

CITY COUNCIL CHAMBERS
680 Park Avenue
Idaho Falls, Id 83402

Thank you for your interest in City Government. If you wish to express your thoughts on a matter listed below, it is best to contact Councilmembers by email or personally before the meeting. Be aware that an amendment to this Agenda may be made upon passage of a motion that states the reason for the amendment and the good faith reason that the Agenda item was not included in the original Agenda posting. City Council Meetings are live streamed at www.idahofallsidaho.gov, then archived on the city website. If you need communication aids or services or other physical accommodations to participate or access this meeting please contact City Clerk Kathy Hampton at 612-8414 or the ADA Coordinator Lisa Farris at 612-8323 as soon as possible and they will make an effort to accommodate your needs.

1. **Call to Order.**

2. **Pledge of Allegiance.**

3. **Public Comment.** *Members of the public are invited to address the City Council regarding matters that are not on the Agenda or already noticed for a public hearing. When you address the Council, please state your name and address for the record and please limit your remarks to three (3) minutes. The Mayor may exercise discretion to decide if and when to allow public comment on an agenda item that does not include a public hearing. If the Mayor determines your comments may be made later in the meeting, she will let you know when you may make your comments. Please note that matters currently pending before the Planning Commission or Board of Adjustment which may be the subject of a pending enforcement action, or which are relative to a City personnel matter are not suitable for public comment.*

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. Items from the City Clerk:

- 1) Approval of Minutes from the July 25, 2016 Council Work Session; July 26, 2016 Council Budget Session; July 28, 2016 Council Meeting; and August 8, 2016 Council Work Session.
- 2) Approval of License Applications, all carrying the required approvals.

RECOMMENDED ACTION: To approve all items on the Consent Agenda according to the recommendations presented.

5. **Regular Agenda.**

A. Public Works

1) Traffic Signal Removal Study Project: A public open house was held on June 28, 2016, to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site.

- a. Intersection of Broadway and Lindsay Boulevard:** Lindsay Boulevard has the lowest side street traffic volumes of any of the 12 total intersections initially evaluated as part

of the Traffic Signal Removal Study which are dramatically below the volumes needed to justify the signal under any of the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants. The connection of Utah Avenue to Lindsay Boulevard north of Broadway (25 years ago) made Utah Avenue the primary connection to Broadway from points north, eliminating the need for a traffic signal at the Lindsay Boulevard intersection. Removing the signal would improve traffic operations for the approximately 22,000 vehicles per day using Broadway. Public Works and the Idaho Transportation Department respectfully recommend that the traffic signal at the Broadway and Lindsay Boulevard intersection be removed, together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Lindsay Boulevard approach.

RECOMMENDED ACTION: To remove the traffic signal at the Broadway and Lindsay Boulevard intersection together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Lindsay Boulevard approach (or take other action deemed appropriate).

- b. Intersection of Broadway and Shoup Avenue:** Shoup Avenue has very low side street traffic volumes, which is dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The short distances to the adjacent signals at Park Avenue and at Yellowstone Avenue result in the Shoup Avenue signal inhibiting traffic operations and progression on Broadway, which carries over 13,000 vehicles per day, without providing commensurate benefits. Public Works and the Idaho Transportation Department respectfully recommend that the traffic signal at the Broadway and Shoup Avenue intersection be removed, together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Shoup Avenue approach.

RECOMMENDED ACTION: To remove the traffic signal at the Broadway and Shoup Avenue intersection together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Shoup Avenue approach (or take other action deemed appropriate).

- c. Intersections of Yellowstone Avenue and A Street & Yellowstone Avenue and B Street:** These intersections on Yellowstone Avenue have the highest side street traffic volumes of the six intersections where removal tests and delay studies were conducted. Neither intersection meets the 8-hour MUTCD signal warrant, the warrant under which signals are most commonly justified, but they both marginally meet the 4-hour warrant. However, the Idaho Transportation Department (ITD) recommends removal of the signals due to their significant negative impacts to traffic on Yellowstone Avenue, which carries approximately 18,000 vehicles per day. The short distances to the adjacent signals at Broadway and at Constitution Way result in the A Street and B Street signals inhibiting traffic operations and progression on Yellowstone Avenue without providing the level of benefit that would offset those impacts. Public Works and the ITD respectfully recommend the following for implementation: complete removal of the traffic signal at the Yellowstone Avenue and A Street intersection, removal of the signal equipment for the minor street approaches at the Yellowstone Avenue and B Street intersection, conversion of the signal equipment controlling Yellowstone Avenue traffic at B Street to a Pedestrian Hybrid Beacon

(HAWK signal) to accommodate pedestrian and bicycle crossing, removal of the marked crosswalks across Yellowstone Avenue at A Street, and, placement of stop signs on the A Street and B Street approaches.

RECOMMENDED ACTION: To remove the traffic signal at the Yellowstone Avenue and A Street intersection, remove the signal equipment for the minor street approaches at the Yellowstone Avenue and B Street intersection, convert the signal equipment controlling Yellowstone Avenue traffic at B Street to a Pedestrian Hybrid Beacon (HAWK signal) to accommodate pedestrian and bicycle crossing, remove the marked crosswalks across Yellowstone Avenue at A Street, and, place stop signs on the A Street and B Street approaches (or take other action deemed appropriate).

- d. Intersection of 17th Street and June Avenue:** June Avenue has very low side street traffic volumes which are dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The signal inhibits traffic operations and progression on 17th Street, which carries approximately 27,000 vehicles per day, without providing commensurate benefits. Public Works respectfully recommends that the traffic signal at the 17th Street and June Avenue intersection be removed, together with the marked crosswalks across 17th Street, and that it be replaced with stop signs on the June Avenue and ShopKo parking lot approaches.

RECOMMENDED ACTION: To remove the traffic signal at the 17th Street and June Avenue intersection together with the marked crosswalks across 17th Street, and that it be replaced with stop signs on the June Avenue and ShopKo parking lot approaches (or take other action deemed appropriate).

- e. Intersection of 17th Street and Ponderosa Drive:** Ponderosa Drive has somewhat higher side street traffic volumes than those at June Avenue, Lindsay Boulevard, or Shoup Avenue, but they are still dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The signal inhibits traffic operations and progression on 17th Street, which carries approximately 27,000 vehicles per day, without providing commensurate benefits. Public Works respectfully recommends that the traffic signal at the 17th Street and Ponderosa Drive intersection be removed, together with the marked crosswalks across 17th Street, and that it be replaced with stop signs on the Ponderosa Drive approaches. A mitigating measure that will be required is to address parking in the lot on the southwest corner to eliminate the sight distance obstruction. That mitigation would need to include elimination of any parking stalls that are located within the clear view triangle established by ordinance, and would preferably also include installing parking blocks to keep drivers from inadvertently encroaching into the right-of-way when parking their vehicles.

RECOMMENDED ACTION: To remove the traffic signal at the 17th Street and Ponderosa Drive intersection together with the marked crosswalks across 17th Street, and that it be replaced with stop signs on the Ponderosa Drive approaches, and, eliminate parking stalls that are located within the clear view triangle to include installation of parking blocks to keep drivers from inadvertently encroaching into the right-of-way (or take other action deemed appropriate).

2) Easement Vacation – 845 South Milligan: The property owner of 845 South Milligan Road has requested the vacation of a utility easement in order to make better use of the property. All utility services have reviewed and approve the request. Public Works requests authorization for the City Attorney to prepare documents needed to accomplish the vacation.

RECOMMENDED ACTION: To authorize the City Attorney to prepare documents needed to accomplish the easement vacation at 845 South Milligan (or take other action deemed appropriate).

3) Bid Rejection – Sanitary Sewer Rehabilitation: On September 2, 2016, bids were received and opened for the Sanitary Sewer Rehabilitation – 2016 project. The only bid received in the amount of \$117,990.00 exceeded the budgeted amount and was 152% of the Engineer's Estimate. Public Works recommends that this bid be rejected and notice of such be sent to the bidder.

RECOMMENDED ACTION: To reject the bid received for the Sanitary Sewer Rehabilitation – 2016 project and that notice of such be sent to the sole bidder (or take other action deemed appropriate).

B. Municipal Services

1) Bid Award IF-16-28, One New 2017 ¾ ton Pickup, Full Size, Mega Cab (Fleet Addition): It is the recommendation of the Airport and Municipal Services Departments to accept the lowest responsive, responsible bid from Stone's Town and Country Motors in the amount of \$40,709.00. This vehicle is requested as an addition to the Airport fleet to be used for airfield inspections and maintenance operations pursuant to Federal Aviation Regulations. The specific make and model of this vehicle is being requested based upon the need for fuel and operational efficiencies required within the aircraft movement areas. The airport fleet will need to be adjusted to meet airport operational needs as additional operation staff are hired. Funding to purchase this vehicle is from available operational savings within the 2015/16 Airport Fund budget. This vehicle will be included in MERF (Municipal Equipment Replacement Fund) planning.

RECOMMENDED ACTION: To accept the lowest responsive, responsible bid from Stone's Town and Country Motors in the amount of \$40,709.00, for one new 2017 ¾-ton Pickup to be included in the Airport fleet (or take other action deemed appropriate).

2) Authorization to Approve Insurance Contracts for Workers Compensation for 2016/17: The Municipal Services Department respectfully requests the authorization to enter into three (3) professional contracts for worker's compensation insurance for the 2016/17 fiscal year for a total amount of \$180,910:

- Moreton & Company - \$36,000
- Safety National and Traveler Surety Company - \$137,455
- Travelers Casualty & Surety Company - \$7,455

All contracts begin on October 1, 2016, and are for one (1) year.

RECOMMENDED ACTION: To enter into three (3) professional contracts for worker's compensation insurance for the 2016/17 fiscal year for a total amount of \$180,910 (or take other action deemed appropriate).

C. Community Development Services

1) Request for Electric Line Extension Fee Waiver, 845 Milligan Road: For consideration is a request for waiver of electric line extension fees for the project at 845 Milligan Road for Indian Motorcycle. The total fees are \$19,529.36. This request is made pursuant to City Code 8-5-31. Because the site is surrounded by existing City development, is part of an urban renewal district in which redevelopment is occurring, and because there was previously a structure on the site which received Idaho Falls Power services, staff recommends approval of the entire \$19,529.36 fee.

RECOMMENDED ACTION: To approve the request for waiver of electric line extension fees for the project at 845 Milligan Road for Indian Motorcycle, in an amount of \$19,529.36 (or take other action deemed appropriate).

2) Public Hearing – Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards, M&B 79.641 acres (Sand Pointe Subdivision): For consideration is the application for Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards for M&B 79.641 acres (Sand Pointe Subdivision). This application was considered by the Planning and Zoning Commission on August 2, 2016, and recommended approval by unanimous vote. Staff concurs with this recommendation.

RECOMMENDED ACTIONS: (in sequential order)

- a. To approve the Ordinance annexing Sand Pointe Subdivision, under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, or reject the Ordinance).
- b. To approve the Reasoned Statement of Relevant Criteria and Standards for the annexation for Sand Pointe Subdivision, and give authorization for the Mayor to execute the necessary documents.
- c. To approve the Ordinance assigning a Comprehensive Plan Designation of Low Density Residential and establishing the initial zoning for Sand Pointe Subdivision as RP-A (Residence Park Zone), under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary (*or consider the Ordinance on the first reading and that it be read by title, or reject the Ordinance*), that the Comprehensive Plan be amended to include the area annexed herewith, and that the City Planner be instructed to reflect said annexation, zoning, and amendment to the Comprehensive Plan on the Comprehensive Plan and Zoning Maps located in the Planning Office.
- d. To approve the Reasoned Statement of Relevant Criteria and Standards for the Initial Zoning of RP-A Residence Park Zone for Sand Pointe Subdivision, and give authorization for the Mayor to execute the necessary documents.

3) Public Hearing – Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards, M&B 20.219 acres (Darcy Stewart Subdivision): For consideration is the application for Annexation with Initial

Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards for M&B 20.219 acres (Darcy Stewart Subdivision). This application was considered by the Planning and Zoning Commission on August 2, 2016, and recommended approval by unanimous vote. Staff concurs with this recommendation.

RECOMMENDED ACTION: (in sequential order)

- a. To approve the Ordinance annexing Darcy Stewart Subdivision, under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, or reject the Ordinance).
- b. To approve the Reasoned Statement of Relevant Criteria and Standards for the annexation for Darcy Stewart Subdivision, and give authorization for the Mayor to execute the necessary documents.
- c. To approve the Ordinance assigning a Comprehensive Plan Designation of Low Density Residential and establishing the initial zoning for Darcy Stewart Subdivision as RP-A (Residence Park Zone), under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary (*or consider the Ordinance on the first reading and that it be read by title, or reject the Ordinance*), that the Comprehensive Plan be amended to include the area annexed herewith, and that the City Planner be instructed to reflect said annexation, zoning, and amendment to the Comprehensive Plan on the Comprehensive Plan and Zoning Maps located in the Planning Office.
- d. To approve the Reasoned Statement of Relevant Criteria and Standards for the Initial Zoning of RP-A Residence Park Zone for Darcy Stewart Subdivision, and give authorization for the Mayor to execute the necessary documents.

4) Public Hearing – Annexation with Initial Zoning of R-1, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards, M&B 45.450 acres (Silverleaf Estates Subdivision): For consideration is the application for Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards for M&B 45.450 acres (Silverleaf Estates Subdivision). This application was considered by the Planning and Zoning Commission on August 2, 2016, and recommended approval by unanimous vote. Staff concurs with this recommendation.

RECOMMENDED ACTIONS: (in sequential order)

- a. To approve the Ordinance annexing Silverleaf Estates Subdivision, under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, or reject the Ordinance).
- b. To approve the Reasoned Statement of Relevant Criteria and Standards for the annexation for Silverleaf Estates Subdivision, and give authorization for the Mayor to execute the necessary documents.

- c. To approve the Ordinance assigning a Comprehensive Plan Designation of Low Density Residential and establishing the initial zoning for Silverleaf Estates Subdivision as R-1 (Residence Zone), under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary (*or consider the Ordinance on the first reading and that it be read by title, or reject the Ordinance*), that the Comprehensive Plan be amended to include the area annexed herewith, and that the City Planner be instructed to reflect said annexation, zoning, and amendment to the Comprehensive Plan on the Comprehensive Plan and Zoning Maps located in the Planning Office.
- d. To approve the Reasoned Statement of Relevant Criteria and Standards for the Initial Zoning of RP-A Residence Park Zone for Silverleaf Estates Subdivision, and give authorization for the Mayor to execute the necessary documents.

6. **Motion to Adjourn.**

CONSENT AGENDA:

JULY 25, 2016

The City Council of the City of Idaho Falls met in Special Council Meeting (Council Work Session), Monday, July 25, 2016, at the City Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 3:00 p.m.

There were present:

Mayor Rebecca L. Noah Casper
Councilmember David M. Smith (by phone)
Councilmember Thomas Hally
Councilmember John B. Radford (arrived at 3:03)
Councilmember Michelle Ziel-Dingman
Councilmember Barbara Ehardt
Councilmember Ed Marohn

Also present:

Kerry Hammon, Public Information Officer
Mark McBride, Police Chief
Kerry Beutler, Community Development Services Assistant Director
Chris Fredericksen, Public Works Director
David Richards, Water Superintendent
Randy Fife, City Attorney
Kathy Hampton, City Clerk

Mayor Casper called the meeting to order at 3:03 p.m. with the following:

Mayor's Report and Action Items/Announcements and Calendar Items:

July 26, Council Budget Session 3:30-6:30p.m.

July 30, fundraiser for the Idaho Falls Zoo at Tautphaus Park sponsored by the Tautphaus Park Zoological Society

August 3, War Bonnet Rodeo kick-off events in the downtown area

August 4-6, War Bonnet Rodeo with August 5 designated for elected officials

August 4, Crisis Intervention Banquet

August 9-10, Intermountain Energy Summit

August 14-16, Utah Associated Municipal Power Systems (UAMPS) conference

Mayor Casper directed those interested to view the City website for City-wide construction updates. She will be conducting a de-brief with pertaining Department Directors to review the recent power outage. She indicated the Legal Services and Fire Department Citizen Review Committees (CRC) are in process of writing their respective preliminary reports with final reports to be presented to Council later in the year. She stated steps are being taken to formally bring Sister Cities Committees (adult and youth delegations) into the City organization. Mayor Casper expressed her concern for possible Councilmember fatigue with extra meetings/committees, however, she indicated strategic planning will require discussion in the near future.

City Council Reports:

Councilmember Hally indicated interviews are being conducted for the Human Resources (HR) Director on July 26, all Councilmembers are invited to meet with the individual candidates during the scheduled lunch. He, along with Councilmember Radford, have recently met the City of Ammon officials regarding Hitt Road and 17th Street intersection.

Councilmember Marohn stated he and Councilmember Ehardt recently met with two (2) City of Ammon officials regarding the Mutual Aid Agreement with the Fire Departments, all conversations seem to be positive.

Councilmember Ehardt had no items to report.

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Councilmember Dingman stated Coffee with a Cop will be held on July 28, as a community event.
Councilmember Radford had no items to report.
Councilmember Smith had no items to report.

Acceptance and/or Receipt of Minutes:

It was moved by Councilmember Radford, seconded by Councilmember Marohn, to accept receipt of Planning and Zoning Commission actions from the July 19, 2016, meeting. Roll call as follows: Aye – Councilmembers Radford, Ehardt, Hally, Smith, Marohn, Dingman. Nay – none. Motion carried

Police Department presented the following item:

Dog Ordinance Discussion:

Mayor Casper indicated this item is being re-introduced due to the failed motion at the July 14, Council Meeting. She is committed to passing this ordinance as the internal conflict between the Idaho Falls Police Department (IFPD) and Community Development Services Department, regarding 'kennel', needs resolved. She believes pet ownership can cause a nuisance within the City but can be addressed. Chief McBride indicated the current nuisance regulations will assist with dog control. Councilmember Dingman stated she has met diligently with IFPD and Animal Services Department. She indicated the neighborhood input was removed from the previous version presented on July 14. This modified ordinance, currently being presented, will allow neighborhood input. The permit process and the number of dogs allowed has not changed. This proposed ordinance is only removing zoning issues. Councilmember Ehardt believes compliance should occur and the number of dogs allowed should be a separate discussion. Chief McBride stated the permit process would include an inspection process by Animal Services to ensure no nuisance is occurring. He believes any nuisance creates problem for other property owners. He briefly reviewed the process of nuisance calls received by dispatch, indicating the complaints are more difficult to enforce if the complainant chooses to remain anonymous. Councilmember Radford believes neighbors should have input through a special use permit. Mr. Beutler stated a Conditional Use Permit requires a formal hearing with the Planning and Zoning Commission and this issue could become very cumbersome with the small amount of permit applications. Mr. Fife believes the current process is unconstitutional as the neighbors are allowed to have input, not the Council. He stated a variation for ADA (Americans with Disabilities Act) animals has been included in the current version, per State regulations. Mayor Casper stated the Councilmembers have been elected to make ordinances for the City, although their decisions may not always please the community members. This item will be presented at the July 28, Regular Council Meeting.

Public Works presented the following item:

Water and Wastewater Billing Changes:

Director Fredericksen indicated this is a follow-up discussion from the May 23, Work Session presentation, outlining potential changes to water and sewer classifications as per Water Facility Plan recommendations. He stated the intent of the fee structure is to:

- Update the existing rate structure, making it more transparent and easier to convey information to the customer
- Provide more realistic assessment between flat rate billing and estimated water use
- New Cayenta software allows the ability to more easily modify existing rate structure
- Current irrigation and DEQ (Department of Environmental Quality) fees charged once a year, surprising customers with a sudden increase in an otherwise flat bill

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Director Fredericksen reviewed the proposed rate structure for non-metered water and wastewater customers as follows:

Non-Metered Customer	Base Monthly Domestic Water Rate (Proposed)*	Number of Customers	Water Monthly Rates			Wastewater Monthly Rates	
			Existing	Proposed	Proposed w/5% Increase	Existing	Proposed (rounded to nearest nickel)
Single Family	\$17.70	15963	\$27.20	\$27.45	\$28.90	\$21.66	\$21.70
Duplex/Condo	17.70	1059	27.20	22.70	23.90	21.66	21.70
4-Plex/Apt	14.20	4503	20.94	16.85	17.75	16.27	16.30
Apt (per unit)	14.20	796	20.94	16.85	17.75	16.27	16.30
CAT2	25.20	1523	35.21	30.55	32.05	33.40	21.70
CAT3	31.50	369	47.40	37.80	39.70	39.40	39.40
CAT4	83.30	94	65.30	86.90	91.25	58.58	57.60
CAT5	120.00	24	171.35	131.30	137.85	107.48	107.50
CAT6	250.00	17	759.40	291.05	305.60	623.73	623.73

Director Fredericksen noted Column 2 indicates costs prior to the proposed 5% increase. He indicated the proposed rates will generate revenue neutral rates.

Comparison of annual rates are as follows:

	Water Rates		Wastewater Rates	
	Current	Proposed	Current	Proposed
Residential: Single Family Detached	\$326.40	\$329.40	\$259.92	\$260.40
Residential: Duplexes	326.40	272.40	259.92	260.40
Residential: 4-plex/Apartment	251.28	202.20	195.24	195.60
Commercial: 4-plex/Apartment	5,874.00	4,734.60	4,881.00	4,890.00
Commercial: Auto Repair or Shop	305.40	316.20	259.92	260.40
Commercial: Bar	305.40	318.00	259.92	260.40
Commercial: Church	422.52	953.40	259.92	260.40
Commercial: Office Space	482.52	343.20	311.52	260.40
Commercial: Retail Sales	365.40	323.40	311.52	260.40
Commercial: Salon or Parlor	361.68	325.20	290.64	260.40
Commercial: Warehouse	305.40	334.20	259.92	260.40
Commercial: Auto Sales or Auto Body	422.52	431.40	259.92	472.80
Commercial: Convenience Store	532.32	422.40	328.68	472.80
Commercial: Day Care	562.80	433.20	378.00	472.80
Commercial: Fast Food	806.52	417.00	690.72	472.80
Commercial: Medical Office	573.12	456.60	389.40	472.80
Commercial: Restaurant/Bakery	923.64	1,049.40	690.72	691.20
Commercial: Small Hotel or Assisted Living (20 rooms or less)	1,659.96	1,587.00	1,328.64	1,290.00
Commercial: Large Hotel or Assisted Living (more than 20 rooms)	9,166.67	3,489.00	7,805.76	7,485.00

Director Fredericksen stated the categorization encompasses all users and emphasized the need to be equitable as possible without metering. He indicated wastewater rates will be adjusted in the near future due to recent Council approval of wastewater study. General discussion followed. Director Fredericksen stated Public Works staff will meet with customers on any substantial increases, especially those customers with large landscaped areas. He indicated other landscaping options can be used in lieu of grass which may be the first step in realizing the value of water.

Director Fredericksen stated the next steps include implementation of the proposed billing structure with new rates included in the fee resolution to be effective October 1, 2016. However, he indicated Cayenta implementation delay

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of go-live could delay billing structure to a later date. Next steps also include change to the rate resolution, distribution of form letters to customers outlining changes, and modifications to water/wastewater ordinances.

There being no further business, it was moved by Councilmember Marohn, seconded by Councilmember Ehardt, to adjourn at 4:37 p.m. and to move into Executive Session which has been called pursuant to the provisions of Idaho Code Section 74-206(1)(j) To consider labor contract matters authorized under Idaho Code section 74-206(1)(a) and (b), and Idaho Code Section 74-206A(1)(a) Considering a labor contract offer or to formulate a counteroffer, and, not reconvene into Regular Work Session. Roll call as follows: Aye – Councilmembers Dingman, Smith, Marohn, Ehardt, Hally, Radford. None – nay. Motion carried.

The City Council of the City of Idaho Falls met in Special Council Meeting (Executive Session), Monday, July 25, 2016, at the City Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 4:47 p.m., pursuant to the provisions of Idaho Code Section 74-206(1)(j) To consider labor contract matters authorized under Idaho Code section 74-206(1)(a) and (b), and Idaho Code Section 74-206A(1)(a) Considering a labor contract offer or to formulate a counteroffer.

There were present:

Mayor Rebecca L. Noah Casper
Councilmember John B. Radford
Councilmember Michelle Ziel-Dingman
Councilmember Barbara Ehardt
Councilmember Ed Marohn
Councilmember Thomas Hally
Councilmember David Smith (by phone)

Also present:

Pam Alexander, Municipal Services Director
Dave Hanneman, Fire Chief
Randy Fife, City Attorney

There being no further business, it was moved by Councilmember Marohn, seconded by Councilmember Dingman, to adjourn the meeting at 5:31 p.m. which motion passed following a unanimous vote.

CITY CLERK

MAYOR

JULY 26, 2016

The City Council of the City of Idaho Falls met in Special Council Meeting (Council Budget Session), Tuesday, July 26, 2016, at the City Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 3:30 p.m.

There were present:

Mayor Rebecca L. Noah Casper
Councilmember Ed Marohn
Councilmember Michelle Ziel-Dingman
Councilmember Barbara Ehardt
Councilmember Thomas Hally
Councilmember John B. Radford (by phone, arrived at 5:53)
Councilmember David M. Smith

Also present:

Pam Alexander, Municipal Services Director
Mark Hagedorn, Controller
Kenny McOmber, Treasurer
Dave Hanneman, Fire Chief
Chris Fredericksen, Public Works Director
Kerry Hammon, Public Information Officer
Kathy Hampton, City Clerk

Mayor Casper called the meeting to order at 3:35 p.m. with the following:

Opening Remarks/Announcements:

Mayor Casper stated over the previous two (2) years it has been good practice to adopt the fee resolution at the same time as budget approval. The fee resolution process involves a public hearing, which contain different parameters than the public hearing for the budget process. Due to unforeseen circumstances, the public hearing for fee increases will require a special meeting. After brief discussion, it was decided to hold a special meeting on August 18, 2016, for the public hearing related to the proposed fee increases. This special meeting will then allow the fee resolution and the budget approval to simultaneously occur at the August 22, 2016, Work Session.

Follow-up Discussion of Proposed Fiscal Year 2016/2017 Budget:

Councilmember Marohn believes the Council has reached a point for tentative approval of the proposed budget at the July 28, 2016, Council Meeting. The tentative approval requires two (2) publications prior to the final approval, which is scheduled for the August 22, 2016, Council Work Session. The approved budget ordinance will then be submitted to the Secretary of State by the August 31, 2016, deadline. He stated the tentative budget will determine a maximum cap amount, which cannot be increased. Councilmember Marohn reviewed the FY2015/2016 budget in comparison to the FY2016/2017 requested budget items, stating all requested items would require allocation of foregone money, which is not a realistic option. He indicated the Enterprise Fund is balanced due to the fee-based revenue stream. He reviewed the General Fund amounts, with recommendation to allocate \$3 million into the Street Fund. Other requests, totaling approximately \$1.4 million, would require the 3% levy increase, annexation and growth money, and cash reserves. He stated, due to property valuation increases, any levy less than 3% would decrease the revenue to the General Fund.

Mr. Hagedorn reviewed the homeowner values as follows:

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Net Taxable Market Value:		3,089,953,275					
Current Property Tax Dollars:		\$28,766,486					
Current Levy Rate:		0.009561859					
Current Foregone:		\$6,749,150					
Amount that can be Levied:		\$36,821,799					
	Levy % Increase	Levy Rate	Tax Increase (Decrease)	Tax Dollars	% Tax Dollar Increase	Foregone Amount	\$ Change per 100K
Current year dollars	-2.637%	0.009309683	\$0	\$28,766,486	0.000%	\$8,055,313	(25.22)
Current year levy	0.000%	0.009561859	\$799,212	\$29,545,698	2.709%	\$7,276,101	0.00
3% Statutory allowable increase	0.284%	0.009588974	\$862,995	\$29,629,481	3.000%	\$7,192,318	2.71
Keep Foregone the same	1.784%	0.009732396	\$1,306,163	\$30,072,649	4.541%	\$6,749,150	17.05

Mr. Hagedorn stated due to the increased homeowner value, some homeowners will actually pay less tax. Councilmember Marohn reviewed additional options regarding levy rates, growth and annexation, and foregone amounts. He believes the City should always take growth and annexation money. He stated the 3% levy increase will assist with the budget without utilizing a large amount of General Fund reserves. Best practice has been to retain 25% of reserves in the General Fund, Association of Idaho's (AIC) recommendation is to retain 17% of reserves.

General Fund requests recommended for approval, in the amount of \$1,427,522, were reviewed as follows with general discussion throughout:

Council –

- Encumbrances, \$2,000,000

Municipal Services –

- Building Improvement Fund Seed Money, \$100,000 (on-going fund)

Community Development –

- Adjust Planning Clerk Wages, \$28,350
- Dumpster, \$15,000 (one-time cost)

Human Resources –

- Human Resources Analyst, \$92,000

Police –

- Building Consultant, \$150,000 (not to exceed authority)
- Driving Simulator, \$4,370 (mostly funded by grant)
- Locker Room Remodel, \$67,120 (allocated over five (5) years, \$13,424 each year)
- Ammo Disposal Trailer, \$30,000 (anticipated grant)
- SANS (Storage Area Network System), \$56,136 (top priority)

Fire –

- Training Officer, \$79,199 (collaboration with Idaho Falls Power)
- Fire Inspector, \$79,199 (funded by Fire Prevention fees)
- Fire Fighter/EMT, \$69,820 (Airport)
- New Firefighter PPE (Personal Protective Equipment), \$39,000 (operating budget)
- Electric & Airport Contribution, ((\$168,652) – revenue will offset)

Zoo –

- Zoo Keeper, \$48,118 (to maintain AZA (Association of Zoos & Aquariums) Accreditation)

Weed & Snow –

- Weeds & Environmental Control Specialist, \$48,862

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- 4 X 4 Pick-Up Truck, \$38,000

After further brief discussion, it was consensus of the Council to fund a partial year of the Human Resources Analyst in the amount of \$69,000, and to allow the Recreation Fund request of a scoreboard and timing system for the Aquatic Center in the amount of \$35,000. These amounts modified the overall General Fund requests to a total of \$1,385,826.

Parks and Recreation Department Director recommendations include the following:

- Installation of Park Signage & Wayfinding, \$200,000 (final phase)
- Idaho Canal Trail, \$35,000
- Taylors Crossing Bridge Painting, \$25,000
- East Side Bank Stabilization Restoration, \$50,000
- Bleachers, Roping Area, \$30,000
- Sealing Asphalt Parking Lots, \$100,000
- Seal Pathways, \$145,000
- Zoo, Software & Ipads for Vet/Keeper Records, \$8,000
- Zoo, Four (4) New Computers, \$6,000
- Zoo, Digital X-Ray Machine, \$40,000
- Zoo, Asphalt Replacement (Main Area), \$20,000

Street Fund request recommended for approval:

- Street Funding, \$3,000,000

Street Capital Improvement Fund request recommended for approval:

- Hitt Road and 17th Street Project General Fund Funding, \$1,800,000

Director Fredericksen reviewed annual street expenditures and reports. He indicated there is lack of support from the State level. He is in favor of an annual street levy versus transfer of General Fund reserves. He believes the Hitt Road/17th Street intersection is the most important project as discussion has been occurring for several years. He stated the public will recognize the immediate benefit of this project.

Airport Fund requests recommended for approval:

- Airport Administration Manager, \$75,000
- Grounds Specialist, \$57,250

Ambulance Fund request recommended for approval:

- 5 Fire Fighters/EMT's, \$349,100

Further general discussion followed. Mr. Hagedorn stated by taking the 3% levy increase, annexation and growth, and \$1.8 million transfer from the General Fund, the proposed budget would amount to \$195,194,467, which is a 1.85% increase from FY2015/2016. It was moved by Councilmember Marohn, seconded by Councilmember Hally, to tentatively set the budget at \$195,194,467. Roll call as follows: Aye – Councilmembers Dingman, Radford, Marohn, Smith, Hally. Nay – Councilmember Ehardt. Motion carried.

Updated information regarding departmental requests will be distributed to the Councilmembers for future discussion. Community Support distribution discussion will be scheduled for a future Work Session.

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Mayor Casper expressed her appreciation to the Council for their thorough deliberations and also to the Municipal Services Finance Team for their ability to refine and improve the budget process to deliver the expectations of transparency.

There being no further business, it was moved by Councilmember Marohn, seconded by Councilmember Dingman, to adjourn the meeting at 6:47 p.m., which motion passed following a unanimous vote.

CITY CLERK

MAYOR

July 28, 2016

The City Council of the City of Idaho Falls met in Regular Council Meeting, Thursday, July 28, 2016, in the Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 7:30 p.m.

There were present:

Mayor Rebecca L. Noah Casper
Councilmember Barbara Ehardt
Councilmember John B. Radford
Councilmember David M. Smith
Councilmember Ed Marohn
Councilmember Michelle Ziel-Dingman
Councilmember Thomas Hally

Also present:

Randy Fife, City Attorney
Kathy Hampton, City Clerk
All available Department Directors

Mayor Casper invited Mark McBride, Police Chief, to come forward and lead those present in the Pledge of Allegiance.

It was moved by Councilmember Dingman, seconded by Councilmember Marohn, to amend the Regular Agenda to remove items 5.D.2. and 5.D.4., related to Saturn Park Townhomes. The developer has requested these items be recessed until the August 25, 2016, Regular Council Meeting. Roll call as follows: Aye – Councilmembers Radford, Ehardt, Hally, Smith, Marohn, Dingman. Nay – none. Motion carried.

Mayor Casper requested any public comment not related to items on the agenda. No one appeared.

Consent Agenda Item:

The City Clerk requested approval of License Applications, all carrying the required approvals.

It was moved by Councilmember Marohn, seconded by Councilmember Smith, to approve the item on the Consent Agenda according to the recommendations presented. Roll call as follows: Aye – Councilmembers Ehardt, Marohn, Hally, Radford, Smith, Dingman. Nay – none. Motion carried.

Regular Agenda Items:

Municipal Services Department submitted the following items for Council consideration:

Subject: Idaho Falls Power Auditing and DSM Management and Auditing Tracking Platform

For consideration is the Request for Proposal #16-023, Auditing Platform and DSM Management and Tracking Platform. The purchase of these software platforms will enable Idaho Falls Power to enhance customer service options through comprehensive home energy audits, customized home energy audit reports, track and store data in energy, net metering, demand response programs and energy technology projects. The City received a total of seven (7) proposals and following the criteria evaluation, the top three (3) vendors were evaluated. It is recommended that the Municipal Services Department and Idaho Falls Power enter into a professional service contract with the Yenter Group for a total contract award of \$35,000. Funding for this contract award and the \$16,000 annual maintenance fee is budgeted in the Idaho Falls Power 2015/2016 budget.

Councilmember Marohn stated this Auditing Platform was presented to the Council during the June 30, 2016, Idaho Falls Power Board Meeting.

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It was moved by Councilmember Marohn, seconded by Councilmember Ehardt, to enter into a professional service contract with the Yenter Group for a total contract award of \$35,000 and \$16,000 annual maintenance fee, for Auditing Platform and DSM Management and Tracking Platform. Roll call as follows: Aye – Councilmembers Dingman, Radford, Marohn, Smith, Hally, Ehardt. Nay – none. Motion carried.

Subject: Resolution to Adopt the Idaho State Plan for Deferred Compensation

For consideration is a Resolution to adopt the Idaho State plan for deferred compensation as per Idaho Code Section 59-513. Members of the 2016/17 compensation evaluation panel were asked to meet with the Program Director of Nationwide to present the Idaho State plan for deferred compensation. Currently, City employees are able to select PERSI (Public Employee Retirement System of Idaho) Choice 401(k) plan or Valic 457 deferred compensation plan. The evaluation panel is recommending this plan for adoption as it will provide City employees another option to participate in a supplemental, pre-tax retirement plan. This is at no cost to the City.

It was moved by Councilmember Marohn, seconded by Councilmember Radford, to approve the Resolution to adopt the Idaho State plan for deferred compensation as per Idaho Code Section 59-513. Roll call as follows: Aye – Councilmembers Radford, Ehardt, Smith, Marohn, Dingman, Hally. Nay – none. Motion carried.

RESOLUTION NO. 2016-25

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING THE IDAHO STATE PLAN FOR DEFERRED COMPENSATION; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

Subject: Professional Services Contract for Downtown Master Plan & Implementation Strategy

For consideration is the Request for Qualifications (RFQ) #16-025, Downtown Master Plan and Implementation Strategy project. The purpose for this submittal was to find a qualified consultant(s) to develop a downtown master plan. The City received a total of three (3) proposals. Following the criteria evaluation, consultant interviews were scheduled with the top two (2) evaluated vendors. Based on the totality of the scored proposals and interviews the RFQ Evaluation panel provided their recommendation. It is recommended that the Municipal Services and Community Development Services Departments enter into a professional service contract with CRSA for a total contract award of \$71,099.00. Funding for this project is budgeted in the Community Development Services 2015/2016 budget.

Community Development Services Director Brad Cramer stated the Comprehensive Plan has general policies and guidelines for the downtown area although not all specifics have been addressed. He indicated the purpose of this master plan is to review the planning work that has occurred over the previous decades and to focus on an implementation strategy, including the form-based code.

It was moved by Councilmember Marohn, seconded by Councilmember Smith, to enter into a professional service contract with CRSA for a total contract award of \$71,099.00, for the Downtown Master Plan and Implementation Strategy project. Roll call as follows: Aye – Councilmembers Hally, Smith, Dingman, Ehardt, Marohn, Radford. Nay – none. Motion carried.

Subject: Tentative Approval of 2016/17 Fiscal Year Budget

Municipal Services respectfully requests the Mayor and Council to tentatively approve the 2016/17 fiscal year budget. Upon the final 2016/17 fiscal year budget amount, approval will also be requested to publish the “Notice of Public Hearing” of the 2016/17 fiscal year budget with publication dates set for July 31, 2016, and August 7, 2016.

July 28, 2016

The Public Hearing is scheduled for 7:30 pm, Thursday, August 11, 2016, in the Council Chambers of the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho.

Councilmember Marohn stated Council approved a tentative budget with a maximum amount of \$195,194,467 at the July 25, 2016, Council Work Session. The tentative budget includes utilization of cash reserves and a 3% levy increase. The budget amount can be decreased prior to the August 22, 2016, approval but cannot be increased.

It was moved by Councilmember Marohn, seconded by Councilmember Smith to tentatively approve the 2016/17 fiscal year budget, and give approval to publish the "Notice of Public Hearing" of the 2016/17 fiscal year budget in the amount of \$195,194,467, with publication dates set for July 31, 2016, and August 7, 2016, with the Public Hearing scheduled for Thursday, August 11, 2016. Roll call as follows: Aye – Councilmembers Smith, Hally, Radford, Dingman, Marohn. Nay – Councilmember Ehardt. Motion carried.

Public Works submitted the following items for Council consideration:

Subject: Professional Services Agreement for 17th Street and S 25th East (Hitt Road) Intersection Improvements

For consideration is a Professional Services Agreement for engineering services for the intersection improvements at 17th Street and S 25th East (Hitt Road) with Six Mile Engineering. This agreement, if approved, will require a not to exceed amount of \$32,706.00. This agreement has been prepared by the City Attorney.

Public Works Director Chris Fredericksen stated this agreement will finalize plans which have been developed over the previous decade for a constructible project to occur in the upcoming year.

It was moved by Councilmember Ehardt, seconded by Councilmember Dingman, to approve of the Professional Services Agreement with Six Mile Engineering in an amount not to exceed \$32,706.00, and give authorization for the Mayor and City Clerk to execute the necessary documents. Roll call as follows: Aye – Councilmembers Dingman, Smith, Marohn, Ehardt, Hally, Radford. Nay – none. Motion carried.

Subject: Water Line Easement Vacation Request – 1080 Elmore Avenue

The property owner has requested the vacation of a water line easement at 1080 Elmore Avenue in order to make better use of the property. The Water Division has reviewed and approves the request.

