



NOTICE OF PUBLIC MEETING

Monday, April 8, 2019
CITY COUNCIL CHAMBERS
680 Park Avenue
Idaho Falls, ID 83402
3:00 p.m.

The public is invited to attend. This meeting may be cancelled or recessed to a later time in accordance with law. If you need communication aids or services or other physical accommodations to participate or access this meeting or program of the City of Idaho Falls, you may contact City Clerk Kathy Hampton at 612-8414 or the ADA Coordinator Lisa Farris at 612-8323 as soon as possible and they will accommodate your needs.

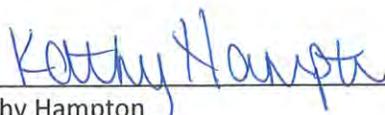
SPECIAL MEETING (Council Work Session)

Times listed in parentheses are only estimates.

Call to Order and Roll Call

- Mayor:** -Acceptance and/or Receipt of Minutes
Action Desired: To receive recommendations from the Planning and Zoning Commission
-Calendars, Announcements and Reports (10)
- Council:** -Liaison Reports and Concerns (10)
- Municipal Services:** -2017/18 Annual Audit Report and Presentation (60)
- Community Development Services:** -Community Development Block Grant (CDBG) Applicant and Annual Action Plan Review (5)
-Area of Impact Review (25)
- Community Development Services;
Airport:** -Airport Code and Plan Changes Discussion (30)
- Parks and Recreation:** -Parks Maintenance Management Plan Review (30)
- Executive Session:** -The Executive Session is being 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).
(The Executive Session will be held immediately following the conclusion of the agenda items listed above)

DATED this 5th day of April, 2019



Kathy Hampton
City Clerk



MEMORANDUM

TO: Honorable Mayor and Council

FROM: Brad Cramer, Director

DATE: April 3, 2019

RE: April 2, 2019, Planning Commission Action

Planning Commission took the following action during the April 2, 2019 meeting.

- 1. RZON19-003 REZONE. Snake River Landing Rezone from LC to HC.** Generally south and east of Interstate 15, west of Snake River Pkwy., and north of Event Center Dr. On 4/2/2019 the Planning and Zoning Commission recommended approval to the Mayor and City Council as presented.
- 2. RZON19-004 REZONE. Amend the Zoning Map to Include the Airport Overlay Zoning.** On April 2, 2019, the Planning and Zoning Commission recommended to the City Council approval of the amendment as presented.
- 3. RZON18-022: REZONE. Amendment of Comprehensive Plan around the Airport.** On April 2, 2019, the Planning and Zoning Commission recommended to the Mayor and City Council approval of the amendment as presented.
- 4. PLAT17-021: FINAL PLAT. Eagle Rock Town Center Division 4.** Generally south of Broadway, west of S Utah Ave., north of Pioneer Rd., and east of I-15. On April 2, 2019, the Planning and Zoning Commission recommended to the Mayor and City Council approval of the final plat as presented.
- 5. PLAT19-003: FINAL PLAT.** Generally south of E 49th S., west of S 25th E., north of E 65th S., and east of S 15th E. On April 2, 2019 the Planning and Zoning Commission recommended approval to the Mayor and City Council approval of the final plat as presented.

RECOMMENDED COUNCIL ACTION: To receive recommendation(s) from the Planning and Zoning Commission pursuant to the Local Land Use Planning Act (LLUPA).

PC Action 4/2/2019

Approved

**Idaho Falls Sister City Youth Meeting-Minutes
March 11, 2019**

Attendees:

Melinda Cebull	Nathan Peck	Aliyah Gamino
Nicholas Cebull	Anna St. Michel	Vina Gamino
Kylie Eaton	Whitney St. Michel	Stephanie VanAusdeln
Abel Doyle	Aidan Gallegos	Rebecca Smith
Aaron Doyle	Abby Gallegos	Jo Gallegos
Charlie Medema	Laura Combs	Katie Eaton
Heather Medema	Charlotte Combs	David Eaton
Hina Nishino	Kendra Peck	

Approval of minutes:

March 6, 2019 meeting minutes needs the date of student exchange from July 25 to March 5 to July 25 to March 6. That being completed Kendra Peck motioned to approved and seconded by Melinda Cebull..

Reminder:

Idaho Falls Sister City Youth will meet April 3 and April 15, 2019 at 7:00 in the library.

Treasurer Report:

The Treasurer's Report will be given at the April 3rd meeting.

Bylaws:

The group agreed to wait until the next meeting to approve the Bylaws.

Fundraisers:

The **Cherry Blossom Festival** is schedule at the Snow Eagle April 25. Those of us who need more time soliciting for donations are asked to get them to Heather as soon as possible but no later than Friday, March 15. Please call Heather before taking the donations to her. Heather's phone number is (208) 881-7447. For anyone soliciting donations please fill out the donation form because they will be used for thank you notes.

Fundraisers continue:

Rebecca talked about the pre sale of tickets for the raffle: She asked each person to help her track tickets by writing the range of numbers taken. She stated that each ticket have the name and phone number of the person you are selling the ticket to. Each ticket entry needs to be placed in the appropriate box (corresponding to the basket/prize of interest) before the drawing which takes place at around 8:30 pm at Snow Eagle. She stated that winning ticket will be delivered by the person who sold the ticket unless of course the winner is present at the drawing. Points are awarded based on money turned in from ticket sales (1 point for each \$80).

Ticket pricing is 1 ticket for \$1, 6 tickets for \$5, or a wingspan (nominally 40 tickets) for \$20. The wingspan is a really good deal, so you may find you need a lot of tickets to earn as many points as you can.

Rebecca will send an email to the group with this information along with her phone number.

Koi Pond:

Discussion on planning will be at the next meeting.

Student Activities

Newsletter:

Logo:

T-shirt Design:

Date for T-shirt design should be turned in at the next meeting so the groups can consider and make their final decision.

Proposed Activities for Summer Exchange were discussed:

Proposed activities

Proposed Family Day activities:

Hosting students:

Need to work on a set of questions to match up students with hosting family.

Kendra motion to adjourn meeting. It was seconded by Nathan.



MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Brad Cramer, Community Development Services Director

DATE: Friday, April 5, 2019

RE: Area of Impact Discussions

After our last internal discussion regarding the area of impact, staff was asked to make changes to three documents: Annexation Principles, Utility Extension Pilot Project Parameters, and the Area of Impact Agreement. Staff has made the modifications and they are included with this memo. To summarize the changes, the annexation and pilot project documents now include additional explanatory language. The area of impact remains as the red-lined version, removing language about utility extensions and instead putting that language in the pilot project parameters. At the work session, staff requests any final comments so the documents can be sent to the County Commissioners for review prior to the next joint meeting.

Attachments: Annexation Principles
 Utility Extensions Pilot Project Parameters: A Plan to Protect Tax Payers
 and Rate Payers
 Area of Impact Agreement

Annexation Principles

City policies, including annexation, should not encourage urban sprawl. When considering city-initiated annexations, properties on the urban fringe that do not receive a City utility should be considered only in rare and unusual circumstances and not as a normal practice. Annexation of such properties which are already developed has the same effect on the City's tax base as encouraging sprawl development. Such annexations extend the City's tax-supported resources further from the urban core. Such a practice is generally not cost effective and should be avoided. Because of the recent City-initiated annexation effort, City staff has received concerns from property owners on the urban fringe that their properties are being targeted for annexation, even when those properties do not receive any City utilities. To help ensure correct information is circulated, the City should consider notifying County property owners in the area of impact on an annual basis that while their properties may be considered for annexation at some point, it will be per the principles outlined in this document.

While these principles are intended to be thoughtful and protect property rights to the extent that they do not infringe upon the City's ability to grow and provide efficient and equitable tax and fee based services, it is also important to note that the City strongly believes there is value in being annexed. Annexation should not be seen as a negative. The City of Idaho Falls proudly offers excellent tax and fee supported services besides utilities. These include a robust Parks and Recreation system, one of the highest rated Fire Departments in the State of Idaho, excellent Police protection, a wonderful Library, well-maintained streets and neighborhoods, and a commitment to providing a high quality of life at an affordable tax rate. Further, Idaho Falls is home to many of the large employers and service providers in the region. All residents, both City and County, benefit from a strong Idaho Falls. Residents in the County on the urban fringe and in County islands close to the City's core benefit from being close to City limits and should bear an equal burden in the provision of those benefits. As was argued in a court case in Baltimore in 1918, "Those who locate near the city limits are bound to know that the time may come when the legislature will extend the limits and take them in. No principle of right or justice or fairness places in their hands the power to stop the progress and development of the city, *especially in view of the fact that a large majority of them have located near the city for the purpose of getting benefit of transacting business or securing employment...in the city.(emphasis added)*"

In an effort to provide efficient and equitable fee and tax supported services, encouraging orderly growth, and carefully expanding the tax base of the City, the annexation principles below are general practices the City follows when considering annexation. While these represent the general practice of the City, they do not bind the City from exercising any annexation authority granted by Idaho statutes. However, a departure from the principles below would most commonly be done in response to an unusual circumstance or need.

Category A

The City of Idaho Falls exercises its legal annexation authority for all category A annexations.

Procedures:

1. For annexation in which, "all private landowners have consented to annexation":
 - No public hearing will be required

- The application will be considered by the Planning and Zoning Commission (P&Z) for its recommendation
 - The application will then be considered by the Council for final decision, passage of the annexation ordinance, and adoption of a reasoned statement of relevant criteria and standards
2. For annexation of “any residential enclaved lands of less than one hundred (100) privately-owned parcels, irrespective of surface area, which are surrounded on all sides by land within a city or which are bounded on all sides by lands within a city and by the boundary of the city’s area of impact”:
- City staff will hold a neighborhood meeting prior to the advertisement of the proposed annexation
 - A public hearing will be held before the P&Z for its recommendation
 - A public hearing will be held before the Council for final decision, passage of the annexation ordinance, and adoption of a reasoned statement of relevant criteria and standards

Category B

The same procedure will apply for annexations which “contain less than one hundred (100) separate private ownerships and platted lots of record and where not all such landowners have consented to annexation,” as well as annexations where “the subject lands contain more than one hundred (100) separate private ownerships and platted lots of record and where landowners owning more than fifty percent (50) of the area of the subject private lands have consented to annexation prior to the commencement of the annexation process.”

Category B annexations will be considered when:

- The land is completely enclaved by City boundaries; OR
- The property has at least one (1) utility connection (regardless of an annexation agreement for the property); OR
- The parcel is 5 acres or less and:
 - Is contiguous by more than merely touching corners AND
 - Includes a primary structure and a primary use that is not agricultural AND
 - Has immediate access to a utility service

Procedures:

- City staff will prepare an annexation plan prior to advertising the annexation and send it to property owners within the annexation boundaries
- Staff will hold a neighborhood meeting prior to advertisement of the proposed annexation
- A public hearing will be held by P&Z for its recommendation
- A public hearing will be held by the Council for the final decision, passage of the annexation ordinance, and adoption of a reasoned statement of relevant criteria and standards

Category C Annexations

The City does not intend to exercise its annexation authority for category C annexations

Road Rights-of-way

Generally the City will not annex a County right-of-way until annexation has occurred on both sides of the right-of-way. The City recognizes that there may be times when it is appropriate to annex the County right-of-way prior to the City having annexed property on both sides of the right-of-way. In these cases City Public Works staff will work with County Public Works staff to determine the appropriate limits for annexing right-of-way.

DRAFT

Utility Extension Pilot Project Parameters (A Plan to Protect Tax Payers and Rate Payers)

The City recognizes that because of natural development patterns there are existing developable county parcels that are unable to annex into the City because of a lack of or inability to become contiguous. This can prevent or stymie development of these parcels even though municipal utility service are immediately adjacent to the property. The City also believes that one implementation strategy to managed and planned growth is to encourage development in areas served by public utilities or where extensions of facilities are least costly.

The City also recognizes that properties on the urban fringe , where land acquisition can be less expensive, see the heaviest development pressure and there is a desire for municipal utilities to be extended to allow for development. The City cautions that extending utility services to outlying fringe properties has the potential in encourage sprawl development and leads to inefficient distribution and increased maintenance costs of those services as well as tax supported services such as police and fire protection. Previously this has influenced the creation of urban development, or City, islands within undeveloped areas of the county which later create County enclaves as these areas become contiguous and eligible for annexation.

Restraint should be shown in allowing urban type development to occur in fringe areas. By discouraging growth in outlying areas and encouraging growth in areas where services are available, or can easily be extended, sprawl development will be discouraged while still allowing for the efficient, equitable and economical delivery of utility services.

As a pilot project to explore the possibility of further extensions of City utilities to un-annexed properties within the area of city impact, the City will consider a request for utilities outside City-limits with the following conditions and parameters:

- The property is within the area of impact boundaries
- The City has Category B annexation authority
- The applicant for the pilot project can demonstrate efforts made to become contiguous with the City. At a minimum, such efforts can be demonstrated by evidence of discussions with adjacent property owners who, through annexation of their property, could make the requesting property contiguous
- If approved, the applicant, Bonneville County, and the City of Idaho Falls will sign and record a development agreement which includes, (but is not limited to) the following:
 - (Applicant will pay standard City review fees)
 - A requirement the property be annexed immediately upon becoming contiguous to the City's corporate limits
 - The full cost to extend any utility, including any required oversizing of pipes, shall be borne entirely by the applicant
 - If a future connection is made to the line(s) extended, the City will collect any available front footage fees described in City Code and distribute them to the applicant per a late-comer's agreement
 - (Water system/water grid will be reviewed to ensure compliance with fire suppression/hydrant requirements)

- All infrastructure including utilities, roads, curb, gutter, sidewalk, and storm water collection shall be built to the City of Idaho Falls standard specifications and requirements approved at the time the application is made (Paid for by the applicant/developer)
- Construction of the utilities and any other public infrastructure shall not commence until the City has reviewed the improvement drawings for the project, any required corrections to the plans have been reviewed by the City, and Bonneville County has issued permits for the amended, City-reviewed drawings
- (City does not participate in any costs for work or infrastructure on private property)
- The City will review and return comments on required corrections within fifteen (15) working days of receipt of the drawings
- Bonneville County will allow the City to inspect any and all constructed infrastructure for compliance with Idaho Falls' standards at any time during and after the project.
 - Utility lines will not be buried until the City has inspected and approved the construction
 - Bonneville County will not accept the roadway or any other surface infrastructure until the City has inspected and approved the construction
- If the City determines and can provide evidence that the utility was not constructed to Idaho Falls' standards, the City will not allow the property to receive the utility service until the appropriate corrections are made.
- (The time limit to consider a pilot project will five years. After five years the City and County will review the area of impact and pilot project parameters and discuss any potential changes or whether the program has been effective.

Comprehensive Plan. The Bonneville County Comprehensive Plan shall apply to the area of impact. The Comprehensive Plan maps of each jurisdiction were reviewed and found to be generally compatible with each other. Idaho Falls should make minor adjustments to its Comprehensive Plan map within the area of impact to be more consistent with Bonneville County's Comprehensive Plan, as outlined below. Future amendments to the City of Idaho Falls and Bonneville County Comprehensive Plan, within the area of impact, should be coordinated between Bonneville County and the City of Idaho Falls, where possible.

Recommended changes to the Idaho Falls Comprehensive Plan map:

1. Idaho Falls should amend its Comprehensive Plan to reduce the size of the plan area to more closely match the boundaries of the area of impact.
2. Idaho Falls should amend its Comprehensive Plan in the area along Lincoln Road, generally between 15th East and 25th East to match the Bonneville County's designation.
3. Idaho Falls should amend its Comprehensive Plan in the area south of Sunnyside, west of the Carriage Gate Subdivision to match the County's "industrial" designation.
4. Idaho Falls should add a commercial node to their Comprehensive Plan map at the intersection of 65th South and 15th East.

Zoning Ordinance. Bonneville County should amend its Zoning Ordinance, within the area of impact, to be compatible with Idaho Falls Comprehensive Zoning Ordinance, as outlined below. The amended Zoning ordinance of Bonneville County shall apply to the area of impact.

Recommended changes to the Bonneville County Zoning Ordinance:

1. Add a minimum landscaping requirement of 20% of the total lot area as is done in the County's C-2 Zone within the C-1, HC-1, P-B, I&M-1 Zones.
2. Remove hatcheries as an allowed use within the C-2 Zone.

Subdivision Ordinance. The Bonneville County Subdivision Ordinance shall apply to the area of impact. The Idaho Falls and Bonneville County Public Works Departments should review and compare City and County infrastructure standards and determine whether amendments are necessary to make the County standards compatible with City standards within the area of impact.

Development Agreements. Bonneville County should enter into development agreements with owners, tenants, and developers of property located within the area of impact. The purpose of these development agreements should be to address the implementation of standards for development in the area of impact, as agreed to by Bonneville County and the City of Idaho Falls.

~~Development agreements for properties requesting a utility service from the City of Idaho Falls should include language requiring the property to be annexed upon the property becoming contiguous to the City's corporate limits.~~

Annexations. City of Idaho Falls should adopt a written annexation policy as part of the area of city impact agreement. Annexations to the City of Idaho Falls shall be in accordance with Idaho Code. When land is proposed for rezoning in the area of impact and such land is eligible for annexation per

State Code, Section 50-222(i.e. is contiguous to city limits), Bonneville County should not approve requests for rezoning unless the applicant has filed a request for annexation and initial zoning, of a similar zone, to the City of Idaho Falls and the City has denied the request.

~~**Utility Extensions.** In its sole discretion, the City of Idaho Falls may offer to provide utilities to properties within the area of impact. If such service is requested, the cost to extend and connect to such utilities shall be borne entirely by the applicant, developer, or recipient of the services unless otherwise agreed. The City should provide for a cost recovery program to reimburse the developer for installing new infrastructure that will be used by other future developments. As a prerequisite for service, any recipient of City utilities in the area of impact shall enter into a development agreement requiring the property to be annexed immediately upon the property becoming contiguous to the City's corporate limits. Electric utilities may be provided pursuant to agreements with Rocky Mountain Power and Idaho Code.~~

Existing Developments. When developments approved by Bonneville County, (including phased development), are annexed into the City of Idaho Falls, prior to completion of all of the phases, they may continue to develop remaining phases according to the standards established at the time of approval. ~~If City of Idaho Falls utilities are requested, the City may require any necessary upgrades to utility infrastructure in order to meet City standards.~~ Tax supported infrastructure shall be grandfathered upon annexation.

Administration and Enforcement. Bonneville County shall be responsible for administration and enforcement this agreement. Final decision making authority in the area of impact shall be retained by Bonneville County.

The Bonneville County Planning and Zoning Commission shall act as the Planning and Zoning Commission for unincorporated areas within the area of impact. The Bonneville County Commissioners shall appoint one resident of the City or its impact area as a representative to the Bonneville County Planning and Zoning Commission. The City Council may submit nominations for the Bonneville County Planning and Zoning Commission to the Chair of the Board of County Commissioners.

At least twenty (20) days prior to the Bonneville County Commission or Planning and Zoning Commission taking action on an applications for rezones, conditional use permits, comprehensive plan changes, and subdivision plats, the Zoning Administrator of Bonneville County should submit those application materials to the City Community Development Services Department for review and comment.

~~**City Review.** For any development which includes utilities that will be connected to the City of Idaho Falls utilities, Bonneville County shall forward all improvement drawings, development agreements, and final plats to the City of Idaho Falls for review and comment on those items that will be connected to City of Idaho Falls utilities or maintained by the City. The City of Idaho Falls will return comments to Bonneville County within fifteen (15) days of receipt. Bonneville County shall forward City of Idaho Falls comments to the applicant for corrections. If the City of Idaho Falls comments and corrections regarding utility infrastructure and connections are not made and enforced by Bonneville County and infrastructure is not built~~

~~and inspected to City approved standards, the City of Idaho Falls may reject acceptance of the infrastructure improvements and not provide utility service to the development. Bonneville County shall allow the City to inspect any of the installed infrastructure for compliance.~~

Renegotiation. Renegotiation shall follow the procedures outlined in Idaho Code Section 67-6526.

Periodic Review. Bonneville County and the City of Idaho Falls Planning and Zoning Commissions should meet at least annually and on an "as needed basis" to review growth and development within the area of impact, the City of Idaho Falls, and Bonneville County. At such meetings the Planning and Zoning Commissions may recommend that Bonneville County and the City of Idaho Falls revise part or all of the area of impact agreement or to not revise the agreement. If it is determined by the two Planning Commissions that only minor changes are needed and are jointly agreed to by the two Planning Commissions then a simple hearing schedule process may be used to make those changes (rather than implementing the full renegotiation process).

Severability. The provisions of this ordinance are severable. In the event, any provision hereof is determined to be unenforceable or invalid, such determination shall not affect the validity of the remaining provisions.

Effective Date. This ordinance shall be in full force and effect from and after its execution by both the City and County and passage and publication as required by law.



MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Brad Cramer, Community Development Services Director

DATE: Friday, April 5, 2019

RE: Airport Zoning and Comprehensive Plan Update

Since the Council passed the moratorium for areas critical to airport operations, staff has been working on updates to the zoning ordinance and comprehensive plan to protect these areas. So far, there have been three public outreach meetings, a summary report from VOICE Advocacy, and two works sessions and public hearings with the Planning and Zoning Commission. Attached with this memo is the most current draft of the zoning ordinance changes and supportive documents, the proposed comprehensive plan future land use map, and the report from VOICE Advocacy. The project is still on schedule to have all necessary items to lift the moratorium considered by the City Council on May 9th. The purpose of this work session discussion is to explain what has been accomplished so far and how the changes will apply to lands around the airport.

Attachments:

- Draft Zoning Ordinance
- Airport Overlay Zone Land Use Map
- Airport Noise Contours
- Proposed Avigation Easement Language
- Current Comprehensive Plan Map
- Proposed Comprehensive Plan Map
- VOICE Advocacy Report

- (i) When a tower using guy wires is replaced with a tower without guy wires, the height may be increased by ten feet (10’).
 - (b) Construction other than routine maintenance on a preexisting tower shall comply with the requirements of this Code.
- (3) Damaged or Destroyed Nonconforming Towers or Antennas. Notwithstanding requirements on the removal of abandoned antennas and towers, nonconforming towers or antennas damaged or destroyed may be rebuilt without having to meet the separation requirements specified in this Section.
- (a) The type, height, and location of the tower on-site shall be of the same type and intensity as the originally approved facility.
 - (b) Building permits to rebuild the facility shall be obtained within one hundred eighty (180) days from the date the facility is damaged or destroyed. If no permit is obtained or if a permit expires, the tower or antenna shall be deemed abandoned as specified by this Section.

11-5-3: AIRPORT OVERLAY ZONE

(A) Purpose. The City has accepted federal and state grants for projects at its Idaho Falls Regional Airport (“Airport”). As a condition of these grants, the City is required to comply with grant assurances regarding compatible land use and protection of airspace. For compatible land uses these grant assurances require the City to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal Airport operations, including landing and takeoff of aircraft. For the protection of airspace these grant assurances require the City to take appropriate action to assure the airspace required to protect instrument and visual operations for the Airport will be adequately cleared and protected by removing, lowering, relocating, marking, lighting, or otherwise mitigating existing Airport hazards and by preventing the establishment or creation of future Airport hazards.

(B) Compatible Land Use Regulations.

- (1) Establishment of Zones. For the purpose of regulating the development of noise-sensitive land uses, to promote compatibility between the Airport and the surrounding land uses, to protect the Airport from the effects of incompatible development, and to promote the health, safety, and general welfare of property users. The controlled area of the Airport is divided into five (5) Airport-Compatible Land Use Overlay Zones known as:
- (a) No Development Zone. The No Development Zone generally protects the area lateral and adjacent to the Airport runway. In most cases, only aeronautical -related uses are authorized in this Zone.
 - (b) Limited Development Approach Surface Zone. The Limited Development Approach Surface Zone provides a sixty (60)-degree sector in which aircraft are conducting their turn and decent to final approach or initial turn after take off.
 - (c) Controlled Development Approach Surface Zone. The Controlled Development Approach Surface Zone protects the area on an extended approach or departure path from the runway end.

- (9) For property that is within the Idaho Falls Regional Airport Off Airport Land Use Map but outside of the jurisdictional limits of the City, regulations of this Section of Code shall apply to formulate land use recommendations or responses to land use comment requests from other jurisdictions.
- (10) No use shall be made of land, water or structures within any Zone established by this Chapter in such a manner that creates electrical interference with navigational signals or radio communication between the Airport and aircraft; makes it difficult for pilots to distinguish between Airport lights and others or result in glare in the eyes of pilots using the airport; impairs visibility in the vicinity of the Airport; creates bird-strike hazards; or otherwise endangers or interferes with the landing, taking off or flight operations of aircraft utilizing the Airport.
- (11) Uses listed as not compatible in Table 11-5-6: Compatible Uses in the Airport Overlay, may be considered compatible when:
- (a) The use was approved prior to the approval of this Section.
 - (b) The FAA Form 7460.1, Notice of Proposed Construction or Alteration determines that there is “no objection” or “no objection with provisions” for the use.
 - (c) The requirements of the most restrictive Zone are applied.

Table 11-5-6: Compatible Uses in the Airport Overlay

<p>“N” denotes a use that is not compatible and is prohibited.</p> <p>“Y” denotes a use that is compatible.</p> <p>“C” denotes a use that is compatible that meets one or more of the following indicated conditions:</p> <ul style="list-style-type: none"> a. <u>Residential densities must be less than nine (9) units per acre for areas of parcels located within the sixty five (65) decibel limit on the IFRA Noise Contours Map (located in the City’s Planning Division)</u> b. <u>Structures shall be shifted away from runway centerline when possible</u> c. <u>A recorded avigation easement is required</u> d. <u>A recorded avigation easement is required if within one thousand feet (1000’) of the runway.</u> e. <u>Permitted uses will not create bodies of water, or generate smoke, steam, or other visual obstruction</u> f. <u>An Airport Disclosure Note is required on plats recorded after the adoption of this Section.</u> 				
Compatible Land Uses				
Land Use	No Development	Limited Development Approach Surface	Controlled Development Approach Surface	Limited Development
Accessory use	N	C ^{e,f}	Y	Y
Adult Business	N	C ^{e,f}	Y	Y
Agriculture	N	Y	Y	Y
Agriculture Tourism	N	C ^{e,f}	Y	Y
Airport	Y	Y	Y	Y
Amusement Center, Indoor	N	N	Y	Y
Amusement Center, Indoor Shooting Range	N	N	Y	Y
Amusement Center, Outdoor	N	C ^{e,f}	C ^e	Y
Animal Care Clinic	N	C ^{e,f}	Y	Y
Animal Care Facility	N	C ^{e,f}	Y	Y

Land Use	No Development	Limited Development Approach Surface	Controlled Development Approach Surface	Limited Development
Artist Studio	N	C ^{b,c,e,f}	C ^e	C ^e
Auction, livestock	N	C ^{c,e,f}	Y	Y
Bed and Breakfast	N	N	C ^{a,b,f}	C ^{d,f}
Boarding /Rooming House	N	N	C ^{a,b,f}	C ^{d,f}
Building Contractor Shop	N	C ^{b,c,f}	Y	Y
Building Material, Garden and Farm Supplies	N	C ^{b,c,f}	Y	Y
Cemetery	N	C ^{c,e,f}	C ^e	Y
Club	N	N	Y	Y
Communication Facility	N	C ^{b,c,e,f}	Y	Y
Correctional Facility or Jail	N	C ^{b,c,e,f}	C ^{b,e}	Y
Day Care, all Types	N	C ^{b,c,f}	Y	Y
Drinking Establishment	N	C ^{b,c,f}	Y	Y
Drive-through Establishment	N	C ^{b,c,f}	Y	Y
Dwelling, accessory unit	N	N	C ^{a,b,f}	C ^{d,f}
Dwelling, multi-unit	N	N	C ^{a,b,f}	C ^{d,f}
Dwelling, single unit attached	N	N	C ^{a,b,f}	C ^{d,f}
Dwelling, single unit detached	N	N	C ^{a,b,f}	C ^{d,f}
Dwelling, two unit	N	N	C ^{a,b,f}	C ^{d,f}
Eating Establishment	N	C ^{b,c,f}	Y	Y
Eating Establishment, limited	N	C ^{b,c,f}	Y	Y
Equipment Assembly	N	C ^{b,c,e,f}	C ^{b,e}	C ^e
Entertainment and Cultural Facilities	N	N	Y	C ^e
Equipment Sales, Rental and Services	N	C ^{b,c,f}	Y	Y
Financial Institutions	N	C ^{b,c,f}	Y	Y
Food Processing, small scale	N	C ^{b,c,e,f}	C ^{b,e}	C ^e
Food Processing	N	C ^{b,c,e,f}	C ^{b,e}	C ^e
Food Store	N	C ^{b,c,f}	Y	Y
Fuel Station	N	C ^{b,c,f}	Y	Y
Fuel Station, super	N	C ^{b,c,f}	Y	Y
Health Care and Social Services	N	N	Y	Y
Higher Education Center	N	C ^{b,c,f}	Y	Y
Home Occupation	N	N	Y	Y
Hospital	N	C ^{b,c,f}	Y	Y
Industry, Craftsman	N	C ^{b,c,e,f}	C ^{b,e}	C ^e
Industry, Heavy	N	C ^{b,c,e,f}	C ^{b,e}	C ^e
Industry, Light	N	C ^{b,c,e,f}	C ^{b,e}	C ^e
Information Technology	N	C ^{b,c,f}	Y	Y
Laundry and Dry Cleaning	N	C ^{b,c,f}	Y	Y
Live-Work	N	N	C ^{a,b,f}	C ^{d,f}
Lodging Facility	N	N	C ^{a,b,f}	C ^{d,f}
Manufactured Home	N	N	C ^{a,b,f}	C ^{d,f}

Land Use	No Development	Limited Development Approach Surface	Controlled Development Approach Surface	Limited Development
Medical Support Facility	N	C ^{b,c,f}	Y	Y
Mobile Home Park	N	N	C ^{a,b}	C ^{d,f}
Mortuary	N	N	Y	Y
Park and Recreation Facility	N	N	Y	Y
Parking Facility	C ^{b,c,e,f}	C ^{b,c,f}	Y	Y
Pawn Shop	N	C ^{b,c,f}	Y	Y
Personal Service	N	C ^{b,c,f}	Y	Y
Planned Unit Development	N	N	C ^{a,b,f}	C ^{d,f}
Professional Service	N	C ^{b,c,f}	Y	Y
Public Service Facility	C ^{b,c,e,f}	C ^{b,c,e,f}	C ^{b,e}	C ^e
Public Service Facility, limited	C ^{b,c,e,f}	C ^{b,c,e,f}	C ^{b,e}	C ^e
Public Service Use	C ^{b,c,e,f}	C ^{b,c,e,f}	C ^{b,e}	C ^e
Railroad Freight Terminal and Station	C ^{b,c,e,f}	C ^{b,c,f}	Y	Y
Recreational Vehicle Park	N	N	C ^{a,b,f}	C ^{d,f}
Religious Institution	N	N	Y	Y
Research and Development	N	C ^{b,c,f}	C ^{b,e}	C ^e
Residential Care Facility	N	N	C ^{a,b,f}	C ^{d,f}
Retail	N	C ^{b,c,f}	Y	Y
School	N	C ^{b,c,f}	Y	Y
Short Term Rental	N	N	C ^{a,b,f}	C ^{d,f}
Storage Facility, Indoor	N	C ^{b,c,f}	Y	Y
Storage Facility, self serve	N	C ^{b,c,f}	Y	Y
Storage Yard	N	C ^{b,c,f}	Y	Y
Terminal Yard, trucking and bus	C ^{b,c,e,f}	C ^{b,c,f}	Y	Y
Transit Station	C ^{b,c,e,f}	C ^{b,c,f}	Y	Y
Vehicle Body Shop	N	C ^{b,c,f}	Y	Y
Vehicle Repair and Service	N	C ^{b,c,f}	Y	Y
Vehicle Sales and Rentals	N	C ^{b,c,f}	Y	Y
Vehicle Washing Facility	N	C ^{b,c,f}	Y	Y
Warehouse	N	C ^{b,c,f}	C ^b	Y
Warehouse, Wholesale with flammable materials	N	N	C ^b	Y

(C) Airport Overlay Height Zone Limitations. In order to support the provisions of this Chapter, there are hereby created and established certain Height Zones, which Zones include all of the land and airspace above the surface of the land. Such Height Zones shall be know respectively as the Approach Surface Height Zone, Transitional Surface Height Zone, Horizontal Surface Height Zone and Conical Surface Height Zone. Such Height Zones are shown on the Idaho Falls Regional Airport Height Limitations Map, located in the City’s Planning Division.

(1) Establishment of Airport Height Zones: Each portion of a parcel located in more than one (1) of the following Height Zones shall be evaluated independently. The various zones are hereby established and defined as follows:

- (a) Approach Surface Height Zone. The inner edge of this Zone coincides with the width of the primary surface and is one thousand (1,000) feet wide. The Approach Surface Height Zone expands outward uniformly from the edge of the runway to a width of sixteen thousand (16,000) feet at a horizontal distance of fifty thousand (50,000) feet. Its centerline is the continuation of the centerline of the runway.
 - (b) Transitional Surface Height Zone. The Transitional Surface Height Zone is the areas beneath the transitional surfaces.
 - (c) Horizontal Surface Height Zone. The Horizontal Surface Height Zone is established by swinging arcs of five thousand (5,000) or ten thousand (10,000) feet radii from the center of each end of the primary surface of the primary runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The Horizontal Surface Height Zone does not include the Approach Surface Height Zone or the Transitional Surface Height Zone. The Horizontal Surface Height Zone is constructed with ten thousand (10,000) feet radii.
 - (d) Conical Surface Height Zone. The Conical Surface Height Zone is established as the area that commences at the periphery of the Horizontal Surface Height Zone and extends outward from a horizontal distance of four thousand (4,000) feet.
- (2) Airport Height Zone Limitations. Except as otherwise provided in this Section, no structure shall be erected, altered or maintained in any Height Zone created by this Section to a height in excess of the applicable height limit herein established for such height Zone. Such applicable height limitations are hereby established for each of the Height Zones as follows:
- (a) Approach Surface Height Zone. Slopes fifty (50) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface of the Airport and extending to a horizontal distance of ten thousand (10,000) feet along the extended runway centerline. The surface then slopes forty (40) feet outward for each foot upward beginning at the end of and at the same elevation as the first ten thousand (10,000) feet and extending to a horizontal distance of forty thousand (40,000) feet along the extended runway centerline.
 - (b) Transitional Surface Height Zone. Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface of the Airport and the Approach Surface Height Zone and extending to a height of one hundred fifty (150) feet above the Airport elevation. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the Approach Surface Height Zone and extending to where it intersects the Conical Surface Height Zone. Where the Approach Surface Height Zone projects beyond the Conical Surface Height Zone, there are height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the Approach Surface Height Zone and extending a horizontal distance of five thousand (5,000) feet, measured at ninety (90) degree angles to the extended runway centerline.
 - (c) Horizontal Surface Height Zone. One hundred fifty (150) feet above the Airport elevation.
 - (d) Conical Surface Height Zone. Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the Horizontal Surface Height Zone and at one hundred fifty (150) feet above the Airport elevation and extending to a height of three hundred fifty (350) feet above the Airport elevation.

(D) FAA Form 7460.1, Notice of Proposed Construction or Alteration.

(1) Future Uses. No change shall be made in the use of land and/or structure established in any Height Zone defined in this Chapter unless a Form 7460.1 from the FAA has been applied for and received a letter of determination that has “no objection” or “no objection with provisions”. Each application for a Form 7460.1 shall indicate the purpose for which the building permit or development project is desired, with sufficient particularity to be determined whether the use or structure would conform to the regulations of this Chapter. An FAA Form 7460-1, Notice of Proposed Construction or Alteration, shall accompany each application for a building permit, plat, or site plan. The building permit or development project shall be granted where compliance with this Chapter and this Zoning Code is demonstrated and determined by the Zoning Administrator. No building permit or development project shall be granted for any use inconsistent with the provisions of this Chapter.

(a) In the area lying within the limits of the established Height Zones, no FAA Form 7460.1, Notice of Proposed Construction or Alteration shall be required by this Chapter for any structure where:

(i) The structure is less than two hundred (200) feet above ground level, and

(ii) The structure is lower than an imaginary surface extending outward and upward at a slope of one hundred (100) feet horizontal for each one foot (1’) vertical beginning at the closest point of the closest runway to the structure.

(E) Variances. Any person desiring to erect or increase the height of any structure or use of a property, not in accordance with the regulations prescribed in this Chapter, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration regarding the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Variances shall be allowed where it is found that a literal application or enforcement of the applicable regulations will result in unnecessary hardship and when the relief granted will not be contrary to the public interest; not create a hazard to air navigation; do substantial justice; and is consistent with the purpose of this Chapter.

(F) Enforcement. It shall be the duty of Zoning Administrator to administer and to enforce this Chapter. Applications for permits and variances shall be made to the City. Applications required by this Chapter shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be transmitted to it promptly by the City.

**CHAPTER 7
APPENDICES**

11-7-1: DEFINITIONS.

Land Use Classification	Definition
Accessory use	A use that is incidental and subordinate to the principal use, conducted upon the same property.
Accessory Structure	A detached structure that is incidental and subordinate to the primary structure and is located upon the same property. The term accessory structure shall include, but not be limited to, the following: private garage, storage structure, workshop, and/or greenhouse.
Adult Business	See Adult Business Chapter of the Code.
Agriculture	The use of land for farming, dairying, pasturage, aquaculture, horticulture, floriculture, viticulture, and animal husbandry, including riding stables and equestrian schools and the associated accessory structures for packing, treating and storing produce to standard industry practices. "Agriculture" does not include commercial stock yards or feed yards, where a concentration of livestock is fed for the purpose of fattening for market.
Agriculture Tourism	The use of working agricultural lands for commercial purposes including farm stands, roadside markets, orchards, wineries, pumpkin patches , U-pick operations, corn mazes, hayrides, farm stays, farm tours, petting farms, on-farm retail dairies and creameries, on-farm restaurants or cafes, on-farm retail, farm museums and education related purposes.
Agriculture Sales and Service	The use of a site for the sale and rental of farm tools, and implements, feed, grain, tack, animal care products, and farm supplies. Agriculture sales and services shall not include the sale of large machinery, such as tractors and combines that are activities classified as Equipment Sales, Rental and Service.
Airport	The use of a site for the take-off and landing of aircraft, and other associated activities including, aircraft maintenance and storage; aviation training; regulation of air traffic control; passenger terminals; parking; and vehicle rentals.
<u>Airport Elevation</u>	<u>The highest point of an airport's usable landing area measured in feet from mean sea level.</u>
<u>Airport Disclosure Note</u>	<u>A required note on a recorded plat that discloses the properties proximity to the airport, potential noise impacts, and future improvements and aircraft operations of the Idaho Falls Regional Airport.</u>
Alley	A public way primarily for utility use and for servicing the contiguous property.
Amenity	An area of activity, either indoor or outdoor, designed to be accessible to and principally for the use of persons residing or working within a PUD development. An amenity may be located within the required common space, for example, a playground placed within a common yard.
Amusement Center	The use of a building for indoor amusement including, but not limited to, video games, laser games, bingo, pool, billiards, card rooms, bowling alleys, shooting ranges, child amusement rides, and indoor playground facilities.

Amusement Center, Outdoors	The use of a site that contains outdoor amusement facilities, such as miniature golf courses, water parks, amusement parks, movie theaters, race tracks, or zoos.
Animal Care Clinic	The use of a site where small animals or household pets weighing less than two hundred pounds (200lbs) are given animal daycare, grooming, medical or surgical treatment and are cared for during the time of such treatment.
Animal Care Facility	The use of a site that is designed or used for the boarding, care, grooming, diagnosis or treatment of four (4) or more animals, including all animals over two hundred pounds (200lbs). Animal care shall include an animal clinic, animal hospital, or veterinary office or kennel. Care of smaller animals is also classified as “Animal Care Clinic”.
Antenna	An exterior transmitting or receiving device mounted on a tower, building or structure and used in communications that radiate or capture electromagnetic waves, digital signals, analog signals, radio frequencies (excluding radar signals), wireless telecommunications signals or other communication signals.
Applicant	An individual, firm, corporation, partnership, association, syndicate, trust or other legal entity that executes an application. The applicant need not be the owner of the property; however, he shall be an agent of the owner or have sufficient proprietary rights in the property to represent the owner.
<u>Approach Surface</u>	<u>A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in this Ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.</u>
Artist Studio	The use of a site for the practice and instruction of applied arts or crafts or performing arts.
Auction, Livestock	The use of a site for the sale of livestock to the highest bidder.
<u>Avigation Easement</u>	<u>A non-possessory property interest in airspace over a land parcel or portion of land. It is a legally developed document obtained by an airport to transfer airspace rights to the airport and covers items such as the right of flight, right to remove obstructions, et cetera, but not necessarily to the extent of prohibiting the use of the land within the limits of the rights obtained by the airport.</u>
Base Flood	The flood having a one percent (1%) chance of being equaled or exceeded in any given year. Also referred to as the 100-year flood.
Base Flood Elevation	The computed elevation to which floodwater is anticipated to rise during the base flood.
Basement	The story or level of a building which is partially or totally below ground level.
Bed and Breakfast	A building which has no more than eight (8) sleeping rooms for guests to stay of less than thirty (30) days. “Bed and breakfast” shall not include boarding /rooming house, lodging facility, group dwelling unit or short term rental as defined by this Zoning Code
Boarding /Rooming House	A building, other than a lodging facility, or bed and breakfast where meals or sleeping accommodations are provided for compensation for more than thirty (30) days.

