IDAHO FALLS



City Council Agenda

City of Idaho Falls

Regular Council Meeting

680 Park Avenue

Thursday
February 22, 2024
7:30 P.M.

Mayor

Rebecca Casper

City Council

Lisa Burtenshaw
Council President

John Radford
Council Seat 5

Jim Freeman
Council Seat 6

Kirk Larsen
Council Seat 3

Jim Francis
Council Seat 4

Michelle Ziel-Dingman
Council Seat 1

Livestream at www.idahofallsidaho.gov/429/Live-Stream

PUBLIC PARTICIPATION

Welcome to the Idaho Falls City Council Meeting.

Regularly scheduled City Council meetings are open to the general public. City Council meetings are also live-streamed and archived on the City website. Please be aware that the meeting agenda will differ from the published version if amendments to the agenda are made by the Council during the meeting.

The Council encourages public input. While a general public comment option is not required by Idaho law, the Idaho Falls City Council welcomes general public input as part of regular City Council meetings. General public comment will be allowed for up to 20 minutes. However, citizens are always welcome to contact their Council representatives via e-mail or telephone, as listed on the City website. The Council is committed to an atmosphere that promotes equal opportunity, civility, mutual respect, proper decorum and freedom from discrimination or harassment.

Those who wish to address City Council during the council meetings are encouraged to adhere to the guidelines below.

Public Comment Guidelines

Speakers are encouraged to:

- State their name and city of residence.
- Focus comments on matters within the purview of the City Council.
- Limit comments to three (3) minutes or less.
- Refrain from repeating information already presented to preserve time for others to speak. Large groups are encouraged to select one or two speakers to represent the voice of the entire group.
- Practice civility and courtesy. City leaders have the right and the responsibility to maintain order and decorum during the meeting. Time may be curtailed for those speakers whose comments are profane or disruptive in nature.
- Refrain from comments on issues involving matters currently pending before the City's Planning and Zoning Commission or other matters that require legal due process, including public hearings, City enforcement actions, and pending City personnel disciplinary matters.
- Comments that pertain to activities or performance of individual City employees should be shared directly with the City's Human Resources Director (208-612-8248), the City's Legal Department (208-612-8178) or with the Office of the Mayor (208-612-8235).

Public Hearing Guidelines

- In-person Comment. Because public hearings must follow various procedures required by law, please wait to offer your comments until comment is invited/indicated. Please address comments directly to the Council and try to limit them to three (3) minutes.
- Written Comment. The public may provide written comments via postal mail sent to City Hall or via email sent to the City Clerk at IFClerk@idahofalls.gov. Comments will be distributed to the members of the Council and become a part of the official public hearing record. Written testimony must be received no later than forty-eight (48) hours prior to the date of the hearing to ensure inclusion in the permanent City record.
- Remote Comment. When available, the public may provide live testimony remotely via the WebEx meeting platform using a phone or a computer. Those desiring public hearing access should send a valid and accurate email address to virtualattend@idahofalls.gov no later than twenty-four (24) hours prior to the date of the hearing so log-in information can be sent prior to the meeting. Please indicate which public hearing the testimony is intended for on the agenda. Please note that this remote option will not be available for all meetings.

If communication aids, services, or other physical accommodations are needed to facilitate participation or access for this meeting, please contact the City Clerk at (208) 612-8414 or the ADA Coordinator at (208) 612-8323 not less than 48 hours prior to the meeting. They will help accommodate special needs wherever possible.

City Council Meeting

Agenda

680 Park Avenue
Idaho Falls, ID 83402

Thursday, February 22, 2024 **7:30 PM** **City Council Chambers**

City Council Agenda:

1. Call to Order.

2. Pledge of Allegiance.

3. Public Comment.

Please see guidelines above.

4. Consent Agenda.

Any Consent Agenda item may be moved to the Regular Agenda for separate consideration if requested by a Council member. Other changes to this agenda may require the approval of a majority of Council.

A. Municipal Services

1) Purchase Replacement Sweeper for Public Works **24-140**

Attachments: SWS Equipment LLC Quote # PHFDQ7496-02.pdf

2) Treasurer's Report for December 2023 **24-154**

Attachments: December 2023 Treasurer's Report

B. Public Works

1) Bid Award - Meppen Canal Trail Pedestrian Hybrid Beacons **24-148**

Attachments: Bid Tab-TRF-2024-13

C. Idaho Falls Power

1) IFP 24-12 Path and Landscaping **24-147**

Attachments: IFP 24-12 Path and Lanscape bid sheet and Agreement - Knife River

2) IFP 24-07 Electric Conductor Wire Purchase **24-150**

Attachments: Conductor order 2024

3) Idaho Falls Power Board Meeting Minutes - February 2024 **24-141**

Attachments: 2024 0207 IFP Special Board Meeting minutes draft

D. Office of the City Clerk

1) Minutes from City Council Meetings **24-155**

Attachments: 2024 208 City Council Unapproved

2) License Applications, all carrying the required approvals

Action Item:

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

5. Regular Agenda.

A. Idaho Falls Power

1) Resolution Amending the Idaho Falls Power Service Policy **24-151**

Idaho Falls Power (IFP) reviews and updates the utility's Service Policy annually to ensure the policy remains a useful and relevant tool for customers.

Action Item:
Approve the resolution amending the Idaho Falls Power Service Policy and give authorization to the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Attachments: 2024 Resolution, Redline, Clean draft Policy

B. Public Works

1) Easement Vacation - Lot 6, Block 1 of First Amended Plat of Westridge Commercial Plaza, Division 1 **24-149**

The owner of the property in question has requested vacation of the easement depicted in the attached exhibit and as described in the Ordinance. City staff members have reviewed the request and recommend approval.

Action Item:
Approve the easement vacation Ordinance under a suspension of the rules requiring three complete and separate readings and request that it be read by title (or consider the ordinance on the first reading, reject the ordinance, or take other action deemed appropriate).

Attachments: Ordinance
Easement Vacation Exhibit

C. Community Development Services

1) Final Plat, Reasoned Statement of Relevant Criteria and Standards, Rising Sun Plaza Division No. 1. **24-143**

Attached is the application for the Final Plat and Reasoned Statement of Relevant Criteria and Standards for Rising Sun Plaza Division No. 1. The Planning and Zoning Commission considered this item at its November 14, 2023, meeting and unanimously voted to recommend approval of the final plat to the Mayor and City Council as presented. Staff concurs with these recommendations.

Action Item:

1. Accept or Approve the Final Plat for Rising Sun Plaza Division No. 1 and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat (or take other action deemed appropriate).

2. Approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Rising Sun Plaza Division No. 1 and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Attachments: Zoning Map
Aerial
Airport Land Use
Final Plat
Staff Report
PC Minutes
Reasoned Statement.docx

2) Legislative Public Hearing-Part 1 of 2 of the Annexation and Initial Zoning-Annexation Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East. **24-144**

Attached is part 1 of 2 of the application for Annexation and Initial Zoning of R2, Mixed Residential Use with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones which includes the Annexation Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East. The Planning and Zoning Commission considered this item at its November 14, 2023, meeting and unanimously voted to recommended approval of the annexation with initial zoning of R2. The City Council could choose to zone the property R1 as originally requested by the applicant or R2 as recommended by the Planning and Zoning Commission. The applicant is in support of the Planning Commission's recommendation of R2.

Action Item:

1. Approve the Ordinance annexing approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East; assign a Comprehensive Plan Designation of "Suburban and General Urban;" and under a suspension of the rules requiring three complete and separate readings, request that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, reject the Ordinance, or take other action deemed appropriate).

2. Approve the Reasoned Statement of Relevant Criteria and Standards for the annexation of approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Attachments:
Zoning
Aerial
Aerial
Airport Land Use Map
Comp Plan
Staff Report
PC Minutes.docx
Ordinance
Map Exhibit.pdf
Exhibit A.pdf
Reasoned Statement Annexation
River Hollow Rezone

3) Legislative Public Hearing-Part 2 of 2 of the Annexation and Initial Zoning of R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones, Initial Zoning Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East. **24-145**

Attached is part 2 of 2 of the application for Annexation and Initial Zoning of R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones which includes the Initial Zoning Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East. The Planning and Zoning Commission considered this item at its November 14, 2023, meeting and unanimously voted to recommended approval of the annexation with initial zoning of R2. The City Council could choose to zone the property R1 as originally requested by the applicant or R2 as recommended by the Planning and Zoning Commission. The applicant is in support of the Planning Commission's recommendation of R2.

Action Item:

1. Approve the Ordinance establishing the initial zoning for R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones as shown in the Ordinance exhibits under a suspension of the rules requiring three complete and separate readings; and request that it be read by title and published by summary; that the City limits documents be amended to include the area annexed herewith; and that the City Planner be instructed to reflect said annexation, amendment to the Comprehensive Plan, and initial zoning on the Comprehensive Plan and Zoning Maps located in the Planning office (or consider the Ordinance on the first reading and that it be read by title, reject the Ordinance, or take other action deemed appropriate).

2. Approve the Reasoned Statement of Relevant Criteria and Standards for the initial zoning of R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones and give authorization for the Mayor to execute the

necessary documents (or take other action deemed appropriate).

Attachments: Zoning Map
Aerial
Comp Plan Map
Airport Land Use.jpg
Ordinance
Exhibit A
Map Exhibit.pdf
Reasoned Statement

D. Municipal Services

1) Impact Fee Hearing - Payment of Impact Fees Under Protest, Southbridge Division 1 **24-101**

On December 26, 2023, Stewart Land submitted a written formal protest of the payment of impact fees for 28 permits for the Southbridge Division 1, located at 49th and Holmes Avenue.

Pursuant to Section 10-8-10-C., the Council shall hear the appeal within forty-five (45) days after receipt of written notice of appeal. The appellant received written notice of the Impact Fee Hearing date of Thursday, January 25, 2024, via e-mail and regular mail on Friday, December 29, 2023. The written notice of protest of the payment of impact fees for the 28 permits was received within fifteen (15) days after the date the payment of Impact Fees was paid under protest as required by Ordinance, Section 10-8-10-B.

On January 6, 2024, the city received a written request for Individual Assessment of Impact Fees (Section 10-8-5D) from the Law Offices of Rigby, Andrus & Rigby Law, PLLC. After communicating with the City Attorney, Michael Kirkham, the city received an email dated Sunday, January 14, 2024, requesting a continuance for the hearing originally scheduled for Thursday, January 25, 2024, as well as a Certification of the Impact Fee (Section 10-8-5G). Section 10-8-5G2, states “The Impact Fee Administrator shall provide the fee payer with a written impact fee certification for the Project within thirty (30) days of the date a request for Individual Impact Fee Assessment is submitted.”

The Impact Fee hearing was rescheduled to Thursday, February 22, 2024. The Certification of Impact Fee was emailed to the Law Offices of Rigby, Andrus & Rigby Law, PLLC on Monday, February 12, 2024, at 4:35 pm.

Action Item:
Conduct a hearing and render a decision in compliance with Idaho Falls City Code 10-8-10 (or take other action deemed appropriate).

Attachments: Protest of Impact Fee and Impact Fee Hearing Correspondence
Certification of Impact Fee - Southbridge Letter (Final)
Certification of Impact Fee - Southbridge-Exhibit A
Certification of Impact Fee - Southbridge - Exhibit B
Certification of Impact Fee -Southbridge - Exhibit C
Certification of Impact Fee -Southbridge-Exhibit D
Certification of Impact Fee - Southbridge - Exhibit E
South Bridge Exhibts.pdf

2) Impact Fee Hearing - Appeal of Impact Fee Certification, Sayer Nissan New Dealership Sales, and Service (COM23-0139) **24-123**

On December 11, 2023, an email was sent from Mr. Mike Bowcutt of Dafab Construction, Inc. requesting a meeting about the impact fee schedule and the rate breakdown for Sayer Nissan Car Dealership (COM23-0139). An in-person meeting was held with Mr. Bowcutt on Monday, December 18, 2023, at 2:00 pm. In attendance were City Attorney, Michael Kirkham, Economic Development Director, Catherine Smith, Public Works Director, Chris Fredericksen, and Municipal Services Director/Impact Fee Administrator, Pam Alexander. Following the in-person meeting, an email was sent to Mr. Bowcutt regarding the city staff's understanding of the information discussed at the meeting, along with a confirmation that a Certification of Impact Fees (Section 10-8-5G) would be conducted. On Tuesday, January 9, 2024, the completed Certification of Impact Fees was provided to Mr. Bowcutt via email and regular mail.

Action Item:
Conduct a hearing and render a decision in compliance with Idaho Falls City Code 10-18-5H and 10-8-10B (or take other action deemed appropriate).

Attachments: COM23-0139 Sayer Nissan Dealership Impact Fee Hearing 2-22-24

6. Announcements.

7. Adjournment.

Memorandum

File #: 24-140 **City Council Meeting**

FROM: Pam Alexander, Municipal Services Director
DATE: Monday, February 12, 2024
DEPARTMENT: Municipal Services

Subject
Purchase Replacement Sweeper for Public Works

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Accept and approve the purchase of one replacement sweeper for Public Works from SWS Equipment, LLC as per quote PHFDQ7496-02 for a total of $232,844.44 (or take other action deemed appropriate).

Description, Background Information & Purpose
This purchase of a used 2019 Peterbilt 220 with only 209 hours, will replace unit 1539, a 2014 Elgin Pelican Sweeper that has reached its useful life and is scheduled for replacement. The total purchase price of $232,844.44 includes a trade-in credit for unit 1539 for $15,000.00.

Alignment with City & Department Planning Objectives



☐ ☐ ☐ ☐ ☐ ☐ ☐ ☒

The purchase of the sweeper supports the reliable public infrastructure and transportation community-oriented result by replacing equipment that has reached its useful life.

Interdepartmental Coordination
The Public Works Department concurs with the award recommendation.

Fiscal Impact
Funds to purchase the replacement sweeper are included within the 2023/24 Public Works Equipment Replacement Fund, Street Division budget.

Legal Review
The City Attorney concurs that the desired Council action is within state statute.

SWS Equipment, LLC.

6515 E Nixon Ave Spokane, WA 99212
All Correspondence remit to: P.O. Box 13040, Spokane, WA 99213

509-533-9000 1-800-892-7831 F 509-533-1050
www.SWSequipment.com

QUOTE

Quote #:	PHFDQ7496-02
Date:	02/06/24
Sales Rep:	Phil Davison
FOB:	Destination
Ship Via:	Bestway
Est. Ship Date:	
Terms:	Net 30

Quote To:

City of Idaho Falls
Brian Cardon
2472 North Holmes Avenue
Idaho Falls ID 83401
(208) 612-8214

Ship To:

City of Idaho Falls
Brian Cardon
2472 North Holmes Avenue
Idaho Falls ID 83401
(208) 612-8214

We are pleased to propose the following for your consideration

Qty	Description	Unit Price	Ext. Price
1.0	Used 2019 Peterbilt 220 / Schwarze A8 High Dump Twister Chassis Vin: 3BPPHM7X4KF591987 Body Serial Number: 18A8000662 Chassis Miles: 5,643 Auxialary Engine Hours: 209.6 Sweeping Hours: 114.9	$208,000.00	$208,000.00
1.0	Hydraulic Drop Down Screens	$14,444.44	$14,444.44
1.0	4 High Intensity LED Lights on Rear of Sweeper	$2,700.00	$2,700.00
1.0	Groeneveld EP 2 Grease Autolube Body and Chassis	$12,400.00	$12,400.00
3.0	Factory Technican / Operator Training at Schwarze Industries in Huntsville, AL that covers transportation, hotel and cost of class	$2,500.00	$7,500.00
1.0	Trade In for 2014 Elgin Pelican Sweeper	-$15,000.00	-$15,000.00
1.0	Project Professionally Managed by Phil Davison		
1.0	Freight	$2,800.00	$2,800.00
		Order Total	**$232,844.44**

Please contact me if I can be of further assistance.

QUOTE VALID FOR 10 DAYS

PRICING IS SUBJECT TO CHANGE BASED ON CURRENT MATERIALS AND AVAILABILITY
APPLICABLE SALES TAX NOT INCLUDED UNLESS OTHERWISE NOTATED - AMOUNT BASED ON FINAL INVOICE DATE
ANY IMPLIED WARRANTY AS PER MANUFACTURER'S STANDARD WRITTEN WARRANTY
PAYMENT DUE UPON COMPLETION OF WORK OR AS SPECIFIED ABOVE

Due to a high level of uncertainty with regards to pricing changes from our vendors and the freight industry, the price and freight charges on this document may be adjusted prior to shipping.

Signature: Printed Name: Date:

Memorandum

File #: 24-154 **City Council Meeting**

FROM: Mark Hagedorn, City Treasurer
DATE: Thursday, February 15, 2024
DEPARTMENT: Municipal Services

Subject
Treasurer's Report for December 2023

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Accept and approve the Treasurer's Report for the month-ending December 2023 or take other action deemed appropriate.

Description, Background Information & Purpose
A monthly Treasurer's Report is required pursuant to Resolution 2018-06 for City Council review and approval. For the month-ending December 2023, cash and investments total $158.5M. Total fiscal year to date receipts received and reconciled to the general ledger were reported at $52.3M, which includes revenues of $31.7M for charges for services and intergovernmental revenues of $10.6M. Total fiscal year to date distributions reconciled to the general ledger were reported at $53.3M, which includes salary and benefits of $18.8M, operating costs of $23.9M, and capital acquisition/construction costs of $12.4M.

Alignment with City & Department Planning Objectives



☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐

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

Interdepartmental Coordination
Not applicable.

Fiscal Impact
Not applicable.

Legal Review
Not applicable.

City of Idaho Falls

Treasurers Report

December 31, 2023

Table of Contents

Page 1 Bank Reconciliation- Showing Bank and Ledger Balances
Page 2 Cash by Fund- Showing the balances for the reported month in comparison to previous years
Page 3 Revenue and Expense Summary, presenting significant categories in relation to the overall budget
Page 4 Summary of Significant Adjustments- presenting a list of adjustments made by Finance office

Prepared BY: Mark Hagedorn, City Treasurer

City of Idaho Falls
Bank Reconciliation Summary
December 31, 2023

Account By Institution:	Beginning Bank Balances	Deposits	Withdrawals	Ending Bank Balances
Mountain West- Workers Comp	$ 100,000			$ 100,000
Bank of Idaho 8013	2,000,000	7,502,564	(7,502,564)	2,000,000
Bank of Idaho 1952	2,477,498	224,469	-	2,701,966
Bank of Idaho 2720	2,000,000	6,462,462	(6,462,462)	2,000,000
Bank of Idaho 2746	-	8,674,270	(8,674,270)	-
Bank of Idaho 2845	2,007,862	7,075,385	(6,935,626)	2,147,621
Bank of Idaho 2886	1,712,922	20,313,788	(20,918,597)	1,108,113
Wells Fargo 0017	255,261	13,425,366	(11,200,986)	2,479,640
Wells Fargo 0962	-	-	-	-
Wells Fargo 4394	-	846,468	(846,468)	-
Wells Fargo 7687	-	331,038	(331,038)	-
Investment Portfolio	165,168,063	(3,550,450)	(8,004,065)	153,613,548
Total Financial Institution Balances	**$ 175,721,604**	**$ 61,305,359**	**$ (70,876,076)**	**$ 166,150,887**

Reconciling Items	Beginning	Deposits	Withdrawals / Market Value	Ending
Current Reconciling Items	$ (12,144,273)	$ 6,362,839	$ (1,780,801)	$ (7,562,236)
Next Month's Reconiling Items		(17,750.00)	207,785.04	190,036.04
Total Reconciled Balances	**$ 163,577,331**	**$ 67,668,198**	**$ (72,656,877)**	**$ 158,778,688**

General Accounting Ledger	Beginning Ledger Balances	Debits	Credits	Ending Ledger Balances
Cash (Accounts 101 and 102)	$ 88,536,589	$ 18,009,586	$ (22,626,106)	$ 83,920,069
Designated/Restricted Cash (106 and 107)	57,844,082	91,915	(229,944)	57,706,053
MERF Cash (105)	17,125,554	537,389	(510,377)	17,152,566
Total General Ledger Balances	**$ 163,506,225**	**$ 18,638,891**	**$ (23,366,427)**	**$ 158,778,688**

IDAHO FALLS

Summary of Cash by Fund and Year

#	FUND	Dec-20	Dec-21	Dec-22	Dec-23
1	GENERAL	1,892,278	11,428,612	16,671,541	17,889,445
10	STREET	1,940,986	2,641,800	6,803,255	9,984,159
11	RECREATION	(345,266)	713,071	(109,539)	(32,994)
12	LIBRARY	2,957,131	3,379,020	3,413,700	3,585,400
13	AIRPORT PFC/CFC FUND	-	837,752	2,096,810	2,701,966
14	MUNICIPAL EQUIP. REPLCMT.	5,515,026	6,657,298	-	-
15	EL. LT. WEATHERIZATION FD	3,440,894	3,798,883	(10,708)	-
16	BUSINESS IMPRV. DISTRICT	42,023	83,329	37,424	(12,953)
18	GOLF	(447,622)	(418,658)	(180,927)	(145,192)
19	RISK MANAGEMENT	3,065,300	3,470,684	3,612,000	4,176,469
20	SELF-INSURANCE FD.	4,643,614	4,640,273	4,522,925	4,664,094
21	AIRPORT CFC	-	-	-	406,467
23	EMERGENCY MEDICAL SERVICES	(1,631,293)	(664,899)	601,422	2,111,793
24	WILDLAND	(662,406)	842,516	683,611	1,000,257
32	POLICE IMPACT FEES		-	68,003	509,012
33	FIRE IMPACT FEES		-	21,290	274,648
34	PARKS IMPACT FEES		-	49,723	587,654
35	STREETS IMPACT FEES		-	261,370	2,027,901
41	MUNICIPAL CAPITAL IMP.	1,931,979	2,169,877	2,305,045	2,737,016
42	STREET CAPITAL IMPROVEMENT	1,045,787	908,043	925,871	719,610
43	BRIDGE & ARTERIAL STREET	947,715	837,798	955,229	1,185,724
45	SURFACE DRAINAGE	224,788	189,480	161,338	(7,728)
46	TRAFFIC LIGHT CAPITAL IMPRV.	1,091,140	1,304,182	1,203,188	1,335,673
47	PARKS CAPITAL IMPROVEMENT	2,639	(262,814)	(333,609)	(150,132)
49	ZOO CAPITAL IMPROVEMENT	301,596	397,697	443,729	739,869
50	CIVIC AUDITORIUM CAPITAL IMP.	204,574	205,157	203,419	213,053
51	GOLF CAPITAL IMP.	313,869	(1,457,070)	150,451	162,821
52	POLICE CAPITAL IMPROVEMENT	-	(1,661,520)	(1,153,122)	(3,442,046)
60	AIRPORT	909,825	571,053	7,002,965	(1,486,114)
61	WATER	13,572,860	17,275,908	19,147,545	23,044,378
62	SANITATION	5,158,168	5,751,000	6,095,211	6,942,994
64	IDAHO FALLS POWER	50,990,535	32,154,493	46,614,578	49,283,842
67	FIBER	255,165	(2,267,357)	264,168	891,270
68	WASTEWATER	25,727,513	28,652,251	30,082,664	26,587,015
	TOTAL	**123,088,817**	**122,177,860**	**152,610,572**	**158,485,370**

City of Idaho Falls
Monthly Revenue and Expense Summary
December 31, 2023

Revenue

Fund Type	Taxes / Intergovernmental	Charges for Services	Permits / Fees	Interest	Other Financing Sources	Total	Budget	%
General Fund	$ 6,009,460	$ 466,153	$ 594,628	$ 439,691	$ 762,181	**$ 8,272,113**	$ 69,830,459	**11.85%**
Special Revenue Funds	2,645,571	2,217,695	4,000	370,224	529,893	**$ 5,767,383**	$ 31,788,219	**18.14%**
Internal Service Funds	-	-	-	193,536	1,160,126	**$ 1,353,663**	$ 3,180,000	**42.57%**
Impact Fee Funds	-	-	1,591,113	51,340	-	**$ 1,642,454**	$ 3,225,353	**50.92%**
Capital Improvement Funds	141,885	70,723	-	151,507	25,050	**$ 389,164**	$ 15,554,624	**2.50%**
Enterprise Funds	1,791,297	28,935,875	-	2,527,418	1,618,081	**$ 34,872,672**	$ 152,957,171	**22.80%**
Total	$ 10,588,213	$ 31,690,445	$ 2,189,742	$ 3,733,717	$ 4,095,331	**$ 52,297,448**	$ 276,535,826	**18.91%**

Expenditures

Fund Type	Personnel Cost	Operating Expense	Capital	Debt	Interfund	Total	Budget	%
General Fund	$ 11,025,307	$ 4,922,391	$ 1,413,020	$ -	$ (3,150,380)	**$ 14,210,338**	$ 72,555,711	**19.59%**
Special Revenue Funds	2,812,614	2,163,682	663,955	-	(3,619)	**5,636,632**	$ 36,399,740	**15.49%**
Internal Service Funds	18,627	799,135	-	-	-	**817,761**	$ 25,230,592	**3.24%**
Impact Fee Funds	-	-	854	-	-	**854**	$ 3,225,353	**0.03%**
Capital Improvement Funds	-	38,779	1,950,564	-	(8,020)	**1,981,324**	$ 18,295,200	**10.83%**
Enterprise Funds	4,993,956	16,055,523	8,388,066	1,314,336	(144,857)	**30,607,024**	$ 183,776,948	**16.65%**
Total	$ 18,850,503	$ 23,979,509	$ 12,416,459	$ 1,314,336	$ (3,306,875)	**$ 53,253,932**	$ 339,483,544	**15.69%**

City of Idaho Falls
Summary of Significant Adjustments
December 31, 2023

The transparency of financial adjustments is crucial for maintaining trust and accountability, particularly in the governmental sector. Financial adjustments refer to changes made to financial statements or records to correct errors, account for new information, or comply with accounting standards. Transparency in financial adjustments involves providing clear and comprehensive information about the nature, reasons, and impact of the adjustments. The Finance Division is committed to providing a high level of transparency with the adjustments made to budget line items and purchase orders. Budget and purchasing type adjustments do not require Council approval unless they create an authorization to spend above $75,000. Typically, budget adjustments are not considered authorizations to spend unless they add to the overall budget of the City or Department.

Significant Budget Adjustments

Correction of Errors

1. During the budget preparation for Fiscal Year 2024, council approved Streets to purchase 3 vehicles out of MERF, but that budget was not allocated from gravity into Streets existing budget in Naviline. There was a budget adjustment into streets 4603, 4605, and 4608 into their MERF Auto Purchases cost code from contingency in the amounts of $120,000, $280,000, and $350,000, respectively

2. There was a budget error during the budgeting process in 3901, GIFT. Budget in the amount of $1,750,000 was transferred from GIFT's professional services cost code into their Transportation cost code.

Memorandum

File #: 24-148 **City Council Meeting**

FROM: Chris H Fredericksen, Public Works Director
DATE: Wednesday, February 14, 2024
DEPARTMENT: Public Works

Subject
Bid Award - Meppen Canal Trail Pedestrian Hybrid Beacons

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Approve the plans and specifications; award to the lowest responsive, responsible bidder, Arco Electric, Inc., for $159,850.00; and give authorization for the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose
On Tuesday, February 13, 2024, bids were received and opened for the Meppen Canal Trail Pedestrian Hybrid Beacons project. A tabulation of bid results is attached. The proposed project will place pedestrian hybrid beacons at the Meppen Canal crossings of Woodruff Avenue and 1st Street.

Alignment with City & Department Planning Objectives



☐ ☐ ☐ ☐ ☒ ☐ ☐ ☐

This project supports the community-oriented result of livable community. The project will improve walkability by installing pedestrian hybrid beacons at the Meppen Canal crossings of Woodruff Avenue and 1st Street.

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

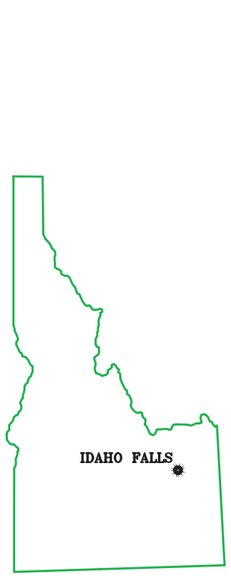
Fiscal Impact
Cost allocation for this project will come from Traffic Signal Capital Improvement Fund where sufficient funding and budget authority exist for completion of proposed improvements.

Legal Review

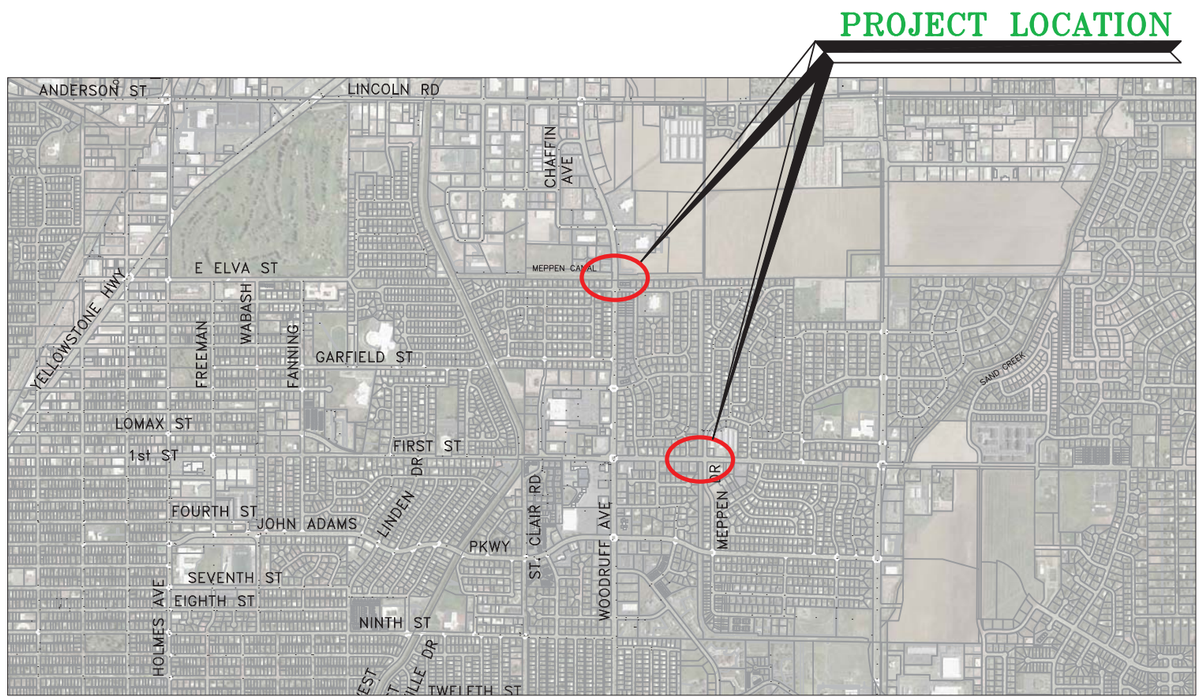
The Legal Department reviewed the bid process and concurs that the Council action desired is compliant with Idaho State Statute.

0-00-00-0-TRF-2024-13
2024-010

MEPPEN CANAL TRAIL
PEDESTRIAN HYBRID BEACONS
CITY PROJECT # 0-00-00-0-TRF-2024-13







MAYOR
REBECCA L. NOAH CASPER

CITY COUNCIL
MICHELLE ZIEL-DINGMAN — JIM FRANCIS
LISA BURTENSHAW — JOHN B. RADFORD
KIRK LARSEN — JIM FREEMAN

ENGINEERING DIVISION

PUBLIC WORKS DIRECTOR
CHRIS H. FREDERICKSEN, P.E.

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

2024

Digitally signed by Kent J Fugal:A01410C00000177F92E041C00017649
Date: 2024.02.06 09:19:52-07'00'

PROFESSIONAL ENGINEER
REGISTERED
9247
STATE OF IDAHO
KENT J. FUGAL

AS BUILT DATE / BY: ____ / ____

SCALE SHOWN IS FOR SHEET 11 x 17 ONLY

ENGINEERING DIVISION

IDAHO FALLS PUBLIC WORKS

MEPPEN CANAL TRAIL
PEDESTRIAN HYBRID BEACONS
TITLE PAGE

CHECKED BY:	DESIGN TECH:	DATE PLOTTED:	SHEET NO.
KF	RS	2/5/2024	1 OF 7

F:\Projects\TRF\TRF-2024-13\Dsg\MAIN-TRF-2024-13-Titlepage.dwg

City of Idaho Falls

Engineering Division

Engineer's Estimate

Project: Meppen Canal Trail Pedestrian Hybrid Beacons ***Number:*** 0-00-00-0-TRF-2024-13

Submitted: Kent J. Fugal, P.E., PTOE ***Date:*** February 5, 2024

Reference Number	Description	Estimated Quantity	Unit	Engineer's Estimate		Arco Electric Idaho , Inc		Wheeler Electric	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
	DIVISION 1100 - TRAFFIC SIGNALS & STREET LIGHTING								
1101.4.1.A.1	Traffic Signal	1	LS	$185,000.00	$185,000.00	$159,850.00	$159,850.00	$212,480.00	$212,480.00
	TOTAL				**$185,000.00**		**$159,850.00**		**$212,480.00**

Memorandum

File #: 24-147 **City Council Meeting**

FROM: Bear Prairie, General Manager
DATE: Tuesday, February 13, 2024
DEPARTMENT: Idaho Falls Power

Subject
IFP 24-12 Path and Landscaping

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Accept and approve Knife River's agreement to upgrade the path and landscaping at the Lower Power Plant off Sunnyside Road for a total price of $250,554.70 and give authorization to the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose
Idaho Falls Power (IFP) solicited bids from qualified contractors to upgrade the path and landscaping at the Lower Plant. Five bids were received with Knife River being the lowest responsive, responsible bidder at a base price of $219,077.00 plus $8,700 for construction staking (if needed) plus a ten percent (10%) contingency of $22,777.70 for a total cost of $250,554.70.