It was moved by Councilmember Ehardt, seconded by Councilmember Dingman, to authorize the City Attorney to prepare documents needed to accomplish the water line easement vacation. Roll call as follows: Aye – Councilmembers Marohn, Dingman, Ehardt, Hally, Radford, Smith. Nay – none. Motion carried.

Idaho Falls Police Department submitted the following item for Council consideration:

Subject: Dog Control Ordinance

The Dog Control Ordinance has references to kennels as a place; which is in conflict with current zoning ordinances. Zoning ordinance define kennels as a use. The staff recommends replacing the City's current kennel licensing with an additional dog permit. The amendment also provides for procedural due process to appeal a denial of an additional dog permit. The City Attorney has drafted an amendment to City Ordinance Title 5, Chapter 6.

Councilmember Dingman stated the Council has discussed this ordinance on several occasions. She indicated three (3) key components include: the removal of the word kennel, addition of due process for denial of multi-dog permits, and, removal of language that does not currently align with pursuit of making City ordinances constitutionally sound. This updated ordinance would not affect veterinary businesses.

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After general brief comments by Councilmembers, it was moved by Councilmember Dingman, seconded by Councilmember Marohn, to approve amendments to the Dog Control Ordinance, with additional edit to Section 2, 5-6-7 (c)(4) removing the word 'shall' which is a typo, under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary. Roll call as follows: Aye – Councilmembers Smith, Dingman, Ehardt, Marohn. Nay – Councilmembers Hally, Radford. Motion carried.

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

ORDINANCE NO. 3078

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; AMENDING SECTION 5-6-1 AND 5-6-7 OF THE IDAHO FALLS CITY CODE; REPLACING THE CITY'S CURRENT LICENSING PROGRAM FOR COMMERCIAL AND NON-COMMERCIAL DOG KENNELS AND WITH AN ANNUAL ADDITIONAL DOG PERMIT PROGRAM FOR UP TO THREE (3) DOGS IN ADDITION TO THE TWO (2) CURRENTLY ALLOWED BY RIGHT WITHIN THE CITY'S LIMITS, WHICH INCLUDES FEES, INSPECTION AND REVIEW BY CITY STAFF, AND APPEALS FOR DENIAL AND REVOCATION OF SUCH PERMIT; AND PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

Community Development Services submitted the following items for Council consideration:

Subject: Request for Waiver of Electric Line Extension Fees, 1222 North Woodruff

Councilmember Radford recused himself from the following item and departed from the dais.

For consideration is a request for waiver of electric line extension fees for the project 1222 North Woodruff. The total fees are \$41,043.34. This request is made pursuant to City Code 8-5-31 which states, "Council reserves the right to waive or adjust fees (other than net metering fees) upon a finding of good cause to do so where such waiver or reduction supports redevelopment or the annexation of property contiguous with or surrounded by the City." The main purpose of the fee waiver was to promote infill and redevelopment projects. This was in recognition that such sites would already have electrical infrastructure on the site or adjacent to the site. Even for those sites which have made the request, if there was no existing infrastructure on the site staff has recommended and Council has approved a waiver of the labor costs only. This site was recently annexed to the City of Idaho Falls. It is contiguous to the City on the west boundary, but the remainder of the area surrounding the site is County land. There was no existing power infrastructure on the site. Power facilities are located adjacent or nearby the property. Community Development Services and Idaho Falls Power staff does not feel this property is infill or redevelopment for the reasons listed above and recommends denial of the waiver request.

Councilmember Dingman reviewed the definition of 'infill' and indicated this site under consideration is not considered infill. She believes by approving the fee waiver request, this could possibly set a precedence for other businesses to find a 'good cause'. Councilmember Marohn concurred and believes the current policy/precedent should be continued. Councilmember Smith stated any waiver of these fees are not allocated to the General Fund coffers as the majority of these particular fees are for parts and services. Mayor Casper indicated the previous waiver of fees for new development did not appear to be an effective incentive, therefore, the Idaho Falls Power Board opted to utilize incentives for infill and redevelopment growth. Idaho Falls Power (IFP) Director Jackie Flowers stated this fee waiver was intended to be a tool for redevelopment of blighted properties or empty parcels. She indicated a decision matrix is being developed between IFP and Community Development Services staff to establish criteria for qualification of fee waivers. Director Cramer reiterated the intent of the fee waiver ordinance as a means to incentivize development within the City. Councilmember Hally believes growth in the proposed area will benefit the surrounding ratepayers. Councilmember Ehardt concurred. It was moved by Councilmember Ehardt to waive 50% of the requested fee. The motion failed for lack of a second.

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It was moved by Councilmember Dingman, seconded by Councilmember Smith, to deny the request for waiver of electric line extension fees in the amount of \$41,043.34 for the project at 1222 North Woodruff. Roll call as follows: Aye – Councilmembers Marohn, Dingman, Smith. Nay – Councilmembers Hally, Ehardt. Abstain – Councilmember Radford. Motion carried.

Councilmember Radford returned to the dais.

Subject: Annexation and Initial Zoning of C-1, Annexation Ordinance, Zoning Ordinance and Reasoned Statements of Relevant Criteria and Standards for a surveying gap and Final Plat and Reasoned Statement of Relevant Criteria and Standards, Snake River Landing Division No. 11

For consideration is the application for Annexation and Initial Zoning of C-1, Annexation Ordinance, Zoning Ordinance and Reasoned Statements of Relevant Criteria and Standards for a surveying gap and Final Plat and Reasoned Statement of Relevant Criteria and Standards, Snake River Landing Division No. 11. The Planning and Zoning Commission reviewed the Final Plat application at its June 7, 2016, meeting and recommended approval by unanimous vote. Prior to presenting the plat to the Mayor and City Council, the City Surveyor discovered a 25-foot-wide gap within the property that had not been annexed and zoned. The plat could not proceed until the property was annexed into the City. The Commission reviewed the Annexation and Initial Zoning Application at its July 19, 2016, meeting and recommend approval by unanimous vote. Staff concurs with these recommendations.

It was moved by Councilmember Dingman, seconded by Smith, to approve the Ordinance annexing Snake River Landing Division No. 11, under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary. Roll call as follows: Aye – Councilmembers Marohn, Dingman, Ehardt, Hally, Radford, Smith. Nay – none. Motion carried.

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

ORDINANCE NO. 3079

AN ORDINANCE ANNEXING CERTAIN LANDS TO THE CITY OF IDAHO FALLS; DESCRIBING SUCH LANDS; AMENDING THE CITY MAP; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF HIGH DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

It was moved by Councilmember Dingman, seconded by Smith, to approve the Reasoned Statement of Relevant Criteria and Standards for the annexation for Snake River Landing Division No. 11, and give authorization for the Mayor to execute the necessary documents. Roll call as follows: Aye – Councilmembers Ehardt, Marohn, Hally, Radford, Smith, Dingman. Nay – none. Motion carried.

It was moved by Councilmember Dingman, seconded by Smith, to approve the Ordinance assigning a Comprehensive Plan Designation of High Density Residential and establishing the initial zoning for Snake River Landing Division No. 11 as C-1 (Limited Business Zone), under the suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary, that the Comprehensive Plan be amended to include the area annexed herewith, and that the City Planner be instructed to reflect said annexation, zoning, and amendment to the Comprehensive Plan on the Comprehensive Plan and Zoning Maps located in the Planning Office. Roll call as follows: Aye – Councilmembers Dingman, Radford, Marohn, Smith, Hally, Ehardt. Nay – none. Motion carried.

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

July 28, 2016

ORDINANCE NO. 3080

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 0.416 ACRES DESCRIBED IN EXHIBITS A AND B OF THIS ORDINANCE AS C-1 ZONE; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

It was moved by Councilmember Dingman, seconded by Smith, to approve the Reasoned Statement of Relevant Criteria and Standards for the Initial Zoning of C-1 Zone for Snake River Landing Division No. 11, and give authorization for the Mayor to execute the necessary documents. Roll call as follows: Aye – Councilmembers Radford, Ehardt, Smith, Marohn, Dingman, Hally. Nay – none. Motion carried.

It was moved by Councilmember Dingman, seconded by Smith, to accept the Final Plat for Snake River Landing Division No. 11, and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat. Roll call as follows: Aye – Councilmembers Hally, Smith, Dingman, Ehardt, Marohn, Radford. Nay – none. Motion carried.

It was moved by Councilmember Dingman, seconded by Smith, to approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Snake River Landing Division No. 11, and give authorization for the Mayor to execute the necessary documents. Roll call as follows: Aye – Councilmembers Smith, Hally, Radford, Dingman, Ehardt, Marohn. Nay – none. Motion carried.

Mayor Casper reiterated the tentative approval of the budget which provides a ceiling amount that cannot be increased. She indicated the public hearing for the proposed budget will be held in conjunction with the Regular Council Meeting on August 11, 2016. On August 18, 2016, a special meeting will be held to conduct a public hearing for the fee resolution. On August 22, 2016, at the Council Work Session, the Council will adopt the final budget as well as the fee resolution.

There being no further business, it was moved by Councilmember Marohn, seconded by Councilmember Ehardt, that the meeting adjourn at 8:58 p.m. which motion passed following a unanimous vote.

CITY CLERK

MAYOR

AUGUST 8, 2016

The City Council of the City of Idaho Falls met in Special Council Meeting (Council Work Session), Monday, August 8, 2016, at the City Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho at 3:00 p.m.

There were present:

Mayor Rebecca L. Noah Casper
Councilmember Barbara Ehardt
Councilmember John Radford (arrived at 3:03)
Councilmember David Smith
Councilmember Michelle Ziel-Dingman
Councilmember Thomas Hally

Absent:

Councilmember Ed Marohn

Also present:

Chris Fredericksen, Public Works Director
Dave Hanneman, Fire Chief
Mark McBride, Police Chief
Greg Weitzel, Parks and Recreation Director
Pamela Alexander, Municipal Services Director
Mark Hagedorn, Controller
Kenny McOmber, Treasurer
Randy Fife, City Attorney
Michael Kirkham, Assistant City Attorney
AJ Argyle, American Insurance Representative
Kerry Hammon, Public Information Officer
Kathy Hampton, City Clerk

Mayor Casper called the meeting to order at 3:02 p.m. with the following:

Mayor's Report and Action Items/Announcements and Calendar Items:

August 9 and 10, Intermountain Energy Summit
August 12, Boots on the Boardwalk, supporting the Idaho Meth Project
August 11, Regular Council Meeting, including the Public Hearing for the proposed FY2016/2017 Budget
August 14-16, Utah Associated Municipal Power Systems (UAMPS) annual meeting

Mayor Casper stated Hunden Partnership is performing a Market Impact Study for the proposed Event Center. She indicated Councilmembers may be contacted for their comments/opinions. The War Bonnet Rodeo was very successful with positive feedback from many sources. She expressed her appreciation to the Parks and Recreation (P&R) Department. A Police issue recently occurred with special teams being called for assistance, after several hours the issue was peacefully resolved. Crisis Intervention Team recently held awards banquet with several mental health and first responders being recognized for their training.

City Council Reports:

Councilmember Hally stated the annual Rotary Club Duck Race will be held August 13, with 100% of proceeds allocated to the greenbelt. There has been good attendance for Idaho Falls Raceway at Noise Park as well as the Idaho Falls Zoo at Tautphaus Park. Former Mayor Tom Campbell is grateful for the new signage. Kids triathlon will be held on August 13. Northwest P&R conference will be held in Idaho Falls October 17-20. Pathways group has supplied a bike repair station on the greenbelt.

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Councilmember Radford congratulated the P&R staff on the success of the rodeo. He indicated Movies in the Park has been a very successful Parks program, the next movie will be held August 12.

Councilmember Ehardt stated she recently had the opportunity to judge the zoo conservation project. She also expressed kudos to P&R on the War Bonnet Rodeo success.

Councilmember Dingman stated although she was unable to attend the War Bonnet Rodeo, she recently attended a community event and received very positive comments from community members regarding the rodeo.

Councilmember Smith had no items to report.

Acceptance and/or Receipt of Minutes:

It was moved by Councilmember Hally, seconded by Councilmember Radford, to accept the Planning and Zoning Commission Actions from the August 2, 2016, meeting. Roll call as follows: Aye – Councilmembers Dingman, Ehardt, Hally, Radford, Smith. Nay – none. Motion carried.

Acceptance of Snake River Landing Division No. 11:

Councilmember Dingman stated this development agreement is in conjunction with the Council approval of Snake River Landing Division No. 11 annexation and final plat at the July 28, 2016, Council Meeting. She briefly reviewed portions of the agreement. It was moved by Councilmember Dingman, seconded by Councilmember Ehardt, to approve the Development Agreement with Snake River Landing, Division No. 11. Roll call as follows: Aye – Councilmembers Ehardt, Hally, Radford, Smith, Dingman. Nay – none. Motion carried.

Fee Resolution Discussion:

Mayor Casper stated according to State regulations, any fees increasing 5% or greater are required to be advertised prior to approval. The new or proposed fee increases were published August 4, 2016, and will be published again on August 11, 2016. The public hearing will be held at a Special Council Meeting on August 18, 2016.

Director Fredericksen reviewed Public Works Department fees and stated the proposed Sewer Division connection fee will increase 10%, although this is a reimbursable fee. Water Division sewer fees are proposed to increase 5%, as this is an estimate for installation. Sanitation Division service fees for dumpster fee costs will be reduced.

Chief Hanneman stated proposed Ambulance Service Fees will increase 3%, which is a standard increase. Empty return leg fee, a new fee, includes transporting crew members who are returning to a fixed wing aircraft. Fire Inspections are proposed to increase from \$50 to \$70. Plan review will change to 16% of building permit valuation. Target Hazard and Commercial Hood will be issued annual permits.

Chief McBride stated parking fines are proposed to increase as an attempt to collect the actual cost of one (1) parking enforcement officer. He indicated approximately 175 parking violations are issued on a monthly basis. Other fees include the Additional Dog Permit, to coincide with the recently approved updated ordinance.

Director Weitzel stated golf fees are proposed to increase 3%. Councilmember Hally stated golf revenue is unpredictable and comparison of revenue and expenses will occur at the end of the year. Director Weitzel stated the Ice Arena will see a fee increase due to the Council's decision in the prior year to raise the Ice Arena fees over the course of two (2) years. He indicated due to the increase of ice rental fees as well as increased usage by the general public, the Ice Arena revenue has increased over the course of the previous year by approximately \$41,000. Expenses are anticipated to decrease for 2016-2017 Season. He reviewed Recreation Center increases and believes fees are now comparable to the programs offered. Director Weitzel stated all expectations for the rodeo were exceeded and expressed his appreciation to the P&R staff.

Director Alexander stated the new utility billing platform is associated with the Cayenta software system.

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Street Fund Discussion:

Mr. Hagedorn reviewed the most recent valuation number calculations as follows with general discussion:

Net Taxable Market Value:	3,125,545,970 (certified)
Current Property Tax Dollars:	\$28,766,486
Current Levy Rate:	0.009561859
Current Foregone:	\$6,749,150
Amount that can be levied:	\$36,821,799

He indicated residential property owners with valuation of \$175,000 and less, as well as business owners with valuation in excess of \$300,000 will only see an increase by taking Growth money plus the 2.5% levy rate increase. Mayor Casper indicated the 3% levy rate is not an increase, it's merely catching up or breaking even with City infrastructure.

Mr. Hagedorn stated previous practice has been to transfer monies from the General Fund to the Street Department. He believes better practice would be to levy for a Street Fund as there is no levy cap, unlike the General Fund. He indicated there would be no change in the overall revenue, it would only be a change in the accounting process. Director Alexander indicated over time this process would decrease any pressure on the General Fund. Mr. Hagedorn stated the Street Fund has a current negative balance of approximately \$1.4 million, with annual transfers of \$500,000. This Street Fund would guarantee available funds. Mr. Hagedorn stated current transfers from the General Fund needs to be clarified as covering the deficit or allowing spending authority. Transfer of cash reserves from the General Fund to the Street Fund is giving up one-time options. Brief discussion followed. Director Alexander indicated additional discussion will need to occur for approval of the Street Fund levy and the decided outcome will assist with future short-term and long-term forecasting. Director Frederickson is not in favor of a negative balance and indicated the Street Department has not over spent, revenues did not match the expenditures. He believes it would be beneficial to utilize a phased-in levy approach of funds versus a one-time transfer. This item may be discussed at the August 22, 2016, Council Work Session for final Council decision.

Additional FY2016-2017 Budget Questions and Considerations:

Mr. Hagedorn indicated a benefit Option revision, as requested by Council, contained a miscalculation error for the Health Savings Account (HSA) plan. Actual calculation indicates an increase in the employee contribution amount while the City contribution decreased by \$100. Councilmember Ehardt believes this option is a disservice to those employees on the HSA plan and expressed concern for possible increases in the upcoming year(s). Councilmember Radford suggested, as a good faith measure to the employees, that the City absorb one month of premiums. Director Alexander indicated any large shift from HSA to Preferred Providers Organization (PPO) will be a short-term savings to the City. General discussion followed. Mr. Argyle stated there is possibility of the rate increase to be negotiated from 6% to 3%, which would adjust all rates. Open enrollment could be extended if needed. After further brief discussion, it was decided this item will be included on the August 18, Special Council Meeting agenda. Per Council request, Mr. Argyle and Mr. Hagedorn will compile new rate comparisons/cost allocations.

Councilmember Radford believes the Councilmembers were only given list of requested items and felt priorities were not discussed, such as a splash park or a library levy. Mayor Casper stated during the budget process Department Directors were tasked with identifying their departmental priorities. She indicated Priority Based Budgeting (PBB) will be used in the upcoming year and is hopeful PBB will assist in the overall budget process.

Mayor Casper indicated \$177,000 has been allocated in the budget for Community Support, with \$102,000 spending authority earmarked for in-kind services for the Airshow. She stated Ms. Briggs will provide pertinent information from each Community Support Grant requestor as well as criteria required from the City, for discussion at a future Council Work Session. Councilmember Dingman indicated a large portion of the applicants are requesting funds for operating expenses. Councilmember Ehardt believes the City should support the Airshow but

AUGUST 8, 2016

believes the City should be reimbursed for incurred costs. Mayor Casper indicated a Sponsorship Agreement is still in the draft process, and upon the Council's decision, any terms for reimbursement could be included. After brief discussion, it was decided additional Airshow discussion will occur at a future work session.

There being no further business, it was moved by Councilmember Dingman, seconded by Councilmember Radford, to adjourn the meeting at 5:30 p.m. which motion passed following a unanimous vote.

CITY CLERK

MAYOR

REGULAR AGENDA:



To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **TRAFFIC SIGNAL REMOVAL STUDY PROJECT – INTERSECTION OF BROADWAY & LINDSAY BOULEVARD**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site.

For the Broadway and Lindsay Boulevard intersection, there was significant public support for removing the signal (22 commenters for removal, 11 against, 7 not sure). The most common concern expressed by the public was losing the signalized pedestrian crossing. However, field observations indicate that pedestrian crossing volumes are very low. Also, the lack of a roadway continuing south from this intersection means that pedestrian trip origins/destinations on the south side of Broadway are generally some distance east or west of the intersections, making the signals at Utah Avenue (~300' west) and at River Parkway (~400' east) good alternatives for pedestrian crossings.

Lindsay Boulevard has the lowest side street traffic volumes of any of the 12 total intersections initially evaluated as part of this study which are dramatically below the volumes needed to justify the signal under any of the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants. The connection of Utah Avenue to Lindsay Boulevard north of Broadway (25 years ago) made Utah Avenue the primary connection to Broadway from points north, eliminating the need for a traffic signal at the Lindsay Boulevard intersection. Removing the signal would improve traffic operations for the approximately 22,000 vehicles per day using Broadway.

Public Works and the Idaho Transportation Department respectfully recommend that the traffic signal at the Broadway and Lindsay Boulevard intersection be removed, together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Lindsay Boulevard approach.

Respectfully,



Chris H Fredericksen, P.E.
Public Works Director

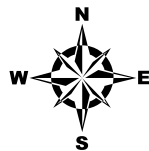
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Attachments

c: Mayor
Council
Fugal

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VICINITY MAP



1 " = 200 '

SIGNAL REMOVAL STUDY
IDAHO TRANSPORTATION DEPARTMENT
CITY OF IDAHO FALLS



To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **TRAFFIC SIGNAL REMOVAL STUDY – INTERSECTION OF BROADWAY & SHOUP AVENUE**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site.

For the Broadway and Shoup Avenue intersection, the public generally favored retaining the signal (15 commenters for removal, 22 against, 9 not sure). The most common concern expressed by the public was losing the signalized pedestrian crossing. While field observations reveal that pedestrian crossing volumes do not meet the pedestrian signal warrant, there is significant pedestrian crossing activity. However, the signals at Park Avenue (~300' west) and at Yellowstone Avenue (~300' east) are in close proximity and provide good alternatives for pedestrian crossings.

Shoup Avenue has very low side street traffic volumes, which is dramatically below the volumes needed to justify the signal under any of the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants. The short distances to the adjacent signals at Park Avenue and at Yellowstone Avenue result in the Shoup Avenue signal inhibiting traffic operations and progression on Broadway, which carries over 13,000 vehicles per day, without providing commensurate benefits.

Public Works and the Idaho Transportation Department respectfully recommend that the traffic signal at the Broadway and Shoup Avenue intersection be removed, together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Shoup Avenue approach.

Respectfully,



Chris H Fredericksen, P.E.
Public Works Director

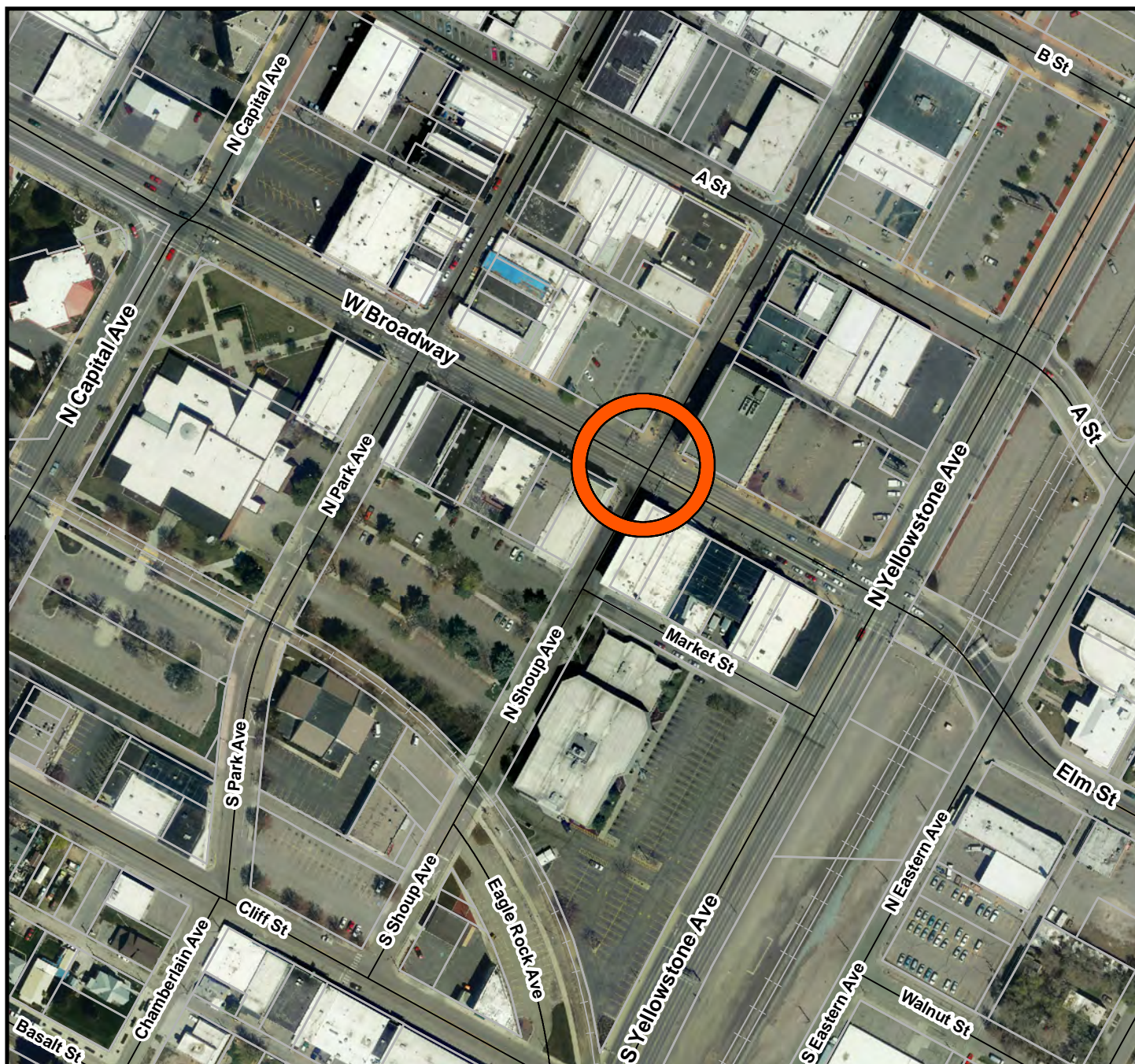
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Attachments

c: Mayor
Council
Fugal

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VICINITY MAP



1" = 200'

SIGNAL REMOVAL STUDY
IDAHO TRANSPORTATION DEPARTMENT
CITY OF IDAHO FALLS



To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **TRAFFIC SIGNAL REMOVAL STUDY PROJECT – INTERSECTIONS OF YELLOWSTONE AVENUE AND A STREET & YELLOWSTONE AVENUE AND B STREET**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site.

For both the Yellowstone Avenue and A Street and Yellowstone Avenue and B Street intersections, the public generally favored retaining the signals (A St: 17 commenters for removal, 22 against, 6 not sure; B St: 19 commenters for removal, 19 against, 7 not sure). The most common concern expressed by the public was losing the signalized crossing for pedestrians and bicycles. While field observations reveal that pedestrian crossing volumes do not meet the pedestrian signal warrant at either intersection, there is significant pedestrian and bicycle crossing activity. With the parking lots along the railroad east of Yellowstone, good pedestrian access across Yellowstone Avenue is a priority.

These intersections on Yellowstone Avenue have the highest side street traffic volumes of the six intersections where removal tests and delay studies were conducted. Neither intersection meets the 8-hour Manual on Uniform Traffic Control Devices (MUTCD) signal warrant, the warrant under which signals are most commonly justified, but they both marginally meet the 4-hour warrant. However, the Idaho Transportation Department (ITD) recommends removal of the signals due to their significant negative impacts to traffic on Yellowstone Avenue, which carries approximately 18,000 vehicles per day. The short distances to the adjacent signals at Broadway and at Constitution Way result in the A Street and B Street signals inhibiting traffic operations and progression on Yellowstone Avenue without providing the level of benefit that would offset those impacts.

Public Works and the ITD respectfully recommend the following for implementation:

- *Complete removal of the traffic signal at the Yellowstone Avenue and A Street intersection,*
- *Removal of the signal equipment for the minor street approaches at the Yellowstone Avenue and B Street intersection,*
- *Conversion of the signal equipment controlling Yellowstone Avenue traffic at B Street to a Pedestrian Hybrid Beacon (HAWK signal) to accommodate pedestrian and bicycle crossing,*
- *Removal of the marked crosswalks across Yellowstone Avenue at A Street, and*
- *Placement of stop signs on the A Street and B Street approaches.*

Respectfully,



Chris H Fredericksen, P.E.
Public Works Director

CF:jk

Attachments

c: Mayor
Council
Fugal

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VICINITY MAP



1 " = 200 '

SIGNAL REMOVAL STUDY
IDAHO TRANSPORTATION DEPARTMENT
CITY OF IDAHO FALLS



To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **TRAFFIC SIGNAL REMOVAL STUDY – INTERSECTION OF 17TH STREET AND JUNE AVENUE**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site.

For the 17th Street and June Avenue intersection, the public generally favored retaining the signals (16 commenters for removal, 26 against, 9 not sure). The most common concern expressed by the public was losing signalized egress from the neighborhood to the northwest of the intersection (the area bounded by 17th Street, June Avenue, the Idaho Canal, and Holmes Avenue). Commenters noted that unsignalized left turns onto either 17th Street or Holmes Avenue are very difficult during peak traffic periods.

June Avenue has very low side street traffic volumes which are dramatically below the volumes needed to justify the signal under any of the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants. The signal inhibits traffic operations and progression on 17th Street, which carries approximately 27,000 vehicles per day, without providing commensurate benefits. Signalized pedestrian crossing (for the neighborhood to access shopping on the south side of 17th Street) is provided at Holmes Avenue (west side of the neighborhood) and at Jennie Lee Drive (~450' east of June Avenue). During peak periods, it is acknowledged that drivers may sometimes need to make right turns from the minor approaches due to lack of opportunity to turn left which is a condition that also exists at many other unsignalized intersections along 17th Street and other arterial roadways throughout Idaho Falls and other larger communities.

Public Works respectfully recommends that the traffic signal at the 17th Street and June Avenue intersection be removed, together with the marked crosswalks across 17th Street, and that it be replaced with stop signs on the June Avenue and ShopKo parking lot approaches.

Respectfully,



Chris H Fredericksen, P.E.
Public Works Director

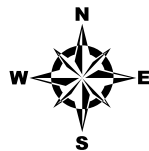
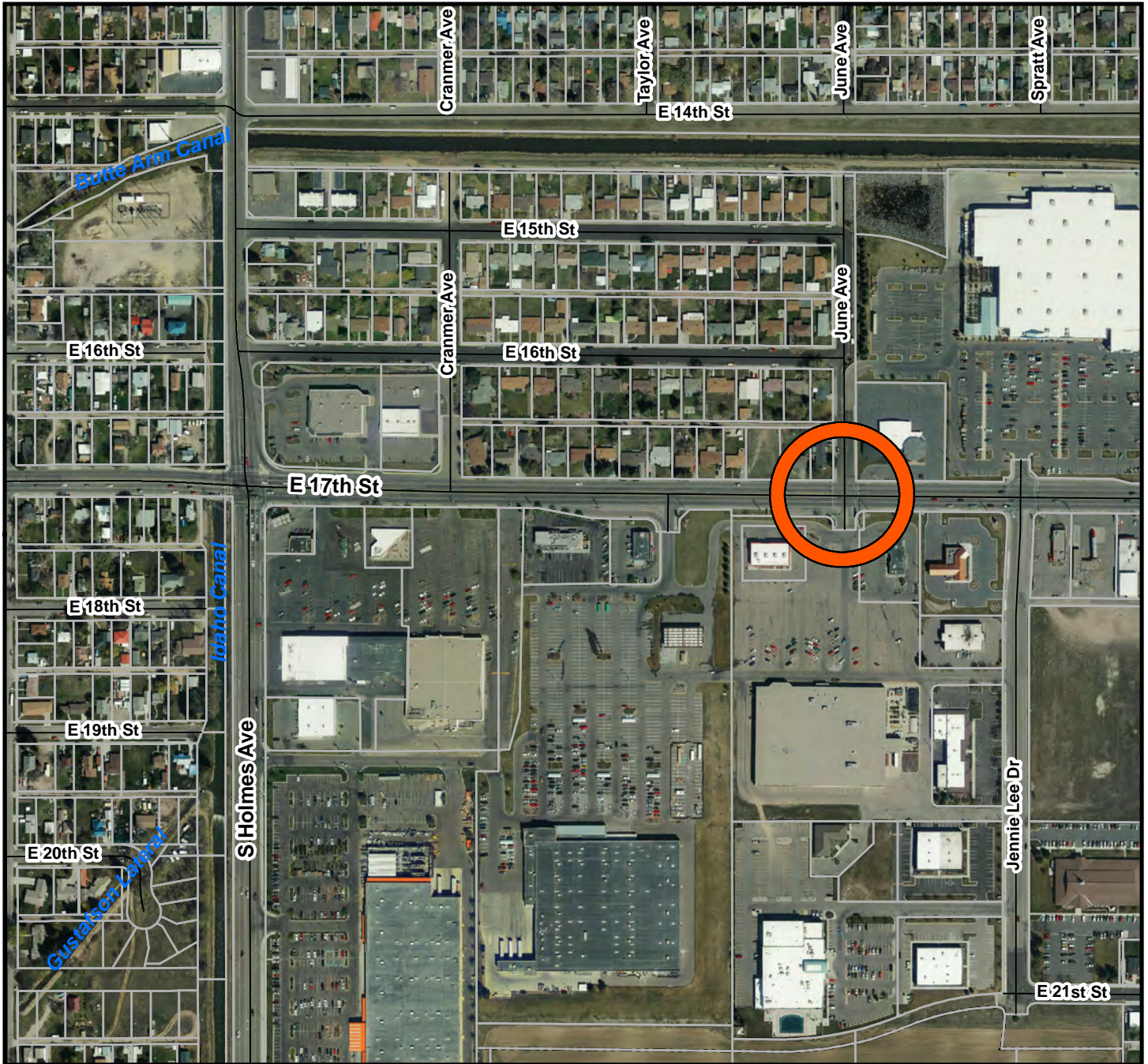
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Attachments

c: Mayor
Council
Fugal

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VICINITY MAP



1 " = 400 '

SIGNAL REMOVAL STUDY

CITY OF IDAHO FALLS



To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **TRAFFIC SIGNAL REMOVAL STUDY PROJECT – INTERSECTION OF 17TH STREET AND PONDEROSA DRIVE**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site.

For the 17th Street and Ponderosa Drive intersection, the public strongly favored retaining the signals (7 commenters for removal, 64 against, 4 not sure). The most common concerns expressed by the public were business access, especially for those that are adjacent to the intersection on the south side of 17th Street, the need for school busses to cross 17th Street due the proximity of elementary schools and routing of busses to/from Idaho Falls High School and bus parking at that site, and the convenience of access for the neighborhoods on either side of 17th Street. Concern was also expressed about sight distance on the northbound approach to the intersection due to vehicles in the parking lot on the southwest corner that park in a manner that encroaches on the sidewalk or otherwise obstruct clear visibility of approaching eastbound traffic on 17th Street.

Ponderosa Drive has somewhat higher side street traffic volumes than those at June Avenue, Lindsay Boulevard, or Shoup Avenue, but they are still dramatically below the volumes needed to justify the signal under any of the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants. The signal inhibits traffic operations and progression on 17th Street, which carries approximately 27,000 vehicles per day, without providing commensurate benefits. School bus access to and crossing of 17th Street can be accomplished by routing busses through the existing signals at St. Clair Road and Jennie Lee Drive, or Holmes Avenue. Neighborhood traffic can also utilize the other traffic signals or, when necessary at times during peak periods, make right turns onto 17th Street. Signalized pedestrian crossing is provided at Jennie Lee Drive.

Public Works respectfully recommends that the traffic signal at the 17th Street and Ponderosa Drive intersection be removed, together with the marked crosswalks across

17th Street, and that it be replaced with stop signs on the Ponderosa Drive approaches. A mitigating measure that will be required is to address parking in the lot on the southwest corner to eliminate the sight distance obstruction. That mitigation would need to include elimination of any parking stalls that are located within the clear view triangle established by ordinance, and would preferably also include installing parking blocks to keep drivers from inadvertently encroaching into the right-of-way when parking their vehicles. Increased police enforcement of parking regulations may also be necessary.

Respectfully,



Chris H Fredericksen, P.E.
Public Works Director

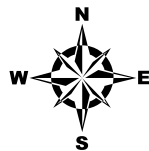
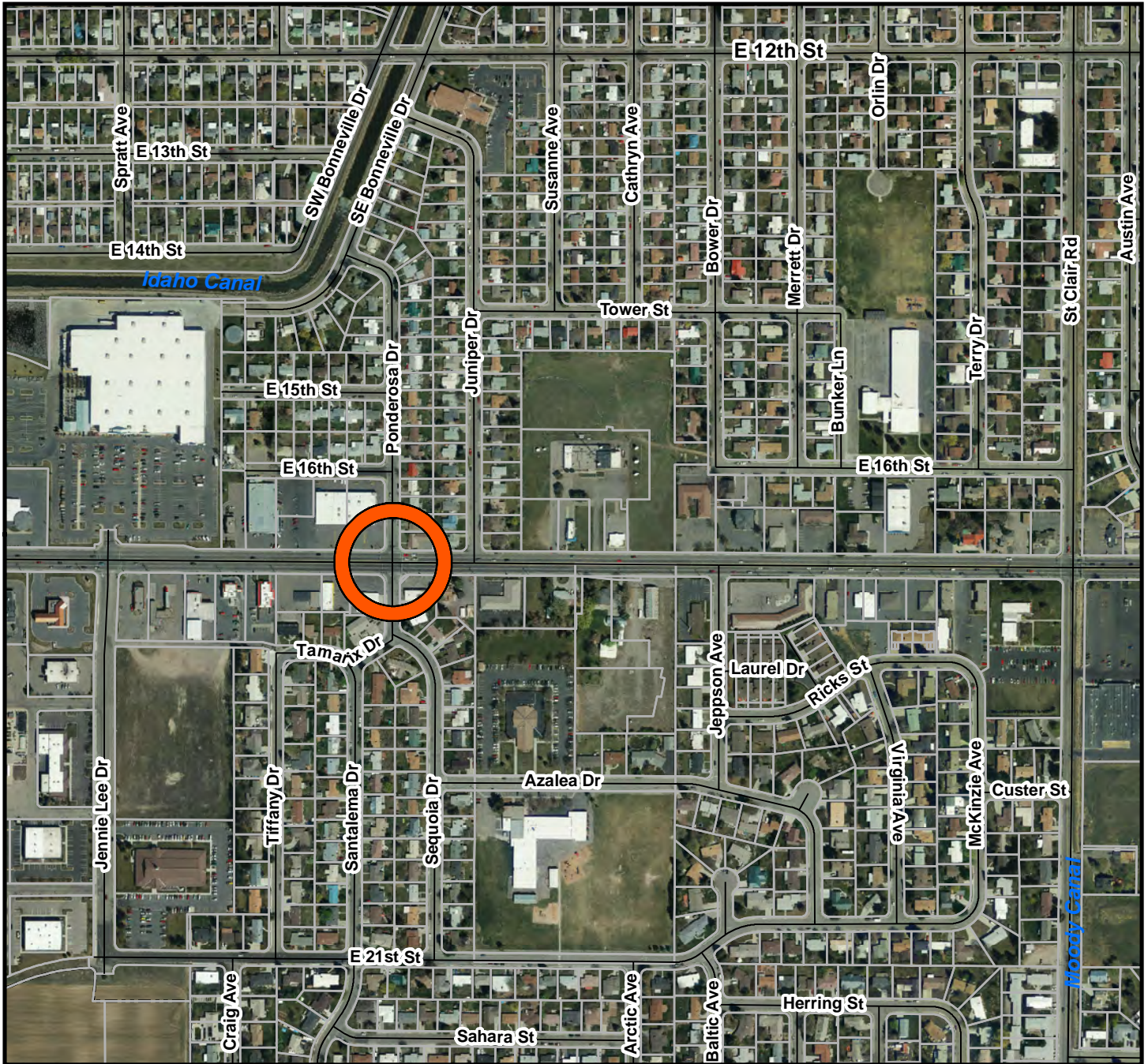
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Attachments

c: Mayor
Council
Fugal

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VICINITY MAP



1 " = 500 '

SIGNAL REMOVAL STUDY

CITY OF IDAHO FALLS



**Traffic Signal Removal Study
Project # 0-00-00-0-TRF-2013-27**

Removal Recommendation Summary

Intersection	Public Comment Summary	Major Street Average Daily Traffic	Recommendations
Broadway & Lindsay Blvd	<ul style="list-style-type: none"> * 22 commenters favored removal, 11 against, 7 not sure * Some concern about losing signalized pedestrian crossing 	~22,000 veh/day	<ul style="list-style-type: none"> * Remove traffic signal * Remove marked crosswalks across Broadway * Install stop sign on Lindsay approach
Broadway & Shoup Ave	<ul style="list-style-type: none"> * 15 commenters favored removal, 22 against, 9 not sure * Most common concern is about losing signalized pedestrian crossing 	~13,000 veh/day	<ul style="list-style-type: none"> * Remove traffic signal * Remove marked crosswalks across Broadway * Install stop sign on Shoup approach
Yellowstone Ave & A St Yellowstone Ave & B St	<ul style="list-style-type: none"> * A St: 17 commenters favored removal, 22 against, 6 not sure * B St: 19 commenters favored removal, 19 against, 7 not sure * Significant concern about losing signalized crossing for pedestrians and bicyclists * Good pedestrian access is vital to promote utilization of parking lots by the railroad 	~18,000 veh/day	<ul style="list-style-type: none"> * Remove completely the signal at A St * Remove signal equipment for minor street approaches at B St * Convert signal equipment controlling Yellowstone traffic at B St to HAWK signal * Remove marked crosswalks across Yellowstone at A St * Install stop signs on minor approaches at both intersections
17th St & June Ave	<ul style="list-style-type: none"> * 16 commenters for removal, 26 against, 9 not sure * Most common concern is losing signalized egress from the neighborhood to the northwest of the signal * Concern about not being able to make left turns onto either 17th or Holmes during peak periods 	~27,000 veh/day	<ul style="list-style-type: none"> * Remove traffic signal * Remove marked crosswalks across 17th St * Install stop signs on the June Ave and ShopKo parking lot approaches
17th St & Ponderosa Dr	<ul style="list-style-type: none"> * 7 commenters favored removal, 64 against, 4 not sure * Access to/from business on south side of 17th * Need for school busses to cross 17th St * Convenience of access for the neighborhoods 	~27,000 veh/day	<ul style="list-style-type: none"> * Remove traffic signal * Remove marked crosswalks across 17th St * Install stop signs on the Ponderosa Dr approaches * Mitigate sight distance obstruction due to parked cars on the southwest corner of the intersection

Traffic Signal Removal Study, Idaho Falls
ITD Project No. A013(134) Key No. 13134
Public Involvement Meeting Summary

Meeting Date, Time and Location

June 28, 2016 (4:00 p.m. to 6:00 p.m.) at Idaho Falls City Council Chambers, 680 Park Avenue, Idaho Falls, Idaho

Staff Attendance

City of Idaho Falls: Chris Canfield, Kent Fugal, Yvona Gunderson, Grant Campbell, Bruce Lawrence, Robert Cox
Idaho Falls Power: Mark Reed, Bruce Scholes
ITD District 6: Jason Minzghor, Ben Burke
Six Mile Engineering: Larry White, Leah Kelsey

Meeting Overview

The public involvement meeting was conducted on June 28, 2016, at the Idaho Falls City Council Chambers, 680 Park Ave. in Idaho Falls, Idaho to discuss the traffic removal study and the potential removal of six (6) traffic signals (June and 17th, Ponderosa and 17th, Lindsay and Broadway, Shoup and Broadway, A and Yellowstone, and B and Yellowstone). Two 15-minute presentations were given by City staff at 4:30 p.m. and 5:30 p.m.