Building	Any structure built for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.
	Grade: The average of the finished ground level at the center of exterior walls of a building.
	Height: The vertical distance from the grade to top of building walls. Where the building walls vary in height along a side yard, the height of the building shall be determined by multiplying the length of each section of the wall by its height and dividing the sum derived by the total length of the wall.
	Main: One (1) or more of the principal buildings upon a lot.
Building Contractor Shop	The use of a site for exclusive use of a building contractor and employees that is not a "storage yard."
Building, Garden and Farm Supplies	The use of a site for the retail sale and service of merchandise typically, used for home, farm and garden improvements. Building, garden and farm supplies includes but is not limited to; home and garden centers; hardware stores; lawn and garden equipment supply stores; paint and wall paper stores; building supply stores; lumber yards; nursery, garden and farm supply stores
Carport	An unenclosed structure for the storage of automobiles.
Cemetery	The use of a site for the permanent preservation of human remains and which is dedicated for cemetery purposes. Cemetery purposes may include columbarium, crematorium, mausoleum, and mortuary operated in conjunction with the cemetery.
Change of Use	An enlargement of the use through the addition of more square footage devoted to the use; or if a use changes from one category to another as listed in Chapter 2 Land Use Regulations allowed uses in all zones.
Clear Vision Triangle	A triangular area on a corner lot within which there are certain height limitations in order to provide sight distance for vehicles.
Club	The use of a site owned or operated by an organized association of persons for a social, literary, political, educational and/or recreational purpose that is primarily operated for the exclusive use of members and their guests; and not primarily operated for profit or to render a service customarily carried on as a business.
Commercial Vehicle	A vehicle used for the transportation of persons or property for hire, compensation or profit, or used in connection with the operation of a business or home occupation.
Common Space	Land which is held in common by all property owners in the PUD and is accessible to all occupants of the PUD. Common spaces shall not include areas within any road (excluding landscaped medians within private roads), driveway, parking area, sidewalk contiguous to a street right-of-way, required landscape strip or buffer, or a drainage facility that does not include additional physical amenities other than open space.
Communication Facility	The use of a site for broadcasting, recording, and other communication services accomplished through electronic or telephonic mechanisms, and excluding "public service facilities" and "personal wireless service facilities."
Comprehensive Plan	A plan which has been adopted by the Council pursuant to Idaho Code Section 67-6508 for the purpose of guiding development in the City.

Conditional Use	A use that because of peculiar characteristics, size, operations, location with reference to surroundings, streets and existing improvements, or demands upon public facilities is allowed in a zone subject to approval by the Planning and Zoning Commission or Board of Adjustment and subject to special requirements in accordance with Chapter 6 Administration of the Zoning Code and as enabled by IC §67-6512.
<u>Conical Surface</u>	<u>A surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty to one feet (20:1) for a horizontal distance of four thousand feet (4000’).</u>
Correctional Facility or Jail	The use of a site for housing, care, and supervision of persons confined by law.
Day Care	The use of a home, structure or place where non-medical care, protection or supervision is regularly provided to children under twelve (12) years of age, or disabled persons of any age, for periods less than twenty-four (24) hours per day, while the parents or guardians are not on the premises. There are three types of day care facilities distinguished by the number of individuals served:
	Day care, center: more than thirteen (13).
	Day care, group: more than six (6) but no greater than thirteen (13).
	Day care, home: five (5) or fewer.
Density	A unit of measurement, the number of dwelling units per acre of land.
Drinking Establishment	The use of a site primarily for the sale or dispensing of liquor by the drink or glass, but not including eating establishments with a wine and beer license where the principal business is serving food. The drinking establishment includes, but is not limited to a bar, brewery, lounge, night club, and tavern.
Drive-Through Establishment	The use of a site where the principle business is transacted directly with customers who are in a motor vehicle. The term drive-through establishment shall include, but not be limited to, providing food or beverage service, bank service, prescription drugs, and/or film processing. The term “drive-through establishment” shall not include fuel sales facility or vehicle washing facility as herein defined.
Dwelling Unit	<p>A structure(s) designed for or occupied exclusively by one (1) “household,” for living or sleeping purposes and having one (1) kitchen or set of cooking facilities, or group residence in which eight (8) or fewer unrelated persons with disabilities, elderly persons, or minors when in a facility licensed by the State of Idaho and who are supervised at the group residence in connection with their disability or age related infirmity under the following conditions:</p> <ol style="list-style-type: none"> 1. Resident staff, if employed, need not be related to each other or to any of the persons with disabilities, elderly persons, or minors residing in the group residence 2. No more than two (2) of such staff shall reside in the dwelling at any one time. <p>The term dwelling does not include boarding /rooming house, lodging, residential care facility or recreational vehicle.</p>
Dwelling, Accessory Unit	A dwelling unit that is incidental and subordinate to the principal use of the premises and that does not alter the essential characteristic of the use. In commercial and industrial zones, these units may be allowed for use as a custodial or caretaker dwelling unit.

Dwelling, Single Unit Attached	A structure containing two (2) dwelling units attached by a common wall or walls, where each dwelling unit is located on a separate lot.
Dwelling, Single Unit Detached	A structure consisting of only a single dwelling unit separated from all other dwelling units by open space.
Dwelling, Two-Unit	A structure consisting of two (2) dwelling units which may either be attached side by side or one (1) above the other.
Dwelling, Multi-Unit	A structure, or portion thereof, that contains three (3) or more dwelling units, where all such units are located on the same property.
Eating Establishment	The use of a site where food items are prepared, served and consumed by patrons, primarily on-site. The serving of alcoholic beverages may also be provided but is secondary to the service of food. Eating establishment includes, but is not limited to: a café, coffee shop, delicatessen, diner, eatery, grill, pizza parlor, restaurant, and sushi bar.
Eating Establishment, Limited	The use of a site for an establishment not exceeding a total of three thousand square feet (3,000 ft ²), where a limited number of food items are prepared, served and consumed by patrons on or off the site. Eating establishment, limited includes but is not limited to: a coffee shop, delicatessen, pizza parlor, retail bakery, fast food, sushi bar, and food stand.
Entertainment and Cultural Facility	The use of a site that provides space for performing and visual arts, film or cultural activities.
Equipment Sales, Rental and Service	The use of a site the sale, rental or servicing of farm and construction heavy equipment and vehicles; machinery; tools; and other similar industrial equipment but excluding junk yards and auto wrecking yards.
Financial Institutions	The use of a site for lending, exchanging and handling money or currency for customers. Financial Institutions includes, but is not limited to credit unions, savings and loan, commercial banks, cash machines, insurance agents, and loan establishments.
Flood Insurance Rate Map (FIRM)	The official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community.
Floodway	The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot (1').
Floor Area	The sum of the areas of the several floors of the building, including basements, mezzanine and intermediate floored tiers and penthouses of headroom height, measured from the exterior walls or from the centerline of walls separating buildings. Covered walkways, open, roofed-over areas that are paved, porches, and similar spaces shall have an area factor of 0.50. The floor area does not include such features as pipe trenches, exterior terraces or steps, chimneys, roof overhangs, or other similar areas or facilities.
Food Products, Processing	The use of a site for producing, manufacturing, processing or storage of food products. Food products (processing) includes, but is not limited to beverages, coffee, ice, snacks, fruits, vegetables, spices, confectionery, meat, seafood, and dairy products. May include retail sales of products on the premises.
Food Products, Processing (Small Scale)	The use of a site not exceeding three thousand a total of square feet (3,000 ft ²) for producing, manufacturing, processing, or storage of food products on a small scale and limited production. The use includes but is not limited to catering, smoking and curing, canning and preserving. Typically also includes retail sales of products on the premises.

Food Store	The use of a site for the sale of fresh, partially or fully prepared food for off-site consumption with an inventory of consumable goods, toiletries, cleaning supplies, and household supplies. “Food store” includes grocery store, delicatessens, bakery and convenience stores.
Fuel Station	The use of a site which has no more than eight (8) fuel dispensing pumps. The term shall exclude bulk wholesale fuel dispensing facilities.
Fuel Station, Super	The use of a site for the sale of motor fuel and automotive related merchandise. The use may also include bulk wholesale fuel dispensing facilities, a convenience store selling a limited number of groceries and self-service items. The use has nine (9) or more gasoline dispensing pumps.
Guest	A person staying or receiving services at a lodging facility, boarding house, rooming house or rest home, or similar use for compensation.
Grade	The elevation of the finished surface of the ground adjacent to the exterior wall of a building or structure.
<u>Hazard to Air Navigation</u>	<u>An obstruction or interference determined to have a substantial adverse effect on the safe and efficient utilization of navigable airspace.</u>
Health Care and Social Services	The use of a site for ambulatory health care services. Health care and social services included offices of dentists; physicians; chiropractors; optometrists; mental health practitioners; physical, occupational and speech therapists; audiologists; outpatient care centers; family planning centers, medical and diagnostic laboratories, imaging centers, kidney dialysis centers; blood and organ banks, and clinics.
<u>Height</u>	<u>The datum shall be mean sea level elevation, unless otherwise specified.</u>
Higher Education Center	The use of a site for institutions of higher learning, post-high school, including colleges and technical training centers.
Home Occupation	An occupation or profession conducted entirely within a dwelling unit or an accessory building and carried on by persons residing on the premises and clearly incidental to a residential use.
Hospital	The use of a site primarily for the maintenance and operation of medical or surgical care of patients twenty four (24) hours a day. “Hospital” does not include clinic, convalescent, or boarding /rooming house, residential care facility or other types of cases necessitating forcible confinement of patients.
Household	One (1) or more individuals occupying a dwelling unit and living as a single household unit, and pursuant to IC §67-6531 any group residence in which eight (8) or fewer unrelated persons with disabilities or elderly persons reside and who are supervised at the group residence in connection with their disability or age related infirmity.
Household Pet	A dog, cat, fowl, reptile, fish, rodent or similar domestic animal weighing less than two hundred pounds (200 lbs.) at full maturity.
Improvement	Any alteration to the land or other physical constructions associated with building site developments.
Industry, Craftsman	The use of the site not exceeding one thousand five hundred square feet (1,500 ft ²) for small-scale, craftsman-operated production of materials, assembly of parts, or the blending of materials including wood, metal, plastics, canvas, fabrics, computer components, electronics, oils, and resins; the sale of works produced and instruction. “Craftsman-Industry” includes but is not limited to; artist studios, jewelry manufacturing, candle-making, furniture and re-finishing, machine shops, cabinet makers, sign shops, and frame shops.

Industry, Heavy	A use engaged in the basic processing and manufacturing of materials or products, predominately from extracted or raw materials or engaged in storage or manufacturing processes using flammable or explosive materials. Or storage or manufacturing processes that involve hazardous or commonly recognized offensive conditions. This also includes the distribution of such products and parts. (Ord. 3210, 8-23-18)
Industry, Light	The use of a site for the manufacture, processing, fabrication, assembly, treatment, publishing, and/or packaging of finished products or parts, predominantly from previously prepared materials. This also includes the distribution of such products and parts. (Ord. 3210, 8-23-18)
In-Fill	Development designed to occupy vacant land that remains after the majority of development has occurred in an area.
Information Technology	The use of a site for processing data. The use includes, but is not limited to, internet and software; recording and broadcasting studios; data processing centers, internet providers and other information systems.
Laundry and Dry Cleaning	The use of a site for the pick-up and delivery of dry cleaning and laundry without the operation of a laundry or dry cleaning on site.
Live-Work Unit	The use of a site for commercial or small scale manufacturing activity and dwelling unit(s) located within, near or contiguous to the working space.
Lodging Facility	A building that is designed for or is occupied by guests for a stay of thirty (30) days or less. Physical features of a lodging facility generally include sleeping rooms, sanitary facilities, and a registration/lobby area for guests. Hotels, inns, and motels, as defined by this Zoning Code, are lodging facilities. Bed and breakfasts, recreation vehicle parks, and short term rentals, as defined by this Zoning Code, are not lodging facilities.
Lot	Real property occupied or to be occupied by a building or buildings, together with open spaces associated with the use(s) on the lot. Corner: A lot situated at a junction of two (2) public streets, or situated on a curved street whose radius is thirty five feet (35') or less, and where the angle formed by the intersection of the tangent is one hundred and five degrees (105°) or less. Interior: A lot with only one (1) frontage on a street.
Manufactured Home	A structure, constructed after June 15, 1976, pursuant to Idaho Code HUD manufactured home construction and safety standards.
Medical Support Facilities	The use of a site to store and sale medical supplies and equipment, and medical waste storage and disposal.
Mixed Use Development	A development that combines both residential and limited commercial uses within the same physical structure or in close proximity within the same development and where both uses exist individually and are not accessory to each other.
Mobile Home	Factory-assembled structure(s) generally constructed prior to June 15, 1976 as defined by Idaho Code.
Mobile/Manufactured Home Park	Any parcel of ground upon which two (2) or more manufactured homes and/or mobile homes are located. A mobile/manufactured home park shall not include a location used by mobile home dealers exclusively for the display, storage or sale of manufactured/mobile homes.
Monopole	A structure composed of a single spire.
Mortuary	The use of a site in which deceased human bodies are kept temporarily while prepared for burial or cremation.

<u>NAVD 88</u>	<u>North American Vertical Datum 1988. All elevations in this ordinance are referenced to the 1988 North American Vertical Datum.</u>
Nonconforming	<p>Building: Any structure that legally existed prior to the adoption date of this code, or at the time of annexation or rezone, which does not conform to the site area, coverage, setback, open space, height, or other regulations prescribing physical development standards for the zone in which it is located.</p> <p>Lot: A lot that lawfully existed prior to the effective date of this title, but that does not now conform to the dimensional standards for the zone in which it is located.</p> <p>Use: A use which does not conform to the provisions of the Zoning Code, but which was in existence at the effective date of the Zoning Code or any amendment to the Code.</p>
Open Space	An area substantially open to the sky and suitable for outdoor recreation or enjoyment. The term open space may include, but is not limited to parks, playgrounds, water areas, landscaping, patios, enclosed yards, sports courts, swimming pools, and picnic areas. The term shall not include impervious surface area such as parking and driveways.
Parcel	A lot.
Park and Recreation Facility	The use of a site which has been dedicated, designed for, or used for outdoor recreation activities, including City parks and playgrounds, church or club-sponsored parks and playgrounds and the like, but not including outdoor theaters and similar commercial recreational activities.
Parking Facility	The use of a site for parking vehicles for a fee. "Parking facility" includes surface lots and garages, but shall not include the storage of wrecked or dismantled automobiles.
Parking Space	Space within a building or parking area, exclusive of drive-ways, ramps, columns, booths, and office and maintenance facilities in an area for the exclusive purpose of vehicular parking.
Pawn Shop	The use of a site for the transaction that loans money on the security of pledges of personal property; or deposits or conditional sales of personal property; or the purchase or sale of personal property.
Personal Service	The use of a site for the provision of individualized services generally related to personal needs. "Personal service" include, but are not limited to, beauty and health care services (such as salons, hair nail and skin care, spa, and barbers); locksmiths; and repairs such as footwear and leather goods, electronics, and watches.
Planned Unit Development	A development planned as a whole that demonstrates innovation in design to protect natural features or create public amenities through more flexible standards, (such as lot sizes, densities and setbacks), than would normally apply under the Zoning Code.
<u>Primary Surface</u>	<u>A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred feet (200') beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface or planned hard surface, the primary surface ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.</u>

Professional Service	The use of a site for the provision of professional service uses including, but not limited to; accountants, architects, landscape architects and other design services; computer designers; printers and engravers; consultants; lawyers; media advisors; photography studios, and title companies.
Public Service Facility	The use of a site for a public utility or infrastructure. “Public service facility” includes power plants and substations; water treatment plants or pumping stations, transmission, sewage disposal or pumping plants; recycling centers; storage yards; well-houses, and other similar public service structures.
Public Service Facility, Limited	Small-scale public infrastructure such as storm ponds, lift stations, and other similar utility infrastructure.
Public Service Use	The use of a site for administrative, judicial and cultural activities provided to the public from the city, state or federal government; and non-profit organizations.
Railroad Freight Terminal and Station	The use of a site for the freight and passenger pick-up, and may also include a freight distribution facility for truck or shipping transport.
Recreational Vehicle	Any vehicle or unit mounted on wheels designed to provide temporary living quarters for recreational, camping, travel or emergency use and of a size or weight for which unrestricted use of the highways of the state can be made without a special highway use permit. The term shall not include a van or camper shell which does not have self-contained sleeping accommodations, eating or restroom facilities. The term recreational mobile homes shall include, without limitation, all travel trailers, self-propelled motor home units, self-contained campers and camping tent-trailers.
Recreation Vehicle Park	The use of a site by two (2) or more recreational vehicles or travel trailers for temporary living.
Redeveloping	A parcel of land that has been previously developed or subdivided and to which municipal water, sewer, power, police, fire and other services are already available, but that has never built upon, or where existing buildings are vacant or underutilized and where new building, infrastructure or other development activity is intended to take place.
Religious Institution	An establishment that by design and construction is primarily intended for the use of conducting organized religious services, meetings, and associated activities and that is recognized as a religious corporation or society of the State of Idaho with a state tax exempt status in accord with Idaho Code.
Research and Development Business	The use of a site, generally in a campus style environment, for research, development, education, testing, training, and light manufacturing of ideas from various fields of science and technology.
Residence	A dwelling.
Residential Care Facility	The use of a site for providing routine living assistance to more than eight (8) clients. “Residential care facility” includes, but is not limited to, assisted, assisted care and skilled nursing facility, children’s or other residential care facility, and drug and alcohol treatment facility.
Right-Of-Way	A strip of land reserved or dedicated for use as a public way. In addition to the roadway, it normally incorporates the curbs, lawn strips, sidewalks, lighting and drainage facilities, and landscaped areas.

Retail	The use of a site that offers on-site sales of merchandise to the public for monetary compensation. “Retail” includes, but is not limited to, convenience stores; food stores; apparel and accessories stores; book, computer, auto parts (but excluding installation and repair), and music stores; electronics and appliances; florists; furniture and home furnishings; general merchandise stores; health and personal care stores; hobby, office supplies, stationary and gift stores; specialty stores; sporting goods; and used merchandise stores.
Retail, with Limited Wholesaling	Retail establishments with incidental wholesaling, but excluding establishments where the principle activity is a storage warehouse.
<u>Runway</u>	<u>A defined area on an airport that is specifically prepared for landing and takeoff of aircraft along its length.</u>
School	The use of a site as a public or private educational facility designed, constructed, or used for education or instruction in any branch of knowledge.
Setback	The shortest distance between the property line and any portion of the foundation, wall or frame of a building.
Setback Line	A line established by this title, generally parallel with and measured from the lot line, defining the limits of a yard in which no building or structure may be located above ground except as may be allowed in any code (fire, building, life safety, etc.) adopted by the City.
Short Term Rental	Any individually or collectively owned dwelling unit or any unit or group of units in a condominium, cooperative, or timeshare, or owner-occupied residence that is offered for a fee and for thirty (30) days or less. Short term rental shall not include a unit that is used for any retail, restaurant, banquet space, event center, or another similar use.
Sidewalk	That portion of the road right-of-way outside the roadway which is improved for the use of pedestrian traffic.
Storage Facility, Self-service	The use of a site that provides commercial storage space within an enclosed building and with direct public access to individual storage spaces. May include caretaker dwelling or office.
Storage Yard	The use of a site where equipment, inventory, supplies, vehicles or other similar items are stored outside.
Story	That portion of a building included between the surface of a floor and the next ceiling above it.
Street	The entire width between the boundary lines of a public right-of-way. A public right-of-way for an alley shall not be considered a street Arterial: A major street intended to move traffic from one part of the City to another. Arterial streets are identified in The Access Management Plan. Collector: A street which provides direct access to abutting property and collects and distributes traffic between local and arterial streets. Collector streets are identified in the The Access Management Plan. Local: A street whose primary function is to provide access to abutting property.
Structural Alterations	Any change in the supporting members of the building such as the bearing walls, columns, beams, girders or roof.

