-  HC
-  R&D
-  LM
-  I&M
-  P



Planning Division
City Annex Building
680 Park Ave.
Idaho Falls, ID 83402
(208) 612-8276

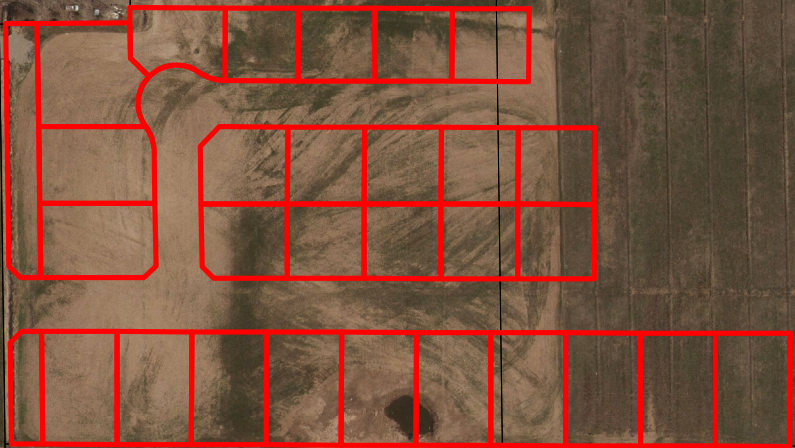


S 15th E

Long Cove Dr

Glass Mountain Blvd

Dune Village Way



SAND CREEK ESTATES DIVISION NO. 1

A SUBDIVISION OF THE CITY OF IDAHO FALLS, BEING
LOCATED IN THE
NW 1/4 OF SECTION 4, T. 1 N., R. 38 E., B.M.
BONNEVILLE COUNTY, IDAHO

SURVEYOR'S CERTIFICATE

I, JUSTIN M. STEFFLER, A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, DO HEREBY CERTIFY THAT THE SURVEY OF THIS SUBDIVISION, DESIGNATED AS SAND CREEK ESTATES DIVISION NO. 1, WAS MADE UNDER MY DIRECTION, AND THAT SAID SUBDIVISION IS TRULY AND CORRECTLY SURVEYED AND STAKED AS PROVIDED BY LAW AND IN ACCORDANCE WITH THE ACCOMPANYING PLAT AS DESCRIBED HEREON.

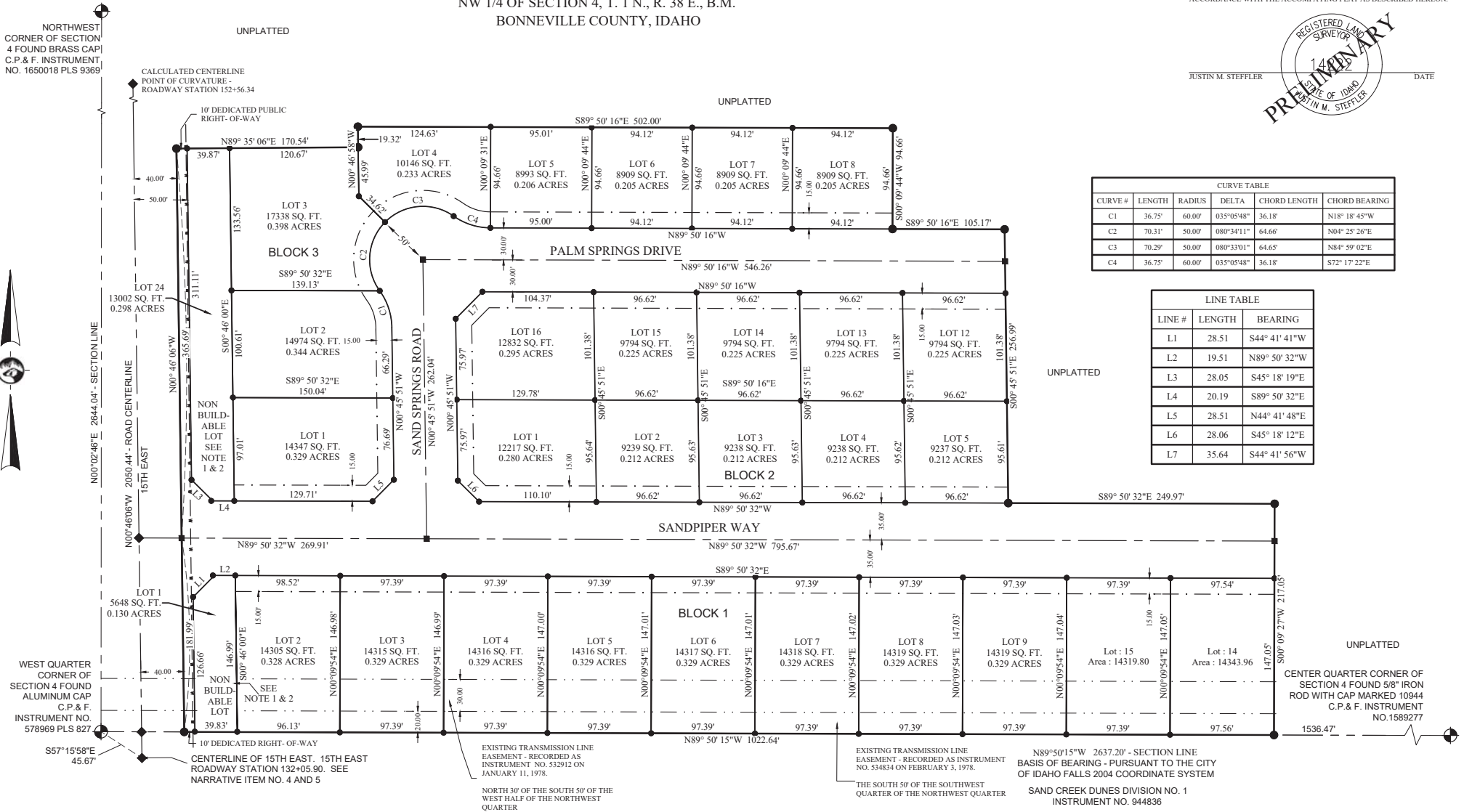
JUSTIN M. STEFFLER

DATE



CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH
C1	36.75'	60.00'	035°05'48"	36.18'
C2	70.31'	50.00'	080°34'11"	64.66'
C3	70.29'	50.00'	080°33'01"	64.65'
C4	36.75'	60.00'	035°05'48"	36.18'

LINE TABLE		
LINE #	LENGTH	BEARING
L1	28.51	S44° 41' 41" W
L2	19.51	N89° 50' 32" W
L3	28.05	S45° 18' 19" E
L4	20.19	S89° 50' 32" E
L5	28.51	N44° 41' 48" E
L6	28.06	S45° 18' 12" E
L7	35.64	S44° 41' 56" W



LEGEND

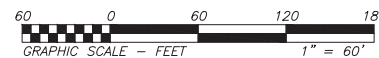
- PLSS CONTROL - AS NOTED
- 5/8" X 24" REBAR WITH PLASTIC CAP MARKED "PLS 14222" SET THIS SURVEY
- 1/2" X 24" REBAR WITH PLASTIC CAP MARKED "PLS 14222" SET THIS SURVEY
- 5/8" REBAR WITH ALUMINUM CAP MARKED "PLS 14222" SET THIS SURVEY
- CALCULATED POINT - NOT SET

LEGEND - CONTINUED

- SUBDIVISION BOUNDARY
- LOT BOUNDARY LINE
- EXISTING EASEMENTS OF RECORD
- 15' PUBLIC UTILITY EASEMENT
- CENTERLINE OF ROAD
- SECTION LINE
- SURVEY TIE LINE
- MOODY CANAL CENTERLINE

Note

- Lot 1, Block 1 and Lot 24, Block 3 are subject to canal right-of-way pursuant to I.C. §42-1102.
- Lot 1, Block 1 and Lot 24, Block 3 are non-buildable lots that include a blanket Public Utility Easement.
- Basis of Bearing: City of Idaho Falls 2004 Coordinate System.
- Total right-of-way being dedicated with this plat: 2.901 acres.



SHEET 1 OF 2

1/4	SEC	T	R
X	4	1N	38E

TITLE SAND CREEK ESTATES DIVISION NO. 1	
DATE: 02/02/21	DRAWN/CHK BY: PS/JS
PROJECT: 20089/T1NR38E/20089	
BADGER AERIAL MAPPING & SURVEYING	
402 VAN DREFF ST. SALMON, ID 83467 208-756-3070	4141 S 58 W IDAHO FALLS, ID 83402 208-715-4380

IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT

Final Plat
Sand Creek Estates Division No. 1
October 20, 2020



Community
Development
Services

Applicant:

Connect Engineering

Project Manager:

Brian J. Stevens

Project Number:

PLAT20-035

Location:

Near The Idaho Falls Sand
Dunes, Generally located
North of E 65th S, East of S
15th E, South of E 49th S,
West of S 25th E

Size: Approx. 10.42 acres

Lots: 30

Buildable Lots: 28

Existing Zoning:

Site: R1 & RP

North: R1 & RP

South: County

East: RP

West: County

Existing Land Uses:

Site: Ag Land

North: Ag Land

South: Ag Land

East: Ag Land & Res

West: Ag Land

Future Land Use Map:

Low density

Attachments:

1. Maps
2. Aerials
3. Exhibit
4. Photos

Requested Action: To **recommend** to the Mayor and City Council approval of the final plat.

History: The Planning Commission recommended annexation on July 21, 2020 with an initial zoning of R1 & RP. The Final Plat will be forwarded to the Mayor and City Council at the same time as the annexation. After looking at the City's aerial records this property has been agricultural land from 1975 until current.

Staff Comments: The plat includes 28 residential lots and 2 unbuildable lots along S 15th E Rd. The 28 buildable lots meet the requirements for the R1 and RP zones. Utilities will be extended from the west to service this area. The final plat dedicates portions for improvements to S 15th E Rd. S 15th EW Road will remain as a County road at this time.

Staff Recommendation: Staff has reviewed the Final Plat and finds that it complies with the subdivision ordinance. Staff recommends approval of the plat.

Subdivision Ordinance: Boxes: with an "X" indicated compliance with the ordinance

REQUIREMENTS	Staff Review
Building envelopes sufficient to construct a building.	X
Lot dimensions conform to the minimum standards of Zoning Ordinance.	X
Lots have full frontage on, and access to, a dedicated street.	X
Residential lots do not have direct access to arterial streets.	X
Direct access to arterial streets from commercial or industrial lots shall be permitted only where it can be demonstrated that: 1) The direct access will not impede the flow of traffic on the arterial or otherwise create an unsafe condition; 2) There is no reasonable alternative for access to the arterial via a collector street; 3) There is sufficient sight distance along the arterial from the proposed point of access; 4) The proposed access is located so as not to interfere with the safe and efficient functioning of any intersection; and 5) The developer or owner agrees to provide all improvements, such as turning lanes or signals, necessitated for the safe and efficient uses of the proposed access.	NA
Adequate provisions shall be made for soil preservation, drainage patterns, and debris and waste disposal and collection.	X
Sidelines of lots shall be at, or near, right angles or radial to the street lines. All corner lots shall have a minimum radius of twenty feet on the property line.	X
All property within the subdivision shall be included within a lot or area dedicated for public use.	X
All corner lots zoned RP through R3, inclusive, shall be a minimum of ten percent larger in area than the average area of all similarly zoned lots in the plat or subdivision under consideration.	X
All major streets in subdivision must conform to the major street plan of the City, as set forth in Comprehensive Plan.	X
The alignment and width of previously platted streets shall be preserved unless topographical conditions or existing buildings or structures required otherwise.	X
Residential lots adjoining arterial streets shall comply with: 1) Such lots shall have reverse frontage on the arterial streets, 2) such lots shall be buffered from the arterial street by any effective combination of the following: lot depth, earth berms, vegetation, walls or fences, and structural soundproofing, 3) Minimum lot depth shall be 150ft except where the use of berms, vegetation, and structures can be demonstrated to constitute an effective buffer, 4) Whenever practical, existing roadside trees shall be saved and used in the arterial buffer, 5) Parking areas shall be used as part of the arterial buffer for high density residential uses, 6) Annexation and development agreement shall include provisions for installation and continued maintenance of arterial buffers.	X
Planning Director to classify street on basis of zoning, traffic volume, function, growth, vehicular & pedestrian safety, and population density.	<u>Res. Collector</u> Sandpiper Rd. <u>Res</u> Sand Springs Rd. Palm Springs Dr.

Comprehensive Plan Policies:

Encourage development in areas served by public utilities or where extensions of facilities are least costly. (p. 67)

Zoning:

RP Residential Park Zone. This zone provides a residential zone which is representative of an automobile-oriented, suburban development pattern and characterized by large lots. The principal use permitted in this Zone shall be single unit dwellings.

R1 Single Dwelling Residential Zone. This zone provides a residential zone which is representative of a less automobile-oriented, more walkable development pattern, characterized by somewhat smaller lot widths; and a somewhat denser residential environment than is characteristic of the RP Residential Park Zone. The principal uses in the R1 Residential Zone shall be single detached and attached dwelling units. This zone is also generally located near limited commercial services that provide daily household needs

11-3-4: STANDARDS FOR RESIDENTIAL ZONES.

Table 11-3-1: Standards for Residential Zones

	RE	RP	R1	R2	TN	R3	R3A	RMH
Lot Area								
Lot Area Minimum in ft ²	1 acre*	12,000	7,000	6,000*	3,000*	5,000*	5,000	5,000
Lot Area Maximum in ft ²			13,500*					
Site Width								
Site Width at Front Setback, Minimum in ft.	150	60	50	50	25	50	50	50
Setbacks, Minimum in ft.								
Front	40	30*	25*	20*	15*	15	15	30
Front Maximum in ft.					20*			
Side	20	7.5/10*	6	6	5	6	6	10
Rear	40	25	25	25	10	25*	25*	25*
Lot Coverage, Building Height, and Density								
Maximum Lot Coverage in %	30	40	40	80	50	80	80	40
Maximum Building Height in ft*	24	24	24	24	*			24
Maximum Density in net units/acre	1	4	6	17	15	35	35	8
*See explanations, exceptions and qualifications in Section 11-3-4A,B,C of this Zoning Code.								

(Ord. 3218, 9-13-18)

(A) Minimum and Maximum Lot Area.

- (1) In the R1 Zone, the maximum lot size shall be thirteen thousand five hundred square feet (13,500 ft²), except for corner lots, wedge-shaped lots in cul-de-sacs, or other unusual shaped lots. This shall also not apply to conditional uses such as schools and religious institutions.
- (2) In the R2 zone, seven hundred and fifty square feet (750 ft²) shall be added to the minimum required area for each additional dwelling unit.
- (3) In the TN Zone, the maximum average lot area for subdivisions approved after the adoption of this Code, April 12, 2018, shall be six thousand two hundred and fifty square feet (6,250 ft²) in order to encourage a mix of lot sizes and dwelling types. (Ord. 3210, 8-23-18)

October 20, 2020

7:00 p.m.

Planning Department

City Annex Building

MEMBERS PRESENT: Commissioners Gene Hicks, Brent Dixon, George Morrison, Joanne Denney, Arnold Cantu, Margaret Wimborne.

MEMBERS ABSENT: Natalie Black, Lindsey Romankiw

ALSO PRESENT: Assistant Planning Directors Kerry Beutler; Brian Stevens; Michael Kirkham, Esq.; and interested citizens.

CALL TO ORDER: Brent Dixon called the meeting to order at 7:00 p.m.

CHANGES TO AGENDA: None.

MINUTES:

Hicks moved to approve the October 6, 2020 Minutes, Denney seconded the motion. Dixon called for roll call vote: Cantu, yes; Denney, yes; Hicks, yes; Wimborne, yes; Morrison, yes. The motion passed unanimously.

Business:

3. PLAT 20-035: FINAL PLAT. Sand Creek Estates Division 1.

Applicant: Barry Baine, Connect Engineering, 1150 Hollipark, Idaho Falls, Idaho. Baine stated that the Final Plat is the first of 4 divisions for a preliminary plat was seen earlier this year. Baine has worked with staff to get the final plat ready, that consists of 28 single family lots. Baine stated that 15 lots are R1 and 13 lots that are in an RP zone and those lots around the perimeter are bigger than the interior lots.

Morrison asked about the 4 properties on the west. Baine stated that there is a non-buildable landscape lot. Baine added that there is 8' that will be given as right of way to get the full section needed for the street widening.

Stephens presented the staff report, a part of the record. Dixon asked if there are adjustments still being made, should they act on this tonight or wait. Stephens stated that the adjustments will be required to be made based on staff comments and they will be technical comments before they go to City Council. Dixon asked if the corner lots in the R1 (western lots in Block 3) are they the required 10% larger than the rest of the lots. Stephens stated that they are not, and that is one of the things that is being addressed and they have sent in a second submittal that corrects that. Stephens confirmed that the corner lots will be the correct size and meet the 10% per the requirement when it moves to City Council. Dixon asked if it applies to the in lots in the RP that are right up against 15th East. Stephens stated that there is one that it would apply to and is considered a corner lot, and the rest are not considered corner lot, as the landscape lot fixes that. Stephens stated that the 10% is for the entirety of the preliminary plat. Stephens stated that the preliminary plat has been approved and the technical issues are still being worked through. Dixon asked where there are two different zones, are they treated separately, and do the corner lot determination by zone. Stephens stated that they do not treat them separately, and in the second submittal for the final plat Division 1 they have met the requirements without dividing the zones.

Baine stated that he believed they were doing them separately in the zones and the corner lots in RP would be 10% larger than the RP lots and the corner lots for the R1 would be 10% bigger than the R1 lots. Stephens stated that he ran them through the exercise for the entire preliminary plat and they all came out as true given the average of the lots size.

Beutler stated that staff is comfortable bringing them forward because there aren't going to be major changes that are going to shift the right of way or lot layout, then it wouldn't be brought forward, but the small changes will be technical and won't result in a major change.

Hicks asked when it goes to Mayor and City Council it is a clean document. Beutler agreed that when it goes to City Council it is ready for signature.

Wimborne understands that staff will be taking care of some clean up and those will be resolved before it moves forward and everything else is in order.

Wimborne moved to recommend to the Mayor and City Council approval of the Final Plat for Sand Creek Estates Division No. 1, Morrison seconded the motion. Dixon called for roll call vote: Wimborne, yes; Cantu, yes; Denney, yes; Hicks, yes; Morrison, yes. The motion passed unanimously.

DEVELOPMENT AGREEMENT
SANDCREEK ESTATES DIVISION NO. 1

This DEVELOPMENT AGREEMENT SANDCREEK ESTATES DIVISION NO. 1 (hereinafter called "AGREEMENT"), made this _____ day of _____, 2020, by and between the CITY OF IDAHO FALLS, a municipal corporation of the State of Idaho, (hereinafter called "CITY"), whose mailing address is P.O. Box 50220, Idaho Falls, Idaho 83405, and HARVEST HOMES AT SAND CREEK ESTATES, LLC., an Idaho corporation (hereinafter called "DEVELOPER"), whose mailing address is 3584 S. Holmes Avenue, Idaho Falls, Idaho 83404.

W I T N E S S E T H:

WHEREAS, DEVELOPER is the sole owner, in law or equity, of a certain tract of land in the County of Bonneville, State of Idaho, which land (hereafter referred to as "Subdivision"), is more particularly described in Exhibit "A" attached hereto and by this reference made a part hereof; and,

WHEREAS, DEVELOPER desires to develop the Subdivision within CITY and has submitted a plat bearing the Subdivision name described in the caption of this AGREEMENT; and,

WHEREAS, City Engineer, and the Idaho Falls Planning and Zoning Commission, have recommended such development be allowed, subject to certain requirements and obligations on the part of DEVELOPER; and

WHEREAS, CITY is willing to allow the development of the Subdivision within City of Idaho Falls, Idaho, subject to the terms and conditions of this AGREEMENT and the Special Conditions attached hereto; and

WHEREAS, CITY has authority to approve Subdivision plats and the construction of streets, utility lines and other public improvements within the CITY; and

WHEREAS, DEVELOPER specifically waives DEVELOPER's right to protest development requirements described in this AGREEMENT, including DEVELOPER's right of judicial review contained in Chapter 52, Title 67, Idaho Code, and pursuant to the standards set forth in § 67-5279, Idaho Code; and,

WHEREAS, DEVELOPER understands that the public improvements required herein are standards required pursuant to Idaho Falls City Code, Title 10, Chapter 1, and are authorized by Idaho Code §§ 67-6513 and 67-6518; and,

WHEREAS, DEVELOPER and CITY believe that without the public improvements

required herein, CITY would not be able to otherwise provide for mitigation of the effects of the Subdivision development on the ability of CITY to deliver services without compromising quality of such service delivery to current CITY residents, or without imposing substantial additional costs upon current CITY residents to accommodate the proposed Subdivision; and,

WHEREAS, CITY desires to ensure that public improvements consisting of those described in this AGREEMENT, including Special Conditions for the Subdivision, are constructed; and,

WHEREAS, DEVELOPER understands that a waiver of public improvements is available pursuant to Idaho Falls City Code, but DEVELOPER specifically does not wish to request such a waiver and wishes to enter into this AGREEMENT; and,

WHEREAS, DEVELOPER enters into this AGREEMENT of DEVELOPER's own free will and accord, without coercion and without inducement and at DEVELOPER's request; and,

WHEREAS, DEVELOPER has read this AGREEMENT, has understood it, and has had the opportunity to avail itself of legal and other counsel prior to entering into this AGREEMENT and prior to signing it; and,

WHEREAS, DEVELOPER has submitted a preliminary plat bearing the Subdivision name described in the caption of this AGREEMENT; and,

WHEREAS, City Engineer and City Planning and Zoning Commission have recommended such Subdivision be approved subject to certain requirements and obligations on the part of DEVELOPER; and,

WHEREAS, CITY is willing to approve the Subdivision to CITY, subject to the terms and conditions of this AGREEMENT and the Special Conditions attached hereto;

NOW, THEREFORE, in consideration of the covenants and conditions set forth herein, the parties agree as follows:

1. Approval of Subdivision. CITY hereby approves the Subdivision plat as described in Exhibit "A" attached hereto and made a part to this AGREEMENT by reference, and agrees that upon DEVELOPER's full and complete performance of the terms and conditions hereto, it will accept and maintain all public facilities and improvements shown in the Improvement Plans for the Subdivision.

2. Improvement, Preliminary, and Final Improvement Plans. "Improvement Plans," used in this AGREEMENT, are engineer-designed plans showing all streets, sewer lines, water lines, storm drains, street signs, traffic control devices, barricades, other public utilities (telephone, gas, electricity, fiber optic and irrigation facilities) and other public improvements contemplated within the Subdivision. "Preliminary Improvement Plans" as used in this AGREEMENT, are

those Improvement Plans submitted and considered for the Subdivision development prior to the approval of City Engineer, and not yet approved for construction. "Final Improvement Plans" as used in this AGREEMENT, are those Improvement Plans submitted, considered and approved by City Engineer for the Subdivision development.

DEVELOPER anticipates that development of the entire Subdivision will occur in phases or divisions. DEVELOPER has filed, and City Engineer has approved, Improvement Plans for the public improvements to be constructed within public rights-of-way exterior to the Subdivision, (hereafter referred to as the "Exterior Improvement Plans") showing the width, location and alignment of all streets, sewer lines and water lines within the Subdivision and the size and materials specifications for such water and sewer lines. Prior to the commencement of any construction or development within any phase or division of the Subdivision, DEVELOPER shall also file with, and obtain the approval of, City Engineer Improvement Plans (hereafter the "Interior Improvement Plans") for all streets, sewer lines, water lines, storm drainage facilities, street signs, traffic control devices, barricades and other public improvements contemplated within such phase or division of the Subdivision. The filed Improvement Plans shall also show the proposed location of other public utilities (telephone, gas and electricity), and irrigation facilities affected by the development of such phase or division of the Subdivision. Preliminary Improvement Plans are incorporated herein by reference as though set out in full, and the Final Improvement Plans shall also, upon approval by City Engineer, be deemed to be incorporated herein by reference.

3. Construction of Public Improvements. Unless otherwise agreed in the Special Conditions, DEVELOPER shall, at its expense, design and construct all public improvements shown in the Exterior Improvement Plans and Interior Improvement Plans. Unless otherwise agreed in writing by City Engineer, DEVELOPER shall construct all required public improvements within such Improvement Plans in strict accordance with the approved Preliminary and Final Improvement Plans and CITY Standard Engineering Drawings and Specifications (hereafter referred to as the "Standard Specifications") in effect at the time the construction is accomplished. The Standard Specifications are incorporated herein by reference as though set out in full and compliance to the Standard Specifications is a condition of this AGREEMENT.

4. Permits. DEVELOPER shall obtain all right-of-way, excavation and/or other permits required by local ordinance and comply with all requirements therein with respect to the timely performance of the work governed by such permits.

5. Inspection. DEVELOPER shall retain a professional engineer (hereafter referred to as the "Project Engineer") licensed within the State of Idaho to supervise, inspect and test the construction of all public improvements within the Subdivision in order to ensure such improvements are constructed in accordance with this AGREEMENT, the Improvement Plans and the Standard Specifications. DEVELOPER shall not materially deviate from the Improvement Plans or Standard Specifications without the express written approval of the City Engineer.

6. Corrected Improvement Plans. Prior to acceptance of any phase or division of the Subdivision, DEVELOPER will file "As Constructed"/ "As Built" Improvement Plans (hereafter referred to as the "Corrected Improvement Plans") with City Engineer. Such Corrected Improvement Plans shall be prepared by the Project Engineer and shall show the actual constructed location of all public improvements within the Subdivision including the horizontal and vertical location of all water, sewer and storm drain lines, individual building service lines curb and gutter alignment and street grades. Such Corrected Improvement Plans shall also specifically show all changes between the Final Improvement Plans and the public improvements as actually constructed. The Project Engineer shall also certify upon the Corrected Improvement Plans that such Corrected Improvement Plans correctly show all public improvements as actually constructed and that such public improvements have been constructed in accordance with the Standard Specifications in effect at the time such construction was accomplished. The Project Engineer shall also deliver to City Engineer all compaction reports, daily construction logs, reports, written tests, analysis and other data as may be necessary to verify or support the certification of the Project Engineer.

7. Acceptance of Subdivision. Upon satisfactory completion of such public improvements and facilities, DEVELOPER's delivery of Corrected Improvement Plans and the filing and approval by CITY of a final plat, CITY will accept that portion of the Subdivision for which a final plat has been approved. Such acceptance shall not be valid unless expressly acknowledged in writing by City Engineer. Except as otherwise expressly provided in the Special Conditions, upon acceptance of any phase or division within the Subdivision, CITY shall assume ownership and control of all public facilities within any dedicated street or public utility right-of-way within the Subdivision and shall execute and record an instrument documenting such acceptance. Acceptance of the Subdivision Improvements and recording the acceptance instrument shall not be deemed as a waiver of DEVELOPER's agreement herein to fully and completely perform the terms and conditions of this AGREEMENT, or as a waiver or release of the warranty set forth below in this AGREEMENT.

8. Warranty. DEVELOPER warrants that the materials and workmanship employed in the construction of all public improvements within the Subdivision shall be good and sound, and shall conform to generally accepted standards within the construction industry. Such warranty shall extend for a period of one (1) year after acceptance of any phase or division of the Subdivision within which such improvements are located, by CITY, provided nothing herein shall limit the time within which CITY may bring an action against DEVELOPER on account of DEVELOPER's failure to construct such improvements in accordance with this AGREEMENT, the Improvement Plans or the Standard Specifications. DEVELOPER, and DEVELOPER's heirs, successors and assigns, shall and do hereby warrant and agree, to defend the quiet and peaceful possession of CITY in all easements, rights-of-way, street dedications or other estates conveyed pursuant to the terms of this AGREEMENT or pursuant to the subdivision plat which is the subject hereof, from and against all claims against DEVELOPER and DEVELOPER's successors or assigns and against

every person whomsoever who lawfully holds, or who later lawfully claims to have held, rights in the premises as of the date of this AGREEMENT.

9. Water and Sewer Main Connection Charges. DEVELOPER agrees to pay to CITY at the time any separate sanitary sewer service or culinary water service connection to CITY sanitary sewer system or culinary water system is requested, all connection fees, main connection charges, and main charges as set forth in the City Code in effect at the time such request for service is made.

10. Failure to Pay Fees. In the event DEVELOPER fails or refuses to pay any of the fees, charges or costs set forth herein, CITY may disannex any property owned by DEVELOPER within the Subdivision or declare the entire unpaid balance immediately due and payable and collect such sums in the manner provided by law, or may pursue any other remedy set forth herein or as may be available at law or in equity. All such remedies shall be cumulative and CITY may pursue the same separately or simultaneously as it deems necessary or appropriate. In the event of such acceleration, all sums due shall bear interest at the rate established by law for judgments entered in the State of Idaho.

11. Participation by CITY. The parties agree that those portions of the water main, the sanitary sewer line, storm drains and street section work (hereafter collectively referred to as the "Shared Work"), the cost of which CITY has expressly agreed to pay pursuant to the Special Conditions, including any water or sewer line or storm line extensions, increased line size or capacity and road width or thickness, are required because of future service needs originating from properties not owned by DEVELOPER and located within the vicinity of the Subdivision, and that sound planning requires construction thereof at the present time in order to accommodate future expansion and development. In recognition of the cost savings which can be accomplished by construction of such excess capacity and improvements concurrently with the facilities to be constructed for DEVELOPER's purposes, and the impracticality or impossibility of constructing such excess capacity and improvements separately or at a later time, DEVELOPER agrees to design and construct such facilities subject to CITY's agreement to reimburse DEVELOPER for a portion of such costs, all as set forth in the Special Conditions. Prior to the commencement of the Shared Work, DEVELOPER shall obtain and deliver to CITY three (3) independent bona fide bids for the performance of such work from qualified and responsible contractors. Such bids shall be solicited and itemized in a manner which allows clear and specific identification of that portion of the construction work for which CITY is responsible. CITY shall have no obligation to pay for any portion of the costs of the Shared work unless prior to the commencement of the work, the parties have expressly agreed in writing to a specific amount for which CITY will reimburse the DEVELOPER. Payment of such costs by CITY shall be due within thirty (30) days from acceptance of the Subdivision by CITY and delivery of an itemized statement to CITY setting forth in detail the total amount of the costs for which CITY is responsible.

12. Special Conditions. In recognition of the unique circumstances relative to this

Subdivision the parties agree to the Special Conditions attached hereto as Exhibit "B" and by this reference made a part hereof.

13. Irrigation Facilities. DEVELOPER shall relocate or reconstruct, at DEVELOPER's expense, all ditches, headgate structures, culverts, siphons, drywells or other similar appurtenant structures that will be impaired or otherwise disturbed by the construction of this Subdivision. DEVELOPER shall also obtain the consent of all persons or entities who have any water right or control over such structures. DEVELOPER shall also indemnify and hold CITY harmless from any action, claim, demand or cost of any kind, including attorney's fees and court costs, arising from the relocation or reconstruction of such facilities or DEVELOPER's failure to properly relocate or reconstruct such facilities.

14. Relocation of Power Lines. DEVELOPER shall relocate at its expense, all existing electric utility poles or other utility lines or fixtures necessary to construct the public improvements within this Subdivision as shown on the Improvement Drawings.

15. Construction Schedule Change. Any modification to the public improvements shown in the Improvement Drawings or to the construction phase limits shall be approved by City Engineer. Prior to said approval, revised Improvement Drawings shall be resubmitted to City Engineering Department showing the proposed changes.

16. Taxes and Assessments. DEVELOPER shall pay all real property taxes and assessments levied or assessed against any interest in real property which DEVELOPER has agreed to convey to CITY pursuant to this AGREEMENT. Such taxes and assessments shall be paid prior to the acceptance by CITY of the public improvements within any phase or division of the Subdivision.

17. Occupancy. No building or structure within the Subdivision shall be used or occupied for any purpose other than for the construction of such building or structure, unless a final plat has been filed and approved and all public improvements within the plat have been completed and accepted by City Engineer. CITY may withhold Certificates of Occupancy until all such work has been completed. Nothing herein shall prevent the use of a model building for the purpose of DEVELOPER's sales promotional efforts provided the building is not occupied for commercial or industrial purposes.

18. Default. In the event DEVELOPER fails to comply with the terms and conditions hereof in any material respect, CITY may, without further notice to DEVELOPER, exercise any or all of the following remedies:

A. Withhold the issuance of any building permit or certificate of occupancy for any structure located within any phase or division of the Subdivision affected by such default;

- B. Withhold the connection of water, sewer or electric service to any property located within any phase or division of the Subdivision affected by such default;
- C. Refuse to accept public ownership and maintenance of public improvements within any phase or division of the Subdivision affected by such default and record a notice of such action with the Bonneville County Recorder's office;
- D. Issue a stop work order for any building under construction within any phase or division of the Subdivision affected by such default;
- E. Withhold reimbursement of Subdivision inspection fees collected pursuant to the Idaho Falls City Code; and
- F. Bring an action for damages, injunctive relief, specific performance or any other remedy available at law or in equity.

19. Notices. Any notice required by this AGREEMENT shall be mailed to the receiving party at the address set forth above or such other address as may be delivered to the sending party in writing. Such notice shall be mailed by certified mail, return receipt requested, postage prepaid and addressed as set forth above and shall be deemed received upon its deposit in the United States mail in such manner.

20. Recording Fees. Prior to the execution and approval of this AGREEMENT, DEVELOPER shall pay to CITY all recording fees necessary to record this AGREEMENT with the Bonneville County Recorder's office. Prior to the approval of any final plat within the Subdivision, DEVELOPER shall pay to CITY all recording fees necessary to record such final plat with the Bonneville County Recorder's office.

21. Irrigation District Release. Prior to the approval of the Subdivision plat, DEVELOPER shall obtain a certification upon the plat signed by any irrigation district, canal company, ditch association or other similar water delivery entity who provides or delivers water to any property located within the Subdivision. This certification shall state that the water rights for all property within the Subdivision have been transferred from the property and that all liens and assessments of such water delivery entity have been released.

22. Storm Water Discharge Certification. Prior to the acceptance and approval of Final Improvement Plans for any division or phase of the Subdivision, DEVELOPER shall obtain the certification of any Irrigation District, canal company or other entity into which any storm water from such phase or division will be discharged. The certification shall state that such water delivery entity has reviewed and approved the Final Improvement Plans for such phase or division and that the discharge of storm waters from such area into their canal or ditch in the manner shown in the Final Improvement Plans is approved and accepted by such entity.

23. Conflict With Standard Specifications. In the event of any conflict between the terms of this AGREEMENT or the Improvement Plans and the Stand Specifications, the terms of this AGREEMENT or the Improvement Plans shall prevail over any contrary provision of the Standard Specifications. In the event of any conflict between the terms of this AGREEMENT and the Improvement Plans, the terms of this AGREEMENT shall prevail.

24. Covenants Appurtenant to the Land. All covenants and conditions set forth herein shall be appurtenant to and run with the Subdivision and shall be binding upon DEVELOPER's heirs, successors or assigns.

25. Governing Law. This AGREEMENT shall be governed by the laws of the State of Idaho. The venue for any action arising out of this AGREEMENT shall be exclusively in the District Court of the Seventh Judicial District of the State of Idaho, Bonneville County or in the United States District Court for the District of Idaho.

26. Entire AGREEMENT. This writing evidences the final and complete AGREEMENT between the parties and no other prior statement, representation or understanding shall be binding upon the parties unless expressly set forth herein.

27. Effective Date. This AGREEMENT shall become valid and binding only upon its approval by CITY Council of CITY and upon its execution by the Mayor.

INWITNESS WHEREOF, the parties have hereunto set their hands and seals this day and year first above written.

ATTEST:

CITY OF IDAHO FALLS, IDAHO

Kathy Hampton, City Clerk

By _____
Rebecca L. Noah Casper, Mayor

HARVEST HOMES AT SAND CREEK ESTATES, LLC.

By Brett Falkenrath
Brett Falkenrath

STATE OF IDAHO)

) ss.

County of Bonneville)

On this _____ day of _____, 2020, before me, the undersigned, a notary public for Idaho, personally appeared Rebecca L. Noah Casper, known to me to be the Mayor of the City of Idaho Falls, Idaho, the municipal corporation that executed the foregoing document, and acknowledged to me that she is authorized to execute the same for and on behalf of said City.

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

Notary Public of Idaho

Residing at: _____

My Commission Expires: _____

(Seal)

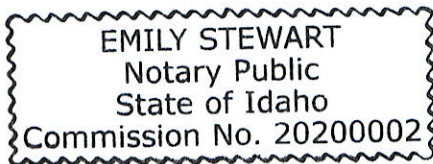
STATE OF IDAHO)

) ss:

County of Benewah)

On this 4 day of March, 2020, before me, the undersigned, a notary public, in and for said State, personally appeared Brett Falkenrath, known or identified to me to be the authorized signator for Harvest Homes at Sand Creek Estates, LLC., and whose name is subscribed to the within instrument and acknowledged to me that he is authorized to execute the same for and on behalf of said company.

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



Emily Stewart

Notary Public of Idaho

Residing at: Benewah County

My Commission Expires: 01-02-2026

(Seal)

EXHIBIT "A"
PROPERTY

LEGAL DESCRIPTION

Sand Creek Estates Division No. 1

BEGINNING at a point that lies S 89° 50' 24" East for a distance of 77.95 feet from the West Quarter corner of Section 4, Township 1 North, Range 38 E, B.M., Bonneville County, Idaho; To the POINT OF BEGINNING;

Thence, N 00° 45' 59" W for a distance of 547.69 feet;

Thence N 89° 35' 18" E for a distance of 170.67 feet;

Thence N 00° 46' 32" W for a distance of 19.32 feet;

Thence S 89° 50' 16" E for a distance of 502.45 feet;

Thence S 00° 09' 44" W for a distance of 94.66 feet;

Thence S 89° 50' 16" W for a distance of 103.51 feet;

Thence S 00° 09' 36" W for a distance of 256.97 feet;

Thence S 89° 50' 22" W for a distance of 255.19 feet;

Thence S 00° 09' 45" W for a distance of 216.99 feet;

Thence N 89° 50' 24" W for a distance of 1022.62 feet; to the POINT OF BEGINNING.

PARCEL CONTAINS 11.083 ACRES.

EXHIBIT "B"

SPECIAL CONDITIONS SAND CREEK ESTATES DIVISION NO. 1

S-C 1.00. Arterial Street and Bridge Fees. The Bridge and Arterial Streets fee for this Subdivision is Five Thousand Six Hundred and Zero Cents (\$5,600.00; 28 platted lots of R-1 zone at \$200 per platted lot), payable as follows:

<u>Due Date</u>	<u>Payment Amount</u>
Upon execution hereof	\$ 560.00
May 1, 2021	\$ 1,260.00
August 1, 2021	\$ 1,260.00
November 1, 2021	\$ 1,260.00
February 1, 2022	\$ 1,260.00
TOTAL	\$ 5,600.00

S-C 2.00. Surface Drainage Fees. The surface drainage fee for this Subdivision is Three Thousand Six Hundred Twenty Dollars and Eighty-Two Cents (\$3,620.82; 482,775.48 square feet net area at \$.0075 per square foot), payable as follows:

<u>Due Date</u>	<u>Payment Amount</u>
Upon execution hereof	\$ 362.08
May 1, 2021	\$ 814.68
August 1, 2021	\$ 814.68
November 1, 2021	\$ 814.68
February 1, 2022	\$ 814.70
TOTAL	\$ 3,620.82

S-C 3.00. Traffic Signs. DEVELOPER agrees to install all street signs designating the names of all streets within the Subdivision. Street signs designating the name of public streets shall be constructed with white letters over green background. Street signs designating the name of private streets shall be constructed with white lettering over blue background. Such signs shall be installed in the manner and locations as directed by CITY Engineer.

S-C 4.00. Landscape Buffer and Right of Way Landscape Strip. DEVELOPER agrees to provide Lot 1, Block 1 and Lot 1, Block 2 as a landscape buffer. Maintenance of the landscape buffer and landscape strip in the right-of-way along South 15th East shall be the responsibility of DEVELOPER or DEVELOPER's heirs and assigns.

S-C 5.00. Access to 15th East. Access to South 15th East from Subdivision shall be in accordance with the Bonneville Metropolitan Planning Organization Access Management Plan.

S-C 6.00 Existing Infrastructure – When it is necessary to move or remove existing

infrastructure not belonging to CITY and not within CITY right-of-way, DEVELOPER will coordinate such activities with the applicable owner, (e.g., poles owned by Pacificorp dba Rocky Mountain Power). Any existing electrical infrastructure owned by Pacificorp dba Rocky Mountain Power will require a buy-out from DEVELOPER prior to receipt of electrical service from the CITY. Any request for the buy-out is to be initiated by DEVELOPER after annexation.

S-C 7.00 Sanitary Sewer Improvements in South 15th East. DEVELOPER shall be responsible for the design and construction of the Arterial Roadway (548 ft) improvements in 15th East through the limits of the Subdivision in accordance with CITY Approved Improvement Drawings. DEVELOPER shall be responsible for the Construction costs per City Code 10-2-4 (D), CITY shall reimburse DEVELOPER for additional width and depth per City Code 10-2-4(D), subject to the limitations and bid procurement requirements of this AGREEMENT. DEVELOPER shall also be responsible for the sanitary sewer mainline costs associated with the future mains in 15th East for the frontage of this Subdivision, based on the Sanitary Sewer Mainline Connection fee costs. DEVELOPER shall pay the costs in lieu of construction for these improvements. Costs for said improvements in the amount of Thirteen Thousand Four Hundred Twenty-Six Dollars (\$13,426) payable as follows:

<u>Due Date</u>	<u>Payment Amount</u>
Upon execution hereof	\$ 1,342.60
May 1, 2021	\$ 3,020.85
August 1, 2021	\$ 3,020.85
November 1, 2021	\$ 3,020.85
February 1, 2022	<u>\$ 3,020.85</u>
TOTAL	\$ 13,426.00

S-C 8.00 Water Line Connection in Sandpiper Road. CITY agrees to allow DEVELOPER to connect to the water main located in Sandpiper Road, subject to DEVELOPER 's payment of the water main connection fees in the amount of Ninety Thousand Nine Hundred Fifty-Six Dollars and Eighty Cents (\$90,956.80); 2,176 feet currently at \$41.80 per foot, upon execution of this AGREEMENT, pursuant to section 8-4-14 (C) of the City Code. Pursuant to section 8-4-14 (B) of the City Code, DEVELOPER or DEVELOPER's heirs or assigns shall also pay individual water system connection fees each time an individual water service line is connected to CITY water systems. Such fees shall be paid in the amounts and manner set forth in City Code Title 8, Chapter 4.

S-C 9.00. Bridge Across Sand Creek. This Subdivision is near a future connection on the East side of the Subdivision (where Sandpiper Road crosses Sand Creek). Recognizing that a portion of the future and current traffic on Sandpiper Road originates from properties outside the Subdivision, DEVELOPER will pay for one half (1/2) of the cost to design and construct the crossing of Sand Creek on Sandpiper Road. DEVELOPER's estimated cost for this work is One Hundred Fifty-Two Thousand Four Hundred Sixty Dollars (\$152,460.00). DEVELOPER acknowledges that the construction of the improvements will be completed at a future date when CITY determines that the

connection is necessary. Payment for improvements, in lieu of installation, shall be as follows: Cost of bridge shall be paid at a rate of Three Thousand Two Hundred Seventy-Seven Dollars and Fifty Cents \$3,277.50.00 per lot until DEVELOPER's half (1/2), based on actual costs expended by CITY, has been fully paid. Because this Subdivision includes 28 lots, the costs shall be \$91,770.00, due upon execution of this AGREEMENT. Costs for said bridge in the amount of Ninety-One Thousand Seven Hundred Seventy Dollars (\$91,770.00) shall be payable as follows:

<u>Due Date</u>	<u>Payment Amount</u>
Upon execution hereof	\$ 9,177.00
May 1, 2021	\$ 20,648.25
August 1, 2021	\$ 20,648.25
November 1, 2021	\$ 20,648.25
February 1, 2022	<u>\$ 20,648.25</u>
TOTAL	\$ 91,770.00

S-C 10.00 Subdivision Seal Coat. In order to preserve the long-term effectiveness of required roadway seal coat in the Subdivision, DEVELOPER shall pay all seal coat costs associated with Subdivision improvements and 5th West rather than applying the seal coat. In lieu of DEVELOPER seal coat application, DEVELOPER shall pay Twenty-Two Thousand Thirty Six dollars and Eighty cents (\$22,036.80) (9106.11 square yards at \$2.42 per square yard). CITY shall use such seal coat payment to apply the required seal coat at a later date, when Subdivision building permits are completed and at CITY's sole discretion on timing.

S-C 11.00 15th East South Sidewalk. Due to ditch relocation coordination issues at the south end of 15th East along the Development, the Developer cannot complete the sidewalk at this time. Developer shall be responsible for the construction cost of sidewalk, ditch relocation and landscape strip at the south end of 15th East within 20 feet of the south boundary line of the development. Payment in lieu of construction shall be provided to the City in the amount of Three Thousand Eight Hundred Ninety-Four Dollars (\$3,894.00) for work associated with the referenced construction.

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

FINAL PLAT OF SAND CREEK ESTATES DIVISION NO. 1, LOCATED GENERALLY NEAR THE IDAHO FALLS SAND DUNES, GENERALLY LOCATED NORTH OF E 65TH S, EAST OF S 15TH E, SOUTH OF E 49TH S, WEST OF S 25TH E

WHEREAS, the applicant filed an application for a final plat on August 28, 2020; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on October 20, 2020; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on March 11, 2021 and

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the City of Idaho Falls Subdivision Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. the property is an approximate 10.42 acre parcel located generally near the Idaho Falls Sand Dunes, Generally located North of E 65th S, East of S 15th E, South of E 49th S, West of S 25th E
3. The plat complies with all requirements of the Subdivision Ordinance and Zoning Ordinance.
4. The proposed development is consistent with the principles of the City's Comprehensive Plan.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the Final Plat.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2021

Rebecca L. Noah Casper, Mayor

Memorandum

File #: 21-034

City Council Meeting

FROM: Brad Cramer, Director
DATE: Tuesday, March 2, 2021
DEPARTMENT: Community Development Services

Subject

Public Hearing-Northgate/1st Street Area-Wide Planning Study Acceptance

Council Action Desired

- ☐ Ordinance ☒ Resolution ☒ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)

Approve adoption of the Northgate/1st Street Wide Planning Study (or take other action deemed appropriate).

Description, Background Information & Purpose

Attached is the resolution accepting the Northgate/1st Street Area-Wide Planning Study (AWP). In December 2020 staff presented the Planning and Zoning Commission with the AWP for review and comment. Staff also posted the document to the city website for public review and sent it to the steering committee and stakeholder groups for their review and comment. The City completed the AWP using funding through the Environmental Protection Agency (EPA) Brownfield Community-Wide Assessment Grant. The AWP document includes a technical analysis of the existing conditions, a definition of the community's vision, an exploration of key community improvement projects and implementation plan.

Alignment with City & Department Planning Objectives





Consideration of the plan must be consistent with the principles of the Comprehensive Plan, which includes many policies and goals related to Good Governance, Growth, Sustainability, and Livable Communities.

Interdepartmental Coordination

The plan was developed with input from Public Works, the Idaho Falls Redevelopment Agency, and the Bonneville Metropolitan Planning Organization.

Fiscal Impact

NA

Legal Review

Legal has reviewed the attached resolution

RESOLUTION NO. 2020-

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ACCEPTING A CITY NORTHGATE/1ST STREET AREA WIDE PLAN; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE AND APPROVAL ACCORDING TO LAW.

WHEREAS, the City of Idaho Falls was awarded a Brownfield Community-Wide Assessment Grant from the US Environmental Protection Agency to fund planning efforts in this area; and

WHEREAS, the Northgate/1st Street corridors are unique places within the City of Idaho Falls that also have unique challenges and opportunities; and

WHEREAS, the City conducted public outreach and open house activities with stakeholder groups, community members, residents, and business and property owners in this area in March 2020; and

WHEREAS, the Area Wide Plan document includes a technical analysis of the existing conditions, a definition of the community's vision, an exploration of key community improvement projects and an implementation plan; and

WHEREAS, the Planning and Zoning Commission held a public hearing on February 2, 2021, to take public input on the plan and recommended the Mayor and Council accept the plan; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO, AS FOLLOWS:

1. The Council hereby accepts the City of Idaho Falls Northgate/1st Street Area Wide Plan.
2. The Mayor and City staff are hereby authorized to implement the City of Idaho Falls Northgate/1st Street Area Wide Plan.

ADOPTED and effective this _____ day of _____, 2021.

CITY OF IDAHO FALLS, IDAHO

Rebecca L. Noah Casper, Mayor

ATTEST:

Kathy Hampton, City Clerk

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, KATHY HAMPTON, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Resolution entitled, "A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ACCEPTING A NORTHGATE/1ST STREET AREA WIDE PLAN; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE AND APPROVAL ACCORDING TO LAW."

Kathy Hampton, City Clerk

(SEAL)



Prepared for:

City of Idaho Falls

Version: September 14, 2020

Northgate / 1st Street

AREA-WIDE PLANNING STUDY

Idaho Falls, Idaho



Prepared by:

Stantec

Portland, Oregon

In Partnership with:

Agnew::Beck

Boise, Idaho



ACKNOWLEDGMENTS

City of Idaho Falls

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Agnew::Beck

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Michelle Humphrey, Planner/Economist
Shanna Zuspan, Principal/Economist

Stakeholder Involvement

Appreciation is also extended to residents, business owners, community organizations and representatives from the local development, investment and real-estate community. This plan was shaped with their input and direction—we appreciate the investment of their time throughout the planning process.

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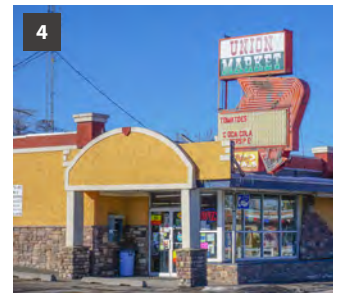
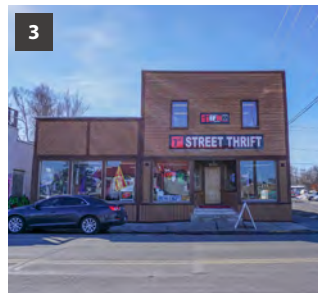
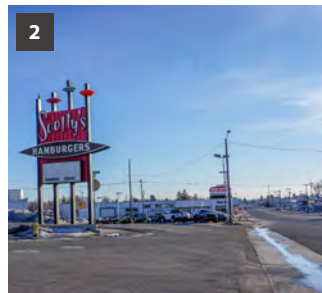
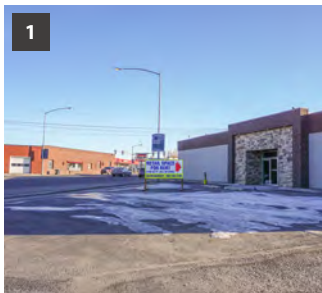
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Executive Summary

Project Introduction

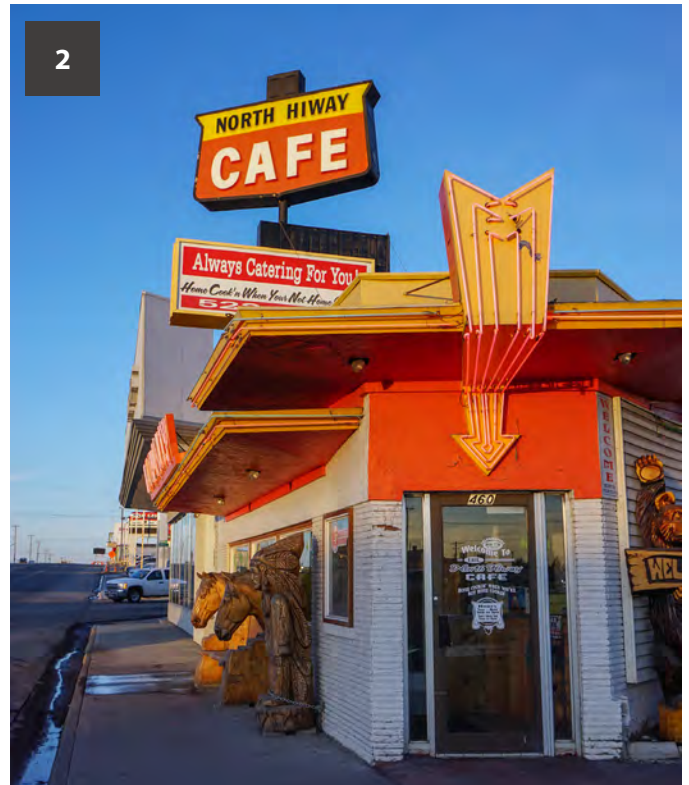
This City of Idaho Falls and its community stakeholder partners saw an opportunity to complete an area-wide planning (AWP) study for the Northgate Mile and 1st Street Corridors – two distinct business districts with adjacent neighborhoods that possess redevelopment and infill capacity to bring future housing and commercial services to the region. The Corridors were once much more vibrant business districts, but over time, they have lagged behind other areas of the City in terms of vitality and reinvestment. Today, the Corridors have revitalization challenges relating to blight, abandonment, brownfields, and prolonged negative perceptions. The area benefits from an established street grid, community destinations (e.g., schools, parks, and places of worship), and urban infrastructure – and as a consequence is prime for redevelopment that can capitalize on these existing assets. Through a common vision, action plan, and long-term investment commitments, the Corridors can reemerge as functional community destinations with supporting commercial services.



Northgate Mile Corridor - Northgate Mile is a mixed-use corridor comprising commercial, industrial, and, to a lesser extent, residential uses. Segments of the Corridor are more traditional in form with buildings sited close to the public sidewalks and many containing 1950s era architectural elements (e.g., neon, art-deco design, and bright colors). Other properties are auto-oriented and suburban in character. There are numerous properties that are vacant, underutilized, or are in disrepair; however, in recent years, Northgate Mile is starting to see private reinvestment. The Fred Meyers shopping center is an important commercial anchor and a myriad of small-scale light manufacturing/fabrication enterprises provide local employment. The City has plans to develop a new Police Station on a former stockyards property which will both provide a new anchor use and clean up a prominent abandoned property in the Corridor. Northgate Mile is a wide and heavily traveled arterial. The Corridor is devoid of streetscape elements with no street trees, decorative lighting, or furniture. Northgate Mile cuts through the established street grid in a diagonal alignment which creates irregular and awkward intersections at the side streets.

1st Street Corridor - 1st Street is a traditional main street with historical buildings oriented to public sidewalks. 1st Street was once a bustling neighborhood commercial district that experienced decline over recent decades – although it has maintained some long-term tenants including a bowling alley, furniture stores, and a light fabrication business. Today, 1st Street is starting to experience new, local business enterprises including food/beverage shops, professional services, and specialty food markets. 1st Street has several vacant storefronts and abandoned properties that could support new, neighborhood-oriented service uses. Like Northgate Mile, 1st Street lacks the types of streetscape elements (e.g., landscaping/furniture) that are normally associated with successful neighborhood commercial districts. Furthermore, the current roadway geometry at either end of the Corridor makes access challenging for motorists, pedestrians, and bicyclists – further complicating the area's revitalization potential.

1. Existing vacant building on Northgate Mile/1st Street | 2. Existing Scotty's Drive-In restaurant on Northgate Mile | 3 & 4. Existing shops along 1st Street



1. Existing Northgate Mile streetscape at Lomax Street | 2. Existing North Hiway Cafe along midway along the Northgate Mile corridor | 3. Existing storefront along 1st Street

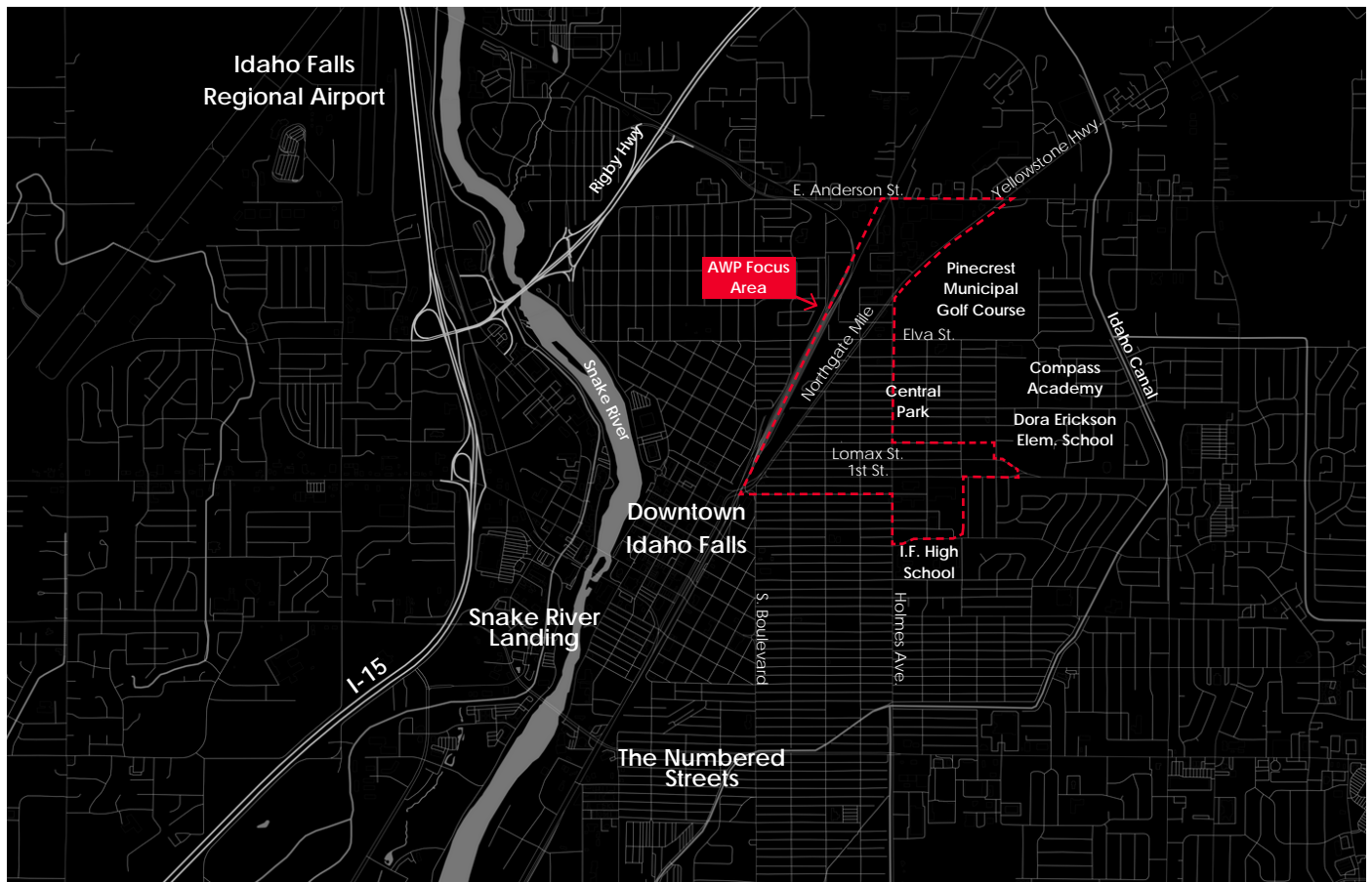


FIGURE ES1. REGIONAL CONTEXT MAP (Source: Alvar Carto)

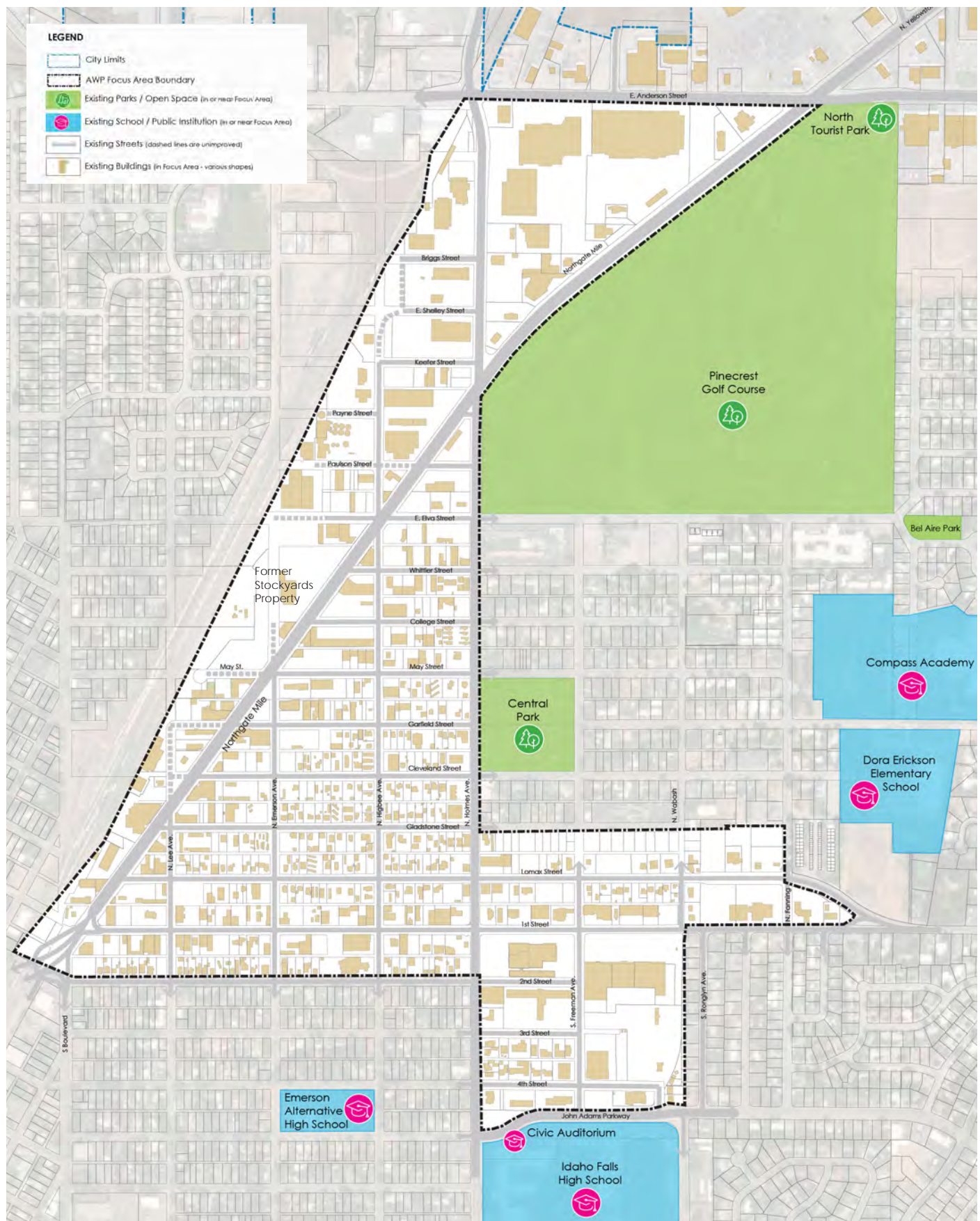


FIGURE ES2. COMMUNITY CONTEXT MAP (AWP FOCUS AREA)



Former stockyards property located central to the Northgate Mile corridor

EPA Assistance in Revitalization - The City completed this AWP study as part of its United States Environmental Protection Agency (EPA) Community-Wide Assessment (CWA) Grant. The grant provides funding and technical assistance to local communities to address brownfield conditions and to advance redevelopment activities in neighborhoods, corridors, and districts that have a history of blight, abandonment, and disinvestment, as well as the potential presence of environmental hazards and liabilities linked to brownfield sites. A brownfield is defined by the EPA as “a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” Former industrial sites, abandoned properties, and structures with potentially hazardous building materials are included in the EPA definition of brownfields.

Brownfield Challenges - The City completed a brownfields inventory for the focus area that identified 63 properties with potential environmental liabilities or hazards associated with past uses. Brownfield sites can present a multitude of challenges for local communities associated with their blighted condition, documented (and undocumented) environmental liabilities, underutilized status, and prolonged disinvestment. The environmental liabilities can include the presence of hazardous chemicals or petroleum products in soil, groundwater, and soil vapor, as well as hazardous building

materials—such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs)—commonly used in the construction or maintenance of older buildings. These conditions can pose a hazard to both humans and the natural environment.

In many cases, developers avoid brownfield sites and focus on the development of other properties, including “greenfield” sites located on the edges of cities – this contributes to urban sprawl. Many brownfield sites remain underutilized and hinder revitalization efforts in the larger community due to their blighted condition and documented (or feared) environmental liabilities. The presence of the environmental liabilities can significantly complicate the redevelopment of these sites, as well as result in significant added costs (and delays) for abatement, demolition, and environmental investigation and cleanup. In extreme cases, brownfield cleanup costs can far exceed a site’s market value. Thus, it is important to identify brownfield sites that are subject to environmental liabilities and other challenges, and to devise plans for assessment, cleanup, infrastructure improvements, and other actions that may be necessary to return these properties to productive use. Area-wide planning is an eligible activity under the EPA CWA grant, and provides a process through which a local vision and action plan are created that can address multiple brownfields sites simultaneously in a defined focus area.

Northgate/1st Street AWP Project Overview

Project Team and Focus Area - The City established a core project team that included City staff, stakeholder advisors and a planning consultant team that included Stantec Consulting Services, Inc. (Stantec) and Agnew::Beck. The project team also established a formal focus area that includes the city blocks along Northgate Mile between the railway tunnel (leading into downtown) and Anderson Street and along 1st/Lomax Streets from Northgate Mile eastward to where the two streets converge (east of Fanning Avenue). The focus area also encompasses many of the surrounding residential streets so that the AWP process would help achieve a holistic vision and action plan that would improve area conditions and quality of life for a variety of community members including those residents living in the immediate area.

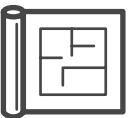
Northgate Mile/1st Street AWP Components - This AWP document includes a technical analysis of the existing conditions, a definition of the community's vision, an exploration of key community improvement projects, and an implementation plan. The AWP includes five key components that will aid in advancing the City's revitalization goals for the focus area and its vicinity.



Property Inventory / Brownfield Sites: The AWP process included a property conditions inventory for the entire focus area. The inventory identified property characteristics that are associated with redevelopment potential (e.g., size, zoning, vacancy status). The inventory also identified properties that possess conditions commonly associated with brownfield sites (e.g., state/federal environmental database listings, historical land uses with potential environmental hazards). This is discussed in Chapter 3 of this study document.



Community Vision and Priorities: The AWP document articulates the community's vision and priorities for the future, which served to guide all presented in the Action Plan. The project team derived the vision and priorities through public engagement, stakeholder interviews, and the community's adopted policy documents (e.g., the Comprehensive Plan and the Connecting Our Community Plan). This is discussed in Chapter 5 of this document.



Urban Design Plan and Planning Initiatives: The AWP strategies include an Urban Design Plan and its associated Planning Initiatives that identify the land use components, capital projects, and amenities that would transform the area to align with the community's vision. The Urban Design Plan is a diagrammatic map that shows individual projects, land uses, and improvements for the District. The Planning Initiatives provide written detail on individual projects/outcomes as depicted on the Urban Design Plan. This is discussed in Chapter 6 of this document.



Community Planning Strategies: The AWP includes Planning Strategies that group the AWP's planning ideas into identifiable categories pertaining to urban design/land use, streetscape and mobility enhancements, marketing and management, and project incentives. The strategies are aimed to support infill, adaptive reuse, and redevelopment projects in the area including brownfield sites. This is discussed in Chapter 6 of this document.

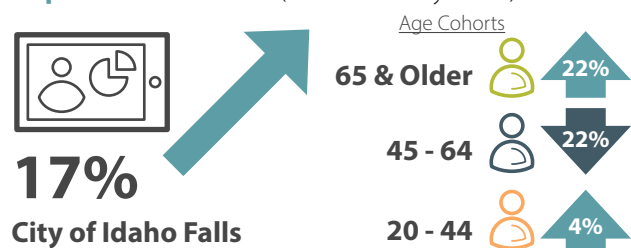


Action Plan: The AWP includes an Action Plan that will serve as a manual to guide the City, its government partners, and community stakeholders through implementation. The Action Plan organizes the planning strategies by sequencing, schedule, partners, and individual actions. This is discussed in Chapter 7 of this document.

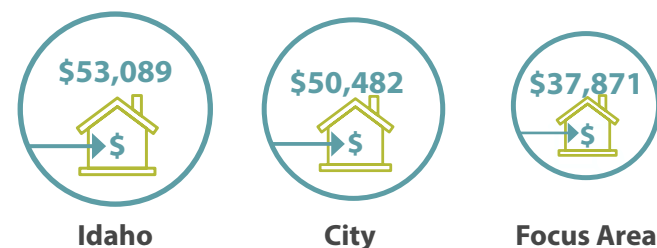
Demographics Snapshot

The AWP process included a demographics analysis to examine the population and householder characteristics for the focus area – when conducting area-wide planning, it's vital to plan for those individuals that presently live within the focus area while also creating opportunities for future populations. The demographics allowed the project team to compare the focus area with the larger City in terms of population, income, and economic prosperity. The following summarizes the key demographic findings – see Section 6.2 for additional detail.

Population Forecast (% Increase by 2040)



Median Household Income



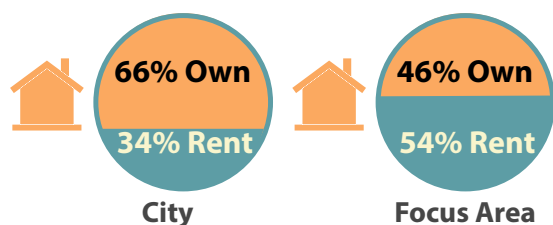
Average Household Size (individuals per unit)



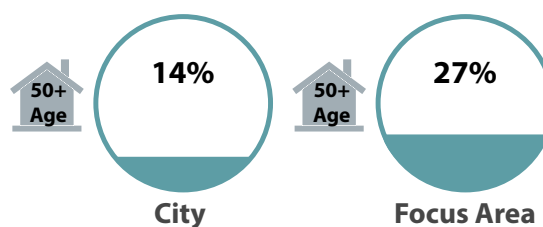
Cost Burdened Households (% of households paying 30% or more of income on housing)



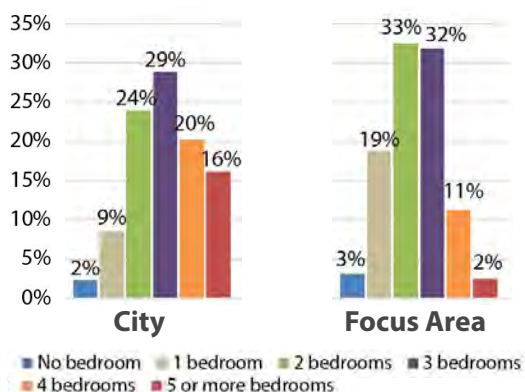
Housing Tenure (% of households that own vs. rent their housing)



Housing Age (% of housing units built prior to 1950)



Unit Size (% of housing units by number of bedrooms)



Rental Vacancy Rate (% of rental units that are unoccupied)

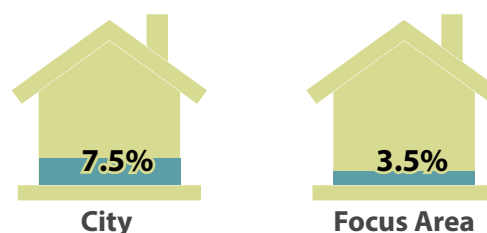


FIGURE ES3. DEMOGRAPHICS SNAPSHOT (AWP FOCUS AREA)

Market Opportunities Summary

The AWP process also included a market report to examine near- and long-term market opportunities and constraints for the focus area (and the greater Idaho Falls region). The following summarizes the key market opportunities for commercial and residential uses in the focus area. See Chapter 6 and Appendix D for additional detail on the market study findings.



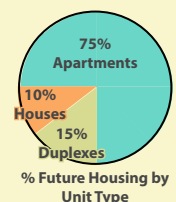
Commercial Market (related to the Focus Area)

- Since 2009, the City permitted six new construction projects and ~30 adaptive reuse projects.
- Population and employment forecasts suggest the focus area needs 41.3 acres to support future demand – the focus area has the potential to absorb a portion of the City's future growth.
- Redevelopment and adaptive reuse projects will be vital to meeting the future demand as most of the focus area is built out with little vacant land to accommodate growth.



Residential Market (related to the Focus Area)

- Approximately 27% of the households in the focus area are cost burdened (these are households paying 30% or more of their monthly incomes towards housing); whereas, 23% of the households in the City are cost burdened.
- The median gross rent in the focus area is \$685-\$695 per month compared to \$748 per month in the City as a whole. There is a need to create additional housing that is well-priced and financially obtainable to current and future populations.
- There is a projected demand for 197 new housing units in the focus area – this considered future population and existing housing units that may need to be replaced due to age and condition.
- The focus area needs a variety of housing units to accommodate household types and their associated incomes. Given the demographics and considering the land availability in the focus area, future housing is forecasted to be mostly apartments/multi-family. The projected future housing will be distributed as the following types:
 - Single-Family 10%
 - Duplex 15%
 - Apartment/Other Attached 75%



Market Forecast Summary

Based on the market study findings, the project team used population, employment, and housing forecasts to model the demand for residential and commercial land in the focus area. Those development forecasts were then compared to an analysis of vacant land that currently exists within the focus area to determine whether there is adequate vacant land and properties to accommodate projected demand. For purposes of this study, vacant land is defined as sites that do not have a tenant/occupant and/or do not have any habitable structures.

In summary, the focus area will have a shortage of vacant land to accommodate future demand within the next 20 year – thus, redevelopment and adaptive reuse projects will be vital to accommodating future population in and around the focus area. See Chapter 6 and Appendix D for additional detail on the market study findings.



Overall, there is a vacant land shortage of 18.8 acres in the focus area. The focus area has a total of 40.0 acres of vacant land, which is not adequate to meet the combined commercial and residential demand of 58.8 acres over the next 20 years. This indicates that demand will either move elsewhere or additional redevelopment will be needed to more intensively utilize existing properties.



Commercial development faces a shortage of vacant land in the focus area. When looking at land that currently allows commercial and industrial activities, there will likely be a shortage of 3.2 acres of vacant land in the focus area to accommodate future employment growth. This includes vacant land that is currently zoned to allow residential, as well as commercial uses, which means that the commercial development would likely be competing with residential demand for those same parcels.



Adequate vacant land exists to accommodate residential development in the focus area. There is just under 29 acres of vacant land that could accommodate some form of residential development within the focus area. This would meet the forecasted need for 17.5 acres of residential development. This includes vacant lands with a zoning designation that allows for residential, as well as commercial uses.



Opportunity sites offer 18.5 acres of vacant land supply that could accommodate 25 percent of the demand. The project team identified 18 “Opportunity Sites” within the focus area, totaling 18.5 acres, that are vacant and/or have a low Improvement to Land Value Ratio (ILVR). The ILVR is calculated based on property tax records and is a metric commonly used to identify parcels that are underutilized from a development perspective. See Section 6.5 for detail pertaining to the identified “Opportunity Sites”.

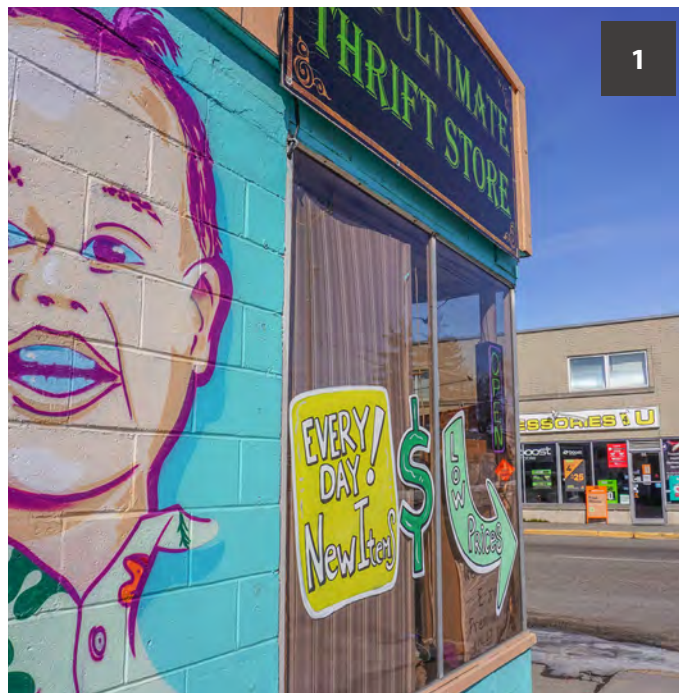
Forecast Caveats - The findings described above make a strict comparison between acreage that is in demand and acreage that is available as vacant land supply. However, it is important to note the following caveats to these estimates.

1. The vacant land estimates are duplicated between residential and commercial because many of the zoning districts allow both activities. For example, if residential development outpaces commercial development and “uses-up” most vacant land, there would be less commercially zoned vacant land available to meet demand. Similarly, if commercial development quickly absorbs much of the vacant land supply, there will be less land available for residential development. Overall, there is a shortage of vacant land when compared to overall demand for land in the focus area.
2. Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.
3. Not all vacant parcels are easily developed. For example, vacant parcels with existing unoccupied buildings limit development potential and/or impose higher development costs on redeveloping properties.
4. Not all opportunity sites or vacant parcels are suitable for residential development due to proximity to the railroad.

Community Vision

The community's vision is to ***“revitalize the Northgate Mile/1st Street Corridors and surrounding neighborhoods into beloved and vibrant city destinations that build upon their history, local assets, and creative culture.”*** The City engaged community stakeholders to define the vision for the Northgate/1st Street focus area which will serve as a foundation for future revitalization efforts and planning policy from today and well into the future.

This vision includes a celebration of the areas' history, physical character, and its increasing collection of small, pioneering businesses. Furthermore, the vision aims to create positive identities for the individual business enclaves within the focus area. The vision also directs the City and the community to enhance the focus area with infrastructure and amenity investments, traditions and annual events, public destinations, and housing options for the current and future populations.



1: Existing creative, local shops along Lomax Street | 2. Existing Trackside Mall one block west of Northgate Mile (example of an adaptive reuse project from a former industrial building to a retail business)

Community Priorities – The City, the public, and stakeholder participants identified seven community priorities for the Northgate/1st Street focus area and the surrounding neighborhoods, all of which represent issues that the community wants to address and solve. These priorities support the community’s vision and aim to address specific area-wide issues and challenges as they relate to revitalization and neighborhood vitality. Addressing the community priorities will result in quality of life improvements and conditions that will make the focus area more appealing for residents and business enterprises.



Priority 1. Improve traffic and circulation in the focus area: The focus area has several circulation challenges that confound traffic flow, complicate pedestrian/bicyclist mobility, and which are perceived to negatively impact area businesses. Through capital improvement projects and future studies, community stakeholders want the City to improve traffic flow and circulation in the focus area. This includes access improvements to the 1st Street Corridor from Northgate Mile and its eastern convergence with Lomax Street – where the current signage and roadway configurations make it difficult for motorists to navigate to the business corridor. There is also a need to improve mobility options for pedestrians and bicyclists as there are gaps in the sidewalk and bicycle lane network.



Priority 2. Improve property appearance and code enforcement activities: There are several abandoned properties and sites with deferred maintenance in the focus area that project a negative appearance to residents, passersby, and prospective investors. The community would like to see these properties improved through building enhancements (e.g., painting and facade improvements), active uses, and adaptive reuse/redevelopment projects. The community also wants the City to increase code enforcement activities/citations on problematic properties.



Priority 3. Create public amenities and promote beautification: The focus area has limited public amenities and many of the primary streets are devoid of trees, landscaping, and streetscape elements within the rights-of-way. The community would like to see additional amenities in area parks, improved streetscapes, and new trees/landscaping throughout the focus area. Additionally, they want to see regular maintenance of public facilities and rights-of-way. Through these actions, the community feels this will create public amenities and promote beautification.



Priority 4. Improve walkability and public safety: The focus area has several gaps in the pedestrian and bicycle networks throughout the focus area, which makes investments to improve pedestrian and bicyclist safety a priority. The community would like to fill sidewalk gaps and create additional pedestrian crossing locations along Northgate Mile and along 1st Street. The community would also like to see streetscape projects that create a walkable neighborhood/district character through wider sidewalks, trees, wayfinding, and furniture.



Priority 5. Address parking demand: The commercial corridors within the focus area need adequate parking to serve the associated businesses. The community expressed a strong desire for adequate street parking to be provided within the nearby rights-of-way and for any street improvements to address this local demand. Furthermore, the community wants revitalization efforts to visually deemphasize private surface lots by siting parking to the rear of building facades and screening parking fields with landscaping.



Priority 6. Create a distinct community identity and include links to history: Northgate Mile, the 1st Street Corridor, and the surrounding neighborhoods lack an adopted community identity in terms of vision, history, character, and business offerings. The community wants the Northgate Mile and 1st Street Corridors to have a distinct identity that includes links to their unique histories.



Priority 7. Incentivize private development projects: Although revitalization of the Northgate/1st Street focus area will occur primarily through private redevelopment, infill, and adaptive reuse projects, incentives are needed to make these projects cost feasible and to attract potential investors. The community wants to provide and promote a variety of incentives that will support and streamline private redevelopment projects and their associated public infrastructure.

Community Planning Strategies for Northgate/1st Street

Through this AWP process, the project team created an Urban Design Plan (UDP) and a series of Community Planning Strategies to guide the City and local stakeholders to realize their vision, address the community's priorities, and to create a successful and thriving area of Idaho Falls. Figure ES3 illustrates how the UDP and the planning strategies are intended to interrelate as part of this AWP initiative.

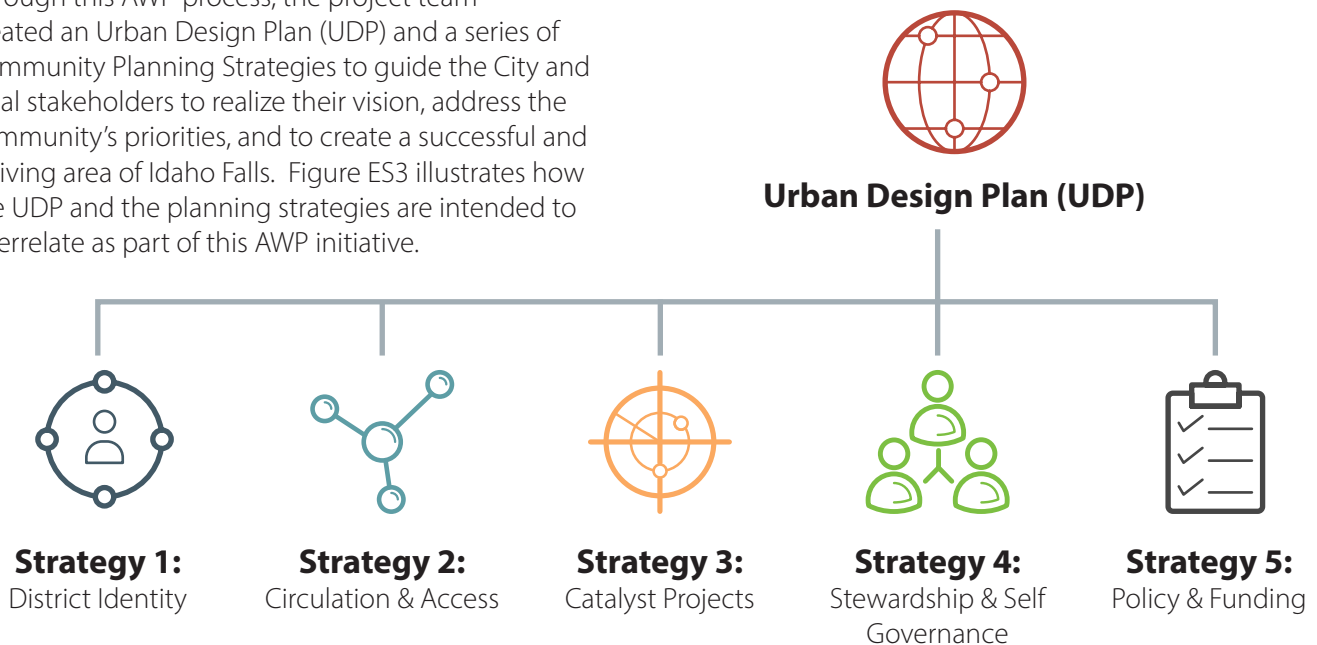


FIGURE ES3. URBAN DESIGN PLAN AND COMMUNITY PLANNING STRATEGIES FRAMEWORK DIAGRAM

Urban Design Plan

The UDP visually depicts and summarizes future corridor and neighborhood enhancement initiatives on a map so that the City and local stakeholders can more effectively plan for future public and private projects, enhancements, and land use designations. The UDP includes the following main components.

Activity Centers / Urban Village Designations – The UDP designates four strategic locations within the focus area as Activity Centers / Urban Village – these areas are envisioned to redevelop as distinctive urban destinations with unique identities. They are planned to redevelop as highly walkable, mixed-use nodes that include sizable catalyst projects, local destinations (retail and restaurants), quality streetscapes, public amenities, and urban design qualities reminiscent of traditional town centers and historic main streets.

Streetscape and Access Enhancements – The UDP defines several roadway corridors that are planned for streetscape and access enhancements. Streetscape enhancements include landscaping, sidewalks, bicycle facilities and, potentially, decorative lighting. Access enhancements include circulation upgrades, intersection treatments, and/or wayfinding and signage. These ideas carry forward the pedestrian and bicycle projects from the City's "Connecting Our Community" plan.

Catalyst Projects – The UDP designates several properties and areas within the focus area that are planned to accommodate catalyst projects that will increase community/customer activity, serve residents, and potentially influence other investment in the focus area. Catalyst projects include infill/adaptive reuse projects on designated "Opportunity Sites", interim uses – (e.g., food trucks, pop-up markets, etc.) on underutilized properties, and other parks and amenities on strategically located lots in the focus area.

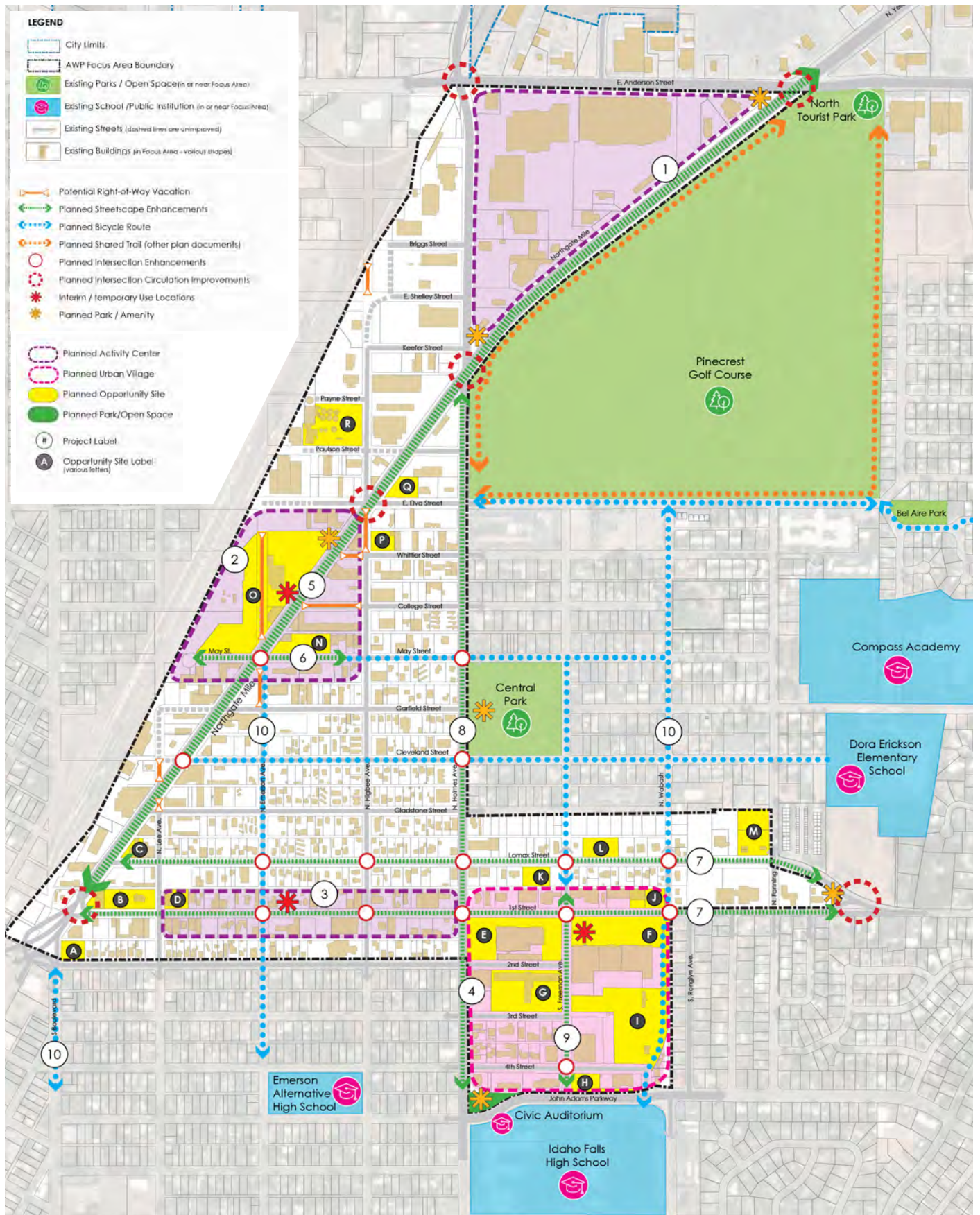


FIGURE ES 4. URBAN DESIGN PLAN

Planning Initiatives List

The Planning Initiatives List corresponds to the UDP and organizes the community enhancement ideas into planning groups that include: (i) Activity Centers / Urban Village, (ii) Circulation and Access, and (iii) Catalyst Projects.

Table ES.a. Planning Initiatives List		
Urban Design Plan Number	Planning Initiative	Description
ACTIVITY CENTERS / URBAN VILLAGE		
1	Northgate Commercial Activity Center	<ul style="list-style-type: none"> • Designate the block as the “Northgate Commercial Activity Center” • Recruit commercial infill and redevelopment projects • Allow mixed-use development • Create internal street and pedestrian linkages • Promote building orientation to streets
2	Civic Activity Center	<ul style="list-style-type: none"> • Designate the area at Northgate Mile and May Street as the “Civic Activity Center” / create a new designation along the Corridor • Plan for a new Police Station as an anchor project • Recruit commercial infill and redevelopment projects • Allow mixed-use development • Create internal street and pedestrian linkages • Promote building orientation to streets • Create a public plaza at May Street
3	1st Street Activity Center	<ul style="list-style-type: none"> • Designate the area along 1st Street between Lee and Holmes as the “1st Street Activity Center” • Recruit mixed-use infill and redevelopment projects • Recruit new building tenants • Strengthen pedestrian/bicycle connections to neighborhoods • Address access and entry into the activity center • Enhance 1st Street and Lomax Street • Add an entry feature at the 1st Street/Lomax convergence
4	Urban Village	<ul style="list-style-type: none"> • Designate the blocks southeast of 1st Street and Holmes Avenue as an “Urban Village” • Recruit mixed-use and residential infill and redevelopment projects • Create internal street and pedestrian linkages • Transform Freeman Avenue into a “Festival Street” • Create an entry park at Holmes and John Adams

Table ES.a. Planning Initiatives List

Urban Design Plan Number	Planning Initiative	Description
CIRCULATION AND ACCESS		
5	Northgate Mile Streetscape	<ul style="list-style-type: none"> • Add trees and landscaping to the corridor • Add wayfinding and signage • Add buffered bicycle lanes pursuant to the “Connecting Our Community” plan • Add decorative lighting with banner attachments • Create intersection enhancements at Cleveland Street and May Street • Perform intersection circulation improvements at Holmes Street, Elva Street, and 1st Street • Explore the feasibility to vacate right-of-way segments at Lee Street and Emerson Avenue <i>(to address awkward intersections or create larger redevelopment parcels)</i>
6	May Street Streetscape	<ul style="list-style-type: none"> • Create an urban streetscape to support the planned “Civic Activity Center” • Add trees and landscaping • Add street furniture • Add wayfinding and signage • Add sidewalks (where missing) • Pave unimproved segments • Designate as public OR private project
7	1st Street / Lomax Street Streetscapes	<ul style="list-style-type: none"> • Create an urban streetscape to support the planned “1st Street Activity Center” • Widen sidewalks • Add trees and landscaping • Add street furniture (benches and waste receptacles) • Add wayfinding and signage • Add decorative lighting with banner attachments • Retain on-street parking stalls • Create intersection enhancements at Emerson Avenue, Higbee Avenue, Holmes Avenue, and Freeman Avenue (add user-activated crosswalk signalization) • Perform intersection circulation improvements at Northgate Mile and the 1st Street/Lomax convergence • Study traffic circulation options for 1st Street/Lomax (e.g., one-way pairs or two-way streets)
8	Holmes Avenue Streetscape	<ul style="list-style-type: none"> • Create an urban streetscape for the southern segments to support the planned “1st Street Activity Center” and the “Urban Village” • Add trees and landscaping • Add street furniture (benches and waste receptacles) • Add wayfinding and signage • Add bicycle lanes (when additional right-of-way is acquired) • Create intersection enhancements at 1st Street and near Central Park (add user-activated crosswalk signalization) • Perform intersection circulation improvements at Northgate Mile

Table ES.a. Planning Initiatives List

Urban Design Plan Number	Planning Initiative	Description
9	Freeman Avenue Streetscape	<ul style="list-style-type: none"> • Create an urban streetscape to support the planned “Urban Village” • Transform the northern segment into a “Festival Street” • Add trees and landscaping • Add street furniture (benches and waste receptacles) • Add wayfinding and signage • Add decorative lighting with banner attachments • Add bicycle sharrows to travel lanes
10	Bicycle Routes	<ul style="list-style-type: none"> • Designate bicycle routes on area streets that include: Elva Street, May Street, Cleveland Street, Emerson Avenue, Freeman Avenue, and Wabash Avenue.
CATALYST PROJECTS		
A-Q	Opportunity Sites (OS)	<ul style="list-style-type: none"> • Prioritize and actively seek out developers to construct housing, develop mixed-use projects, and/or adaptively reuse structures on designated “Opportunity Sites” • Support adaptive reuse projects that repurpose existing structures/buildings for new uses • Allow a broad range of land uses with a priority on housing, the arts, entertainment, retail, restaurant, and artisan trades/services • Civic / Mixed use Project: Prioritize and actively seek out development partners to construct a new Police Station and complementary uses on the former stockyards property (OS - M) • Urban Village: Support mixed-use and residential redevelopment projects that create a compact, walkable and mixed-use “urban village” between 1st Street and Idaho Falls High School (OS - E, F, and G) • Gateway Projects: Prioritize and actively seek out developers to construct iconic mixed-use projects at 1st Street and Northgate Mile (OS – A, B, and C)
Various (noted with a <i>red star</i>)	Interim Uses	<ul style="list-style-type: none"> • Plan for and recruit interim uses on vacant sites throughout the focus area to activate the properties in the near-term • Identify interim uses and activities that may include a food truck court, community gardens, outdoor games, and pop-up shops • Prioritize interim uses in the activity centers/urban village
Various (noted with an <i>orange star</i>)	Parks and Amenities	<ul style="list-style-type: none"> • Develop a formal community park/plaza space at Holmes Avenue and John Adams Parkway • Construct iconic entry features at key entryways into the 1st Street and Northgate Mile corridors
To be determined	“Pocket” Library / Learning Center	<ul style="list-style-type: none"> • Open a small library / learning center • Prioritize the Urban Village to complement student activity at Idaho Falls High School and the planned residential and commercial development. • Operate the library / learning center in an existing building to reduce initial costs and to activate otherwise underutilized/vacant spaces.

Community Planning Strategies

The City and stakeholder partners identified five Community Planning Strategies that aim to address various aspects of redevelopment, community priorities, economic development, placemaking, and community stewardship. The following Community Planning Strategies are designed to implement the Urban Design Plan and support overall revitalization: (1) Community Identity, (2) Circulation and Access, (3) Catalyst Projects, (4) Stewardship and Self Governance, (5) Policy and Funding.



Strategy 1. Community Identity - The City and local stakeholders should define and capitalize on unique community identities for the planned Activity Centers, Urban Village, and the surrounding neighborhoods. This could be achieved through branding, events and traditions, physical gateway features, and a celebration of the area's history.

Strategic Actions

- Develop and promote a unique district brand for the Northgate Mile and 1st Street Corridors and each of the planned Activity Centers and Urban Village.
- Plan for and host annual events within the focus area that become regular traditions for residents, businesses, and visitors.
- Design and construct entry features at key access points within the Northgate Mile and 1st Street Corridors, the Activity Centers, and Urban Village.
- Celebrate the area's history in developing the community identity and the physical improvements in the focus area.



Strategy 2. Circulation and Access - The City and local stakeholders should improve circulation, access, and aesthetics throughout the focus area. Streetscape plans and future capital improvement projects that address circulation and access is a vital revitalization strategy for the focus area.

Strategic Actions

- Enhance the Northgate Mile streetscape with narrowed vehicular travel lanes, buffered bicycle lanes, pedestrian amenities, decorative lights, and trees/landscaping.
- Improve the 1st Street and Lomax streetscapes to more closely resemble traditional "main streets" with intersection enhancements, bulb outs (with landscape planters and pedestrian crosswalks), and decorative lighting.
- Study circulation and access improvements to the 1st Street and Lomax corridors to better accommodate traffic and entry into the business district.
- Redevelop Freeman Avenue as a "festival street" to support the emergence of the planned Urban Village.
- Expand and develop bicycle routes and associated facilities throughout the focus area consistent with the "Connecting Our Community" plan.
- Develop a plan and schedule to pave unimproved right-of-way (mostly west of Northgate Mile) to support redevelopment/adaptive reuse projects on underutilized parcels.
- Vacate rights-of-way along Northgate Mile that improve intersection functionality and/or create larger redevelopment parcels.



Strategy 3. Catalyst Projects - The City and stakeholder partners should prioritize a set of catalyst projects that will bring near-term positive change to the focus area and, potentially, enhance prospects for additional reinvestment activities. The City should focus catalyst projects on the designated “Opportunity Sites” as depicted on the UDP. The City and stakeholders should also identify and implement interim uses to activate underutilized properties until such time they are redeveloped with permanent structures or long-term tenants.

Strategic Actions

- Promote infill, redevelopment, and adaptive reuse projects on designated “Opportunity Sites” as depicted on the UDP – the properties are presently vacant and well-located to support new uses.
- Identify and implement interim uses on vacant or underutilized properties to activate these site with community-serving commercial and entertainment activities.
- Continue to plan and budget for a new Police Station building in the Northgate Mile Corridor with priority on the former stockyards property (a significant brownfield site).
- Provide additional parks and open space amenities throughout the focus area and within nearby Central Park.



Strategy 4. Stewardship and Self-Governance – Stakeholders should create a formal self-governance structure that would employ district/neighborhood-level stewardship and community betterment initiatives. This should include the formation of a formal business/neighborhood association to plan/implement individual projects, support local businesses, and collaborate with the City on community needs.

Strategic Actions

- Create a formal business/neighborhood association
- Create a network of volunteers.
- Lead site and building activation initiatives that would improve property conditions, create positive district perceptions, and attract long-term tenants
- Plan and host annual events that bring people to the district, support local businesses, and create long-term community traditions/civic pride.
- Identify funding sources for projects and events.
- Conduct continuous community engagement activities to involve local residents/business owners.



Strategy 5. Policy and Funding – The City should integrate the community planning ideas from this AWP process into its policy and regulatory framework (e.g., the Comprehensive Plan and the zoning standards) to ensure future projects are aligned with the community’s vision and to enhance the City’s ability to provide long-term support and investment. The City should also identify a funding strategy to finance capital improvement projects in the focus area.

Strategic Actions

- Amend the Comprehensive Plan to reflect the AWP priorities and key planning strategies (where applicable)
- Identify zoning/regulatory amendments to support redevelopment projects and to achieve the desired built form (e.g., land uses, building orientation, facade design).
- Update the Capital Improvement Program (CIP) to reflect the projects identified in this AWP study
- Identify funding and grant opportunities.
- Study the feasibility of creating an urban renewal district for areas within the focus area.

Chapter 1:

Introduction and Project Overview

Section 1.1:

Project Introduction and Objectives

Idaho Fall's Northgate Mile and 1st Street Corridors are two distinctive business districts – through a robust revitalization plan, these areas will reemerge as vibrant and distinctive mixed-use destinations. The Corridors possess infill, redevelopment, and adaptive reuse potential that would bring positive change and additional community-serving uses for the City, its residents, and visitors. The surrounding blocks include a mix of residential neighborhoods and small business enclaves that will directly benefit from revitalization activities.