The official public notice for the meeting published on June 22, 2016, in the Post Register, which is the official Public Notice publication in Bonneville County.

A total of forty-eight (48) people signed-in at the public involvement meeting.

Summary of Traffic Signal Removal Responses

Comments from a total of one hundred one (101) individuals were received before, at, or after the Public Involvement Meeting (PIM). Comments were received on the provided comment form (in person at the PIM or after the PIM via email or postal mail), or through other written or phone communication with the City. The PIM comment form included a question asking respondents to indicate whether they favored, did not favor, or weren't sure if they favored removal of each of the six traffic signals in question. Table 1 summarizes the tabulated responses to that question. For those comments received by some other means than the PIM comment form, the tabulation reflects a response only if the communication clearly indicated that the respondent was in favor, not in favor, or not sure about removal of a particular signal. It is noted that some individuals responded to all six signals, while others responded only to those signals they were most concerned about.

Table 1. Tabulated Responses from Commenters

Traffic Signal	In favor of removal?			Total
	Yes	No	Not Sure	
June and 17 th	16	26	9	51
Ponderosa and 17 th	7	64	4	75

Lindsay and Broadway	22	11	7	40
Shoup and Broadway	15	22	9	46
A and Yellowstone	17	22	6	45
B and Yellowstone	19	19	7	45

Summary of Written Comments

Comments were collected from June 22, 2016 through July 8, 2016. A total of 101 written or telephone comments regarding the project were collected during the comment period. All of the comments received at the meeting, via e-mail, via telephone, and through U.S. mail are included in this summary report. Below are the transcribed verbatim comments from the forms, emails, letters, and call records.

Comments	Responses
1 Mary Klinger, 1946 Tiffany Dr., 529-0156	
<p><i>Ponderosa and 17th: No</i></p> <p>#1 question = WHY! Four corners of retail. Foot traffic to select shops. Large residential area will have no controlled egress. Entrance to Edgemont Elementary. Access and egress to I.F. High School via 9th and 12th. School buses. Because of retail on corners almost impossible to make a safe left turn.</p> <p><i>General comments:</i></p> <p>\$4,000± for a savings for the city? Worth it? 14 seconds not worth a life. What about cross traffic? Should be retained. Hope traffic signal timing is corrected on Jennie Lee or there will be a backup on Jennie Lee. Will increase Craig Avenue short cut.</p>	<p>The traffic counts on this signal trigger the analysis for operational and safety evaluation.</p> <p>The cost analysis is a subsidiary benefit noted. The study is to evaluate the operational characteristics.</p> <p>It is noted and agreed that the cross traffic will likely reduce due to traffic using other preferred/signalized intersections. Signal timing and needs at these locations will be evaluated for adjustment.</p>
2 Ralph Frost, Director of Transportation, Idaho Falls School Dist. 91, frostralp@d91.k12.id.us, 525-7580	
<p><i>(In a letter to the City delivered at the PIM)</i></p> <p>During the study that you conducted by disabling traffic control devices at some intersections throughout Idaho Falls we tried to run our bus routes as normally as possible so we could feel the impact of those tests. I spoke with my staff that drive those routes and our opinions and</p>	<p>Thank you for your comments and willingness to reroute if needed. It is acknowledged that other signals will get better utilized as they may receive more cross street traffic via the removal of the signals studied.</p> <p>We are working on a project to replace the 12th street bridge and remove the weight restriction noted. The design is scheduled to start this fall with</p>

Comments	Responses
<p>concerns are below.</p> <ul style="list-style-type: none"> For all of the intersections that you tested on Broadway between Capital and Yellowstone Hwy and all of the intersections on Yellowstone Hwy between Broadway and D Street: these had no effect on the safety of our routes. We also feel it would help school bus traffic flow by eliminating some of those traffic signals. For the intersection at June St. and 17th: that one would cause a little inconvenience for us. We have routes that service the neighborhood behind Wal-Greens and exit on June St. to travel east on 17th St. While the traffic signal was disabled the drivers reported it was very difficult and sometimes scary to try and turn left from June onto 17th St. If this one was removed we could reroute if needed. For the intersection at Ponderosa and 17th St.; that intersection would be a nightmare for buses if the traffic signal was removed. That is a major north/south thoroughfare for school buses getting to/from Edgemont elementary, Bunker elementary, Linden Park elementary, Idaho Falls High School and our main bus lot. It is also the best alternate route when trying to avoid Holmes, Woodruff or 17th St. during the peak traffic times or avoiding traffic accidents on the main roads. We request that this traffic signal not be removed! If it is decided that one of the lights on 17th Street need to be eliminated we would strongly request that it be the one at June St. <p>Please keep in mind that we can't use 12th Street between Holmes and Woodruff because of the weight limits that have been posted on the canal bridge.</p>	<p>an anticipated reconstruction season of 2020.</p>
<p>3 Sunshine Aguilar, 1545 S. Holmes Ave., sunshine_aguilar@hotmail.com, 557-8318</p>	
<p><i>June and 17th: No</i></p>	<p>The spacing of this intersection as well as many others along the corridor</p>

Comments	Responses
<p>This stop light is the only option to exit our subdivision during rush hour. I have sat at 16th and 15th St and Holmes for more than 5 minutes to exit (left turn) during rush hour. Give us access to Jennie Lee if June signal must go.</p> <p><i>Ponderosa and 17th: Not Sure</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p> <p><i>General comments:</i></p> <p>June Street should be re-opened to two way traffic vs. funneling traffic into Lowes. When Holmes was built, the subdivision was informed that June St. was the primary access in and out. Give us access to the Jennie Lee signal if June's signal must go.</p>	<p>is not ideal for the left turn movement onto 17th during peak periods. Alternate routes or movements (i.e. right turn) are an option during these times.</p> <p>The reason that the access to the Jennie Lee signal is restricted is by request of the neighborhood to restrict "cut thru" traffic trying to access the commercial development (Lowe's) through the neighborhood from Holmes. Access to Jennie Lee would also be problematic because it requires "cutting through" a private parking lot.</p>
<p>4 Patricia (Patty) Bellin, 890 8th St, bellin@cableone.net, 680-4231</p>	
<p><i>June and 17th: Yes</i></p> <p><i>Ponderosa and 17th: No</i></p> <p>I believe removal will make it very inconvenient for neighborhood residents.</p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p>Questionable.</p> <p><i>A Street and Yellowstone: No</i></p> <p><i>Need to look at pedestrian and bicycle traffic.</i></p> <p><i>B Street and Yellowstone: No</i></p> <p>Need to look at pedestrian and bicycle traffic. Nearly impossible to cross</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
<p>around 5pm.</p> <p><i>General comments:</i></p> <p>My biggest concerns are Yellowstone and A and B Streets. Removal of these signal is counterproductive to a pedestrian and bicycle friendly community. Downtown business and the city have encouraged employees to park on the other side of Yellowstone and removal of walk signals will make it inconvenient and unsafe!</p>	
<p>5 JennieLee Stahn, Chesbro Music, 327 W. Broadway, jennielee@chesbromusic.com, 932-1208</p>	
<p><i>Shoup and Broadway: Not Sure</i></p> <p>Pedestrians and bicyclists would be greatly negatively affected. That is the most used intersection for pedestrians on downtown Broadway.</p>	<p>Pedestrians and bicyclists will still be allowed to cross, though we recognize that it will likely be more difficult. Additional signalized crossings are located just 300' away from this intersection both east and west at Yellowstone and at Park Ave.</p>
<p>6 Grace C. Kelsey, Alexandra's, 310 West Center St., Shelley, ID 83274, grakels22@yahoo.com, 569-9977</p>	
<p><i>Lindsay and Broadway: Yes</i></p>	<p>Thanks for the comment.</p>
<p>7 Fred Endow, 255 B St., #315, fredendow56@gmail.com, 604-0725</p>	
<p><i>June and 17th: No</i></p> <p>I like to use that light to go south off 17th when I am shopping at businesses on the south side of 17th.</p> <p><i>Ponderosa and 17th: Not Sure</i></p> <p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: Yes (If B is kept)</i></p> <p><i>B Street and Yellowstone: No</i></p> <p>If A and B are closed it will be difficult to cross the street to the parking lot. Also hard to turn north. Also more diversity in the area due to new loft</p>	<p>June: Traffic volumes and analysis suggest that adequate gaps exist to make left turn movements into the businesses without the signal.</p> <p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
apartments.	
8 Robert Ryan McRae, 1425 Ponderosa Dr., RyanMcRae2001@live.com, 932-5403	
<p><i>June and 17th: Yes</i> <i>Ponderosa and 17th: No</i> The bus with our kid go through that light every week day and only way to get out on 17th. <i>Lindsay and Broadway: Yes</i> <i>Shoup and Broadway: Yes</i> <i>A Street and Yellowstone: Yes</i> <i>B Street and Yellowstone: Yes</i></p>	<p>Thank you for the comments. Various roadways connect to 17th Street in the vicinity of this intersection, including at the signalized intersections with St. Clair Rd and Jennie Lee Dr. The school district may choose to reroute the busses to an alternate route (such as St. Clair) if this signal is removed.</p>
9 Alyssa J. McRae, 1425 Ponderosa Dr., alyssa.m2282@gmail.com, (208)201-5650	
<p><i>June and 17th: Not Sure</i> <i>Ponderosa and 17th: No</i> Would create too much traffic backup and it near impossible to enter 17th Street, especially during the school year. Very high traffic area!! <i>Lindsay and Broadway: Not Sure</i> <i>Shoup and Broadway: Not Sure</i> <i>A Street and Yellowstone: Yes</i> <i>B Street and Yellowstone: Yes</i></p>	<p>Various roadways connect to 17th Street in the vicinity of this intersection, including at the signalized intersections with St. Clair Rd and Jennie Lee Dr. The study was done during the school session and even with that traffic the volumes were well short of what is needed to warrant a signal.</p>
10 Robert Bower, 2015 South Boulevard, rbower@yellowstoneplace.com, 523-2217	
<p><i>June and 17th: No</i> <i>The neighborhood is already mostly locked up. Shopko will suffer, so will</i></p>	<p>June: Traffic volumes and analysis suggest that adequate gaps exist to make left turn movements into the businesses without the signal.</p>

Comments	Responses
<p><i>Lowe's.</i></p> <p><i>Ponderosa and 17th: No</i></p> <p>Pedestrian traffic must be maintained.</p> <p><i>Lindsay and Broadway: No</i></p> <p><i>Sometimes Broadway is impossible to get on from some intersections without lights.</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: No</i></p> <p><i>Traffic to Colonial Theater, etc.</i></p> <p><i>B Street and Yellowstone: Not Sure</i></p> <p><i>General comments:</i></p> <p>The city needs to recognize the needs of it's "neighborhood" residents. Individual people count too. The option for foot traffic and young people with bikes to cross 17th should be considered. Turn lanes will turn into acceleration lanes (for left turners). Wait times are already excessive to cross or get on 17th. We need "smart" left turn options.</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p> <p>The City is working with the area Connecting our Community plan to enhance bicycle and pedestrian routes.</p>
<p>11 Joshua Liebe, 570 E. 15th St., drummerboyjill@yajoo.com, 520-1816</p>	
<p><i>June and 17th: No</i></p> <p>I have kids and I walk to Shopko using that light for (safety). How will I get to Shopko without using 17th with all my kids.</p> <p><i>Ponderosa and 17th: No</i></p> <p><i>General comments:</i></p> <p>During your study at rush hour we could not get out onto 17th St. I did not dare try to walk to Shop-ko using that intersection at all, for fear of my kids getting hit by cars. I use June and 17th stop light all the time because I can't get out onto Holmes when school is getting out for the day.</p>	<p>Signalized crossings will still be available at St Clair, Jennie Lee, and Holmes.</p>

Comments	Responses
<p>12 Nancy Daniels, 634 E. 15th St., 523-1383</p> <p><i>June and 17th: No</i> See attached.</p> <p><i>(In a letter originally sent to ITD and the City on May 13, 2016 and updated for the PIM)</i></p> <p><u>AN ACCIDENT WAITING TO HAPPEN!!</u> OR Why the traffic light at June & 17th should stay</p> <ol style="list-style-type: none"> 1. This will hurt the businesses on the south side of 17th Street (Shopko, Verizon, Sport Clips, GNC, and Thai Kitchen. Customers going west on 17th Street won't be able to make a left into this area. Right now (with the light operating), about the only time you can turn is either on the green arrow or after the light turns yellow. You are lucky to have one vehicle at a time get thru on one light change. 2. Turning left out of this area is equally as difficult. If this light is removed, the traffic coming from the east may ease up when the Lowe's (Jennie Lee) light turns red. It does not stop the traffic coming from the other direction. There is a constant stream of traffic. There is the regular 17th Street traffic, the people making a left or right turn off Holmes onto 17th, plus the traffic coming out of the businesses to the west. 3. Going in and out of the side entrance from Jennie Lee is not an option. The next time you have to drive thru a parking lot to get to where you are going, count the number of times you are almost hit by someone else. It's more than you think. People don't seem to care if they are driving in the correct direction in the parking lanes although it is quite obvious which way they should be going. Many times they don't even stop when there is a stop sign to allow pedestrians going from their cars to the store to cross safely. 4. This will, also, hurt the businesses on the north side of 17th Street (Buck-Miller-Hann Funeral Home and Lowe's. There is absolutely no other viable option for the people who go to the funeral borne. 	
	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>This study was due to an operational evaluation of the signals and the traffic corridor. The study did show the results of the signals being removed in the conditions with no detrimental effect.</p>

Comments	Responses
<p>They already are grieving and having enough problems let alone have the frustration of not being able to get in and out of the parking lot.</p> <ol style="list-style-type: none"> 5. Lowe's will, also, be affected because June is the street their trucks use to go to and from the store. 6. Pedestrians and bike riders will not be able to cross 17th Street at June. They will need to go to Lowe's (Jennie Lee) or Holmes to cross. 7. Residents of our subdivision have only 2 ways to get out. The options are to turn onto Holmes from either 15th Street or 16th Street. It is almost impossible to make a left onto Holmes. Making a right isn't that much easier. Sometimes the traffic is backed up from 12th Street to 15th Street or beyond. (This has become extremely bad since Holmes was made into one lane each way- bad decision on the city's part.) This option is not practical. You would have to turn right on Holmes, right on 12th Street right on SE Bonneville to Ponderosa, right on 17th Street, left at Lowe's (Jennie Lee), and right into Shopko's parking lot to shop at any of the stores on the south side of the street. 8. Our only other option to get to 17th Street is from June. If you need to go east to go to work, shopping, doctor appointments, etc. you must turn left. This will be virtually impossible if the light is removed. The traffic coming from the east may ease up due to the traffic light at Lowe's (Jennie Lee). However, it will not slow down from the west. We will need to cut through Lowe's parking lot on a regular basis to get to that traffic light to turn left or go straight. Have you tried that lately? It is not the best solution because it is a problem itself. It will be an increased risk for the people walking in the lot due to the increased traffic. I was, also, under the impression that to go from one road to another you are not supposed to cut through a parking lot to achieve the route you are driving if you are not shopping there. 9. The residents of this subdivision aren't the only ones who use this intersection. Many people cut thru here to avoid 17th & Holmes and to go the wrong way on our ONE WAY Street. This isn't any 	

Comments	Responses
<p>safer than not having a traffic light.</p> <p>10. The light at June is synchronized to change at the same time the one at Lowe's (Jennie Lee) changes. Therefore, you are never stopped at both lights. The amount of waiting time for the light to turn green for those waiting at June is much longer than the time it is actually green. In other words, we have to wait longer for the light to change green for those entering 17th Street than we have to get through the light. The waiting time is 3-4 minutes versus 1 minute or less to get through. We are the only ones who have a long delay time. The drivers on 17th Street don't. It does not interfere with the flow of traffic. I have found the traffic moves quite well. I very seldom get stopped by traffic lights. If you want to see a bad flow of traffic, try out 17th and Yellowstone going west. It is a nightmare. Another good test is driving down Broadway. You get stopped at almost every light. Now that is traffic not moving well. Synchronizing these lights would be more beneficial.</p> <p>11. This study will prove absolutely nothing. Of course it will look like the traffic light isn't needed. How many of us will actually go thru there if the light isn't working? I know I won't. It will be impossible to make a left or go straight. The four days for this study will only accomplish one thing--it will be a total disruption for everyone involved including the businesses. You should be promoting businesses-not hurting them. I'm sure some people may not know about this study so you may actually get a "crash history" from it. How many crashes will it take? Just because people have a license doesn't mean they drive responsibly or pay attention.</p> <p>12. You need a cost analysis? WHY?? You can save the money and lives by not having the study. This is just another example of how Idaho Falls wastes money. The operation of one traffic light does not compare to the other money that has been needlessly spent. I could spend hours on that. You are willing to place a monetary value on one traffic light but not on the safety and lives of the residents or helping businesses to survive. You have already hurt businesses by constantly building up layer upon layer when the roads are resurfaced instead of grading them down first. There are many places where you cannot get in and out of the parking</p>	

Comments	Responses
<p>lots without having your car bottom out. I know of many who avoid supporting these businesses for that reason. You have, also, hurt our homes and businesses when we are in a flood type situation. By having the roads built up, (since the sewers can't handle much water or aren't kept clear-a city fail) the water has no place to go except into the businesses or homes. The extreme build up, also, makes it take longer and harder for snow removal equipment to clean the streets in a fast and efficient manner. Their equipment isn't curved to go over a dome-it's straight. This was another bad decision on the city's part (along with the bad snow removal).</p> <p>The enclosed 3 pages were taken to the Public Works Department in response to the (possible) removal of the traffic light at June & 17th Street. This page was not given to them. After additional observation of the traffic in this area, I am led to believe the decision has already been made to take out the traffic light. How is this "study" being made?? I haven't seen anything that shows this is being done (ie-a person observing the situation, a camera, or something to be documenting information). It appears as though you are just getting people oriented to not having the light here.</p> <p>Some additional problems have been observed that were not included in the original 3 pages.</p> <ol style="list-style-type: none"> 1. In turning left onto 17th Street from either direction, the drivers waiting to turn left off 17th Street are a major problem. Special attention must be given to those left turners. It is very easy to pull out when there is an opening in the traffic without paying attention to the left turners who may, also, be turning at the same time. Also, those who are turning left off 17th Street are only watching the oncoming traffic and not watching the traffic waiting to make a left onto the street. Let's face it. Drivers are impatient and distracted by their phone or something else. They don't pay as much attention as they should to what they are doing. 2. Some drivers on June just want to cross 17th Street to the businesses on the other side without having to turn onto 17th Street and then having to turn off a block later and vice versa. How does that increase the flow of traffic? 	

Comments	Responses
<p>3. This intersection has way too much going on to not have a light. There must have been a reason to put it here originally. WHY IS IT SO NECESSARY TO TAKE IT OUT NOW?? There weren't as many businesses located in this area at the time it was installed. Because there are more now, it will be hurting both the businesses and the people who want to shop there. This traffic light doesn't only benefit a few people. It benefits everyone and their safety.</p> <p>4. No one has taken into consideration that this traffic light is the only option the people living in this area have to make a left turn. Holmes is out of the question. There are no side streets to give us access to a better alternative to go east. In other words we must travel farther to our destination which will, also, take us longer.</p> <p>I believe this information is your "study" in a nutshell. You did not need to do anything else. Going to the people who are affected is yow- best "study". For some reason, we don't count. However, we should!! We are just nameless, faceless people who you use to accomplish some agenda. You either aren't from Idaho Falls or you don't drive this area very often. Maybe both.</p> <p>The only conclusion I can come up with is AN ACCIDENT WAITING TO HAPPEN!!</p> <p>DON'T MAKE ANOTHER MISTAKE!!</p> <p>1. How many people do you know of who actually make a left turn onto 17th Street without a traffic light? Believe me- there are very few. If they do, they just make matters worse than a traffic light. They block one or more lanes of traffic while they wait to merge in. There are still accidents at traffic lights so your chances of having an accident are even greater without a light. This is especially true when making a left turn.</p> <p>2. I have only concentrated on the light at 17th and June because I am not qualified to know whether or not the others are needed. I will leave that up to those who live and/or work in those areas. They are the best judges because they deal with it. If they feel the lights are needed, I am behind them 100%. A "study" which</p>	

Comments	Responses
<p>consists of who knows what is not a qualifier.</p> <ol style="list-style-type: none"> 3. There is an interesting side note on this official "study" that was done by "the City of Idaho Falls, in partnership with the Idaho Transportation Department". After taking a letter to the Public Works Department, I sent a letter to the Idaho Transportation Department. Several days later I received a letter from Ben Burke, District Six Traffic Engineer for the Idaho Transportation Department. He said a copy of his letter to me along with my letter were being forwarded to Public Works. Because this was not a State Highway, it was under the jurisdiction of Idaho Falls. My questions are-was a study done, who did it, were the consequences taken into consideration, and who is telling the truth? 4. The "study" was conducted from Monday, May 9 through Thursday, May 12. It did not include Friday and Saturday which are two of the busiest days. I would like to know how the "study" was done. There was nothing visible indicating something was going on. 5. One factor that is looked at is the length of time it takes to make a left turn. That can vary depending on the day of the week, the time of day, and the amount of traffic. It doesn't stay the same. You, also, have no way of knowing the response time of a driver. Some drivers prefer more distance between their vehicle and another one. Therefore, they may take longer to turn. You will have to wait to turn with or without a traffic light. That is a given. However, that is not the problem. Safety is the most important along with the ability to get out of this area. 6. The residential area between Holmes and June is not very large. However, we are almost like a little island. We only have 3 ways to get out and 2 to get in. It's even hard to turn left onto Holmes. Therefore, we go to the traffic light on June to turn right to go west on 17th Street. We don't have any other options to get to another traffic light to make turning easier. Lowe's stops us on the east and the canal stops us on the north. We, also, have other challenges getting out. There are people continually breaking the 	

Comments	Responses
<p>law by coming through the wrong way at the "Do Not Enter" sign. There are others who block our exit by parking in this one lane out only. These challenges could possibly affect our property values. Who is going to buy here if you can't even get out? If I didn't already live here, I wouldn't buy in this area.</p> <p>7. If no one used this light, I could understand the reasoning to remove it. The residents of this area aren't the only ones to use it. Lowe's trucks, other delivery/service trucks going to Lowe's, Lowe's customers, Buck-Miller-Hann Funeral Home, all the businesses to the south, and all the drivers wanting to avoid 17th and Holmes.</p> <p>8. There will be more vehicles on Jennie Lee waiting to turn left at the Lowe's light if more people start using that exit from the businesses on the south. That means the light will have to stay green longer to accommodate that traffic. The delay will be even longer. If not, the lines will be longer. Where is the improvement?</p> <p>9. Why not remove Lowe's light or the one at Walmart and Hitt Road (possibly shared with Ammon)? Of course not (although the one at Walmart isn't even a street. It is an exit from EITC and an exit from a business area). Those businesses are too big. Why inconvenience them? Let's just hurt the little guys.</p> <p>10. The timing of the lights seems to change occasionally. Sometimes it is better than others. It still beats Broadway and 17th and Yellowstone. Try those sometime. Look at those lights to improve the flow.</p> <p>11. The city gets so many things wrong. Way too much money is spent needlessly on things we don't need. At this rate, the spending is quickly turning us into a "little Detroit". You can't keep a traffic light to make it easier and safer for the residents, but you can spend \$600,000 for tourism signage and millions of dollars to put in fiber optics (which evidently the private sector doesn't believe is cost effective or necessary). The splash park, another necessity. How much does it cost to run the water through it and the loss of water through evaporation-not to mention the cost to clean the water. I was under the impression that water</p>	

Comments	Responses
<p>conservation is a priority. This does not benefit everyone. It is basically for the children. Their entertainment is the responsibility of their parents not the city. Tell me how many seniors benefited from this. By the way--how much was it for the "City of Idaho Falls logo"? That was really needed. I can hardly wait for the community college. That should be a very interesting debacle. Wait until those traffic problems hit. This traffic light costs nothing compared to any of these!!</p> <p>DON'T MAKE ANOTHER MISTAKE!!</p> <p><i>(Signatures of Nancy Daniels, Joshua Liebe, Virginia Liebe and Tina Welker included on the bottom of the last sheet)</i></p>	
<p>13 Kaybri and Tina Welker, 1495 Juniper Dr., lostwoutu@gmail.com, 524-9134</p>	
<p><i>June and 17th: No</i></p> <p>Already partially closed to traffic for people living here because of Lowe's. Access to Holmes dangerous.</p> <p><i>Ponderosa and 17th: No</i></p> <p>Vision clearance for crossing restricted by floral shop and by big box. Dangerous for pedestrians crossing. Cars gun engines in impatience. Reduce speed limit.</p> <p><i>General comments:</i></p> <p>Noticed cars do not pay attention to pedestrians and would gun engines in impatience when a minor and handicapped person were in crosswalk (at time lights were off).</p> <p>Cannot exit onto Holmes from 15th and 16th across 3-4 lanes of traffic. June is the only other exit out. Restricted access from Jennie Lee housing edition due to street configuration. Do not consider pedestrian traffic. Skywalks?</p> <p>Tina also called Public Works to indicate that the crossing at the Ponderosa signal is needed for school kids to safely cross 17th Street.</p>	<p>June: These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Ponderosa: Speed limits will be evaluated under a different context. The sight distance problem with parked cars will be evaluated.</p> <p>Skywalks could be an alternative to consider, however they are generally cost prohibitive.</p>

Comments	Responses
14 Donetta Fife, Grand Teton Chiropractic, 1220 E. 17th St., gtcbillingdept@gmail.com, 529-1919	
<p><i>June and 17th: Yes</i></p> <p>There are several routes to take in this area to get on and off 17th.</p> <p><i>Ponderosa and 17th: No</i></p> <p>Our business was very negatively affected when the light was closed. Patients had difficulty getting in and out of the parking lot. People were doing U-turns to achieve the direction they needed to go.</p> <p><i>General comments:</i></p> <p>What is the possibility of incorporating a U-turn lane so people can safely cross traffic and change direction safely, like they do in Utah?</p>	<p>Ponderosa: The study reflects that a signal isn't warranted here. U turns are something we consider with intersection design based on anticipated demand and the ability to provide for the space required for them.</p>
15 Shirley Gooden, 1200S. Sunrise Circle, shirgood@aol.com, 351-1879	
<p><i>June and 17th: Not Sure</i></p> <p><i>Ponderosa and 17th: Yes</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: No</i></p> <p>I am a pedestrian at that crossing 2 x a day. Need to cross at 5 pm.</p> <p><i>B Street and Yellowstone: Not Sure</i></p> <p><i>General comments:</i></p> <p>Concerns about A St. and Yellowstone strictly for pedestrian usage.</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
16 Ken Moore, 148 9th St.	
<p><i>June and 17th: No</i></p> <p><i>Ponderosa and 17th: No</i></p>	<p>Your comment is noted. The study reflects that signals are not warranted at these locations.</p>

Comments	Responses
<p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: No</i></p> <p><i>A Street and Yellowstone: No</i></p> <p><i>B Street and Yellowstone: No</i></p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p>17 Tim Franklin, Hopkins Roden, 428 Park, TimFranklin@hopkinsroden.com, 523-4445</p>	
<p><i>A Street and Yellowstone: No</i></p> <p>Unsafe for pedestrians. Hinders traffic into and out of downtown.</p> <p><i>B Street and Yellowstone: No</i></p> <p>Unsafe for pedestrians. Hinders traffic into and out of downtown.</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p>18 Barbra Frank, 1225 Wicklow Ct., barbstevefrank@gmail.com, 523-3775</p>	
<p><i>June and 17th: Yes</i></p> <p>I use this intersection to cross 17th as a bicyclist. It is not necessary.</p> <p><i>Ponderosa and 17th: Not Sure</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p>Please at least one [A Street/B/Street]! Plus, add a ped x-ing light.</p> <p><i>B Street and Yellowstone: Yes</i></p> <p>Please at least one [A Street/B/Street]! Plus, add a ped x-ing light.</p> <p><i>General comments:</i></p> <p>I would like to see Riverside Drive go on a road diet. The week the pylons were up to [reduce] southbound traffic to one lane for a short section was perfect! (Good idea)</p>	<p>Thank you for your comments.</p> <p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p> <p>General: as we go forward we will note these comments to evaluate what can be done.</p>

Comments	Responses
<p>Consider removing light at Cliff St. and Yellowstone.</p> <p>Where traffic lights removed, put in blinking yellow lights.</p> <p>In downtown area where traffic lights removed, add pedestrian x-walk lights.</p>	
<p>19 Suketu Gandhi, 2117 Darah St., gandhi@g.com</p>	
<p><i>Lindsay and Broadway: No</i></p> <p>I use this intersection to walk. Crossing street means extra walking distance. Traffic is certainty and walk sign gives additional safety.</p> <p><i>Shoup and Broadway: No</i></p> <p>I use this frequently. I would like to cross Broadway quickly. Making right turn on Shoup and Broadway is impossible without red light. Traffic is there when I use this intersection.</p> <p><i>General comments:</i></p> <p>I walk and drive on Shoup and Broadway. I can't make right turn most of the time due to traffic. I wait for green signal to make right turn. I also walk to go to and from library and swimming pool. I came about reaching at quickly. Traffic light gives me patience to wait. If I don't see the traffic signal/walk sign, then I will not wait for a long time to cross. People don't observe the safety issue. They are on cell phone and don't pay attention. Thus keeping signal/walk sign is a safety issue for pedestrians. Same goes to Lindsay and Broadway. This is true in summer season.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p>20 Wilda Birch, 735 E. 15th St., 522-5305</p>	
<p><i>June and 17th: No</i></p> <p>I live in Martin addition <u>with only 1 entrance</u> and if you remove this stop light we will never be able to go left because of traffic to exit our exit will just be busy Holmes.</p> <p><i>Ponderosa and 17th: No</i></p>	<p>June: These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
21 Lois Cherry, 724 E. 15th St., 522-0766	
<p><i>June and 17th: No</i></p> <p>The light is needed for left turns onto 17th from our area.</p> <p><i>General comments:</i></p> <p>This light for people in the Martin Addition, 15th and 16th streets.</p>	<p>June: These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
22 James Ward, 1825 Sequoia, 521-1502	
<p><i>Ponderosa and 17th: No</i></p> <p>Silver control box blocks view of east bound traffic.</p>	<p>Thank you for your comment. We will evaluate sight impediments that may create a safety concern here. The box is the traffic signal controller and would be removed along with the signal.</p>
23 Roger Hunt, 1195 E. 16th St., R.Hunt@yahoo.com, 360-2517	
<p><i>Ponderosa and 17th: No</i></p> <p>This intersection IS Used for school bus route. High school students and parents use this to cross 17th to take them to school. School kids walking use this to cross safely. Due to poor knowledge for the trucker coming to Lowe's, they end up coming down this road, then back track to find the trucker entry back on June Ave. Families riding bikes use this intersection to cross safely with little children. 17th and Ponderosa is the first road east of Holmes Ave. that can get you past the canal and back to 17th to cross the road.</p> <p><i>Lindsay and Broadway: Yes</i></p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
24 Joe Bellin, 890 8th St., bellin@cablone.net, 680-5555	
<p><i>June and 17th: Yes</i></p> <p><i>Ponderosa and 17th: No</i></p> <p><i>Lindsay and Broadway: Yes</i></p>	<p>Pedestrians and cyclists are accommodated at other crossing locations or, in the case of Yellowstone, would be accommodated with a new pedestrian signal at B Street. It is our intent to work alongside the Connecting Our Community Plan for pedestrians and cyclists as we plan,</p>

Comments	Responses
<p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: No</i></p> <p><i>B Street and Yellowstone: No</i></p> <p><i>General comments:</i></p> <p>Removal of lights is not helping people who do not drive. Walkers and bicyclists will be severely impacted.</p>	<p>design and maintain the City Transportation system.</p>
<p>25 Jane Smith, 351 A St., janelsmith.jsl@gmail.com, 206-0585</p>	
<p><i>June and 17th: No</i></p> <p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: No</i></p> <p><i>A Street and Yellowstone: No</i></p> <p>Cars cannot get into downtown. People parking on Yellowstone by the track cannot get across Yellowstone to get to businesses where they work!</p> <p><i>B Street and Yellowstone: No</i></p> <p>Cars cannot get into downtown. People parking on Yellowstone by the track cannot get across Yellowstone to get to businesses where they work!</p> <p><i>General comments:</i></p> <p>You cannot get onto Yellowstone when there is traffic! You sit and wait. This is not the 50's or 60's. More car traffic. You are encouraging people to go shop the mall or Ammon. Ammon is not taking out lights, they are putting lights in! You remove lights, speeds increase and more accidents occur. Pedestrians were not considered in this survey. (Only traffic!)</p> <p>During the holidays – traffic on 17th is horrible! Customers have said, is the City trying to ruin downtown and send all shopping elsewhere!</p> <p>If Yellowstone Hwy is so busy why even consider taking out light. No one</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
can get in or out of downtown!	
26 Lynn Smith, 565 1st St., lsmith@umdata.com, 716-0318	
<p><i>June and 17th: No</i> Traffic on 17th is too fast anyway – removal of lights will only speed up traffic.</p> <p><i>Ponderosa and 17th: No</i> Traffic on 17th is too fast anyway – removal of lights will only speed up traffic.</p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: No</i> Traffic backs up past Shoup from Broadway quite frequently.</p> <p><i>A Street and Yellowstone: No</i> How do people park west of Yellowstone and cross to the east side.</p> <p><i>B Street and Yellowstone: No</i> How do people park west of Yellowstone and cross to the east side.</p> <p><i>General comments:</i> How things changed so much, from when the study was done to put in the lights. It seems to me that the City is spending money like water to make someone look good, ie. stupid traffic studies that don't take into consideration pedestrians. Stupid changes to the city logo that say nothing about I.F. Most of these studies and revamps are done out of town or out of state when there are IF capabilities.</p>	<p>Removal of the lights <i>may</i> increase the speed of the traffic in this area, however a successful corridor will have a consistent and safe operational speed by which traffic can flow smoothly. Too many signals that cannot be efficiently timed or spaced can lead to aggressive driver behavior.</p>
27 Jeff Coward, 1100 Cranmer Ave.	
<p><i>June and 17th: No</i> Intersection not usable during 7am-11pm hours without a signal.</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p><i>Ponderosa and 17th: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>Lindsay and Broadway: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>Shoup and Broadway: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>A Street and Yellowstone: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>B Street and Yellowstone: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>General comments:</i></p> <p>If you are thinking of removing <u>any</u> of these traffic signals, then you should also plan to close the affected side street entrances onto the main streets, since they will not be useable during normal 7 am – 11 pm hours without the signals. Instead of attempting to save drivers on the main streets 1-3 minutes of travel time per trip, you should instead be researching ways to reduce the volume of traffic on these main streets so that all streets can remain useful.</p>	<p>General: While we would like to reduce traffic where we can, all indicators tend to show general increases in traffic volumes.</p>
<p>28 Penni Englert, penni@ifsymphony.org</p>	
<p><i>(An email to Mayor Rebecca Casper)</i></p> <p>Hi-</p> <p>Since we already have a dialogue going on, and I won't be able to make the meeting regarding the street lights...let me just say.</p> <p>The lights on Broadway & A & B could be timed a little better and they would be fine. Removing them completely would be accidents waiting to happen.</p> <p>The other lights -- I don't use so much, but the above mentioned two, I use</p>	<p>We have recently completed a timing evaluation/adjustment study with ITD on the Yellowstone signals. This corridor is a challenge to have consistent efficient timing due to the vicinity of the railroad adjacent to it and the close spacing between traffic signals. Other influences that affect signal timing is pedestrian patterns to be accommodated as well as emergency vehicle detection/adjustment.</p> <p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of</p>

Comments	Responses
every day.	Skyline High School last year) at B Street.
29 Roxane L. Mitro, Alderson Krast & Mitro Architects, P.A., 379 A St., rox@akm-arch.net, 522-4030	
<p><i>(An email to Brad Cramer, Director, Community Development Services)</i></p> <p>Brad,</p> <p>Are you running the town meeting tonight about the traffic lights on Yellowstone and Broadway? I will not be able to attend, but want to share some comments with you.</p> <p>Broadway at Shoup would probably make the traffic flow better – except at 5:00 when Shoup where the public day parking is located = trying to leave downtown by way of Broadway.</p> <p>Yellowstone and A is a different story. This is a dangerous intersection both in your car and on foot. Yellowstone cars either don't stop or block the intersection or just plain run the light – can't tell you how many times that I've almost been hit. When the train is going thru...it can take up to 20 minutes to get across Yellowstone around 5:00 pm. Most the time people cross illegally – since the walk buttons either don't work (the one on the southeast corner has been broken for at least 3 months and maybe more) or are controlled by the train. It doesn't encourage use of that public parking for City workers.</p> <p>This intersection need some serious study from a car and pedestrian point of view.</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
30 Cindy Logan, 365 Gustafson Dr., clogan@idahosupreme.com, 681-1224	
<p><i>(An email to Kathy Hampton, City Clerk)</i></p> <p>Dear Kathy Hampton, Idaho Falls City Council and the Idaho Transportation Department,</p> <p>I am a resident of Idaho Falls residing at 365 Gustafson Drive 83402.</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of</p>