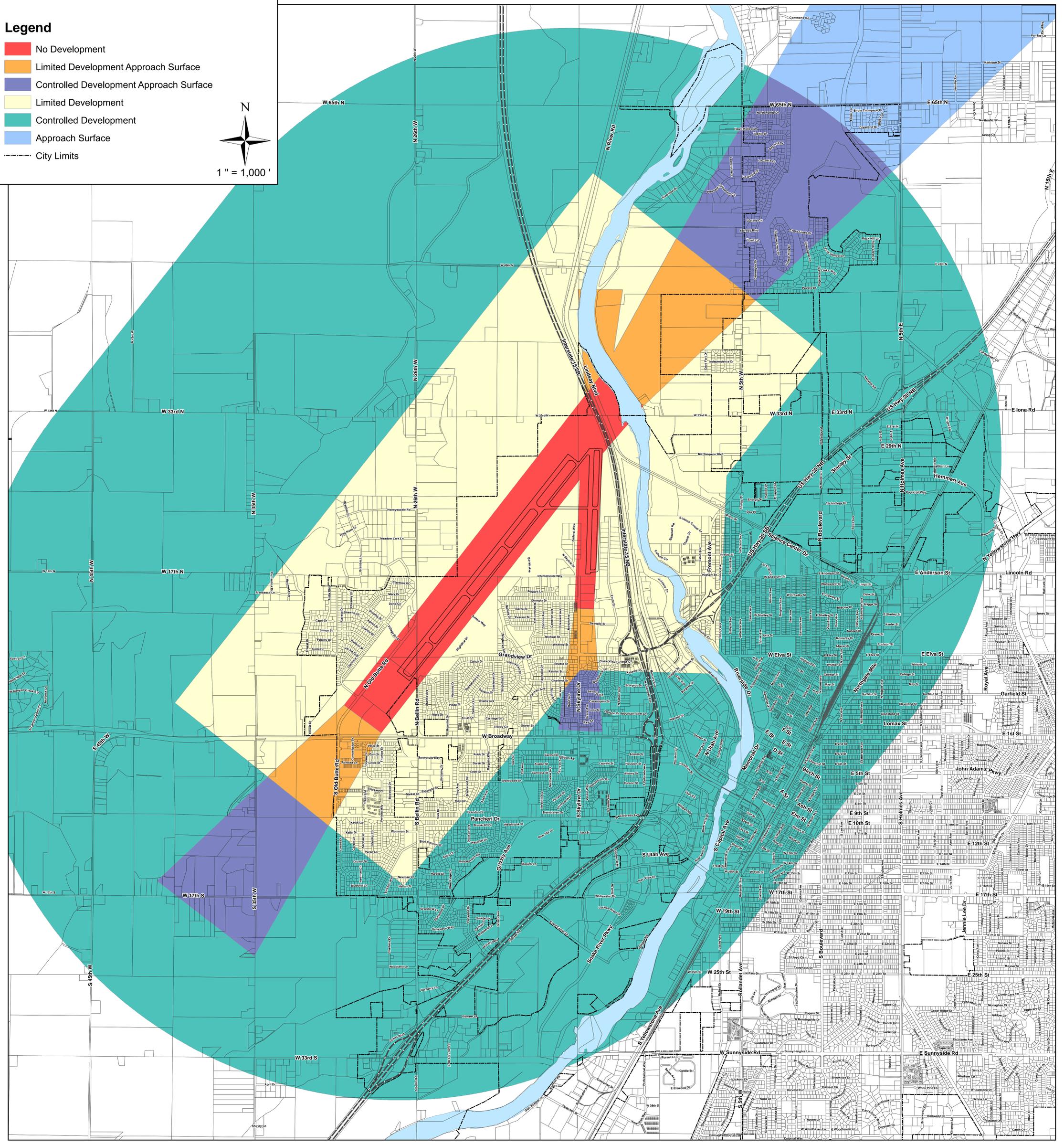
Structure	<p>Anything constructed or erected, the use of which requires location on the ground or attachment to something having a fixed location on the ground. The term structure includes buildings, manufactured and mobile homes, walls and fences.</p> <p>Accessory: A detached structure in a residential zone that is incidental and subordinate to the principal structure and is located upon the same property. The term accessory structure shall include, but not be limited to, the following: private garage, storage structure, workshop, and/or greenhouse.</p>
Terminal Yard, Trucking and Bus	The use of a site where equipment, inventory, supplies, vehicles or other similar items are stored inside or outside.
Tower	<p>Any structure that is designed and constructed primarily for the purpose of supporting one (1) or more antennas for telephone, radio and similar communication purposes, including self-supporting lattice towers, guyed towers, or monopole towers. The term includes radio and television transmission towers, microwave towers, common-carrier towers, cellular telephone towers, and alternative tower structures. The term also includes any supporting structures.</p> <p>Guyed: A supporting structure of metal crossed strips or bars steadied by wires in a radial pattern around the structure.</p> <p>Height: When referring to a tower or other similar structure, the distance measured from the finished grade of the parcel to the highest point on the tower or other structure, including the base pad and any antenna.</p> <p>Lattice: A supporting structure consisting of metal crossed strips or bars supporting antennas and related equipment.</p> <p>Preexisting Towers and Preexisting Antennas: A tower or antenna for which a building permit has been properly issued prior to the effective date of this Zoning Code, including permitted towers or antennas that have not yet been constructed so long as such approval is current and not expired.</p>
Transit Station	The use of a site for passenger loading, unloading, transferring passengers, including station platforms or park and ride lots.
<u>Transitional Surfaces</u>	<u>These surfaces extend outward at ninety degree angles to the runway centerline and the runway centerline extended at a slope of seven feet (7') horizontally for each foot (1') vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of five thousand feet (5,000') measured horizontally from the edge of the approach surface and at ninety degree angles to the extended runway centerline.</u>
Use	The specific purposes for which land or a building is designed, arranged, intended or for which it is or may be occupied or maintained.
Vehicle Body Shop	The use of a site for painting repairing or straightening the body and/or chassis of vehicles
Vehicle Repair	The use of a site for the repair, rebuilding or reconditioning of motor vehicles.

Vehicle Sales, Rentals and Service	The use of a site for the sale or rental of new and used motor vehicles, manufactured homes, travel trailers, recreation vehicles, and incidental repairs and servicing. Trucks and/or farm implements are classified as Equipment Sales, Rental and Service.
Vehicle Washing Facility	A facility used to clean the exterior and/or interior of motor vehicles. (Ord. 3210, 8-23-18)
Warehouse	The use of a site for wholesale distribution of manufactured products, supplies and equipment, excluding retail sales. (Ord. 3210, 8-23-18)
Wholesale	Sale of goods for resale as distinguished from sale of goods to ultimate consumers.
Yard	<p>An open space on the same lot with a building unoccupied or unobstructed from the ground upward, except as otherwise provided in this Zoning Code.</p> <p>Front: A yard lying between the front lot line and the nearest foundation line of the main building and extending across the full width of the lot.</p> <p>Rear: A yard lying between the rear lot line and the nearest foundation line of the main building and extending across the full width of the lot. In the case of a corner lot where the building fronts on a side street, the rear yard may be established from the rear of the house to the side property line.</p> <p>Required: The open space around building as required by the Zoning Code.</p> <p>Side: An open space between the side of the main building and the side line of the lot and extending from the front yard to the rear yard.</p>
Zone	<p>A specifically delineated area within which uniform development regulations set out the uses, placement, spacing, and size of land and structures.</p> <p>Base: The underlying zone.</p> <p>Overlay: A Zone which is superimposed over a Base Zone and in which certain regulations and restrictions apply which supplement or which modify the regulations and restrictions applying in the underlying Base Zones.</p>

IFRA Off Airport Land Use

Legend

- No Development
- Limited Development Approach Surface
- Controlled Development Approach Surface
- Limited Development
- Controlled Development
- Approach Surface
- City Limits



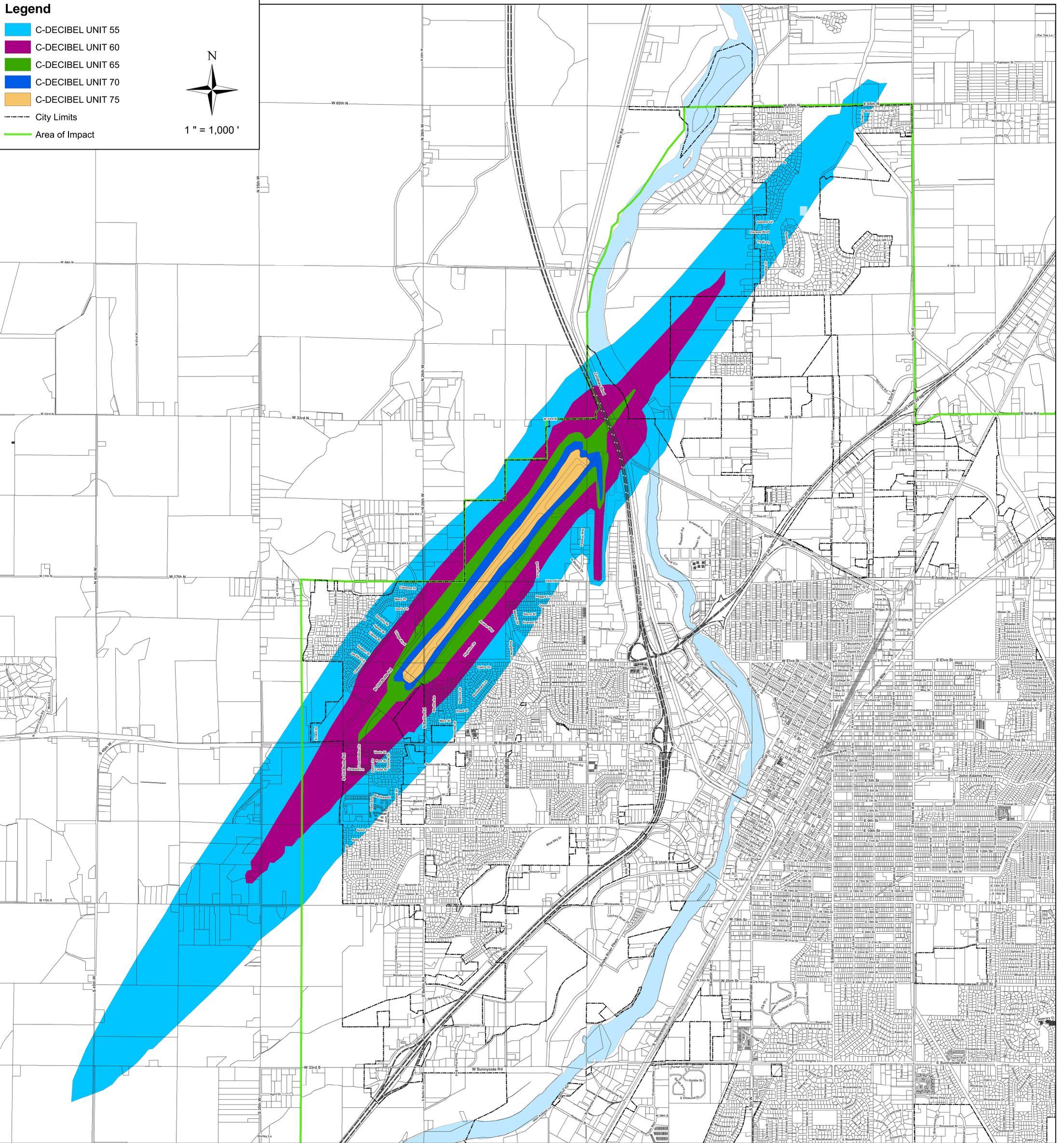
IFRA Noise Contours

Legend

- C-DECIBEL UNIT 55
- C-DECIBEL UNIT 60
- C-DECIBEL UNIT 65
- C-DECIBEL UNIT 70
- C-DECIBEL UNIT 75
- City Limits
- Area of Impact



1" = 1,000'



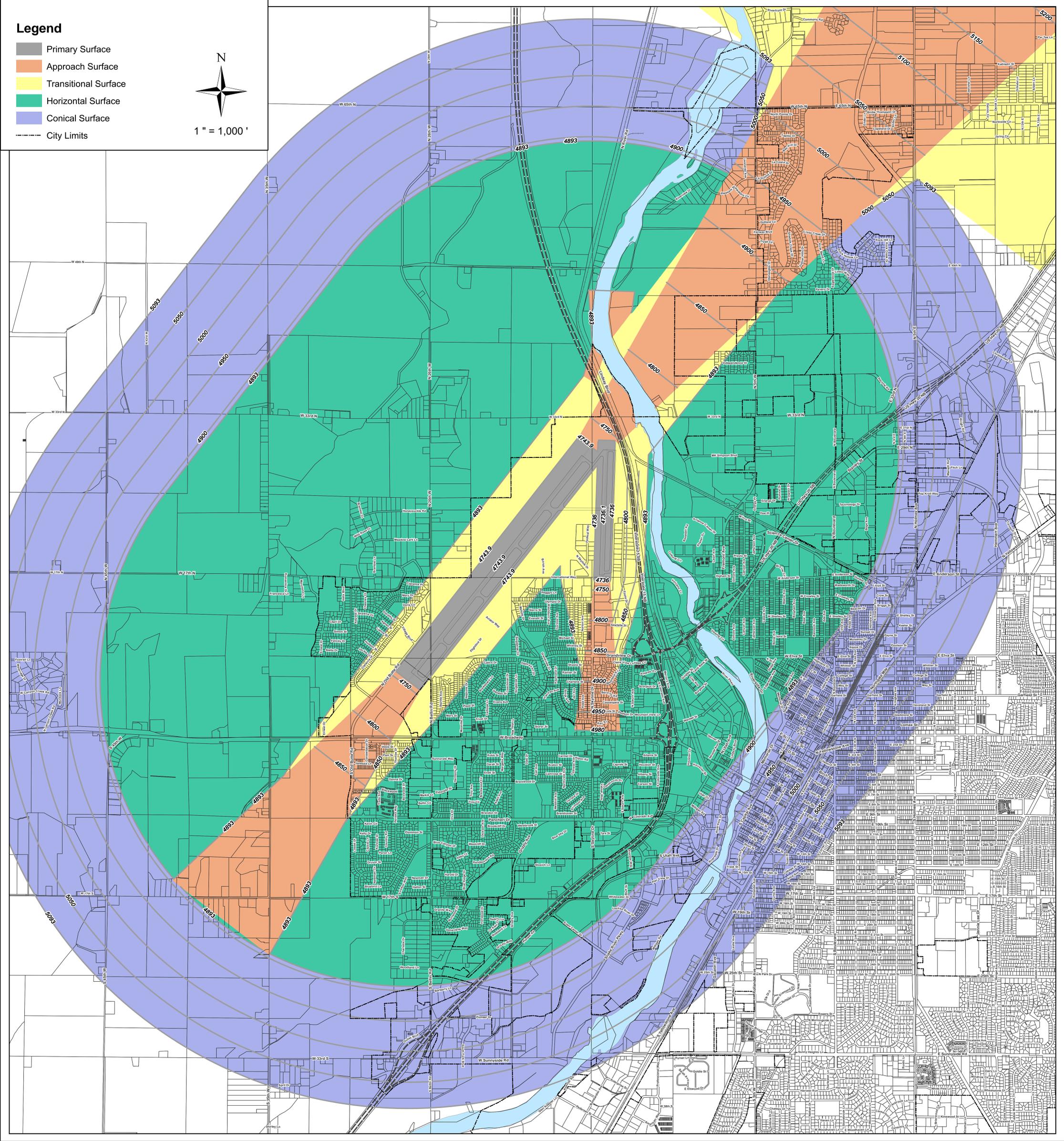
IFRA Zone Height Limitations

Legend

- Primary Surface
- Approach Surface
- Transitional Surface
- Horizontal Surface
- Conical Surface
- City Limits

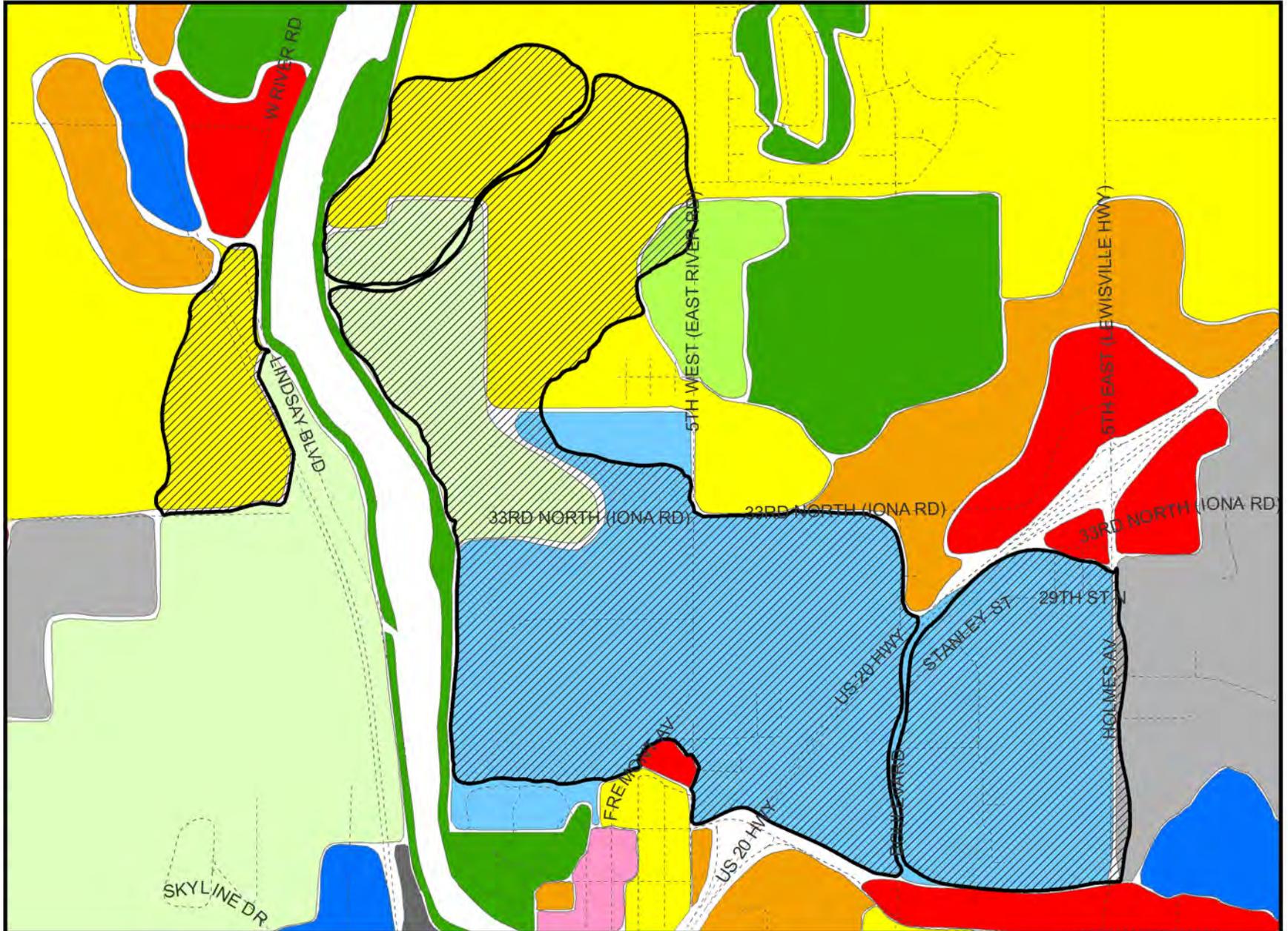


1" = 1,000'



- | | | | | |
|---|--|---|--|---|
|  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