Alignment with City & Department Planning Objectives



☐ ☐ ☐ ☐ ☒ ☐ ☐ ☐

This action supports our readiness for an attractive, clean, and livable community by balancing the aesthetics and function of public infrastructure.

Interdepartmental Coordination
The Legal Department-as described below.

Fiscal Impact
This purchase is budgeted within the 2023/24 CIP budget.

Legal Review
The Legal Department concurs that this action complies with state statutes.

Idaho Falls Power

Bid Tabulation

Project: Path and Landscape (Rack Sub & Lower) Number: IFP: 24-12

Submitted: Nikki Bradford, IFP Administration Assistant Date: February 13, 2024

					Bidder		Bidder		Bidder		Bidder		Bidder	
				Engineer Estimate		KNIFE RIVER		HK CONTRACTORS		DEPATCO		VANGUARD LLC		JM CONCRETE	
#	Description	Estimated Quantity	Unit	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
1	PROPOSED PATH (2"/6" SECTION) W/ FABRIC	1284	SY	$ 31.00	$ 39,804.00	$ 33.50	$ 43,014.00	$ 27.00	$ 34,668.00	$ 30.50	$ 39,162.00	$ 39.00	$ 50,076.00	$ 46.00	$ 59,064.00
2	PROPOSED PATH (4"/10" SECTION) W/ FABRIC	339	SY	$ 51.00	$ 17,289.00	$ 47.00	$ 15,933.00	$ 47.00	$ 15,933.00	$ 56.00	$ 18,984.00	$ 45.00	$ 15,255.00	$ 70.00	$ 23,730.00
3	COMMERCIAL CONCRETE (7"/4" SECTION) W/FABRIC	39	SY	$ 196.00	$ 7,644.00	$ 175.00	$ 6,825.00	$ 206.00	$ 8,034.00	$ 176.00	$ 6,864.00	$ 218.00	$ 8,502.00	$ 150.00	$ 5,850.00
4	PARKING LOT (3/4" GRAVEL)	1458	SY	$ 9.50	$ 13,851.00	$ 10.00	$ 14,580.00	$ 8.25	$ 12,028.50	$ 9.25	$ 13,486.50	$ 12.00	$ 17,496.00	$ 25.00	$ 36,450.00
5	EARTHWORK (FILL)	1036	CY	$ 13.00	$ 13,468.00	$ 10.00	$ 10,360.00	$ 13.75	$ 14,245.00	$ 8.50	$ 8,806.00	$ 42.00	$ 43,512.00	$ 20.00	$ 20,720.00
6	EARTHWORK (CUT)	1002	CY	$ 17.00	$ 17,034.00	$ 12.00	$ 12,024.00	$ 18.25	$ 18,286.50	$ 24.00	$ 24,048.00	$ 42.00	$ 42,084.00	$ 15.00	$ 15,030.00
7	3" SLEEVE (IRRIGATION)	110	LF	$ 16.50	$ 1,815.00	$ 16.00	$ 1,760.00	$ 13.50	$ 1,485.00	$ 19.50	$ 2,145.00	$ 18.00	$ 1,980.00	$ 12.00	$ 1,320.00
8	IRRIGATION DRIP SYSTEM	1	LS	$ 4,450.00	$ 4,450.00	$ 6,725.00	$ 6,725.00	$ 4,050.00	$ 4,050.00	$ 7,605.00	$ 7,605.00	$ 1,500.00	$ 1,500.00	$ 3,750.00	$ 3,750.00
9	SPRING SNOW CRABAPPLE TREE (2" CALIPER MIN.)	5	EA	$ 550.00	$ 2,750.00	$ 685.00	$ 3,425.00	$ 498.00	$ 2,490.00	$ 740.00	$ 3,700.00	$ 500.00	$ 2,500.00	$ 420.00	$ 2,100.00
10	TANNEBAUM MUGO PINE TREE (2" CALIPER MIN.)	5	EA	$ 600.00	$ 3,000.00	$ 850.00	$ 4,250.00	$ 594.00	$ 2,970.00	$ 955.00	$ 4,775.00	$ 500.00	$ 2,500.00	$ 520.00	$ 2,600.00
11	LANDSCAPE ROCK (2")	387	CY	$ 145.00	$ 56,115.00	$ 98.00	$ 37,926.00	$ 124.00	$ 47,988.00	$ 110.00	$ 42,570.00	$ 39.00	$ 15,093.00	$ 162.00	$ 62,694.00
12	GEOTEXTILE FABRIC UNDER LANDSCAPE ROCK	6819	SY	$ 2.50	$ 17,047.50	$ 3.00	$ 20,457.00	$ 2.09	$ 14,251.71	$ 3.00	$ 20,457.00	$ 1.00	$ 6,819.00	$ 1.87	$ 12,751.53
13	DRAIN ROCK AT STORM POND (6")	186	CY	$ 130.00	$ 24,180.00	$ 104.00	$ 19,344.00	$ 157.00	$ 29,202.00	$ 69.00	$ 12,834.00	$ 33.00	$ 6,138.00	$ 50.00	$ 9,300.00
14	SWPPP (STORM WATER POLLUTION PREVENTION PLAN)	1	LS	$ 7,050.00	$ 7,050.00	$ 2,300.00	$ 2,300.00	$ 10,550.00	$ 10,550.00	$ 6,500.00	$ 6,500.00	$ 5,000.00	$ 5,000.00	$ 2,000.00	$ 2,000.00
15	Mobilization	1	LS	$ 25,000.00	$ 25,000.00	$ 20,154.00	$ 20,154.00	$ 27,400.00	$ 27,400.00	$ 26,953.50	$ 26,953.50	$ 24,345.00	$ 24,345.00	$ 98,640.47	$ 98,640.47
				Total	$ 250,497.50	Total	$ 219,077.00	Total	$ 243,581.71	Total	$ 238,890.00	Total	$ 242,800.00	Total	$ 356,000.00
ALT	Bid Alternate 1 (Construction Staking)	1	LS	$ 9,000.00	$ 9,000.00		$ 8,700.00		$ 9,260.00		$ 11,210.00	$ -	$ 6,000.00	$ -	$ 30,000.00
	Total with Alternate				$ 259,497.50		$ 227,777.00		$ 252,841.71		$ 250,100.00		$ 248,800.00		$ 386,000.00
	Bid Bond					Yes		Yes		Yes		Yes		Yes	

Present at Bid Opening:

Nikki Bradford
Krista Thorton
Grant Campbell
Stephen Boorman
Isaac Brunson
Gary Olson
Richaard Keate
Chad Huntsman
Nate McFarland

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

PATH AND LANDSCAPE (RACK SUB & LOWER) PROJECT NO. IFP 24-12

This Agreement is by and between **Idaho Falls Power** ("Owner") and Knife River Corporation – Mountain West ("Contractor").

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

Owner and Contractor hereby agree as follows:

ARTICLE 1—WORK

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

ARTICLE 2—THE PROJECT

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

ARTICLE 3—ENGINEER

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

ARTICLE 4—CONTRACT TIMES

4.01 *Time is of the Essence*

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

4.02 *Contract Times: Days*

A. The Work will be substantially complete within **60** days after the date when the Contract Times commence to run as provided in Paragraph 4.01 of the General Conditions, and completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions within **60** days after the date when the Contract Times commence to run.

4.05 *Liquidated Damages*

A. Contractor and Owner recognize that time is of the essence as stated in Paragraph 4.01 above and that Owner will suffer financial and other losses if the Work is not completed and

Milestones not achieved within the Contract Times, as duly modified. The parties also recognize the delays, expense, and difficulties involved in proving, in a legal or arbitration proceeding, the actual loss suffered by Owner if the Work is not completed on time. Accordingly, instead of requiring any such proof, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty):

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

4.06 *Special Damages*

A. Contractor shall reimburse Owner (1) for any fines or penalties imposed on Owner as a direct result of the Contractor's failure to attain Substantial Completion according to the Contract Times, and (2) for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Substantial Completion (as duly adjusted pursuant to the Contract), until the Work is substantially complete.

B. After Contractor achieves Substantial Completion, if Contractor shall neglect, refuse, or fail to complete the remaining Work within the Contract Times, Contractor shall reimburse Owner for the actual costs reasonably incurred by Owner for engineering, construction observation, inspection, and administrative services needed after the time specified in Paragraph 4.02 for Work to be completed and ready for final payment (as duly adjusted pursuant to the Contract), until the Work is completed and ready for final payment.

C. The special damages imposed in this paragraph are supplemental to any liquidated damages for delayed completion established in this Agreement.

ARTICLE 5—CONTRACT PRICE

5.01 Owner shall pay Contractor for completion of the Work in accordance with the Contract Documents, the amounts that follow, subject to adjustment under the Contract:

A. Total of Lump Sum Amount and Unit Price Work (subject to final Unit Price adjustment) **$227,777.00**.

B. For all Work, at the prices stated in Contractor's Bid, attached hereto as an exhibit.

Article 6—PAYMENT PROCEDURES

6.01 *Submittal and Processing of Payments*

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

6.02 *Progress Payments; Retainage*

A. Owner shall make progress payments on the basis of Contractor's Applications for Payment on or about the 10th day of each month during performance of the Work as provided in Paragraph 6.02.A.1 below, provided that such Applications for Payment have been submitted in a timely manner and otherwise meet the requirements of the Contract. All such payments will be measured by the Schedule of Values established as provided in the General Conditions (and in the case of Unit Price Work based on the number of units completed) or, in the event there is no Schedule of Values, as provided elsewhere in the Contract.

1. Prior to Substantial Completion, progress payments will be made in an amount equal to the percentage indicated below but, in each case, less the aggregate of payments previously made and less such amounts as Owner may withhold, including but not limited to liquidated damages, in accordance with the Contract.

a. **90** percent of the value of the Work completed (with the balance being retainage).

1) If 50 percent or more of the Work has been completed, as determined by Engineer, and if the character and progress of the Work have been satisfactory to Owner and Engineer, then as long as the character and progress of the Work remain satisfactory to Owner and Engineer, there will be no additional retainage; and

b. **90** percent of cost of materials and equipment not incorporated in the Work (with the balance being retainage).

2. Upon Substantial Completion, Owner shall pay an amount sufficient to increase total payments to Contractor to **100** percent of the Work completed, less such amounts set off by Owner pursuant to Paragraph 15.01.E of the General Conditions, and less **200** percent of Engineer's estimate of the value of Work to be completed or corrected as shown on the punch list of items to be completed or corrected prior to final payment.

6.03 *Final Payment*

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

6.04 *Consent of Surety*

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

ARTICLE 7—6.05 CONTRACT DOCUMENTS

7.01 *Contents*

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

1. This Agreement.
2. Bonds:
   a. Performance bond (together with power of attorney).
   b. Payment bond (together with power of attorney).

3. General Conditions.
4. Supplementary Conditions.
5. Specifications as listed in the table of contents of the project manual (copy of list attached).
6. Drawings listed on the attached sheet index.
7. The following which may be delivered or issued on or after the Effective Date of the Contract and are not attached hereto:
    a. Notice to Proceed.
    b. Work Change Directives.
    c. Change Orders.
    d. Field Orders.

B. The Contract Documents listed in Paragraph 7.01.A are attached to this Agreement (except as expressly noted otherwise above).

C. There are no Contract Documents other than those listed above in this Article 7.

D. The Contract Documents may only be amended, modified, or supplemented as provided in the Contract.

ARTICLE 8—REPRESENTATIONS, CERTIFICATIONS, AND STIPULATIONS

8.01 *Contractor's Representations*

A. In order to induce Owner to enter into this Contract, Contractor makes the following representations:

1. Contractor has examined and carefully studied the Contract Documents, including Addenda.
2. Contractor has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
3. Contractor is familiar with all Laws and Regulations that may affect cost, progress, and performance of the Work.
4. Contractor has carefully studied the reports of explorations and tests of subsurface conditions at or adjacent to the Site and the drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, with respect to the Technical Data in such reports and drawings.
5. Contractor has carefully studied the reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, with respect to Technical Data in such reports and drawings.
6. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and

observations obtained from visits to the Site; the Contract Documents; and the Technical Data identified in the Supplementary Conditions or by definition, with respect to the effect of such information, observations, and Technical Data on (a) the cost, progress, and performance of the Work; (b) the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and (c) Contractor's safety precautions and programs.

7. Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.

8. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.

9. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and of discrepancies between Site conditions and the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.

10. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

11. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that without exception all prices in the Agreement are premised upon performing and furnishing the Work required by the Contract Documents.

12. The Contractor is an appropriately licensed public works contractor per Idaho Code Section 54-1902.

13. Contractor shall comply with all Laws and Regulations applicable to the performance of the Work. Except where otherwise expressly required by applicable Laws and Regulations, neither Owner nor Engineer shall be responsible for monitoring the Contractor's compliance with any Laws or Regulations.

8.02 *Contractor's Certifications*

A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract. For the purposes of this Paragraph 8.02:

1. "corrupt practice" means the offering, giving, receiving, or soliciting of anything of value likely to influence the action of a public official in the bidding process or in the Contract execution;

2. "fraudulent practice" means an intentional misrepresentation of facts made (a) to influence the bidding process or the execution of the Contract to the detriment of Owner, (b) to establish Bid or Contract prices at artificial non-competitive levels, or (c) to deprive Owner of the benefits of free and open competition;

3. "collusive practice" means a scheme or arrangement between two or more Bidders, with or without the knowledge of Owner, a purpose of which is to establish Bid prices at artificial, non-competitive levels; and

4. "coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the bidding process or affect the execution of the Contract.

8.03 *Standard General Conditions*

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

ARTICLE 9—NON-DISCRIMINATION

9.01 *Non-Discrimination*

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

9.02 *Anti-Boycott Against Israel Act*

A. Pursuant to Idaho Code section 67-2346, if payments under this AGREEMENT exceed one hundred thousand dollars ($100,000) and DEVELOPER employs ten (10) or more persons, DEVELOPER certifies that it is not currently engaged in, and will not for the duration of this AGREEMENT engage in, a boycott of goods or services from Israel or territories under its control. The terms in this Paragraph that are defined in Idaho Code section 67-2346 shall have the meaning defined therein.

9.03 *Certification of No Chinese Ownership*

A. Pursuant to Idaho Code 67-2359, DEVELOPER certifies that DEVELOPER is not currently owned or operated by the government of the People's Republic of China and will not, for the duration of this AGREEMENT, be owned or operated by the government of the People's Republic China.

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

This Agreement will be effective on date of signature (which is the Effective Date of the Contract).

Owner:	Contractor:
Idaho Falls Power *(typed or printed name of organization)*	Knife River Corporation – Mountain West *(typed or printed name of organization)*
By: _____ *(individual's signature)*	By: _____ *(individual's signature)*
Date: _____ *(date signed)*	Date: 2-14-2024 *(date signed)*
Name: Rebecca L. Noah Casper *(typed or printed)*	Name: Dustin Park *(typed or printed)*
Title: Mayor *(typed or printed)*	Title: Authorized Agent *(typed or printed)*
	*(If **[Type of Entity]** is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)*
Attest: _____ *(individual's signature)*	Attest: _____ *(individual's signature)*
Title: _____ *(typed or printed)*	Title: Project Manager *(typed or printed)*
Address for giving notices: P.O. Box 50220 140 S. Capital Idaho Falls, ID 83405	Address for giving notices: 5450 W Gowen Road Boise, ID 83709
Designated Representative:	Designated Representative:
Name: Stephen Boorman, PE *(typed or printed)*	Name: Gary Olson *(typed or printed)*
Title: AGM *(typed or printed)*	Title: Project Manager *(typed or printed)*
Address: P.O. Box 50220 140 S. Capital Idaho Falls, ID 83405	Address: 4055 Professional Way Idaho Falls, ID 83402
Phone: 208-612-8444	Phone: 208-419-2360
Email: sboorman@ifpower.org	Email: gary.olson@kniferiver.com
*(If **[Type of Entity]** is a corporation, attach evidence of authority to sign. If **[Type of Entity]** is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of this Agreement.)*	License No.: 033799-U-1-23 *(where applicable)* State: Idaho

KNIFE RIVER

Mountain West
5450 W. Gowen Road
Boise, ID 83709
(208) 362-6152
(208) 362-6199 FAX

June 14, 2023

Re: **Appointment of Agents - Power of Attorney**

To Whom It May Concern:

Pursuant to a Board resolution adopted by the Board of Directors of Knife River Corporation – Mountain West, I am authorized, as President, to designate certain individuals as agents of Knife River Corporation – Mountain West who shall be authorized, in the name and on behalf of Knife River Corporation – Mountain West, to execute and deliver construction contracts, subcontracts, agreements, documents, and other instruments with governmental authorities (federal, state, county, or local), with general contractors or subcontractors, and with private parties.

I hereby designate each of the following individual(s) an agent of Knife River Corporation – Mountain West, and each of them is authorized and empowered to execute and deliver documents, including but limited to, construction contracts, subcontracts, prime contractor proposals, subcontractor proposals, competitive bids for projects, price quotations or bids for materials, lien releases, and other related agreements, documents, and instruments with governmental authorities (federal, state, county, or local), with general contractors or subcontractors, and with private parties, in the name and on behalf of Knife River Corporation – Mountain West:

Matt Abrams
Mike Berg
Mike Cole
Will Haigh
Drew Harris
Bret Olson
Dustin Park
Bret Gant
Joseph Smith

This authorization letter is effective and in full force and effect, until modified.

Sincerely,

Jim Lauteren
President
Knife River Corporation – Mountain West

KNIFE RIVER

Mountain West
5450 W. Gowen Road
Boise, ID 83709
(208) 362-6152
(208) 362-6199 FAX

STATE OF IDAHO

COUNTY OF ADA

Jim Lauteren, being first duly sworn, deposes and says that he is the President for Knife River Corporation – Mountain West; that the execution of this instrument is the act and deed of the Corporation, that he has read the foregoing document and knows the contents thereof, and that the statements herein are true.

Jim Lauteren
President
Knife River Corporation – Mountain West

Subscribed and sworn to before me on June 14, 2023.

NICHOLE RUWE
Comm. No. 57613
NOTARY PUBLIC
Expires: 03/24/2029
STATE OF IDAHO

Nichole Ruwe

Boise, Idaho, Notary Public

Ada County, Idaho

My commission expires: 3/24/2029

Memorandum

File #: 24-150 **City Council Meeting**

FROM: Bear Prairie, General Manager
DATE: Wednesday, February 14, 2024
DEPARTMENT: Idaho Falls Power

Subject
IFP 24-07 Electric Conductor Wire Purchase

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Approve the bid awards to the American Wire Group, Irby, General Pacific, Anixter, and Western United for the unit prices shown as bid plus a five percent (5%) tolerance for a total cost of $1,034,509.04 (or take other action deemed appropriate.

Description, Background Information & Purpose
Idaho Falls Power (IFP) solicited bids from qualified vendors to purchase conductor wire inventory. Nine bids were received with American Wire Group, Irby, General Pacific, Anixter, and Western United being the lowest, responsible bidders. Based on construction projections and unit bid prices, the base value is $985,246.70 with a five percent (5%) tolerance of $49,262.32 for a total cost of $1,034,509.04.

Vendor	Bid Award
American Wire Group	$ 10,704.00
IRBY	$ 909,283.50
General Pacific	$ 1,220.40
Anixter	$ 4,038.80
Western United	$ 60,000.00
TTL	$ 985,246.70
5% Tolerance	$ 49,262.34
Grand TTL	$1,034,509.04

Alignment with City & Department Planning Objectives



☐ ☐ ☒ ☐ ☐ ☐ ☐ ☐

This action supports IFP's readiness for managed, well-planned growth and ensures a well-supplied inventory that meets current and future needs. This action also supports the growth element of IFP's Strategic Plan.

Interdepartmental Coordination
The Legal Department reviewed this action.

Fiscal Impact
Funds for these purchases are budgeted in the 2023/24 IFP budget.

Legal Review
The Legal Department concurs that the requested action is compliant with state statutes.

Idaho Falls Power

Bid Tabulation

Project: IFP 2024 Conductor Purchase — Number: IFP 24-07

Subr Krista Thornton Facility Services Manager — Date: 1/25/2024

			Item #	Desc	2nd Desc	Qty Feet	American Wire Group: Delivery time	MFG	Unit price $/ft	Extended price
so ju	U/G	Pri	910 152 60010	1/0 str	Primary	60,000			$ -	$ -
2	U/G	Pri	910 152 63010	1/0 str	Primary Triplex	20,000			$ -	$ -
3	U/G	Pri	910 152 63040	4/0 str	Primary Triplex	20,000			$ -	$ -
						-				
4	U/G	Sec	910 152 30442	4/0 - 4/0 - 2/0 str	"Sweetbriar" Servic	3,000	1 Week	AWG	$ 2.20	$ 6,600.00
5	U/G	Sec	910 152 35040	#350 - 350 - 4/0 str	"Wesleyan"	15,000	1 Week	AWG	$ 3.16	$ 47,400.00
	U/G	Sec	910 152 30010	#1/0 Triplex	"Brenau"	15,000	1 Week	AWG	$ 1.36	$ 20,400.00
						-				
9	O/H	Pri	910 151 00040	4/0 str ACSR	"Penguin"	5,000	3 Weeks	AWG	$ 0.89	$ 4,450.00
	O/H	Sec	910 151 30002	#2 str Triplex	"Cockle"	7200	1 Week	AWG	$ 0.57	$ 4,104.00
	O/H	Sec	910 151 30010	1/0 str Triplex	"Janthina"	1200	1 Week	AWG	$ 1.25	$ 1,500.00
10						-				
10			910 150 50006	Copper #6 SOL Bare		6,300			$ -	$ -
10			910 150 50002	Copper #2 STR Bare		3,000			$ -	$ -
10			910 150 51112	Conductor #12 SOL, Black		4,000			$ -	$ -
			910 150 51712	Conductor #12 SOL, White		4000			$ -	$ -

total $ 84,454.00

total Awarded $ 10,704.00

Notes:

1 All orders are approximate, actual order amount is based on the standard reel quantity within 5% of the requested reel amount.

2 Bid at $ per linear foot of wire. Converted to linear foot of triplexed wire for comparison purposes.

* Factory Stock subject to Prior sale. Please allow 2-3 weeks after reciept of order for delivery.

Signatures:

1 Krista Thornton

2 Nikki Bradford

3 _____

4 _____

AMEK ANS INC				IRBY				General Pacific			
Delivery time	MFG	Unit price $/mft	Extended price (Note 2)	Delivery time	MFG	Unit price $/mft	Extended price (Note 2)	Delivery time	MFG	Unit price $/mft	Extended price (Note 2)
120 days	DAEWON Ca	$ 3.45	$ 207,000.00	February	Okonite	$ 4.900	$ 294,000.00	50-54 Weeks	CME	$ 3.175	$ 190,500.00
120 days	DAEWON Ca	$ 11.80	$ 236,000.00	End of April	Okonite	$ 14.700	$ 294,000.00	50-54 Weeks	CME	$ 10.804	$ 216,080.00
120 days	DAEWON Ca	$ 17.00	$ 340,000.00	End of April	Okonite	$ 15.750	$ 315,000.00	50-54 Weeks	CME	$ 16.654	$ 333,080.00
		$ -	$ -	Stock	Southwire	$ 2.210	$ 6,630.00	1-2 Weeks	Coreal	$ 2.017	$ 6,051.00
		$ -	$ -	1 Week	DWC	$ 3.115	$ 46,725.00	1-2 Weeks	Coreal	$ 3.689	$ 55,335.00
		$ -	$ -	1 Week	DWC	$ 1.140	$ 17,100.00		CME	$ 1.064	$ 15,960.00
		$ -	$ -	1 Week	DWC	$ 0.890	$ 4,450.00	14-18 Weeks	CME	$ 0.629	$ 3,145.00
		$ -	$ -	1 Week	DWC	$ 0.695	$ 5,004.00	14-18 Weeks	CME	$ 0.658	$ 4,737.60
		$ -	$ -	1 Week	DWC	$ 2.170	$ 2,604.00	14-18 Weeks	CME	$ 1.017	$ 1,220.40
		$ -	$ -	Stock	Alanwire	$ 0.445	$ 2,803.50	1-2 Weeks	NEHRING	$ 0.527	$ 3,320.10
		$ -	$ -	1 Week	Alanwire	$ 1.160	$ 3,480.00	1-2 Weeks	Service Wire	$ 1.237	$ 3,711.00
		$ -	$ -	1 Week	Alanwire	$ 0.140	$ 560.00	1-2 Weeks	OMNI	$ 0.196	$ 784.00
		$ -	$ -	1 Week	Alanwire	$ 0.140	$ 560.00	1-2 Weeks	OMNI	$ 0.196	$ 784.00

sub-total	$ 783,000.00		$ 977,905.00	$ 820,151.00
5% tolerance			$ 909,283.50	$ 1,220.40
Total				

Anixter				D&S				Bell Electrical			
Delivery time	MFG	Unit price $/mft	Extended price (Note 2)	Delivery time	MFG	Unit price $/mft	Extended price (Note 2)	Delivery time	MFG	Unit price $/mft	Extended price (Note 2)
12-54 Weeks	Kerite	$ 4.3777	$ 262,662.00	16 Weeks	Southwire	$ 4.185	$ 251,100.00	20 Weeks	OMNI	$6.029	$ 361,713.60
		$ -	$ -				$ -	20 Weeks	OMNI	$18.144	$ 362,870.80
		$ -	$ -				$ -	20 Weeks	OMNI	$31.707	$ 634,132.80
Stock	PRYSMIAN	$ 1.9660	$ 5,897.91	Stock	Priority	$ 2.199	$ 6,597.00	1 Week	OMNI	$1.933	$ 5,799.60
Stock	PRYSMIAN	$ 3.3533	$ 50,299.35	Stock	Priority	$ 3.652	$ 54,780.00	1 Week	OMNI	$3.310	$ 49,653.00
Stock	PRYSMIAN	$ 1.1087	$ 16,630.35	Stock	Priority	$ 1.218	$ 18,270.00	1 Week	OMNI	$1.166	$ 17,496.00
								1 Week			
Stock	PRYSMIAN	$ 0.6189	$ 3,094.40	Stock	Priority	$ 0.956	$ 4,780.00	1 Week	OMNI	$0.998	$ 4,991.50
Stock	PRYSMIAN	$ 0.6050	$ 4,356.00	Stock	Priority	$ 0.750	$ 5,400.00	1 Week	OMNI	$1.069	$ 7,698.24
24 Weeks	PRYSMIAN	$ 1.1079	$ 1,329.48	Stock	Priority	$ 1.212	$ 1,454.40	1 Week	OMNI	$2.186	$ 2,623.08
								1 Week			
Stock	NEHRING	$ 0.4525	$ 2,850.62	Stock	Southwire	$ 0.488	$ 3,074.40	1 Week	OMNI	$0.664	$ 4,184.46
10 Weeks	NEHRING	$ 1.1679	$ 3,503.82	Stock	Southwire	$ 1.257	$ 3,771.00	1 Week	OMNI	$1.536	$ 4,607.28
2-3 Weeks	Southwire	$ 0.1181	$ 472.20	Stock	Southwire	$ 0.145	$ 580.00	1 Week	OMNI	$0.157	$ 626.40
2-3 Weeks	Southwire	$ 0.1181	$ 472.20	Stock	Southwire	$ 0.145	$ 580.00	1 Week	OMNI	$0.157	$ 626.40

$ 338,584.01
$ 4,038.80

$ 350,386.80

$ 1,457,023.16

DP Wire and Cable				Western United			
Delivery time	MFG	Unit price $/mft	Extended price (Note 2)	Delivery time	MFG	Unit price $/mft	Extended price (Note 2)
10-12 Weeks	Prominent Wire	$4.530	$ 271,800.00	48-50 Weeks	CME	$ 3.180	$ 190,800.00
10-12 Weeks	Prominent Wire	$11.460	$ 229,200.00	48-50 Weeks	CME	$ 10.800	$ 216,000.00
10-12 Weeks	Prominent Wire	$12.900	$ 258,000.00	48-50 Weeks	CME	$ 16.650	$ 333,000.00
10-12 Weeks	Prominent Wire	$1.840	$ 5,520.00		CME	$ 2.560	$ 7,680.00
10-12 Weeks	Prominent Wire	$2.890	$ 43,350.00	11-14 Weeks	CME	$ 2.950	$ 44,250.00
10-12 Weeks	Prominent Wire	$1.010	$ 15,150.00	1-2 Weeks	CME	$ 1.050	$ 15,750.00
10-12 Weeks	Prominent Wire	$0.850	$ 4,250.00	1-2 Weeks	CME	$ 0.620	$ 3,100.00
10-12 Weeks	Prominent Wire	$0.710	$ 5,112.00	11-13 Weeks	CME	$ 0.650	$ 4,680.00
10-12 Weeks	Prominent Wire	$1.150	$ 1,380.00	Stock	Priority	$ 1.290	$ 1,548.00
				Stock	Service Wire	$ 0.480	$ 3,024.00
				Stock	Service Wire	$ 1.300	$ 3,900.00
				Stock	OMNI	$ 0.180	$ 720.00
				Stock	OMNI	$ 0.180	$ 720.00
			$ 833,762.00				$ 825,172.00
							$ 60,000.00

Memorandum

File #: 24-141 **City Council Meeting**

FROM: Bear Prairie, General Manager
DATE: Monday, February 12, 2024
DEPARTMENT: Idaho Falls Power

Subject
Idaho Falls Power Board Meeting Minutes - February 2024

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Approve the Idaho Falls Power Board Meeting minutes from February 7, 2024 (or take other action deemed appropriate).

Description, Background Information & Purpose
The Idaho Open Meeting law requires the governing body of a public agency to record written minutes for all public meetings.

Alignment with City & Department Planning Objectives



☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐

The requested action is in accordance with Idaho Code § 74-205(1) and supports good governance by demonstrating sound management and promoting trust and transparency.

Interdepartmental Coordination
n/a

Fiscal Impact
n/a

Legal Review
n/a

February 7, 2024 Unapproved

The Idaho Falls Power Board of the City of Idaho Falls met Wednesday, February 7, 2024, at the Idaho Falls Power Boardroom, 140 S. Capital, Idaho Falls, Idaho at 7:45 a.m.

Call to Order, Roll Call, and Announcements:
There were present:
Mayor Rebecca L Noah Casper
Board Member Michelle Ziel-Dingman
Board Member Jim Francis
Board Member John Radford (Via Zoom)
Board Member Jim Freeman
Board Member Lisa Burtenshaw (Arrived at 7:52 a.m.)
Board Member Kirk Larsen

Also present:
Bear Prairie, IFP General Manager (GM) (Joined via Zoom at 8:40 a.m.)
Stephen Boorman, IFP Assistant General Manager (AGM)
Michael Kirkham, City of Idaho Falls Attorney
Mike Squires, UAMPS Director of Government Affairs (Joined via Zoom at 8:30 a.m.)
Josh Roos, IFP Chief Financial Officer
Alan Cunningham, Design Services Manager
Eric Grossarth, City Public Information Officer (PIO)
Catherine Smith, Economic Development Administrator
Richard Malloy, Engineering and Compliance Manager
Linda Lundquist, IFP Board Secretary

Mayor Casper called the meeting to order at 7:47 a.m.

Calendar, Announcements, Events and Updates
Mayor Casper reviewed announcements and mentioned there are two conflicts with Idaho Falls Power's (IFP) Board calendar. It was determined that March 13, 2024, and August 7, 2024, are good dates to expect a quorum. She attended the Line Commission's meeting last week where it was pointed out that energy transition is very challenging and according to Utah Associated Municipal Power Systems (UAMPS), Chief Executive Officer Mason Baker, a path to nuclear is still viable and pointed out that UAMPS' role would be through power purchase agreements and not as owner. Mayor Casper announced an upcoming Nuclear Development Forum in Kennewick, Washington that is drawing much attention from local Washington legislators. She said the Idaho National Laboratory (INL) is hosting an international conference at the end of February. Board Member Freemen mentioned a visit that he and General Manager (GM) Prairie had with Fall River's elected Board, whose focus is finding appropriate resources. There was a discussion about Representative Simpson's local support of INL and the Department of Energy's (DOE) research projects. Board Member Radford pointed out that the Connecting Us Sustaining Progress (CUSP) should continue to make Idaho Falls an attractive place to live and work. Mayor Casper reminded the Board that she, GM Prairie, and Board Members Radford and Freeman plan to attend the upcoming 2024 American Public Power Association's (APPA) Legislative Rally in Washington D.C. at the end of the month. Regarding transformer legislation that APPA is involved with, Assistant General Manager (AGM) Boorman commented that transformers continue to be on an 18-month delivery schedule and pointed out that is at least 6 months longer than has been typically bid.