Comments	Responses
<p>I drive the streets of Idaho Falls daily and hope you will consider my opinion regarding the removal of certain traffic lights as stated below.</p> <p>17th Street and June Avenue: Please leave this light in place. There are no traffic signals to facilitate entering or leaving the parking lots associated with Shopko, Sam's Club, Albertsons or Hastings and during the traffic study found myself stuck there. Once, I made a right turn to continue eastward on 17th Street so that I could make a left turn onto Ponderosa Drive. But if you go ahead and remove that signal too, I'll be out of luck!</p> <p>Broadway/ Shoup Avenue: Perhaps it might move traffic faster to remove this signal.</p> <p>Broadway/Lindsay Boulevard: Please leave this signal in place. Believe it or not, people actually want to cross Broadway to continue northward on Lindsay Boulevard without making a mad dash across Broadway. The same holds true for going in the reverse direction, and even to make right or left turns onto either street. Please leave this one alone.</p> <p>17th and Ponderosa Drive: Perhaps it would be OK to remove this signal if you leave the 17th Street and June Avenue signal in place for orderly entrance/exit from a huge shopping area.</p> <p>Yellowstone Avenue/B Street: I believe it might improve traffic flow to remove either this signal or the Yellowstone Avenue/A Street signal, but not to remove both of them, as there is a need for these signals during weekday business hours. How about turning those Downtown and Yellowstone avenue traffic signals to flashing warning lights during the evening/night hours and on the weekends?</p> <p>Respectfully submitted for your consideration. Thank you.</p>	<p>Skyline High School last year) at B Street.</p>
<p>31 Virginia Rasmussen, muffcat3@gmail.com</p>	
<p>Referring to the traffic light at Ponderosa and 17th Street.</p> <p>I strongly urge you not to remove this light.</p> <p>Leaving the Jenny Lee housing area crossing 17th or making a turn is impossible to see oncoming cars going East, due to the cars in the parking</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Sight obstructions at the intersections will be evaluated as suggested.</p>

Comments	Responses
<p>lot at the businesses/ obstructing the view. Extremely unsafe.</p> <p>We need to cross 17th street to Ponderosa on a daily bases.</p> <p>We live on the corner of 21st and Santalema. Since there has been a through access to the Jennie Lee Drive traffic light, the traffic has increased so much and makes it dangerous to back out of the driveway. This traffic will only increase by the removal of the traffic light. Making it more difficult and dangerous.</p> <p>21st and Santalema is also a crossing street for the children going to school at Edgemont. I would hate to see this increase of traffic harming a child.</p>	
<p>32 Tammy Theiler, Hopkins Roden Crockett Hansen & Hoopes, PLLC, 428 Park Ave., tammytheiler@hopkinsroden.com, 523-4445</p>	
<p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>Shoup and Broadway: No</i></p> <p><i>A Street and Yellowstone: No</i></p> <p>Removal of this light(s) would create a safety hazard for myself and several other pedestrians (downtown employees and others) who park in lots paralleling the tracks along Yellowstone. If the light(s) are removed, and alternate signal for pedestrians must be installed to provide safe crossing for pedestrians.</p> <p><i>B Street and Yellowstone: No</i></p> <p>Removal of this light(s) would create a safety hazard for myself and several other pedestrians (downtown employees and others) who park in lots paralleling the tracks along Yellowstone. If the light(s) are removed, and alternate signal for pedestrians must be installed to provide safe crossing for pedestrians.</p> <p><i>General comments:</i></p> <p>The movement of trains typically coincide with lunch hour/end of work day traffic at Yellowstone and "A". The light at "A" St. and Yellowstone does not change to green if there is a train at the crossing. This creates a safety hazard for pedestrians trying to cross Yellowstone at "A" St. to access</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
<p>their parked vehicles in the lot paralleling the tracks. Lunch time and end of work day traffic on Yellowstone are busy with very little break in traffic flow and a person can sometimes wait 5-10 minutes for traffic to clear for a safe crossing.</p>	
<p>33 Kathryn Youngberg, kathryn.youngberg1102@gmail.com</p>	
<p>To whom it may concern,</p> <p>I was reading in the newspaper this morning about the lights being taken out. One in particular concerns me very much. I work for the Grand Teton Chiropractic and the cross roads we are located at are 17th street and Ponderosa. I am not sure you understand why this traffic light is so important to this particular area. There are many businesses in this area and taking it out can greatly affect all of us. We could lose clients and customers because it would not only be hard to get into the businesses but it would be even harder for people to get out onto 17th street. I think the lights should be kept. What would be better is to just time the lights better so that traffic could run more smoothly. I don't want you to take away our light because I don't want any of us to lose any business because of a light.</p> <p>Additional comment submitted separately:</p> <p>Written: No on Ponderosa: It will cause problems for the Grand Teton Chiropractic I don't think that it will be safe for it to be removed because it will make it harder for the businesses and for customers to get in and out.</p>	<p>Thank you for your comment. Timing the signals to run smoothly is complicated by the number and spacing of traffic signals in the corridor. That is one of the principal reasons for considering the removal of the unwarranted signals, such as the one at Ponderosa.</p>
<p>34 Dr. James C. Gardner, DC, Grand Teton Chiropractic, 1220 E. 17th St., gtchiro@hotmail.com, 529-1919</p>	
<p>Hello,</p> <p>I am the owner of Grand Teton Chiropractic, P.C. at 1220 East 17th Street--near the intersection of Ponderosa and 17th street. I've mailed a letter to several people at the city--but the letters were all returned. So, I'll</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>attach my letter to this email for you to read the in-depth reason I'm against changing the light or removing it.</p> <p>Basically, my patients and I had a terrible time getting an opportunity to turn left into my parking lot because THERE IS NO BREAK IN TRAFFIC for long stretches of time. One of my elderly patients, a Korean vet, couldn't turn left into my parking area for 10 minutes because of oncoming traffic! That is ridiculous. I also experienced this problem during the "study" or trial of no lights being used. It is also the light that makes it possible to turn west onto 17th street from my parking space.</p> <p>Perhaps other lights are worth taking down or stopping, but not the one at Ponderosa and 17th--it must stay as it is. Please read the attached letter for a more detailed explanation of my views and the negative effects on my business that would be created.</p> <p>Please feel free to contact me at 208-529-1919.</p> <p><i>(Attached letter to Kent Fugal)</i></p> <p><u>RE: Removal of stop light at Ponderosa Drive and 17th Street</u></p> <p>Dear Mr. Fugal:</p> <p>I'm concerned about the City of Idaho Falls taking out the stop lights at the intersection of 17th and Ponderosa Drive with signs stating "Signal under study for removal." Although I can appreciate the city trying to lessen the amount of lights on 17th street, the idea of removing this light is a mistake. I believe there is a good chance that there will be even more accidents at or near businesses in this location without a stop light.</p> <p>Additionally, I've had several patients who have complained about turning into my office parking lot while traveling west on 17th because there is <u>NO BREAK IN TRAFFIC</u>, even on the first day after the "study" began. One patient just told me that he sat in the turning lane for 10 minutes before he had time to turn into my parking lot—all due to no breaks in the traffic pattern heading east on 17th Street. I know how my patients feel because following my lunch break today, I had to wait in the turning lane for at least 3 minutes before I quickly turned into the parking lot with very little room to spare and irritated/uncourteous drivers in the eastbound traffic letting me know about it. I'm sure this will be a major negative issue for many of my</p>	

Comments	Responses
<p>patients, particularly the older patients, staff and myself.</p> <p>The potential exists for my business to be adversely affected as a result of patients feeling unsafe about getting into and out of my parking lot because of the traffic pattern being uninterrupted by the light at 17th and Ponderosa Drive. I don't think you intend for this consequence, but I have to wonder about the long-term negative ramifications of this light being decommissioned.</p> <p>In behalf of my patients, my staff and myself, I adamantly oppose the light at 17th and Ponderosa Drive being removed! Please do not remove this light! Opening up 17th street to more cars speeding between lights will not benefit us.</p> <p>Please feel free to use my letter and voice in this matter to represent the silent business owners around me who are not yet affected, or aware of the potential negative impact of the light being removed.</p> <p>I look forward to hearing a response from you regarding this issue.</p> <p>Sincerely,</p>	
<p>35 Bill Serrano, 1988 Malibu Dr., serrbill@hotmail.com, 569-3726</p>	
<p>These are my thoughts on the recent trial period of removing some of the street lights on 17th street. I present two different thoughts for removing the lights.</p> <p>Presently the speed limit is 40 mph. The existing street lights creates a gap in the traffic. Removing the street lights allows a longer portion of 17th street to be a continuous lane of fast moving traffic. There would be fewer openings in the 17th street traffic for those motorists entering 17th from a side street. Even with the present few openings created by the existing traffic lights it is dangerous for motorists to enter 17th from the side streets. In summary, if the speed limit remains at 40 mph then the traffic lights should remain in use to create the necessary gaps in the traffic. (Speed bumps would help but no one wants them on a main artery.)</p> <p>If the speed limit were reduced to 30 or 35 mph and the street lights were removed, this slower speed would allow more safe access for side street</p>	<p>Thank you for your comments. Removal of the lights could result in some localized increases in the speed of the traffic in this area, however a successful corridor will have a consistent and safe operational speed by which traffic can flow smoothly. Too many signals that cannot be efficiently timed or spaced can lead to aggressive driver behavior.</p>

Comments	Responses
<p>motorists to 17th street. In summary, if the street lights were removed then the speed limit should be reduced to 30 but no more than 35 mph.</p> <p>Remember the speed limit on Woodruff in front of Smith's grocery is 35 mph which is a safe speed and everyone gets to their destination in time.</p> <p>Thank you for allowing me my input.</p>	
36 Katie Jennings, katie@chesbromusic.com, 932-1218	
<p>To Whom It May Concern:</p> <p>I am writing to you concerning the light on Shoup and Broadway. It is my understanding that, due to your study, you will be removing that light. When that study took place, everyone was aware of it and went the other way. If that light is not there, the cars attempting to turn left or go straight will not be able to. There is too much traffic on Broadway for a person to try to do either of those things. Also, many times, the cars travelling on Broadway are going way too fast. I believe that the removal of that light will cause more accidents. Perhaps a better solution would be to adjust the timing on the lights- as that seems to be the real problem.</p> <p>Thank you for your time and efforts to improve Idaho Falls.</p>	<p>Thank you for your comment. You are correct in that the study recommends that the signal on Shoup should be removed. This corridor is a challenge to have consistent efficient timing due to the vicinity of the railroad adjacent to it and the close spacing of traffic signals. Other influences that affect signal timing are pedestrian patterns to be accommodated as well as emergency vehicle detection/adjustment.</p>
37 Christine Garner, Alternative Health Clinic, 1210 E 17th St., alternativehealth@onewest.net	
<p>I am against the removal of the stoplight at this location. We have a business, Alternative Health Clinic, at 1210 E 17th Street.</p> <p>Even with the stoplight there we have many accidents at that part of the street. And a delayed time at the lights just to cross over 17th. I am sure that you have the stats that indicate the accidents that occur at that intersection. We have seen many.</p> <p>During your testing time it made our parking lot much more dangerous due to the people taking a shortcut through our parking lot. We have 14 parking places and many times they are filled totally. During the time you had the stoplights covered I was just about hit just backing out of my parking place by someone cutting through our parking area. Normally,</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes that are available.</p>

Comments	Responses
<p>most people who take the short cut are not driving as quickly as they were during that period just to get to 17th street.</p> <p>If the stoplights were to be removed I believe that the possibility of more accidents would occur at that intersection.</p> <p>I would think that stores such as Shopko who have quite a few options of leaving that area would probably not experience the dangers that the removal of the light at 17th and Ponderosa would. We and our patients already have hard enough times getting out to 17th street.</p> <p>I am asking to please reconsider the removal of the stoplight at 17th and Ponderosa.</p> <p>Thank you.</p>	
38 Julie Oliver, Shaddow Domain LLC, 341 W. Broadway, jpedersen@ida.net, 552-5036	
<p>I would like to voice my concern regarding possible removal of the traffic light at the corner of Shoup and Broadway.</p> <p>I believe that this light facilitates a large amount of pedestrian traffic. This is not only a concern for downtown businesses but is also a safety concern.</p> <p>As a second point, turning left from Shoup to Broadway at that light is already time consuming and I feel that the loss of that light would make a left turn, at certain times during the day, fairly impossible.</p> <p>Thank you for the opportunity to voice my concerns,</p>	<p>These comments are noted. While it may be “inconvenient” due to the removal of the signal, safe alternate routes are available.</p>
39 Debbie Young, youngd@dhw.idaho.gov, 528-5900	
<p>I work at the Health & Welfare building on Shoup Ave., and live off 1st street so this impacts me every day. On those days that the train is blocking Cliff St. (for hours) and we cannot turn onto Yellowstone, (because of traffic) we use the Shoup Ave. (To go the North) Even with the light there people sometime block it but it does clear up. It is hard to go down Capital and Memorial because of the 5 O'clock traffic there and it</p>	<p>Thank you for your comment. We reflect your desire for an efficient operational transportation network. While this study recommends the removal of the signal, we will make sure safe alternate routes are available to get around.</p>

Comments	Responses
<p>just adds more traffic. When the train is not there we went through the residential are on the number streets, to get to the other side of town. Causing the residents major traffic on their streets. I think it would cause the businesses on Shoup Ave. a great lose also. We, here at the building, do business down Shoup Ave. and sometimes have a limited amount of time to do it. And the fastest way would be down Shoup Ave and Broadway.</p> <p>Everyone is in a hurry to get home after work (as all of you should know) and I think taking the light on Shoup and Broadway would just hinder the traffic, especially the big truck and semi using that route. People get frustrated and make bad judgments and cause wrecks.</p> <p>Thank you.</p>	
<p>40 Judy Johnson, judyj@quickcheck.net, 520-0071</p>	
<p>To Whom it May Concern,</p> <p>I can understand the need to keep the flow of traffic moving on 17th Street. But, keeping in mind safety issues I must voice my opinion about the removal of the light on 17th Street and Ponderosa.</p> <p>The light on this intersection (17th and Ponderosa) should not be removed. The buses for District 91 use Ponderosa to transport our city's youth to and from school. Edgemont is located in the Jenny Lee Addition and there are some children that walk to school and use and depend on the light to safely cross 17th Street. The buses are slow moving vehicles from a dead stop and pose a danger to the children on the buses and the traffic on 17th if there is no light to stop the flow of traffic while they are trying to turn left or go straight across 17th Street.</p> <p>Another issue with removal of the light is that motorists cannot see past the vehicles that are parked in the parking lots of the businesses. The motorists have to literally pull out past the crosswalks onto 17th Street so they can see past the vehicles parked at the businesses. This is not safe! Let alone illegally blocking the crosswalk to any pedestrian that might be trying to cross Ponderosa while the vehicle is waiting to get across 17th or turn left.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Thank you for your observation of sight concerns as well. We will evaluate the sight safety concerns and address them where we can.</p> <p>Our intent is to provide for a safe network through town. We will evaluate the study for "cut through" traffic scenarios and work with the property owner to mitigate these circumstances that may develop as a result.</p>

Comments	Responses
<p>The last issue I need to address is what happened when you did your 4 day study. When you covered the lights it turned the parking lot where Quik Check, Liberty Tax, and Alternative Health are located into a road. Motorists would get impatient and drive through our parking lot to use the the driveway as an alternative access to 17th Street. This puts our customers at risk. Especially the clients at Alternative Health. Some of their clients are older people with health issues that affect their ability to walk. They can't just jump out of the way of a vehicle coming through the parking lot at 25 or 30 miles per hour because the motorist is too impatient to wait their turn at the intersection.</p> <p>I have worked for Quik Check for 20 years in this location and have witnessed numerous wrecks on the 17th and Ponderosa intersection. Without the light you are inviting more accidents to happen. I hope not at the risk of our children on a bus or a child trying to cross 17th with the use of an orange flag. There was an incident about 2 months ago where a young man on his electric scooter was crossing 17th Street and was hit by a car. Luckily he was not killed. Can you imagine what might have happened to this young man if there had no been a light and the truck was doing 50 ran the light and hit him? There is also a speeding issue on 17th Street. There is a need for lights to slow them down.</p> <p>Perhaps if the light didn't stay red so long on Ponderosa and let the flow of traffic on Ponderosa build up so badly the light wouldn't stop the flow on 17th that long.</p> <p>I can understand the removal of the light at Shopko Plaza (17th and June). There is really no need for this light where there are several different ways to get into that shopping plaza.</p>	
<p>41 Marie Cutler, 729 E. 16th St., wm.cutler@hotmail.com</p>	
<p>My name is Marie Cutler. I live at 729 East 16th St. I am writing this letter along with 5 other neighbors.</p> <p>PLEASE KEEP THE STOP LIGHT ON JUNE AND 17TH ST.</p> <p>The only other entrance and exit that we have is on Holmes, and it is a challenge if we want to turn South.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>There are several elderly people in the neighborhood and we need at least one stop light to get in and out of the subdivision.</p> <p>While the stop light was down people were going in Lowe's parking lot and using their stop light (which I'm sure they weren't thrilled with)</p> <p>With the traffic coming from Shopko, Sprint, GNC health, Sport Clips, Thai Kitchen, Hong Kong, and whatever will be going into the old Wendy's building this will be a hazardous condition that will result in many accidents.</p> <p>ONCE AGAIN PLEASE DONT GET RID OF THE JUNE AND 17TH STOP LIGHT!!!!!!!</p> <p>Thank you for your consideration.</p>	
<p>42 Stacey Mc Fadden, otrstacey91@gmail.com</p>	
<p>The worst stop light in town is that worthless one in downtown directly in front of Bott Yamaha.</p> <p>That things garbage</p>	<p>Unfortunately that light wasn't listed in the signals to study for removal. It may be included in a future study.</p>
<p>43 Kathleen Logue, cassielogue@gmail.com</p>	
<p>I tried to get to Imperial Cleaners and could not cross there. No one would let me in so I had to drive down the street and find a place to turn in so I was on the other side of the street so I could turn in to the cleaners. I told the dry cleaner lady it was impossible and she said when she goes home now she has to drive the back way to Woodruff so she could get home. That is ridiculous.</p> <p>I hope they keep a light there as it will save accidents and easy to get across. I am older so I drive mostly the ways that are easier for me to get places.</p> <p>I appreciate your consideration in this matter.</p> <p>Thank you</p>	<p>Thanks you for your comment. It is noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>4.4 Wendy Roberts, Grand Teton Chiropractic, 1220 E. 17th St., wensar1275@aol.com</p> <p>To Whom It May Concern:</p> <p>In response to your article, "Turning Out The Lights" in the Post Register of June 22, 2016, I implore you, please do NOT turn off the traffic light at Ponderosa and 17th Street.</p> <p>I have been employed for nearly three years at Grand Teton Chiropractic (approximately 100' from the aforementioned intersection.) Not only have there been accidents at that location, traffic is heavy and travels fast. In the last few months, there were two serious accidents within one week. It's very difficult getting out of our driveway, often times having to wait an extended amount of time while allowing traffic to pass. By taking out the light, I feel strongly that it will become even more hazardous.</p> <p>I pray you will take heed to my request in not removing the traffic light located at Ponderosa and 17th Street.</p> <p>Respectfully submitted,</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p>4.5 Laurel and Gay Willis, willisg@cableone.net, 529-0962</p> <p>City Engineer Kent Fugal</p> <p>Since we cannot come to your open house, we want to comment on the traffic lights situation. We live near 17th St. and use it on a daily basis. We noticed that the traffic lights were dark during the study. We feel that the traffic lights on 17th St. are needed. Our big concern is the difficulty of getting onto 17th St. without a traffic light, especially when turning left onto 17th. We also observed pedestrians waiting, waiting and finally just dashing across 17th St. when there was a lull in traffic. Perhaps this type of incident is the reason the traffic lights were originally installed. We wonder if the reason the city is considering removing these lights is to ensure the flow of traffic. We feel the traffic flows well without a lot of stops and starts because the lights on 17th St. are timed to encourage good traffic flow. The biggest problem regarding the traffic is the length of wait at corners like St. Clair and 17th to cross 17th. Several other intersections are called "the eternal traffic light" because it takes so long to cross or to</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Your observation about the Starbucks approach is observed at other locations as well. We are working on an access control spacing project along 17th that will help remove some of these turning conflicts that are too close to signalized intersections.</p>

Comments	Responses
<p>make left hand turns on 17th.</p> <p>One other traffic concern we have is the bottleneck in front of the new Starbucks on 17th and Jennie Lee. Because the Starbucks gets much more business than prior businesses in that location, the traffic turning in there has greatly increased since it opened. When we are trying to turn left at the light on Jennie Lee, several cars are also trying to turn left into Starbucks' parking lot. Because the entrance to Starbucks is so close to the intersection, there's not always room to squeeze in front of the Starbucks turning cars to get into the Jennie Lee left-hand turning lane safely. One solution to this problem would be to have the only entrance/exit for Starbucks on Jennie Lee.</p> <p>Thank you for inviting comments.</p>	
<p>46 Steven and Patsy Atkinson, 1034 Mojave St., satki@cableone.net</p>	
<p>Concerning the proposed removal of the traffic light at 17th and Ponderosa:</p> <p>I read their isn't that much traffic using this intersection? We in the Jenny Lee subdivision disagree. This intersection controls the cross 17th street traffic to get from Jenny Lee to the area north of 17th street, to 12th street, 9th street, John Adams, and 1st street. I use it often to travel down Ponderosa and S.E. Bonneville to reach the high school or post office or the church and credit union on 1st street instead of joining in the Holmes Avenue parade. It is dangerous during the day or even early evening to try to make a left turn or to cross 17th street without this traffic signal. Off course there were no problems when you covered the lights, everyone in the neighborhood knew to avoid the intersection without traffic control and we knew it would soon be over. Without a light at this intersection we will have to use St. Clair or Homes to cross busy, high speed, 17th street. Without this light even using Jenny lee Drive then 17th to reach Ponderosa requires making a left on 17th street without a light. It will require patience.</p> <p>So, without a light at 17th and Ponderosa, you might as well install a barrier in the median, for crossing 17th street will require courage.</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>47 Rita Mora-Mena, laritz111@yahoo.com</p> <p>To Whom It May Concern:</p> <p>Thank you for this opportunity to express an opinion in regards to the removal of traffic lights in the city. Specifically, I am writing about the removal of the traffic light of Shoup Avenue and Broadway. I am an employee of the Dept.of Health and Welfare, office located on the Shoup Avenue. I am one of the tens of workers who daily have to be out in the community, visiting homes and other agencies in town. The traffic light in question is critical to us, when our work takes us to the west part of town or to the Interstate 15 and Hwy. 20 North or across Broadway into downtown. This light allows us to make a left turn into Broadway or to go across Shoup and without it, we would have to find alternate routes, which in turn, means longer travel time. Most times during the workday, the traffic on Broadway is quite heavy and without this traffic light, making a left turn into Broadway from Shoup is almost impossible. At times, like rush hour, even turning right from Shoup into Broadway, is quite difficult even with the light in place. It is also my impression that most of the business on the other side of Shoup, like banks, restaurants, shops,etc., will be negatively impacted by the elimination of this traffic light, too. Please, reconsider the decision to remove this traffic light and understand that this decision will have a negative impact for DHW employees like me and to other community members as well. Thank you for your attention and consideration of this opinion.</p> <p>Respectfully,</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
<p>48 Carrie Crom, cromc@ida.net</p> <p>Good morning. My name is Carrie Crom and I would like to give you my opinion about the traffic light project. My recommendation would be to leave the one functioning at 17th and Ponderosa. The traffic light that can be removed with little impact would be the one exiting the Shopko parking lot. There are two alternatives for getting to 17th, you can go out east end of the Shopko parking lot and use the light by Lowes. You can also cut through the Albertson's parking lot and use the light at 17th and Holmes.</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
Thanks for taking input on this decision.	
49 Dianne McLeod, mcleodd@dhe.idaho.gov	
<p>This e-mail is in regards to the proposed removal of the traffic light on Shoup and B Street.</p> <p>I work at the state building on Shoup. The light on Shoup and Broadway is vital at 5:00pm. Traffic is backed up with people leaving the state parking lot and the city parking lot across from the building. Sometimes you will sit through many light changes due to the number of people trying to get onto Broadway.</p> <p>During the study period, no one used the light on Shoup and the other streets around our building backed up. Cliff was backed up and Capitol was backed up. When we are unable to turn right on Broadway off Shoup, I will cross over and get on to Yellowstone via B Street.</p> <p>You cannot turn right because of the cars lined up on Broadway that will stop in the intersection as the light turn's red on Broadway and Yellowstone. This makes it impossible to turn left or cross Broadway also.</p> <p>I would believe removing the light on B Street would make it difficult for the people working in town to cross Yellowstone to their vehicles in the parking lot on the east side of Yellowstone Ave.</p> <p>Please before you make a decision to remove the light, I would suggest someone observe or video the traffic at 5:00pm week days on Shoup and Broadway.</p> <p>Thank you for the opportunity to voice my opinion concerning the removal of the designated traffic lights.</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Your recommendation to further observe or video the intersection is noted. We will evaluate this closely with any traffic change implemented.</p>
50 Ryan Farnsworth, refasu@gmail.com	
<p>My name is Ryan Farnsworth. I've lived in the Jennie Lee addition off 17th for 3 years. I endorse removal of the 2 traffic lights on 17th near shopko and Lowes that were covered up for several days each. It will clear</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed.</p>

Comments	Responses
congestion and make the street safer for pedestrians and cars both.	
51 Ann Delmastro, jor75ann@cableone.net	
<p>I was unable to attend the open house regarding the traffic lights and hope information will be posted on the city website.</p> <p>I wish to make some comments. I work downtown part time, mostly from mid January to mid April and some in the fall. I park in the lot by the railroad tracks between A and B streets. There are times of the day (noon and afternoon rush hour especially) when it would be very difficult for a pedestrian to cross Yellowstone Ave without a light. A suggested remedy to walk to Broadway or Constitution has its own dangers to pedestrians. During the winter sidewalks are icy, slippery, covered with snow that hides underlying ice. It is quite possible to fall and break a bone. I would suggest that if you are determined to remove those 2 lights that you turn them into blinking lights instead so pedestrians can push the appropriate buttons and be able to cross Yellowstone safely. I would think that the safety of its citizens and visitors should be the primary concern of the city rather than keeping traffic flowing all too quickly!</p> <p>I would request that I be kept informed of the city council's decision</p> <p>Thank you</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p> <p>Safe traversable sidewalks are an important part of our transportation system. We will evaluate these and work with Idaho Falls Police Department to enforce snow removal as we see concerns arise.</p>
52 Alex Siqueiros, 1575 12th St., alexicesq@gmail.com, 612-8530	
<p>Kent,</p> <p>Attached are my comments from the June 28th public meeting. I am submitting my comments as a citizen of Idaho Falls, not as an employee of BMPO.</p> <p>I live on 12th Street, drive to work at 7:00 a.m. four days a week heading west from St. Clair to Skyline. The traffic isn't bad that time of day but when I return home headed east between 4:30 and 5:00 p.m., I turn left at Holmes. I will not drive between Holmes and St. Clair that time of day because of the traffic.</p>	<p>Thank you for your comments.</p>

Comments	Responses
<p>I attended, recorded and typed the minutes of the Planning Commission meetings during the time the June/17th Street signal was being considered. If I remember right, the Planning Commission recommended the signal not be installed. The signal was not warranted and the only people happy about that signal was ShopKo and the June Subdivision residents.</p> <p>Thanks!</p> <p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>June and 17th: Yes</i></p> <p>This location did not warrant a signal when it was first installed. It's too close to the Jennie Lee signal and never should have been approved. The then City Council gave in to the residents of the adjacent subdivision to appease them and look good in the eyes of the citizens (keep their votes).</p> <p><i>Ponderosa and 17th: Yes</i></p> <p>The Ponderosa, Jennie Lee and June signals are all too closely spaced. As long as the Jennie Lee signal remains, both the June and Ponderosa signals should be removed.</p> <p><i>Lindsay and Broadway: Yes</i></p> <p>This signal serves very few people and is not needed.</p> <p><i>Shoup and Broadway: Yes</i></p> <p>Broadway traffic backs up through this signal at peak hours and especially when a train is on the tracks. I don't think it would be missed much if it was removed.</p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	
53 Deborah Harrison, 272 10th St., myotis@cablone.net, 313-9748	
<p>Hello, I would like to comment on the removal of traffic signals.</p> <p><u>17th and Ponderosa</u>: I use this light several times a week as a motorist. It</p>	<p>Thank you for your comments.</p>

Comments	Responses
<p>is so difficult to make a left turn on 17th and this light is so helpful. I also use this light as a pedestrian and cyclist to cross 17th and would like the push-button to be maintained.</p> <p><u>Yellowstone traffic signals and access to river and downtown:</u> I use these lights as a motorist and a pedestrian/cyclist. I would ask you maintain the lights as pedestrian push-buttons. Crossing Yellowstone/Broadway is daunting for a person not in a car and a clear easy pathway to the River Walk/Downtown area is important for quality of life and downtown revitalization.</p> <p>Thank you,</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p>54 Paula Allen and Judy Johnson, Quik Check, ladygoldseeker@msn.com</p>	
<p>To whom it may concern:</p> <p>My name is Paula Allen I all writing to you concerning the traffic removal study. The light that I am having most of the issue with is the one at 17th and Ponderosa, I work right near this intersection. With the amount of accidents that happen at this intersection I think it would be very un wise to remove this signal. I have noticed since your study was concluded, the light is actually cycling now, instead of making Ponderosa wait forever. This I do believe is the reason for so many accidents, because Ponderosa is rushing trying to catch the light, and people on 17th are used to the light remaining green for them, and never expect it to be red. Thank you for taking the time to read this email. And I'm hoping this helps with the study.</p> <p>Sincerely,</p>	<p>Thank you for your comment.</p> <p>We monitor the function of the lights for efficient progression where we can. Signal spacing, pedestrian usage and emergency vehicle use present challenges to the efficient timing of the corridor.</p>
<p>55 Greg Crockett, Hopkins Roden Crockett Hansen & Hoopes, PLLC, 428 Park Avenue, gregcrockett@hopkinsroden.com, 523-4445</p>	
<p>IF/ENG....I support your proposal to remove the six traffic signals still being studied. I am concerned about pedestrian traffic across Yellowstone. Many people who work downtown use the R/R right-ofway all day parking. Yellowstone is busiest at about 5:00pm when people are going to their cars. What about ped. Signals like the one on Channing in</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
front of the hospital??	
56 D. Hall, dthall74@gmail.com	
<p>I ride my bike to work 5 days a week. I use both the signal on B street and Yellowstone, and the one on Ponderosa and 17th street. Please leave those signals in.</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
57 Lary S. Larson, Esq., Hopkins Roden Crockett Hansen & Hoopes, PLLC, 428 Park Avenue, larylson@hopkinsroden.com, 523-4445	
<p>City of Idaho Falls:</p> <p>If the decision is made to remove the stoplights at the Yellowstone and A Street intersection, please make some provision for pedestrians to cross Yellowstone at that location. I have been working downtown for 35 years, and regularly park in the parking lot on the east side of Yellowstone. The pedestrian crossing lights are critical for pedestrian safety, in my opinion. If you don't make provision for downtown workers to park in the lot and cross Yellowstone on foot, then they will stop parking in that lot, and there won't be enough parking space for them in the other locations downtown. Yellowstone and B is in the same situation. At least keep pedestrian crossing lights at one or the other. Thanks.</p>	<p>A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
58 Tonja Snow, 1544 S. Woodruff, snowajnot@yahoo.com, snowtonj@d91.k12.id.us	
<p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>June and 17th: Not Sure</i></p> <p><i>Ponderosa and 17th: No</i></p> <p>Only good access of traffic and school busses coming and going from Edgemont Elementary.</p> <p><i>Lindsay and Broadway: Yes</i></p>	<p>Ponderosa: The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>We will work with the school district regarding potential rerouting of some of their busses if the signal is removed.</p>

Comments	Responses
<p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	
<p>59 Luann Crane, 2804 Sapphire Dr., Ammon, ID 83404, cluannr@hotmail.com</p>	
<p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>Ponderosa and 17th: No</i></p> <p>General comments:</p> <p>I am the Office Manager at Northwest Title Loans. Located at 1160 East 17th St, Just East of the signal at Ponderosa. When ever myself or any of my staff need to Travel East on 17th, make a left turn across traffic, we use that light. Because of the heavy, fast moving traffic it is the safest way for us & our customers to make that turn. My other concern is, we already have many fender benders near Harbor freight. Traffic moves so fast it is hard for customers to turn into business without getting rear ended. The light at Ponderosa does help to slow traffic a little, or pay more attention as they may need to stop. We hear the screech of tires. (vehicles trying to stop) Daily. Our View of the Street makes us aware these are due to vehicles trying to Cross Traffic, & vehicles following too close or moving to fast to slow when the vehicle in front tries to turn off 17th into business. Please do not remove this light. Customers of the surrounding business, & People from the Housing Development behind us, Use that light as a Safe way to Enter & Exit 17th Street.</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>The crashes you reference on 17th St are not likely to increase due to removal of the signal. Allowing drivers to take their focus off of the signal and instead focus on the traffic up ahead may actually help to decrease these crashes.</p>
<p>60 Paul B Rippel, Hopkins Roden Crockett Hansen & Hoopes, PLLC, 428 Park, Ave., paulrippel@hopkinsroden.com, 523-4445</p>	
<p><i>(An email to Kami Morrison, Executive Assistant to the Mayor)</i></p> <p>Dear Ms. Morrison:</p> <p>I received an email from a friend with the City’s slide/power point presentation on traffic light removal, but it did not have the comment form, so if this email should go to someone else, please forward it to them.</p>	<p>Thank you for your comments.</p> <p>We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street. We have considered putting it mid-block, as you suggest, but we already have the signal infrastructure to</p>

Comments	Responses
<p>My comments are simple. Accommodating pedestrians and their safety is paramount. I don't remember the last time a pedestrian won out in a collision with a motor vehicle.</p> <p>If the City can turn the lights at Yellowstone and A and B into pedestrian-only lights, I feel the lights currently for traffic crossing the RR tracks at A and into downtown or leaving B onto Yellowstone could be eliminated. Thus, I envision the lights governing Yellowstone traffic to stay green unless activated for pedestrian crossing.</p> <p>I can also see the potential to put the pedestrian crossing in the middle of the block between A and B with a signal - maybe just moving one of the existing ones there and eliminating the others.</p> <p>Thank you for considering these comments.</p> <p>Very truly yours,</p>	<p>install it at one of the intersections and that is also where drivers expect to encounter pedestrians.</p>
<p>61 Katie Matlock, Northwest Title Loans, katie.matlock6478@gmail.com</p>	
<p>Ponderosa and 17th</p> <p>Not in favor of removal.</p> <p>A) Daily</p> <p>B) use signal to turn from side street to the major street.</p> <p>C) vehicle</p> <p>It takes a long time to get across with a light here. I took an alternate route all together when you temporarily removed the light! Please for safety risks alone, don't remove the light!</p> <p>Thank you,</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p>62 Karen Hayes, Tiffany Dr., nmbr1_mom@yahoo.com</p>	
<p>Good morning. I wanted to throw in my opinion about the traffic removal at the intersection of 17th and Ponderosa. I live on the south side of 17th in the neighborhood behind that light. My family (of three drivers) found it</p>	<p>Thank you for providing your concerns about the sight distance. The big gray box on the east corner is the traffic signal controller, which would be removed with the signal. We will work to address the problems with</p>

Comments	Responses
<p>difficult and dangerous to get through that intersection with no light. Looking east, there is a big gray box at that corner that makes it a blind corner. Further, people park in the lots on the east and west side of the side of the intersection. When cars are parked there, it is impossible to see oncoming traffic, it is blind both ways. So to see, you have to creep out, I found myself practically in the intersection just to see around the cars. Please do not remove this light. Thank you for your consideration.</p>	<p>vehicles obstructing sight lines to the west.</p>
<p>63 Dean A. Groetzinger, PMP, Allegheny Science & Technology, 2275 W. Broadway, Suite B, dgroetzinger@alleghenyst.com, 528-0550</p>	
<p>Please consider the following:</p> <p>Between 11:00 PM and 6:30 AM, change the Traffic Lights on streets entering a main thoroughfare so that the Lights on the main thoroughfare do not change to Red for only one vehicle on the street entering a main thoroughfare – particularly for vehicles going straight or turning right. An example is vehicles entering Sunnyside from S. Boulevard or Rollendet, etc. Actually this could be applied during the day as well.</p> <p>Make the Left Turn Green Lights last longer than they currently do. This accommodates the fact that many drivers turning left continue to sit at the Light/do not move for much of the time the Light is Green.</p> <p>Do away with the Left Turn on Green (when traffic allows) and extend the length of time the Green arrow is on. Many drivers just do not understand or are too distracted to grasp this concept. In general, the Left Turn on Green is not long enough for any Lights.</p> <p>Time the Lights on main thoroughfares so that IF you are doing the posted speed limit the Lights remain Green. Most Lights do not allow for the amount of time that it takes for drivers to achieve the posted speed limit. That is, many drivers continue to sit at the Light/do not move after the Light turns Green (mostly to ensure someone is not running the Red Light) because they are inattentive/distracted.</p> <p>Consider proposed changes/improvements to the Traffic Lights from the standpoint of how they may reduce a driver's frustration behind the wheel when driving.</p>	<p>We hired an experienced engineering firm that has been developing traffic signal coordination plans for a number of agencies for many years to perform our latest traffic signal timing update. To the extent it's feasible to do so, they have implemented the suggestions you make. The biggest difficulty arises from the many unwarranted traffic signals that create poor signal spacing, which disrupts traffic progression.</p> <p>I assume your last comment refers to Rollandet. We are working on a plan to replace the longstanding practice of changing the speed limit seasonally with a single year-round speed limit. We hope to implement that soon.</p>

Comments	Responses
<p>Please have an experienced and objective individual program the Lights. Related: Stop changing/moving Speed Limit signs without notice. Thanks,</p>	
<p>64 Sara Jensen, 5th St., minibead@msn.com</p>	
<p>I know this is past the deadline, but I thought I'd send in a note.</p> <p>I walk every day from my house on 5th Street to the greenbelt. The cross walks I use the most are at A St., B St., and D St.. I notice that most cars turning onto Yellowstone from Broadway, or coming down Yellowstone from the north speed up well above 25 mph. I think removing all the lights would be a bad idea.</p> <p>I also know that a lot of thought went into the pedestrian railroad crossing at B St. and believe that light should remain.</p> <p>My preference would to be to leave things as they are, but have the light set to change when a pedestrian pushes the button. That way they can safely cross the highway.</p> <p>Thank you for all your hard work making downtown such a wonderful place to walk!</p>	<p>Thank you for your comments.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed.</p>
<p>65 Jan Argyle, mnjargyle@gmail.com</p>	
<p>Hello. I live in the Jennie Lee addition in Idaho Falls, and am writing about the traffic light at 17th and Ponderosa.</p> <p>I use this traffic light daily, when I am out and about, to get across 17th Street. Even though this light takes a long time to turn green, it is so helpful to have a place to cross that busy street that is close to my home and allows me to travel in and out of my neighborhood without weaving through side streets, and without waiting in long lines to get across, as with the light at 17th and St. Clair.</p> <p>It was hard to have this light blotted out during your testing period, and a hassle and inconvenient to have to find alternate routes out of the</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>neighborhood during that time. Crossing 17th at that intersection during busy times without a light wasn't really even considered.</p> <p>I know of at least one family on the north side of 17th whose daughter uses that light to cross 17th as she walks to Edgemont Elementary.</p> <p>So I am writing to ask that you please leave this light as it is, and not remove it. Myself and many of the neighbors I have talked with who also were dismayed at the blackout would be really grateful.</p> <p>Thank you ~</p>	
<p>66 Steve Cannon, 1120 Azalea, scannon@kidk.com</p>	
<p>Hello!</p> <p>Steve Cannon here; with a comment about the possible removal of the traffic signal at Ponderosa & 17th Street. I live next to Edgemont Elementary School, and watch the traffic come and go each school day. School buses, vans carrying students to and from day-care facilities, private vehicles and commercial vehicles all use the traffic signal at 17th Street and Ponderosa to access 17th Street.</p> <p>Without that signal, those vehicles from both the neighborhood and the school wait a Very long time at the intersection of Ponderosa and 17th Street for a chance to turn both right or left onto 17th Street. The frustration level is obvious on the faces of the drivers, as well as the passengers, at the delay involved in trying to access 17th Street.</p> <p>The alternative for those vehicles and drivers moving in and around Edgemont Elementary, without the traffic signal at Ponderosa and 17th Street, is either the signal at 17th Street and Jennie Lee, or the signal at 17th Street and St. Clair. Both these access points for 17th Street is a long way from the school and the neighborhood.</p> <p>I do have a bit of expertise with traffic control; I've been a volunteer member of the Idaho Falls Police Department for 16 years, helping IFPD with traffic situations such as the 4th of July fireworks. I would urge your recommendation that the traffic signal at 17th Street and Ponderosa be left functioning.</p>	<p>Thanks for the comments.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed.</p>