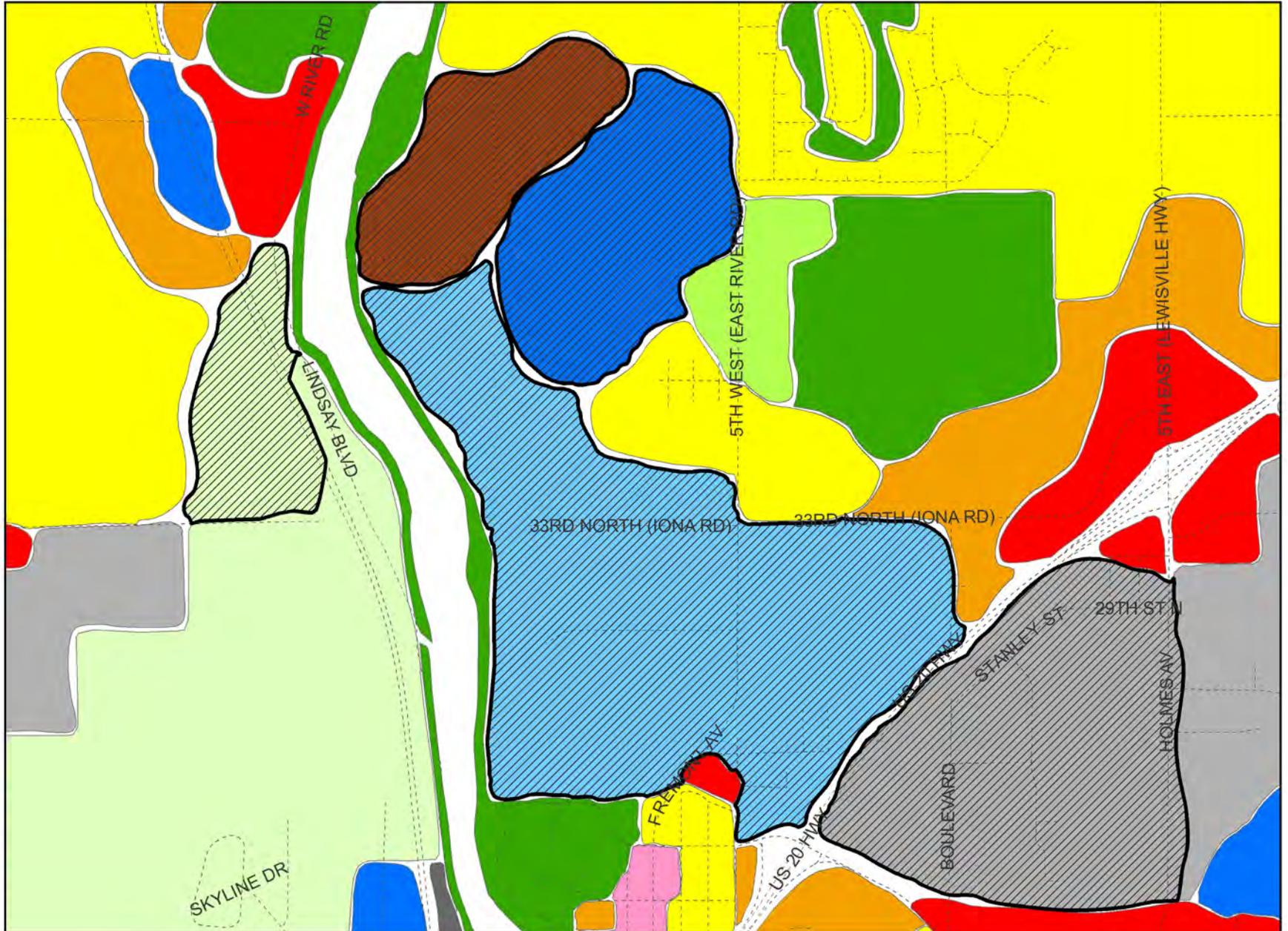
IDAHO FALLS

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



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|---|--|---|--|---|
|  Estate |  Greenbelt Mixed Uses |  Commercial |  Higher Education Centers |  Railroad Related Industrial |
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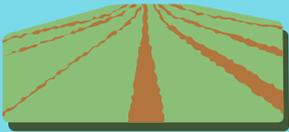
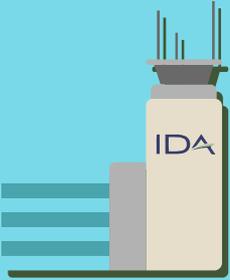
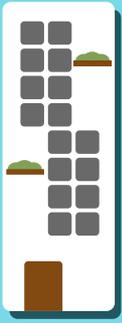
Comprehensive
Plan



IDAHO FALLS

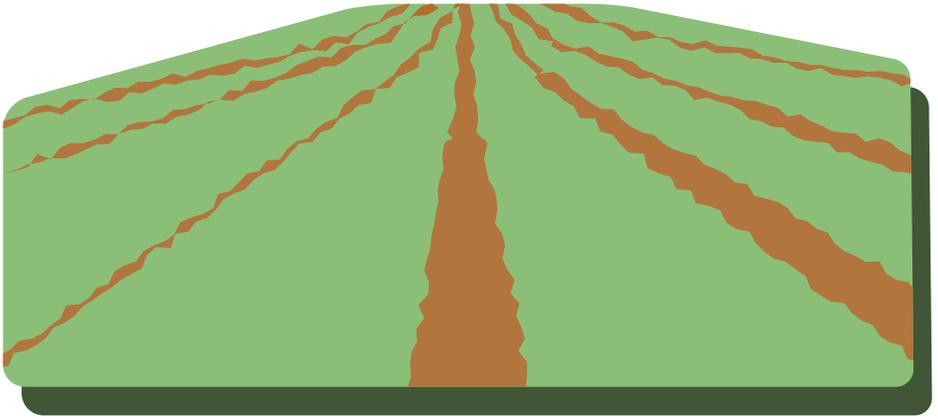
Planning Division
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Idaho Falls, ID 83402
(208) 612-8276





PERSPECTIVES





The City of Idaho Falls recognizes that runway protection zones and the land use moratorium are complex and for some residents very personal issues. Thanks to everyone who attended the open house or community conversation we held in an effort to share information and document public input.

The City recognizes the need to listen to residents as we strive to balance compliance with FAA zoning standards with the interests of private property holders and the community more generally. As VOICE Advocacy team members have reviewed public survey results and comments, several questions/themes have recurred. This document represents a serious attempt to answer residents' questions and further constructive dialogue.

We hope you find it useful. As always, we welcome any additional thoughts or comments you may have.

What does the airport bring into our city?

The vast majority of conversation participants expressed strong interest in this question. The infographic includes current data and attempts to indicate the deep reach airport activity has on residents throughout Idaho Falls and the surrounding region.

Data supplied by Idaho Falls Regional Airport Manager



IDAHO FALLS AIRPORT

90+
operations a day



1000
passengers
a day

Departing /arriving people in 2018:
350,000+

2.5 million
pounds of cargo
yearly

UPS

Amazon

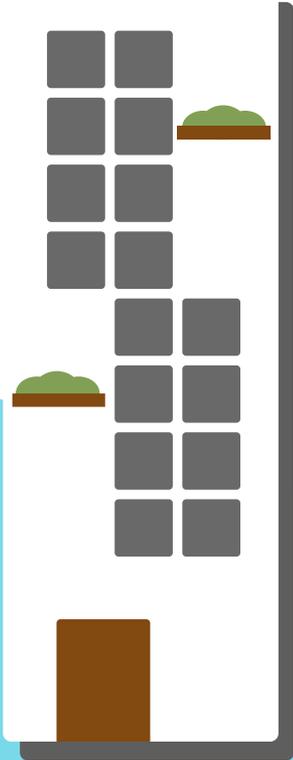
FedEx

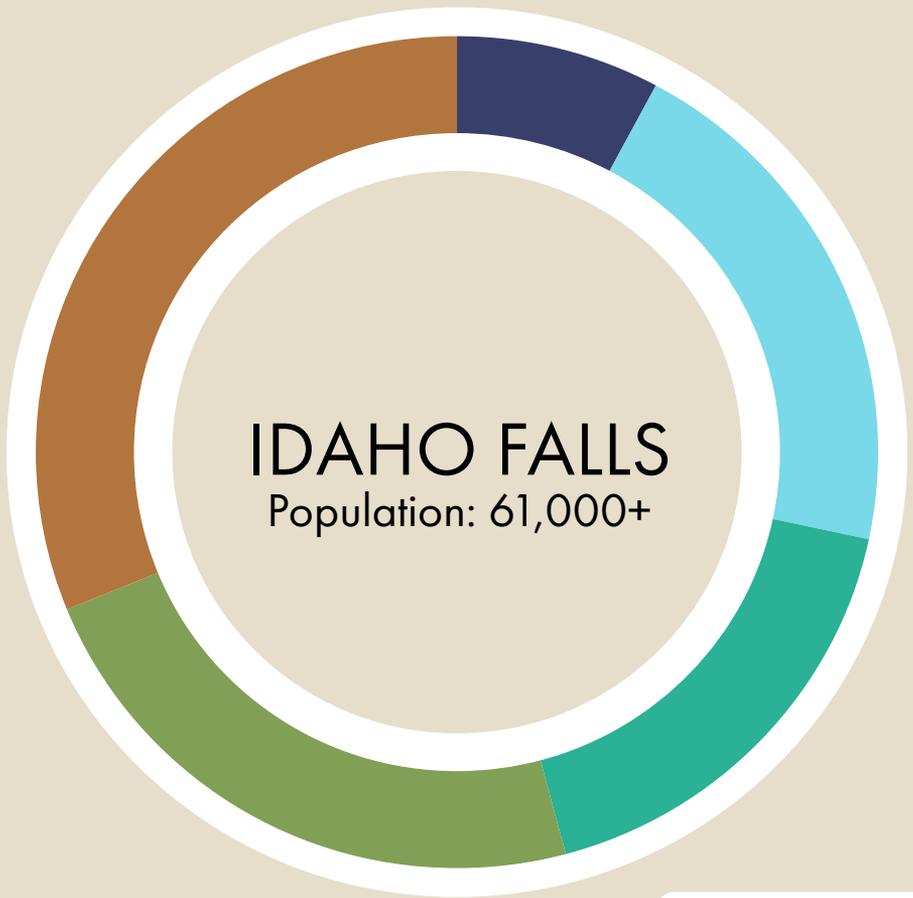
What does the population of Idaho Falls look like demographically?

Q: Does public input gathered at the open house and community conversation allow the City sufficient insight and foresight to adjust the master plan in a manner that balances individual and community interests?

These two questions were asked (in various forms) frequently throughout the community conversation. The age demographic data provided includes the full range of Idaho Falls residents. Conversation attendees were most heavily concentrated in the Matures and Baby Boomers categories, which together constitute slightly more than 1/4 of the city population. Notably absent were comments from Generation X and Millennial populations.

*Demographic percentages provided are based on U.S. Census





This data was gathered by the US Census Bureau from 2013-2017. It was compiled by the City of Idaho Falls.

This graph shows the ratios of each generation living in Idaho Falls. Each color represents one generation as shown on the right.

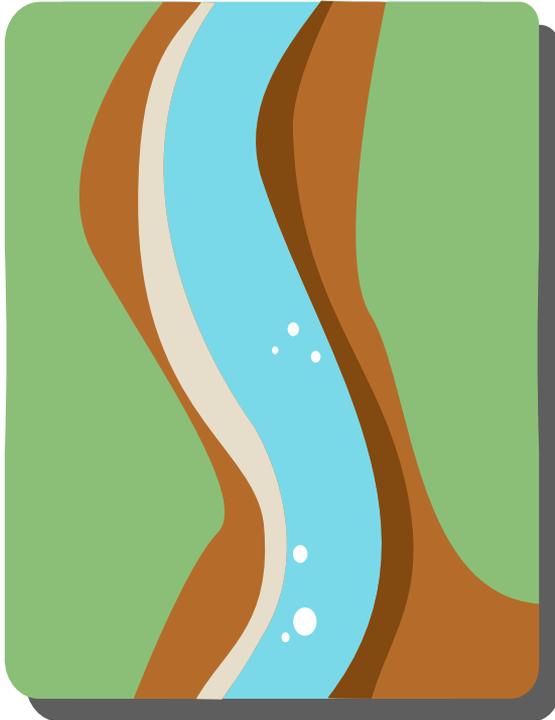
-  Matures
-  Baby Boomers
-  Generation X
-  Millennials
-  Generation Z

What are the employment and lifestyle trends?

What job opportunities are available to us?

What lifestyle are professionals between the age of 20-40 looking for?

Many conversation participants indicated a strong interest in these questions. Although FAA standards restrict certain desirable uses of land in close proximity to airport runways, a very real opportunity exists to plan for development that preserves the economic value of property, attracts educational and industry stakeholders, and enhances the quality of life for Idaho Falls residents more generally.



Within **5** years...

49,000 unfilled jobs in Idaho

2,000+ in Bonneville County

1500 new jobs



300 new jobs



115 new jobs



50%+ of these require over a high school education (Idaho Department of Labor)

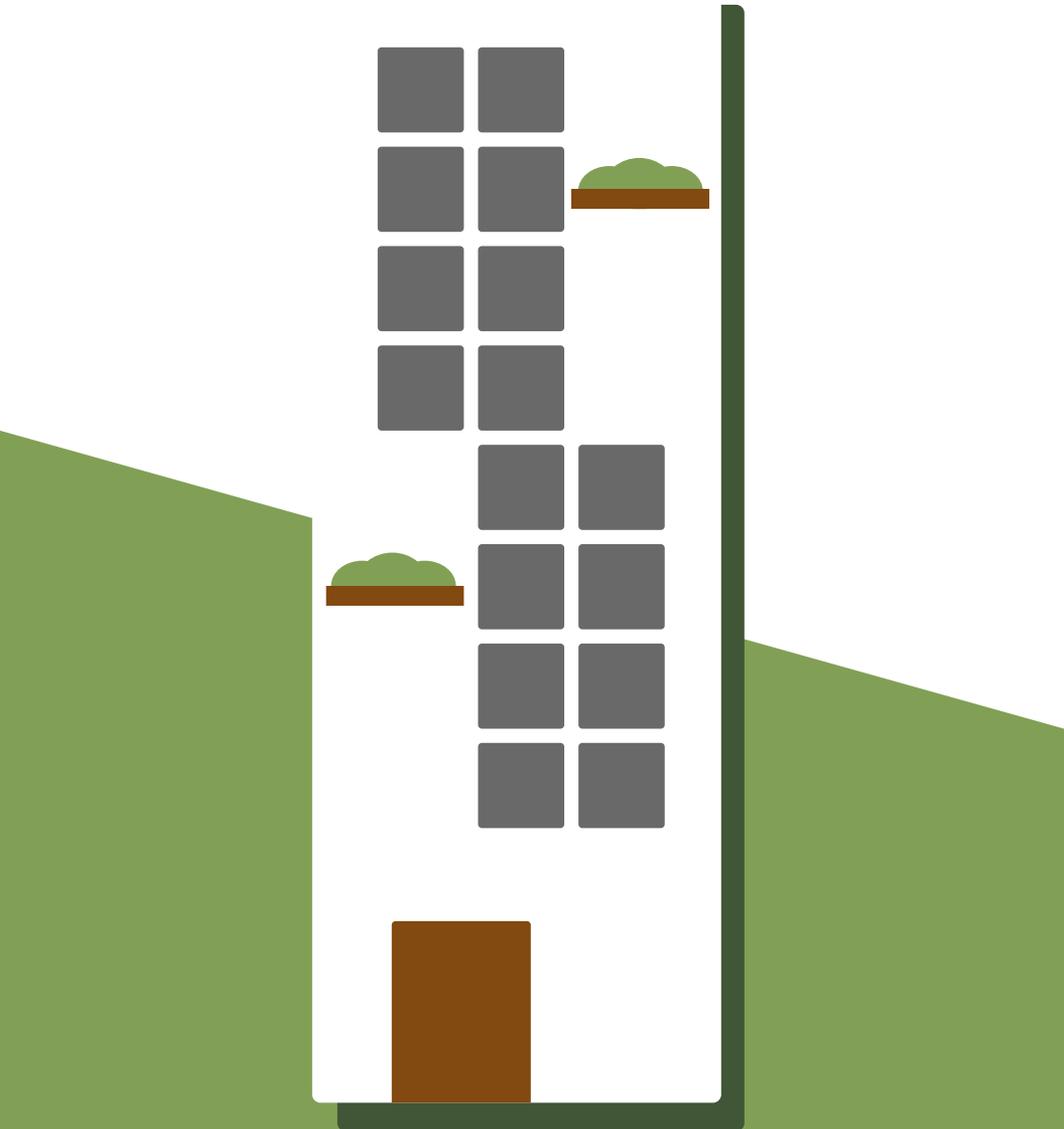
What's at stake?

"Idaho Falls has a huge advantage of being able to leverage our nearby world-class recreation opportunities to attract top talent, but we need to figure out a way to deliver the housing and entertainment they want. [If we do not] they will take their talent and go elsewhere."

~Chris Lee, simplee Home Realtor

What did participant survey responses show?

The survey questions conversation participants were asked to complete had two purposes. First, we wanted to gauge residents' experience with the Idaho Falls Regional Airport and awareness of FAA zoning standards with which the City of IF must comply. Second, we wanted to understand residents' economic, educational, and lifestyle priorities as Idaho Falls continues to grow rapidly.

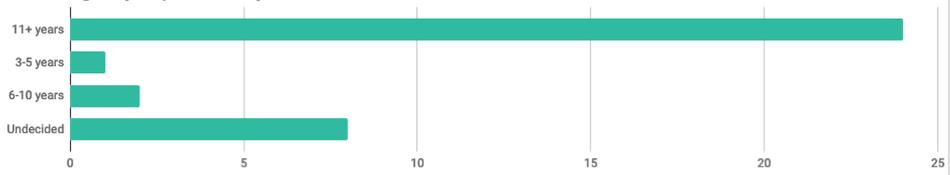


SURVEY DATA (GRAPHS)

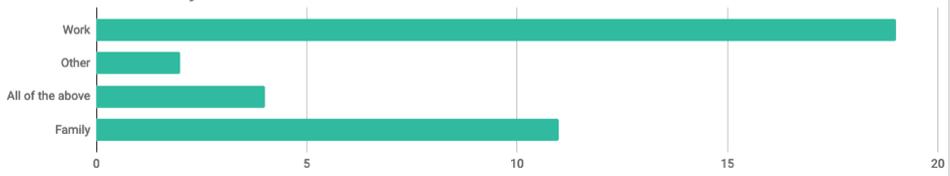
How long have you lived in Idaho Falls?



How long do you plan to stay in this area?



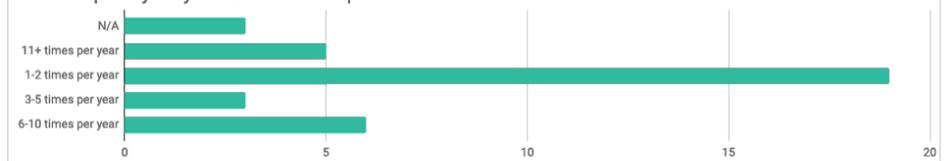
For what reason did you move to the Idaho Falls area?



Have you ever travelled out of the Idaho Falls airport?



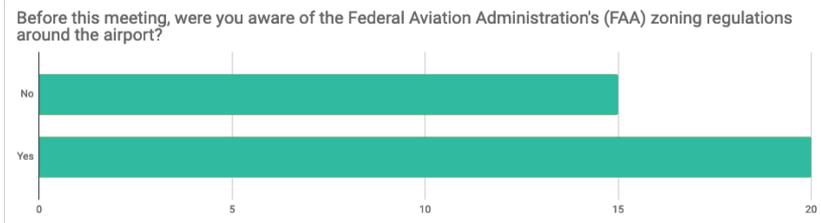
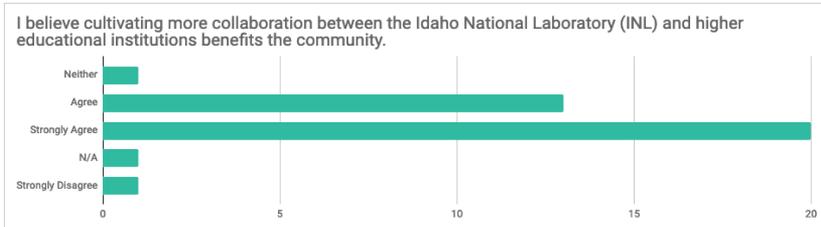
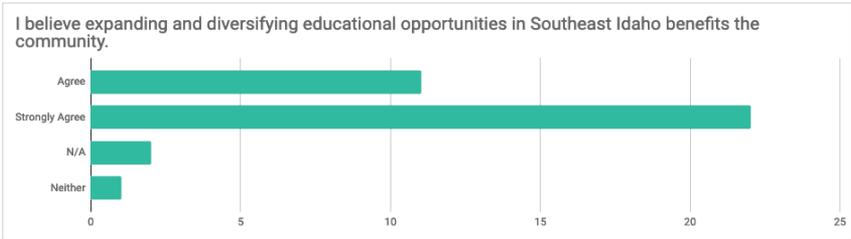
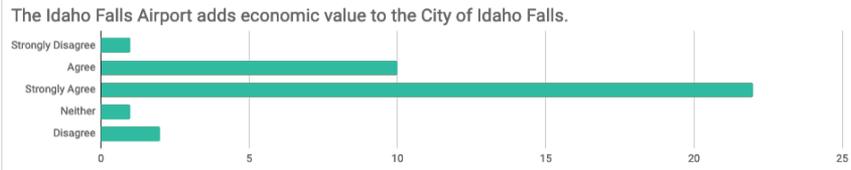
How frequently do you use the IDA airport?



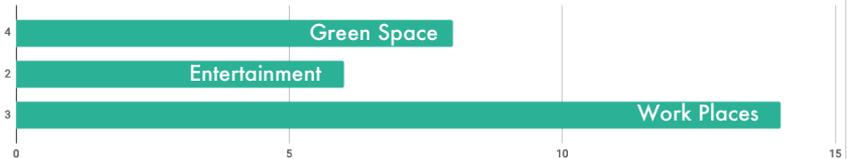
The Idaho Falls Airport affects me personally.



SURVEY DATA CONTINUED

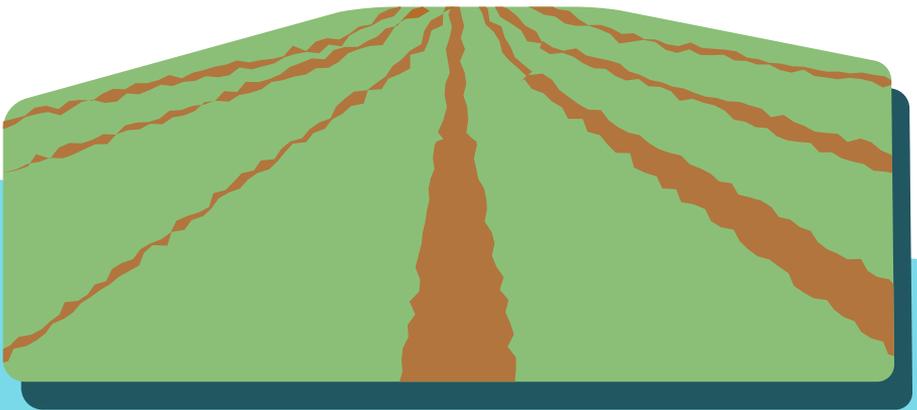


What would you like to see developed in Idaho Falls?