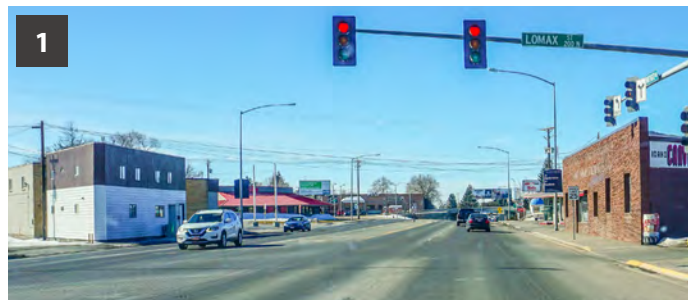
In the past, the Northgate/1st Street corridors were much more successful business districts – Northgate Mile provided shopping options for the region and visitors traveling to Yellowstone National Park, and 1st Street served as a thriving neighborhood commercial district. Overtime, commercial business activities have significantly reduced, and these corridors contain several abandoned buildings, vacant or underutilized properties, and transportation infrastructure that needs access and aesthetic improvements. The Corridors also contain multiple brownfield sites which complicate redevelopment projects – brownfields are under performing properties that have perceived or confirmed environmental contamination (see section 1.2) that may require extensive studies and potential cleanup activities.

The community wants the Corridors and surrounding neighborhoods to revitalize and saw an opportunity to conduct an area-wide planning (AWP) study that defines a series of strategies to attract investment, improve quality of life, and returned vitality to this area of the city. Both corridors have redevelopment potential for new commercial, housing, and mixed-use projects – future uses that would serve Idaho Falls' growing population. At the same time, the Corridors have redevelopment challenges relating to blight, abandonment, brownfields, and prolonged negative perceptions. Through stakeholder partnerships, a defined vision, and a plan of action, the area can revitalize into an attractive, beloved, and productive enclave of Idaho Falls.

Through the AWP process, the City (i) engaged community stakeholders (ii) analyzed existing conditions and infrastructure, (iii) defined the community's vision, (iv) identified near-term market opportunities (market analysis), (v) explored redevelopment/reuse opportunities, and (vi) identified redevelopment strategies to support revitalization activities in the focus area. This study documents the project vision, findings, recommendations, and strategy to guide future decision-making and implementation actions in the focus area and the immediately surrounding neighborhood.

Project Team and Focus Area

Early in the process, the City established a core project team that included City staff, stakeholder advisors and its planning consultants, Stantec Consulting Services, Inc. (Stantec) and Agnew::Beck. The project team also established a formal focus area that includes the city blocks along Northgate Mile between the railway tunnel and Anderson Street and along 1st/Lomax Streets from Northgate Mile to east where the two streets converge (east of Fanning Avenue).



1. Existing Northgate Mile streetscape at Lomax Avenue - wide roadway without landscaping elements | 2. Existing 1st Street corridor - traditional buildings and vacant sites

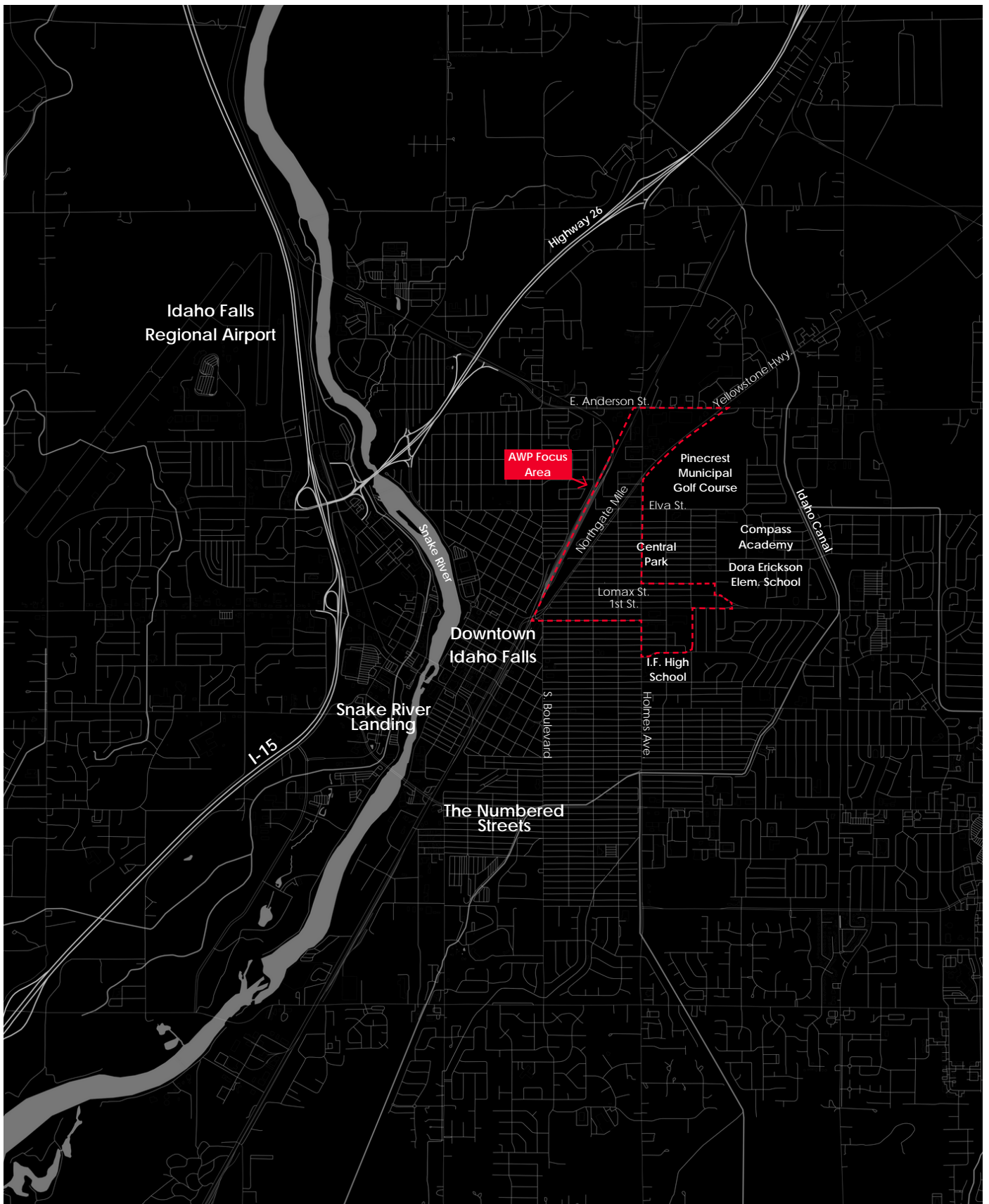
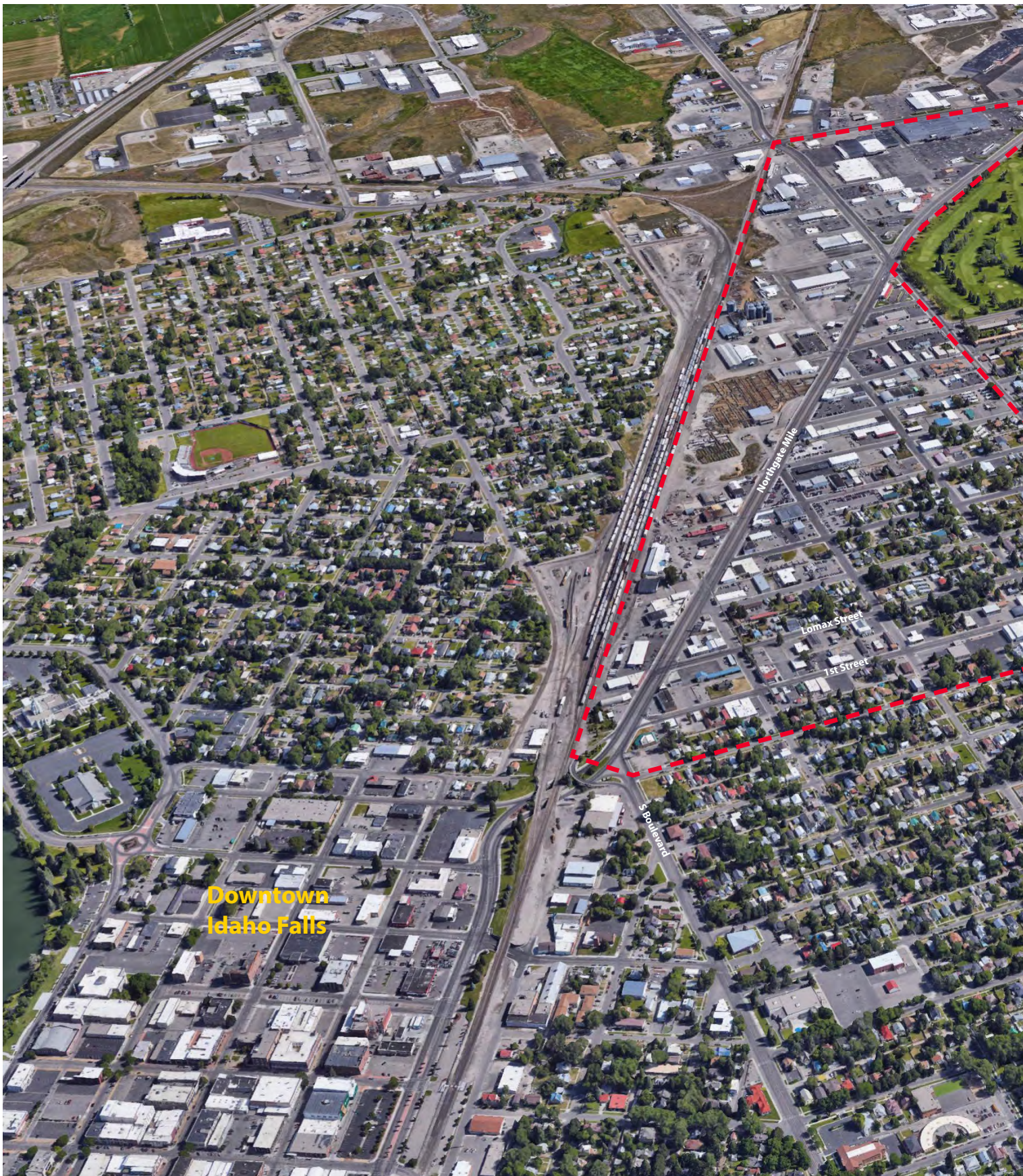


FIGURE 1.1.1. REGIONAL CONTEXT MAP
 (Source: Alvar Carto)



Aerial view of the focus area and the surrounding context - focus area delineated in red (Source: Google Earth Pro)



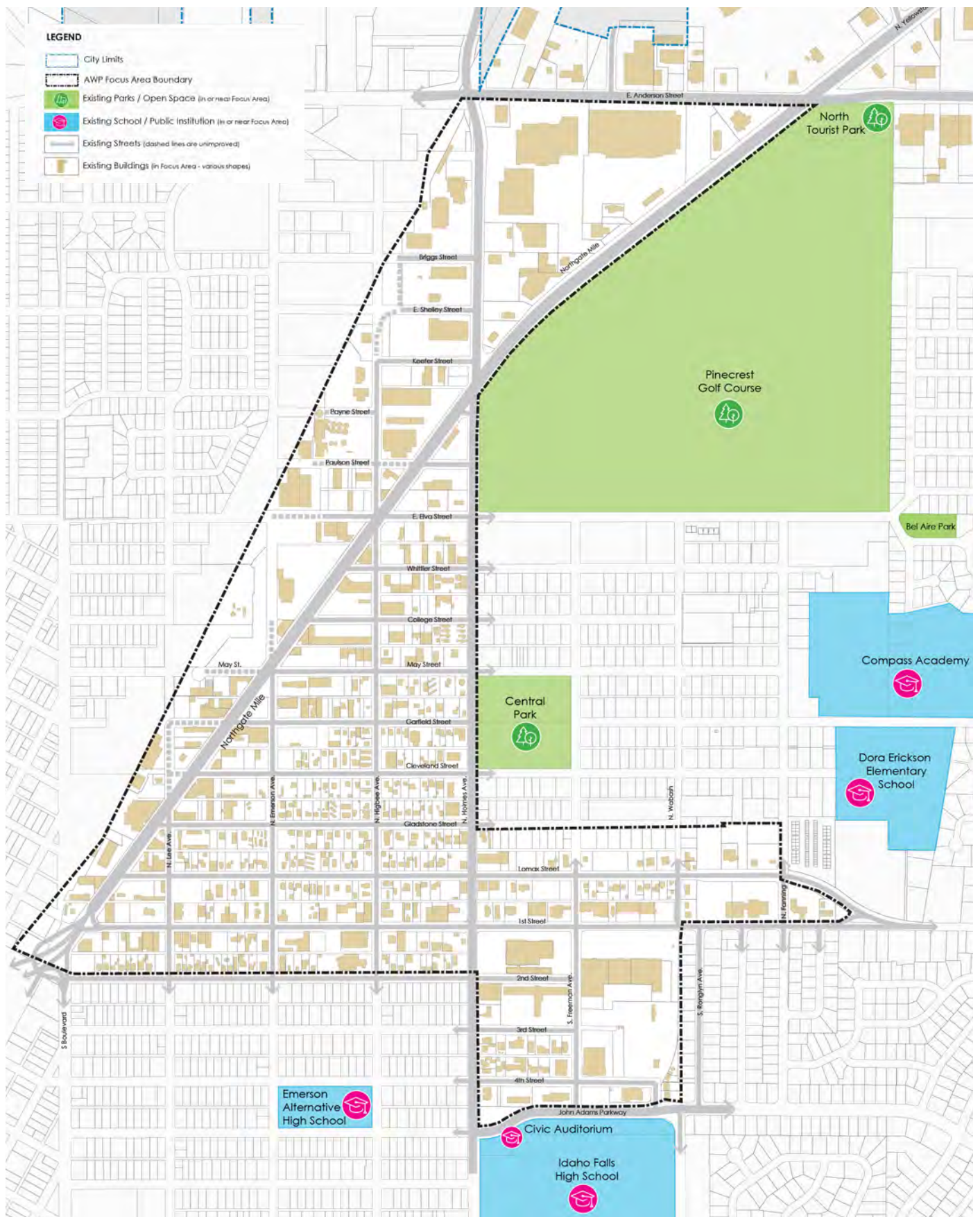


FIGURE 1.1.2. AWP FOCUS AREA MAP

Northgate/1st Street Focus Area Planning Assets

The Northgate/1st Street focus area has a wide array of existing community assets that will serve as the foundation for revitalization planning. There is opportunity to build upon these existing assets to capitalize on past public investments, protect and enhance beloved local destinations, and achieve a holistic community that is both captivating and authentic.



Formal Street Grid and Traditional Urban Form:

An established formal street grid comprises the focus area – the area has continuous, regularly-shaped city blocks, service alleys, and streets that feed into surrounding neighborhoods. This benefits redevelopment projects because the street system is in place.



Community Institutions (Schools):

Compass Academy, Dora Erickson Elementary School, Idaho Falls High School, and Emerson Alternative High School are located just outside the focus area and each institution has students that live in the vicinity and patronize local businesses. The Civic Auditorium shares the block with the high school and is just south of the focus area boundaries. The City has long-range plans to develop a new police station within the Northgate Mile corridor.



Established Main Streets and Commercial Corridors:

Northgate Mile and 1st Street are established “main streets”; both corridors have segments of continuous storefronts that line the public sidewalks and street parking is available to serve adjacent uses. Residential neighborhoods and business enclaves surround these corridors which provide a built-in customer base.



Emerging Businesses and Entrepreneurs:

The Northgate Mile, 1st Street, Lomax Street, and Holmes Avenue corridors are experiencing entrepreneurial activities and small business startups. These businesses include professional consulting, specialty food, light manufacturing, repair/service, and eating/drinking establishments – many entrepreneurs located in the focus area given the urban character, creative atmosphere, and relatively affordable price point (when compared to downtown Idaho Falls).



Historical and Iconic Buildings: The focus area has several historical buildings and houses that help define a distinct urban character. Northgate Mile has multiple iconic buildings that reflect 1950s era architecture – chrome, bright colors, and neon signage. 1st Street has traditional main street buildings that are small in scale, sited along public sidewalks, and constructed with traditional building materials (e.g., brick or lap siding).



Parks, Trails, and Recreation: The Pinecrest Municipal Golf Course, Central Park, and Bel Aire Park are existing parks located just outside the focus area. The City is planning a regional trail extension along the Idaho Canal and has adopted plans for additional bicycle lanes in and around the focus area.



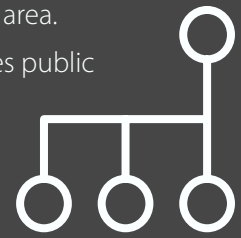
Vacant and Underutilized Properties:

The focus area has a wide variety of vacant or underutilized sites that create opportunities for redevelopment projects that could provide jobs, commercial services, and housing. The variety of sites and locations provide opportunities for both large- and small-scale infill projects. Vacant buildings can be adaptively repurposed for future tenants. The former stockyards property along Northgate Mile is a large brownfield and key catalyst redevelopment site.

Community Planning Objectives

The City and community stakeholders identified their core area-wide planning objectives early in the process – these are listed below:

- 1. Create a Community Vision:** Employ a meaningful community engagement plan so public sentiments and preferences guide the AWP process, recommendations, and action plan.
- 2. Existing Conditions:** Examine the existing conditions in the AWP focus area in terms of land use, transportation, property conditions, urban character, and utilities.
- 3. Market Analysis:** Understand the market conditions in terms of viable land uses, future demand, and demographics.
- 4. Urban Design / Land Use Plans:** Explore urban design, land use, and future projects that will improve the focus area's market and quality of life conditions.
- 5. Supportive Policy and Investments:** Identify potential regulatory amendments and capital improvement projects that would incentivize redevelopment in the focus area.
- 6. Action Plan:** Create an implementation strategy to attract investment and guides public policy decisions in the focus area.



Existing commercial buildings with iconic, vintage signage along Northgate Mile

Section 1.2:

Environmental Protection Agency (EPA) Assessment Program

The United States EPA provides funding and technical assistance to local communities to address brownfield conditions and to advance redevelopment activities in neighborhoods, corridors, and districts that have a history of blight, abandonment, and disinvestment, as well as the potential presence of environmental hazards and liabilities linked to brownfield sites. A brownfield is defined by the EPA as *“a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”* Former industrial sites, abandoned properties, and structures with potentially hazardous building materials are included in the EPA definition of brownfields.

The EPA awarded a \$600,000 Community-Wide Assessment Grant (CWA) to the City and its coalition partners (the Idaho Falls Redevelopment Agency and Bonneville Metropolitan Planning Organization) to inventory, prioritize, assess, and plan the cleanup/reuse of hazardous substances and petroleum brownfield sites throughout the City. The City of Idaho Falls is committed to transforming neglected, underutilized properties into vibrant new uses. Over time, brownfield sites have complicated the City’s revitalization goals as they present redevelopment barriers as a result of actual or perceived environmental cleanup and other liabilities.

Brownfield Challenges - Brownfield sites can present a multitude of challenges for local communities associated with their blighted condition, documented (and undocumented) environmental liabilities, underutilized status, and prolonged disinvestment. The environmental liabilities can include the presence of hazardous chemicals or petroleum products in soil, groundwater, and soil vapor, as well as hazardous building materials—such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs)—commonly used in the construction or maintenance of older buildings. These conditions

can pose a hazard to both humans and the natural environment. Many times, brownfield sites remain fallow due to uncertainties of the property conditions and clean up requirements.

The presence of the environmental liabilities can significantly complicate the redevelopment of these sites, as well as result in significant added costs (and delays) for abatement, demolition, and environmental investigation and cleanup. In extreme cases, brownfield cleanup costs can far exceed a site’s market value. Thus, many developers avoid brownfield sites and focus on the development of other properties, including “greenfield” sites located on the edges of cities – this contributes to urban sprawl. Many brownfield sites remain underutilized and hinder revitalization efforts in the larger community due to their blighted condition and documented (or feared) environmental liabilities. Thus, it is important to identify brownfield sites that are subject to environmental liabilities and other challenges, and to devise plans for assessment, cleanup, infrastructure improvements, and other actions that may be necessary to return these properties to productive use.

Area-wide Planning - An eligible activity under EPA CWA grants is the performance of area-wide planning (AWP) in target areas such as the Northgate Mile and 1st Street Corridors that are impacted by the presence of multiple brownfield sites. The resulting plans or studies can provide communities with a defined vision and action plan that will help bring positive change to these areas. Rather than a site-by-site approach, an AWP process considers several brownfields simultaneously in the context of other properties in a defined focus area. An effective AWP process identifies a reuse strategy for brownfield sites as well as for a larger focus area and considers other shared impediments to redevelopment (such as missing or inadequate public or private infrastructure components, regulatory barriers, and market challenges).



Above: The Northgate Mile corridor has several vacant, abandoned or underutilized properties | The former stockyards property (right) is an example of a brownfield site could be redeveloped with new, community-serving uses

The brownfields AWP process allows communities to explore redevelopment/reuse options for brownfield sites and the surrounding urban setting. The AWP program allows local governments to partner with local stakeholders and citizen groups to design a vision and action plan to the subject areas. Brownfields AWP is an inclusive place-based planning strategy that considers surrounding conditions, community assets, public needs, and barriers to brownfield redevelopment.

AWP Focus Area - The City of Idaho Falls selected the Northgate Mile and 1st Street Corridors and the abutting neighborhoods for area-wide planning activities. The focus area has several brownfield sites that include large vacant tax lots and the district's original commercial buildings. Over the last several decades, the focus area has experienced little growth and investment.

Many of the properties contain or once supported industrial land use activities and, as a result, have the

potential to possess hazardous environmental conditions in older structures, soils, and debris (e.g., abandoned vehicles, discarded building materials and the like). Other properties are abandoned or underdeveloped yet possess the capacity to be redeveloped for new uses. The focus area also contains several existing structures that may contain hazardous building materials (e.g., asbestos and lead-based paint) that complicate reuse activities due to abatement costs. At the same time, the Idaho Falls urban area continues to see population growth and there is a near and long-term need to increase housing, commercial services, and recreational assets in the community. The City recognized that the EPA CWA Grant and the AWP process presented a tremendous opportunity to create strategies that would not only help eliminate the negative impacts associated with brownfields, but which would bring vitality back to this area of the City and potentially slow urban sprawl.

Section 1.3:

Northgate Mile/1st Street AWP Components

This AWP document includes a technical analysis of the existing conditions, the definition of the community's vision, an exploration of key community improvement projects, and the creation of an implementation plan. Chapters 2 and 3 provide the community vision, planning strategies, and action plan – Chapters 4 – 7 provide the project background and supporting analysis. The AWP includes five key components that will aid in advancing the City's revitalization goals for the focus area and surrounding neighborhoods.



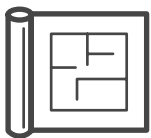
Property Inventory / Brownfield Sites:

The AWP process included a property conditions inventory for the entire focus area. The inventory identified property characteristics that are associated with redevelopment potential (e.g., size, zoning, vacancy status). The inventory also identified properties that possess conditions commonly associated with brownfield sites (e.g., state/federal environmental database listings, historical land uses with potential environmental hazards). This is discussed in Chapter 3 of this study document.



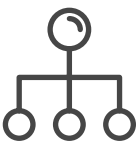
Community Vision and Priorities:

The AWP document articulates the community's vision and priorities for the future. These serve as the guiding principles by which all recommendations originate and support. The project team derived the vision and priorities through public engagement, stakeholder interviews, and the community's adopted policy documents (e.g., the Comprehensive Plan). This is discussed in Chapter 5 of this document.



Urban Design Plan and Planning Initiatives:

The AWP strategies include an Urban Design Plan and its associated Planning Initiatives that identify the land use components, capital projects, and amenities that would transform the area to align with the community's vision. The Urban Design Plan is a diagrammatic map that shows individual projects, land uses, and improvements for the District. The Planning Initiatives provide written detail on individual projects/outcomes as depicted on the Urban Design Plan. This is discussed in Chapter 6 of this document.



Community Planning Strategies:

The AWP includes Planning Strategies that group the AWP's planning ideas into identifiable categories pertaining to urban design/land use, streetscape and mobility enhancements, marketing and management, and project incentives. The strategies are aimed to support infill, adaptive reuse, and redevelopment projects in the area including brownfield sites. This is discussed in Chapter 6 of this document.



Action Plan:

The AWP includes an Action Plan that will serve as a manual to guide the City, its government partners, and community stakeholders through implementation. The Action Plan organizes the planning strategies by sequencing, schedule, partners, and individual actions. This is discussed in Chapter 7 of this document.

Section 1.4:

Planning Scope of Work

The following outlines the scope and main tasks for the Northgate Mile/1st Street area-wide planning process. This AWP process included community engagement, data collection, market analysis, evaluation of redevelopment/reuse opportunities, and a redevelopment strategy plan. The City of Idaho hired consultant partners to facilitate the process, provide technical assistance, and package the AWP components. The following lists the main project tasks.

- **Task 1: Public Engagement:** Conduct meaningful public engagement to facilitate the community participants to define local preferences pertaining to development scale, future amenities, public investment, and economic opportunities.
- **Task 2: Existing Conditions Analysis:** Review, identify, and understand the key existing conditions that affect redevelopment potential while building upon community assets. (e.g., land use/building inventory, zoning, transportation, utilities, and brownfield sites inventory)
- **Task 3: Market Assessment:** Conduct a market assessment to understand the demographics, real estate, income, and investment conditions in and around the study area. Engage market experts to provide insights and recommendations pertaining to future land uses and redevelopment/reuse opportunities.
- **Task 4: Community Planning Strategies:** Explore site redevelopment scenarios for the focus area and the key brownfield sites that coincide with public preferences and market assessment findings. Facilitate the public to identify capital improvements, events, policies and programs to bring vibrancy to the district. Define a redevelopment strategy that removes investment barriers and establishes future actions.
- **Task 5: Area-Wide Planning Document:** Create an area-wide planning document that records the process, key findings, local preferences, and action items. Create a document that serves as an implementation manual for future actions.

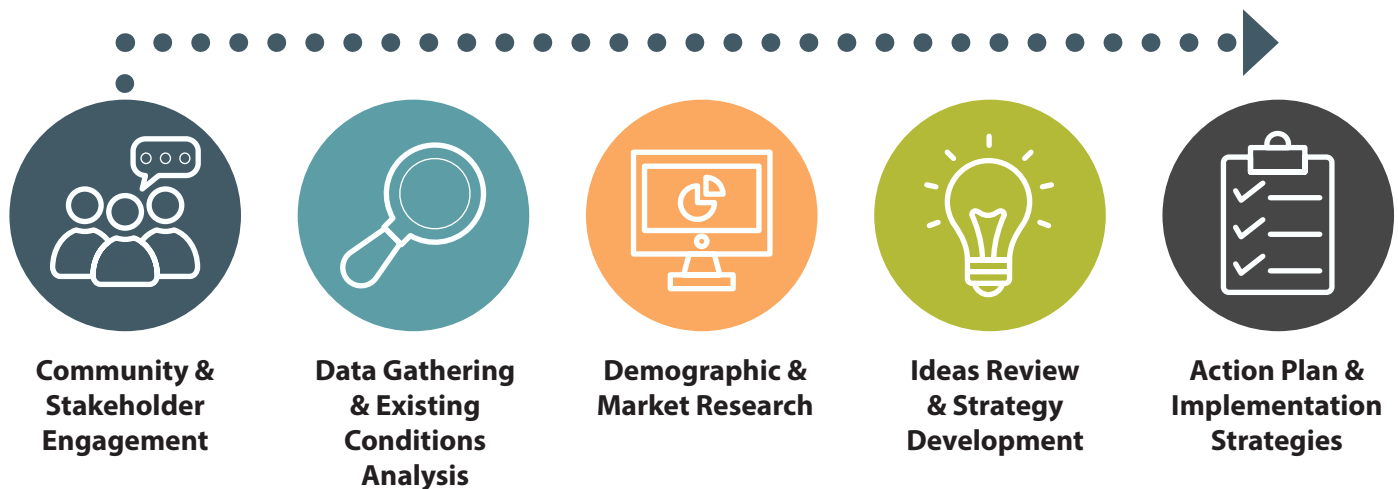


FIGURE 1.4.1. AREA-WIDE PLANNING (AWP) PROCESS DIAGRAM

Chapter 2:

Urban Design Plan and Community Planning Strategies

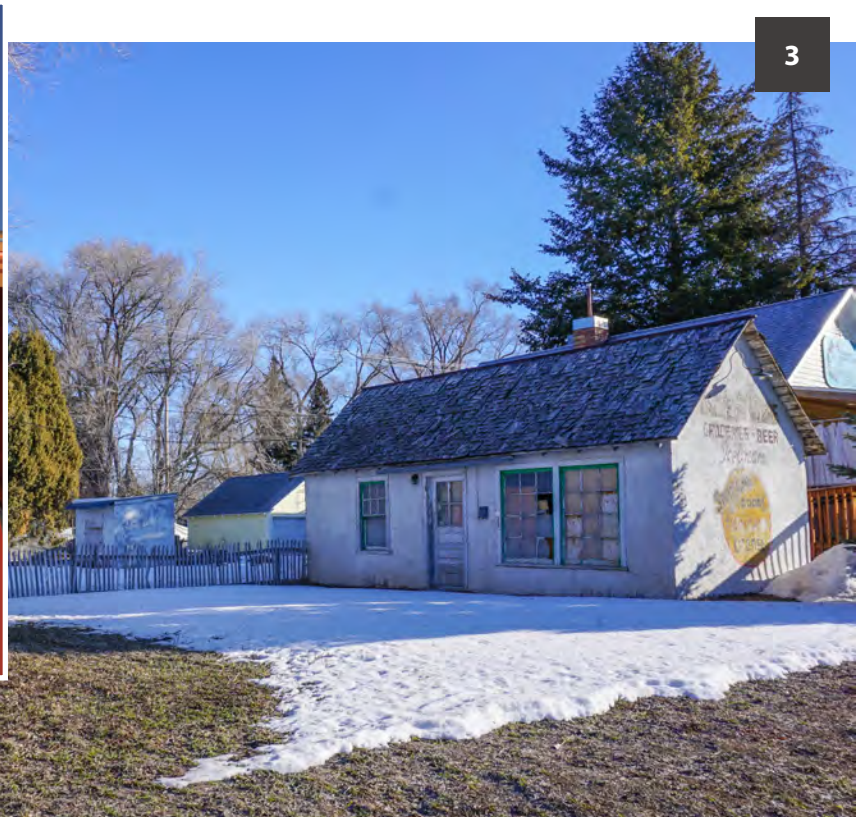


1



2

1: Existing thrift store along Lomax Street | 2. Example of community gathering space (Source: Priscilla du Press - Unsplash) | 3. Existing buildings along 1st Street are envisioned to be adaptively reused for new community-serving uses | 4. The existing iconic signs along Northgate Mile inspire preservation of the Corridor's past



Section 2.1:

Community Vision

The City engaged community stakeholders to define their vision for the Northgate/1st Street focus area which will serve as a foundation for future revitalization efforts and planning policy from today and well into the future. The community's vision is to *"revitalize the Northgate Mile/1st Street Corridors and surrounding neighborhoods into beloved and vibrant city destinations that build upon their history, local assets, and creative culture."*

This vision includes a celebration of the areas' history, physical character, and its growing collection of small, pioneering businesses. Furthermore, the vision aims to create positive identities for the individual business enclaves within the focus area. The vision also directs the City and the community to enhance the focus area with infrastructure and amenity investments, traditions and annual events, public destinations, and housing options for the current and future populations. (See Chapter 7 for additional detail on community feedback)

Vision Statement

"revitalize the Northgate Mile/1st Street Corridors and surrounding neighborhoods into beloved and vibrant city destinations that build upon their history, local assets, and creative culture."

Section 2.2:

Community Planning Overview

In supporting their vision, the City and local stakeholders want to foster reinvestment, revitalization, and enhancements in the Northgate Mile/1st Street focus area that create a bustling, walkable, and cherished destination with a distinct community identity. The focus area has astounding infill, redevelopment, and adaptive reuse potential but needs a path forward for the community to realize positive change. Through this AWP process, the project created an Urban Design Plan and a series of Community Planning Strategies to guide the City and local stakeholders to realize their vision, address the community’s priorities, and to create a successful and thriving area of Idaho Falls.

Urban Design Plan - The project team created an Urban Design Plan (UDP) that graphically illustrates and summarizes the planned physical improvements and district designations for the focus area. The UDP includes and associated planning initiatives list that describes the plan’s components. A key element of the UDP are three designated “Activity Centers” and an “Urban Village” – these are planned mixed-use destinations each with their own land use and amenity focus.

Community Planning Strategies – The project team compiled five (5) Community Planning Strategies that aim to address various aspects of redevelopment, community priorities, placemaking, and community stewardship. The following Community Planning Strategies are designed to implement the UDP and support overall revitalization: (1) Community Identity, (2) Circulation and Access, (3) Catalyst Projects, (4) Stewardship and Self Governance, (5) Policy and Funding.

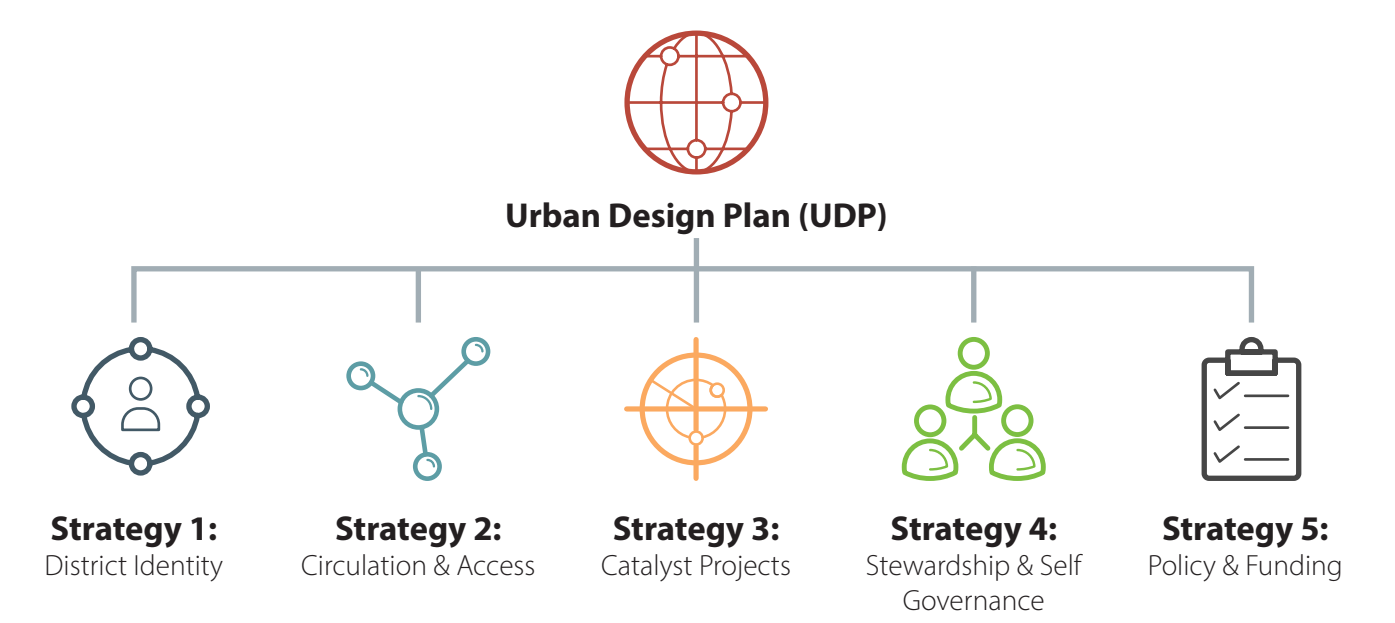


FIGURE 2.1.1. URBAN DESIGN PLAN AND COMMUNITY PLANNING STRATEGIES FRAMEWORK DIAGRAM



Work Plan Guide - The UDP and the strategies should guide the community's work plan now and well into the future. The following sections describe the Urban Design Plan and each Community Planning Strategy, outlining specific actions the City, community stakeholders, and the development community can employ now and well into the future.

- **The City** can use these strategies to update their Capital Improvement Plans, guide land use decisions, provide staffing support, and direct their economic development efforts.
- **Community Stakeholders** can use these strategies to plan annual events, execute self-governance and stewardship, support City initiatives, and to lead grass roots neighborhood enhancement programs.
- **Developers, Investors, and Real Estate Professionals** can use these strategies to identify real estate opportunities, prioritized development projects, recruit buyers and tenants, and market the area potential customers and residents.



1. Example of infill redevelopment that mimics traditional buildings in Bellingham, Washington | 2. Example of a community-lead art installation in Tacoma, Washington's Proctor District | 3: Example of a multi-modal shopping street in Bellingham, Washington's Fairhaven neighborhood

Section 2.3:

Urban Design Plan and Planning Initiatives List

Revitalization is dependent on an attractive, desirable and functional physical environment where the various urban elements work holistically while allowing for creativity and capitalizing on existing assets. As their revitalization strategy, City and community stakeholders should focus on implementing multiple community enhancement plans and strategic land use designations that support adaptive reuse, infill redevelopment, interim uses and amenities that, collectively, contribute to a lively neighborhood environment.

The Urban Design Plan (UDP) and its associated Planning Initiatives List identify near- and long- term urban design and land use strategies for the focus area to improve aesthetics, function, and investment opportunities in the area. These include access and streetscape enhancements, interim uses, recreation/open space and designating activity nodes and opportunity sites. The overarching idea of the UDP and its associated planning initiatives list is to identify several community enhancements that will enliven the focus area, attract investment, and place brownfield sites and underutilized properties back into productive use.

Urban Design Plan

The UDP visually describes and summarizes the future corridor and neighborhood enhancement initiatives on a diagrammatic map so the City and local stakeholders can more effectively plan for future public and private projects, enhancements and land use designations. The UDP includes the following main components.

Activity Centers / Urban Village Designations – The UDP designates four strategic locations within the focus area as Activity Centers / Urban Village. These areas are planned to redevelop as highly walkable, mixed-use nodes that include sizable catalyst projects, local

destinations (retail and restaurants), quality streetscapes, public amenities, and urban design qualities reminiscent of traditional town centers and historic main streets. The activity centers/urban village are envisioned to redevelop as distinctive urban destinations with unique identities. (See subsection “Activity Center / Urban Village Plans” towards the end of this section for additional detail).

Streetscape and Access Enhancements – The UDP defines several roadway corridors that are planned for streetscape and access enhancements. Streetscape enhancements include landscaping, sidewalks, bicycle facilities and, potentially, decorative lighting. Access enhancements include circulation upgrades, intersection treatments, and/or wayfinding and signage. These ideas carry forward the pedestrian and bicycle projects from the City’s “Connecting Our Community” plan.

Catalyst Projects – The UDP designates several properties and areas within the focus area that are planned to accommodate catalyst projects that will increase community/customer activity, serve residents, and potentially influence other investment in the focus area. Catalyst projects include infill/adaptive reuse projects on designated “Opportunity Sites”, interim uses on underutilized properties, and other parks and amenities on strategically located lots in the focus area.



Planning Initiatives List

The Planning Initiatives List corresponds to the UDP and organizes the community enhancement ideas into planning groups that include: (i) Activity Centers / Urban Village, (ii) Circulation and Access, and (iii) Catalyst Projects. The subsequent sections of this chapter describe each component in more detail.

Table 3.2.a. Planning Initiatives List		
Urban Design Plan Number	Planning Initiative	Description
ACTIVITY CENTERS / URBAN VILLAGE		
1	Northgate Commercial Activity Center	<ul style="list-style-type: none"> • Designate the block as the “Northgate Commercial Activity Center” • Recruit commercial infill and redevelopment projects • Allow mixed-use development • Create internal street and pedestrian linkages • Promote building orientation to streets
2	Civic Activity Center	<ul style="list-style-type: none"> • Designate the area at Northgate Mile and May Street as the “Civic Activity Center” / create a new designation along the Corridor • Plan for a new Police Station as an anchor project • Recruit commercial infill and redevelopment projects • Allow mixed-use development • Create internal street and pedestrian linkages • Promote building orientation to streets • Create a public plaza at May Street
3	1st Street Activity Center	<ul style="list-style-type: none"> • Designate the area along 1st Street between Lee and Holmes as the “1st Street Activity Center” • Recruit mixed-use infill and redevelopment projects • Recruit new building tenants • Strengthen pedestrian/bicycle connections to neighborhoods • Address access and entry into the activity center • Enhance 1st Street and Lomax Street • Add an entry feature at the 1st Street/Lomax convergence
4	Urban Village	<ul style="list-style-type: none"> • Designate the blocks southeast of 1st Street and Holmes Avenue as an “Urban Village” • Recruit mixed-use and residential infill and redevelopment projects • Create internal street and pedestrian linkages • Transform Freeman Avenue into a “Festival Street” • Create an entry park at Holmes and John Adams

Table 3.2.a. Planning Initiatives List

Urban Design Plan Number	Planning Initiative	Description
CIRCULATION AND ACCESS		
5	Northgate Mile Streetscape	<ul style="list-style-type: none"> • Add trees and landscaping to the corridor • Add wayfinding and signage • Add buffered bicycle lanes pursuant to the “Connecting Our Community” plan • Add decorative lighting with banner attachments • Create intersection enhancements at Cleveland Street and May Street • Perform intersection circulation improvements at Holmes Street, Elva Street, and 1st Street • Explore the feasibility to vacate right-of-way segments at Lee Street and Emerson Avenue (to address awkward intersections or create larger redevelopment parcels)
6	May Street Streetscape	<ul style="list-style-type: none"> • Create an urban streetscape to support the planned “Civic Activity Center” • Add trees and landscaping • Add street furniture • Add wayfinding and signage • Add sidewalks (where missing) • Pave unimproved segments • Designate as public OR private project
7	1st Street / Lomax Street Streetscapes	<ul style="list-style-type: none"> • Create an urban streetscape to support the planned “1st Street Activity Center” • Widen sidewalks • Add trees and landscaping • Add street furniture (benches and waste receptacles) • Add wayfinding and signage • Add decorative lighting with banner attachments • Retain on-street parking stalls • Create intersection enhancements at Emerson Avenue, Higbee Avenue, Holmes Avenue, and Freeman Avenue (add user-activated crosswalk signalization) • Perform intersection circulation improvements at Northgate Mile and the 1st Street/Lomax convergence • Study traffic circulation options for 1st Street/Lomax (e.g., one-way pairs or two-way streets)
8	Holmes Avenue Streetscape	<ul style="list-style-type: none"> • Create an urban streetscape for the southern segments to support the planned “1st Street Activity Center” and the “Urban Village” • Add trees and landscaping • Add street furniture (benches and waste receptacles) • Add wayfinding and signage • Add bicycle lanes (when additional right-of-way is acquired) • Create intersection enhancements at 1st Street and near Central Park (add user-activated crosswalk signalization) • Perform intersection circulation improvements at Northgate Mile

Table 3.2.a. Planning Initiatives List

Urban Design Plan Number	Planning Initiative	Description
9	Freeman Avenue Streetscape	<ul style="list-style-type: none"> • Create an urban streetscape to support the planned “Urban Village” • Transform the northern segment into a “Festival Street” • Add trees and landscaping • Add street furniture (benches and waste receptacles) • Add wayfinding and signage • Add decorative lighting with banner attachments • Add bicycle sharrows to travel lanes
10	Bicycle Routes	<ul style="list-style-type: none"> • Designate bicycle routes on area streets that include: Elva Street, May Street, Cleveland Street, Emerson Avenue, Freeman Avenue, and Wabash Avenue.
CATALYST PROJECTS		
A-Q	Opportunity Sites (OS)	<ul style="list-style-type: none"> • Prioritize and actively seek out developers to construct housing, develop mixed-use projects, and/or adaptively reuse structures on designated “Opportunity Sites” • Support adaptive reuse projects that repurpose existing structures/buildings for new uses • Allow a broad range of land uses with a priority on housing, the arts, entertainment, retail, restaurant, and artisan trades/services • Civic / Mixed use Project: Prioritize and actively seek out development partners to construct a new Police Station and complementary uses on the former stockyards property (OS - M) • Urban Village: Support mixed-use and residential redevelopment projects that create a compact, walkable and mixed-use “urban village” between 1st Street and Idaho Falls High School (OS - E, F, and G) • Gateway Projects: Prioritize and actively seek out developers to construct iconic mixed-use projects at 1st Street and Northgate Mile (OS – A, B, and C)
Various <i>(noted with a red star)</i>	Interim Uses	<ul style="list-style-type: none"> • Plan for and recruit interim uses on vacant sites throughout the focus area to activate the properties in the near-term • Identify interim uses and activities that may include a food truck court, community gardens, outdoor games, and pop-up shops • Prioritize interim uses in the activity centers/urban village
Various <i>(noted with an orange star)</i>	Parks and Amenities	<ul style="list-style-type: none"> • Develop a formal community park/plaza space at Holmes Avenue and John Adams Parkway • Construct iconic entry features at key entryways into the 1st Street and Northgate Mile corridors
To be determined	“Pocket” Library / Learning Center	<ul style="list-style-type: none"> • Open a small library / learning center • Prioritize the Urban Village to complement student activity at Idaho Falls High School and the planned residential and commercial development. • Operate the library / learning center in an existing building to reduce initial costs and to activate otherwise underutilized/vacant spaces.

Activity Centers and Urban Village Plans

The Urban Design Plan designates three (3) Activity Centers and an Urban Design Village at promising nodes within the focus area based on their location, existing services, and planned investments. The general planning goal is for these areas to redevelop as distinctive community destinations with their own unique land use mix, urban character, and local amenities.



Aerial view of the focus area and the planned Activity Centers/Urban Village - focus area delineated in red (Source: Google Earth Pro)



Example of a commercial shopping center designed at a pedestrian scale - New Town Shops on Main in Williamsburg, Virginia (Source: Stantec)

Northgate Commercial Activity Center

Through urban infill and adaptive reuse projects, the existing triangular shaped block at Northgate Mile and E. Anderson Street is envisioned to grow and redevelop as a signature, pedestrian-friendly, and cohesive commercial destination. There is opportunity to retrofit the existing commercial center into a “shopping village” with an internal street grid, walkable storefronts, and landscaping amenities. The existing grocery anchor (Fred Meyer) is an important community asset – additional restaurant, retail, and business services will create more customer variety for residents and travelers. New hotel, office, and multi-family infill land uses would create additional vibrancy.

Redevelopment Opportunities – the Commercial Activity Center should be redeveloped with the following urban design and land use elements:

- **Street Grid:** Design and incorporate an urban street grid that interconnects the individual land uses and parcels. Develop internal drive aisles in a way that mimic traditional streets – incorporate sidewalks, street trees, and bicycle facilities.
- **Urban Infill:** Add additional buildings along the street frontages to create a walkable, shopping village. Ensure building facades provide windows and architectural interest – orient building entrances to

streets and primary pedestrian pathways. Downplay drive through facilities through site planning and buffering.

- **Adaptive Reuse:** Adaptively reuse existing buildings for new tenants. Retrofit buildings so that street-facing facades have customer entrances, windows, and architectural elements (transform street-facing service areas/loading docks into active storefronts).
- **Amenities:** Incorporate outdoor gathering spaces (e.g., pocket parks, plazas) into the commercial center. Add trees and landscaping throughout the block – create a landscaping plan that achieves a cohesive look and feel. Add bicycle lanes, racks, and shelters. Add gateway features at key Northgate Mile intersections (Holmes Avenue and E. Anderson Street).
- **Land Use:** Plan for a variety of complementary land uses with a focus on retail and commercial shopping tenants. Allow for hotel, multifamily, and office uses that create an additional, built-in customer base.
- **Streetscape Enhancements:** Add streetscape elements to Northgate Mile – bicycle lanes, sidewalk expansions, decorative lighting, and landscaping. Add mid-block, pedestrian crosswalks with refuge islands and signalization.



This diagram is for planning purposes only and not intended to be prescriptive in nature. This exhibit shows a potential redevelopment/infill scenario.

FIGURE 2.3.2. NORTHGATE COMMERCIAL ACTIVITY CENTER DIAGRAM

Aerial Source: Google Earth



Example of a public building (a City Hall with library) as an anchor tenant in University Place's town center

Civic Activity Center

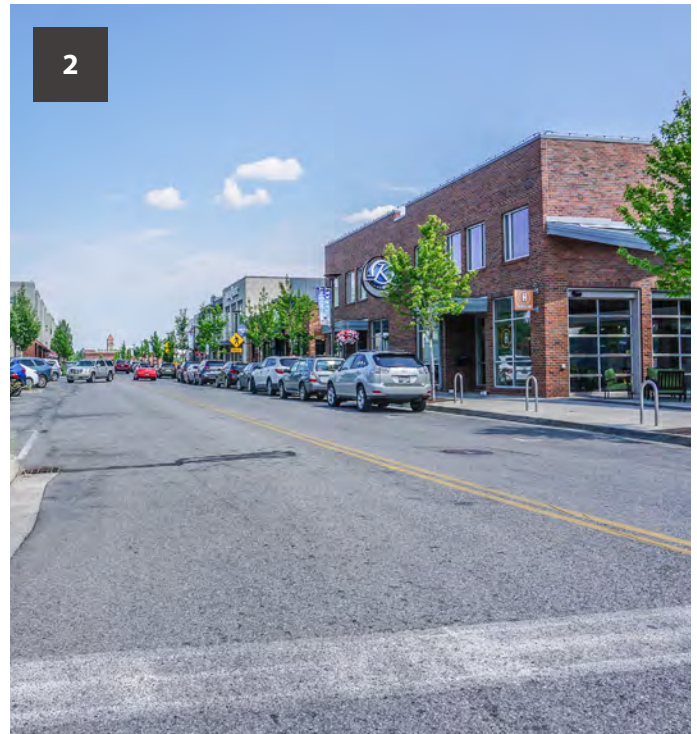
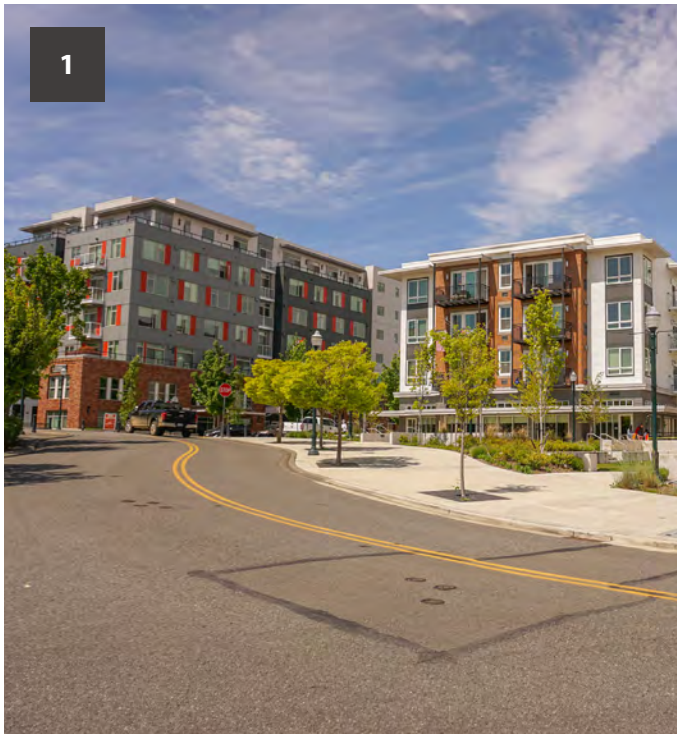
The former stockyards and the surrounding blocks at Northgate Mile and May Street are envisioned to revitalize to form the Civic Activity Center. The future Idaho Falls Police Station will be the primary anchor and sited on the former stockyards property. Complementary uses include professional office, small scale retail, restaurants, and light manufacturing (indoor). The Police Station represents a catalyst project that will activate the immediate area – other urban infill projects will add additional activity. The otherwise vacant/underutilized storefronts along Northgate Mile will be adaptively repurposed for commercial, office, or even, residential tenants. Future buildings and retrofit projects should include architectural

elements that celebrate the Corridor's 1950s era character – as seen in the iconic Scotty's Drive-In restaurant.

The Civic Activity Center will emerge as a key destination along Northgate Mile – the streetscape and building orientations will mimic a traditional main street. Northgate Mile is planned with streetscape enhancements that include bicycle lanes, wider sidewalks, decorative lighting, and landscaping. May Street should be enhanced and function as another primary street – the unimproved right-of-way should be completed with urban elements (e.g., sidewalks, parking, and bicycle facilities). The City's bicycle network should extend into the planned activity node to provide linkages to Central Park and the surrounding neighborhoods.



1. Example public plaza in conjunction with public buildings in Burien, Washington | 2. Example public art (Source: unsplash)



1. Example of apartments/housing in Burien, Washington as a complementary use | 3. Example of compact infill character

Redevelopment Opportunities – the designated Civic Activity Center should be redeveloped with the following urban design and land use elements:

- **Police Station / Catalyst Anchor Tenant:** Prioritize and fund a new Police Station on the former stockyards property to serve as a catalyst anchor tenant. Design the police station building(s) to be oriented to Northgate Mile – create a public entrance and entry plaza along Northgate Mile. Address the property's grade change from Northgate Mile through building design and architectural elements (e.g., daylight basement design and/or parking under the building).
- **Urban Infill:** Add additional buildings along the street frontages to create a walkable, mixed-use district with a defined the street edge. Ensure building facades contain windows and architectural elements.
- **Adaptive Reuse:** Adaptively reuse existing buildings for new tenants while preserving their historical elements. Retrofit buildings so that street-facing facades have customer entrances, windows, and architectural elements. Screen existing parking and service areas with low fencing/landscaping.
- **Amenities:** Incorporate an outdoor gathering space in the future Police Station design. Add a vertical entry feature at Northgate Mile and May Street to identify the activity node and establish a district brand.
- **Land Use:** Plan for a variety of complementary land uses with focus on office, retail, and multi-family. Allow for light manufacturing and artisan-type uses where fabrication and assembly activities occur indoors.
- **Streetscape Enhancements:** Add streetscape elements to Northgate Mile – bicycle lanes, sidewalk expansions, decorative lighting, and landscaping. Add mid-block, pedestrian crosswalks with refuge islands and signalization. Enhance the Northgate Mile/May Street intersection with decorative pavement and other streetscape elements that will create an identifiable entry to the activity node. Improve May Street to serve as a primary street within the node.
- **Right-of-Way Vacation:** Vacate portions of the Emerson Avenue right-of-way that pass through the former stockyards property to create a larger, useable redevelopment site for the planned Police Station. Vacate the Emerson Avenue segment between Northgate Mile and Garfield Street to improve traffic circulation along the Corridor.

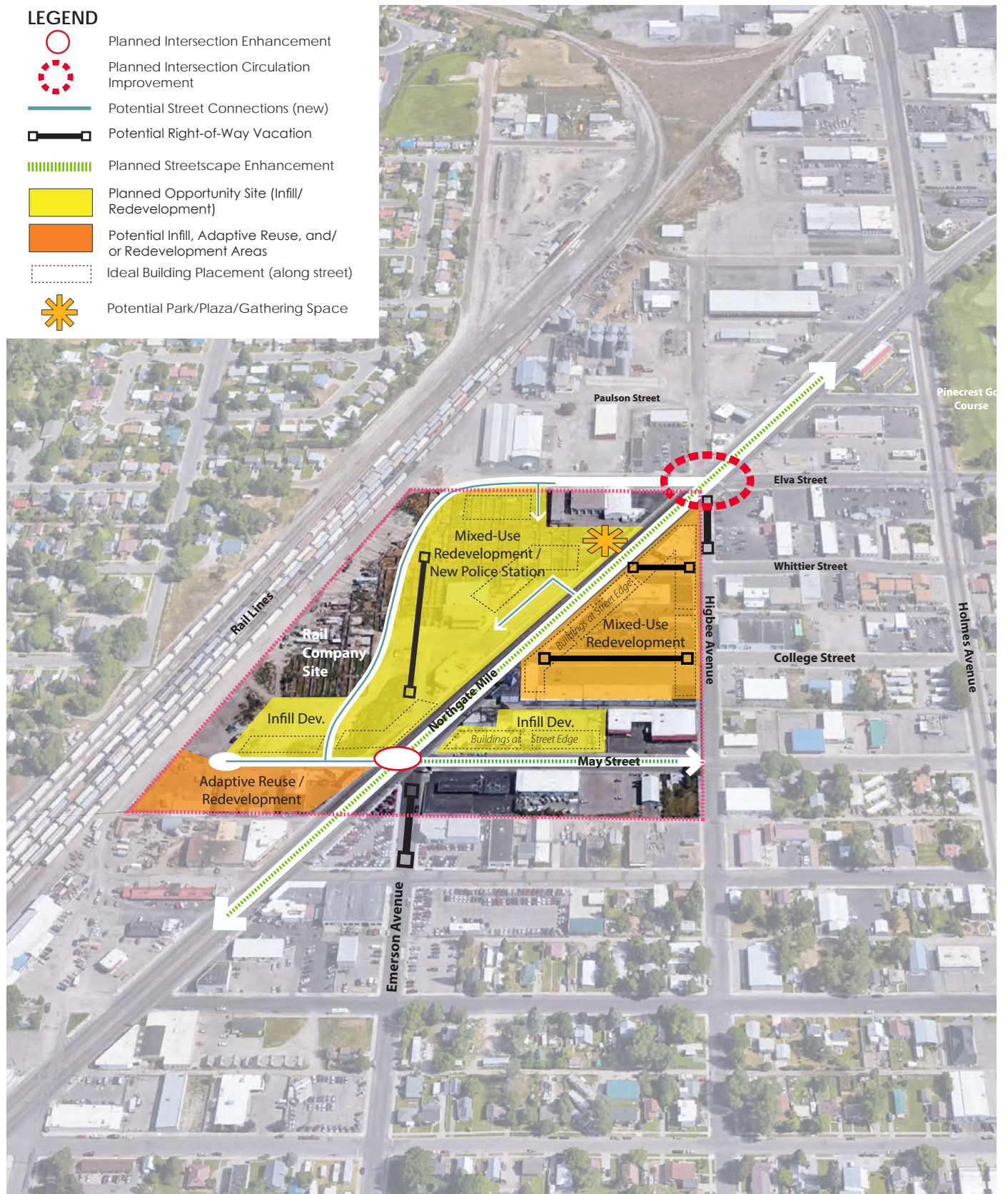


FIGURE 2.3.3. CIVIC ACTIVITY CENTER DIAGRAM

Aerial Source: Google Earth



Example of a mixed-use neighborhood commercial in Seattle's Ballard neighborhood - older buildings adaptively reused for retail/housing/office

1st Street Activity Center

The community envisions the historic 1st Street Corridor to revitalize into a distinctive, pedestrian-oriented mixed-use neighborhood shopping and entertainment district rooted in specialty markets, artisan trades, and local restaurants. The core of 1st Street, between Lee and Holmes Avenues, is designated as an Activity Center – through infill, adaptive reuse, and interim uses, the area will reemerge as a neighborhood commercial hub. The existing storefronts provide opportunity for new, creative startup businesses that serve the immediately surrounding residential neighborhoods. Vacant and underutilized properties create opportunity for new infill projects to support additional retail, restaurant, office, and residential tenants.

Future streetscape improvements along 1st and Lomax Streets will help define the area as a commercial/entertainment destination and create a comfortable walking environment for business patrons – trees, landscaping, and decorative lighting will enhance the area. A new designated bicycle route is planned on Emerson Avenue to link the surrounding neighborhoods to the 1st Street businesses.

Redevelopment Opportunities – the 1st Street Activity Center should be redeveloped with the following urban design and land use elements:

- **Urban Infill:** Add additional buildings along the 1st / Lomax Street frontages to create a walkable, shopping district. Ensure that new building facades

provide windows and architectural interest – orient building entrances to streets and primary pedestrian pathways.

- **Adaptive Reuse:** Adaptively reuse existing buildings for new tenants. Retrofit buildings so that street-facing facades have customer entrances, windows, and architectural elements. Design buildings to mimic the form/style of the corridor's heritage structures.
- **Land Use:** Plan for a variety of land uses with a focus on retail and commercial shopping tenants. Allow for hotel, multifamily, and office uses that create an additional, built-in customer base. Allow light manufacturing and artisan trades where production/fabrication activities occur indoors and mitigate impacts on the neighborhoods.
- **Interim Uses:** Plan for interim uses that activate underutilized properties/buildings until such time the properties are redeveloped with permanent structures/tenants (e.g., interim uses could include food truck courts, pop-up markets, art installations, etc.).
- **Streetscape Enhancements:** Add streetscape elements to 1st Street – enhanced intersections, pedestrian bulb outs, decorative lighting with banner attachments, and trees/landscaping. Explore opportunities to perform streetscape enhancements on Lomax Street.



1. Example of infill housing in West Seattle | 2. Potential infill/adaptive reuse site along 1st Street | 3. Example decorative intersection in Bremerton, Washington | 4. Example of a neighborhood market in Spokane, Washington | 5. Example of a shopping street in Burien, Washington



Example of a neighborhood restaurant as a community gathering space (Source: Shitota Yuri - unsplash)



This diagram is for planning purposes only and not intended to be prescriptive in nature. This exhibit shows a potential redevelopment/infill scenario.

FIGURE 2.3.4. 1ST STREET ACTIVITY CENTER DIAGRAM

Aerial Source: Google Earth



Example of a multi-block, mixed-use urban neighborhood in Bellevue, Washington - a mix of older buildings and infill redevelopment

Urban Village

The superblocks located along Holmes Avenue at 1st Street are designated as the Urban Village – through infill and redevelopment projects, the area will evolve into a mix of housing, commercial, office, and institutional uses all arranged as a traditional neighborhood center. The existing places of worship, and the Post Office will continue to serve as important anchors. The area has several vacant and underutilized sites that could support much needed new housing for the focus area and the greater Idaho Falls region. The planned Urban Village is the key stone to connect the 1st Street Corridor with the Civic Auditorium and Idaho Falls High School.

New multi-family housing is envisioned for most of the vacant properties; whereas, ground-level commercial uses are planned for the 1st Street and Holmes Avenue frontages to create additional activity and support revitalization along these corridors. The existing commercial properties along 1st Street may be adaptively reused to increase commercial viability or redeveloped as mixed-use, housing projects.

Redevelopment Opportunities – the Urban Village should be redeveloped with the following urban design and land use elements:

- **Urban Infill:** Add additional buildings on the vacant and underutilized properties with a wide range of complementary land uses. Design infill projects to create a walkable, urban neighborhood with attractive/distinguishable architectural elements – orient building entrances to streets and primary pedestrian pathways. Create active storefronts or similar uses along the 1st Street frontage.
- **Adaptive Reuse:** Adaptively reuse the existing buildings for housing, office, and additional commercial space.
- **Streetscape:** Transform Freeman Avenue into a “festival street” that provides local vehicle access but can be periodically closed to host outdoor events. Enhance 1st Street with trees and landscaping. Add bicycle lanes to Holmes Avenue.



This diagram is for planning purposes only and not intended to be prescriptive in nature. This exhibit shows a potential redevelopment/infill scenario.

FIGURE 2.3.4. URBAN VILLAGE DIAGRAM

Aerial Source: Google Earth

Section 2.4:

Community Identity

Defining an identity for specific sections/corridors within the focus area is vital so they redevelop into distinctive and authentic places. Communities with a strong identity (of who they are and what they want to become) have much more success at attracting local patrons, new residents, and supportive businesses. An area's identity should guide the design and scale of capital improvement projects such as streetscapes, parks, and amenities. Furthermore, an area's identity is essential to marketing and economic development – identity defines what the area represents, values, and has to offer to the larger community.

The City and local stakeholders should define and capitalize on unique community identities for the planned Activity Centers, Urban Village, and the surrounding neighborhoods. This could be achieved through branding, events and traditions, physical gateway features, and a celebration of the area's history. The following subsections provide additional detail on each of the ideas.

Strategic Actions

- Develop and promote a unique district brand for the Northgate Mile and 1st Street Corridors and each of the planned Activity Centers and Urban Village.
- Plan for and host annual events within the focus area that become regular traditions for residents, businesses, and visitors.
- Design and construct entry features at key access points within the Northgate Mile and 1st Street Corridors, the Activity Centers, and Urban Village.
- Celebrate the area's history in developing the community identity and the physical improvements in the focus area.

District Branding

The branding will help tell the outside world what the Northgate Mile and 1st Street Corridors have to offer in terms of businesses, urban character, amenities, and lifestyle. In successful business districts, outsiders know exactly what the area is about by its name, logo, and business collaboration. As an example, Boise's "BoDo District" is known as a vibrant, eclectic artisan district that includes housing, shops, entertainment, cultural resources, industry and recreation – much like what the commercial enclaves within the focus area want to become while staying unique to Idaho Falls.

There is opportunity to develop District Branding for various destination enclaves within the focus area – with priority on the planned Activity Centers and the Urban Village. These designated areas can benefit from creation and promotion of formal district "brands" that build upon the community's vision, celebrate its unique history, and market the area to both City-wide and regional audiences.

There is opportunity for future business/neighborhood associations to develop a unique brand that is expressed and promoted through a logo, area banners, promotional items, community events, and even public art. The City should aid and recognize the brand through technical support, policy documents, and long-range planning. Most importantly, community members should adopt a formal name for each Activity Center and the Urban Village which resonates with locals and attracts visitors.



Community Traditions and Annual Events

Regularly scheduled, annual events create memorable traditions that help define a neighborhood district, build community pride, and bring repeated customer activity. These activities connect people to a specific area because its residents, organizations, and businesses become participants and feel positive benefits – traditions and events connect people to their place and create a sense of pride.

There is opportunity for both the City and community stakeholders (namely a business/ neighborhood association) to plan and host multiple annual events in the focus area with an emphasis on the 1st Street Corridor, Central Park, nearby schools, and iconic properties. The annual car show at Scotty's Drive-In is a beloved local tradition. Annual events could include street fairs, concert events, pop-up markets, or art shows. Events could also include volunteer-based neighborhood betterment projects like alley cleanups, house repainting, mural installations, tree planting, and fund raisers.

The objectives are (i) to engage local stakeholders to play an active part in community improvements, (ii) welcome visitors to rediscover the Northgate Mile/1st Street area, and (iii) to create opportunities for local businesses to market themselves to a critical mass of new and repeat customers.



1. Example of an annual neighborhood street fair | 2. Example a farmers market with food venues | 3. Example of an antique car show (Source: Craig McGonigle - unsplash)



Entry Features

Entry features are an effective way to physically support district identity – they welcome visitors, help define boundaries, and usually include design elements that reflect the district brand and area history. There is opportunity to create individual and unique entry features for the Northgate Mile and 1st Street Corridors to define, rebrand, and differentiate the two areas. Entry features can be planned at key intersections and could be designed as monument signage, art pieces, pavement markings/intersection treatments, or architectural structures. Banners on light pole and landscaped areas can also be effective entry feature methods. The City and community stakeholders may choose to create entry features at each of the planned Activity Centers and the Urban Village to define these areas as distinct destinations within the larger corridors.

Key Entry Feature locations include the following:

- Northgate Mile and 1st Street
- Northgate Mile and Anderson Street
- Northgate Mile and Holmes Avenue
- 1st Street and Lomax Street convergence (east location)
- Holmes Avenue and John Adams Parkway
- Entries into each Activity Center and the Urban Village

Celebrate Area History

The City and community stakeholders should build upon the Northgate Mile and 1st Street Corridors' history as the foundation for revitalization and community identity – a neighborhood's history helps define its uniqueness and urban character. The corridors' history can be incorporated into the district branding, traditions/ events, and entry feature design. Furthermore, local art installations such as murals could showcase the area's history.

There is opportunity to celebrate Northgate Mile's vintage 1950s era history through building and retro sign preservation, district branding, and capital improvement projects that preserve and complement the bygone age. Chrome, neon, and vibrant colors are reminiscent of its past (Scotty's Drive-In and Hi-Way Café are examples in the corridor). 1st Street emerged as a traditional, walkable "main street" and neighborhood business district. There is opportunity to build on this history through adaptive reuse of existing buildings and art installations.

1. Example of a business district entry feature/sign | 2. Example of a low monument sign as an entry feature | 3. Example of public art that celebrates a district's history in Spokane, Washington

Section 2.5:

Circulation and Access

Attractive streets, multimodal access, transit options, and safety are important elements to community revitalization. Great streets help define an area's character, provide access to businesses, interconnect neighborhoods and can create positive perceptions. Continuous sidewalks, crosswalks, and bicycle lanes create a multimodal environment and district scale that is conducive to walking and bicycling. Northgate Mile, 1st Street, Lomax Street, and Holmes Avenue are major transportation corridors – there is opportunity to improve access, aesthetics, and functionality that benefits all users.

Through the public engagement process, many participants noted a community priority to improve circulation, access, and aesthetics throughout the focus area. Streetscape plans and future capital improvement projects that address circulation and access is a vital revitalization strategy for the focus area.

Strategic Actions

- Enhance the Northgate Mile streetscape with narrowed vehicular travel lanes, buffered bicycle lanes, pedestrian amenities, decorative lights, and trees/landscaping – these require creative design solutions to balance the mobility needs for all users while applying sound engineering standards. As a design option, bicycle lanes may come in the form of a multiuse pathway along the right-of-way edge.
- Develop the unimproved segments of May Street to aid in the establishment of the planned Civic Activity Center.
- Improve the 1st Street and Lomax streetscapes to more closely resemble traditional “main streets” with intersection enhancements, bulb outs (with landscape planters and pedestrian crosswalks), and decorative lighting.
- Study circulation and access improvements to the 1st Street and Lomax corridors to better accommodate traffic and entry into the business district.
- Add bicycle lanes to Holmes Avenue when adequate right-of-way is acquired in the future.
- Redevelop Freeman Avenue as a “festival street” to support the emergence of the planned Urban Village.
- Expand and develop bicycle routes and associated facilities throughout the focus area consistent with the “Connecting Our Community” plan.
- Develop a plan and schedule to pave unimproved right-of-way (mostly west of Northgate Mile) to support redevelopment/adaptive reuse projects on underutilized parcels.
- Vacate rights-of-way along Northgate Mile that improve intersection functionality and/or create larger redevelopment parcels.
- Plan for future transit service options; improve the arterial streetscapes to be more conducive for transit service.

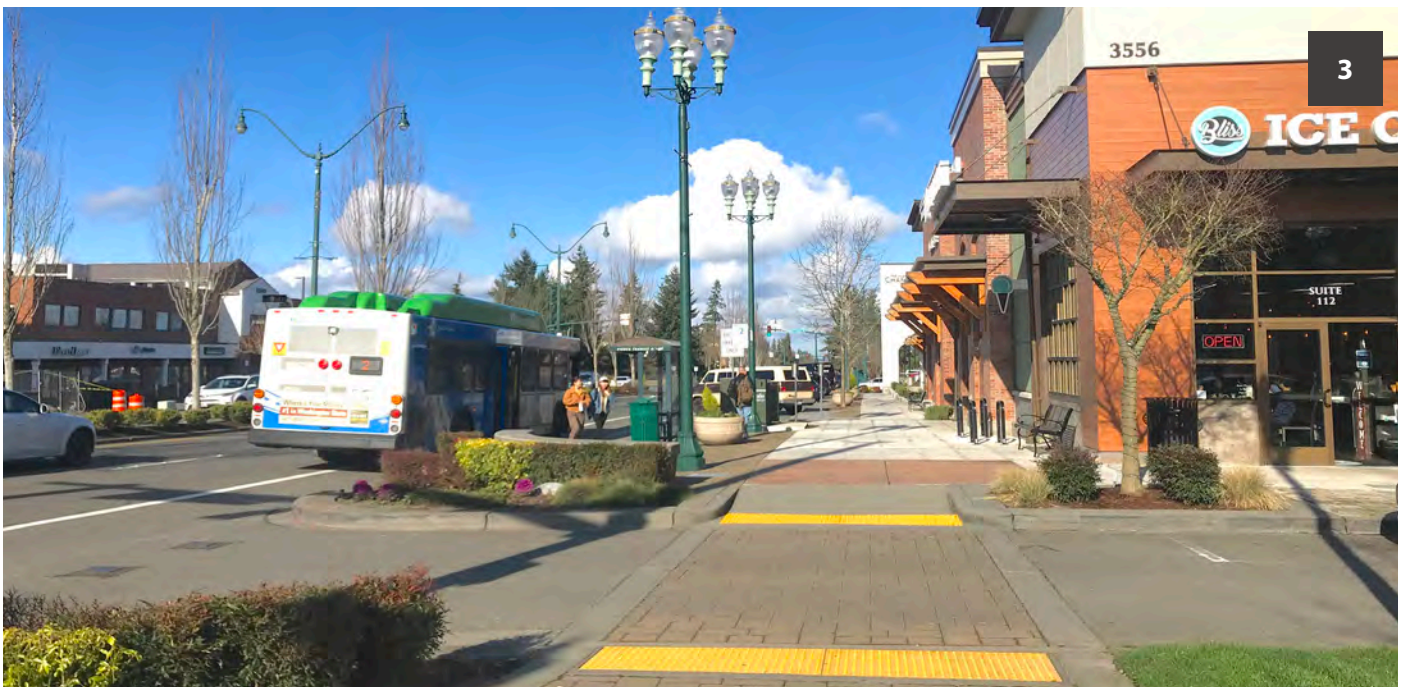
Northgate Mile Streetscape

Northgate Mile can be improved to create a more inviting entryway into the City, beautify the streetscape and improve connectivity between the corridor and surrounding neighborhoods. Additionally, streetscape enhancements along Northgate Mile will help create a public realm that is conducive of commercial and mixed-used redevelopment projects along the corridor and within the planned Activity Centers. The project team created a series of potential streetscape plans/cross-sections showing potential updates along the corridor, and near the planned activity centers. The designs focus on improving the connectivity at strategic locations along the corridor and adding streetscape elements to make Northgate Mile more inviting for bicyclists and

pedestrians while still accommodating motor vehicle traffic. Furthermore, the streetscape plans implement the bicycle/pedestrian recommendations from the “Connecting Our Community” plan.

Streetscape Elements

- Buffered Bicycle lanes
- Trees and landscaping
- Wayfinding and signage
- Decorative lighting with neighborhood/event banners
- On-street parking (preserve)
- Pedestrian Refuge Island (mid-block crossing locations)



1. Example of a dedicated bicycle lane (painted green) | 2. Example of a mid-block pedestrian crossing with refuge island | 3. Example of streetscape elements on a busy arterial roadway in University Place, Washington (wide sidewalks, decorative lighting, landscaping, & bike lanes)

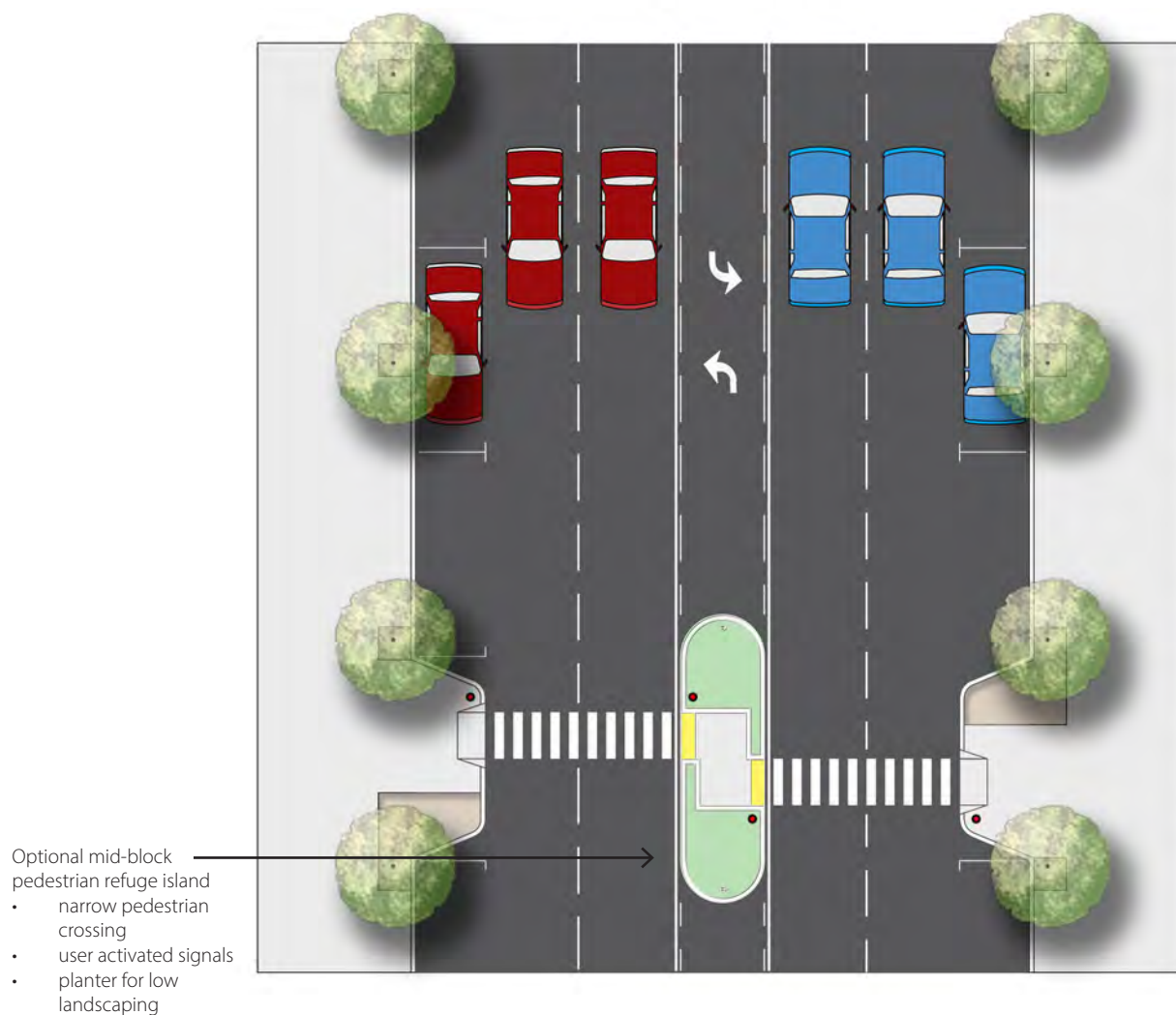


FIGURE 2.5.1. NORTHGATE MILE CONCEPTUAL STREETSCAPE DESIGN

(Concept depicts a potential cross section design mid-way along the Northgate Mile Corridor, adjacent to the former stockyards property)

1st Street/Lomax Streetscapes

1st Street and Lomax can be improved to create a more identifiable and functioning urban streetscape to support the planned “1st Street Activity Center” and to create a stronger pedestrian environment. Additionally, stakeholders identified 1st Street to be challenging for circulation and access. The community wants 1st Street to grow as a walkable, neighborhood-scaled business district, thus, it is important to create a streetscape that supports the intended character. Additionally, there is a community desire to strengthen pedestrian/bicyclist connections to the immediately surrounding neighborhoods to achieve a holistic, multimodal district character.

The project team created a conceptual streetscape plan for the 1st Street corridor – the design elements can also be incorporated into Lomax Street to create a cohesive district character. The streetscape plan focused on intersection enhancements and bulb outs that shortened

the pedestrian crossing distances, incorporate tree/landscaping planters, and add decorative lighting. The plans retain on-street parking and the sidewalks – these capital improvements should be mindful of potential business impacts during construction.

Streetscape Elements

- Trees and landscaping
- Street furniture (benches and waste receptacles)
- Wayfinding and signage
- Decorative lighting with neighborhood/event banners
- On-street parking (preserve)
- Intersection enhancements (crosswalks improvements)



1. Example of user-activated crosswalk signal | 2. Example of landscaped bulb outs at intersection | 3. Example of enhanced intersection paving in Tacoma's Procter District

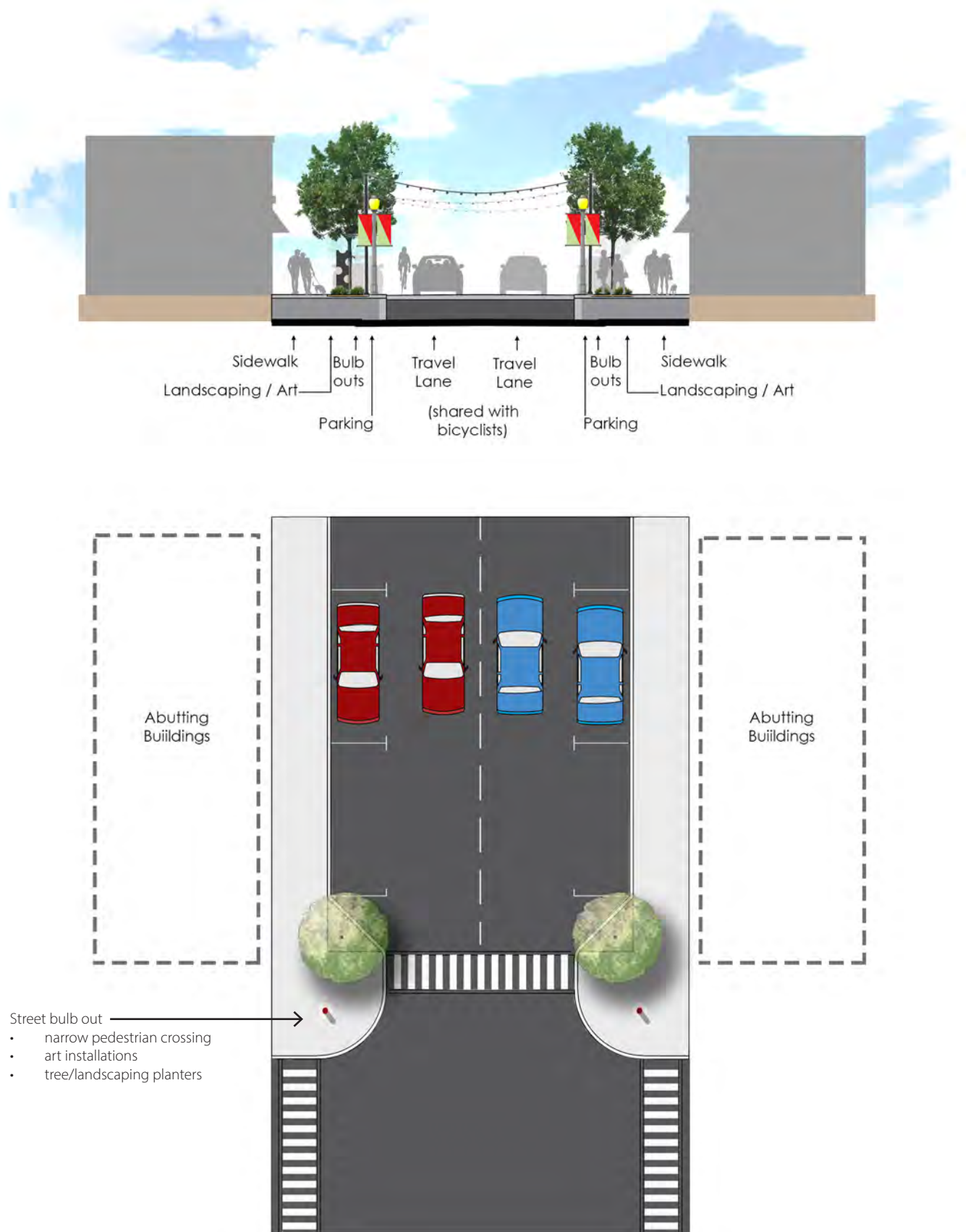


FIGURE 2.5.2. 1ST STREET CONCEPTUAL STREETScape DESIGN

1st Street / Lomax Street Circulation Options

The project team explored circulation options for the parallel streets (1st Street and Lomax Streets). This resulted in three diagrams that show options to improve circulation and traffic movement in this segment of the focus area. The City should further explore the feasibility of each option through traffic studies and additional engagement with residents and local business owners.

- **Option A – One-way Couplet:** this option plans the two streets as two-lane, one-way pairs- 1st Street serving east bound traffic and Lomax continuing to serve west bound travelers.
- **Option B – Two-Way Pairs:** this option plans the streets as parallel two-way streets which allow traffic to move both east and west. This would include access improvements to 1st Street at Northgate Mile and the eastern convergence with Lomax Street.
- **Option C – Realignment Hybrid:** this option proposed a new alignment and intersection location within Northgate Mile. This option allows 1st / Lomax Streets to be configured as a one-way couplet or as two-way pairs. (and contingent on future traffic study findings/recommendations).



FIGURE 2.5.3. 1ST STREET / LOMAX CIRCULATION OPTIONS (Aerial Base Source: Google Earth Pro)



Holmes Avenue Streetscape

Streetscape improvements are planned for Holmes Avenue to create an urban streetscape for the southern segments to support the planned “1st Street Activity Center” and the “Urban Village.” These improvements will create a more attractive streetscape to include the urban design elements that help to support the activity centers, strengthen a mixed-use environment, and encourage community gathering/activity. The other corridor segments include the addition of bicycle lanes.

Streetscape Elements

- Trees and landscaping
- Street furniture (benches and waste receptacles)
- Wayfinding and signage
- Bicycle lanes (when future right-of-way is acquired)
- Intersection enhancements (crosswalks improvements)

May Street Streetscape

May Street can be improved to create a more urban streetscape to support the planned “Civic Activity Center” and support redevelopment within the Northgate Mile corridor. The existing right-of-way segment west of Northgate Mile is unimproved; whereas, roadway improvements would support redevelopment on underutilized properties and help create a distinct mixed-use node. Streetscape improvements will help to strengthen the proposed activity center and improve the walkability of the area. The City may choose to plan May Street improvements as a public works project or through a partnership with future redevelopment proposals.

Streetscape Elements

- Trees and landscaping
- Street Furniture (benches)
- Wayfinding and Signage
- Sidewalks (where missing)
- On-street parking
- Pave unimproved segments



1. Example of a two-lane arterial with a dedicated bicycle lane | 2. Example of an urban street that supports urban infill development in an activity center

Freeman Avenue Streetscape

Freeman Avenue can be improved to create a more urban streetscape to support the planned Urban Village. The northern segment of Freeman Avenue has also been identified as a potential location for a “festival street” that can be periodically closed to motor vehicle traffic and used for neighborhood events and public gathering. The street section is designed so the entire right-of-way can function as a larger community space at the time of street closure. Furthermore, pedestrian-scaled lighting and overhead string lights will create an intimate glow during evening/nighttime events. Furthermore, the

“festival street” is envisioned to support infill development as neighborhood activity is expected to increase through regular community events.

Streetscape Elements

- Trees and landscaping
- Street furniture (benches and waste receptacles)
- Wayfinding and signage
- Decorative lighting with neighborhood/event banners
- Convertible travel lanes for periodic event space
- On-street parking (preserve)



1. Example of a new retail center oriented along a convertible local street | 2. Example of a public plaza in the center of curb less streets in the University Plan Town Center | 3. Example of curb less festival street and the adjacent residential buildings in Burien, Washington

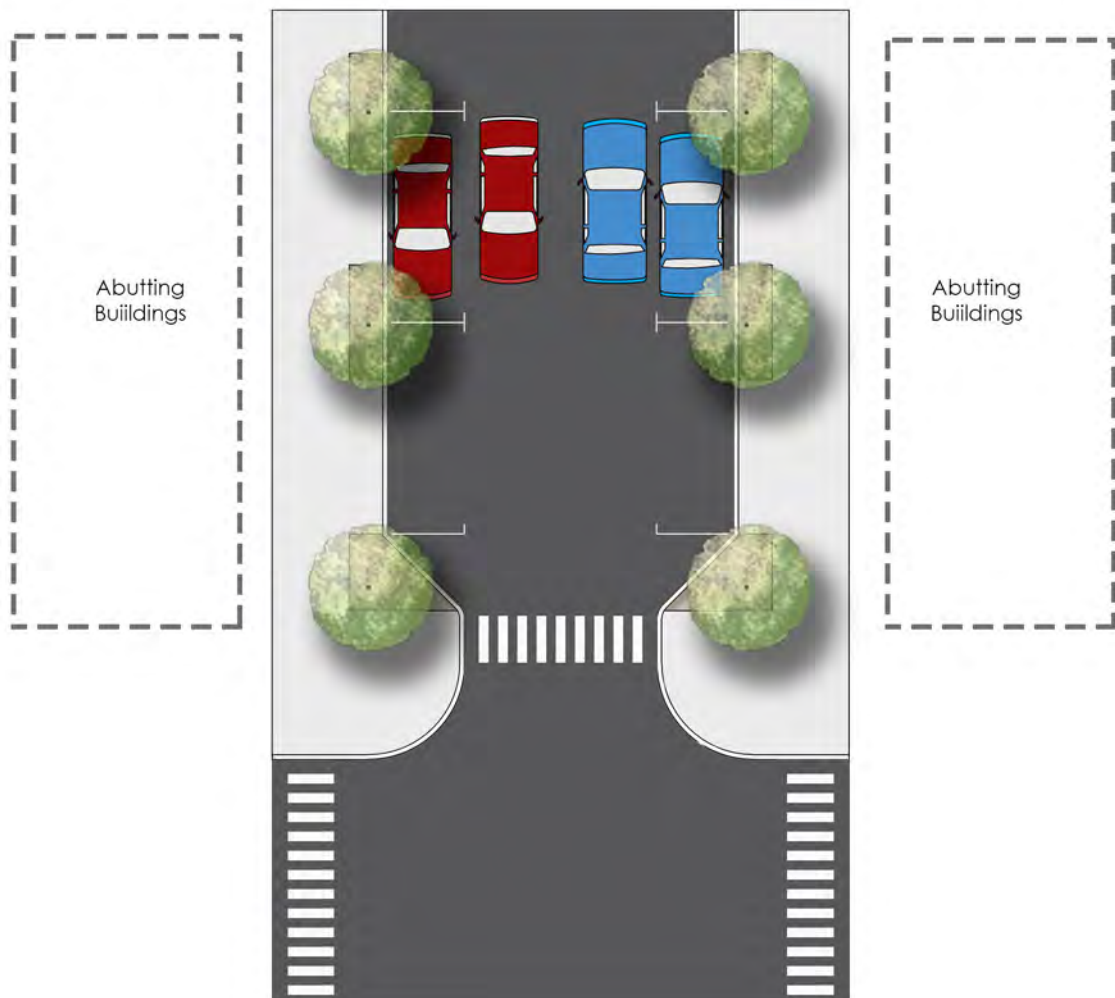
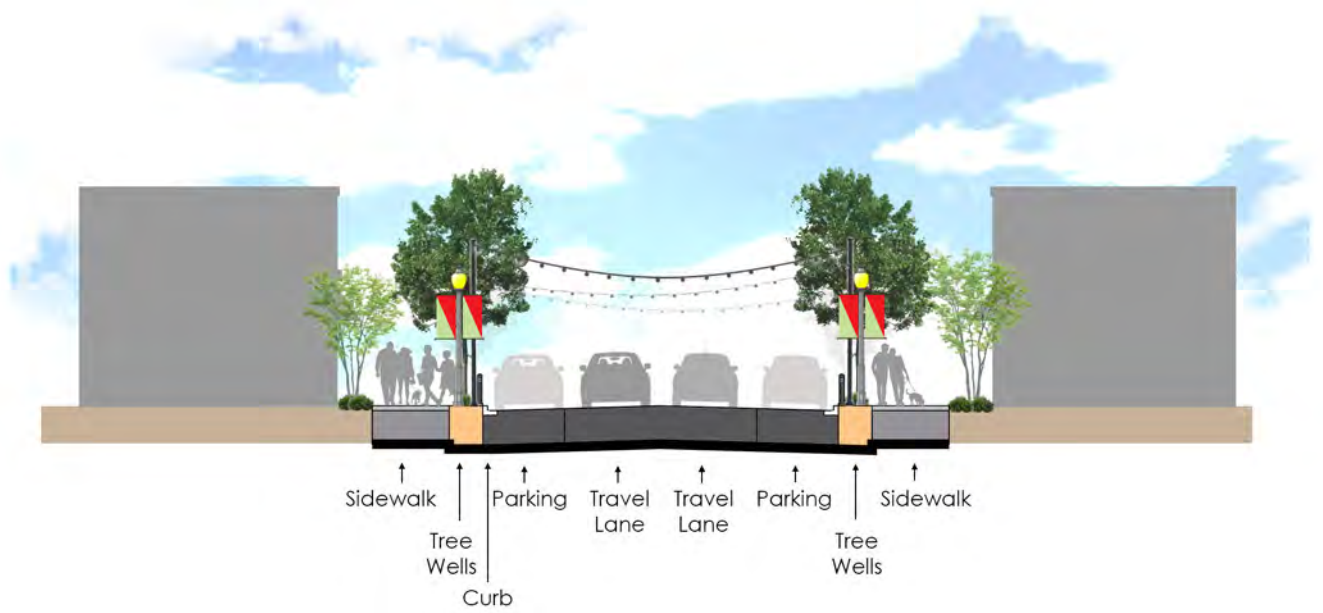
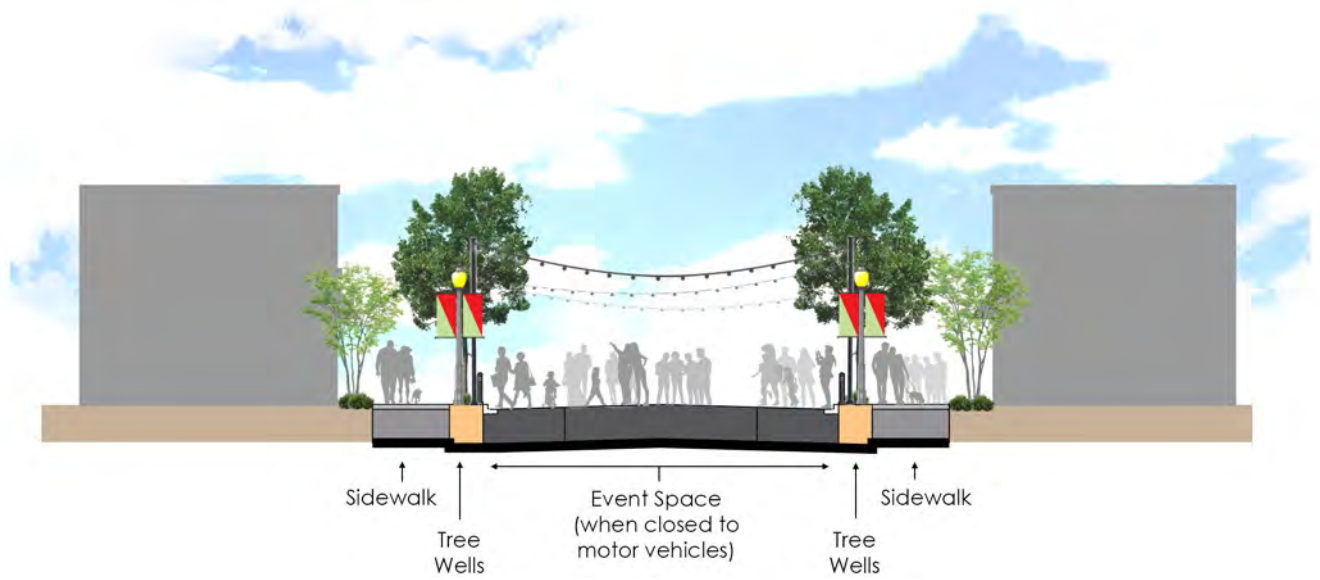


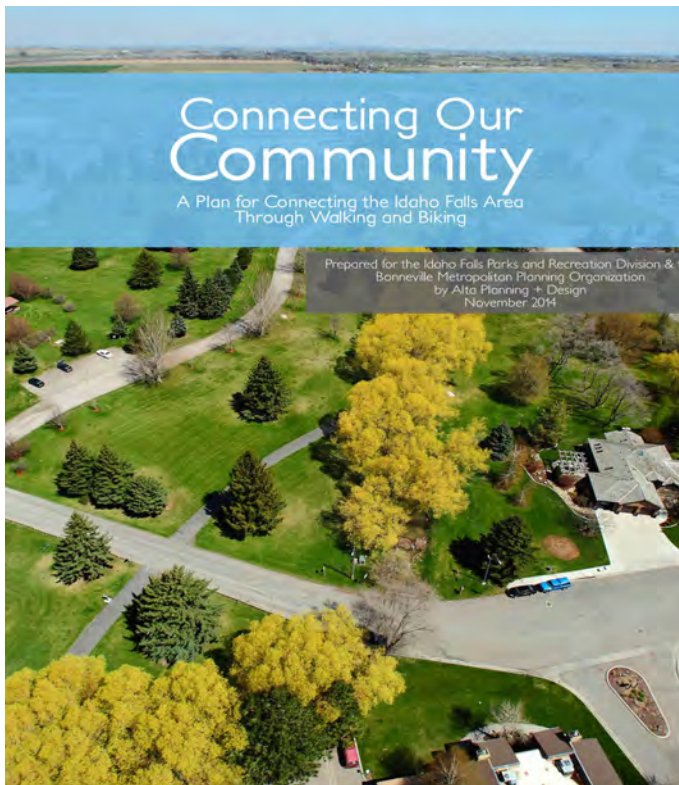
FIGURE 2.5.3. FREEMAN STREET CONCEPTUAL STREETScape DESIGN



The Freeman Avenue “festival street” concept depicting how the space can function as an outdoor gathering space



1. Example of decorative lighting and string lights in Bremerton, Washington’s 4th Street festival street | 2. Example of an optional curb less street edge with bollards | 3. Example of mixed used development along a landscaped festival street



“Connecting Our Community” plan cover and recommended signage / wayfindings to support bicycling - The plan identifies future bicycle-related capital projects for the focus area

Bicycle Routes

The “Connecting Our Communities” plan identifies several corridors where the City would like to add bicycle lanes. The project team also suggests that the City designate bicycle routes on several strategic streets throughout the focus area to help improve connectivity. The project team proposes that bicycle routes be designated on Elva Street, May Street, Cleveland Street, Emerson Avenue, Freeman Avenue and Wabash Avenue.

Future Street Paving

Multiple rights-of-way in the industrial areas on the west side of Northgate Mile are unimproved. These areas have several underutilized properties that possess the potential to redevelop with new employment uses. There is opportunity to support redevelopment by paving rights-of-way – namely Garfield Street, Paulson Street, and Shelley Street. While the City may take the lead on travel lane paving, adjacent property owners will be responsible for sidewalk installation and any associated landscaping. The City may choose to adopt specific roadway standards for these streets to reduced construction costs and to respond to the low traffic volumes expected from the adjacent uses.

Right-of-Way Vacations

The City may choose to initiate strategic right-of-way vacations for certain segments along Northgate Mile to achieve specific objectives (1) improve intersection functionality along the Corridor, and/or (2) create larger redevelopment parcels. In doing so, the City should consider current utility locations (service lines may exist beneath the unimproved rights-of-way). The UDP designates some key right-of-way vacation recommendations for the focus area.

- **Intersection Functionality Vacations:** Several local streets intersect Northgate Mile at irregular angles that complicate vehicle circulation in the corridor – specifically Emerson and Lee Avenues. The City may choose to explore the feasibility of vacating some of the right-of-way segments that intersect with Northgate Mile.
- **Redevelopment Site Vacations:** There are three unimproved right-of-way segments on the west side of Northgate Mile that are not readily needed to provide access to the surrounding parcels (as other connections exist) – specifically north segments of the Lee Avenue, Emerson Avenue, and Higbee Avenue rights-of-way. The City may choose to vacate these right-of-way segments to increase the size and redevelopment potential for the underutilized properties in this portion of the focus area.

Section 2.6:

Catalyst Projects

The implementation of catalyst projects is another key strategy to revitalize the focus area because they bring near-term change and investment that can enhance prospects for additional activity in the area. For the Northgate/1st Street AWP study, catalyst projects are planned on individual tax lots and this section identifies the recommended projects for the focus area.

The project team identified a series of opportunity sites which are prime for redevelopment and could support catalyst projects including new commercial, residential, and public-purpose land uses. The project team also identified specific priority projects to bring positive change to the focus area – this includes (i) a new Police Station on the former stockyards property, (ii) a series of mixed-use, infill projects in the planned Urban Village, and (iii) a new mixed-use project at the 1st Street/Northgate intersection. Interim uses (e.g., pop-up markets, food truck courts) are planned on underutilized sites throughout the focus area to bring near-term commercial activity until the properties are ready for redevelopment. Finally, the project team planned a series of parks and other amenities to improve quality of life within the focus area and complement other planned investments. The following subsections describe each catalyst project.

Strategic Actions

- Promote infill, redevelopment, and adaptive reuse projects on designated “Opportunity Sites” as depicted on the UDP – the properties are presently vacant and well-located to support new uses.
- Identify and implement interim uses on vacant or underutilized properties to activate these sites with community-serving commercial and entertainment activities.
- Continue to plan and budget for a new Police Station building in the Northgate Mile Corridor with priority on the former stockyards property (a significant brownfield site).
- Provide additional parks and open space amenities throughout the focus area and within nearby Central Park.

Opportunity Sites

Through the AWP process, the project team identified eighteen (18) Opportunity Sites that could support strategic redevelopment projects and activities that could catalyze other investment in the Northgate/1st Street focus area. These Opportunity Sites are depicted on the Urban Design Plan and coincide with the priority conditions identified in the brownfield inventory for the focus area (refer to Chapter 3 for the inventory findings).