Comments	Responses
Many Thanks!	
67 Kimberly Jackuchan, Thai Kitchen, 17th St., solisk6388@mbc.edu	
<p>To Whom It May Concern,</p> <p>My name is Kimberly Jackuchan and my family owns the Thai Kitchen restaurant located on 17th street in front of Shopko. The reason for this email is to simply comment on the possibility of removing the traffic signal located right in front of the Shopko area. In my opinion, it would not be beneficial to remove that traffic signal as it would make it difficult for people to enter and leave the businesses in that area. More specifically, turning left onto 17th from the parking area can be quite dangerous as 17th is a heavily utilized street. Not only do people from Shopko and our business building use that traffic light, but also people from Sams Club and other business utilize it in order to turn left and right in a more safe and secure manner. Thank you very much for your time and consideration.</p> <p>Sincerely,</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. In your particular case, the signal at Jennie Lee Drive could be used to help with those times when left turns at June are difficult to make.</p>
68 Felicity Hansen, 1575 Juniper Dr., hansenfelicity@yahoo.com	
<p>Dear Sir or Madam,</p> <p>My name is Felicity Hansen. I live at 1575 Juniper Dr. I live 1 block away from the traffic signal at 17th and Ponderosa. From a vehicular standpoint, I have no issues with you removing the traffic signal. I don't think it would affect my ability to pull onto 17th street safely. BUT I am not writing to you based on a vehicular standpoint. I have several neighbors that send their children to school at Edgemont Elementary. These children walk to school every day and have to cross 17th street. Right now they walk to the stop light and wait for the cross walk. They do this twice a day, every day during the school year. Several of my neighbors and I go to church at the building across the street from Edgemont. We walk on Sundays to and from church. Our teenagers walk there and back on Tuesday nights. Our 8 - 12 year olds walk there and back on Wednesdays for scouts and</p>	<p>Thank you for your comment. We recognize the concern associated with crossing 17th Street at any non-traffic signal controlled locations. However, we feel that the existing signals at St. Clair Road and Jennie Lee Drive will provide adequate pedestrian accommodation to cross 17th Street.</p>

Comments	Responses
<p>Thursdays for achievement day activities. At least 3 to 4 times a week I use that cross walk to get across 17th street and so many of my neighbors use it about the same. If you were to remove that traffic signal then we would either have to go half a mile to get to the St. Clair stop light and then come right back, or half a mile to get to the Jennie Lee Dr. stop light and then back. I can easily see our young children not wanting to go that extra distance and deciding to try and run across traffic and that could cause an accident. I also have neighbors that will use that cross walk to ride their bikes to Community Park. My children and I have done that many more times than I can count. There are other people that use that cross walk for various other purposes besides the ones I have listed.</p> <p>I am asking that as you consider whether or not to take out these traffic lights, you consider not only the vehicular standpoint, but the pedestrian stand point as well. I am in favor of keeping the light at Ponderosa because I utilize it so much as a pedestrian. If the light was taken out, I would be forced to drive my car more because crossing 17th by foot or bike to get over to the other side would be unsafe.</p> <p>Thank you for your consideration. Please feel free to contact me with any questions you have concerning what I have written.</p>	
69 Brandi Newton, Executive Director, Idaho Falls Arts Council, 498 A. St., bnewton@idahofallsarts.org, 522-0471x110	
<p>To Whom It May Concern:</p> <p>I am writing to express our deep concern about the proposed removal of traffic lights at the intersection of Broadway and Shoup in downtown Idaho Falls.</p> <p>Since ARTitorium on Broadway opened in August of 2014, over 30,000 children and families have visited the facility. Many school groups, daycares, and families use the crosswalk at Shoup and Broadway to come to ARTitorium. We believe that the removal of the traffic light here will cause great potential danger to the large number of pedestrians crossing Shoup. This is of particular concern when many of these pedestrians are children. Additionally, the disrupted pedestrian experience will result in a negative economic impact on both the ARTitorium and the businesses</p>	<p>Thank you for your comment. We recognize the importance of walkability to the downtown and want to encourage growth in the area. We feel that the pedestrian accommodation provided at Yellowstone/Broadway and Park/Broadway will provide adequate mobility to address this particular concern if the signal is approved for removal at Shoup Avenue.</p>

Comments	Responses
<p>surrounding us.</p> <p>I hope that you will review this decision not only with respect to traffic flow, but also with consideration of pedestrian experience and safety.</p> <p>Sincerely,</p>	
<p>70 Jim Pletcher 339 A Street jimpletcher@yahoo.com</p>	
<p>Written: Yes to all but No on B Street and Yellowstone It would help foster people parking in free parking areas on east side of Yellowstone if they can use signal to walk across street near where they park. General Comments: It is important to keep one light, either A or B Street at Yellowstone operation to foster use of parking lots and crossing street at light. If just C Street and Broadway lights were only ones available then people would likely shift to parking in two hour spots downtown and moving every two hours (which some do now, but it would make problem worse for merchants if both lights were taken out</p>	<p>Thank you for your comments.</p> <p>We agree that it's important to provide for pedestrian crossing of Yellowstone. We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p>71 Stu Eddins 1195 Azalea Drive 52nob@cableone.net</p>	<p>589-4650</p>
<p>Written: 8 ½ X 11 full color Photographs submitted: No on all but Lindsay June: no, too much traffic to not control. Shoup, A and B; no Traffic in town should be slower Comments specific to Ponderosa</p> <ol style="list-style-type: none"> 1. School buses transporting students to Edgemont Gardens Elementary School will probably avoid the intersection to eliminate delays resulting in a very large amount of hardware traveling through the residential neighborhood several times a day. 2. There is no visibility from the intersection on to 17th Street due to parking lots and equipment box. (Please see attached photos) 3. Has reprogramming lights to flashing red been considered for times when full function is not needed? 4. The light affect traffic at other intersections. I frequently approach 	<p>June: The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Shoup, A and B: While there is some value in maintaining relatively low traffic speeds in downtown, we do not believe that using traffic signals to disrupt the efficient movement of traffic through and to downtown is prudent. Having signals at such close spacing to the busy Yellowstone/Broadway intersection results in traffic queueing from one signal through adjacent ones, grid-locking the system.</p> <p>Ponderosa: The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed. The</p>

Comments	Responses
<p>from the West and turn left on Juniper. Often I must wait for the light at Ponderosa to change and create a break in West bound traffic before I can cross the opposing lane.</p> <p>5. Pedestrians will be required to cross 17th at either St Clair or Jennie Lee.</p> <p>Thanks for the opportunity to comment!</p>	<p>equipment box is the traffic signal controller and would be removed with the signal. We will work to keep parked vehicles out of needed sight lines. Operating the signals in flashing mode during times of day with low traffic volumes would eliminate the unnecessary delay to side street vehicles waiting for a green light, but would not address the larger problem of the negative impact to efficient traffic operations on 17th Street during higher traffic times. We recognize the concern associated with crossing 17th Street at any non-traffic signal controlled locations. However, we feel that the existing signals at St. Clair Road and Jennie Lee Drive will provide adequate pedestrian accommodation to cross 17th Street.</p>
<p>72 Kristen Hawkes 4297 Christy Lane kristenhawkes@gmail.com</p>	
<p>Written: No on Ponderosa I work at Grand Teton Chiropractic and have found that it is extremely difficult to get out on the road during heavy traffic times. It is nearly impossible to turn west out of our parking lot. The only way is to wait for the light to change at Ponderosa to stop traffic. During your study we had multiple patients say how difficult it was to turn into our parking lot. Please consider leaving this light as-is. We have many older patients who will really struggle and it will even be dangerous for them because their reaction time is slower. This will affect our business. Thank you.</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
<p>73 Debra Eddins 1195 Azalea Dr dbns2@cableone.net</p>	
<p>Written: No to all but Lindsay June: The speed limit should not be over 35mph. There are too many business accesses to be going 40 mph. Ponderosa: Removing the light will create difficulty on most days. That's the only thing that creates gaps in the traffic on 17th so we can access from side streets. The traffic trying to get onto 17th from Santalema faces a hazard – the customers and employees park their vehicles up to the sidewalk creating a blind spot reaching 3 quarters of the way east & west on 17th. Shoup: Removing lights on a major artery will create the problems that led to their installation to begin with. A Street: I do not patronize downtown establishments because there is too</p>	<p>The study recommends removal of the lights based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. We will work to keep parked vehicles out of needed sight lines at the Ponderosa intersection.</p>

Comments	Responses
<p>much traffic and not enough parking. Speed limit on a very busy 17th Street should be reduced. Parking should not be allowed at corners along the street side of the parking lot.</p>	
<p>74 Barbara Smith 522-8261</p>	
<p>Phone call: The use of the June light during business hours but ok to bypass the signal at night time. It is too dangerous at peak traffic times.</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. In your particular case, the signal at Jennie Lee Drive could be used by those businesses and their customers to help with those times when left turns at June are difficult to make.</p>
<p>75 Sharon Watkins 522-5922</p>	
<p>Phone call: No on Ponderosa It took her 10 minutes to get across 17th Street at Ponderosa and the big electrical box on the corner was blocking her view.</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. The electrical box is the traffic signal controller and would be removed with the signal.</p>
<p>76 Melba Yost 1288 E 21st 1crazymamma@gmail.com</p>	
<p>Written: No on Ponderosa Way out of subdivision. <u>Please</u> leave as is!!!!!!!!!!!!!!</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p>77 Richard Kelly 2325 Baltic Ave kbuilderi@yahoo.com 522-4180</p>	
<p>Written: Not sure on June, Yes on Lindsay and B Street, no on Ponderosa, Shoup, & A Street June: Without light is there an easy way to get in and out for the residents? Ponderosa: The light offers a safe crossing. With light gone it will be dangerous Subdivision south of intersection was developed from this intersection and traffic flows to the light-look at aerial map. Alternate routes already have left turn issues. Alternate routes currently have undeveloped areas when</p>	<p>The study recommends removal of the lights based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. We recognize the concern associated with crossing 17th Street at any non-traffic signal controlled locations. However, we feel that the existing signals at St. Clair Road, Jennie Lee Drive, and Holmes Avenue will provide adequate pedestrian accommodation to cross 17th Street.</p>

Comments	Responses
<p>developed will impact these routes and the lights on 17th. Light offers a route across 17th for subdivisions. Light offers a pedestrian crossing. Light is used by school buses going to and from Edgemont School. Counters, cameras give no idea of the safety factor this light provides. Three of the four corners have parking right to the corners which obstruct the view of cars on 17 especially for the speed these cars drive. Without the light it will be dangerous.</p> <p>Phone call: Ponderosa: We really appreciate having that traffic signal in place. The difference is like night and day. We really need to keep it in place and functioning for the residents in the Jennie Lee area.</p>	
78 Mike Boyd	
<p>Phone call: Need to keep the light at Ponderosa</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
79 Becky Schneider beckyschneider11@yahoo.com	
<p>Email: I feel the traffic light at 17th Street and Ponderosa need to stay. It would be very difficult and unsafe to cross 17th Street or make a left hand turn from 17th Street. During the school year, traffic is backed up because of all the buses and cars trying to go across 17th or make a left hand turn onto 17th.</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed.</p>
80 Mickey Thiel (San Michele) 357 A St monsanmichele@gmail.com	
<p>Written: Not sure on June and Ponderosa No to others: Lindsay: That street definitely needs the light A and B Street: It's difficult enough for pedestrians & traffic across without a light You need to do all you can for safety & encourage more access to downtown. I have a business downtown and love being downtown in the historic part. I feel these changes will only impede more people from coming downtown. Also I've worked in retail downtown for over 10 years.</p>	<p>We agree that it's important to provide for pedestrian crossing of Yellowstone. We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
<p>I've seen businesses come and go. I know what it takes to make a small business succeed, it's very disheartening when decisions are made that seem to negate those efforts & money is spent on unnecessary projects. And meetings are held when most merchants can't attend or participate.</p>	
<p>81 Margaret Winters 721 E 15th Street</p>	
<p>Written: June: No. That is our only sure way out. We could never get out except to go west without a light – We can only get in the neighborhood from Holmes Ave at certain times that is about impossible and difficult to get out also. Ponderosa: No. That is another neighborhood that will have difficulty getting out. Lindsay: Not sure. Could go over to Utah Ave. Lowes should not have been allowed to build there and make June Ave a one-way for their trucks. They put their own traffic light in and thought that was good. They have taken our road and now you want our stop light. We already have to travel (going west) 6 extra blocks to get back to our houses.</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
<p>82 Loretta Johnson 7685 S 15th E johnlor@d91.k12.id.us</p>	
<p>Written: Yes to all but Ponderosa; safety for school kids crossing there.</p>	<p>The study recommends removal of the light based on the traffic counts observed. We will work with the school district to reroute busses as needed if the signal is removed.</p>
<p>83 Debora Olsen 3185 Rawson see2catsgo@msn.com olsedebo@d91.k12.id.us</p>	
<p>Written: Yes to Shoup, A & B Streets No to Ponderosa and Lindsay: School buses servicing Edgemont use that light all day long to access 17th Street. No to Lindsay: This is a good access to Hwy 20 and Broadway I like the idea of keeping the flow of traffic going on Yellowstone. As a bus driver the light on Ponderosa & 17th St is a must keep as there is no good access to 17th St from Edgemont Elem.</p>	<p>The study recommends removal of the light at Ponderosa based on the traffic counts observed. We will work with the school district to reroute busses as needed if the signal is removed.</p>

Comments	Responses
84 Lloyd and Pat Painter 763 E 16th St lpainter@ida.net	
<p>Written: No to all: June: Needed for left hand turns to 17th. Ponderosa: Needed for left hand turns Lindsay: Needed to pull on to Broadway A & B Streets: Need to merge onto Yellowstone I feel this would cause more problems than it would solve.</p>	<p>The study recommends removal of the lights based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
85 Bob (Robert) Olsen 3185 Rawson see2catsgo@msn.com	
<p>Written: Yes to Lindsay, Shoup, A and B Streets Not sure to June No to Ponderosa: Buses need a good access to 17th St</p>	<p>Thanks for your comments.</p> <p>The study recommends removal of the light at Ponderosa based on the traffic counts observed. We will work with the school district to reroute busses as needed if the signal is removed.</p>
86 Trudy Carlson 3015 Central Ave, Ammon trudy4u2see@aol.com	
<p>Written: June, not sure, Lindsay Yes, Shoup, no, A, yes, B no, Ponderosa, no: Ponderosa is only good access for school bus.</p>	<p>Thanks for your comments.</p> <p>The study recommends removal of the light at Ponderosa based on the traffic counts observed. We will work with the school district to reroute busses as needed if the signal is removed.</p>
87 Edward Payne	
<p>Written: June yes, Ponderosa, no, Lindsay no, Shoup yes, A no, B yes</p>	<p>Thanks for your comments.</p>
88 Jerry Garner 1210 E 17th St alternativehealth@onewest.net	
<p>Written: Ponderosa: No. I have a clinic at the intersection of Ponderosa and 17th Street. It will be a total nightmare for me if that signal is removed. It's hard enough to turn into my business, without the signal, it will be really difficult and may become dangerous. People will start cutting through the parking lot. I treat a lot of older people and I worry about my</p>	<p>Thanks for the comments.</p> <p>The study recommends removal of the light at Ponderosa based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>patients' safety. Also, this is a major signal light for the people south of here. They will have to go all the way to 25th Street to get out. School buses use this intersection as well. People coming from the businesses north of 17th Street will only be able to turn right and that area will bottle neck as well. I think the city will also have to adjust light time for all of this to work. Thank you very much.</p> <p>Lindsay, Shoup, A & B not sure</p> <p>I travel by all of these places but I don't have a business there and that matters. When I go to these places I'm just driving & not concerned about time so I can be a little late or slower when driving through these places. I'm sure certain businesses have issues with some of those locations. Good luck with all of this and thank you.</p>	
<p>89 Kathy Schofield 1110 Garfield St #4 gixflel@yahoo.com</p>	
<p>Written: No sure on June and A Street</p> <p>Lindsay, no, hotel traffic</p> <p>Shoup, no, too busy of a light to enter Broadway during the hours of M-F, 7-7.</p> <p>B Street, Going from downtown on to Yellowstone, busy street</p> <p>Going on to a major street from work place- if turning off of major street to side street easier. When people are backed up from train on Broadway, you cannot see from Shoup both sides of traffic. Shorten light – takes a long time to get through.</p>	<p>All of the hotels have good access to either the signal at River Parkway or the one at Utah Avenue.</p> <p>We reflect your desire for an efficient operational transportation network. While this study recommends the removal of some of the downtown signals, we will make sure safe alternate routes are available to get around.</p>
<p>90 William Lloyd 1321 Azalea Drive bt1@cableone.net</p>	
<p>Written: Only concerned about Ponderosa: Recommend that signal light remain. Left turns onto 17th Street from homes in the Edgemont School area would be very difficult with the signal light. School buses from Edgemont School also regularly rely on the signal to make left turns. Just this morning, several bicycle riders were using the signal to cross 17th Street. [Until recently, we make left turns onto 17th Street by the Natural Grocers store (Jeppson Ave) However, due to the increased heavy traffic on 17th Street and the difficulty to safely make a left turn, we now often drive down to Ponderosa to make a left turn]. With the heavy and</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed. We recognize the concern associated with crossing 17th Street at any non-traffic signal controlled locations. However, we feel that the existing signals at St. Clair Road and Jennie Lee Drive will provide adequate pedestrian accommodation to cross 17th Street.</p>

Comments	Responses
increased traffic on 17 th Street, the signal light at Ponderosa is needed for both the homes in the Edgemont School area and for the school itself.	
91 Therese Lloyd 1321 Azalea Drive btl@cableone.net	
Written: No to June, Difficult to make left turn on to 17 th No to Ponderosa, Traffic on 17 th too heavy to enter from side street	The study recommends removal of the lights based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.
92 Wanda Butt 1320 Susanne Ave	
Written: Is the purpose of closing the lights to make 17 th Street a raceway? What is the rush? In my opinion 17 th Street should be used as a means of getting safely from one point to another. Not as a speedway. If the stop lights are shut down on this street, one will not be able to get across because of the volume of traffic in two lanes. I am especially concerned about the light at Ponderosa Street. Please reconsider.	The study recommends removal of the lights at June and Ponderosa based on the traffic counts observed. We believe that removing the signals will allow traffic to keep moving at an appropriate speed but not increase high speeds. On the other hand, there is a tendency among some drivers to speed up excessively after being stopped at a signal. Fewer signals should help to reduce that effect.
93 Elizabeth Ann Dee 2331 Aegean Ave	
Written: No to all but not sure to B Street Ponderosa: When you closed this one for a few days, it was almost impossible to get on or cross 17 th as the traffic goes <u>so</u> fast. (After 11 PM it could be a flashing light) Lindsay, Shoup, and A Street: I think the stoplights handle the traffic better for people using the downtown area. B Street: Not sure: this one seems the least important because there are ones on either side. We have lived in the Jenny Lee neighborhood since 1963 and we use the Ponderosa St almost everywhere we go. St Clair might be closer but that is a nightmare, as so many cars are turning left onto 17 th or doing the same coming at you, that only maybe 3 cars get through. And with the new apartments going in, it will be worse!	The study recommends removal of the lights based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. The City plans to make improvements at the St. Clair intersection to be able to provide separate lanes for the left turns approaching 17 th Street. This should help to address the problems you have observed at that location.
94 Karen Scott 2354 Aegean Ave	

Comments	Responses
<p>Written: Yes to all but Ponderosa: Too busy of an intersection to try to cut across 17th. School nearby.</p> <p>Lindsay, yes, no cross traffic north & south, this would be better to let go.</p> <p>Yes to Shoup: make sure lights on either end are coordinated to let the north & south traffic through.</p>	<p>Thanks for your comments.</p> <p>Regarding Ponderosa, the study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed.</p>
<p>95 Robert R Dee 2331 Aegean Ave</p>	
<p>Written: No to all but Yes to B Street: this is one way traffic entering Yellowstone</p> <p>Ponderosas: 17th traffic is so fast and heavy. It is nearly impossible to get on or across it without the light. 17th Street is a high speed disaster. To get across it without the light will be life threatening. So much traffic coming from both directions at 40mph makes going to the post office a high risk. I'm afraid someone is going to be killed.</p>	<p>Thanks for your comments. The study recommends removal of the light at Ponderosa based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
<p>96 Betsy Monson Owner, Staker Floral (208)589-0873</p>	
<p>Email: I am sending a few comments about the traffic signal removal study that has been conducted on 17th Street. I own the property at 1695 Ponderosa Drive (corner of 17th and Ponderosa, at the light). This is a very busy intersection, with a lot of traffic coming from the Jenny Lee area, mostly crossing 17th Street. I'm very concerned about the removal of that light. I feel like it would cause people to risk crossing 17th Street without the precaution of the stoplight. Also, pedestrians have no safety feature to cross that interaction without a way to stop traffic. I am not in favor of removing this stoplight. Thank you for your consideration.</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. We recognize the concern associated with crossing 17th Street at any non-traffic signal controlled locations. However, we feel that the existing signals at St. Clair Road and Jennie Lee Drive will provide adequate pedestrian accommodation to cross 17th Street.</p>
<p>97 Bob & Chris Hanson 1282 Mojave St bhanson51@yahoo.com</p>	
<p>Written: No on Ponderosa. Removal of said traffic signal eliminates a main entry into and out of Jennie Lee for cars and also bicycles. With increasing traffic on 17th St access to Jennie Lee at a safe location is necessary. Diverting more traffic to St. Clair and Jennie Lee Drive only make them</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>more crowded as well. Plans for a large apartment complex behind Big Lots will only enhance St. Clair traffic and will very likely impact 25th St as well. Ponderosa needs to be maintained as a safe access point for the neighborhood.</p>	<p>The City plans to make improvements at the St. Clair intersection to be able to provide separate lanes for the left turns approaching 17th Street. This should help to address the problems you have observed at that location.</p>
<p>98 Wendel Curtis 2434 Briarcliff wcurtin905@hotmail.com</p>	
<p>Written: No to June and Ponderosa, not sure on the others: “don’t use enough to know” June slows traffic and helps others get on and off and across 17th Ponderosa: I would quit using some businesses on 17th if these lights go.</p>	<p>The study recommends removal of the lights based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
<p>99 Jon Shindurling 2148 Baltic jshindurling@co.bonneville.id.us</p>	
<p>Written: Yes to June, Lindsay and B Street, no to Shoup and A Streets No to Ponderosa: Essential for safe neighborhood egress and crossing of 17th. If lights on 17th (June, Ponderosa, and Jennie Lee) were all synced to turn at same time, 17th traffic would not be impeded.</p>	<p>Thanks for your comments. The study recommends removal of the lights based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available. The signals on 17th Street have been coordinated as much as is possible with the number and spacing of signals in that corridor. Further improvement in the timing of the signals requires that some of them be removed. It is for that reason that the ones where volumes fall dramatically below the thresholds needed to justify the signals (June and Ponderosa) are recommended for removal.</p>
<p>100 Bonnie Hammond 1313 Mojave St</p>	
<p>Written: No to Ponderosa:</p>	<p>Thank you for your comments. The study recommends removal of the lights based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
<p>101 John Rooter</p>	
<p>Phone call: No to Ponderosa</p>	<p>Thank you for your comments. The study recommends removal of the lights based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>



MEMORANDUM

To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **EASEMENT VACATION REQUEST – 845 SOUTH MILLIGAN ROAD
(INSTRUMENT NO. 975506)**

The property owner of 845 South Milligan Road has requested the vacation of a utility easement in order to make better use of the property. All utility services have reviewed and approve the request.

Public Works requests authorization for the City Attorney to prepare documents needed to accomplish the vacation.

Respectfully,

Chris H Fredericksen, P. E.
Public Works Director

Attachments

CF:jk

c: Mayor
Council
Fugal
Cox

2-37-24-1

975506

DEED OF EASEMENT

THIS INDENTURE, made and entered into this 19 day of AUGUST, 1998, by and between IDA-LEASE, AN IDAHO GENERAL PARTNERSHIP as party of the first part, and the CITY OF IDAHO FALLS, a municipal corporation of the State of Idaho, as party of the second part,

WITNESSETH:

That for and in consideration of the sum of One Dollar and other valuable considerations, and receipt whereof is hereby acknowledged, the party of the first part does hereby grant, sell, and convey unto the party of the second part a perpetual easement and right-of-way for the purposes of constructing, maintaining, and operating an underground utility. The easement being 10 feet in width is described as follows.

Beginning at the South most corner of Lot 8, Block 1 of Communications Addition, Division No. 2 to the City of Idaho Falls, Bonneville County, Idaho; running thence S.04°41'56"W. 131.41 feet to the intersection of the North line of Murray Street and the West bank of the Porter Canal; thence S.88°29'56"W. along said North line of Murray Street 10.06 feet to the TRUE POINT OF BEGINNING, said TRUE POINT OF BEGINNING being on the Westerly edge of an existing easement; running thence S.88°29'56"W. along said North line of Murray Street 172.44 feet; thence N.58°20'11"W. 97.95 feet; thence N.29°41'34"E. 64.18 feet; thence S.60°14'26"E. 10.00 feet; thence S.29°45'34"W. 54.5 feet; thence S.58°20'11"E. 85.30 feet; thence N.88°29'56"E. 170.55 feet; thence S.04°41'56"W. 10.06 feet to the TRUE POINT OF BEGINNING.

It is understood and agreed that first party may make any use of said premises which does not interfere with or injure the use thereof by second party for such purposes

The party of the second part shall have full right of ingress and egress to said premises for the purpose of construction, maintenance, and repair of any improvements placed on the premises hereunder, and shall have the right to remove, cut, and trim any trees, brush or other obstructions on said premises which may injure or interfere with the second party's use thereof for such purposes.

IN WITNESS WHEREOF, the party of the first part has hereunto set its seal and executed these presents, the day and year first above written.

IDA-LEASE, AN IDAHO GENERAL PARTNERSHIP

Walter Johnson
Walter Johnson Partner

William L. Miller
William L. Miller Partner
Royce Chigbrow
Royce Chigbrow Partner

STATE OF IDAHO)
COUNTY OF Ada)SS.

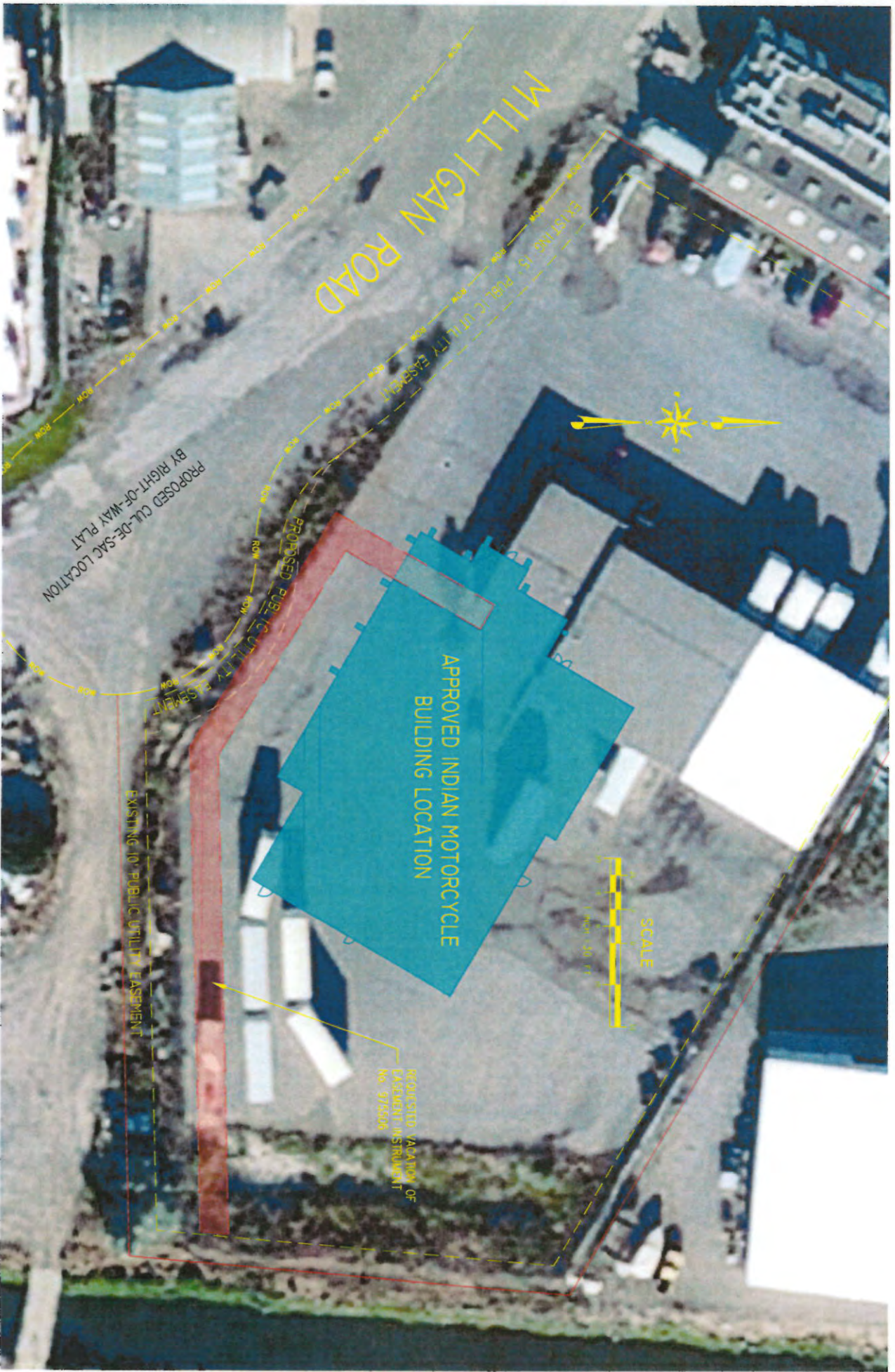
I, Linda L. Taylor, a Notary Public, do hereby certify that on this 22 day of August, 1998, personally appeared before me, Walter Johnson, William L. Miller and Royce Chigbrow, who, being first duly sworn, declared that they are partners of Ida-Lease, an Idaho General Partnership, and that the statements therein are true.



INSTRUMENT NO. 975506
DATE 8-24-98
INST CODE 913
FICHE NO. 1352-03
FEE 300
STATE OF IDAHO)
COUNTY OF BONNEVILLE) ss
I hereby certify that the within instrument was recorded.
Ronald Longmore,
County Recorder
By [Signature] Deputy
Request of Bill Mullen

Linda L. Taylor
Notary Public
Residing in Meridian, Idaho
My commission expires on 06/08/2001

975506
BONNEVILLE COUNTY
RECORDER
AUG 24 PM 10 55





To: Honorable Mayor & City Council

From: Chris H Fredericksen, Public Works Director

Date: September 6, 2016

Subject: **BID REJECTION – SANITARY SEWER REHABILITATION - 2016**

At 10:00 AM, Local Time, Friday, September 2, 2016, bids were received and opened for the Sanitary Sewer Rehabilitation - 2016 project. A tabulation of bid results is attached. The only bid received in the amount of \$117,990.00 exceeded the budgeted amount and was 152% of the Engineer's Estimate.

Public Works recommends that this bid be rejected and notice of such be sent to the bidder.

Respectfully,

Chris H Fredericksen, P.E.
Public Works Director

CF:jk

Attachment

c: Mayor
Council
Fugal

0-00-00-0-SWR-2016-11

City of Idaho Falls

Engineering Department

Bid Tabulation

Project..... Sanitary Sewer Rehabilitation - 2016

Number..... 0-00-00-0-SWR-2016-11

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

Date..... September 2, 2016

Item NumberDescriptionEstimated QuantityUnit				Engineer's Estimate		Pipeline Inspection Services, Inc.	
				Unit Price	Total Amount	Unit Price	Total Amount
INCIDENTAL CONSTRUCTION							
409.20.2	18" Pipe Lining	738	L.F.	\$85.00	\$62,730.00	\$130.00	\$95,940.00
SANITARY SEWERS AND STORM DRAINS							
709.01.2	Bypass Pumping	1	L.S.	\$12,000.00	\$12,000.00	\$20,000.00	\$20,000.00
709.05.4	4" Reconnecting Service Line	12	EACH	\$200.00	\$2,400.00	\$150.00	\$1,800.00
709.05.4	6" Reconnecting Service Line	1	EACH	\$250.00	\$250.00	\$250.00	\$250.00
TOTAL					\$77,380.00		\$117,990.00

[illegible]

David Smith

DATE: 8-26-16




BARBARA DEE EHARDT
THOMAS HALLY
DAVID M. SMITH

ED MAROHN
JOHN B. RADFORD
MICHELLE ZIEL-DINGMAN

PUBLIC WORKS DIRECTOR
CHRIS H FREDERICKSEN, P.E.

CITY ENGINEER
KENT J. FUGAL, P.E., PTOE

2016

AS BUILT:			
SCALE SHOWN IS FOR SHEET 11 x 17 ONLY			
CITY OF IDAHO FALLS			
ENGINEERING DIVISION			
SANITARY SEWER REHABILITATION - 2016			
CHK BY:	Y.G.	DSG BY:	C.W.
DWG NO. 0-00-00-0-SWR-2016-11		DATE PLOTTED:	8-26-16
DWG NO. Titlepage		SHEET NO. 1 OF 3	



MEMORANDUM

TO: Mayor and City Council

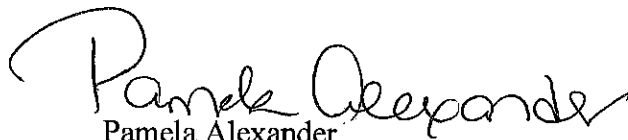
FROM: Municipal Services Department

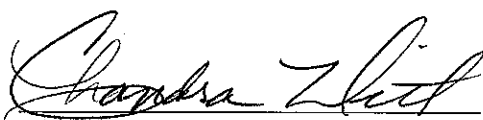
DATE: August 29, 2016

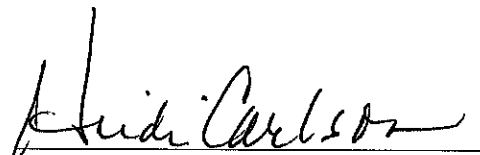
RE: Bid Award, IF-16-28, One New 2017 ¾ Ton Pickup, Full Size, Mega Cab (Add to Fleet)

Attached is the tabulation for the above subject bid. It is the recommendation of the Airport and Municipal Services Departments to accept the lowest responsive, responsible bid from Stone's Town and Country Motors in the amount of \$40,709.00. This vehicle is requested as an addition to the Airport fleet to be used for airfield inspections and maintenance operations pursuant to Federal Aviation Regulations. The Airport has received approval to add one airport administration manager and one grounds specialist in the 2016/17 fiscal year. As a result, the airport fleet will need to be adjusted to meet airport operational needs. The specific make and model of this vehicle is being requested based the need for fuel and operational efficiencies required within the aircraft movement areas. Funding to purchase this vehicle is from available operational savings within the 2015/16 Airport Fund budget.

Respectfully,


Pamela Alexander
Municipal Services Director


Chandra Witt
General Services Administrator


Heidi Carlson
Purchasing Agent

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: August 18, 2016

BID TABULATION **BID IF-16-28**

One (1) New 2017 3/4 Ton Pickup, Full Size, Mega Cab

BIDDER	Stone's Town & Country Motors Rexburg, ID
--------	---

Manufacturer	Ram
Model	2500 Mega Cab SLT
Year	2017
Delivery Time	8 – 10 Weeks ARO
PRICE	\$40,709.00
Idaho Dealer License	115



MEMORANDUM

TO: Mayor and City Council
FROM: Municipal Services
DATE: September 1, 2016
RE: Authorization to Approve Insurance Contracts for Workers Compensation for 2016/17

The Municipal Services Department respectfully requests the authorization to enter into three (3) professional contracts for worker's compensation insurance for the 2016/17 fiscal year for a total award amount of \$180,910.

- Moreton & Company for insurance broker services for an annual cost of \$36,000. This is the same amount paid from the previous fiscal year. In addition to broker services and included in the annual cost, Moreton & Company also provides:
 - Safety and loss control services to assist the City in controlling and reducing loss exposures;
 - Occupational safety and health;
 - Industrial hygiene;
 - Training programs
- Safety National and Traveler Surety Company for an annual cost of \$137,455, a decrease of \$501 from the previous year;
- Travelers Casualty & Surety Company for an annual cost of \$7,455 to secure a surety bond of \$700,000.

All three contracts begin on October 1, 2016 and are for one year.

Respectfully,


Pamela Alexander
Municipal Services Director

Proposal of Insurance



City of Idaho Falls

P. O. Box 50220
Idaho Falls, ID 83405

Excess Workers Compensation

Effective Date of Coverage: October 1, 2016

Allan Ranstrom
Senior Vice President

Chad Ranstrom
Vice President

Aimee Assendrup
Account Manager – Risk Analyst

Moreton & Company
12639 West Explorer Drive, Suite 200 | Boise, ID 83713
(208) 321-9300 | Fax (208) 321-0101 | moreton.com
Insurance | Employee Benefits | Surety
CA License No. 0522220

The statements made relating to coverages in this proposal are brief descriptions and the nature and extent of coverages are only as stated in the policy.
All information is considered strictly confidential.

08/29/2016

Your Insurance Broker

Moreton & Company, founded in 1910, is an independently owned and operated insurance agency serving the insurance needs of business, public entities and residents.

Regional, national and international representation through Assurex Global allows us to draw on resources that are both expert and independent. Our expertise, dedication to superior service, and ability to provide quality, price effective products has made us the area's most diversified and resourceful independent broker.

Mission Statement

We will consistently exceed expectations by providing solutions that go beyond the needs of our clients and customers.
We will be timely, fair, and professional with our suppliers, carriers, and partners.
We will provide a prosperous, professional, and energetic workplace.

Changes & Developments

It is important that we be advised of any changes in your operations, which may have a bearing on the validity and/or adequacy of your insurance. The types of changes that concern us include, but are not limited to, those listed below:

- Changes in any operations such as new locations, expansion to another state, new products, or new applications of existing products. This includes traveling, shipping via ground, air, rail, etc., or to new states or foreign exposures.
- Mergers and/or acquisition of new companies, as well as dissolving of companies.
- Any newly assumed contractual liability, granting of indemnities or hold harmless agreements.
- Circumstances which may require increased insurance limits.
- Any changes in fire or theft protection such as the installation of or disconnection of sprinkler systems, burglar alarms, etc. This includes any alterations to same.
- Immediate advice of any changes to the vehicle schedule or to scheduled equipment such as contractor's equipment, electronic data processing, etc.
- Property of yours that is in transit or off-premises, unless we have arranged for the insurance previously.
- Any changes in existing premises including vacancy, (whether temporary or permanent), alterations, demolition, etc. Also, any new premises, either purchased, constructed or occupied.

Please contact your Sales Executive or Account Manager with any other changes not mentioned above. This list is not all inclusive for all the different changes our customers go through.