What do residents have to say?

A survey can never fully substitute for genuinely listening to someone, and a genuine dialogue needs to be inclusive. In this section, we include a few perspectives of residents representing different demographic groups. Each perspective is reflective of a priority shared by a large percentage of individuals in the generation of which s/he is part.



Age: 56-70

Convenience Consumer



“Driving five miles to the bank is too far for me.”

This woman would love to have businesses like grocery stores and banks be within walking distance of her neighborhood. She feels that if another movie theater was provided in town it would be as heavily utilized as a grocery store or bank.

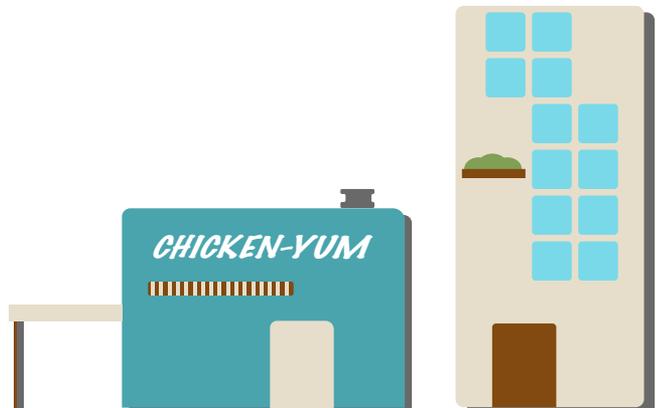
She can see all the increase of people coming to the west side of town and would like the commercial aspect to follow suit.

Long-Time Local

“My grandpa built the house I live in back in 1955, so I plan to stay here as long as possible!”

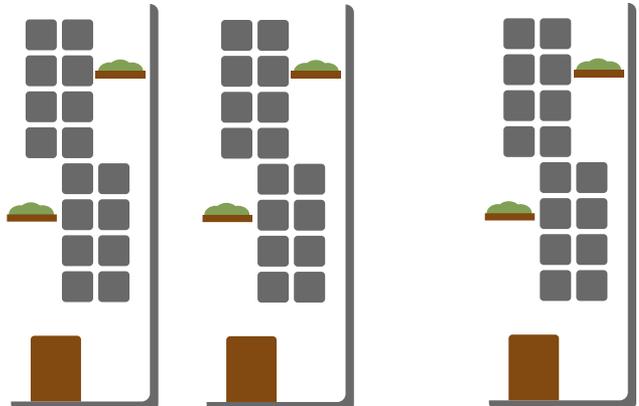
This man has seen that there has been a lot of housing expansion, but the commercial expansion is not keeping up. He believes that moderation in all building opportunities would help everyone in the area. His vision for this would be a balance between greenbelts, commercial expansion, and housing. It all grows together.

That being said, he would love a Chick-Fil-A, Little Caesars Pizza, and Taco Bell to be built on the west side of town so he doesn't have to drive to Ammon.



Apartment Complex Manager

As a manager of an apartment complex, this woman is concerned as she watches more and more businesses leave Idaho Falls and relocate to Ammon. She is concerned that if Idaho Falls businesses continue to relocate to Ammon, fewer people will want to live at the apartment complex she manages and her job will be in jeopardy.





Active Woman

This young mother and her husband settled in Idaho Falls to raise their kids close to family. They love the area but would like to have more opportunities to be active year round. She would like a Rec Center where she could leave her toddler at a daycare while she enjoyed a weight room, a rock wall, a swimming pool, yoga class, spin class, or an indoor track. She loves the activities Idaho has to offer during the summertime, but would appreciate if she could find something in the city to help her be active all year round.



Young Mother



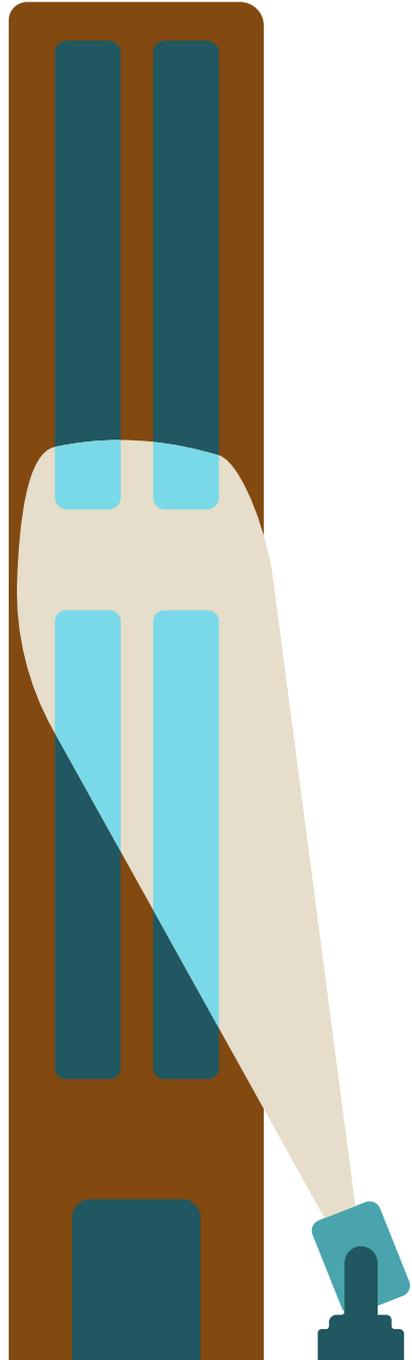
After being here for five years and having no plans to move, this active woman would love to have a place to take her children. She has a hard time finding entertainment for her and her husband.

“I wish there were more options. Museums would even be fine! There just needs to be something to do. We have to drive across town to do anything.”

As much as she is excited about development, she would prefer it to be more entertainment than housing.

INL Employee

Even six months is enough time to realize that a young family needs fun things to do. This INL worker and his family would love to see a historical center or museum go up closer to their neighborhood.



What was captured in conversation participant feedback?

We've categorized feedback by topic and included a sampling of specific comments. Despite the fact that many attendees wrote only single sentences or phrases on their comment cards, we believe values, themes, and priorities were suggested.



CITY PLANNING

All subdivisions should have a commons area.

Balance. Broad comprehensive land use.

A walkable neighborhood needs to have places to walk to.

There needs to be a mix of development types in and around the buffer zone.

Westside is in disrepair. You cannot do live work play until you fix infrastructure, modernize the area, and make it a nice place to be.

Parks, pathways, variety of housing options in a development.

Don't try to make IF reflect an urban area.

Needs to be a well thought out plan for development of any area.

PROPERTY RIGHTS/VALUES

The property in question is the most available and most desirable property around Idaho Falls. What value are they losing?

What are the protections for homeowners?

How can the city protect the noise and landing problems of homes in the zones?

May have significant impact on existing homes values

Develop property, property stakeholders, property rights

Affordability is a real concern.

As development increases: Home values artificially increase, taxes go up and the burden of infrastructure goes on my tax portion!

LOCATION OF AIRPORT

Why can't we relocate the airport further out into the desert?

What are the airport's growth plans?
How will this impact taxes?

Too much noise already, planes are too close overhead of our residential area

Pocatello & IF airports are too close. Create one in Blackfoot

Airport devalued property, takes away property rights

GROWTH

Live, work, play concept is exciting but premature for Idaho falls. Need a larger population.

This moratorium offers an opportunity for the city and developers to adapt to a changing lifestyle and demographic.

We need some developers to take a chance with a different type of development.

Economic pitfalls

Connectivity to city is important.
Access to transportation for all.

POLITICS

[The] City should be more responsible for infrastructure, developers bring taxpayers into the area, to repay the infrastructure so that it's not the developer's total burden.

180-day moratorium, where are the aviation easements?

Make the zoning and public works requirements support the "New" concepts.

Change code ordinance to allow for each neighborhood to have amenities: commercial, recreational, cultural and residential.

Zoning needs to change.

City and county aren't on the same page.

REGULATIONS

Zoning to support
work, live, play,
learn

Housing Development
doesn't want to change
their model

Grant opportunities lost with FAA because of
development

The city's
development model
needs to change

Opportunity vs.
planning

Zoning restrictions, safety, exits, access,
connectivity issues

VOICE

Your community. Your advocates.

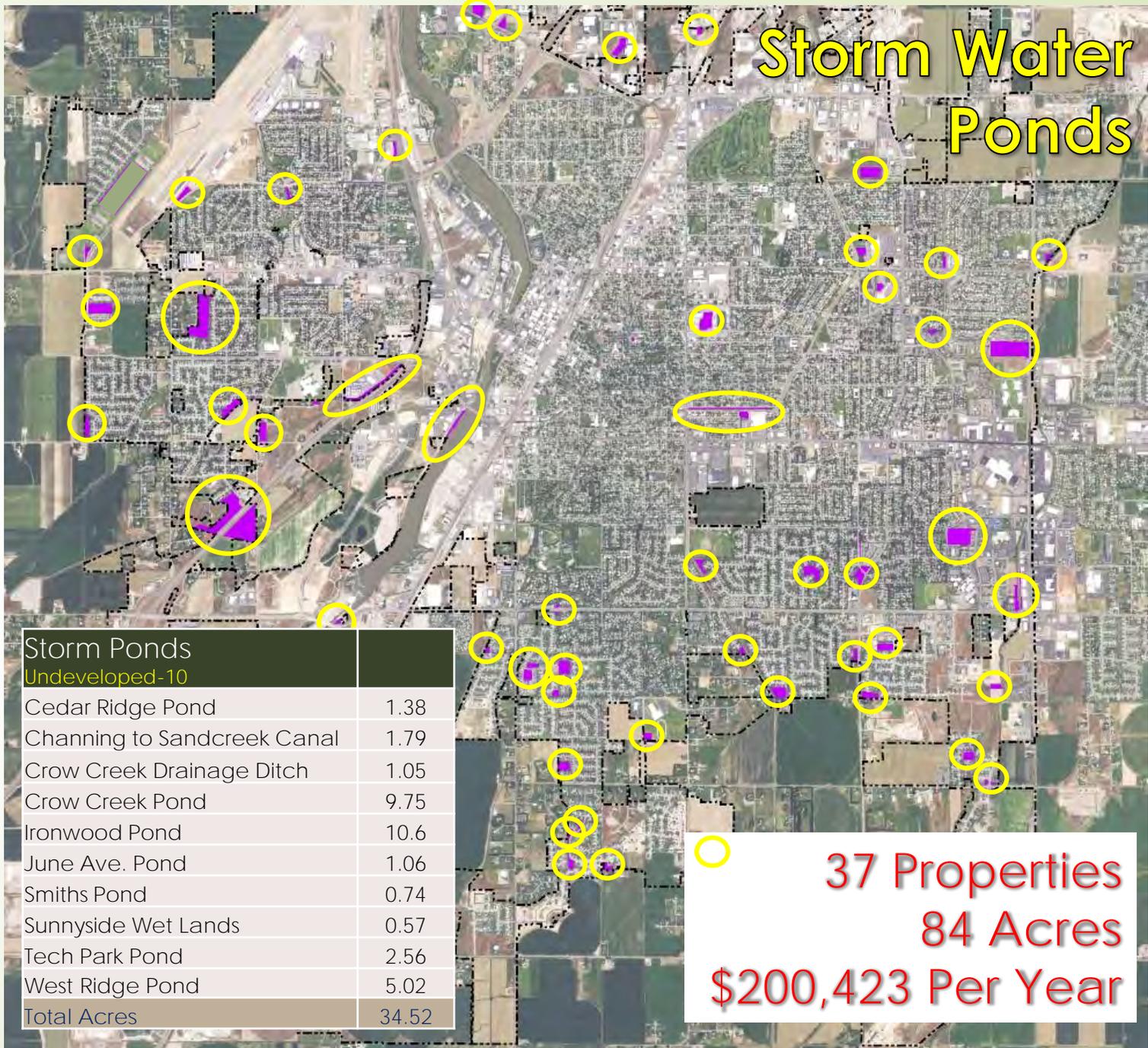


FY19/20



Parks Maintenance
Management Plan

Storm Ponds Developed-27	Acres	Turf
8th St. Storm Pond	0.24	0.22
14th St Storm Pond	2.44	2.31
25th and Barbra Storm Pond	5.74	5.7
Battle Creek Storm Pond	0.2	0.19
Blue Ridge Storm Pond	2.95	2.94
Bristol Heights Storm Pond	1.28	1.27
Brookside Storm Pond	1.79	1.58
Grandview Storm Pond	1.85	1.12
Ivan Acres Storm Pond	0.87	0.82
Kensington Storm Pond	2.18	2.1
Meadows Storm Pond	3	2.5
Meppen Storm Pond	5.5	2.87
Mill Run Storm Pond	2.24	2.13
Milligan Rd. Storm Pond	1.6	0.79
N. Holmes Ave. Storm Pond	0.79	0.75
Olive Grove Storm Pond	0.8	0.8
Parkwood Meadows Storm Pond	0.7	0.7
Ridgewood Storm Pond	0.67	0.63
Sand Creek Storm Pond	1.79	0.8
Spring Creek Storm Pond	1.28	1.26
Stonebrook Storm Pond	3.22	3.14
Sunnyside Storm Pond	0.72	0.72
Victorian Village Storm Pond	2.15	2.08
Washington St. Storm Pond	1.87	1.53
Waterford Storm Pond #3	0.77	0.75
WinCo Storm Pond	1.42	1.4
York Side Storm Pond	1.16	1.14
Total Acres	49.22	42.24



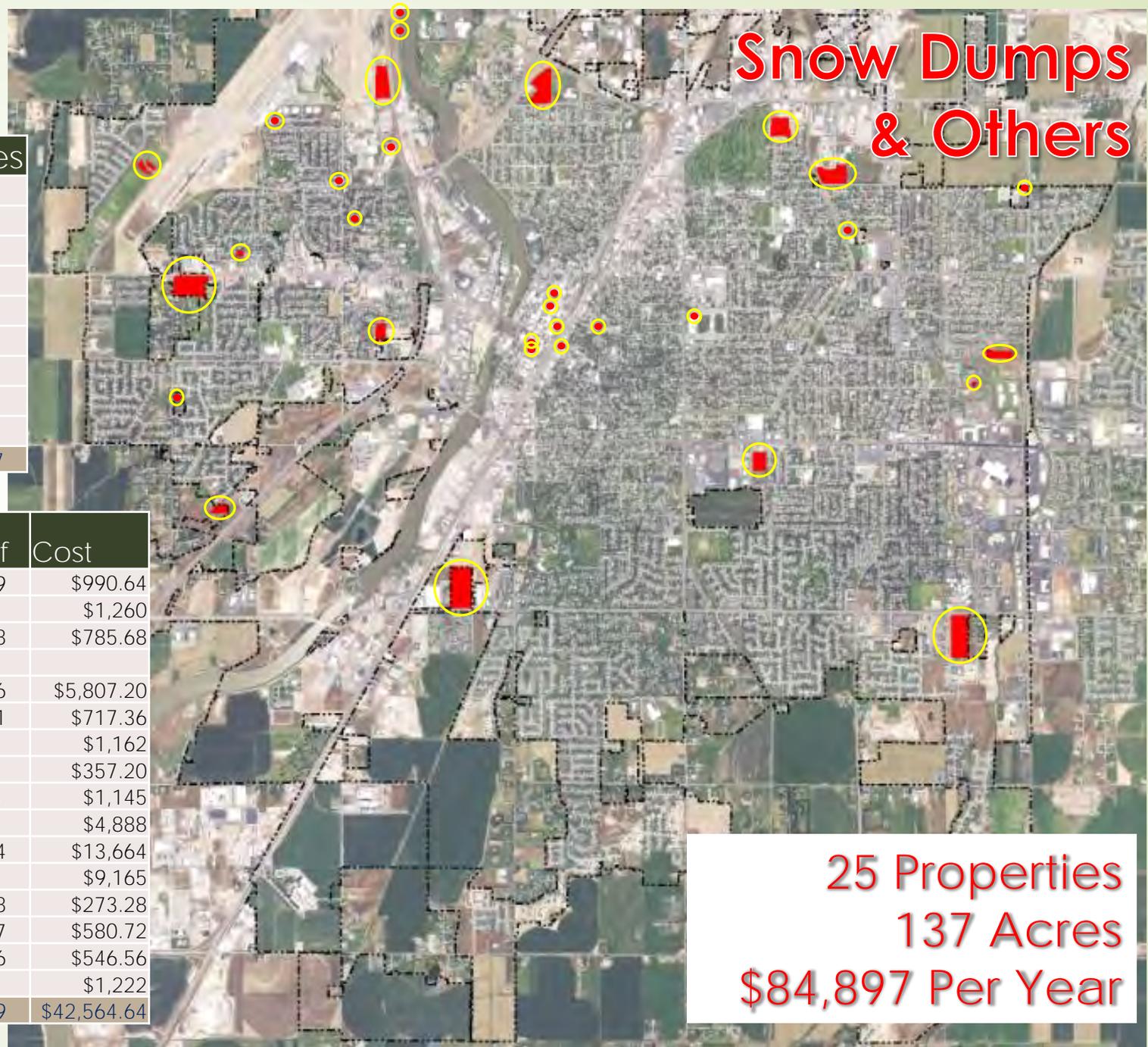
Storm Ponds Undeveloped-10	
Cedar Ridge Pond	1.38
Channing to Sandcreek Canal	1.79
Crow Creek Drainage Ditch	1.05
Crow Creek Pond	9.75
Ironwood Pond	10.6
June Ave. Pond	1.06
Smiths Pond	0.74
Sunnyside Wet Lands	0.57
Tech Park Pond	2.56
West Ridge Pond	5.02
Total Acres	34.52

37 Properties
84 Acres
\$200,423 Per Year

Snow Dumps & Others

Snow Dumps	Acres
Anderson (Behind LDS Cannery)	12.5
Broadway and Bellin (Flag Field)	14.3
Broadway and Coachman (North of Soapy's)	0.85
Jennie Lee Dr. (South of Starbucks Coffee)	5.12
Jones St. and Hollipark	10
Meppen East of Foster St.	5
Sunnyside Acres (East of Basic American)	19
Sunnyside and Washington Pkwy (S.E. Corner)	16
Vernon Ave. (Behind Coke)	7.3
Total Acres	90.07

Other:	Acres	Turf	Cost
<i>Airport, Municipal Services, Electric, Police & Fire</i>			
911 Center	0.7	0.29	\$990.64
A. St. Parking Lot	0.9		\$1,260
Airport Triangle Olympia Dr.	0.23	0.08	\$785.68
Annex Parking Lot	0.4		
Chesbro Parking Lots	1.7	0.26	\$5,807.20
Civic Auditorium	0.21	0.21	\$717.36
D. St. Parking Lots	0.83		\$1,162
East Of Bellin Fire Station	0.76		\$357.20
Fire Training Center	2.57	0.6	\$1,145
Foote Dr. (North of International Way) SD	10.4		\$4,888
Hatch Substation	4	3.74	\$13,664
Lindsey Blvd. North and South of Dog Park SD	19.5		\$9,165
Museum of Idaho	0.46	0.08	\$273.28
Serenity Hall	0.28	0.17	\$580.72
Shoup and Cliff Parking Lots	1.04	0.16	\$546.56
Sugar Mill Park Entrance off Hitt Rd.	2.6		\$1,222
Total Acres	46.58	5.59	\$42,564.64



25 Properties
137 Acres
\$84,897 Per Year

Right-of-Ways

Developed-19

	Acres	Turf
4th and Blvd Triangle	0.09	0.09
17th and Emerson	0.18	0.18
25th St. Islands	1.6	1.6
Anderson St. Triangles	0.44	0.43
Beehive Book Triangle	0.15	0.11
Canal and Elva Triangle (Kats)	0.08	0.06
Capital St. Island and Utility Strips	0.73	0.07
Denman St. Triangle	0.23	0.19
Hitt Road Utility Strips	4.07	4.07
John Adams Parkway	1.8	0.77
Lindsay Blvd Utility Strips	1.76	1.76
Memorial St. Utility strips/Island/round about	0.73	0.41
Memorial St. Triangles	0.49	0.45
N. Lee and Northgate Mile Triangle (Chapple)	0.05	0.05
Pancheri Utility Strips	7.5	6.8
Skyline Utility Strips	0.6	0.41
Snake River Landing Islands and Utility Strips	1.7	1.7
Sunnyside Utility Strips	11.3	7.16
West Broadway Berms	5.72	5.35
Total	39.22	31.66