Board Policy No. 2 (City Council Acting as IFP Board) Review
AGM Boorman said there were no new comments/edits to the policy. Board Member Francis said he wanted to make sure the Board is adopting policies discussed in meetings and asked if the agenda is developed by

the Mayor and Council President. Mayor Casper explained the process of setting the agenda and said to bring topic ideas to her and/or the Council President and they will meet with GM Prairie about putting items on the agenda.

Federal Legislative Update

UAMPS Director of Government Affairs Mike Squires congratulated the City of Idaho Falls Council Members and Mayor on having received the Milken Institute award for Best-Performing Small City for a third time. He gave the status of the 2024 Republican Primary and pointed out the issues that he is monitoring, which include candidate endorsements and fundraising priorities. He mentioned an unprecedented move by the Republican National Committee (RNC) Chair to nominate a candidate after only two primaries had been held. He reviewed the next two state primaries and predicted a high turnout in support of Donald Trump. He expressed his opinion that political parties are searching for their footing and that voters are searching for a party. Mr. Squires mentioned that energy-related issues aren't being debated nearly as much as issues like the border, taxes, and abortion. Board Member Burtenshaw mentioned the last energy crisis of the 1970s and pointed out that there are quite a few generations of voters who have not ever experienced an energy crisis. Mr. Squires gave an update on issues currently before Congress, reviewed the schedule for the upcoming 2024 APPA Legislative Rally, and mentioned some legislators won't be in session in D.C. at that time. Board Member Radford mentioned that he's noticed many voters are motivated over the abortion issue and Mr. Squires said a strategy for Democrats would be to put abortion on the ballot in as many states as possible, especially the swing states. Mayor Casper asked if all Board Members could be on the APPA Rally preparation call and Mr. Squires said he would extend the online invitation. Board Member Francis asked if there is evidence of bipartisanship on energy issues. Mr. Squires said Congressman Peters has been leading a bill and mentioned that very positive conversations have been taking place and that he will continue to do follow-ups.

Peaking Plant Update

AGM Boorman gave the general overview/timeline and said the plant's construction agreement with ESI will be on the Council's agenda later this week. City Attorney Mike Kirkham explained the negotiation and cost-sharing elements of the agreement. AGM Boorman reviewed the scoring sheet for the build agreement and noted that the scoring totals are relatively the same four months into the project as they were when first reviewed. Mayor Casper noted that ESI has significant advertising space in the Mountain America business center. Board Member Freeman asked what the ten percent (10%) contingency is for, and Mr. Malloy stated there is language in the agreement that states that ESI must first have a conversation with IFP before their contingency money can be accessed which is separate from the ten percent (10%) added by IFP in the event of additional changes requested by IFP. GM Prairie added that ESI is working to expand their business in Idaho Falls and Mr. Malloy added that ESI has opened a local office in town. AGM Boorman continued to run through the build timeline with construction to begin this summer. He explained the easement progress and the work thus far with Intermountain Gas to bring in the gas line (4400 feet, 6-inch-high pressure, steel casing) and pointed out that landscaping and road improvements will be required also by the county. He said to also keep in mind an eventual substation may go on the site as needed. Mr. Cunningham clarified that $75,000 is the cost of the easement and $1,400,000 is the projected cost to build out the line but that IFP will get billed based on the actual cost. Mayor Casper pointed out the site is being built for expansion/partnering/research, etc. Board Member Francis asked if the project would be bonded and if so, for how many years, and AGM Boorman said the Idaho Energy Resource Authority (IERA) would likely handle the bond and would likely be for 15 years. He added that IFP would have a power purchase agreement for the plant, which is constitutionally allowed in Idaho for power sales and transmission contracts. Board Member Francis asked about sewage and AGM Boorman said the plant doesn't have wastewater needs beyond a couple of bathrooms which a simple septic can handle, and Mr. Cunningham clarified that he has met with the county on the civil plans. Board Member Francis asked Mr. Grossarth if this project has been run through the Public Outreach Planner (POP) and Mr. Grossarth said he had run it

through POP and pointed out the project is currently at the informing stage (level three) and thinks the focus on messaging should be the cost and explaining the reasoning for the plant is to keep the rates low. Mayor Casper and Board Member Freeman added that reliability should also be a focal point and Mayor Casper explained that when bonding projects, everyone pays for it over a period of time. Board Member Francis said he knows of only one feedback concern about carbon emission and that people who have concerns should be purchasing energy credits (green energy) and agrees that the messaging should be crafted as a benefit to the community. Board Member Larsen reiterated that the cost of the project needs to be included in the messaging to increase/address the trust and confidence factor and Mr. Grossarth said most concerns that he is aware of are about the cost. Board Member Francis asked if IFP's portfolio would still be considered carbon-free and AGM Boorman explained that this would be generation that IFP owns and controls and could depend on how much the plant gets run versus how much energy is purchased on the market and added that IFP's portfolio would likely remain in the 90s. Board Member Francis pointed out that IFP is still leading the nation in low-carbon emission portfolio. Board Member Ziel-Dingman said the City of Idaho Falls has a story to tell; comparing past leaders being wise to invest to today's leaders having the same courage to invest in the city's future.

Annual Service Policy Review

AGM Boorman reviewed the Service Policy updates and pointed out that language has been added regarding electric vehicle (EV) charging infrastructure and recommends that new construction add conduit in the ground. He said the annual contractor meeting is scheduled for March 12, 2024, when the service policy is reviewed. Mayor Casper said she'd like to see specific language in the policy be consistent with other city departments. There was a discussion regarding the city's building department and if at some point, would they require contractors to install EV infrastructure. Board Members Francis and Ziel-Dingman said they felt that stronger language was needed that *requires* contractors to stub out the conduit. Mr. Cunningham explained that if a contractor opts out of installing conduit (despite IFP's recommendation to stub it out) at the time of build and a charging station is later needed, the expense of the conduit installation is the responsibility of the contractor. AGM Boorman pointed out that it won't change the charging rates either way but could save the contractor money on the front end. He added that IFP shouldn't conflict with contractors by requiring they stub out conduit as it's the property of the owner but noted that it is IFP's job to point out the course of action because charging stations will likely be needed in the future. Board Member Francis said he would like language added that stipulates, "may require".

Grants Update

Chief Financial Officer (CFO) Josh Roos reviewed the status of the Federal and State funding grants that have recently been applied for and explained that round one of the Grid Resilience and Innovation Partnership (GRIP) was denied, but that IFP is going after round two and pointed out that the Ferguson Group has been hired to help with the application as they've had much success in getting many of their clients awarded. Mr. Roos said the Department of Transportation (DOT) Charging and Fueling Infrastructure grant was accepted and explained that charge sites have been identified in Idaho Falls and that the IFP engineering group is working on the design. Board Member Freeman asked if there are building time limits and Mr. Roos said a timetable was given when the application was made. Board Member Radford asked if these are *pay-for-stations* and if a vendor/contractor has been chosen and Mr. Roos said the stations will be paid-for-charging and said there will be a request for proposals (RFP) going out later in the year for the vendor/contractor to construct the stations. Mayor Casper asked if IFP's match for the grant is in the budget and Mr. Roos said the budget request will go before City Council in March. Mr. Roos pointed out that the Office of Energy Management Resources (OEMR) downtown alley project was recently completed and pointed out there was $300,000 remaining in the grant and said that OEMR is allowing IFP to use the money for other downtown projects. He explained that round-two funding is underway and if awarded, would complete the rest of the downtown work. Board Member Freeman suggested the city hire

more grant writers or form a grant writing department and Mayor Casper and Board Member Larsen agreed more staff would free up regular staff from the grant writing and the reporting requirement process.

Q4 Financial Report

Mr. Roos reviewed IFP's financial statement and pointed out that the utility and accounts are what customers have consumed but haven't paid yet because the statement falls between billing cycles. Board Member Freeman asked what the packing plant payment status was, and Mr. Roos said their financial officer was on board to make the remaining payments on schedule. Board Member Francis asked what the compensated absences are, and Mr. Roos said it is sick pay if it had to be paid out all at once. Board Member Larsen said he noticed a *bond payable net* that wasn't there last year, and Mr. Roos explained this is the remainder due and commented that the interest rate was so low that IFP is making money at a higher percentage rate. He reviewed IFP's income statement and noted the income is much higher than last year's due to a very cold winter and continued load growth. He explained why expenses seemed so much higher this year than last and said he'd found that finance hadn't added in $8 million of appreciation. reviewed Idaho Falls Fiber's (IFF) financials. Board Member Freeman asked if the added fiber positions will return to power, and AGM Boorman explained the expected retirements/attrition and other employee plans to return to power and Mr. Roos pointed out the remaining employees will still be needed in fiber. Mr. Roos said IFF's take rate is about thirty percent (30%) and is getting close to 8000 fiber customers. (There are about 24,000 residential customers.) Mr. Roos reviewed IFP's cash flow and attributed the jump in cash flow to the loan repayment from the airport and bond drawdown. Board Member Francis asked if there is national proof for time-of-use billing bringing down the peak and AGM Boorman explained that it depends on several variables, including customer class and the difference in rates between the times of use.

Mr. Roos reviewed the power supply and water charts and noted that most reservoirs are nearly full. He said the 14-day weather outlook is predicted to be above-average precipitation then expected to dry out with cooler temperatures prevailing. He explained that the overall heavy load position is flat (unless the summer water continues to deteriorate) and will inform where power needs to be purchased on the market. Mr. Roos pointed out how much water flow and water levels impact IFP's bottom line and noted that forward contract natural gas prices declined. He explained that the projected net power supply costs for the fiscal year 2024 are expected to be high this summer due to the predicted low water on the Columbia and Snake Rivers. Mr. Roos pointed out that the spread between the *average water* and *ninety percent water* shows the hydro risk/volatility with such high market prices and pointed out that the peaking plant will help to stabilize this risk.

Review of 2023 Board Self-Evaluation Results

Board Member Freeman noted that five of six surveys were returned and questions with "no" or "concerns" for answers were reviewed. Suggestions for next year's survey questions are listed below.

Question 1 – Split the packet and send out two links Board/Articles *or* provide weekly Friday additional readings – with a date and topic nomenclature.

Question 3 – Weekly updates may help to shorten monthly meetings; the amount of detail is about right.

Question 5 – What can be said on the monthly record is helpful – this is the time to get questions answered (updates on projects) – Action items in place if voting is required – The Whitepaper on the peaking plant is a good model to help with decision making on certain projects - RFPs are expensive and time-consuming and should be well-considered before being pursued – It was acknowledged that GM Prairie is available to answer questions outside of meetings.

Question 6 – Compliance folder – Are there things we should know that we don't know? – Not a great question – Rephrase question? Remove local laws – improve wording and work in regulatory.

Question 8 – Broad question, big picture, not sure what question is asking – work on question for next year.

Question 10 – When policy issues are discussed, this is the time to voice opinions, but once a policy is determined, the Board should be united even though there could still be a difference in opinion.

There being no further business, the meeting adjourned at 11:47 a.m.

s/ Linda Lundquist

Linda Lundquist, BOARD SECRETARY

s/ Rebecca L. Noah Casper

Rebecca L. Noah Casper, MAYOR

Memorandum

File #: 24-155 **City Council Meeting**

FROM: Corrin Wilde, City Clerk
DATE: Thursday, February 15, 2024
DEPARTMENT: Mayor's Office

Subject
Minutes from City Council Meetings

Council Action Desired
☐ Ordinance ☐ Resolution ☐ Public Hearing
☒ Other Action (Approval, Authorization, Ratification, etc.)
Approve the Minutes from the 8 February 2024 City Council Meeting

Description, Background Information & Purpose
Attached are the minutes from the 8 February 2024 City Council Meeting

Alignment with City & Department Planning Objectives



☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐

Minutes support the Good Governance community-oriented result by proving assurance of regulatory and policy compliance. This facilitates transparency and minimizes and mitigates risk.

Interdepartmental Coordination
N/A

Fiscal Impact
N/A

Legal Review
N/A

680 Park Avenue
Idaho Falls, ID 83402

City Council Meeting
Minutes - Draft

Thursday, February 8, 2024, 7:30 PM City Council Chambers

1. Call to Order

Present: Mayor Rebecca L Noah Casper, Council President Michelle Ziel-Dingman, Councilor Radford, Councilor Larsen, Councilor Freeman, Councilor Francis; and Councilor Burtenshaw

Also present:

All available Department Directors
Micheal Kirkham, City Attorney
Corrin Wilde, City Clerk

2. Pledge of Allegiance

Airport Director Ian Turner led those present in the Pledge of Allegiance.

Public Comment
Carl Robison City Resident of Idaho Falls.
The question he has is respective to the new floor in the Rec Center. Looking at the estimate there are three items he is wondering about. That amount to about $10,000 and appeared to be superfluous. He listed the items; end zone lettering for $1200 a Center logo for $2,500 and a host logo for $6,200. It's a total of about $10,000, that he is not sure if he understands the importance of.
Mayor Casper acknowledged his question and provided information on accessing previous council discussions.

Consent Agenda

A. Office of the Mayor

1) Appointments to City Boards, Committees, and Commissions

B. Municipal Services

1) Quote – Purchase One Replacement Crack Sealer for Public Works.

C. Idaho Falls Power

1) IFP 24-11 Gem State Vault Toilet-UBC Precast
2) IFP 24-10 Recloser Switch

D. Public Works

1) Bid Award – North Highland Park Concrete Improvements – 2024

E. Office of the City Clerk

1) Minutes from Council Meetings
2) License Applications

It was moved by Council President Burtenshaw, seconded by Councilor Radford to accept, and receive all items on the consent agenda according to the recommendations as presented. The motion was carried by the following vote. Aye - Councilors Dingman, Burtenshaw, Francis, Freeman, Larsen, Radford. Nay- None.

5. Regular Agenda

A. Community Development Services

1) Final Plat, Development Agreement, and Reasoned Statement of Relevant Criteria and Standards, Sand Creek Estates Division No. 2.

It was moved by Councilor Radford, seconded by Councilor Larsen to approve the Development Agreement for the Final Plat for Sand Creek Estates Division No. 2 and give authorization for the Mayor and City Clerk to sign said agreement. The motion was carried by the following vote. Aye - Councilors Francis, Dingman, Freeman, Larsen, Radford, Burtenshaw. Nay- None.

It was moved by Councilor Radford, seconded by Councilor Larsen to accept or approve the Final Plat for Sand Creek Estates Division No. 2 and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat. The motion was carried by the following vote. Aye - Councilors Burtenshaw, Larsen, Dingman, Radford, Freeman, Francis. Nay – None.

It was moved by Councilor Radford, seconded by Councilor Larsen to approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Sand Creek Estates Division No. 2 and give authorization for the Mayor to execute the necessary documents. The motion was carried by the following vote. Aye - Councilors Larsen, Francis, Radford, Dingman, Burtenshaw, Freeman. Nay – None.

B. Municipal Services

1) Addition to Public Works Fleet - One 2024 John Deere 60P Mini Excavator with Attachments.

Addition to Public Works Fleet - One 2024 John Deere 60P Mini Excavator with Attachments 24-121 This purchase will be an addition to the Public Works, Water Division
Director Alexander stated this is an addition to the fleet for the Public Works water division. And this piece of equipment was budgeted in this fiscal year. The reason that we have it on the regular agenda is because when we have replacements, those are on consent. When there is a new addition to the fleet, they are included separately, so they don't get intermixed with the MERPH (Municipal Equipment Replacement Fund) Replacement equipment purchases that we have. Director Alexander stated that this is an addition to the fleet and is going to be used for the water division for works that they're going to be doing on the meters.

It was moved by Councilor Larsen, seconded by Councilor Radford accept and approve the purchase of one John Deere Mini Excavator from the Sourcewell cooperative purchasing contract #011723-JDC from John Deere for a total of $124,986.79. The motion was carried by the following vote.
Aye – Councilor Larsen, Radford, Francis, Dingman, Burtenshaw, Freeman. Nay – None.

C. Idaho Falls Power

1) 23-28 IFP Peaking Plant - ESI

Assistant General Manager Steven Borman presented the Peaking Plant ESI agreement to construct a peaking plant. Idaho Falls Power (IFP) solicited a request for proposal (RFP) to select the most qualified company to construct a peaking plant. Three submissions were received with ESI being the most qualified bidder. The contract amount is $22,912,159.00 plus a ten percent (10%) contingency of $2,291,215.90 for a total not-to-exceed amount of $25,203,374.90.
Council members discussed carbon emissions, renewable energy sources, and certification. They highlighted the importance of education, independence from the energy market, and controlling energy sources.
Councilor Freeman stated that we started this process with a land purchase in 2021 and then purchased the generation sets within the last couple of months for 11M and this is 25M dollars to get this project up and running. Going to the market for power is a dice game and this is going to give us more control of our power generation which is what we have always done with our run-of-the-river generators but this gives us another type of generator, and it's going to help us get through those peaks.
Councilor Radford stated that he was very concerned about this project at first. In the history of Idaho Falls, we have never produced any carbon-omitting power because we use the hydroelectric facility and have never had to deal with carbon release. Councilor Radford says he came around to this project because the Power generation is going to be done by generators that will be able to use hydrogen gas eventually. They have dual purposes so they can use one or the other. At some point in the future, it is possible to run this plant on hydrogen power. Councilor Radford highlighted the Clean Certified Energy Program explaining that people can choose to use clean certified energy options or non-omitting carbon power when to energize their homes or charge their cars. Councilor Radford says he is supportive of this as they have worked through these issues around carbon omission and tried to find ways to mitigate that and work within the system to smooth off the peaks of what is so expensive to buy power on the market which can be thousands of dollars per megawatts and we cannot do that and keep our prices were they are at and feels this is a nice way to deal with that.
Councilor Dingman feels that public power is an educational journey for not only your elected officials but also the community. She says we do generate most of our own power but we also buy power and sell power on the market. When you have these high, highs (hot weather) and really, low lows (cold weather) we do end up having to go and purchase power at a high price. She stated that the thing she appreciates about this project is that it does create some Independents away from the marketplace and being able to generate all our own power. As Councilor Radford discussed, being a clean power city is very important to us and it is something that we had to weigh when making this decision. To be able to choose clean power as an individual customer is important and we must get that message out to more power users, that you do have an opportunity for $3.60 more a month to choose clean power. Councilor Dingman encourages everyone to do that. She thanked Idaho Falls Power for being innovative in setting us up for our future and getting us to this point. Mayor Casper explained benefits like cost savings and research opportunities.

Councilor Francis stated that two years ago, he was not keen on this project, because of the current climate we're in, but analyzing what the options were and seeing that the carbon-free project for the nuclear power plant was unable to go forward financially. He said we had to find a way to add to our ability to provide for the demand in the city and that demand is growing as more apartments and buildings are using electric heat. He said we must meet that demand. This is the only practical thing that we have in front of us right now. Maybe in the future, there will be a hydrogen option for this, but right now, we must make sure that everybody can turn the lights on when they need them.
Council President Burtenshaw wanted to commend everyone who is up here tonight, for the time and effort put into becoming educated on power. She said when we go to some of these meetings, it is a little shocking where we are with energy as a nation, and you just don't go out to the market. It's got to be produced somewhere. She feels that it is a meaningful vote tonight.
Councilor Francis stated that we are taking the extra step to provide all the scrubbers to get everything out of the emissions. He said the technology is not there yet to be able to remove carbon but the rest of the potential pollutants are removed.
Councilor Radford expressed gratitude for Idaho Falls Power because they've also put out a request for a proposal to use geothermal as another option. This is cool because it's part of what our heritage is. It is another use of water that makes a lot of sense to create energy. He said that with the clean certified energy program, you can call 1-208-612-8280 or go to your customer portal and it's.003 dollars per kilowatt, to sign up; totaling about $3.60 a month more. He feels that is probably the cheapest number you will find in the nation to get certified clean, fully carbon-free energy.
Mayor Casper stated that the Geothermal Proposal is separate from this and was not an alternative that was looked at and discarded. It is still on the table and it's a future project.
Mayor Casper explained benefits like cost savings and research opportunities. She says that spending a couple million dollars over a few peak demand days can be spent easily for energy and it is not certified clean energy. She also pointed out that we have also built this for research and partnership with the lab if those opportunities arise. She indicated that there will be some space on the property to be able to develop this into an Energy Research Park if needed. She stated, that feels good because part of our heritage is making sure that we're very responsible when it comes to the environment and the rates, we charge our customers.
Councilor Larsen stated that Idaho Falls has a rich history of being forward-thinking. But tonight, we're talking particularly about electricity and this is a key element of that. Those forward-thinking activities and results have been a benefit to the city for literally decades, and it's good to see that continuing.

It was moved by Councilor Freeman, seconded by Councilor Dingman to accept, and approve the ESI Agreement to construct a peaking plant for a not-to-exceed price of $25,203,374.90 and give authorization to the Mayor and City Clerk to execute the necessary documents. The motion was carried by the following vote. Aye – Councilor Larsen, Radford, Francis, Dingman, Burtenshaw, Freeman. Nay – None.

D. Parks and Recreation

1) Tautphaus Park Tennis Court Reconstruction Project for Parks and Recreation.

Due to the deterioration of the Tautphaus Park tennis courts, a reconstruction project was budgeted in the Parks and Recreation's 2023/24 budget. Pursuant to Idaho Code §67-2807 which authorizes the City to participate in cooperative purchasing agreements, staff recommends that the city enter into an

agreement with FieldTurf USA and Renner Sports Surfaces under the Sourcewell contract for the purchase of labor, materials, and windscreens in the total amount of $473,892. The Sourcewell contract was awarded by the Sourcewell Cooperative Purchasing Association pursuant to a competitive solicitation process, as required by Idaho Code §67-2807.

Director PJ Holm recommended reconstructing the tennis courts at Tautphaus Park. The current courts were deteriorating and needed replacement. In 2022, a similar project at Skyline High School cost $350,000 but increased to $550,000 by the time funding was available. The proposed project would use a post-tension court system giving the courts a 50-year lifespan, rather than the typical 20 years. This would save money in the long run despite the higher initial cost. The bid came in at $473,892, providing some cost savings. Councilor Radford asked clarifying questions about the decreased cost from $550,000 to $473,892. Director Holm stated that they went to do the bid again, for this year, and it did come in at $473.892. Director Holm stated that will give us some cost savings on this project that we are looking to use for a new project that we have proposed for our community. That will bring some great opportunities and great facilities for pickleball players and for those who are looking to try new sports in Idaho Falls.

It was moved by Councilor Dingman, seconded by Councilor Francis to accept and approve the pricing proposal from FieldTurf USA and Renner Sports Surfaces from the Sourcewell cooperative purchasing contract #031622-FTU in the amount of $473,892 to reconstruct the Tautphaus Park tennis courts. The motion was carried by the following vote. Aye – Councilor Dingman, Burtenshaw, Francis, Freeman, Larsen, Radford. Nay – None.

2) Sole Source - Demolishing and Rebuilding the Recreation Center Gym Floor for Parks and Recreation

After more than 50 years of public use, the hardwood gym floor in the Idaho Falls Recreation Center must be replaced to ensure that patrons have a playable and safe facility in the coming years. The Parks and Recreation Department recommends City Council authorize this purchase as a sole source purchase pursuant to State Statute §67-2808(2)(a)(viii) and 2808(2)(b) because there is only one (1) source reasonably available and a "where competitive solicitation is impractical, disadvantageous, or unreasonable under the circumstances." State law further requires that, upon making the sole source declaration that there is only one (1) vendor for services, the notice of a sole source procurement shall be published in the official newspaper at least fourteen (14) calendar days prior to the award of the contract. This project was discussed during the 2024 budget process and spending authority was approved with the understanding that facility sponsorships would cover a portion of the total cost.

Director Holm stated that the recreation center was completed in 1939 and the hardwood floor that we currently play on, is one of the most played on basketball courts in Idaho Falls with more than 500 games played on that surface every year as well as noon ball, pickle ball, volleyball leagues, youth leagues, and basketball camps throughout the year and so this is a very well used facility. For the last 25 years we have had annual maintenance that happens and every year or two we have completely sanded the floor down and refinished and revarnished it, due to high traffic on this floor. Last year we started noticing dead spots where the ball would not bounce up to the player. We found that the subflooring and lattice are worn out. This floor was installed in the late to mid-50s from what we can tell and has

lasted over 60 years of play. Director Holm says they brought in a company here in town called United Services LLC to evaluate the floor. They determined that this floor has some structural issues and safety concerns and recommended replacing it. Parks and Recreation started working with some sponsors in the community and received some bids as well as budgeted money of $100,000. The estimated cost was around $179,000 to replace the floor. With the help of our sponsors, a majority of the cost will be covered along with funding through the budget process last year. Director Holm says they are ready to start this project in Spring and have found that United Services LLC is the only company locally that can do this type of project. We could have a company in Salt Lake or Boise but felt it would be disadvantageous to bring a company to Idaho Falls for 10 weeks and pay per diem and hotel costs. Director Holm suggested that this be looked at as a Sole Source for that reason.
Mayor Casper asked a clarifying question about the logos on the gym floor. Director Holm stated that the proposal that has been offered to the sponsors is for a dollar amount and each quadrant of the gym would have a logo from one of our community partners. At this point, we are looking at 4 sponsors to help us cover that other $100,000 difference and are also looking for additional sponsors to bring that cost down for the city as well. Director Holm says that they are working with the company that would be installing the new floor to possibly sponsor some of that logo and decal to get this price down as much as possible. Director Holm pointed out that this bid price is a maximum price for this project and there are a couple of things for example the 2 axillary basketball courts they have priced may not move forward which would bring the price down more. Director Holm also discussed the option of being able to use the old gym floor pieces as plaques to give away as appreciation gifts.
Councilor Radford shared heartfelt sentiments for the value this gym has brought to the city of Idaho Falls.

It was moved by Councilor Dingman, seconded by Councilor Francis to accept and authorize the pricing proposal from United Services Inc. in the amount of $189,986.00 and declare that this vendor is the only vendor reasonably able to demolish and rebuild the Recreation Center gym floor within the necessary 10-week time frame. The motion was carried by the following vote. Aye – Councilor Francis, Dingman, Freeman, Larsen, Radford, Burtenshaw. Nay – None.

6. Announcements

Council President Burtenshaw wanted to thank everyone who participated last night for the open house Airport meeting, it was well attended and was a public participation open house with a lot of questions and answers and felt like it was a successful meeting.
Councilor Radford congratulated Skyline High School for collecting 265,000 cans of food in the Super Bowl for the Community food basket Idaho Falls and half a million cans of food collected by students at School District 91 and raised $20,000 dollars to donate to the Idaho Falls Food basket.
Mayor Casper announced that we will be having another Council meeting two weeks from tonight on the 22nd. Monday the 19th is Presidents Day and the city will be closed on that day. Tomorrow night is the Idaho Falls Police Department Awards event. There is also a promotion ceremony on Monday afternoon.

680 Park Avenue
Idaho Falls, ID 83402

7. Adjournment.

There being no further business, the meeting adjourned at 8:16 PM

s/ Corrin Wilde
Corrin Wilde, City Clerk

s/Rebecca L. Noah Casper
Rebecca L. Noah Casper, Mayor

Memorandum

File #: 24-151 **City Council Meeting**

FROM: Bear Prairie, General Manager
DATE: Wednesday, February 14, 2024
DEPARTMENT: Idaho Falls Power

Subject
Resolution Amending the Idaho Falls Power Service Policy

Council Action Desired
☐ Ordinance ☒ Resolution ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)
Approve the resolution amending the Idaho Falls Power Service Policy and give authorization to the Mayor and City Clerk to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose
Idaho Falls Power (IFP) reviews and updates the utility's Service Policy annually to ensure the policy remains a useful and relevant tool for customers.

Alignment with City & Department Planning Objectives



☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐

Improving the IFP Service Policy with added clarity and safety measures demonstrates readiness for good governance and a safe community. It also supports the customer exchange and safety elements of the IFP Strategic Plan.

Interdepartmental Coordination
The Legal Department-as mentioned below.

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

Legal Review
The Legal Department reviewed the updates to the service policy.

RESOLUTION NO. 2024-

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING THE REVISED IDAHO FALLS POWER SERVICE POLICY (2024); PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

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

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

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

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

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

1. On behalf of Idaho Falls Power, the Idaho Falls City Council hereby endorses and adopts the attached Idaho Falls Power Service Policy (2024) as the governing set of rules, regulations, and/or customer service policies regarding delivery of electrical services by IFP to electric customers.

2. That all prior Service Policies are hereby superseded and no longer applicable.

ADOPTED and effective this _____ day of _____, 2024

ATTEST: CITY OF IDAHO FALLS, IDAHO

_____ _____

CORRIN WILDE, CITY CLERK REBECCA L. NOAH CASPER, Ph.D., MAYOR

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORINNE WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Resolution entitled, "A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING THE REVISED IDAHO FALLS POWER SERVICE POLICY (2024); PROVIDING SEVERABILITY, CODIFICATION, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE."

_____
CORINNE WILDE, City Clerk

(SEAL)

SERVICE POLICY

Effective 2024

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

Changes new to this edition:

1. **Conduits III.C.5. - Addition of language to provide line crews opportunity to perform a continuity check on secondary conductors prior to termination in new construction on multiple meter installations. (pg. 19)**

2. Service Requirements II.H.1.a.2.-Included specific materials to supplied by contractor when installing three or more street lights. (pg. 13)

3. Location of Meters V.C.3. specified installation of CT cabinet shall have the hinge side of door opposite the meter to prevent damage to the meter by the door. (pg. 24)

4. Commercial metering requirements V.E.2. Splice cabinet lug requirements. (pg. 25)

5. General Metering Requirements V.A.11. IFP will no longer allow 120V two wire services. (pg. 24)

6. General Service Requirements II.A.10. Specified ~~attachement~~attachment of secondary to a weatherhead on 2" rigid conduit and disallow the use of house knobs. (pg. 9)

7. Trench and Conduit III.A.3. Added IFP design staff may require the use of fiber glass elbows. (pg. 17)

8. Trench and Conduit III.A.2. General Requirements- Added request for contractors to work with IFP in installing future use conduit for EV charging. (pg.17)

9. Added clarification to figures 1-3, 10, 12, 16, and 33.

10. Consolidated Figures 25-27 to just Figure 25 (EV level 2 charger).

11. Added commercial lighting panel details as Figures 26-27.

Table of Contents

I. DEFINITIONS:.... 6
II. SERVICE REQUIREMENTS.... 8
A. General Service Requirements:.... 8
B. Commercial Service Requirements.... 9
C. Commercial Service Requirements for Operation.... 10
D. Residential Service Requirements.... 10
E. Multi-Family Service Requirements.... 12
F. Construction and Temporary Service.... 12
G. Requesting Changes to Existing Services (service upgrades).... 13
H. Illumination of Public Rights-of-Ways.... 13
I. Required Conductor Clearances.... 14
J. Fault Current Calculations.... 14
K. Motor Starting.... 14
III. TRENCH AND CONDUIT.... 17
A. General Requirements.... 17
B. Primary Conduit.... 18
C. Secondary Conduits.... 19
D. Fiber Conduits.... 21
IV. PADMOUNT EQUIPMENT REQUIREMENTS.... 21
A. Single-Phase Transformers.... 22
B. Three-Phase Transformers.... 22
C. Sectionalizing Cabinets, Ground Sleeves, Secondary Pedestals, and Fiber Boxes.... 22
D. Modifying Exterior Appearance of Equipment.... 23
V. GENERAL METERING REQUIREMENTS.... 23
A. Location of and restricted Meters.... 23
B. Meter/Point of Service Disconnect.... 24
C. Determining Self-Contained or CT Metering.... 24
D. Residential Metering Requirements.... 24
E. Commercial Metering Requirements.... 25
F. Meter Bases.... 27

G. Removal of Meters 28
H. Meter Identification 29
I. Master Metering 29
VI. SECURITY LIGHTING 30
A. Program Requirements 30
VII. CUSTOMER GENERATION 30
A. Generation Facility Design and Installation Requirements 30
B. Generation Facility Design Specifications: 30
C. Generation Facility Net-Metering and Power Purchases 33
VIII. ELECTRIC VEHICLE CHARGING STATION PROGRAM REQUIREMENTS 34
A. Electric Vehicle Level 2 Charging Station Installation 34
IX. SMALL WIRELESS FACILITIES 36
A. Purpose. 37
B. Definitions. 37
C. Locations of Wireless Facilities and Related Ground Equipment. 39
D. Order of Preference for SWF Support Poles and attachments to existing facilities. 40
E. Guidelines on Placement 40
X. JOINT USE ATTACHMENT CONSTRUCTION STANDARDS AND POLICY 41
A. Purpose. 41
B. Application Procedures 41
C. Make-Ready Work 42
D. Pole Attachment Standards 42
E. Position and space 42
F. Clearances 42
G. Vertical Risers 43
H. Climbing Space 43
I. Anchors and Down Guys 43
J. Service Drops 43
K. Tagging 43
L. Pole Removal 44
M. Nonfunctional Attachments 44
XI. APPENDICES 45

A. Transfer of power service FAQ's 45
High Density Load Service (Crypto currency mining) FAQ's 47
B. 47

I. DEFINITIONS:

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

CITY: City of Idaho Falls, Idaho.