The Opportunity Sites are either vacant or underutilized and have the capacity for additional development that would expand or further support their current uses. Adaptive reuse/redevelopment projects on these properties could be instrumental in achieving the community’s vision and revitalization goals for the focus area – these properties have the capacity to add additional housing, commercial services, and employment.

Opportunity sites are designated to help the City and community stakeholders focus their redevelopment priorities by proactively working with property owners and developers to initiate redevelopment projects – the underlying zoning and land use map will drive the resulting development programs. While some of the Opportunity Sites have existing structures, there is potential to either adaptively reuse these buildings or entirely redevelop the properties. The City can focus its developer recruitment and economic development efforts on these sites. Table 2.6.a lists the Opportunity Sites and includes information on their location, size, zoning and development status; the UDP designates these sites in yellow.

Table 2.6.a. Opportunity Sites Summary

Site Number	Inventory Map ID(s)	Parcel Identification Number(s) (PINs)	Size (acres)	Zoning	Undeveloped
A	A-203	RPA0540004025A	0.43	Traditional Neighborhood (TN)	YES
B	A-149, A-150, A-151	RPA0620015030E, RPA0620015036B, RPA0620015040A	1.16	Central Commercial (CC)	YES
C	A-049	RPA0620014000D	0.28	Central Commercial (CC)	YES
D	A-152	RPA0620016017B	0.43	Central Commercial (CC)	YES
E	A-241	RPA8590000002O	2.55	Central Commercial (CC)	YES
F	A-247	RPA84200000J	2.99	Central Commercial (CC)	YES
G	A-250	RPA1220001001F	2.75	Central Commercial (CC)	NO
H	A-279	RPA00008203474	0.61	Limited Commercial (LC)	YES
I	A-265	RPA5730001001O	4.37	Central Commercial (CC)	YES
J	A-178, A-179	RPA0420032043C, RPA0420032040A	0.63	Central Commercial (CC)	YES
K	A-128	RPA0420031004A	0.5	Traditional Neighborhood (TN)	YES
L	A-089	RPA0420025028B	0.64	Traditional Neighborhood (TN)	YES
M	A-048, A-096	RPA1470001005O, RPA1470001004O	1.33	Multiple Dwelling Residential (R3)	YES
N	B-091	RPA0420012025B	0.89	Central Commercial (CC)	YES
O	B-089	RPA0620001044B	2.36	Industrial and Manufacturing (I&M)	YES
P	B-061	RPA0420003023A	0.43	Central Commercial (CC)	YES
Q	B-052	RPA1560016031A	0.51	Central Commercial (CC)	NO
R	B-040	RPA1560014001A	2.07	Industrial and Manufacturing (I&M)	YES

Priority Projects

Three priority projects are planned/envisioned for select opportunity sites in the Northgate/1st Street focus area – the project team identified the ideal development program for these properties since they are, perhaps, the most important redevelopment locations within the focus area. These projects have the potential to set the stage for other area-wide revitalization efforts and could serve as anchor uses that will attract customers and residents that will patronize other businesses in the vicinity.

Police Station (OS-O)

The City of Idaho Falls has an immediate need for a new police station that places all associated services in one building/property and located on a primary transportation corridor that has easy access to all points of the city. The Police Station is planned on the former stockyards property, mid-way along Northgate Mile at May Street.

A new police station will bring public safety services to the focus area and would be instrumental in the creation of the planned Civic Activity Node. The police station would serve as a major anchor that could create redevelopment opportunities for other complementary uses such as professional offices, medical services, small-scale retail, and potentially, housing. There is opportunity to incorporate public use elements such as an outdoor gathering space and educational and mentoring

programs between officers and local schools. There is also opportunity to connect the new police station with the area's recreational amenities to aid in officer recruitment and to maintain long-term employee tenure (because the amenities could contribute to job satisfaction).

The new police station would be a valuable use for the focus area and its ultimate design is equally important. There is opportunity to design the new police station with a strong connection to the Northgate Mile corridor – the future building should be oriented close to the public sidewalk to strengthen walkability and urban design in the Corridor. Parking/service areas should be placed to the rear, side or even under the planned buildings. The site slopes down from the Northgate Mile right-of-way – through creative architectural design the new police station can achieve a strong street presence while responding to the property's topographic conditions.



Example of a new police station / public building to serve as a catalyst anchor (Source: Johnston Davidson Architecture and Planning)

Urban Village Infill Projects (OS-E thru I)

The superblocks located along Holmes Avenue at 1st Street are planned to redevelop as the Urban Village with a mix of housing, commercial, and institutional uses. The north and eastern blocks have multiple underutilized properties that are envisioned to support urban infill development with housing and ground-level retail space along the primary streets (1st Street, Holmes Avenue, and portions of Freeman Street). The following highlights ideal elements of the Urban Village Infill Projects.

- **1st Street Mixed-Use Infill (OS E and F):** There is opportunity to redevelop these properties as multi-level, mixed-use projects that include ground level commercial tenant space along much of the 1st Street frontage. Buildings should be placed close to the public sidewalks and parking/service should be located behind building facades or within garages. Medical uses, a growing industry in the region, are also ideal tenants.

Adaptive Reuse Alternative: Alternatively, there is opportunity to enhance the existing shopping centers with facade improvements, additional landscaping, infill out buildings along 1st Street, and pedestrian connections to the public sidewalks.

- **Adaptive Reuse (OS G):** There is opportunity to adaptively reuse the existing three-story building for housing, office, and additional commercial space. Additionally, there is opportunity to construct infill buildings along the Freeman Avenue frontage to create a stronger urban streetscape, screen the surface parking lot, and introduce additional uses to the planned Urban Village.
- **Other Infill Housing (OS I):** There is opportunity to redevelop sites H and I with new multi-family housing and a new street connection between 1st and 4th Streets (which includes a bicycle route as depicted on the City's "Connecting Our Community" plan). New buildings should be sited close to the adjacent street frontages to create a walkable, urban neighborhood character.
- **Freeman Avenue Festival Street:** There is opportunity to transform Freeman Avenue into a "festival street" that provides multi-modal access to current and future uses within the planned Urban Village but also could be periodically closed to function as an outdoor community gathering space. The festival street can serve as a central amenity to the Village. See Section 2.5: Circulation and Access for more detail on this street concept.

- **Pocket Library:** There is opportunity to open a "pocket library" within one of the existing tenant spaces in the planned Urban Village to activate vacant spaces and to create a public gathering resource for area students and residents.



1. Example of an urban neighborhood with outdoor spaces (Source: Stantec) | 2. Example of a mixed-use neighborhood with food venues, retail, and residences (Source: Stantec) | 3. Example of a mix of new and old buildings in an activity center



Example of an emerging activity center - adaptive reuse of a shopping center (foreground) and new apartment buildings (background)

1st Street/Northgate Mile Entry Site (OS-B)

There is opportunity to create a signature, mixed-use infill project at Northgate Mile and 1st Street to create a positive entry into the planned 1st Street Activity Center. The current buildings do not have active tenants and are ripe for redevelopment. Future buildings should be oriented to the public sidewalks to mimic the traditional buildings along the 1st Street corridor – the ground level should contain commercial lease spaces and housing could occupy the upper floors. Parking and service areas should be planned behind the building facade and potentially accessed via the existing alley.



1. Opportunity Site B (OS-B) is located at the cross roads of Northgate Mile and 1st Street | 2. Example of a multi-story residential building with ground level commercial space in Issaquah, Washington

Interim Uses

There are several properties throughout the focus area that could support temporary or interim uses to activate these sites in the near-term before they are redeveloped with new permanent structures. In some situations, interim uses could include food truck courts, open air markets, or periodic event spaces that provide economic opportunity for small businesses and vendors. In other situations, interim uses could be more community focused to include passive gathering spaces, gardens, art installations, or even outdoor games.

The Urban Design Plan identifies ideal locations for interim uses on vacant sites throughout the focus area. The City and community stakeholders should identify

which types of interim uses they would like to see in the focus area, seek approval/support from property owners, and then recruit individual vendors or neighborhood participants to implement interim use projects. Interim uses would be particularly effective in the future Activity Centers/Urban Village. The City could provide grants, staff support, and funding resources to aid interim uses that bring economic opportunity to the focus area and/or improve blighted properties. The City should identify ways to streamline the permitting process for the interim uses.

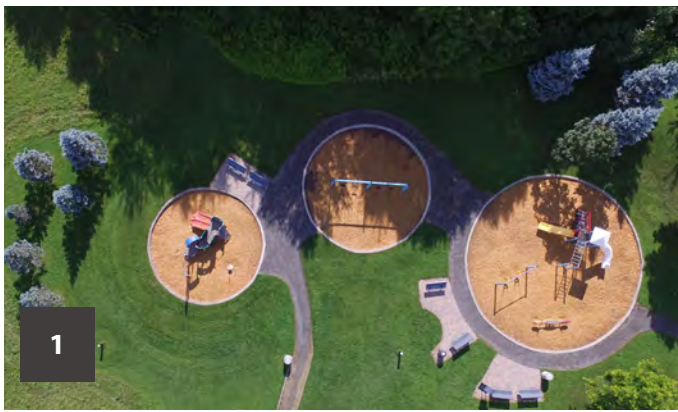


1. Example of games and activity spaces as an interim use | 2. Example of mobile food vendors / food trucks as an interim use (Source: Arturo Rey - unsplash) | 3. Example of a semi-improved food venue on an otherwise vacant property until site is redeveloped with a permanent structure

Parks and Amenities

The focus area could benefit from new formalized open space and recreational amenities to provide green relief from the urban environment and to create areas for community gathering. The Urban Design Plan identifies two strategic open space and recreational enhancements that include (i) develop a formal community park/plaza space at Holmes Avenue and John Adams Parkway, and (ii) construct iconic entry features at key entryways into the 1st Street and Northgate Mile Corridors, and at the 1st / Lomax Streets convergence. Additionally, the planned Freeman Avenue “Festival Street” segment (as discussed in Section 2.5) would provide periodic community event space.

There is also opportunity to provide pedestrian connections and install wayfinding to better connect the 1st Street and Northgate Mile Corridors with other outlying recreational destinations. This collection of related projects will improve the community’s access to open space and recreation in the focus area and support redevelopment objectives.



1. Example of playground equipment in a city park (Source: droneflyer - unsplash) | 2. Example of a small planter and seating area in excess right-of-way | 3. Example of a public square with a movie screen (for periodic events) on a previously vacant property behind commercial buildings

Section 2.7:

Stewardship and Self-Governance

Communities thrive when residents, neighbors, and businesses become active stewards in terms of maintenance, programs, and blight removal. This stewardship can be coordinated through self-governance such as a formal business/neighborhood association. Currently, the focus area lacks an organized group of stakeholders to help improve the district, and no formal business/neighborhood associations exist in the area.

Strategic Actions

- Create a formal business/neighborhood association
- Create a network of volunteers.
- Lead site and building activation initiatives that would improve property conditions, create positive district perceptions, and attract long-term tenants
- Plan and host annual events that bring people to the district, support local businesses, and create long-term community traditions/civic pride.
- Identify funding sources for projects and events.
- Conduct continuous community engagement activities to involve local residents/business owners.

Business/Neighborhood Association

Community-led initiatives make neighborhoods and business districts feel authentic and build momentum towards revitalization. There is opportunity to formalize a 1st Street/Northgate Mile business association (or similar entity) with an active membership that meets on a regular basis (generally monthly or quarterly), has continual income streams to fund operations, and maintains a federal nonprofit status (e.g., 501.c.3 federal tax status). The membership can create annual work plans that aim to improve community conditions, recruit businesses, plan/host events, and provide ongoing neighborhood support. The membership should also connect like-minded individuals with a common purpose to make 1st Street and Northgate Mile great neighborhoods and viable business districts. The City can assist a formal business association through administrative support and coordination. (See Section 2.8 for potential funding options/approaches for the focus area)

Community Engagement

On-going community engagement in the focus area will help build excitement and trust with residents, business owners, and potential investors for the revitalization efforts. The City and stakeholders should implement a community engagement plan to help guide individual capital improvements projects (e.g., streetscape and transportation enhancements) within the focus area and to ensure the projects reflect local values and support local businesses. Additionally, the engagement plans should identify ways to identify and involve underrepresented populations such as the youth, senior, and individuals from ethnic and minority groups. Schools and religious organizations can be effective ambassadors to reach out to these individuals.

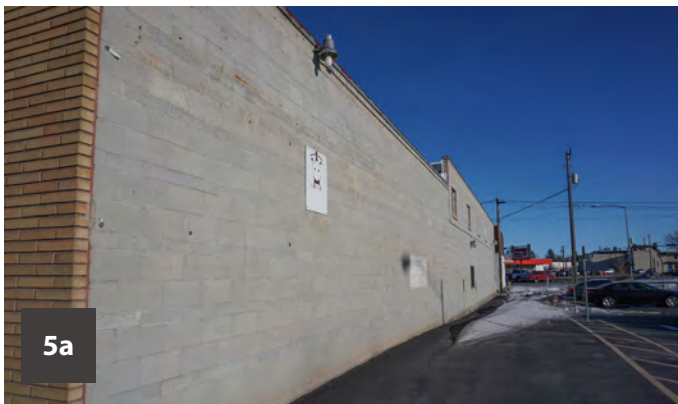


Example of a pop-up community engagement station at a public festival/celebration in Palmer, Alaska - participants provided feedback on potential capital improvement projects

Site and Building Activation

Successful business districts maintain a positive appearance and eliminate negative perceptions associated with blight, abandonment and deferred property maintenance. The Northgate Mile/1st Street Corridors have several vacant and abandoned sites that currently project a negative appearance. There are opportunities for community stakeholders (namely a formal business/neighborhood association) to create and

implement plans to improve property appearance in the short term – remove junk and debris, paint facades, and refresh landscaping. Furthermore, there are opportunities to activate/enliven vacant buildings with elements such as window art installations, historical signs/placards, and temporary event spaces. Finally, community stakeholders should organize volunteer groups to perform these activities – partnerships with schools, nonprofit groups, and religious organizations are ideal resources.



1. Example of an interactive community activity on an empty storefront window (Source: Adam Kring - unsplash) | 2. Example of a community-led flower garden on an empty lot in Tacoma | 3. Example of a pop-up event space in Bremerton | 4. Example of a pop-up Flea Market venue | 5a Existing blank wall along 1st Street / 5b computer visualization of a potential mural installation that could enliven the streetscape

Section 2.8:

Policy and Funding

The City of Idaho Falls can support the revitalization ideas from this study document by incorporating individual projects/initiatives into its policy and regulatory framework as part of regular update cycles – this includes the Comprehensive Plan, zoning ordinance and capital improvement program. This will ensure future planning initiatives and public investments carry forward these revitalization ideas and help the community implement its vision. Furthermore, the City can also identify a strategy to fund the myriad of capital improvement projects that are identified in this study.

Strategic Actions

- Amend the Comprehensive Plan to reflect the AWP priorities and key planning strategies (where applicable)
- Identify zoning/regulatory amendments to support redevelopment projects and to achieve the desired built form (e.g., land uses, building orientation, facade design).
- Update the Capital Improvement Program (CIP) to reflect the projects identified in this AWP study
- Identify funding and grant opportunities.
- Study the feasibility of creating an urban renewal district for areas within the focus area.

Comprehensive Plan Additions/Amendments

The City of Idaho Falls Comprehensive Plan is the primary policy document that guides land use, transportation, and capital improvement projects in the municipal limits. Thus, it is important that the applicable community planning ideas from this study are reflected in the Comprehensive Plan as part of the regular updates and amendments to ensure they are effectively funded and implemented in the future.

The following summarizes potential additions/amendments to the Comprehensive Plan that would support/strengthen revitalization efforts in the focus area:

- **Land Use Plan Map:** The City may choose to designate the planned Activity Centers and Urban Village on the Land Use Map since these will be significant growth areas and centers for mixed-use activities, pedestrian/bicycle amenities, and community gathering.

- **Land Use Policies (Activity Centers/Urban Village):** The City may also choose to add policies that describe the planned land use and urban design components for the Activity Centers and Urban Village so that future redevelopment projects implement the community's vision for these areas.
- **Transportation Plan:** Through periodic updates, the City should update the Comprehensive Plan to include the major transportation projects identified in this study. Updates to the "Roadway Improvements List" should include access, intersection and streetscape improvements (Northgate Mile, 1st Street, Lomax Street, and Freeman). The Long-Range Bicycle and Pedestrian Facilities Map should also be updated to coincide with the recommended projects from this study. Finally, the Comprehensive Plan should acknowledge hybrid street design options such as the "festival street" concept for Freeman Avenue.

Zoning Refinements

The City's zoning ordinance establishes the land use and development requirements for new and adaptive reuse projects within the municipal boundaries. While the zoning standards are supportive of redevelopment projects, there is opportunity to make minor refinements to ensure the planned Activity Centers/Urban Village redevelop with a strong pedestrian-oriented urban design character. The following summarizes potential regulatory refinements that would support infill, redevelopment, and adaptive reuse activity in the focus area.

- **Zoning Map (Activity Centers/Urban Village)**
 - The City may choose to designate the planned Activity Centers and Urban Village on the zoning map as a means to recognize these strategic growth areas and/or to establish additional land use and design

guidelines. As mapping options, this may be new zoning districts, or overlay zones. If a new districts or overlays area created, the City must also draft the associated land use, design, and dimensional standards to fully implement this regulatory method.

- **CC Zone Design-related Amendments** – The CC zone is designated along the traditional commercial corridors within the focus area. The City may choose to apply additional design guidelines to the CC zone to ensure future buildings are oriented closely to adjacent streets and parking/service areas are adequately screened. These regulatory refinements are important to achieve the urban design character envisioned for the Civic Activity Center, 1st Street Activity Center, and the Urban Village.
- **Regulatory Support for Adaptive Reuse Projects** – The City’s zoning standards should include additional flexibility to recognize and accommodate the existing site conditions for adaptive reuse projects – these projects include an existing structure that is being converted from one land use to another (e.g., from a house to a commercial business). Under current policy, when structures undergo a change of use and/or undergo substantial improvements (e.g., building expansion and/or internal renovations), the project scope must bring portions of the site/building into conformance with current zoning standards (e.g., on-site parking, landscaping/buffering, ADA accessibility, sidewalk connections and the like). Many times, these properties cannot physically accommodate the required site development elements and/or the associated costs make the project infeasible.

City staff should conduct a comprehensive zoning code review to identify potential regulatory barriers/hardships to adaptive reuse projects. Supportive code modifications could include: (i) reduced on-site parking standards, (ii) reduced setback allowances for additions (to recognize current building location), (iii) flexible signage allowances (for sites on the 1st/Lomax couplet), (iv) reduced landscaping/buffer requirements (on planned pedestrian-oriented commercial streets and established urban neighborhoods), and (v) building design standards. In addition to supportive zoning refinements, City Planners should coordinate with the Building Official to apply regulatory flexibility through the City’s Building Code. (Building and Zoning Codes are distinctly different and will require internal coordination to promote regulatory flexibility while retaining life and safety policies).

Urban Renewal District(s)

The City should explore the feasibility of establishing one or multiple urban renewal districts in the focus area. Urban renewal with revenue allocation financing is the main tool available to cities and counties in Idaho to assist with redevelopment within deteriorating areas¹. With minor exceptions, tax abatement is not an allowed incentive in Idaho. Instead urban renewal and revenue allocation financing is a common approach that is used. Enabled through Title 50, Chapter 20 (Idaho Urban Renewal Law) and Title 50, Chapter 29 (Idaho Local Economic Development Act), urban renewal and revenue allocation financing allows for the following:

- **Revenue dedicated for redevelopment purposes:** In an urban renewal district, a portion of the property taxes collected are allocated to public improvement projects in the district boundaries. The amount is the property tax revenue that is derived from the incremental increase in assessed value between the base year the urban renewal district is formed, and the current year assessed value. Property taxes collected on the base year assessed value continue to flow to all applicable taxing entities - many states call this “tax increment financing” and in Idaho the term is “revenue allocation financing” within a revenue allocation area (RAA), but the formula is similar. The revenue collected through urban renewal can be spent on projects that are consistent with an associated urban renewal plan and can include public infrastructure -- such as streets, utilities, parks, parking, and public facilities. Revenue allocation funds can also be used to acquire and sell property and improve and prepare sites for development, including environmental cleanup.
- **Bring additional redevelopment tools:** An urban renewal agency (the government body that oversees the urban renewal district) has a set of tools to help with redevelopment projects within a district boundary. Examples include purchasing and assembling land, providing land write-downs, preparing the site for development and making it available for redevelopment through a developer reimbursement agreement (DRA) or other contractual process to ensure the project builds out consistent

¹ This section is based on Idaho Statutes Title 50, Chapter 20 and Chapter 29, Urban Renewal 101 by the Association of Idaho Cities the Idaho Falls Redevelopment Agency 2019 Annual Report, Urban Renewal 101 by Ryan P. Armbruster and Meghan S. Conrad, June 22, 2017, as well an interview with Shellan Rodriguez and Phil Kushlan, Idaho based consultants in redevelopment.

with locally adopted plans. Urban renewal agencies can enter into owner participation agreements (OPA) to spend revenue allocation funds within a district to support improved feasibility for private projects, so long as the revenue allocation funds are spent on public improvements. This could include funding offsite infrastructure, adjacent parks and/or streetscape improvements. The owner participation agreement and/or development reimbursement agreement spells out the roles and responsibilities of the developer and the redevelopment agency to implement and fund identified and allowable public projects. In Idaho, urban renewal agencies are constitutionally prohibited from funding improvements on privately-owned property. Additionally, an urban renewal agency is technically allowed to bond against revenue allocation funding; however, new urban renewal districts are limited to twenty years, making bonding less feasible due to the limited length of the repayment term. Pay-as-you-go financing and the use of OPAs or DRAs are often used to partner with the private sector and implement revitalization.

Urban Renewal Formation - The City of Idaho Falls originally formed the Idaho Falls Redevelopment Agency in 1966 (and re-established the agency in 1988) and it manages four urban renewal districts in the City. The City and the Redevelopment Agency should proceed with a phased approach to forming urban renewal districts within the focus area. Given that the length of time for new districts is 20 years, it's important to have a development project partner (or partners) at the table during and prior to formation; this improves the ability to take full advantage of the revenue that can accrue to the district to fund projects. New smaller districts could be phased to align with opportunity sites and their surrounding properties, allowing for revenue allocation funds to be used for public improvements and possibly land assembly and disposition. An eligibility report is required to determine whether an identified area meets the requirements of an urban renewal district and ultimately develop an urban renewal plan and form a revenue allocation area. (Appendix D includes responses to how the focus area meets the State's eligibility criteria for creating a new urban renewal district).

Forming an urban renewal district within the focus area at the right time will generate revenue allocation funding

that allows for land write-downs that may be needed for new projects. Funds could also pay for public off-site improvements, including development impact fees. Real estate pro formas are necessary to fully understand the level of incentive necessary to support private redevelopment. Effective public-private partnerships in the focus area could include projects that address a public need but require creative financial tools to improve feasibility – examples include affordable housing projects, business incubator spaces, and/or mixed-use projects with public service anchors. These projects are critical to the redevelopment of underutilized properties.

Business Improvement District

A business improvement district (BID) could be a helpful tool for revitalization through a public/private partnership in the focus area. Enabled through Title 50, Chapter 26 of the Idaho Statutes, BIDs can be formed to fund parking facilities, public enhancements, promote public events, and other activities to promote quality of life and business vitality. Downtown Idaho Falls is home to the Downtown Business Improvement District with services operated under contract with the Idaho Falls Downtown Development Corporation. A BID formation under Idaho law requires a petition to be submitted by property owners and those who own businesses within the district; signatories on the petition must make up at least 50% of the proposed special assessments. A BID is not used for large scale capital improvements, is not a revenue source to bond against and requires support and initiation by the private sector. The BID is a tool for funding programming, maintenance, and placemaking activities in a defined commercial area.

Local Improvement Districts

Another public financing tool available to communities in Idaho is the local improvement district (LID). This is a type of financing, enabled through Title 50, Chapter 17 of State statute that allows private property owners to assess themselves and share the cost to fund the hookup or construction costs associated with any improvements made to the outside of their properties. This could include utilities and/or infrastructure, irrigation, sewer and water lines, sidewalks, transportation and curbs and gutters. This could be a helpful tool within the focus area to finance improvements within commercial areas or opportunity sites.

Community Development Block Grants (CDBG):

Idaho Falls is classified as an “entitlement city” which makes it eligible for CDBG funding allocation – funds can be used towards projects that benefit low and moderate income individuals, prevent or eliminate conditions of slum and blight, or that meet an urgent need. Historically, the City has offered CDBG grant funding to local organizations to finance qualifying projects – this is a competitive application process during each funding cycle. The City may choose to allocate portions of their CDBG allotment to fund (or portions of) qualifying projects in the AWP focus area – this may include public, private, and not-for-profit initiatives that meet eligibility criteria.

Revolving Loans Fund Program:

The Idaho Falls Business Assistance Corporation, a nonprofit corporation, offers a Revolving Loan Fund (RLF) to support private development projects and business enterprises in the AWP focus area. RLFs are essentially low-interest loans that are available in conjunction with other bank financing to support for-profit small businesses. RLFs can address financing gaps for applicants so they can implement their development projects and/or business plans (under some situations, banks are only willing to offer financing loans for a portion of the project/business plan, and applicants must obtain other funding options to achieve their full financing needs).

Other State Incentive Programs

There are other incentives that could be used to develop a public/private partnership and incentivize private sector redevelopment within the focus area. Some of these may be applicable in the focus area depending on the type of business looking to expand or relocate. Three viable programs include:

- **Idaho Tax Reimbursement Incentive (TRI):** Through the TRI program, the State offers tax credits on state income, payroll and sales tax for up to 15 years if the business creates well paying, full time jobs and makes a meaningful community contribution.
- **Idaho Opportunity Fund:** This fund supports infrastructure improvements associated with commercial and industrial projects.
- **Idaho Business Advantage:** This program provides sales tax incentives for \$500,000 in investment and at least 10 new jobs, among several other similar programs.

These types of programs require matching local businesses with state programs and helping provide technical assistance to determine if the programs are worthwhile and can improve the feasibility of redeveloping buildings and growing the commercial properties within the study area.

Affordable Housing – Community Land Trust

Idaho Falls should also consider establishing a local Community Land Trust (CLT) to support affordable housing projects/initiatives -- this is a system of tenure in which the underlying land is owned by a mission-driven entity, usually a nonprofit, whereas the buildings on the land are owned or leased by residents. CLTs often have the explicit goal of promoting affordable housing and contain legal provisions governing ownership and transfer to keep units affordable in perpetuity. While often used for affordable housing development, they can be utilized to develop other community-serving facilities. Additionally, the City could lease, sell or transfer development rights of public-owned land – such as along the golf course – to increase density on receiving properties that would help new housing projects “pencil.” A CLT could be used in addition to other mechanisms that assist with developing housing projects – such as project development through partnership with the State (or a new, local) public housing authority and use of Low-Income Housing Tax Credits (LIHTC).

Funding Public Improvements

The strategy to fund public improvements should be a mix of locally raised funds combined with outside grant sources. The City should develop a Northgate/1st Street Area-wide Planning capital improvement program (CIP) and an associated financing plan that identifies the cost and sources of funds over a ten-year time period for implementation with funds appropriated and budgeted for the immediate two years. Preliminary public improvement recommendations include streetscape enhancements, a new police station, signage and wayfinding, pedestrian/bicyclist facility projects, a “pocket library”, and park enhancements. The CIP may include some budget allocations that support private redevelopment projects that have direct public benefit (e.g., blight removal, housing opportunities, economic development, transportation enhancements, etc.).

Local Contribution

Funding for public improvements should come from a combination of local contributions, outside grants, and fundraising. Options for local contributions include:

- **City of Idaho Falls General Funds (if available):** Typically, City general funds are already spoken for and are necessary for the ongoing operation of a city. However, a growing tax base often has room to budget for new projects and ideas. The City could consider budgeting for a portion of the capital improvements identified for the focus area. Other ways to provide local match funds for grants include in kind donations of staff time and project design.
- **Revenue Allocation Funds:** As described previously, if an urban renewal district is formed, revenue allocation funds can be used to fund public improvements within the focus area and would be a critical source of local funds to support redevelopment; as well as matching funds for state and federal grants.
- **Community Development Block Grants (CDBG):** The City may choose to allocate portions of their CDBG allotment to fund (or portions) of qualifying public improvements – under eligible conditions, CDBG funds can be used for local contributions to meet grant guidelines.

Federal, State and Foundation Funding Opportunities

Outside funding sources and grants are necessary to pay for the myriad of capital improvement projects planned for the focus area. The market analysis identified funding opportunities for capital projects, including public improvements and placemaking, as well as opportunities to fund program supports. The full market study in Appendix B includes a list of 15 federal, state and foundation funding opportunities, which is not meant to be an exhaustive list of possible funding sources. Some possible options that appear promising include the Blue Cross of Idaho Foundation for Health, Community Transformation Grants provide opportunities up to \$135,000 for health focused projects, including trails and pathways. The National Endowment for the Arts offers up to \$150,000 in funding through the Our Town Grant, which is promising for funding placemaking within the focus area. EPA brownfield grants can fund additional environmental site assessment (ESA) studies and cleanup planning that support redevelopment projects.

Chapter 3:

Implementation & Action Plan

Section 3.1:

Action Plan Introduction

The City and its stakeholder partners must have an action plan in place to ensure the community’s vision for the Northgate Mile and 1st Street focus area moves forward now and well into the future. The project team created a formal Action Plan that responds to the individual projects that the community identified through the AWP process. This would be instrumental for the community to realize the vision and redevelopment projects outlined in this AWP document.

Section 3.2:

Action Plan Matrix

The project team created an Action Plan to support the community’s vision, conceptual plan, and corresponding project list. The Action Plan is organized to follow the overarching implementation strategies followed by corresponding actions. These are high level recommendations to ensure the AWP projects move forward; the City should develop internal work plans for each action. For each implementation strategy, the Action Plan lists actions, the target year(s), entity and partners, resources, and detail/components. This Action Plan can guide the City’s work plan and budget allocations so that staff takes incremental steps to support redevelopment in the AWP focus area. This will also help guide stakeholder participation.

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
1: Urban Design Strategies						
Action 1.a. – Formally designate and plan for Activity Centers and the Urban Village	X			Planning	Staff Resources	<ul style="list-style-type: none"> Designate the planned Activity Centers / Urban Village on the Comprehensive Plan Land Use Map Adopt policies that explain the intended land use and urban design character
Action 1.b. – Partner with property owners to redevelop the Activity Centers and Urban Village	X			Planning	Staff Resources	<ul style="list-style-type: none"> Meet with property owners and build partnerships to redevelop the Activity Centers and Urban Village into mixed-use, pedestrian-oriented destinations
Action 1.c. – Use the Urban Design Plan to guide future land use and capital improvement decisions in the focus area	X	X	X	Planning Public Works Parks and Recreation	Staff Resources	<ul style="list-style-type: none"> Use the Urban Design Plan to guide future land use planning in the focus area. Use the Urban Design Plan to guide capital improvement projects (transportation, and parks and recreation) decisions and funding priority.
2: Community Identity Strategies						
Action 2.a. – Support local stakeholders to adopt district brands for key destination areas, planned Activity Centers, and the Urban Village	X			Planning Local Stakeholders	Staff Resources	<ul style="list-style-type: none"> Encourage local stakeholder groups to identify and adopt formal district brands for key destination areas within the focus area – priority given to the planned Activity Centers and the Urban Village. Facilitate the adoption of formal names of the destination areas. Encourage the creation of logos and signage to promote the brands.
Action 2.b. – Support local stakeholders to host annual events and traditions in the focus area	X	X	X	Planning Public Works Local Stakeholders	Staff Resources Budget Allocation Grant(s)	<ul style="list-style-type: none"> Partner with and support local stakeholders to host regularly scheduled events in key destinations in the focus area. Develop a streamlined permitting process for events.

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
Action 2.c. – Plan for entry features at key destinations within the focus area.	X			Planning Public Works Local Stakeholders	Staff Resources Budget Allocation Grant(s)	<ul style="list-style-type: none"> Collaborate with local stakeholders to identify locations for entry features in the focus area to promote key destinations. Secure funding source(s) to finance the entry feature design. Hire a consultant to design the entry features; engage local stakeholders to guide the design process; incorporate historical elements into the entry features. Secure additional funding for construction. Construct the entry features.
3: Circulation and Access Strategies						
Action 3.a. – Enhance the Northgate Mile Streetscape		X		Public Works Planning Idaho Transportation Department (ITD) Bonneville Metropolitan Planning Organization (BMPO) Local Stakeholders	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Build consensus for the streetscape enhancements with the City, BMPO, and ITD. Identify a funding strategy. Hire a design consultant to create a streetscape plan for Northgate Mile. Adopt a community involvement plan to guide the streetscape design. Adopt the streetscape project into the City's Comprehensive Plan Adopt the streetscape plan into the City's Capital Improvement Program (CIP). Construct streetscape enhancements.
Action 3.b. – Improve portions of the May Street right-of-way within the planned Activity Center		X		Public Works Planning Idaho Transportation Department (ITD) Bonneville Metropolitan Planning Organization (BMPO) Local Stakeholders	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Identify a funding strategy Hire a design consultant to create construction documents. Adopt the improvement plan in the City's Capital Improvement Program (CIP). Construct the street improvements.

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
Action 3.c. – Plan for circulation and access options to 1st Street / Lomax Street	X			Public Works Planning Idaho Transportation Department (ITD) Bonneville Metropolitan Planning Organization (BMPO) Local Stakeholders	Staff Resources Budget Allocation	<ul style="list-style-type: none"> Study circulation enhancements for the 1st Street / Lomax Street Corridors Consider alternatives such as one-way pairs, two-way pairs, and a hybrid option. Build consensus amongst the government partners, local stakeholders, and area businesses on the locally preferred circulation option. Adopt a resolution to record the preferred circulation option.
Action 3.d. – Enhance the 1st Street streetscape		X		Public Works Planning Bonneville Metropolitan Planning Organization (BMPO) Local Stakeholders	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Identify a funding strategy. Hire a design consultant to create a streetscape plan for 1st Street with priority in the planned Activity Center and Urban Village. Adopt a community involvement plan to guide the streetscape design. Adopt the streetscape plan into the City's Capital Improvement Program (CIP). Construct streetscape enhancements.
Action 3.e. – Improve bicycle and pedestrian facilities in the focus area ("Connecting Our Community" Plan)	X	X	X	Public Works Planning Bonneville Metropolitan Planning Organization (BMPO) Local Stakeholders	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Inventory the current streets and identify service gaps Identify the improvement components for each roadway Identify a funding strategy Adopt a phasing plan for bicycle and pedestrian facility improvements Adopt the bicycle and pedestrian improvement projects into the City's Capital Improvement Program (CIP).
Action 3.f. – Devise a plan to address unimproved right-of-way in the focus area	X			Public Works Planning	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Identify rights-of-way that the City intends to pave. Priority on Garfield Street, Paulson Street and Shelley Street. Adopt a specialize street cross section design. Identify a funding strategy Adopt the street paving projects into the City's Capital Improvement Program (CIP).

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
Action 3.g. – Devise a plan to vacate rights-of-way in the focus area	X	X		Public Works Planning Local Stakeholders	Staff Resources Budget Allocation	<ul style="list-style-type: none"> Identify rights-of-way that will be vacated. Prioritize rights-of-way that would benefit designated opportunity sites and other potential catalyst redevelopment sites. Identify existing utilities that may exist within rights-of-way that are targeted for vacation. Identify a utility line relocation strategy. Adopt an implementation plan to vacate rights-of-way.

4. Catalyst Project Strategies

Action 4.a. – Support redevelopment projects on designated Opportunity Sites	X			Planning Local Stakeholders	Staff Resources	<ul style="list-style-type: none"> Reach out to property owners to identify the redevelopment goals for the Opportunity Sites. Identify potential regulatory changes that would support redevelopment and adaptive reuse activities. Assist property owners to market the Opportunity Sites to developers/ investors. Identify funding sources to assist with property redevelopment/adaptive reuse activities (e.g., EPA brownfield grants)
Action 4.b. – Plan for a new Police Station in the focus area	X	X		Planning Public Works Police Department	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Support on-going planning for a new Police Station in the focus area with priority on the former stockyards property. Develop a site plan/project program that orients the future building to Northgate Mile with a common outdoor gathering space. Develop cost estimates for project development and operation. Explore funding sources. Apply for grants (if applicable). Adopt the Police Station project(s) into the City's Capital Improvement Program (CIP).

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
Action 4.c. – Support interim uses throughout the focus area	X			Planning Local Stakeholders	Staff Resources	<ul style="list-style-type: none"> Identify local stakeholders that could lead interim use projects in the focus area. Identify interim projects and their associated locations – use the Urban Design Plan as a guide. Review the City code for any potential regulatory barriers for the planned interim uses. – make appropriate amendments.
Action 4.d. – Plan for parks and amenities in the focus area		X		Planning Public Works Parks and Recreation Idaho Transportation Department (ITD) Local Stakeholders	Staff Resources Budget Allocation Grants	<ul style="list-style-type: none"> Identify the parks and amenity improvements in the focus area – prioritize (i) a new park/open space amenity at Holmes Avenue and John Adams Parkway (opposite of the Civic Auditorium), (ii) an entry feature at Northgate Mile and 1st Street, and (iii) an entry feature/passive open space amenity at the 1st / Lomax Street convergence. Partner with local stakeholders to define the project designs/components. Identify funding sources Hire a design consultant to create construction documents for the projects. Adopt the projects into the City's Capital Improvement Program (CIP).
5. Stewardship and Self-Governance Strategies						
Action 5.a. – Support the creation of formal business/ neighborhood associations	X	X		Planning Local Stakeholders	Staff Resources	<ul style="list-style-type: none"> Identify local stakeholders who are interested in local leadership roles. Assist stakeholder leaders to identify the process to create formal business / neighborhood associations. Devise a plan to formally recognize the business / neighborhood associations. Employ continuous support and coordination with business/ neighborhood associations pertaining to public work projects, planning efforts, and capital improvement projects in the focus area.

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
Action 5.b. – Support site and building activation initiatives	X	X		Planning Local Stakeholders	Staff Resources	<ul style="list-style-type: none"> Partner with local stakeholders and/or formal business/ neighborhood associations to identify initiatives to activate vacant sites and empty storefronts (e.g., art installations, pop-up events, etc.). Review the City code for any potential regulatory barriers for the planned site/ building activation projects. – make appropriate amendments.
Action 5.c. – Continually engage with residents, business owners, and general stakeholders	X	X	X	Planning Local Stakeholders	Staff Resources	<ul style="list-style-type: none"> Identify groups / individuals to focus community engagement efforts. Partner with business / neighborhood associations, schools, and religious organization to involve groups and individuals. Devise a community engagement plan to involve these groups / individuals on current and future neighborhood improvement efforts
6. Policy and Funding Strategies						
Action 6.a. – Update the City of Idaho Falls Comprehensive Plan (as appropriate) to acknowledge the ideas from this area-wide planning document	X			Planning	Staff Resources	<ul style="list-style-type: none"> Review the Comprehensive Plan and identify potential amendments that would support the ideas and recommendations from this area-wide planning document. As part of a regularly scheduled Comprehensive Plan update process, make necessary updates.

Table 3.2.a – Action Plan Matrix

Implementation Strategies and Actions	Short-Term (within 5 years)	Medium-Term	Long-Term (10+ years)	Lead Entity & Partners	Resources Required	Detail / Components
Action 6.b. – Update the City's zoning ordinance (as appropriate) to acknowledge the ideas from this area-wide planning document	X			Planning	Staff Resources	<ul style="list-style-type: none"> Review the City's zoning ordinance to identify potential amendments that would support the ideas and recommendations from this area-wide planning document (e.g., zoning map changes, text amendments) Identify methods to formally designate the planned Activity Centers and Urban Village (pursuant to the Urban Design Plan). Identify text amendments to the CC zone (or other regulatory method) to ensure the planned Activity Centers/ Urban Village redevelop as walkable, pedestrian-oriented, mixed-use districts. Identify potential regulatory amendments to support interim uses in the focus area. Adopt the amendments.
Action 6.d. – Study the feasibility of forming urban renewal districts in the focus area	X	X		Planning	Staff Resources	<ul style="list-style-type: none"> Conduct a feasibility analysis of one or more urban renewal districts in the focus area as a means to fund capital improvement projects through tax increment financing. Identify potential urban renewal district boundaries. – Include properties that are expected to be redeveloped in the near-term.
Action 6.e. – Seek grants to fund capital improvement projects and to assist redevelopment projects	X	X	X	Planning Public Works Parks and Recreation Bonneville Metropolitan Planning Organization (BMPO) Idaho Transportation Department (ITD) Local Stakeholders	Staff Resources Budget Allocation (optional)	<ul style="list-style-type: none"> Coordinate with government agencies to identify grant opportunities and partnerships. Identify grants that would fund the capital improvement projects identified in this study document. Identify grants that can assist with private redevelopment projects. Develop a matrix of potential grants – include submission deadlines, criteria, dollar amount (and matching requirements), and potential projects the grants will fund. Adopt an internal work plan to compile, submit, and manage the grants. Optional: Hire a grant writing specialist/ consultant to help pursue opportunities.

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Chapter 4:

Community Conditions

Section 4.1:

Community Context

When planning for the Northgate/1st Street AWP focus area, it is important to understand and respond to the community context, the area's character, existing infrastructure, and adopted long-range planning initiatives. This chapter explores the community conditions and identifies the current policy/regulatory framework that guide future land use and development in the focus area. It is important to understand the current conditions so that the City and its community stakeholder partners can identify a path forward to address current challenges, identify opportunities, and adopt an action plan for community improvements.

Focus Area Description and Overview

The Northgate/1st Street AWP focus area is located just northeast of Downtown Idaho Falls and nestled between established residential neighborhoods and other business enclaves. Both the Northgate Mile and the 1st Street Corridors are close-in commercial districts that could be revitalized to serve the adjacent neighborhoods, the larger City, and become cherished local destinations for entertainment, housing, and local shopping.

Northgate Mile was once the primary route that took travelers to Yellowstone National Park and supporting land uses sprung up along the Corridor to capitalize on visitor activity. This activity soon reduced as other transportation routes were constructed and travelers were redirected around this area of Idaho falls. Similarly, 1st Street used to be a bustling neighborhood commercial district but as

demographics and urban growth patterns changed, the area became a less predominant commercial hub.

Accessibility through portions of the focus area is a key challenge. The Northgate Mile Corridor, for example, stems from Downtown via a tunnel under the rail lines. Furthermore, the Corridor is just one mile from US Highway 26 via E. Anderson Street, but highway signage and land use patterns make the Northgate Mile Corridor less apparent from regional transportation networks. For 1st Street, turning movements into the Corridor is restricted by medians on Northgate Mile.

Today, both Northgate Mile and the 1st Street Corridors are primary transportation routes for the local community which provide connections to the newly-constructed developments on the urban fringe – in the last decades, the Corridors are seen as “pass-through” areas rather than



Above: Existing traditional storefronts along 1st Street

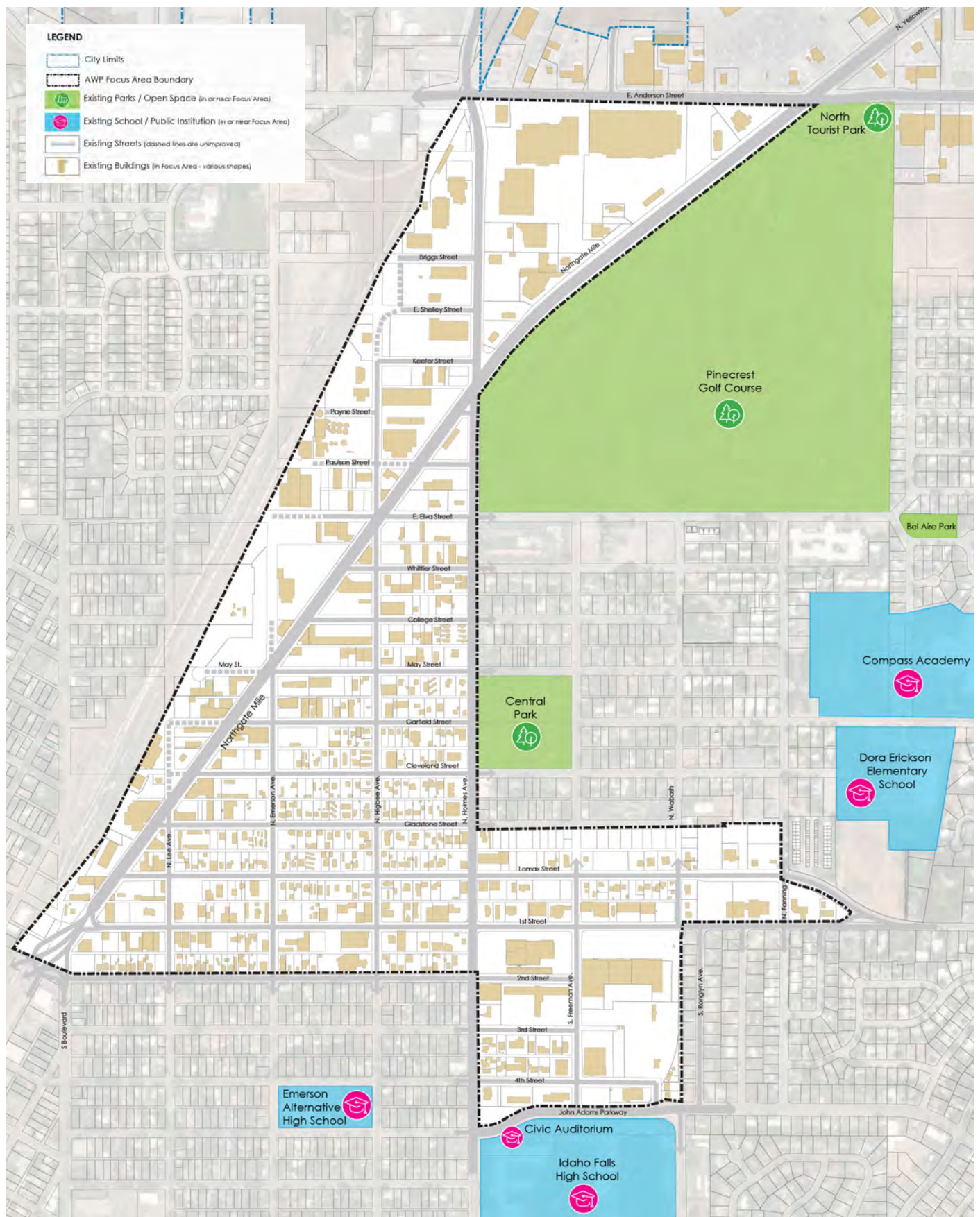


FIGURE 4.1.1. COMMUNITY CONTEXT MAP (AWP FOCUS AREA)



destinations. The focus area has several vacant properties and abandoned buildings. Furthermore, the Northgate Mile and 1st Street Corridors feel somewhat disconnected to the adjacent neighborhoods, both physically and psychologically – attributed to the lack of quality bicycle/pedestrian infrastructure and perceptions that there are little to no neighborhood-serving businesses.

Through community conversations with local stakeholders and the general public in March of 2020, there is consensus that the focus area is blighted, unattractive, and depressed. At the same time, community participants value the Corridors' historical elements (e.g., 1950s era signage and architecture), local businesses, and established neighborhoods. There are mixed sentiments about the area's future – some community members see opportunities for new housing, business startups, and commercial enterprises, while others expressed concern for near- and long-term market opportunities, access challenges, and the areas' current physical state. However, all community participants

expressed a desire to improve community conditions so that the focus area becomes a successful, functioning, and valued part of the City.

The focus area is ideally positioned near several community assets and destinations including the Pinecrest Municipal Golf Course, Central Park, public schools (Dora Erickson Elementary School, Compass Academy, and Idaho Falls High School), Civic Auditorium, and the City's expanding trail network. There is tremendous opportunity to devise a community revitalization strategy that inter-ties the focus area with these existing community assets. Furthermore, the City has identified several future capital improvement projects in and around the focus area including intersection enhancements, street resurfacing projects, and bicycle/pedestrian amenities. There is opportunity to incorporate these projects into the revitalization plan so that future improvements create an urban environment that supports businesses, new housing, and overall quality of life.

1. Existing Scotty's Drive-in with iconic signage along Northgate Mile | 2. Existing thrift store along Lomax Street | 3. Existing Civic Auditorium / Idaho Falls High School along Holmes Avenue (just south of the focus area)

Section 4.2:

Development and Land Use Patterns

The focus area and the surrounding neighborhoods have existing development and land use patterns that should be considered when planning for their future. The focus area can be examined as a series of corridors and subdistricts since they each possess their own character, assets, challenges, and opportunities.

In general, most of the focus area can be characterized by a traditional city street grid, mixed-use land use pattern, and possess the potential to revitalize into a walkable urban environment. Mixed-use and commercial buildings align Northgate Mile and 1st Street, and residential neighborhoods radiate from these Corridors. The following subsections describe the existing development and land use patterns in specific enclaves of the focus area.

Northgate Mile Corridor

Northgate Mile is a significant highway commercial Corridor within the City that is an important artery that connects Downtown and the northeastern municipal limits. Today, the Corridor is generally auto-oriented but has some segments that could redevelop as a walkable shopping nodes (e.g., the east side south of Cleveland Street). The land use patterns are diverse including small specialty retail, vehicle sales/service, and light-manufacturing. The Corridor has legacy buildings and historic signage that relate back to 1950s car-culture Americana.

Streets and Mobility - Northgate Mile is a four-lane arterial that cuts through the established street grid in a diagonal alignment – the surrounding streets do not intersect the Corridor at right angles and consequently, the Corridor has several irregular-shaped properties

and buildings. Additionally, Northgate Mile is devoid of streetscape elements such as trees, landscaping, bicycle lanes, and wide pedestrian sidewalks. Street parking and ~8-foot wide sidewalks line most of the Corridor (there are few gaps north/east of Holmes Avenue); pedestrian crossings are spaced ½ mile apart at signalized intersections (Lomax Avenue, Higbee Avenue, Elva Street, Holmes Avenue, and E. Anderson Street) which makes walking less safe and inconvenient. The wide travel lanes, heavy traffic volumes, and fast vehicle speeds make the Corridor less comfortable to pedestrians and bicyclists. The City has long-term plans to improve the Corridor with buffered bicycle lanes, narrowed travel lanes, streetscape elements, and intersection enhancements. Several of the side streets are unimproved with travel lanes and sidewalks.



1. Existing Northgate Mile streetscape - the corridor is devoid of bicycle lanes, landscaping, and wide sidewalks | 2. Existing auto shop along Northgate Mile



Aerial view of the Northgate Corridor (Source: Google Earth Pro)

West Side Land Use/Development - Most of the Corridor's west side is generally industrial in character including local light manufacturing, salvage, vehicle service, and building supply enterprises. A notable property is the former stockyards site located mid-way in the Corridor – the City has tentative plans to redevelop the site for a Police Station. There are several underutilized properties/buildings that have the potential to support future community-serving uses such as commercial, light manufacturing and, potentially public services.

East Side Land Use/Development - The east side is a mix of retail, building supply, vehicle sales/service, and restaurant uses – notable legacy businesses include the Hi-Way Café and Scotty's Drive-In, both buildings reflect a 1950s era, vintage character. The Corridor's older buildings are sited close to the public sidewalk with parking/service in the rear, whereas, many of the new buildings are suburban in character with large front setbacks and parking lots along the right-of-way. The Corridor has several vacant buildings and underutilized sites – abandoned buildings can be adaptively reused for new uses and vacant sites can support urban infill projects that would contribute to a more cohesive and economically-viable commercial corridor. The east side transitions quickly to residential streets and mixed-employment subdistricts between Emerson and Holmes Avenues.



North End Land Use/Development (Triangle Block)

- The triangular superblock at the north end of the Corridor (southeast of Holmes Avenue and E. Anderson Street) is an important regional shopping center with the recently remodeled Fred Meyer store as the anchor. The center has several big-box commercial tenants including Office Max, Benjamin Moore Paint, and the Dollar Store. The center also has some less traditional tenants that include the Pinecrest Event Center, a donation center, and behavior health clinics. A bank, fast-food restaurants, and small commercial outbuildings line the Northgate Mile street frontage. Vehicle sales lots occupy the backside of the block along the Holmes Avenue street frontage. Overall, the various properties/tenants on the triangular-shaped block feel disconnected from each other and the other uses in the Corridor. Specifically, the Fred Meyer shopping center tenant spaces are oriented

to large, surface parking lots along Northgate Mile and they seem to turn their backs on E. Anderson Street and Holmes Avenue. Additionally, there are few internal cross access drives and pedestrian routes between these uses. Furthermore, the block is almost entirely devoid of trees and landscaping. There is a public need to preserve the commercial shopping tenants on the triangular block while supporting adaptive reuse and infill projects to achieve a more cohesive, integrated community destination and anchor in the Corridor.



1. Existing Northgate Mile streetscape - the corridor is devoid of bicycle lanes, landscaping, and wide sidewalks | 2 & 3. Existing industrial properties along Elva Street | 4. Existing Trackside Mall at the end of Paulson Street (unimproved road) | 5. Existing shopping center along Northgate Mile with local businesses

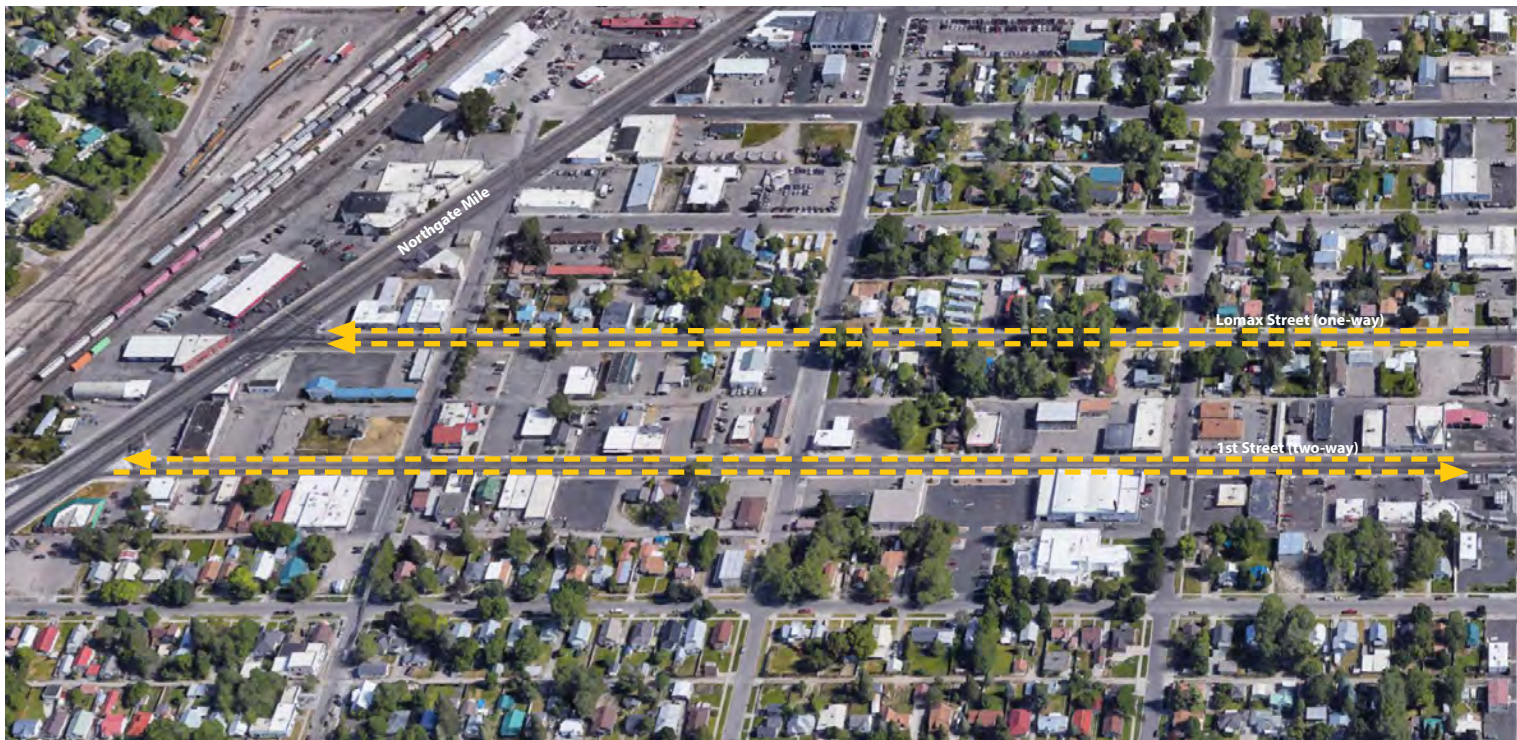


1



2

1. Existing Northgate Corridor | 2. Aerial view of the Northgate Corridor (Source: Google Earth Pro)



Aerial view of the 1st Street/ Lomax Street Corridor with lane configuration diagrams (Source: Google Earth Pro)

1st Street and Lomax Street Corridor

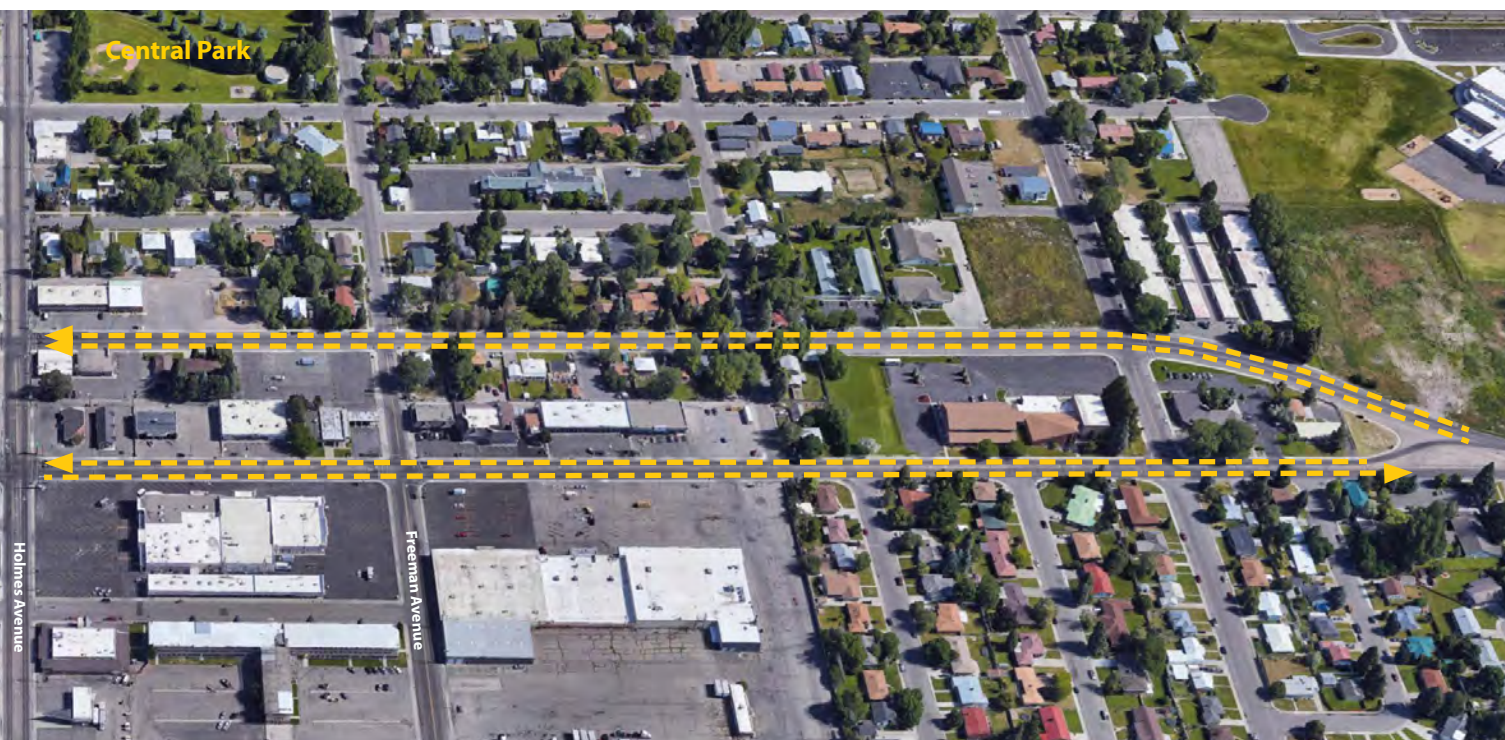
1st and Lomax Streets are parallel east-west mixed-use corridors in the focus area and aligned one block apart. The Corridors form a traditional neighborhood commercial district with small-scale commercial, residential, and mixed-use buildings oriented closely to the public sidewalks. The Corridors are central to established residential neighborhoods and provide a vital transportation linkage between the downtown core and the new communities on the eastern fringe. At one time, the 1st Street Corridor was a bustling commercial district but overtime the area has struggled to achieve/maintain the same degree of vibrancy. Recent business and development activity show signs of revitalization.

Streets and Mobility – 1st Street shows a resemblance to a traditional “main street” configuration – the narrow corridor (~60 feet) has two travel lanes in each direction, on-street parking, and continuous sidewalks, albeit they are narrow (~8 feet) and vary in conditions. 1st Street is devoid of the type of streetscape elements normally associated with neighborhood business districts or “main streets” – there are no decorative pavement accents, waste receptacles, furniture, or trees/landscaping. Access to 1st Street is less direct (and even difficult) for travelers coming from the east and west. At the western terminus where 1st Street intersects with Northgate Mile, current roadway geometry, signage, striping, and medians limit vehicle access into the Corridor (e.g., southbound

travelers on Northgate Mile are prohibited from turning left onto 1st Street). The eastern terminus converges with Lomax Street where westbound motorist must veer left to access the 1st Street Corridor – there are no signs that tell westbound travelers how to access the 1st Street business district.

Alternatively, Lomax Street parallels 1st Street in a two-lane, one-way westbound configuration. Lomax is designed as a through motion for westbound motorists coming from the east. Lomax has a signaled intersection where it terminates at Northgate Mile. Like 1st Street, Lomax is a relatively narrow right-of-way (~60-feet) with on-street parking and continuous public sidewalks. Both corridors have several driveway curb cuts that break up the sidewalk and limit continuous street parking. Neither 1st nor Lomax Streets have existing or planned bicycle lanes. Designated pedestrian crosswalks are mostly limited at signalized intersections.

The vicinity has a well-defined, uninterrupted street grid that extends across 1st and Lomax Streets. Block lengths average ~600 feet along the Corridors. The side streets tie into residential neighborhoods and most have sidewalks and street parking. Alleys divide each block and provide access to service areas, private parking lots, and garages. Holmes Avenue is an important crossroad located mid-way along the Corridors – this is a primary street connection to Idaho Falls’ southern neighborhoods and the regional commercial destinations to the north.



Land Use/Development – The 1st Street land use and development patterns resemble a neighborhood commercial district in terms of scale and business diversity. The properties along 1st Street are small in scale (averaging ~125 feet in depth). Buildings are generally one or two levels and, most are oriented close to the public sidewalk most of the older buildings have parking to side or rear of the buildings. In contrast, the blocks southeast of the 1st Street/Holmes Avenue intersection include suburban-style, auto-oriented strip centers set back from the public right-of-way – the tenants include home furnishings, appliance stores, a bowling alley, and youth-oriented entertainment venues (see more in the Freeman Avenue description)

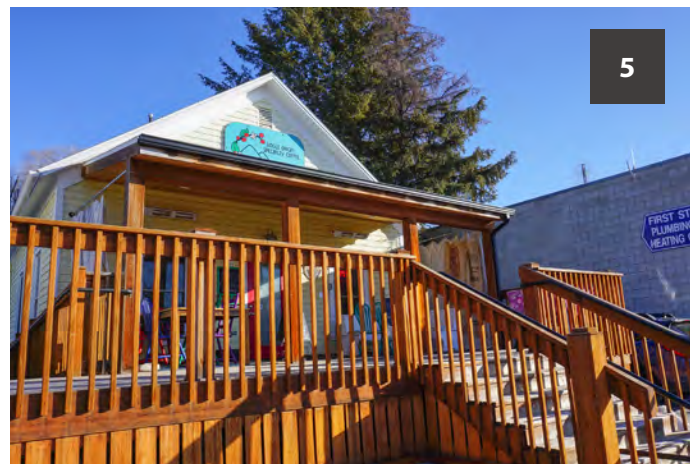
The land use pattern along 1st Street is very eclectic including specialty Hispanic food markets, restaurants, specialty retail, light fabrication (welding), banking, and bars/lounges. Modestly-size multi-family housing is interspersed through the corridor. The Corridor is experienced property improvement activity; recent businesses and projects include: Resin Architects that repurposed a former bank into their professional offices, Chapolera Coffee Shop that repurposed an old house and bait shop into a new coffeehouse, and Elite Health Care that reconditioned ~five micro housing units. At the same time, the Corridor has several vacant buildings and properties that need to be redeveloped (due to abandonment and dilapidated state).

One block to the north, Lomax Street has a more residential character with commercial businesses located within the blocks close to Northgate Mile and Holmes Avenue. Most structures resemble single-family homes, though some have been converted to multiple dwelling units or office uses.

The 1st and Lomax Corridors have potential for additional business activity, infill development, and public amenities to make it feel more vibrant, productive, and a sought-after neighborhood within the City. Specifically, new tenants can fill abandoned buildings so 1st Street gains a continual row of active businesses, a mix of commercial and housing could be developed on vacant/underutilized sites, and new public amenities could improve the area's image, entice customers and provide places for gathering.



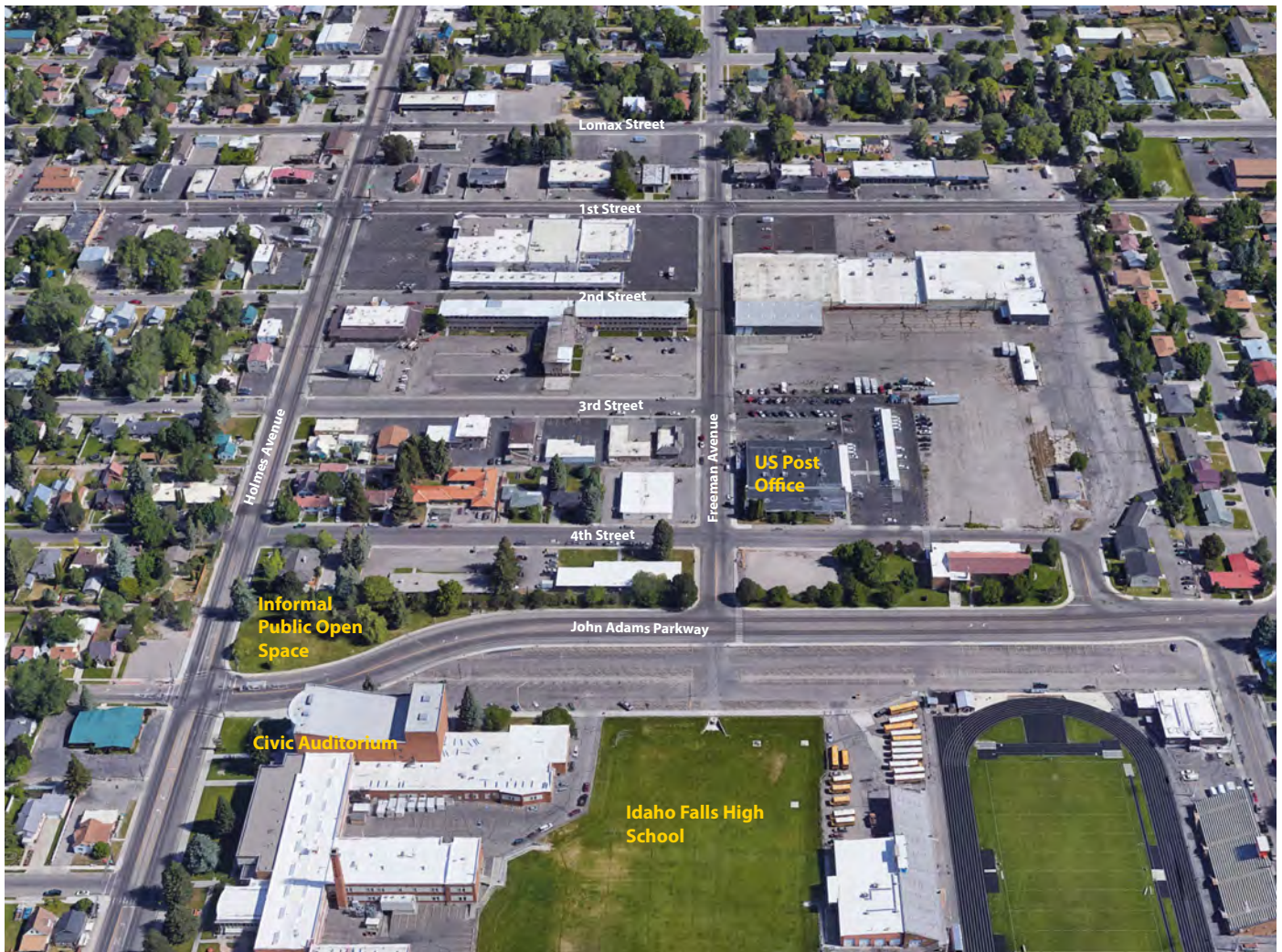
Existing 1st Street looking west towards Northgate Mile



1, 2, & 3. Existing commercial buildings along 1st Street | 4. Resin Architecture Offices - recent adaptive reuse project (conversion from a former bank) | 5. Chapolera Coffee Shop - recent adaptive reuse project and business startup (conversion from a house to a restaurant use)



1. Existing furniture store and shopping center at 1st Street/Holmes Avenue | 2. Existing automobile parts warehouse on 1st Street | 3. Existing in-line retail tenant spaces along Higbee Avenue/1st Street | 4 & 5. Existing streetscape along Lomax Street (one-way)



Aerial view of the super blocks along Freeman Avenue / southeast of 1st Street and Holmes Avenue (Source: Google Earth Pro)

Freeman Avenue

Freeman Avenue and the adjacent superblocks represent another distinctive enclave in the focus area (a subdistrict within the 1st Street Corridor) and have the potential to redevelop with additional productive uses such as housing and neighborhood-scaled retail. Freeman extends north from Idaho Falls High School, passes through 1st/Lomax Streets, and terminates at Pinecrest Municipal Golf Course.

Streets and Mobility – Freeman Avenue is a local roadway that parallels Holmes Avenue with on-street parking and continuous sidewalks. The side streets are similar in form and extend from Freeman Avenue into the adjacent neighborhoods.

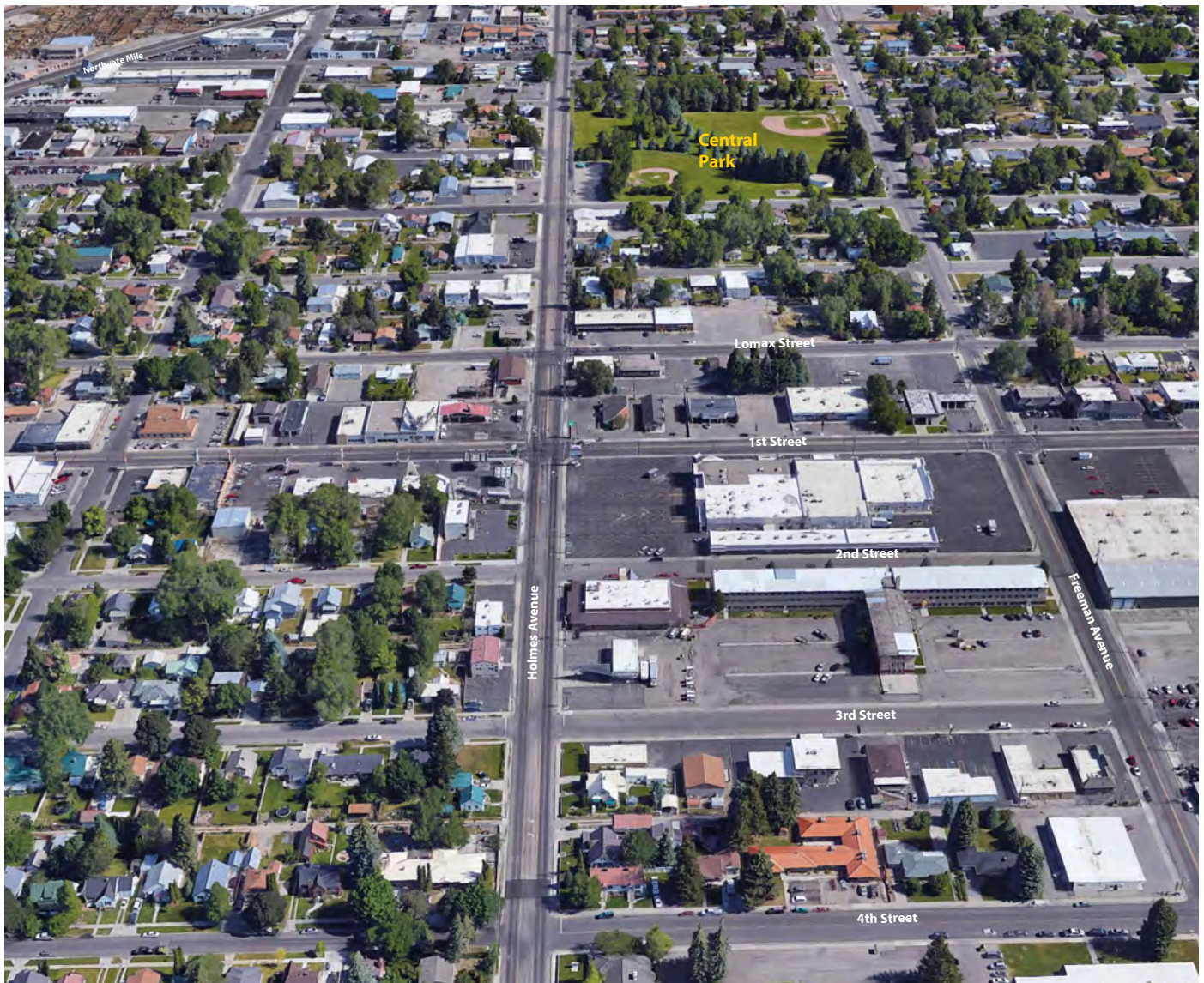
Land Use/Development – In the past, the properties along Freeman Avenue emerged a suburban-style commercial hub with shopping centers fronting 1st Street – the centers are set back from 1st Street and surrounded

by large surface parking lots. The traditional city blocks extend and terminate at Freeman Street and then form large super blocks. A U.S. Post Office is located at Freeman and 4th Street. To the west of Freeman Avenue, the side streets have a mix of small-scale office, residential and institutional uses. Large, abandoned sites are located to the east. A triangular-shaped city-owned parcel sits vacant opposite of the Civic Auditorium and Idaho Falls High School.

The super blocks along Freeman Avenue have the potential to support infill development that will provide additional housing and commercial services. Additionally, redevelopment in this area could interconnect the 1st Street Corridor with the high school, Civic Auditorium, and the established neighborhoods to the south. Furthermore, some of the sites in the superblocks can support larger development projects that could not otherwise be accommodated on the smaller blocks in the vicinity.



1. Existing Freeman Avenue streetscape looking south - several underutilized properties front the roadway | 2. Existing multi-story commercial building at Freeman Avenue and 2nd Street | 3. Existing US Post Office along 4th Street | 4. Existing shopping center and surface parking along 1st Street | 5. Existing informal public open space parcel at Holmes Avenue and John Adams Parkway - opposite from the Civic Auditorium



Aerial view of the Holmes Avenue corridor from 4th Street to Central Park (Source: Google Earth Pro)

Holmes Avenue

Holmes Avenue is an important north-south corridor in the focus area and the larger City region – at the local level, Holmes Avenue provides a direct link between the Northgate Mile and 1st Street Corridors. The southern segments are more traditional in form and character, whereas the segments north of Northgate Mile reflect a suburban development pattern.

Streets and Mobility – South of Northgate Mile, Holmes Avenue is a two-lane arterial with a center turn lane and continuous sidewalks. The Corridor is devoid of bicycle lanes, parking, and streetscape elements. Trees and landscaping are present on adjacent properties. The side streets intersect with Holmes Avenue at regular intervals. North of Northgate Mile, Holmes Avenue widens to a

four-lane roadway with a center turn lane. Side streets intersect with Holmes Avenue at less frequent intervals as blocks become larger. The City has long-range plans to construct intersection improvements at Northgate Mile and add bicycle lanes to the segments within the focus area.

Land Use/Development – Holmes Avenue also has a diverse land use pattern. The properties close to Northgate Mile and the 1st/Lomax Street Corridors are generally commercial in character with some small-scale multi-family buildings interspersed. Central Park is located mid-way along the Corridor. Holmes Avenue could be characterized as a secondary “main street” although the commercial pattern is more auto-oriented.



1. Aerial view of the Holmes Avenue corridor from Elva Street to E. Anderson Street (Source: Google Earth Pro) | 2. Existing Holmes Avenue corridor alongside Pinecrest Golf Course | 3. Holmes Avenue along Central Park - existing pedestrian crosswalk | 4. Existing apartment building along Holmes Avenue | 5. Existing vehicle sales lots and fast food restaurants along Holmes Avenue (north of Northgate Mile)

Section 4.3:

Land Use and Zoning Designations

When conducting area-wide planning, it is vital to understand the adopted long-range plans and zoning standards that affect future development and land use in and around the focus area. This information can be used (i) to carry forward adopted city-wide policies, (ii) identify regulatory challenges and potential remedies, and (iii) to ensure the resulting recommendations coincide with the City's policy and regulatory framework. The following sections identify past and current planning efforts as well as zoning regulations applicable to the AWP focus area, this information may serve as a baseline in the event the City chooses to make refinements to its goals, policies, and development regulations.

City of Idaho Falls Comprehensive Plan

In 2013 the City of Idaho Falls adopted a city-wide Comprehensive Plan which provides long-range policy direction for land use and transportation. The Comprehensive Plan provides the City with implementation strategies and standards for "special areas" throughout the City, some of which are relevant to the AWP focus area. The Comprehensive Plan includes several goals and policies that promote revitalization of its older corridors and neighborhoods. Furthermore, its Land Use Map guides land use and development activity in the City – associated zoning and development requirements must be consistent with the Comprehensive Plan.

Adopted Comprehensive Plan Policies

The Comprehensive Plan lists a variety of implementation strategies aimed to improve quality of life, balance land use activities, and ensure long-term economic prosperity for the community. Table 4.3.a lists the strategies and associated standards that are applicable to the AWP focus area and should guide long-range planning efforts. While the Plan gives a general direction on policy, the implementation strategies and standards give more specificity on particular community elements. The implementation strategies/standards are carried forward in this AWP document in terms of planning and recommendations.

Table 4.3.a – Comprehensive Plan Applicable Topics, Implementation Strategies, and Standards

Topic	Implementation Strategies	Standards
Tree Idaho Falls	<ul style="list-style-type: none"> Design and maintain landscaping along arterial streets 	<ul style="list-style-type: none"> N/A
Entryways	<ul style="list-style-type: none"> In cooperation with local, state and federal agencies and private developers, create and maintain landscaping on entryways to the City Prepare and adopt an overlay zone to require landscaping on the City's entryways 	<ul style="list-style-type: none"> Refine and expand landscaping requirements for commercial and industrial developments Assure maintenance of landscaping is a continuing obligation
Historic Resources	<ul style="list-style-type: none"> Meet with owners in historic neighborhoods to develop conservation districts Explore the formation of a non-profit corporation Explore a local historic district program 	<ul style="list-style-type: none"> N/A

Table 4.3.a – Comprehensive Plan Applicable Topics, Implementation Strategies, and Standards

Topic	Implementation Strategies	Standards
Transition Areas	<ul style="list-style-type: none"> • Work with residents of the neighborhood to develop a plan for their neighborhood • Strengthen code enforcement in older neighborhoods • Reconstruct or develop neighborhood parks in older areas • Use CDBG monies and other resources to redevelop community facilities in older areas • Create a node of higher density housing and mixed use to provide a ready market and to add interest to our arterial streets • Encourage designs for these nodes to provide a walkable environment 	<ul style="list-style-type: none"> • N/A
Growth and Development - Residential	<ul style="list-style-type: none"> • Develop a program to involve neighbors in the community development process early 	<ul style="list-style-type: none"> • Residential development should reflect the economic and social diversity of Idaho Falls • Limited neighborhood services shall be provided at the intersection of arterial streets and collector streets. Access to such services shall only be from collectors • Arterial corners shall support higher density housing, quasi-public services, or community/neighborhood commercial services • Study innovative approaches to residential development within the context of the preferred residential alternative pattern • On collectors, sidewalks and pedestrian ways should be clearly separated from vehicular access and be designed to convey pedestrians to schools and neighborhood services • Higher density housing should be located closer to service areas and those streets designed to move traffic, such as arterial streets and collectors, with access only to the collector street • Bikeways should tie residential neighborhoods to schools, shopping and employment
Growth and Development - Recreational	<ul style="list-style-type: none"> • Develop bikeways and walkways to serve transportation needs as well as recreational needs • Revise study on park impact fees and adopt a park impact fee ordinance 	<ul style="list-style-type: none"> • N/A



Example of a new, pedestrian-oriented retail center in Spokane, Washington

Land Use

The Comprehensive Plan includes a Land Use Map that designates all property within its planning jurisdiction with a land use category (see Figure 2.3.1.). While the map is more conceptual in nature (drawn more to geographic areas rather than to specific parcels), it guides what zoning districts can be applied to the properties therein. The focus area includes several land use categories, the following lists the land use classifications and their associated purpose/description:

- **Low Density Residential** - Single family homes on individual lots at a density of 7 units or less per net acre. This area may include detached homes or homes which share a common wall, open space, or other common facilities. This includes the residential neighborhoods in the focus area north and south of the 1st / Lomax Street Corridors east of Holmes Avenue.
- **Higher Density Residential** - Homes, apartments, and condominiums developed at densities of 8 to 35 units per acre. This category is designated for the areas north of the 1st / Lomax Street Corridors and the areas just to the northeast of the focus area.
- **Commercial** - Retail shops, restaurants, and offices. This category is designated for most of the properties along Northgate Mile, 1st / Lomax Streets, and the northern segments of Holmes Avenue.
- **Railroad-related Industrial** - Manufacturing plants and related warehousing and distribution which require railroad access. This category is designated on the properties along the rail lines (west of Northgate Mile) in the focus area.

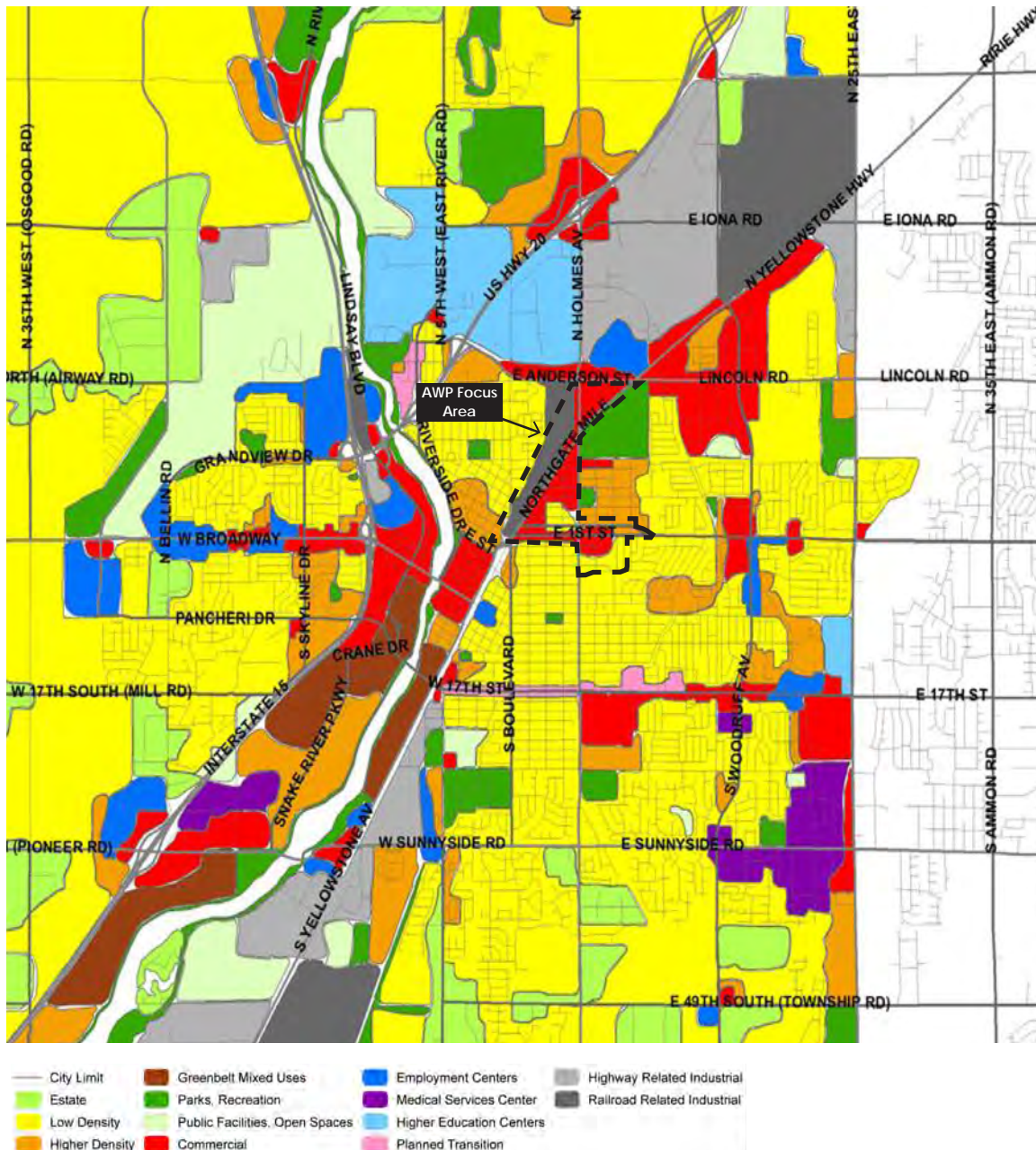


FIGURE 4.3.1. COMPREHENSIVE PLAN LAND USE MAP (CITY-WIDE)

Source: City of Idaho Falls

Zoning and Development Standards

The AWP focus area is subject to Title 11- Comprehensive Zoning of the City of Idaho Falls Municipal Code. The code establishes the land use standards and development requirements that are applicable to potential new construction and adaptive reuse projects in the focus area. Building setbacks and parking standards sometime pose the greatest challenges to revitalization areas given the small property sizes and existing site improvements.

Zoning Districts

Properties in the AWP focus area are within one of eight zoning districts that range from residential, commercial, manufacturing and industrial pursuant to the City's zoning map. Each district allows specific land uses and establishes dimensional requirements to guide property use and development patterns. In addition, the zoning map includes two overlay districts that regulate the siting of wireless communication towers. The following lists the zoning districts that are present within the focus area including its purpose and associated land uses.

Residential Zones

- **Traditional Neighborhood Zone (TN)** - This residential zone is characterized by a walkable, traditional neighborhood pattern with small lots and residences, a mix of housing types, and a grid street pattern with rear alleys. The standards in this zone contain elements of a form-based code allowing a variety of uses that will be required to integrate with the established characteristics of the existing neighborhood. (The TN permits some commercial uses).
- **Multiple Dwelling Residential Zone (R3)** - This zone provides a residential district which is characterized by a variety of dwelling types with a denser residential environment.
- **Residential Mixed Use Zone (R3A)** - This zone provides for a mix of uses in which the primary use of the land is for residential purposes. While office buildings and certain other uses of a semi-commercial nature may be located in the Zone, the R3A Zone is essentially residential in character. Therefore, all uses must be developed and maintained in harmony with residential uses.

Commercial Zones

- **Central Commercial Zone (CC)** - This is a mixed-use zone which includes a variety of housing types and commercial uses. Shops, stores, offices and other buildings are also characteristic of this Zone.

- **Limited Commercial Zone (LC)** - This commercial zone permits retail and service uses which supply the daily household needs of the City's residents. This zone is characterized by smaller scale commercial uses which are easily accessible by pedestrians and non-motorized vehicles from the surrounding residential neighborhoods, although larger scale developments such as big-box stores may still serve as anchors.
- **Highway and General Commercial Zone (HC)** - This commercial zone permits retail and service uses that serve the traveling public. The HC district requires buildings to be set back from the right-of-way line to promote safety on the highway and maintain maximum use of highway right-of-way for travel purposes, and a wide variety of architectural forms and shapes.

Industrial Zones

- **Industrial and Manufacturing Zone (I&M)** - This industrial zone allows manufacturing, fabricating, processing, and warehousing.
- **Light Manufacturing and Heavy Commercial Zone (LM)** - This light industrial zone allows for non-nuisance industries, and heavy commercial establishments. This Zone is characterized by a wide variety of businesses, warehouses, equipment yards, and light manufacturing and industrial uses, and located convenient to transportation systems. **This zone is located just outside the focus area but it important to consider for context and compatibility planning.

Special Purpose Zone

- **Parks and Open Space (P)** - This zone provides protects open space within the City for preservation and recreational use. This zone harmonizes the various features and facilities of parks and playgrounds with the surrounding area.

Overlay Districts

- **T-1 and T-2 Overlay District** – These overlay zones are established atop non-residential zoning districts for the purposes of permitting wireless communication towers and antennas while reducing impacts on residential neighborhoods and discouraging the proliferation of towers throughout the City (these overlay district are applicable to wireless communication towers and not applicable to standard redevelopment projects in the focus area).

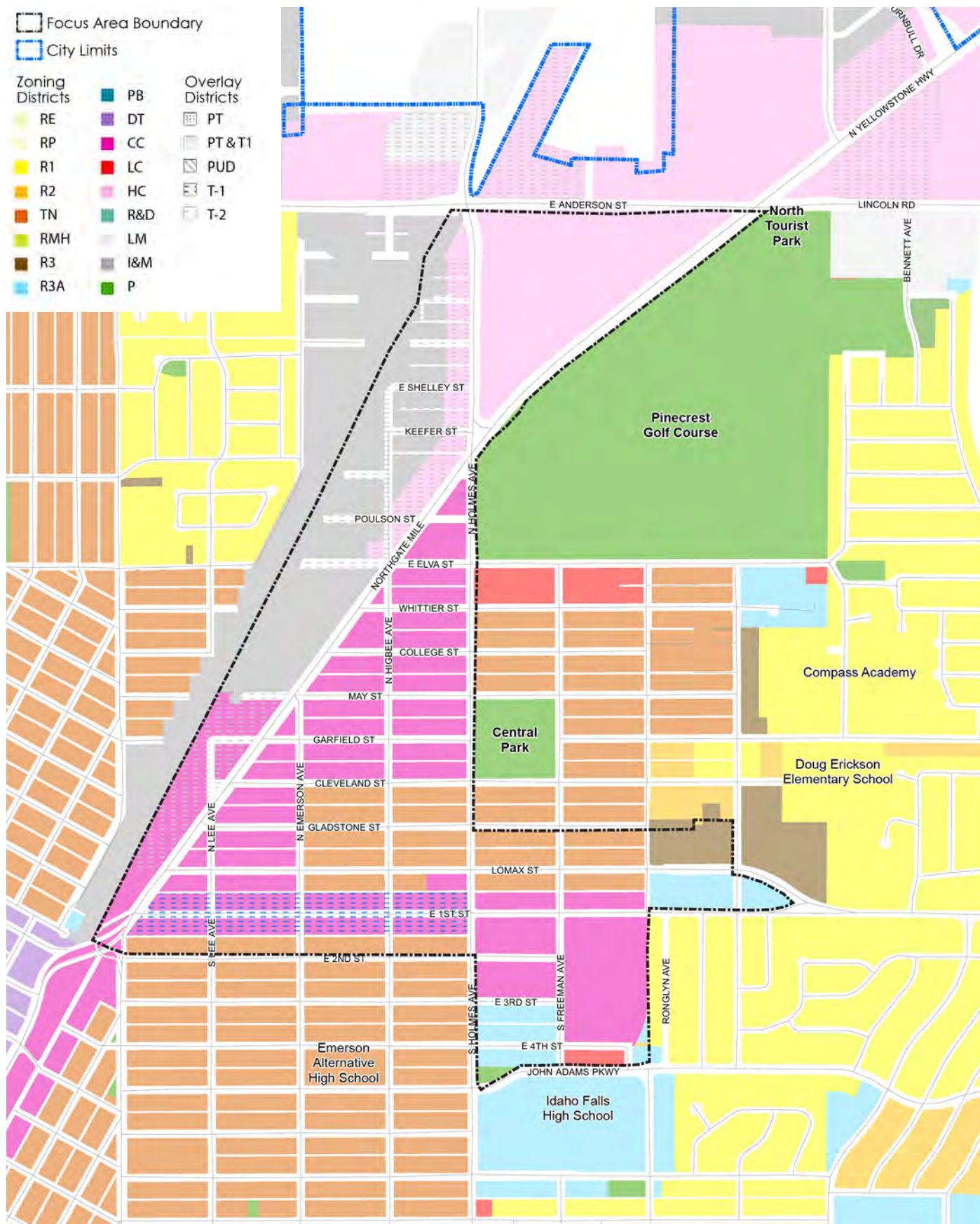


FIGURE 4.3.2. ZONING MAP

Source: City of Idaho Falls

Zoning Development and Land Use Standards

Table 4.3.b. lists the zoning districts and their associated development standards in terms of setbacks, building height and lot configurations.

Commercial Facade Standards - In all commercial zones, (including the CC zone which occupies much of the focus area's traditional commercial areas) street-facing facades are required to include architectural or other elements that avoid blank walls. Specifically, no blank wall greater than twenty-four feet (24') shall front a public street, unless treated in one or more of the following ways: (1) Windows, covering at least twenty percent (20%) of the wall surface; (2) a landscaped planting bed

immediately adjacent to the wall at least five feet wide; (3) a vertical trellis covering twenty-five percent of the wall surface; OR (4) artwork covering at least fifty percent (50%) of the wall.

Land Use Allowances - Tables 4.3.c. (Residential Zones) and 4.3.d. (Nonresidential zones) list the land use allowance by zone – "permitted uses" which are always allowed, and "conditional uses" which may be allowed on a case-by-case basis where the applicant demonstrates the use meets certain compatibility standards. Many of the zones allow for land use flexibility and support a mixed-use neighborhood patterns.

Table 4.3.b. – Zoning District Development Standards Summary

	Zoning Districts								
	Residential Zones			Commercial Zones			Industrial Zones		Other
Standard	Traditional Neighborhood (TN)	Multiple Dwelling Residential (R3)	Residential Mixed Use (R3A)	Central Commercial (CC)	Limited Commercial (LC)	Highway and General Commercial (HC)	Light Manufacturing and Heavy Commercial (LM)	Industrial and Manufacturing (I&M)	Parks and Open Space (P)
Lot Area (min sf)	3000	5000	5000	none	none	none	none	none	43560
Lot Width (min ft)	25	50	50	none	none	50	none	none	none
Front Setback (ft)	15 (min.) / 20 (max.)	15	15	none	20	20	30	30	30
Side Setback (ft)	5	6	6	none	none	none	0/30 ⁶	0/30 ⁶	20
Rear Setback (ft)	10 / 0 for accessory buildings	25 / 0 for accessory buildings	25 / 10 for non residential buildings / 0 for accessory buildings	none	None	none	0/30 ⁶	0/30 ⁶	30
Landscape Buffer (contiguous to streets)	N/A	N/A	N/A	7 ²	20 ³	20 ⁴	none	none	none
Lot Coverage in (max. %)	50	80	80	none	80	none	80 (50% for buildings)	none	none

Table 4.3.b. – Zoning District Development Standards Summary

Standard	Zoning Districts								
	Residential Zones			Commercial Zones			Industrial Zones		Other
	Traditional Neighborhood (TN)	Multiple Dwelling Residential (R3)	Residential Mixed Use (R3A)	Central Commercial (CC)	Limited Commercial (LC)	Highway and General Commercial (HC)	Light Manufacturing and Heavy Commercial (LM)	Industrial and Manufacturing (I&M)	Parks and Open Space (P)
Height (max)	none ¹	none	none	none ⁵	none ⁵	none ⁵	none ⁷	none	35
Max. Density / Floor Area Ratio (FAR)	15 du/a	35 du/a	35 du/a	<i>unspecified</i>	<i>unspecified</i>	<i>unspecified</i>	<i>unspecified</i>	<i>unspecified</i>	<i>unspecified</i>

Notes:

(1) For in-fill development or additions to existing structures, the building shall not exceed the tallest height or greatest width of other residences on both sides of the street within the same block, AND Buildings shall provide a transition in height to contiguous residential use. Buildings within twenty feet (20') from a property line contiguous to a residential use, the building height may be a maximum of twelve feet (12'). At twenty feet (20') from the property line, the building may be a maximum of twenty five feet (25') in height. After thirty feet (30') from the property line, building may increase an addition one foot (1') in height for every two feet (2') in additional horizontal distance from the property line.

(2) In the LC Zone, structures may encroach into the twenty foot (20') setback up to ten feet (10') when designed with a pedestrian walkway a minimum of five feet (5') in width connecting the public sidewalk to the structure's entrance. Parking is not permitted to encroach into the twenty foot (20') setback.

(3) In the HC Zone, display space may encroach into the landscape buffer contiguous to the street. Such encroachments may not exceed 25% of the linear frontage contiguous to the street.

(4) In the CC Zone, the landscape buffer contiguous to a street may be reduced or removed where a building is located within the required landscape buffer, as determined by the Zoning Administrator.

(5) When abutting RE, RP, R1, R2, or TN, the building height is generally limited to 24 feet. Every one foot (1') of additional building height requires an additional two feet (2') in setback with the minimum setback being thirty feet (30').

(6) Buildings shall be setback 30 feet from a residential use.

(7) Any structure with a height greater than thirty feet (30') shall be set back seventy-five feet (75') from all residential uses/zones.