Right-of -Ways

Undeveloped-24

	Acres
1st St. And Cascade	0.11
25th St.- Holmes to Bengal Ave.	0.4
Airway Rd. Old Butte to Canal	1.1
Cassiopeia- Between Skyline and Saturn	0.2
Edgewater- Between I St. and J St.	0.38
Foote Dr.- North of Fire Station	2
Grandview- Saturn To Bellin	4.2
Holmes- 25th to Canterbury Subdivision	0.95
Iona St.- Blaine St. to Boise St.	0.2
K. St.	0.23
Land Bank St.	0.1
Lindsay Blvd.- HWY 20 to Kingston Produce	0.7
Mercury Ave.	0.2
N. Blvd and Lake Ave	0.8
Old Butte Rd. Pancheri to Airway Rd.	4.12
Pancheri West of Old Butte Rd.	2
Pinecrest Golf Course R.O.W.	2.5
Rollandet	0.75
St. Clair- 25th St. to Dwight	0.35
Saturn	0.37
Township- Victorian Village	2.2
Total Acres	23.86

ITD Property -5

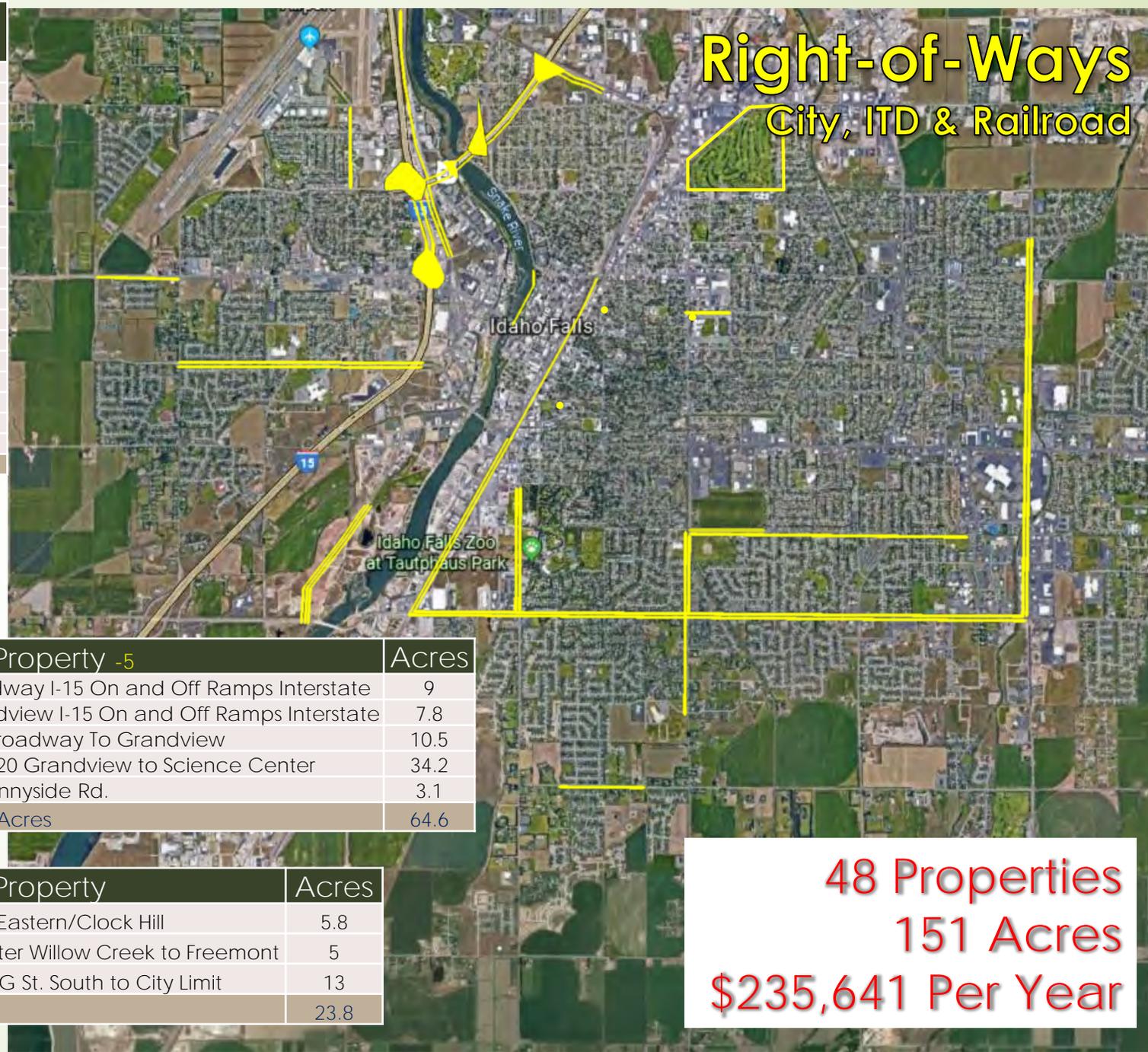
	Acres
Broadway I-15 On and Off Ramps Interstate	9
Grandview I-15 On and Off Ramps Interstate	7.8
I-15 Broadway To Grandview	10.5
HWY 20 Grandview to Science Center	34.2
W. Sunnyside Rd.	3.1
Total Acres	64.6

Railroad Property

	Acres
Yellowstone/Eastern/Clock Hill	5.8
Science Center Willow Creek to Freemont	5
Yellowstone, G St. South to City Limit	13
Total Acres	23.8

Right-of-Ways

City, ITD & Railroad



48 Properties
151 Acres
\$235,641 Per Year

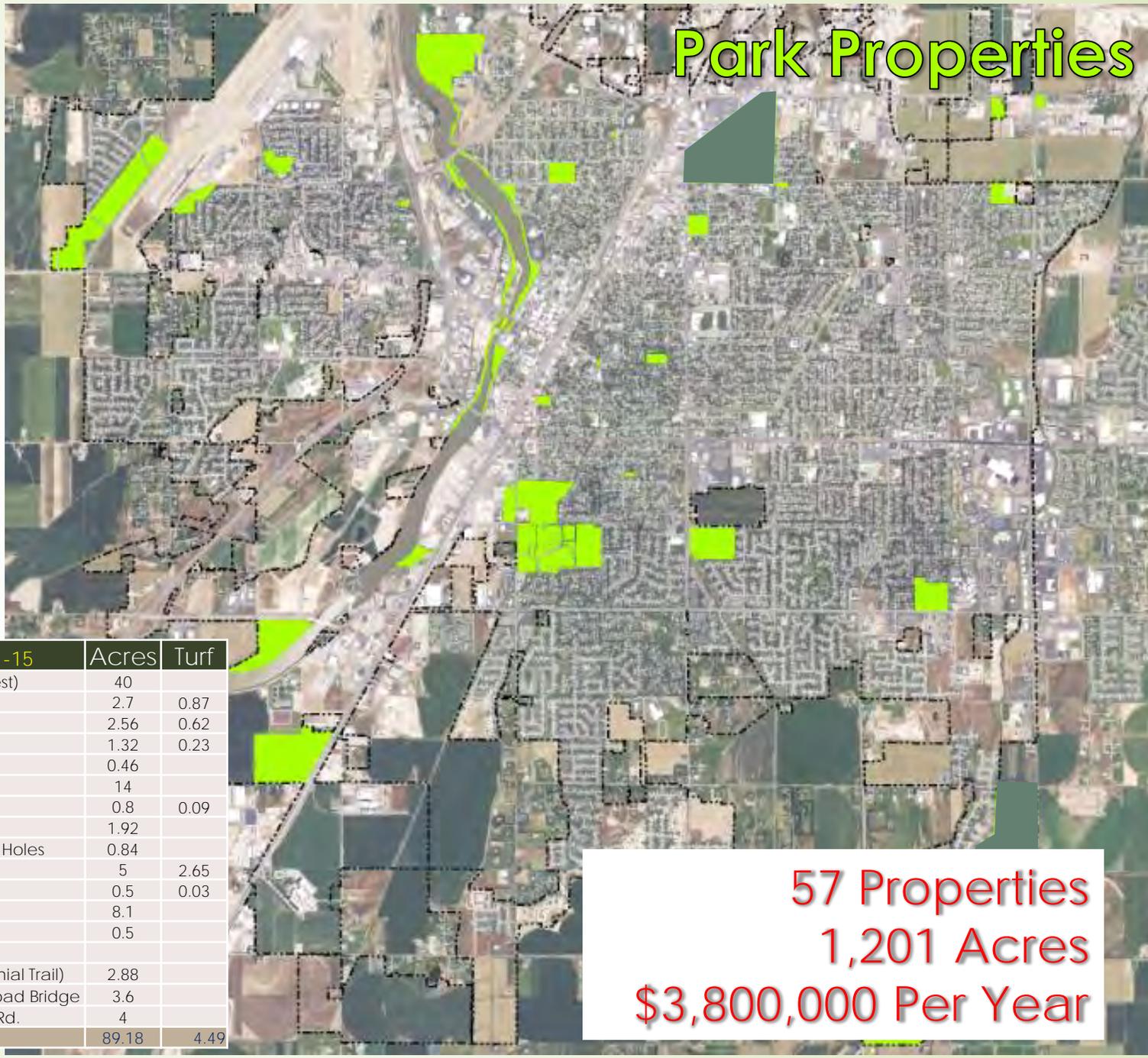
Park Properties

Urban/Community Parks -21	Acres	Turf
1. Capital Park	5.15	3.3
2. Central Park	8.1	7.33
3. Civitan Park	2.97	2.83
4. Community Park	30.3	25.7
5. Esquire Park	10.4	9.3
6. Freeman Park	60.8	48
7. Highland Park	4.3	2.45
8. Idaho Falls Raceway (Noise Park)	400	2.76
9. Lincoln Park	6.37	4.1
10. North Tourist Park	2.06	1.54
11. Old Butte Soccer Complex	85.8	68.4
12. Reinhart Park	9.31	8.8
13. Rollandet Park and Office	8.36	7.3
14. Ryder Park	39.5	1.26
15. Sandy Downs	153.7	34
16. Snake River Animal Park	2.47	2.24
17. South Tourist Park	9.7	6.5
18. Sugar Mill Park	7.6	6.27
19. Sunnyside Park	20.4	17
20. Tautphaus Park	76.07	49.4
21. Troy Ave. Storm Pond	12.8	12.5
Total Acres	956.16	320.98

Neighborhood Parks -12	Acres	Turf
1. 20th St. Park	0.98	0.87
2. Antares Park	1.11	1.08
3. Bel-Aire Park	1.17	1.11
4. Dunes Park	2.4	2.3
5. Kate Curley Park	3.66	3.28
6. Liberty Park	0.76	0.7
7. Poitevin Park	2.8	2.5
8. St. Clair Estates Storm Pond	2.02	1.98
9. Waterford Storm Pond #1	1.9	1.86
10. Waterford Storm Pond #2	1.2	1.08
11. Willowbrook Park	0.44	0.38
12. Woodruff and St. Clair Storm Pond	2.14	2.1
Total Acres	20.58	19.24

Other Park Properties -15	Acres	Turf
1. 40 Acres W. of Old Butte (Ernest)	40	
2. Activity Center	2.7	0.87
3. Aquatic Center	2.56	0.62
4. Art Guild	1.32	0.23
5. Clair E. Gale Skate Park	0.46	
6. Heritage Park (future)	14	
7. IF Tennis Courts	0.8	0.09
8. Keefers Island	1.92	
9. Land Bank across canal John Holes	0.84	
9. Melaleuca Field	5	2.65
10. Rec Center	0.5	0.03
11. Saturn Property	8.1	
12. Skyline Tennis Courts	0.5	
Pathways		
South of Freeman Park (Centennial Trail)	2.88	
North of Freeman Park to Rail Road Bridge	3.6	
South of Pancheri to Sunnyside Rd.	4	
Total Acres	89.18	4.49

Civic Parks -8	Acres	Turf
1. Civitan Plaza	0.13	0.08
2. Eagle Rock Plaza(KeyBank)	0.46	0.27
3. Jensen's Grove	0.6	0.1
4. Pier Snake River Landing	0.09	0
5. River Walk Way East Bank	10.4	6.5
6. River Walk Way West Bank	11.8	7.3
7. Sportsman's Island (Pedersen)	0.9	0.35
8. Taylors Crossing Rock Garden	4.5	2.5
Total Acres	28.88	17.1



57 Properties
1,201 Acres
\$3,800,000 Per Year

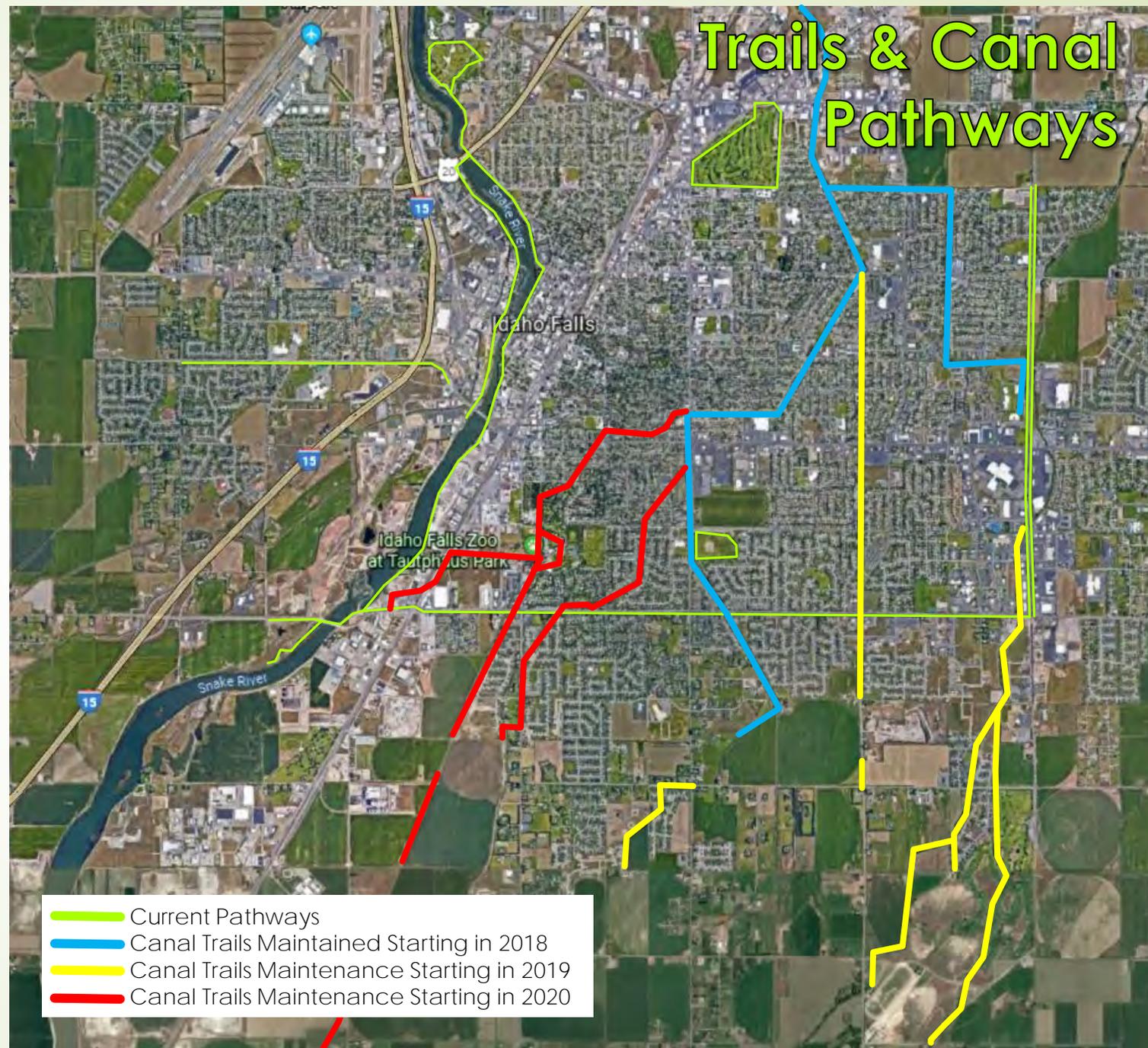
Trails (Greenbelt & River Walk)

- 26 Miles

Canal Trail

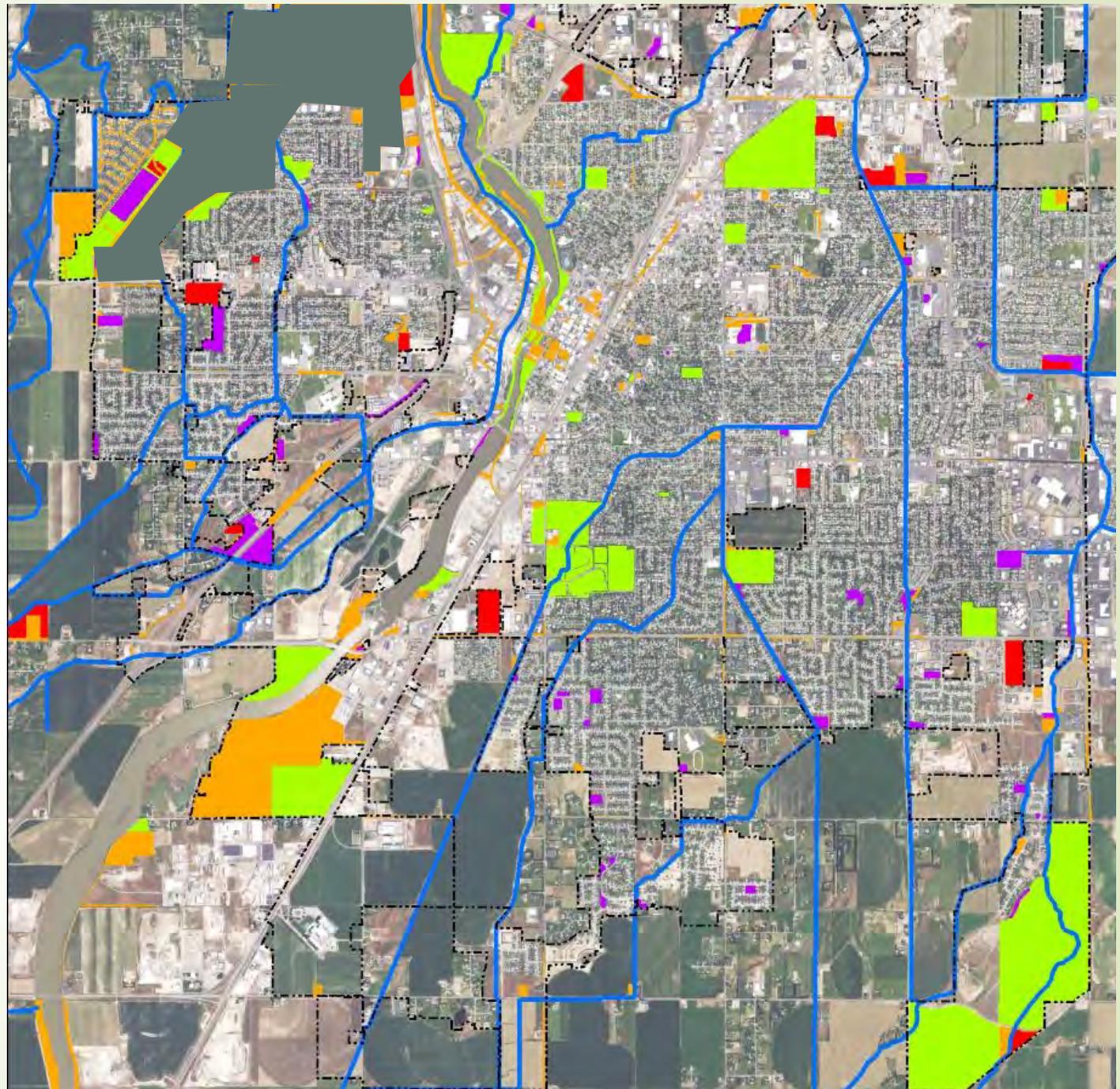
- 3 year phased in Maintenance Schedule
- 2018 – 7.3 Miles
- 2019 – 7.6 Miles
- 2020 – 4.6 Miles
- Total Canal Miles 2020 – 19.5 Miles
(Times 2 for maintaining both sides of the canal)