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

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

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

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

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

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

ISPWC: Idaho Standards for Public Works Construction

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

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

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

MOBILE HOME PARK: Development that has three or more stand-alone residential units built on parcel(s) under common ownership, wired to HUD standards, and typically mobile homes where each unit has a self-supported meter base, or that is master metered.

NEMA: National Electrical Manufacturers Association, organization that develops standards for electrical equipment.

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

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

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

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

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

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

SELF-CONTAINED METER: A non-instrumented single-phase meter under four hundred (400) amps (class 320) or a three- (3) phase meter under two hundred (200) amps.

II. SERVICE REQUIREMENTS

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

A. General Service Requirements:

1. A Customer desiring new electric service from IFP must first secure a building permit from the City Building Department. For all three-phase and commercial projects, it is required that the Customer coordinate service plans directly with IFP prior to seeking a building permit. The Customer shall provide a completed transformer load sheet and information necessary for IFP to provide electrical service, including but not necessarily limited to: preferred service location (overhead or underground service), single-phase or three-phase service, total connected load, electric heat and air conditioning load, required voltage, and the number and size of motors with ratings greater than ten (10) horsepower.

2. The International Building Code and International Residential Code determines if a building is commercial verses residential for the purpose of construction and maintenance of the electric infrastructure. Power consumption charges and line extension fees are based on the occupancy type and are listed in The Fee Schedule Established by City Council Resolution.

3. The Customer is solely responsible for the selection, installation, and maintenance of all electrical equipment and wiring, on the load side of the point of delivery (other than IFP's meters and apparatus). The Customer shall be responsible to provide adequate protective measures for all electric motor installations.

4. The Customer shall be responsible to install and maintain surge suppressors, auxiliary power units or other protective devices for the protection of computers, computer software and programming, televisions, or other equipment sensitive to voltage spikes, surges, sags, transients, noise interruptions or outages.

5. The Customer shall install and maintain all suitable protective devices and equipment to protect the Customer, life and/or property, from harm or injury from electric current because IFP shall assume no duty to warn or to otherwise assist the Customer in the selection of or use of electrical appliances, tools, equipment, or facilities.

6. Whenever a Customer's equipment has characteristics which causes interference (e.g., harmonics, transients, waveform distortions, fluctuations, etc.) with IFP's service to other Customers, the Customer causing the interference shall make changes in such equipment or provide, at Customer's expense, additional equipment to

eliminate the interference. Power quality of the Customer shall meet the IEEE 519 standard, ANSI C84.1 standard, and City Code 8-5-26.

7. Padmounted equipment (including ground sleeves / pedestals, etc.) shall not be provided or set until curb and gutter have been installed. Approval from IFP is required prior to any deviation from this requirement.

8. IFP's required easements for the electric and fiber lines shall be identified and designated prior to construction. In general, easements for electric and fiber service shall be twelve feet (12') in width. Along rights-of-way (ROW) easements shall be a minimum of fifteen feet (15'). Proposed easement width may vary depending on road classifications and IFP future planning needs.

9. New utility easements of less than twelve feet (12') in width require prior approval from IFP design staff. It is the Customer's responsibility to have IFP's designated easements surveyed and dedicated to the CITY.

~~9.~~10. ~~10.~~ All new overhead services shall attach to a weather head mounted on 2" rigid conduit. House knobs will no longer be allowed for use.

B. Commercial Service Requirements

1. Commercial services are defined as Non-residential and Multi-Family Housing that has three or more units attached with a meter pack (see International Building Code). Exceptions on case-by-case basis shall be coordinated by IFP and Building Department.

2. Prior to design, every commercial and industrial Customer shall provide the following information to IFP:

a) A plot plan indicating the preferred service entrance ~~location~~location.

b) If previously recorded public utility easements or are not available, provide easements to IFP for underground power cable, as indicated on the marked-up plot plan described above. If the indicated easement locations present problems, the Contractor is responsible to obtain permission for a different routing from IFP.

c) Proposed transformer location (final determination will be made by IFP)

d) A completed transformer load sheet (attached to review sheet or by pdf from IFP design)

e) All electrical requirements including number of phases, voltage, connected single-phase and three-phase ~~loads.Determine~~loads. Determine location of loads, approximate size of loads and possible future load needs. All three-phase underground installations shall be served with Y connected secondary only (i.e. 120/208 or 277/480).

f) No service work, cable pulls, or connects will be made unless the site address is posted in a conspicuous place.

3. Determine location of service entrance, approximate size of loads, and an estimate of future electric loads

4. Provide a meter base, standard power riser, weather head, and/or suitably anchored attachment point to allow connection to IFP's designated service tap point. Install IFP provided CTs.

5. Provide necessary easements to connect the Customer to IFP's designated interconnection point. Easements are required for primary conductor only, except in rare cases where an easement for overhead secondary conductor may be necessary (because it crosses property boundaries).

6. IFP will then provide the meter and current transformers and aerial overhead conductor. Note that no Customer owned equipment will be permitted on IFP's poles.

7. Contractor / Customer is required to provide and install all secondary conductor and to ensure adequate coil at each end for IFP to terminate.

C. Commercial Service Requirements for Operation

1. The Customer is solely responsible for the selection, installation, and maintenance of all electrical equipment and wiring, on the load side of the point of delivery (other than IFP's meters and apparatus). The Customer shall be responsible to provide adequate protective measures for all electric motor installations.

2. The Customer shall be responsible to install and maintain surge suppressors, auxiliary power units or other protective devices for the protection of computers, computer software and programming, televisions, or other equipment sensitive to voltage spikes, surges, sags, transients, noise interruptions or outages.

3. The Customer shall install and maintain all suitable protective devices and equipment to protect the Customer, life and/or property, from harm or injury from electric current because IFP shall assume no duty to warn or to otherwise assist the Customer in the selection of or use of electrical appliances, tools, equipment, or facilities. Whenever a Customer's equipment has characteristics which causes interference (e.g., harmonics, transients, waveform distortions, fluctuations, etc.) with IFP's service to other Customers, the Customer causing the interference shall make changes in such equipment or provide, at Customer's expense, additional equipment to eliminate the interference. Power quality of the Customer shall meet the IEEE 519 standard, ANSI C84.1 standard, and City Code 8-5-26.

D. Residential Service Requirements

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

2. Line extension fees will be established by Resolution of the City Council. Additional clarification for infill lots are as follows:

a) Infill lots that were planned with services and that have adequate IFP infrastructure are not subject to the per lot fee or other line extension fees. If it is determined that the infrastructure needs upgraded to serve than this will be billed as an extra line extension fee.

b) Infill lots that were not planned as a residential lot are subject to the per lot fee.

c) Infill lots that have no IFP power infrastructure fronting or adjacent to the property are subject to the per lot fee plus all other applicable line extension fees to provide power to the property as determined by IFP.

3. New underground residential electric systems shall be installed in front lot locations and shall be determined by IFP. See Section III for trenching and conduit requirements.

4. Service Entrance and Meter Base:

5. The meter shall be located within five feet (5') of the nearest front corner of the house to the existing transformer or pedestal. Conduit is to have a maximum of 360° degree of bends. Services shall conform to Attached Figures of this Policy. Meter location requirements herein are to be used only as a guide and shall not be considered complete with respect to all possible service configurations or special extenuating circumstances. Any deviation of meter placement must have prior, written approval from IFP. The centerline of the meter should be five feet six inches (5'6") above the finished grade or walkway. If structural details prevent this, the centerline height shall be not less than four feet (4') or more than six feet (6').Power Cables:

a) IFP will provide and install the necessary primary cable. IFP will provide and install the necessary secondary cable for services up to three hundred (300) amps.

b) The cables will be installed in the Contractor provided conduit to connect the Contractors' service point to the City's pad-mounted transformer or pedestal. The Contractor is required to establish a final grade compacted to a minimum of ninety-five percent (95%) of maximum density at each transformer and service pedestal on location large enough for placement of IFP's transformer pad and/or pedestal. See Attached Figures of this Policy. The Contractor should coordinate work with IFP.

c) The Contractor's service entrance equipment must be in place and approved by the electrical inspector before final hookup. Installed conduit shall be inspected by IFP to ensure proper conduit depth and installation. Cable will not be installed until the trench has been backfilled.

6. High Voltage Transformers and Sectionalizing Cabinets:

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

b) Additionally, overhead service wire length has a maximum length of one hundred twenty-five feet (125').

E. Multi-Family Service Requirements

1. Conduits and conductors used to service the building will be determined by IFP for Residential only (up to two units with a meter pack). For Commercial applications (three units or more with a meter pack) conduits and conductors will be determined and provided by the Contractor/Customer. See Section III for trenching and conduit requirements. Secondary conductor(s) will be terminated at one (1) point Customer's premises (i.e., main breaker, disconnect or similar tap point). IFP's conductor(s) shall not be used as a bus in gutters, etc.

2. A Contractor / Developer can install a meter pack as an alternative to individual meters on individual walls. Conduits and conductors can penetrate the firewall on Single Family Attached dwellings (see building regulations and coordinate with Building Department). Easements and agreements will need to be in place between each Property Owner / ~~Home owner's~~Homeowner's association. Contractor / Owner shall communicate to IFP the type of construction when requesting approval.

3. Line extension fees are based on occupancy and will be established by Council Resolution. Multi-Family Housing line extension fees are only applicable when there is a meter pack of three (3) or more units.

~~F.~~

~~G.~~F. Construction and Temporary Service

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

2. Examples of temporary facilities include a construction trailer or Christmas tree lot, which would require a line extension and/or transformer. Temporary power

service shall be limited to three (3) months post completion for construction projects or to one (1) year of continuous service for non-construction services.

3. The Contractor or Customer must provide service pole and meter base, and have it approved by the City's electrical inspector. The service pole cannot be more than one hundred twenty-five feet (125') from the designated IFP interconnection point. The service pole shall be tall enough to allow for appropriate traffic clearance and be strong enough to support the service conductors.

~~H.~~G. Requesting Changes to Existing Services (service upgrades)

1. Any Customer may request a change to an existing service, including upgrades, expansion, ~~extension~~extension, or relocation. Customers requesting change in existing service shall pay labor and materials costs associated with the service change. All payments will be made in advance of the change in service. Residential service upgrades must comport to City Code 10-3-5(Z)(8) for zoning. Primarily, the use of utilities shall not be beyond that reasonably used for residential services e.g., cryptocurrency mining would not be considered a residential use.

2. The Contractor or Customer shall be responsible for costs incurred by IFP for the repair of any of its facilities damaged by the Contractor or Customer or a third party working on behalf of the Contractor or Customer. IFP will provide information and services in advance of maintenance or construction activities (such as dropping and reconnecting overhead service lines for tree trimming) at no charge, if scheduled during regular business hours.

~~I.~~H. Illumination of Public Rights-of-Ways

1. It shall be the Customer or Contractor's responsibility to provide illumination (~~street lights~~streetlights) along or within the public rights-of-way contained within a new development.

a) IFP will coordinate with the Developer regarding design and construction responsibilities for lighting.

(1) When determined by IFP, Contractor to utilize flood seals and compact compression connector Burndy YPC2A8U bg die or w-bg die; or approved equal for all connector taps.

~~(1)~~(2) ~~(2)~~ When determined by IFP, Contractor shall provide a ~~Tesco~~ lighting control panel, conduit, #10 CU THHN conductor (red-black-white-green), flood seal connectors in J-box when installing three or more streetlights in (ROW). ~~:~~ (See Figures 26-27)

2. All new light pole foundations and lighting conduits shall be constructed by the Contractor in accordance with current Service Policy Figure 10, ISPWC (Idaho Standards for Public Works Construction), and City of Idaho Falls standard specifications. IFP will furnish to the Contractor a bolt hole template (pending

availability), anchor bolts, nuts, washers, grounding butt plate, and ground wire needed for the installation of the light poles. Contractor may utilize a precast light pole base as long as it matches all specifications.

a) The Customer shall purchase or construct a concrete light pole base per current IFP specifications in the location indicated on the IFP Contractor Map. The final light pole location will be determined by IFP. If the Customer chooses to pour in place the pole base, IFP must be contacted for inspection of pole base prior to the base being poured. Light Pole base shall conform to Attached Figures of this Policy. A light pole will not be installed on the pole foundation until it has cured a minimum of seven (7) days. When the temperature is forty (40º) degrees or lower the pole foundation shall be covered with an insulated tarp.

3. Contractor to ensure adequate backfill at proposed light pole bases and utilize ¾" gravel to maximize compaction.

4. IFP will install poles and luminaires along or within the public rights-of-way with the cost of materials paid by the Contractor prior to installation, except in the commercial applications described above.

~~J.~~I. Required Conductor Clearances

1. See Service Policy Figures for required clearances of overhead power lines to driveways, parking lots, alleys, areas of farm and construction equipment, pedestrian traffic, vehicular traffic, railroads, water ways, and other miscellaneous clearance exhibits. If the clearance is not shown, please contact IFP staff. Note all clearances are derived from the NESC.

2. Contact IFP at (208) 612-8430 for permits, inspections, authorizations, and clearances not addressed in this Policy.

~~K.~~J. Fault Current Calculations

1. The NEC requires that new service entrance equipment is rated to interrupt the available fault current. To assist customers, IFP is providing the tables below showing a calculated maximum potential secondary fault current (Isc) and the information necessary to allow the calculations of the maximum fault current for most applications.

2. The tables are built with the following assumptions:

a) The tables do not use an infinite buss but the maximum primary fault current of IFP's system which is 8000 amps.

b) The tables were developed with a minimal 15 feet of secondary conductor (wire) is installed from the transformer. For a more accurate calculation the customer can use the actual length of conductor and actual conductor size. Calculating tools such as Eaton Bussmann's FC^2 application can be used.

~~L.~~K. Motor Starting

1. Motor starts may cause unacceptable disturbances to IFP's distribution and transmission systems or the service of other customers. It will be the CUSTOMERs responsibility to correct such disturbances including but not limited to installing a motor start device i.e., reduced-voltage or soft-start motor controls or variable frequency drives (VFD), or modifications to IFP's facilities at the CUSTOMER's expense, in compliance with current local laws, ordinances, and state tariffs.

2. Upon the CUSTOMER's request, IFP will furnish permitted starting currents that are based on frequency of starts and time of day the motors will be started and impedance of the distributions system.

3. IFP may limit the maximum size and type of any motor that may be operated at any specific location on its system.

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

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

III. TRENCH AND CONDUIT

A. General Requirements

1. Please contact the applicable IFP Design staff as noted on the approval drawings or through the main IFP engineering office at (208) 612-8430 prior to starting any trench and conduit work.

All conduit installed by or for IFP/IFF shall be for the exclusive use of IFP/IFF. Builder/contractors are required to coordinate with Idaho Falls Power regarding future use conduit associated with Electric Vehicle charging infrastructure.

2.

3. IFP requires all IFP-owned conductor to be in conduit. The Customer shall provide and install all conduits as required from the IFP identified interconnection location through new or existing easements to the Customer's transformer pad as set out in Section 2.A.1 of this Policy. In the event it is necessary for IFP to loop feed through the Customer's property, the Customer may be required to open an additional trench to place conduit from the transformer to an exit point from the Customer's property. The Customer may also be required to provide easements for the trench. All electric conduits shall be PVC Schedule 40 (see note 3 and 4 for exceptions). All elbows shall be PVC Schedule 40 large radius sweep (36") or as otherwise specified by IFP (see note 3 and 4 for exceptions). At the discretion of IFP design staff, fiber glass elbow may be required. RGS elbows and conduit must be used at riser poles or where conduit will be exposed out of the ground. Conduits must be capped and labeled to identify routing. Conduit must be marked per IFP standards e.g., standard 2-in. x 4-in. piece of wood, rebar, tracer wire, etc. No conduit run shall have more than 360 degrees of bends. Maximum lengths of conduit runs shall be determined by IFP. Conduit shall only be bent with approved methods (i.e., blanket warmer or rigid conduit bender). No torches allowed.

4. 2" HDPE SDR 13.5 continuous duct can be utilized by the Contractor instead of 2 ½" PVC Schedule 40 as specified on the Contractor Map for proposed 1/0 single phase primary conductor. Conduit to be red in color or black with red stripes (red conduit preferred). If possible, HDPE to be ordered with "IFP" stamped on conduit. The HDPE can be turned up inside of ground sleeves and secondary pedestals or Contractor may transition to 2" PVC Schedule 40 large radius sweep (36") with Perma-Guard/UL fittings by Arnco Shur-Lock II or approved equal by IFP.

5. On all conduit runs of 75 feet or greater and all services from the meter base to the transformer / secondary pedestal; the contractor will install 2500 lb. "mule tape". When available, and only if requested, IFP will provide used mule tape.

6. Contractor will install pull string for fiber optic conduit runs (future use conduit~~).Developer~~). Developer / Contractor shall provide all construction staking and layout of new electrical facilities per design.

7. All conduit, including bell ends, shall be supplied and installed by the Contractor. Bell ends shall be installed at transformers, secondary pedestals, sectionalizing cabinets, and light pole locations. See attached Figures of this Policy for installation guidelines. Conduits must be capped and labeled to identify routing.

B. Primary Conduit

1. The minimum power trench shall have a minimum depth of fifty-four inches (54") and maximum depth of sixty inches (60") below finish grade (Conduit to be installed 48" below finish grade). Including 6" of sand bedding below and above top of conduits. See below for bedding requirements. Minimum trench width shall be twenty-four inches (24"), unless otherwise noted. Before final backfill, IFP shall be notified when the conduit is in place. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trench to be backfilled within two weeks of IFP conduit installation. Failure to obtain an inspection prior to backfill may result in the re-excavation of the trench.

2. Minimum primary conduit depth can be reduced to eighteen inches (18") of cover below final grade through basalt or other rock upon prior approval of IFP. Rigid galvanized steel (RGS) conduit shall be provided and installed by the Contractor where trench depth is less than forty-eight inches (48"). IFP will specify the conduit size.

3. IFP will specify the conduit size. Contact applicable IFP staff upon completion of pulling a mandrel through the conduit to ensure the conduit is free from obstructions. Any additional or future costs due to broken, damaged, obstructed or poorly assembled conduits will be paid by the Customer.

4. IFP will provide the pole and all primary conductors, if crossing existing streets with overhead primary conductor to a pole located near the new service location. The Contractor shall provide and install the first length (i.e. ten feet (10') of RGS conduit) up the pole above the contractor supplied RGS elbow. All elbows at the base of the pole shall be a large radius three-foot (3') RGS steel. All conduits installed on IFP poles will be on approximately eight-inch (8") standoffs.

5. If an underground road crossing is made, the Contractor will provide all conduit and will bore conduit beneath the roadway or provide a trench in which to install conduit. The use of ~~high density~~high-density polyethylene (HDPE) continuous conduit shall be used at select road crossing locations with prior approval from IFP. Conduit shall be Perma-Guard/UL and fittings shall be Arnco Shur-Lock II or an approved equal approved by IFP. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trenches across existing roadways must also be approved by the City Public Works Department.

6. A minimum of six inches (6") of sand bedding is required above and below all conduits. An IFP staff may determine that the native soil is suitable for bedding

material. Additionally, bury/caution tape shall be buried two feet (2') above the top of conduit. IFP will inspect all conduit installations before backfilling for proper depth and installation. Prior to cable installation, trenches must be backfilled and transformer and sectionalizing cabinet ground sleeves as well as secondary pedestals must be in place.

7. In all cases the Contractor shall be responsible for backfill and compaction of cable trenches and repair of street crossings. Per City standards, all electrical trenches shall be compacted to a minimum of ninety-five percent (95%) of maximum density to prevent settlement. Failure to properly repair the street wherein defects (e.g. settlement) appear within one (1) year will result in the City billing the responsible party for all costs incurred by the City to fix the roadway.

8. A minimum of one foot (1') clearance shall be maintained between primary high voltage cable and all other utilities and service voltage cables, except at crossings (where a separation should exist to allow future repairs of either utility approximately two inches (2") minimum).

C. Secondary Conduits

1. The trench for secondary conduit shall have a minimum depth of thirty inches (30") below final grade. Minimum trench width shall be twenty-four inches (24"), unless otherwise noted. Before final backfill, IFP shall be notified when the conduit is in place. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trench to be backfilled within two weeks of IFP conduit installation. Failure to obtain an inspection prior to backfill may result in the re-excavation of the trench.

2. Minimum secondary conduit depth can be reduced to eighteen inches (18") of cover below final grade through basalt or other rock upon prior approval of IFP. Rigid galvanized steel (RGS) conduit shall be provided and installed by the Contractor where trench depth is less than thirty inches (30"). IFP will specify the conduit size.

3. IFP will specify the conduit size (exception: commercial secondary conduit). Contact applicable IFP staff upon completion of pulling a mandrel through the conduit to ensure the conduit is free from obstructions. Any additional or future costs due to broken, damaged, obstructed or poorly assembled conduits will be paid by the Customer.

4. The Customer provides, ~~installs~~installs, and retains ownership of all commercial secondary service conductors and conduits from building (or load) to transformer (or source).

Contractor / Developer shall not terminate secondary conductor on the lugs of the common bus work or point of termination until IFP line crews can perform a continuity check or 'wring out' the conductors.

~~4.~~5.

~~5.~~6.When service can be met from an existing power pole, the Contractor shall install all secondary cable to the pole and shall provide sufficient secondary cable to reach from the pole top connection point to the Customer's meter base or other point of connection. The Customer shall provide and install the first length (i.e. ten feet (10') RGS conduit up the pole above the contractor supplied RGS elbow. All conduits installed on IFP poles will be on approximately eight inches (8") standoffs. Commercial secondary trench and cable are the Customer's responsibility, and no easements will be required by IFP. All future maintenance, locating, and repair of secondary shall be the Customer's responsibility.

~~6.~~7.Contractor shall provide and install necessary meter bases, current transformer (CT) boxes, and install IFP provided CTs in CT boxes. Commercial metering requirements are contained in Section V. of this Policy, with additional commercial metering requirements in Section V.E. of this Policy.

~~7.~~8.Following such installations, IFP will install meter, meter wiring, etc.; place a transformer on the concrete pad; pull primary cable through Contractor-installed conduit; and connect primary cables to the primary terminals of the pad-mounted transformer. IFP makes up secondary connections in the transformer and provides connectors for standard cable up to and including five hundred (500) kcm. If greater than five hundred (500) kcm cable is to be used, the Contractor provides connectors and/or other special facilities. Finally, IFP connects the primary cable to its power system at the designated tap point after all requirements are met.

~~8.~~9.Where the service is fed from an overhead transformer, the Contractor or Customer will install conduit to the pole where the transformer is mounted.

a) The Contractor or Customer will install rigid galvanized, three- (3') foot radius elbow and one (1) ten (10') foot length of rigid galvanized steel conduit up the pole (for residential the size of conduit is to be determined in Contractor's Map, for commercial the size is determined by Electrician).

b) The Contractor or Customer will provide enough conductor to make connection to the transformer and coil it at the top of the end of the riser.

c) IFP will inspect all conduit installations before backfilling for proper depth and installation. Meter base shall be framed and braced before the power cable will be pulled into the base. After IFP inspects conduit, an authorization for backfill sticker will be placed on conduit or meter base.

d) All trenches will be compacted to a minimum of ninety-five percent (95%) of maximum density to prevent settlement.

~~9.~~10. It shall be the property owner's responsibility to maintain integrity of secondary conduit at their expense. On residential secondary conduit extensions, IFP will provide transformer ground sleeves, ground rods, and secondary pedestals.

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

a) Contractor / Customer will connect to existing conduit stubs and extend to the house per Figure 32 of the attached Figures.

(1) Schedule forty (40) PVC conduit is acceptable for the riser and the two-foot (2') radius elbow at the house if mounted within the framed wall. If surface mounted on the house or self-supported-meter base, the riser to the meter base and adjacent elbow shall be RGS. Any exceptions to this shall be coordinated with IFP prior to construction.

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

~~10.~~11. Any residential secondary service that is connected from another secondary service or has multiple services interconnecting (daisy chain) will be deemed Commercial. IFP will not be responsible nor maintain those services, unless prior approval by IFP.

D. Fiber Conduits

1. Contractor shall provide and install two-inch (2") future use conduit (fiber conduit) in the trench per Contractor's Map. With prior approval from IFP, orange one and a quarter inch (1.25") HDPE conduit may be used instead.

a) Future use conduit (fiber conduit) shall be stubbed up into Idaho Falls Power supplied fiber boxes.

b) Location of fiber boxes shall be determined by Idaho Falls Power.

2. Contractor or Customer shall provide and install one inch (1") future use (fiber conduit) from existing fiber box to the house. As an option the Contractor or Customer can utilize Idaho Falls Power supplied three-quarter inch (3/4") micro duct (see figure 32).

a) Minimum of twenty-four inches (24") of burial depth.

3. Contractor or Customer to ensure both ends of the conduit are capped off with a PVC cap and marked Idaho Falls Fiber. Contractor or Customer shall ensure that end of conduit will be capped and marked in accordance with IFP standards e.g. standard 2-in. x 4-in. piece of ~~wood..~~wood.

IV. PADMOUNT EQUIPMENT REQUIREMENTS

A. Single-Phase Transformers

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

B. Three-Phase Transformers

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

a) When more than eight conduits are required for the secondary service, coordinate with IFP for the installation of a secondary cabinet to be located adjacent to the transformer. This secondary cabinet will also be used for the CT metering equipment in many applications.

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

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

D. Modifying Exterior Appearance of Equipment

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

V. GENERAL METERING REQUIREMENTS

These general metering requirements cover only the common meter installations. Any non-conventional, infrequent, or special applications or installations should receive prior approval by IFP and are not included in these metering requirements. Wiring diagrams and other meter information may be obtained from the IFP Metering Department. All meters installed by IFP are owned by IFP and all maintenance of the meters shall be completed by IFP.

A. Location ~~of and~~of and restricted Meters

1. Protection from ice, snow, rain or other damage shall be provided by the Customer for metering equipment, when location so demands. A meter shall not be located where it will be subjected to shock, vibration, or other damage. The Customer shall be responsible for the cost of repair for damage to the metering equipment due to lack of protection.

2. Meters shall be installed on the exterior of the structure and at a location which will be readily accessible at all times for reading, inspecting and testing. The meter shall not be contained inside a cabinet or utility closet. IFP does not recognize EUSERC standards.

3. Residential meters shall be front yard accessible unless prior approval for another location from IFP is obtained.

4. Meters shall be installed only in sockets which are plumb in all directions and securely fastened to the structure.

5. The centerline of the meter should be five foot, six inches (5’6”) above the finished grade or walkway. If structural details prevent this, the center line height shall be not less than four feet (4’) or more than six feet (6’) in height. See Attached Figures of this Policy.

6. In multiple meter installations such as apartment buildings or shopping centers, meters may be mounted in horizontal rows. The maximum allowable height from ground or walkway to the center line of the meter shall be six foot, six inches (6’6”). The minimum allowable height shall be two feet (2’).

7. In apartment or multiple-use buildings, meters shall not be installed above the first-story level or in the basement.

8. Sufficient access and working space shall be provided around all metering equipment to permit ready and safe operation, ~~maintenance~~maintenance, and testing of such equipment, with a minimum of three feet (3') front working space, minimum of 6 feet, 6 inches (6'6") head room and a minimum of three feet (3') wide plus permitting 180° degree opening of equipment doors or hinged panels.

9. Meters shall NOT be mounted on IFP owned poles or pad mount transformers.

10. If a service has been disconnected for any reason, IFP reserves the right to require an inspection prior to energizing.

~~10.~~11. ~~11.~~ IFP will no longer allow 120V two wire services. New or upgraded services must be 120/240 three wire or larger.

B. Meter/Point of Service Disconnect

1. External main disconnect(s) shall be required on all new Residential points of service and meter base replacements. External main disconnect(s) shall be located after the meter.

a) Provides point of disconnect for Customer side work, up to and including the main panel.

b) Provides an accessible fire department point of disconnect in the event of a structure fire.

c) Provides an accessible location of IFP to drop the load when working on the meter.

d) External main disconnect will not be required if there is a dedicated transformer for the load and if the transformer has a disconnect switch inside of it.

2. IFP strongly recommends an external main disconnect on Commercial points of service.

C. Determining Self-Contained or CT Metering

1. If a Customer is CT metered, the metering shall be only for one (1) building under residential or commercial rate.

2. The City will require CT meters for all single-phase services greater than four hundred (400) amps and all three-phase services greater than two hundred (200) amps.

~~2.~~3. ~~3.~~ When installing a CT cabinet, the hinge side of the cabinet will be opposite the meter installation to prevent damage to the meter by the cabinet door.

D. Residential Metering Requirements

1. All single-phase Customers with a main switch ampacity between two hundred one (201) and four hundred (400) amperes will be metered with a self-contained,

~~meter~~ three hundred twenty (320) amp meter base. See Section V. E. of this Policy for meter base requirements.

E. Commercial Metering Requirements

1. All meters, ~~voltage~~voltage, and current leads, used with instrument transformers, shall be furnished and installed by IFP meter department personnel. CTs shall be furnished by IFP. Installation of CTs shall be coordinated with IFP meter department personnel.

2. If a splice cabinet is used, the customer will be required to provide the lugs for that cabinet if the cabinet supplies power to that customer alone. The customer will also provide lugs for 500 mcm or larger wiring. ~~Ifp~~IFP will provide lugs for IFP owned conductor.

3. All three-phase Customers with a main switch ampacity up to and including two hundred (200) amperes will be metered with a self-contained meter. All loads in excess of two hundred (200) amperes will be CT metered.

4. All meters or instrument transformers must be ahead of the Customer's disconnecting switch. Where multiple meter installations are required and a main switch is used, meters may be installed behind the main switch and ahead of the Customer's disconnect. No unmetered circuits will be connected to the main switch. Entrance wiring must be so arranged that metered circuits do not enter conduits, raceways or enclosures containing unmetered circuits.

5. CT installations shall not be more than fifty feet (50') from the meter base. Contractor shall install minimum one inch (1") conduit for metering conductors only. Underground metering conduit shall be buried twenty-four inches (24") in depth. Schedule 40 PVC with RGS above ground into meter base. CTs must be contained within a CT can or approved switchgear. A CT shall not be placed in transformers. If no building wall is available for mounting, see Free Standing CT Meter in Attached Figures of this Policy.

6. Enclosures for CTs shall be furnished and installed by the Customer (unless otherwise noted). Line and load connections shall be clearly labeled along with labeling all phases. All enclosures shall be at least eleven inches (11") deep and of such size as to permit ready installation of current transformers on the size of conductor used. The table of enclosures for CTs, will be used as a guide for the minimum nominal size of metal cabinet to be used. All enclosures and meter bases shall have provisions for installing security seals and shall be installed at an accessible location on outside of building. IFP will not allow any Customer equipment to be installed on, or holes drilled in the transformer. Enclosures for CTs will be used on both underground and overhead instrument metered installations. The top of CT enclosure shall not exceed six feet (6') above finished grade. The bottom

of CT enclosure shall not be less than two feet (2') above finished grade. Any variances to these requirements shall be determined by IFP.

a) For services greater than 801 amps, the CT metering will be installed in an IFP approved pad mounted CT cabinet located adjacent to the transformer (Contractor may use wall mounted CT enclosure for service ampacities of greater than 801 amps if the CT enclosure is rated for and meets minimum UL ratings). Contractor to provide CT cabinet (See Attached Figure 16 of this Policy). CT cabinet to be split bus per American Midwest Power Service Connection Cabinet or approved equal. Coordinate with IFP for required footprint and termination detail. Ground sleeve and ground rod shall be provided by Contractor and installed in conformance with Attached Figures of this Policy. The ground sleeve location shall be compacted to a minimum of ninety-five percent (95%) of maximum density prior to placement. The top of the CT ground sleeve shall be installed a minimum of six inches (6") above final grade. A concrete pad can be utilized instead of a ground sleeve but must have an 18"-24" deep basement for the conduits. Concrete pad must meet CT cabinet manufacturer standards for strength of the fully loaded CT cabinet and be a minimum of six inches (6") above finished grade. A minimum three-foot (3') clear area is required in front of the CT cabinet and a minimum of two-foot (2') clearance is required on the other three (3) sides of the CT cabinet. The CT cabinet location will be determined by IFP. Conductor will be provided and installed by IFP from Transformer to padmounted CT Cabinet on services greater than 801 amps. 4" conduit from Transformer to CT cabinet can have 24" radius elbows. CT Cabinet will be owned and maintained by Developer / Owner. CT Cabinet to be secured by an IFP-owned padlock.