Table 4.3.c. – Land Use Allowances – Residential Zones

	P = permitted use. C1 = administrative conditional use. C2 = Planning Commission conditional use. C3 = City Council conditional use. A blank denotes a use that is not allowed in that zone. *Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.		
Proposed Land Use	TN	R3	R3A
Accessory Use	P	P	P
Agriculture* Animal Care Clinic	P*		P
Artist Studio	P*		
Bed and Breakfast*			P
Boarding /Rooming House		P	P
Day Care, Center*	P	P	P
Day Care, Group*	P	P	P
Day Care, Home	P	P	P
Dwelling, Accessory Unit*	P	P	P
Dwelling, Multi-Unit*	P	P	P
Dwelling, Single Unit Attached*	P	P	P

Table 4.3.c. – Land Use Allowances – Residential Zones

	<p>P = permitted use. C1 = administrative conditional use. C2 = Planning Commission conditional use. C3 = City Council conditional use. A blank denotes a use that is not allowed in that zone.</p> <p>*Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.</p>		
Proposed Land Use	TN	R3	R3A
Dwelling, Single Unit Detached	P	P	P
Dwelling, Two Unit	P	P	P
Eating Establishment, Limited	P*		P
Financial Institutions	P*		P
Food Processing, Small Scale	P*		
Food Store	P*		
Fuel Station	P*		
Health Care and Social Services	P*		P
Home Occupation*	C1	C1	C1
Information Technology			P
Laundry and Dry Cleaning	P*		P
Live-Work*	C1		P
Manufactured Home*	P	P	P
Mobile Home Park*			C2
Mortuary			P
Park and Recreation Facility*	P	P	P
Parking Facility			P
Personal Service	P*		P
Planned Unit Development*		C3	C3
Professional Service			P
Public Service Facility*	C2	C2	C2
Public Service Facility, Limited	P	P	P
Public Service Use			P
Recreational Vehicle Park*	C2	C2	C2
Religious Institution*		P	P
Residential Care Facility	P*		C2
Retail	C2	C2	C2
School*	P	P	P
<p>Notes: (1) Commercial Uses in TN Zone: (i) Commercial uses in the TN zone shall be a permitted use within existing commercial structures without substantial exterior remodeling or expansion of the existing building; or (ii) Commercial uses in the TN zone shall be a permitted use on parcels that have frontage on Elm, Elva, and G Streets, Holmes Avenue, S. Boulevard, and Lomax Street; or (iii) Commercial uses shall be permitted by conditional use permit for parcels that do not have frontage on Elm, Elva, and G Streets, Holmes Avenue, S. Boulevard, and Lomax Street provided that the use is conducted only within an existing building. Any commercial use requiring the construction of a new building for a use not otherwise permitted shall not be permitted.</p>			

Table 4.4.d. – Land Use Allowances – Nonresidential Zones

	<p>P = permitted use. C1 = administrative conditional use. C2 = Planning Commission conditional use. C3 = City Council conditional use. A blank denotes a use that is not allowed in that zone.</p> <p>*Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.</p>					
Proposed Land Use	CC	LC	HC	LM	I&M	P
Accessory Use*	P	P	P	P	P	
Accessory Use, Fuel Station*	P	P	P	P	P	
Accessory Use, Storage Yard*	P	P	P	P	P	P
Airport				P		
Adult Business*					P	
Agriculture* / Agriculture Tourism				C2	P	C2
Amusement Center, Indoor	P	P	P	P	P	
Amusement Center, Indoor Shooting Range*	P	P	P	P	P	
Amusement Center, Outdoor*			P	P	P	
Animal Care Clinic*	P	P	P	P	P	
Animal Care Facility*			P	P	P	
Artist Studio	See similar use in table			P	P	
Auction, Livestock					C2	
Bed and Breakfast*	P	P				
Boarding /Rooming House	P	P				
Building Contractor Shop				P	P	
Building Material, Garden and Farm Supplies		P	P	P	P	
Cemetery*	C2	C2	C2			C2
Club*	P	P	P	P	P	
Communication Facility	P	P	P	P	P	
Day Care, all Types*	P	P	P	C2	P	
Drinking Establishment	P		P	P	P	
Drive-through Establishment *	P	P	P	P	P	
Dwelling, Accessory Unit *	P	P	P	P	P	
Dwelling, Multi-Unit*	P	P				
Dwelling, Single Unit Attached*		P				
Dwelling, Single Unit Detached		P				
Dwelling, Two Unit		P				
Eating Establishment	P	P	P	P	P	
Eating Establishment, Limited	P	P	P	P	P	

Table 4.4.d. – Land Use Allowances – Nonresidential Zones

	P = permitted use. C1 = administrative conditional use. C2 = Planning Commission conditional use. C3 = City Council conditional use. A blank denotes a use that is not allowed in that zone. *Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.					
Proposed Land Use	CC	LC	HC	LM	I&M	P
Entertainment and Cultural Facilities	P	P	P			
Equipment Sales, Rental and Services		P	P	P	P	
Financial Institutions	P	P	P	P	P	
Food Processing, Small Scale			P	P	P	
Food Products, Processing, With or Without Retail Sales					P	
Food Store	P	P	P			
Fuel Station	P	P	P			
Fuel Station, Super	C2	P	P	P	P	
Health Care and Social Services	P	P	P			
Higher Education Center	P	P	P	P		
Home Occupation*	P	P	P			
Hospital*	C2	C2	C2			
Industry, Craftsman	P	P	P	P	P	
Industry, Heavy					P	
Industry, Light	P		P	P	P	
Information Technology	P	P	P	P	P	
Laundry and Dry Cleaning	P					
Live-Work*	P	P	P			
Lodging Facility	P	P	P	P		
Medical Support Facilities				P		
Mortuary			P			
Parking Facility	P	P	P			
Park and Recreation Facility						P
Pawn Shop	P			P	P	
Personal Service	P	P	P	P	P	
Professional Service	P	P	P	P	P	
Planned Unit Development*	C3	C3				
Public Service Facility*	C2	C2	C2	P	P	
Public Service Facility, Limited	P	P	P	P	P	
Public Service Use	P	P	P	P	P	
Railroad Freight Terminal and Station					P	
Recreation Vehicle Park*			P			C2

Table 4.4.d. – Land Use Allowances – Nonresidential Zones

	P = permitted use. C1 = administrative conditional use. C2 = Planning Commission conditional use. C3 = City Council conditional use. A blank denotes a use that is not allowed in that zone. *Indicates uses that are subject to specific land use provisions set forth in the Standards for Allowed Land Uses Section of this Chapter.					
Proposed Land Use	CC	LC	HC	LM	I&M	P
Religious Institution*	P	P	P			
Research and Development Business						
Residential Care Facility	P	P	P	P	P	
Retail	P	P	P	P	P	
School*	P	P	P			
Short Term Rental*	P	P				
Storage Facility, Indoor	P	P	P	P	P	
Storage Facility, Outdoor			P	P	P	
Storage Yard*			P	P	P	
Terminal Yard, Trucking and Bus					P	
Transit Station	P	P	P	P	P	
Vehicle and Equipment Sales		P	P	P	P	
Vehicle Body Shop			P	P	P	
Vehicle Repair and Service	P	P	P	P	P	
Vehicle Sales, Rental and Service	P		P	P	P	
Vehicle Washing Facility	C2	C2	P	P	P	
Warehouse	P	P		P	P	

Parking Standards

The Municipal Code requires that all new uses, adaptive reuse projects, and land development projects provide and/or plan for associated parking. The standards require a minimum parking ratio (quantity) by land use, establish the dimensional standards, and in some case dictate where parking may be located on a site. The parking standards provide flexibility to adaptive reuse and urban infill projects (e.g., street parking credits, administrative waivers/adjustments). Table 4.3.e. summarizes the applicable parking standards for properties in the focus area.



Example of street parking stalls in Spokane, Washington that serve adjacent retail - Idaho Falls allows new land uses to apply the adjacent street parking towards their minimum parking ratios.

Table 4.3.e. – Parking Standards Summary	
Subject	Standard / Requirement
Stall Dimensions (min.)	9 feet X 20 feet (8 feet X 19 feet adjacent to landscaping) standard stalls / 8 feet X 16 feet compact stalls
Drive Aisle Widths (min.)	24 feet for two-way / 13 to 24 feet for one-way based on parking stall angle – see code
Parking Lot Surface Requirement	All parking areas in any zone and including access points and driveways, shall be developed and maintained with asphalt, concrete, or other hard surfaces approved by the Zoning Administrator and City Engineer.
Parking Location	<p>Residential Zones: Off -street parking shall not be permitted in the required front or side setback that faces on a public street, except for permitted driveways. Parking is permitted in other required side and rear setbacks.</p> <p>Non-Residential Zones: Off -street parking is permitted in the required setback areas, except when landscaping is required contiguous to public streets, provided that a protective curb shall be installed not less than two feet (2') from the property line in order to prevent the use of the sidewalk for parking, bumper overhang and travel purposes, and to protect landscaping. In the LC zone, parking is not permitted to encroach into the twenty foot (20') setback.</p>
On-Street Parking Credit (adjacent street frontage)	On-street Parking Credit. On-street parking, for streets with a local classification, may be used as a credit to the parking requirement at a rate of one (1) credit for every on-street parking space that abuts the lot associated with the parking requirement.
Parking Reduction	<p>Waivers (general): The Zoning Administer may reduce or waive a portion or all of the off -street parking requirements for a development, if the applicant can demonstrate that the use requested will not generate the parking demand as required in the code.</p> <p>Existing Uses in the CC and TN Zones: The Zoning Administrator may waive off -street parking requirements for any proposed use in the CC and TN Zones that replaces a similar use (if that use relied upon on and off -site parking) and where the proposed use would not generate additional parking demands in the area.</p>

Table 2.3.e. – Parking Standards Summary (Continued)		
Subject	Standard / Requirement	
	Land Use Activity	Number of Parking Stalls (min.)
Minimum Parking Ratios by land use activity (min.) **consolidated list – see code for more uses	Dwelling single unit	2 per unit
	Dwelling multi-unit	1 per bedroom, not more than 2 per unit
	Dwelling unit in the CC zone	1 per unit
	Senior housing	1 per unit
	Assembly (cultural facilities / places of worship)	1 per 35 square feet
	Commercial Services	1 per 1000 square feet
	Daycare	1 per employee
	Drinking Establishments	10 per 1,000 square feet
	Eating Establishments	10 per 1,000 square feet
	Health Care / Social Services	5 per 1,000 square feet
	Lodging	0.8 per room
	Vehicle and Equipment Sales	1 per 1,000 square feet
	Used in the TN Zone	1 per 500 square feet
	Industrial	2 per employee
	Hospital	2 per bed
	Elementary and Junior High Schools	1 per classroom plus 5
	High School	1 per 5 students

Section 4.4:

Transportation Systems

The AWP focus area benefits from an established urban street grid with a clear street hierarchy including arterials, collectors and local roadways. The existing transportation system provides multi-modal elements to serve motorists, pedestrians, and bicyclists – whereas, there are some streets that need additional sidewalks, bicycle lanes, and designated crossings. Furthermore, Idaho Falls has an extensive city-wide trail system and an adopted plan (Connecting Our Community Plan) to extend the network in and around the focus area. The following subsections identify the long-range transportation plans and the existing transportation systems in and around the focus area.

Roadway Classifications

The City's Comprehensive Plan designates streets and corridors with a roadway classification – these classifications correspond to the intended user, associated traffic volumes, and street design. Table 4.4.a. lists each roadway classification, its description, and identifies the associated streets within the focus area. Figure 4.4.1. illustrates the roadway classifications in and around the focus area.

Roadway Classification	Description (pursuant to the Comprehensive Plan)	AWP Focus Area Streets
Principal Arterial (Major)	The spacing for major arterial streets is one to two miles, access is limited to major traffic generators only, the speed is 35 to 45 mile per hour, and parking is prohibited. Major arterial streets are 5-10% of the system.	<ul style="list-style-type: none"> • Northgate Mile • Anderson Street • Holmes Avenue
Minor Arterial	The spacing for minor arterial streets is one half mile to one mile, the number and spacing of driveways is controlled, parking is generally prohibited but not always, the speed is 30 to 35 miles per hour. Minor arterial streets are the backbone of the street system	<ul style="list-style-type: none"> • 1st Street • Lomax Street • S. Boulevard
Collectors	Collector streets provide access to local properties and also move moderate quantities of traffic between local streets and major streets. Collectors have low volumes and can include select traffic calming elements to balance experience for all modes, while also providing vehicular mobility.	<ul style="list-style-type: none"> • Elva Street • John Adams Parkway
Local Streets	These streets also distribute trips between collector streets and arterials and serve as transition roadways to or from commercial and residential areas.	<ul style="list-style-type: none"> • All other roadway in the focus area

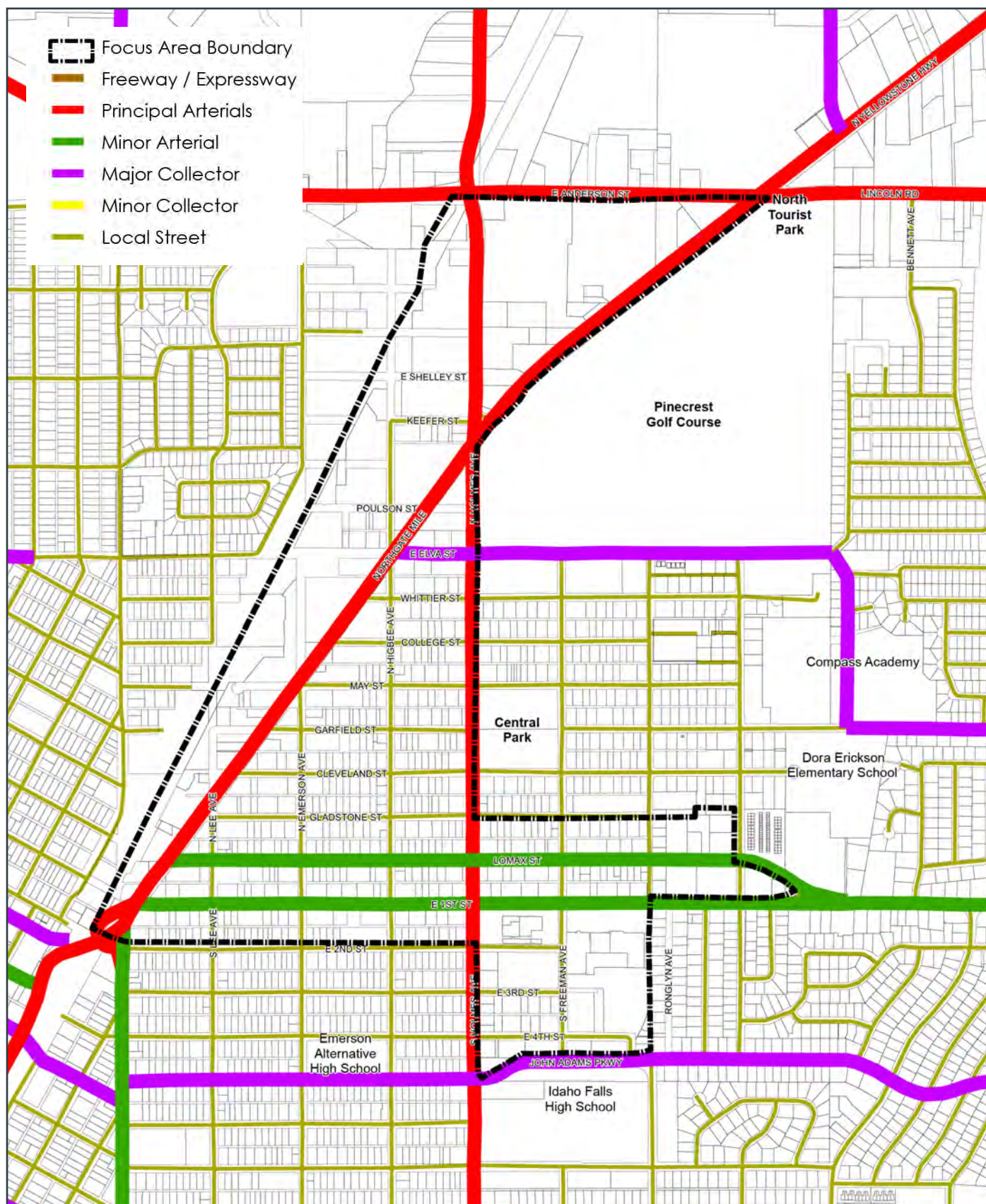


FIGURE 4.4.1. ROADWAY CLASSIFICATION MAP

Source: City of Idaho Falls

Primary Streets and Roadways in the Focus Area

The focus area benefits from a variety of street classifications, designs, and connections – the primary streets are generally urban in character with curbs, sidewalks, and in many cases, street parking. The City has long range plans to provide bicycle lanes on select streets, whereas, bicyclists share travel lanes with motor vehicles on most streets. Table 4.4.b. lists the existing street conditions for the primary roadways in the focus area. This study did not include a traffic analysis or explore levels of service standards.

Table 4.4.b. Northgate/1st Street AWP Focus Area – Existing Street Conditions

	Yes (Y) = complete coverage / Intermittent (Int) = some coverage but not continuous / No (N) = no coverage			
Focus Area Street	Travel Lanes	Sidewalks	Bicycle Lanes	Street Parking
1st Street	2-3	Int	N	Y
Anderson Street	4	Y	N	N
Cleveland Street	2	Y	N	Y
Elva Street	2	Y	N	Y
Freeman Avenue	2	Y	N	Y
Garfield Street	2	Y	N	Y
Gladstone Street	2	Y	N	Y
Holmes Avenue	2-4	Y	N	N
John Adams Parkway	4	Y	Y	Y
Lomax Street	2-4	Int	N	Y
May Street	2	Y	N	Y
Northgate Mile	4	Int.	Proposed	Y
S. Boulevard	4	Int	Proposed	Y

Trails and Bicycle Lanes (Connecting Our Community Plan)

The City's Connecting Our Community (COC) Plan identifies the current, planned and proposed multi-use trails, sidewalks, and bicycle facilities – the goals are to interconnect neighborhoods with community destinations and to create a holistic nonmotorized network across the City.

Existing and Planned Improvements

The COC identifies several improvements in and around the focus area. The existing bicycle lanes along John Adams Parkway and the multiuse trail around Pinecrest Municipal Golf Course represent completed projects in the focus area. Table 4.4.c. summarizes the planned facilities within the focus area.

In general, the COC identifies and plans for the following types of trail/bicycle related facilities:

- **Shared Use Paths:** These are facilities separated from roadways for use by bicyclists and pedestrians.
- **Bike Lanes:** Bike lanes are exclusive space along roadways for bicyclists through the use of pavement markings and signage (without buffers or barriers).
- **Buffer Bike Lanes:** These are traditional bike lanes separated by a painted lines to buffer bicyclist from motor vehicle travel lanes.
- **Signed Bike Routes:** These are signed bicycle facilities shared with motor vehicles. They are typically used on roads with low speeds and traffic volumes, however, can be used on higher volume roads with wide outside lanes or shoulders.
- **Sidewalks:** These are paved surfaces along roadways for pedestrian use.

Table 4.4.c. Northgate/1st Street AWP Focus Area – Bike and Pedestrian Facilities

Location	Facility Type	Proposed or Existing
John Adams Parkway between Holmes Ave & Woodruff Ave	Bike Lane	Existing
N Wabash between John Adams Parkway and Pinecrest Municipal Golf Course	Signed Bike route w/ supplemental wayfinding & pavement markings	Proposed
Holmes between John Adams parkway and Pinecrest Municipal Golf Course	Bike Lane	Proposed
E. Elva Street between Holmes Avenue the Idaho Canal (outside but east of the focus area)	Signed Bike route w/ supplemental wayfinding & pavement markings	Proposed
S. Boulevard between 5th St and connecting to Northgate Mile	Bike Lane	Proposed
Northgate Mile between 1st St and Elva St	Buffered Bike Lane	Proposed
Around the perimeter of Pinecrest Municipal Golf Course	Shared use Path	Existing / Future segments Proposed
Idaho Canal (outside but east of the focus area)	Shared use path	Proposed

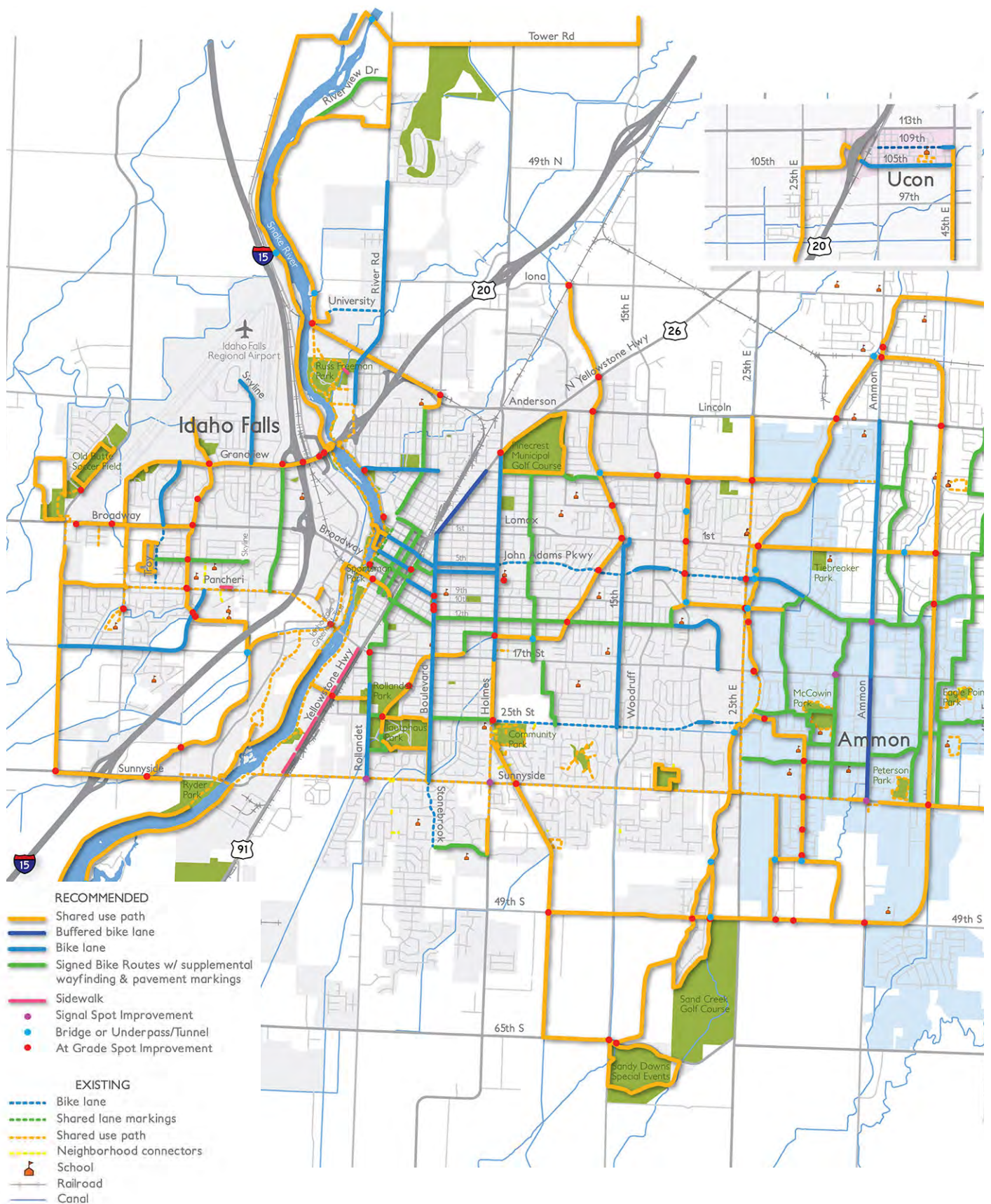


FIGURE 4.4.2. CONNECTING OUR COMMUNITY MAP

Source: City of Idaho Falls

Section 4.5:

Utilities and Services

The focus area has extensive water and sewer line coverage and City staff did not indicate capacity concerns to support infill and redevelopment projects. The project team reviewed GIS based utility line data to identify areas with serviceability gaps – this study did not include a future demand or capacity analysis. Figure 4.5.1. shows the current water and sewer lines in and around the focus area. Most properties have service↪ lines in the adjacent rights-of-way and future development projects can tap into these lines. Notably, the local streets on the west side of Holmes Avenue (north of Northgate Mile) may need line extensions if the properties are subdivided in the future.

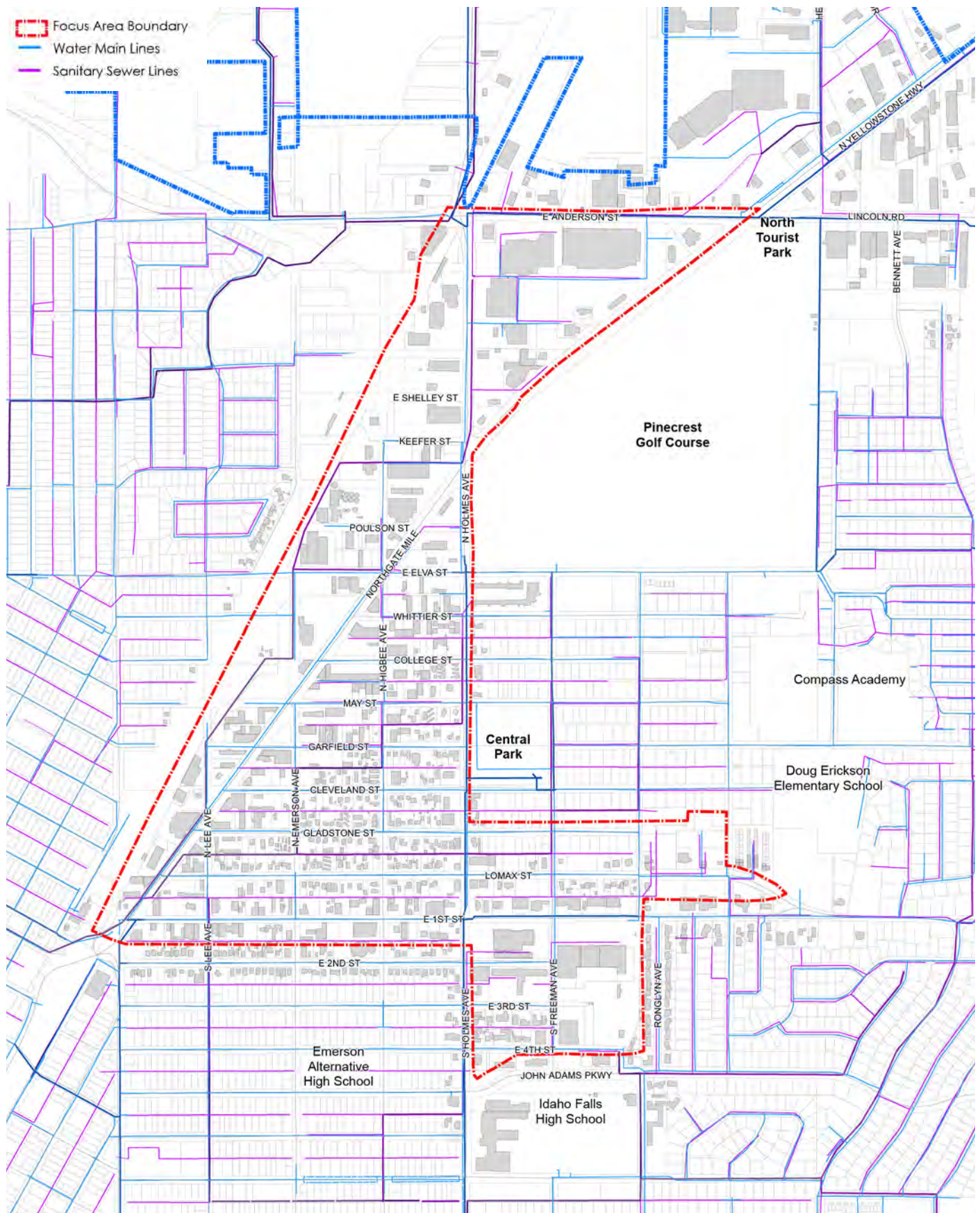


FIGURE 4.5.1. WATER AND SANITARY SEWER MAP

Source: City of Idaho Falls

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Chapter 5:

Brownfields in the AWP Focus Area

Section 5.1:

Brownfields Overview

Brownfields are an important component to revitalization strategies – they pose both challenges and opportunity for redevelopment. The EPA defines a brownfield as, *“real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant”*. This is a broad definition, meaning that many developed or previously used properties, especially in an urban setting, could be classified as a brownfield. Identifying and gaining an understanding of brownfields and their associated redevelopment and adaptive reuse challenges can be a key step for communities to develop effective action plans to address potential and known hazards and liabilities associated with these properties and return them to productive use.

Past industrial, commercial, and other intensive land use activities at brownfield sites can result in the presence of petroleum products and other hazardous constituents within soil, groundwater, and soil vapor underlying the sites. Older buildings that remain on many brownfield sites may contain hazardous building materials such as asbestos, lead-based paint, and polychlorinated biphenyls (PCBs) that were commonly used in the construction and maintenance of buildings prior to 1980¹. For the focus area, multiple former industrial sites and fueling stations, abandoned properties, and tax lots containing old buildings are present which meet the EPA's definition for brownfields.

There are opportunities to redevelop some brownfields sites for new community-service uses – such as employment centers, commercial services or potentially, housing. In many cases, developers, investors, and potential tenants avoid brownfield sites because of concerns of potential health hazards or liability

for possible environmental cleanups. This negative perception can hinder the community's ability to achieve desired redevelopment goals for the Northgate Mile and 1st Street Corridors. Therefore, it is important as part of the revitalization process to identify and evaluate brownfield sites that are subject to known or potential environmental liabilities and to obtain a good understanding of their associated known or potential environmental liabilities.

For the focus area, it is anticipated that the AWP process will provide a strategy for property owners to redevelop/ adaptively reuse brownfield sites with new uses that fit into a larger vision for the community. By demonstrating that projects have community support, and government agencies have strategies for addressing potential infrastructure and other needs, the AWP will serve as a tool for attracting increased interest of developers interest who will purchase, cleanup, and redevelop the sites. Brownfield redevelopment will capitalize on existing infrastructure, benefit from nearby amenities, build upon established business enterprises, and help complete the community's vision for the area.



Example of a former service station in Bremerton, Washington - these types of properties are considered brownfields

1. Lead-based paint was widely used in the United States (US), because of its enhanced durability, but banned from use in household paints in the US in 1978 due to health concerns. Asbestos was historically used in a wide range of building materials, because of its fiber strength and heat resistance, but was banned from select building products in a series of regulatory decisions beginning in 1973 and continuing through 1989 (although asbestos remains in use in numerous building products). PCBs were used in caulk, paint and coating, fluorescent light ballasts, and other building materials during about 1950 through 1979, but were banned from use in the US in 1979.

Section 5.2:

Brownfields Inventory

As an initial step in developing a revitalization strategy for the focus area, Stantec (the City's prime consultant) completed an inventory and analysis of 523 individual tax lots (encompassing over 200 acres) within the AWP focus area. The brownfields inventory had two primary objectives:

1. **Brownfields Identification:** to identify properties within the focus area that contain brownfield characteristics, and
2. **Brownfield Opportunity Site Prioritization:** to score and rank the brownfield sites based on various criteria so that planning efforts could be focused on sites having the greatest redevelopment potential or other relevant characteristics.

The inventory process identified 63 potential priority brownfields sites – properties that should be prioritized for redevelopment and future study based on their potential for environmental liabilities caused by past uses as well as size, location, or other characteristics that support meaningful reuse projects. Collectively, these sites possess conditions that necessitate environmental site assessment (ESA) studies to further determine the specific property/building conditions and potential cleanup activities. The following subsections provide more detail on these findings.

Inventory Methodology and Database

Stantec created the brownfields inventory for the focus area using geographic information system (GIS) and tax lot data obtained from various sources. In doing so, Stantec divided the inventory into two subareas: subarea "A" includes the properties along and surrounding the 1st Street Corridor and subarea "B" includes properties along the Northgate Mile. Initial steps performed by Stantec included: a) exporting GIS Tax Lot data provided by the Bonneville County Tax Assessor to a working spreadsheet, b) creating a tax lot base map, and c) assigning a map identification number (Map ID) to each tax lot.

Additional data for each tax lot were entered to the spreadsheet from the data sources described below.

Data Source A - Tax Lot Information Database: As an initial step in the inventory process, Stantec created a tax lot information database that included property characteristics from Bonneville County. This information was imported into a spreadsheet and base map. This process included the following datasets.

- **Bonneville County Assessor's Data:** Stantec obtained the following information for each tax lot in the AWP focus area from the Bonneville County Tax Assessor: tax lot property identification number (PIN), acreage, building and land values, property class, and property owner contact.
- **City of Idaho Falls Zoning Data:** Stantec added the City of Idaho Falls zoning designations to each of the tax lots in the inventory. Properties that were zoned for commercial or industrial use have a higher potential of being a brownfield site due to current or past land use activity.
- **Improvement to Land Value Ratio (ILVR):** Stantec used the assessor data to calculate the ILVR for each tax lot to help identify sites having the greatest future development potential. The ratio was calculated by dividing the assessed value for improvements (e.g., buildings and structures) by the assessed value of the land. Properties with high land values when compared to structure values indicate the property is underutilized and could support future development. An ILVR of 0 typically means a tax lot is vacant, and a value <1 indicates that the land is more valuable than the improvements, and therefore is underutilized in terms of development potential).

Data Source B - Environmental and Historical Databases: Stantec reviewed public environmental database listings and historical records to identify tax lots with potential environmental impacts caused by past property use. This includes state and federal environmental records and historical site data as described below.

- **State and Federal Environmental Records:** Stantec obtained environmental database records from GeoSearch, Inc. ("GeoSearch"), a third-party environmental and historical record repository service. Stantec added this information to the data for the associated tax lots to identify properties were included in state and federal environmental databases (FRS). Examples include sites with registered underground storage tanks, sites that have been issued federal or state permits for discharge of wastewater to surface water, and sites that have been permitted as small or large quantity generators of hazardous waste. Of the 523 tax lots in the focus area, 77 individual tax lots were matched with environmental listings from either the FRS or State databases. Being listed on one or more of these databases does not necessarily mean a site has contamination or is a brownfield. The use or storage of petroleum products or other hazardous substances does not always result in releases to the environment. Many of the sites listed in these databases are in productive use and are not in any respect underutilized or in need of redevelopment. However, some of the databases are specifically associated with sites with documented contamination. Inclusion on these databases is an indication of a site having greater potential for contamination (even though the presence of contamination may not yet have been confirmed).
- **Historical Data:** Stantec purchased a historic property records report (GeoSearch) to identify sites with potential environmental concerns based on documented land use activity. The records included the following historical data sources:
 - **Sanborn® Fire Insurance Maps:** Sanborn Maps were used to understand the historical conditions for sites within the focus area. These maps document building materials, businesses, and land uses from 1925, 1927, 1928, 1940, 1947 and 1968. Properties with a past use of potential environmental concern shown on the fire insurance maps and that appeared to be currently underutilized were noted in the GIS tax lot database.
 - **City Directories:** City directories for major commercial or industrial corridors in the inventory study area were provided by GeoSearch and used to identify businesses that may be associated with historical land uses of potential environmental concern. This included directories from approximate five-year intervals from 1932 to 2016. City directories were not available from GeoSearch for Idaho Falls prior to 1932. These directories specify active businesses in the focus area at the time they were published. The data were used to identify the type and longevity of businesses at potential brownfield sites.

Data Source C: Field Observations (Windshield Surveys) - In May 2020, Stantec conducted field observations for the tax lots in the focus area to verify the information collected in Data Sources A–B. The windshield survey was focused on properties with industrial/commercial land uses. The field observation confirmed current land use/occupancy and site conditions, including obvious indicators of blight and potential environmental concerns. In addition to taking photographs of each tax lot from the adjacent street right-of-way, the following information was recorded for each lot:

- **Current Land Use:** Current land use activity was noted which indicated whether each tax lot was undeveloped, commercial, residential, industrial, a parking lot, and/or mixed commercial/residential land.
- **Occupancy:** Observations were made and recorded on whether each tax lot appeared to be occupied or unoccupied by a tenant, resident, business, or other functional operation. The observation also noted whether the tax lots contained a structure or other site improvement.
- **Recognized Environmental Conditions (RECs):** Obvious recognized environmental conditions were noted (e.g., chemical or petroleum storage tanks, stained soils, drums, etc.).
- **Blight Indicators:** Blight indicators were noted such as poorly maintained pavement or vegetation, cracked or damaged building exteriors, or damaged roofs.
- **For Sale/Lease Sign:** Posted sale/lease signs were noted.



Existing aerial of the Northgate Mile and portions of the 1st Street corridors - many properties are existing or former industrial sites. The areas have several abandoned/underutilized properties clustered in close proximity (Source: Google Earth Pro)

Site Characterization

Stantec used the information they compiled in the database and through field observation to map the site characteristics and to rank brownfield sites according to redevelopment potential. To rank the sites, Stantec applied scoring criteria to the tax lots. The criteria considered site characteristics including property size, ILVR, the presence of an environmental database record or historical land use of concern, zoning, and abandoned nonresidential buildings. The following table demonstrates how each criterion was scored. Table 5.2.a. lists the criteria, associated points, description, and reasoning.

The complete tax lot database is listed in Appendix A of this document. Table 5.2.b. summarizes the resulting scores, brownfield classifications, and number of associated tax lots. The tax lots scoring 4.0 to 4.5 have confirmed or potential environmental liabilities, are underutilized, and are 0.25-acres or larger. Similarly, lots scoring 3.0 to 3.5 also have confirmed or potential environmental liabilities but the properties are either underutilized OR contain a vacant structure (but not both). Lots scoring 2.0 to 2.5 may either have environmental liabilities OR be underutilized (but not both). Lots scoring less than 2.0 are not believed to have environmental liabilities.

Table 5.2.a. Scoring Criteria Matrix

Criteria	Points	Description	Reasoning
Site Size	1.0	1.0 acre or greater property size	The criterion assigned scores based on lot size. Sizes one acre or greater have high potential to accommodate redevelopment projects, whereas sizes less than 0.25 acres may only accommodate modest redevelopment projects.
	0.5	0.25 acres or greater AND less than 1.0 acre	
	0	Less than 0.25 acres	
Improvement to Land Value Ratio (ILVR)	1.0	ILVR < than 0.5	The criterion assigned scores based on the properties' ILVR. A lot having an ILVR less than 0.5 means the property is more valuable than its buildings and suggests the property is underutilized and has the potential to support additional development. In contrast, lots with an ILVR greater than 1.0 suggests the property is utilized and less likely to be razed and redeveloped.
	0.5	ILVR > 0.5 AND ≤1.0 ILVR	
	0	ILVR > 1.0	
Environmental and Historical Use	2	Environmental database listing with confirmed release	This criterion assigned scores based on whether the lot is on a state or federal environmental database and/or whether the site has a potentially contaminating historical land use and/or whether contamination has been confirmed. Lots with these conditions should be prioritized for redevelopment to address the potential environmental liabilities through site cleanup and/or abatement.
	1.5	Environmental database listing AND potentially contaminating historical land use	
	1	Environmental database listing OR potentially contaminating historical land use identified by historical documents or windshield survey	
	0	No database record or historical land use of interest	
Zoning	1	Zoning Nonresidential OR Zoning is residential with an existing commercial/ industrial use	This criterion assigned a score to identify lots that are zoned to accommodate current or past commercial/ industrial land use activities. Past commercial/ industrial activities may indicate a potential need for studies (e.g., environmental site assessments - ESAs) to determine whether the property has known or potential environmental liabilities.
	0	Zoning is Residential AND the property does not contain an existing commercial/industrial use	
Vacant Building	1	Site has a vacant building (identified through field observations) that could be adaptively reused	This criterion assigned a score to identify lots that have a vacant building (no occupant/tenant). Vacant buildings could be actively reused for new uses. Older buildings may suggest the need for studies (ESAs) to ensure the building can be safely reoccupied and/or improved.



Table 5.2.b. Northgate Mile / 1st Street Focus Area Parcel Scoring Results

Total Score	Map Colors	Brownfield Classification	General Redevelopment Considerations	Number of Tax Lots
4.0 - 4.5	<div>4.5 pt</div> <div>4.0 pt</div>	Likely Brownfield Site	<ul style="list-style-type: none"> Sites zoned for industrial/commercial use, AND Sites listed on an environmental database listing AND/OR contain potentially contaminating historical land use, AND Sites that are underutilized (ILVR < 1), AND Site sizes 0.25 acres or larger 	26
3.0 - 3.5	<div>3.5 pt</div> <div>3.0 pt</div>	Potential Brownfield Site	<ul style="list-style-type: none"> Sites zoned for industrial/commercial use, AND Sites listed on an environmental database listing AND/OR contain potentially contaminating historical land use, AND Sites that are underutilized (ILVR < 1) OR contain a vacant structure 	37
2.0 – 2.5	<i>N/A - not mapped</i>	Unlikely Brownfield Site	<ul style="list-style-type: none"> Sites zoned for industrial/commercial use, AND Sites listed on an environmental database listing AND/OR contain potentially contaminating historical land use OR Sites that are underutilized 	112
Less than 2	<i>N/A - not mapped</i>	Not a Brownfield	<ul style="list-style-type: none"> Sites NOT listed on an environmental database listing AND/OR contain potentially contaminating historical land use 	348
Total Parcels				523

Brownfield Mapping

Figures 5.2.1. and 5.2.2. AWP Brownfield Inventory Maps graphically depict the property conditions for the tax lots within the AWP focus area. The maps illustrate sites with scores 3 and above – these sites should be prioritized for redevelopment/reuse. The inventory maps are divided between subarea “A” and subarea “B”.

1. Existing underutilized property between 1st Street and Lomax Street | 2. Former stockyards property along Northgate Mile

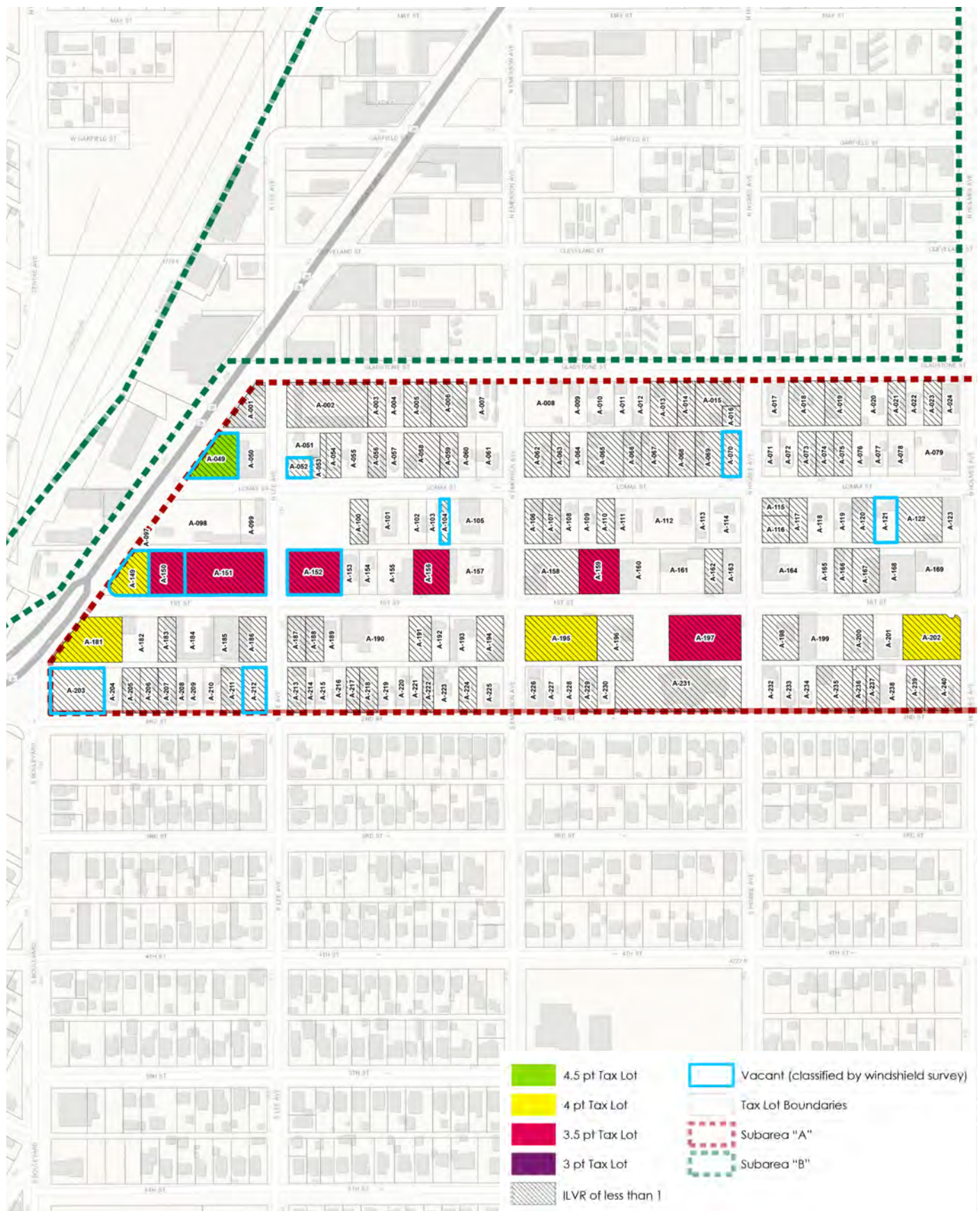


FIGURE 5.2.1. AWP BROWNFIELD INVENTORY MAP: SUBAREA "A" - WESTERN SEGMENT

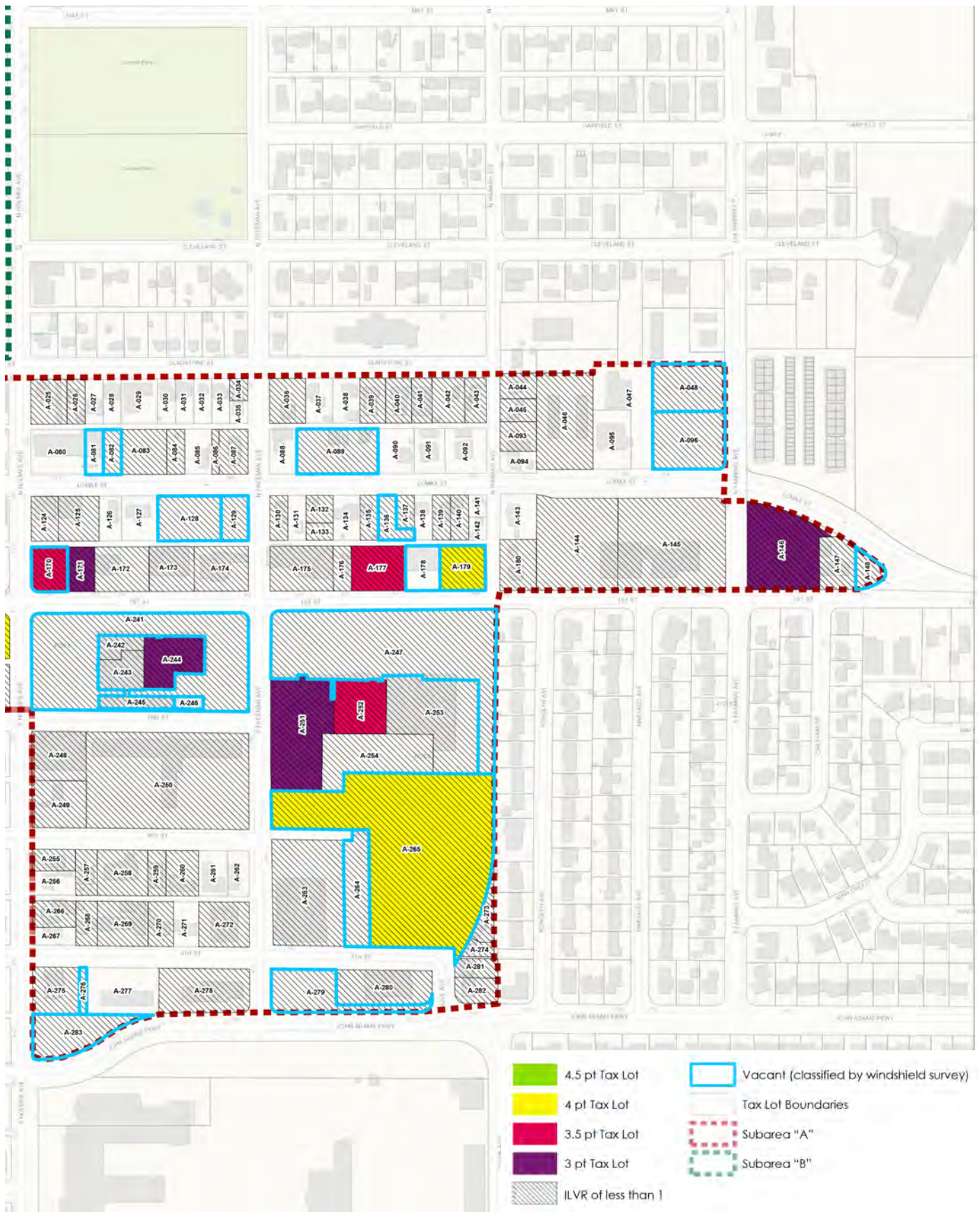


FIGURE 5.2.1. AWP BROWNFIELD INVENTORY MAP: SUBAREA "A" - EASTERN SEGMENT

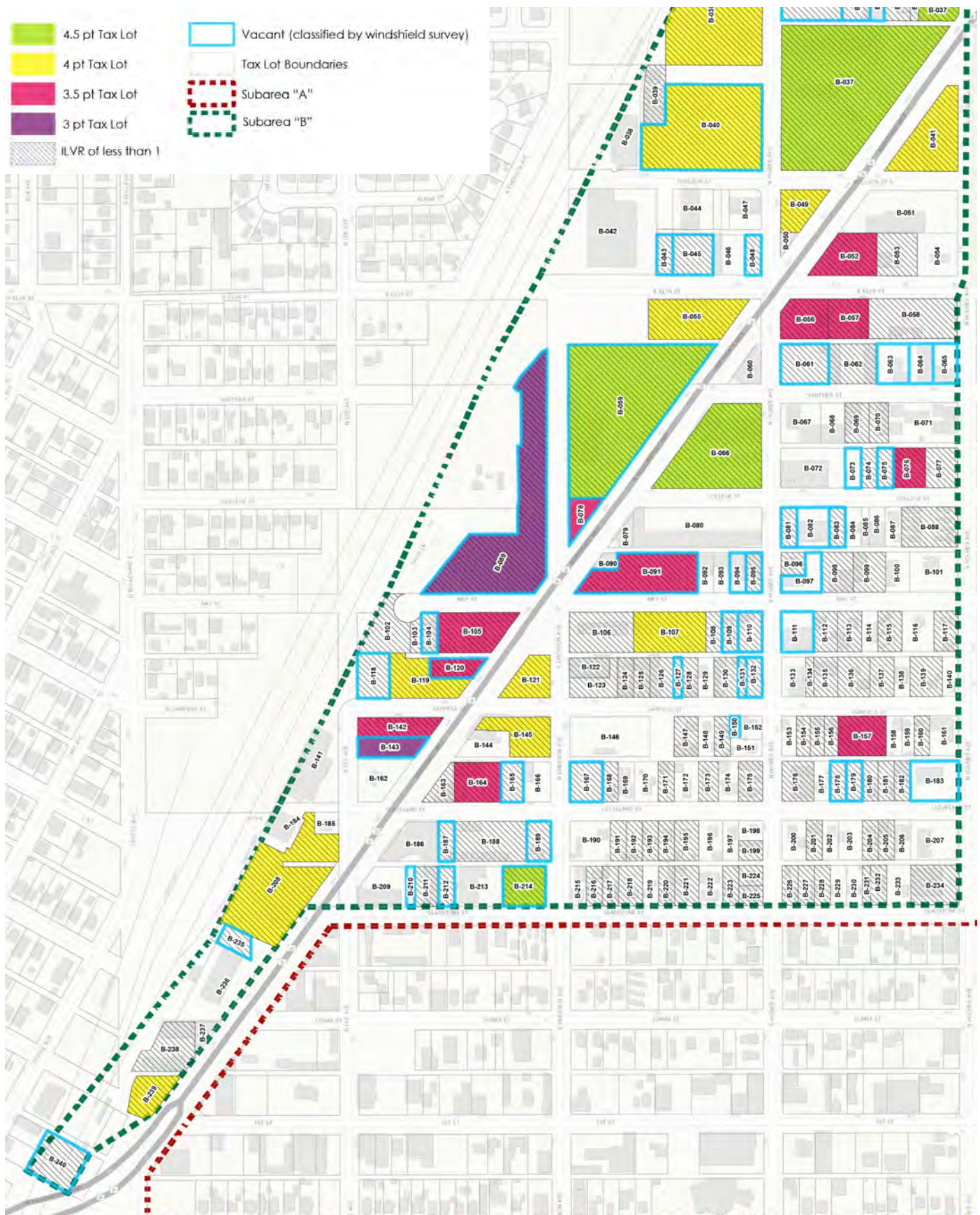


FIGURE 5.2.2. AWP BROWNFIELD INVENTORY MAP: SUBAREA "B" - SOUTHERN SEGMENT

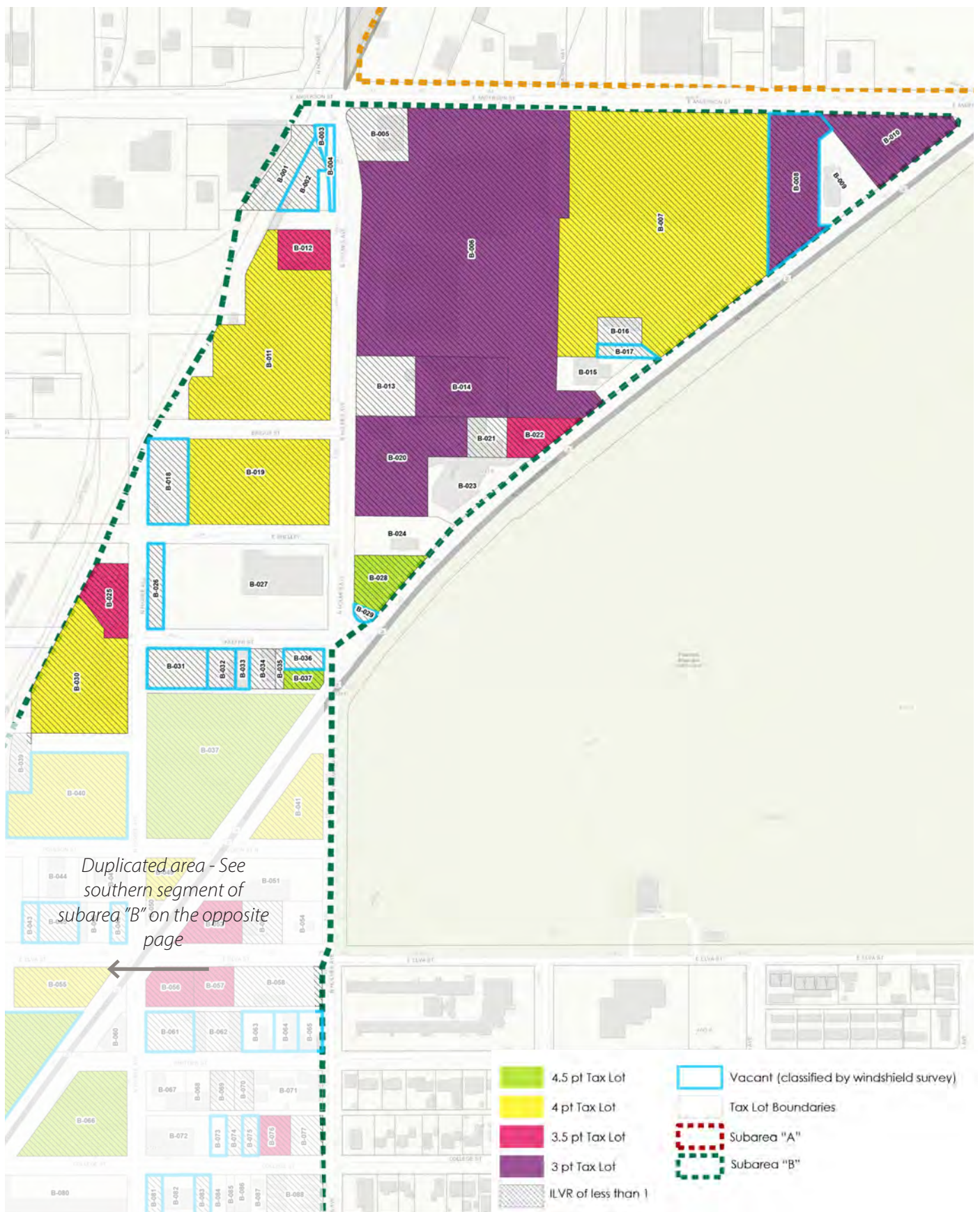


FIGURE 5.2.2. AWP BROWNFIELD INVENTORY MAP: SUBAREA "B" - NORTHERN SEGMENT

Section 5.3:

Brownfield Site Prioritization

The tax lots meeting multiple criteria should be prioritized for redevelopment and/or further study (e.g., ESAs) since they would address negative property conditions on sites large enough to produce meaningful reuse projects. Additionally, brownfields that are abandoned and/or underutilized while being large enough to support redevelopment (at least 0.25 acres) should also

be prioritized so they can be put back to productive use for the community. For these reasons, the 63 brownfield sites scoring 3.0 – 4.5 should be prioritized for redevelopment and additional study. Table 5.3.a. lists the site characterization data for these priority brownfield sites.



1. Existing underutilized site along Northgate Mile - roadway/sidewalk improvements would support redevelopment | 2 & 3. Existing abandoned buildings on an underutilized site next to the US Post Office along Freeman Avenue / 4th Street - the property has already been identified for redevelopment by a private developer

Table 5.3.a. Priority Brownfield Site Characterization Data (Tax Lots Scoring 3.0 to 4.5)

Map ID	Tax Lot Number	Size (Acres)	ILVR	Zoning	Site Characterization Scoring						Current Occupancy (March 2020)
					Size Score	ILVR Score	Environmental Score	Zoning Score	Vacant Buildings Score	Total Score	
A-049	RPA0620014000D	0.28	0.00	CC	0.5	1	1	1	1	4.5	Vacant
A-146	RPA00008177121	1.00	0.02	R3A	1	1	0	1	0	3	Commercial (bank)
A-149	RPA0620015030E	0.24	0.00	CC	0	0.5	1.5	1	1	4	Vacant
A-150	RPA0620015036B	0.28	0.23	CC	0.5	1	1	1	0	3.5	Vacant (parking)
A-151	RPA0620015040A	0.64	0.17	CC	0.5	1	0	1	1	3.5	Vacant
A-152	RPA0620016017B	0.43	0.00	CC	0.5	1	0	1	1	3.5	Vacant
A-156	RPA0620016038A	0.28	0.00	CC	0.5	1	1	1	0	3.5	Commercial
A-159	RPA0420029031A	0.32	0.06	CC	0.5	1	1	1	0	3.5	Commercial
A-170	RPA0420031025A	0.28	0.21	CC	0.5	1	0	1	1	3.5	Vacant
A-171	RPA0420031029A	0.21	0.00	CC	0	0.5	1.5	1	0	3	Commercial (dental)
A-177	RPA0420032034A	0.43	0.00	CC	0.5	1	1	1	0	3.5	Commercial
A-179	RPA0420032043C	0.36	0.34	CC	0.5	1	1.5	1	0	4	Vacant (parking)
A-181	RPA0540004017A	0.44	0.00	CC	0.5	1	1.5	1	0	4	Commercial
A-195	RPA0540002017A	0.57	0.00	CC	0.5	1	1.5	1	0	4	Commercial (muffler)
A-196	RPA0540002013A	0.29	1.00	CC	0.5	1	1	1	0	3.5	Commercial
A-197	RPA0540002001A	0.57	0.00	CC	0.5	1	1	1	0	3.5	Commercial (Key line)
A-202	RPA0540001001C	0.45	0.00	CC	0.5	1	1.5	1	0	4	Commercial (gas station)
A-231	RPA0540002009B	1.00	1.00	CC	1	1	0	1	0	3	Institutional (church)
A-244	RPA8590000001O	0.49	0.91	CC	0.5	0.5	1	1	0	3	Commercial (Homesmart)
A-251	RPA8420000000I	1.12	0.31	CC	1	1	0	1	0	3	Commercial (Ashley)
A-252	RPA8420000000C	0.50	0.41	CC	0.5	1	1	1	0	3.5	Commercial (Bowlero)
A-263	RPA00008203329	1.33	1.00	CC	1	1	0	1	0	3	Institutional (post office)

Table 5.3.a. Priority Brownfield Site Characterization Data (Tax Lots Scoring 3.0 to 4.5)

Map ID	Tax Lot Number	Size (Acres)	ILVR	Zoning	Site Characterization Scoring						Current Occupancy (March 2020)
					Size Score	ILVR Score	Environmental Score	Zoning Score	Vacant Buildings Score	Total Score	
A-265	RPA5730001001O	4.37	0.10	CC	1	1	0	1	1	4	Vacant
B-006	RPA5020001002O	11.56	0.00	HC	1	1	0	1	0	3	Commercial (strip mall)
B-007	RPA5020001001A	9.77	0.25	HC	1	1	1	1	0	4	Commercial (Fred Meyer)
B-008	RPA5020001001C	1.63	0.26	HC	1	1	0	1	0	3	Vacant (parking)
B-010	RPA00008172435	1.21	0.09	HC	1	1	0	1	0	3	Commercial (Key Bank)
B-011	RPA1560004036B	3.93	0.00	HC and I&M	1	1	1	1	0	4	Commercial
B-012	RPA1560004001A	0.47	0.00	HC	0.5	1	1	1	0	3.5	Commercial
B-014	RPA00008173402	1.23	0.01	HC	1	1	0	1	0	3	Commercial
B-019	RPA1560008001B	2.68	0.00	HC and I&M	1	1	1	1	0	4	Commercial (new auto dealer)
B-020	RPA00008173499	1.96	0.00	HC	1	1	0	1	0	3	Commercial
B-022	RPA00008173492	0.45	0.24	HC	0.5	1	1	1	0	3.5	Commercial
B-025	RPA1560010000B	0.61	0.05	I&M	0.5	1	1	1	0	3.5	Industrial
B-028	RPA5740001001O	0.59	0.00	HC	0.5	1	2	1	0	4.5	Commercial
B-030	RPA1560010041A	2.14	0.07	I&M	1	1	1	1	0	4	Industrial
B-037	RPA1560012002C	3.90	0.03	HC and I&M	1	1	1.5	1	0	4.5	No Structures (U-Haul storage) parking)
B-040	RPA1560014001A	2.07	0.74	I&M	0.5	0.5	1	1	1	4	Vacant (industrial)
B-041	RPA1560013002A	0.81	0.07	CC	0.5	1	1.5	1	0	4	Commercial (car wash)
B-049	RPA1560016017A	0.32	0.00	HC	0.5	1	1.5	1	0	4	Commercial (gas station)
B-052	RPA1560016031A	0.51	0.18	CC	0.5	1	1	1	0	3.5	No structures (car dealer parking)
B-055	RPA0420004001A	0.77	0.00	I&M	0.5	1	1.5	1	0	4	Commercial (High Desert Auto/Fast Signs)

Table 5.3.a. Priority Brownfield Site Characterization Data (Tax Lots Scoring 3.0 to 4.5)

Map ID	Tax Lot Number	Size (Acres)	ILVR	Zoning	Site Characterization Scoring						Current Occupancy (March 2020)
					Size Score	ILVR Score	Environmental Score	Zoning Score	Vacant Buildings Score	Total Score	
B-056	RPA0420003017B	0.41	0.00	CC	0.5	1	1	1	0	3.5	Commercial (Enterprise)
B-057	RPA0420003012A	0.36	0.00	CC	0.5	1	1	1	0	3.5	Commercial (Thrift)
B-059	RPA0420004015B	3.13	0.10	I&M	1	1	1.5	1	0	4.5	Unspecified
B-066	RPA0420005001C	1.49	0.00	CC	1	1	1.5	1	0	4.5	Commercial (used car)
B-076	RPA0420006037A	0.28	0.00	CC	0.5	1	1	1	0	3.5	Commercial (auto repair)
B-078	RPA0420012021A	0.19	13.69	I&M	0	0	1.5	1	1	3.5	Vacant
B-089	RPA0620001044B	2.36	0.00	I&M	1	1	0	1	0	3	Vacant
B-091	RPA0420012025B	0.89	0.58	CC	0.5	0.5	1.5	1	0	3.5	Vacant (parking)
B-105	RPA0620008004B	0.60	0.00	CC	0.5	1	1	1	0	3.5	Commercial
B-107	RPA0420013008A	0.64	0.24	CC	0.5	1	1.5	1	0	4	Commercial
B-119	RPA0620008028B	0.53	0.00	CC	0.5	1	1.5	1	0	4	Industrial (Idaho Foundry & Machine)
B-120	RPA0620008033B	0.22	0.00	CC	0	0.5	1	1	1	3.5	Vacant
B-121	RPA0620008001C	0.35	0.27	CC	0.5	1	1.5	1	0	4	No structures (car dealer lot)
B-142	RPA0620009013B	0.35	0.24	CC	0.5	1	1	1	0	3.5	Commercial (strip mall)
B-143	RPA0620009015A	0.29	1.99	CC	0	0	1	1	1	3	Vacant
B-145	RPA0620009001B	0.45	0.03	CC	0.5	1	1.5	1	0	4	Commercial (auto repair)
B-157	RPA0420019010A	0.43	0.40	CC	0.5	1	1	1	0	3.5	Commercial
B-164	RPA0620009036A	0.41	0.00	CC	0.5	1	1	1	0	3.5	Commercial
B-208	RPA0620011004D	1.68	0.00	CC	1	1	1	1	0	4	Commercial (newspaper offices)
B-214	RPA0620012042A	0.38	0.00	CC	0.5	1	1	1	1	4.5	Vacant
B-239	RPA0620015000C	0.32	0.61	CC	0.5	0.5	2	1	0	4	Commercial (Blue Bell)

Section 5.4:

Environmental Site Assessments (ESAs)

A critical future step for identifying and assessing environmental and other potential liabilities associated with brownfields is to conduct ESAs for tax lots identified as brownfields during the inventory. There are two primary types of ESAs:

Phase I ESA - The initial step in evaluating potential environmental liabilities associated with a property is the performance of a Phase I ESA. Phase I ESAs are nearly always completed in accordance with a detailed standard process established by the American Society for Testing and Materials (ASTM) – “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process,” Designation E1527-13. The scope of work for a Phase I ESA includes a visual reconnaissance of the property, interviews with key individuals, and review of reasonably ascertainable documents (typically including federal, state, and other environmental databases; historical maps, city directories, and aerial photographs; and any existing environmental reports). The Phase I ESA is designed to identify “recognized environmental conditions” (RECs) which, as defined by ASTM, means: “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment.” Phase I ESAs also identify several other categories of environmental concerns as defined by ASTM, including Historical Recognized Environmental Conditions (“HRECs”), Controlled Recognized Environmental Conditions (“CRECs”), and Business Environmental Risks (“BERs”).

Phase I ESA reports provide a summary of known or confirmed environmental liabilities associated with a property (and adjoining properties), as well as findings and conclusions related to potential or probable additional environmental liabilities. Phase I ESAs will typically include information on the types of contaminants that are either confirmed to be present or potentially present based on past land uses, and may also include information on the specific locations where contaminants are known or potentially present. The Phase I ESA does not include actual testing of

building materials, soil, groundwater, soil vapor, or other environmental media, but the information developed is useful for developing a scope of work for a Phase II ESA (described below).

In situations where a Phase I ESA is completed and identifies no RECs or other types of significant potential environmental concerns, completion of the Phase I ESA alone may be sufficient to address previous concerns by developers over unknown or perceived environmental liabilities, and serve to enhance developer interest and redevelopment prospects. However, if the Phase I ESA identified significant known or potential environmental liabilities, then a Phase II ESA (described below) will likely be needed to further evaluate these known or perceived liabilities.

Phase II ESA - A Phase II ESA generally includes collection of samples of various types of environmental media (i.e., soil, groundwater, surface water, sediment, and/or building materials) and analysis of the samples for known or suspected “contaminants of concern.” The purpose is to confirm or deny the presence of contaminants in the sampled media. The scope of work for the Phase II ESA is typically based on the findings a Phase I ESA, and in particular, information relevant to the types of chemicals or petroleum products used or stored on a site (or neighboring properties) and the locations for this use or storage (including features such as underground storage tanks).

A Phase II ESA will often confirm the presence or absence of key contaminants of concern, as well as whether measured concentrations exceed applicable cleanup or other regulatory threshold values. If only low-level (or zero) concentrations of contaminants are detected, then the Phase II ESA may be sufficient to address concerns related to potential contamination. However, if significant or widespread contamination is documented during a Phase II ESA, then additional follow-up testing may be

required to fully assess the magnitude, nature, and extent of key contaminants in various environmental media, and/or to satisfy state or federal requirements associated with the discovery of contamination at a site above cleanup standards or other applicable regulatory limits.

The City's 2017 EPA CWA grant provides funding that can be used to perform Phase I and II ESAs on sites that meet the definition of a "brownfield" as well as other eligibility requirements, and for which property owners are willing to provide access and participate in the ESA process.

Former Stockyards Property ESAs

The City used portions of its 2017 EPA CWA grant to fund Phase I and Phase II ESAs for the former stockyards property located on the west side of Northgate Mile, mid-way through the corridor (Map ID B-089 and tax lot number RPA0620001044B). The former stockyards was the only property within the focus area that participated in the grant funds to pay for Phase I and II ESAs. The following subsections summarize the key findings from the ESA reports.



Existing aerial of the former stockyards and vicinity (Source: Google Earth Pro)



1. Former stockyards property with active rail lines in the background (March 2020) | 2 & 3. Site images of the former stockyards property

Phase I ESA (August 19, 2019- Stantec Consulting Services, Inc)

Stantec completed a Phase I ESA on August 19, 2019 and identified the following evidence of RECs in connection with the stockyards property (the "Property"):

1. The Property has been used as a stockyard and livestock auction yard for more than 80 years. Pesticides are commonly used at such facilities to 1) control insects on livestock, and 2) to control unwanted vegetation. During the site reconnaissance, mention of a sheep dipping operation was made, although this operation was reportedly of short duration. The potential for the use of persistent pesticides at the Property is considered a REC.
2. Historical records indicate that a railroad switching yard has been located adjacent and west of the Property since the 1940s. The material threat of an airborne release from railroad diesel locomotive emissions primarily polycyclic aromatic hydrocarbons (PAHs) in diesel particulate emissions, is considered a REC for the Property.

3. Several off-site facilities have been identified that pose a material threat of a release that has the potential to impact the Property. These include historical gas stations at 385 Elva Street, 630 Northgate Mile and 700 Northgate Mile, and a historical machine shop at 675 Northgate Mile. Potential contaminants of concern associated with these operations include volatile organic compounds² (VOCs) including fuel constituents and solvents used for degreasing. These off-site facilities constitute a REC and potential Vapor Encroachment Condition (VEC) for the Property.

The Phase I report recommended that further soil, groundwater and/or soil gas sampling be conducted to further evaluate the identified RECs.

-
2. A Vapor Encroachment Condition (VEC) as defined by ASTM is the presence or likely presence of "chemical or concern" vapors in the vadose zone of a target property (TP) caused by the release of vapors from contaminated soil and/or groundwater either on or near the TP as identified by "Tier 1" or "Tier 2" procedures.



Former stockyards property and adjacent abandoned building along Northgate Mile (March 2020)

Phase II ESA

Rocky Mountain Environmental Associates, Inc. (RMEA) completed a Phase II ESA on October 31, 2019 on behalf of Stantec (the City's prime consultant) to further evaluate the potential environmental impacts associated with the identified RECs. The Phase II ESA included soil borings and collection and laboratory analysis of soil samples to assess property conditions.

The following summarizes the RECs identified in the Phase I ESA and associated findings from the Phase II ESA.

- **REC #1:** The Property has been used as a stockyard and livestock auction yard for more than 80 years. Pesticides are commonly used at such facilities including 1) insecticides to control insects on livestock, and 2) herbicides to control unwanted vegetation. During the site reconnaissance, mention of a short duration sheep dipping operation was made, and the location of the operation was pointed out (Figure 2). The potential for the use of persistent pesticides at the Property is considered a REC.

REC #1 Findings: Shallow subsurface soil samples collected site-wide were analyzed for a list of 22 pesticides, but no pesticides were detected any of the soil samples analyzed from the Property.

- **REC #2:** Historical records indicate that a railroad switching yard has been located adjacent and west of the Property since prior to the 1940s. The material threat of an airborne release from railroad locomotive emissions, primarily PAHs in diesel particulate emissions, is considered a REC for the Property.

REC #2 Findings: Very low-level detections of semivolatile organic compounds (which include PAHs) were reported in five composite soil samples (from Composite Areas 3, 4, 5, 6, and 7). However, the measured concentrations were below the most conservative IDEQ and EPA screening levels.

- **REC #3:** Several nearby sites have been identified that pose a material threat of a release that has the potential to impact the Property. These include historical gas stations at 385 Elva Street, 630 Northgate Mile and 700 Northgate Mile, and a historical machine shop at 675 Northgate Mile. Potential contaminants of concern associated with these operations include VOCs including fuel constituents and solvents used for degreasing. These off-site facilities constitute a REC and potential VEC for the Property.

REC #3 Findings: Three soil vapor samples were collected along the east side of the Property, near Northgate Mile. No VOCs were reported in soil vapor samples exceeding the adjusted EPA risk based screening levels with the exception of 1,3-butadiene, bromodichloromethane, and chloroform. 1,3-Butadiene is attributed to auto exhaust contamination from the nearby Northgate Mile or on site vehicles. Bromodichloromethane and chloroform are commonly associated with leaking water supply lines. Based on interviews with the Stockyard Foreman, waterline breaks and repairs are not uncommon on the Property.

In addition to investigation of the three RECs, RMEA investigated an aboveground storage tank (AST) located on the Property. One soil boring was sampled to the bedrock surface and a depth of 23 feet bgs near the AST. RMEA did not observe evidence of petroleum contamination. Analytical laboratory results from this boring indicated low-level detections of hydrocarbons between 0.5 and 3 feet bgs, but at concentrations below applicable screening levels. Based on the above data, a limited release or releases from use of the AST may have occurred in the past, but no evidence of a significant release was identified.

Recommendation - Based on the above data, RMEA had no recommendations for further environmental investigation at the Property.

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Chapter 6:

Market Conditions & Opportunities

Section 6.1:

Market Analysis Introduction

When planning for local communities, it is important to examine and understand the population and economic conditions. As part of and parallel to this area-wide planning process, the project team (led by Agnew::Beck) prepared a market study (Idaho Falls Market Study – under a separate cover) for the focus area. This chapter summarizes the key findings from the market study to help guide the revitalization planning initiatives for the focus area - the full market study is presented in Appendix B of this AWP document.

The purpose of the market study is to share the findings related to trends in population, housing, employment and the real estate market. Additionally, Agnew::Beck translated projected population and job growth into demand for residential, commercial and industrial land uses within the focus area. Data is from numerous sources including: The City of Idaho Falls, the Bonneville Metropolitan Planning Organization, The Idaho Department of Labor, the American Community Survey, and the Department of Housing and Urban Development.

Geographies and Data Sources

There are several types of geography that are utilized to share out demographic, housing and economic data in this report. The market analysis used both US census data and local sources to collect data – these are summarized below.

- **Census Tract 9707:** The boundary of 9707 encompasses the focus area and some data is shared at this level to reflect trends in the focus area. The tract boundary extends north beyond the focus area.
- **Block Groups 1 and 2:** Some Census data is shared at the block group level, which also closely aligns with the focus area.
- **Traffic Analysis Zone (TAZ):** The Bonneville County Metropolitan Planning Organization collects and forecasts housing and employment data at smaller geographies to plan for future transportation upgrades. The market analysis used TAZ boundaries that align closely, but not exactly, with the focus area to estimate housing and employment data within the focus area.

- **State & City Level Data:** The analysis collected State of Idaho and City of Idaho Falls demographic and market-related data to compare findings for the focus area. This helps define a base line and assess how the focus area is performing compared to state/local conditions.
- **Stakeholder Interviews:** The market analysis also included feedback from stakeholder interviews to understand local market demand and real estate conditions in Idaho Falls. (The interview responses are presented in Section 5.3: Community Engagement Summary of this document).

Key Market and Demographic Findings

The following lists key population, housing and employment trends that the market study identified for the focus area and the City of Idaho Falls region. In short, the City will experience continuous population growth and the focus area has capacity to accommodate some of the associated housing, commercial, and employment demand. Near-term, adaptive reuse projects seem to be the most viable – overtime, the focus area could experience larger redevelopment and infill projects. These findings will help guide the City to make policy and investment decisions in the upcoming years. This analysis pre-dates the COVID-19 pandemic from March 2020 and does not reflect its associated economic impacts.

Key Finding #1 - Slow population growth is expected in the focus area. The focus area has an estimated population of approximately 2,400 people. The focus area population is expected to grow by 3 percent over the next 20 years, adding a little less than 4 new residents annually or 0.14 percent annual growth. Comparably, the City of Idaho Falls is expected to grow by 17 percent by 2040, adding around 11,000 new residents to the City. Through proactive planning and new redevelopment projects, the focus area could absorb some of the City's population growth. Since the focus area is largely built out with a future focus on redevelopment, a slower population forecast is expected. The redevelopment of existing properties into new housing and commercial opportunities will likely increase the demand for housing in future years. It is also important to note that the focus area population forecast is based on the traffic analysis zone data published by the Bonneville Metropolitan Planning Organization and the City of Idaho Falls population forecast was generated using historical trends reflected in Census data.

There may be a demand for nearly 200 additional housing units in the focus area over the next 20 years. Table 6.2.c. in section 6.2 of this chapter shares a housing needs forecast; it is based on expected slow growth from new population (~32 units) as well as redevelopment of some of the housing stock (housing without indoor plumbing and mobile home units) into newer housing products (~160). Table 6.5.e. section 6.5 of this chapter shares the expected shift in housing types from single-family to more multi-family housing within the focus area.

Key Finding #2 - Considerable job growth is expected. It is estimated that around 1,000 new jobs will be created in the focus area by 2040, or roughly a 1.5 percent annual increase in the total number of jobs. Job growth for the City of Idaho Falls has averaged around 3.6 percent annually over the past five years and continued growth is expected. The focus area employment forecast is based on the traffic analysis zone data published by the Bonneville Metropolitan Planning Organization; other published sources for employment data are at the regional level through 2026.

Job growth could spur demand for 200,000 square feet of commercial space in the focus area over the next 10 years;

this includes office, industrial/flex, retail, accommodation/food service and institutional.. Tables 4.5.c and 4.5.d. in section 4.5 shares the calculations to translate forecasted jobs into building space and land demand in 10- and 20-year durations.

Key Finding #3 - Smaller household sizes and fewer households with children and elderly. The focus area has an average household size of 2.29 individuals per household, which is roughly 15 percent lower than the citywide average of 2.65. Additionally, as a percentage of total households, the focus area has fewer households with children or individuals over the age of 60 when compared to city and county data. The majority of households in the focus area consist of one or two adults of working age.

Key Finding #4 - Household income is lower. The median household income for the focus area (\$37,871) is approximately ~75 percent of the median income of the City of Idaho Falls (\$50,482) and ~71 percent of the State of Idaho (\$53,089).

Key Findings #5 - Data indicates a tight rental market. Based on data for Census Tract 9707 (the closest available representation of the data in the focus area) it appears that the rental vacancy rate in the focus area (3.9 percent) is significantly lower than the city-wide average of 7.5 percent, indicating a tight rental market. The homeowner vacancy rate on the other hand is much higher in the focus area at 7.6 percent, over three times that of Idaho Fall's average vacancy rate. A healthy vacancy rate for the housing market is around 5 percent.

Key Finding #6 - Adaptive reuse is occurring more than new construction. Between 2009-2019 there were three total new construction projects in the focus area, one small commercial operation in 2016 and two new residential units in 2019. During the same time period, the City permitted 349 improvement and renovation projects in the focus area, which includes roofing projects, mechanical, electrical, and plumbing updates as well as home additions and remodels, fencing, and sign installations. This suggests that people are reinvesting in existing structures and adaptive reuse is occurring within the focus area.

Section 6.2:

Demographic and Housing Conditions

The Idaho Falls region is expected to continue to grow in the next 20 years, this provides opportunity for new housing, commercial services, and employment uses in the focus area to accommodate some of this growth. The following subsections summarize the demographic trends for the region and the focus area. Demographic trends were derived from data for Census Tract 9707, including Block Groups 1 and 2, and where available, the traffic analysis zones (TAZs) that closely overlap the focus area boundaries. The data labeled as “focus area” in the following tables has been extrapolated from the relevant Census or TAZ level data.

Population

The population in the City of Idaho Falls is expected to grow by 17 percent over the next 20 years - the projected population increase is just over 10,000 individuals. The age composition in Idaho Falls is projected to change as well. Between 2020 and 2040, it is expected that the number of individuals over the age of 65 will grow 22 percent and the population of younger adults between age 20 and 44 will grow 4 percent, while the population between the ages of 45 and 64 will drop by 22 percent. This means that the population will have a smaller share of working age individuals compared with current demographics.

Focus Area Population - The focus area experienced slow population growth between 2000 and 2019 with an average annual population increase of 0.58 percent. The focus area population is relatively diverse with three-quarters of the population identifying as white alone, compared to statewide averages of 91 percent. Census estimates indicate that around 27 percent of the focus area’s population is Hispanic or Latino, comparatively this number is nearly double the 13.7 percent of Idaho Falls residents that identify as Hispanic or Latino.

Household Size – The focus area average household size is 2.29 individuals per unit (based on TAZ data), this is lower than the City average at 2.65 and the state average at 2.68. See Table 6.2.b. Housing Profile in the Housing subsection for additional demographic comparisons.

Table 6.2.a. Historic Population Trends

Geography	Net Change 2000 – 2018	Percent Change 2000 – 2017	Average Annual % Change
Idaho	161,012	10.6%	1.3%
Bonneville County	12,184	12.2%	1.4%
Idaho Falls	4,494	8.1%	1.0%
Census Tract 9707	264	4.8%	0.6%
Focus Area*	6	0.3%	0.03%

Source: U.S Census Bureau, 2010 Decennial Census; U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; Bonneville Metropolitan Planning Organization TAZ Estimates.

*Focus area estimates extrapolated from Census Block Group 1&2 and TAZ data

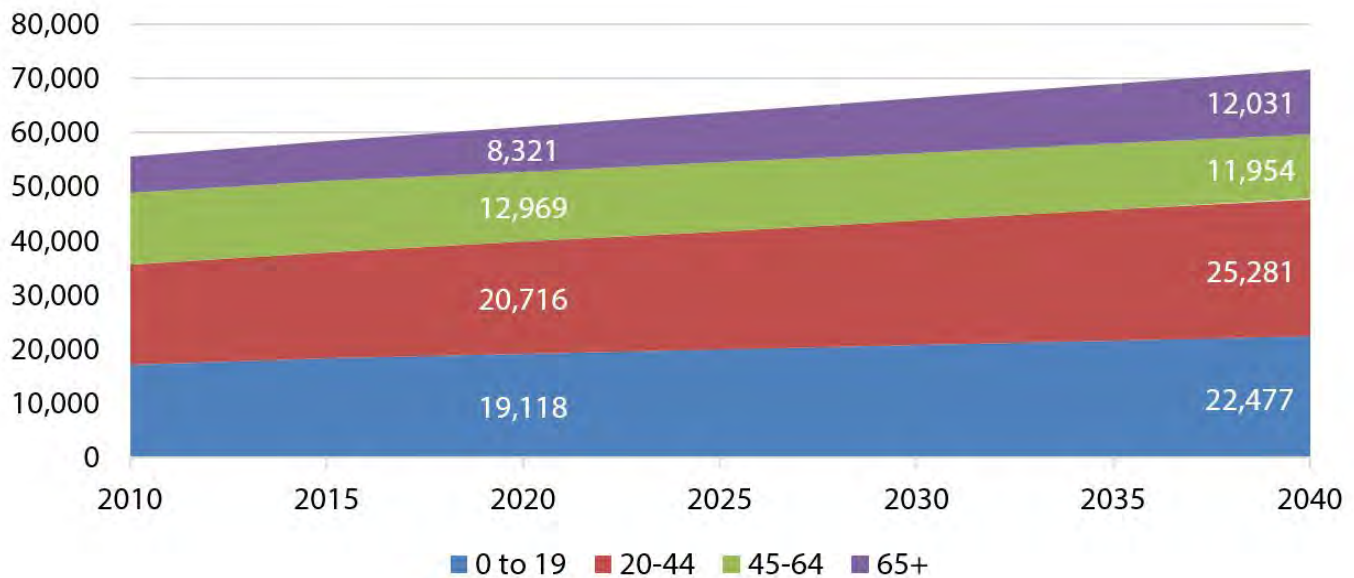


FIGURE 6.2.1. IDAHO FALLS POPULATION PROJECTIONS BY AGE

Source: Forecasts based on U.S. Census Bureau, 2010 Decennial Census and U.S. Census Bureau, American Community Survey 5-Year Estimates

Income

The median household income in the focus area is \$37,871 (based on estimates extrapolated from Census Block Groups 1 and 2); whereas, the median household income in the City is \$50,482 and the state is \$53,089. This indicates economic disparities in the focus area and a need for additional economic opportunities for those households.

Housing

Housing Tenure - The number of rental units as a percentage of total units in the focus area is more heavily weighted towards renters when compared to the city-wide average in Idaho Falls. The focus area consists of 54 percent renters while the City average is only 34 percent. This split of housing ownership in the focus area could be indicative of less established wealth and a potentially younger and more diverse population. There are approximately 139 vacant units for sale or rent in Census Tract 9707, which includes the focus area and land immediately surrounding it.

Rental Housing - The focus area appears to have a tight rental market. According to the 2014-2018 American Community Survey (ACS) data, it appears that rental vacancy rates in Census Tract 9707 (the closest available representation of the data in the focus area) are significantly lower (3.9 percent) than the city-wide average of 7.5 percent.

Homeownership - Homeowner vacancy rates on the other hand are much higher in Census Tract 9707 at 7.6 percent, over three times that of Idaho Fall's average – at 2.3 percent. This suggests that there may be more opportunities for home ownership within the focus area.

Housing Age - Housing units built before 1950 account for 27 percent of the total occupied housing units in the focus area. This is notably higher than the average for the City of Idaho Falls (14 percent) and suggest that at least a portion of these aging housing units will likely need to be replaced in the next decade.

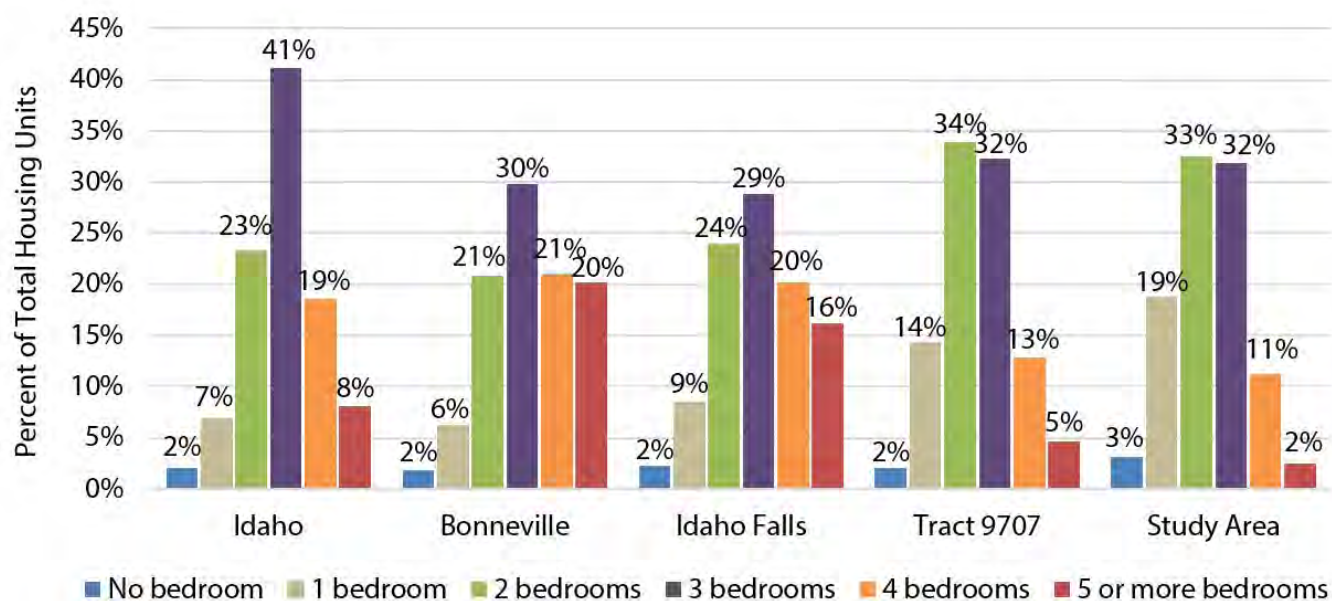
Unit Size (Bedrooms) - Housing units in the focus area and the surrounding Census Tract tend to have fewer bedrooms than other areas of Idaho Falls and Bonneville County. One-bedroom and no-bedroom (studio) units make up 21 percent of housing units in the focus area, but in the city of Idaho Falls only account for 11 percent of housing units. This is an indication that larger units (more bedrooms) are needed in the focus area to accommodate larger households and growing families.

Table 6.2.b. Housing Profile

Indicator	Focus Area*	Focus Area %	Idaho Falls	Idaho
Total Housing Units	1,173		23,906	711,731
Occupied Units	1,034	88%	93%	87%
Owner Occupied	471	46%	64%	69%
Renter Occupied	562	54%	36%	31%
Homeowner Vacancy Rate ¹	(Census Tract 9707 is 7.6 %)		2.3%	1.7%
Rental Vacancy Rate	(Census Tract 9707 is 3.9 %)		7.5%	5.4%
Average Household Size	2.29		2.65	2.68
Overcrowded or Severely Overcrowded (>1 occupant per room)	31	3%	2%	3%
Built Before 1950	370	32%	14%	12%

Source: U.S. Census Bureau, American Community Survey American Community Survey 5-Year Estimates, 2014-2018

Note: *Focus area estimates extrapolated from Census Block Group 1&2 / TAZ data were used to identify household size

**FIGURE 6.2.2. NUMBER OF BEDROOMS IN UNIT**

Source: U.S. Census Bureau, American Community Survey American Community Survey 5-Year Estimates, 2014-2018

Note: Focus area estimates extrapolated from Census Block Group 1&2

1. There are two types of vacant units: seasonal and year-round. Year-round vacant units include those that are for rent, for sale, rented or sold and vacant for other reasons. Vacant for other reasons includes reasons such as occupant is in assisted living, house is used for storage, the house is in foreclosure or is being prepared to be rented or sold. The vacancy rate only includes that are available for rent or for sale and is a good indicator of housing availability.

Focus Area Housing Need - The housing needs estimate for the focus area is shown in Table 6.2.c. and considers the number of existing units in the focus area and the number of new units needed due to population change and housing condition. After adjusting for residential construction that took place in the past three years (2017-2019), an estimated 197 new housing units are needed in the focus area to address demand. This represents a 17 percent increase in the number of available housing units and has a ten-year estimated annual absorption of just under 20 units per year over 10-years and about 10 new units over 20-years.

Table 6.2.c. Focus Area 10 to 20 Year Housing Needs Estimate

Item	Units	Notes
2019 estimate of Housing Units in Focus Area	1,173	Sum of TAZ level estimates for the focus area (Bonneville Metropolitan Planning Organization, 2019 Demographics). There was an estimated 1,170 housing units in 2010 at the TAZ level (reflecting the focus area) as well as no change in population during the same time.
New Units Needed Due to Population Change 2020-2030	32	American Community Survey 5-Year Estimates and Decennial Census: 1.1% average annual increase from 2000-2018 (Census Tract 9707). Uses average household size to estimate new units. The BMPO forecasts an additional 72 people between 2020 and 2040 for the TAZs that reflect the focus are.
New Units Needed Due to Housing Condition	167	Estimated as the average of three indicators applied as a percent to the sum of occupied units and units on the market: occupied units lacking kitchen and plumbing facilities (12.8%), and all units that are mobile homes (17.4%). 2018 ACS 5-Year Estimate, Block Groups 1&2
Less New Residential Construction in 2017, 2018 and 2019	2	Only two new residential units were constructed in the focus area since 2009.
Total New Units Needed	197	Over 10 to 20 years
Forecasted annual absorption	20	Calculated over a 10-year period

Section 6.3:

Employment Conditions and Trends

Idaho has experienced steady growth in recent years and is projected to continue this trend through 2022. Statewide economic growth has been supported by a growing population, which grew at more than 2 percent annually for both 2017 and 2018. Statewide unemployment continued to fall below national averages with recent reports as low as 2.6 percent, compared to 3.7 percent at the national level (this data does not reflect impacts from the COVID-19 pandemic that started in March 2020). Idaho is projected to show personal income growth above 5 percent through 2022, which exceeds inflation and is higher than national projections.

Eastern Idaho, and specifically Bonneville County have also experienced strong economic growth in recent years. Between 2009 and 2019, the county exhibited growth in the civilian labor force and a reduction of unemployment from 6.4 percent to 2.3 percent. Eastern Idaho has the second largest workforce in Idaho with 183,381 employees and experiences the benefits of major regional employers including two universities and one of the largest Departments of Energy sites in the Nation at Idaho National Laboratory. Eastern Idaho's economy is also supported by a low composite costs of living at 93.3 percent of the national average.

Over the past 10 years, employment in Idaho Falls has an average annual growth rate of 2.2 percent. Employment projections for Eastern Idaho show an average annual growth rate of 1.2 percent through 2026. Using the Bonneville Metropolitan Planning Organization (BMPO) forecasts for job growth at the TAZ level, the analysis assumes an average annual growth rate for employment of 1.5 percent for the focus area (slightly lower than the 2.2 percent City trends and close to the 1.2 percent forecast for Eastern Idaho). This yields approximately 4,197 jobs in the focus area by 2040, up from 3,185 in 2019.

Table 6.3.a. shows what future employment in the focus area could look like if the 1.5 percent growth rate is applied proportionally across the major sectors that make up Eastern Idaho's economy. The top four sectors of Health Care, Retail Trade, Accommodations and Food Services, and Education account for nearly half of the existing jobs in the focus area and are projected to continue to grow over the next 20 years. Sector specific projections are used to identify demand for different types of commercial space.

Table 6.3.a. Job Projections by Industry

	Eastern Idaho			Focus Area (TAZs)		
Sector	2016 Employment	2026 Employment	Average Annual Growth Rate	2019 Estimated Jobs	2040 Projected Jobs	Net Change
Health Care & Social Assistance	11,669	13,964	1.8%	88	585	209
Retail Trade	11,652	13,293	1.3%	3	557	149
Accommodation & Food Service	7,617	9,446	2.2%	172	396	166
Educational Services	8,177	9,434	1.4%	185	395	114
Professional, Scientific, and Technical Services	9,387	8,377	-1.1%	9	351	-92
Manufacturing	5,158	6,296	2.0%	151	264	104
Public Administration	6,126	6,279	0.2%	419	263	14
Construction	4,774	5,620	1.6%	91	235	77
Wholesale Trade	4,215	5,297	2.3%	40	222	99
Administrative and Support Services	5,332	4,519	-1.6%	72	189	-74
Transportation and Warehousing	2,536	3,964	4.6%	337	166	130
Other Services	2,106	2,411	1.4%	7	101	28
Agriculture, Forestry, Fishing, & Hunting	2,453	2,391	-0.3%	192	100	-6
Finance & Insurance	2,002	2,096	0.5%	64	88	9
Waste Management and Remediation Services	1,785	1,818	0.2%	294	76	3
Arts, Entertainment, & Recreation	1,090	1,403	2.6%	419	59	28
Information	1,105	1,396	2.4%	39	58	27
Management of Companies and Enterprises	205	399	6.9%	274	17	18
Mining	73	215	11.4%	76	9	13
Utilities	238	202	-1.6%	220	8	-3
Total	88,611	100,206	1.2%	3,185	4,197	1,012

Source: Idaho Department of Labor Occupational and Industry Projections, Bureau of Labor Statistics (BLS) Employment Projections; Bonneville Metropolitan Planning Organization Demographic Projections.

Section 6.4:

Development Trends

Building Activity

The focus area experienced little new construction between 2009 and 2019 - a Java Express was constructed in 2016 and two new residential units were developed in 2019. In contrast, the city as a whole, experienced significant new construction activity on an annual basis (See Figure 6.4.1.).

Between 2009 to 2019 there were 349 permitted building improvement and renovation projects in the focus area, which includes roofing projects, mechanical, electrical, and plumbing updates as well as home additions and remodels, fencing, and sign installations. Most of the renovation and remodel projects were small (under \$50,000), but a few larger renovations and additions were completed, including multiple projects at the Fred Meyer on Northgate Mile, with the largest having an assessed

project value of \$2.5 million in 2019. The number of renovations indicates a willingness of owners to invest in their properties in this area. This is an indication that adaptive reuse projects are occurring in the focus area.

Commercial Market

Only one new commercial development was constructed in the focus area from 2009 to 2019, however six commercial use buildings received additions and 30 underwent remodeling, totaling over \$4.1 million in commercial project value for the focus area. Development activity in the focus area are most associated with adaptive reuse projects. The City of Idaho Falls has seen an uptick in new commercial development with a total of 237 new commercial buildings between 2009 to 2019.

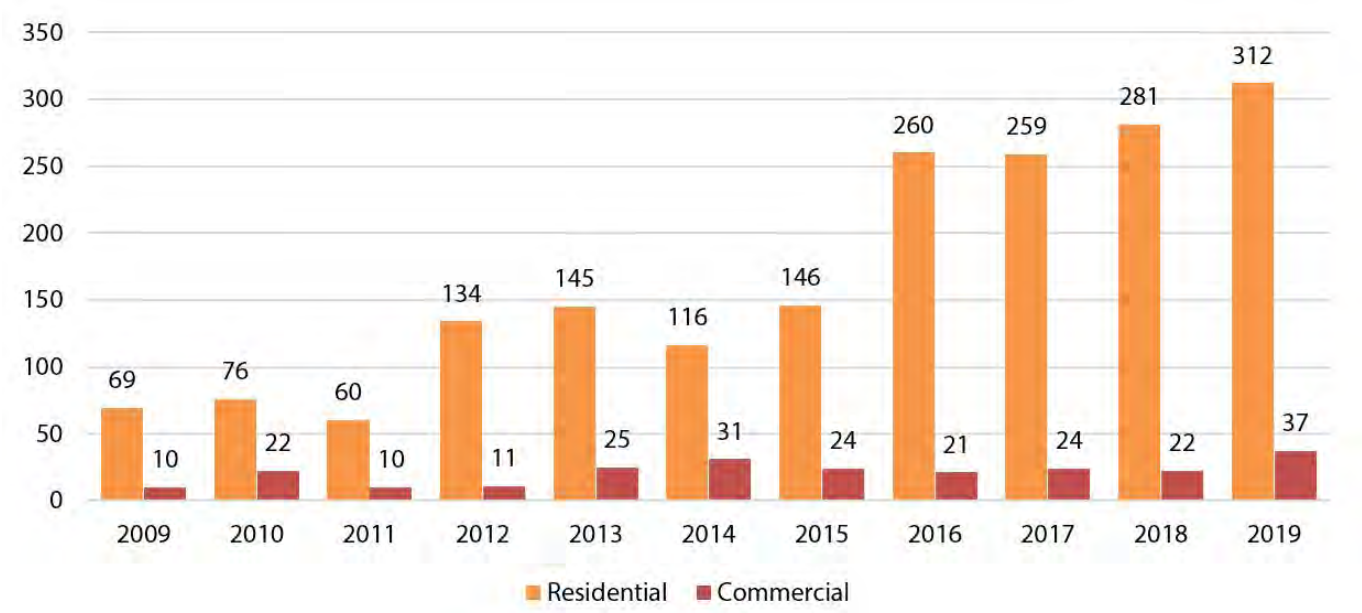


FIGURE 6.4.1. RESIDENTIAL AND COMMERCIAL NEW CONSTRUCTION IN IDAHO FALLS 2009-2019

Source: City of Idaho Falls, 2020

Residential Market

The median gross rent, the midpoint between the highest and lowest rents, was considerably lower in Census Tract 9707 (the closest available representation of the data in the focus area) than City and State averages. Median housing costs and monthly mortgage payments were also lower in Census tract 9707 when compared to the City of Idaho Falls. The median housing cost for households with a mortgage in Census Tract 9707 is approximately 30 percent lower than the median mortgage payment for the City of Idaho Falls.

Housing Affordability - The focus area needs more affordable housing options. Households who spend more than 30 percent of their total income on housing costs are considered to be cost burdened. Spending a larger portion of household income on housing limits the amount of income available for other non-discretionary spending, such as food, clothing and transportation. Based on that criteria, 24 percent of households in Idaho Falls and 29 percent of households in Census Tract 9707 are cost burdened. This suggests that there is a need for additional affordable housing in and around the focus area.

Table 6.4.a. - Median Housing Cost

Item	Idaho	Bonneville County	Idaho Falls	Census Tract 9707	Block Groups 1&2
Median Gross Rent	\$825	\$784	\$748	\$685	\$695
Median Costs (w/Mortgage)	\$1,228	\$1,180	\$1,116	\$785	\$778
Median Costs (No Mortgage)	\$368	\$352	\$350	\$314	\$325
Median Value	\$192,300	\$168,100	\$153,600	\$88,500	\$83,251

Source: Source: 2013-2017 American Community Survey 5-Year Estimates

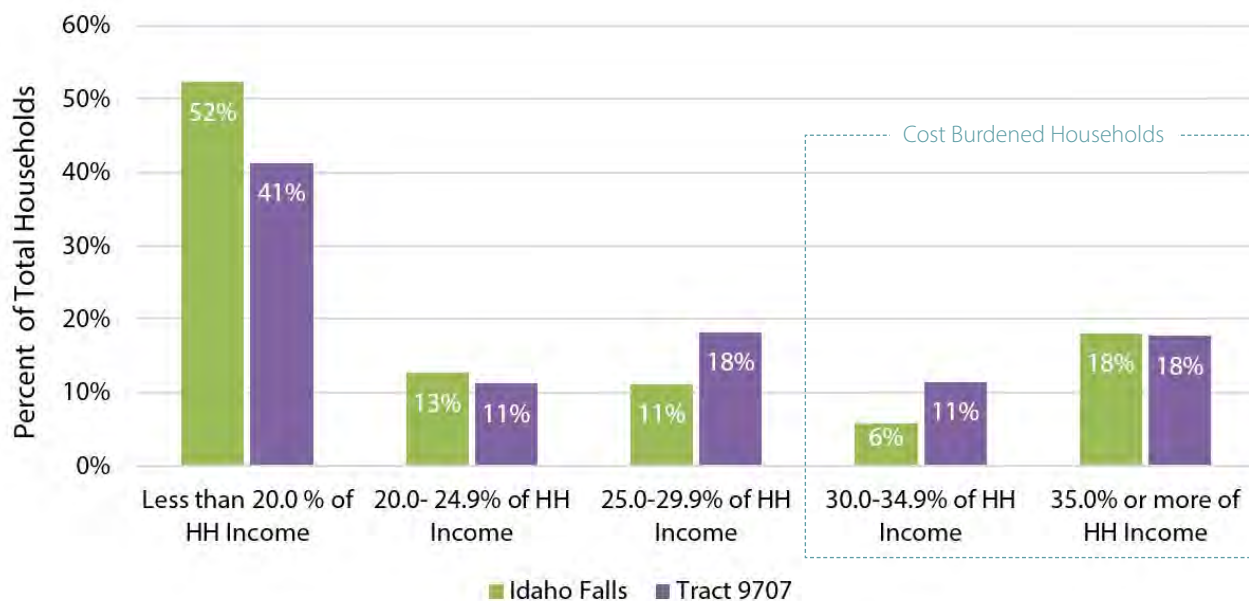


FIGURE 6.4.2. MONTHLY HOUSING COSTS AS A PERCENT OF HOUSEHOLD INCOME

Source: 2014-2018 American Community Survey 5-Year Estimates

Section 6.5:

Development Forecast

The team compiled population, employment, and housing forecasts to model the demand for residential and commercial land in the focus area. Those development forecasts were then compared to an analysis of vacant land that currently exists within the focus area to determine whether there is adequate vacant land and properties to accommodate projected demand. For purposes of this study, vacant land is defined as sites that do not have a tenant/occupant and/or do not have any habitable structures.