Disclosures/Disclaimers

- **This is a coverage proposal, not a legal contract.** This proposal is provided to help you understand your insurance program. It provides only a general description of insurance coverages and is not an insurance contract. Please refer to the actual policies for specific terms, conditions, limitations, and exclusions that will govern in the event of a loss. Specimen copies of all policies are available for review prior to the binding of coverage.
- If the contents of this proposal and the terms and conditions of the policy are contradictory, the language of the policy will govern.
- In evaluating your exposure to loss, we have been **dependent upon information provided by you**. If there are other areas that need to be evaluated prior to binding of coverage, please bring these areas to our attention. Should any of your exposures change after coverage is bound, let us know so your coverage reflects the changes.
- The liability or property limits shown on this proposal are per your request or per expiring policies. **Higher liability or property limits** may be available. We can provide you with a quotation on the additional cost for the increased protection.
- The coverages shown on this proposal are per your request or per expiring policies. **Additional coverages**, such as earthquake, flood, pollution liability, professional liability, cyber liability, etc. **may be available**. We can provide you a quotation on the additional cost for the increased protection.
- **Annual Audit of Existing Coverages** – Portions of your premiums may be estimate amounts that are based on your anticipated exposures. These policies, therefore, are subject to adjustment, based on your actual exposures. These exposures are generally developed at policy year-end either from previous reports sent to the insurance company or from an audit of your records by the insurance company. The audit, at the insurance company discretion, can be either voluntary (when you complete the forms sent to you) or actual (when the company sends its own people to verify information from your records). Once this is completed, you will receive an adjustment to the estimated premium that was billed originally.
It is important that if you have subcontractors working for you that you secure a certificate of insurance from them evidencing workers compensation coverage and general liability coverage. Otherwise, this exposure could be picked up at audit and charged to you.
- **Moreton & Company is concerned with the environment.** Policies and endorsements will be sent to you electronically. If you prefer paper copies, please let us know. We will accommodate your needs.
- **Moreton & Company will negotiate insurance coverage contracts** on your behalf. Please see your legal representative to negotiate other contracts.
- **Moreton & Company may receive additional compensation** from insurers based on a combination of *premium volume and loss or claims experience*. If your premium is financed, we may also receive compensation from finance companies. .
- The Fred A. Moreton & Company California license number is 0522220.
- Please contact us with any questions regarding the terminology used or the coverages provided.
- In January 2015, the Terrorism Risk Insurance Act program was re-authorized for six years with the following changes:
 - Phases in an increase to the program's trigger from \$100 million to \$200 million by 2020.
 - Decreases federal share of losses from 85% to 80% by 2020.
 - Increases the government's mandatory recoupment amount from \$27.5 billion to \$37.5 billion by 2020.
 - Increases recoupment percentage amount from 133% to 140%.
 - Streamlines the certification process for an act of terror by removing the Secretary of State and Attorney General from the formal process.
 - Instructs the Secretary of Treasury to issue a certification timeline to Congress.

Account Service Team

Moreton & Company
12639 West Explorer Drive, Suite 200
Boise, ID 83713
Phone (208) 321-9300
Fax (208) 321-0101

No matter how comprehensive or price competitive your insurance program is, it is still people who must service it to ensure that the coverage will respond when it is needed. We feel that our people are our greatest asset – courteous professionals who know that you expect and deserve the very best.

These are the people who will handle your account at Moreton & Company:

Allan Ranstrom, Senior Vice President, allan@moreton.com, direct phone number (208) 321-2001, will help you with questions about your present policy coverages, and any future insurance needs you might have as your business grows and changes.

Chad Ranstrom, Vice President, cranstrom@moreton.com, direct phone number (208) 321-2021, will also help you with questions about your present policy coverages, and any future insurance needs you might have as your business grows and changes.

Aimee Assendrup, Account Manager, aassendrup@moreton.com, direct phone number (208) 947-4440;

- Binders, Insurance Certificates
- Address or location changes
- Billing inquiries

Pat Pinkham, Safety & Loss Control Consultant, ppinkham@moreton.com, direct phone number (208) 321-2030

Office Hours:

8:00 a.m. to 5:00 p.m. (Mountain Daylight Time)
Monday through Friday

Excess Workers Compensation

Named Insured: City of Idaho Falls
 Insurance Company Name: Safety National
 A.M. Best Rating: A+ XIV
 Effective Date: 10/01/2016

Coverages	Description	Limits of Liability
Coverage A	Workers' Compensation	Statutory
Coverage B	Employer's Liability	
	Each Accident	\$1,000,000
	Disease per Employee	\$1,000,000
	Disease Policy Limit	\$1,000,000

	2015 Safety National	2016 Option 1 Safety National
State	ID	ID
AM Best Rating	A+	A+
Rating Base:		
Estimated Annual Payroll	\$ 40,403,014	\$ 40,249,192
Estimated Annual Manual Premium	\$ 1,278,558	\$ 1,131,320
Length of Policy	1 Year	1 Year
Specific:		
Specific Limit	Statutory	Statutory
Specific Retention (All Other)	\$ 500,000	\$ 500,000
Employers Liability:		
Employers Liability Limit	\$ 1,000,000	\$ 1,000,000
Employers Liability Retention	See Specific	See Specific
Aggregate:		
Loss Fund Rate	195%	221%
Minimum Loss Fund	\$ 2,493,188	\$ 2,500,217
Aggregate Limit	\$ 2,000,000	\$ 2,000,000
Premium:		
Rate as % of Normal Premium	10.79%	12.15%
Policy Minimum Premium	\$ 124,160	\$ 123,710
Total Deposit Due	\$ 137,956	\$ 137,455

Excess Workers Compensation

Additional Conditions and Endorsements:

Terrorism Coverage Provided Under the Federal Terrorism Risk Insurance Act of 2002, USA (Certified Acts)

Discussion Item:

- Volunteer Workers and/or Non-Compensated Officers

NOTES:

- All Workers Compensation Claims are to be reported as soon as possible by sending the completed **FIRST REPORT OF INJURY** directly to Intermountain Claims, Inc..
- Work in any states other than shown on your policy should be reported to Moreton & Company as soon as possible.
- Monopolistic fund states (ND, OH, WA, WY, Puerto Rico & US Virgin Islands) require that coverage be purchased from the state fund.

Employers Liability Form exclusions include, but are not limited to the following (please refer to policy for full list of exclusions):

- Liability assumed under contract
- Punitive damages due to bodily injury to an employee employed in violation of law
- Bodily injury intentionally caused or aggravated by insured
- Longshore and Harbor Workers Compensation Act
- Any obligation imposed by a Workers Compensation, occupational disease, unemployment compensation or disability benefits law or any similar law.
- Bodily injury to any person in work subject to the Federal Employers Liability Act
- Bodily injury to a master or member to the crew of any vessel
- Damages payable under the Migrant and Seasonal Agricultural Worker Protection Act

Consulting Fee

Consulting Fee	\$36,000
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Best's Rating Guide

BEST'S FINANCIAL STRENGTH RATING GUIDE

A Best's Financial Strength Rating (FSR) is an independent opinion of an insurer's financial strength and ability to meet its ongoing insurance policy and contract obligations. An FSR is not assigned to specific insurance policies or contracts and does not address any other risk, including, but not limited to, an insurer's claims-payment policies or procedures; the ability of the insurer to dispute or deny claims payment on grounds of misrepresentation or fraud; or any specific liability contractually borne by the policy or contract holder. An FSR is not a recommendation to purchase, hold or terminate any insurance policy, contract or any other financial obligation issued by an insurer, nor does it address the suitability of any particular policy or contract for a specific purpose or purchaser.

Best's Financial Strength Rating (FSR) Scale

Rating Categories	Rating Symbols	Rating Notches*	Category Definitions
Superior	A+	A++	Assigned to insurance companies that have, in our opinion, a superior ability to meet their ongoing insurance obligations.
Excellent	A	A-	Assigned to insurance companies that have, in our opinion, an excellent ability to meet their ongoing insurance obligations.
Good	B+	B++	Assigned to insurance companies that have, in our opinion, a good ability to meet their ongoing insurance obligations.
Fair	B	B-	Assigned to insurance companies that have, in our opinion, a fair ability to meet their ongoing insurance obligations. Financial strength is vulnerable to adverse changes in underwriting and economic conditions.
Marginal	C+	C++	Assigned to insurance companies that have, in our opinion, a marginal ability to meet their ongoing insurance obligations. Financial strength is vulnerable to adverse changes in underwriting and economic conditions.
Weak	C	C-	Assigned to insurance companies that have, in our opinion, a weak ability to meet their ongoing insurance obligations. Financial strength is very vulnerable to adverse changes in underwriting and economic conditions.
Poor	D	-	Assigned to insurance companies that have, in our opinion, a poor ability to meet their ongoing insurance obligations. Financial strength is extremely vulnerable to adverse changes in underwriting and economic conditions.

*Each Best's Financial Strength Rating Category from "A+" to "C-" includes a Rating Notch to reflect a gradation of financial strength within the category. A Rating Notch is expressed with either a second plus "+" or a minus "-".

FSR Non-Rating Designations

Designation Symbols	Designation Definitions
E	Status assigned to insurance companies that are publicly placed under a significant form of regulatory supervision, control or restraint - including cease and desist orders, conservatorship or rehabilitation, but not liquidation - that prevents conduct of normal ongoing insurance operations; an impaired insurer.
F	Status assigned to insurance companies that are publicly placed in liquidation by a court of law or by a forced liquidation; an impaired insurer.
S	Status assigned to rated insurance companies to suspend the outstanding FSR when sudden and significant events impact operations and rating implications cannot be evaluated due to a lack of timely or adequate information; or in cases where continued maintenance of the previously published rating opinion is in violation of evolving regulatory requirements.
NR	Status assigned to insurance companies that are not rated; may include previously rated insurance companies or insurance companies that have never been rated by AMB.

Rating Disclosure: Use and Limitations

A Best's Credit Rating (BCR) is a forward-looking independent and objective opinion regarding an insurer's, issuer's or financial obligation's relative creditworthiness. The opinion represents a comprehensive analysis consisting of a quantitative and qualitative evaluation of balance sheet strength, operating performance and business profile or, where appropriate, the specific nature and details of a security. Because a BCR is a forward-looking opinion as of the date it is released, it cannot be considered as a fact or guarantee of future credit quality and therefore cannot be described as accurate or inaccurate. A BCR is a relative measure of risk that implies credit quality and is assigned using a scale with a defined population of categories and notches. Entities or obligations assigned the same BCR symbol developed using the same scale, should not be viewed as completely identical in terms of credit quality. Alternatively, they are alike in category (or notches within a category), but given there is a prescribed progression of categories (and notches) used in assigning the ratings of a much larger population of entities or obligations, the categories (notches) cannot mirror the precise subtleties of risk that are inherent within similarly rated entities or obligations. While a BCR reflects the opinion of A.M. Best Company Inc. (AMB) of relative creditworthiness, it is not an indicator or predictor of defined impairment or default probability with respect to any specific insurer, issuer or financial obligation. A BCR is not investment advice, nor should it be construed as a consulting or advisory service, as such; it is not intended to be utilized as a recommendation to purchase, hold or terminate any insurance policy, contract, security or any other financial obligation, nor does it address the suitability of any particular policy or contract for a specific purpose or purchaser. Users of a BCR should not rely on it in making any investment decision; however, if used, the BCR must be considered as only one factor. Users must make their own evaluation of each investment decision. A BCR opinion is provided on an "as is" basis without any expressed or implied warranty. In addition, a BCR may be changed, suspended or withdrawn at any time for any reason at the sole discretion of AMB.

BCRs are distributed via the AMB website at www.ambest.com. For additional information regarding the development of a BCR and other rating-related information and definitions, including outlooks, modifiers, identifiers and affiliation codes, please refer to the report titled "Understanding Best's Credit Ratings" available at no charge on the AMB website. BCRs are proprietary and may not be reproduced without permission.
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Version 061516

Safety & Loss Control Services

Businesses can reduce their losses and manage those that do occur through Safety & Loss Control.

Your business faces multiple loss exposures which directly affect the bottom line. Moreton & Company provides your business value added Safety & Loss Control services to assist you in controlling and reducing loss exposures.

Whether you are challenged with losses, workplace hazards or OSHA/regulatory compliance, our Safety & Loss Control professionals are available to educate, train and provide you with customized services and programs. We are proactive now to save you money later.

Our safety professionals have over a century of combined experience, obtained through working for a variety of businesses and industries. Let our professionals provide your business with the best Safety & Loss Control services available anywhere.

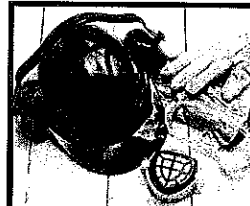
Our Safety & Loss Control Services include:

OCCUPATIONAL SAFETY & HEALTH



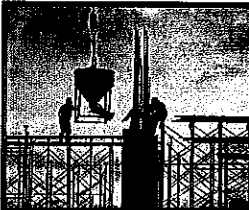
- Worker Safety
- Respiratory Protection
- Employee Training
- Hazard Identification & Analysis
- Accident Investigation
- Loss Trend Review
- Light Duty & Return to Work

INDUSTRIAL HYGIENE



- Hazard Communication
- Respiratory Protection
- Hearing Conservation
- Chemical Exposure
- Asbestos, Mold, Lead-Based Paint

GENERAL LIABILITY



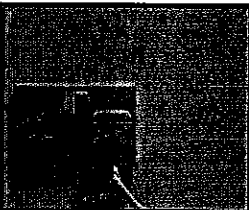
- Premises Liability
- Accident Investigation
- Products & Completed Operations

ORGANIZATION & SCOPE CONSULTING



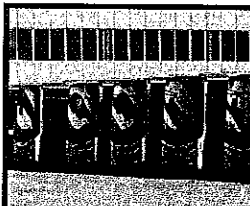
- Injury & Illness Prevention
- Hazard Specific Safety Programs
- Site-Specific Safety Programs
- Corporate Safety Programs

PROPERTY PROTECTION



- Fire Protection
- Site Assessments
- Hazard Analysis

FLEET SAFETY PROGRAMS



- DOT Compliance
- Fleet Program Development
- Defensive Driver Training

OSHA COMPLIANCE



- Safety Program Development
- Workplace Audits
- Record Keeping
- Citation Abatement
- Code & Regulation Research

TRAINING PROGRAMS



- OSHA 10 & 30 Hour Construction
- OSHA 10 & 30 Hour General Industry
- Defensive Driving
- Forklift

Pat Pinkham

Direct: 208-321-2030 | Cell: 208-859-1944

Email: ppinkham@moreton.com

Risk Management Services

There is a lot more to managing risk than purchasing insurance.

Moreton & Company assists your firm with the management of all elements of risk to keep your business expenses as low as possible. When using Moreton & Company, you have a team consisting of some of the best risk management professionals in the industry. The risk management tools we can provide include:

RISK ANALYSIS AND INSURANCE PROGRAM DESIGN



- Our team puts together some of the more complex risk transfer programs in the world.
- Our experience helps you understand the options available to tackle your risks in the fashion that best fits your company now and as you grow.
- While we concentrate on insurable risks, we also delve into non-insurance areas on your behalf - often called Enterprise Risk Management.

INSURANCE CLAIMS



- When an insured loss takes place we will work with you to maximize the probability of coverage and minimize the expense to your firm.
- Our in-house dedicated claims professionals will advocate strongly on your behalf.
- We will provide you with regular claims review to show you how claims can be progressed in the best manner to reduce your costs and at the same time discover better methods to mitigate, report and communicate preventable loss situation.

ALTERNATIVE RISK PROGRAMS



- A risk financing method used by many firms in place of or to supplement traditional commercial insurance.
- We can provide group or wholly-owned captives and help you determine if they are the right solution for you.

COST ALLOCATION



- We can help you create accountability for risk decisions throughout your organization by passing on insurance, claim, risk management and loss control costs to individual departments.
- This allows front-line managers to understand how their actions or inactions effect your overall costs and, allows for corporate leadership initiatives to allocate expenses within distinctive units.

WORKERS COMPENSATION EXPERIENCE MODIFICATION REVIEWS



- We often see mistakes from the state rating organizations; therefore we review every aspect of the calculation so you know it is correct.
- We will also identify loss-prone zones so you can concentrate your efforts in the correct area to reduce your Experience Modification Factor, driving costs to the lowest possible point.

MYWAVE



- Assists you in connecting with other professionals in your field by entering group discussions, or posting your own messages for timely feedback.
- Provides a series of newsletters & documentation to support safety messages & programs.
- Gives you links to articles & resources for a variety of topics and an easy way to keep your OSHA logs.

SAFETY AND LOSS CONTROL ASSISTANCE



- Our loss control team has helped countless companies reduce significant loss ratios and even win international awards for safety.
- Staff safety professionals are able to travel to your key operations for loss mitigation reviews, safe procedures training, federal & state safety regulatory overviews, ergonomic evaluations, insurer site visit coordination and more.

INSURANCE CONTRACT REVIEW



- Moreton professionals will aid in contract negotiations by reviewing insurance clauses for reasonableness and compliance (both when you dictate terms and when you have to accept them from others).

BENCHMARK SURVEYS



- Provides you with the advantage of understanding what your peers are doing in their risk management program and how yours compares.
- Tells you whether your limits, your cost, and your deductible fit in your industry class.

PROPERTY REPLACEMENT COST VALUATION



- To properly insure your buildings you need to know the true replacement cost value of those buildings
- With the use of Marshall & Swift / Boeckh building cost program, the program relied on by real estate professionals, government agencies, corporations and courts of law, we can help you determine the replacement costs of your commercial and residential buildings.



BGC-096-16

TO: Honorable Mayor and City Council
FROM: Brad Cramer, Community Development Services Director
SUBJECT: Request for Electric Line Extension Fee Waiver, 845 Milligan Road
DATE: September 6, 2016

Attached is a request for waiver of electric line extension fees for the project at 845 Milligan Road for Indian Motorcycle. The total fees are \$19,529.36. This request is made pursuant to City Code 8-5-31. Because the site is surrounded by existing City development, is part of an urban renewal district in which redevelopment is occurring, and because there was previously a structure on the site which received Idaho Falls Power services, staff recommends approval of the entire \$19,529.36 fee.

Attachments:

Cc: Kathy Hampton, City Clerk
File

Idaho Motorcycle Company
DBA Eagle Rock Indian Motorcycle
5818 Big Horn Circle
Idaho Falls, ID 83406

Idaho Falls City Council
City Annex Building
680 Park Avenue
Idaho Falls, Idaho 83405

August 15, 2016

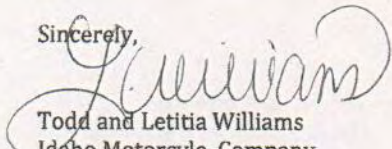
Council members,

Our company, Idaho Motorcycle Company recently purchased a parcel of land in the Taylor Crossing area in Idaho Falls. (845 Milligan Road) . Our intent is to develop this parcel of land by placing two dealerships on the location. At the time of purchase, it consisted of a dilapidated, but functional loading dock. We have since demolished that building in anticipation of construction of our business.

Today we met with the Idaho Falls Redevelopment Agency to inquire about Urban Renewal Funding for our project. We have confirmed with the IFRA that our property resides within the Urban Renewal District and the property did have existing power from Idaho Falls Power at the time it was functioning. We assume our property would be considered in infill property as our plan is to take the existing empty lot and improve it substantially with a building value (not including land) in excess of \$1 million. Following demolition of the building we were required to pay for a three- phase transformer as well as a street light placement in addition to placing a road (cul-de-sac) on the property. We are respectfully requesting to be considered for reimbursement of the charges paid to Idaho Falls Power for the sales invoices included with this request as we understand this expense may be considered as a public utility.

If there are any questions or concerns about our project we would be more than happy to address them. Thank you for your time and consideration.

Sincerely,



Todd and Letitia Williams
Idaho Motorcyle Company
5818 Big Horn Circle
Idaho Falls, ID 83406
208-709-6415

INVOICE



Date: 05/10/2016
Expiration Date: 11/10/2016
Invoice Number #27876

Idaho Falls Power
140 South Capital Ave
Idaho Falls, ID 83402
Office (208) 612-8447
Fax (208) 612-8573
jcooper@ifpower.org

TO Bruce Karen
Bruce Karen Construction
4215 E 410 N
Rigby, Idaho 83442
208-716-0272
bdkarren@gmail.com

QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
1	75 kVA Three Phase Transformer	\$6,029.59	\$6,029.59
1	Three Phase Sectionalizing Cabinet	\$1,600.39	\$1,600.39
9	1/0 Load Break Elbows	\$38.17	\$343.55
9	Protective Caps	\$22.57	\$203.15
365	Three Phase 1/0 Underground Conductor	\$8.77	\$3,204.20
199	#4 Streetlight Wire	\$0.34	\$67.96
1	Wire Lube (2.5 gallon)	\$26.98	\$26.98
1	Labor	\$8,053.55	\$8,053.55
		TOTAL	\$19,529.36

Quotation prepared by: Jason Cooper _____

Consistent with City Ordinance Title 8, Chapter 5, all costs associated with installation of new electrical infrastructure are now effective. Work to be scheduled upon receiving payment. Send payment to: 140 S. Capital Idaho Falls, ID 83402 Attention-Jen Dalling. This quote is valid for six months and is based solely on current pricing and field conditions. Any changes or modifications made after this date may add additional costs.

To accept this quotation, sign here and return: _____

Thank you for your business!



BGC-093-16



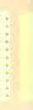



























TO: Honorable Mayor and City Council
FROM: Brad Cramer, Community Development Services Director
SUBJECT: Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards, M&B 79.641 acres (Sand Pointe Subdivision)
DATE: September 2, 2016

Attached is the application for Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards for M&B 79.641 acres (Sand Pointe Subdivision). This application was considered by the Planning and Zoning Commission on August 2, 2016 and recommended approval by unanimous vote. Staff concurs with this recommendation. This item is now being submitted to the Mayor and City Council for consideration.

Attachments: Vicinity Map
Aerial photo
Staff Report, August 2, 2016
Draft Planning and Zoning Commission Minutes, August 2, 2016
Annexation Ordinance
Zoning Ordinance
Reasoned Statements of Relevant Criteria and Standards

Cc: Kathy Hampton, City Clerk
File

Legend

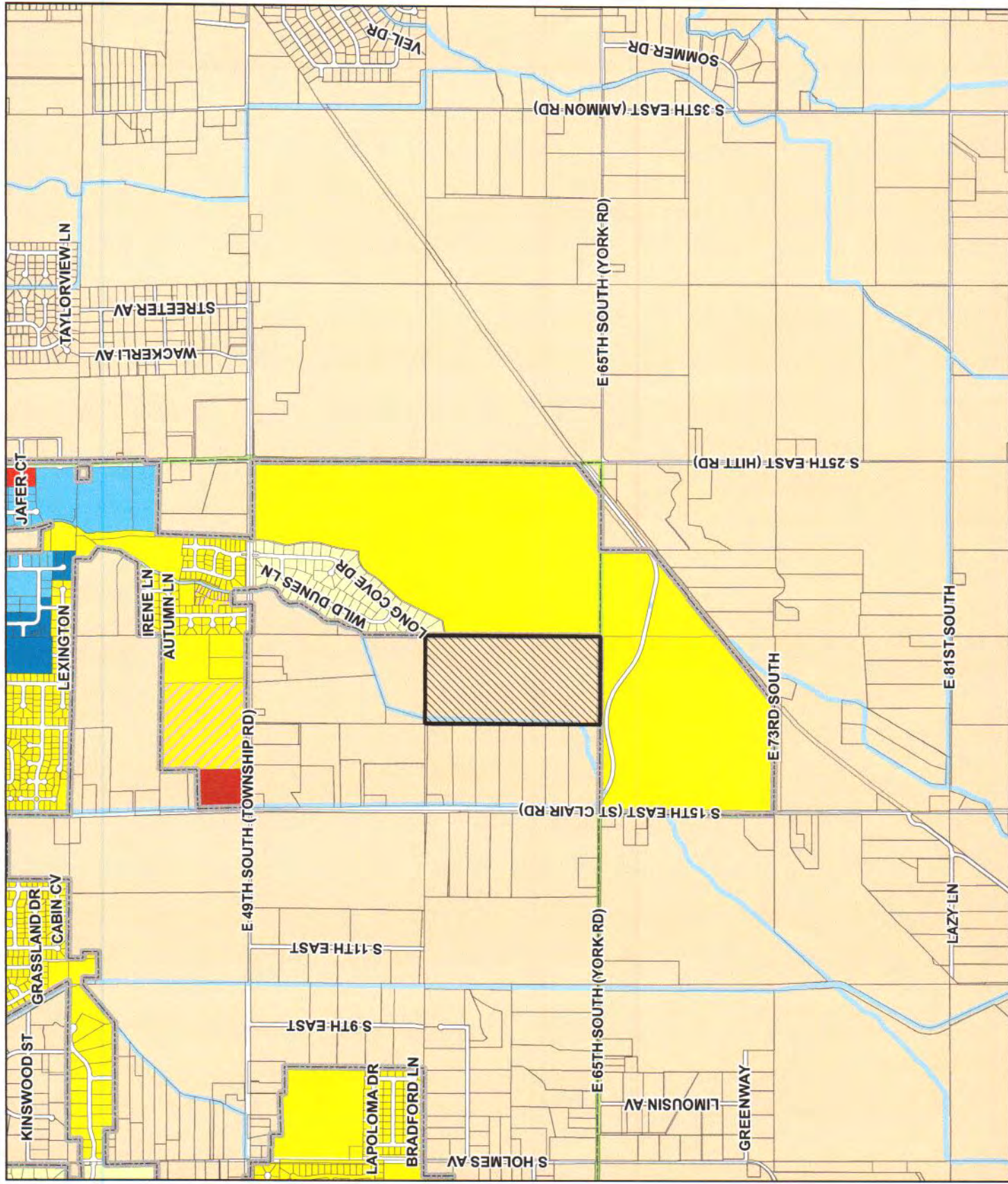
-  Site
-  RP
-  RP-A
-  R-1
-  R-2
-  R2A
-  R-3
-  R-3A
-  PB
-  MS
-  RSC-1
-  C-1
-  HC-1
-  CC-1
-  GC-1
-  R&D-1
-  M-1
-  I&M-1
-  I&M-2
-  RMH
-  PT-1
-  PT-2
-  PT-2 & T-1
-  PUD
-  T-1
-  T-2
-  30' Setback
-  50' Setback
-  City Limits
-  Area of Impact

IDAHO FALLS

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
















1" = 2,000'



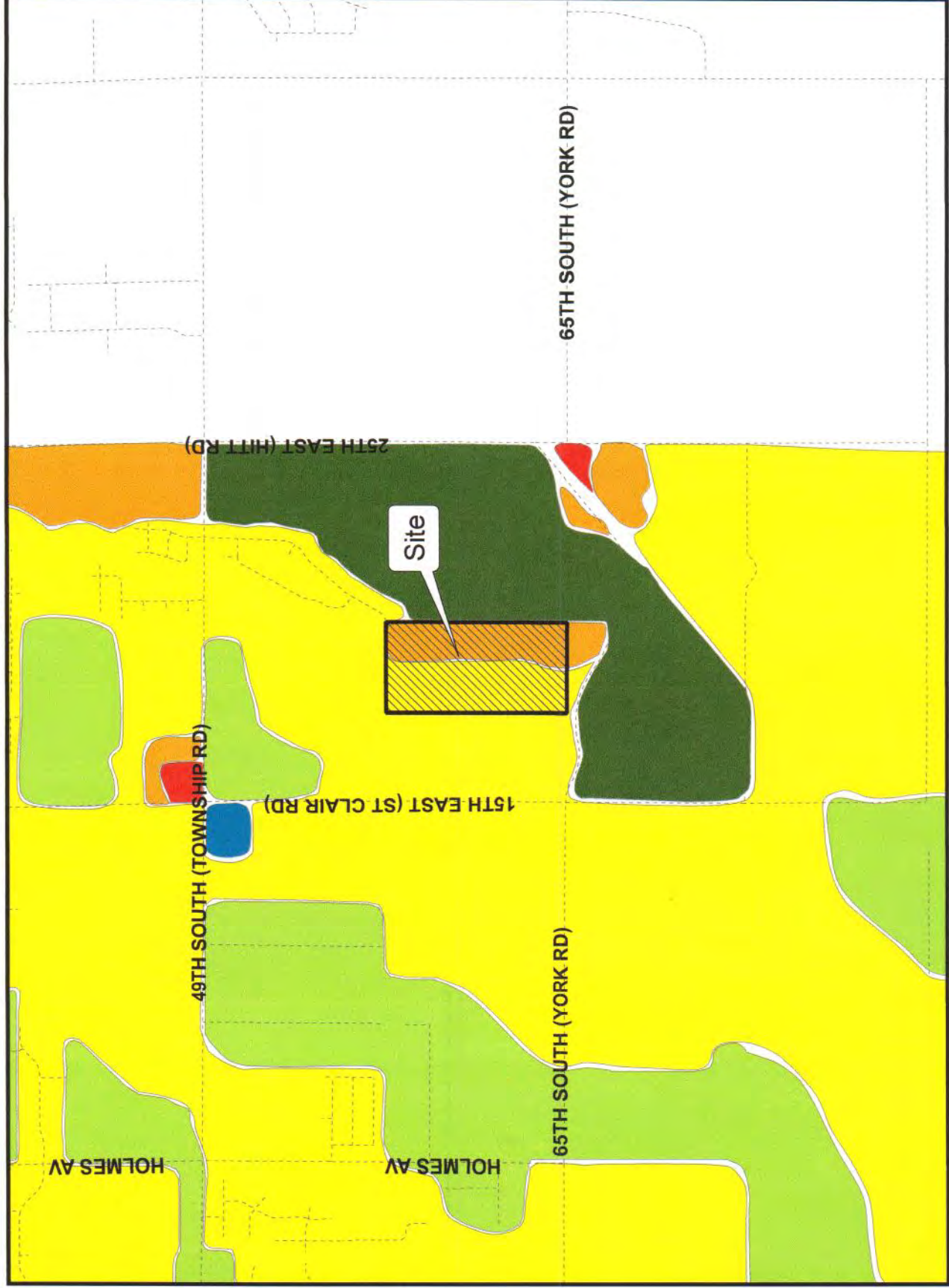


Annexation & Initial Zoning

M&B: Approx. 79,641 Acres Section 4, T 1N, R 38E (Sand Pointe)

- | | | | | |
|--|--|---|--|---|
|  Estate |  Greenbelt Mixed Uses |  Commercial |  Higher Education Centers |  Railroad-related industrial |
|  Low Density |  Parks, Recreation |  Employment Centers |  Planned Transition | |
|  Higher Density |  Public Facilities, Open Spaces |  Medical Services Center |  Highway-related industrial | |

Comprehensive Plan



IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT
ANNEXATION AND INITIAL ZONING OF RP-A
Section 4, T1N, R38E (Sand Pointe)
August 2, 2016



Community
Development
Services

Applicant: Ellsworth & Associates, PLLC

Location: Generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E

Size: 79.643 acres

Existing Zoning:

Site: County A-1

North: County A-1

South: R-1

East: R-1/ RP-A

West: County A-1

Proposed Zoning: RP-A

Existing Land Uses:

Site: Vacant/ Undeveloped

North: Agricultural

South: Park

East: Park

West: Agricultural

Future Land Use Map:

Low Density and Higher Density Residential

Attachments:

1. Maps and aerial photos

Requested Action: To **recommend** approval of the annexation with initial zoning of RP-A to the Mayor and City Council.

Staff Comments:

Annexation: This is a Category "A" annexation in which the property owner is requesting incorporation into the City. The property is contiguous to the City on its east and south property lines. The property is within the City's Area of City Impact and can be served by City utilities and services.

Zoning: The applicant is proposing RP-A Zoning for the development of a residential neighborhood. The comprehensive plan for the area is designated as Low and High Density Residential. The RP-A Zoning is consistent with the Low Density Residential designation.

Staff Recommendation: Staff recommends approval of the annexation and initial zoning of RP-A.

**Comprehensive
Plan Policies:**

Residential development should reflect the economic and social diversity of Idaho Falls. New and existing developments should foster inclusiveness and connectivity through mixed housing types and sizes and neighborhood connections through paths, parks, open spaces, and streets. (p. 40)

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. Apartments and townhouses are located adjacent to arterial and collector streets for two reasons. Larger lots necessary for higher density housing offer opportunities for building layout, setbacks, and buffering with berms and fences to minimize the impact of street noise. If apartments and townhouses are located close to arterial streets, traffic from apartments will not move through neighborhoods. However, higher density housing should still be clustered: it should not be used to line arterial streets. (p.43)

Bikeways should tie residential neighborhoods to schools, shopping, and employment. Bikeways offer an alternative to the automobile and provide transportation facilities for those unable to drive, primarily the youth of the City. (p.43)

Zoning Ordinance:

10-3-9: RP-A RESIDENCE PARK

(A) General Objectives and Characteristics.

The objective in establishing the RP-A Residence Park Zone is to provide a residential environment within the City which is characterized by smaller lots and somewhat denser residential environment than is characteristic of the RP Zone. Nevertheless, this Zone is characterized by spacious yards and other residential amenities adequate to maintain desirable single-family residential conditions. The principal uses permitted in this Zone shall be one-family dwellings and certain other public facilities needed to promote and maintain stable residential neighborhoods.

In order to accomplish the objectives and purposes of this Zoning Code, and to promote the essential characteristics of this Zone, the following regulations shall apply in the RP-A Residence Park Zone.

(B) Use Requirements.

The following uses shall be permitted in the RP-A Zone:

- (1) Any use permitted in the RP Residence Park Zone.
- (2) Public utility buildings and structures when approved as required by this Zoning Code.
- (3) Planned Unit Developments, when approved by the Planning Commission as required by this Zoning Code.
- (4) Religious Institutions, when approved by the Planning Commission as a conditional use, but not including temporary revival tents or buildings, and not including night lighting for outdoor recreational purposes, except when permitted under the terms of the Special Provisions applying to Public and Semi-Public Parks, Playgrounds, and Schools.

- (5) Public and parochial schools, and public and semi-public parks and playgrounds, and similar public and semi-public uses when approved by the Planning Commission as a conditional use, as set by this Zoning Code.

- (6) Temporary uses of land and buildings when approved by the Board of Adjustment.

(C) Area Requirements.

An area of not less than eight thousand square feet (8,000 ft²) shall be provided and maintained for each one-family dwelling and uses accessory thereto. No minimum area shall be required for other main buildings, except as required for conditional uses permitted in the Zone.

(D) Width Requirements.

The minimum width of any building site for a dwelling shall be eighty feet (80'), measured at the setback line. (5) Single-family attached dwellings when found to be in accordance with the Special Provisions Regarding Single-Family Attached Dwellings subsection and approved by the Planning Commission and Council as a conditional use.

(E) Location of Buildings and Structures.

- (1) Setback. All buildings shall be set back a minimum distance of thirty feet (30') from any public street, except as herein provided and required under the provisions of this Zoning Code. (See also, Supplementary Regulations to Zones).
- (2) Side Yards. For main buildings there shall be a side yard of not less than eight inches (8") for each foot of building height, except that no side yard shall be less than ten feet (10'). Side yard requirements for accessory buildings shall be the same as for main buildings, except that the side yard may be reduced to five feet (5') for accessory buildings which are located more than twelve feet (12') feet in the rear of the main building.
- (3) Rear Yards. For main buildings there shall be a rear yard of not less than twenty-five feet (25') on all lots. For accessory buildings the rear yard may be reduced to five feet (5') when the building is located more than twelve feet (12') feet from the rear of the main building.

(F) Height of Building.

No building shall be erected to a height of greater than two (2) stories, provided, however, no accessory building may be erected to a height of greater than one (1) story. Roofs above the square of the building, chimneys, flagpoles, television antennas, church towers, and similar structures not used for human occupancy, are excluded in determining height.

(G) Size of Building.

No requirements.

(H) Lot Coverage.

The total area of structures on a lot shall not exceed forty percent (40%).

(I) See Supplementary Regulations.

4. ANNEXATION/INITIAL ZONING 16-008. Annexation of RP-A (Residence Park)

Zone. Sand Pointe. Beutler presented the staff report, a part of the record. Wimborne stated that the zoning being requested would make the area all low density, and would essentially erase the high density blob. Beutler agreed, and stated that the high density was probably for townhomes adjacent to the golf course, but this would change the entire area to low density.

Applicant:

Fred Walland 645 Lincoln, Idaho Falls, Idaho. Walland stated that it is lower density than what the Comprehensive Plan showed. Walland stated that some of the comments were concerned with high density and he disagrees with that comment and stated that this will be low density RP-A. Dixon asked how Walland plans to maintain the sand dune. Walland stated that the preliminary plat shows the sand dune as common area, so that it would be a HOA responsibility and not an individual problem. Walland stated they will try to mitigate the sand dunes before houses are built.

Wimborne noted that the piece before the Commission for this hearing is just the annexation and zoning and the next hearing is the preliminary plat that can handle density, traffic and access. Dixon clarified that the proposed zone is the same one as the neighborhood to the north.

No one appeared in support or in opposition.

Dixon closed the public hearing.

Swaney stated that the recommendation of Staff to approve the annexation and initial zoning is appropriate and consistent with the existing Comprehensive Plan and the existing neighborhoods in the area. Swaney stated he believes it is appropriate to approve the requested annexation and initial zoning of RP-A. Dixon stated that the Comprehensive Plan does have the high density area, and this would remove that high density area. Dixon asked if they have to modify the Comprehensive Plan. Cramer stated that the Comprehensive Plan Map doesn't truly assign the designation until it is annexed. Cramer stated that when they write the ordinance for annexation, it states that it is annexing and assigning the official Comprehensive Plan designation. Cramer stated that these are blobs and ideas of what may happen.

Swaney moved to recommend to the Mayor and City Council approval of Annexation with initial zoning of RP-A for Section 4, T1N, R38 E (Sand Pointe), Foster seconded the motion and it passed unanimously.

ORDINANCE NO. _____

AN ORDINANCE ANNEXING APPROXIMATELY 79.641 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF LOW DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the lands described in Exhibit A of this Ordinance are contiguous and adjacent to the City limits of the City of Idaho Falls, Idaho; and

WHEREAS, such lands described herein are subject to annexation to the City pursuant to the provisions of Idaho Code Section 50-222, and other laws, as amended; and

WHEREAS, the annexation of the lands described in Exhibit A is reasonably necessary to assure the orderly development of the City in order to allow efficient and economically viable provision of tax-supported and fee-supported municipal services; to enable the orderly development of private lands which benefit from a cost-effective availability of City services in urbanizing areas; and to equitably allocate the costs of City/public services in management of development on the City's urban fringe; and

WHEREAS, the City has authority to annex lands into the City upon compliance with procedures required in Idaho Code Section 50-222, as amended; and

WHEREAS, any portion of a highway lying wholly or partially within the lands to be annexed are included in the lands annexed by this Ordinance; and

WHEREAS, the lands annexed by this Ordinance are not connected to the City only by a "shoestring" or a strip of land which comprises a railroad or right-of-way; and

WHEREAS, all private landowners have consented to annexation of such lands where necessary; and

WHEREAS, the lands to be annexed are contiguous to the City and the City of Idaho Falls Comprehensive Plan includes the area of annexation; and

WHEREAS, the lands to be annexed are shown the Comprehensive Plan Map as "Low Density Residential" and "Higher Density Residential" and;

WHEREAS, after considering the written and oral comments of property owners whose lands would be annexed and other affected persons, City Council specifically makes the following findings:

- 1) That the lands annexed meet the applicable requirements of Idaho Code Section 50-222 and does not fall within exceptions or conditional exceptions contained in Idaho Code Section 50-222;
- 2) The annexation is consistent with public purposes addressed in annexation and related plans prepared by the City; and
- 3) Annexation of the lands described in Exhibit A and C are reasonably necessary for the orderly development of the City; and

WHEREAS, it appears to the City Council that the lands described hereinbelow in Exhibit A of this Ordinance should be annexed to and become a part of the City of Idaho Falls, Idaho; and

WHEREAS, the City wishes to exercise jurisdiction over the annexed lands in a way that promotes the orderly development of such lands; and

WHEREAS, the City of Idaho Falls Comprehensive Plan sets out policies and strategies designed to promote and sustain future growth within the City; and

WHEREAS, for consistency with the Comprehensive Plan, the Council desires to designate the lands within the area of annexation as "Low Density Residential"; and

WHEREAS, such designation is consistent with policies and principles contained within the City of Idaho Falls Comprehensive Plan; and

WHEREAS, the City desires the City of Idaho Falls Comprehensive Plan Map to be amended to reflect the designation contained in this Ordinance.