(1) CT Cabinet must meet minimum specifications given from American Midwest Power drawing "Service Connection Cabinet 'SCC' with CT provision" as follows or approved equal:

(a) Cabinet is free standing NEMA 3R. Frame is 12 gauge steel galvanized steel bolted together and include leveling provisions. All side plates are pan formed galvanized steel and are bolted to the frame with tamper-resistant zinc plated bolts. Enclosure is primed and painted transformer green enamel.
(b) Supporting structure for bus bars is bolted to framework such as that any phase bar can be relocated vertically as required to meet job requirements.
(c) Bus Bars are electrical grade plated aluminum #6101T65 per ASTM specifications # B317 supported on 17" centers using double plastic insulators Copper bus available on special order. Current density is 750A/square inch maximum for Aluminum bus and 1000A/square inch maximum for Copper bus. Each bus bar is punched with 16 sets of 9/16" square holes on 2" horizontally and 1

¾" centers vertically.
(d) Ratings are 2000A, 2500A, 3000A, 3600A, and 4000A at 600V maximum 3Ø-4W, 3Ø-3W, 1Ø-3W. All cabinets shall have bus braced for 85,000A RMS amperes short circuit current rating.
(e) Connectors in a range of #2 to 750 MCM are available in set screw type or compression type for field or factory installation. Connectors will be factory installed on right side of bus unless otherwise specified. Up to (12) – 750 MCM or (24) – 250MCM conductors can be installed on each side, per bar.
(f) Meets Standards – ETL listed and labeled conforms to U.L. standard 1773 termination boxes. Conforms to NEMA standards. Meets National Electrical Code requirements. Meets Power Company requirements.

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

ENCLOSURE FOR CURRENT TRANSFORMERS (CTs)

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

F. Meter Bases

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

1. The Customer or Contractor shall furnish meter bases and enclosures for all meter installations. All meter bases and enclosures will be installed by the Contractor and incorporated into the Customer's wiring.

2. Meter bases must be listed and installed to meet the National Electric Code and the National Electric Safety Code. Combination socket and disconnecting devices are

approved for use, provided the base meets all other specifications and is wired on the line-side of the Customer's disconnecting device. Corrosion inhibitor shall be used on all connections to aluminum conductors.

3. All self-contained commercial service installations shall have factory installed lever or link bypass.

a) IFP will allow exceptions to the bypass requirements for services with minimal and interruptible load. Services for commercial sprinkler systems controls is an example.

4. IFP will not provide new three-phase, three-wire self-contained service without a grounded neutral system.

5. Single-Phase Meter Bases

a) Single-phase 320 residential meter base shall have factory installed lever or link bypass. Single-phase meter bases over four hundred (400) amperes shall be CT instrument metered using six (6) point socket type meter base with drilled and tapped mounting plate for test switch provisions.

b) All 120/208V self-contained single-phase meter base installations shall be of a five (5) terminal socket-type meter base and installed such that the fifth terminal is in the 9 o'clock position.

6. Three-Phase Meter Bases

a) Two hundred (200) ampere and below self-contained meter base installations on three-phase service shall be a seven (7) point terminal socket type meter base.

b) Three-phase meter bases greater than two hundred (200) ~~ampere's~~amperes shall have a CT instrument metered installation using a thirteen (13) terminal socket-type meter base with a drilled and tapped mounting plate for connection of test switch equipment. Installation of Meters

7. Authorized IFP personnel shall install meter on Customer provided meter base after the following steps have been taken:

a) Must pass Inspection by Electrical Inspector.

b) Customer to sign up for service at City of Idaho Falls Utility Billing.

c) Utility Billing will then submit the connect order to IFP.

8. IFP generally installs meters within five (5) working days after confirmation of connect order from Utility Billing.

G. Removal of Meters

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

H. Meter Identification

1. All commercial buildings and all multi dwelling unit meter bases, must be permanently labeled prior to meters being energized. An electrician will be required to coordinate with Idaho Falls Power for an onsite verification that the meter socket is connected to the correct unit (208-612-8430) before CO is issued. Labels must be complete before meters can be installed. Labels shall be of a raised or embossed type, minimum size 3/4" x 2" engraved plastic with a sticky back. Letter or numbers must be a minimum of 7/16". Common gas and electric meters must have the same space designation marking i.e., numbers or letters. The building owner is responsible for proper identification of electric meters. The building owner could be held responsible for IFP costs associated with correcting billing errors caused by mixing wiring or mislabeled meters. If two electric services serve one building or space, a warning tag must be located at each meter point indicating such per NEC Article 230.2E. Labels, as described above, marked with voltage and phasing information are required if two or more services with different voltages or phasing are supplied to a building.

I. Master Metering

1. IFP's retail rates are intended for application to individual customers or units of service. Master metering is prohibited. Except as specifically excepted hereinafter. Master metered mobile home parks, multi-occupant residential buildings, commercial buildings and shopping centers connected prior to July 1, 2010, may continue to receive master metered service.

2. Mobile Home Parks built before July 1, 2010, whose space for tenants have been sub-metered by the park Owners, need not be individually metered by IFP. Mobile home park tenants will be charged the same rate for electric service, as though they were directly metered and billed by IFP.

3. Multi-occupant residential buildings, commercial buildings and shopping centers may be master metered if the electric heating, ventilation, air conditioning or water heating systems are centrally located and cannot be controlled by the individual tenants.

4. A Master-Metered Customer may install sub-metering for individual spaces at the Customer's own expense. Any master metering system must be maintained by the building owner and installed by licensed electricians. Master metered Customers may also utilize a reasonable allocation procedure to determine a tenant's usage for the purpose of reimbursing the master metered customer. Such a procedure shall constitute an allocation and not a resale. Such terms must comply with City Code 8-5-9. The Customer shall indemnify IFP for any and all liabilities, actions or claims for injury, loss or damage to persons or property arising from the allocation of service by the customer.

5. IFP will not sell or otherwise provide meters or associated equipment required for sub-metering, nor test and maintain customer owned meters.

VI. SECURITY LIGHTING

A. Program Requirements

1. IFP can provide security lighting for private property for a fixed monthly charge.

2. The Customer will pay a fixed monthly charge for each luminaire, based upon the type of luminaire and wattage. The rates are published in the City Fee Resolution.

3. Security lights can only be affixed to IFP owned poles with the cost of installation paid by the Customer.

4. The City retains ownership of all facilities and equipment.

5. For more information contact IFP Energy Services at (208) 612-8430.

VII. CUSTOMER GENERATION

A. Generation Facility Design and Installation Requirements

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

2. Customer's operating such generation equipment are required to file a Customer Interconnection Agreement Application and adhere to the following conditions:

B. Generation Facility Design Specifications:

1. Facility Description

a) The Generation Facility shall be designed, ~~constructed~~constructed, and operated in a manner such that it will interconnect and operate in parallel with IFP's electric supply system, in a safe and efficient manner without disruption, impairment, damage or loss of operational efficiency to IFP's electric supply system.

b) The operation of the Generation Facility is intended to offset a Customer-Generator's electric energy purchases from Idaho Falls Power.

c) The Customer-Generator shall be responsible for the design, installation and operation of the generation system and shall obtain and maintain all required permits and approvals.

d) Any modifications to the system (aside from routine maintenance), including installation of additional generation equipment, replacement panels, or added parts shall only be made following the prior written approval of IFP.

2. Generation Facility Fuel Type and Size Limitations

a) The Customer's Generation Facility shall have a maximum annual generating capacity of no more than the previous twelve (12) months of electric usage, exception to sizing limits can be made with IFP approval if historic consumption warrants.

b) For new residential construction the Customer's Generation Facility shall not exceed five (5) kilowatt. After the first twelve (12) months of consumption history, the Customer may reapply for additional generation.

c) Commercial facilities will be based upon an Electrical Engineer's calculations not to exceed the estimated annual kilowatt consumption per meter. Facility must be reviewed and approved by IFP for capacity and qualifying specifications.

d) All Generation Facilities are subject to review and inspection at IFP's sole discretion. It is not IFP's intent to compensate a facility that generates more than its annual consumption. In cases of excess generation, IFP may require the Generation Facility arrangements to be renegotiated.

3. Generation Facility Installation Standards and Code Compliance:

a) Customer-Generator shall provide the electrical interconnection on the Customer-Generator side of the meter between the Generation Facility and IFP's system. FP shall make reasonable modifications to their system necessary to accommodate the generation system, with all IFP system modifications being paid for by the Customer. The cost for such modifications will be estimated by IFP, with Customer payment due in advance of installation.

b) The Generation Facility shall include all equipment necessary to meet applicable safety, power quality, and interconnection requirements. These requirements are, or may include,

(1) IFP's policies
(2) National Electrical Code
(3) National Electrical Safety Code
(4) Institute of Electrical and Electronic Engineers (e.g., IEEE 1547),
(5) Nationally Recognized Testing Laboratories (e.g., UL 1741)
(6) California Rule 21
(7) Hawaii Rule 14H
(8) Utility best practices.

c) IFP Engineering staff must approve each design drawing prior to construction of the Generation Facility. The drawings must comport to generally accepted engineering design practices and be submitted with the application. This review will be completed within thirty (30) days of application.

d) Upon completion of construction, the City Electrical Inspector shall give final inspection and approval for the Generation Facility to commence operation.

e) The Customer-Generator shall attend an orientation session with Idaho Falls Power staff. Call (208) 612-8456 for more information.

f) The Customer-Generator shall then file an application for Net-Metering and Small Generation Interconnection Agreement Application with, and receive approval from, IFP before installing an interconnected Generation Facility on Customer-Generator property. Application forms are available at the City of Idaho Falls Building Department. The completed application and Generation Facility system design drawing should be returned to the address listed on the application. The City of Idaho Falls Building Department will also require a building permit and electrical permit along with an additional copy of the system design for review. Review by the City of Idaho Falls Building Department and IFP will occur simultaneously. IFP may withhold approval, if for any reason the requested interconnection would result in a negative monetary or physical impact on IFP's electrical system.

4. Disconnection Device:

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

(1) The disconnecting device shall be located adjacent to IFP's bi-directional metering equipment and shall be of the visible break type, located in a metal enclosure that can be secured by an IFP-owned padlock or other security device.
(2) The disconnecting device shall be accessible to IFP's personnel at all times and shall conform to National Electric Code standards.
(3) IFP shall have the right to disconnect, with or without notice, the Generation Facility from IFP's distribution system in order to maintain safe and reliable electrical operating conditions or to protect IFP's system from damage, disruption, interference, or to preserve system reliability.
(4) The Generation Facility shall remain disconnected until such time that IFP determines conditions justifying the disconnection have been resolved.

5. Generation Facility Operational Standards:

a) Customer-Generator shall furnish, install, operate and maintain in good order and repair, without cost to IFP, all equipment required for the safe operation of the Generation Facility operating in parallel with the IFP's electrical supply system. This shall include, but is not limited to, equipment necessary to

(1) Establish and maintain automatic synchronism with IFP's distribution system,
(2) Automatically disconnect the Generation Facility from IFP's distribution system in the event of system overload or outage and

(3) For Solar Facilities with backup battery storage, the system must automatically disconnect from and not back feed onto, IFP's distribution system in the event of a system overload or power disruption.
(4) The Customer-Generator's Generation Facility shall not cause any adverse effects upon the quality or reliability of service provided to IFP's other customers.
(5) IFP reserves the right to require that the Generation Facility modifications to comport with Idaho Falls electrical system change in needs or requirements or to negate any adverse impact the interconnected Facility has on other customers.
(6) The Generation Facility shall not cause any adverse effects upon the quality or reliability of service provided to IFP's other customers.
(7) The Customer-Generator shall operate the Generation Facility in accordance with applicable rules and regulations.

b) On an approximate three-year rotation, the Customer is required to confirm the status of the generation facility. In addition, IFP reserves the right to inspect the facility at any time for non-backfeed protection for utility safety requirements.

(1) IFP reserves the right to disconnect the generation facility, or if required the full service if the customer fails to confirm the status of the generation facility or allow for safety inspections.

6. Generation Facility Maintenance:

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

C. Generation Facility Net-Metering and Power Purchases

1. Measurement of Net Energy:

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

2. Purchase of Energy:

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

b) WHERE CONSUMPTION EXCEEDS GENERATION:

(1) If electricity supplied by Idaho Falls Power during the billing period exceeds the electricity generated by the Customer-Generator during the billing period, the Customer-Generator:

(a) Shall be billed for the applicable non-energy charges for the billing period under the Customer's appropriate retail rate classification;
(b) Shall be billed for the net electricity supplied by IFP at the Customer's appropriate rate adopted in ordinance for the corresponding period.

c) WHERE GENERATION EXCEEDS CONSUMPTION:

(1) If the electricity generated by the Customer-Generator exceeds the electricity supplied by IFP during the billing period the Customer-Generator:

(a) Shall be billed for the applicable non-energy charges for the billing period under the Customer's appropriate rate classification;
(b) Shall be financially credited for excess energy delivered to Idaho Falls Power during the billing period, at the rate adopted in ordinance for the corresponding period.

3. Renewable Energy Credits

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

VIII. ELECTRIC VEHICLE CHARGING STATION PROGRAM REQUIREMENTS

A. Electric Vehicle Level 2 Charging Station Installation

The following are CUSTOMER requirements for those who choose to participate in an IFP electric vehicle charging station lease:

1. Location

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

2. Installation

a) The CUSTOMER will be responsible to install the pedestal concrete pad base, conduit and wire, or conduit and wire for a wall mount location. See Attached Figures for the specification sheets for the pedestal installation. IFP is solely

responsible for the installation of the charging station on the CUSTOMER's premise. If a charging station is to be installed on premises, which is leased, rather than owned, CUSTOMER must receive all necessary consent from the premises owner for the installation of the Charging Station by the Customer and allow access for operation and maintenance by IFP.

b) Customer is responsible for acquiring all applicable permits and inspections for the construction and installation of the Station. In the event that an upgrade in electric service or wiring is required to support the stated load of the Station this will be the sole responsibility of the Customer.

c) The CUSTOMER is responsible for all costs (labor and materials) associated with the installation site preparation: trenching, conduit, cement pedestal base, wire, etc.

3. Maintenance and Repair

a) Standard Maintenance

(1) IFP will perform standard maintenance to the charging station to ensure it is in proper working condition throughout the term of the program. Maintenance includes cleaning the charging station connector, testing the charging voltage level, testing system functionality, and related minor work, as reasonably determined by IFP, to preserve the unimpaired function of the charging station.
(2) Customer will provide IFP access to the charging station and related equipment for maintenance between the hours of 7:00 a.m. and 7:00 p.m. local time on City business days. In the case of an emergency, Customer will allow IFP access, with notice, to the charging station and related equipment outside of normal maintenance times.

b) Equipment Damage

(1) Customer is responsible, at its sole cost and expense, for actions related to the repair and replacement of a negligently damaged charging station to include vandalism.
(2) The Customer agrees that the facilities in which the charging station is located will be kept clean and in good repair.
(3) Customer will maintain structural portions of the premises surrounding the Charging Station, including the pavement, foundation, roof structure, walls, columns, beams, parking areas, and all adjoining common areas, in good condition and repair.
(4) If temporary removal of the Charging Station is required in connection with the repair of the Charging Station or building structure, Customer will provide IFP five (5) business day's prior written notice or a shorter but reasonable period in the event of an emergency.

(5) Customer may interrupt electric service to a Charging Station to ensure safety or when needed to repair or maintain the premises. After completion of the repairs or maintenance, Customer will promptly restore the affected charging station and notify IFP.
(6) IFP will not be responsible for damages caused by operation of the Charging Station, including failure of equipment to operate as intended.
(7) IFP will not be held responsible for any damage to the Customer's property or electrical system due to negligent use of or vandalism to the Charging Station.

c) Continuity of service

(1) IFP will use reasonable diligence to supply constant electricity service to the charging station but does not guarantee the service against an irregularity or interruption.
(2) IFP may interrupt electric service to a Charging Station when necessary to maintain reliability of the electric distribution system, ensure safety, reduce peak demand, or to perform maintenance on the Charging Station or related equipment.
(3) IFP may install and operate additional meter(s), data monitoring equipment, or charge management devices which gather information regarding equipment usage.
(4) Such installation will be adjacent to or near the Charging Station but will not interfere with parking or pedestrian traffic paths on premises.

d) Labeling and signage

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

e) Charging Station Locations

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

IX. SMALL WIRELESS FACILITIES

A. Purpose.

1. To provide design standards for Small Wireless Facilities (SWFs) also known as small cell installations. These standards are intended for 4G and 5G equipment installed on Idaho Falls Power (IFP) infrastructure located in the City of Idaho Falls and located in City-owned or City-controlled rights-of-ways and easements, but are also applicable to similar technologies such as wi-fi networks.

2. The City of Idaho Falls (City) encourages the deployment of small cell wireless technology within the City for the benefit it provides the citizens of Idaho Falls including increased connectivity and reliable networks and services.

3. The City desires to add this infrastructure with minimal negative impact to the character and aesthetics of our community.

4. The City has a fiduciary duty to manage the public right-of-way (ROW) for the health, safety, and welfare of the public.

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

B. Definitions.

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

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

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

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

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

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

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

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

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

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

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

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

Local. Within the geographical boundaries of the City.

Location City approved and lawfully permitted location for the SWF.

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

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

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

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

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

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

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

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

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

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

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

C. Locations of Wireless Facilities and Related Ground Equipment.

1. Most Preferable Locations

a) Public Right-of-Way

b) Industrial Areas

c) Retail and Commercial areas

2. Less Preferable Locations

a) Historic, Design, and Downtown Districts

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

b) Municipal Parks

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

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

a) Residential Areas

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

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

4. Historic, Design, and Downtown Districts.

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

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

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

5. Historic Landmarks

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

6. Undergrounding Requirements

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

b) Areas may be designated from time to time by the City as Underground Requirement Areas in accordance with filed plats and or conversions of overhead to underground areas, as may be allowed by law.

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

7. Exceptions

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

D. Order of Preference for SWF Support Poles and attachments to existing facilities.

1. The preference is for all electronics except the antennae to be located in a ground mounted cabinet located behind existing walkways.

2. Existing non-decorative street light poles

3. Traffic signal structures when such installation will not interfere with the integrity of the SWF and will not interfere with the safety of the public.

4. New SWF poles located in non-residential areas at signalized intersections.

5. Ground Equipment should be minimal and the least intrusive alternative.

E. Guidelines on Placement

1. Generally, Network Provider shall construct and maintain SWF and SWF Support Poles in a Manner that does not:

a) Obstruct, impede, or hinder the usual travel or public safety on a public ROW;

b) Obstruct the legal use of a public ROW by other utility providers;

c) Violate nondiscriminatory applicable codes;

d) Violate or conflict with the City's publicly disclosed public ROW management policies or zoning ordinances;

e) Violate the ADA; or.

f) Violate City noise or nuisance ~~standards~~standards.

2. Licensing.

a) As defined in City Code, Idaho Falls Service Policy, City Design Criteria, and a Master License Agreement with each Network Provider or carrier.

b) All new equipment placed in the ROW shall require a ROW permit. This permit will ensure review of traffic and pedestrian safety and to review potential impacts from planned construction projects.

3. SWF facilities placement.

a) ROW. SWFs with related ground equipment shall be placed, as much as possible within two feet (2') at the outer edge of the ROW line to minimize any obstruction, impediment to the usual travel or public safety on a ROW.

b) Height above ground: SWF attachments to a pole shall be installed at least eight feet (8') above the ground, and if a SWF attachment is projecting toward the street, the attachment shall be installed no less than sixteen feet (16') above the ground.

c) SWF Spacing: SWFs shall be no closer to another SWF than a minimum of three hundred feet (300'), unless by Conditional Use Permit.

d) Installations on Traffic Signals: Installation on traffic signal structures must:

(1) Be encased in a separate conduit than the traffic light electronics,
(2) Have a separate electric power connection than the structure,
(3) Have a separate access point than the structure, and
(4) Be clear of any current or potential attachment of traffic control devices (signal and signs) and ancillary devices (detection, preemption, surveillance, etc.) and not constitute a violation of the Manual on Uniform Traffic Control Devices (MUTCD).
(5) SWFs will not be allowed on any ~~sign post~~signpost located in the ROW.

4. New SWF Support Poles.

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

X. JOINT USE ATTACHMENT CONSTRUCTION STANDARDS AND POLICY

A. Purpose.

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

B. Application Procedures

1. Any communication provider (“Provider”) desiring to attach to IFP poles must first have an executed Joint Use Agreement with IFP.

2. Prior to any attachment to IFP poles, Providers desiring joint use must turn in an application to IFP. No attachments to any of IFP poles shall occur until IFP has approved a Permit for such attachments.

3. Permits are required for any overlashing. Provider, Provider’s affiliates, or other third party as applicable shall pay any necessary make-ready work costs to accommodate such overlashing.

C. Make-Ready Work

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

2. The Provider will be required to pay for all make-ready work. This payment may be required in advance of any IFP work.

D. Pole Attachment Standards

1. All pole attachments shall be made in accordance with the most current version of the following standards, as applicable:

a) National Electric Safety Code (“NESC”)

b) National Electrical Code (“NEC’)

c) Regulations of the Occupational Safety and Health Administration (“OSHA”).

d) Service Policy Figures 18-23.

E. Position and space

1. The top communication position on all IFP poles is reserved for City of Idaho Falls, IFP, and IFF communication equipment, solely as determined by IFP.

2. A position generally consists of twelve inches (12”) of pole space.

3. Providers are permitted no more than one (1) attachment per pole without express written IFP approval.

4. A communication cross arm may be installed when vertical space on the pole is or may be limited, solely as determined by IFP. A communication cross arm is recommended when there are three (3) or more communication lines attached to a pole or as vertical clearance from ground would reasonably require.

F. Clearances

1. Minimum separation between electric service drops and communication service drops shall be twelve inches (12”), per NESC 235C1b (exception 3).

2. Minimum mid-span vertical separation between communication cables shall be six inches (6”).

G. Vertical Risers

Unless otherwise directed by IFP, all risers, including those providing 120/240 volt power for communications equipment enclosure, shall be placed on the quarter faces of the pole and must be installed in sealed conduit on stand-off brackets. A two-inch (2”) clearance in any direction from cable, bolts, clamps, metal supports, and other equipment shall be maintained.

H. Climbing Space

A clear climbing space must be maintained at all times on the face of the pole. All attachments must be placed to allow and maintain a clear and proper climbing space on the face of IFP’s poles. Communication cable/wire attachments shall be placed on the same side of the pole as those of other attaching entities.

I. Anchors and Down Guys

1. No attachment may be installed on an IFP pole until all required guys and anchors are installed. No attachment may be modified, added to, or relocated in such a way as is likely to materially increase the stress or loading on IFP poles until all required guys and anchors are installed. Placing pulling strain on IFP poles prior to supporting the pole is cause to immediately stop work.

2. Providers shall be responsible for procuring and installing all anchors and guy wires to support the additional stress placed on IFP poles joint use facilities attachments. Anchors shall be guyed adequately. Anchors and guy wires shall be installed on each IFP pole where an angle or a dead-end occurs with guy attachments to poles at or below its cable/wire attachment.

3. Providers shall not attach guy wires to the anchors of IFP or any third-party user without the anchor owner’s specific prior written consent.

4. Any down guys, if needed, shall be bonded, to the vertical ground wires of IFP’s pole where a ground wire is available.

J. Service Drops

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

K. Tagging

1. All communications cables shall be identified with a band-type cable tag or other identification acceptable to IFP at each attachment within twelve inches (12”) of the pole. The tag shall be consistent with industry standards, and shall include, at

minimum, the following: cable owners name, which can be read by observation from the ground.

L. Pole Removal

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

M. Nonfunctional Attachments

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

XI. APPENDICES

A. Transfer of power service FAQ's

High Density Load Service - FAQ's

(Crypto currency mining and Data Centers)

Frequently Asked Questions regarding Idaho Falls Power (IFP) and High Density Loads (HDL). The most common HDL loads are crypto mining operations but can also include traditional data centers.

1. What is the cost of energy?

For loads of under 1 mw, IFP has an HDL rate which can be found at: https://www.ifpower.org/accounts-and-services/rates-and-policies

2. What if my load is greater than 1 mw?

For all new loads of greater than 1 mw, the rate will be negotiated and will require City Council approval. Generally, this rate will be based on the market price for power, plus the cost to deliver the energy to your site. For current market power prices, the EIA does have the historical market prices at Mid-c and Palo Verde on their web page at, https://www.eia.gov/electricity/wholesale/.

3. What if my load is greater than 10 mw?

For loads over 10 mw there are significant contractual and transmission issues. If you are interested in pursuing loads above the 10 mw we would anticipate several years of power supply contract negotiations and transmission service studies and very possible additional years for transmission construction.

4. What is the cost to install a service?

IFP price for new and upgraded services is per our Service Policy available on our website. In general IFP will provide a cost to install any required equipment and upgrades to existing equipment and this must be paid prior to scheduling any jobs. Further, if extensive studies are required, IFP reserves the right require prepayment of estimated labor engineering work.

5. Where are some good sites for an HDL?

IFP does not have the time, resources, or expertise to locate sites for commercial businesses. Before we can provide any significant assistance to a customer seeking to locate an HDL in our service territory, we need a specific location and a desired peak load amount. If an excessive number of locations are desired to be researched, IFP reserves the right require prepayment of estimated labor engineering work.

6. Where can I get service from IFP?

IFP is a division of the City of Idaho Falls and serves only inside the city limits of Idaho Falls. These boundaries can be found at: https://www.idahofallsidaho.gov/332/Maps.

6/27/2022

A.

Transfer of power service from Rocky Mountain Power to Idaho Falls Power – FAQ's

Frequently asked questions regarding transfer of service or the removal of Rocky Mountain Power owned assets.

1. *My property has been annexed into the City and I would like to change power service provider to Idaho Falls Power. Who should I contact?*

You can initiate the request by calling the Idaho Falls Power Customer Service Manager, Wid Ritchie at 208-612-8143 writchie@ifpower.org , or the Idaho Falls Power Compliance Manager Richard Malloy at 208-612-8428 rmalloy@ifpower.org .

2. *Is there a cost to me to transfer the service?*

Idaho Falls Power pays for all the infrastructure costs, such as poles, wire, and transformers, up to the meter point. There is a revenue portion that amounts to 167% of the previous year's total bills. This cost is shared 50/50 with the customer and Idaho Falls Power. Idaho Falls Power will amortize the cost over a three - five year period as a location surcharge on the monthly utility bill. Typically, because Idaho Falls Power rates are significantly less than Rocky Mountain Power, the customer does not see an increase in the cost of their monthly bill. After the customer's location surcharge is paid, the surcharge automatically drops off.

3. *Can I voice my opinion on a buyout?*

Yes. Before approval the IPUC will hold a public hearing for all public comments.

4 *How long does it take to transfer service from Rocky Mountain Power to Idaho Falls Power?*

Typically, it is has taken from five months to a year to complete the transfer of service and associated assets.

5. *Why does it take so long to transfer service?*

There are several steps that need to occur to complete the transfer; agreement between the utilities, an accounting of the cost of the assets, calculation of the revenue cost and Idaho Public Utilities Commission for approval. In our experience the most significant drivers of the schedule are the time required for Rocky Mountain Power's process and the Public Utilities Commission approval.

6. *Can Idaho Falls Power expedite the transfer?*

No. Idaho Falls Power can only forward the request to Rocky Mountain Power to initiate the transfer and Idaho Falls Power has no control over the PUC's schedule.

7. *I'm a developer and need to have Rocky Mountain Power assets removed from the property. Can I remove them?*

No. The asset exchange must be completed before any assets such as poles, transformers, conductor (wire), ect. can be taken out of service or removed.

8. *Is there someone I can contact if the transfer length of time is negatively impacting me or my business?*

Yes, you can call the Idaho Public Utilities Commission in Boise at the following address. As a part of the Idaho State government, their primary function is to serve power customer interests in the state of Idaho and as such they are receptive to customer concerns.

By written letter to:

P.O. Box 83720 Boise, ID 83720-0074
11331 W. Chinden Blvd. Building 8, Suite 201-A
Boise, ID 83714
Phone: 208.334.0300
Toll Free: 1-800-432-0369
Fax: 208.334.3762

Call or email to:

Stephen Goodson – Policy Analyst
208-344-0323 Stephen.goodson@puc.idaho.gov

Online form –https//puc.idaho.gov/Form/ConsumerAssistance
208-334-0369 or 1-800-432-0369

B.

~~D.~~ High Density Load Service (Crypto currency mining) FAQ's

B.

Transfer of power service from Rocky Mountain Power to Idaho Falls Power – FAQ's

Frequently asked questions regarding transfer of service or the removal of Rocky Mountain Power owned assets.

1. *My property has been annexed into the City and I would like to change power service provider to Idaho Falls Power. Who should I contact?*

You can initiate the request by calling the Idaho Falls Power Customer Service Manager, Wid Ritchie at 208-612-8143 writchie@ifpower.org , or the Idaho Falls Power Compliance Manager Richard Malloy at 208-612-8428 rmalloy@ifpower.org .

2. *Is there a cost to me to transfer the service?*

Idaho Falls Power pays for all the infrastructure costs, such as poles, wire, and transformers, up to the meter point. There is a revenue portion that amounts to 167% of the previous year's total bills. This cost is shared 50/50 with the customer and Idaho Falls Power. Idaho Falls Power will amortize the cost over a three - five year period as a location surcharge on the monthly utility bill. Typically, because Idaho Falls Power rates are significantly less than Rocky Mountain Power, the customer does not see an increase in the cost of their monthly bill. After the customer's location surcharge is paid, the surcharge automatically drops off.

3. *Can I voice my opinion on a buyout?*

Yes. Before approval the IPUC will hold a public hearing for all public comments.

4 *How long does it take to transfer service from Rocky Mountain Power to Idaho Falls Power?*

Typically, it is has taken from five months to a year to complete the transfer of service and associated assets.

5. *Why does it take so long to transfer service?*

There are several steps that need to occur to complete the transfer; agreement between the utilities, an accounting of the cost of the assets, calculation of the revenue cost and Idaho Public Utilities Commission for approval. In our experience the most significant drivers of the schedule are the time required for Rocky Mountain Power's process and the Public Utilities Commission approval.

6. *Can Idaho Falls Power expedite the transfer?*

No. Idaho Falls Power can only forward the request to Rocky Mountain Power to initiate the transfer and Idaho Falls Power has no control over the PUC's schedule.

7. *I'm a developer and need to have Rocky Mountain Power assets removed from the property. Can I remove them?*

No. The asset exchange must be completed before any assets such as poles, transformers, conductor (wire), ect. can be taken out of service or removed.

8. *Is there someone I can contact if the transfer length of time is negatively impacting me or my business?*

Yes, you can call the Idaho Public Utilities Commission in Boise at the following address. As a part of the Idaho State government, their primary function is to serve power customer interests in the state of Idaho and as such they are receptive to customer concerns.

By written letter to:

P.O. Box 83720 Boise, ID 83720-0074
11331 W. Chinden Blvd. Building 8, Suite 201-A
Boise, ID 83714
Phone: 208.334.0300
Toll Free: 1-800-432-0369
Fax: 208.334.3762

Call or email to:

Stephen Goodson – Policy Analyst
208-344-0323 Stephen.goodson@puc.idaho.gov

Online form –https//puc.idaho.gov/Form/ConsumerAssistance
208-334-0369 or 1-800-432-0369

Formatted: Normal, Indent: Left: 0"

High Density Load Service - FAQ's

(Crypto currency mining and Data Centers)

Frequently Asked Questions regarding Idaho Falls Power (IFP) and High Density Loads (HDL). The most common HDL loads are crypto mining operations but can also include traditional data centers.

1. **What is the cost of energy?**

For loads of under 1 mw, IFP has an HDL rate which can be found at:
https://www.ifpower.org/accounts-and-services/rates-and-policies

2. **What if my load is greater than 1 mw?**

For all new loads of greater than 1 mw, the rate will be negotiated and will require City Council approval. Generally, this rate will be based on the market price for power, plus the cost to deliver the energy to your site. For current market power prices, the EIA does have the historical market prices at Mid-c and Palo Verde on their web page at, https://www.eia.gov/electricity/wholesale/.

3. **What if my load is greater than 10 mw?**

7. What if we wanted to set up individual meters all under 1mw? Would that exempt us from the negotiated rate?

For reviewing the load size IFP will consider all the usage at a specific site or for a specific customer to be one load, irrespective of the number of meters. This includes multiple corporations under one parent or common ownership.

8. What if I start with a load under 1 mw and want the flexibility to expand in the future?

The customer is responsible for the costs of any needed upgrades to IFP's infrastructure when that upgrade is caused by increased energy usage by the customer. Further, a contract and negotiated rate will be required if a customer's loads increase above 1 mw.

9. Will my HDL service be subject to disconnection?

The negotiated agreement will set out the terms and conditions under which IFP and the customer will use HDL's for load management and demand response. Also, while at IFP we pride ourselves on our level of high reliability we do not guarantee uninterrupted service. Further, if were ever required to reduce loads we would prioritize critical loads such as medical facilities and first responder facilities.

10. What voltages does IFP provide power at?

IFP can provide power at the secondary voltages of 480/277 or 208/120. Or IFP can provide a power at the primary voltage of 12.5kv and the customer would provide the required transformers. More details on IFP service can be found in our Service Policy at: https://www.ifpower.org/accounts-and-services/rates-and-policies.