Overall, there is a vacant land shortage of 18.8 acres in the focus area. The focus area has a total of 40.0 acres of vacant land, which is not adequate to meet the combined commercial and residential demand of 58.8 acres over the next 20 years. This indicates that demand will either move elsewhere or additional redevelopment will be needed to more intensively utilize existing properties.



Commercial development faces a shortage of vacant land in the focus area. When looking at land that currently allows commercial and industrial activities, there will likely be a shortage of 3.2 acres of vacant land in the focus area to accommodate future employment growth. This includes vacant land that is currently zoned to allow residential, as well as commercial uses, which means that the commercial development would likely be competing with residential demand for those same parcels.



Adequate vacant land exists to accommodate residential development in the focus area. There is just under 29 acres of vacant land that could accommodate some form of residential development within the focus area. This would meet the forecasted need for 17.5 acres of residential development. This includes vacant lands with a zoning designation that allows for residential, as well as commercial uses.



Opportunity sites offer 18.5 acres of vacant land supply that could accommodate 25 percent of the demand. The project team identified 18 “Opportunity Sites” within the focus area, totaling 18.5 acres, that are vacant and/or have a low Improvement to Land Value Ratio (ILVR). The ILVR is calculated based on property tax records and is a metric commonly used to identify parcels that are underutilized from a development perspective. See Section 6.5 for detail pertaining to the identified “Opportunity Sites”.

Forecast Caveats - The findings described above make a strict comparison between acreage that is in demand and acreage that is available as vacant land supply. However, it is important to note the following caveats to these estimates.

1. The vacant land estimates are duplicated between residential and commercial because many of the zoning districts allow both activities. For example, if residential development outpaces commercial development and “uses-up” most vacant land, there would be less commercially zoned vacant land available to meet demand. Similarly, if commercial development quickly absorbs much of the vacant land supply, there will be less land available for residential development. Overall, there is a shortage of vacant land when compared to overall demand for land in the focus area.
2. Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.
3. Not all vacant parcels are easily developed. For example, vacant parcels with existing unoccupied buildings limit development potential and/or impose higher development costs on redeveloping properties.
4. Not all opportunity sites or vacant parcels are suitable for residential development due to proximity to the railroad.

Land Supply in the Focus Area

The focus area contains a total of 202.9 acres of land and roughly 20 percent (40 acres) of land is considered vacant. Vacant land calculations include undeveloped land without structures and unoccupied land with existing but unoccupied structures. Roughly 95 percent of the vacant land present in the focus area allows for commercial uses and 72 percent of the vacant acreage allows for residential uses. These two categories exceed 100 percent because many of the zoning districts in the focus area allow for both commercial and residential development. Over half of the vacant land within the focus area is zoned as central commercial (CC), which allows for both commercial and residential uses. The only zoning district that exclusively allows for commercial use is Industrial and Manufacturing (I&M) and the only zoning district that exclusively allows for residential development is Multiple Dwelling Residential (R3).

Table 6.5.a. Land Supply in Focus Area by Zone

	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land	Subtotal Vacant Land Supply
Zoning Districts	a	b	c	d=b+c
Central Commercial (CC)	92.9	12.0	9.9	21.8
Highway Commercial (HC)	42.6	2.7	0.0	2.7
Industrial & Manufacturing (I&M)	25.0	7.3	3.4	10.7
Limited Commercial (LC)	1.2	0.6	0.0	0.6
Multiple Dwelling Residential (R3)	4.0	1.3	0.0	1.3
Residential Mixed Use (R3A)	10.9	0.2	0.0	0.2
Traditional Neighborhood (TN)	25.7	2.0	0.0	2.0
Parks & Open Space (P)	0.6	0.6	0.0	0.6
Total Unduplicated Acres	202.9	26.7	13.3	40.0
Source: Stantec Field Observations				

Summary of Vacant Land Analysis Compared to Land Demand

Overall, there will likely be demand for 58.8 acres of land for residential and commercial development within the focus area. This is based on anticipated population and employment growth within and around the focus area. The analysis used existing employment and population forecasts to estimate land demand for commercial and residential development in the focus area. Next, the analysis applied a capture rate to the demand in Idaho Falls to help estimate how much of the market demand for a particular land use is likely to be absorbed in the focus area.

There is more demand (58.8 acres) for land within the focus area than supply of vacant land (40.0 acres). Based on field observations, this report defines vacant land to include undeveloped land with no structures and unoccupied land with or without structures but no tenants on the property. The 40.0 acres of vacant land includes parcels with zoning districts that allow residential and commercial development, as well as land zoned as public lands. The redevelopment of parcels that are home to existing buildings will be necessary to accommodate expected development, but it will impose higher development costs than undeveloped vacant properties. The following subsection assesses demand for residential and commercial land compared to vacant land that allows for those uses.

Table 6.5.b. Commercial and Residential Land Supply and Demand in Focus Area (Acres)

	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land (no tenant on property)	Subtotal Vacant Land Supply	Projected Demand	Potential Land Shortage or Surplus in Focus Area
	a	b	c	d=b+c	e	f=d-e
Allows Residential [1] Some duplication with Commercial	177.7	18.8	9.9	28.7	17.5	11.2
Allows Commercial [2] Some duplication with Residential	198.3	24.8	13.3	38.1	41.3	(3.2)
Public Lands (PL)	0.6	0.6	0.00	0.6	0	0.6
Total Unduplicated Acres [3]	202.9	26.7	13.3	40.0	58.8	(18.8)

Source: Stantec Field Observations

Notes:

[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Limited Commercial, Multiple Dwelling Residential, Residential Mixed Use, Traditional Neighborhood.

[2] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.

[3] Rows add to more than the total because acreage can be used for both residential and commercial uses

Commercial Development Forecast and Available Land

Based on the estimated employment growth, approximately 41.3 acres of commercial/industrial land will be needed in the focus area by 2040. This results in a vacant shortage of 3.2 acres. It should be noted that the majority of the vacant land allows for both commercial and residential uses, and commercial development in the focus area will likely be competing for the same vacant land as future residential projects. Redevelopment and adaptive reuse projects may address the deficiencies in available land supply.

The following tables show the 10- and 20- year commercial land forecast for the focus area. Need for commercial land was forecasted using TAZ level employment estimates for 2020 and 2040 and industry level growth projections for Eastern Idaho. Land use conversions were then applied to employment projections at the industry level to estimate the space demanded by additional employment in the focus area.

Table 6.5.c. 10 - Year Commercial Land Use Forecast for the Focus Area

Land Use	Projected Employees Requiring Space	Sq. Ft. per Employee	Demand for New Commercial Space (Building Sq. Ft)	Floor Area Ratio (FAR)	Land Demand (Sq.Ft.)	Land Demand (acres)
Office	59	250	14,853	0.3	49,511	1.1
Industrial/Flex Space	117	750	87,587	0.15	583,914	13.4
Retail	79	350	27,773	0.25	111,094	2.6
Accommodation +Food Services	70	300	21,143	0.5	42,285	1.0
Institutional	66	750	49,568	0.3	165,228	3.8
Total	392		200,925		952,032	21.9
Estimated Vacant Land with Zoning that Allows Commercial, Office, Industrial Users [1]						38.1
[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.						

Table 6.5.d. 20 - Year Commercial Land Use Forecast for the Focus Area

Land Use	Projected Employees Requiring Space	Sq. Ft. per Employee	Demand for New Commercial Space (Building Sq. Ft)	Floor Area Ratio (FAR)	Land Demand (Sq.Ft.)	Land Demand (acres)
Office	112	250	28,055	0.3	93,516	2.1
Industrial/Flex Space	221	750	165,433	0.15	1,102,887	25.3
Retail	150	350	52,458	0.25	209,832	4.8
Accommodation +Food Services	133	300	39,934	0.5	79,867	1.8
Institutional	125	750	93,624	0.3	312,080	7.2
Total	741		379,503		1,798,182	41.3
Estimated Vacant Land with Zoning that Allows Commercial, Office, Industrial Users [1]						38.1
[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.						

Residential Land Use Forecast and Available Land

Based on the estimated population growth in Idaho Falls and estimated housing types for future residential development, approximately 17.5 acres of land will be needed to develop 197 housing units in the focus area over the next ten to twenty years - this accounts for replacement housing needs. Roughly, 28.7 acres of vacant land allows for residential development based on a review of the zoning districts in the focus area, which should be able to meet the need for forecasted residential development. As previously mentioned, most vacant land in the focus area allows for both residential and commercial uses, so new housing units will be competing with commercial development over a limited vacant land supply.

Table 6.5.e shows the 20-year housing land forecast for the focus area. Future housing needs are forecasted based on estimated population growth, the condition of existing housing stock, and number of overcrowded housing units. This forecast assumes that housing units without complete plumbing and kitchen facilities and mobile home units will be replaced in the next twenty years with updated residential units, and additional housing units will be added to alleviate overcrowding. Recent residential construction was also taken into consideration and used to refine the 20-year housing need estimates.

Table 6.5.e. Housing Forecast in the Focus Area					
Unit Type	Distribution of Housing by Type Current [2]	Distribution of Housing by Type for Anticipated Redevelopment	New Units in Focus Area by 2040	Gross Density Shown as Units Per Acre [3]	Future Demand in Focus Area (Acres)
Single-family	57%	15%	30	6	7.0
Duplex	0%	10%	20	10	2.8
3-9 Units	34%	35%	69	20	5.0
10+ Units	9%	40%	79	41	2.88
Total	100%	100%	199	n/a	17.7
Vacant Land with Zoning that Allows Residential within Focus Area [1]					28.7
[1] Includes the following zoning districts: Rural Residential One District, Single-Family Residential District, Multi-family Residential District, Business District, Retail Business District [2] Based on trends from the 2014 – 2018 American Community Survey 5-Year Estimates. [3] Based on samples from the land inventory within the focus area					

Section 6.5:

Economic Development Strategy

The revitalization strategy for the focus area should include a combination of (1) private development and (2) public improvements. The creation of a continual public funding source is key to support private development and associated public infrastructure/amenities. There is demand for future commercial and housing projects in the focus area, albeit, the lack of available vacant land will require redevelopment projects to accommodate future growth, house emerging businesses, and attract new residents.

Redevelopment is challenging in that it typically includes higher costs, such as environmental cleanup, building demolition, utility relocation and parcel assembly.

Public capital improvement projects such as roadway enhancements and utility upgrades, would support private development projects; whereas, the City will need to identify funds to perform these investments. Overcoming these challenges requires the use of redevelopment tools and new financing sources. This section is a high-level summary - Section 6.7 provides for additional detail on potential funding strategies. The economic development strategy for the focus area should focus on supporting private development, providing supportive public improvements, and establishing a long-term funding source.



Strategy #1

Focus on Public-private partnerships in which some public resources or funding are used to aid private investors in launching a project within the identified opportunity sites and other privately-owned parcels within the focus area (e.g., supporting off-site public infrastructure such as roadway improvements, streetscape enhancements, and utility extensions).



Strategy #2

Invest in Public improvements are themselves investments, but also are intended to catalyze redevelopment and attract activity to an area. Public improvements can come in the form of capital projects, and programming.



Strategy #3

Create an Urban Renewal District or similar funding source. The creation of an urban renewal district is a viable option to fund public improvements in the focus area. If an urban renewal district is formed, private development projects will increase increment tax revenue by which the City can fund projects. Alternatively, tax increment financing from the private projects can be used to support public projects that improve the overall feasibility of these projects. For privately owned parcels, incentives and financial partnerships may be necessary. Further analysis through project pro formas and example projects are necessary to understand whether new redevelopment projects “pencil” or whether there are gaps that limit financial feasibility.

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Chapter 7:

Community Feedback and Local Priorities

Section 7.1:

Community Priorities

Through a public engagement process, the public and stakeholder participants identified seven community priorities for the Northgate/1st Street focus area and the surrounding neighborhoods. These priorities support the community's vision and aim to address specific area-wide issues and challenges as they relate to revitalization and neighborhood vitality. Addressing these community priorities will result in quality of life improvements and conditions that will make the focus area more appealing for residents and business enterprises. These priorities represent issues that the community wants to address and solve.



PRIORITY 1. Improve traffic and circulation in the focus area

The focus area has several circulation challenges that confound traffic flow, complicate pedestrian/bicyclist mobility, and effect the market conditions for area businesses. Through capital improvement projects and future studies, community stakeholders want the City to improve traffic flow and circulation in the focus area. This includes access improvements to the 1st Street Corridor from Northgate Mile and its eastern convergence with Lomax Street – where the current signage and roadway configurations make it difficult for motorists to navigate to the business corridor. There is also a need to improve mobility options for pedestrians and bicycles as there are gaps in the sidewalk and bicycle lane network.

Priority 1 - Supporting Actions

- Improve traffic flow
- Improve access to Northgate Mile and 1st Street with additional signalization, roundabouts, and similar roadway features
- Enhancement transportation facilities for pedestrians and bicyclists
- Create management plans for snow removal



PRIORITY 2. Improve property appearance and code enforcement activities

There are several abandoned properties and sites with deferred maintenance in the focus area that project a negative appearance to residents, passers-by, and prospective investors. The community would like to see these properties improved through building enhancements (e.g., painting and facade improvements), active uses, and adaptive reuse/redevelopment projects. The community also wants the City to increase code enforcement activities/citations on problematic properties.

Priority 2 - Supporting Actions

- Create response plan for code enforcement
- Create strategies and incentives to improve blighted properties
- Promote adaptive reuse of existing structures
- Create opportunities to perform building enhancements even in nonconforming situations



PRIORITY 3. Create public amenities and promote beautification

The focus area has limited public amenities and many of the primary streets are devoid of trees, landscaping, and streetscape elements within the rights-of-way. The community would like to see additional amenities in area parks, improved streetscapes, and new trees/landscaping throughout the focus area. Additionally, they want to see regular maintenance of public facilities and rights-of-way. Through these actions, the community feels this will create public amenities and promote beautification.

Priority 3 - Supporting Actions

- Remove concrete, junk, and debris
- Plant more trees and landscaping
- Improve and maintain area parks
- Create beautification projects
- Create and implement maintenance plans for rights-of-way and parks



PRIORITY 4. Improve walkability and public safety

The focus area has several gaps in the sidewalk and bicycle networks throughout the focus area, which makes investments to improve pedestrian and bicyclist safety a priority. The community would like to fill sidewalk gaps and create additional pedestrian crossing locations along Northgate Mile and along 1st Street. The community would also like to see streetscape projects that create a walkable neighborhood/district character through wider sidewalks, trees, wayfinding, and furniture.

Priority 4 - Supporting Actions

- Create safer pedestrian connections
- Create more walkable sidewalks
- Make streets safer and more comfortable for pedestrians



PRIORITY 5. Address parking demand

The commercial corridors within the focus area need adequate parking to serve the associated businesses. The community expressed a strong desire for adequate street parking to be provided within the nearby rights-of-way and for any street improvements to address this local demand. Furthermore, the community wants revitalization efforts to visually deemphasize private surface lots by siting parking to the rear of building facades and screening parking fields with landscaping.

Priority 5 - Supporting Actions

- Create parking options behind buildings
- Preserve and expand on-street parking availability
- Provide additional parking locations and quantities



PRIORITY 6. Create a distinct community identity and include links to history

Northgate Mile, the 1st Street corridor, and the surrounding neighborhoods lack an adopted community identity in terms of vision, history, character, and business offerings. The community wants the Northgate Mile and 1st Street corridor to have a distinct identity that includes links to their unique histories.

Priority 6 - Supporting Actions

- Define a community identity for Northgate Mile and the 1st Street Corridors
- Create a live-work-play community brand
- Celebrate the areas' history
- Promote historic preservation
- Adaptively reuse and repurpose historic buildings
- Create methods to preserve historic signage in the Northgate Mile and 1st Street Corridors



PRIORITY 7. Incentivize private development projects

Although revitalization of the Northgate/ 1st Street focus area will occur primarily through private redevelopment, infill, and adaptive reuse projects, incentives are needed to make these projects cost feasible and to attract potential investors. The community wants to provide and promote a variety of incentives that will support and streamline private redevelopment projects and their associated public infrastructure.

Priority 7 - Supporting Actions

- Create incentives for adaptive reuse and repurpose projects
- Create funding sources for private property improvements
- Improve public infrastructure that supports private development projects



(Source: Mika Baumeister - Unsplash)

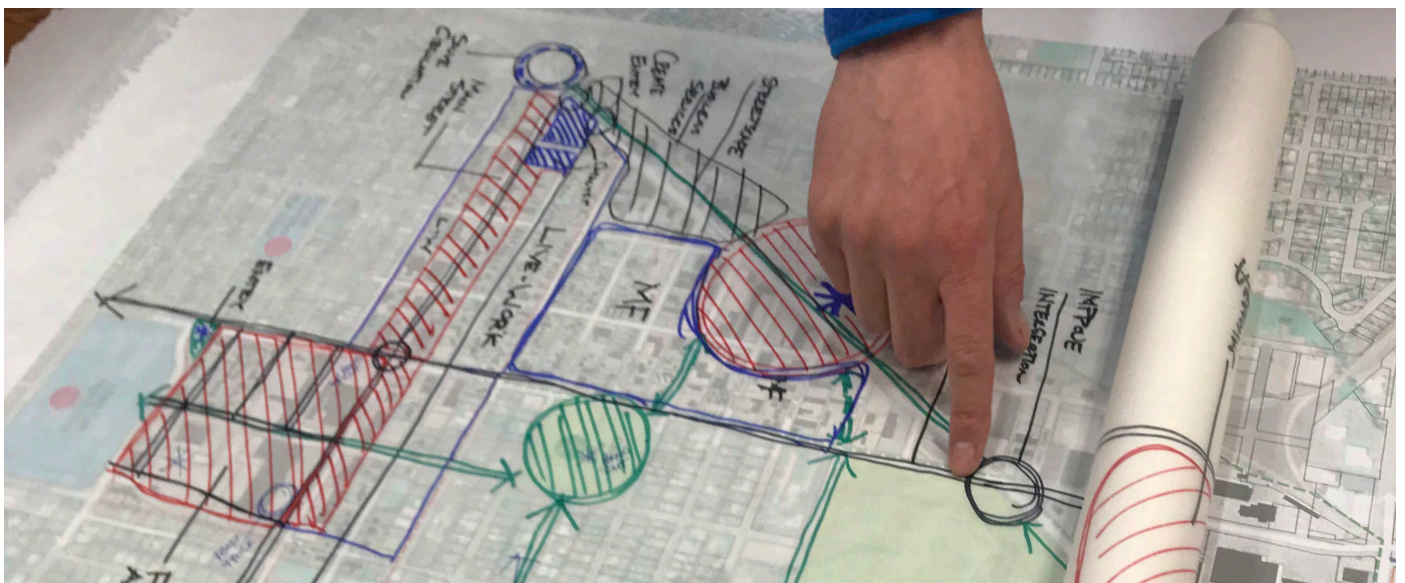
Section 7.2:

Community Engagement Summary

The Northgate Mile/1st Street vision and the community priorities were developed through public engagement events and discussions with City departments, local stakeholders, and residents. These engagements aimed to collect ideas, understand perceptions, and identify methods to improve quality of life and support revitalization in the focus area. The project team facilitated a series of public engagement events during the first week of March 2020. The engagement event included a listening session with City staff, round table discussions with local stakeholder participants, a discovery walking tour of the 1st Street Corridor, and a community workshop for the general public. The following summarizes the public engagement components.

- **City Staff Listening Session:** This included an opportunity for City staff to identify their goals for the AWP process, identify any concurrent planning efforts (regulatory or capital projects), and identify opportunity sites within the focus area.
- **Stakeholder Round Table Interviews:** This included a series of stakeholder group interviews to understand current issues, identify opportunities/constraints, and to obtain community ideas for the focus area.
- **Discovery Walking Tour:** This walking tour focused on the 1st Street Corridor and the adjacent neighborhoods. Attendees provided feedback about the area, including area assets, challenges, potential improvements, and desires.
- **Community Engagement Meeting (Community Workshop):** This was a town hall-style meeting that included a presentation and interactive public engagement stations for the general community to provide feedback, comments, and recommendations for the focus area.

The following subsections summarize the key feedback and recommendations that the participants provided at each engagement event. For brevity, these sentiments have been consolidated into common themes. Appendix C includes the full public engagement summary.



Participants sketched ideas for community enhancements during the stakeholder round table interviews

City Staff Listening Session

On March 2, 2020, the project team hosted a listening session with City of Idaho Falls staff to allow participants to share their ideas, concerns, perceived opportunities, and identify active projects in and around the focus area. The following table summarize the topics (questions) and participant responses.

Table 7.2.a. – City Staff Listening Session Participant Feedback	
Questions	Participant Feedback / Responses
What are your current projects in/around the focus area? (public)	<ul style="list-style-type: none"> • 1st Street Public Works Project (planned) – Public Works is in the planning stage to upgrade the water lines and resurface the 1st Street Corridor; the road crown should be lowered. The project is planned for 2021. • Holmes Avenue – The City plans to conduct a transportation study for the Corridor to improve capacity. Idaho Transportation Department (ITD) plans to replace the intersection at Holmes Avenue and Northgate Mile (resurface). • Pinecrest Municipal Golf Course – The City is exploring the feasibility to irrigate the golf course with the nearby canal in lieu of using potable water. • Planned Irrigation Pond – The City is exploring the feasibility to create an irrigation pond on the vacant site along Vernon Avenue, across from Ward. The pond may include greenspace around its edges. • Canal Trail – The Connecting Our Communities Plan identifies a future trail along the canal.
What are some initiatives your department would like to achieve in and around the focus area?	<ul style="list-style-type: none"> • Northgate Mile Improvements – There is a need to improve the highway and support future land uses (housing and commercial). The Corridor projects a highway-oriented (auto-oriented) land use/development pattern. There needs to be a way to address Northgate Mile's inconsistent look • Housing – There is a need to add housing to the Northgate and 1st Street Corridors that will support retail enterprises. • Perceptions – There is a need to improve the perception of the focus area. Address the question "why would I come out there?" • Connectivity – There is a need to improve street, pedestrian, and bicyclist connectivity in the focus area.
What are some of the opportunities you see for the focus area?	<ul style="list-style-type: none"> • Redevelopment/Adaptive Reuse – There are several underutilized properties that can be redeveloped or adaptively reused for new community-serving uses. • Habitat for Humanity – There is opportunity to partner with Habitat for Humanity to construct new, quality housing in and around the focus area. • Iconic Businesses – There is opportunity to preserve, support, and build off existing iconic businesses in the focus area (e.g., Scotty's, North Hi-Way Café, Anita's, and Garcia Meat Market #2). • Specialty Food – There is an opportunity to build off the existing specialty food culture in the focus area (e.g., Hispanic/Latino restaurants and markets). • Fred Meyer Shopping Center - There is opportunity to recognize and build off the existing Fred Meyer store at Northgate Mile and Anderson as a large grocer and commercial anchor.

Table 7.2.a. – City Staff Listening Session Participant Feedback

Questions	Participant Feedback / Responses
What are some big ideas you have for the focus area?	<ul style="list-style-type: none"> • Improved Circulation – There are opportunities to improve circulation throughout the focus area which could include: • Northgate Intersections - changes to the streets that intersect the highway at irregular angles, • 1st Street/Northgate Intersection - improvements to the 1st Street Corridor intersection at Northgate Mile, and • Lomax/1st Street Couplet – examine circulation enhancements/changes to the Lomax and 1st Street couplet design. • 1st Street Walk/Shop Area – There is opportunity to plan for the 1st Street area and the southern end of Northgate Mile as a walk and shop area. • Entertainment and Nightlife – There is opportunity for the 1st Street corridor to emerge as a distinctive entertainment and nightlife district. • Urban Design Improvements – There is a need to improve the urban design throughout the focus area in terms of lighting, public spaces, building orientation, and street configuration/alignments. • Police Station Catalyst – The planned Police Station along Northgate Mile on the old stockyards has the potential to serve as a catalyst project for other private reinvestment projects in the Corridor. • Marketing – There needs to be a good marketing plan for the focus area. • Golf Course – There is opportunity to capitalize on the Pinecrest Municipal Golf Course as an anchor for neighborhood revitalization. • Neighborhood Improvements – There is an opportunity to improve the surrounding neighborhoods as part of the revitalization strategy and recognize that those residents are future customers for the Northgate Mile and 1st Street Corridor businesses.
What are some challenges that your department noticed in the focus area?	<ul style="list-style-type: none"> • Hospital and Mall – The hospital and mall (located to the east) are outside the focus area and have changed the commercial viability for the Northgate Mile and 1st Street Corridors. Acknowledge that hospitals play a regional role for Idaho Falls and serve a large, outlying rural population. • Costco Store – The future Costco store will affect the retail dynamics in Idaho Falls and the focus area. • 1st Street Streetscape – The right-of-way is narrow and may not allow for additional streetscape elements (e.g., trees, landscaping, furniture). • Northgate Mile Streetscape – Northgate Mile is wide and has heavy traffic volumes making pedestrian and bicyclist travel difficult. There is opportunity to add islands to create refuge areas for peds/bikes.

Stakeholder Round Table Interviews

On March 2 – 4, 2020, the project team hosted stakeholder interviews with eight individual groups to allow local participants, industry experts and local leaders to share their ideas, concerns, and active projects in and around the focus area. These interviews were held as casual round table discussions.

The stakeholder interviews included the following groups (note that the City Listening Session was referred to as Group 1)

- **Group 2.** Elected Officials & Boards
(Note: An individual meeting with the Mayor was rescheduled and conducted via telephone on March 10, 2020)
- **Group 3.** Economic Development Partners
- **Group 4.** Property Owners
- **Group 5.** Developers
- **Group 6.** Real Estate Professionals
- **Group 7.** Community Groups and Residents
- **Group 8.** Schools
- **Group 9.** Idaho Falls Planning Commission

The stakeholder feedback was detailed and extensive – the responses covered a variety of topics ranging from desired land use/urban form to the challenges of negative perceptions of the focus area. Many of the responses revealed common themes. There was an overwhelming consensus that the area needs to be revitalized and city resources should be directed towards this effort.

For brevity, Table 7.2.b. lists the interview questions and the common themes from the responses. Table 7.2.c. lists the specific questions and responses from school participants – the questions and feedback were focused on how the AWP process can benefit area school children. (See Appendix C for the full engagement summary and detailed stakeholder group responses).

Table 7.2.b. – Stakeholder Interviews Feedback - Common Themes

Questions	Participant Feedback / Responses
What are the challenges the City is facing? How could the focus area address these challenges?	<ul style="list-style-type: none"> • Redevelopment and Adaptive Reuse – There is a need to promote redevelopment of underutilized sites and adaptive reuse of existing buildings. • Displacement / Gentrification - There is a concern about potential displacement of existing residents/businesses due to gentrification. There is a need to balance reinvestment while being mindful not to cause displacement. • Housing Affordability – There is a need for less expensive housing options since the average cost of for-sale housing is over \$300,000. There is a need for increased density to achieve affordability. The housing strategy should focus on quality, well-designed projects. Mixed-use development with housing units and senior housing should be a strategy for the focus area. • Northgate Mile Corridor Perceptions – The Corridor is misunderstood in terms of activity, traffic volumes and commercial opportunities.
What are the business/sales/real estate perceptions of the focus area?	<ul style="list-style-type: none"> • Blighted / Depressed – The focus area is perceived as blighted, dirty, and depressed, whereas, 1st Street does not seem as bad as other corridors. • Forgotten District (1st Street) – The 1st Street Corridor is a forgotten commercial district in Idaho Falls. People generally pass through the area without feeling compelled to stop and patronize businesses. 1st Street was once an important commercial hub. • Safety – There are perceptions that the area (notably the 1st Street Corridor) has safety issues pertaining to crime and pedestrian/bicycle access. There is opportunity to enhance aesthetics to address these safety perceptions.

Table 7.2.b. – Stakeholder Interviews Feedback - Common Themes

Questions	Participant Feedback / Responses
What are the business/sales/real estate perceptions of the focus area? <i>(continued)</i>	<ul style="list-style-type: none"> • Business Clusters – Commercial businesses want to cluster near other viable enterprises, whereas, the Northgate Mile and 1st Street corridors may not have recognizable business clusters that would entice other investors/start-ups. There is a cluster of Hispanic/Latino businesses that create a distinctive business character along 1st Street. The Fred Meyer decision to stay in the Northgate Mile Corridor and to conduct renovation is positive for the area. • Residential Properties - The surrounding neighborhoods have nice properties and homes. There are desirable (neat) homes and there are opportunities for additional rentals. The area is experiencing investor activity (e.g., house flipping). • Parking – There is a perception that there is not enough vehicle parking – either on-street or in surface parking lots. • Unrealized Potential – Northgate Mile has the potential to be the gem of Idaho Falls in terms of appearance, a gateway, and commercial vibrancy.
What are the near/long-term opportunities in the focus area?	<ul style="list-style-type: none"> • 1st Street: A town within a town – There is opportunity for 1st Street to reemerge as a quaint little town within the larger city that has its own distinctive cultural and business clusters. It is important to create a clean environment that includes both the rights-of-way and private properties. • Congestion Management – There is opportunity to address traffic congestion in and around the focus area with particular priority in the 1st Street/Lomax Corridors. There is opportunity to enhance points of entry at each end of the Corridors. Acknowledge that traffic flow is an issue. • Leverage Ethnic/Hispanic Businesses – There is opportunity to build upon the collection of ethnic and Hispanic businesses in the Northgate Mile and 1st Street Corridors to grow successful districts. The planning efforts should acknowledge, support and build off the existing Hispanic/Latino businesses along 1st Street. • Eastside Growth – It is important to acknowledge the growth that is occurring on the east side of Idaho Falls and there needs to be a strategy to capture new customers from commuting patterns. • Amenities – The focus area needs more public amenities and destinations. The process should integrate the focus area into the city-wide green belts and trail systems. There should be regularly scheduled events (e.g., Friday night food trucks). Add landscaping enhancements to Northgate Mile, Lomax, and 1st Street.
What are the challenges/barriers to investment in the focus area?	<ul style="list-style-type: none"> • Traffic and Congestion – The Northgate Mile and 1st Street Corridors handle a lot of traffic and there is congestion at peak commute times. The entering/exiting traffic flow is awkward at each end of 1st Street (e.g., limited turning movements, difficult to navigate to 1st Street from southbound Northgate Mile). The City should study the traffic circulation and patterns in the 1st Street Corridor and create a solution that supports local businesses. The City should improve intersections along Northgate Mile to connect at right angles. Commuters/travelers along the 1st Street Corridor do not stop and shop at local businesses, since the area is perceived as a pass-through corridor. • Long-Term Area Stigma – The focus area needs to address its negative perception/stigma that includes blight, unmaintained properties, and a lack of aesthetics. • Destination Creation – There is opportunity to create destinations within the focus area to give commuters a reason to stop. There is opportunity to add a Visitors Center at a central location along Northgate Mile, potentially as part of the planned Police Station building. Provide a recreation center somewhere in the focus area. • 1st Street Character – The 1st Street Corridor is narrower than Northgate Mile and has a very different look and feel. There is opportunity to plan for a live-work environment; commercial along 1st Street and residential and supporting uses on parallel streets. • Food as Catalyst – The focus area, notably the 1st Street Corridor, can use food to catalyze redevelopment. Focus on the existing restaurants and recruit additional restaurants/markets.

Table 7.2.b. – Stakeholder Interviews Feedback - Common Themes

Questions	Participant Feedback / Responses
<p>What are the challenges/barriers to investment in the focus area? (continued)</p>	<ul style="list-style-type: none"> • Parking Solutions – There is a need to create a parking solution/scheme for the 1st Street Corridor to support local businesses. This could be a combination of on-street and surface lots. Consumers are accustomed to large surface parking lots and people will expect convenient parking. • Good Design – The focus area needs good urban design in terms of buildings and streetscapes. Introduce “New Urbanism” principles into the community. (Stakeholder Quote “Take 1st Street and turn it into a beloved street?”) • Regulatory Options – The City should adopt specific code standards for the 1st Street Corridor to promote the intended character and urban design. Avoid overly detailed guidelines that may deter investors. Require park/green space as part of commercial projects – the nicest places have greenspace for people to gather. • Business Improvement District (BID) - The 1st Street Corridor may benefit from a formal business improvement district to fund capital projects and enhancements. An effective BID should be small in area. • Construction Costs/Workers – Current construction costs in terms of labor and materials is a barrier to new investment. There is a worker shortage. • Property Neglect – There is a lot of neglected and unmaintained properties in the focus area that deter others from investing. • Catalyst Needs – The focus area needs a catalyst project to influence and attract other investment in the Northgate Mile and 1st Street Corridors. There is opportunity for the planned Police Station on Northgate Mile to serve as an activity node with supporting business clusters. • Lack of Economic Development Programming – The region does not have a lot of economic development programs to support business districts like 1st Street.
<p>What types of projects would help incentivize investment in the Northgate Mile and 1st Street corridors?</p>	<ul style="list-style-type: none"> • Branding/Wayfinding – There is a need for a distinguished brand for both the Northgate Mile and the 1st Street Corridors. The brand should be reinforced on wayfinding that would direct visitors to major destinations in the focus area and within the larger city urban context. • Schools – Improvements to area schools will help support revitalization in the focus area. There was a recent school bond that should improve facilities. • Small Industrial/Manufacturing – There is opportunity to grow and support small scale industrial and manufacturing enterprises in the Corridors, especially along the railroad. However, it should be noted that the rail line may not be an asset to modern industries like it was in the past. • Commercial Frontage and Industrial – New commercial enterprises and buildings along the Northgate Mile frontage would help catalyze other investment. Industrial businesses on the side streets or other blocks would also be good. • Support Legacy Businesses – The Northgate Mile and 1st Street Corridors have several legacy businesses that the community should support as part of the planning process. There is opportunity to grow commerce around legacy businesses. • Parking – There is a need to add additional parking to the 1st Street Corridor, as there is limited on-street parking in front of certain businesses. • Housing – The focus area and the City as a whole need additional housing and a variety of choices (e.g., for sale, rental, apartments, etc.). Promote and allow small houses. Residents become built-in customers for the adjacent business corridors. There should be a variety of housing choices and at lower rental rates. • Streetscaping / Roadway Aesthetics – There is opportunity to enhance the streetscape along Northgate Mile, 1st Street and other major roadway corridors that would enhance the image of the focus area. Improvements could include new pavement, trees, landscaping, pedestrian/bicycle facilities, furniture, and wayfinding. Additionally, there is opportunity to fix the physical condition and operation of area streets – some streets have no curbs.

Table 7.2.b. – Stakeholder Interviews Feedback - Common Themes

Questions	Participant Feedback / Responses
What types of projects would help incentivize investment in the Northgate Mile and 1st Street corridors? <i>(continued)</i>	<ul style="list-style-type: none"> • 1st Street Connections – There is opportunity to better interconnect the 1st Street Corridor to the rest of the city both physically and psychologically. There is opportunity to improve traffic circulation on 1st Street/Lomax to address the perception that the Corridors are just pass-through areas. • 1st Street/Lomax Access Improvements – The 1st Street Corridor would benefit from a new roundabout at the east end to improve access that would support local businesses. Additionally, 1st Street needs better access and an entry from Northgate Mile. The City should study circulation options for Lomax (one-way vs two-way, and access improvements). • Traffic Calming – There is opportunity to add traffic calming elements to both 1st Street and Holmes Avenue. There is opportunity to reduce the speed to 25 miles per hour to create a more walkable business district along 1st Street and to allow motorists to notice area businesses. • District Designation – There is opportunity to designate 1st Street and the vicinity as a future growth area and devise a plan for infill development and business growth. • Distinct Character and Patron Focus – The City should recognize that Northgate Mile and 1st Street have different urban characters and customer focus opportunities. Northgate Mile should be planned for tourists and 1st Street should be planned for neighborhood residents. • Local Food Store – A local food store would benefit the 1st Street Corridor and the adjacent residential neighborhoods. The store should provide a full range of food options (not like convenience stores). • History Reconnection – The focus area has forgotten its history. There is opportunity to incorporate history in the revitalization strategy (e.g., building preservation/adaptive reuse, art, etc.). In the past, 1st Street “was a happening place”. The commercial super blocks southeast of Holmes and 1st Street used to be the city’s second downtown. The area has several iconic buildings and signs that reflect its history (e.g., 1950s). The revitalization strategies need to embrace the retro character. • Events – Annual events would support businesses and give a reason for people to visit the focus area. Scotty’s restaurant has an annual car show that brings visitors. • Tax Incentive Menu – The City should create ways to educate developers, realtors and the business community on the available tax incentives that could make projects more economically feasible. Currently, many small developers are unaware of tax programs and are at a disadvantage to larger, out-of-state developers. The City should create a tax incentive fact sheet and hold educational lunches to support local developers/investors.
What would make businesses more successful?	<ul style="list-style-type: none"> • Art and Murals – There is opportunity to add art installations and/or artist murals on buildings to improve aesthetics and to show potential customers that there are positive activities in the district. • Other Aesthetics – There is opportunity to make the 1st Street Corridor more aesthetically pleasing to address negative safety perceptions. • Embrace History – The community should celebrate the 1st Street Corridor’s history. Specifically, add murals that reflect history and tell the community’s story. • Minority/Hispanic Community – The Hispanic/Latino community plays a role in the revitalization efforts. The 1st Street Corridor has a Hispanic/Latino business cluster. • Waste Receptacles – The 1st Street Corridor needs public waste receptacles and a formal program for waste collection. • Stewardship – The 1st Street Corridor should employ an effective stewardship program that could involve volunteers or a formal business association to deal with blight and also to plan events. Community organizations could help with neighborhood revitalization efforts. • Business Association – The 1st Street Corridor could benefit from a formal business association; however, it may be difficult to start due to a lack of business participation.

Table 7.2.b. – Stakeholder Interviews Feedback - Common Themes

Questions	Participant Feedback / Responses
What would make businesses more successful? <i>(continued)</i>	<ul style="list-style-type: none"> • Food Truck Court / Interim Uses – There is opportunity to organize a food truck court and/or other interim uses to activate specific areas of the 1st Street Corridor, provide needed commercial services, and as a means for people to start businesses. • Regulatory Flexibility – There is a need to create flexibility in zoning regulations to support new businesses and adaptive reuse projects (e.g., buffer requirements and sign restrictions). Additionally, the on-site parking requirements are perceived as too high. The City should review zoning requirements and make reasonable adjustments. • Street Improvement Planning – Future improvements on 1st Street must be mindful of local businesses. The improvement project must keep vehicle traffic open during construction. • City Commitment – There is a perception that the City does not care about the 1st Street Corridor and there are sentiments that the City prioritizes downtown in its promotion efforts. The City needs to address these sentiments through action and investment in the 1st Street Corridor. • Appearance – The Corridor needs a new look in terms of streetscape enhancements and new buildings. • Anchors – The revitalization strategy should identify successful anchors and build the redevelopment strategy around those uses/properties (e.g., the Fred Meyer shopping center – grocery is a good anchor).

Table 7.2.c. – Stakeholder Interviews Feedback - Schools

Questions	Participant Feedback / Responses
<p>What are your current projects in/around the focus area? (school expansions)</p> <p>AND</p> <p>What challenges do students / faculty face in and around the focus area?</p>	<ul style="list-style-type: none"> • Code Enforcement / Nuisance House – The area needs to maintain good lines of sight and code enforcement would help ensure properties are properly maintained. There is a house on Garfield Street that has debris and junk that is a safety concern for students. • High School – The high school is working on retrofit projects. It is losing its civic section. Many students appear apathetic about schoolwork. • Dora Erickson Elementary – The elementary school students come from the lowest household incomes in the state. Many low-income households are losing their leases and people are being displaced or can't find new housing. There are a lot of student behavior issues. Many students come to school hungry. There are a lot of truancy issues. There are some students that allegedly vape around the neighborhood. • After School Programs – Dora Erickson has snacks and tutoring after school. Some students just hang out in the neighborhood after school. The high school has sports programs, and some students just hang out at the school after hours. • Elementary School and Compass Academy Access – The pedestrian crossing location at 1st Street and Evergreen Drive is challenging even with a crossing guard. The sidewalk access from the elementary school to the eastern neighborhoods is narrow.
What community improvements would benefit the school and its students/faculty?	<ul style="list-style-type: none"> • High School Capacity Challenges – The high school has no room to grow on their site. • 1st Street Lunch Options – Students are permitted to leave campus at lunch. There is opportunity to provide additional lunch options in the 1st Street Corridor to serve students. • Activities – There is opportunity to add additional activities and amenities in the neighborhoods. Specifically, add amenities and equipment in Central Park, the ballfields are the only amenities. • Designated Bicycle Lanes – Bicycle lanes should be added to the streets that lead to the schools. Specifically, add bicycle lanes to Garfield Street that leads to Central Park.

DISCOVERY WALKING TOUR

On March 4, 2020, the project team hosted a discovery walking tour within the 1st Street corridor to allow the community stakeholders, city staff, and the general public to become acquainted with the physical conditions, land uses, and overall neighborhood character. Stantec prepared a walking map and led participants in an informal group tour. The tour was intended to allow interested parties to understand the District and provide feedback at the community workshop later that evening. The map below illustrates the tour route.

Participants were asked to note their perceptions/observations on the following neighborhood elements:

- Walking/Pedestrian Conditions
- Biking/Bicycling Conditions
- Notable Buildings/Businesses
- Redevelopment Opportunities
- General District Concerns
- Potential Neighborhood Improvements



Idaho Falls, Idaho

Northgate/1st St Area | Area-Wide Planning

Discovery Walking Tour

IDAHO FALLS

Stantec

The purpose of this walking tour is for community residents, business owners, and overall stakeholders to visit the 1st St Area and notate their personal site observations. Your feedback will help the City of Idaho Falls plan for the future of the neighborhood.

(1) Tour Route: Use the map below to follow the route on the discovery tour.

(2) Notes: Use the back of this page to notate key site observations.

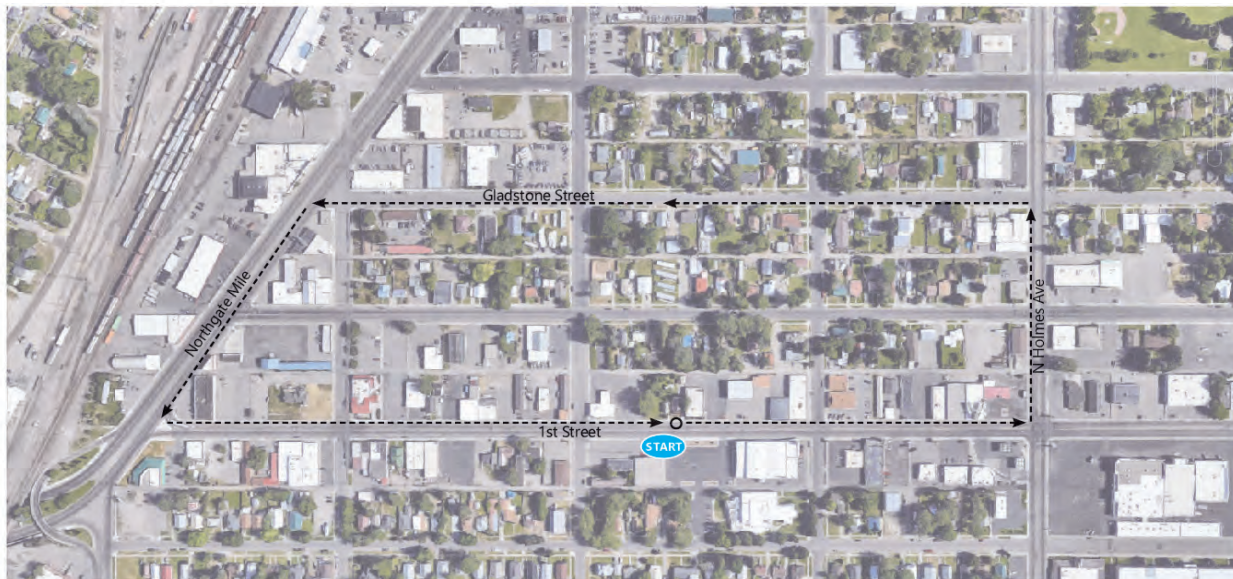


FIGURE 7.2.1. DISCOVERY WALKING TOUR MAP

Source: Google Earth Pro (aerial image)



Presentation at the Community Workshop in March 2020 - Pinecrest Municipal Golf Course Clubhouse

Community Workshop

On March 4, 2020, the project team hosted a community workshop at the Pinecrest Municipal Golf Course Clubhouse to allow the general public to learn about the AWP initiative for the Northgate/1st Street area-wide planning project, share their personal desires for the area, and assess the area's conditions (e.g., safety and aesthetics). City staff provided a brief introduction. Stantec facilitated the community workshop segments. The meeting began with a brief presentation of the project, brownfield conditions, initial observations, and the planning process. Stantec led the meeting participants in a discussion to identify the community's priorities. Stantec finished the meeting with a set of interactive engagement stations for the participants to provide feedback on business preferences, desires for potential streetscape enhancements, access challenges, and District perceptions. The following subsections summarize the topics and participant responses.

Community Priorities Exercise

Stantec facilitated a Community Priorities exercise to engage participants to share their personal aspirations for the focus area and the immediately surrounding neighborhoods. The group discussion yielded the top 7 priorities the participants felt were important for the Northgate Mile and 1st Street Corridors (also see Section 7.1). The top community priorities include the following:

1. Improve traffic and circulation in the focus area
2. Improve property appearance and code enforcement activities
3. Create public amenities and promote beautification
4. Improve walkability and pedestrian safety
5. Address parking demand
6. Create a distinct community identity and include links to history
7. Incentivize private development projects

Engagement Stations

The meeting facilitators invited participants to provide written and oral feedback at a series of engagement stations. The project team prepared presentation boards on an array of community planning topics – participants voted on their preferences using sticker dots and/or written feedback. Questions were written in both English and Spanish – a translator was available to assist Spanish-speaking participants. The following lists the engagement stations, topics, and participant responses:

Station 1: Streetscape / Community Character – This engagement station asked participants to identify their preferred building orientation along the Northgate Mile corridor, streetscape elements for Northgate Mile and 1st Street, and pedestrian access challenges.

- **Building Orientation:** Participants were asked to identify their preferences for future building orientation along Northgate Mile/Yellowstone Highway. One option showed buildings positioned close to the street with parking/service in the rear yard (traditional option) and the other option showed buildings setback from the street with parking in front (suburban option). Based on the community meeting

participant responses, there was a preference for a more suburban building orientation pattern along Northgate Mile/Yellowstone Highway.

- **Northgate Mile/Yellowstone Highway Streetscape Options:** Participants were asked to identify the streetscape elements they would like to see incorporated into a potential street enhancement project for Northgate Mile/Yellowstone Highway. The most desired streetscape elements include wider sidewalks, pedestrian crosswalks, landscaping, decorative lighting, public art, and bike lanes.
- **1st Street Streetscape Options:** Participants were asked to select from an array of streetscape elements they would like to see incorporated into a potential street enhancement project for 1st Street. The most desired streetscape elements include murals, public art, lighting, street trees, and wayfinding/signage.
- **Current Pedestrian Access Challenges:** Participants identified locations within the focus area that are challenging for pedestrian access in terms of sidewalk connections and crosswalks. See map for participant responses.



FIGURE 7.2.2. PEDESTRIAN ACCESS CHALLENGES COMPLETED BOARD

Station 2: Services and Amenities – This station included two engagement boards to allow participants to identify their preferences for future (1) business services and (2) recreational amenities.

- **Business and Services:** Participants identified the types of businesses and services that they would like to see in the focus area. The most desired businesses/services include restaurants, coffee/tea shops, community markets, and artist/makers spaces. To a lesser extent, specialty grocers and music venues are also desired.
- **Parks and Recreation:** This engagement board aimed to allow participants to identify the type of recreational amenities that they would like to see in the focus area. Based on participant responses, the most desired parks and recreational amenities include playgrounds, multi-use shelters, and a splash pad.

Station 3: Needed Housing – This engagement board sought participants to identify the type of housing that they felt is needed in the focus area. Participants identified small lot houses, townhouses, and mixed-use buildings are the most needed housing types for the focus area.

Station 4: Community Ideas – The station included two engagement boards to allow participants to identify (1) their favorite places in the focus area, and (2) potential catalyst redevelopment sites in the focus area.

- **Favorite Place(s):** Participants were asked to identify their favorite place(s) within the focus area so that the planning process can ensure these places are preserved and enhanced through land use and potential capital improvement projects. See map for participant responses. Participants noted the following favorite places: Trackside Mall, Scotty's Restaurant, the Hi-Way Café, and other properties along the Northgate Mile Corridor.
- **Catalyst Redevelopments Sites:** This engagement board allowed participants to identify sites, that they felt, would be good locations for catalyst redevelopment projects. See map with participant responses.

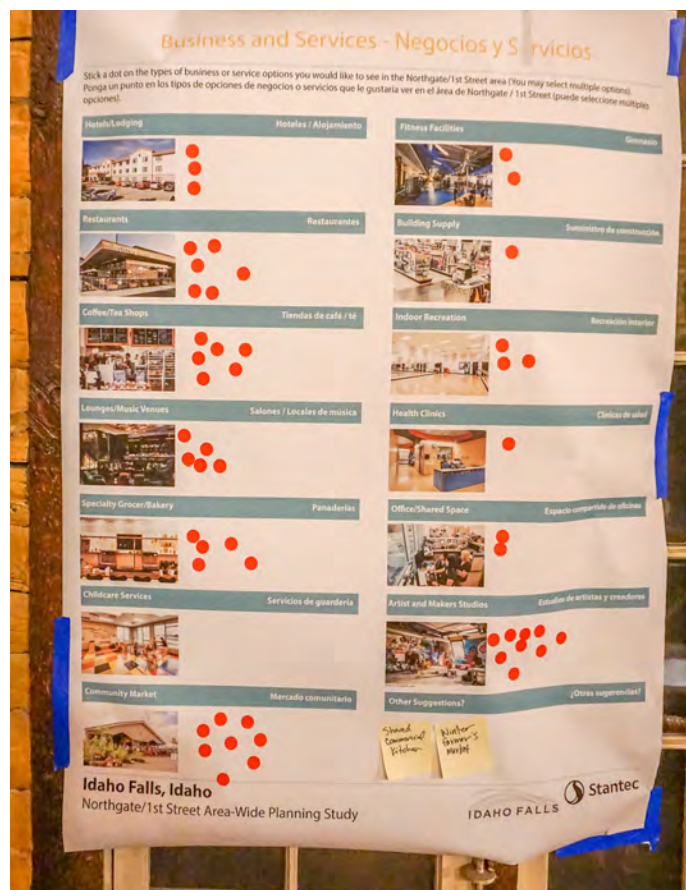


FIGURE 7.2.3. BUSINESSES/SERVICES COMPLETED BOARD

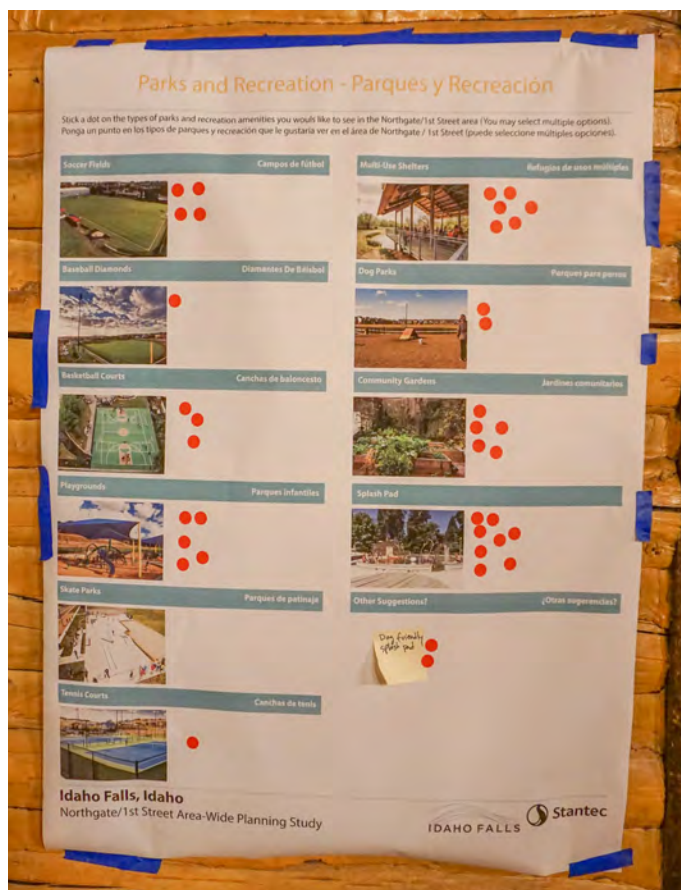


FIGURE 7.2.4. PARKS/RECREATION COMPLETED BOARD



FIGURE 7.2.5. FAVORITE PLACE(S) COMPLETED BOARD



FIGURE 7.2.6. CATALYST REDEVELOPMENT PROJECTS COMPLETED BOARD

Comment Cards

The project team provided an opportunity for community workshop participants to submit additional written feedback on comment cards. The comment cards asked participants to respond to specific questions pertaining to area-wide planning in the Northgate/1st Street focus area; this included a final open-ended question that allowed participants to provide feedback on any topic. Table 7.2.d. lists the comment card questions and the respondents' feedback.

Table 7.2.d. Comment Cards Responses Summary

Question	Responses (Summarized)
Please tell us about your interest in the project	<ul style="list-style-type: none"> • Respondent 1 – I am the property N.W of stock yards and am curious what is happening • Respondent 2 – No response • Respondent 3 – Improve and beautify 1st Street • Respondent 4 – Want to see the area improve • Respondent 5 – Just want to know exactly what's going on • Respondent 6 – Everything in Idaho Falls interests me! • Respondent 7 – Lived in this neighborhood over 30 years • Respondent 8 – Always interested in city plans, longtime resident in this area • Respondent 9 – Idaho Falls resident and area business owner. Historic memory – hometown region (wish for restoration) • Respondent 10 – No response
What makes the Northgate Mile/1st Street areas unique (e.g. What are the community's assets/strengths that set it apart from other area communities?)	<ul style="list-style-type: none"> • Respondent 1 – It is easy access to downtown. The area is ripe for improvement. This improvement will bless downtown area and enhance the area • Respondent 2 – A scattering of unique landmark businesses • Respondent 3 – Small and unique businesses. The history and potential for redevelopment • Respondent 4 – Older part of town, older buildings and businesses • Respondent 5 – High traffic areas, plenty of businesses along both roads • Respondent 6 – It is central core. Northgate should be our best face that we present to visitors. 1st is a great mix of uses and this should be encouraged • Respondent 7 – Older neighborhood with mix of residential and commercial properties, lots of nature and trees • Respondent 8 – Established area, old businesses, many locally owned and locally invested • Respondent 9 – Historic memory. Sad to see having become rundown, so vacant, unkept. An important area of junction should be improved and maintained, to represent city character and quality • Respondent 10 – Long term businesses are located in the area giving it a small-town feel. However, all of the poor traffic patterns caused by 5- and 6-point intersections make it hard to navigate. The area looks old and needs improvements in curb, gutter, and streets

Table 7.2.d. Comment Cards Responses Summary

Question	Responses (Summarized)
How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)	<ul style="list-style-type: none"> • Respondent 1 – Incentivize building improvement. Make it easy to remodel and cosmetically improve the buildings in the area by fast tracking permits and giving time before raising property values/taxes due to improvements • Respondent 2 – Develop more mixed-use spaces, Live-work-play, Anchor store or two • Respondent 3 – Walkability, connectivity, safety, beautification • Respondent 4 – Access to 1st street, traffic issues, pedestrian access, crime suspension • Respondent 5 – Traffic flow and or accessibility leaves something to be desired. North Highway Café could use a facelift, and the properties adjacent/across the street. • Respondent 6 – I'd like to see more shopping and apartments • Respondent 7 – Take better care of central park, enforce codes • Respondent 8 – Street signs, traffic flow, central park upgrades • Respondent 9 – Beautification, repairs, property weed management. Owner accountability. Improve flow of traffic. Sidewalks, roads, signage improvements • Respondent 10 – Traffic patterns, Beautification, and New business incentives
What types of amenities, businesses and/or services would you like to see in the Northgate Mile/1st Street areas?	<ul style="list-style-type: none"> • Respondent 1 – Green spaces/parks, strip mall, office buildings • Respondent 2 – No response • Respondent 3 – Crosswalks, streetlights, trashcans, bike paths, art • Respondent 4 – Move restaurants, family friendly areas and businesses • Respondent 5 – No response • Respondent 6 – Small/local shopping, restaurants, multi family living, small parklets • Respondent 7 – Walkability (sidewalks are horrible) • Respondent 8 – More restaurants, continued local business growth • Respondent 9 – Variety. Casual food. Brought back to life, an area used and enjoyed – pleasant, drawing business and community activity. Vibrancy. Tourism casual stops • Respondent 10 – No response
Please share your other ideas or opinions about the Northgate/1st Street areas	<ul style="list-style-type: none"> • Respondent 1 – No response • Respondent 2 – Reflects an entrance to Idaho Falls and Should be more appealing • Respondent 3 – No response • Respondent 4 – It feels like the part of town the city has forgotten • Respondent 5 – No response • Respondent 6 – Make Landscaping a priority, move parking off street • Respondent 7 – No response • Respondent 8 – It would be nice to see revitalization • Respondent 9 – Awkward junction, intersections – flow of traffic could be improved. Drab, unattractive – needs beautified • Respondent 10 – No response

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Appendices

Appendix A – Brownfield Inventory Parcel Database

Appendix B – Market Study (Agnew::Beck)

Appendix C – Public engagement Summary

Appendix D – Urban Renewal District Criteria and AWP-related responses

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Appendix A

Brownfield Inventory Parcel Database

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Brownfield Inventory Parcel Database

Appendix A includes a spreadsheet of property data for all of the parcels within the Area-Wide Planning focus area as referenced in Chapter 5: Brownfields in the Focus Areas. Additionally, the Area-Wide Planning Brownfield Inventory Maps are included for reference purposes.



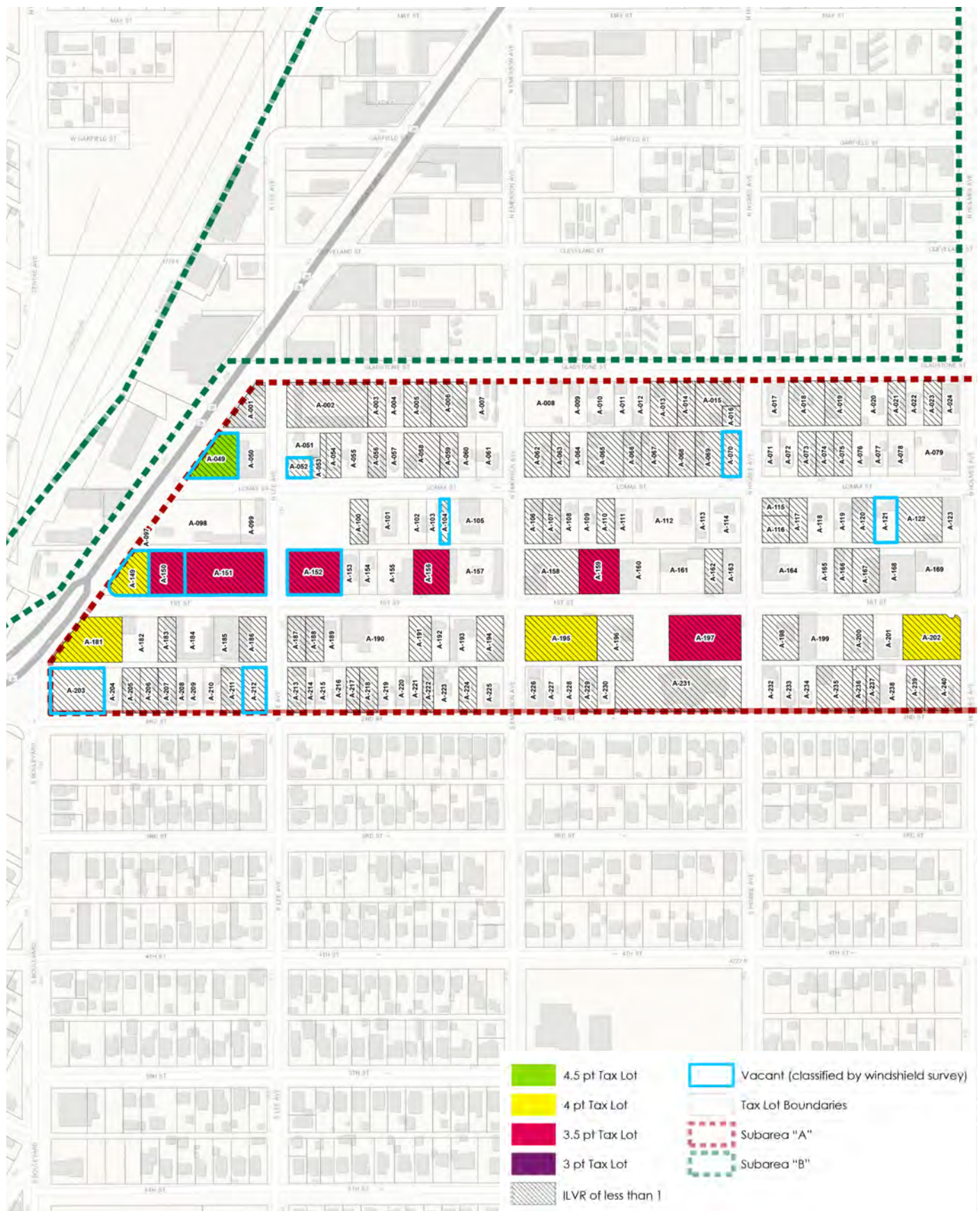


FIGURE A.1. AWP BROWNFIELD INVENTORY MAP: SUBAREA "A" WESTERN SEGMENT

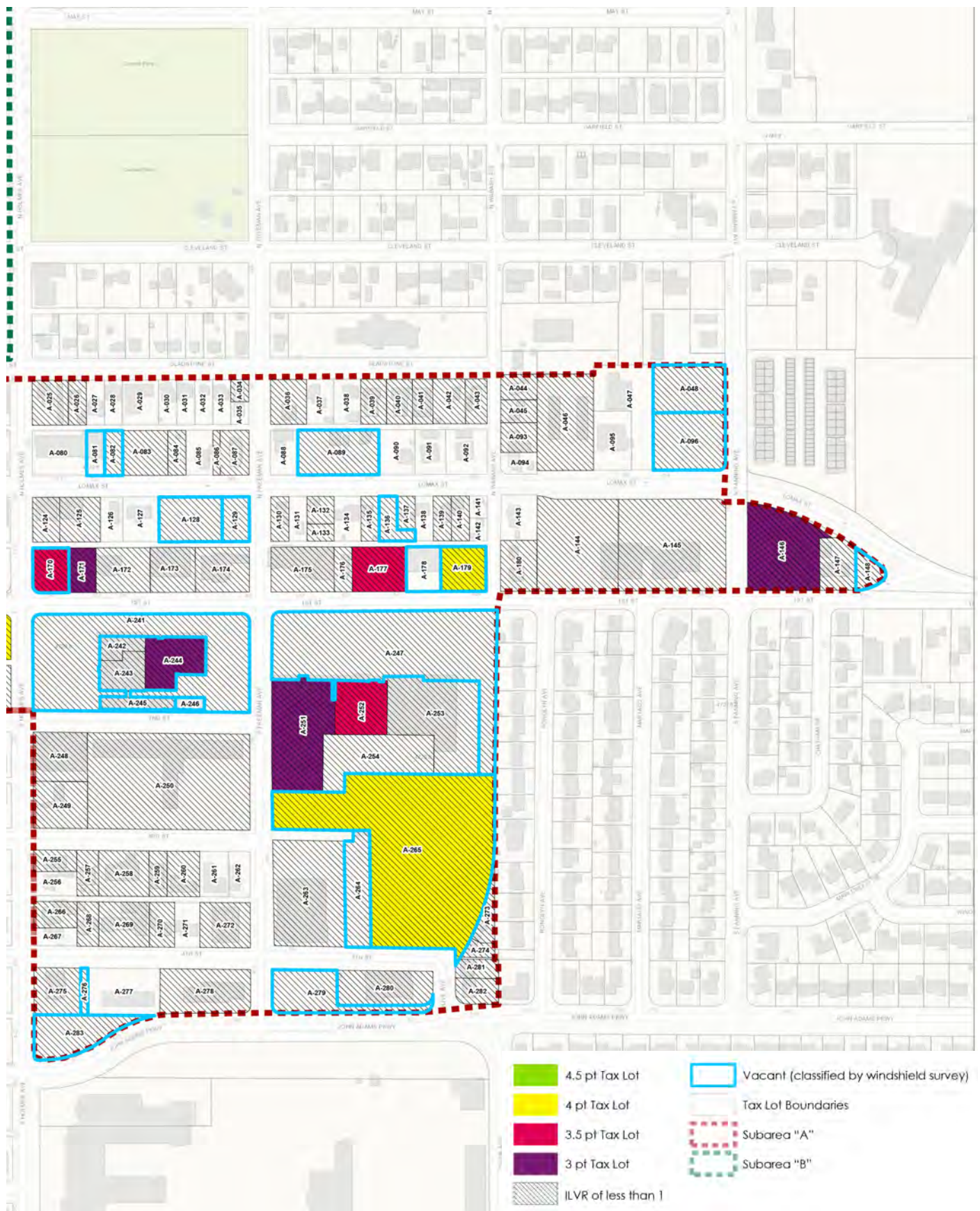


FIGURE A.1. AWP BROWNFIELD INVENTORY MAP: SUBAREA "A" EASTERN SEGMENT

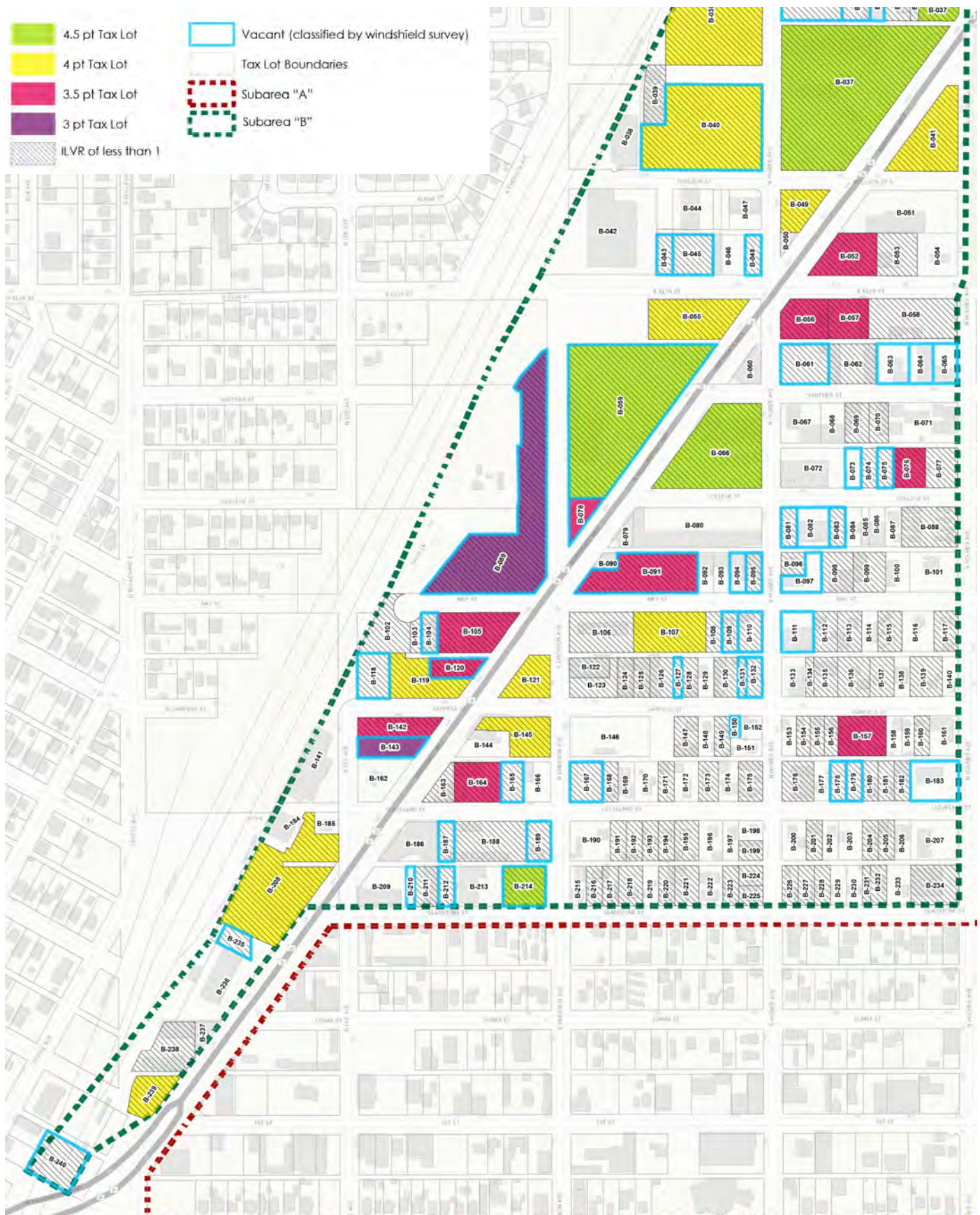


FIGURE A.2. AWP BROWNFIELD INVENTORY MAP: SUBAREA "B" SOUTHERN SEGMENT

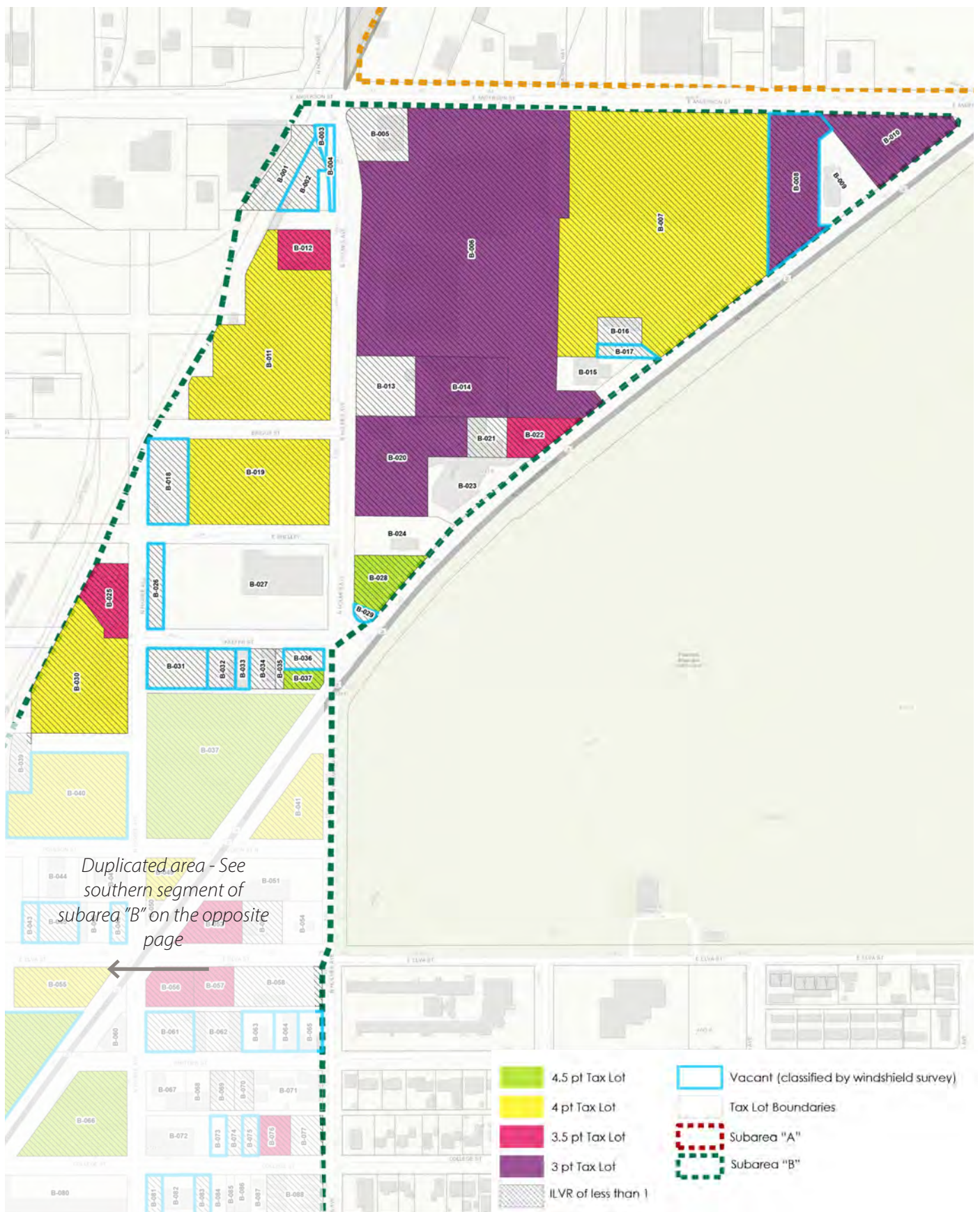


FIGURE A.2. AWP BROWNFIELD INVENTORY MAP: SUBAREA "B" NORTHERN SEGMENT

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-001	RPA0620014001A		0.20	\$27,138	\$22,350	0.82	1950	CC
A-002	RPA0620013015A	220 GLADSTONE ST	0.64	\$43,245	\$0	0.00	1934	CC
A-003	RPA0620013013A		0.14	\$16,566	\$0	0.00	0	CC
A-004	RPA0620013011B	242 GLADSTONE ST	0.14	\$16,566	\$79,880	4.82	1950	CC
A-005	RPA0620013008A	258 GLADSTONE ST	0.21	\$14,415	\$0	0.00	1969	CC
A-006	RPA0620013004B	260 GLADSTONE ST	0.28	\$0	\$0	1.00	0	CC
A-007	RPA0620013001B	262 GLADSTONE ST	0.23	\$19,220	\$30,780	1.60	1960	CC
A-008	RPA0420028020A	312 GLADSTONE ST	0.35	\$25,924	\$72,230	2.79	1919	TN
A-009	RPA0420028018A	320 GLADSTONE ST	0.14	\$16,566	\$40,060	2.42	1935	TN
A-010	RPA0420028015A	328 GLADSTONE ST	0.21	\$19,925	\$40,000	2.01	1930	TN
A-011	RPA0420028013A	346 GLADSTONE ST	0.14	\$16,566	\$47,050	2.84	1920	TN
A-012	RPA0420028011A	350 GLADSTONE ST	0.14	\$16,566	\$60,530	3.65	1950	TN
A-013	RPA0420028008A	366 GLADSTONE ST	0.21	\$19,925	\$1,280	0.06	1920	TN
A-014	RPA0420028006A	372 GLADSTONE ST	0.14	\$16,566	\$1,630	0.10	2000	TN
A-015	RPA0420028001C	285 N HIGBEE AVE	0.29	\$25,006	\$6,520	0.26	1990	TN
A-016	RPA0420028001A	255 N HIGBEE AVE	0.06	\$12,142	\$3,700	0.30	1935	TN
A-017	RPA0420027020A	290 N HIGBEE AVE	0.21	\$19,925	\$76,437	3.84	1934	TN
A-018	RPA0420027016A	424 GLADSTONE ST	0.28	\$24,775	\$2,420	0.10	1940	TN
A-019	RPA0420027012C	434 GLADSTONE ST	0.28	\$19,220	\$0	0.00	1974	TN
A-020	RPA0420027009A	450 GLADSTONE ST	0.21	\$19,925	\$41,280	2.07	1940	TN
A-021	RPA0420027007A	464 GLADSTONE ST	0.14	\$16,566	\$1,120	0.07	1935	TN
A-022	RPA0420027005B	480 GLADSTONE ST 1-4	0.14	\$16,430	\$158,112	9.62	1964	TN
A-023	RPA0420027003A	480 GLADSTONE ST 5-8	0.14	\$16,430	\$3,550	0.22	1964	TN
A-024	RPA0420027001C	275 N HOLMES AVE	0.14	\$16,430	\$277,236	16.87	1964	TN
A-025	RPA0420026021A	502 GLADSTONE ST	0.28	\$24,775	\$1,370	0.06	1948	TN
A-026	RPA0420026019A	518 GLADSTONE ST	0.14	\$16,566	\$1,760	0.11	1950	TN
A-027	RPA0420026017A	522 GLADSTONE ST	0.14	\$16,566	\$45,630	2.75	1900	TN
A-028	RPA0420026015A	532 GLADSTONE ST	0.14	\$16,566	\$101,316	6.12	1957	TN

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-001	0	0.5	1	1	0	0	2.5	Commercial (lock and key)	(1) 1 story building	Fair	n
A-002	0.5	1	0	1	0	0	2.5	Residential (MF)	(1) 1 story building, (1) 2 story building	Fair Fair	n
A-003	0	0.5	0	1	0	0	1.5		House		n
A-004	0	0	0	1	0	0	1		House		n
A-005	0	0.5	0	1	0	0	1.5	Commercial (garage)	(1) 1 story building		n
A-006	0.5	1	0	1	0	0	2.5	Institutional (church)	(1) 1 story building (and (1) House)	Good	n
A-007	0	0	0	1	0	0	1	Residential (mobile home park)	(6) mobile homes	Fair	n
A-008	0	0	0	0	0	0	0		House		n
A-009	0	0	0	0	0	0	0		House		n
A-010	0	0	0	0	0	0	0		House		n
A-011	0	0	0	0	0	0	0		House		n
A-012	0	0	0	0	0	0	0		House		n
A-013	0	0.5	0	0	0	0	0.5		House		n
A-014	0	0.5	0	0	0	0	0.5		House		n
A-015	0.5	1	0	0	0	0	1.5		House		n
A-016	0	0.5	0	0	0	0	0.5		House		n
A-017	0	0	0	0	0	0	0		House		n
A-018	0.5	1	0	0	0	0	1.5		House		n
A-019	0.5	1	0	1	0	0	2.5		House		n
A-020	0	0	0	0	0	0	0		House		n
A-021	0	0.5	0	0	0	0	0.5		House		n
A-022	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Good	n
A-023	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building	Good	n
A-024	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Good	n
A-025	0.5	1	0	0	0	0	1.5		House		n
A-026	0	0.5	0	0	0	0	0.5		House		n
A-027	0	0	0	0	0	0	0		House		n
A-028	0	0	0	0	0	0	0		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-029	RPA0420026011A	542 GLADSTONE ST	0.28	\$22,469	\$223,990	9.97	1966	TN
A-030	RPA0420026008B	560 GLADSTONE ST	0.14	\$16,570	\$69,070	4.17	1935	TN
A-031	RPA0420026007A	570 GLADSTONE ST	0.14	\$16,563	\$65,560	3.96	1954	TN
A-032	RPA0420026005A	586 GLADSTONE ST	0.14	\$16,566	\$67,890	4.10	1925	TN
A-033	RPA0420026003A	598 GLADSTONE ST	0.14	\$16,566	\$56,630	3.42	1920	TN
A-034	RPA0420026001D	285 N FREEMAN AVE	0.07	\$12,995	\$1,210	0.09	1996	TN
A-035	RPA0420026001E	275 N FREEMAN AVE	0.07	\$13,246	\$95,199	7.19	1996	TN
A-036	RPA0420025021A	610 GLADSTONE ST	0.28	\$22,469	\$4,880	0.22	2002	TN
A-037	RPA0420025018A	618 GLADSTONE ST	0.21	\$19,925	\$78,770	3.95	1953	TN
A-038	RPA0420025015B	634 GLADSTONE ST	0.21	\$19,925	\$113,140	5.68	1962	TN
A-039	RPA0420025012D	640 GLADSTONE ST	0.20	\$17,549	\$3,280	0.19	1965	TN
A-040	RPA0420025009C	650 GLADSTONE ST	0.20	\$17,549	\$3,280	0.19	1965	TN
A-041	RPA0420025007A	680 GLADSTONE ST	0.16	\$17,413	\$7,790	0.45	1970	TN
A-042	RPA0420025003B	690 GLADSTONE ST	0.26	\$23,001	\$1,170	0.05	1942	TN
A-043	RPA0420025001A	696 GLADSTONE ST	0.17	\$17,666	\$1,170	0.07	1954	TN
A-044	RPA00008176914	270 N WABASH AVE	0.16	\$25,134	\$6,950	0.28	1950	R3
A-045	RPA00008176959	260 N WABASH AVE	0.15	\$22,311	\$1,070	0.05	1980	R3
A-046	RPA1470001001B	725 LOMAX ST	0.96	\$0	\$0	0.00	0	R3
A-047	RPA1470001003A	757 LOMAX ST	0.71	\$47,752	\$589,306	12.34	2001	R3
A-048	RPA1470001005O		0.60	\$13,415	\$0	0.00	0	R3
A-049	RPA0620014000D	210 NORTHGATE MILE	0.28	\$38,340	\$0	0.00	1970	CC
A-050	RPA0620014045C	185 LOMAX ST	0.22	\$14,843	\$188,433	12.70	1948	CC
A-051	RPA0620013024E	248 N LEE AVE	0.14	\$16,640	\$50,520	3.04	1936	CC
A-052	RPA0620013024D		0.09	\$8,244	\$0	0.00	0	CC
A-053	RPA0620013026A	215 LOMAX ST	0.08	\$14,082	\$1,260	0.09	1935	CC
A-054	RPA0620013028B	225 LOMAX ST	0.12	\$16,239	\$420	0.03	1935	CC
A-055	RPA0620013030B	229 1/2 LOMAX ST	0.21	\$21,855	\$87,428	4.00	1935	CC
A-056	RPA0620013033B	235 LOMAX ST	0.14	\$14,570	\$3,230	0.22	1979	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-029	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Good	n
A-030	0	0	0	0	0	0	0		House		n
A-031	0	0	0	0	0	0	0		House		n
A-032	0	0	0	0	0	0	0		House		n
A-033	0	0	0	0	0	0	0		House		n
A-034	0	0.5	0	0	0	0	0.5		House		n
A-035	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Good	n
A-036	0.5	1	0	0	0	0	1.5	Residential (MF)	(1) 2 story building	Good	n
A-037	0	0	0	0	0	0	0		House		n
A-038	0	0	0	0	0	0	0		House		n
A-039	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building	Good	n
A-040	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building	Good	n
A-041	0	1	0	0	0	0	1	Residential (MF)	(1) 2 story building	Good	n
A-042	0.5	1	0	0	0	0	1.5		House		n
A-043	0	0.5	0	0	0	0	0.5		House		n
A-044	0	0.5	0	0	0	0	0.5		House		n
A-045	0	0.5	0	0	0	0	0.5		House		n
A-046	0.5	1	0	0	0	0	1.5	Residential (MF)	(2) 1 story building	Good	n
A-047	0	0	0	0	0	0	0	Residential (MF)	Rear of A-095		n
A-048	0.5	1	0	1	0	0	2.5	Vacant (lot)	None		y
A-049	0.5	1	1	1	1	0	4.5	Vacant	(1) 1 story building	Fair	y
A-050	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Fair	n
A-051	0	0	0	1	0	0	1		House		n
A-052	0	0.5	0	1	0	0	1.5	Vacant (lot)	None		y
A-053	0	0.5	0	1	0	0	1.5		House		n
A-054	0	0.5	0	1	0	0	1.5		House		n
A-055	0	0	0	1	0	0	1	Commercial (tattoo shop)	(1) 1 story building	Fair	n
A-056	0	0.5	0	1	0	0	1.5	Institutional (church)	(1) 1 story building	Good	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-057	RPA0620013035A	245 LOMAX ST	0.14	\$16,566	\$42,720	2.58	1935	CC
A-058	RPA0620013037A	255 LOMAX ST	0.28	\$24,775	\$3,540	0.14	1935	CC
A-059	RPA0620013041A	275 LOMAX ST	0.14	\$16,566	\$4,220	0.25	1940	CC
A-060	RPA0620013043A	285 LOMAX ST	0.14	\$16,566	\$48,770	2.94	1953	CC
A-061	RPA0620013045A	295 LOMAX ST	0.21	\$20,065	\$100,840	5.03	1948	CC
A-062	RPA0420028025A	305 LOMAX ST	0.21	\$19,925	\$5,690	0.29	1947	TN
A-063	RPA0420028028A	321 LOMAX ST	0.14	\$16,566	\$680	0.04	1936	TN
A-064	RPA0420028030A	323 LOMAX ST	0.14	\$16,566	\$34,940	2.11	1996	TN
A-065	RPA0420028032A	343 LOMAX ST	0.28	\$19,220	\$7,530	0.39	1970	TN
A-066	RPA0420028036A	355 LOMAX ST	0.14	\$16,566	\$3,240	0.20	2010	TN
A-067	RPA0420028038A	359 LOMAX ST	0.21	\$19,925	\$2,455	0.12	1925	TN
A-068	RPA0420028041A	375 LOMAX ST	0.21	\$19,925	\$920	0.05	2010	TN
A-069	RPA0420028044B		0.21	\$19,925	\$14,360	0.72	1957	TN
A-070	RPA0420028047A	395 LOMAX ST	0.14	\$16,566	\$800	0.05	1948	TN
A-071	RPA0420027023A	401 LOMAX ST	0.14	\$16,566	\$64,437	3.89	1920	TN
A-072	RPA0420027025A	411 LOMAX ST	0.14	\$16,566	\$52,680	3.18	1925	TN
A-073	RPA0420027027A	423 LOMAX ST	0.14	\$16,566	\$1,140	0.07	1935	TN
A-074	RPA0420027029A	425 LOMAX ST	0.14	\$16,566	\$4,720	0.28	1930	TN
A-075	RPA0420027031B		0.14	\$16,566	\$0	0.00	0	TN
A-076	RPA0420027033A	453 LOMAX ST	0.14	\$16,566	\$51,910	3.13	1950	TN
A-077	RPA0420027035A	461 LOMAX ST	0.14	\$16,566	\$62,790	3.79	1947	TN
A-078	RPA0420027037A	465 LOMAX ST	0.21	\$19,925	\$63,800	3.20	1932	TN
A-079	RPA0420027040B	203 N HOLMES AVE	0.35	\$24,645	\$80,924	3.28	1953	TN
A-080	RPA0420026025A	505 LOMAX ST	0.43	\$43,710	\$146,243	3.35	1962	TN
A-081	RPA0420026031A	531 LOMAX ST	0.14	\$14,570	\$127,682	8.76	1972	TN
A-082	RPA0420026033A	535 LOMAX ST	0.14	\$14,570	\$5,020	0.34	1975	TN
A-083	RPA0420026035A	551 LOMAX ST	0.36	\$36,425	\$11,050	0.30	1973	TN
A-084	RPA0420026040A	565 LOMAX ST	0.14	\$14,570	\$0	0.00	0	TN

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-057	0	0	0	1	0	0	1	House			n
A-058	0.5	1	0	1	0	0	2.5	House			n
A-059	0	0.5	0	1	0	0	1.5	House			n
A-060	0	0	0	1	0	0	1	House			n
A-061	0	0	0	1	0	0	1	House			n
A-062	0	0.5	0	0	0	0	0.5	House			n
A-063	0	0.5	0	0	0	0	0.5	House			n
A-064	0	0	0	0	0	0	0		House		n
A-065	0.5	1	0	0	0	0	1.5	Residential (Mobile home park)	(4) mobile homes	Fair	n
A-066	0	0.5	0	0	0	0	0.5		House		n
A-067	0	0.5	0	0	0	0	0.5		House		n
A-068	0	0.5	0	0	0	0	0.5		House		n
A-069	0	0.5	0	0	0	0	0.5		House		n
A-070	0	0.5	0	0	0	0	0.5	Vacant (lot)	None		y
A-071	0	0	0	0	0	0	0		House		n
A-072	0	0	0	0	0	0	0		House		n
A-073	0	0.5	0	0	0	0	0.5		House		n
A-074	0	0.5	0	0	0	0	0.5		House		n
A-075	0	0.5	0	0	0	0	0.5		House		n
A-076	0	0	0	0	0	0	0		House		n
A-077	0	0	0	0	0	0	0		House		n
A-078	0	0	0	0	0	0	0		House		n
A-079	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-080	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Fair	n
A-081	0	0	0	1	0	0	1	Vacant (parking)	None		y
A-082	0	0.5	0	1	0	0	1.5	Vacant (lot)	None		y
A-083	0.5	1	0	1	0	0	2.5		House		n
A-084	0	0.5	0	1	0	0	1.5		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-085	RPA0420026042A	579 LOMAX ST	0.21	\$18,126	\$164,300	9.06	1940	TN
A-086	RPA0420026045A		0.06	\$10,272	\$0	0.00	0	TN
A-087	RPA0420026045B	205 N FREEMAN AVE	0.23	\$18,904	\$1,430	0.08	1962	TN
A-088	RPA0420025025A	605 LOMAX ST	0.21	\$19,925	\$99,350	4.99	1965	TN
A-089	RPA0420025028B	643 LOMAX ST	0.64	\$29,379	\$6,950	0.24	1930	TN
A-090	RPA0420025037A	661 LOMAX ST	0.28	\$24,775	\$83,920	3.39	1920	TN
A-091	RPA0420025041B	681 LOMAX ST	0.24	\$19,884	\$200,900	10.10	1985	TN
A-092	RPA0420025044A	691 LOMAX ST	0.33	\$23,319	\$200,900	8.62	1985	TN
A-093	RPA00008176962	250 N WABASH AVE	0.19	\$25,627	\$4,250	0.17	1951	R3
A-094	RPA00008177010	240 N WABASH AVE	0.14	\$21,247	\$60,620	2.85	1952	R3
A-095	RPA1470001003B	755 LOMAX ST	0.40	\$26,899	\$510,343	18.97	1999	R3
A-096	RPA1470001004O		0.73	\$44,556	\$0	0.00	0	R3
A-097	RPA0620015014A	162 NORTHGATE MILE	0.02	\$2,172	\$38,563	17.75	1930	CC
A-098	RPA0620015003B	160 LOMAX ST	0.67	\$68,688	\$107,082	1.56	1942	CC
A-099	RPA0620015001B	190 LOMAX ST	0.20	\$20,398	\$69,594	3.41	1942	CC
A-100	RPA0620016015A	240 LOMAX ST	0.14	\$14,570	\$0	0.00	1993	CC
A-101	RPA0620016010A	244 LOMAX ST	0.32	\$32,783	\$119,105	3.63	2000	CC
A-102	RPA0620016008B	254 LOMAX ST	0.14	\$14,570	\$41,871	2.87	1974	CC
A-103	RPA0620016007A	268 LOMAX ST	0.11	\$15,923	\$59,084	3.71	1920	CC
A-104	RPA0620016006O	276 LOMAX ST	0.07	\$3,280	\$0	0.00	0	CC
A-105	RPA0620016001A	296 LOMAX ST	0.43	\$42,378	\$131,876	3.11	1930	CC
A-106	RPA0420029023A	302 LOMAX ST	0.14	\$14,570	\$0	0.00	1999	TN
A-107	RPA0420029021A	312 LOMAX ST	0.14	\$16,566	\$6,000	0.36	2006	TN
A-108	RPA0420029019A	320 LOMAX ST	0.14	\$16,566	\$52,067	3.14	1920	TN
A-109	RPA0420029017A	322 LOMAX ST	0.14	\$16,566	\$78,959	4.77	1930	TN
A-110	RPA0420029015A	324 LOMAX ST	0.14	\$16,566	\$0	0.00	0	TN
A-111	RPA0420029013A	342 LOMAX ST	0.14	\$16,566	\$27,050	1.63	1950	TN
A-112	RPA0420029006C	380 LOMAX ST	0.50	\$28,036	\$65,900	2.35	1950	TN

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-085	0	0	0	0	0	0	0		House		n
A-086	0	0.5	0	0	0	0	0.5		House		n
A-087	0	0.5	0	0	0	0	0.5		House		n
A-088	0	0	0	0	0	0	0		House		n
A-089	0.5	1	0	0	0	0	1.5	Vacant (lot)	None		y
A-090	0	0	0	0	0	0	0		House		n
A-091	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Fair	n
A-092	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Fair	n
A-093	0	0.5	0	0	0	0	0.5		House		n
A-094	0	0	0	0	0	0	0		House		n
A-095	0	0	0	0	0	0	0	Residential (MF)	At least (1) 1 story building	Good	n
A-096	0.5	1	0	1	0	0	2.5	Vacant (lot)	None		y
A-097	0	0	0	1	0	0	1	Residential (MF)	(1) 2 story building	Fair	n
A-098	0	0	0	1	0	0	1	Commercial	(1) 2 story building/ (1) warehouse	Fair/Poor	n
A-099	0	0	0	1	0	0	1	Commercial (thrift)	(1) 1 story building	Good	n
A-100	0	0.5	0	1	0	0	1.5	Commercial	(1) 2 story building	Good	n
A-101	0	0	0	1	0	0	1	Commercial	(1) 1 story building/ (1) warehouse	Good/Good	n
A-102	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-103	0	0	0	1	0	0	1		House		n
A-104	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
A-105	0	0	1	1	0	0	2	Commercial (auto glass)	(1) 1 story building	Good	n
A-106	0	0.5	0	1	0	0	1.5		House		n
A-107	0	0.5	0	0	0	0	0.5		House		n
A-108	0	0	0	0	0	0	0		House		n
A-109	0	0	0	0	0	0	0		House		n
A-110	0	0.5	0	0	0	0	0.5		House		n
A-111	0	0	0	0	0	0	0		House		n
A-112	0	0	0	0	0	0	0		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-113	RPA0420029004B	390 LOMAX ST	0.11	\$16,039	\$54,866	3.42	1921	TN
A-114	RPA0420029001A	151 N HIGBEE AVE	0.25	\$22,223	\$125,360	5.64	1936	TN
A-115	RPA0420030020A	196 N HIGBEE AVE	0.08	\$14,453	\$5,620	0.39	1935	TN
A-116	RPA0420030020B	160 N HIGBEE AVE	0.13	\$16,400	\$8,172	0.50	1978	TN
A-117	RPA0420030018A	412 LOMAX ST	0.14	\$16,566	\$4,190	0.25	1940	TN
A-118	RPA0420030015A	428 LOMAX ST	0.21	\$19,925	\$93,530	4.69	1936	TN
A-119	RPA0420030013A	440 LOMAX ST	0.14	\$16,566	\$79,600	4.81	1950	TN
A-120	RPA0420030010B	458 LOMAX ST SUITE A	0.18	\$18,213	\$0	0.00	1940	CC
A-121	RPA0420030008A	462 LOMAX ST	0.18	\$17,825	\$56,660	3.18	1934	CC
A-122	RPA0420030003A	474 LOMAX ST	0.35	\$36,425	\$0	0.00	0	CC
A-123	RPA0420030001A	165 N HOLMES AVE	0.14	\$16,430	\$99,342	6.05	1959	CC
A-124	RPA0420031022A	160 N HOLMES AVE	0.21	\$24,645	\$2,840	0.12	1960	TN
A-125	RPA0420031017B	522 LOMAX ST	0.32	\$32,783	\$0	0.00	1962	TN
A-126	RPA0420031015A	530 LOMAX ST	0.18	\$20,008	\$127,625	6.38	2010	TN
A-127	RPA0420031011A	548 LOMAX ST	0.28	\$24,775	\$114,990	4.64	1954	TN
A-128	RPA0420031004A	570 LOMAX ST	0.50	\$50,995	\$15,620	0.31	1963	TN
A-129	RPA0420031001A	585 E 1ST ST	0.21	\$65,565	\$27,060	0.41	1984	TN
A-130	RPA0420032023A	198 N FREEMAN AVE	0.14	\$16,566	\$660	0.04	1951	TN
A-131	RPA0420032021A	608 LOMAX ST	0.14	\$16,566	\$44,160	2.67	1952	TN
A-132	RPA0420032018B	624 LOMAX ST	0.13	\$16,400	\$960	0.06	2010	TN
A-133	RPA0420032018D	605 E 1ST ST	0.08	\$59,631	\$0	0.00	1962	TN
A-134	RPA0420032015A	634 LOMAX ST	0.21	\$19,925	\$82,100	4.12	1954	TN
A-135	RPA0420032013A	644 LOMAX ST	0.14	\$16,566	\$740	0.04	1952	TN
A-136	RPA0420032009C		0.18	\$12,013	\$6,280	0.52	1966	TN
A-137	RPA0420032009B	660 LOMAX ST	0.11	\$15,923	\$4,700	0.30	1930	TN
A-138	RPA0420032007A	662 LOMAX ST	0.14	\$16,566	\$70,560	4.26	1949	TN
A-139	RPA0420032005A	666 LOMAX ST	0.14	\$16,566	\$5,020	0.30	1945	TN
A-140	RPA0420032003A	668 LOMAX ST	0.14	\$16,566	\$1,070	0.06	1935	TN