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

SECTION 1. Annexation of Property. The lands described in Exhibit A are hereby annexed to the City of Idaho Falls, Idaho.

SECTION 2. Assigning a Comprehensive Plan Map Designation. The area being annexed is hereby assigned a Comprehensive Plan Map Designation of "Low Density Residential."

SECTION 3. Amended Map and Legal Description. The City Clerk shall file a certified copy of this Ordinance with the Bonneville County Auditor, Treasurer, and Assessor, within ten (10) days after the effective date hereof. The City Engineer shall, within ten (10) days after such effective date, file an amended legal description and map of the City, with the Bonneville County Recorder and Assessor and the Idaho State Tax Commission, all in accordance with Idaho Code Section 63-2215.

SECTION 4. Findings. That the findings contained in the recitals of this Ordinance be, and the same are hereby, adopted as the official City Council findings for this Ordinance, and that any

further findings relative to this Ordinance shall be contained in the officially adopted Council minutes of the meeting in which this Ordinance was passed.

SECTION 5. 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 6. 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 7. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR this _____ day of _____, 2016.

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 ANNEXING APPROXIMATELY 79.641 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF LOW DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

Kathy Hampton, City Clerk

(SEAL)

EXHIBIT A

LEGAL DESCRIPTION

The East 1/2 of the Southwest 1/4 of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho.

ALSO DESCRIBES AS:

Commencing at the Southwest Corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.89°41'44"E. along the Section line 1316.25 feet to the Southwest corner of the East 1/2 of the Southwest 1/4, said point being the TRUE POINT OF BEGINNING; running thence N.00°06'17"E. along the West line of said East 1/2 a distance of 2631.67 feet to the East-West Center Section line; thence S.89°50'15"E. along said East-West Center Section line 1318.60 feet to the Center 1/4 Corner of said Section 4; thence S.00°09'22"W. along said North-South Center Section Line 2634.93 feet to the Southeast corner of the said East 1/2; thence N.89°41'44"W. along the South line of said Section 4 a distance of 1316.25 feet to the TRUE POINT OF BEGINNING.

Containing: 3,469,159 Sq. Ft. or 79.641 acres.

Submitted by:

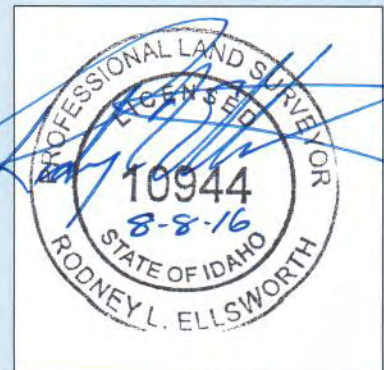
Eng/Survey Firm Name: Ellsworth & Associates

Contact Name: Steve Ellsworth

Phone Number: 522-5414

Email: Sellsworth@ida.net

PLS Seal:



Page ____ of ____

 ORIGINAL

CITY OF IDAHO FALLS

BONNEVILLE COUNTY

EAST 1/2 OF THE SW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M

CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO

BOUNDARY DESCRIPTION

The East 1/2 of the Southwest 1/4 of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho.

ALSO DESCRIBES AS:

Commencing at the Southwest Corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.89°41'44"E. along the Section line 1318.25 feet to the Southwest corner of the East 1/2 of the Southwest 1/4, said point being the TRUE POINT OF BEGINNING; running thence N.00°05'17"E. along the West line of said East 1/2 a distance of 2631.67 feet to the East-West Center Section line; thence S.89°50'15"E. along said East-West Center Section line 1318.60 feet to the Center 1/4 Corner of said Section 4; thence S.00°09'22"W. along said North-South Center Section line 2634.93 feet to the Southeast corner of the said East 1/2; thence N.89°41'44"W. along the South line of said Section 4 a distance of 1316.25 feet to the TRUE POINT OF BEGINNING.

Containing: 3,469,159 Sq. Ft. or 79.641 acres.

RECORDED WITH THE BONNEVILLE COUNTY RECORDERS OFFICE AS INSTRUMENT NO. _____

ANNEXATION ORDINANCE

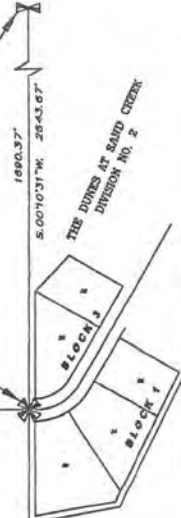


FOUND BRASS CAP MONUMENT
NORTH 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT # 499840

UNPLATTED

CENTER 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.

S.89°50'15"E.
1318.60'
EAST-WEST CENTER SECTION LINE



UNPLATTED
SAND CREEK GOLF COURSE

S.00°09'22"W. 2634.93'
NORTH-SOUTH CENTER SECTION LINE

79.641 acres

FOUND 5/8" IRON ROD W/ CAP
L.S. # 10307
SOUTH 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT# 1245128

1316.25'
S.89°41'44"W.
N.89°41'44"W.

SAND CREEK DUNES
DIVISION NO. 1
(BONNEVILLE COUNTY)

2631.67'
N.00°05'17"E.
BLOCK 1

SCALE 1" = 300'



WEST 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT # 578969

S. 15TH E. (ST. CLAIR RD)

FOUND ALUMINUM CAP
S.W. CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT# 748892

1316.25'
S.89°41'44"E.
SECTION LINE
BASIS OF BEARING

E. 45TH S. (YORK RD)

CITY OF IDAHO FALLS

ANNEXATION SAND POINTE

EAST 1/2 OF SW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.
BONNEVILLE COUNTY, IDAHO

Scale: 1" = 300' Date: JULY 2018
Drawn by: S.D.S. Checked: J.E.H.
208 522 5414 Fax 208 523 2614
250 1st Street, Idaho Falls, ID. 83401

Ellsworth & Associates PLLC

Job No.
1183
Sht. 1 of 3

COPY

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 79.641 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS RP-A ZONE; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the proposed initial zoning districts of lands described in Exhibit A is RP-A Zone for such annexed lands such zoning is consistent with the current City of Idaho Falls Comprehensive Plan Land use designation "Low Density Residential"; and

WHEREAS, the proposed zoning district is consistent and compatible with the existing and surrounding zoning districts and is consistent with the City of Idaho Falls Comprehensive Plan; and

WHEREAS, Idaho Falls Planning and Zoning Commission held a duly noticed public hearing on August 2, 2016, and recommended approval of zoning the subject property to RP-A Zone; and

WHEREAS, the Idaho Falls City Council conducted a duly noticed public hearing and passed a motion to approve this zoning on September 8, 2016.

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

SECTION 1: LEGAL DESCRIPTION:

This ordinance shall apply to the lands described in Exhibit A in Idaho Falls, Idaho, Bonneville County, to-wit:

SECTION 2. Zoning. That the property described in Exhibit A of this Ordinance be and the same hereby is zoned "RP-A Zone" and the City Planner is hereby ordered to make the necessary amendments to the official maps of the City of Idaho Falls which are on file at the City Planning Department Offices, 680 Park Avenue.

SECTION 3. 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 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 _____, 2016.

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, A MUNICIPAL
CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL
ZONING OF APPROXIMATELY 79.641 ACRES DESCRIBED IN EXHIBIT A
OF THIS ORDINANCE AS RP-A ZONE; AND PROVIDING SEVERABILITY,
PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

Kathy Hampton, City Clerk

CITY OF IDAHO FALLS

BONNEVILLE COUNTY

EAST 1/2 OF THE SW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.
CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO

BOUNDARY DESCRIPTION

The East 1/2 of the Southwest 1/4 of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho.

ALSO DESCRIBES AS:

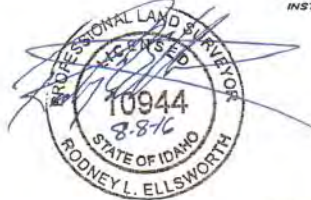
Commencing at the Southwest Corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.89°41'44"E. along the Section line 1316.25 feet to the Southwest corner of the East 1/2 of the Southwest 1/4, said point being the TRUE POINT OF BEGINNING; running thence N.00°06'17"E. along the West line of said East 1/2 a distance of 2831.67 feet to the East-West Center Section line; thence S.89°50'15"E. along said East-West Center Section line 1318.60 feet to the Center 1/4 Corner of said Section 4; thence S.00°09'22"W. along said North-South Center Section line 2834.93 feet to the Southwest corner of the said East 1/2; thence N.89°41'44"W. along the South line of said Section 4 a distance of 1316.25 feet to the TRUE POINT OF BEGINNING.

Containing: 3,469,159 Sq. Ft. or 79.641 acres.

RECORDED WITH THE BONNEVILLE COUNTY RECORDERS OFFICE AS INSTRUMENT NO. _____

ANNEXATION ORDINANCE

FOUND BRASS CAP MONUMENT
NORTH 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT # 489849



UNPLATTED

WEST 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT # 578968

CENTER 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.

S.89°50'15"E.
1318.60'

EAST-WEST CENTER SECTION LINE

SCALE 1" = 300'

0 300' 600' 900'

2831.67'
N.00°06'17"E.

BLOCK 1

SAND CREEK DUNES
DIVISION NO. 1
(BONNEVILLE COUNTY)

79.641 acres

UNPLATTED
SAND CREEK GOLF COURSE

S.00°09'22"W. 2834.93'
NORTH-SOUTH CENTER SECTION LINE

FOUND ALUMINUM CAP
S.W. CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT # 748882

FOUND 5/8" IRON ROD W/ CAP
L.S. # 10307
SOUTH 1/4 CORNER SEC. 4
T. 1N. R. 38E. B.M.
INSTRUMENT # 1245128

1316.25'
S.89°41'44"E.

1316.25'
N.89°41'44"W.

SECTION LINE
BASIS OF BEARING

E. 65TH S. (YORK RD)

CITY OF IDAHO FALLS

ANNEXATION

SAND POINTE

EAST 1/2 OF SW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.
BONNEVILLE COUNTY, IDAHO

Scale: 1" = 300' Date: JULY 2016
Drawn BY: S.D.B. Cadette: JACOBSON
208 828 5414 Fax 208 823 2814
253 1st Street, Idaho Falls, ID. 83401

A Ellsworth &
Associates PLLC

Job No.
1163
Sht 1 of 3

COPY

EXHIBIT A

LEGAL DESCRIPTION

The East 1/2 of the Southwest 1/4 of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho.

ALSO DESCRIBES AS:

Commencing at the Southwest Corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.89°41'44"E. along the Section line 1316.25 feet to the Southwest corner of the East 1/2 of the Southwest 1/4, said point being the TRUE POINT OF BEGINNING; running thence N.00°06'17"E. along the West line of said East 1/2 a distance of 2631.67 feet to the East-West Center Section line; thence S.89°50'15"E. along said East-West Center Section line 1318.60 feet to the Center 1/4 Corner of said Section 4; thence S.00°09'22"W. along said North-South Center Section Line 2634.93 feet to the Southeast corner of the said East 1/2; thence N.89°41'44"W. along the South line of said Section 4 a distance of 1316.25 feet to the TRUE POINT OF BEGINNING.

Containing: 3,469,159 Sq. Ft. or 79.641 acres.

Submitted by:

Eng/Survey Firm Name: Ellsworth & Associates

Contact Name: Steve Ellsworth

Phone Number: 522-5414

Email: Sellsworth@ida.net

PLS Seal:



Page ____ of ____

COPY

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

ANNEXATION OF PROPERTY LOCATED GENERALLY SOUTH OF E 49TH S., WEST OF S 25TH E., NORTH OF E 65TH S., AND EAST OF S 15TH E.

WHEREAS, the applicant filed an application for annexation and initial zoning of RP-A on June 8, 2016; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on August 2, 2016; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on September 8, 2016

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The Idaho Falls City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 79.643 acre parcel located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.
3. The Comprehensive Plan designates this area as Low and High Density Residential.
4. The application is a Category "A" annexation with the property owner requesting incorporation into the City.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the annexation for property located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2016

Rebecca L. Noah Casper, Mayor

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

INITIAL ZONING OF RP-A OF PROPERTY LOCATED GENERALLY SOUTH OF E 49TH S., WEST OF S 25TH E., NORTH OF E 65TH S., AND EAST OF S 15TH E

WHEREAS, the applicant filed an application for annexation and initial zoning of RP-A on June 8, 2016; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on August 2, 2016; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on September 8, 2016

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The Idaho Falls City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 79.643 acre parcel located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.
3. This is a Category "A" annexation in which the property owner is requesting incorporation into the City.
4. The Comprehensive Plan designates this area as Low and High Density Residential.
5. The proposed RP-A Zone is consistent with the principles and policies of Comprehensive Plan designation.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the initial zoning of RP-A for property located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2016

Rebecca L. Noah Casper, Mayor



BGC-094-16































TO: Honorable Mayor and City Council
FROM: Brad Cramer, Community Development Services Director
SUBJECT: Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards, M&B 20.219 acres (Darcy Stewart Subdivision)
DATE: September 2, 2016

Attached is the application for Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards for M&B 20.219 acres (Darcy Stewart Subdivision). This application was considered by the Planning and Zoning Commission on August 2, 2016 and recommended approval by unanimous vote. Staff concurs with this recommendation. This item is now being submitted to the Mayor and City Council for consideration.

Attachments: Vicinity Map
Aerial photo
Staff Report, August 2, 2016
Draft Planning and Zoning Commission Minutes, August 2, 2016
Annexation Ordinance
Zoning Ordinance
Reasoned Statements of Relevant Criteria and Standards

Cc: Kathy Hampton, City Clerk
File

Legend

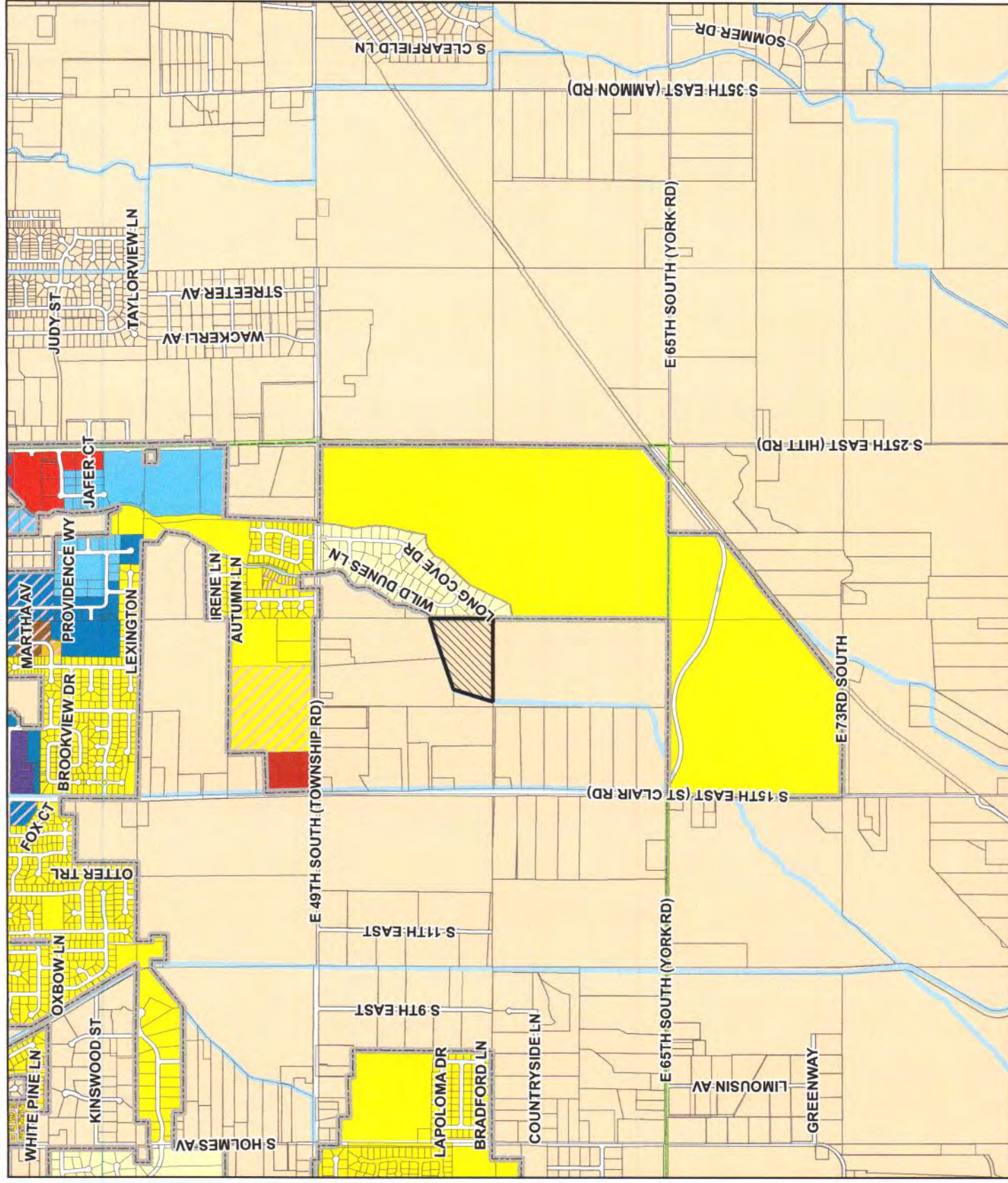
-  Site
-  RP
-  RP-A
-  R-1
-  R-2
-  R2A
-  R-3
-  R-3A
-  PB
-  MS
-  RSC-1
-  C-1
-  HC-1
-  CC-1
-  GC-1
-  R&D-1
-  M-1
-  I&M-1
-  I&M-2
-  RMH
-  PT-1
-  PT-2
-  PT-2 & T-1
-  PUD
-  T-1
-  T-2
-  30' Setback
-  50' Setback
-  City Limits
-  Area of Impact

IDAHO FALLS

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
















1" = 2,000'



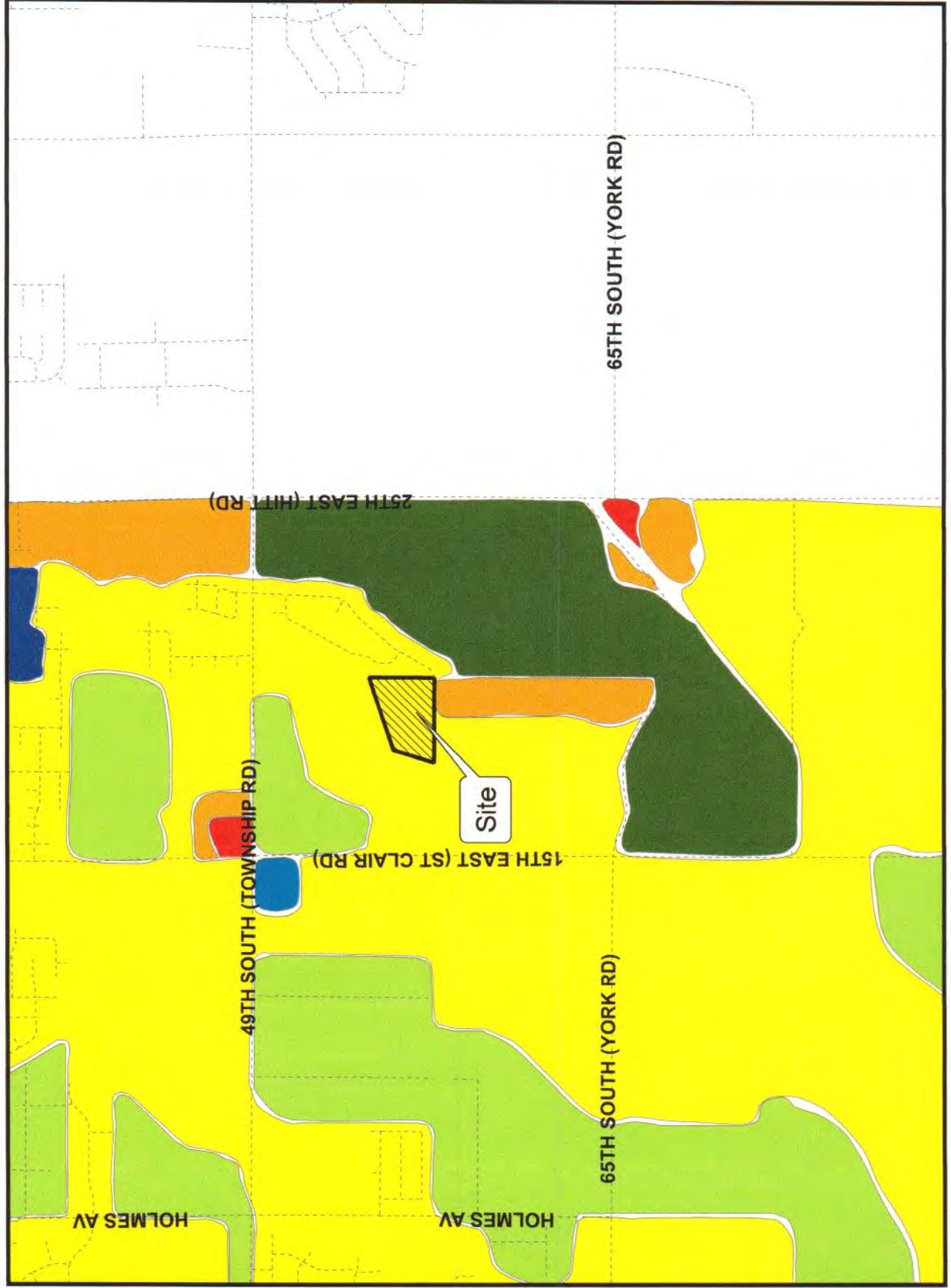


Annexation & Initial Zoning

M&B: Approx. 20.221 Acres Section 4, T 1N, R 38E

- | | | | | |
|--|--|---|--|---|
|  Estate |  Greenbelt Mixed Uses |  Commercial |  Higher Education Centers |  Railroad-related industrial |
|  Low Density |  Parks, Recreation |  Employment Centers |  Planned Transition | |
|  Higher Density |  Public Facilities, Open Spaces |  Medical Services Center |  Highway-related industrial | |

Comprehensive
Plan



IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT
ANNEXATION AND INITIAL ZONING OF RP-A
Section 4, T1N, R38E (Darcy Stewart)
August 2, 2016



Community
Development
Services

Applicant: Ellsworth & Associates, PLLC

Location: Generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E

Size: 20.219 acres

Existing Zoning:

Site: County A-1
North: County A-1
South: County A-1
East: RP-A
West: County A-1

Proposed Zoning: RP-A

Existing Land Uses:

Site: Vacant/ Undeveloped
North: Agricultural
South: Agricultural
East: Residential
West: Agricultural

Future Land Use Map:

Low Density Residential

Attachments:

1. Maps and aerial photos

Requested Action: To **recommend** approval of the annexation with initial zoning of RP-A to the Mayor and City Council.

Staff Comments:

Annexation: This is a Category "A" annexation in which the property owner is requesting incorporation into the City. The property is contiguous to the City on its east property line. The property is within the City's Area of City Impact and can be served by City utilities and services.

Zoning: The applicant is proposing RP-A Zoning for the development of a residential neighborhood. The comprehensive plan for the area is designated as Low Density Residential. The RP-A Zoning is consistent with the Low Density Residential designation.

Staff Recommendation: Staff recommends approval of the annexation and initial zoning of RP-A.

**Comprehensive
Plan Policies:**

Residential development should reflect the economic and social diversity of Idaho Falls. New and existing developments should foster inclusiveness and connectivity through mixed housing types and sizes and neighborhood connections through paths, parks, open spaces, and streets. (p. 40)

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. Apartments and townhouses are located adjacent to arterial and collector streets for two reasons. Larger lots necessary for higher density housing offer opportunities for building layout, setbacks, and buffering with berms and fences to minimize the impact of street noise. If apartments and townhouses are located close to arterial streets, traffic from apartments will not move through neighborhoods. However, higher density housing should still be clustered: it should not be used to line arterial streets. (p.43)

Bikeways should tie residential neighborhoods to schools, shopping, and employment. Bikeways offer an alternative to the automobile and provide transportation facilities for those unable to drive, primarily the youth of the City. (p.43)

Zoning Ordinance:

10-3-9: RP-A RESIDENCE PARK

(A) General Objectives and Characteristics.

The objective in establishing the RP-A Residence Park Zone is to provide a residential environment within the City which is characterized by smaller lots and somewhat denser residential environment than is characteristic of the RP Zone. Nevertheless, this Zone is characterized by spacious yards and other residential amenities adequate to maintain desirable single-family residential conditions. The principal uses permitted in this Zone shall be one-family dwellings and certain other public facilities needed to promote and maintain stable residential neighborhoods.

In order to accomplish the objectives and purposes of this Zoning Code, and to promote the essential characteristics of this Zone, the following regulations shall apply in the RP-A Residence Park Zone.

(B) Use Requirements.

The following uses shall be permitted in the RP-A Zone:

- (1) Any use permitted in the RP Residence Park Zone.
- (2) Public utility buildings and structures when approved as required by this Zoning Code.
- (3) Planned Unit Developments, when approved by the Planning Commission as required by this Zoning Code.
- (4) Religious Institutions, when approved by the Planning Commission as a conditional use, but not including temporary revival tents or buildings, and not including night lighting for outdoor recreational purposes, except when permitted under the terms of the Special Provisions applying to Public and Semi-Public Parks, Playgrounds, and Schools.

- (5) Public and parochial schools, and public and semi-public parks and playgrounds, and similar public and semi-public uses when approved by the Planning Commission as a conditional use, as set by this Zoning Code.

- (6) Temporary uses of land and buildings when approved by the Board of Adjustment.

(C) Area Requirements.

An area of not less than eight thousand square feet (8,000 ft²) shall be provided and maintained for each one-family dwelling and uses accessory thereto. No minimum area shall be required for other main buildings, except as required for conditional uses permitted in the Zone.

(D) Width Requirements.

The minimum width of any building site for a dwelling shall be eighty feet (80'), measured at the setback line. (5) Single-family attached dwellings when found to be in accordance with the Special Provisions Regarding Single-Family Attached Dwellings subsection and approved by the Planning Commission and Council as a conditional use.

(E) Location of Buildings and Structures.

- (1) Setback. All buildings shall be set back a minimum distance of thirty feet (30') from any public street, except as herein provided and required under the provisions of this Zoning Code. (See also, Supplementary Regulations to Zones).
- (2) Side Yards. For main buildings there shall be a side yard of not less than eight inches (8") for each foot of building height, except that no side yard shall be less than ten feet (10'). Side yard requirements for accessory buildings shall be the same as for main buildings, except that the side yard may be reduced to five feet (5') for accessory buildings which are located more than twelve feet (12') feet in the rear of the main building.
- (3) Rear Yards. For main buildings there shall be a rear yard of not less than twenty-five feet (25') on all lots. For accessory buildings the rear yard may be reduced to five feet (5') when the building is located more than twelve feet (12') feet from the rear of the main building.

(F) Height of Building.

No building shall be erected to a height of greater than two (2) stories, provided, however, no accessory building may be erected to a height of greater than one (1) story. Roofs above the square of the building, chimneys, flagpoles, television antennas, church towers, and similar structures not used for human occupancy, are excluded in determining height.

(G) Size of Building.

No requirements.

(H) Lot Coverage.

The total area of structures on a lot shall not exceed forty percent (40%).

(I) See Supplementary Regulations.

3. ANNEXATION/INITIAL ZONING 16-010. Annexation of RP-A (Residence Park)

Zone. Darcy Stewart. Beutler presented the staff report, a part of the record. Dixon stated that they typically do the annexation and plat at the same time. Beutler stated that recently they have seen both occur. Beutler stated that this piece has a preliminary plat that will appear in an upcoming agenda. Dixon stated that since this parcel is adjacent to a large lot subdivision he is concerned that 8,000 square foot lots as the minimum would be small compared to the lots it would be up against. Beutler stated that even with a preliminary plat the property could be sold and a new preliminary plat could be proposed that is much different. Beutler stated they need to be comfortable with the zone. Dixon asked where the utilities are located currently. Beutler stated that the Dunes subdivision to the east has utilities, as well as utilities north of Township. Beutler stated that some of the intent is to bring utilities down 15th and then over to provide water service, and sewer service will come through the Dunes.

Dixon opened the public hearing.

Applicant:

Fred Walland, 645 Lincoln, Idaho Falls, Idaho. Walland stated that there is a sewer line stubbed out of the Dunes, but it is shallow and won't serve much past the Dunes. Walland stated they are proposing a lift station close to 65th (York) that would serve sewer throughout the subdivision. Walland stated that as part of that subdivision the City Water Department has required them to hook up to water south of Sunnyside at the south end of St. Clair Estates, which will include a 1 ½ mile water line to serve the subdivision. Walland stated that the Dunes subdivision as it exists does not have the desirable water pressure to connect on. Walland stated that they have submitted a preliminary plat for this parcel to the Community Development Department. Walland stated that the preliminary plat that is submitted has large lots.

No one appeared in support.

Opposition:

Scott Tennace, 5458 Wild Dunes, Idaho Falls, Idaho. Tennace stated that one of the points made is that they are going to have large lots. Tennace stated that most of the lots in the Dunes are half acre. Tennace stated that the Developer stated that the large lots will be consistent with the Dunes, however the plat map that was received from the City. Wimborne stated that she believes the plat Tennace is referring to is for the next public hearing.

Ron Croone, 5252 Long Cove, Idaho Falls, Idaho. Croone suggested that they hear Agenda items #4 and #5 first then this item. Croone believes that those hearings will provide enlightenment to this annexation.

Swaney stated that there is a separate annexation request and a separate preliminary plat for the other property, and this property is separate, and all the Commission is looking at is an annexation and zoning request and that is all that is being considered. Dixon stated that there will be another hearing at the City Council level to get all information into the record and the next hearing with the City Council, then both this annexation and the other items will be in the record. Croone recommended against annexation until they get a complete story.

Terrell Transtrum, 5277 Long Cove, Idaho Falls, Idaho. Transtrum asked the Commission to not approve the request for annexation without the plat to accompany it, and without further consideration of what follows the annexation.

Ryan Bare, 5343 Long Cove, Idaho Falls, Idaho. Bare asked for more specifics as he feels the applicant is ambiguous regarding water and sewer. Bare stated that he is unclear how that plan would affect this annexation. Bare asked for more specifics to know the affect that it will have on the surrounding subdivision to make sure there is no undue stress to the subdivisions.

Vicki Durbin, 5604 Long Cove, Idaho Falls, Idaho. Durbin stated that she agrees with everyone else that they need to have more information as the plat can affect property values, traffic and safety.

Quinn Whipple, 5080 Long Cove, Idaho Falls, Idaho. Whipple requested that the Commissioners delay annexation until the total impact to the Dunes between this parcel and the parcel to the south can be determined together.

Applicant: Fred Walland, 645 Lincoln, Idaho Falls, Idaho. Walland stated that the preliminary plat is the suitable place to address issues of traffic, water, sewer and lot sizes.

Swaney asked if Walland would consider withdrawing the annexation application until the preliminary plat is ready to be presented along with it at a single hearing. Walland stated that he is not in agreement with withdrawing the annexation application.

Terrell Transtrum, 5277 Long Cove, Idaho Falls, Idaho. Transtrum stated that they are unsure how the water and sewer situation will impact the Dunes east and north, and without a full understanding of how it will connect into 65th, then he believes there is a problem that needs a resolution.

Steve Zwifle, 5225 Wild Dunes, Idaho Falls, Idaho. Zwifle stated that the applicant stated there would be a pump station near 65th for the sewer, so evidentially they are considering the property together, and he would ask for the same consideration of having the items considered together. Dixon indicated that it was advertised as a separate item, and it has been legally advertised as separate, so it needs to be considered separate items. Zwifle stated he is against the annexation until they have the whole picture.

Cole Hall, 5469 Long Cove, Idaho Falls, Idaho. Hall stated that he is concerned with the accessibility of the property and the traffic and safety of the children in the Dunes. Hall stated there is one access point to the property and that would be through the Dunes that already has 70 lots. Hall stated he is concerned for the accessibility of emergency vehicles and the amount of traffic.

Cramer explained that the question of annexation is whether or not the City is willing and able to provide fee supported and tax supported services. Cramer stated that if the application doesn't demonstrate that, then the Commissioners can recess or deny the application. Cramer stated that the preferable approach has been to see the preliminary plat and then an annexation, however State law requires that once they receive an application, they have to consider it within a certain number of days and there is not a process that requires a preliminary plat to go first. Cramer stated that they have an application and it has to be processed.

Dixon closed the public hearing.

Wimborne stated that neighbors are concerned with what may happen with the plat, but those are issues that are addressed as part of the preliminary plat and that will be up for hearing soon.

Wimborne stated that the application before the Commission tonight is whether this property makes sense to bring to the City and whether the zoning is correct. Wimborne stated that RP-A make sense with the surrounding land use. Wimborne encouraged the Community Development Services Department to see if there is a way to have the annexation and preliminary plat go to City Council together. Swaney stated that the proposed annexation and zone is consistent with the Comprehensive Plan and is consistent with the existing zoning in the area and the existing development, the Dunes, which is also RP-A.

Wimborne moved to recommend to the Mayor and City Council approval of the Annexation with initial zoning of RP-A for Section 4, T1N, R38E (Darcy Stewart), Denney seconded the motion and it passed unanimously.

ORDINANCE NO. _____

AN ORDINANCE ANNEXING APPROXIMATELY 20.221 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF LOW DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the lands described in Exhibit A of this Ordinance are contiguous and adjacent to the City limits of the City of Idaho Falls, Idaho; and

WHEREAS, such lands described herein are subject to annexation to the City pursuant to the provisions of Idaho Code Section 50-222, and other laws, as amended; and

WHEREAS, the annexation of the lands described in Exhibit A is reasonably necessary to assure the orderly development of the City in order to allow efficient and economically viable provision of tax-supported and fee-supported municipal services; to enable the orderly development of private lands which benefit from a cost-effective availability of City services in urbanizing areas; and to equitably allocate the costs of City/public services in management of development on the City's urban fringe; and

WHEREAS, the City has authority to annex lands into the City upon compliance with procedures required in Idaho Code Section 50-222, as amended; and

WHEREAS, any portion of a highway lying wholly or partially within the lands to be annexed are included in the lands annexed by this Ordinance; and

WHEREAS, the lands annexed by this Ordinance are not connected to the City only by a "shoestring" or a strip of land which comprises a railroad or right-of-way; and

WHEREAS, all private landowners have consented to annexation of such lands where necessary; and

WHEREAS, the lands to be annexed are contiguous to the City and the City of Idaho Falls Comprehensive Plan includes the area of annexation; and

WHEREAS, the lands to be annexed are shown the Comprehensive Plan Map as "Low Density Residential" and "Higher Density Residential" and;

WHEREAS, after considering the written and oral comments of property owners whose lands would be annexed and other affected persons, City Council specifically makes the following findings:

- 1) That the lands annexed meet the applicable requirements of Idaho Code Section 50-222 and does not fall within exceptions or conditional exceptions contained in Idaho Code Section 50-222;
- 2) The annexation is consistent with public purposes addressed in annexation and related plans prepared by the City; and
- 3) Annexation of the lands described in Exhibit A and C are reasonably necessary for the orderly development of the City; and

WHEREAS, it appears to the City Council that the lands described hereinbelow in Exhibit A of this Ordinance should be annexed to and become a part of the City of Idaho Falls, Idaho; and

WHEREAS, the City wishes to exercise jurisdiction over the annexed lands in a way that promotes the orderly development of such lands; and

WHEREAS, the City of Idaho Falls Comprehensive Plan sets out policies and strategies designed to promote and sustain future growth within the City; and

WHEREAS, for consistency with the Comprehensive Plan, the Council desires to designate the lands within the area of annexation as "Low Density Residential"; and

WHEREAS, such designation is consistent with policies and principles contained within the City of Idaho Falls Comprehensive Plan; and

WHEREAS, the City desires the City of Idaho Falls Comprehensive Plan Map to be amended to reflect the designation contained in this Ordinance.

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

SECTION 1. Annexation of Property. The lands described in Exhibit A are hereby annexed to the City of Idaho Falls, Idaho.

SECTION 2. Assigning a Comprehensive Plan Map Designation. The area being annexed is hereby assigned a Comprehensive Plan Map Designation of "Low Density Residential."

SECTION 3. Amended Map and Legal Description. The City Clerk shall file a certified copy of this Ordinance with the Bonneville County Auditor, Treasurer, and Assessor, within ten (10) days after the effective date hereof. The City Engineer shall, within ten (10) days after such effective date, file an amended legal description and map of the City, with the Bonneville County Recorder and Assessor and the Idaho State Tax Commission, all in accordance with Idaho Code Section 63-2215.

SECTION 4. Findings. That the findings contained in the recitals of this Ordinance be, and the same are hereby, adopted as the official City Council findings for this Ordinance, and that any

further findings relative to this Ordinance shall be contained in the officially adopted Council minutes of the meeting in which this Ordinance was passed.

SECTION 5. 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 6. 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 7. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR this _____ day of _____, 2016.

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 ANNEXING APPROXIMATELY 20.221 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF LOW DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

Kathy Hampton, City Clerk

(SEAL)

EXHIBIT A

LEGAL DESCRIPTION

Commencing at the North 1/4 corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.00°10'31"W. along the North-South Center Section line 1690.37 feet to the centerline of Sand Creek, said point being the TRUE POINT OF BEGINNING; running thence S.72°50'49"W. along said centerline 264.12 feet; thence S.71°05'00"W. along said centerline 860.30 feet; thence S.17°06'04"W. along said centerline 620.39 feet to the East-West Center Section Line of said Section 4; thence S.89°50'15"E. along said East-West Center Section line 1245.73 feet to the Center 1/4 corner of said Section 4; thence N.00°10'31"E. along the North-South Center Section line 953.30 feet to the TRUE POINT OF BEGINNING.

CONTAINING: 880,839 Sq. Ft or 20.221 acres.