6/27/2022

Formatted: Indent: Left: 0.38"

Service Policy Figure Index:

1. 3 PHASE TRANSFORMER PAD
2. 3 PHASE TRANSFORMER PAD (SMALL)
3. 3 PHASE TRANSFORMER PAD (LARGE)
4. SINGLE PHASE TRANSFORMER BASE (GROUND SLEEVE)
5. 3 PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)
6. SINGLE PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)
7. SECONDARY SERVICE PEDESTAL BASE (GROUND SLEEVE)
8. TYPICAL BELL END INSTALLATION DIAGRAM
9. JOINT UTILITY TRENCH
10. LIGHT POLE FOUNDATION DETAIL
11. TYPICAL RESIDENTIAL UNDERGROUND SERVICE
12. TYPICAL RESIDENTIAL OVERHEAD SERVICE
13. ELECTRICAL SERVICE REQUIREMENTS
14. FREE STANDING METER PANEL (POST MOUNTED – 1Ø)
15. FREE STANDING CT METER (POST MOUNTED – 1Ø OR 3Ø)
16. CT CABINET WITH GROUND SLEEVE (801 – 4000 AMPS)
17. RISER DETAIL
18. OVERHEAD CLEARANCES
19. OPERATION AND CUSTOMER CLEARANCES
20. APPLICATION GUIDE FOR 2017 NESC TABLE 232-1
21. APPLICATION GUIDE FOR 2017 NESC
22. GROUND CLEARANCES 2017 NESC
23. COMMUNICATION CABLE CLEARANCES
24. BOLLARD DETAIL
25. ELECTRIC VEHICLE PEDESTAL FOUNDATION PAD
26. ~~ELECTRIC VEHICLE CHARGER ASSEMBLY INSTRUCTIONS~~COMMERCIAL LIGHTING CONTROL PANEL & FOUNDATION
27. ~~ELECTRIC VEHICLE CHARGER MOUNTING INSTRUCTIONS~~COMMERCIAL LIGHTING AND DIAGRAM
28. WIRELESS ANTENNA STEEL STREET LIGHT (PADMOUNTED EQUIPMENT)
29. WIRELESS ANTENNA (STEEL MONO POLE)
30. 7’ X 12’ VAULT
31. 7’ X 12’ VAULT LID
32. FIBER / POWER SECONDARY TRENCH
33. FIBER / WALL MOUNT EXAMPLES



SERVICE POLICY

Effective 2024

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

Changes new to this edition:

1. Conduits III.C.5. - Addition of language to provide line crews opportunity to perform a continuity check on secondary conductors prior to termination in new construction on multiple meter installations. (pg. 19)

2. Service Requirements II.H.1.a.2.-Included specific materials to supplied by contractor when installing three or more street lights. (pg. 13)

3. Location of Meters V.C.3. specified installation of CT cabinet shall have the hinge side of door opposite the meter to prevent damage to the meter by the door. (pg. 24)

4. Commercial metering requirements V.E.2. Splice cabinet lug requirements. (pg. 25)

5. General Metering Requirements V.A.11. IFP will no longer allow 120V two wire services. (pg. 24)

6. General Service Requirements II.A.10. Specified attachment of secondary to a weatherhead on 2" rigid conduit and disallow the use of house knobs. (pg. 9)

7. Trench and Conduit III.A.3. Added IFP design staff may require the use of fiber glass elbows. (pg. 17)

8. Trench and Conduit III.A.2. General Requirements- Added request for contractors to work with IFP in installing future use conduit for EV charging. (pg.17)

9. Added clarification to figures 1-3, 10, 12, 16, and 33.

10. Consolidated Figures 25-27 to just Figure 25 (EV level 2 charger).

11. Added commercial lighting panel details as Figures 26-27.

Table of Contents

I. DEFINITIONS: 6
II. SERVICE REQUIREMENTS 8
A. General Service Requirements: 8
B. Commercial Service Requirements 9
C. Commercial Service Requirements for Operation 10
D. Residential Service Requirements 10
E. Multi-Family Service Requirements 12
F. Construction and Temporary Service 12
G. Requesting Changes to Existing Services (service upgrades) 13
H. Illumination of Public Rights-of-Ways 13
I. Required Conductor Clearances 14
J. Fault Current Calculations 14
K. Motor Starting 14
III. TRENCH AND CONDUIT 17
A. General Requirements 17
B. Primary Conduit 18
C. Secondary Conduits 19
D. Fiber Conduits 21
IV. PADMOUNT EQUIPMENT REQUIREMENTS 21
A. Single-Phase Transformers 21
B. Three-Phase Transformers 22
C. Sectionalizing Cabinets, Ground Sleeves, Secondary Pedestals, and Fiber Boxes 22
D. Modifying Exterior Appearance of Equipment 22
V. GENERAL METERING REQUIREMENTS 23
A. Location of and restricted Meters 23
B. Meter/Point of Service Disconnect 24
C. Determining Self-Contained or CT Metering 24
D. Residential Metering Requirements 24
E. Commercial Metering Requirements 25
F. Meter Bases 27

G. Removal of Meters 28
H. Meter Identification 28
I. Master Metering 29
VI. SECURITY LIGHTING 29
A. Program Requirements 29
VII. CUSTOMER GENERATION 30
A. Generation Facility Design and Installation Requirements 30
B. Generation Facility Design Specifications: 30
C. Generation Facility Net-Metering and Power Purchases 33
VIII. ELECTRIC VEHICLE CHARGING STATION PROGRAM REQUIREMENTS 34
A. Electric Vehicle Level 2 Charging Station Installation 34
IX. SMALL WIRELESS FACILITIES 36
A. Purpose. 36
B. Definitions. 37
C. Locations of Wireless Facilities and Related Ground Equipment. 38
D. Order of Preference for SWF Support Poles and attachments to existing facilities. 40
E. Guidelines on Placement 40
X. JOINT USE ATTACHMENT CONSTRUCTION STANDARDS AND POLICY 41
A. Purpose. 41
B. Application Procedures 41
C. Make-Ready Work 42
D. Pole Attachment Standards 42
E. Position and space 42
F. Clearances 42
G. Vertical Risers 42
H. Climbing Space 43
I. Anchors and Down Guys 43
J. Service Drops 43
K. Tagging 43
L. Pole Removal 43
M. Nonfunctional Attachments 43
XI. APPENDICES 45

A. Transfer of power service FAQ's 45
High Density Load Service (Crypto currency mining) FAQ's 46
B. 46

I. DEFINITIONS:

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

CITY: City of Idaho Falls, Idaho.

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

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

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

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

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

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

ISPWC: Idaho Standards for Public Works Construction

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

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

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

MOBILE HOME PARK: Development that has three or more stand-alone residential units built on parcel(s) under common ownership, wired to HUD standards, and typically mobile homes where each unit has a self-supported meter base, or that is master metered.

NEMA: National Electrical Manufacturers Association, organization that develops standards for electrical equipment.

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

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

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

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

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

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

SELF-CONTAINED METER: A non-instrumented single-phase meter under four hundred (400) amps (class 320) or a three- (3) phase meter under two hundred (200) amps.

II. SERVICE REQUIREMENTS

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

A. General Service Requirements:

1. A Customer desiring new electric service from IFP must first secure a building permit from the City Building Department. For all three-phase and commercial projects, it is required that the Customer coordinate service plans directly with IFP prior to seeking a building permit. The Customer shall provide a completed transformer load sheet and information necessary for IFP to provide electrical service, including but not necessarily limited to: preferred service location (overhead or underground service), single-phase or three-phase service, total connected load, electric heat and air conditioning load, required voltage, and the number and size of motors with ratings greater than ten (10) horsepower.

2. The International Building Code and International Residential Code determines if a building is commercial verses residential for the purpose of construction and maintenance of the electric infrastructure. Power consumption charges and line extension fees are based on the occupancy type and are listed in The Fee Schedule Established by City Council Resolution.

3. The Customer is solely responsible for the selection, installation, and maintenance of all electrical equipment and wiring, on the load side of the point of delivery (other than IFP's meters and apparatus). The Customer shall be responsible to provide adequate protective measures for all electric motor installations.

4. The Customer shall be responsible to install and maintain surge suppressors, auxiliary power units or other protective devices for the protection of computers, computer software and programming, televisions, or other equipment sensitive to voltage spikes, surges, sags, transients, noise interruptions or outages.

5. The Customer shall install and maintain all suitable protective devices and equipment to protect the Customer, life and/or property, from harm or injury from electric current because IFP shall assume no duty to warn or to otherwise assist the Customer in the selection of or use of electrical appliances, tools, equipment, or facilities.

6. Whenever a Customer's equipment has characteristics which causes interference (e.g., harmonics, transients, waveform distortions, fluctuations, etc.) with IFP's service to other Customers, the Customer causing the interference shall make changes in such equipment or provide, at Customer's expense, additional equipment to

eliminate the interference. Power quality of the Customer shall meet the IEEE 519 standard, ANSI C84.1 standard, and City Code 8-5-26.

7. Padmounted equipment (including ground sleeves / pedestals, etc.) shall not be provided or set until curb and gutter have been installed. Approval from IFP is required prior to any deviation from this requirement.

8. IFP's required easements for the electric and fiber lines shall be identified and designated prior to construction. In general, easements for electric and fiber service shall be twelve feet (12') in width. Along rights-of-way (ROW) easements shall be a minimum of fifteen feet (15'). Proposed easement width may vary depending on road classifications and IFP future planning needs.

9. New utility easements of less than twelve feet (12') in width require prior approval from IFP design staff. It is the Customer's responsibility to have IFP's designated easements surveyed and dedicated to the CITY.

10. All new overhead services shall attach to a weather head mounted on 2" rigid conduit. House knobs will no longer be allowed for use.

B. Commercial Service Requirements

1. Commercial services are defined as Non-residential and Multi-Family Housing that has three or more units attached with a meter pack (see International Building Code). Exceptions on case-by-case basis shall be coordinated by IFP and Building Department.

2. Prior to design, every commercial and industrial Customer shall provide the following information to IFP:

a) A plot plan indicating the preferred service entrance location.

b) If previously recorded public utility easements or are not available, provide easements to IFP for underground power cable, as indicated on the marked-up plot plan described above. If the indicated easement locations present problems, the Contractor is responsible to obtain permission for a different routing from IFP.

c) Proposed transformer location (final determination will be made by IFP)

d) A completed transformer load sheet (attached to review sheet or by pdf from IFP design)

e) All electrical requirements including number of phases, voltage, connected single-phase and three-phase loads. Determine location of loads, approximate size of loads and possible future load needs. All three-phase underground installations shall be served with Y connected secondary only (i.e. 120/208 or 277/480).

f) No service work, cable pulls, or connects will be made unless the site address is posted in a conspicuous place.

3. Determine location of service entrance, approximate size of loads, and an estimate of future electric loads

4. Provide a meter base, standard power riser, weather head, and/or suitably anchored attachment point to allow connection to IFP's designated service tap point. Install IFP provided CTs.

5. Provide necessary easements to connect the Customer to IFP's designated interconnection point. Easements are required for primary conductor only, except in rare cases where an easement for overhead secondary conductor may be necessary (because it crosses property boundaries).

6. IFP will then provide the meter and current transformers and aerial overhead conductor. Note that no Customer owned equipment will be permitted on IFP's poles.

7. Contractor / Customer is required to provide and install all secondary conductor and to ensure adequate coil at each end for IFP to terminate.

C. Commercial Service Requirements for Operation

1. The Customer is solely responsible for the selection, installation, and maintenance of all electrical equipment and wiring, on the load side of the point of delivery (other than IFP’s meters and apparatus). The Customer shall be responsible to provide adequate protective measures for all electric motor installations.

2. The Customer shall be responsible to install and maintain surge suppressors, auxiliary power units or other protective devices for the protection of computers, computer software and programming, televisions, or other equipment sensitive to voltage spikes, surges, sags, transients, noise interruptions or outages.

3. The Customer shall install and maintain all suitable protective devices and equipment to protect the Customer, life and/or property, from harm or injury from electric current because IFP shall assume no duty to warn or to otherwise assist the Customer in the selection of or use of electrical appliances, tools, equipment, or facilities. Whenever a Customer’s equipment has characteristics which causes interference (e.g., harmonics, transients, waveform distortions, fluctuations, etc.) with IFP’s service to other Customers, the Customer causing the interference shall make changes in such equipment or provide, at Customer’s expense, additional equipment to eliminate the interference. Power quality of the Customer shall meet the IEEE 519 standard, ANSI C84.1 standard, and City Code 8-5-26.

D. Residential Service Requirements

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

2. Line extension fees will be established by Resolution of the City Council. Additional clarification for infill lots are as follows:

a) Infill lots that were planned with services and that have adequate IFP infrastructure are not subject to the per lot fee or other line extension fees. If it is determined that the infrastructure needs upgraded to serve than this will be billed as an extra line extension fee.

b) Infill lots that were not planned as a residential lot are subject to the per lot fee.

c) Infill lots that have no IFP power infrastructure fronting or adjacent to the property are subject to the per lot fee plus all other applicable line extension fees to provide power to the property as determined by IFP.

3. New underground residential electric systems shall be installed in front lot locations and shall be determined by IFP. See Section III for trenching and conduit requirements.

4. Service Entrance and Meter Base:

5. The meter shall be located within five feet (5') of the nearest front corner of the house to the existing transformer or pedestal. Conduit is to have a maximum of 360° degree of bends. Services shall conform to Attached Figures of this Policy. Meter location requirements herein are to be used only as a guide and shall not be considered complete with respect to all possible service configurations or special extenuating circumstances. Any deviation of meter placement must have prior, written approval from IFP. The centerline of the meter should be five feet six inches (5'6") above the finished grade or walkway. If structural details prevent this, the centerline height shall be not less than four feet (4') or more than six feet (6').Power Cables:

a) IFP will provide and install the necessary primary cable. IFP will provide and install the necessary secondary cable for services up to three hundred (300) amps.

b) The cables will be installed in the Contractor provided conduit to connect the Contractors' service point to the City's pad-mounted transformer or pedestal. The Contractor is required to establish a final grade compacted to a minimum of ninety-five percent (95%) of maximum density at each transformer and service pedestal on location large enough for placement of IFP's transformer pad and/or pedestal. See Attached Figures of this Policy. The Contractor should coordinate work with IFP.

c) The Contractor's service entrance equipment must be in place and approved by the electrical inspector before final hookup. Installed conduit shall be inspected by IFP to ensure proper conduit depth and installation. Cable will not be installed until the trench has been backfilled.

6. High Voltage Transformers and Sectionalizing Cabinets:

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

b) Additionally, overhead service wire length has a maximum length of one hundred twenty-five feet (125').

E. Multi-Family Service Requirements

1. Conduits and conductors used to service the building will be determined by IFP for Residential only (up to two units with a meter pack). For Commercial applications (three units or more with a meter pack) conduits and conductors will be determined and provided by the Contractor/Customer. See Section III for trenching and conduit requirements. Secondary conductor(s) will be terminated at one (1) point Customer's premises (i.e., main breaker, disconnect or similar tap point). IFP's conductor(s) shall not be used as a bus in gutters, etc.

2. A Contractor / Developer can install a meter pack as an alternative to individual meters on individual walls. Conduits and conductors can penetrate the firewall on Single Family Attached dwellings (see building regulations and coordinate with Building Department). Easements and agreements will need to be in place between each Property Owner / Homeowner's association. Contractor / Owner shall communicate to IFP the type of construction when requesting approval.

3. Line extension fees are based on occupancy and will be established by Council Resolution. Multi-Family Housing line extension fees are only applicable when there is a meter pack of three (3) or more units.

F. Construction and Temporary Service

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

2. Examples of temporary facilities include a construction trailer or Christmas tree lot, which would require a line extension and/or transformer. Temporary power

service shall be limited to three (3) months post completion for construction projects or to one (1) year of continuous service for non-construction services.

3. The Contractor or Customer must provide service pole and meter base, and have it approved by the City's electrical inspector. The service pole cannot be more than one hundred twenty-five feet (125') from the designated IFP interconnection point. The service pole shall be tall enough to allow for appropriate traffic clearance and be strong enough to support the service conductors.

G. Requesting Changes to Existing Services (service upgrades)

1. Any Customer may request a change to an existing service, including upgrades, expansion, extension, or relocation. Customers requesting change in existing service shall pay labor and materials costs associated with the service change. All payments will be made in advance of the change in service. Residential service upgrades must comport to City Code 10-3-5(Z)(8) for zoning. Primarily, the use of utilities shall not be beyond that reasonably used for residential services e.g., cryptocurrency mining would not be considered a residential use.

2. The Contractor or Customer shall be responsible for costs incurred by IFP for the repair of any of its facilities damaged by the Contractor or Customer or a third party working on behalf of the Contractor or Customer. IFP will provide information and services in advance of maintenance or construction activities (such as dropping and reconnecting overhead service lines for tree trimming) at no charge, if scheduled during regular business hours.

H. Illumination of Public Rights-of-Ways

1. It shall be the Customer or Contractor's responsibility to provide illumination (streetlights) along or within the public rights-of-way contained within a new development.

a) IFP will coordinate with the Developer regarding design and construction responsibilities for lighting.

(1) When determined by IFP, Contractor to utilize flood seals and compact compression connector Burndy YPC2A8U bg die or w-bg die; or approved equal for all connector taps.
(2) When determined by IFP, Contractor shall provide a lighting control panel, conduit, #10 CU THHN conductor (red-black-white-green), flood seal connectors in J-box when installing three or more streetlights in (ROW). (See Figures 26-27)

2. All new light pole foundations and lighting conduits shall be constructed by the Contractor in accordance with current Service Policy Figure 10, ISPWC (Idaho Standards for Public Works Construction), and City of Idaho Falls standard specifications. IFP will furnish to the Contractor a bolt hole template (pending

availability), anchor bolts, nuts, washers, grounding butt plate, and ground wire needed for the installation of the light poles. Contractor may utilize a precast light pole base as long as it matches all specifications.

a) The Customer shall purchase or construct a concrete light pole base per current IFP specifications in the location indicated on the IFP Contractor Map. The final light pole location will be determined by IFP. If the Customer chooses to pour in place the pole base, IFP must be contacted for inspection of pole base prior to the base being poured. Light Pole base shall conform to Attached Figures of this Policy. A light pole will not be installed on the pole foundation until it has cured a minimum of seven (7) days. When the temperature is forty (40º) degrees or lower the pole foundation shall be covered with an insulated tarp.

3. Contractor to ensure adequate backfill at proposed light pole bases and utilize ¾" gravel to maximize compaction.

4. IFP will install poles and luminaires along or within the public rights-of-way with the cost of materials paid by the Contractor prior to installation, except in the commercial applications described above.

I. Required Conductor Clearances

1. See Service Policy Figures for required clearances of overhead power lines to driveways, parking lots, alleys, areas of farm and construction equipment, pedestrian traffic, vehicular traffic, railroads, water ways, and other miscellaneous clearance exhibits. If the clearance is not shown, please contact IFP staff. Note all clearances are derived from the NESC.

2. Contact IFP at (208) 612-8430 for permits, inspections, authorizations, and clearances not addressed in this Policy.

J. Fault Current Calculations

1. The NEC requires that new service entrance equipment is rated to interrupt the available fault current. To assist customers, IFP is providing the tables below showing a calculated maximum potential secondary fault current (Isc) and the information necessary to allow the calculations of the maximum fault current for most applications.

2. The tables are built with the following assumptions:

a) The tables do not use an infinite buss but the maximum primary fault current of IFP's system which is 8000 amps.

b) The tables were developed with a minimal 15 feet of secondary conductor (wire) is installed from the transformer. For a more accurate calculation the customer can use the actual length of conductor and actual conductor size. Calculating tools such as Eaton Bussmann's FC^2 application can be used.

K. Motor Starting

1. Motor starts may cause unacceptable disturbances to IFP's distribution and transmission systems or the service of other customers. It will be the CUSTOMERs responsibility to correct such disturbances including but not limited to installing a motor start device i.e., reduced-voltage or soft-start motor controls or variable frequency drives (VFD), or modifications to IFP's facilities at the CUSTOMER's expense, in compliance with current local laws, ordinances, and state tariffs.

2. Upon the CUSTOMER's request, IFP will furnish permitted starting currents that are based on frequency of starts and time of day the motors will be started and impedance of the distributions system.

3. IFP may limit the maximum size and type of any motor that may be operated at any specific location on its system.

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

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

III. TRENCH AND CONDUIT

A. General Requirements

1. Please contact the applicable IFP Design staff as noted on the approval drawings or through the main IFP engineering office at (208) 612-8430 prior to starting any trench and conduit work.

2. All conduit installed by or for IFP/IFF shall be for the exclusive use of IFP/IFF. Builder/contractors are required to coordinate with Idaho Falls Power regarding future use conduit associated with Electric Vehicle charging infrastructure.

3. IFP requires all IFP-owned conductor to be in conduit. The Customer shall provide and install all conduits as required from the IFP identified interconnection location through new or existing easements to the Customer's transformer pad as set out in Section 2.A.1 of this Policy. In the event it is necessary for IFP to loop feed through the Customer's property, the Customer may be required to open an additional trench to place conduit from the transformer to an exit point from the Customer's property. The Customer may also be required to provide easements for the trench. All electric conduits shall be PVC Schedule 40 (see note 3 and 4 for exceptions). All elbows shall be PVC Schedule 40 large radius sweep (36") or as otherwise specified by IFP (see note 3 and 4 for exceptions). At the discretion of IFP design staff, fiber glass elbow may be required. RGS elbows and conduit must be used at riser poles or where conduit will be exposed out of the ground. Conduits must be capped and labeled to identify routing. Conduit must be marked per IFP standards e.g., standard 2-in. x 4-in. piece of wood, rebar, tracer wire, etc. No conduit run shall have more than 360 degrees of bends. Maximum lengths of conduit runs shall be determined by IFP. Conduit shall only be bent with approved methods (i.e., blanket warmer or rigid conduit bender). No torches allowed.

4. 2" HDPE SDR 13.5 continuous duct can be utilized by the Contractor instead of 2 ½" PVC Schedule 40 as specified on the Contractor Map for proposed 1/0 single phase primary conductor. Conduit to be red in color or black with red stripes (red conduit preferred). If possible, HDPE to be ordered with "IFP" stamped on conduit. The HDPE can be turned up inside of ground sleeves and secondary pedestals or Contractor may transition to 2" PVC Schedule 40 large radius sweep (36") with Perma-Guard/UL fittings by Arnco Shur-Lock II or approved equal by IFP.

5. On all conduit runs of 75 feet or greater and all services from the meter base to the transformer / secondary pedestal; the contractor will install 2500 lb. "mule tape". When available, and only if requested, IFP will provide used mule tape.

6. Contractor will install pull string for fiber optic conduit runs (future use conduit). Developer / Contractor shall provide all construction staking and layout of new electrical facilities per design.

7. All conduit, including bell ends, shall be supplied and installed by the Contractor. Bell ends shall be installed at transformers, secondary pedestals, sectionalizing cabinets, and light pole locations. See attached Figures of this Policy for installation guidelines. Conduits must be capped and labeled to identify routing.

B. Primary Conduit

1. The minimum power trench shall have a minimum depth of fifty-four inches (54”) and maximum depth of sixty inches (60”) below finish grade (Conduit to be installed 48” below finish grade). Including 6” of sand bedding below and above top of conduits. See below for bedding requirements. Minimum trench width shall be twenty-four inches (24"), unless otherwise noted. Before final backfill, IFP shall be notified when the conduit is in place. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trench to be backfilled within two weeks of IFP conduit installation. Failure to obtain an inspection prior to backfill may result in the re-excavation of the trench.

2. Minimum primary conduit depth can be reduced to eighteen inches (18") of cover below final grade through basalt or other rock upon prior approval of IFP. Rigid galvanized steel (RGS) conduit shall be provided and installed by the Contractor where trench depth is less than forty-eight inches (48"). IFP will specify the conduit size.

3. IFP will specify the conduit size. Contact applicable IFP staff upon completion of pulling a mandrel through the conduit to ensure the conduit is free from obstructions. Any additional or future costs due to broken, damaged, obstructed or poorly assembled conduits will be paid by the Customer.

4. IFP will provide the pole and all primary conductors, if crossing existing streets with overhead primary conductor to a pole located near the new service location. The Contractor shall provide and install the first length (i.e. ten feet (10’) of RGS conduit) up the pole above the contractor supplied RGS elbow. All elbows at the base of the pole shall be a large radius three-foot (3’) RGS steel. All conduits installed on IFP poles will be on approximately eight-inch (8”) standoffs.

5. If an underground road crossing is made, the Contractor will provide all conduit and will bore conduit beneath the roadway or provide a trench in which to install conduit. The use of high-density polyethylene (HDPE) continuous conduit shall be used at select road crossing locations with prior approval from IFP. Conduit shall be Perma-Guard/UL and fittings shall be Arnco Shur-Lock II or an approved equal approved by IFP. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trenches across existing roadways must also be approved by the City Public Works Department.

6. A minimum of six inches (6”) of sand bedding is required above and below all conduits. An IFP staff may determine that the native soil is suitable for bedding

material. Additionally, bury/caution tape shall be buried two feet (2') above the top of conduit. IFP will inspect all conduit installations before backfilling for proper depth and installation. Prior to cable installation, trenches must be backfilled and transformer and sectionalizing cabinet ground sleeves as well as secondary pedestals must be in place.

7. In all cases the Contractor shall be responsible for backfill and compaction of cable trenches and repair of street crossings. Per City standards, all electrical trenches shall be compacted to a minimum of ninety-five percent (95%) of maximum density to prevent settlement. Failure to properly repair the street wherein defects (e.g. settlement) appear within one (1) year will result in the City billing the responsible party for all costs incurred by the City to fix the roadway.

8. A minimum of one foot (1') clearance shall be maintained between primary high voltage cable and all other utilities and service voltage cables, except at crossings (where a separation should exist to allow future repairs of either utility approximately two inches (2") minimum).

C. Secondary Conduits

1. The trench for secondary conduit shall have a minimum depth of thirty inches (30") below final grade. Minimum trench width shall be twenty-four inches (24"), unless otherwise noted. Before final backfill, IFP shall be notified when the conduit is in place. IFP will inspect all conduit installations before backfilling for proper depth and installation. Trench to be backfilled within two weeks of IFP conduit installation. Failure to obtain an inspection prior to backfill may result in the re-excavation of the trench.

2. Minimum secondary conduit depth can be reduced to eighteen inches (18") of cover below final grade through basalt or other rock upon prior approval of IFP. Rigid galvanized steel (RGS) conduit shall be provided and installed by the Contractor where trench depth is less than thirty inches (30"). IFP will specify the conduit size.

3. IFP will specify the conduit size (exception: commercial secondary conduit). Contact applicable IFP staff upon completion of pulling a mandrel through the conduit to ensure the conduit is free from obstructions. Any additional or future costs due to broken, damaged, obstructed or poorly assembled conduits will be paid by the Customer.

4. The Customer provides, installs, and retains ownership of all commercial secondary service conductors and conduits from building (or load) to transformer (or source).

5. Contractor / Developer shall not terminate secondary conductor on the lugs of the common bus work or point of termination until IFP line crews can perform a continuity check or 'wring out' the conductors.

6. When service can be met from an existing power pole, the Contractor shall install all secondary cable to the pole and shall provide sufficient secondary cable to reach from the pole top connection point to the Customer's meter base or other point of connection. The Customer shall provide and install the first length (i.e. ten feet (10') RGS conduit up the pole above the contractor supplied RGS elbow. All conduits installed on IFP poles will be on approximately eight inches (8") standoffs. Commercial secondary trench and cable are the Customer's responsibility, and no easements will be required by IFP. All future maintenance, locating, and repair of secondary shall be the Customer's responsibility.

7. Contractor shall provide and install necessary meter bases, current transformer (CT) boxes, and install IFP provided CTs in CT boxes. Commercial metering requirements are contained in Section V. of this Policy, with additional commercial metering requirements in Section V.E. of this Policy.

8. Following such installations, IFP will install meter, meter wiring, etc.; place a transformer on the concrete pad; pull primary cable through Contractor-installed conduit; and connect primary cables to the primary terminals of the pad-mounted transformer. IFP makes up secondary connections in the transformer and provides connectors for standard cable up to and including five hundred (500) kcm. If greater than five hundred (500) kcm cable is to be used, the Contractor provides connectors and/or other special facilities. Finally, IFP connects the primary cable to its power system at the designated tap point after all requirements are met.

9. Where the service is fed from an overhead transformer, the Contractor or Customer will install conduit to the pole where the transformer is mounted.

a) The Contractor or Customer will install rigid galvanized, three- (3') foot radius elbow and one (1) ten (10') foot length of rigid galvanized steel conduit up the pole (for residential the size of conduit is to be determined in Contractor's Map, for commercial the size is determined by Electrician).

b) The Contractor or Customer will provide enough conductor to make connection to the transformer and coil it at the top of the end of the riser.

c) IFP will inspect all conduit installations before backfilling for proper depth and installation. Meter base shall be framed and braced before the power cable will be pulled into the base. After IFP inspects conduit, an authorization for backfill sticker will be placed on conduit or meter base.

d) All trenches will be compacted to a minimum of ninety-five percent (95%) of maximum density to prevent settlement.

10. It shall be the property owner's responsibility to maintain integrity of secondary conduit at their expense. On residential secondary conduit extensions, IFP will provide transformer ground sleeves, ground rods, and secondary pedestals. Following IFP providing the ground sleeve and pedestal, and before transformer or service

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

a) Contractor / Customer will connect to existing conduit stubs and extend to the house per Figure 32 of the attached Figures.

(1) Schedule forty (40) PVC conduit is acceptable for the riser and the two-foot (2') radius elbow at the house if mounted within the framed wall. If surface mounted on the house or self-supported-meter base, the riser to the meter base and adjacent elbow shall be RGS. Any exceptions to this shall be coordinated with IFP prior to construction.

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

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

D. Fiber Conduits

1. Contractor shall provide and install two-inch (2") future use conduit (fiber conduit) in the trench per Contractor's Map. With prior approval from IFP, orange one and a quarter inch (1.25") HDPE conduit may be used instead.

a) Future use conduit (fiber conduit) shall be stubbed up into Idaho Falls Power supplied fiber boxes.

b) Location of fiber boxes shall be determined by Idaho Falls Power.

2. Contractor or Customer shall provide and install one inch (1") future use (fiber conduit) from existing fiber box to the house. As an option the Contractor or Customer can utilize Idaho Falls Power supplied three-quarter inch (3/4") micro duct (see figure 32).

a) Minimum of twenty-four inches (24") of burial depth.

3. Contractor or Customer to ensure both ends of the conduit are capped off with a PVC cap and marked Idaho Falls Fiber. Contractor or Customer shall ensure that end of conduit will be capped and marked in accordance with IFP standards e.g. standard 2-in. x 4-in. piece of wood.

IV. PADMOUNT EQUIPMENT REQUIREMENTS

A. Single-Phase Transformers

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

B. Three-Phase Transformers

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

a) When more than eight conduits are required for the secondary service, coordinate with IFP for the installation of a secondary cabinet to be located adjacent to the transformer. This secondary cabinet will also be used for the CT metering equipment in many applications.

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

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

D. Modifying Exterior Appearance of Equipment

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

V. GENERAL METERING REQUIREMENTS

These general metering requirements cover only the common meter installations. Any non-conventional, infrequent, or special applications or installations should receive prior approval by IFP and are not included in these metering requirements. Wiring diagrams and other meter information may be obtained from the IFP Metering Department. All meters installed by IFP are owned by IFP and all maintenance of the meters shall be completed by IFP.

A. Location of and restricted Meters

1. Protection from ice, snow, rain or other damage shall be provided by the Customer for metering equipment, when location so demands. A meter shall not be located where it will be subjected to shock, vibration, or other damage. The Customer shall be responsible for the cost of repair for damage to the metering equipment due to lack of protection.

2. Meters shall be installed on the exterior of the structure and at a location which will be readily accessible at all times for reading, inspecting and testing. The meter shall not be contained inside a cabinet or utility closet. IFP does not recognize EUSERC standards.

3. Residential meters shall be front yard accessible unless prior approval for another location from IFP is obtained.

4. Meters shall be installed only in sockets which are plumb in all directions and securely fastened to the structure.

5. The centerline of the meter should be five foot, six inches (5’6”) above the finished grade or walkway. If structural details prevent this, the center line height shall be not less than four feet (4’) or more than six feet (6’) in height. See Attached Figures of this Policy.

6. In multiple meter installations such as apartment buildings or shopping centers, meters may be mounted in horizontal rows. The maximum allowable height from ground or walkway to the center line of the meter shall be six foot, six inches (6’6”). The minimum allowable height shall be two feet (2’).

7. In apartment or multiple-use buildings, meters shall not be installed above the first-story level or in the basement.

8. Sufficient access and working space shall be provided around all metering equipment to permit ready and safe operation, maintenance, and testing of such

equipment, with a minimum of three feet (3') front working space, minimum of 6 feet, 6 inches (6'6") head room and a minimum of three feet (3') wide plus permitting 180° degree opening of equipment doors or hinged panels.

9. Meters shall NOT be mounted on IFP owned poles or pad mount transformers.

10. If a service has been disconnected for any reason, IFP reserves the right to require an inspection prior to energizing.

11. IFP will no longer allow 120V two wire services. New or upgraded services must be 120/240 three wire or larger.

B. Meter/Point of Service Disconnect

1. External main disconnect(s) shall be required on all new Residential points of service and meter base replacements. External main disconnect(s) shall be located after the meter.

a) Provides point of disconnect for Customer side work, up to and including the main panel.

b) Provides an accessible fire department point of disconnect in the event of a structure fire.

c) Provides an accessible location of IFP to drop the load when working on the meter.

d) External main disconnect will not be required if there is a dedicated transformer for the load and if the transformer has a disconnect switch inside of it.