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-113	0	0	0	0	0	0	0		House		n
A-114	0	0	0	0	0	0	0		House		n
A-115	0	0.5	0	0	0	0	0.5		House		n
A-116	0	0.5	0	0	0	0	0.5		House		n
A-117	0	0.5	0	0	0	0	0.5		House		n
A-118	0	0	0	0	0	0	0		House		n
A-119	0	0	0	0	0	0	0		House		n
A-120	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-121	0	0	0	1	0	0	1	Vacant (parking)	None		y
A-122	0.5	1	0	1	0	0	2.5	Parking	(1) 1 story shed	Poor	n
A-123	0	0	0	1	0	0	1	Commercial	1 story building	Good	n
A-124	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-125	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
A-126	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-127	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-128	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
A-129	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
A-130	0	0.5	0	0	0	0	0.5		House		n
A-131	0	0	0	0	0	0	0		House		n
A-132	0	0.5	0	0	0	0	0.5		House		n
A-133	0	0.5	0	1	0	0	1.5		House		n
A-134	0	0	0	0	0	0	0		House		n
A-135	0	0.5	0	0	0	0	0.5		House		n
A-136	0	0.5	0	1	0	0	1.5	Vacant (driveway)	None		y
A-137	0	0.5	0	0	0	0	0.5		House		n
A-138	0	0	0	0	0	0	0		House		n
A-139	0	0.5	0	0	0	0	0.5		House		n
A-140	0	0.5	0	0	0	0	0.5		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-141	RPA0420032001C	692 LOMAX ST	0.07	\$13,122	\$39,782	3.03	1945	TN
A-142	RPA0420032001D	155 N WABASH AVE	0.07	\$13,122	\$45,633	3.48	1945	TN
A-143	RPA00008177058	160 N WABASH AVE	0.29	\$27,598	\$122,770	4.45	1954	R3A
A-144	RPA00008177062	755 E 1ST ST	1.32	\$0	\$0	0.00	0	R3A
A-145	RPA00008177068	785 E 1ST ST	1.73	\$0	\$0	0.00	0	R3A
A-146	RPA00008177121	815 E 1ST ST	1.00	\$102,366	\$2,280	0.02	1976	R3A
A-147	RPA00008177122	875 E 1ST ST	0.32	\$28,157	\$12,240	0.43	1966	R3A
A-148	RPA00008177176		0.15	\$0	\$0	0.00	0	R3A
A-149	RPA0620015030E	120 NORTHGATE MILE	0.24	\$29,067	\$0	0.00	1955	CC
A-150	RPA0620015036B		0.28	\$29,140	\$6,700	0.23	1975	CC
A-151	RPA0620015040A	187 E 1ST ST	0.64	\$65,565	\$11,010	0.17	1980	CC
A-152	RPA0620016017B	201 E 1ST ST	0.43	\$94,705	\$0	0.00	1978	CC
A-153	RPA0620016030A	225 E 1ST ST	0.14	\$14,570	\$143,919	9.88	1960	CC
A-154	RPA0620016032A	233 E 1ST ST	0.14	\$16,566	\$44,180	2.67	1920	CC
A-155	RPA0620016034B	253 E 1ST ST	0.28	\$29,140	\$115,922	3.98	1953	CC
A-156	RPA0620016038A		0.28	\$0	\$0	0.00	0	CC
A-157	RPA0620016042A	285 E 1ST ST	0.43	\$42,650	\$200,707	4.71	1930	CC
A-158	RPA0420029025A	305 E 1ST ST	0.43	\$43,710	\$9,950	0.23	1961	CC
A-159	RPA0420029031A	335 E 1ST ST	0.32	\$32,783	\$1,860	0.06	2013	CC
A-160	RPA0420029035B	345 E 1ST ST	0.32	\$32,783	\$131,297	4.01	1976	CC
A-161	RPA0420029040B	377 E 1ST ST	0.35	\$36,425	\$241,468	6.63	1940	CC
A-162	RPA0420029045A	387 E 1ST ST	0.14	\$14,570	\$0	0.00	1954	CC
A-163	RPA0420029047A	393 E 1ST ST	0.14	\$14,570	\$169,109	11.61	1952	CC
A-164	RPA0420030023C	403 E 1ST ST	0.43	\$30,668	\$198,976	6.49	1920	CC
A-165	RPA0420030029A	427 E 1ST ST	0.14	\$16,430	\$63,623	3.87	2005	CC
A-166	RPA0420030031A	439 E 1ST ST	0.14	\$14,570	\$0	0.00	1970	CC
A-167	RPA0420030033A	441 E 1ST ST	0.21	\$21,855	\$0	0.00	1965	CC
A-168	RPA0420030036A	473 E 1ST ST	0.28	\$29,140	\$258,153	8.86	1955	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-141	0	0	0	0	0	0	0		House		n
A-142	0	0	0	0	0	0	0		House		n
A-143	0	0	0	0	0	0	0		House		n
A-144	0.5	1	0	1	0	0	2.5	Institutional (church)	(1) 2 story building	Good	n
A-145	0.5	1	0	1	0	0	2.5	Institutional (church)	(1) 2 story building	Good	n
A-146	1	1	0	1	0	0	3	Commercial (bank)	(1) 1 story building	Good	n
A-147	0.5	1	0	0	0	0	1.5	Residential (MF)	(1) 1 story building	Good	n
A-148	0	0.5	0	0	0	0	0.5	Vacant	None		y
A-149	0	0.5	1.5	1	1	0	4	Vacant	(1) 1 story building	Fair	y
A-150	0.5	1	1	1	0	0	3.5	Vacant (parking)	None		y
A-151	0.5	1	0	1	1	0	3.5	Vacant	(1) 1 story building	Fair	y
A-152	0.5	1	0	1	1	0	3.5	Vacant	(1) 2 story building	Fair	y
A-153	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-154	0	0	0	1	0	0	1	Residential (MF)	(1) 2 story building, (1) 1 story building	Fair, Fair	n
A-155	0	0	1.5	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
A-156	0.5	1	1	1	0	0	3.5	Commercial	(1) 1 story building	Good	n
A-157	0	0	1	1	0	0	2	Commercial Residential	(3) 1 story buildings	Fair	n
A-158	0.5	1	0	1	0	0	2.5	Commercial (arch)	(1) 1 story building	Good	n
A-159	0.5	1	1	1	0	0	3.5	Commercial	(2) 1 story buildings	Poor, Good	n
A-160	0	0	1	1	0	0	2	Commercial	(1) 1 story building	Fair	n
A-161	0	0	1	1	0	0	2	Commercial	(1) 2 story building	Good	n
A-162	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-163	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Fair	n
A-164	0	0	0	1	0	0	1	Residential, Commercial	(2) 1 story buildings	Good, Good	n
A-165	0	0	0	1	0	0	1	Commercial	(2) 1 story buildings	Good, Good	n
A-166	0	0.5	0	1	0	0	1.5	Commercial (trophy)	(1) 1 story building	Good	n
A-167	0	0.5	1	1	0	0	2.5	Commercial (welding)	(1) 1 story building	Good	n
A-168	0	0	1	1	0	0	2	Industrial	(1) 1 story building	Good	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-169	RPA0420030040B	495 E 1ST ST	0.35	\$36,181	\$82,293	2.27	1954	CC
A-170	RPA0420031025A	110 N HOLMES AVE	0.28	\$32,712	\$6,810	0.21	1980	CC
A-171	RPA0420031029A	505 E 1ST ST	0.21	\$21,855	\$0	0.00	1960	CC
A-172	RPA0420031032A	525 E 1ST ST	0.43	\$43,710	\$15,120	0.35	1987	CC
A-173	RPA0420031038A	555 E 1ST ST	0.36	\$36,425	\$0	0.00	1965	CC
A-174	RPA0420031001A	585 E 1ST ST	0.43	\$65,565	\$27,060	0.41	1984	CC
A-175	RPA0420032018D	605 E 1ST ST	0.50	\$59,631	\$0	0.00	1962	CC
A-176	RPA0420032032A	623 E 1ST ST	0.14	\$14,570	\$0	0.00	1960	CC
A-177	RPA0420032034A	625 E 1ST ST	0.43	\$43,710	\$0	0.00	1966	CC
A-178	RPA0420032040A	685 E 1ST ST	0.27	\$27,683	\$186,857	6.75	1972	CC
A-179	RPA0420032043C	689 E 1ST ST	0.36	\$36,425	\$12,560	0.34	1972	CC
A-180	RPA00008177106	705 E 1ST ST	0.33	\$28,300	\$2,355	0.08	1948	R3A
A-181	RPA0540004017A	118 E 1ST ST	0.44	\$67,925	\$0	0.00	1992	CC
A-182	RPA0540004013A	136 E 1ST ST	0.29	\$43,750	\$113,276	2.59	1959	CC
A-183	RPA0540004011B	150 E 1ST ST	0.14	\$21,875	\$0	0.00	2000	CC
A-184	RPA0540004006B	160 E 1ST ST	0.30	\$45,938	\$143,437	3.12	1938	CC
A-185	RPA0540004004A	184 E 1ST ST	0.20	\$30,625	\$381,942	12.47	1965	CC
A-186	RPA0540004001A	190 E 1ST ST	0.21	\$32,813	\$0	0.00	1977	CC
A-187	RPA0540003023A	200 E 1ST ST	0.14	\$21,875	\$0	0.00	1990	CC
A-188	RPA0540003021A	216 E 1ST ST	0.14	\$21,875	\$0	0.00	1975	CC
A-189	RPA0540003019A	218 E 1ST ST	0.14	\$16,625	\$106,440	6.40	1912	CC
A-190	RPA0540003011B	250 E 1ST ST	0.54	\$82,030	\$215,480	2.63	1955	CC
A-191	RPA0540003009A	260 E 1ST ST	0.18	\$27,342	\$0	0.00	1984	CC
A-192	RPA0540003007A	270 E 1ST ST	0.14	\$16,625	\$79,511	4.78	1921	CC
A-193	RPA0540003004A	280 E 1ST ST	0.21	\$18,223	\$238,280	13.08	1920	CC
A-194	RPA0540003001A	298 E 1ST ST	0.21	\$32,813	\$0	0.00	1978	CC
A-195	RPA0540002017A	320 E 1ST ST	0.57	\$87,500	\$0	0.00	1962	CC
A-196	RPA0540002013A	344 E 1ST ST	0.29	\$0	\$0	1.00	2011	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-169	0	0	1.5	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
A-170	0.5	1	0	1	1	0	3.5	Vacant	(1) 1 story building	Good	y
A-171	0	0.5	1.5	1	0	0	3	Commercial (dental)	(1) 1 story building	Good	n
A-172	0.5	1	0	1	0	0	2.5	Commercial (Cosmo)	(1) 1 story building	Good	n
A-173	0.5	1	0	1	0	0	2.5	Commercial (print)	(1) 1 story building	Good	n
A-174	0.5	0.5	0	1	0	0	2	Commercial (US bank)	(1) 1 story building	Good	n
A-175	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
A-176	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-177	0.5	1	1	1	0	0	3.5	Commercial	(1) 1 story building	Good	n
A-178	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Good	y
A-179	0.5	1	1.5	1	0	0	4	Vacant (parking)	None		y
A-180	0.5	1	0	0	0	0	1.5		House		n
A-181	0.5	1	1.5	1	0	0	4	Commercial	(1) 1 story building	Good	n
A-182	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-183	0	0.5	0	1	0	0	1.5	Parking	None		n
A-184	0	0	0	1	0	0	1	Residential (MF)	(1) 1 story building	Fair	n
A-185	0	0	1.5	1	0	0	2.5	Commercial (printing)	(1) 1 story building	Good	n
A-186	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-187	0	0.5	1	1	0	0	2.5	Commercial	(1) 2 story building	Good	n
A-188	0	0.5	0	1	0	0	1.5	Commercial	(1) 2 story building	Good	n
A-189	0	0	0	1	0	0	1	Commercial	(1) 2 story building	Good	n
A-190	0	0	1	1	0	0	2	Commercial	(1) 1 story building	Fair	n
A-191	0	0.5	0	1	0	0	1.5	Commercial (Tom's)	(1) 1 story building	Fair	n
A-192	0	0	0	1	0	0	1		House		n
A-193	0	0	0	1	0	0	1	Residential (MF)	(1) 2 story building	Fair	n
A-194	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-195	0.5	1	1.5	1	0	0	4	Commercial (muffler)	(1) 1 story building	Good	n
A-196	0.5	1	1	1	0	0	3.5	Commercial	(1) 1 story building	Good	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-197	RPA0540002001A	398 E 1ST ST	0.57	\$87,500	\$0	0.00	1968	CC
A-198	RPA0540001019A	115 S HIGBEE AVE	0.29	\$31,250	\$0	0.00	1971	CC
A-199	RPA0540001014A	424 E 1ST ST	0.36	\$39,063	\$168,956	4.33	1945	CC
A-200	RPA0540001010B	450 E 1ST ST	0.24	\$25,780	\$0	0.00	1969	CC
A-201	RPA0540001007B	468 E 1ST ST	0.24	\$25,780	\$135,656	5.26	1960	CC
A-202	RPA0540001001C	496 E 1ST ST	0.45	\$118,356	\$0	0.00	1985	CC
A-203	RPA0540004025A	191 S BOULEVARD	0.43	\$46,875	\$7,990	0.17	1992	CC
A-204	RPA0540004031A	121 2ND ST	0.14	\$16,625	\$48,080	2.89	1920	CC
A-205	RPA0540004033A	127 2ND ST	0.14	\$16,625	\$4,490	0.27	1980	CC
A-206	RPA0540004035A	145 2ND ST	0.14	\$16,625	\$4,490	0.27	1912	CC
A-207	RPA0540004037A	155 2ND ST	0.14	\$16,625	\$370	0.02	1950	CC
A-208	RPA0540004039A	163 2ND ST	0.09	\$14,602	\$67,260	4.61	1920	CC
A-209	RPA0540004040B	167 2ND ST	0.13	\$16,400	\$78,170	4.77	1916	CC
A-210	RPA0540004042A	177 2ND ST	0.14	\$16,625	\$70,410	4.24	1916	CC
A-211	RPA0540004044A	183 2ND ST	0.17	\$17,700	\$1,370	0.08	1916	CC
A-212	RPA0540004046B		0.19	\$20,313	\$0	0.00	0	CC
A-213	RPA0540003025A	205 2ND ST	0.14	\$16,625	\$1,780	0.11	1990	CC
A-214	RPA0540003027O	209 2ND ST	0.07	\$13,187	\$45,320	3.44	1925	CC
A-215	RPA0540003028A	217 2ND ST	0.14	\$16,625	\$78,039	4.69	1920	CC
A-216	RPA0540003030A	223 2ND ST	0.11	\$15,959	\$77,920	4.88	1949	CC
A-217	RPA0540003031B	231 2ND ST	0.11	\$15,960	\$730	0.05	1920	CC
A-218	RPA0540003033A	241 2ND ST	0.14	\$16,625	\$0	0.00	1920	CC
A-219	RPA0540003035A	243 2ND ST	0.14	\$16,625	\$42,948	2.58	2010	CC
A-220	RPA0540003037A	255 2ND ST	0.11	\$15,959	\$59,960	3.76	1930	CC
A-221	RPA0540003038B	257 2ND ST	0.11	\$15,960	\$50,460	3.16	1920	CC
A-222	RPA0540003040A	283 2ND ST	0.09	\$14,602	\$1,500	0.10	1981	CC
A-223	RPA0540003041B	285 2ND ST	0.20	\$19,108	\$50,796	2.66	1925	CC
A-224	RPA0540003044A	289 2ND ST	0.14	\$16,625	\$980	0.06	1980	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-197	0.5	1	1	1	0	0	3.5	Commercial (Key line)	(1) 1 story building/warehouse	Good	n
A-198	0.5	1	0	1	0	0	2.5	Commercial (Cancun)	(1) 1 story building	Fair	n
A-199	0	0	0	1	0	0	1	Commercial (Union Market)	(1) 1 story building	Fair	n
A-200	0	0.5	1	1	0	0	2.5	Commercial (Los Aliscos)	(1) 1 story building	Fair	n
A-201	0	0	1	1	0	0	2	Commercial (laundry)	(1) 1 story building	Good	n
A-202	0.5	1	1.5	1	0	0	4	Commercial (gas station)	(1) 1 story building	Good	n
A-203	0.5	1	0	1	0	0	2.5	Vacant (lot/parking)	None		y
A-204	0	0	0	1	0	0	1		House		n
A-205	0	0.5	0	1	0	0	1.5		House		n
A-206	0	0.5	0	1	0	0	1.5		House		n
A-207	0	0.5	0	1	0	0	1.5		House		n
A-208	0	0	0	1	0	0	1		House		n
A-209	0	0	0	1	0	0	1		House		n
A-210	0	0	0	1	0	0	1		House		n
A-211	0	0.5	0	1	0	0	1.5		House		n
A-212	0	0.5	0	1	0	0	1.5	Vacant (lot)	None		y
A-213	0	0.5	0	1	0	0	1.5		House		n
A-214	0	0	0	1	0	0	1		House		n
A-215	0	0	0	1	0	0	1		House		n
A-216	0	0	0	1	0	0	1		House		n
A-217	0	0.5	0	1	0	0	1.5		House		n
A-218	0	0.5	0	1	0	0	1.5		House		n
A-219	0	0	0	1	0	0	1		House		n
A-220	0	0	0	1	0	0	1		House		n
A-221	0	0	0	1	0	0	1		House		n
A-222	0	0.5	0	1	0	0	1.5		House		n
A-223	0	0	0	1	0	0	1		House		n
A-224	0	0.5	0	1	0	0	1.5		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-225	RPA0540003046A	170 S EMERSON AVE	0.21	\$18,223	\$181,270	9.95	1964	CC
A-226	RPA0540002025A	165 S EMERSON AVE	0.14	\$16,625	\$85,550	5.15	1977	CC
A-227	RPA0540002027A	313 2ND ST	0.14	\$16,625	\$21,790	1.31	1925	CC
A-228	RPA0540002029A	323 2ND ST	0.14	\$16,625	\$37,606	2.26	1920	CC
A-229	RPA0540002031A	333 2ND ST	0.14	\$16,625	\$6,770	0.41	1998	CC
A-230	RPA0540002033A	335 2ND ST	0.14	\$16,625	\$33,048	1.99	1920	CC
A-231	RPA0540002009B	348 E 1ST ST	1.00	\$0	\$0	1.00	1975	CC
A-232	RPA0540001023A	403 2ND ST	0.14	\$16,625	\$53,340	3.21	1938	CC
A-233	RPA0540001025A	405 2ND ST	0.14	\$16,625	\$70,649	4.25	1920	CC
A-234	RPA0540001027A	425 2ND ST	0.14	\$16,625	\$72,100	4.34	1930	CC
A-235	RPA0540001029A	435 2ND ST	0.29	\$31,250	\$0	0.00	1983	CC
A-236	RPA0540001033A	445 2ND ST	0.10	\$15,959	\$4,150	0.26	1940	CC
A-237	RPA0540001034B	455 2ND ST	0.11	\$15,960	\$4,150	0.26	1940	CC
A-238	RPA0540001036A	465 2ND ST	0.21	\$20,033	\$62,760	3.13	1920	CC
A-239	RPA0540001039A	477 2ND ST	0.14	\$16,625	\$430	0.03	1980	CC
A-240	RPA0540001041B	180 S HOLMES AVE	0.29	\$43,750	\$0	0.00	2011	CC
A-241	RPA8590000002O	155 S HOLMES AVE	2.55	\$42,732	\$38,699	0.91	2003	CC
A-242	RPA8590000004O	125 S HOLMES AVE	0.16	\$23,790	\$21,544	0.91	2003	CC
A-243	RPA8590000002O	155 S HOLMES AVE	0.28	\$42,732	\$38,699	0.91	2003	CC
A-244	RPA8590000001O	560 E 1ST ST	0.49	\$74,379	\$67,361	0.91	2003	CC
A-245	RPA8590000005O	547 E 2ND ST	0.17	\$26,219	\$23,745	0.91	2003	CC
A-246	RPA8590000003O	555 E 2ND ST	0.06	\$21,172	\$87,158	4.12	1957	CC
A-247	RPA84200000J		2.99	\$0	\$0	0.00	0	CC
A-248	RPA1220001001G	502 2ND ST	0.47	\$0	\$0	1.00	0	CC
A-249	RPA1220001001H	295 S HOLMES AVE	0.45	\$68,250	\$0	0.00	1957	CC
A-250	RPA1220001001F	550 2ND ST	2.75	\$299,253	\$278,136	0.93	1950	CC
A-251	RPA8420000000I	620 E 1ST ST	1.12	\$171,056	\$53,210	0.31	2000	CC
A-252	RPA8420000000C	670 E 1ST ST	0.50	\$75,040	\$30,990	0.41	1960	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-225	0	0	0	1	0	0	1	Residential (MF)	3 story building	Fair	n
A-226	0	0	0	1	0	0	1		House		n
A-227	0	0	0	1	0	0	1		House		n
A-228	0	0	0	1	0	0	1		House		n
A-229	0	0.5	0	1	0	0	1.5		House		n
A-230	0	0	0	1	0	0	1		House		n
A-231	1	1	0	1	0	0	3	Institutional (church)	1 story building	Good	n
A-232	0	0	0	1	0	0	1		House		n
A-233	0	0	0	1	0	0	1		House		n
A-234	0	0	0	1	0	0	1		House		n
A-235	0.5	1	0	1	0	0	2.5		House		n
A-236	0	0.5	0	1	0	0	1.5		House		n
A-237	0	0.5	0	1	0	0	1.5		House		n
A-238	0	0	0	1	0	0	1		House		n
A-239	0	0.5	0	1	0	0	1.5		House		n
A-240	0.5	1	0	1	0	0	2.5	Commercial (pharmacy)	(1) 2 story building	Good	n
A-241	0.5	0.5	0	1	0	0	2	Vacant (parking)	None		y
A-242	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-243	0.5	0.5	0	1	0	0	2	Commercial	(1) 1 story building	Good	n
A-244	0.5	0.5	1	1	0	0	3	Commercial (Homesmart)	(1) 1 story building	Good	n
A-245	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-246	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Good	y
A-247	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
A-248	0.5	1	0	1	0	0	2.5	Institutional (church)	(1) 1 story building	Good	n
A-249	0.5	1	0	1	0	0	2.5	Commercial (windshield)	(1) 1 story building	Good	n
A-250	0.5	0.5	0	1	0	0	2	Commercial	(1) 3 story building	Fair	n
A-251	1	1	0	1	0	0	3	Commercial (Ashley)	(1) 1 story building	Good	n
A-252	0.5	1	1	1	0	0	3.5	Commercial (Bowlero)	(1) 1 story building	Good	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-253	RPA842000000K	680 E 1ST ST	1.22	\$188,535	\$170,922	0.91	1966	CC
A-254	RPA00008203248		0.83	\$55,027	\$0	0.00	0	CC
A-255	RPA15210010090	520 3RD ST	0.16	\$24,885	\$0	0.00	1963	R3A
A-256	RPA15210010100	333 S HOLMES AVE	0.19	\$18,106	\$71,585	3.95	1937	R3A
A-257	RPA15210010080	530 3RD ST	0.17	\$17,753	\$7,200	0.41	1983	R3A
A-258	RPA1521001005B	540 3RD ST	0.41	\$61,835	\$0	0.00	1975	R3A
A-259	RPA1521001004B	554 3RD ST	0.14	\$22,026	\$0	0.00	1963	R3A
A-260	RPA1521001003B	560 3RD ST	0.26	\$39,575	\$0	0.00	1950	R3A
A-261	RPA1521001002A	576 3RD ST	0.23	\$35,095	\$154,386	4.40	1950	R3A
A-262	RPA15210010010	300 S FREEMAN AVE	0.17	\$26,271	\$119,258	4.54	1959	R3A
A-263	RPA00008203329	605 4TH ST	1.33	\$0	\$0	1.00	0	CC
A-264	RPA00008203295		0.50	\$0	\$0	1.00	0	CC
A-265	RPA57300010010	260 OLIVE PLAZA	4.37	\$451,025	\$43,609	0.10	1983	CC
A-266	RPA15200010110	355 S HOLMES AVE	0.20	\$19,025	\$430	0.02	1935	R3A
A-267	RPA15200010120	395 S HOLMES AVE	0.14	\$14,912	\$91,160	6.11	1948	R3A
A-268	RPA15200010130	535 4TH ST	0.17	\$17,645	\$1,000	0.06	1955	R3A
A-269	RPA1520001014A	555 4TH ST	0.40	\$0	\$0	1.00	0	R3A
A-270	RPA15200010160	565 4TH ST	0.20	\$19,014	\$1,630	0.09	1955	R3A
A-271	RPA15200010170	575 4TH ST	0.20	\$19,040	\$92,330	4.85	1955	R3A
A-272	RPA1520001018C	360 S FREEMAN AVE	0.40	\$61,135	\$1,960	0.03	1968	R3A
A-273	RPA00008203338	JOHN ADAMS PKY	0.16	\$15,659	\$9,390	0.60	2006	R3A
A-274	RPA00008203432	JOHN ADAMS PKY	0.08	\$13,024	\$2,800	0.21	2006	R3A
A-275	RPA00008203460	425 S HOLMES AVE	0.39	\$30,710	\$0	0.00	1985	R3A
A-276	RPA00008203460	425 S HOLMES AVE	0.06	\$30,710	\$0	0.00	1985	R3A
A-277	RPA00008203464	540 4TH ST	0.60	\$74,052	\$168,210	2.27	1955	R3A
A-278	RPA00008203474		0.70	\$0	\$0	1.00	0	R3A
A-279	RPA00008203474		0.61	\$0	\$0	1.00	0	LC
A-280	RPA00008203485	665 JOHN ADAMS PKY	0.58	\$0	\$0	1.00	1965	LC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-253	0.5	0.5	0	1	0	0	2	Commercial (Planet Doom)	(1) 1 story building	Fair	n
A-254	0.5	1	0	1	0	0	2.5	Commercial/Industrial	(1) 1 story warehouse	Fair	n
A-255	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
A-256	0	0	0	0	0	0	0		House		n
A-257	0	0.5	0	0	0	0	0.5		House		n
A-258	0.5	1	0	1	0	0	2.5		House		n
A-259	0	0.5	0	1	0	0	1.5		House		n
A-260	0.5	1	0	1	0	0	2.5		House		n
A-261	0	0	0	1	0	0	1		House		n
A-262	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-263	1	1	0	1	0	0	3	Institutional (post office)	(1) 1 story building	Fair	n
A-264	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
A-265	1	1	0	1	1	0	4	Vacant	(1) 1 story building	Poor	y
A-266	0	0.5	0	0	0	0	0.5		House		n
A-267	0	0	0	0	0	0	0	Residential (MF)	(1) 2 story building	Good	n
A-268	0	0.5	0	0	0	0	0.5		House		n
A-269	0.5	1	0	0	0	0	1.5	Residential (MF)	(1) 1 story building	Good	n
A-270	0	0.5	0	0	0	0	0.5		House		n
A-271	0	0	0	0	0	0	0		House		n
A-272	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Fair	n
A-273	0	0.5	0	0	0	0	0.5	Residential	(1) 1 story building	Good	n
A-274	0	0.5	0	0	0	0	0.5	Residential	(1) 1 story building	Good	n
A-275	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
A-276	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
A-277	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
A-278	0.5	1	0	1	0	0	2.5	Commercial (Boy Scouts)	(1) 1 story building	Good	n
A-279	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
A-280	0.5	1	0	1	0	0	2.5	Institutional (church)	(1) 1 story building	Good	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
A-281	RPA1221005002H	695 JOHN ADAMS PKY	0.14	\$15,106	\$5,150	0.34	2006	R3A
A-282	RPA1221005002I	685 JOHN ADAMS PKY	0.19	\$16,975	\$5,760	0.34	2006	R3A
A-283	RPA00008203474		0.57	\$0	\$0	1.00	0	P
B-001	RPA1560001002A		0.56	\$0	\$0	1.00	0	I&M
B-002	RPA1560001002C		0.39	\$70,588	\$0	0.00	0	HC
B-003			0.06	\$0	\$0	1.00	0	HC
B-004			0.13	\$0	\$0	1.00	0	HC
B-005	RPA00008173028	530 E ANDERSON ST	0.66	\$0	\$0	1.00	1982	HC
B-006	RPA5020001002O	1415 NORTHGATE MILE	11.56	\$1,526,604	\$0	0.00	1964	HC
B-007	RPA5020001001A	1555 NORTHGATE MILE	9.77	\$1,249,692	\$312,430	0.25	1997	HC
B-008	RPA5020001001C		1.63	\$248,424	\$63,430	0.26	1975	HC
B-009	RPA5021001003O	1575 NORTHGATE MILE	0.75	\$261,008	\$747,077	2.86	1998	HC
B-010	RPA00008172435	1625 NORTHGATE MILE	1.21	\$348,480	\$32,400	0.09	1964	HC
B-011	RPA1560004036B	1425 N HOLMES AVE	3.93	\$585,638	\$0	0.00	1999	HC and I&M
B-012	RPA1560004001A	1515 N HOLMES AVE	0.47	\$92,610	\$0	0.00	0	HC
B-013	RPA00008173405	1430 N HOLMES AVE	0.79	\$102,453	\$22,320	0.22	2013	HC
B-014	RPA00008173402	1405 NORTHGATE MILE	1.23	\$161,520	\$2,340	0.01	1960	HC
B-015	RPA00008173391	1455 NORTHGATE MILE	0.44	\$156,816	\$553,836	3.53	1970	HC
B-016	RPA00008173329	1471 NORTHGATE MILE	0.27	\$94,088	\$8,860	0.09	1986	HC
B-017	RPA00008173376		0.15	\$20,256	\$1,750	0.09	1986	HC
B-018	RPA1560008019A		0.76	\$0	\$0	1.00	0	I&M
B-019	RPA1560008001B	1363 N HOLMES AVE	2.68	\$409,241	\$0	0.00	1969	HC and I&M
B-020	RPA00008173499	1400 N HOLMES AVE	1.96	\$256,133	\$0	0.00	1999	HC
B-021	RPA00008173465	1395 NORTHGATE MILE	0.35	\$45,738	\$7,920	0.17	1972	HC
B-022	RPA00008173492	1385 NORTHGATE MILE	0.45	\$57,498	\$13,980	0.24	1966	HC
B-023	RPA00008173516	1353 NORTHGATE MILE	0.96	\$95,069	\$470,240	4.95	1950	HC
B-024	RPA00008173618	1333 NORTHGATE MILE	0.77	\$268,328	\$401,034	1.49	1983	HC
B-025	RPA1560010000B	N HIGBEE AVE	0.61	\$35,230	\$1,921	0.05	1920	I&M

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
A-281	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building	Good	n
A-282	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building	Good	n
A-283	0.5	1	0	0	0	0	1.5	Vacant	None		y
B-001	0.5	1	0	1	0	0	2.5	Commercial (Furniture store)	(1) 2 story building	Good	n
B-002	0.5	1	0	1	0	0	2.5	Vacant (Parking)	None		y
B-003	0	1	0	1	0	0	2	Vacant (Parking)	None		y
B-004	0	1	0	1	0	0	2	Vacant (Parking)	None		y
B-005	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
B-006	1	1	0	1	0	0	3	Commercial (strip mall)	(2) 1 story building	Good	n
B-007	1	1	1	1	0	0	4	Commercial (Fred Meyer)	(1) 1 story building	Good	n
B-008	1	1	0	1	0	0	3	Vacant (parking)	None		y
B-009	0	0	0	1	0	0	1	Commercial (gas station)	(1) 1 story building	Good	n
B-010	1	1	0	1	0	0	3	Commercial (Key Bank)	(1) 1 story building	Good	n
B-011	1	1	1	1	0	0	4	Commercial	(2) 2 story building	Good	n
B-012	0.5	1	1	1	0	0	3.5	Commercial	See 011, None		n
B-013	0.5	1	0	1	0	0	2.5	Commercial	(1) 2 story building	Good	n
B-014	1	1	0	1	0	0	3	Commercial	(1) 1 story building	Good	n
B-015	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
B-016	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Fair	n
B-017	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-018	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
B-019	1	1	1	1	0	0	4	Commercial (new auto dealer)	(2) 1 story building	Good	n
B-020	1	1	0	1	0	0	3	Commercial	(1) 1 story building	Good	n
B-021	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
B-022	0.5	1	1	1	0	0	3.5	Commercial	(1) 1 story building	Fair	n
B-023	0	0	0	1	0	0	1	Commercial	(1) 2 story building	Fair	n
B-024	0	0	0	1	0	0	1	Commercial	(1) story building	Good	n
B-025	0.5	1	1	1	0	0	3.5	Industrial	(1) 1 story building	Poor	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-026	RPA1560009022A		0.30	\$46,550	\$0	0.00	0	I&M
B-027	RPA1560009001A	1255 N HOLMES AVE	3.13	\$488,775	\$852,286	1.74	1962	HC and I&M
B-028	RPA5740001001O	1115 NORTHGATE MILE	0.59	\$205,256	\$0	0.00	2012	HC
B-029	RPA00008173719		0.06	\$20,208	\$0	0.00	0	HC
B-030	RPA1560010041A	1175 N HIGBEE AVE	2.14	\$118,510	\$8,800	0.07	1980	I&M
B-031	RPA1560012016B		0.54	\$82,031	\$18,990	0.23	1970	I&M
B-032	RPA1560012013A		0.25	\$38,281	\$7,550	0.20	1958	I&M
B-033	RPA1560012011B	450 KEEFER ST	0.12	\$29,881	\$159,870	5.35	1958	I&M
B-034	RPA1560012008A	460 KEEFER ST	0.23	\$35,831	\$0	0.00	1961	HC and I&M
B-035	RPA1560012007O		0.07	\$10,938	\$0	0.00	0	HC
B-036	RPA1560012002A	1199 NORTHGATE MILE	0.18	\$27,563	\$11,340	0.41	2003	HC
B-037	RPA1560012002C	1091 NORTHGATE MILE	3.90	\$595,662	\$19,697	0.03	1980	HC and I&M
B-038	RPA1560014015B	301 POULSON ST	0.56	\$34,769	\$144,021	4.14	1910	I&M
B-039	RPA1560014013C		0.28	\$15,767	\$0	0.00	0	I&M
B-040	RPA1560014001A	980 N HIGBEE AVE	2.07	\$122,006	\$90,536	0.74	1952	I&M
B-041	RPA1560013002A	1020 NORTHGATE MILE	0.81	\$123,172	\$8,570	0.07	2014	CC
B-042	RPA1560015014C	301 E ELVA ST	1.80	\$107,604	\$626,503	5.82	1958	I&M
B-043	RPA1560015012A		0.14	\$16,875	\$0	0.00	0	I&M
B-044	RPA1560015007A	370 POULSON ST	0.36	\$21,094	\$113,706	5.39	1989	I&M
B-045	RPA1560015038A		0.36	\$21,094	\$0	0.00	0	I&M
B-046	RPA1560015043B	335 E ELVA ST	0.29	\$33,125	\$124,362	3.75	1960	HC
B-047	RPA1560015001A	385 E ELVA ST	0.28	\$32,898	\$149,105	4.53	1982	I&M
B-048	RPA1560015047A	385 E ELVA ST	0.14	\$16,563	\$8,440	0.51	1999	HC
B-049	RPA1560016017A	955 NORTHGATE MILE	0.32	\$50,435	\$0	0.00	1952	HC
B-050	RPA1560016024A	921 NORTHGATE MILE	0.05	\$6,328	\$119,955	18.96	1961	HC
B-051	RPA1560016002A	960 NORTHGATE MILE	0.98	\$148,610	\$505,663	3.40	1966	CC
B-052	RPA1560016031A	930 NORTHGATE MILE	0.51	\$77,851	\$14,120	0.18	1972	CC
B-053	RPA1560016036A	475 E ELVA ST	0.38	\$54,688	\$0	0.00	1975	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-026	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
B-027	0	0	1	1	0	0	2	Commercial (tire and motorsports)	(1) 1 story building	Good	n
B-028	0.5	1	2	1	0	0	4.5	Commercial	(1) 1 story building	Good	n
B-029	0	0.5	0	1	0	0	1.5	Vacant (sign)	None		y
B-030	1	1	1	1	0	0	4	Industrial	(2) 1 story building	Good	n
B-031	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
B-032	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
B-033	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Fair	y
B-034	0	0.5	0	1	0	0	1.5	Commercial (Wright roof)	(1) 1 story building	Fair	n
B-035	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Fair	n
B-036	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-037	1	1	1.5	1	0	0	4.5	No Structures (U-Haul storage, parking)	None		n
B-038	0	0	0	1	0	0	1	Commercial (antique mall)	(1) 2 story building	Fair	n
B-039	0.5	1	0	1	0	0	2.5	Industrial	(1) 1 story building		n
B-040	0.5	0.5	1	1	1	0	4	Vacant (industrial)	None	Fair	y
B-041	0.5	1	1.5	1	0	0	4	Commercial (car wash)	(1) 1 story building	Good	n
B-042	0	0	1	1	0	0	2	Industrial (Ray Core)	(1) 1 story building	Good	n
B-043	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-044	0	0	0	1	0	0	1	Commercial	(3) 1 story buildings	Good	n
B-045	0.5	1	0	1	0	0	2.5	Vacant (parking)	None		y
B-046	0	0	0	1	0	0	1	Commercial (Northgate Transmission)	(1) 1 story building	Fair	n
B-047	0	0	1	1	0	0	2	Commercial (Valley tow office)	(1) 1 story building	Good	n
B-048	0	0.5	0	1	0	0	1.5	Vacant (Valley tow yard)	None		y
B-049	0.5	1	1.5	1	0	0	4	Commercial (gas station)	(1) 1 story building	Good	n
B-050	0	0	0	1	0	0	1	Commercial (bar)	(1) 2 story building	Fair	n
B-051	0	0	1.5	1	0	0	2.5	Commercial (Rocky Mtn)	(1) 1 story building	Good	n
B-052	0.5	1	1	1	0	0	3.5	No structures (car dealer parking)	None		n
B-053	0.5	1	0	1	0	0	2.5	Commercial (Tom's Restaurant)	(1) 1 story building	Fair	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-054	RPA1560016041A	925 N HOLMES AVE	0.38	\$54,688	\$79,190	1.45	1970	CC
B-055	RPA0420004001A		0.77	\$91,383	\$0	0.00	1940	I&M
B-056	RPA0420003017B	898 NORTHGATE MILE	0.41	\$53,934	\$0	0.00	1983	CC
B-057	RPA0420003012A	444 E ELVA ST	0.36	\$36,425	\$0	0.00	1958	CC
B-058	RPA0420003001B	448 E ELVA ST	0.78	\$90,365	\$25,943	0.29	1950	CC
B-059	RPA0420004015B	701 NORTHGATE MILE	3.13	\$180,907	\$18,360	0.10	1948	I&M
B-060	RPA0420004000B	840 NORTHGATE MILE	0.17	\$33,777	\$191,311	5.66	1920	CC
B-061	RPA0420003023A	810 N HIGBEE AVE	0.43	\$55,800	\$8,144	0.15	1976	CC
B-062	RPA0420003029A	445 WHITTIER ST	0.43	\$28,830	\$0	0.00	1966	CC
B-063	RPA0420003035A	465 WHITTIER ST	0.28	\$19,220	\$118,226	6.15	1930	CC
B-064	RPA0420003039A	487 WHITTIER ST	0.21	\$14,415	\$165,454	11.48	1950	CC
B-065	RPA0420003042A	495 WHITTIER ST	0.21	\$19,925	\$104,373	5.24	1951	CC
B-066	RPA0420005001C	700 NORTHGATE MILE	1.49	\$178,284	\$0	0.00	1990	CC
B-067	RPA0420006018A	420 WHITTIER ST	0.36	\$7,856	\$82,725	10.53	1959	CC
B-068	RPA0420006015A	424 WHITTIER ST	0.21	\$14,415	\$54,597	3.79	1973	CC
B-069	RPA0420006012A	440 WHITTIER ST	0.21	\$14,415	\$0	0.00	1956	CC
B-070	RPA0420006009B	450 WHITTIER ST	0.17	\$11,724	\$0	0.00	1964	CC
B-071	RPA0420006001A	470 WHITTIER ST	0.61	\$41,131	\$101,080	2.46	1968	CC
B-072	RPA0420006023B	425 COLLEGE ST	0.57	\$38,440	\$244,411	6.36	1945	CC
B-073	RPA0420006031A	409 COLLEGE ST	0.14	\$16,566	\$36,466	2.20	1950	CC
B-074	RPA0420006033A	447 COLLEGE ST	0.14	\$14,570	\$0	0.00	0	CC
B-075	RPA0420006035A		0.14	\$14,570	\$0	0.00	0	CC
B-076	RPA0420006037A	471 COLLEGE ST	0.28	\$29,140	\$0	0.00	1961	CC
B-077	RPA0420006041A	705 N HOLMES AVE	0.28	\$32,860	\$9,720	0.30	1970	CC
B-078	RPA0420012021A	675 NORTHGATE MILE	0.19	\$19,575	\$268,045	13.69	1960	I&M
B-079	RPA0420012017A	660 NORTHGATE MILE	0.10	\$12,126	\$133,003	10.97	1960	CC
B-080	RPA0420012001D	370 COLLEGE ST	1.13	\$78,520	\$517,872	6.60	1961	CC
B-081	RPA0420011021A	400 COLLEGE ST	0.14	\$9,610	\$8,370	0.87	1998	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-054	0	0	0	1	0	0	1	Commercial (Gangplank)	(1) 1 story building	Fair	n
B-055	0.5	1	1.5	1	0	0	4	Commercial (High Desert Auto/Fast Signs)	(2) 1 story building	Good	n
B-056	0.5	1	1	1	0	0	3.5	Commercial (Enterprise)	(1) 1 story building	Good	n
B-057	0.5	1	1	1	0	0	3.5	Commercial (Thrift)	(1) story building	Good	n
B-058	0.5	1	0	1	0	0	2.5	Commercial (JJs)	(1) story building	Fair	n
B-059	1	1	1.5	1	0	0	4.5		Stockyards	Poor	y
B-060	0	0	1	1	0	0	2	Commercial	(1) 1 story building	Good	n
B-061	0.5	1	0	1	0	0	2.5	Vacant (parking)			y
B-062	0.5	1	0	1	0	0	2.5	Commercial (auto repair)	(2) 1 story building	Good	n
B-063	0	0	0	1	1	0	2	Vacant	(1) 2 story building	Good	y
B-064	0	0	0	1	1	0	2	Vacant	(1) 2 story building	Good	y
B-065	0	0	0	1	1	0	2	Vacant	(1) 2 story building	Good	y
B-066	1	1	1.5	1	0	0	4.5	Commercial (used car)	(1) 2 story building	Good	n
B-067	0	0	0	1	0	0	1	Commercial	(1) 2 story building	Good	n
B-068	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
B-069	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
B-070	0	0.5	1	1	0	0	2.5	Commercial (restaurant)	(1) story building	Good	n
B-071	0.5	0	0	1	0	0	1.5	Residential (MF)	(2) 2 story building	Fair	n
B-072	0	0	0	1	0	0	1	Commercial (garage)	(1) 1 story building	Good	n
B-073	0	0	0	1	0	0	1	Vacant (parking)	None		y
B-074	0	0.5	0	1	0	0	1.5		House		n
B-075	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-076	0.5	1	1	1	0	0	3.5	Commercial (auto repair)	(1) 1 story building	Good	n
B-077	0.5	1	0	1	0	0	2.5	Commercial (used cars)	(1) 1 story building	Good	n
B-078	0	0	1.5	1	1	0	3.5	Vacant	(1) 1 story building	Poor	y
B-079	0	0	0	1	0	0	1	Commercial (jewelry)	(1) 1 story building	Poor	n
B-080	0	0	1	1	0	0	2	Commercial (antiques)	(1) 1 story building	Fair	n
B-081	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-082	RPA0420011017A	420 COLLEGE ST	0.28	\$19,220	\$111,110	5.78	1965	CC
B-083	RPA0420011015A		0.14	\$9,610	\$0	0.00	0	CC
B-084	RPA0420011013A	450 COLLEGE ST	0.14	\$9,610	\$41,437	4.31	1965	CC
B-085	RPA0420011012O	456 COLLEGE ST	0.07	\$4,805	\$79,906	16.63	2000	CC
B-086	RPA0420011010B	460 COLLEGE ST	0.14	\$9,610	\$92,695	9.65	1996	CC
B-087	RPA0420011008A	464 COLLEGE ST	0.14	\$16,566	\$58,620	3.54	1935	CC
B-088	RPA0420011001A		0.50	\$33,635	\$19,780	0.59	1965	CC
B-089	RPA0620001044B		2.36	\$103,672	\$0	0.00	0	I&M
B-090	RPA0420012000A	620 NORTHGATE MILE	0.07	\$9,282	\$19,152	2.06	1942	CC
B-091	RPA0420012025B	355 MAY ST	0.89	\$102,929	\$60,120	0.58	2008	CC
B-092	RPA0420012041A	369 MAY ST	0.14	\$9,610	\$78,964	8.22	1972	CC
B-093	RPA0420012043A	375 MAY ST	0.14	\$9,610	\$34,405	3.58	1972	CC
B-094	RPA0420012045A	385 MAY ST	0.14	\$9,610	\$97,808	10.18	1972	CC
B-095	RPA0420012047A	395 MAY ST	0.14	\$9,610	\$0	0.00	1964	CC
B-096	RPA0420011023A	644 N HIGBEE AVE	0.12	\$13,500	\$1,040	0.08	1994	CC
B-097	RPA0420011023C	401 MAY ST	0.23	\$15,655	\$124,398	7.95	1967	CC
B-098	RPA0420011028A	433 MAY ST	0.28	\$0	\$0	1.00	0	CC
B-099	RPA0420011032B	445 MAY ST	0.28	\$19,220	\$3,380	0.18	1972	CC
B-100	RPA0420011036A	461 MAY ST	0.21	\$21,855	\$152,286	6.97	1960	CC
B-101	RPA0420011039B	645 N HOLMES AVE	0.43	\$49,290	\$90,928	1.84	1971	CC
B-102	RPA0620008017B		0.42	\$45,933	\$0	0.00	0	CC
B-103	RPA0620008016B		0.08	\$5,631	\$0	0.00	0	CC
B-104	RPA0620008014A	240 MAY ST	0.14	\$9,610	\$2,670	0.28	1965	CC
B-105	RPA0620008004B	555 NORTHGATE MILE	0.60	\$78,492	\$0	0.00	1970	CC
B-106	RPA0420013017A	560 NORTHGATE MILE	0.57	\$65,720	\$0	0.00	1964	CC
B-107	RPA0420013008A		0.64	\$43,245	\$10,260	0.24	1968	CC
B-108	RPA0420013006B		0.14	\$9,610	\$4,860	0.51	1968	CC
B-109	RPA0420013004A	380 MAY ST	0.14	\$9,610	\$0	0.00	1992	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-082	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Good	y
B-083	0	0.5	0	1	0	0	1.5	Vacant (Parking)	None		y
B-084	0	0	0	1	0	0	1	Commercial (auto glass)	(1) 1 story building	Good	n
B-085	0	0	0	1	0	0	1	Commercial	(1) 1 story building/warehouse	Good	n
B-086	0	0	1	1	0	0	2	Commercial	(1) 1 story building/warehouse	Good	n
B-087	0	0	0	1	0	0	1		House		n
B-088	0.5	0.5	0	1	0	0	2	Residential (mobile home park)	(8) Mobile Homes	Fair	n
B-089	1	1	0	1	0	0	3	Vacant	None, Stockyard Adj.		y
B-090	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Poor	n
B-091	0.5	0.5	1.5	1	0	0	3.5	Vacant (parking)	None		y
B-092	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
B-093	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
B-094	0	0	0	1	1	0	2	Vacant (piano)	(1) 1 story building	Poor	y
B-095	0	0.5	0	1	1	0	2.5	Vacant (piano)	(1) 1 story building - same building w/ B-095	Poor	y
B-096	0	0.5	0	1	0	0	1.5	Commercial (Beauty ink)	(1) 1 story building	Good	n
B-097	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Fair	y
B-098	0.5	1	0	1	0	0	2.5	Commercial (Culligan)	(1) 1 story building	Good	n
B-099	0.5	1	0	1	0	0	2.5	Commercial (auto repair)	(1) 1 story building	Good	n
B-100	0	0	0	1	0	0	1	Commercial (comp repair)	(1) 1 story building	Good	n
B-101	0	0	0	1	0	0	1	Commercial (Tom's)	(1) 1 story building	Poor	n
B-102	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
B-103	0	0.5	0	1	0	0	1.5	Industrial (Idaho steel)	(1) 1 story building	Good	n
B-104	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-105	0.5	1	1	1	0	0	3.5	Commercial	(1) 1 story building	Poor	n
B-106	0.5	1	0	1	0	0	2.5	Commercial (Scotty's)	(1) story building	Fair	n
B-107	0.5	1	1.5	1	0	0	4	Commercial	(1) story building	Good	n
B-108	0	0.5	0	1	0	0	1.5	Commercial (auto repair)	(1) story building	Fair	n
B-109	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-110	RPA0420013001A	595 N HIGBEE AVE	0.21	\$19,925	\$0	0.00	0	CC
B-111	RPA0420014019A	410 MAY ST	0.28	\$19,220	\$220,856	11.49	1973	CC
B-112	RPA0420014016A	422 MAY ST	0.21	\$19,925	\$1,160	0.06	1930	CC
B-113	RPA0420014013A	430 MAY ST	0.21	\$16,566	\$2,630	0.16	1926	CC
B-114	RPA0420014011A	460 MAY ST	0.14	\$9,610	\$55,009	5.72	1959	CC
B-115	RPA0420014008A		0.21	\$19,925	\$0	0.00	0	CC
B-116	RPA0420014004A	490 MAY ST	0.28	\$24,775	\$72,870	2.94	1933	CC
B-117	RPA0420014001A	509 N HOLMES AVE	0.21	\$19,925	\$740	0.04	2010	CC
B-118	RPA0620008024A		0.32	\$21,700	\$0	0.00	0	CC
B-119	RPA0620008028B	501 NORTHGATE MILE	0.53	\$69,126	\$0	0.00	1979	CC
B-120	RPA0620008033B	535 NORTHGATE MILE	0.22	\$28,692	\$0	0.00	1970	CC
B-121	RPA0620008001C	500 NORTHGATE MILE	0.35	\$55,479	\$14,980	0.27	1977	CC
B-122	RPA0420013025A	540 N EMERSON AVE	0.18	\$12,013	\$10,270	0.85	2000	CC
B-123	RPA0420013025B	510 N EMERSON AVE	0.25	\$16,818	\$14,650	0.87	2000	CC
B-124	RPA0420013031A	325 GARFIELD ST	0.14	\$9,610	\$3,950	0.41	1945	CC
B-125	RPA0420013033A	335 GARFIELD ST	0.14	\$9,610	\$0	0.00	1956	CC
B-126	RPA0420013035B	341 GARFIELD ST	0.21	\$14,415	\$5,180	0.36	1982	CC
B-127	RPA0420013038O		0.07	\$4,805	\$0	0.00	0	CC
B-128	RPA0420013039A	359 GARFIELD ST	0.14	\$9,610	\$0	0.00	1979	CC
B-129	RPA0420013041A	369 GARFIELD ST	0.14	\$16,566	\$63,212	3.82	1948	CC
B-130	RPA0420013043A	389 GARFIELD ST	0.21	\$14,415	\$0	0.00	1952	CC
B-131	RPA0420013046O		0.07	\$4,805	\$2,530	0.53	1980	CC
B-132	RPA0420013047A	395 GARFIELD ST	0.14	\$6,200	\$3,070	0.50	1980	CC
B-133	RPA0420014023A	520 N HIGBEE AVE	0.21	\$14,415	\$131,020	9.09	1978	CC
B-134	RPA0420014026O	415 GARFIELD ST	0.07	\$4,805	\$0	0.00	0	CC
B-135	RPA0420014027A	425 GARFIELD ST	0.21	\$14,415	\$0	0.00	1979	CC
B-136	RPA0420014030B	441 GARFIELD ST	0.28	\$24,775	\$1,560	0.06	1940	CC
B-137	RPA0420014034A	453 GARFIELD ST	0.21	\$19,925	\$830	0.04	2010	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-110	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-111	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Fair	y
B-112	0	0.5	0	1	0	0	1.5		House		n
B-113	0	0.5	0	1	0	0	1.5		House		n
B-114	0	0	0	1	0	0	1		House		n
B-115	0	0.5	0	1	0	0	1.5	Residential (mobile home park)	(3) mobile homes	Fair-Poor	n
B-116	0	0	0	1	0	0	1		House		n
B-117	0	0.5	0	1	0	0	1.5		House		n
B-118	0.5	1	0	1	0	0	2.5	Vacant (steel storage)	None		y
B-119	0.5	1	1.5	1	0	0	4	Industrial (Idaho Foundry & Machine)	(1) 1 story building	Fair	n
B-120	0	0.5	1	1	1	0	3.5	Vacant	(1) 1 story building	Fair	y
B-121	0.5	1	1.5	1	0	0	4	No structures (car dealer lot)	None		n
B-122	0	0.5	0	1	0	0	1.5	Commercial (car lot/showroom)	(1) 1 story building	Good	n
B-123	0	0.5	0	1	0	0	1.5	No structures (car dealer lot)	None		n
B-124	0	0.5	0	1	0	0	1.5	Industrial	(1) 1 story building	Fair	n
B-125	0	0.5	0	1	0	0	1.5	Industrial (sheet metal)	(1) 1 story building	Fair	n
B-126	0	0.5	0	1	0	0	1.5	Commercial (photo)	(1) 1 story building	Good	n
B-127	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-128	0	0.5	0	1	0	0	1.5	Commercial (landscape)	(1) 1 story building	Fair	n
B-129	0	0	0	1	0	0	1		House		n
B-130	0	0.5	1	1	0	0	2.5	Commercial	(1) 1 story building	Fair	n
B-131	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-132	0	0.5	0	1	1	0	2.5	Vacant	(1) 1 story building	Poor	y
B-133	0	0	0	1	0	0	1	Commercial (frames)	(1) 1 story building	Fair	n
B-134	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
B-135	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building - same building w/ B-134	Good	n
B-136	0.5	1	0	1	0	0	2.5		House		n
B-137	0	0.5	0	1	0	0	1.5		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-138	RPA0420014037A	475 GARFIELD ST	0.14	\$9,610	\$83,708	8.71	1998	CC
B-139	RPA0420014039A	483 GARFIELD ST	0.28	\$24,775	\$20,188	0.81	1944	CC
B-140	RPA0420014043A	503 N HOLMES AVE	0.14	\$16,566	\$34,757	2.10	1939	CC
B-141	RPA0620010001A	425 N LEE AVE	0.86	\$58,316	\$259,792	4.45	1944	CC
B-142	RPA0620009013B	475 NORTHGATE MILE	0.35	\$45,849	\$11,073	0.24	2015	CC
B-143	RPA0620009015A	455 NORTHGATE MILE	0.29	\$27,900	\$55,634	1.99	1940	CC
B-144	RPA0620009005A	460 NORTHGATE MILE	0.27	\$35,322	\$283,442	8.02	1940	CC
B-145	RPA0620009001B	490 NORTHGATE MILE	0.45	\$59,265	\$1,960	0.03	1953	CC
B-146	RPA0420020015B	310 GARFIELD ST	0.71	\$48,050	\$69,950	1.46	2005	CC
B-147	RPA0420020009A	348 GARFIELD ST	0.21	\$14,415	\$0	0.00	1999	CC
B-148	RPA0420020007A	368 GARFIELD ST	0.14	\$16,566	\$40,540	2.45	1930	CC
B-149	RPA0420020005A	378 GARFIELD ST	0.14	\$16,566	\$1,290	0.08	1944	CC
B-150	RPA0420020001E	396 GARFIELD ST	0.04	\$9,014	\$10,370	1.15	1970	CC
B-151	RPA0420020001G	485 N HIGBEE AVE	0.13	\$16,399	\$41,320	2.52	1940	CC
B-152	RPA0420020001C	493 N HIGBEE AVE	0.11	\$16,208	\$98,070	6.05	1933	CC
B-153	RPA0420019021B	400 GARFIELD ST	0.13	\$16,396	\$58,480	3.57	1925	CC
B-154	RPA0420019019B	410 GARFIELD ST	0.12	\$16,361	\$380	0.02	1925	CC
B-155	RPA0420019017B	420 GARFIELD ST	0.12	\$16,361	\$380	0.02	1925	CC
B-156	RPA0420019016A	430 GARFIELD ST	0.12	\$16,361	\$690	0.04	1925	CC
B-157	RPA0420019010A	450 GARFIELD ST	0.43	\$28,830	\$11,580	0.40	2002	CC
B-158	RPA0420019008A	480 GARFIELD ST	0.14	\$16,566	\$36,480	2.20	1930	CC
B-159	RPA0420019006B	484 GARFIELD ST	0.11	\$15,923	\$68,826	4.32	1940	CC
B-160	RPA0420019004B	486 GARFIELD ST	0.13	\$16,359	\$1,010	0.06	1946	CC
B-161	RPA0420019001A	490 GARFIELD ST	0.26	\$29,574	\$136,737	4.62	1965	CC
B-162	RPA0620009024B	401 NORTHGATE MILE	0.37	\$48,483	\$66,125	1.36	1940	CC
B-163	RPA0620009032B	410 NORTHGATE MILE	0.16	\$17,436	\$0	0.00	1950	CC
B-164	RPA0620009036A	430 NORTHGATE MILE	0.41	\$53,940	\$0	0.00	1965	CC
B-165	RPA0620009041B	267 CLEVELAND ST	0.20	\$13,454	\$13,430	1.00	2012	CC

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-138	0	0	0	1	0	0	1	Commercial	(1) 2 story building	Good	n
B-139	0.5	0.5	0	1	0	0	2		House		n
B-140	0	0	0	1	0	0	1		House		n
B-141	0	0	0	1	0	0	1	Commercial (auto repair)	(1) 1 story building	Fair	n
B-142	0.5	1	1	1	0	0	3.5	Commercial (strip mall)	(1) 1 story building	Poor	n
B-143	0	0	1	1	1	0	3	Vacant	(1) 1 story building	Fair	y
B-144	0	0	1	1	0	0	2	Commercial (event)	(1) 1 story building	Good	n
B-145	0.5	1	1.5	1	0	0	4	Commercial (auto repair)	(1) 1 story building	Fair	n
B-146	0	0	0	1	0	0	1	Commercial (car lot)	(1) 1 story building	Fair	n
B-147	0	0.5	0	1	0	0	1.5	Commercial (ATS)	(2) 1 story building	Good	n
B-148	0	0	0	1	0	0	1		House		n
B-149	0	0.5	0	1	0	0	1.5	Residential	(1) 1 story building	Poor	n
B-150	0	0	0	1	1	0	2	Vacant (auto)	(1) 1 story building	Fair	y
B-151	0	0	0	1	0	0	1		House		n
B-152	0	0	0	1	0	0	1		House		n
B-153	0	0	0	1	0	0	1		House		n
B-154	0	0.5	0	1	0	0	1.5		House		n
B-155	0	0.5	0	1	0	0	1.5		House		n
B-156	0	0.5	0	1	0	0	1.5		House		n
B-157	0.5	1	1	1	0	0	3.5	Commercial	(2) 1 story building	Good	n
B-158	0	0	0	1	0	0	1		House		n
B-159	0	0	0	1	0	0	1		House		n
B-160	0	0.5	0	1	0	0	1.5		House		n
B-161	0	0	0	1	0	0	1	Commercial (daycare)	(1) 2 story building	Good	n
B-162	0	0	1.5	1	0	0	2.5	Commercial (moto repair)	(1) 1 story building	Fair	n
B-163	0	0.5	1	1	0	0	2.5	Commercial (muffler)	(1) 1 story building	Fair	n
B-164	0.5	1	1	1	0	0	3.5	Commercial	(1) 1 story building	Good	n
B-165	0	0.5	0	1	0	0	1.5	Vacant (parking lot)	None		y

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-166	RPA0620009044B	409 EMERSON AVE	0.24	\$16,337	\$109,981	6.73	2008	CC
B-167	RPA0420020012C		0.29	\$34,019	\$25,680	0.75	1990	CC
B-168	RPA0420020029A	315 CLEVELAND ST	0.14	\$16,338	\$280	0.02	1920	CC
B-169	RPA0420020031A	325 CLEVELAND ST	0.14	\$16,566	\$46,926	2.83	1920	CC
B-170	RPA0420020033A	335 CLEVELAND ST	0.21	\$19,925	\$65,126	3.27	1945	CC
B-171	RPA0420020036A	349 CLEVELAND ST	0.14	\$16,566	\$1,000	0.06	1945	CC
B-172	RPA0420020038A	357 CLEVELAND ST	0.21	\$19,925	\$56,590	2.84	1945	CC
B-173	RPA0420020041A	383 CLEVELAND ST	0.18	\$17,825	\$2,500	0.14	1972	CC
B-174	RPA0420020043B	385 CLEVELAND ST	0.18	\$17,825	\$48,110	2.70	1951	CC
B-175	RPA0420020046A	397 CLEVELAND ST	0.21	\$14,415	\$8,470	0.59	1970	CC
B-176	RPA0420019023A	402 N HIGBEE AVE	0.28	\$19,220	\$0	0.00	1992	CC
B-177	RPA0420019027B	423 CLEVELAND ST	0.14	\$16,566	\$56,970	3.44	1939	CC
B-178	RPA0420019029B	CLEVELAND ST	0.14	\$16,566	\$0	0.00	0	CC
B-179	RPA0420019031A	CLEVELAND ST	0.14	\$16,566	\$0	0.00	0	CC
B-180	RPA0420019033A	447 CLEVELAND ST	0.14	\$16,566	\$6,570	0.40	1942	CC
B-181	RPA0420019035A	451 CLEVELAND ST	0.14	\$0	\$0	1.00	1954	CC
B-182	RPA0420019037A	465 CLEVELAND ST	0.14	\$16,566	\$15,690	0.95	1988	CC
B-183	RPA0420019039A	425 N HOLMES AVE	0.43	\$49,290	\$132,003	2.68	1969	CC
B-184	RPA0620011005A	325 N LEE AVE	0.38	\$50,307	\$160,077	3.18	1959	CC
B-185	RPA0620011001C	305 NORTHGATE MILE	0.12	\$15,252	\$100,548	6.59	1925	CC
B-186	RPA0620012014A	330 NORTHGATE MILE	0.40	\$53,085	\$387,794	7.31	1933	CC
B-187	RPA0620012012A	250 CLEVELAND ST # G	0.14	\$9,610	\$7,200	0.75	2009	CC
B-188	RPA0620012003A		0.64	\$43,245	\$0	0.00	1939	CC
B-189	RPA0620012001A	353 N EMERSON AVE	0.21	\$19,925	\$4,190	0.21	1936	CC
B-190	RPA0420021020A	310 CLEVELAND ST	0.35	\$32,405	\$40,061	1.24	1945	TN
B-191	RPA0420021018A	324 CLEVELAND ST	0.14	\$16,566	\$0	0.00	0	TN
B-192	RPA0420021016A	350 CLEVELAND ST	0.14	\$16,566	\$0	0.00	0	TN
B-193	RPA0420021014A		0.14	\$16,566	\$0	0.00	0	TN

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-166	0	0	0	1	0	0	1	Commercial (auto repair)	(1) 1 story building	Good	n
B-167	0.5	0.5	0	1	0	0	2	Vacant (parking)	None		y
B-168	0	0.5	0	1	0	0	1.5		House		n
B-169	0	0	0	1	0	0	1		House		n
B-170	0	0	0	1	0	0	1		House		n
B-171	0	0.5	0	1	0	0	1.5		House		n
B-172	0	0	0	1	0	0	1		House		n
B-173	0	0.5	0	1	0	0	1.5		House		n
B-174	0	0	0	1	0	0	1		House		n
B-175	0	0.5	0	1	0	0	1.5	Residential (mobile park)	(3) mobile homes	Fair	n
B-176	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Good	n
B-177	0	0	0	1	0	0	1		House		n
B-178	0	0.5	0	1	0	0	1.5	Vacant (lot)	None		y
B-179	0	0.5	0	1	0	0	1.5	Vacant (lot)	None		y
B-180	0	0.5	0	1	0	0	1.5		House		n
B-181	0	0.5	0	1	0	0	1.5		House		n
B-182	0	0.5	0	1	0	0	1.5	Commercial	(1) 1 story building	Good	n
B-183	0	0	0	1	1	0	2	Vacant	(1) 1 story building	Fair	y
B-184	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
B-185	0	0	0	1	0	0	1		House		n
B-186	0	0	1	1	0	0	2	Commercial (auto parts)	(1) 1 story building	Good	n
B-187	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-188	0.5	1	0	1	0	0	2.5	Commercial	(4) 1 story buildings	1 Good, 3 Poor (Dilapidated)	n
B-189	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-190	0	0	0	0	0	0	0		House		n
B-191	0	0.5	0	0	0	0	0.5		House		n
B-192	0	0.5	0	0	0	0	0.5		House		n
B-193	0	0.5	0	0	0	0	0.5		House		n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-194	RPA0420021012A	348 CLEVELAND ST	0.14	\$16,566	\$1,620	0.10	1940	TN
B-195	RPA0420021009A	360 CLEVELAND ST	0.21	\$19,925	\$740	0.04	2010	TN
B-196	RPA0420021006A	370 CLEVELAND ST	0.21	\$19,925	\$49,690	2.49	1946	TN
B-197	RPA0420021004A	380 CLEVELAND ST	0.14	\$16,566	\$63,790	3.85	1925	TN
B-198	RPA0420021001B	396 CLEVELAND ST	0.11	\$15,923	\$44,290	2.78	1925	TN
B-199	RPA0420021001C		0.11	\$15,923	\$590	0.04	2010	TN
B-200	RPA0420022020A	400 CLEVELAND ST	0.21	\$19,925	\$63,740	3.20	1930	TN
B-201	RPA0420022018A	410 CLEVELAND ST	0.14	\$16,566	\$1,830	0.11	1995	TN
B-202	RPA0420022016A	430 CLEVELAND ST	0.14	\$16,566	\$48,669	2.94	1942	TN
B-203	RPA0420022013A	434 CLEVELAND ST	0.21	\$19,925	\$69,186	3.47	1942	TN
B-204	RPA0420022011A	446 CLEVELAND ST	0.14	\$16,566	\$2,390	0.14	1940	TN
B-205	RPA0420022009A	456 CLEVELAND ST	0.14	\$16,566	\$1,680	0.10	1940	TN
B-206	RPA0420022007A	460 CLEVELAND ST	0.14	\$9,610	\$49,284	5.13	1949	TN
B-207	RPA0420022001D	375 N HOLMES AVE	0.43	\$49,290	\$335,894	6.81	2009	TN
B-208	RPA0620011004D	333 NORTHGATE MILE	1.68	\$220,404	\$0	0.00	1997	CC
B-209	RPA0620012024C	310 NORTHGATE MILE	0.39	\$51,075	\$244,628	4.79	1940	CC
B-210	RPA0620012030O		0.07	\$4,805	\$5,240	1.09	1985	CC
B-211	RPA0620012031C	243 GLADSTONE ST	0.21	\$27,900	\$0	0.00	1994	CC
B-212	RPA0620012034B		0.14	\$18,600	\$2,940	0.16	2000	CC
B-213	RPA0620012036A	265 GLADSTONE ST	0.43	\$28,830	\$390,788	13.55	1978	CC
B-214	RPA0620012042A	295 GLADSTONE ST	0.38	\$28,830	\$0	0.00	1977	CC
B-215	RPA0420021025A	303 GLADSTONE ST	0.14	\$16,566	\$60,590	3.66	1954	TN
B-216	RPA0420021027A	311 GLADSTONE ST	0.14	\$16,566	\$3,420	0.21	1940	TN
B-217	RPA0420021029A	319 GLADSTONE ST	0.14	\$16,566	\$1,400	0.08	1996	TN
B-218	RPA0420021031A	325 GLADSTONE ST	0.21	\$19,925	\$2,500	0.13	2018	TN
B-219	RPA0420021034A	339 GLADSTONE ST	0.14	\$16,566	\$71,860	4.34	1920	TN
B-220	RPA0420021036A	345 GLADSTONE ST	0.14	\$16,566	\$1,110	0.07	2010	TN
B-221	RPA0420021038A	365 GLADSTONE ST	0.21	\$14,415	\$8,470	0.59	1970	TN

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-194	0	0.5	0	0	0	0	0.5		House		n
B-195	0	0.5	0	0	0	0	0.5		House		n
B-196	0	0	0	0	0	0	0		House		n
B-197	0	0	0	0	0	0	0		House		n
B-198	0	0	0	0	0	0	0		House		n
B-199	0	0.5	0	0	0	0	0.5		House		n
B-200	0	0	0	0	0	0	0		House		n
B-201	0	0.5	0	0	0	0	0.5		House		n
B-202	0	0	0	0	0	0	0		House		n
B-203	0	0	0	0	0	0	0		House		n
B-204	0	0.5	0	0	0	0	0.5		House		n
B-205	0	0.5	0	0	0	0	0.5		House		n
B-206	0	0	0	1	0	0	1	Commercial (offices)	(1) 1 story building	Good	n
B-207	0	0	0	1	0	0	1	Commercial	(1) 2 story building	Good	n
B-208	1	1	1	1	0	0	4	Commercial (newspaper offices)	(1) 1 story building	Good	n
B-209	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Fair	n
B-210	0	0	0	1	0	0	1	Vacant (parking)	None		y
B-211	0	0.5	0	1	0	0	1.5	Commercial (towing)	(1) 1 story building	Fair	n
B-212	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-213	0	0	0	1	0	0	1	Commercial (preschool)	(1) 1 story building	Fair	n
B-214	0.5	1	1	1	1	0	4.5	Vacant	(1) 1 story building	Fair	y
B-215	0	0	0	0	0	0	0		House		n
B-216	0	0.5	0	0	0	0	0.5		House		n
B-217	0	0.5	0	0	0	0	0.5		House		n
B-218	0	0.5	0	0	0	0	0.5		House		n
B-219	0	0	0	0	0	0	0		House		n
B-220	0	0.5	0	0	0	0	0.5		House		n
B-221	0	0.5	0	0	0	0	0.5	Residential (mobile homes)	(3) mobile homes	2 Good, 1 Fair	n

MAP ID	Property Data							
	TAX LOT NO.	ADDRESS	SIZE (ACRES)	LAND VALUE	IMPROVEMENT VALUE	ILVR	YEAR BUILT	ZONING CODE
B-222	RPA0420021041A	375 GLADSTONE ST	0.21	\$18,126	\$78,750	4.34	1945	TN
B-223	RPA0420021044A	381 GLADSTONE ST	0.14	\$16,566	\$370	0.02	1935	TN
B-224	RPA0420021046B	345 N HIGBEE AVE	0.11	\$15,923	\$1,420	0.09	2010	TN
B-225	RPA0420021046A	305 N HIGBEE AVE	0.11	\$14,467	\$2,230	0.15	2015	TN
B-226	RPA0420022023A	401 GLADSTONE ST	0.14	\$16,566	\$5,720	0.35	1945	TN
B-227	RPA0420022025A	411 GLADSTONE ST	0.14	\$15,047	\$1,630	0.11	1978	TN
B-228	RPA0420022027A	423 GLADSTONE ST	0.14	\$16,566	\$660	0.04	1959	TN
B-229	RPA0420022029A	431 GLADSTONE ST	0.14	\$16,566	\$65,540	3.96	1958	TN
B-230	RPA0420022031A	439 GLADSTONE ST	0.14	\$16,566	\$82,669	4.99	1940	TN
B-231	RPA0420022033O	445 GLADSTONE ST	0.07	\$13,122	\$310	0.02	1945	TN
B-232	RPA0420022034A	453 GLADSTONE ST	0.14	\$16,566	\$1,500	0.09	1966	TN
B-233	RPA0420022036A	461 GLADSTONE ST	0.21	\$19,925	\$60,346	3.03	1940	TN
B-234	RPA0420022039A	325 N HOLMES AVE	0.43	\$49,290	\$0	0.00	1972	TN
B-235	RPA0620014012A	N LEE AVE	0.15	\$20,082	\$5,420	0.27	1972	CC
B-236	RPA0620014008A	265 NORTHGATE MILE	0.88	\$113,892	\$236,174	2.07	1972	CC
B-237	RPA0620015016A	195 NORTHGATE MILE	0.10	\$13,380	\$123,176	9.21	1938	CC
B-238	RPA0620015019A	155 NORTHGATE MILE	0.49	\$64,950	\$0	0.00	1984	CC
B-239	RPA0620015000C	125 NORTHGATE MILE	0.32	\$44,661	\$27,201	0.61	1958	CC
B-240	RPA1740056003A		0.48	\$0	\$0	1.00	0	I&M

MAP ID	Brownfield Site Characterization Data / Scoring							Site Observation Data			
	SIZE SCORE	ILVR SCORE	ENVIRONMENTAL SCORE	ZONING SCORE	VACANT BUILDING	URA AREA SCORE	TOTAL SCORE	OCCUPANCY	STRUCTURES	CONDITION	VACANT?
B-222	0	0	0	0	0	0	0	Residential (duplex)	(2) 1 story building	Good	n
B-223	0	0.5	0	0	0	0	0.5		House		n
B-224	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building		n
B-225	0	0.5	0	0	0	0	0.5	Residential (MF)	(1) 2 story building - same building w/ B-224		n
B-226	0	0.5	0	0	0	0	0.5		House		n
B-227	0	0.5	0	0	0	0	0.5		House		n
B-228	0	0.5	0	0	0	0	0.5		House		n
B-229	0	0	0	0	0	0	0		House		n
B-230	0	0	0	0	0	0	0		House		n
B-231	0	0.5	0	0	0	0	0.5		House		n
B-232	0	0.5	0	0	0	0	0.5		House		n
B-233	0	0	0	0	0	0	0		House		n
B-234	0.5	1	0	1	0	0	2.5	Commercial	(1) 1 story building	Fair	n
B-235	0	0.5	0	1	0	0	1.5	Vacant (parking)	None		y
B-236	0	0	1	1	0	0	2	Commercial	(1) 1 story building	Fair	n
B-237	0	0	0	1	0	0	1	Commercial	(1) 1 story building	Good	n
B-238	0.5	1	0	1	0	0	2.5	Commercial (garage and retail)	(2) 1 story building	Good	n
B-239	0.5	0.5	2	1	0	0	4	Commercial (Blue Bell)	(1) 1 story building	Poor	n
B-240	0.5	1	0	1	0	0	2.5	Vacant (railroad)	None		y

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Appendix B

Market Study

(Compiled by Agnew::Beck)



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Idaho Falls Market Study

Prepared for the City of Idaho Falls under contract to Stantec

By Agnew::Beck Consulting

06.02.20



Engage Plan Implement



Prepared by Agnew::Beck Consulting, Inc.
www.agnewbeck.com

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I. Executive Summary

Report Purpose + Methods

The City of Idaho Falls received an EPA Brownfields Community-Wide Assessment (CWA) grant to inventory and assess brownfield sites throughout the city. The EPA allows area-wide planning (AWP) as an eligible activity under the grant to create a vision and action plan to address brownfield conditions within an area. Using the EPA CWA grant, the City of Idaho Falls embarked on an AWP initiative to support redevelopment efforts in the area wide planning zone, called the focus area throughout this report. The focus area refers to an area in Northern Idaho Falls along the Northgate Mile and 1st Street corridor of just over 250 acres or 0.4 square miles. Figure 1 shows a map of the focus area, which is split into focus area A, the 1st Street Corridor and focus area B, the South Northgate Highway Corridor. Focus area A is a mix of commercial with some residential and area B is a mix of highway commercial, residential, and light manufacturing. Throughout this report the term focus area refers to both area A and area B, unless otherwise defined.

As part of this effort, the primary consultant Stantec, hired Agnew::Beck Consulting to conduct a market study of the focus area to inform the area-wide planning process. The purpose of this report is to share the findings related to trends in population, housing, employment and the real estate market. Additionally, Agnew::Beck translated projected population and job growth into demand for residential, commercial and industrial land uses within the focus area. Data is from numerous sources including: The City of Idaho Falls, the Bonneville Metropolitan Planning Organization, The Idaho Department of Labor, the American Community Survey and the Department of Housing and Urban Development.

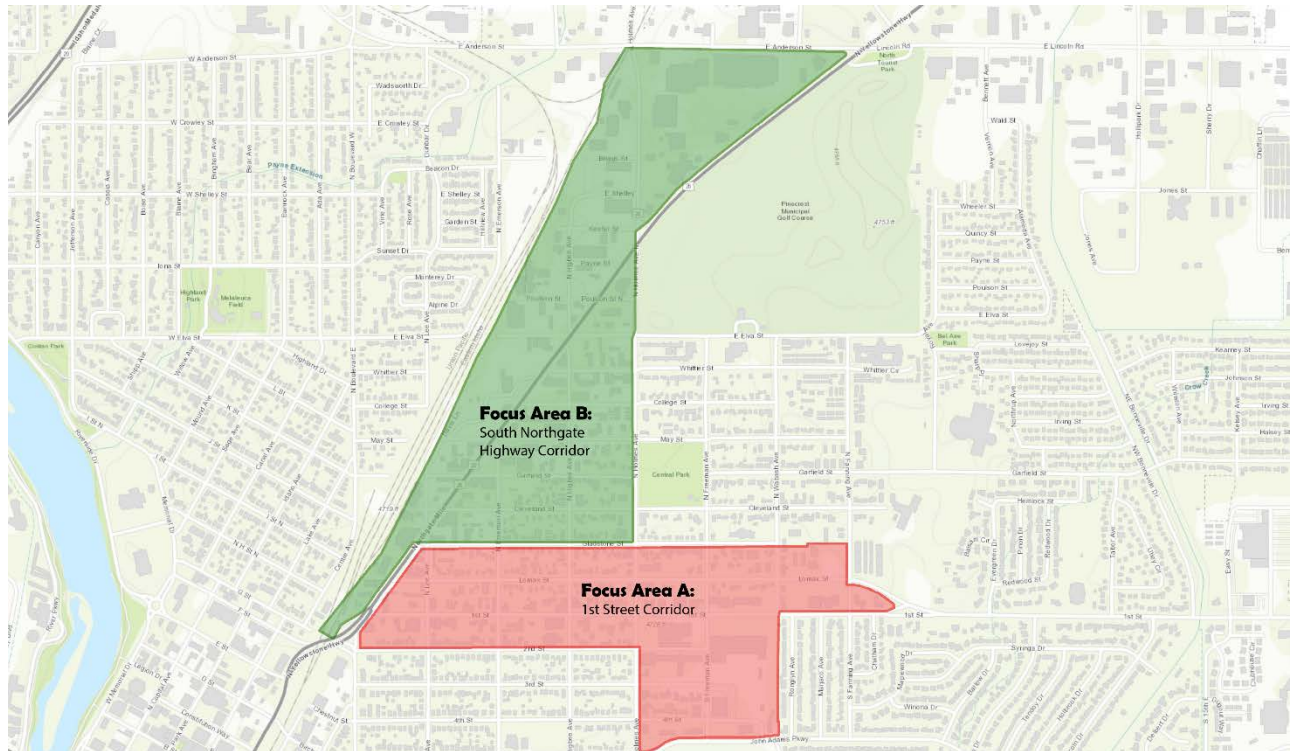
Geography

There are several types of geography that are utilized to share out demographic, housing and economic data in this report.

- **State level-** State of Idaho for comparison purposes
- **City level-** City of Idaho Falls for comparison purposes
- **Census Tract 9707-** The boundary of 9707 encompasses the focus area and some data is shared at this level to reflect trends in the focus area.
- **Block Groups 1 and 2-** Some Census data is shared at the block group level, which also closely aligns with the focus area.
- **Traffic Analysis Zone-** The Bonneville County Metropolitan Planning Organization, which is the regional transportation planning agency collects and forecasts housing and employment data at smaller geographies to plan for future transportation upgrades. TAZ boundaries that align closely, but not exactly, with the focus area are used to estimate housing and employment data within the focus area.

Focus Areas

Figure I: Area Wide Planning Focus Areas



Key Findings: Population + Employment

Key population, housing and employment trends are listed below. Please note that all data and forecasting pre-dates the COVID-19 pandemic and do not reflect economic impacts from COVID-19.

- **Slow population growth is expected in the focus area.** With an estimated current population of approximately 2,400 people, the population in the focus area is expected to grow around 3 percent over the next 20 years, adding a little less than 4 new residents annually or 0.14 percent per year.¹ Comparably, the city of Idaho Falls is expected to grow by 17 percent by 2040, adding around 11,000 new residents to the City.² Through proactive planning and new redevelopment projects, the focus area could absorb some of the City's population growth. Since the focus area is largely built out with a future focus on redevelopment, a slower population forecast is expected. The redevelopment of existing properties into new housing and commercial opportunities will likely increase the demand for housing in future years. It is also important to note that the focus area population forecast is based on the traffic analysis zone data published by the Bonneville Metropolitan Planning

¹ Bonneville Metropolitan Planning Organization, demographic estimates and projections by Traffic Analysis Zone (TAZ).

² U.S. Census Bureau, American Community Survey (ACS) 2014-2018 5-year estimates

Organization and the City of Idaho Falls population forecast was generated using historical trends reflected in Census data.

- **Close to 200 housing units may be needed in the focus area over the next 20 years.** Figure 8 in Chapter 2 shares a housing needs forecast; it is based on expected slow growth from new population (~32 units) as well as redevelopment of some of the housing stock (housing without indoor plumbing and mobile home units) into newer housing products (~160). Figure 24 in Chapter 4 shares the expected shift in housing types from single-family to more multi-family housing within the focus area.
- **Considerable job growth is expected.** It is estimated that around 1,000 new jobs will be created in the focus area by 2040, or roughly a 1.5 percent annual increase in the total number of jobs. Job growth for the City of Idaho Falls has averaged around 3.6 percent annually over the past five years and continued growth is expected. The focus area employment forecast is based on the traffic analysis zone data published by the Bonneville Metropolitan Planning Organization; other published sources for employment data are at the regional level through 2026.
- **Job growth could spur demand for 200,000 square feet of commercial space in the focus area.** Figure 21 in Chapter 4 shares the calculations to translate forecasted jobs into building space and land demand. Using industry standards for types of facility spaces and employment densities, it is expected that approximately 200,000 square feet of commercial space will be in demand over the next twenty years; this includes office, industrial/flex, retail, accommodation/food service and institutional.
- **Smaller household sizes and fewer households with children and elderly.** The focus area has an average household size of 2.29 individuals per household, which is roughly 15 percent lower than the citywide average of 2.65. Additionally, as a percentage of total households, the focus area has fewer households with children or individuals over the age of 60 when compared to city and county data. The majority of households in the focus area consist of one or two adults of working age.
- **Household income is lower.** The median household income for the focus area is approximately 75 percent of the median income of the City of Idaho Falls and 66 percent of Bonneville County.
- **Data indicates a tight rental market.** Based on data for Census Tract 9707 (the closest available representation of the data in the focus area) it appears that the rental vacancy rate in the focus area (3.9 percent) is significantly lower than the city-wide average of 7.5 percent, indicating a tight rental market. The homeowner vacancy rate on the other hand is much higher in the focus area at 7.6 percent, over three times that of Idaho Falls' average vacancy rate. A healthy vacancy rate for the housing market is around 5 percent.
- **Very little new construction occurred in the focus area.** Between 2009-2019 there were three total new construction projects in the focus area, one small commercial operation in 2016 and two new residential units in 2019. During the same time period, there were 349 permitted and approved improvement and renovation projects in the focus area, which includes roofing projects, mechanical, electrical, and plumbing updates as well as home additions and remodels, fencing and sign installations. This suggests that people are reinvesting in existing structures and adaptive reuse is occurring within the focus area.

Figure 2: Focus Areas, Census Tract and Traffic Analysis Zone Map

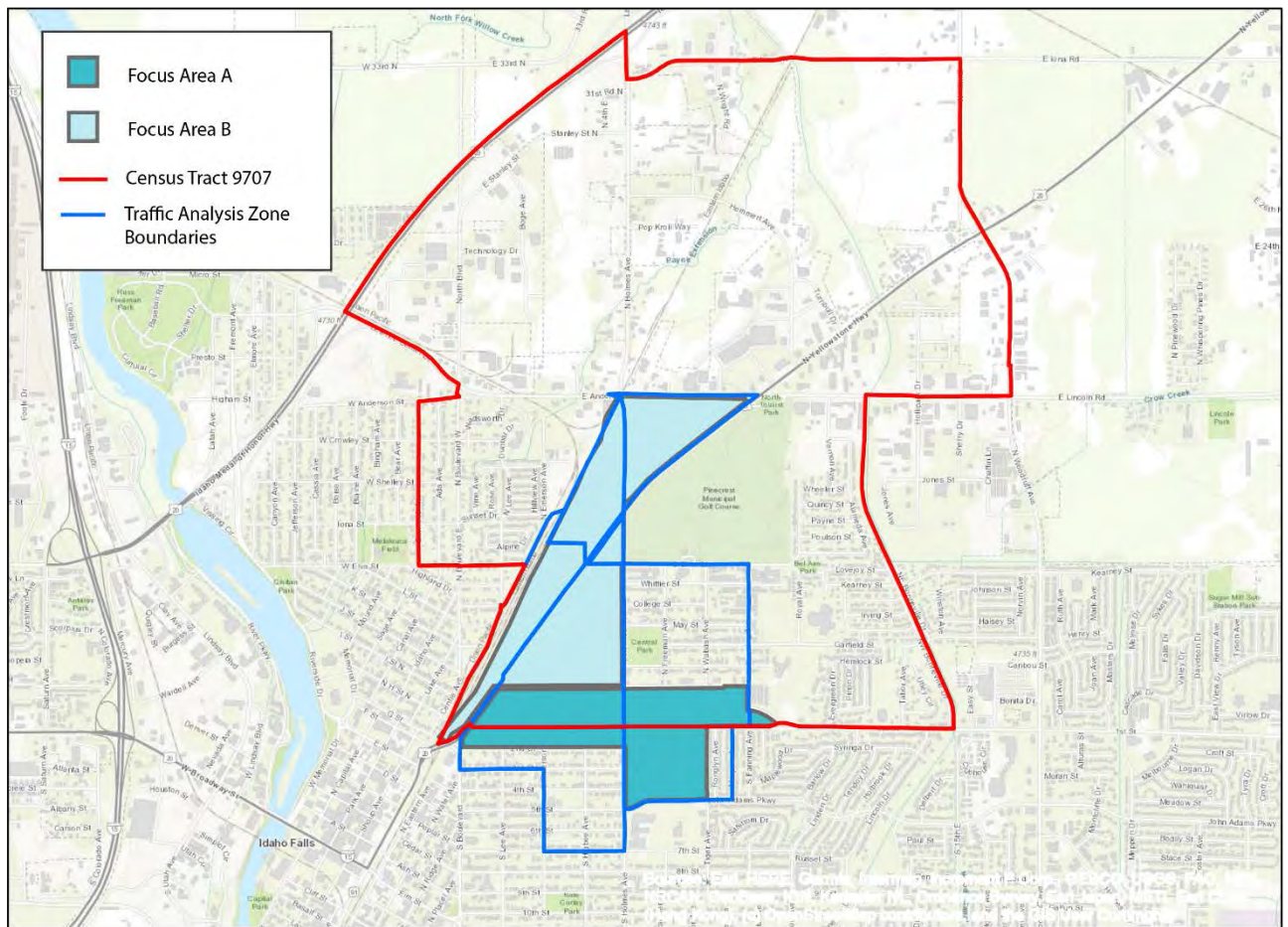


Figure 2: Population and Employment Characteristics

Population and Employment Characteristics	AWP Focus Area	Census Tract 9707	Idaho Falls	Bonneville County	Idaho
Total Population (2018)	2,372	5,821	60,147	112,397	1,687,809
Population Forecast (2040)	2,445	n/a	71,743	143,005	n/a
Average annual population growth rate since 2010	0.03%	0.58%	0.98%	1.44%	1.26%
Average annual population increase since 2010	6	264	4,494	12,184	161,012
Average Household Size	2.29	2.65	2.65	2.84	2.68
Median Household Income	\$37,871	\$38,170	\$50,482	\$56,609	\$53,089
% of Households with Children	27.48%	31.20%	35.90%	38.80%	32.50%
% of Households with 60+	22.7%	26.8%	35.5%	35.9%	32.5%
Unemployment Rate		6.8%	4.30%	3.80%	4.70%
Estimated Jobs (2019)*	3,185		26,612	56,270	768,701
Historical Annual Job Growth Rate*	1.51%		3.55%	2.35%	1.33%
Projected Jobs (2040)	4,197	n/a	Only Region 6 forecasts to 2026 are published		

Source: 2014 – 2018 American Community Survey 5-Year Estimates; Bonneville Metropolitan Planning Organization; Idaho Department of Labor

Notes: * Estimated using Bonneville Metropolitan Planning Organizations TAZ level estimates; ACS and Idaho Department of Labor QCEW. Maps of these geographies can be found in Appendix A of this report.

Figure 3: Housing Characteristics: Focus Area, Census Tract, City, and County

Housing Characteristic	Focus Area	Focus Area (%)	Census Tract 9707	Idaho Falls	Bonneville County
Total Housing Units	1,173		2,117	22,197	39,000
Owner Occupied Housing Units	535 units	46%	50%	64%	70%
Renter Occupied Housing Units	638 units	54%	50%	36%	30%
Homeowner Vacancy Rate	-		7.6	2.3	1.8
Rental Vacancy Rate	-		3.9	7.5	6.2
Overcrowded or Severely Overcrowded Households ³	31 households	3%	3%	2%	3%
Housing Units Built Before 1950	370 units	27%	3%	14%	12%

Source: 2014 – 2018 American Community Survey 5-Year Estimates.

³ More than one occupant per room. A “room” includes bedrooms, kitchens and living rooms, but not bathrooms, hallways or unfinished basements. For example, a two-bedroom apartment with a living room and a kitchen would be considered overcrowded if there were five or more people living in the apartment. The same apartment would be considered severely overcrowded if six people were living in the apartment. The vacancy rate only includes that are available for rent or for sale and is a good indicator of housing availability.

Key Findings: Development Forecast + Available Land

The team developed and compiled population, employment, and housing forecasts to model the demand for residential and commercial land in the focus area. Those development forecasts were then compared to an analysis of vacant land that currently exists within the focus area to determine whether there is adequate vacant land and properties to accommodate projected demand. For purposes of this study, vacant land is defined as sites that do not have a tenant/occupant and/or do not have any habitable structures.

- **Overall, there is a vacant land shortage of 18.8 acres in the focus area.** The focus area has a total of 40.0 acres of vacant land, which is not adequate to meet the combined commercial and residential demand of 58.8 acres over the next 20 years. This indicates that demand will either move elsewhere or additional redevelopment will be needed to more intensively utilize existing properties.
- **Commercial development faces a shortage of vacant land in the focus area.** When looking at land that currently allows commercial and industrial activities, there will likely be a shortage of 3.2 acres of vacant land in the focus area to accommodate future employment growth. This includes vacant land that is currently zoned to allow residential, as well as commercial uses. This means that the commercial development would likely be competing with residential demand for those same parcels.
- **Adequate vacant land exists to accommodate residential development in the focus area.** There is just under 29 acres of vacant land that could accommodate some form of residential development within the focus area. This would meet the forecasted need for 17.5 acres of residential development. This includes vacant lands with a zoning designation that allows for residential, as well as commercial uses, which means that residential development would likely be competing with commercial demand for those same parcels. Based on housing preferences identified at community meetings, changing demographics and the likelihood that redeveloping properties will yield higher densities, this forecast assumes that the majority of new residential development will come in the form of multi-family projects.
- **Opportunity sites offer 18.5 acres of vacant land supply that could accommodate 25 percent of the demand.** Stantec identified 18 opportunity sites within the focus area, totaling 18.5 acres, that are vacant and have a low Improvement to Land Value Ratio (ILVR). The ILVR is calculated based on property tax records and is a metric commonly used to identify parcels that are under-utilized from a development perspective.
- **Redevelopment and adaptive reuse projects are key strategies to accommodate future residential and commercial demand in the focus area.** There are several underutilized properties that can be redeveloped or adaptively reused and there is desire to rediscover and connect to the history of this area through the revitalization of existing buildings

The findings described above make a strict comparison between acreage that is in demand and acreage that is available as vacant land supply. However, it is important to note the following caveats to these estimates.

- The vacant land estimates are duplicated between residential and commercial because many of the zoning districts allow both activities. For example, if residential development outpaces commercial development and “uses-up” the majority of vacant land, there would be less commercially zoned vacant land available to meet demand. Similarly, if commercial development quickly absorbs much of the vacant land supply, there will be less land available for residential development. Overall, there is a shortage of vacant land when compared to overall demand for land in the focus area.
- Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.

- Not all vacant parcels are easily developed. For example, vacant parcels with existing unoccupied buildings limit development potential and/or impose higher development costs on redeveloping properties.

Figure 4: Commercial and Residential Land Supply and Demand in Focus Area (Acres)

	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land (no tenant on property)	Subtotal Vacant Land Supply	Projected Demand	Potential Land Shortage or Surplus in Focus Area
	a	b	c	d=b+c	e	f=e-d
Allows Residential [1] Some duplication with Commercial	177.7	18.8	9.9	28.7	17.5	11.2
Allows Commercial [2] Some duplication with Residential	198.3	24.8	13.3	38.1	41.3	(3.2)
Public Lands [3]	0.6	0.6	0.00	0.6	0	0.6
Total Unduplicated Acres [4]	202.9	26.7	13.3	40.0	58.8	(18.8)

Source: Stantec Field Observations

[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Limited Commercial, Multiple Dwelling Residential, Residential Mixed Use, Traditional Neighborhood.

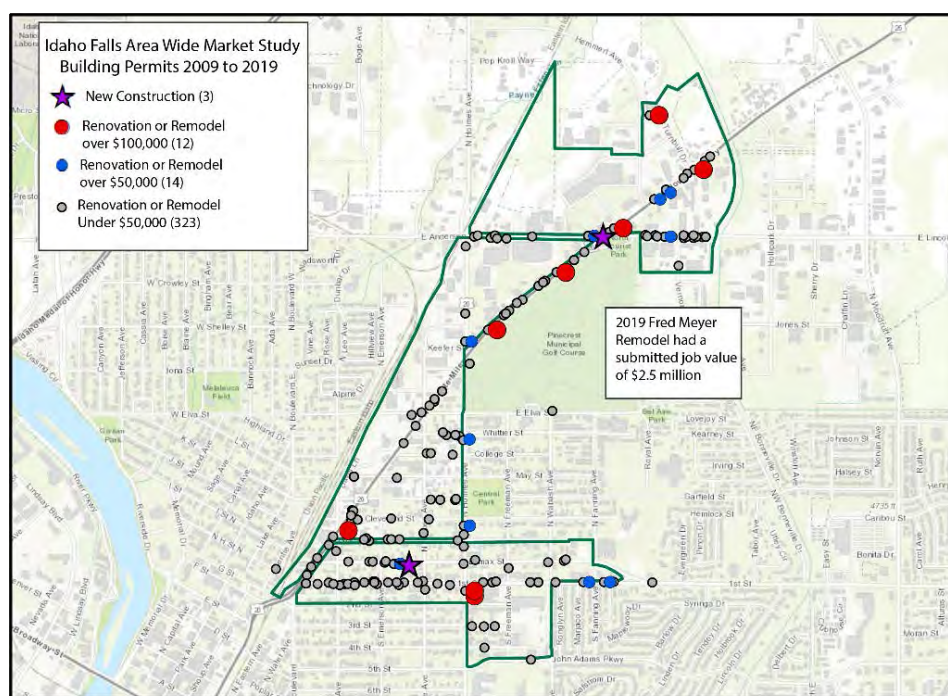
[2] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.

[3] Includes the following zoning districts: Parks and Open Space

[4] Rows add to more than the total because acreage can be used for both residential and commercial uses

Key Findings: Interview Themes

During the week of March 2, 2020, the City of Idaho Falls and their consultants Stantec and Agnew::Beck facilitated a multi-part public engagement effort for the Northgate/1st Street area-wide planning initiative. The project team collected public and stakeholder input related to the community's vision, desired improvements, future developments, and ideas for activating vibrancy in the focus area. The public engagement effort included a listening session with City staff, stakeholder round table interviews, a discovery walking tour and a community workshop that included a presentation and interactive public engagement stations for the general community to provide feedback, comments and recommendations. The team engaged



*Renovations and Remodels includes all permitted construction (residential and commercial) that was not considered new construction and includes electrical, plumbing, sign installations, heating and cooling, roofing projects, and home/commercial additions.

elected officials, economic development partners, property owners, real estate brokers, community groups, residents, and the planning commission during this effort.

Some of the key findings from the conversations with key stakeholders are as follows:

More Housing. There is a need to add housing to the Northgate and 1st Street Corridors. Specifically, the need for more affordable housing and more housing choices in and around the focus area was identified by multiple stakeholder groups. Housing strategies that focus on increased density to achieve affordability and quality well-designed housing to increase the area’s curb appeal were identified as potential solutions. Future housing is essential for local businesses to be successful, especially along 1st Street. Community stakeholders emphasized the need for a variety of housing types, including multi-unit, single family, and mixed-use development.

There is a need to rediscover and celebrate the history of this area. Identify ways to build excitement and strengthen the connection to the past and this place.

- Stakeholder interview

More redevelopment and reuse of older, existing properties.

There are several underutilized properties that can be redeveloped or adaptively reused for new community-serving purposes. There is desire to rediscover and connect to the history of this area through the revitalization of existing buildings. Protecting the neighborhoods character is important to the community. There is a need to create flexibility in zoning regulations to support new businesses and adaptive reuse projects (e.g., the buffering standards require a 7-ft wide landscape buffer which occupies a large portion of sites).

Business growth. There is an opportunity to develop and grow the 1st Street business corridor and support small scale industrial and manufacturing enterprises in the focus area, especially along the railroad. Business turnover has been an issue in recent years and there is a need to find viable tenants and create “business clusters” that would entice other investors and start-ups. Stakeholders identified a need to engage local businesses about future planning and capital improvement projects and an opportunity to provide incentives for local and minority owned businesses.

Recommendations for Funding & Implementation

In order to redevelop in the focus area a combination of public improvements and private development are necessary. Redevelopment is challenging in that it typically includes higher costs, such as environmental cleanup, building demolition, utility relocation and parcel assembly. Public capital improvement projects such as road and utility improvements, would support private development projects; whereas, the City will need to identify funds to perform these investments.

Overcoming these challenges requires the use of redevelopment tools and new financing sources. This section summarizes a funding strategy for implementing the recommendations in the Idaho Falls Northgate/1st Street Area-wide Planning Study. We recommend that the primary funding approach include tax increment financing (called revenue allocation funding in Idaho) through the implementation of a phased urban renewal district in combination with raising capital through federal and state grants, as well as foundations. We also recommend that private businesses and property owners in collaboration with the City consider the implementation of a business improvement district (BID) to support improved cleanliness, safety and space activation in the key commercial nodes. Other tools are also described in this section. In thinking through this approach, there are two ways to categorize the strategies that require funding:

1. **Public-private partnerships** in which some public resources or funding are used to aid private investors in launching a project within the identified opportunity sites and other privately-owned parcels within the planning area (e.g., supporting off-site public infrastructure such as roadway improvements, streetscape enhancements, and utility extensions). If an urban renewal district is formed, private development projects in the focus area will increase increment tax revenue by which the City can fund projects. Alternatively, tax increment financing from the private projects can be used to support public projects that improve the overall feasibility of the private project. For privately owned parcels, incentives and financial partnerships may be necessary. Further analysis through project *pro formas* and example projects are necessary to understand whether new redevelopment projects “pencil” or whether there are gaps that limit financial feasibility.
2. **Public improvements** are themselves investments, but also are intended to catalyze redevelopment and attract activity to an area. Public improvements can come in the form of capital projects, and programming. Options for funding public improvements and developing public/private parcels are summarized in the memo; next steps are identified.

Funding & Implementing Public-Private Partnerships

Form a Phased Urban Renewal District⁴

Urban renewal and revenue allocation financing is the main tool available to cities and counties in Idaho to assist with redevelopment within deteriorating areas. With minor exceptions, tax abatement is not an allowed incentive in Idaho. Instead urban renewal and revenue allocation financing is a common approach that is used. Enabled through Title 50, Chapter 20 (Idaho Urban Renewal Law) and Title 50, Chapter 29 (Idaho Local Economic Development Act), urban renewal and revenue allocation financing allows for the following:

Revenue dedicated for redevelopment purposes. In an urban renewal district, a portion of the property taxes collected within an urban renewal district are allocated to public improvement projects in the district boundaries. The amount is the property tax revenue that is derived from the incremental increase in assessed value between the base year the urban renewal district is formed, and the current year assessed value. Property taxes collected on the base year assessed value continue to flow to all applicable taxing entities. Many states call this tax increment financing and in Idaho the term is revenue allocation financing within a revenue allocation area (RAA), but the formula is similar. The revenue collected through urban renewal can be spent on projects that are consistent with the urban renewal plan and can include public infrastructure, such as streets, utilities, parks, parking, and public facilities. Revenue allocation funds can also be used to acquire and sell property and improve and prepare sites for development, including environmental cleanup.

Bring additional redevelopment tools. An urban renewal agency has a set of tools to help with the implementation of redevelopment projects within an urban renewal district. Examples include purchasing and assembling land, providing land write-downs, preparing the site for development and making it available for redevelopment through a developer reimbursement agreement (DRA) or other contractual process to ensure the project builds out consistent with locally adopted plans. Urban renewal agencies can enter into owner participation agreements (OPA) to spend revenue allocation funds within a district to support improved feasibility for private projects, so long as the revenue allocation funds are spent on public improvements. This

⁴ This section is based on [Idaho Statutes Title 50, Chapter 20 and Chapter 29, Urban Renewal 101 by the Association of Idaho Cities the Idaho Falls Redevelopment Agency 2019 Annual Report, Urban Renewal 101 by Ryan P. Armbruster and Meghan S. Conrad, June 22, 2017](#), as well an interview with Shellan Rodriguez and Phil Kushlan, Idaho based consultants in redevelopment.

could include funding offsite infrastructure, adjacent parks and/or streetscape improvements. The owner participation agreement and/or development reimbursement agreement spells out the roles and responsibilities of the developer and the redevelopment agency to implement and fund identified and allowable public projects. In Idaho, urban renewal agencies are constitutionally prohibited from funding improvements on privately-owned property. Additionally, an urban renewal agency is technically allowed to bond against revenue allocation funding; however, new urban renewal districts are limited to twenty years, making bonding less feasible due to the limited length of the repayment term. Pay-as-you-go financing and the use of OPAs or DRAs are often used to partner with the private sector and implement revitalization.

The City of Idaho Falls originally formed the Idaho Falls Redevelopment Agency in 1966 and then later re-established the agency in 1988. They currently manage four urban renewal districts in Idaho Falls. We recommend the City of Idaho Falls and the Idaho Falls Redevelopment Agency proceed with a phased approach to forming urban renewal districts within the focus area. Given that the length of time for new districts is 20 years, it's important to have a development project partner (or partners) at the table during and prior to formation; this improves the ability to take full advantage of the revenue that can accrue to the district to fund projects. To do this, new smaller districts could be phased in and align with opportunity sites and their surrounding properties, allowing for revenue allocation funds to be used for public improvements and possibly land assembly and disposition. To form urban renewal districts, the Idaho Falls Redevelopment Agency and the City of Idaho Falls must prepare an eligibility report to determine whether an identified area meets the requirements of an urban renewal district and ultimately develop an urban renewal plan and form a revenue allocation area.

Forming an urban renewal district within the Idaho Falls Northgate/1st Street Area-wide planning focus area at the right time will generate revenue allocation funding that allows for land write-downs that may be needed for new projects. Funds could also pay for public off-site improvements, including development impact fees. Real estate *pro formas* are necessary to fully understand the level of incentive necessary to support private redevelopment. Effective public-private partnership in the focus area could include projects that address a public need but require creative financial tools to improve feasibility – examples include affordable housing projects, business incubator spaces, and/or mixed-use projects with public service anchors. These projects are critical to the redevelopment of underutilized properties.