Submitted by:

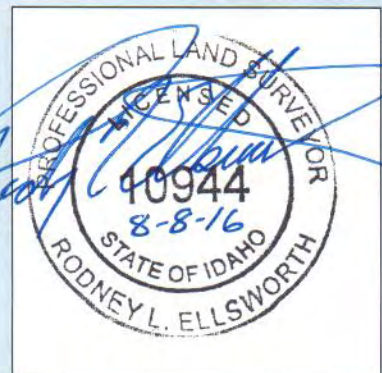
Eng/Survey Firm Name: Ellsworth & Associates

Contact Name: Steve Ellsworth

Phone Number: 522-5414

Email: Sellsworth@ida.net

PLS Seal:



Page ____ of ____

ORIGINAL

CITY OF IDAHO FALLS

BONNEVILLE COUNTY

PART OF THE NW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.
CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO

ANNEXATION
ORDINANCE

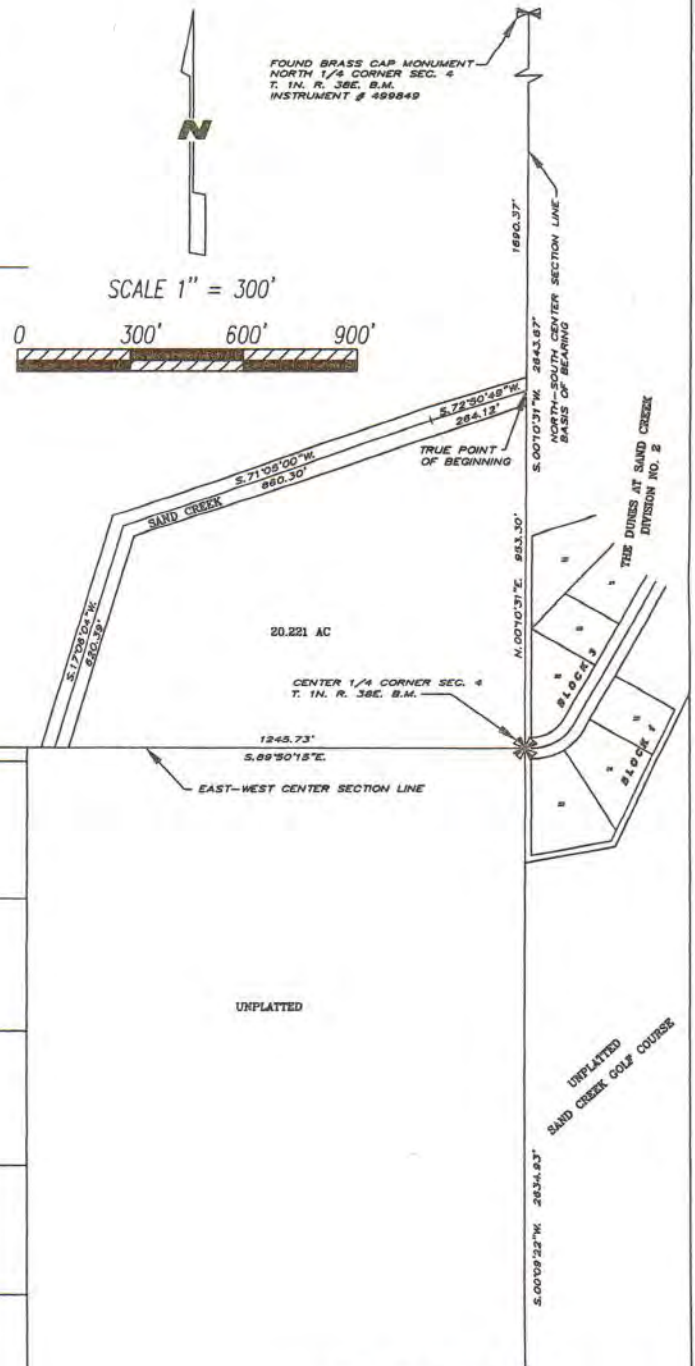
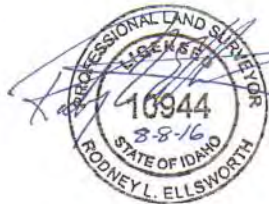
BOUNDARY DESCRIPTION

Commencing at the North 1/4 corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.00°10'31"W. along the North-South Center Section line 1690.37 feet to the centerline of Sand Creek, said point being the TRUE POINT OF BEGINNING; running thence S.72°50'49"W. along said centerline 264.12 feet; thence S.71°05'00"W. along said centerline 860.30 feet; thence S.17°06'04"W. along said centerline 620.39 feet to the East-West Center Section Line of said Section 4; thence S.89°50'15"E. along said East-West Center Section line 1245.73 feet to the Center 1/4 corner of said Section 4; thence N.00°10'31"E. along the North-South Center Section line 953.30 feet to the TRUE POINT OF BEGINNING.

CONTAINING: 880,839 Sq. Ft or 20.221 acres.

RECORDED WITH THE BONNEVILLE COUNTY

RECORDERS OFFICE AS INSTRUMENT NO. _____



CITY OF IDAHO FALLS

ANNEXATION

DARCY STEWART

PART OF NW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.

BONNEVILLE COUNTY, IDAHO

Scale: 1" = 300' Date: JUNE, 2016

Drawn by: S.D.E. Cadastre annotation

208 522 6414 Fax 208 523 2614

255 1st Street, Idaho Falls, ID. 83401

Job No.

1250

Sheet 1 of 3

EA Ellsworth & Associates PLLC

COPY

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 20.221 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS RP-A ZONE; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the proposed initial zoning districts of lands described in Exhibit A is RP-A Zone for such annexed lands such zoning is consistent with the current City of Idaho Falls Comprehensive Plan Land use designation "Low Density Residential"; and

WHEREAS, the proposed zoning district is consistent and compatible with the existing and surrounding zoning districts and is consistent with the City of Idaho Falls Comprehensive Plan; and

WHEREAS, Idaho Falls Planning and Zoning Commission held a duly noticed public hearing on August 2, 2016, and recommended approval of zoning the subject property to RP-A Zone; and

WHEREAS, the Idaho Falls City Council conducted a duly noticed public hearing and passed a motion to approve this zoning on September 8, 2016.

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

SECTION 1: LEGAL DESCRIPTION:

This ordinance shall apply to the lands described in Exhibit A in Idaho Falls, Idaho, Bonneville County, to-wit:

SECTION 2. Zoning. That the property described in Exhibit A of this Ordinance be and the same hereby is zoned "RP-A Zone" and the City Planner is hereby ordered to make the necessary amendments to the official maps of the City of Idaho Falls which are on file at the City Planning Department Offices, 680 Park Avenue.

SECTION 3. 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 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 _____, 2016.

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, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 20.221 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS RP-A ZONE; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

Kathy Hampton, City Clerk

EXHIBIT A

LEGAL DESCRIPTION

Commencing at the North 1/4 corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.00°10'31"W. along the North-South Center Section line 1690.37 feet to the centerline of Sand Creek, said point being the TRUE POINT OF BEGINNING; running thence S.72°50'49"W. along said centerline 264.12 feet; thence S.71°05'00"W. along said centerline 860.30 feet; thence S.17°06'04"W. along said centerline 620.39 feet to the East-West Center Section Line of said Section 4; thence S.89°50'15"E. along said East-West Center Section line 1245.73 feet to the Center ¼ corner of said Section 4; thence N.00°10'31"E. along the North-South Center Section line 953.30 feet to the TRUE POINT OF BEGINNING.

CONTAINING: 880,839 Sq. Ft or 20.221 acres.

Submitted by:

Eng/Survey Firm Name: Ellsworth & Associates

Contact Name: Steve Ellsworth

Phone Number: 522-5414

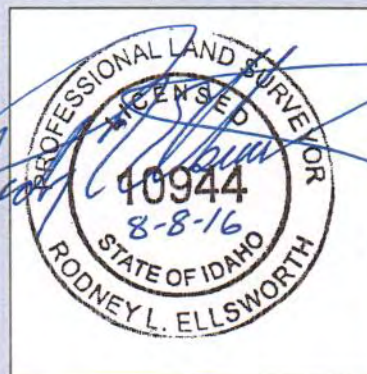
Email: Sellsworth@ida.net

Page ____ of ____

Application for Vacation

COPY

PLS Seal:



2/2416

CITY OF IDAHO FALLS

BONNEVILLE COUNTY

PART OF THE NW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.
CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO

ANNEXATION
ORDINANCE

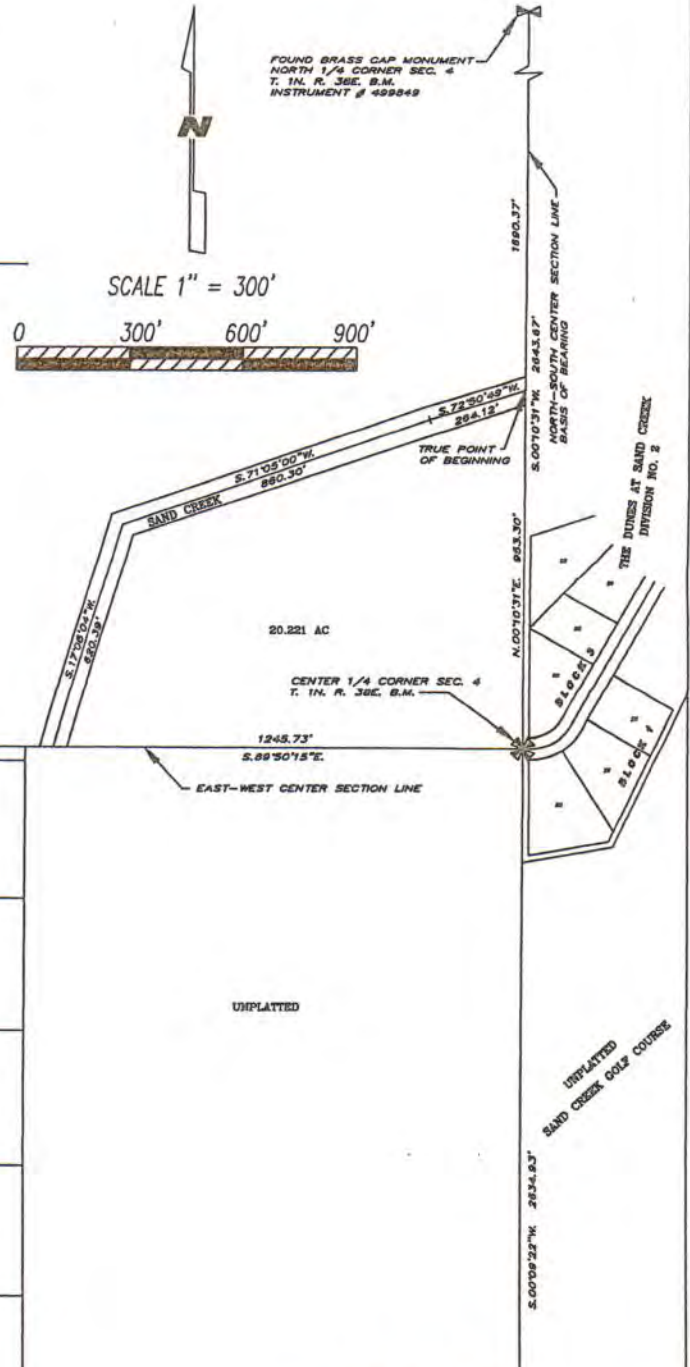
BOUNDARY DESCRIPTION

Commencing at the North 1/4 corner of Section 4, Township 1 North, Range 38 East of the Boise Meridian, Bonneville County, Idaho; running thence S.00°10'31"W. along the North-South Center Section line 1690.37 feet to the centerline of Sand Creek, said point being the TRUE POINT OF BEGINNING; running thence S.72°50'49"W. along said centerline 264.12 feet; thence S.71°05'00"W. along said centerline 860.30 feet; thence S.17°06'04"W. along said centerline 620.39 feet to the East-West Center Section Line of said Section 4; thence S.89°50'15"E. along said East-West Center Section line 1245.73 feet to the Center 1/4 corner of said Section 4; thence N.00°10'31"E. along the North-South Center Section line 953.30 feet to the TRUE POINT OF BEGINNING.

CONTAINING: 880,839 Sq. Ft or 20.221 acres.

RECORDED WITH THE BONNEVILLE COUNTY

RECORDERS OFFICE AS INSTRUMENT NO. _____



WEST 1/4 CORNER SEC. 4
T. 1 N. R. 38 E. B.M.
INSTRUMENT # 578989

S. 15TH E. (ST. CLAIR RD)

1

2

3

4

5

6

B L O C K 1

SAND CREEK DUNES
DIVISION NO. 1
(BONNEVILLE COUNTY)

UNPLATTED

UNPLATTED
SAND CREEK GOLF COURSE

CITY OF IDAHO FALLS

ANNEXATION
BARCY STEWART

PART OF NW 1/4, SEC. 4, T. 1 N., R. 38 E. B.M.
BONNEVILLE COUNTY, IDAHO

Job No.
1250
Sht. 1 of 3

Scale: 1" = 300' (Per ADK 1012)
Drawn By: S.D.E. Checked: J.E.H.
208 522 5414 Fax 208 523 3314
203 1st Street, Idaho Falls, ID 83401

EA Ellsworth & Associates PLLC

COPY

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

ANNEXATION OF PROPERTY LOCATED GENERALLY SOUTH OF E 49TH S., WEST OF S 25TH E., NORTH OF E 65TH S., AND EAST OF S 15TH E.

WHEREAS, the applicant filed an application for annexation and initial zoning of RP-A on June 8, 2016; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on August 2, 2016; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on September 8, 2016

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The Idaho Falls City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 20.219 acre parcel located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.
3. The Comprehensive Plan designates this area as Low Density Residential.
4. The application is a Category "A" annexation with the property owner requesting incorporation into the City.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the annexation for property located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2016

Rebecca L. Noah Casper, Mayor

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

INITIAL ZONING OF RP-A OF PROPERTY LOCATED GENERALLY SOUTH OF E 49TH S., WEST OF S 25TH E., NORTH OF E 65TH S., AND EAST OF S 15TH E

WHEREAS, the applicant filed an application for annexation and initial zoning of RP-A on June 8, 2016; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on August 2, 2016; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on September 8, 2016

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The Idaho Falls City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 20.219 acre parcel located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.
3. This is a Category "A" annexation in which the property owner is requesting incorporation into the City.
4. The Comprehensive Plan designates this area as Low Density Residential.
5. The proposed RP-A Zone is consistent with the principles and policies of Comprehensive Plan designation.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the initial zoning of RP-A for property located generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2016

Rebecca L. Noah Casper, Mayor



BGC-095-16

TO: Honorable Mayor and City Council
FROM: Brad Cramer, Community Development Services Director
SUBJECT: Annexation with Initial Zoning of R-1, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards, M&B 45.450 acres (Silverleaf Estates Subdivision)
DATE: September 2, 2016

Attached is the application for Annexation with Initial Zoning of RP-A, Annexation and Initial Zoning Ordinances, and Reasoned Statements of Relevant Criteria and Standards for M&B 45.450 acres (Silverleaf Estates Subdivision). This application was considered by the Planning and Zoning Commission on August 2, 2016 and recommended approval by unanimous vote. Staff concurs with this recommendation. This item is now being submitted to the Mayor and City Council for consideration.

Attachments: Vicinity Map
Aerial photo
Staff Report, August 2, 2016
Draft Planning and Zoning Commission Minutes, August 2, 2016
Annexation Ordinance
Zoning Ordinance
Reasoned Statements of Relevant Criteria and Standards


Cc: Kathy Hampton, City Clerk
File

Comment on:

PROJECT: Annx 16-012: Annexation/initial zoning of R-1 (Residence zone) [Silver leaf Estates]

City of Idaho Falls Public meeting on *September 8, 2016*

I disagree with the Idaho Falls Planning Commission recommendation to approve the above annexation. Because a development plan is not presented, it is impossible to comment on the practical and logistical aspects of the annexation. Approval of the land to R-1 status is inappropriate without showing the development plan and shows a lack of consideration for nearby residents on the part of the Idaho Falls Planning Commission. If the development plan is the same as the previous meeting (Aug 2, 2016), then my comments for that meeting should be applied to this meeting (attached).



Michael Roddy
1493 Alayssa Drive

RECEIVED
AUG 31 2016
CITY OF IDAHO FALLS

Comments on Silverleaf Estates Plan

For Public Hearing on August 2, 2016.

I would like to state that I am totally against the proposed Silverleaf Estates Platt plan. The reasons that I am against the implementation of the Plan are that the construction will create noise and dust issues that will make my life miserable for the next few years. In addition, the main exit for Silverleaf Estates is near my house and this will significantly increase traffic noise in the future. When I moved into my house, the plan for this area was considerable different than this plan. Had I known about this plan, I would not have moved where I am. Here are my specific comments on the Silverleaf Estates Platt Plan:

1. What dust control measures will be taken?
2. There are not enough entrances and exits for traffic! All the traffic will be funneled through one exit until road extensions are completed. "Kinetic drive needs to go through to W 17th and kinetic drive needs to be completed to the south as well (shows as future road on map).
3. What noise abatement will be done? Will the noisy (heavy equipment use) work get scheduled for Friday and Saturday like some builders seem to like to do in this area. I would propose that work on Friday and Saturday not start till at least 8 AM and no heavy equipment use on those days and be completed by 6 pm. In addition, I would propose no work on Sundays. People need a break from the noise because loud noise levels increase stress levels.
4. Will some compensation (moving expenses) be offered to those adjacent property owners who want to move? Moving will cost me a lot of time and money and the proposed development may lower my property value.
5. Will property owners next to the proposed Silverleaf Estates get a property tax assessment break? (i.e. lower assessment values during construction)
6. When is the proposed start of construction on Silverleaf Estates?

Michael Roddy
1493 Alayssa Drive

Legend

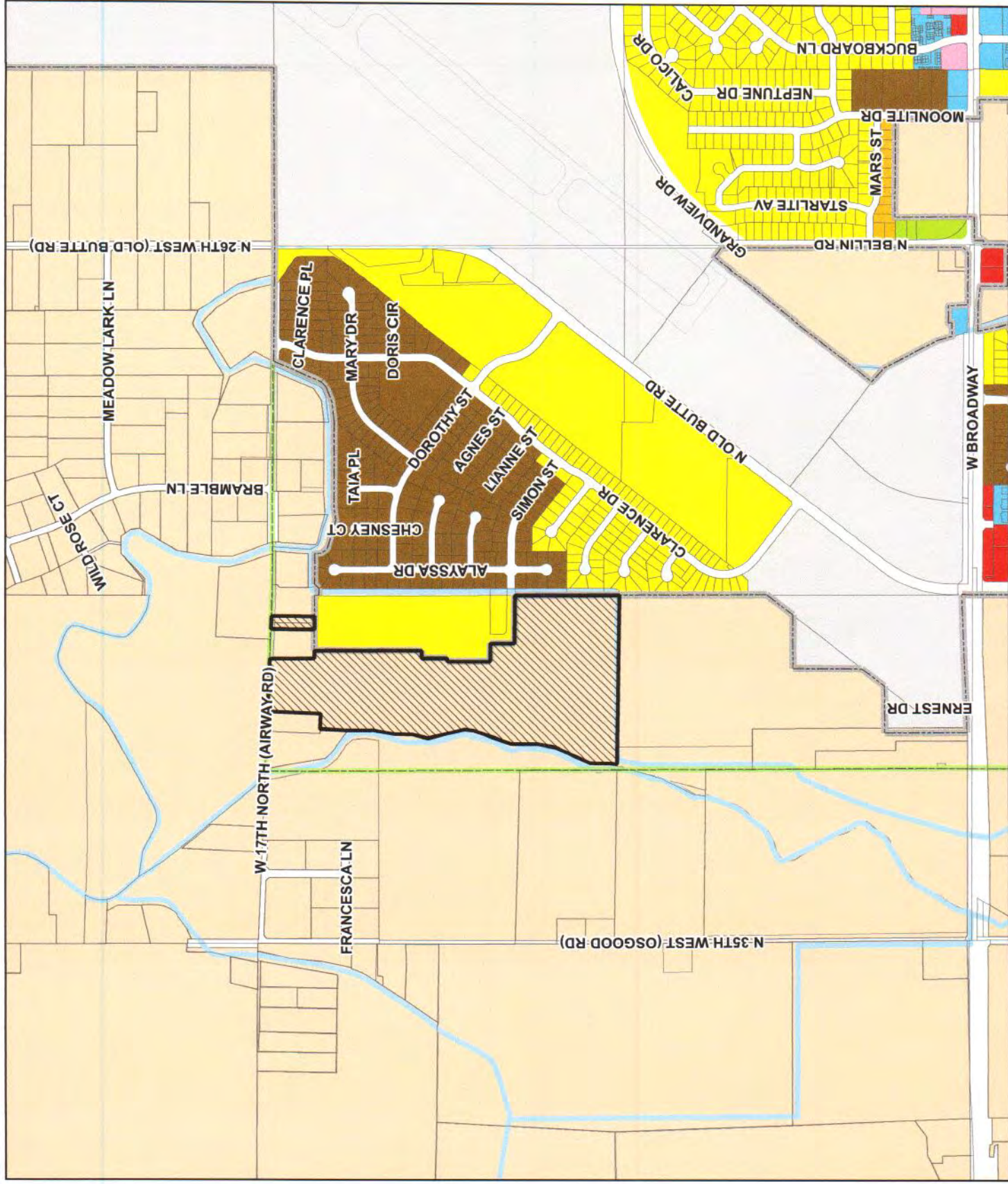
-  Site
-  RP
-  RP-A
-  R-1
-  R-2
-  R2A
-  R-3
-  R-3A
-  PB
-  MS
-  RSC-1
-  C-1
-  HC-1
-  CC-1
-  GC-1
-  R&D-1
-  M-1
-  I&M-1
-  I&M-2
-  RMH
-  PT-1
-  PT-2
-  PT-2 & T-1
-  PUD
-  T-1
-  T-2
-  30' Setback
-  50' Setback
-  City Limits
-  Area of Impact

IDAHO FALLS

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
















1" = 1,000'



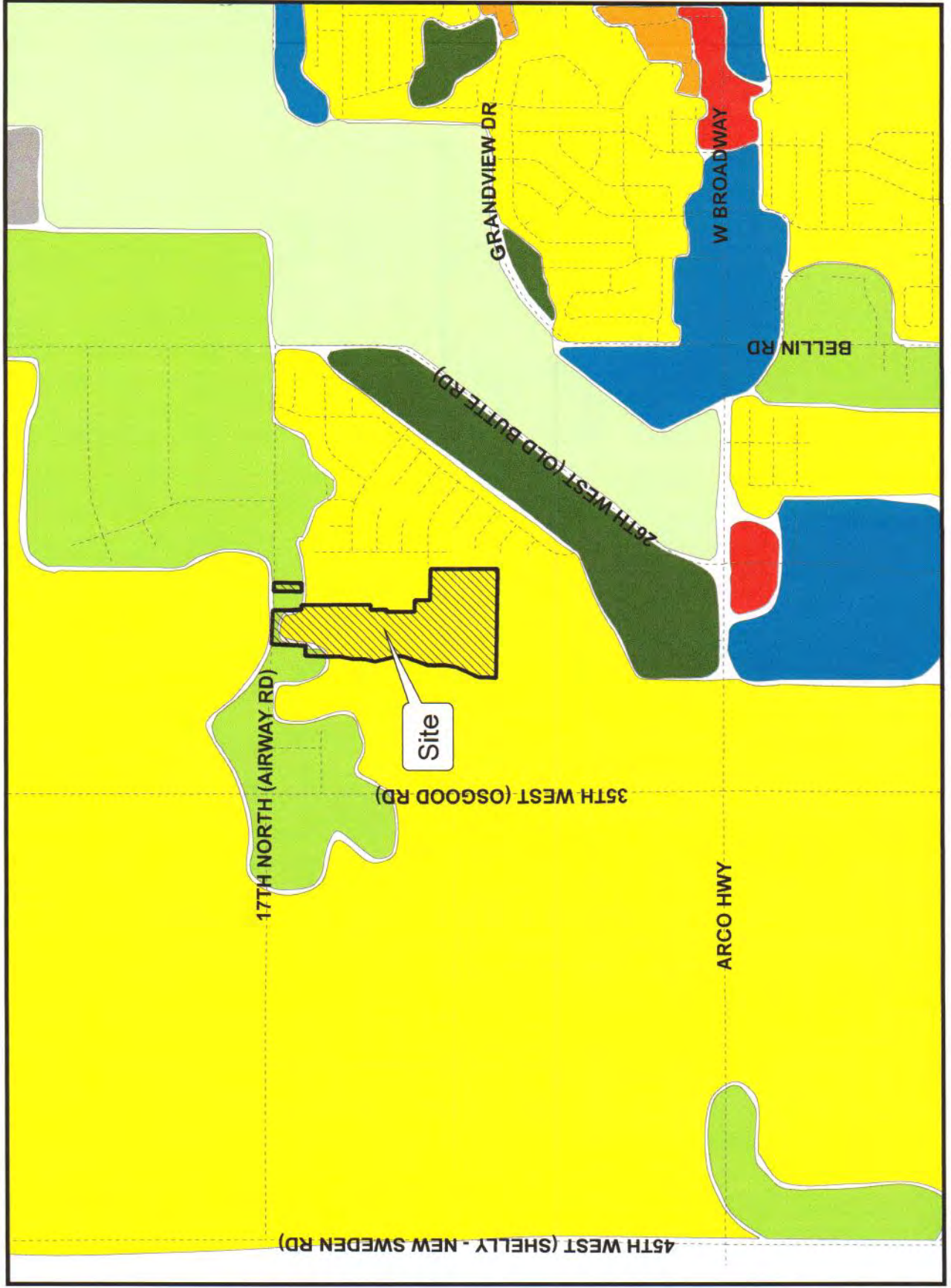


Annexation & Initial Zoning

M&B: Approx. 45.450 Acres Section 15, T 2N, R 37E Plus ROW Dedication

- | | | | | |
|--|--|---|--|---|
|  Estate |  Greenbelt Mixed Uses |  Commercial |  Higher Education Centers |  Railroad-related industrial |
|  Low Density |  Parks, Recreation |  Employment Centers |  Planned Transition | |
|  Higher Density |  Public Facilities, Open Spaces |  Medical Services Center |  Highway-related industrial | |

Comprehensive Plan



IDAHO FALLS PLANNING AND ZONING COMMISSION
STAFF REPORT

ANNEXATION AND INITIAL ZONING OF R-1

M&B: Approx. 45.450 Acres NW1/4 Section 15, T 2N, R 37E (Silverleaf Estates)

August 2, 2016



Community
Development
Services

Applicant: Eagle Rock Engineering

Location: Generally south of W 17th N, west of N 26th W, north of Broadway and east of N 35th W

Size: 45.45 acres

Existing Zoning:

Site: County A-1

North: County A-1

South: R-1

East: R-1/ R-3

West: County A-1

Proposed Zoning: R-1

Existing Land Uses:

Site: Agricultural

North: Agricultural

South: Agricultural

East: Residential

West: Agricultural

Future Land Use Map:

Low Density Residential and Estate

Attachments:

1. Maps and aerial photos

Requested Action: To recommend approval of the annexation with initial zoning of R-1 to the Mayor and City Council.

Staff Comments:

Annexation: This is a Category "A" annexation in which the property owner is requesting incorporation into the City. The property is contiguous to the City on its east property line. The property is within the City's Area of City Impact and can be served by City utilities and services.

Zoning: The applicant is proposing R-1 Zoning for the development of a residential neighborhood. The comprehensive plan for the area is designated primarily as Low Density Residential except for along 17th North where there it is designated as Estate. The R-1 Zoning is consistent with these designations.

Staff Recommendation: Staff recommends approval of the annexation and initial zoning of R-1.

**Comprehensive
Plan Policies:**

Residential development should reflect the economic and social diversity of Idaho Falls. New and existing developments should foster inclusiveness and connectivity through mixed housing types and sizes and neighborhood connections through paths, parks, open spaces, and streets.
(p. 40)

Zoning Ordinance:

10-3-10: R-1 RESIDENCE ZONE

(A) General Objectives and Characteristics.

The objective in establishing the R-1 Zone is to provide a residential environment within the City which is characterized by somewhat smaller lot widths, and a somewhat denser residential environment than is characteristic of the RP-A Residence Park Zone. Also characteristic of this Zone are residential amenities adequate to maintain desirable residential neighborhoods. The principle permitted uses in the R-1 Residence Zone shall be one (1) family dwelling and certain other public facilities which are necessary to promote and maintain stable residential neighborhoods. In order to accomplish the objectives and purposes of this Zoning Code and to promote the essential characteristics of this Zone, the following regulations shall apply in the R-1 Zone:

(B) Use Requirements.

The following uses shall be permitted in the R-1 Zone:

- (1) Any use permitted in the RP Residence Park Zone, and in the RP-A Residence Park Zone.
- (2) Home occupations.
- (3) Cemeteries, when approved by the Planning Commission as a conditional use.
- (4) Day Care Centers when approved by the Planning Commission and City Council as a conditional use.
- (5) Single-family attached dwellings when found to be in accordance with the Special Provisions Regarding Single-Family Attached Dwellings subsection and approved by the Planning Commission and Council as a conditional use.

(C) Area Requirements.

An area of not less than six thousand square feet (6,000 ft²) shall be provided and maintained for each dwelling. No minimum area shall be required for other main buildings, except as may be required for conditional uses permitted in the Zone.

(D) Width Requirements.

The minimum of any building site for a dwelling shall be fifty feet (50') measured at the building setback line.

(E) Location of Buildings and Structures.

- (1) Setback. All buildings shall be set back a minimum distance of thirty feet (30') from any public street, except as herein provided and required under the provisions of this Zoning Code.
- (2) Side Yards. For main buildings there shall be a side yard of not less than eight inches (8") for each foot of building height, except that no side yard shall be less than seven feet (7') six inches (6"). Side yard requirements for accessory buildings shall be the same as for main buildings, except that no side yard shall be required for accessory buildings which are located more than twelve feet (12') in the rear of the main building.

Single-family attached dwellings shall have no side yard setback requirement at the property line separating the attached or party wall or walls; however, all accessory buildings shall comply with the setback requirements set forth above.

- (3) Rear Yards. For main buildings there shall be a rear yard of not less than twenty-five feet (25') on both interior and corner lots. For accessory buildings, no rear yard shall be required, except where an alley is located at the rear of a lot, in which case a three foot (3') rear yard is required.

(F) Height Requirements.

No building shall be erected to a height of greater than two (2) stories. Roofs above the square of the building, chimneys, flagpoles, television antennas, church towers, and similar structures not used for human occupancy, are excluded in determining height.

(G) Size of Building.

No requirement.

(H) Lot Coverage.

The total area of structures on a lot shall not exceed forty percent (40%) percent of lot area.

(I) See Supplementary Regulations.

(J) Special Provisions Regarding Single-Family Attached Dwellings:

- (1) All lots upon which a single-family home attached dwelling is located shall have frontage upon and vehicular access to a dedicated street.
- (2) No single-family attached dwelling shall be located above another dwelling unit, either in whole or part.
- (3) Each single-family attached dwelling shall have at least one direct pedestrian access from the interior of the dwelling to the exterior boundaries of the lot and no pedestrian access may be held in common with another single-family dwelling unit.
- (4) No more than three (3) single-family dwellings may be attached together.
- (5) Except as noted below, a single-family attached dwelling shall have no facilities or property in common with another single-family attached dwelling and all dwellings shall be structurally and functionally independent from each other. All single-family attached dwellings shall have separate electrical service, water service lines and sanitary sewer service lines. Common facilities or property are allowed for the following:
 - (a) Common party walls constructed in accordance with the Uniform Building Code.
 - (b) Foundations supporting attached or party walls.
 - (c) Flashing at the termination of the roof covering any attached walls.
 - (d) Roofs.
 - (e) Vehicular access to a dedicated street from off-street parking facilities or garages.
- (6) No building permit shall be issued for the construction of a single-family attached dwelling unless a common facilities or party wall agreement for Declaration of Condominium has been filed with the Bonneville County Recorder's Office for each such dwelling which shares common facilities with another unit. Such agreement shall include a legal description of the

lots sharing common facilities and shall allocate responsibility as between the owners of such lots for the use, maintenance, and ownership of all common facilities.

- (7) All single-family attached dwellings shall meet the dwelling unit separation requirements of the officially adopted and applicable building codes of Idaho Falls.
- (8) Any lots upon which a single-family attached dwelling is located need not comply with R 1 Residence Zone's Area Requirements and Width Requirements, provided such lot complies with R-1 Residence Zone Location of Buildings provisions and the side yard requirements of the R-1 Residence Zone's Special Provisions Regarding Single-Family Attached Dwellings.
- (9) The net density of single-family attached projects shall not exceed seven (7) units per acre. The area within public rights-of-way shall not be included in the calculations for net density.
- (10) When applications for single-family attached dwellings are submitted for conditional use review, a plat, site plan showing the location of proposed buildings, driveways, sidewalks, and other improvements, and preliminary elevations of the proposed buildings shall be submitted.
- (11) The side yard adjacent to detached single-family homes shall be fifteen feet (15').⁵⁷

6. ANNEXATION/INITIAL ZONING 16-012. Annexation of R-1 Residential Single-Family) Zone. Silverleaf Estates. McLane presented the staff report, a part of the record.

Applicant:

Kurt Rowland, 1331 Fremont, Idaho Falls, Idaho. Rowland stated that they are proposing annexation with R-1 zoning.

No one appeared in support.

Opposition:

Lyle Stephenson, 644 Calliope Lane, Idaho Falls, Idaho. Stephenson will be purchasing one of the two lots that will remain in the County. Stephenson just wanted to make sure that as the process proceeds the lines are appropriately drawn and that his lot is not included in the annexation for the City. Stephenson asked if the City has already purchased or been deeded the land for the roadway. Staff indicated that it has not yet been deeded. Stephenson stated that as part of his transaction, he purchases half of the roadway. Stephenson stated he would like to be appraised of the process and have some input and be able to talk with the developer to work out the details. Stephenson believes the zoning is appropriate.

Dixon closed the public hearing.

Wimborne moved to recommend to the Mayor and City Council approval of the Annexation with initial zoning of R-1 for approximately 45.450 acres NW ¼ Section 15, T 2N, R 37E (Silverleaf Estates), Swaney seconded the motion and it passed unanimously.

ORDINANCE NO. _____

AN ORDINANCE ANNEXING APPROXIMATELY 45.450 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF LOW DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the lands described in Exhibit A of this Ordinance are contiguous and adjacent to the City limits of the City of Idaho Falls, Idaho; and

WHEREAS, such lands described herein are subject to annexation to the City pursuant to the provisions of Idaho Code Section 50-222, and other laws, as amended; and

WHEREAS, the annexation of the lands described in Exhibit A is reasonably necessary to assure the orderly development of the City in order to allow efficient and economically viable provision of tax-supported and fee-supported municipal services; to enable the orderly development of private lands which benefit from a cost-effective availability of City services in urbanizing areas; and to equitably allocate the costs of City/public services in management of development on the City's urban fringe; and

WHEREAS, the City has authority to annex lands into the City upon compliance with procedures required in Idaho Code Section 50-222, as amended; and

WHEREAS, any portion of a highway lying wholly or partially within the lands to be annexed are included in the lands annexed by this Ordinance; and

WHEREAS, the lands annexed by this Ordinance are not connected to the City only by a "shoestring" or a strip of land which comprises a railroad or right-of-way; and

WHEREAS, all private landowners have consented to annexation of such lands where necessary; and

WHEREAS, the lands to be annexed are contiguous to the City and the City of Idaho Falls Comprehensive Plan includes the area of annexation; and

WHEREAS, the lands to be annexed are shown the Comprehensive Plan Map as "Low Density Residential" and;

WHEREAS, after considering the written and oral comments of property owners whose lands would be annexed and other affected persons, City Council specifically makes the following findings:

- 1) That the lands annexed meet the applicable requirements of Idaho Code Section 50-222 and does not fall within exceptions or conditional exceptions contained in Idaho Code Section 50-222;
- 2) The annexation is consistent with public purposes addressed in annexation and related plans prepared by the City; and
- 3) Annexation of the lands described in Exhibit A and C are reasonably necessary for the orderly development of the City; and

WHEREAS, it appears to the City Council that the lands described hereinbelow in Exhibit A of this Ordinance should be annexed to and become a part of the City of Idaho Falls, Idaho; and

WHEREAS, the City wishes to exercise jurisdiction over the annexed lands in a way that promotes the orderly development of such lands; and

WHEREAS, the City of Idaho Falls Comprehensive Plan sets out policies and strategies designed to promote and sustain future growth within the City; and

WHEREAS, for consistency with the Comprehensive Plan, the Council desires to designate the lands within the area of annexation as "Low Density Residential"; and

WHEREAS, such designation is consistent with policies and principles contained within the City of Idaho Falls Comprehensive Plan; and

WHEREAS, the City desires the City of Idaho Falls Comprehensive Plan Map to be amended to reflect the designation contained in this Ordinance.

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

SECTION 1. Annexation of Property. The lands described in Exhibit A are hereby annexed to the City of Idaho Falls, Idaho.

SECTION 2. Assigning a Comprehensive Plan Map Designation. The area being annexed is hereby assigned a Comprehensive Plan Map Designation of "Low Density Residential."

SECTION 3. Amended Map and Legal Description. The City Clerk shall file a certified copy of this Ordinance with the Bonneville County Auditor, Treasurer, and Assessor, within ten (10) days after the effective date hereof. The City Engineer shall, within ten (10) days after such effective date, file an amended legal description and map of the City, with the Bonneville County Recorder and Assessor and the Idaho State Tax Commission, all in accordance with Idaho Code Section 63-2215.

SECTION 4. Findings. That the findings contained in the recitals of this Ordinance be, and the same are hereby, adopted as the official City Council findings for this Ordinance, and that any

further findings relative to this Ordinance shall be contained in the officially adopted Council minutes of the meeting in which this Ordinance was passed.

SECTION 5. 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 6. 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 7. Effective Date. This Ordinance shall be in full force and effect from and after its passage, approval and publication.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR this _____ day of _____, 2016.

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 ANNEXING APPROXIMATELY 45.450 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE; ASSIGNING A COMPREHENSIVE PLAN MAP DESIGNATION OF LOW DENSITY RESIDENTIAL; AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

Kathy Hampton, City Clerk

(SEAL)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 45.450 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS R-1 ZONE; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the proposed initial zoning districts of lands described in Exhibit A is R-1 Zone for such annexed lands such zoning is consistent with the current City of Idaho Falls Comprehensive Plan Land use designation "Low Density Residential"; and

WHEREAS, the proposed zoning district is consistent and compatible with the existing and surrounding zoning districts and is consistent with the City of Idaho Falls Comprehensive Plan; and

WHEREAS, Idaho Falls Planning and Zoning Commission held a duly noticed public hearing on August 2, 2016, and recommended approval of zoning the subject property to R-1 Zone; and

WHEREAS, the Idaho Falls City Council conducted a duly noticed public hearing and passed a motion to approve this zoning on September 8, 2016.

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

SECTION 1: LEGAL DESCRIPTION:

This ordinance shall apply to the lands described in Exhibit A in Idaho Falls, Idaho, Bonneville County, to-wit:

SECTION 2. Zoning. That the property described in Exhibit A of this Ordinance be and the same hereby is zoned "R-1 Zone" and the City Planner is hereby ordered to make the necessary amendments to the official maps of the City of Idaho Falls which are on file at the City Planning Department Offices, 680 Park Avenue.

SECTION 3. 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 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 _____, 2016.

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, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 45.450 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS R-1 ZONE; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.”

Kathy Hampton, City Clerk

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

ANNEXATION OF PROPERTY LOCATED SOUTH OF W 17TH N, WEST OF N 26TH W, NORTH OF BROADWAY AND EAST OF N 35TH W

WHEREAS, the applicant filed an application for annexation and initial zoning of R-1 on June 22, 2016; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on August 2, 2016; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on September 8, 2016

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The Idaho Falls City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 45.45 acre parcel located south of W 17th N, west of N 26th W, north of Broadway and east of N 35th W.
3. The Comprehensive Plan designates this area as Low Density Residential and Estate.
4. The property is contiguous to the City on its east boundary.
5. The property is within the City's Area of Impact and can be served by City utilities.
6. The application is a Category A annexation with the property owner requesting incorporation into the City.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the annexation for property located south of W 17th N, west of N 26th W, north of Broadway and east of N 35th W.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2016

Rebecca L. Noah Casper, Mayor

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

INITIAL ZONING OF R-1 OF PROPERTY LOCATED SOUTH OF W 17TH N, WEST OF N 26TH W, NORTH OF BROADWAY AND EAST OF N 35TH W

WHEREAS, the applicant filed an application for annexation and initial zoning of R-1 on June 22, 2016; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on August 2, 2016; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on September 8, 2016

WHEREAS, having reviewed the application, including all exhibits entered and having considered the issues presented:

I. RELEVANT CRITERIA AND STANDARDS

1. The Idaho Falls City Council considered the request pursuant to the City of Idaho Falls 2013 Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 45.45 acre parcel located south of W 17th N, west of N 26th W, north of Broadway and east of N 35th W.
3. The Comprehensive Plan designates this area as Low Density Residential and Estate.
4. The proposed R-1 Zone is consistent with the Comprehensive Plan designation.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the initial zoning for property located south of W 17th N, west of N 26th W, north of Broadway and east of N 35th W.

PASSED BY THE CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2016

Rebecca L. Noah Casper, Mayor