2. IFP strongly recommends an external main disconnect on Commercial points of service.

C. Determining Self-Contained or CT Metering

1. If a Customer is CT metered, the metering shall be only for one (1) building under residential or commercial rate.

2. The City will require CT meters for all single-phase services greater than four hundred (400) amps and all three-phase services greater than two hundred (200) amps.

3. When installing a CT cabinet, the hinge side of the cabinet will be opposite the meter installation to prevent damage to the meter by the cabinet door.

D. Residential Metering Requirements

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

E. Commercial Metering Requirements

1. All meters, voltage, and current leads, used with instrument transformers, shall be furnished and installed by IFP meter department personnel. CTs shall be furnished by IFP. Installation of CTs shall be coordinated with IFP meter department personnel.

2. If a splice cabinet is used, the customer will be required to provide the lugs for that cabinet if the cabinet supplies power to that customer alone. The customer will also provide lugs for 500 mcm or larger wiring. IFP will provide lugs for IFP owned conductor.

3. All three-phase Customers with a main switch ampacity up to and including two hundred (200) amperes will be metered with a self-contained meter. All loads in excess of two hundred (200) amperes will be CT metered.

4. All meters or instrument transformers must be ahead of the Customer's disconnecting switch. Where multiple meter installations are required and a main switch is used, meters may be installed behind the main switch and ahead of the Customer's disconnect. No unmetered circuits will be connected to the main switch. Entrance wiring must be so arranged that metered circuits do not enter conduits, raceways or enclosures containing unmetered circuits.

5. CT installations shall not be more than fifty feet (50') from the meter base. Contractor shall install minimum one inch (1") conduit for metering conductors only. Underground metering conduit shall be buried twenty-four inches (24") in depth. Schedule 40 PVC with RGS above ground into meter base. CTs must be contained within a CT can or approved switchgear. A CT shall not be placed in transformers. If no building wall is available for mounting, see Free Standing CT Meter in Attached Figures of this Policy.

6. Enclosures for CTs shall be furnished and installed by the Customer (unless otherwise noted). Line and load connections shall be clearly labeled along with labeling all phases. All enclosures shall be at least eleven inches (11") deep and of such size as to permit ready installation of current transformers on the size of conductor used. The table of enclosures for CTs, will be used as a guide for the minimum nominal size of metal cabinet to be used. All enclosures and meter bases shall have provisions for installing security seals and shall be installed at an accessible location on outside of building. IFP will not allow any Customer equipment to be installed on, or holes drilled in the transformer. Enclosures for CTs will be used on both underground and overhead instrument metered installations. The top of CT enclosure shall not exceed six feet (6') above finished grade. The bottom of CT enclosure shall not be less than two feet (2') above finished grade. Any variances to these requirements shall be determined by IFP.

a) For services greater than 801 amps, the CT metering will be installed in an IFP approved pad mounted CT cabinet located adjacent to the transformer

(Contractor may use wall mounted CT enclosure for service ampacities of greater than 801 amps if the CT enclosure is rated for and meets minimum UL ratings). Contractor to provide CT cabinet (See Attached Figure 16 of this Policy). CT cabinet to be split bus per American Midwest Power Service Connection Cabinet or approved equal. Coordinate with IFP for required footprint and termination detail. Ground sleeve and ground rod shall be provided by Contractor and installed in conformance with Attached Figures of this Policy. The ground sleeve location shall be compacted to a minimum of ninety-five percent (95%) of maximum density prior to placement. The top of the CT ground sleeve shall be installed a minimum of six inches (6") above final grade. A concrete pad can be utilized instead of a ground sleeve but must have an 18"-24" deep basement for the conduits. Concrete pad must meet CT cabinet manufacturer standards for strength of the fully loaded CT cabinet and be a minimum of six inches (6") above finished grade. A minimum three-foot (3') clear area is required in front of the CT cabinet and a minimum of two-foot (2') clearance is required on the other three (3) sides of the CT cabinet. The CT cabinet location will be determined by IFP. Conductor will be provided and installed by IFP from Transformer to padmounted CT Cabinet on services greater than 801 amps. 4" conduit from Transformer to CT cabinet can have 24" radius elbows. CT Cabinet will be owned and maintained by Developer / Owner. CT Cabinet to be secured by an IFP-owned padlock.

(1) CT Cabinet must meet minimum specifications given from American Midwest Power drawing "Service Connection Cabinet 'SCC' with CT provision" as follows or approved equal:

(a) Cabinet is free standing NEMA 3R. Frame is 12 gauge steel galvanized steel bolted together and include leveling provisions. All side plates are pan formed galvanized steel and are bolted to the frame with tamper-resistant zinc plated bolts. Enclosure is primed and painted transformer green enamel.
(b) Supporting structure for bus bars is bolted to framework such as that any phase bar can be relocated vertically as required to meet job requirements.
(c) Bus Bars are electrical grade plated aluminum #6101T65 per ASTM specifications # B317 supported on 17" centers using double plastic insulators Copper bus available on special order. Current density is 750A/square inch maximum for Aluminum bus and 1000A/square inch maximum for Copper bus. Each bus bar is punched with 16 sets of 9/16" square holes on 2" horizontally and 1 ¾" centers vertically.
(d) Ratings are 2000A, 2500A, 3000A, 3600A, and 4000A at 600V maximum 3Ø-4W, 3Ø-3W, 1Ø-3W. All cabinets shall have bus braced for 85,000A RMS amperes short circuit current rating.

(e) Connectors in a range of #2 to 750 MCM are available in set screw type or compression type for field or factory installation. Connectors will be factory installed on right side of bus unless otherwise specified. Up to (12) – 750 MCM or (24) – 250MCM conductors can be installed on each side, per bar.
(f) Meets Standards – ETL listed and labeled conforms to U.L. standard 1773 termination boxes. Conforms to NEMA standards. Meets National Electrical Code requirements. Meets Power Company requirements.

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

ENCLOSURE FOR CURRENT TRANSFORMERS (CTs)

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

F. Meter Bases

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

1. The Customer or Contractor shall furnish meter bases and enclosures for all meter installations. All meter bases and enclosures will be installed by the Contractor and incorporated into the Customer's wiring.

2. Meter bases must be listed and installed to meet the National Electric Code and the National Electric Safety Code. Combination socket and disconnecting devices are approved for use, provided the base meets all other specifications and is wired on the line-side of the Customer's disconnecting device. Corrosion inhibitor shall be used on all connections to aluminum conductors.

3. All self-contained commercial service installations shall have factory installed lever or link bypass.

a) IFP will allow exceptions to the bypass requirements for services with minimal and interruptible load. Services for commercial sprinkler systems controls is an example.

4. IFP will not provide new three-phase, three-wire self-contained service without a grounded neutral system.

5. Single-Phase Meter Bases

a) Single-phase 320 residential meter base shall have factory installed lever or link bypass. Single-phase meter bases over four hundred (400) amperes shall be CT instrument metered using six (6) point socket type meter base with drilled and tapped mounting plate for test switch provisions.

b) All 120/208V self-contained single-phase meter base installations shall be of a five (5) terminal socket-type meter base and installed such that the fifth terminal is in the 9 o'clock position.

6. Three-Phase Meter Bases

a) Two hundred (200) ampere and below self-contained meter base installations on three-phase service shall be a seven (7) point terminal socket type meter base.

b) Three-phase meter bases greater than two hundred (200) amperes shall have a CT instrument metered installation using a thirteen (13) terminal socket-type meter base with a drilled and tapped mounting plate for connection of test switch equipment. Installation of Meters

7. Authorized IFP personnel shall install meter on Customer provided meter base after the following steps have been taken:

a) Must pass Inspection by Electrical Inspector.

b) Customer to sign up for service at City of Idaho Falls Utility Billing.

c) Utility Billing will then submit the connect order to IFP.

8. IFP generally installs meters within five (5) working days after confirmation of connect order from Utility Billing.

G. Removal of Meters

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

H. Meter Identification

1. All commercial buildings and all multi dwelling unit meter bases, must be permanently labeled prior to meters being energized. An electrician will be required

to coordinate with Idaho Falls Power for an onsite verification that the meter socket is connected to the correct unit (208-612-8430) before CO is issued. Labels must be complete before meters can be installed. Labels shall be of a raised or embossed type, minimum size 3/4" x 2" engraved plastic with a sticky back. Letter or numbers must be a minimum of 7/16". Common gas and electric meters must have the same space designation marking i.e., numbers or letters. The building owner is responsible for proper identification of electric meters. The building owner could be held responsible for IFP costs associated with correcting billing errors caused by mixing wiring or mislabeled meters. If two electric services serve one building or space, a warning tag must be located at each meter point indicating such per NEC Article 230.2E. Labels, as described above, marked with voltage and phasing information are required if two or more services with different voltages or phasing are supplied to a building.

I. Master Metering

1. IFP's retail rates are intended for application to individual customers or units of service. Master metering is prohibited. Except as specifically excepted hereinafter. Master metered mobile home parks, multi-occupant residential buildings, commercial buildings and shopping centers connected prior to July 1, 2010, may continue to receive master metered service.

2. Mobile Home Parks built before July 1, 2010, whose space for tenants have been sub-metered by the park Owners, need not be individually metered by IFP. Mobile home park tenants will be charged the same rate for electric service, as though they were directly metered and billed by IFP.

3. Multi-occupant residential buildings, commercial buildings and shopping centers may be master metered if the electric heating, ventilation, air conditioning or water heating systems are centrally located and cannot be controlled by the individual tenants.

4. A Master-Metered Customer may install sub-metering for individual spaces at the Customer's own expense. Any master metering system must be maintained by the building owner and installed by licensed electricians. Master metered Customers may also utilize a reasonable allocation procedure to determine a tenant's usage for the purpose of reimbursing the master metered customer. Such a procedure shall constitute an allocation and not a resale. Such terms must comply with City Code 8-5-9. The Customer shall indemnify IFP for any and all liabilities, actions or claims for injury, loss or damage to persons or property arising from the allocation of service by the customer.

5. IFP will not sell or otherwise provide meters or associated equipment required for sub-metering, nor test and maintain customer owned meters.

VI. SECURITY LIGHTING

A. Program Requirements

1. IFP can provide security lighting for private property for a fixed monthly charge.

2. The Customer will pay a fixed monthly charge for each luminaire, based upon the type of luminaire and wattage. The rates are published in the City Fee Resolution.

3. Security lights can only be affixed to IFP owned poles with the cost of installation paid by the Customer.

4. The City retains ownership of all facilities and equipment.

5. For more information contact IFP Energy Services at (208) 612-8430.

VII. CUSTOMER GENERATION

A. Generation Facility Design and Installation Requirements

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

2. Customer's operating such generation equipment are required to file a Customer Interconnection Agreement Application and adhere to the following conditions:

B. Generation Facility Design Specifications:

1. Facility Description

a) The Generation Facility shall be designed, constructed, and operated in a manner such that it will interconnect and operate in parallel with IFP's electric supply system, in a safe and efficient manner without disruption, impairment, damage or loss of operational efficiency to IFP's electric supply system.

b) The operation of the Generation Facility is intended to offset a Customer-Generator's electric energy purchases from Idaho Falls Power.

c) The Customer-Generator shall be responsible for the design, installation and operation of the generation system and shall obtain and maintain all required permits and approvals.

d) Any modifications to the system (aside from routine maintenance), including installation of additional generation equipment, replacement panels, or added parts shall only be made following the prior written approval of IFP.

2. Generation Facility Fuel Type and Size Limitations

a) The Customer's Generation Facility shall have a maximum annual generating capacity of no more than the previous twelve (12) months of electric usage, exception to sizing limits can be made with IFP approval if historic consumption warrants.

b) For new residential construction the Customer's Generation Facility shall not exceed five (5) kilowatt. After the first twelve (12) months of consumption history, the Customer may reapply for additional generation.

c) Commercial facilities will be based upon an Electrical Engineer's calculations not to exceed the estimated annual kilowatt consumption per meter. Facility must be reviewed and approved by IFP for capacity and qualifying specifications.

d) All Generation Facilities are subject to review and inspection at IFP's sole discretion. It is not IFP's intent to compensate a facility that generates more than its annual consumption. In cases of excess generation, IFP may require the Generation Facility arrangements to be renegotiated.

3. Generation Facility Installation Standards and Code Compliance:

a) Customer-Generator shall provide the electrical interconnection on the Customer-Generator side of the meter between the Generation Facility and IFP's system. FP shall make reasonable modifications to their system necessary to accommodate the generation system, with all IFP system modifications being paid for by the Customer. The cost for such modifications will be estimated by IFP, with Customer payment due in advance of installation.

b) The Generation Facility shall include all equipment necessary to meet applicable safety, power quality, and interconnection requirements. These requirements are, or may include,

(1) IFP's policies
(2) National Electrical Code
(3) National Electrical Safety Code
(4) Institute of Electrical and Electronic Engineers (e.g., IEEE 1547),
(5) Nationally Recognized Testing Laboratories (e.g., UL 1741)
(6) California Rule 21
(7) Hawaii Rule 14H
(8) Utility best practices.

c) IFP Engineering staff must approve each design drawing prior to construction of the Generation Facility. The drawings must comport to generally accepted engineering design practices and be submitted with the application. This review will be completed within thirty (30) days of application.

d) Upon completion of construction, the City Electrical Inspector shall give final inspection and approval for the Generation Facility to commence operation.

e) The Customer-Generator shall attend an orientation session with Idaho Falls Power staff. Call (208) 612-8456 for more information.

f) The Customer-Generator shall then file an application for Net-Metering and Small Generation Interconnection Agreement Application with, and receive approval from, IFP before installing an interconnected Generation Facility on

Customer-Generator property. Application forms are available at the City of Idaho Falls Building Department. The completed application and Generation Facility system design drawing should be returned to the address listed on the application. The City of Idaho Falls Building Department will also require a building permit and electrical permit along with an additional copy of the system design for review. Review by the City of Idaho Falls Building Department and IFP will occur simultaneously. IFP may withhold approval, if for any reason the requested interconnection would result in a negative monetary or physical impact on IFP's electrical system.

4. Disconnection Device:

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

(1) The disconnecting device shall be located adjacent to IFP's bi-directional metering equipment and shall be of the visible break type, located in a metal enclosure that can be secured by an IFP-owned padlock or other security device.
(2) The disconnecting device shall be accessible to IFP's personnel at all times and shall conform to National Electric Code standards.
(3) IFP shall have the right to disconnect, with or without notice, the Generation Facility from IFP's distribution system in order to maintain safe and reliable electrical operating conditions or to protect IFP's system from damage, disruption, interference, or to preserve system reliability.
(4) The Generation Facility shall remain disconnected until such time that IFP determines conditions justifying the disconnection have been resolved.

5. Generation Facility Operational Standards:

a) Customer-Generator shall furnish, install, operate and maintain in good order and repair, without cost to IFP, all equipment required for the safe operation of the Generation Facility operating in parallel with the IFP's electrical supply system. This shall include, but is not limited to, equipment necessary to

(1) Establish and maintain automatic synchronism with IFP's distribution system,
(2) Automatically disconnect the Generation Facility from IFP's distribution system in the event of system overload or outage and
(3) For Solar Facilities with backup battery storage, the system must automatically disconnect from and not back feed onto, IFP's distribution system in the event of a system overload or power disruption.
(4) The Customer-Generator's Generation Facility shall not cause any adverse effects upon the quality or reliability of service provided to IFP's other customers.

(5) IFP reserves the right to require that the Generation Facility modifications to comport with Idaho Falls electrical system change in needs or requirements or to negate any adverse impact the interconnected Facility has on other customers.
(6) The Generation Facility shall not cause any adverse effects upon the quality or reliability of service provided to IFP's other customers.
(7) The Customer-Generator shall operate the Generation Facility in accordance with applicable rules and regulations.

b) On an approximate three-year rotation, the Customer is required to confirm the status of the generation facility. In addition, IFP reserves the right to inspect the facility at any time for non-backfeed protection for utility safety requirements.

(1) IFP reserves the right to disconnect the generation facility, or if required the full service if the customer fails to confirm the status of the generation facility or allow for safety inspections.

6. Generation Facility Maintenance:

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

C. Generation Facility Net-Metering and Power Purchases

1. Measurement of Net Energy:

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

2. Purchase of Energy:

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

b) WHERE CONSUMPTION EXCEEDS GENERATION:

(1) If electricity supplied by Idaho Falls Power during the billing period exceeds the electricity generated by the Customer-Generator during the billing period, the Customer-Generator:

(a) Shall be billed for the applicable non-energy charges for the billing period under the Customer's appropriate retail rate classification;

(b) Shall be billed for the net electricity supplied by IFP at the Customer's appropriate rate adopted in ordinance for the corresponding period.

c) WHERE GENERATION EXCEEDS CONSUMPTION:

(1) If the electricity generated by the Customer-Generator exceeds the electricity supplied by IFP during the billing period the Customer-Generator:

(a) Shall be billed for the applicable non-energy charges for the billing period under the Customer's appropriate rate classification;
(b) Shall be financially credited for excess energy delivered to Idaho Falls Power during the billing period, at the rate adopted in ordinance for the corresponding period.

3. Renewable Energy Credits

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

VIII. ELECTRIC VEHICLE CHARGING STATION PROGRAM REQUIREMENTS

A. Electric Vehicle Level 2 Charging Station Installation

The following are CUSTOMER requirements for those who choose to participate in an IFP electric vehicle charging station lease:

1. Location

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

2. Installation

a) The CUSTOMER will be responsible to install the pedestal concrete pad base, conduit and wire, or conduit and wire for a wall mount location. See Attached Figures for the specification sheets for the pedestal installation. IFP is solely responsible for the installation of the charging station on the CUSTOMER's premise. If a charging station is to be installed on premises, which is leased, rather than owned, CUSTOMER must receive all necessary consent from the premises owner for the installation of the Charging Station by the Customer and allow access for operation and maintenance by IFP.

b) Customer is responsible for acquiring all applicable permits and inspections for the construction and installation of the Station. In the event that an upgrade in electric service or wiring is required to support the stated load of the Station this will be the sole responsibility of the Customer.

c) The CUSTOMER is responsible for all costs (labor and materials) associated with the installation site preparation: trenching, conduit, cement pedestal base, wire, etc.

3. Maintenance and Repair

a) Standard Maintenance

(1) IFP will perform standard maintenance to the charging station to ensure it is in proper working condition throughout the term of the program. Maintenance includes cleaning the charging station connector, testing the charging voltage level, testing system functionality, and related minor work, as reasonably determined by IFP, to preserve the unimpaired function of the charging station.
(2) Customer will provide IFP access to the charging station and related equipment for maintenance between the hours of 7:00 a.m. and 7:00 p.m. local time on City business days. In the case of an emergency, Customer will allow IFP access, with notice, to the charging station and related equipment outside of normal maintenance times.

b) Equipment Damage

(1) Customer is responsible, at its sole cost and expense, for actions related to the repair and replacement of a negligently damaged charging station to include vandalism.
(2) The Customer agrees that the facilities in which the charging station is located will be kept clean and in good repair.
(3) Customer will maintain structural portions of the premises surrounding the Charging Station, including the pavement, foundation, roof structure, walls, columns, beams, parking areas, and all adjoining common areas, in good condition and repair.
(4) If temporary removal of the Charging Station is required in connection with the repair of the Charging Station or building structure, Customer will provide IFP five (5) business day's prior written notice or a shorter but reasonable period in the event of an emergency.
(5) Customer may interrupt electric service to a Charging Station to ensure safety or when needed to repair or maintain the premises. After completion of the repairs or maintenance, Customer will promptly restore the affected charging station and notify IFP.
(6) IFP will not be responsible for damages caused by operation of the Charging Station, including failure of equipment to operate as intended.

(7) IFP will not be held responsible for any damage to the Customer's property or electrical system due to negligent use of or vandalism to the Charging Station.

c) Continuity of service

(1) IFP will use reasonable diligence to supply constant electricity service to the charging station but does not guarantee the service against an irregularity or interruption.
(2) IFP may interrupt electric service to a Charging Station when necessary to maintain reliability of the electric distribution system, ensure safety, reduce peak demand, or to perform maintenance on the Charging Station or related equipment.
(3) IFP may install and operate additional meter(s), data monitoring equipment, or charge management devices which gather information regarding equipment usage.
(4) Such installation will be adjacent to or near the Charging Station but will not interfere with parking or pedestrian traffic paths on premises.

d) Labeling and signage

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

e) Charging Station Locations

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

IX. SMALL WIRELESS FACILITIES

A. Purpose.

1. To provide design standards for Small Wireless Facilities (SWFs) also known as small cell installations. These standards are intended for 4G and 5G equipment installed on Idaho Falls Power (IFP) infrastructure located in the City of Idaho Falls and located in City-owned or City-controlled rights-of-ways and easements, but are also applicable to similar technologies such as wi-fi networks.

2. The City of Idaho Falls (City) encourages the deployment of small cell wireless technology within the City for the benefit it provides the citizens of Idaho Falls including increased connectivity and reliable networks and services.

3. The City desires to add this infrastructure with minimal negative impact to the character and aesthetics of our community.

4. The City has a fiduciary duty to manage the public right-of-way (ROW) for the health, safety, and welfare of the public.

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

B. Definitions.

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

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

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

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

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

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

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

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

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

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

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

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

Local. Within the geographical boundaries of the City.

Location City approved and lawfully permitted location for the SWF.

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

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

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

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

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

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

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

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

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

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

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

C. Locations of Wireless Facilities and Related Ground Equipment.

1. Most Preferable Locations

a) Public Right-of-Way

b) Industrial Areas

c) Retail and Commercial areas

2. Less Preferable Locations

a) Historic, Design, and Downtown Districts

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

b) Municipal Parks

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

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

a) Residential Areas

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

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

4. Historic, Design, and Downtown Districts.

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

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

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

5. Historic Landmarks

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

6. Undergrounding Requirements

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

b) Areas may be designated from time to time by the City as Underground Requirement Areas in accordance with filed plats and or conversions of overhead to underground areas, as may be allowed by law.

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

7. Exceptions

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

D. Order of Preference for SWF Support Poles and attachments to existing facilities.

1. The preference is for all electronics except the antennae to be located in a ground mounted cabinet located behind existing walkways.

2. Existing non-decorative street light poles

3. Traffic signal structures when such installation will not interfere with the integrity of the SWF and will not interfere with the safety of the public.

4. New SWF poles located in non-residential areas at signalized intersections.

5. Ground Equipment should be minimal and the least intrusive alternative.

E. Guidelines on Placement

1. Generally, Network Provider shall construct and maintain SWF and SWF Support Poles in a Manner that does not:

a) Obstruct, impede, or hinder the usual travel or public safety on a public ROW;

b) Obstruct the legal use of a public ROW by other utility providers;

c) Violate nondiscriminatory applicable codes;

d) Violate or conflict with the City's publicly disclosed public ROW management policies or zoning ordinances;

e) Violate the ADA; or.

f) Violate City noise or nuisance standards.

2. Licensing.

a) As defined in City Code, Idaho Falls Service Policy, City Design Criteria, and a Master License Agreement with each Network Provider or carrier.

b) All new equipment placed in the ROW shall require a ROW permit. This permit will ensure review of traffic and pedestrian safety and to review potential impacts from planned construction projects.

3. SWF facilities placement.

a) ROW. SWFs with related ground equipment shall be placed, as much as possible within two feet (2') at the outer edge of the ROW line to minimize any obstruction, impediment to the usual travel or public safety on a ROW.

b) Height above ground: SWF attachments to a pole shall be installed at least eight feet (8') above the ground, and if a SWF attachment is projecting toward the street, the attachment shall be installed no less than sixteen feet (16') above the ground.

c) SWF Spacing: SWFs shall be no closer to another SWF than a minimum of three hundred feet (300'), unless by Conditional Use Permit.

d) Installations on Traffic Signals: Installation on traffic signal structures must:

(1) Be encased in a separate conduit than the traffic light electronics,
(2) Have a separate electric power connection than the structure,
(3) Have a separate access point than the structure, and
(4) Be clear of any current or potential attachment of traffic control devices (signal and signs) and ancillary devices (detection, preemption, surveillance, etc.) and not constitute a violation of the Manual on Uniform Traffic Control Devices (MUTCD).
(5) SWFs will not be allowed on any signpost located in the ROW.

4. New SWF Support Poles.

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

X. JOINT USE ATTACHMENT CONSTRUCTION STANDARDS AND POLICY

A. Purpose.

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

B. Application Procedures

1. Any communication provider ("Provider") desiring to attach to IFP poles must first have an executed Joint Use Agreement with IFP.

2. Prior to any attachment to IFP poles, Providers desiring joint use must turn in an application to IFP. No attachments to any of IFP poles shall occur until IFP has approved a Permit for such attachments.

3. Permits are required for any overlashing. Provider, Provider's affiliates, or other third party as applicable shall pay any necessary make-ready work costs to accommodate such overlashing.

C. Make-Ready Work

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

2. The Provider will be required to pay for all make-ready work. This payment may be required in advance of any IFP work.

D. Pole Attachment Standards

1. All pole attachments shall be made in accordance with the most current version of the following standards, as applicable:

a) National Electric Safety Code ("NESC")

b) National Electrical Code ("NEC')

c) Regulations of the Occupational Safety and Health Administration ("OSHA").

d) Service Policy Figures 18-23.

E. Position and space

1. The top communication position on all IFP poles is reserved for City of Idaho Falls, IFP, and IFF communication equipment, solely as determined by IFP.

2. A position generally consists of twelve inches (12") of pole space.

3. Providers are permitted no more than one (1) attachment per pole without express written IFP approval.

4. A communication cross arm may be installed when vertical space on the pole is or may be limited, solely as determined by IFP. A communication cross arm is recommended when there are three (3) or more communication lines attached to a pole or as vertical clearance from ground would reasonably require.

F. Clearances

1. Minimum separation between electric service drops and communication service drops shall be twelve inches (12"), per NESC 235C1b (exception 3).

2. Minimum mid-span vertical separation between communication cables shall be six inches (6").

G. Vertical Risers

Unless otherwise directed by IFP, all risers, including those providing 120/240 volt power for communications equipment enclosure, shall be placed on the quarter faces of the pole and must be installed in sealed conduit on stand-off brackets. A two-inch

(2”) clearance in any direction from cable, bolts, clamps, metal supports, and other equipment shall be maintained.

H. Climbing Space

A clear climbing space must be maintained at all times on the face of the pole. All attachments must be placed to allow and maintain a clear and proper climbing space on the face of IFP’s poles. Communication cable/wire attachments shall be placed on the same side of the pole as those of other attaching entities.

I. Anchors and Down Guys

1. No attachment may be installed on an IFP pole until all required guys and anchors are installed. No attachment may be modified, added to, or relocated in such a way as is likely to materially increase the stress or loading on IFP poles until all required guys and anchors are installed. Placing pulling strain on IFP poles prior to supporting the pole is cause to immediately stop work.

2. Providers shall be responsible for procuring and installing all anchors and guy wires to support the additional stress placed on IFP poles joint use facilities attachments. Anchors shall be guyed adequately. Anchors and guy wires shall be installed on each IFP pole where an angle or a dead-end occurs with guy attachments to poles at or below its cable/wire attachment.

3. Providers shall not attach guy wires to the anchors of IFP or any third-party user without the anchor owner’s specific prior written consent.

4. Any down guys, if needed, shall be bonded, to the vertical ground wires of IFP’s pole where a ground wire is available.

J. Service Drops

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

K. Tagging

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

L. Pole Removal

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

M. Nonfunctional Attachments

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

XI. APPENDICES

A. Transfer of power service FAQ's

High Density Load Service - FAQ's

(Crypto currency mining and Data Centers)

Frequently Asked Questions regarding Idaho Falls Power (IFP) and High Density Loads (HDL). The most common HDL loads are crypto mining operations but can also include traditional data centers.

1. What is the cost of energy?

For loads of under 1 mw, IFP has an HDL rate which can be found at: https://www.ifpower.org/accounts-and-services/rates-and-policies

2. What if my load is greater than 1 mw?

For all new loads of greater than 1 mw, the rate will be negotiated and will require City Council approval. Generally, this rate will be based on the market price for power, plus the cost to deliver the energy to your site. For current market power prices, the EIA does have the historical market prices at Mid-c and Palo Verde on their web page at, https://www.eia.gov/electricity/wholesale/.

3. What if my load is greater than 10 mw?

For loads over 10 mw there are significant contractual and transmission issues. If you are interested in pursuing loads above the 10 mw we would anticipate several years of power supply contract negotiations and transmission service studies and very possible additional years for transmission construction.

4. What is the cost to install a service?

IFP price for new and upgraded services is per our Service Policy available on our website. In general IFP will provide a cost to install any required equipment and upgrades to existing equipment and this must be paid prior to scheduling any jobs. Further, if extensive studies are required, IFP reserves the right require prepayment of estimated labor engineering work.

5. Where are some good sites for an HDL?

IFP does not have the time, resources, or expertise to locate sites for commercial businesses. Before we can provide any significant assistance to a customer seeking to locate an HDL in our service territory, we need a specific location and a desired peak load amount. If an excessive number of locations are desired to be researched, IFP reserves the right require prepayment of estimated labor engineering work.

6. Where can I get service from IFP?

IFP is a division of the City of Idaho Falls and serves only inside the city limits of Idaho Falls. These boundaries can be found at: https://www.idahofallsidaho.gov/332/Maps.

6/27/2022

B. High Density Load Service (Crypto currency mining) FAQ's

Transfer of power service from Rocky Mountain Power to Idaho Falls Power – FAQ's

Frequently asked questions regarding transfer of service or the removal of Rocky Mountain Power owned assets.

1. *My property has been annexed into the City and I would like to change power service provider to Idaho Falls Power. Who should I contact?*

You can initiate the request by calling the Idaho Falls Power Customer Service Manager, Wid Ritchie at 208-612-8143 writchie@ifpower.org , or the Idaho Falls Power Compliance Manager Richard Malloy at 208-612-8428 rmalloy@ifpower.org .

2. *Is there a cost to me to transfer the service?*

Idaho Falls Power pays for all the infrastructure costs, such as poles, wire, and transformers, up to the meter point. There is a revenue portion that amounts to 167% of the previous year's total bills. This cost is shared 50/50 with the customer and Idaho Falls Power. Idaho Falls Power will amortize the cost over a three - five year period as a location surcharge on the monthly utility bill. Typically, because Idaho Falls Power rates are significantly less than Rocky Mountain Power, the customer does not see an increase in the cost of their monthly bill. After the customer's location surcharge is paid, the surcharge automatically drops off.

3. *Can I voice my opinion on a buyout?*

Yes. Before approval the IPUC will hold a public hearing for all public comments.

4 *How long does it take to transfer service from Rocky Mountain Power to Idaho Falls Power?*

Typically, it is has taken from five months to a year to complete the transfer of service and associated assets.

5. *Why does it take so long to transfer service?*

There are several steps that need to occur to complete the transfer; agreement between the utilities, an accounting of the cost of the assets, calculation of the revenue cost and Idaho Public Utilities Commission for approval. In our experience the most significant drivers of the schedule are the time required for Rocky Mountain Power's process and the Public Utilities Commission approval.

6. *Can Idaho Falls Power expedite the transfer?*

No. Idaho Falls Power can only forward the request to Rocky Mountain Power to initiate the transfer and Idaho Falls Power has no control over the PUC's schedule.

7. *I'm a developer and need to have Rocky Mountain Power assets removed from the property. Can I remove them?*

No. The asset exchange must be completed before any assets such as poles, transformers, conductor (wire), ect. can be taken out of service or removed.

8. *Is there someone I can contact if the transfer length of time is negatively impacting me or my business?*

Yes, you can call the Idaho Public Utilities Commission in Boise at the following address. As a part of the Idaho State government, their primary function is to serve power customer interests in the state of Idaho and as such they are receptive to customer concerns.

By written letter to:

P.O. Box 83720 Boise, ID 83720-0074
11331 W. Chinden Blvd. Building 8, Suite 201-A
Boise, ID 83714
Phone: 208.334.0300
Toll Free: 1-800-432-0369
Fax: 208.334.3762

Call or email to:

Stephen Goodson – Policy Analyst
208-344-0323 Stephen.goodson@puc.idaho.gov

Online form –https//puc.idaho.gov/Form/ConsumerAssistance
208-334-0369 or 1-800-432-0369

7. What if we wanted to set up individual meters all under 1mw? Would that exempt us from the negotiated rate?

For reviewing the load size IFP will consider all the usage at a specific site or for a specific customer to be one load, irrespective of the number of meters. This includes multiple corporations under one parent or common ownership.

8. What if I start with a load under 1 mw and want the flexibility to expand in the future?

The customer is responsible for the costs of any needed upgrades to IFP's infrastructure when that upgrade is caused by increased energy usage by the customer. Further, a contract and negotiated rate will be required if a customer's loads increase above 1 mw.

9. Will my HDL service be subject to disconnection?

The negotiated agreement will set out the terms and conditions under which IFP and the customer will use HDL's for load management and demand response. Also, while at IFP we pride ourselves on our level of high reliability we do not guarantee uninterrupted service. Further, if were ever required to reduce loads we would prioritize critical loads such as medical facilities and first responder facilities.