Role of a Business Improvement District and Local Improvement Districts

A business improvement district (BID) could be a helpful tool for revitalization through a public/private partnership in the focus area. Enabled through Title 50, Chapter 26 of the Idaho Statutes, BIDs can be formed to fund parking facilities, physical improvements related to public spaces, promote public events, acquire and operate transportation to promote retail, overall promotion and to generally keep the area clean and safe. Again, downtown Idaho Falls is home to the Downtown Business Improvement District with services operated under contract with the Idaho Falls Downtown Development Corporation. A BID formation under Idaho law requires a petition to be submitted by property owners and those who own businesses within the district; signatories on the petition must make up at least 50% of the proposed special assessments. A BID is not used for large scale capital improvements, is not a revenue source to bond against and requires support and initiation by the private sector. The BID would be a great tool for funding programming and placemaking associated with some of the ideas for festivals and activities within the opportunity sites.

Another public financing tool available to communities in Idaho is the local improvement district (LID). This is a type of financing, enabled through Title 50, Chapter 17 of State statute that allows private property

owners to assess themselves and share the cost to fund the hookup or construction costs associated with any improvements made to the outside of their properties. This could include utilities and/or infrastructure, irrigation, sewer and water lines, sidewalks, transportation and curbs and gutters. This could be a helpful tool within the study area to finance improvements within commercial areas or opportunity sites.

Other State Incentive Programs

There are other incentives that could be used to develop a public/private partnership and incentivize private sector redevelopment within the focus area. Some of these may be applicable in the focus area depending on the type of business looking to expand or relocate. Through the Idaho Tax Reimbursement Incentive (TRI), the State offers tax credits on state income, payroll and sales tax for up to 15 years if the business creates well paying, full time jobs and makes a meaningful community contribution. Other programs include the Idaho Opportunity Fund for infrastructure improvements associated with commercial and industrial projects, the Idaho Business Advantage, which provides sales tax incentives for \$500,000 in investment and at least 10 new jobs, among several other similar programs. These types of programs require matching local businesses with state programs and helping provide technical assistance to determine if the programs are worthwhile and can improve the feasibility of redeveloping buildings and growing the commercial properties within the study area.⁵

Affordable Housing

In addition to other mechanisms that assist with developing housing projects – such as project development through partnership with the State (or a new, local) public housing authority⁶ and use of Low-Income Housing Tax Credits (LIHTC) – Idaho Falls could consider establishing a local Community Land Trust. A Community Land Trust (CLT) is a system of tenure in which the underlying land is owned by a mission-driven entity, usually a nonprofit, whereas the buildings on the land are owned or leased by residents. CLTs often have the explicit goal of promoting affordable housing and contain legal provisions governing ownership and transfer to keep units affordable in perpetuity. While often used for affordable housing development, they can be utilized to develop other community-serving facilities.⁷ Additionally, the City could lease, sell or transfer development rights of public-owned land – such as along the golf course – to increase density on receiving properties that would help new housing projects “pencil.”

Funding Public Improvements

The strategy to fund public improvements should be a mix of locally raised funds combined with outside grant sources. The City should develop a Northgate/1st Street Area-wide Planning capital improvement program and an associated financing plan that identifies the cost and sources of funds over a ten-year time period for implementation with funds appropriated and budgeted for the immediate two years. Preliminary public improvement recommendations include streetscape enhancements, a new police station, signage and wayfinding, pedestrian/bicyclist facility projects, a “pocket library”, and park enhancements.

Local Contribution

⁵ Currently Idaho Falls is not home to a designated Opportunity Zone. Should the Opportunity Zones be expanded through future federal action, Idaho Falls could propose parts of the study area be an Opportunity Zone. <https://commerce.idaho.gov/incentives-and-financing/opportunity-zones/>

⁶ The power for cities and counties to form housing authorities is established under Title 50, Chapter 19 of Idaho Statutes: <https://legislature.idaho.gov/statutesrules/idstat/Title50/T50CH19/SECT50-1905/>

⁷ <https://www.huduser.gov/portal/pdredge/pdr-edge-featd-article-110419.html>

Funding for public improvements should come from a combination of local contributions, outside grants, and fundraising. Options for local contributions include:

- City of Idaho Falls General Funds (if available). Typically, City general funds are already spoken for and are necessary for the ongoing operation of a city. However, a growing tax base often has room to budget for new projects and ideas. The City could consider budgeting for a portion of the capital improvements identified for the focus area. Other ways to provide local match funds for grants include in kind donations of staff time and project design.
- Revenue Allocation Funds. As described previously, if an urban renewal district is formed, revenue allocation funds can be used to fund public improvements within the focus area and would be a critical source of local funds to support redevelopment; as well as matching funds for state and federal grants.
- Idaho Falls Auditorium District (IFAD). While it may not be an immediate or direct source of funding for the focus area projects, it is important to be aware of the Idaho Falls Auditorium District. In 2011, a majority of the Idaho Falls residents voted to establish the Idaho Falls Auditorium District, with boundaries that encompass all of the area within the City of Idaho Falls. District formation included the implementation of a 5 percent sales tax on hotels and motels within the City of Idaho Falls. The purpose of this district is to build and operate a multi-purpose convention and community events center, as well as other activities, as allowed under Chapter 49, Title 67 of the Idaho Code. The state code enables auditorium districts and allows that they may acquire and dispose of property, issue bonds, as well as construct and maintain facilities in a public street or highway or on vacant public lands.⁸ The IFAD is funding a 27,000 square foot (4,000 to 6,000-seat arena) event center located on the Snake River Landing area in south Idaho Falls, roughly three miles from the focus area. The Event Center will host concerts, professional hockey, entertainment, graduations and provide convention/conference space. Called the Mountain America Center, construction of the event center was anticipated to begin in March 2020.⁹ The IFAD funding tool may offer opportunities for projects and facilities that align with the purpose of the IFAD and will likely attract visitors and residents to this area.

Federal, State and Foundation Funding Opportunities

We researched funding opportunities for capital projects, including public improvements and placemaking, as well as opportunities to fund program supports. Appendix B includes a list of 15 federal, state and foundation funding opportunities, which is not meant to be an exhaustive list of possible funding sources. Some possible options that appear promising include the Blue Cross of Idaho Foundation for Health, Community Transformation Grants provide opportunities up to \$135,000 for health focused projects, including trails and pathways. The National Endowment for the Arts offers up to \$150,000 in funding through the Our Town Grant, which is promising for funding placemaking within the focus area. EPA brownfield grants can fund additional environmental site assessment (ESA) studies and cleanup planning that support redevelopment projects.

⁸ [By Laws of the Idaho Falls Auditorium District](#)

⁹ [“Construction on the Mountain America Center could begin in March,” East Idaho New.com, January 21, 2020](#)

2. Demographic, Housing + Employment Trends

Population

Population trends were derived from data for Census Tract 9707, including Block Groups 1 and 2, and where available, the traffic analysis zones (TAZs) that closely overlap the focus area boundaries. The data labeled as “focus area” in the following tables has been extrapolated from the relevant Census or TAZ level data. Maps of various geographies used in this analysis can be found in Appendix A of this report.

The focus area experienced slow population growth between 2000 and 2019 with an average annual population increase of 0.58 percent, exhibiting only slightly less growth than Idaho Falls with 0.98 percent average annual population growth during the same time period.

Figure 5: Historic Population Trends

Geography	Net Change 2000 – 2018	% Change 2000 – 2017	Average Annual % Change
Idaho	161,012	10.6%	1.3%
Bonneville County	12,184	12.2%	1.4%
Idaho Falls	4,494	8.1%	1.0%
Census Tract 9707	264	4.8%	0.6%
Focus Area	6	0.3%	0.03%

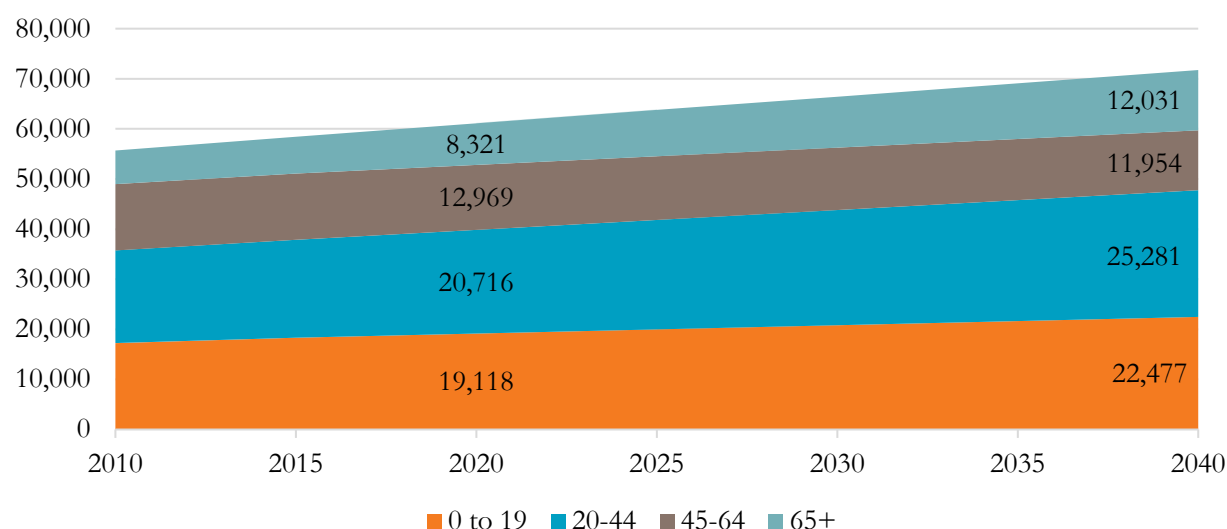
Source: U.S. Census Bureau, 2010 Decennial Census; U.S. Census Bureau, 2018 American Community Survey 5-Year Estimates; Bonneville Metropolitan Planning Organization TAZ Estimates.

The population in the City of Idaho Falls is expected to continue to show steady growth over the next 20 years with a projected population increase of just over 10,000 individuals (a 17 percent increase over the next 20 years)¹⁰. In addition to the projected growth of the City, the age composition in Idaho Falls is projected to change as well. Between 2020 and 2040, it is expected that the number of individuals over the age of 65 will grow 22 percent and the population of younger adults between age 20 and 44 will grow 4 percent, while the population between the ages of 45 and 64 will drop by 22 percent. This means that the population will have a smaller share of working age individuals compared with current demographics.

The focus area population is relatively diverse with three-quarters of the population identifying as white alone, compared to statewide averages of 91 percent. Census estimates indicate that around 27 percent of the population in the focus area is Hispanic or Latino, comparatively this number is nearly double the 13.7 percent of Idaho Falls that identifies as Hispanic or Latino as a percentage of total population.

¹⁰ Forecasts based on U.S. Census Bureau, 2010 Decennial Census and U.S. Census Bureau, American Community Survey 5-Year Estimates

Figure 6: Idaho Falls Population Projections by Age



Source: Forecasts based on U.S. Census Bureau, 2010 Decennial Census and U.S. Census Bureau, American Community Survey 5-Year Estimates

Housing

According to the 2014-2018 American Community Survey (ACS) data, it appears that rental vacancy rates in Census Tract 9707 (the closest available representation of the data in the focus area) are significantly lower (3.9 percent) than the city-wide average of 7.5 percent. This could be an indication of a tight rental market within the focus area. Homeowner vacancy rates on the other hand are much higher in Census Tract 9707 at 7.6 percent, over three times that of Idaho Fall's average. This suggests that there may be more opportunities for home ownership within the focus area. There are approximately 139 vacant units for sale or rent in Census Tract 9707, which includes the focus area and land immediately surrounding it.

The number of rental units as a percentage of total units in the focus area is more heavily weighted towards renters when compared to the city-wide average in Idaho Falls. The focus area consists of 54 percent renters while the City average is only 34 percent. This split of housing ownership in the focus area could be indicative of less established wealth and a potentially younger and more diverse population.

Housing units built before 1950 account for 27 percent of the total occupied housing units in the focus area. This is notably higher than the average for the City of Idaho Falls (14 percent) and suggest that at least a portion of these aging housing units will likely need to be replaced in the next decade.

Figure 7: Focus Area Housing Profile

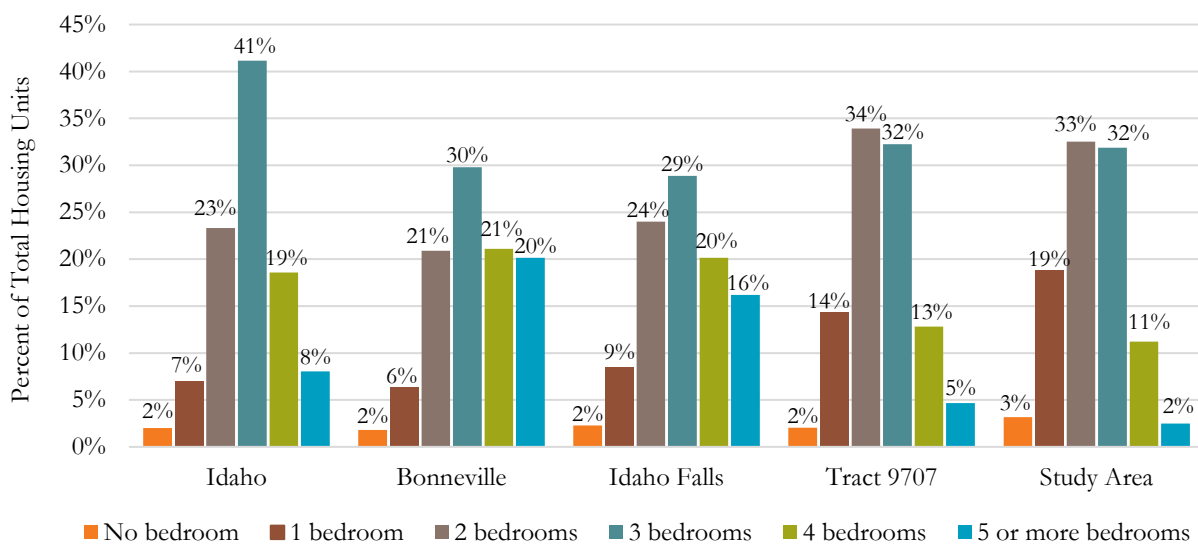
Indicator	Focus Area*	Focus Area %	Idaho Falls	Idaho
Total Housing Units	1,173		23,906	711,731
Occupied Units	1,034	88%	93%	87%
Owner Occupied	471	46%	64%	69%
Renter Occupied	562	54%	36%	31%
Homeowner Vacancy Rate ¹¹			2.3	1.7
Rental Vacancy Rate			7.5	5.4
Average Household Size	2.29		2.65	2.68
Overcrowded or Severely Overcrowded (>1 occupant per room)	31	3%	2%	3%
Built Before 1950	370	32%	14%	12%

Source: U.S. Census Bureau, American Community Survey American Community Survey 5-Year Estimates, 2014-2018

Note: *Focus area estimates extrapolated from Census Block Group 1&2

Housing units in the focus area and the surrounding Census Tract tend to have fewer bedrooms than other areas of Idaho Falls and the Bonneville County. One-bedroom and no-bedroom (studio) units make up 21 percent of housing units in the focus area, but in the city of Idaho Falls only account for 11 percent of housing units.

Figure 8: Number of Bedrooms in Unit



Source: U.S. Census Bureau, American Community Survey American Community Survey 5-Year Estimates, 2014-2018

Note: Focus area estimates extrapolated from Census Block Group 1&2

¹¹ There are two types of vacant units: seasonal and year-round. Year-round vacant units include those that are for rent, for sale, rented or sold and vacant for other reasons. Vacant for other reasons includes reasons such as occupant is in assisted living, house is used for storage, the house is in foreclosure or is being prepared to be rented or sold. The vacancy rate only includes that are available for rent or for sale and is a good indicator of housing availability.

The housing needs estimate for the focus area is shown in Figure 9 and considers the number of existing units in the focus area and the number of new units needed due to population change and housing condition. After adjusting for residential construction that took place in the past three years (2017-2019), an estimated 197 new housing units are needed in the focus area to address demand. This represents a 17 percent increase in the number of available housing units and has a ten-year estimated annual absorption of just under 20 units per year over 10-years and about 10 new units over 20-years.

Figure 9: Focus Area 10 to 20 Year Housing Needs Estimate

Item	Units	Notes
2019 estimate of Housing Units in Focus Area	1,173	Sum of TAZ level estimates within focus area (Bonneville Metropolitan Planning Organization, 2019 Demographics). There was an estimated 1,170 housing units in 2010 at the TAZ level (reflecting the focus area) as well as no change in population during the same time.
New Units Needed Due to Population Change 2020-2030	32	American Community Survey 5-Year Estimates and Decennial Census: 1.1% average annual increase from 2000-2018 (Census Tract 9707). Uses average household size to estimate new units. The BMPO forecasts an additional 72 people between 2020 and 2040 for the TAZs that reflect the focus area.
New Units Needed Due to Housing Condition	167	Estimated as the average of three indicators applied as a percent to the sum of occupied units and units on the market: occupied units lacking kitchen and plumbing facilities (12.8%), and all units that are mobile homes (17.4%). 2018 ACS 5-Year Estimate, Block Groups 1&2
<i>Less New Residential Construction in 2017, 2018 and 2019</i>	2	Only two new residential units were constructed in the focus area since 2009.
Total New Units Needed	197	Over 10 to 20 years
Percent of total housing stock	17%	
Forecasted annual absorption	20	Calculated over a 10-year period

Employment

State and Regional Trends

Idaho has experienced steady growth in recent years and is projected to continue this trend through 2022. Statewide economic growth has been supported by a growing population, which grew at more than 2 percent annually for both 2017 and 2018. Prior to COVID-19, statewide unemployment continued to fall below national averages with recent reports as low as 2.6 percent, compared to 3.7 percent at the national level. Idaho is projected to show personal income growth above 5 percent through 2022, which exceeds inflation and is higher than national projections.

Eastern Idaho, and specifically Bonneville County have also experienced strong economic growth in recent years. Between 2009 and 2019, the county exhibited growth in the civilian labor force and a reduction of unemployment from 6.4 percent to 2.3 percent. Eastern Idaho has the second largest workforce in Idaho with 183,381 employees and experiences the benefits of major regional employers including two universities and one of the largest Departments of Energy sites in the Nation at Idaho National Laboratory. Eastern Idaho's economy is also supported by a low composite costs of living at 93.3 percent of the national average.

Multiple data sources were compiled to analyze historic employment trends and develop job projections for the focus area.

Figure 10: Employment Data Sources and Methods

Category	Notes	Sources
Industry Projections (State and Region)	Occupational and industry projections for the State of Idaho and six economic regions within the state. Bonneville County is part of region 6, Eastern Idaho. Data includes 2016 estimates 2026 projections, net growth, and growth rate by industry.	Idaho Department of Labor
Employment Statistics (City/MSA)	Total nonfarm employment for the city of Idaho Falls from 2000-2019. The Current Employment Statistics (CES) program collects data on employment, payroll, and hours from payroll records.	Bureau of Labor Statistics
Workforce Trends (County)	Labor and workforce trends for Bonneville County, including unemployment rates and labor force and employment statistics.	Idaho Department of Labor
Employment Estimates and Forecasts (TAZ)	2019 employment estimates and 2040 employment forecast by Traffic Analysis Zone (TAZ)	Bonneville Metropolitan Planning Organization
Employment (Census Tract)	Includes the industries of employed residents, unemployment rates, and labor force estimates. Pulls from QCEW data sets.	American Community Survey 5-Year Estimates

Over the past 10 years, employment in Idaho Falls has experienced modest growth, with an average annual growth rate of 2.2 percent. Employment projections for Eastern Idaho show a similar trend of consistent but modest job growth over the past decade and are projecting an average annual growth rate of 1.2 percent through 2026. Using the Bonneville Metropolitan Planning Organization (BMPO) forecasts for job growth at the TAZ level, we assume an average annual growth rate for employment of 1.5 percent for the focus area, which is slightly lower than historical trends in the city (2.2 percent) and very close to the forecast for Eastern Idaho (1.2 percent). This yields approximately 4,197 jobs in the focus area by 2040, up from 3,185 in 2019.

Figure 13 shows what future employment in the focus area could look like if the 1.5 percent growth rate is applied proportionally across the major sectors that make up Eastern Idaho's economy. The top four sectors of Health Care, Retail Trade, Accommodations and Food Services, and Education account for nearly half of the existing jobs in the focus area and are projected to continue to grow over the next 20 years. Sector specific projections are used to identify demand for different types of commercial space.

Figure 11: Job Projections by Industry

Sector	Region 6: Eastern Idaho			Focus Area (TAZs)		
	2016 Employment	2026 Employment	Average Annual Growth Rate	2019 Estimated Jobs	2040 Projected Jobs	Net Change
Health Care & Social Assistance	11,669	13,964	1.8%	88	585	209
Retail Trade	11,652	13,293	1.3%	3	557	149
Accommodation & Food Service	7,617	9,446	2.2%	172	396	166
Educational Services	8,177	9,434	1.4%	185	395	114
Professional, Scientific, and Technical Services	9,387	8,377	-1.1%	9	351	-92
Manufacturing	5,158	6,296	2.0%	151	264	104
Public Administration	6,126	6,279	0.2%	419	263	14
Construction	4,774	5,620	1.6%	91	235	77
Wholesale Trade	4,215	5,297	2.3%	40	222	99
Administrative and Support Services	5,332	4,519	-1.6%	72	189	-74
Transportation and Warehousing	2,536	3,964	4.6%	337	166	130
Other Services	2,106	2,411	1.4%	7	101	28
Agriculture, Forestry, Fishing, & Hunting	2,453	2,391	-0.3%	192	100	-6
Finance & Insurance	2,002	2,096	0.5%	64	88	9
Waste Management and Remediation Services	1,785	1,818	0.2%	294	76	3
Arts, Entertainment, & Recreation	1,090	1,403	2.6%	419	59	28
Information	1,105	1,396	2.4%	39	58	27
Management of Companies and Enterprises	205	399	6.9%	274	17	18
Mining	73	215	11.4%	76	9	13
Utilities	238	202	-1.6%	220	8	-3
Total	88,611	100,206	1.2%	3,185	4,197	1,012

Source: Idaho Department of Labor Occupational and Industry Projections, Bureau of Labor Statistics (BLS) Employment Projections; Bonneville Metropolitan Planning Organization Demographic Projections.

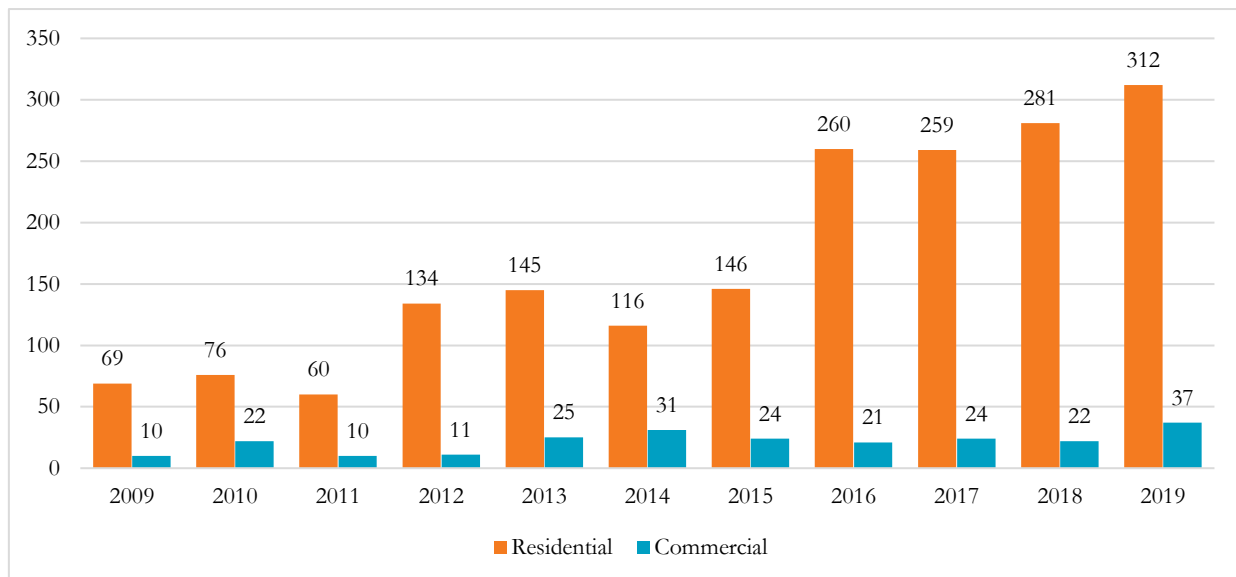
3. Development Trends

Building Permit Trends

There was very little new construction that occurred in the focus area between the years of 2009 and 2019. One commercial operation (a Java Express) was constructed in 2016 and two new residential units were constructed in 2019 on Lomax St. in the southern portion of the focus area. This low new construction rate was not mirrored by the city as a whole, with significant new construction on an annual basis and an increase in housing construction beginning around 2016 (shown in figure 11).

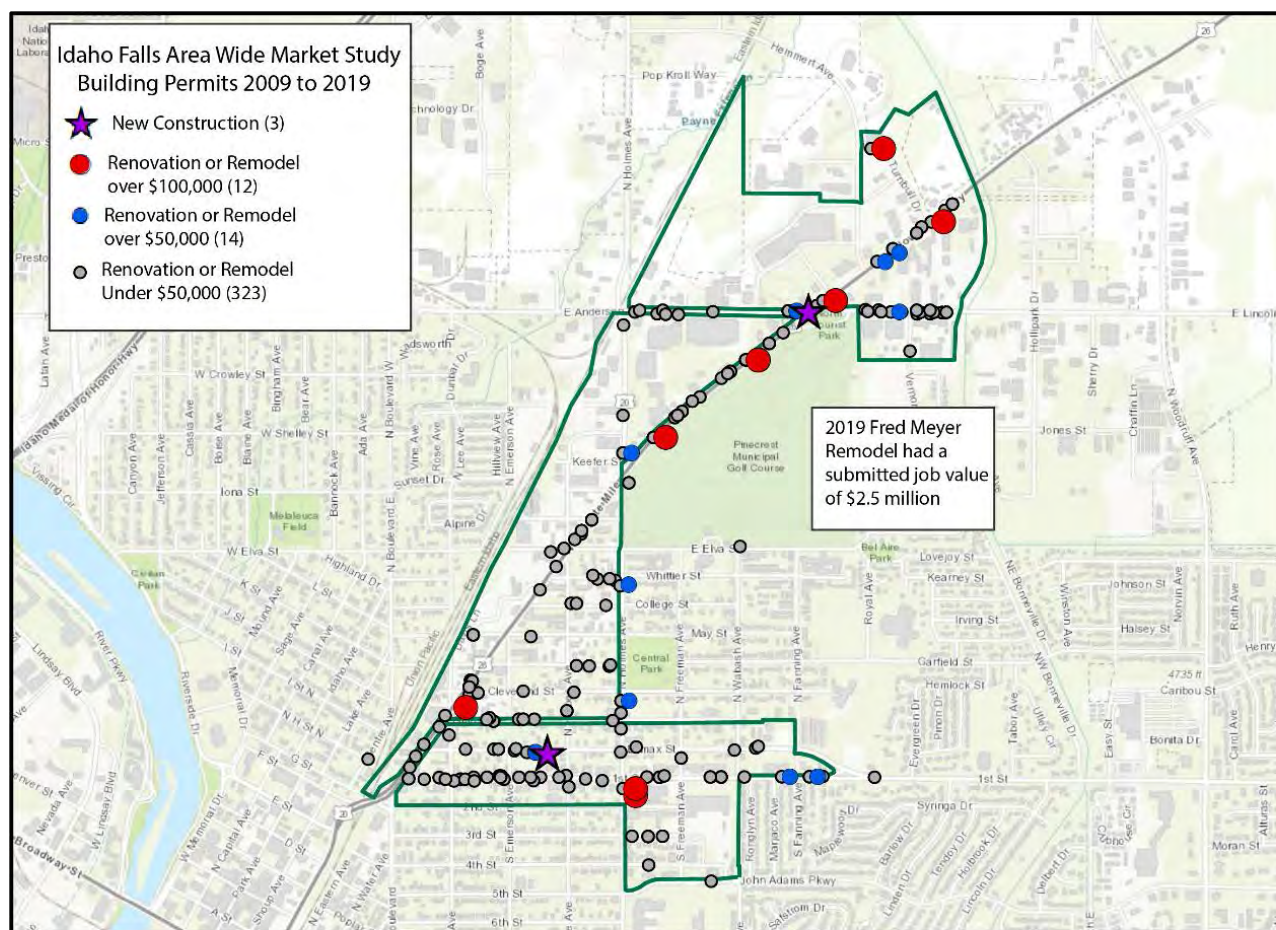
While new construction in the focus area was limited, there were many permits submitted and approved for building improvements and renovations in the focus area. Between 2009 to 2019 there were 349 permitted and approved improvement and renovation projects in the focus area, which includes roofing projects, mechanical, electrical, and plumbing updates as well as home additions and remodels and fencing and sign installations. Most of the renovation and remodel projects were small (under \$50,000), but a few larger renovations and additions were completed, including multiple projects at the Fred Meyer on Northgate Mile, with the largest having an assessed project value of \$2.5 million in 2019. The number of renovations indicates a willingness of owners to invest in their properties in this area. This is an indication that adaptive reuse projects are occurring in the focus area.

Figure 12: Residential and Commercial New Construction in Idaho Falls 2009-2019



Source: City of Idaho Falls, 2020

Figure 13: New Development in the Focus Area, 2009-2019



*Renovations and Remodels includes all permitted construction (residential and commercial) that was not considered new construction and includes electrical, plumbing, sign installations, heating and cooling, roofing projects, and home/commercial additions.

Source: City of Idaho Falls, 2020.

Residential Market

The median gross rent, the midpoint between the highest and lowest rents, was considerably lower in Census Tract 9707 (the closest available representation of the data in the focus area) than City and State averages. Median housing costs and monthly mortgage payments were also lower in Census tract 9707 when compared to the City of Idaho Falls. The median housing cost for households with a mortgage in Census Tract 9707 is approximately 30 percent lower than the median mortgage payment for the City of Idaho Falls.

There is a need for less expensive housing options in the area. Mixed-use development with units for senior housing would be a good strategy for the Focus Area.

- Stakeholder interview

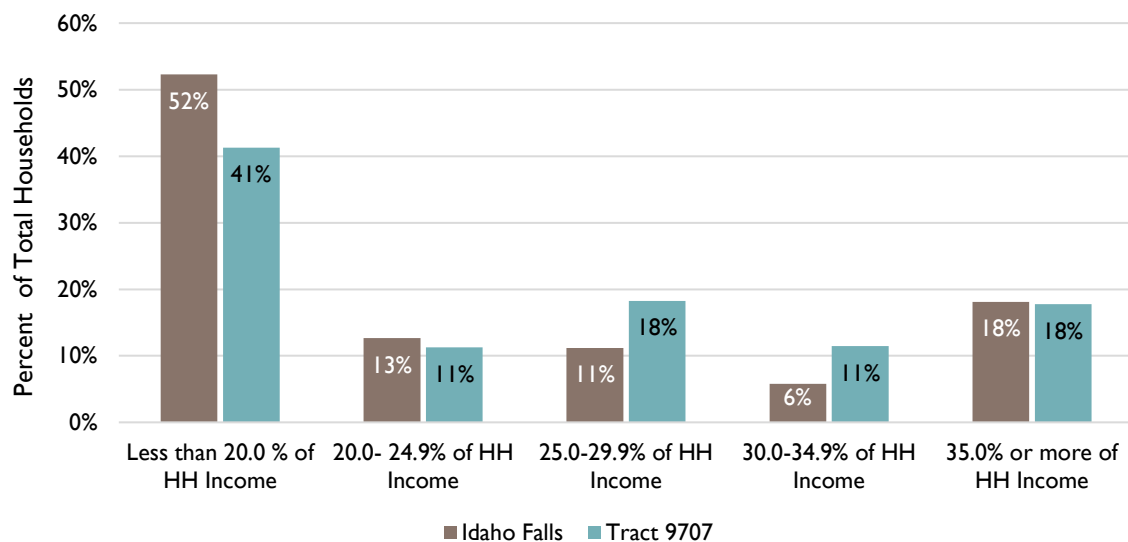
Figure 14: Median Housing Cost

Item	Idaho	Bonneville County	Idaho Falls	Census Tract 9707	Block Groups 1&2
Median Gross Rent	\$825	\$784	\$748	\$685	\$695
Median Costs (w/Mortgage)	\$1,228	\$1,180	\$1,116	\$785	\$778
Median Costs (No Mortgage)	\$368	\$352	\$350	\$314	\$325
Median Value	\$192,300	\$168,100	\$153,600	\$88,500	\$83,251

Source: Source: 2013-2017 American Community Survey 5-Year Estimates

Households who spend more than 30 percent of their total income on housing costs are considered to be cost burdened. Spending a larger portion of household income on housing limits the amount of income available for other non-discretionary spending, such as food clothing and transportation. Based on that criteria, 24 percent of households in Idaho Falls and 29 percent of households in Census Tract 9707 are cost burdened. This suggests that there is a need for additional affordable housing in and around the focus area.

Figure 15: Monthly Housing Costs as a Percent of Household Income



Source: Source: 2014-2018 American Community Survey 5-Year Estimates

Commercial Market

Only one new commercial development was constructed in the focus area from 2009 to 2019, however six commercial use buildings received additions and 30 underwent remodeling, totaling over \$4.1 million in commercial project value for the focus area. Development activity in the focus area are most associated with adaptive reuse projects. The City of Idaho Falls has seen an uptick in new commercial development with a total of 237 new commercial buildings between 2009 to 2019.

The 1st Street Corridor is a forgotten commercial district in Idaho Falls. People generally pass through the area without feeling the connection to stop and patronize businesses.

- Stakeholder interview

4. Development Forecast

Key Findings

The team compiled population, employment, and housing forecasts to model the demand for residential and commercial land in the focus area. Those development forecasts were then compared to an analysis of vacant land that currently exists within the focus area to determine whether there is adequate vacant land and properties to accommodate projected demand. For purposes of this study, vacant land is defined as sites that do not have a tenant/occupant and/or do not have any habitable structures.

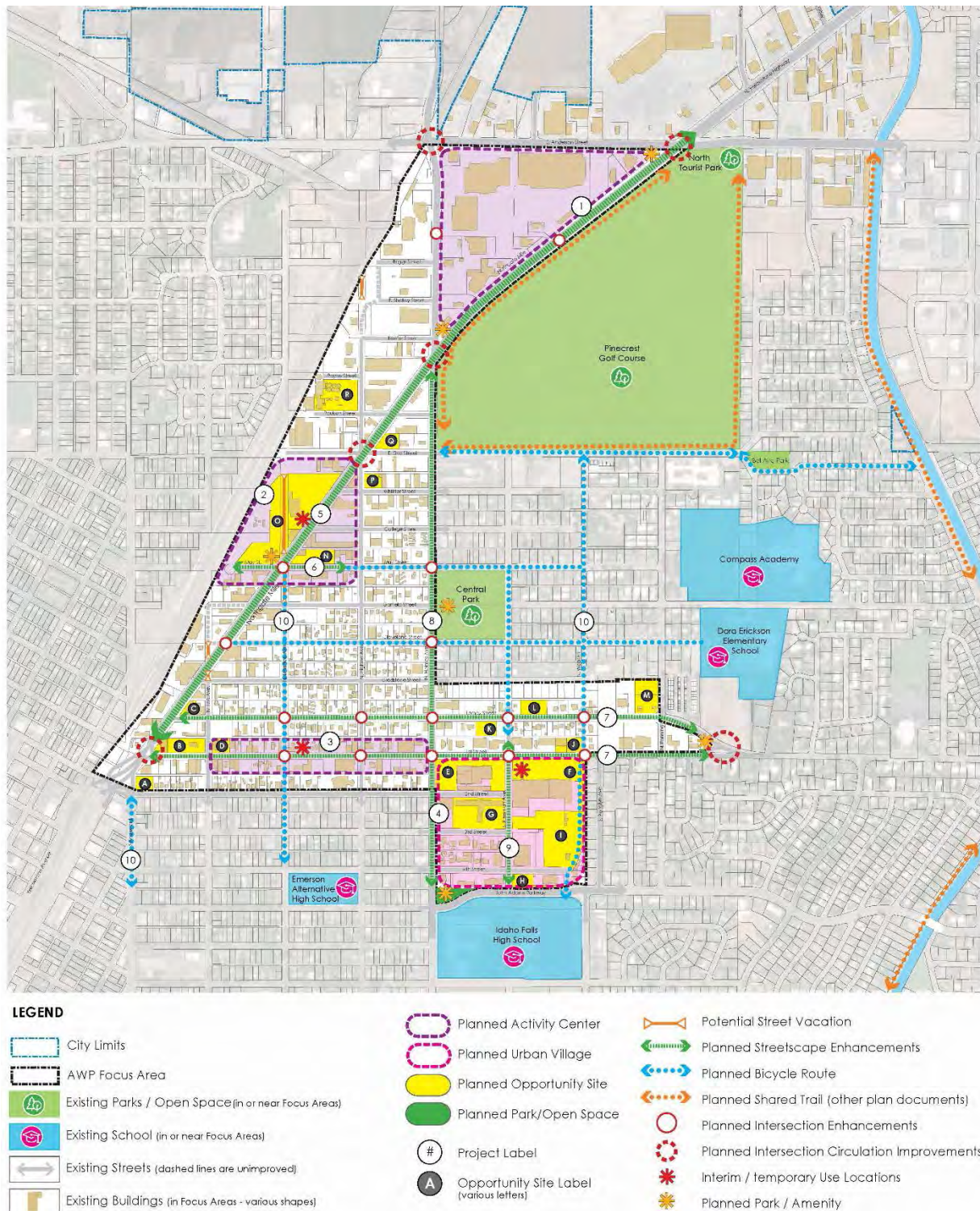
- **Overall, there is a vacant land shortage of 18.8 acres in the focus area.** The focus area has a total of 40.0 acres of vacant land, which is not adequate to meet the combined commercial and residential demand of 58.8 acres over the next 20 years. This indicates that demand will either move elsewhere or additional redevelopment will be needed to more intensively utilize existing properties.
- **Commercial development faces a shortage of vacant land in the focus area.** When looking at land that currently allows commercial and industrial activities, there will likely be a shortage of 3.2 acres of vacant land in the focus area to accommodate future employment growth. This includes vacant land that is currently zoned to allow residential, as well as commercial uses, which means that the commercial development would likely be competing with residential demand for those same parcels.
- **Adequate vacant land exists to accommodate residential development in the focus area.** There is just under 29 acres of vacant land that could accommodate some form of residential development within the focus area. This would meet the forecasted need for 17.5 acres of residential development. This includes vacant lands with a zoning designation that allows for residential, as well as commercial uses, which means that residential development would likely be competing with commercial demand for those same parcels.
- **Opportunity sites offer 18.5 acres of vacant land supply that could accommodate 25 percent of the demand.** Stantec identified 18 opportunity sites within the focus area, totaling 18.5 acres, that are vacant and have a low Improvement to Land Value Ratio (ILVR). The ILVR is calculated based on property tax records and is a metric commonly used to identify parcels that are under-utilized from a development perspective.

The findings described above make a strict comparison between acreage that is in demand and acreage that is available as vacant land supply. However, it is important to note the following caveats to these estimates.

- The vacant land estimates are duplicated between residential and commercial because many of the zoning districts allow both activities. For example, if residential development outpaces commercial development and “uses-up” most vacant land, there would be less commercially zoned vacant land available to meet demand. Similarly, if commercial development quickly absorbs much of the vacant land supply, there will be less land available for residential development. Overall, there is a shortage of vacant land when compared to overall demand for land in the focus area.
- Not all parcel sizes and shapes will be conducive to development depending on the size of the project being considered. Land assembly may be needed to ensure adequate parcel size.
- Not all vacant parcels are easily developed. For example, vacant parcels with existing unoccupied buildings limit development potential and/or impose higher development costs on redeveloping properties.

- Not all opportunity sites or vacant parcels are suitable for residential development due to proximity to the railroad.

Figure 16: Proposed Urban Design Plan for the focus area with Opportunity Site Designations



Note: The UDP is a part of the proposed Area-Wide Planning study document for the Northgate/1st Street focus area (under separate title)

Methodology

Demographic, employment, and housing trends (summarized in Section 2) were used to forecast expected development for industrial, commercial, and residential needs in the Area Wide Planning focus area (focus area).

Forecasted population change along with existing housing conditions and overcrowding statistics were used to estimate the forecasted need for new residential units within the focus area. The residential housing need was then translated from housing units into total acreage using floor area ratios (FAR) based on unit type and average unit size. Forecasts were further refined by applying an estimated capture rate that was specific to the focus area geography.

Figure 17: Sources Used for Residential Development Forecast

Item	Source
Current Estimate of Housing Units	2018 American Community Survey (ACS) 5-Year Estimate. Includes total units, occupied units, tenure, occupancy, median gross rent, median mortgage gross rent, unit type, unit size, age of housing unit, and household size
New Units Needed Due to Population Change	Population and demographic estimates and projections were sourced from the 2018 ACS 5-Year Estimates and the Bonneville Metropolitan Planning Organization TAZ level data
New Units Needed Due to Housing Condition	Estimated as the average of two indicators applied as a percent to the sum of occupied units and units on the market: occupied units lacking kitchen and plumbing facilities, and all units that are mobile homes. 2018 ACS 5-Year Estimate.
New Units Needed Due to Overcrowding	Overcrowding is defined by Census and HUD as homes with more than one occupant per room. Severe overcrowding is defined as more than 1.5 occupant per room. Rooms are defined as the total number of rooms, not just the bedrooms. 2018 ACS 5-Year Estimate
New Residential Construction (2018-2020)	New residential units are counted as those that result in a new unit (or units) calculated within the focus area. Source: Local Building Permit Data
Focus Area Capture Rates	Interviews with real estate and local area experts informed capture rate estimates, which were used to refine estimated residential housing need within the focus area boundaries.

Employment characteristics, such as worker and job locations, and published industry specific job forecasts from Idaho Department of Labor informed the estimates for commercial and institutional space needs. Building permit data was compared with changes in population to understand historical trends in construction that are relevant to the focus area. Local real estate experts were also interviewed to better understand the current market for residential and commercial development and how much of the forecasted demand could be captured within the focus area.

Figure 18: Sources Used for Commercial Development Forecast

Item	Source
Labor Force + Employment Trends	Workforce estimates and projections, unemployment rates, occupational data and industry forecasts primarily sourced from the Idaho Department of Labor and the U.S. Bureau of Labor Statistics.
Existing Inventory	An Area Wide Plan (AWP) land analysis conducted by Stantec was used to estimate the total area withing the AWP boundaries, how that land is zoned and what portion of that land is vacant, undeveloped, or unoccupied.
Commercial Space Needed to Accommodate Job Growth	Estimated based on area and industry specific job projections and commercial land use assumptions developed by Economic Planning Systems for a separate report. Demand for commercial space is then translated into acreage using industry specific floor area ratios (FAR).
Focus Area Capture Rates	Interviews with real estate and local area experts will inform capture rate estimates, which will be used to refine estimated commercial need within the focus area boundaries.

Land Supply in the Focus Area

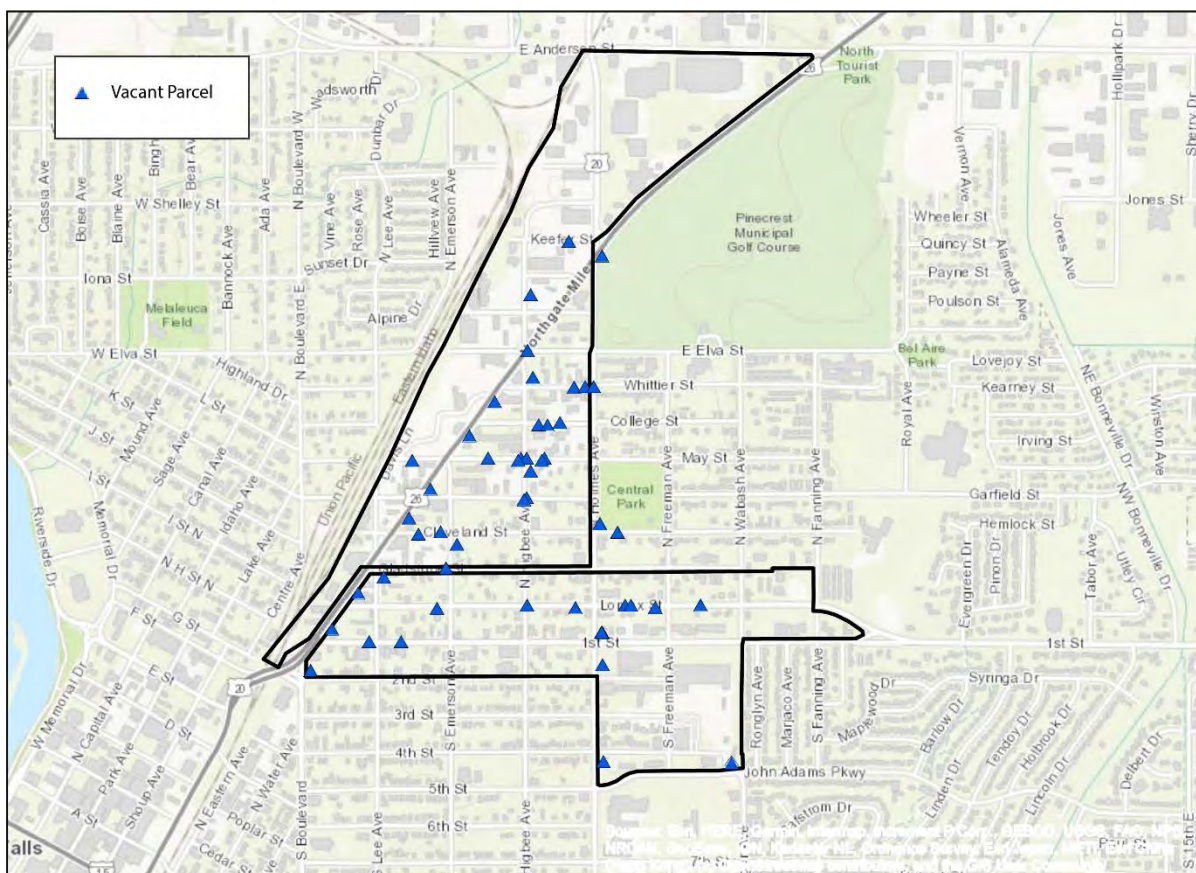
The focus area contains a total of 202.9 acres of land and roughly 20 percent or 40 acres of land is considered vacant. Vacant land calculations include undeveloped land without structures and unoccupied land with existing but unoccupied structures. Over half of the vacant land within the focus area is zoned as central commercial (CC), which allows for both commercial and residential uses. Roughly 95 percent of the vacant land present in the focus area allows for commercial uses and 72 percent of the vacant acreage allows for residential uses. These two categories exceed 100 percent because many of the zoning districts in the focus area allow for both commercial and residential development. The only zoning district that exclusively allows for commercial use is industrial and manufacturing (I&M) and the only zoning district that exclusively allows for residential development is multiple dwelling residential (R3).

Figure 19: Land Supply in Focus Area by Zone

Zoning Districts	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land (no tenant on property)	Subtotal Vacant Land Supply
	<i>a</i>	<i>b</i>	<i>c</i>	<i>d=b+c</i>
Central Commercial (CC)	92.9	12.0	9.9	21.8
Highway Commercial (HC)	42.6	2.7	0.0	2.7
Industrial & Manufacturing (I&M)	25.0	7.3	3.4	10.7
Limited Commercial (LC)	1.2	0.6	0.0	0.6
Multiple Dwelling Residential (R3)	4.0	1.3	0.0	1.3
Residential Mixed Use (R3A)	10.9	0.2	0.0	0.2
Traditional Neighborhood (TN)	25.7	2.0	0.0	2.0
Parks & Open Space (P)	0.6	0.6	0.0	0.6
Total Unduplicated Acres	202.9	26.7	13.3	40.0

Source: Stantec Field Observations

Figure 20: Vacant Land in Focus Area



Source: Stantec Field Observations

Summary of Vacant Land Analysis Compared to Land Demand

Overall, there will likely be demand for 58.8 acres of land for residential and commercial development within the focus area. This is based on anticipated population and employment growth within and around the focus area. We prepared or used existing employment and population forecasts to estimate land demand for commercial and residential development in the focus area. Next, we applied a capture rate to the demand in Idaho Falls to help estimate how much of the market demand for a particular land use is likely to be absorbed in the focus area.

There is more demand (58.8 acres) for land within the focus area than supply of vacant land (40.0 acres). Based on Stantec's land use definitions and field observations, this report defines vacant land to include undeveloped land with no structures and unoccupied land with or without structures but no tenants on the property. The 40.0 acres of vacant land includes parcels with zoning districts that allow residential and commercial development, as well as land zoned as public lands. The redevelopment of parcels that are home to existing buildings will be necessary to accommodate expected development, but it will impose higher development costs than undeveloped vacant properties. The following section assesses demand for residential and commercial land compared to vacant land that allows for those uses.

Figure 21: Commercial and Residential Land Supply and Demand in Focus Area (Acres)

	Total Land Area	Undeveloped Land (no structures)	Unoccupied Land (no tenant on property)	Subtotal Vacant Land Supply	Projected Demand	Potential Land Shortage or Surplus in Focus Area
	a	b	c	d=b+c	e	f=d-e
Allows Residential [1] <small>Some duplication with Commercial</small>	177.7	18.8	9.9	28.7	17.5	11.2
Allows Commercial [2] <small>Some duplication with Residential</small>	198.3	24.8	13.3	38.1	41.3	(3.2)
Public Lands (PL)	0.6	0.6	0.00	0.6	0	0.6
Total Unduplicated Acres [3]	202.9	26.7	13.3	40.0	58.8	(18.8)

Source: Stantec Field Observations

[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Limited Commercial, Multiple Dwelling Residential, Residential Mixed Use, Traditional Neighborhood.

[2] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.

[3] Rows add to more than the total because acreage can be used for both residential and commercial uses

Commercial Development Forecast + Available Land

Based on the estimated growth in employment, approximately 41.3 acres of commercial/industrial land will be needed in the focus area by 2040. Roughly, 38.1 acres of vacant land in the focus area allows commercial and industrial activities based on a review of the zoning districts, which results in a shortage of 3.2 acres. It should be noted that the majority of the vacant land allows for both commercial and residential uses, and commercial development in the focus area will likely be competing for the same vacant land as future residential developments.

Figure 22: 20- Year Commercial Land Use Forecast for Area Wide Plan Focus Area

Land Use	Projected Employees Requiring Space	Sq. Ft. per Employee	Demand for New Commercial Space (Building Sq. Ft)	Floor Area Ratio (FAR)	Land Demand (Sq.Ft.)	Land Demand (acres)
Office	59	250	14,853	0.3	49,511	1.1
Industrial/Flex Space	117	750	87,587	0.15	583,914	13.4
Retail	79	350	27,773	0.25	111,094	2.6
Accommodation +Food Services	70	300	21,143	0.5	42,285	1.0
Institutional	66	750	49,568	0.3	165,228	3.8
Total	392		200,925		952,032	21.9
Estimated Vacant Land with Zoning that Allows Commercial, Office, Industrial Users [1]						38.1

[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.

Figure 23: 20- Year Commercial Land Use Forecast for Area Wide Plan Focus Area

Land Use	Projected Employees Requiring Space	Sq. Ft. per Employee	Building Sq. Ft Needed	FAR	Land needed	Acres Needed
Office	112	250	28,055	0.3	93,516	2.1
Industrial/Flex Space	221	750	165,433	0.15	1,102,887	25.3
Retail	150	350	52,458	0.25	209,832	4.8
Accommodation + Food Services	133	300	39,934	0.5	79,867	1.8
Institutional	125	750	93,624	0.3	312,080	7.2
Total	741		379,503		1,798,182	41.3
Estimated Vacant Land with Zoning that Allows Commercial, Office, Industrial Users [1]						38.1

[1] Includes the following zoning districts: Central Commercial, Highway and General Commercial, Industrial and Manufacturing, Limited Commercial, Residential Mixed Use, Traditional Neighborhood.

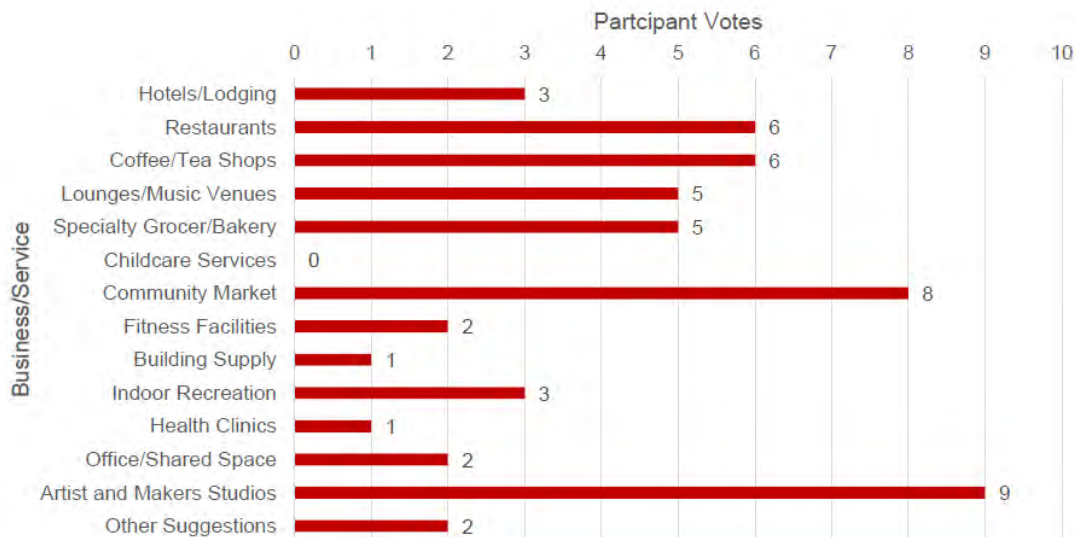
Need for commercial land was forecasted using TAZ level employment estimates for 2020 and 2040 and industry level growth projections for Eastern Idaho. Land use conversions were then applied to employment projections at the industry level to estimate the space demanded by additional employment in the focus area.

As part of the public outreach efforts for this project, the team set up engagement boards at a town-hall style meeting and asked attendees to identify the types of businesses and services that they would like to see in the focus areas. Based on the participants responses, the most desired businesses/services include restaurants, coffee/tea shops, community markets, and artists/makers spaces. To a lesser extent specialty grocers and music venues were also desired.

The 1st Street Corridor is promising, and there is opportunity to leverage existing businesses to grow the area.

- Stakeholder interview

Figure 24: Business and Services Engagement Board



Residential Land Use Forecast + Available Land

Future housing needs in the focus area are forecasted based on estimated population growth, the condition of existing housing stock, and number of overcrowded housing units. This forecast assumes that housing units without complete plumbing and kitchen facilities and mobile home units will be replaced in the next twenty years with updated residential units, and additional housing units will be added to alleviate overcrowding. Recent residential construction was also taken into consideration and used to refine the 20-year housing need estimates. Based on the estimated population growth in Idaho Falls and estimated housing types for future residential development, approximately 17.5 acres of land will be needed to develop 197 housing units in the focus area over the next ten to twenty years. This includes replacement housing. Roughly, 28.7 acres of vacant land allows for residential development based on a review of the zoning districts in the focus area, which should be able to meet the need for forecasted residential development. As previously mentioned, the majority of the vacant land in the focus area allows for both residential and commercial uses, so new housing units will be competing with commercial development over a limited vacant land supply.

Figure 25: Housing Forecast in the Focus Area

Unit Type	Distribution of Housing by Type Current [2]	Distribution of Housing by Type for Anticipated Redevelopment	New Units in Focus Area by 2040	Gross Density Shown as Units Per Acre [3]	Future Demand in Focus Area (Acres)
Single-family	57%	15%	30	6	7.0
Duplex	0%	10%	20	10	2.8
3-9 Units	34%	35%	69	20	5.0
10+ Units	9%	40%	79	41	2.88
Total	100%	100%	199	n/a	17.7
Vacant Land with Zoning that Allows Residential within Focus Area [1]					28.7

[1] Includes the following zoning districts: Rural Residential One District, Single-Family Residential District, Multi-family Residential District, Business District, Retail Business District

[2] Based on trends from the 2014 – 2018 American Community Survey 5-Year Estimates.

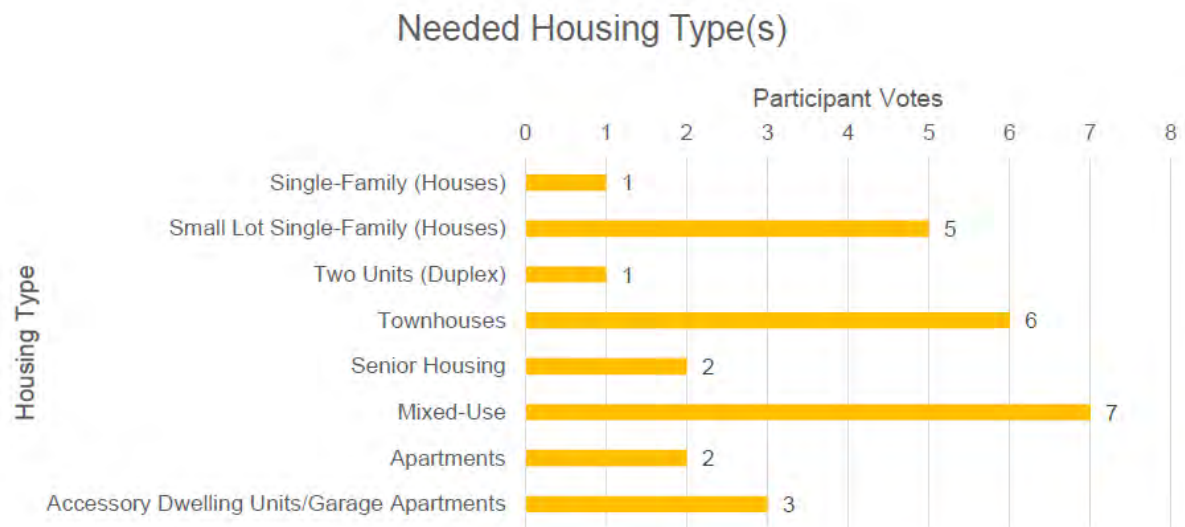
[3] Based on samples from the land inventory within the focus area

At the community town hall, a housing need engagement board allowed participants to identify the type of housing they felt is needed in the focus areas. Participants identified small lot houses, townhouses, and mixed-use buildings as the most needed housing types for the focus areas (see Figure 25). Given this preference, changing demographics and the likelihood that redeveloping properties will yield higher density housing projects compared to single family development, we adjusted the share of housing type from the status quo. This results in 75 percent of the new housing being built as multi-family product and 25 percent being built as single family and duplex in the future.

The City should promote addition housing in the focus area with an emphasis on a variety of housing types. Housing is an activator and essential for local business to be successful.

- Stakeholder interview

Figure 26: Needed Housing Engagement Board



Appendix A: Geographies Used for Analysis

Figure 27: Census Tract 9707, Bonneville County, Idaho

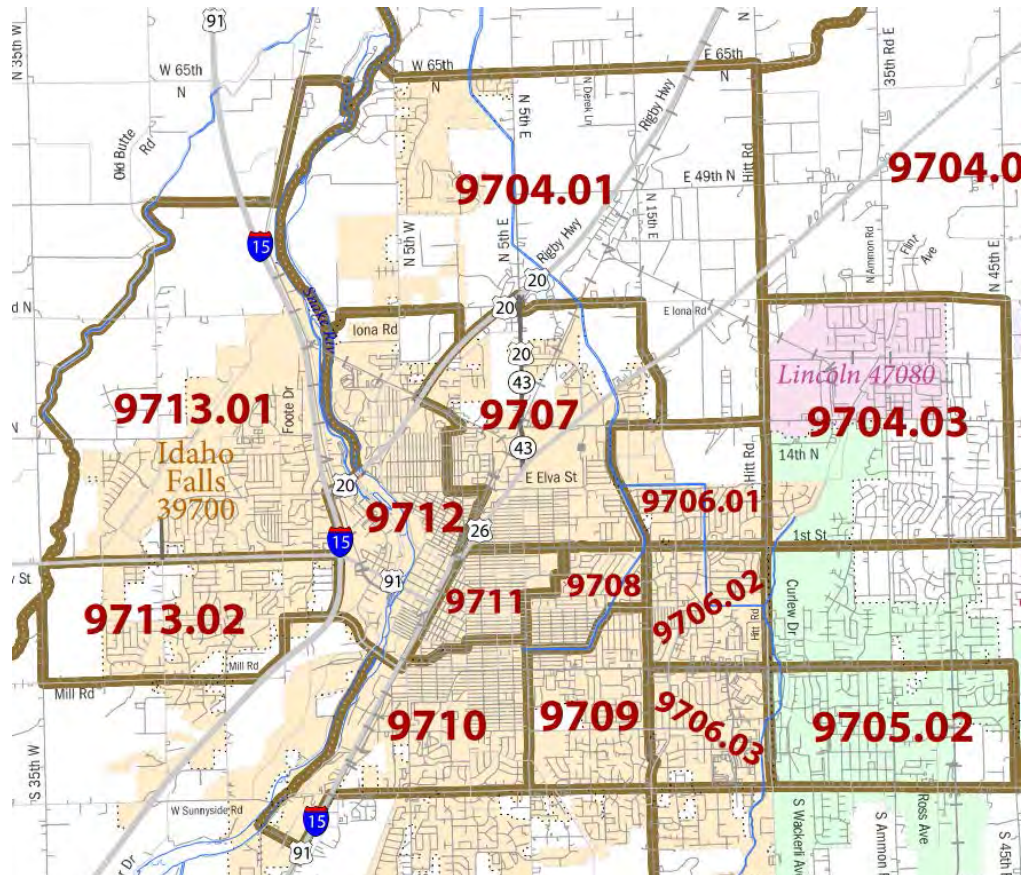


Figure 28: Block Group I, Bonneville, Idaho

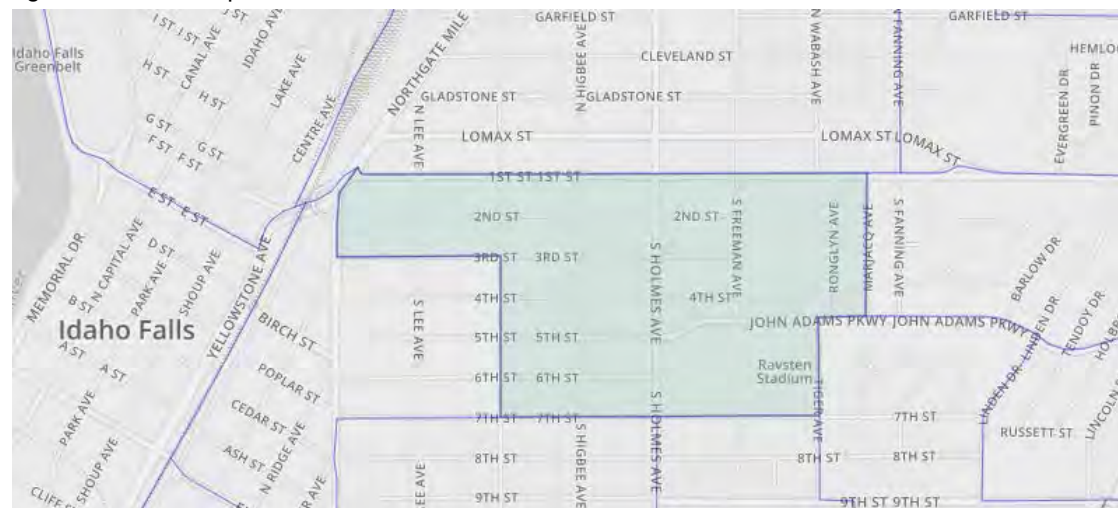


Figure 29: Block Group 2, Bonneville, Idaho

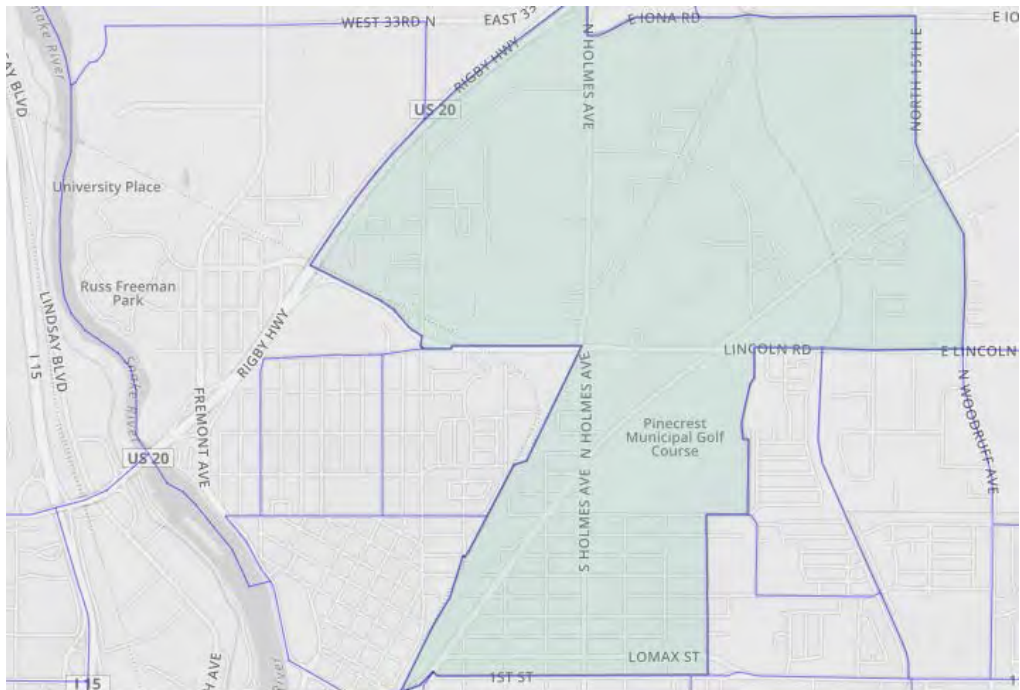
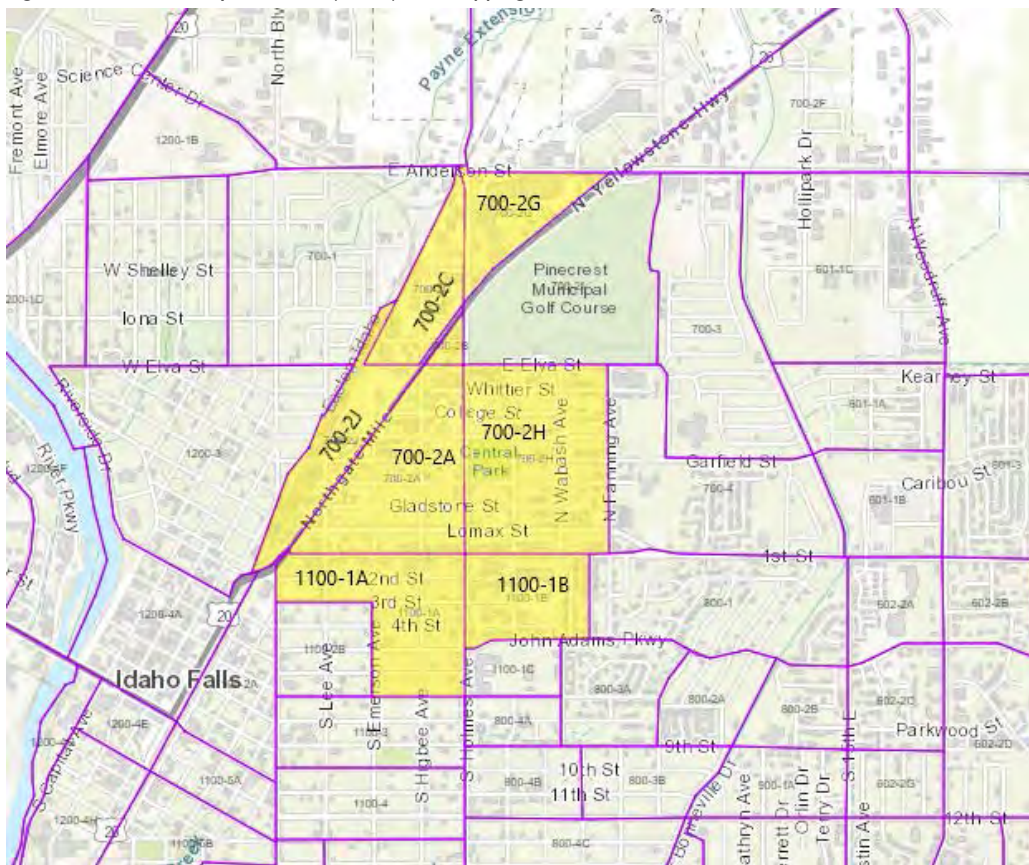


Figure 30: Traffic Analysis Zones (TAZs) Overlapping Focus Area



Appendix B: Funding Sources

We researched funding opportunities for capital projects, including public improvements and placemaking, as well as opportunities to fund program supports. This is not meant to be an exhaustive list of possible funding sources. Some possible options that appear promising include the Blue Cross of Idaho Foundation for Health, Community Transformation Grants provide opportunities up to \$135,000 for health focused projects, including trails and pathways. The National Endowment for the Arts offers up to \$150,000 in funding through the Our Town Grant, which is promising for funding placemaking within the focus area.

Table I Potential Federal, State and Foundation Funding Opportunities for the Planning Area

Funding sources are shaded according to whether they are a good fit for a capital project or for program support.	
Capital Projects	Examples projects: Infrastructure, Streetscape, Parks, Trails and pathways, Activity center, Business improvements, Residential remodels and development, Commercial remodels and development, Parking, Cultural assets (Idaho Fall Museum, Historic Preservation, Idaho Council on the Arts, Mural Program), Public spaces, biking and walkability, Placemaking
Program Support	Examples projects: Library, Arts organizations, Recreation district, Beautification, Marketing and Visitation, Community Capacity, Network & association support Urban renewal

Opportunity Name:	U.S. Department of Transportation, Better Utilizing Investments to Leverage Development “BUILD” Transportation Grants
Deadline:	May 18, 2020
Award Information:	Total Program Funding 1 billion, Award Floor \$5 million, Award Ceiling \$25 million.
Description:	This annual opportunity, formerly known as the TIGER program, is intended for States, local and tribal governments or joint applicants with not more than 10% of funds to be awarded in a single state. This program supports capital and planning projects to develop surface transportation infrastructure that will have a significant local or regional impact. special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas (and communities of fewer than 200,000 residents), such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity or facilitate economic growth or competitiveness.
Relevant Priority Area(s):	Capital Projects: infrastructure, surface transportation, streetscape, bike paths, pedestrian areas, historic preservation

Opportunity Name:	U.S. Department of Transportation, Build America Bureau, Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program
Deadline:	Rolling
Description:	This program seeks to leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance. Project categories may include Transit-Oriented Development for local and regional projects, Transportation System projects, and Surface Transportation projects. The minimum eligible project costs for this program range from \$10 million - \$50 million.
Relevant Priority Area(s):	Capital Projects: pedestrian and bicycle infrastructure, transportation facilities, surface transportation development and improvement.

Opportunity Name:	U.S. Department of Transportation, Bicycle and Pedestrian Program
Type of Opportunity:	Grants / Financing
Contact:	State Bicycle and Pedestrian Coordinator: Margaret Havey Idaho Transportation Department 208-334-8469 or Margaret.havey@itd.idaho.gov Federal Highway Administration, Idaho Division Contact: Lori Porreca 208-334-9180 x 132 lori.porreca@dot.gov
Description:	Bicycle transportation facilities and pedestrian walkways are eligible under nearly all Federal-aid and Federal lands highway programs. State appropriated funds may be allocated to local infrastructure projects to support planned surface infrastructure and technology improvements in transportation. DOT Highway and Safety Fund programs funded and implemented at the state level include Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Strategic Highway Safety Plan, National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Transportation Alternatives (TA) Program. Accessing to these programs in the pre-implementation state is available through state coordinators and division contacts.
Relevant Priority Area(s):	Capital Projects: pedestrian and bicycle infrastructure, transportation facilities, surface transportation development and improvement.

Opportunity Name:	National Endowment for the Arts, Our Town Grants
Deadline:	August 6, 2020
Award Information:	\$25,000 - \$150,000
Description:	This creative placemaking grants program supports projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. These projects require a partnership between a local government entity and nonprofit organization, one of which must be a cultural organization; and should engage in partnership with other sectors (such as agriculture and food, economic development, education and youth, environment and energy, health, housing, public safety, transportation, and workforce development). Project types include Arts Engagement, Cultural Planning, Design, Artist and Creative Industry Support.
Relevant Priority Area(s):	Capital Projects: Public Spaces and Art, Cultural Facilities and Spaces, Creative Business Development
	Programs: Cultural Program Development and Support

Opportunity Name:	Institute of Museum and Library Services, Save America's Treasures
Deadline:	Forecasted for Fall 2020
Award Information:	\$125,000 - \$500,000
Description:	Save America's Treasures is a National Park Service grant program in collaboration with the Institute of Museum and Library Services, the National Endowment for the Arts, and the National Endowment for the Humanities. Designed to support the preservation of nationally significant historic properties and collections, the grant program is competitive and requires a dollar-for-dollar match.
Relevant Priority Area(s):	Capital Projects: Historic Preservation

Opportunity Name:	National Endowment for the Humanities, Digital Projects for the Public
Deadline:	June 10, 2020
Contact:	Division of Public Programs, by Phone at 202-202-606-8269 or by Email at publicpgms@neh.gov
Award Information:	Total Program Funding \$1.5 million, Award Ceiling \$400,000. Est. # of Awards: 16
Description:	The purpose of this program is to support projects that interpret and analyze humanities content in primarily digital platforms and formats, such as websites, mobile applications and tours, interactive touch screens and kiosks, games, and virtual environments.
Relevant Priority Area(s):	Program Support: Cultural assets, which may be integrated with Capital Projects

Opportunity Name:	Institute of Museum and Library Services, Inspire! Grants for Small Museums
Deadline:	Forecasted release Fall 2020
Award Information:	\$5,000 - \$50,000
Description:	This special initiative of the Museums for America program is designed to help small museums implement projects that address priorities identified in their strategic plans. Inspire! has three project categories: Lifelong Learning, Community Anchors and Catalysts, Collections Stewardship and Public Access
Relevant Priority Area(s):	Capital Projects: Parks, Trails and pathways, Public Spaces
	Programs

Opportunity Name:	Institute of Museum and Library Services, Laura Bush 21st Century Librarian Program
Deadline:	Forecasted release Fall 2020
Award Information:	Award Ceiling \$100,000 - \$1 million, depending on project type
Description:	This program supports developing a diverse workforce of librarians to better meet the changing learning and information needs of the American public by: enhancing the training and professional development of library and archives professionals, developing faculty and library leaders, and recruiting and educating the next generation of library and archives professionals. Project categories include: Lifelong Learning, Community Catalysts, National Digital Infrastructures and Initiatives
Relevant Priority Area(s):	Programs: Community Capacity, Program Support for Libraries

Opportunity Name:	Blue Cross of Idaho Foundation for Health, Community Transformation Grants
Deadline:	
Contact:	Phone: (986) 224-3658, or by Email at https://www.bcidahofoundation.org/contact-us/
Award Information:	Typical range is \$1,000 - \$135,000
Description:	This initiative supports communities with health-focused, city planning to provide environments for healthier lifestyles, especially for youth. .
Relevant Priority Area(s):	Capital Projects: public spaces, trails and pathways
	Programs: recreation district

Opportunity Name:	Laura Moore Cunningham Foundation
Deadline:	
Contact:	By Email at lmcf_idaho@msn.com
Award Information:	Typical award range is \$5,000 - \$100,000
Description:	Grant funds support non-profit organizations providing educational programs for children, community improvement and and programs in underserved communities and for underserved populations.
Relevant Priority Area(s):	Capital Projects: Parks, Trails and pathways, Activity center, Library, Museum and Arts Projects, Library,
	Programs: Museum and Arts programming, Recreation

Opportunity Name:	Union Pacific Foundation, Local Grants Program
Deadline:	April 1, 2020 – May 1, 2020 (annual opportunity)
Award Information:	Typical Range \$2,500 - \$10,000
Description:	<p>This opportunity provides funding for direct services and efforts that build the capacity of organizations. Local grants support the local economy by building and enhancing community spaces that contribute to the distinct identity of a city or town, creating destinations where families, businesses, and visitors want to be. The following objectives are supported:</p> <ul style="list-style-type: none"> • Create, sustain or expand upon artistic and cultural experiences offered to a broad and diverse audience (e.g., museums, theatres, libraries, concerts, lectures, etc.). • Preserve and share the unique history of the local community, including projects related to train and/or Union Pacific history. • Provide clean, safe, and positive outdoor recreational and/or educational opportunities that foster an appreciation for our natural environment. • Beautify neighborhoods and main street areas in order to improve livability, promote commerce, and ultimately attract more residents, businesses, and visitors to town. • Plan for, create or enhance unique spaces that reflect the character of a place and take into account community members' diverse needs and desires.
Relevant Priority Area(s):	Capital Projects
	Programs

Opportunity Name:	M.J. Murdock Charitable Trust
Award Information:	Award Ceiling \$350,000
Description:	The Trust supports non-profit organizations and communities in the Northwest. From museums to performance companies to artistic incubators, organizations serving the Arts and Culture sector seek to breathe life into our communities. Funding helps preserve and share the history and heritage of communities and cultures both historical and present.
Relevant Priority Area(s):	Capital Projects: Library
	Program Support: Arts & History, Library, Community Organizations

Opportunity Name:	Kaboom!, Let's Play Community Construction Grants
Deadline:	Rolling opportunity
Award Information:	\$15,000
Description:	Keurig Dr Pepper & KABOOM! have teamed up to offer \$15,000 grants to be used toward the purchase of playground equipment. Grantees will lead their community through a self-guided planning process, using the \$15,000 grant towards the total cost of playground equipment and assembling the playground using the KABOOM! community-build model.
Relevant Priority Area(s):	Capital Projects: parks, public spaces

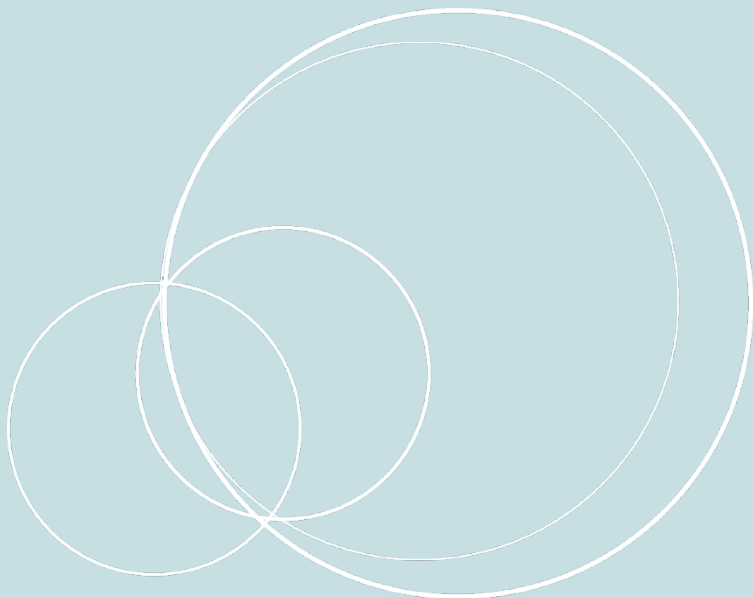
Opportunity Name:	National Association of Realtors, Placemaking Program Grant
Deadline:	October 31, 2020
Award Information:	Award Range is \$1,500 - \$5,000
Description:	The Placemaking Grant, available to state and local REALTOR® Associations, funds the creation of new, outdoor public spaces and destinations in a community. Grants support investment initiatives that increase community livability and downtown revitalization and lead to the creation of new public spaces and destinations in a community accessible to everyone and open at all
Relevant Priority Area(s):	Capital Projects: Parks, Trails and pathways, Landscaping, Public Spaces

Opportunity Name:	Loleta D. Fyan Libraries Grant
Deadline:	February 2021
Award Information:	\$5,000
Description:	This opportunity supports the development and improvement of public libraries and the services they provide. The project(s) must result in the development and improvement of public libraries and the services they provide, must have the potential for broader impact and application beyond meeting a specific local need, and should be designed to effect changes in public library services that are innovative and responsive to the future.
Relevant Priority Area(s):	Capital Projects: Library projects
	Programs: Library programming

Opportunity Name:	US Environmental Protection Agency (EPA) Cleanup Grants
Deadline:	December annually (estimated early submittal requirements for FY 2021)
Award Information:	Up to \$500,000, a 20% match is required
Description:	Funding for eligible entities to carry out cleanup activities at brownfield sites. An applicant must own the site for which it is requesting funding. The performance period for these grants is three years. The grant can cover 1 or multiple sites.
Relevant Priority Area(s):	Capital Projects: brownfield sites

Opportunity Name:	US Environmental Protection Agency (EPA) Assessment Grants
Deadline:	December annually (estimated early submittal requirements for FY 2021)
Award Information:	Up to \$300,000, or \$600,000 for coalition applicants
Description:	Assessment Grants provide funding for a grant recipient to inventory, characterize, assess, conduct a range of planning activities, develop site-specific cleanup plans, and conduct community involvement related to brownfield sites. The performance period for these grants is three years.
Relevant Priority Area(s):	Capital Projects: brownfield sites

Opportunity Name:	HUD Choice Neighborhood Implementation Grant
Deadline:	November (annually)
Award Information:	Up to \$30 million
Description:	Funds for implementation of comprehensive neighborhood revitalization plans that are expected to achieve the following three core goals: 1. Housing 2. People and 3. Neighborhood
Relevant Priority Area(s):	Capital Projects: Neighborhood Revitalization



Appendix C

Public Engagement Summary



To:	Project Team	From:	Ryan Givens Bellevue, Washington
File:	Idaho Falls Northgate/1st Street Area-wide planning (AWP)	Date:	April 20, 2020

Reference: Community Engagement Summary **Updated**

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SECTION 1 – COMMUNITY ENGAGEMENT OVERVIEW

During the week of March 2, 2020, the City of Idaho Falls and their consultants Stantec Consulting Services, Inc. (Stantec) and Agnew::Beck facilitated a multi-part public engagement event for the Northgate/1st Street area-wide planning (AWP) initiative (the core *project team* includes City planning staff, Stantec, and Agnew::Beck). The AWP project included three individual focus areas: Focus Area 1 includes the 1st Street Corridor west of Northgate Highway, Focus Area 2 includes the southern Northgate Highway Corridor (south of Anderson Street to the railroad tracks), and Focus Area 3 includes the Yellowstone Highway Corridor (north of Anderson Street to Idaho Canal).

The project team aimed to collect public and stakeholder input related to the community's vision, desired capital improvements, future businesses, ideas for activation and vibrancy, and strategies to improve the focus areas' appearance. The engagement event included a listening session with City staff, round table discussions with local stakeholder participants, a discovery walking tour of the 1st Street Corridor, and a community workshop for the general public. The following summarizes the public engagement components:

- **City Staff Listening Session** – This included an opportunity for City staff to identify their goals for the AWP process, identify any concurrent planning efforts (regulatory or capital projects), and identify opportunity sites within the focus areas.
- **Stakeholder Round Table Interviews** – This included a series of stakeholder group interviews to understand current issues, identify opportunities/constraints, and to obtain community ideas for the focus areas.
- **Discovery Walking Tour** – This walking tour focused on the 1st Street Corridor and the adjacent neighborhoods. Attendees provided feedback about the area, including area assets, challenges, potential improvements, and desires.
- **Community Engagement Meeting (Community Workshop)** – This was a town hall-style meeting that included a presentation and interactive public engagement stations for the general community to provide feedback, comments, and recommendations for the focus areas.

The following sections summarize the participant feedback from each of the engagement parts.

SECTION 2 – CITY STAFF LISTENING SESSION

On March 2, 2020, the project team hosted a listening session with City of Idaho Falls staff to allow participants to share their ideas, concerns, perceived opportunities, and identify active projects in and around the focus areas. Stantec and Agnew::Beck co-facilitated the discussion and provided a list of topics to guide participant conversations. The following subsections summarize the topics and participant responses.

Table 2.1.a. – City Staff Listening Session Participant Summary	
Date	March 2, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens and Ellen Campfield Nelson
Participants	Lisa Farris - Planning, Darrel West – MPO, Kent Fugal – Public Works/Engineering, Chris Canfield – Public Works, Stephen Boorman – Idaho Falls Power, Scotty Davis – Parks and Recreation

Table 2.1.b. – City Staff Listening Session Participant Feedback	
Questions	Participant Feedback / Responses
What are your current projects in/around the focus areas? (public)	<ul style="list-style-type: none"> • 1st Street Public Works Project (planned) – Public Works is in the planning stage to upgrade the water lines and resurface the 1st Street Corridor; the road crown should be lowered. The project is planned for 2021. • Holmes Avenue – The City plans to conduct a transportation study for the Corridor to improve capacity. Idaho Transportation Department (ITD) plans to replace the intersection at Holmes Avenue and Northgate Mile (resurface). • Pinecrest Municipal Golf Course – The City is exploring the feasibility to irrigate the golf course with the nearby canal in lieu of using potable water. • Planned Irrigation Pond – The City is exploring the feasibility to create an irrigation pond on the vacant site along Vernon Avenue, across from Ward. The pond may include greenspace around its edges. • Canal Trail – The Connecting Our Communities Plan identifies a future trail along the canal.
What are some initiatives your department would like to achieve in and around the focus areas?	<ul style="list-style-type: none"> • Northgate Mile Improvements – There is a need to improve the highway and support future land uses (housing and commercial). The Corridor projects a highway-oriented (auto-oriented) land

Table 2.1.b. – City Staff Listening Session Participant Feedback	
Questions	Participant Feedback / Responses
	<p>use/development pattern. There needs to be a way to address Northgate Mile's inconsistent look</p> <ul style="list-style-type: none"> • Housing – There is a need to add housing to the Northgate and 1st Street Corridors that will support retail enterprises. • Perceptions – There is a need to improve the perception of the focus areas. Address the question “why would I come out there?” • Connectivity – There is a need to improve street, pedestrian, and bicyclist connectivity in the focus areas.
What are some of the opportunities you see for the focus area?	<ul style="list-style-type: none"> • Redevelopment/Adaptive Reuse – There are several underutilized properties that can be redeveloped or adaptively reused for new community-serving uses. • Habitat for Humanity – There is opportunity to partner with Habitat for Humanity to construct new, quality housing in and around the focus areas. • Iconic Businesses – There is opportunity to preserve, support, and build off of existing iconic businesses in the focus areas: Scotty's, North Hi-Way Café, Anita's, and Garcia Meat Market #2. • Specialty Food – There is an opportunity to build off the existing specialty food culture in the focus areas (e.g., Hispanic/Latino restaurants and markets) • Fred Meyer Shopping Center - There is opportunity to recognize and build off the existing Fred Meyer store at Northgate Mile and Anderson as a large grocer and commercial anchor.
What are some big ideas you have for the focus areas?	<ul style="list-style-type: none"> • Improved Circulation – There are opportunities to improve circulation throughout the focus areas which could include: <ul style="list-style-type: none"> > Northgate Intersections - changes to the streets that intersect the highway at irregular angles, > 1st Street/Northgate Intersection - improvements to the 1st Street Corridor intersection at Northgate Mile, and > Lomax/1st Street Couplet – examine circulation enhancements/changes to the Lomax and 1st Street couplet design. • Redevelopment – There is opportunity to promote redevelopment in the focus areas. • 1st Street Walk/Shop Area - There is opportunity to plan for the 1st Street area and the southern end of Northgate Mile as a walk and shop area. • Entertainment and Nightlife – There is opportunity for the 1st Street corridor to emerge as a distinctive entertainment and nightlife district. • Urban Design Improvements – There is a need to improve the urban design throughout the focus areas in terms of lighting,

Table 2.1.b. – City Staff Listening Session Participant Feedback	
Questions	Participant Feedback / Responses
	<p>public spaces, building orientation, and street configuration/alignments.</p> <ul style="list-style-type: none"> • Police Station Catalyst – The planned Police Station along Northgate Mile on the old stockyards has the potential to serve as a catalyst project for other private reinvestment projects in the corridor. • Marketing – There needs to be a good marketing plan for the focus areas. • Golf Course – There is opportunity to capitalize on the Pinecrest Municipal Golf Course as an anchor for neighborhood revitalization. • Neighborhood Improvements – There is an opportunity to improve the surrounding neighborhoods as part of the revitalization strategy and recognize that those residents are future customers for the Northgate Mile and 1st Street Corridor businesses.
What are some challenges that your department noticed in the focus areas?	<ul style="list-style-type: none"> • Hospital and Mall – The hospital and mall (located to the east) are outside the focus areas and have changed the commercial viability for the Northgate Mile and 1st Street Corridors. Acknowledge that hospitals play a regional role for Idaho Falls and serve a large, outlying rural population. • Costco Store – The future Costco store will affect the retail dynamics in Idaho Falls and the focus areas. • 1st Street Streetscape – The right-of-way is narrow and may not allow for additional streetscape elements (e.g., trees, landscaping, furniture). • Northgate Mile Streetscape – Northgate Mile is wide and has heavy traffic volume making pedestrian and bicyclist travel difficult. There is opportunity to add islands to create refuge areas for peds/bikes.

SECTION 3 – STAKEHOLDER ROUND TABLE INTERVIEWS

On March 2 – 4, 2020, the project team hosted a series of stakeholder group interviews to allow local participants, industry experts and local leaders to share their ideas, concerns and active projects in and around the focus areas. These interviews were held as casual round table discussions. The stakeholder interviews included the following groups (note that the City Listening Session was referred to as Group 1):

- Group 2. Elected Officials & Boards (*Note: An individual meeting with the Mayor was rescheduled and conducted via telephone on March 10, 2020*)
- Group 3. Economic Development Partners
- Group 4. Property Owners
- Group 5. Developers
- Group 6. Real Estate Professionals
- Group 7. Community Groups and Residents
- Group 8. Schools
- Group 9. Idaho Falls Planning Commission

Stantec and Agnew::Beck co-facilitated the discussion and provided a list of topics for the participants to respond to. The following subsections summarize the topics and participant responses for each stakeholder round table discussion.

Section 3.1 – Elected Officials & Boards Participant Interviews

Table 3.1.a. – Elected Officials & Boards Participant Summary	
Date	March 2, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens and Ellen Campfield Nelson
Participants	<p>Jim Francis – City Council, Carrie Athay – Museum of Idaho/Historic Preservation Commission, John Radford – City Council. Rebecca Casper – Mayor**</p> <p><i>** (Note: An individual meeting with the Mayor was rescheduled and conducted via telephone on March 10, 2020 – comments were added to the Elected Officials and Boards meeting notes)</i></p>

Table 3.1.b. – Elected Officials & Boards Participant Feedback	
Questions	Participant Feedback / Responses
What are the challenges the City is facing? How could the focus areas address these challenges?	<ul style="list-style-type: none"> • Story Telling – There is a need to rediscover and celebrate the history of these areas (Northgate Mile and 1st Street). Identify how the community impacts these areas. Identify ways to build excitement. It is important to address the question “why do we care about these areas?” This is a need to strengthen the connection to the past and the place. • Redevelopment and Adaptive Reuse – There is a need to promote redevelopment of underutilized sites and adaptive reuse of existing buildings. • Displacement / Gentrification – There is a concern about potential displacement of existing residents/businesses due to gentrification. There is a need to balance reinvestment while being mindful not to cause displacement. • Neighborhood Character Protection – There is a need to increase density while being mindful to protect neighborhood character. • Business Turnover – The areas experience business turnover. There is a need to ensure businesses remain viable in the Northgate Mile and 1st Street Corridors. • Traditional Zoning – The City’s Traditional Zoning District has been successful in other historic districts (e.g., the Numbered Streets) and it may be a viable regulatory tool for the focus areas. • Housing Affordability – There is a need for less expensive housing options, whereas, the average cost of for-sale housing is over \$300,000. There is a need for increased density to achieve affordability. The housing strategy should focus on quality, well-

Table 3.1.b. – Elected Officials & Boards Participant Feedback	
Questions	Participant Feedback / Responses
	<p>designed projects so the area doesn't necessarily look like "affordable projects". Mixed-use development with housing units and senior housing should be a strategy for the focus areas.</p> <ul style="list-style-type: none"> • Central Park – The park has opportunity to incorporate additional amenities to support neighborhood revitalization and serve residents. • Northgate Mile Corridor Perceptions – The Corridor is misunderstood in terms of activity, traffic volumes and commercial opportunities. Northgate Mile experiences traffic volumes over 16,000 daily trips. There needs to be a way to capture passer-by trips for commercial services. • Redevelopment Catalysts – The Dora Elementary and Compass Academy may help with redevelopment efforts. The future Police Department could incentivize redevelopment on Northgate Mile since it will provide new investment, additional employees/ customers, and opportunities for complementary businesses. There is a need for food trucks or other small start-up business options that would enliven properties in the focus areas. The planned irrigation pond could provide more recreational area. The donated residential land would support new infill housing development. • Elected Official Collaboration – There may be some political challenges between the local elected officials and policies at the state level. Currently, there is a funding freeze at the state legislature level, this affects local government's ability to fund projects. There is a need, albeit a challenge, to bring elected officials together.
What have you heard from residents/property owners/businesses in the focus areas? What do they want?	<ul style="list-style-type: none"> • Destination Planning – There is a need to create a true destination along Northgate Mile and/or the 1st Street Corridors. • Perception - There is a need to change the perception of the Corridors from negative to positive. • Underrepresented Populations – There is a need to conduct more engagement and outreach. The City has not heard from the Hispanic/Latino community living and working in the Corridors (notably along 1st Street). There is a need to reach out to these individuals. • Blight (Eye-sore) – There are community sentiments that the Corridors are blighted and appear as an eye-sore. Northgate Mile is blighted and appears to be "run-down".
What do they [residents/business owners] need?	<ul style="list-style-type: none"> • Sign Preservation – There is a need to preserve the historic/iconic signs in the Corridors. • Neighborhood Engagement – There is a need to provide continual neighborhood engagement including a special effort to reach out and involve the Hispanic/Latino community.

Table 3.1.b. – Elected Officials & Boards Participant Feedback	
Questions	Participant Feedback / Responses
	<ul style="list-style-type: none"> • Central Park – There is a need to change/improve the uses at Central Park and to use the property for future engagement events. It should be recognized that many minority groups choose to engage/participate in other ways than community workshops. Explore engagement opportunities that include pop-up stations at parks and festivals and partnerships with local places of worship. • Business Support – There is a need to support local businesses and engage with them about future planning and capital improvement projects. There is an opportunity to provide incentives including seeding minority businesses. • Community Anchor – There is a need for a community center such as the YMCA to serve as an anchor to the neighborhoods. • Business Association & Local Champion – The Corridors (namely 1st Street) needs a formal and active business association to represent the business enterprises, advise on capital improvement projects, and oversee community events/initiatives. Consider starting an arts district or similar district brand. There is opportunity to partner with BYU – Idaho for support. • Interim Uses / Independent Business Space – There needs to be pop-up events and businesses to enliven the 1st Street Corridor. There is a need for a mercado or similar platform to lease small spaces to independent merchants, artisans and makers. (e.g., makers spaces in Nampa, ID). • Redevelopment Tools – The planning process needs to result in a set of tools that the City and stakeholders can use for implementation. Funding and regulatory tools are needed. • Developer Recruitment – The City and stakeholders need to identify ways to make developers and investors excited about the focus areas. There is opportunity for the City to host a luncheon with developers to promote tax incentives and other tools.
What is your vision for the focus areas?	<ul style="list-style-type: none"> • Business and Public Gathering – The Corridors should be a place for businesses and public gathering. • Social Infrastructure – The areas need a group of engaged local participants. It's important to support and grow the areas' social infrastructure and connect like-minded entrepreneurs and neighborhood stewards. • Beautiful Community Entrance – The areas need to project a beautiful and positive entrance into the City. • Celebrate Cool and Unique – The areas should celebrate and capitalize on their unique and interesting attributes and build a brand around those aspects. Create a connection to the areas' past. Celebrate the artisan/makers culture and integrate this into the revitalization plans. • Neighborhood/Businesses Integration – There needs to be a way to integrate the adjacent neighborhoods into the business

Table 3.1.b. – Elected Officials & Boards Participant Feedback	
Questions	Participant Feedback / Responses
	<p>corridors. Recognize that the surrounding residences are the Corridors' customers.</p> <ul style="list-style-type: none"> • Regional Connections – There is an opportunity to integrate the focus areas into other community assets by way of trails, recreation, and wayfinding. • 1st Street – The 1st Street Corridor is promising, and there is opportunity to leverage existing businesses to grow the area. Planning activities should embrace the “funky” character as well as partner with and support the collection of Hispanic/Latino-owned businesses in the Corridor. • Identity – The focus areas need their own, unique identities. A Northgate Mile name change may have merit. 1st Street needs its own brand and identity that should focus on the minority businesses (e.g., plan Cinco De Mayo event, designate as an international district.)

Section 3.2 – Economic Development Partners Participant Interviews

Table 3.2.a. – Economic Development Partners Participant Summary	
Date	March 2, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens and Ellen Campfield Nelson
Participants	Catherine Smith – Idaho Falls Development, Frosty Wilson – Small Business Development Center, Bryan Magleby – Idaho Innovation Center, Chip Schwarzee – Greater Idaho Falls Chamber of Commerce.

Table 3.2.b. – Economic Development Partners Participant Feedback	
Questions	Participant Feedback / Responses
What are the business/sales/real estate perceptions of the focus areas?	<ul style="list-style-type: none"> • Forgotten District (1st Street) – The 1st Street Corridor is a forgotten commercial district in Idaho Falls. People generally pass through the area without feeling the connection to stop and patronize businesses. 1st Street was once an important commercial hub. • Residential Properties – The surrounding neighborhoods have nice properties and homes. There are desirable (neat) homes and there are opportunities for additional rentals. The area is experiencing investor activity (e.g., house flipping). • Crime/Safety – There are local perceptions that the areas have crime and other safety concerns. • Business Clusters – Commercial businesses want to cluster near other viable enterprises, whereas, the Northgate Mile and 1st Street corridors may not have recognizable business clusters that would entice other investors/start-ups. However, there is a cluster of Hispanic/Latino businesses that create a distinctive business character along 1st Street. There is a coffee roaster at the Innovation Center (north on Yellowstone Highway) that needs new space; they may want to locate in the focus areas. • Parking – There is a perception that there is not enough vehicle parking – either on-street or in surface parking lots.
What are the near/long-term opportunities in the focus areas?	<ul style="list-style-type: none"> • 1st Street: A town within a town – There is opportunity for 1st Street to reemerge as a quaint little town within the larger city that has its own distinctive cultural and business clusters. It is important to create a clean environment that includes both the rights-of-way and private properties. • Congestion Management – There is opportunity to address traffic congestion in and around the focus area with particular priority in the 1st Street/Lomax Corridors. There is opportunity to

Table 3.2.b. – Economic Development Partners Participant Feedback	
Questions	Participant Feedback / Responses
	<p>enhance points of entry at each end of the Corridors. Acknowledge that traffic flow is an issue.</p> <ul style="list-style-type: none"> • Leverage Ethnic/Hispanic Businesses – There is opportunity to build upon the collection of ethnic and Hispanic businesses in the Northgate Mile and 1st Street Corridors to grow successful districts. The planning efforts should acknowledge, support and build off the existing Hispanic/Latino businesses along 1st Street. • Eastside Growth – It is important to acknowledge the growth that is occurring on the east side of Idaho Falls and there needs to be a strategy to capture new customers from commuting patterns.
What are the challenges/barriers to investment in the focus areas?	<ul style="list-style-type: none"> • Traffic and Congestion – The Northgate Mile and 1st Street Corridors handle a lot of traffic and there is congestion at peak commute times. The entering/exiting traffic flow is awkward at each end of 1st Street (e.g., limited turning movements, difficult to navigate to 1st Street from southbound Northgate Mile). • No Stop and Shop – Commuters/travelers along the 1st Street Corridor do not stop and shop at local businesses, since the area is perceived as a pass-through area. Furthermore, the area is not seen as a distinctive local destination. • Lack of Economic Development Programming – The region does not have a lot of economic development programs to support business districts like 1st Street.
What types of projects would help incentivize investment in the corridor?	<ul style="list-style-type: none"> • Streetscaping / Roadway Aesthetics – There is opportunity to enhance the streetscape along Northgate Mile, 1st Street and other major roadway corridors that would enhance the image of the focus areas. Improvements could include new pavement, trees, landscaping, pedestrian/bicycle facilities, furniture, and wayfinding. Additionally, there is opportunity to fix the physical condition and operation of area streets – some streets have no curbs. • Housing – There is a need to add additional housing and housing choices in and around the focus areas. • Branding/Wayfinding – There is a need for a distinguished brand for both the Northgate Mile and the 1st Street Corridors. The brand should be reinforced on wayfinding that would direct visitors to major destinations in the focus areas and within the larger city urban context. • Schools – Improvements to area schools will help support revitalization in the focus areas. There was a recent school bond that should improve facilities. • Small Industrial/Manufacturing – There is opportunity to grow and support small scale industrial and manufacturing enterprises in the Corridors, especially along the railroad. However, it should be noted that the rail line may not be an asset to modern industries like it was in the past.