45 Miles of Pathway
\$430,000 Per Year





All Properties
Maintained
by the Parks
Maintenance
Division



Idaho Falls Parks Maintenance Currently Maintains 1,601 acres



National Standards for 1,601 Acres

22 acres per FTE

This would require 73 FTE
Maintenance Employees

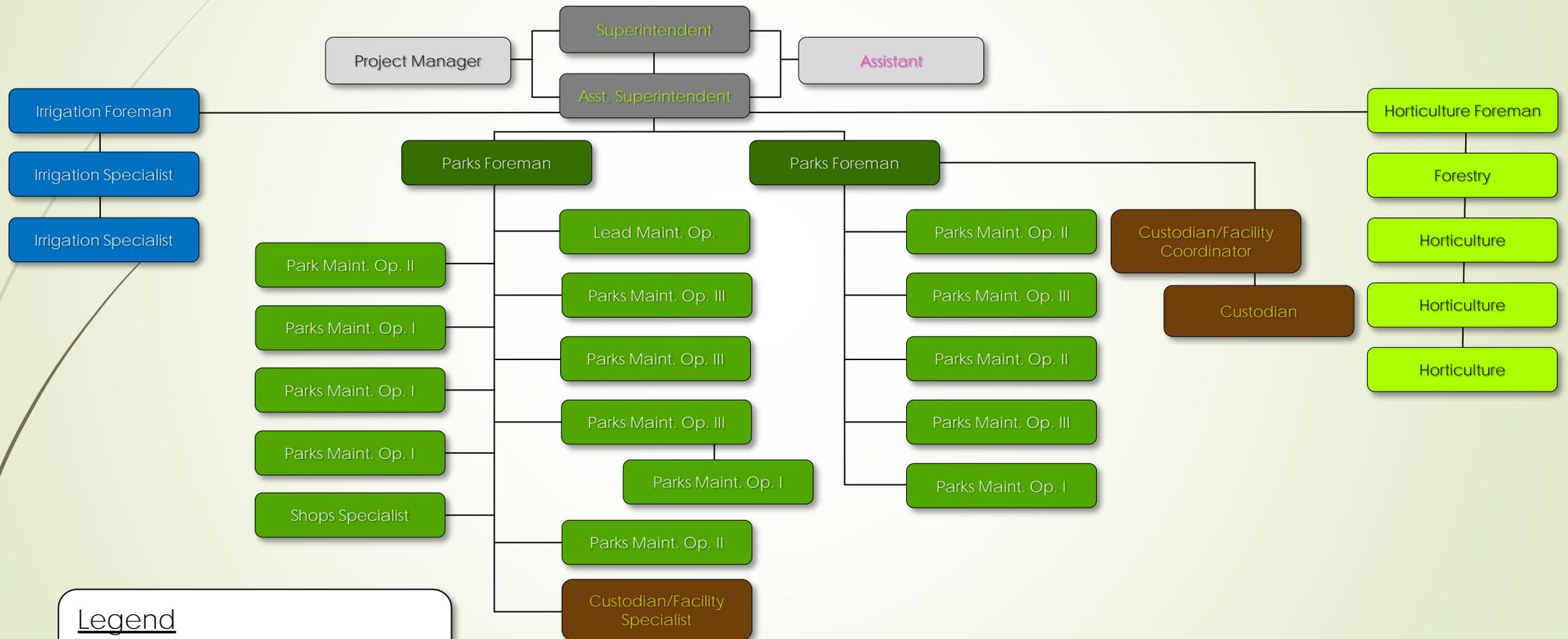
Current City Operations for 1,601 Acres

- 62 acres per FTE
- Currently employ 26 FTE
Maintenance Employees

+47 Additional employees would be
needed to meet national standards



Current Staffing 26 Maintenance Staff

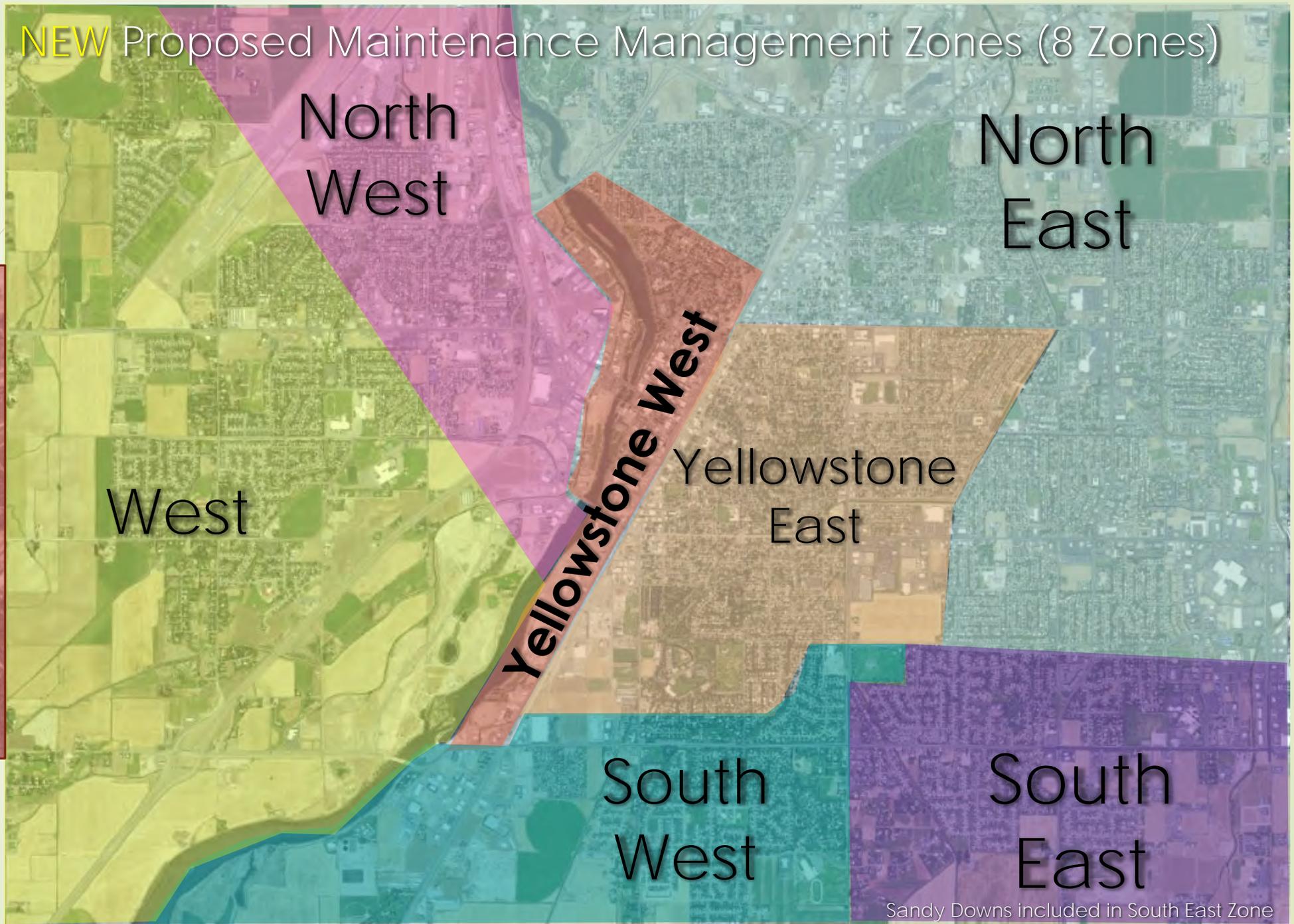


Legend

- █ Irrigation
- █ Park Foreman
- █ Park Maintenance Staff
- █ Horticulture & Urban Forestry
- █ Custodial Staff

Office Staff, Cemetery Staff and Custodians are not included in Maintenance Staff Numbers

NEW Proposed Maintenance Management Zones (8 Zones)



North West

North East

West

Yellowstone West

Yellowstone East

South West

South East

Sandy Downs included in South East Zone

NEW! Levels of Service

➤ Level One (1) Service

- Maintenance applications associated with well-developed park areas with high visitation and use, such as the River Walkway, Tautphaus Park, and athletic fields. The goal is to provide a clean, safe, well maintained appearance to these areas.

➤ Level Two (2) Service

- Maintenance applications associated primarily with neighborhood parks, cemeteries, right-of-ways. These areas will generally be neat and orderly in their appearance with some tolerance for effects of wear and tear.

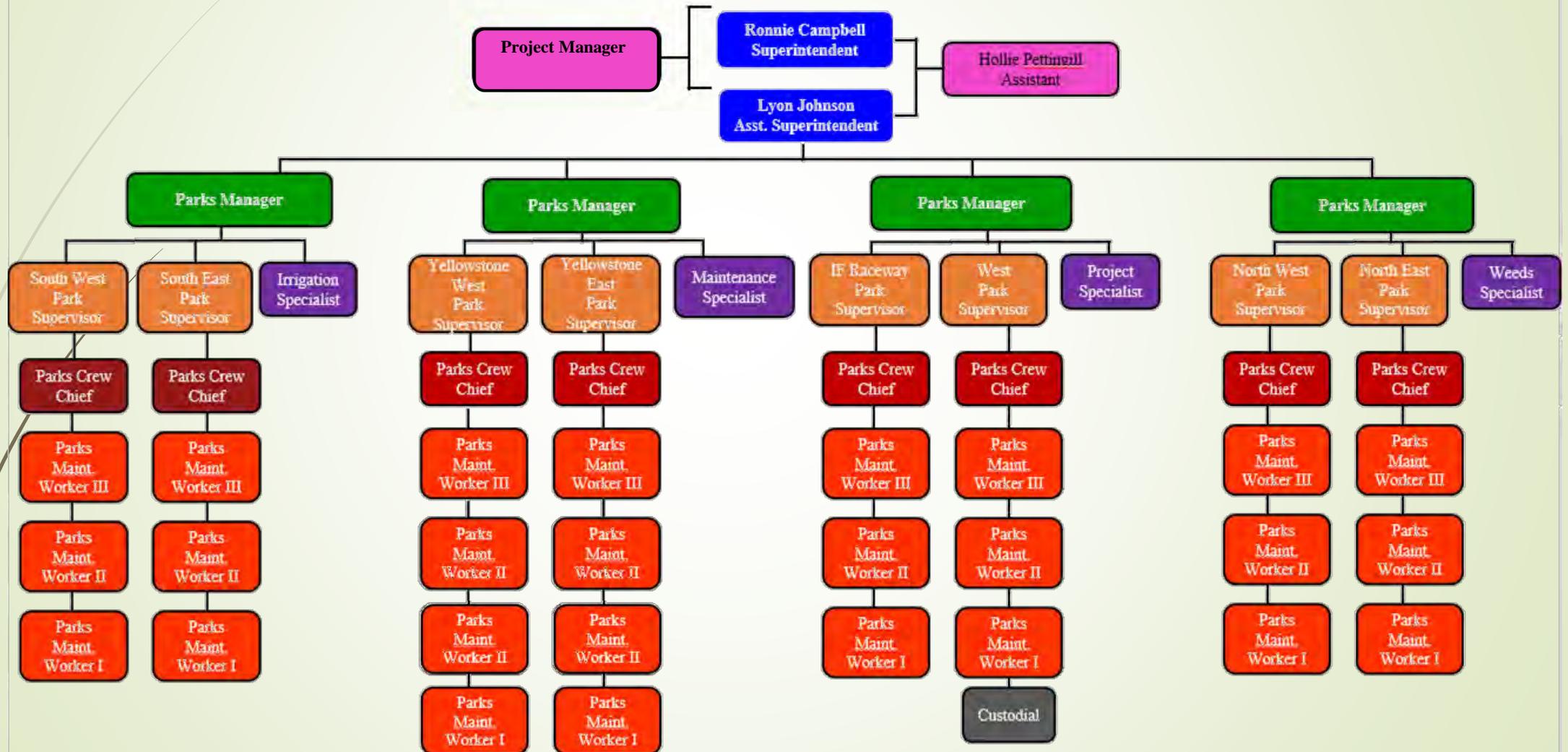
➤ Level Three (3) Service

- Maintenance applications associated with storm retention ponds, undeveloped sites, and natural areas of parks. These areas are typically not publicly used.

➤ Level Four (4) Service

- These locations are similar to level 3 service, with less frequent maintenance. These properties may not meet minimal City standards throughout the entire year.

Option #1: Preferred Staffing 50 Maintenance Staff

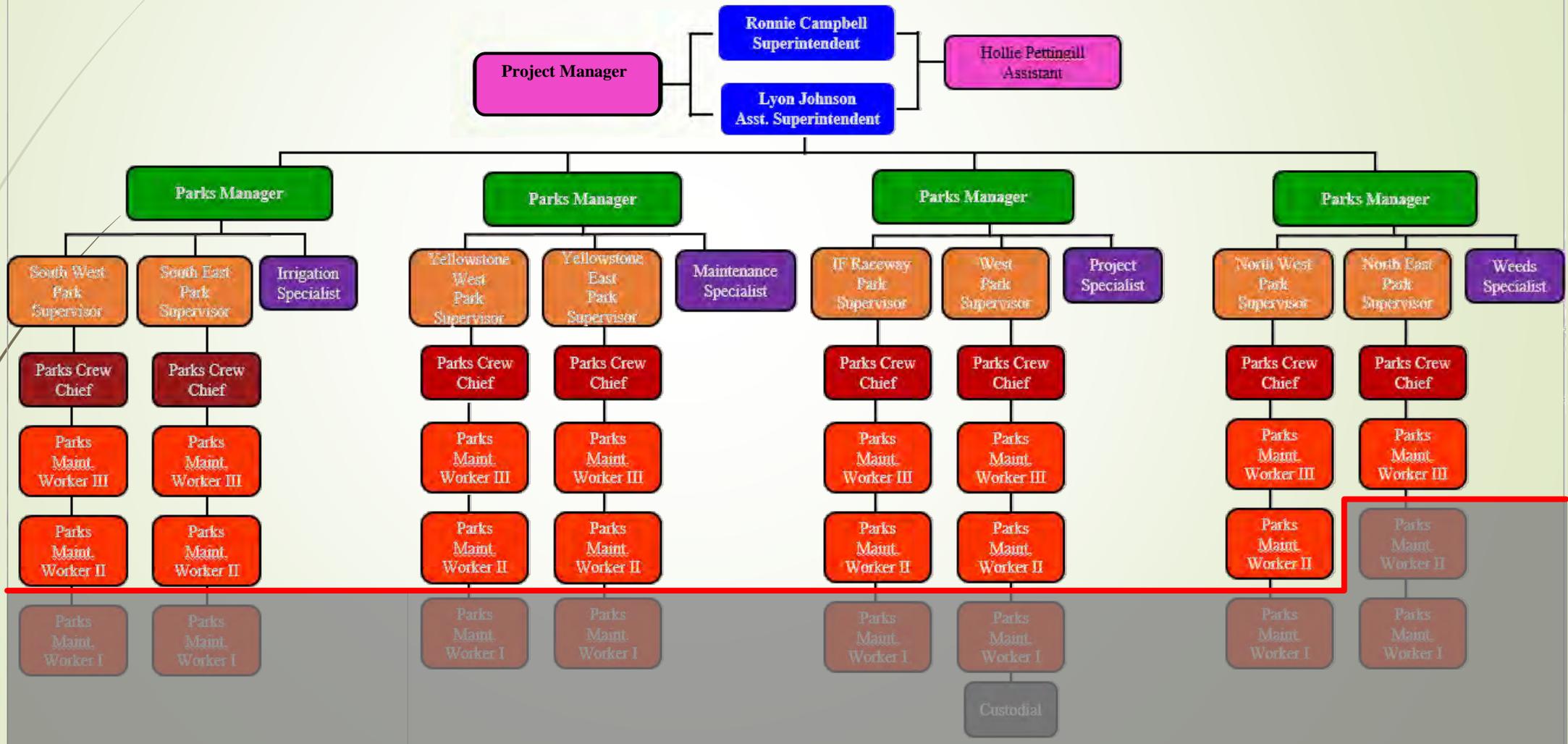


Option #1: Preferred Staffing 50 Maintenance Staff

1. Hire an Additional 24 Full-Time Staff Members
 - Salary + Benefits = \$51,840 per Employee
2. Purchase Additional Equipment Needed
 - Vehicles, Mowers, Etc. = \$300,000

ESTIMATED COST = \$1,544,160

Option #2: Phased Staffing 39 Maintenance Staff

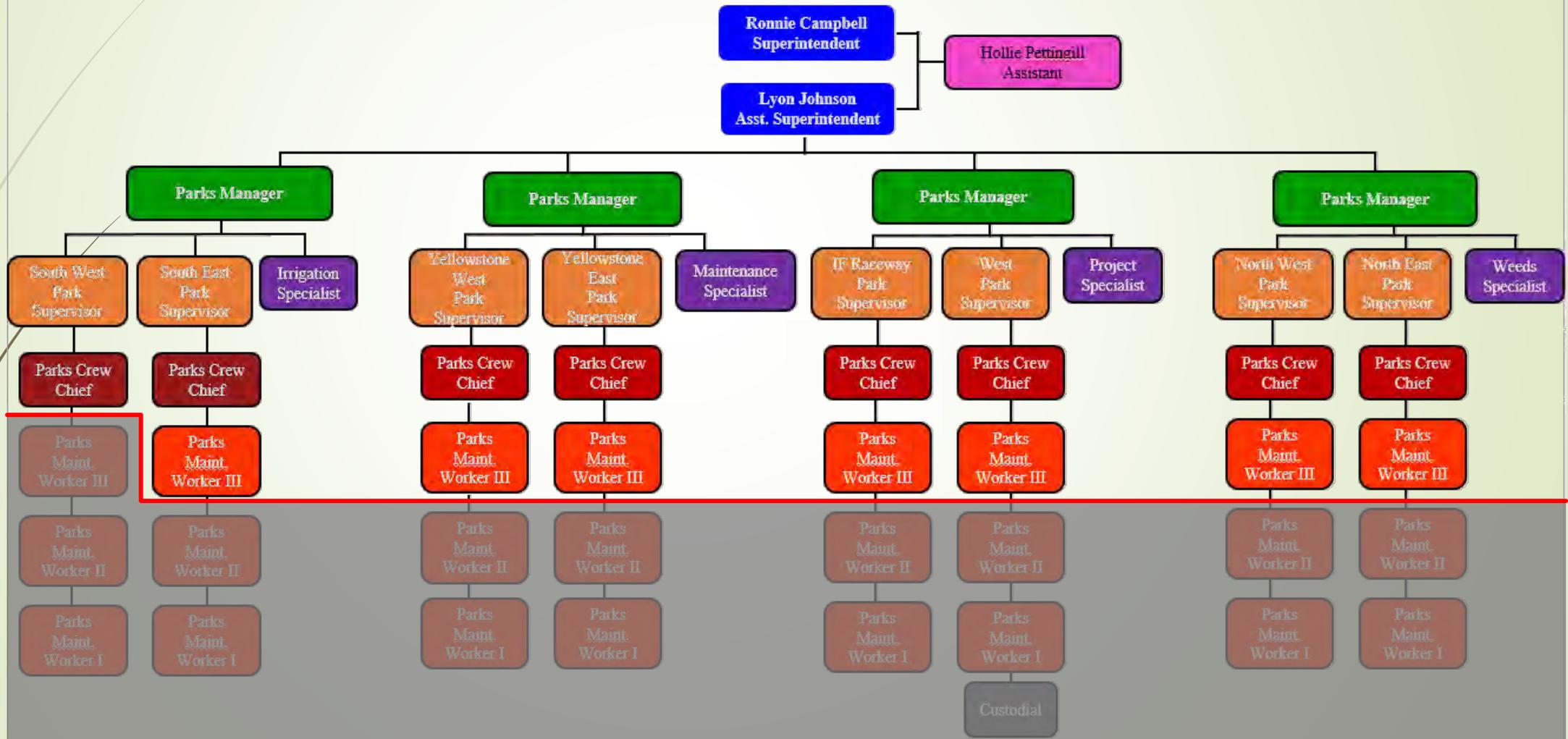


Option #2: Phased Staffing 39 Maintenance Staff

1. Hire an Additional 13 Full-Time Staff Members
 - Salary + Benefits = \$51,840 per Employee
2. Purchase Additional Equipment Needed
 - Vehicles, Mowers, Etc. = \$300,000

ESTIMATED COST = \$973,920

Option #3: Reorganized Staffing 31 Maintenance Staff



Option #3: Reorganized Staffing 31 Maintenance Staff

1. Hire an Additional 5 Full-Time Staff Members
(Salary + Benefits = \$51,840 per Employee)
1. Purchase Additional Equipment Needed
 - Vehicles, Mowers, Etc. = \$300,000
3. All levels of service will be reduced by one (1) level.

ESTIMATED COST = \$559,200

Summary of Parks Maintenance Plan

Option #1

1. Hire an Additional 24 Full-Time Staff Members (Salary + Benefits = \$51,840 per Employee)
2. Purchase Additional Equipment Needed (Vehicles, Mowers, Etc. = \$300,000)

ESTIMATED COST = \$1,544,160

Option #2

1. Hire an Additional 13 Full-Time Staff Members (Salary + Benefits = \$51,840 per Employee)
2. Purchase Additional Equipment Needed (Vehicles, Mowers, Etc. = \$300,000)

ESTIMATED COST = \$973,920

Option #3

1. Hire an Additional 5 Full-Time Staff Members (Salary + Benefits = \$51,840 per Employee)
2. Purchase Additional Equipment Needed (Vehicles, Mowers, Etc. = \$300,000)
3. All levels of service will be reduced by one (1) level.

ESTIMATED COST = \$559,200