Table 3.2.b. – Economic Development Partners Participant Feedback	
Questions	Participant Feedback / Responses
	<ul style="list-style-type: none"> • Perception – There is a need to improve local perceptions of the Northgate Mile and 1st Street Corridors and change these insights from negative to positive. The community needs to promote excitement for the area. • Embrace Retro – The area has several iconic buildings and signs that reflect its history (e.g., 1950s). The revitalization strategies need to embrace the retro character.
Describe your business / developer recruitment process?	<ul style="list-style-type: none"> • Business Incubator - The business incubator provides discounted rents for business start-ups. • Economic Development Collaboration – There needs to be more collaboration with other economic development efforts. • Tourist Marketing – There are needs to market the area to tourists, especially regional travelers that pass along the Northgate Mile Corridor on their way to Yellowstone National Park and Jackson, Wyoming. • Show Progress – The community/City needs to demonstrate that positive things are happening in the focus areas so that businesses invest in their properties, new businesses move in, and patrons visit the area.

Section 3.3 – Property Owner Representative(s) Participant Interviews

Table 3.3.a. – Property Owner Representative(s) Participant Summary	
Date	March 3, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens and Ellen Campfield Nelson
Participants	Jonathan Gallup – Resin Architecture, Travis Quast – Post Register, Jenny Bueno – Chapolera Coffee, Connie Schumacher – First Street Welding, Greg Croft – Resin Architecture.

Table 3.3.b. – Property Owner Representative(s) Participant Feedback	
Questions	Participant Feedback / Responses
What are the current / near-term projects on your property?	<ul style="list-style-type: none"> • First Street Welding – The business is expanding to include a new outdoor storage area along the Lomax frontage. The City requires screening including a fence and landscaping. • Chapolera Coffee and Roaster – The company originally had plans to build a new building next door to their coffee shop, but construction costs are too high. The company is looking to buy an existing building somewhere in the city. • Resin Architecture – The company just purchased an old bank building on 1st Street. The company has converted the space for their architecture firm and they have a large parking area with excess capacity. • Post Register – The company moved the printing operations out of the building on Northgate Mile. There are opportunities to subdivide the building for other, third party tenant spaces.
Why did you select your business location? How did you arrive in the area?	<ul style="list-style-type: none"> • First Street Welding – The company has been family-owned for generations and they have always been at that location. Their name is somewhat dependent on staying in the location but is not the only reason when considering whether to relocate. • Resin Architecture – The company originally wanted to locate in Downtown Idaho Falls but the rental/sales prices were too high. The company also heard that the City was going to do something for the area. • Chapolera Coffee – The company opened operations four years ago because they liked the building.
What do you like about the area?	<ul style="list-style-type: none"> • Post Register – The access is good to other transportation corridors. There is plenty of parking for their needs.

Table 3.3.b. – Property Owner Representative(s) Participant Feedback	
Questions	Participant Feedback / Responses
	<ul style="list-style-type: none"> • Chapolera Coffee – The owners like the area’s history (e.g., the next door building was a fly fishing business, they like the historical aspects). • Resin Architecture – The location is good as it provides access to the larger region and outlying project locations. Parking is good. • First Street Welding – There is an emotional connection since they have been in this location for generations. The location and access are good; it’s easy to get in and out.
What are the business/sales/real estate perceptions of the focus areas?	<ul style="list-style-type: none"> • Suspicious/Uninformed – Many people ask “you live where?” and there appears to be misinformation about the neighborhood character and safety. • Blighted – There are perceptions that the area is blighted and “run down”. • Safety – There are perceptions that the area (notably the 1st Street Corridor) has safety issues pertaining to crime and pedestrian/bicycle access. There is opportunity to enhance aesthetics to address these safety perceptions.
What types of projects would help incentivize investment in the focus areas?	<ul style="list-style-type: none"> • Traffic Circulation (Pass-through) – There is opportunity to improve traffic circulation on 1st Street/Lomax to address the perception that the Corridors are just pass-through areas. • Support Legacy Businesses – The Northgate Mile and 1st Street Corridors have several legacy businesses that the community should support as part of the planning process. There is opportunity to grow commerce around legacy businesses. • 1st Street Connections – There is opportunity to better interconnect the 1st Street Corridor to the rest of the city both physically and psychologically. • 1st Street Reconfiguration – There is opportunity to reconfigure 1st Street as a one-way corridor. • Traffic Calming – There is opportunity to add traffic calming elements to both 1st Street and Holmes Avenue. There is opportunity to reduce the speed to 25 miles per hour to create a more walkable business district along 1st Street and to allow motorists to notice area businesses. • Parking – There is a need to add additional parking to the 1st Street Corridor, as there is limited on-street parking availability in front of certain businesses.
What would make your businesses more successful?	<ul style="list-style-type: none"> • Art and Murals – There is opportunity to add art installations and/or artist murals on buildings to improve aesthetics and to show potential customers that there are positive activities in the district. • Other Aesthetics – There is opportunity to make the 1st Street Corridor more aesthetically pleasing to address negative safety perceptions.

Table 3.3.b. – Property Owner Representative(s) Participant Feedback	
Questions	Participant Feedback / Responses
	<ul style="list-style-type: none"> • Embrace History – There is opportunity to celebrate the 1st Street Corridor's history. Specifically, add murals that reflect history and tell the community's story. • Organization Support – There is opportunity to support/engage local organizations to help with the 1st Street Corridor revitalization (e.g., the arts council, students etc.). • Minority/Hispanic Community – There is a need to involve the Hispanic/Latino community in the revitalization efforts. The 1st Street Corridor has a Hispanic/Latino business cluster. • Waste Receptacles – The 1st Street Corridor needs public waste receptacles and a formal program for waste collection. • Stewardship – The 1st Street Corridor should employ an effective stewardship program that could involve volunteers or a formal business association to deal with blight and also to plan events. • Food Truck Court / Interim Uses – There is opportunity to organize a food truck court and/or other interim uses to activate specific areas of the 1st Street Corridor, provide needed commercial services, and as a means for people to start businesses. • Regulatory Flexibility – There is a need to create flexibility in zoning regulations to support new businesses and adaptive reuse projects (e.g., the buffering standards require a 7-ft wide landscape buffer which occupies a large portion of sites). Additionally, the on-site parking requirements are too high. The sign regulations do not allow for "off-premise" signage which is problematic for businesses that front on both 1st Street and Lomax. The City needs to reevaluate the zoning regulations for the area and make adjustments. • Street Improvement Planning – Future improvements on 1st Street must be mindful of local businesses. The improvement project must keep vehicle traffic open during construction. • Business Association – The 1st Street Corridor could benefit from a formal business association, however, it may be difficult to start due to a lack of business participation. • City Commitment – There is a perception that the City does not care about the 1st Street Corridor and there are sentiments that the City prioritizes downtown in its promotion efforts. The City needs to address these sentiments through action and investment in the 1st Street Corridor.

Section 3.4 – Developer Participant Interviews

Table 3.4.a. – Developer Participant Summary	
Date	March 3, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens and Ellen Campfield Nelson
Participants	Lorin Walker – McNeil Development

Table 3.4.b. – Developer Participant Feedback	
Questions	Participant Feedback / Responses
What are the business/sales/real estate perceptions of the focus areas?	<ul style="list-style-type: none"> • Northgate Mile – The corridor is good for moving traffic but it is not considered quaint. The City depends on successful commercial and industrial enterprises in the Corridor. • Timing – There is a need to redevelop the Northgate Mile Corridor in the near term; whereas, it is not viable to land bank properties over the long-term.
What does the Northgate Mile Corridor need to be successful?	<ul style="list-style-type: none"> • Appearance – The Corridor needs a new look in terms of streetscape enhancements and new buildings. • Anchors – The revitalization strategy should identify successful anchors and build the redevelopment strategy around those uses/properties (e.g., the Fred Meyer shopping center – grocery is a good anchor).
<p>What are the near/long-term opportunities in the focus areas?</p> <p><i>AND</i></p> <p>What types of projects would help incentivize investment in the focus areas?</p>	<ul style="list-style-type: none"> • Limited Parcels – The Northgate Mile Corridor has challenging parcels on the west and running alongside the rail lines. This may be good for industrial. • Corridor Distinction – The Northgate Mile Corridor has a much different character than downtown Idaho Falls, and the community needs to address this. • Strengths and Weaknesses – The City needs to identify the strengths and weaknesses and devise a plan around those findings. • 1st Street Character – The 1st Street Corridor is narrower than Northgate Mile and has a very different look and feel. There is opportunity to plan for a live-work environment; commercial along 1st Street and residential and supporting uses on parallel streets. • Traffic Circulation/Patterns – The City should study the traffic circulation and patterns in the 1st Street Corridor and create a solution that supports local businesses. The City should improve intersections along Northgate Mile to connect at right angles.

Table 3.4.b. – Developer Participant Feedback	
Questions	Participant Feedback / Responses
	<p>Acknowledge that one-way traffic patterns (e.g., 1st Street and Lomax) may be problematic for businesses.</p> <ul style="list-style-type: none"> • Parking Solutions – There is a need to create a parking solution/scheme for the 1st Street Corridor to support local businesses. This could be a combination of on-street and surface lots. Consumers are accustomed to large surface parking lots and people will expect convenient parking. • Good Design – The focus areas need good urban design in terms of buildings and streetscapes. Introduce “New Urbanism” principles into the community. (Quote “Take 1st Street and turn it into a beloved street?”) • Business Types and Scale – The 1st Street Corridor is more conducive for local businesses, not chain stores. Small boutiques would do better on 1st Street (e.g., King Street in Indianapolis). Signage should be pedestrian scale but designed to promote the businesses. Future residents will be looking for consumer goods that the City does not presently have. • Regulatory Options – The City should adopt specific code standards for the 1st Street Corridor to promote the intended character and urban design. Avoid overly detailed guidelines that may deter investors. Require park/green space as part of commercial projects – the nicest places have greenspace for people to gather. • Police Station Activity Node – There is opportunity for the planned Police Station on Northgate Mile to serve as an activity node with supporting business clusters. • Business Improvement District (BID)- The 1st Street Corridor may benefit from a formal business improvement district to fund capital projects and enhancements. An effective BID should be small in area. • Food Anchors – A collection of restaurants and/or a food mall may be a good customer draw to the 1st Street Corridor. • Furniture and Appliance Cluster – There is opportunity to recognize and build off the existing furniture and appliance business cluster at 1st Street and Holmes Avenue. • Automobile Sales Cluster – Automobile sales is a good use for the Northgate Mile in terms of visibility and customer traffic volumes – car sales is a good tax base. • Housing – Future housing is essential for local businesses to be successful, especially along 1st Street. The community should define ways to draw existing residents into the Corridor. Also, the City should promote additional housing in the focus areas with an emphasis on a variety of types (e.g., large and small scale housing projects). (Quote “Housing is the activator”)

Section 3.5 – Real Estate and Broker Representative(s) Participant Interviews

Table 3.5.a. – Real Estate and Broker Representative(s) Participant Summary	
Date	March 3, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens and Ellen Campfield Nelson
Participants	Steve Kelm – Iwest Companies, Chad Mrdock – Property Owner, Kevin Murray – K.W. Realty E. Idaho

Table 3.5.b. – Real Estate and Broker Representative(s) Participant Feedback	
Questions	Participant Feedback / Responses
What are the business/sales/real estate perceptions of the focus areas?	<ul style="list-style-type: none"> • Blight and Depressed – The focus areas are perceived as blighted, dirty, and depressed, whereas, 1st Street does not seem as bad as other Corridors. • Unrealized Potential – Northgate Mile has the potential to be the gem of Idaho Falls in terms of appearance, a gateway, and commercial vibrancy. • Police Department Catalyst - The planned Police Department building would provide higher investor confidence in the Corridor because it represents a significant public investment and will improve a blighted property. • Fred Meyer - The Fred Meyer decision to stay in the Northgate Mile Corridor and to conduct renovation is positive for the area.
What types of projects would help incentivize investment in the focus areas?	<ul style="list-style-type: none"> • Commercial Frontage and Industrial – New commercial enterprises and buildings along the Northgate Mile frontage would help catalyze other investment. Industrial businesses on the side streets or other blocks would also be good.
What are the challenges/barriers to investment in the focus areas?	<ul style="list-style-type: none"> • Construction Costs/Workers – Current construction costs in terms of labor and materials is a barrier to new investment. There is a worker shortage. • Property Neglect – There is a lot of neglected and unmaintained properties in the focus areas that deter others from investing. • Long-Term Area Stigma – The focus areas struggle to shed a long history of a negative perception/stigma that includes blight, unmaintained properties, and a lack of aesthetics. • Catalyst Needs – The focus areas need a catalyst project to influence and attract other investment in the Northgate Mile and 1st Street Corridors.

Table 3.5.b. – Real Estate and Broker Representative(s) Participant Feedback	
Questions	Participant Feedback / Responses
<p>What types of projects would help incentivize investment in the focus areas?</p> <p><i>AND</i></p> <p>What does the Northgate Mile need to support revitalization?</p>	<ul style="list-style-type: none"> • Police Department Catalyst – The planned Police Department building would be a good catalyst to attract new investment in the Northgate Mile Corridor. • Housing – The focus areas and the City as a whole need additional housing and a variety of choices (e.g., for sale, rental, apartments, etc.). Promote and allow small houses. • 1st Street/Lomax Access Improvements – The 1st Street Corridor would benefit from a new roundabout at the east end to improve access that would support local businesses. Additionally, 1st Street needs better access and an entry from Northgate Mile. The City should study circulation options for Lomax (one-way vs two-way, and access improvements). • Northgate Mile Beautification – The Northgate Mile Corridor needs a beautification and streetscape project to make it a gateway into the city. • District Designation – There is opportunity to designate 1st Street and the vicinity as a future growth area and devise a plan for infill development and business growth. • Tax Incentive Menu – The City should create ways to educate developers, realtors and the business community on the available tax incentives that could make projects more economically feasible. Currently, many small developers are unaware of tax programs and are at a disadvantage to larger, out-of-state developers. The City should create a tax incentive fact sheet and hold educational lunches to support local developers/investors. • Branding – The Northgate Mile and 1st Street Corridors need their own branding to support business recruitment and to attract customers. The branding should be based on the past character.

Section 3.6 – Community Groups and Residents Participant Interviews

Table 3.6.a. – Community Groups and Residents Participant Summary	
Date	March 4, 2020
Location	City of Idaho Falls Annex Building
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Brad Cramer, Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens
Participants	Arianne Holt – Idaho Legal Aid Services, Inc., Dave Manson – Community Food Basket Soup Kitchens, Karen Lansing – Habitat for Humanity Idaho Falls, Jay Doman – Eastern Idaho Community Action.

Table 3.6.b. – Community Groups and Residents Participant Feedback	
Questions	Participant Feedback / Responses
What are the business/sales/real estate perceptions of the focus areas?	<ul style="list-style-type: none"> • 1st Street Potential – The neighborhoods in and around the 1st Street Corridor have similar characteristics as the Numbered Streets in Idaho Falls. The neighborhood is diverse in terms of income and housing types. There are opportunities for additional multifamily and rentals. The City is experiencing more housing renovation at the higher numbered streets. • Struggling – The 1st Street Corridor appears to be struggling. There is business turn over. • Blighted Northgate Mile – Northgate Mile shows signs of blight and unmaintained properties. The focus areas may not be the most desired location for commercial and businesses.
What types of opportunities do you see for/around the focus areas?	<ul style="list-style-type: none"> • Northgate Mile Streetscape – There is opportunity to improve the aesthetics and function of Northgate Mile. • Attract and Preserve Businesses – There is opportunity to attract additional businesses and preserve current enterprises. This is essential to the Corridors' revitalization strategies. • Railroad Access – The railroad line greatly limits access in the focus areas. The City must consider this condition in the revitalization approach. • Destination Creation – There is opportunity to create destinations within the focus areas to give commuters a reason to stop. There is opportunity to add a Visitors Center at a central location along Northgate Mile, potentially as part of the planned Police Station building. Provide a recreation center somewhere in the focus area.

Table 3.6.b. – Community Groups and Residents Participant Feedback	
Questions	Participant Feedback / Responses
	<ul style="list-style-type: none"> • 1st Street Business Improvement District (BID) – There is opportunity to start a BID in the 1st Street Corridor and improve the streetscape. An improved streetscape would help capture customers. • Food as Catalyst – The focus areas, notably the 1st Street Corridor, can use food as a means to catalyze redevelopment. Focus on the existing restaurants and recruit additional restaurants/markets. The prices should be fair, some of the venues along 1st Street appear to be a little pricy. • Neighborhood Oriented – There is opportunity to attract businesses and change marketing efforts to focus on the surrounding neighborhoods. The 1st Street Corridor should be a neighborhood commercial district.
What types of community services/improvements would you like to see in the focus areas?	<ul style="list-style-type: none"> • Local Food Store – A local food store would benefit the 1st Street Corridor and the adjacent residential neighborhoods. The store should provide a full range of food options (not like convenience stores). • Traffic Circulation/Patterns – The 1st Street/Lomax circulation patterns are awkward and difficult to navigate for a business district. The community needs to address the circulation patterns on these streets. • Distinct Character and Patron Focus – The City should recognize that Northgate Mile and 1st Street have different urban characters and customer focus opportunities. Northgate Mile should be planned for tourists and 1st Street should be planned for neighborhood residents. • History Reconnection – The focus areas have forgotten their history. There is opportunity to incorporate history in the revitalization strategy (e.g., building preservation/adaptive reuse, art, etc.). In the past, 1st Street “was a happening place”. The commercial super blocks southeast of Holmes and 1st Street used to be the city’s second downtown. • Events – Annual events would support businesses and give a reason for people to visit the focus areas. Scotty’s restaurant has an annual car show that brings visitors. • Regional Directional Signage – There is a big opportunity to change the regional directional signage from I-15 to direct travelers/tourists through the Northgate Mile corridor and provide customer activity. • Housing Projects – Housing is very important to revitalization in the focus areas. Residents become built-in customers for the adjacent business corridors. There should be a variety of housing choices and at lower rental rates. Habitat for Humanity has tentative plans to construct a tiny home community on the property

Table 3.6.b. – Community Groups and Residents Participant Feedback	
Questions	Participant Feedback / Responses
	at the northern terminus of Royal Avenue and adjacent to the planned City irrigation pond.
How can you or your organization help in the area's redevelopment?	<ul style="list-style-type: none"> • Eastern Idaho Community Action – The organization would like to be an active resource for reinvestment in the focus areas. Provide information about low tax incentives for housing. Provide partnerships for affordable housing projects. • Habitat for Humanity – Provide volunteer resources. • Idaho Legal Aid Services – The organization will continue to advocate for and represent fair housing and disputes with landlords. The organization wants to help people avoid homelessness. • Community Food Basket - A Community Benefit Agreement would help with neighborhood improvements. The food bank will continue to provide resources to the community. <p><i>Note: "A Community Benefits Agreement ("CBA") in the United States is a contract signed by community groups and a real estate developer that requires the developer to provide specific amenities and/or mitigations to the local community or neighborhood. In exchange, the community groups agree to publicly support the project – Source: Wikipedia</i></p>

Section 3.7 – School Participant Interviews

Table 3.7.a. – School Participant Summary	
Date	March 4, 2020
Location	Dora Erickson Elementary School
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls	Brent McLane
Consultant Team	Ryan Givens
Participants	Mark Hunsmark – Dora Erickson Elementary School, Shelly Smede – Compass Academy, Natalie Black – Idaho Falls High School, Becky Harmon – Dora Erickson Elementary School

Table 3.7.b. – School Participant Feedback	
Questions	Participant Feedback / Responses
<p>What are your current projects in/around the focus areas? (school expansions)</p> <p><i>AND</i></p> <p>What challenges do students / faculty face in and around the focus area?</p>	<ul style="list-style-type: none"> • Code Enforcement / Nuisance House – There is a house on Garfield Street that has debris and junk that is a safety concern for students. The area needs to maintain good lines of sight and code enforcement would help ensure properties are properly maintained. • High School – The high school is working on retrofit projects. It is losing its civic section. Many students appear apathetic about schoolwork. • Dora Erickson Elementary – The elementary school students come from the lowest household incomes in the state. Many low-income households are losing their leases and people are being displaced or can't find new housing. There are a lot of student behavior issues. Many students come to school hungry. There are a lot of truancy issues. There are some students that allegedly vape around the neighborhood. • After School Programs – Dora Erickson has snacks and tutoring after school. Some students just hang out in the neighborhood after school. The high school has sports programs, and some students just hang out at the school after hours. • Elementary School and Compass Academy Access – The pedestrian crossing location at 1st Street and Evergreen Drive is challenging even with a crossing guard. The sidewalk access from the elementary school to the eastern neighborhoods is narrow.
What community improvements would benefit the school and its students/faculty?	<ul style="list-style-type: none"> • High School Capacity Challenges – The school has no room to grow on their site. • 1st Street Lunch Options - Students are permitted to leave campus at lunch. There is opportunity to provide additional lunch options in the 1st Street Corridor to serve students.

Table 3.7.b. – School Participant Feedback	
Questions	Participant Feedback / Responses
	<ul style="list-style-type: none"> • Activities – There is opportunity to add additional activities and amenities in the neighborhoods. Specifically, add amenities and equipment in Central Park, the ballfields are the only amenities. • Designated Bicycle Lanes – Add bicycle lanes to the streets that lead to the schools. Specifically, add bicycle lanes to Garfield Street that leads to Central Park.

Section 3.8 – Planning Commission Work Session

Table 3.8.a. – Planning Commission Participant Summary	
Date	March 3, 2020
Location	City of Idaho Falls Annex (Council Chambers)
Attendees (also see the sign-in sheet at the end of this memorandum)	
City of Idaho Falls (Project Team)	Kerry Beutler, Brent McLane
Consultant Team	Ryan Givens
Participants	Planning Commission

Table 3.8.b. – Planning Commission Participant Feedback	
Questions	Participant Feedback / Responses
<p>What are the near/long-term opportunities in the focus areas?</p> <p><i>AND</i></p> <p>What types of projects would help incentivize investment in the focus areas?</p>	<ul style="list-style-type: none"> • Housing – The focus areas and the City as a whole need more housing. • Hotels – 1st Street could use a new hotel. Also, a new hotel near the planned Police Station may be an asset. • Amenities – Add public amenities and destinations to 1st Street. The AWP process should identify a way to integrate the focus areas to the city-wide green belts and trail systems. There should be regularly scheduled events (e.g., Friday night food trucks). Add landscaping enhancements to Northgate Mile, Lomax, and 1st Street. • Improve Impressions – The process should identify strategies to create a positive first impression for travelers passing through the Corridors.

SECTION 4 – DISCOVERY WALKING TOUR

On March 4, 2020, the project team hosted a discovery walking tour of the 1st Street and Lomax Corridors to allow the general public and project stakeholders to become acquainted with the physical conditions, land uses, and character. The project team chose this area for the walking tour because it is compact and more conducive to walking than the Northgate Mile segments. Stantec prepared a walking map and led participants in an informal group tour. There were no sign-in sheets or formal engagement activities. The tour was intended to allow interested parties to understand the 1st Street/Lomax Corridors and provide feedback at the community workshop later that evening. Participants were asked to note their perceptions/observations on the following elements:

- Walking/Pedestrian Conditions
- Biking/Bicycling Conditions
- Notable Buildings/Businesses
- Redevelopment Opportunities
- General District Concerns
- Potential Neighborhood Improvements

The following map illustrates the tour route; the tour started and ended at the Chapolera Coffee located along 1st Street.



The purpose of this walking tour is for community residents, business owners, and overall stakeholders to visit the 1st St Area and notate their personal site observations. Your feedback will help the City of Idaho Falls plan for the future of the neighborhood.

(1) Tour Route: Use the map below to follow the route on the discovery tour.

(2) Notes: Use the back of this page to notate key site observations.



Figure 1 - Discovery Walking Tour Route Map

SECTION 5 - COMMUNITY WORKSHOP

On March 4, 2020, the project team hosted a community workshop at the Pinecrest Municipal Golf Course Clubhouse to allow the general public to learn about the AWP initiative for the Northgate/1st Street area-wide planning project, share their personal desires for the area, and assess the area's conditions (e.g., safety and aesthetics). City staff provided a brief introduction. Stantec facilitated the community workshop segments. The meeting began with a brief presentation of the project, brownfield conditions, initial observations, and the planning process. Stantec led the meeting participants in a discussion to identify the community's priorities. Stantec finished the meeting with a set of interactive engagement stations for the participants to provide feedback on business preferences, desires for potential streetscape enhancements, access challenges, and District perceptions. The following subsections summarize the topics and participant responses.

Table 5.0.a. – Community Workshop Participant Summary	
Date/Time	March 4, 2020 – 6:30 to 8:30pm
Location	Pinecrest Municipal Golf Course Clubhouse
Public Attendees	14 individuals (see sign-in sheet at the end of this memorandum) <i>Note: additional attendees may have been present but chose not to sign-in</i>

Subsection 5.1 – Presentation Summary

Stantec gave a brief presentation to provide an overview of the project and its objectives, educate about brownfields, identify initial observations, and explain the next steps in the planning process. A copy of the presentation is attached to the end of this memorandum. The following lists the presentation segments:

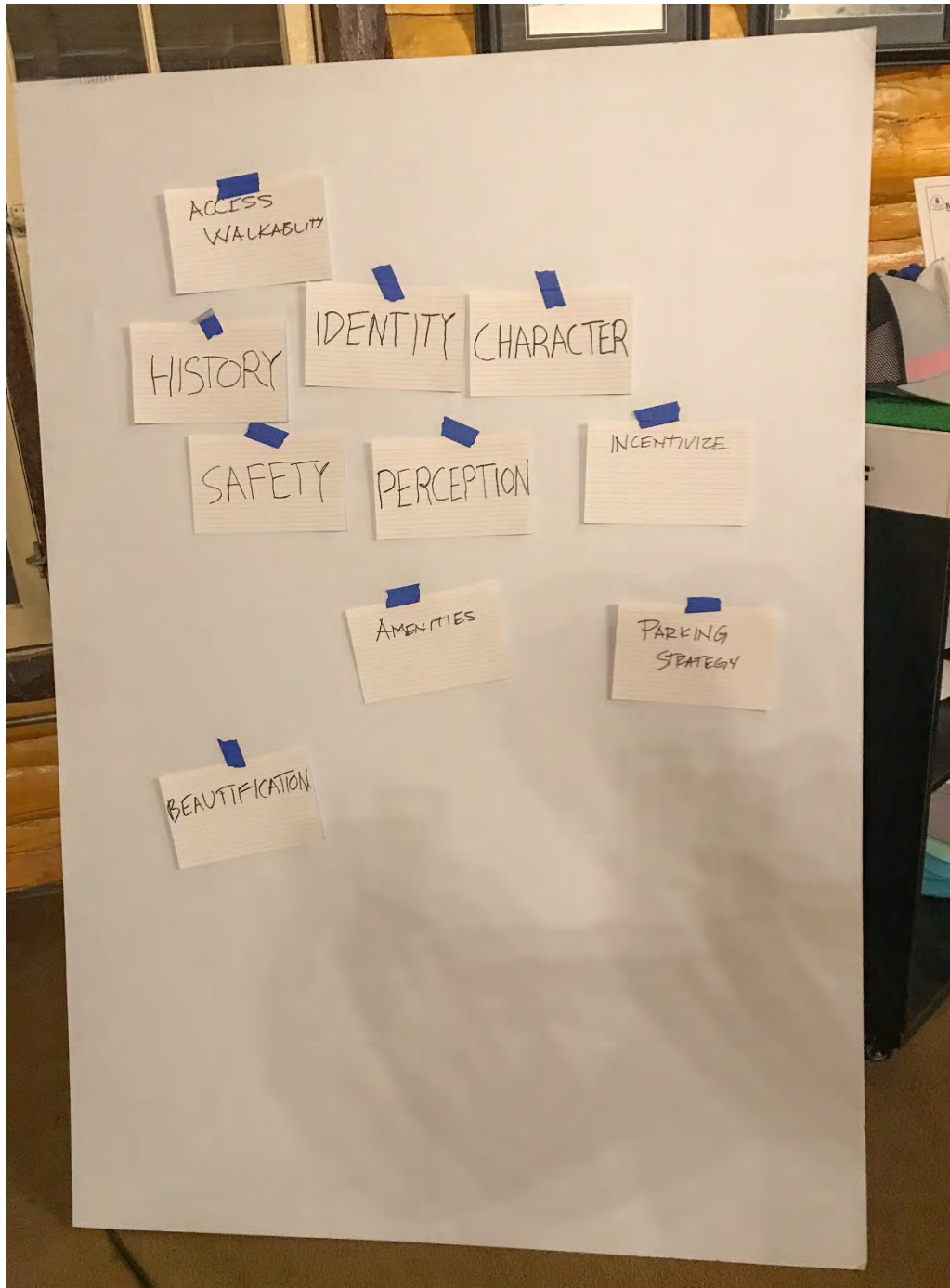
- 1) Project Objective
- 2) Brownfields Overview
- 3) Area-Wide Planning
- 4) Existing Assets / Opportunity Examples
- 5) Market and Demographic (in process)
- 6) Next Steps (Community Priorities exercise and the Engagement Stations)
- 7) Community Priorities Exercise
- 8) Engagement Station Instructions



Subsection 5.2 - Community Priorities Exercise

Stantec facilitated a Community Priorities exercise to engage participants to share their personal aspirations for the focus areas. The group discussion yielded the top seven (7) priorities the participants felt were important for the focus areas. These ideas were shared on comment cards at the meeting, read aloud, and grouped according to subject categories. These comments are summarized below.

Table 5.2.a. Community Priorities and Supporting Elements	
Priority	Actions / Supporting Elements
Priority 1 - Improve traffic and circulation in the focus areas	<ul style="list-style-type: none"> • Improve traffic flow • Improve access to 1st Street and Northgate Mile with additional stop lights, roundabouts and similar roadway features • Create management plans for snow removal
Priority 2 - Improve property appearance and code enforcement activities	<ul style="list-style-type: none"> • Create response plan for code enforcement • Create strategies and incentives to improve blighted properties
Priority 3 - Create public amenities and promote beautification	<ul style="list-style-type: none"> • Remove concrete • Plant more trees and landscaping • Improve and maintain area parks • Create beautification projects • Create and implement maintenance plans for rights-of-way and parks
Priority 4 - Improve walkability and pedestrian safety	<ul style="list-style-type: none"> • Create safer pedestrian connections • Create more walkable sidewalks • Make streets safer and more comfortable for pedestrians
Priority 5 - Address parking demand	<ul style="list-style-type: none"> • Create parking options behind buildings, less emphasis on street parking • Provide additional parking locations and quantities
Priority 6 - Create a distinct community identity and include links to history	<ul style="list-style-type: none"> • Define a community identity for Northgate Mile and the 1st Street Corridors • Create a live-work-play community brand • Celebrate the areas' history • Promote historic preservation • Adaptively reuse and repurpose historic buildings
Priority 7 - Incentivize private development projects	<ul style="list-style-type: none"> • Create incentives for adaptive reuse and repurpose projects • Create funding sources for private property improvements



*Figure 2 - Community Priorities Exercise
(these are broader categories - participants provided an array of written responses)*

Subsection 5.3 - Engagement Stations

Stantec invited participants to provide written and oral feedback at a series of engagement stations. Stantec prepared and presented boards on an array of community planning topics. The engagement stations included the following:

Table 5.3.a. Engagement Stations Summary		
Engagement Station	Discussion Topics	Materials/Components
Station 1 – Streetscape / Community Character	<ul style="list-style-type: none"> ▪ Identify preferred building orientation ▪ Identify preferred streetscape elements (e.g., sidewalks, multi-use pathways, vegetation) ▪ Identify pedestrian access challenges 	<ul style="list-style-type: none"> ○ Facilitator(s) ○ Idea board (writing) ○ S1 Board A – Building Orientation Board (traditional and suburban options) ○ S1 Board B – 1st Street Streetscape Options (various streetscape elements, traditional) ○ S1 Board C – Northgate Hwy Streetscape Options (various streetscape elements, suburban/hybrid) ○ S1 Board D – Pedestrian Access Challenges (map with street names)
Station 2 – Services / Amenities	<ul style="list-style-type: none"> ▪ What commercial services do you need? ▪ What health / safety services do you need? ▪ What type of trail / parks / recreation do you need / want? 	<ul style="list-style-type: none"> ○ Facilitator(s) ○ Idea Board (writing) ○ S2 Board A – Commercial Services (images of commercial/service options) ○ S2 Board B – Parks and Recreation (images of various park amenities)
Station 3 – Housing	<ul style="list-style-type: none"> ▪ What types of housing do you need? ▪ What types of housing do you prefer? ▪ What architectural style(s) do you prefer? 	<ul style="list-style-type: none"> ○ Facilitator(s) ○ S3 Board A – Needed Housing Types (images of housing types – focus on ‘missing middle’)
Station 4 – Community Ideas	<ul style="list-style-type: none"> ▪ Favorite places ▪ Redevelopment sites ▪ What is one great project for the corridor? 	<ul style="list-style-type: none"> ○ Facilitator(s) ○ S4 Board A – Favorite Place(s) (map with street names, aerial, parcels) ○ S4 Board B – Catalyst Redevelopment Sites (map with street names, aerial, parcels)

Station 1 – Streetscape / Community Character

Station 1 included four engagement boards with the intent for participants to identify their preferences relating to (1) building orientation, (2) potential streetscape enhancements for 1st Street, (3) potential streetscape enhancement for Northgate Mile/Yellowstone Highway, and (4) existing pedestrian access challenges in the focus areas. The following subsections identify the participant responses to each engagement board.

Building Orientation (S1 Board A)

This engagement board aimed for participants to identify their preferences for future building orientation along Northgate Mile/Yellowstone Highway. One option showed buildings positioned close to the street with parking/service in the rear yard (traditional option) and the other option showed building setback from the street with parking in front (suburban option). Based on the community meeting participant responses, there was a preference for a suburban building orientation pattern along Northgate Mile/Yellowstone Highway.

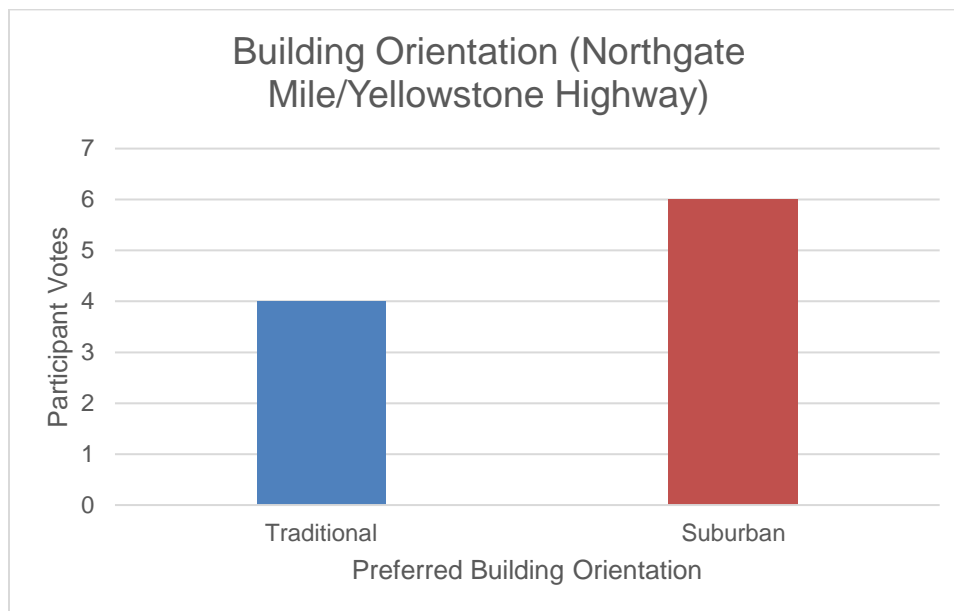
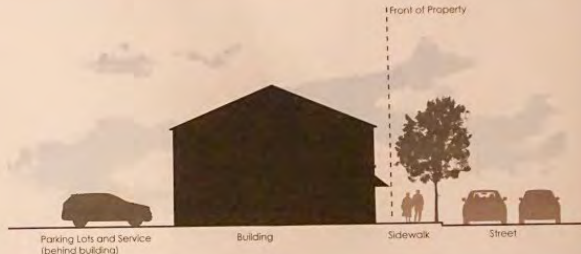



Figure 3 - Building Orientation Participant Votes Tally



Building Orientation - Orientación del Edificio

Stick a dot on the building orientation you prefer for the Northgate Mile/Yellowstone Highway Corridor (You may select multiple options).
Pegue un punto en la orientación del edificio que prefiera para Northgate Mile / Yellowstone Highway Corridor (puede seleccionar múltiples opciones).

Traditional (buildings close to the street) Tradicional (edificios cerca de la calle)



Suburban (buildings setback from the street) Suburbano (edificios revueltos desde la calle)



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Northgate/1st Street Area-Wide Planning Study


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Figure 4 - Building Orientation Completed Board

1st Street Streetscape Options (S1 Board B)

This engagement board was intended to allow participants to select from an array of streetscape elements they would like to see incorporated into a potential street enhancement project for 1st Street. Based on the participant responses, the most desired streetscape elements include murals, public art, lighting, street trees, and wayfinding/signage.

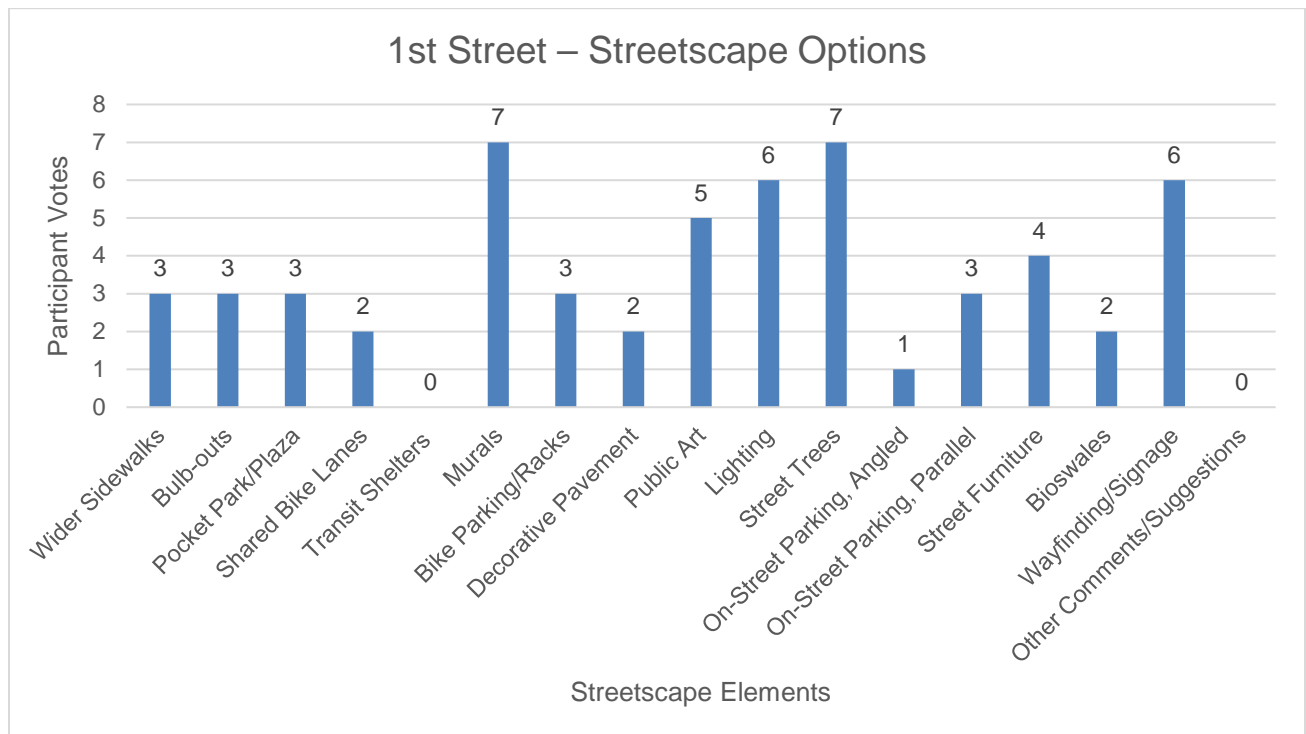


Figure 5 - 1st Street Streetscape Participant Votes Tally



Northgate Mile/Yellowstone Highway Streetscape Options (S1 Board C)

This engagement board was intended to allow participants to select from an array of streetscape elements they would like to see incorporated into a potential street enhancement project for Northgate Mile/Yellowstone Highway. Based on participant responses, the desired streetscape elements include wider sidewalks, pedestrian crosswalks, landscaping, decorative lighting, public art, and bike lanes.

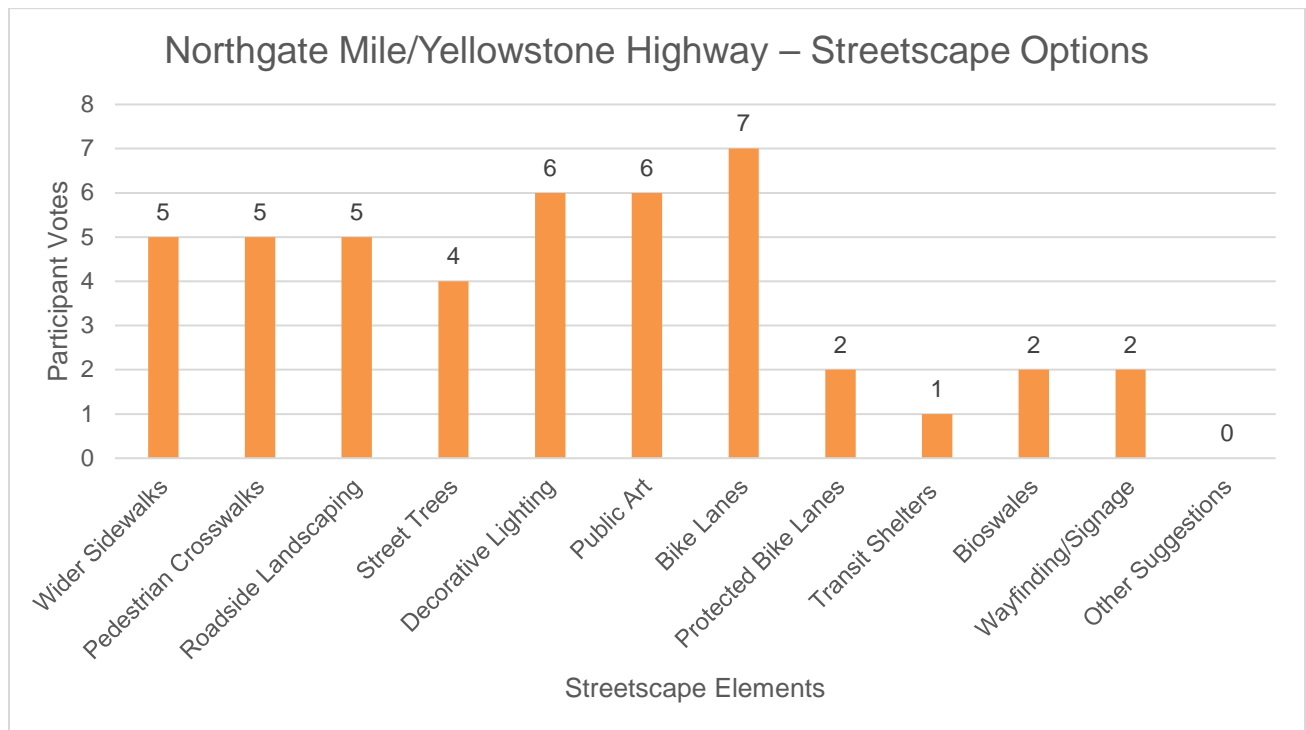






















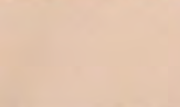



Figure 7 - Northgate Mile/Yellowstone Hwy Streetscape Participant Votes Tally

Northgate Mile/Yellowstone Highway - Streetscape Options
Opciones de Paisaje Urbano

Stick a dot on the types of streetscape elements that you would like to see incorporated into the Northgate Mile/Yellowstone Highway Corridor (You may select multiple options).
Pegue un punto en los tipos de elementos del paisaje urbano que le gustaria ver incorporados en Northgate Mile / Yellowstone Corredor de la autopista (puede seleccionar varias opciones).

Wider Sidewalks 	Banquetas más anchas 	Bike Lanes 	Líneas de bicicleta 
Pedestrian Crosswalks 	Cruces peatonales 	Protected Bike Lanes 	Carriles de bicicleta protegidos 
Roadside Landscaping 	Paisajismo en carretera 	Transit Shelters 	Refugios de tránsito 
Street Trees 	Árboles callejeros 	Bioswales 	
Decorative Lighting 	Alumbrado publico 	Wayfinding/Signage 	Señalización de ubicaciones publicas 
Public Art 	Arte publico 	Other Suggestions? 	¿Otras sugerencias? 

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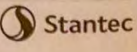
IDAHO FALLS 

Figure 8 - Northgate Mile/Yellowstone Hwy Streetscape Competed Board

This engagement board allowed participants to identify locations within the focus areas that are challenges for pedestrian access in terms of sidewalk connections and crosswalks. See map for participant responses.



Station 2 – Services / Amenities

Station 2 included two engagement boards with the purpose to allow participants to identify their preferences for future (1) business services and (2) recreational amenities. The following subsections identify the participant responses to each engagement board.

Business and Services (S2 Board A)

This engagement board aimed to allow participants to identify the types of businesses and services that they would like to see in the focus areas. Based on the participant responses, the most desired businesses/services include restaurants, coffee/tea shops, community markets, and artist/makers spaces. To a lesser extent, specialty grocers and music venues were also desired.

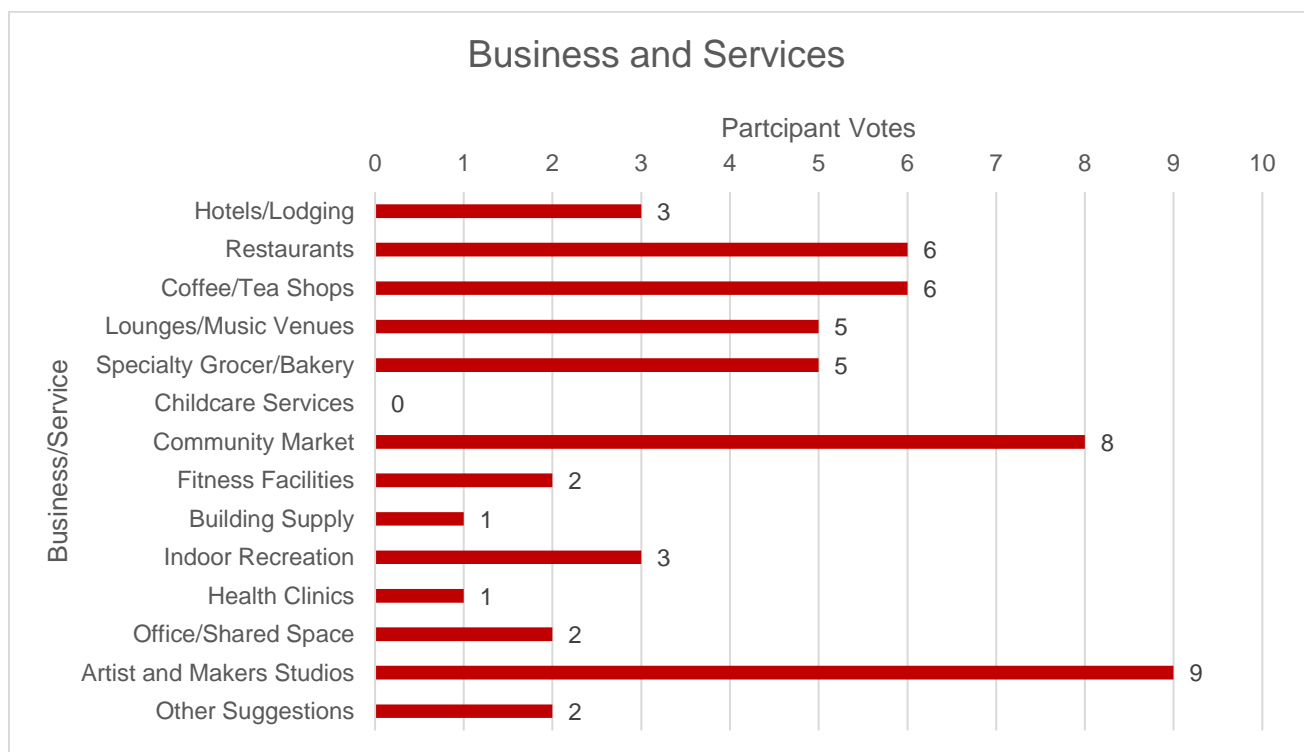


Figure 10 - Business and Services Participant Votes Tally



Parks and Recreation (S2 Board B)

This engagement board aimed to allow participants to identify the type of recreational amenities that they would like to see in the focus areas. Based on participant responses, the most desired parks and recreational amenities include playgrounds, multi-use shelters, and a splash pad.

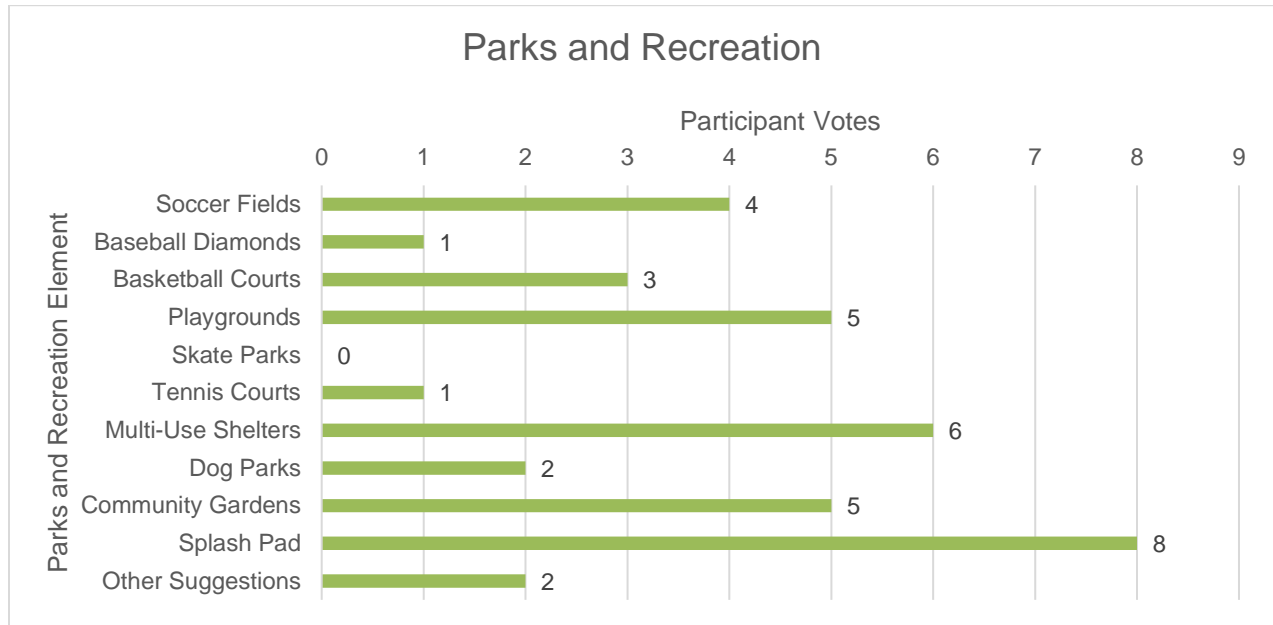


Figure 12 - Parks and Recreation Participant Votes Tally



Station 3 – Needed Housing

Station 3 included one engagement board to allow participants to identify the type of housing that they felt is needed in the focus areas. The following subsection identifies the participant responses.

Needed Housing (S3 Board A)

This engagement board aimed to allow participants to identify the types of recreational amenities that they would like to see in the focus areas. Participants identified small lot houses, townhouses, and mixed-use buildings are the most needed housing types for the focus areas.

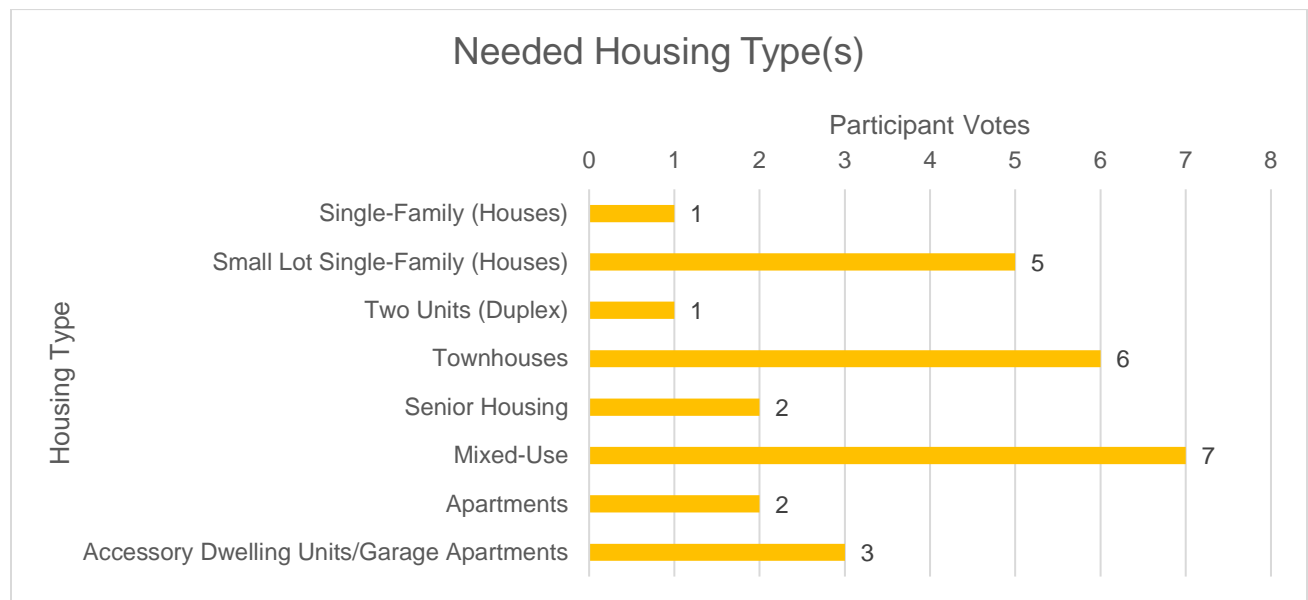


Figure 14 - Needed Housing Participant Votes Tally



Figure 15 - Needed Housing Completed Board

Station 4 – Community Ideas

Station 4 included two engagement boards with the purpose to allow participants to identify (1) their favorite places in the focus areas, and (2) potential catalyst redevelopment sites in the focus areas. The following subsections identify the participant responses.

Favorite Place(s) (S4 Board A)

This engagement board aimed to allow participants to identify their favorite place(s) within the focus areas so that the planning process can ensure these places are preserved and enhanced through land use and potential capital improvement projects. See map for participant responses. Participants noted the following favorite places:

- Cal Ranch Building *(Note: label on the map – Figure 16 - incorrectly identifies the “Trackside Mall” as the “Cal Ranch Building”)*
- Scotty’s Restaurant
- North Hi-Way Café
- Other properties along the Northgate Mile Corridor

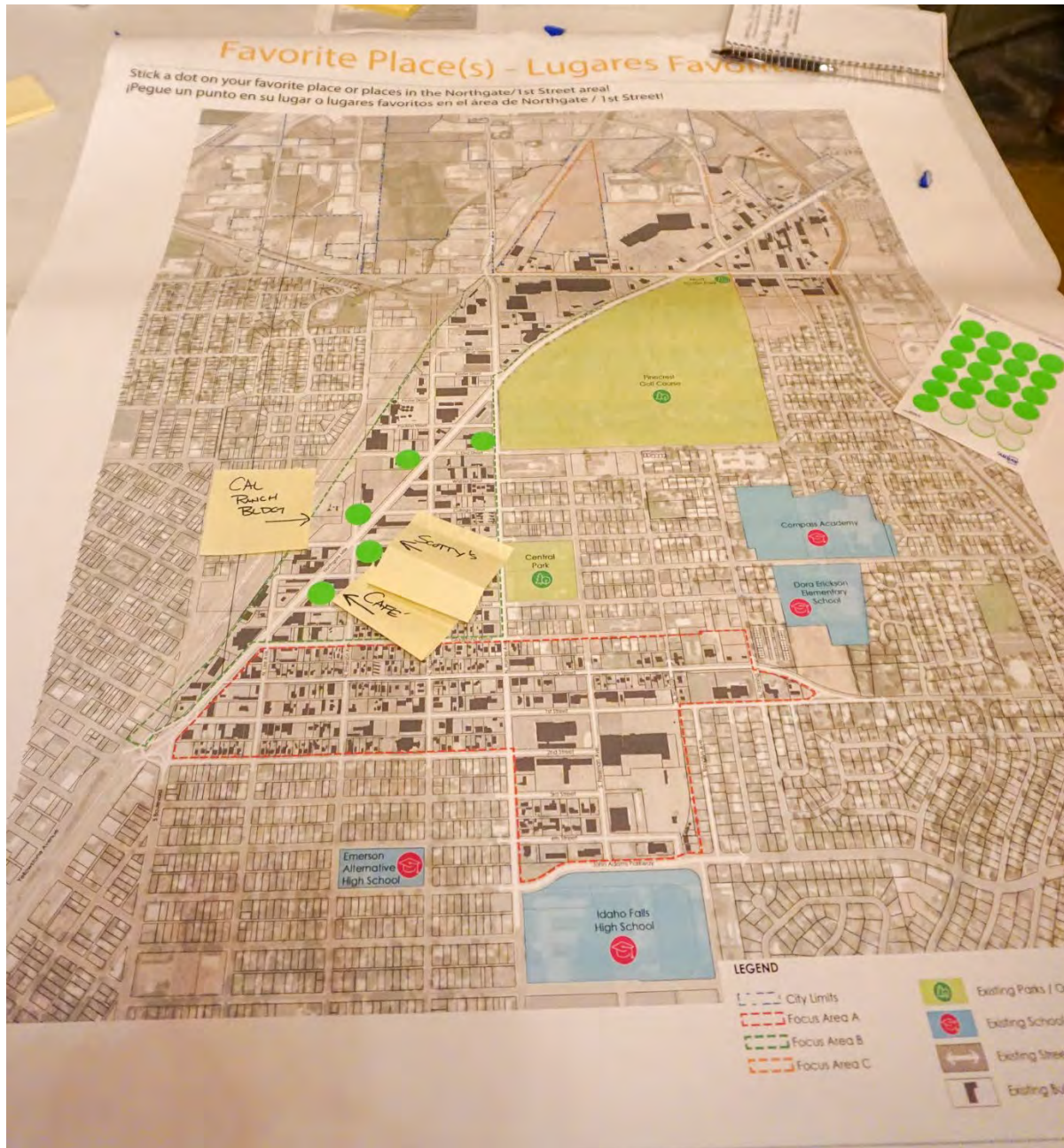


Figure 16 - Favorite Place(s) Completed Board

****Note – One label on the map incorrectly identifies the “Trackside Mall” as the “Cal Ranch Building”**

Catalyst Redevelopments Sites (S4 Board B)

This engagement board allowed participants to identify sites, that they felt, would be good locations for catalyst redevelopment projects. See map with participant responses.

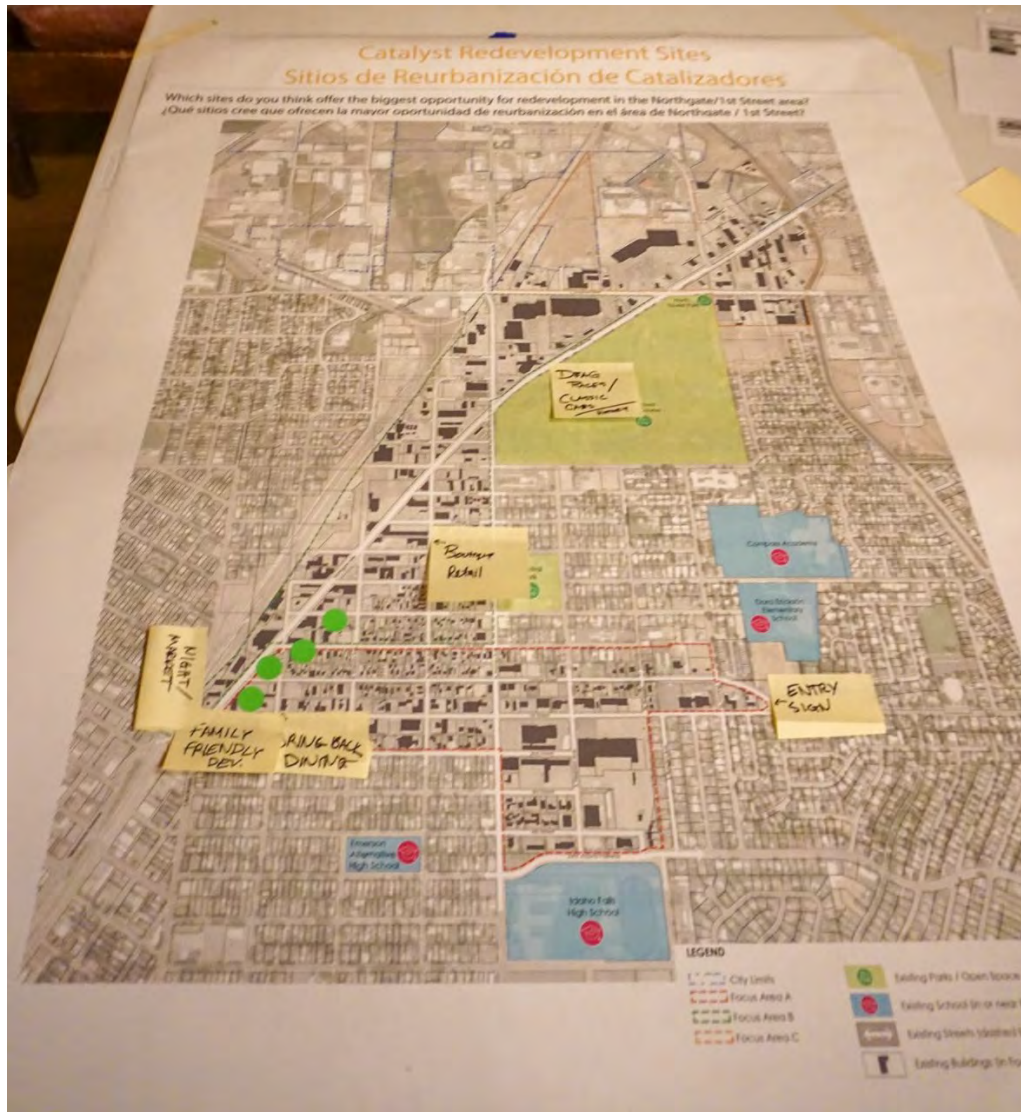


Figure 17 - Catalyst Redevelopment Projects Completed Board

Subsection 5.4 – Comment Cards

The project team provided an opportunity for community workshop participants to submit additional written feedback on comment cards. The comment cards asked participants to respond to specific questions pertaining to area-wide planning in the Northgate Mile/1st Street focus areas; this included a final open-ended question that allowed participants to provide feedback on any topic. The following lists the comment card questions:

- Tell us about yourself (participants indicated if they were a resident, business owner, property owner or other affiliation).
- Please tell us about your interest in the project.
- What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)
- How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)
- What types of amenities, businesses and/or services would you like to see in the Northgate Mile/1st Street areas?
- Please share your other ideas or opinions about the Northgate Mile/1st Street areas

The completed comment forms that the project team received on the community workshop are attached to this memorandum.

Table 5.4.a. Comment Cards Responses Summary	
Question	Responses (Summarized)
Please tell us about your interest in the project	<ul style="list-style-type: none"> • Respondent 1 – I am the property N.W of stock yards and am curious what is happening • Respondent 2 – No response • Respondent 3 – Improve and beautify 1st Street • Respondent 4 – Want to see the area improve • Respondent 5 – Just want to know exactly what's going on • Respondent 6 – Everything in Idaho Falls interests me! • Respondent 7 – Lived in this neighborhood over 30 years • Respondent 8 – Always interested in city plans, longtime resident in this area • Respondent 9 – Idaho Falls resident and area business owner. Historic memory – hometown region (wish for restoration) • Respondent 10 – No response
What makes the Northgate Mile/1 st Street areas unique (e.g. What are the community's assets/strengths that set it apart from other area communities?)	<ul style="list-style-type: none"> • Respondent 1 – It is easy access to downtown. The area is ripe for improvement. This improvement will bless downtown area and enhance the area • Respondent 2 – A scattering of unique landmark businesses • Respondent 3 – Small and unique businesses. The history and potential for redevelopment

Table 5.4.a. Comment Cards Responses Summary	
Question	Responses (Summarized)
	<ul style="list-style-type: none"> Respondent 4 – Older part of town, older buildings and businesses Respondent 5 – High traffic areas, plenty of businesses along both roads Respondent 6 – It is central core. Northgate should be our best face that we present to visitors. 1st is a great mix of uses and this should be encouraged Respondent 7 – Older neighborhood with mix of residential and commercial properties, lots of nature and trees Respondent 8 – Established area, old businesses, many locally owned and locally invested Respondent 9 – Historic memory. Sad to see having become rundown, so vacant, unkept. An important area of junction should be improved and maintained, to represent city character and quality Respondent 10 – Long term businesses are located in the area giving it a small-town feel. However, all of the poor traffic patterns caused by 5- and 6-point intersections make it hard to navigate. The area looks old and needs improvements in curb, gutter, and streets
How could we improve the Northgate Mile/1 st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)	<ul style="list-style-type: none"> Respondent 1 – Incentivize building improvement. Make it easy to remodel and cosmetically improve the buildings in the area by fast tracking permits and giving time before raising property values/taxes due to improvements Respondent 2 – Develop more mixed-use spaces, Live-work-play, Anchor store or two Respondent 3 – Walkability, connectivity, safety, beautification Respondent 4 – Access to 1st street, traffic issues, pedestrian access, crime suspension Respondent 5 – Traffic flow and or accessibility leaves something to be desired. North Hi-way Café could use a facelift, and the properties adjacent/across the street. Respondent 6 – I'd like to see more shopping and apartments Respondent 7 – Take better care of central park, enforce codes Respondent 8 – Street signs, traffic flow, central park upgrades Respondent 9 – Beautification, repairs, property weed management. Owner accountability. Improve flow of traffic. Sidewalks, roads, signage improvements

Table 5.4.a. Comment Cards Responses Summary	
Question	Responses (Summarized)
	<ul style="list-style-type: none"> Respondent 10 – Traffic patterns, Beautification, and New business incentives
What types of amenities, businesses and/or services would you like to see in the Northgate Mile/1 st Street areas?	<ul style="list-style-type: none"> Respondent 1 – Green spaces/parks, strip mall, office buildings Respondent 2 – No response Respondent 3 – Crosswalks, streetlights, trashcans, bike paths, art Respondent 4 – Move restaurants, family friendly areas and businesses Respondent 5 – No response Respondent 6 – Small/local shopping, restaurants, multi family living, small parklets Respondent 7 – Walkability (sidewalks are horrible) Respondent 8 – More restaurants, continued local business growth Respondent 9 – Variety. Casual food. Brought back to life, an area used and enjoyed – pleasant, drawing business and community activity. Vibrancy. Tourism casual stops Respondent 10 – No response
Please share your other ideas or opinions about the Northgate/1 st Street areas	<ul style="list-style-type: none"> Respondent 1 – No response Respondent 2 – Reflects an entrance to Idaho Falls and Should be more appealing Respondent 3 – No response Respondent 4 – It feels like the part of town the city has forgotten Respondent 5 – No response Respondent 6 – Make Landscaping a priority, move parking off street Respondent 7 – No response Respondent 8 – It would be nice to see revitalization Respondent 9 – Awkward junction, intersections – flow of traffic could be improved. Drab, unattractive – needs beautified Respondent 10 – No response

April 20, 2020

Project Team

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Attachments

- Stakeholder Interviews Sign-in Sheets
- Community Workshop Presentation Slides
- Community Workshop Sign-in Sheet
- Community Workshop Comment Cards

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Stakeholder Interviews | Date: ²⁰²⁰ MARCH 2ND Group: 1 - CITY STAFF LISTENING SESSION

Name	Affiliation/Organization (e.g., Planning Department)	Email
Kerry Beutler	Planning	kbeutler@idahofallsidaho.gov
Lisa Farris	Planning/Grants/CABG	lfarris@idahofallsidaho.gov
Darrell West	BMPO	dwest@bmbo.org
Kent Fugal	Public Works/Engineering	kfugal@idahofallsidaho.gov
Brad Cramer	Community Development Services	bcramer@idahofallsidaho.gov
Brent McLane	Planning	bmclane@idahofallsidaho.gov
Chris Canfield	P.W.	ccanfield@idahofallsidaho.gov
Stephen Boorman	IFP	sboorman@ifpower.org
Scotty Paus	Traks & Rec	SPaus@idahofallsidaho.gov

Stakeholder Interviews | Date: MARCH 2²⁰²⁰ Group: 2 ELECTED OFFICIALS & BOARDS

Stakeholder Interviews | Date: MARCH 2²⁰²⁰ Group: 2 ELECTED OFFICIALS & BOARDS

[illegible]

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

Stakeholder Interviews | Date: MARCH 2 2020 Group: 3 Economic Development Partners

[illegible]

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

Stakeholder Interviews | Date: MARCH Group: 4 PROPERTY OWNERS

[illegible]

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Stakeholder Interviews | Date: MARCH 3 Group: DEVELOPERS

[illegible]

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

Stakeholder Interviews | Date: MARCH 3 Group: LO REAL ESTATE PROF.

[illegible]

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

Stakeholder Interviews | Date: 3-4-2020 Group: 7 COMMUNITY GROUPS + RESIDENTS

[illegible]

Stakeholder Interviews | Date: 3/4/2020 Group: SCHOOLS

[illegible]

IDAHO FALLS
Bonneville Metropolitan
Planning Organization

IFRdA
Idaho Falls Redevelopment Agency



Idaho Falls, Idaho
NORTHGATE/1ST STREET
Area-Wide Planning

Community Workshop
March 4, 2020

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Agenda

1. Project Objective
2. Brownfields Overview
3. Area-Wide Planning
4. Existing Assets / Opportunity Examples
5. Demographic & Market Conditions (in progress)
6. Next Steps
7. Community Priorities
8. Engagement Stations

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2

Project Overview and Purpose

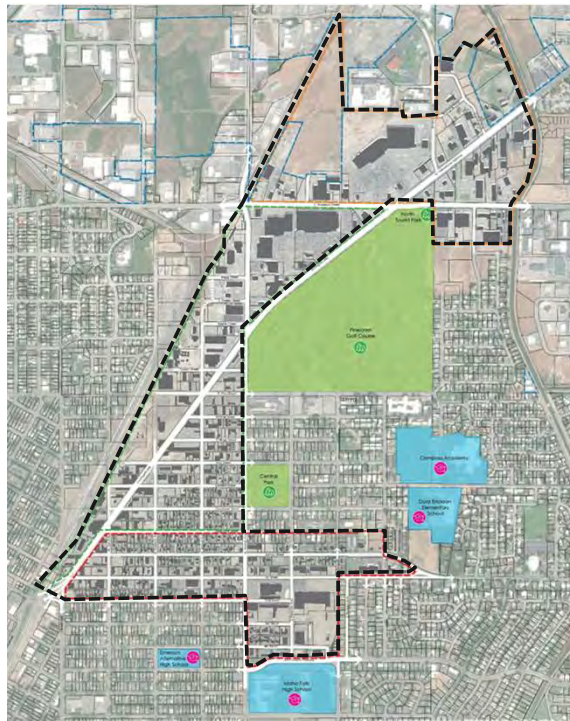


3

EPA Brownfield Grant

- \$600,000 EPA Brownfield Assessment Grant awarded in 2018
- 100% grant funded – no matching funds required
- Inventory, assessment and reuse planning for brownfield sites

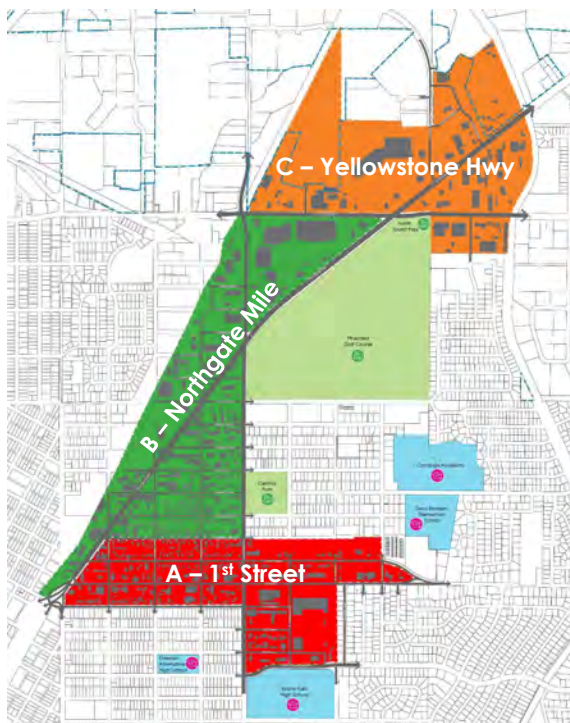
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Area-Wide
Planning
(AWP)



5



Area-Wide
Planning
(AWP)
3 Focus Areas



6

AWP Objectives and Desired Outcomes



7



8

What is a brownfield?

EPA definition:

"Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant."

→ Definition is very broad



9

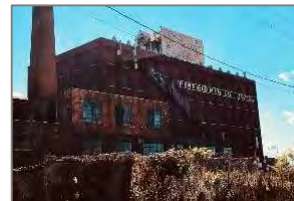
What do brownfields look like?



Former Auto Repair Shop



Vacant Commercial Building



Former Industrial Site



Former Gas Station



Vacant Lot



Former Dry Cleaners

10

Brownfield vs. Greenfield

Brownfield:

- Previously developed site
- Redevelopment may be complicated by past use

Greenfield:

- Never developed (open space or agricultural land)



11

How are brownfields created?

Contributing Factors:

- Economic transition
- Infrastructure failures
- Incorrect monitoring
- Illegal dumping
- Natural disasters

Common Contaminants:

- Petroleum
- Solvents
- Asbestos
- Metals
- PCBs


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How do brownfields impact our community?



Economic Impacts

- Lost tax revenues
- Decreased property values
- Diminished job opportunities
- Deters private investment & hinders redevelopment projects



Social Impacts

- Blighted buildings & community eyesores
- Public safety concerns
- Public health risks



Environmental Impacts

- Urban sprawl / greenfield development
- Water quality (surface water & drinking water sources)
- Uncontrolled contamination (toxic runoff)
- Greenhouse gas emissions (increased vehicle miles traveled)
- Wildlife habitat & populations



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What are brownfield redevelopment benefits?



Economic Impacts

- Increased tax revenues / property values
- Job creation
- Attracts private investment
- Bolsters private market



Social Impacts

- Attractive spaces & community amenities
- Increased access to jobs, housing, open space, services
- Decreased crime
- Community pride (community identity & sense of place)



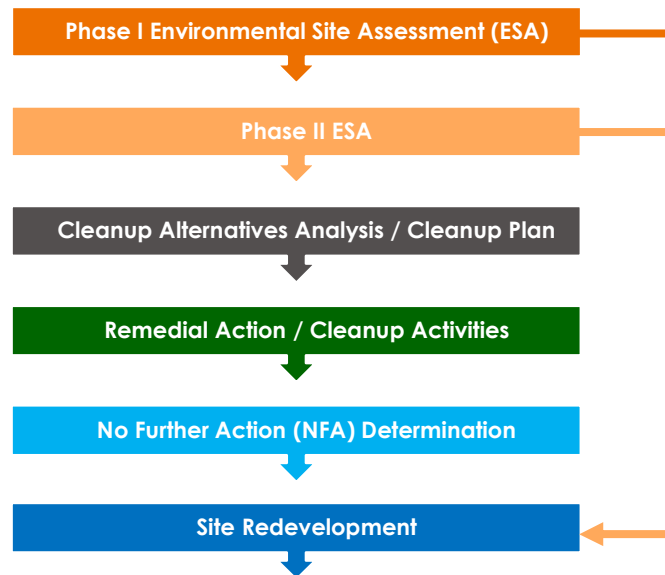
Environmental Impacts

- Infill development that reduces urban sprawl
- Protect surrounding properties from toxic runoff/contaminant
- Remove environmental threats
- Reduce greenhouse gas emissions



14

What key steps are involved in brownfield redevelopment?



15

Area-Wide Planning For Redevelopment



16

Means to Address Brownfield Conditions



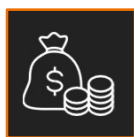
Create
Community
Partnerships



Mitigate
Risks



Construct Viable
Projects



Secure
Financing and
Funding



Implement
Schedules and
Phasing



Create a
Redevelopment
Strategy



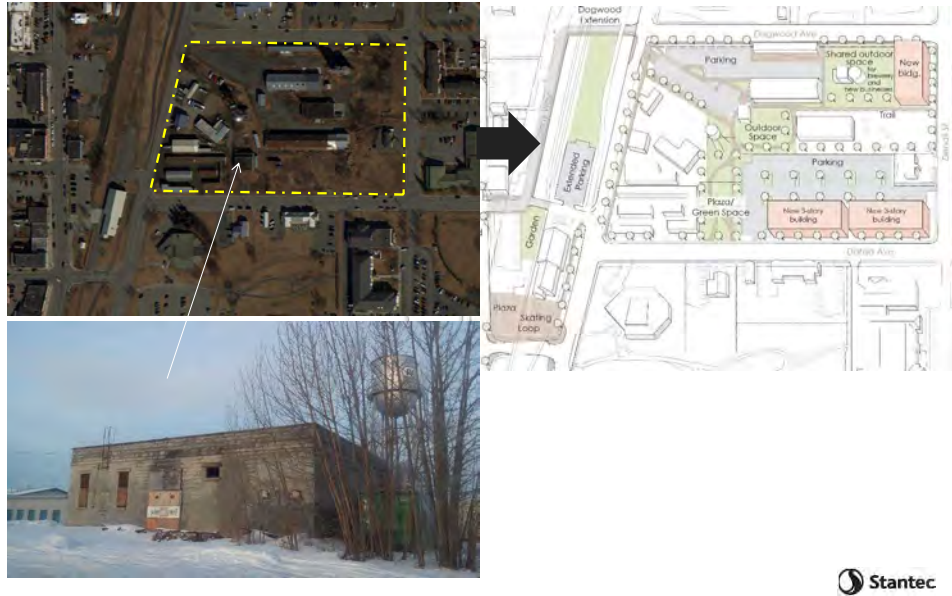
17

Area-Wide Planning (AWP) for Brownfields



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Example AWP: Palmer, Alaska



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Example AWP: Bremerton, Washington



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City's Role in Economic Development






21

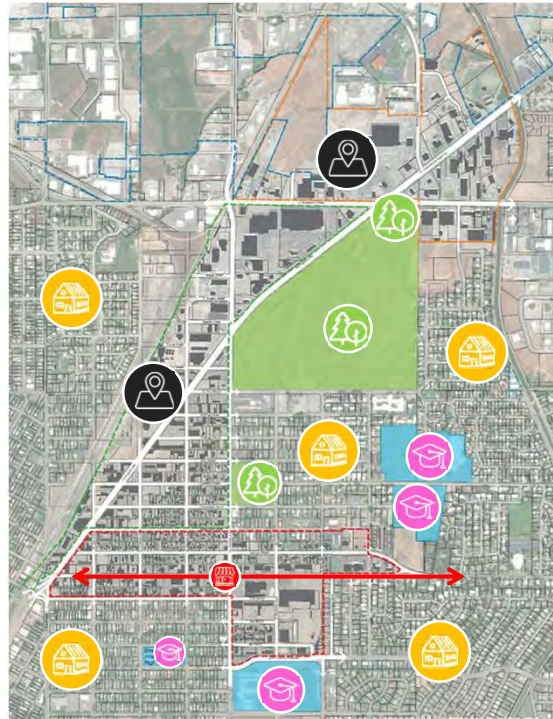
Existing Assets &
Example Opportunities



22

Community Assets

-  Existing Neighborhoods
-  Existing Schools
-  Existing Parks
-  Existing "Main Street"
-  Large Sites
-  Old Buildings



23

Examples: Reuse of older buildings



24

Examples: Reuse of older buildings



25

Examples: Reuse of older buildings



26

Examples: Redevelopment Sites



27

Examples: Redevelopment Sites



28

Examples: Redevelopment Sites



29

Examples: Streetscape Improvements



30

Examples: Streetscape Improvements



31

Examples: Activate Spaces / Create fun



32

Examples: Activate Spaces / Create fun



33

(In progress)
Demographics and Market Research



34

Redevelopment Challenges



Brownfield Sites & Vacancies



Lack of Amenities



District Perception



Lack of a Strategy Plan



35

Demographic / Market Analysis Process



Who lives here now



Who WILL live here



What are the household characteristics



Market Opportunities/Challenges



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Next Steps in Area-Wide Planning



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AWP Next Steps



Visioning Process



Community Priorities Exercise



Engagement Stations



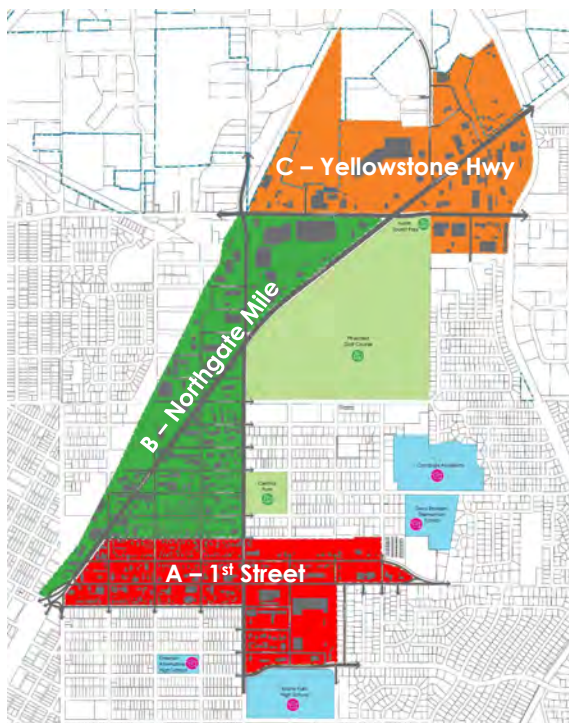
Plan Development

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What are your community priorities?



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What are your community priorities?



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AREA-WIDE PLANNING STUDY / ESTUDIO DE PLANIFICACIÓN EN TODA EL ÁREA

Community Workshop Sign-In (March 2020) / Taller comunitario (Marzo de 2020) Por favor, registre

Name Nombre	Affiliation/Organization (e.g., Citizen) Afilación / Organización (por ejemplo, ciudadano)	Email
Nathan W. Smith	FASIS/ONS	nathan.smith@fastsigns.com
Jeff Cooney	Gangplank	aycefishfy@hotmail.com
Chase Wise	Pockets Inc.	Wisenheimer92@gmail.com
Randy Lee	Simple Home	randy@simplehome.com
Nicki Stephens	SR Properties	mail441@aol.com
And Baker	Chapman Coffee	abaker@chapoler.com
Jenny Bueno	Chapman Coffee	jbuono@chapoler.com
Tom & Suzy Hersk	Residents	tsheers25@gmail.com
Dave Bailey	Property Owner	dlbaileyjr@yahoo.com
Connie Schumacher	First Street Building/Property Owner	connie@firststreetwelding.com
Jim FREEMAN	CITY council	
Brent Greenwald	commercial prop owner	Brentgreenwald@aol.com
Kristy Johnson	Property Owner (Commercial)	KrunchyKrity@hotmail.com

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COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☐ Resident ☒ Business Owner ☒ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

I own the property N.W. of stock yards and am curious what is happening

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

It is easy access to downtown. The area is ripe for improvement. This improvement will bless downtown area and enhance the history of the area.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

Incentivize building improvement. - Make it easy to remodel and cosmetically improve the buildings in the area by fast tracking permits and giving time before raising property values/taxes due to improvements

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

green spaces/parks, strip mall, office buildings

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

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COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☐ Resident ☐ Business Owner ☐ Property Owner ☒ Other/Interested Person

Please tell us about your interest in the project:

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

A scattering of unique
landmark businesses

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

Develop more mixed use spaces
Live-Work-Play
Anchor store or two

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

Reflects an entrance to I.F. and
should be more appealing

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COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☐ Resident ☒ Business Owner ☐ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

Improve and beautify 1st st.

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

Small and unique businesses. The history and potential for redevelopment.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

Walkability - Connectivity - Safety - beautification

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

Crosswalks, streetlights, trashcans, bikepaths, Art

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☒ Resident ☒ Business Owner ☐ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

Want to see the area improve

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

Older part of town, older buildings + businesses,

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

*Access to the foot St, traffic issues, pedestrian areas
crime suspension*

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

More restaurants, family-friendly areas + businesses

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

It feels like the part of town the city has forgotten

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☒ Resident ☐ Business Owner ☐ Property Owner ☒ Other/Interested Person

Please tell us about your interest in the project:

Just want to know exactly whats going on

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

High traffic areas, plenty of businesses along both roads.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

Traffic flow and or accessibility leaves something to be desired. North Hi-way Cafe
could use a facelift, and the properties adjacent/across the street.

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

N/A

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☒ Resident ☐ Business Owner ☐ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

EVERYTHING IN IDAHO FALLS INTERESTS ME!

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

IT IS CENTRAL CORE. NORTHGATE SHOULD BE OUR BEST FACE
THAT WE PRESENT TO VISITORS. 1ST IS A GREAT MIX OF
USES AND ^{THIS} SHOULD BE ENCOURAGED.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

I'D LIKE TO SEE MORE STOPPING AND APARTMENTS

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

SHOPPING (SMALL LOCAL) RESTAURANTS, MULTI-FAMILY LIVING, SMALL
PARKLETS

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

MAKES LANDSCAPING A PRIORITY, MOVE PARKING OFF
STREET.

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☒ Resident ☐ Business Owner ☐ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

Lived in this neighborhood over 30 years

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

Older neighborhood with mix of residential & commercial properties.
lots of mature trees.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

Take better care of Central Park
enforce codes

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

Walkability - Sidewalks are horrible

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY
COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☒ Resident ☐ Business Owner ☐ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

ALWAYS INTERESTED IN CITY PLANS, LONGTIME RESIDENT IN THIS AREA

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

ESTABLISHED AREA, OUR BUSINESSES & MANY LOCALLY OWNED
LOCAL INVESTED

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

STREET SIGNS, TRAFFIC FLOW, CANTRA PARK UPGRADES

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

MORE RESTAURANTS, CONTINUED LOCAL BUSINESS GROWTH

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

IT WOULD BE NICE TO SEE REVITALIZATION LIKE IS BEING DONE DOWNTOWN

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☐ Resident ☒ Business Owner ☒ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

Idaho Falls resident. Area business owner. Historic Memory -

Wish for restoration

Step 2 - Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

Blaketown Region

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

Historic Memory. Sad to see having become rundown, so vacant, unkempt. An important area of Junction - should be improved & maintained - to represent City character & quality.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

Beautification, repairs, property weed management, owner accountability
Improve flow of traffic.
Sidewalks, roads, sewage improvements.

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

Variety. Casual Food. Brought back to life, an area used & enjoyed - Pleasant, drawing business & community activity.
Vibrancy. Tourism casual stops.

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

Forward Junction, intersections - flow of traffic could be improved. Drab, unattractive - needs beautified

IDAHO FALLS | NORTHGATE/1ST STREET AREA-WIDE PLANNING STUDY

COMMENT CARD (March 2020)

Step 1 - Tell us about yourself: ☐ Resident ☒ Business Owner ☒ Property Owner ☐ Other/Interested Person

Please tell us about your interest in the project:

Step 2 – Please answer the following questions about Northgate Mile/1st Street (Area-wide planning focus areas):

a: What makes the Northgate Mile/1st Street areas unique? (e.g. What are the community's assets/strengths that set it apart from other area communities?)

Long term businesses are located in the area giving it a small town feel. However, all of the poor traffic patterns caused by 5+6 point intersections make it hard to navigate. The area looks old and needs improvements in curb, gutter and streets.

b: How could we improve the Northgate Mile/1st Street corridors? (e.g. Which characteristics could be enhanced? Which properties should be prioritized for redevelopment?)

1. traffic patterns 2. Beautification 3. new business incentives. 4.

c: What types of amenities, businesses and/or services would like to see in the Northgate Mile/1st Street areas?

d: Please share your other ideas or opinions about the Northgate Mile/1st Street areas:

Appendix D

Urban Renewal District Criteria and AWP-related responses

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Urban Renewal Formation Criteria Evaluation

The City and its stakeholder partners expressed their vision to revitalize the Northgate/1st Street area wide planning (AWP) focus area into a much more vibrant, mixed-use district within Idaho Falls – urban infill, redevelopment, and adaptive reuse projects will be key to realize this vision. These activities rely on safe, functional, and aesthetically pleasing public infrastructure, as well as, an array of amenities. The AWP focus area has several planned capital improvement projects that will require a continuous and reliable funding source – the formation of one or more urban renewal districts may be a viable strategy for the City to use revenue from redevelopment activity and rising property taxes to fund future public projects in the focus area.

Enabled through Title 50, Chapter 20 (Idaho Urban Renewal Law) and Title 50, Chapter 29 (Idaho Local Economic Development Act), the State of Idaho establishes the rules to form and implement urban renewal districts. If the City chooses to create new urban renewal districts in the AWP focus area, the State requires an eligibility report to determine whether an identified area meets an established set of criteria.

Criteria and Responses

The following lists responses to the State's eligibility criteria as they relate to the AWP focus area.

Criterion 1. The Presence of a Substantial Number of Deteriorated or Deteriorating Structures; and Deterioration of Site [50-2018(9); and 50-2903(8)(b) and (8)(c); and 50-2008(d)(4)(2)]

Response: The AWP focus area has 63 brownfield sites which include underutilized/abandoned properties, vacant buildings, and properties with documented (and undocumented) environmental liabilities and potentially hazardous site conditions. These brownfield sites also have a low improvement to land

value ratio (ILVR) meaning that the property is worth more than their structure. These conditions show site underutilization and hindrances to redevelopment because of potential environmental liabilities. (See Chapter 5 of the AWP document).

Criterion 2. Age or Obsolescence [50-2018(8) and 50-2903(8)(a)]

Response: The AWP focus area has a multitude of older buildings; a property inventory identified 215 sites that contained structures that are 50 years or older – 44 of these sites were vacant as of March 2020. The building age suggests there is a need for potential upgrades to support new tenants, adaptive reuse projects, and building expansions. Many of these buildings were constructed before life/safety and ADA standards – this creates a potential economic hardship to bring these buildings up to current standards to allow for new uses (e.g., fire code standards, ADA access, and similar upgrades). Furthermore, these older structures were created at a time when hazardous building materials were readily used in construction – such as asbestos and lead-based paint. (See Chapter 5 and Appendix A of the AWP document).

Criterion 3. Predominance of Defective or Inadequate Street Layout [50-2018(9) and 50-2903(8)(b)]

Response: The AWP focus area has several street-related deficiencies that complicate safe and efficient vehicle, pedestrian, and bicyclist circulation. Northgate Mile passes through the focus area in a diagonal alignment with many of the side streets intersecting the highway at irregular angles which inhibits traffic circulation – notably, its intersection at Elva Street and Higbee Avenue has five intersecting streets. Northgate



Mile is devoid of bicycle lanes and reasonable spaced pedestrian crossings – designated crosswalks are spaced over 1 mile apart and concentrated at signalized intersections. 1st Street (a primary neighborhood commercial street) has restricted left turning movements from and onto Northgate Mile. 1st Street and Lomax Street are parallel commercial streets, whereas Lomax functions in a one-way configuration for westbound traffic and 1st Street functions in a two-way configuration – their eastern convergence area creates complications for traffic flow.

Criterion 4. Outmoded Street Patterns [50-2008(d)(4)(2)]

Response: Many of the streets have deteriorating pavement conditions (e.g., cracks and potholes) and Northgate Mile and 1st Street lack adequate pavement striping to distinguish travel lanes from street parking and shoulders. Northgate Mile, 1st Street, Lomax Street, and Holmes Avenue are primary commercial streets but have narrow sidewalks that inhibit pedestrian movement – there is also a lack of regularly spaced pedestrian crossing locations. The focus area has several gaps in its sidewalk network. (See Section 4.4 of the AWP document).

Criterion 5. Need for Correlation of Area with Other Areas of a Municipality by Streets; and Modern Traffic Requirements [50-2008(d)(4)(2)]

Response: Northgate Mile, 1st Street, Lomax Street, and Holmes Avenue are major street corridors within the focus area that directly link to other areas within the City – these streets have operational deficiencies for vehicle turning movements and bicycle/pedestrian access. Northgate Mile has narrow sidewalks, a lack of bicycle lanes, limited pedestrian/bicyclist crossing locations, and irregular side street intersections which limit multimodal access from the focus area to other parts of the City. 1st Street has turning restrictions on to Northgate Mile/Lomax Street, narrow sidewalks, and a lack of designated pedestrian/bicyclist crossings. Lomax Street has sidewalk gaps and a lack of designated pedestrian/bicycle crossings. Holmes Avenue lacks adequate right-of-way to construct bicycle lanes pursuant to the City's long-range mobility plans. (See Section 4.4 of the AWP document).

Criterion 6. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness [50-2018(9) and 50-2903(8)(b)]

Response: The focus area has a multitude of small non-residential lots that complicate site redevelopment that aligns with modern market real estate demands and zoning requirements (e.g., on-site parking, building setbacks, landscaping, and amenities). The focus area has 345 lots that are zoned for non-residential uses, 320 of these sites are under 1-acre in size. Furthermore, Northgate Mile passes through the focus area in a diagonal alignment and side streets intersect at irregular angles – many of the corner parcels are triangular in shape which complicates efficient site design and property development. Many of the non-residential parcels along the primary corridors are shallow in depth (some average less than 130-feet) which further limits the redevelopment capacity for these properties when applying the applicable zoning requirements. The City and State access management standards also preclude many of the non-residential properties along primary streets to obtain new driveway access – commercial viability is severely reduced for properties without direct driveway access and where there is a lack of other multimodal options (e.g., sidewalks, transit, bicycle lanes). (See Chapters 4 and 5, and Appendix A of the AWP document)

Criterion 7. Unsuitable Topography or Faulty Lot Layouts [50-2008(d)(4)(2)]

Response: See response for Criterion 6 – the same conditions apply

Criterion 8. Insanitary or Unsafe Conditions [50-2018(9) and 50-2903(8)(b)]

Response: The focus area includes 63 brownfield sites that have documented or potentially undocumented environmental hazards (e.g., soil contaminants, hazardous building materials, etc.). Future studies and cleanup/abatement activities may be required before these sites are redeveloped or adaptively reused for new businesses, housing, or community-serving uses. Some of these brownfields have vacant/abandoned structures that have visually fallen into disrepair – this creates a potential safety hazard for future occupants.

Northgate Mile has several unsafe mobility conditions where its side streets intersect at irregular angles – this makes for hazardous vehicle turning movements and visual obstructions to pedestrians. Northgate Mile, 1st Street, and Lomax Street are primary commercial corridors, whereas, designated pedestrian crossings are spaced far apart and concentrated only at signalized intersections. There is a lack of public lighting and designated bicycle lanes – there are also gaps in the sidewalk network.

Public sanitary sewer lines are lacking in the northwest portions of the focus area – future subdivisions or business expansions may be hindered by the lack of nearby sanitary sewer lines.

Criterion 9. Diversity of Ownership [50-2018(9) 50-2903(8)(b) and (8)(c); and 50-2008(d)(4)(2)]

Response: The focus area has 523 parcels - 345 lots are zoned for non-residential uses and the residual are a mix of residential lots and parks. 494 of the total lots are under 1-acre in size which complicates redevelopment activities to meet both real estate demand and zoning requirements. The focus area includes over 462 individual owners – this diversity in ownership complicates site assembly activities that would otherwise create larger, more usable sites for redevelopment.

Criterion 10. Tax or Special Assessment Delinquency [50-2018(9) and 50-2903(8)(b)]

Response: The property inventory did not notate any tax and special assessment delinquency in the focus area – future study is warranted to determine these conditions.

Criterion 11. Defective or unusual condition of title [50-2018(9) and 50-2903(8)(b)]

Response: The property inventory did not notate any defective or unusual conditions of title in the focus area – future study is warranted to determine these conditions.

Criterion 12. Substantially Impairs or Arrests the Sound Growth of a Municipality [50-2018(9) and 50-2903(8)(b)]

Response: The City of Idaho Falls and the State of Idaho have made substantial transportation-related investments in the focus area and vicinity – this

includes the multi-lane Northgate Mile, and the 1st Street/Lomax Street corridors. The City provides and maintains public water and sewer lines throughout much of the focus area (there is a small enclave in the northwest that is without adequate utility line coverage). The City also maintains parks and the municipal golf course. All these public investments are aimed to support current and future City populations. At the same time, the focus area has several deficiencies in the transportation network – there are awkward intersections (along Northgate Mile), restrictions in turning movements, gaps in the sidewalk network, limited pedestrian/bicyclist crossings, and areas of deteriorating pavement.

The focus area has 523 parcels and of these properties 63 are brownfields and 318 parcels have low improvement to land value ratios (ILVRs) meaning that the property is worth more than their structure. Brownfields and parcels with low ILVRs suggest that many of the properties are underutilized and are not built/operating to their fullest potential. The AWP process also included a market study that identified a shortage in vacant land to support future housing/commercial demand – redevelopment will be a key strategy to accommodate future land uses.

The community established a vision for the focus area to revitalize into a vibrant, mixed-use and multimodal area of the City. Redevelopment and adaptive reuse projects on underutilized properties would be instrumental to achieve this vision, whereas, the transportation deficiencies may hinder redevelopment. (See Chapters 4, 5 and 6, and Appendix A of the AWP document)

Criterion 13. Conditions Which Retard Development of the Area [50-2018(9)]

Response: The focus area has several infrastructure deficiencies and property conditions which hinder redevelopment and economic growth. First, a property enclave in the northwest section of the focus area lacks existing public water and sanitary sewer lines to support future subdivision activity and/or business expansion due to the associated costs for off-site improvements. Second, the area's transportation infrastructure has several operational shortfalls – irregular intersections along Northgate



Mile, turning restrictions at Northgate Mile and 1st Street, deteriorating pavement on many area streets, and gaps in the sidewalk/bicycle network. Third, there are 63 brownfield sites that may require additional studies and cleanup/abatement activities to address confirmed (or perceived) hazardous conditions/ environmental liabilities. Fourth, the focus area has 345 lots that are zoned for non-residential uses, 320 of these sites are under 1-acre in size. Furthermore, there is wide diversity in property owners. Small lots limit development potential and varied ownership complicates site assemblage. Fifth, a market studied identified a vacant land shortage within the focus area to serve the projected population demand. (See Chapters 3 - 6, and Appendix A of the AWP document)

Criterion 14. Results in Economic

Underdevelopment of the Area [50-2903(8)(b)]; and Economic Disuse [50-2008(d)(4)(2)]

Response: See response for Criterion 13 – the same conditions apply

Eligibility Findings

The focus area has conditions that align with the majority of the State of Idaho eligibility criteria for establishing a new urban renewal district. However, additional study/ analysis is needed to determine the findings for criteria 10 and 11 relating to tax delinquency and defects in property title.

Table A.4.a. – Urban Renewal District Eligibility Findings

#	Criteria	Met	Not Met
1	The Presence of a Substantial Number of Deteriorated or Deteriorating Structures; and Deterioration of Site	X	
2	Age or Obsolescence	X	
3	Predominance of Defective or Inadequate Street Layout	X	
4	Outmoded Street Patterns	X	
5	Need for Correlation of Area with Other Areas of a Municipality by Streets; and Modern Traffic Requirements	X	
6	Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness	X	
7	Unsuitable Topography or Faulty Lot Layouts	X	
8	Insanitary or Unsafe Conditions	X	
9	Diversity of Ownership	X	
10	Tax or Special Assessment Delinquency	Undetermined – additional study required	
11	Defective or unusual condition of title	Undetermined – additional study required	
12	Substantially Impairs or Arrests the Sound Growth of a Municipality	X	
13	Conditions Which Retard Development of the Area	X	
14	Results in Economic Underdevelopment of the Area	X	

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