10. What voltages does IFP provide power at?

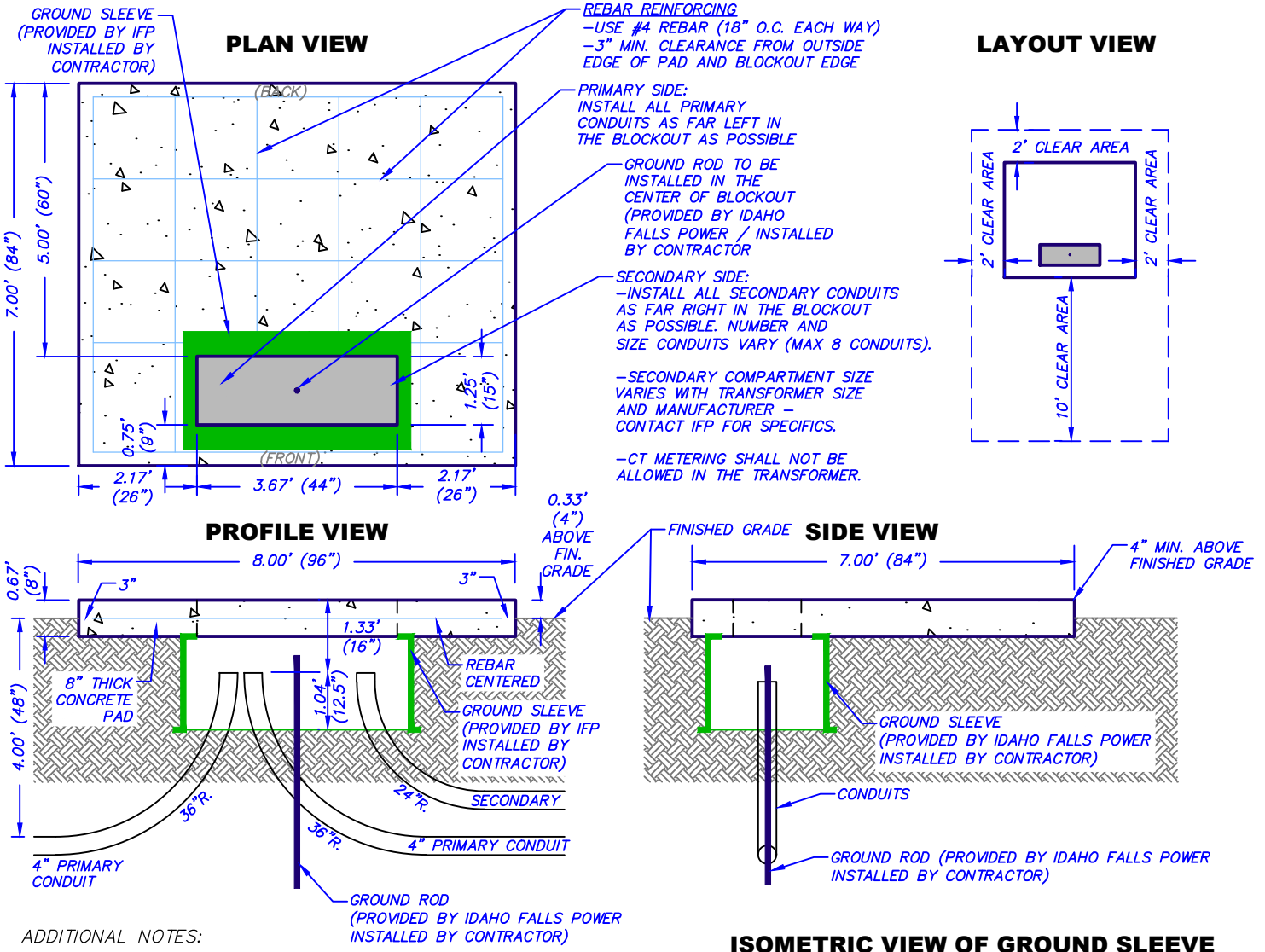
IFP can provide power at the secondary voltages of 480/277 or 208/120. Or IFP can provide a power at the primary voltage of 12.5kv and the customer would provide the required transformers. More details on IFP service can be found in our Service Policy at: https://www.ifpower.org/accounts-and-services/rates-and-policies.

6/27/2022

Service Policy Figure Index:

1. 3 PHASE TRANSFORMER PAD
2. 3 PHASE TRANSFORMER PAD (SMALL)
3. 3 PHASE TRANSFORMER PAD (LARGE)
4. SINGLE PHASE TRANSFORMER BASE (GROUND SLEEVE)
5. 3 PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)
6. SINGLE PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)
7. SECONDARY SERVICE PEDESTAL BASE (GROUND SLEEVE)
8. TYPICAL BELL END INSTALLATION DIAGRAM
9. JOINT UTILITY TRENCH
10. LIGHT POLE FOUNDATION DETAIL
11. TYPICAL RESIDENTIAL UNDERGROUND SERVICE
12. TYPICAL RESIDENTIAL OVERHEAD SERVICE
13. ELECTRICAL SERVICE REQUIREMENTS
14. FREE STANDING METER PANEL (POST MOUNTED – 1Ø)
15. FREE STANDING CT METER (POST MOUNTED – 1Ø OR 3Ø)
16. CT CABINET WITH GROUND SLEEVE (801 – 4000 AMPS)
17. RISER DETAIL
18. OVERHEAD CLEARANCES
19. OPERATION AND CUSTOMER CLEARANCES
20. APPLICATION GUIDE FOR 2017 NESC TABLE 232-1
21. APPLICATION GUIDE FOR 2017 NESC
22. GROUND CLEARANCES 2017 NESC
23. COMMUNICATION CABLE CLEARANCES
24. BOLLARD DETAIL
25. ELECTRIC VEHICLE PEDESTAL FOUNDATION PAD
26. COMMERCIAL LIGHTING CONTROL PANEL & FOUNDATION
27. COMMERCIAL LIGHTING AND DIAGRAM
28. WIRELESS ANTENNA STEEL STREET LIGHT (PADMOUNTED EQUIPMENT)
29. WIRELESS ANTENNA (STEEL MONO POLE)
30. 7’ X 12’ VAULT
31. 7’ X 12’ VAULT LID
32. FIBER / POWER SECONDARY TRENCH
33. FIBER / WALL MOUNT EXAMPLES

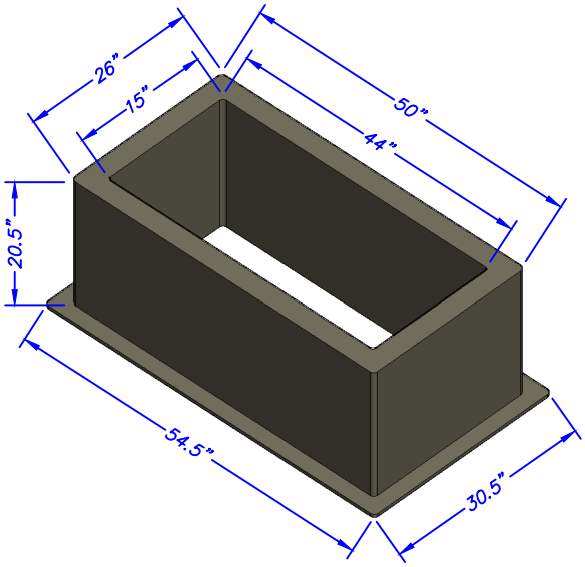
3 PHASE TRANSFORMER PAD



ADDITIONAL NOTES:

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

ISOMETRIC VIEW OF GROUND SLEEVE



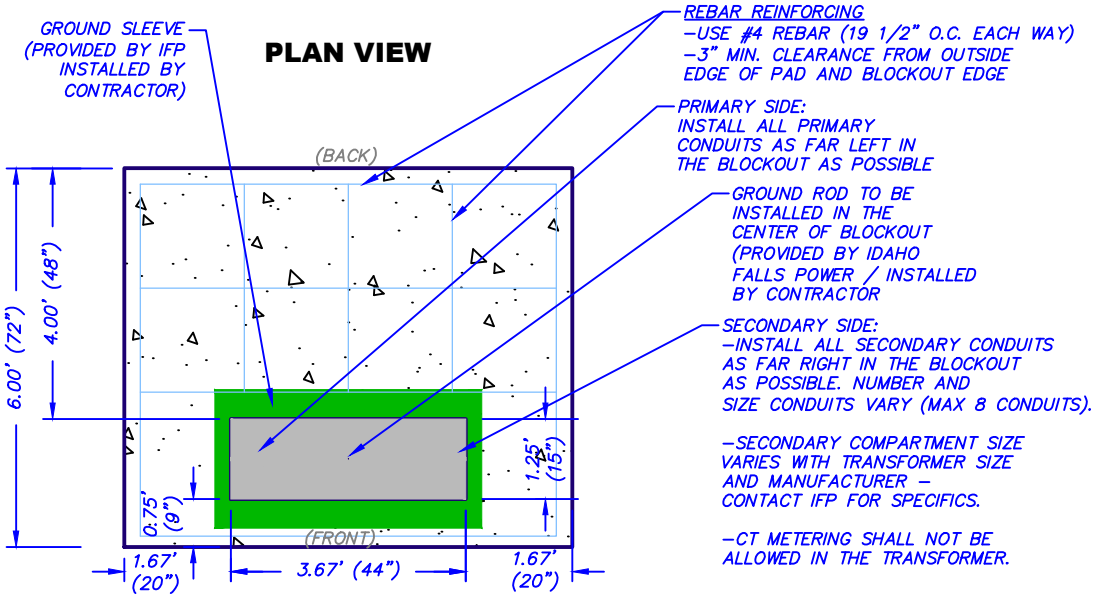
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 1
DATE MODIFIED: 1/24/2024

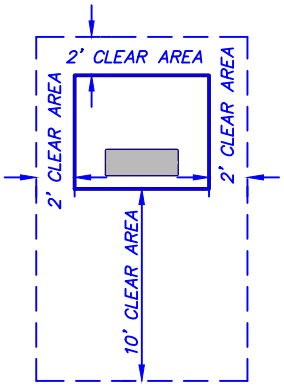
1" = 3'

3 PHASE TRANSFORMER PAD (SMALL)

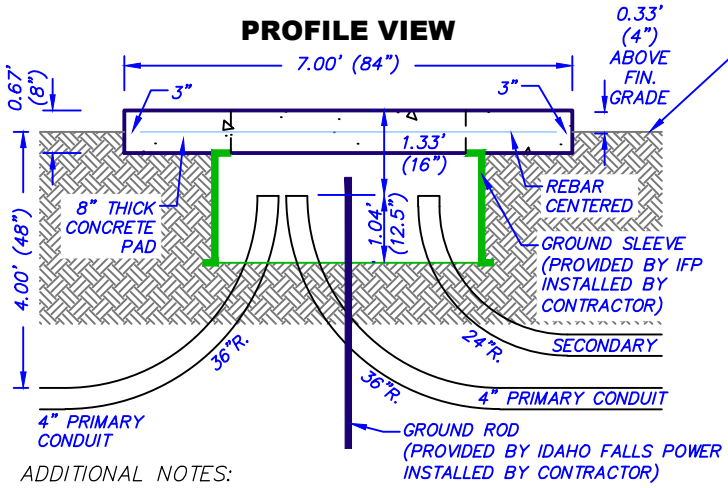
PLAN VIEW



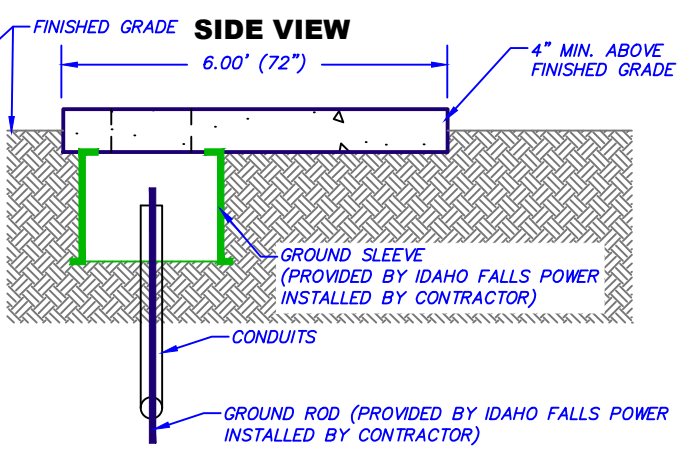
LAYOUT VIEW



PROFILE VIEW



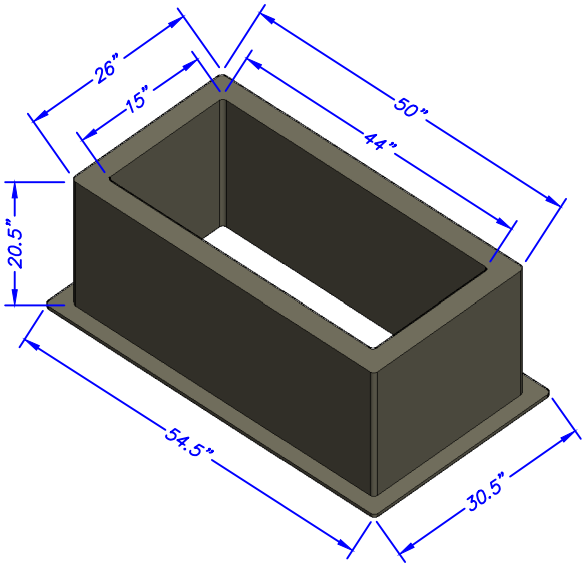
SIDE VIEW



ADDITIONAL NOTES:

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

ISOMETRIC VIEW OF GROUND SLEEVE



FOR USE ONLY WHEN DIRECTED BY IDAHO FALLS POWER

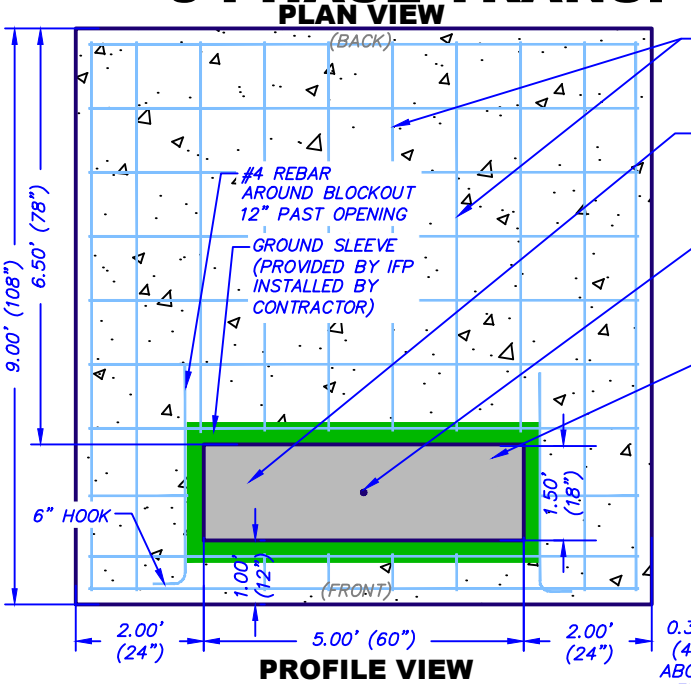
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 2
DATE MODIFIED: 1/24/2024

1" = 3'

3 PHASE TRANSFORMER PAD (LARGE)

PLAN VIEW



REBAR REINFORCING
–USE #4 REBAR (12" O.C. EACH WAY)
–3" MIN. CLEARANCE FROM OUTSIDE EDGE OF PAD AND BLOCKOUT EDGE

PRIMARY SIDE:
INSTALL ALL PRIMARY CONDUITS AS FAR LEFT IN THE BLOCKOUT AS POSSIBLE

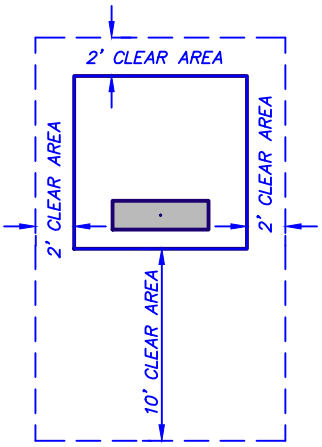
GROUND ROD TO BE INSTALLED IN THE CENTER OF BLOCKOUT (PROVIDED BY IDAHO FALLS POWER / INSTALLED BY CONTRACTOR

SECONDARY SIDE:
–INSTALL ALL SECONDARY CONDUITS AS FAR RIGHT IN THE BLOCKOUT AS POSSIBLE. NUMBER AND SIZE CONDUITS VARY (MAX 8 CONDUITS).

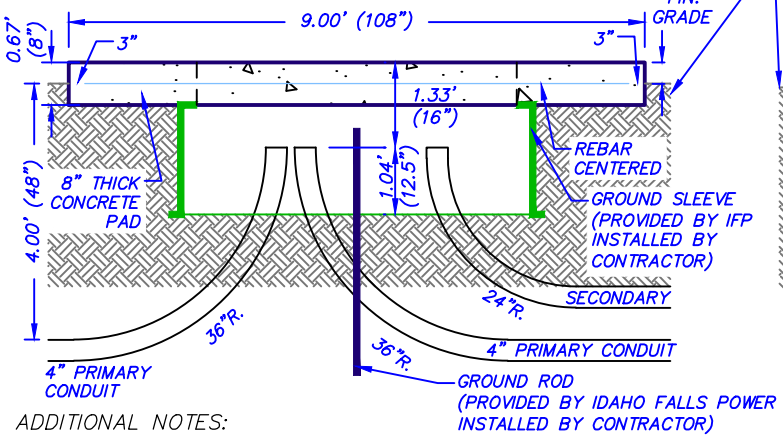
–SECONDARY COMPARTMENT SIZE VARIES WITH TRANSFORMER SIZE AND MANUFACTURER – CONTACT IFP FOR SPECIFICS.

–CT METERING SHALL NOT BE ALLOWED IN THE TRANSFORMER.

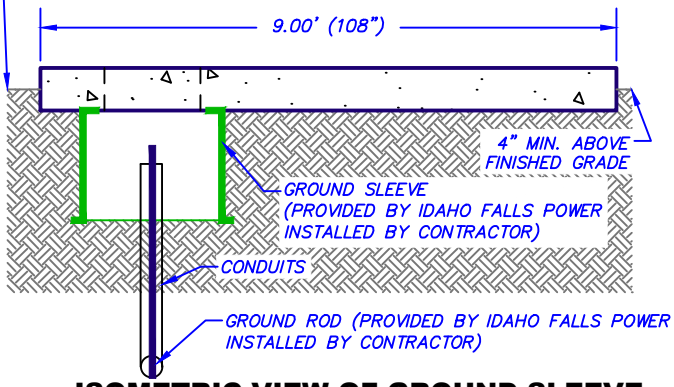
LAYOUT VIEW



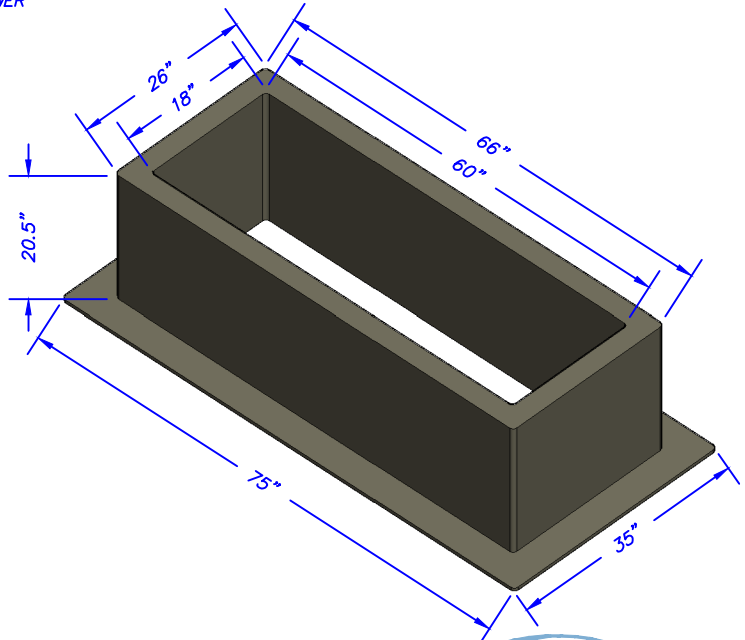
PROFILE VIEW



SIDE VIEW



ISOMETRIC VIEW OF GROUND SLEEVE



ADDITIONAL NOTES:

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

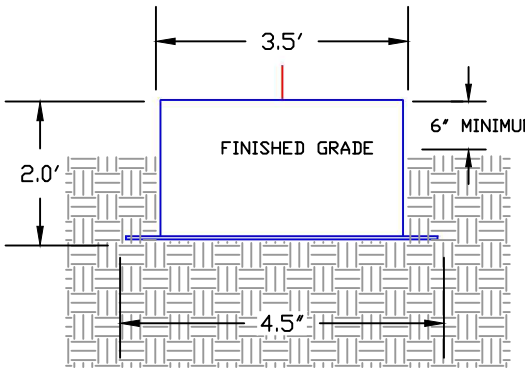
FOR USE ONLY WHEN DIRECTED BY IDAHO FALLS POWER

1" = 3'

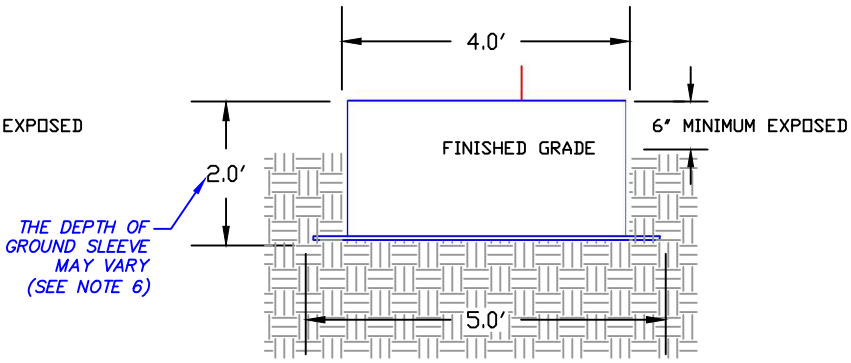
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 3
DATE MODIFIED: 1/24/2024

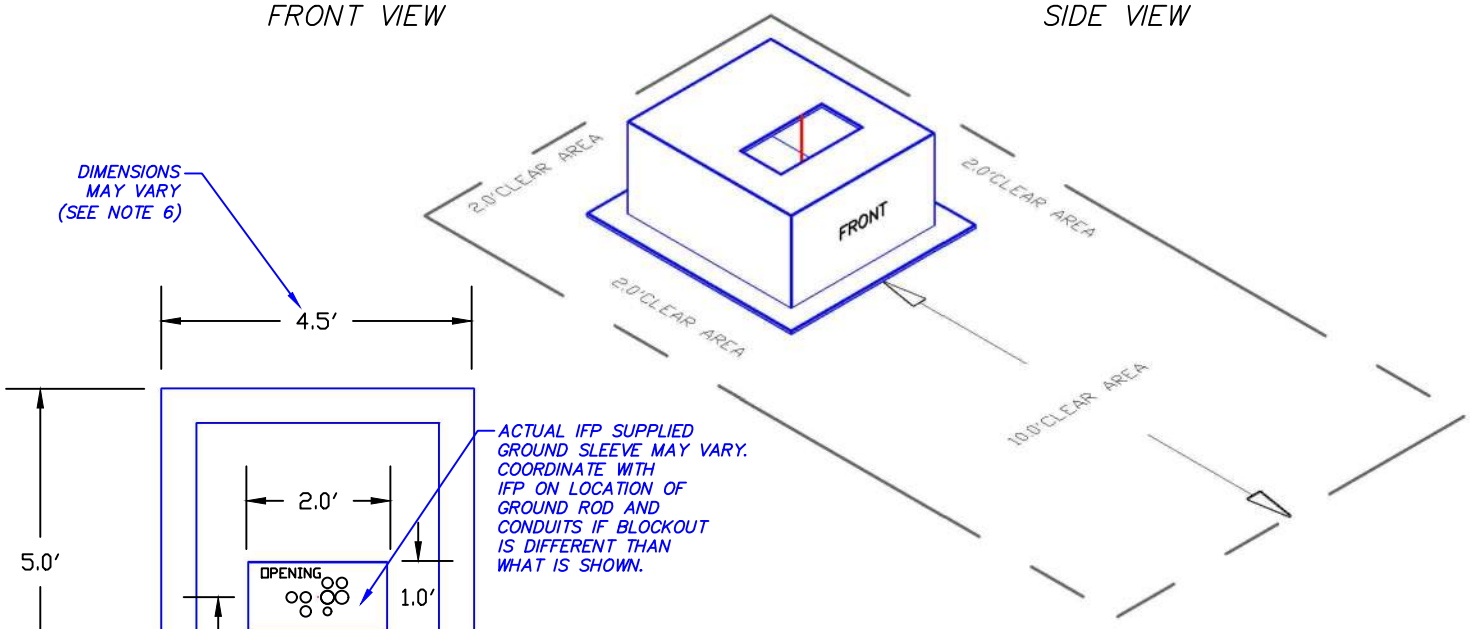
SINGLE PHASE TRANSFORMER BASE (GROUND SLEEVE)



FRONT VIEW



SIDE VIEW



PLAN VIEW

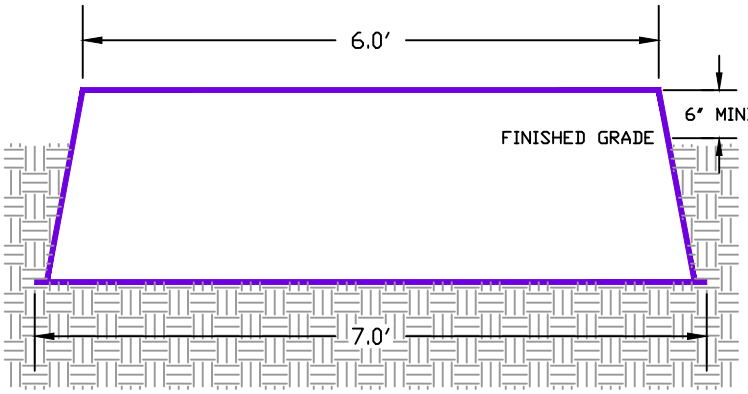
GROUND ROD TO BE INSTALLED IN THE CENTER OF THE OPENING (UNLESS OTHERWISE DIRECTED). (PROVIDED BY IDAHO FALLS POWER INSTALLED BY CONTRACTOR).

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

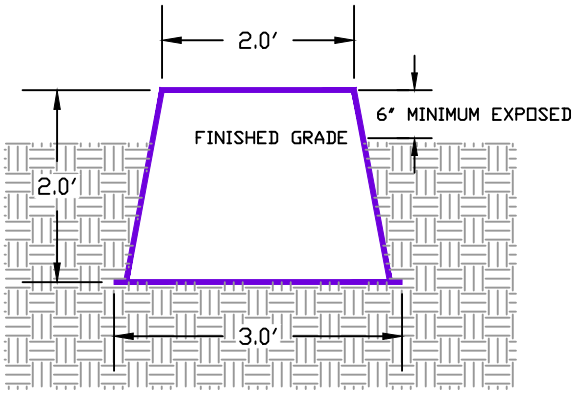
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 4
DATE MODIFIED: 01/31/2019

3 PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)

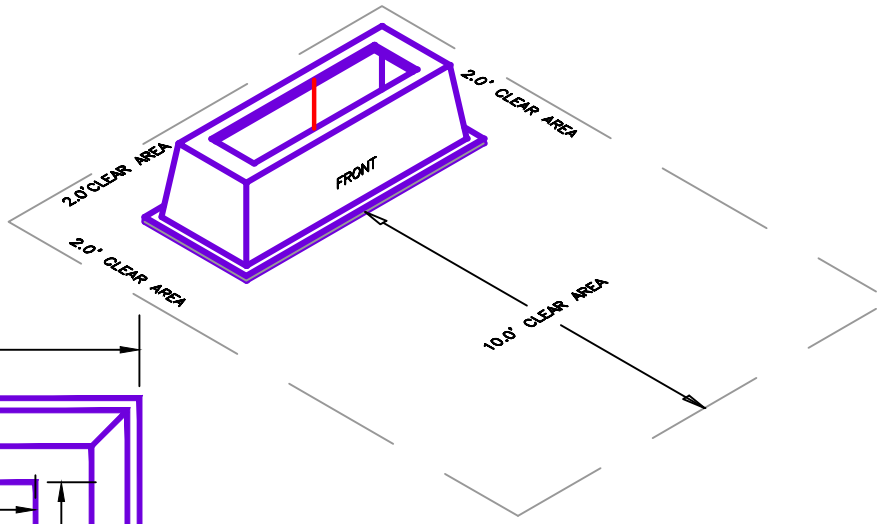


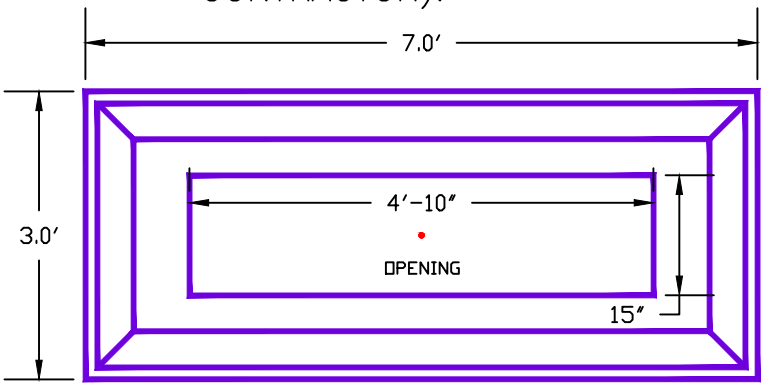
FRONT VIEW



END VIEW

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





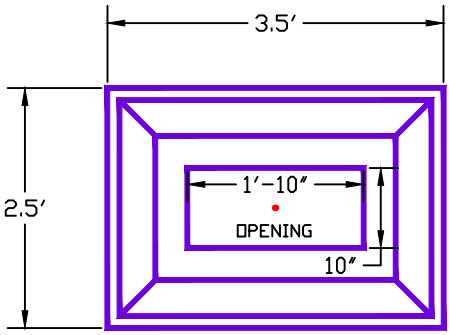
PLAN VIEW

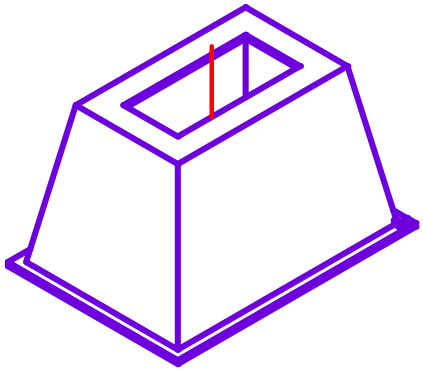
1. 3 PHASE SECTIONLIZING CABINET BASE (GROUND SLEEVE) SHALL BE PROVIDED BY IDAHO FALLS POWER BUT SHALL BE INSTALLED TO REQUIRED GRADE BY THE CONTRACTOR/DEVELOPER.
2. THE PAD LOCATION SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY PRIOR TO PLACEMENT.
3. THE TOP OF THE BASE SHALL BE INSTALLED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

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 5
DATE MODIFIED: 01/15/2019

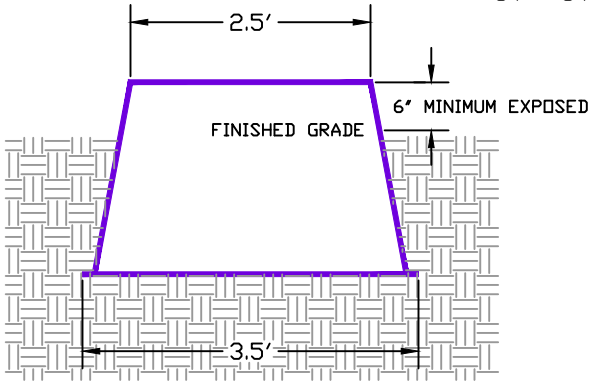
SINGLE PHASE SECTIONALIZING CABINET BASE (GROUND SLEEVE)



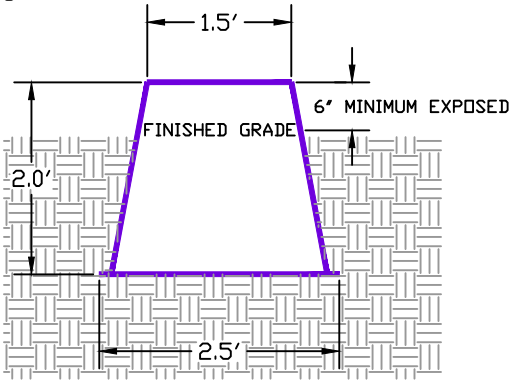


PLAN VIEW

• GROUND ROD TO BE INSTALLED IN CENTER OF OPENING



FRONT VIEW



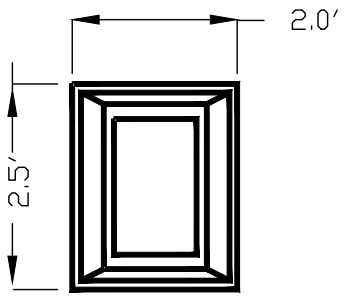
END VIEW

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

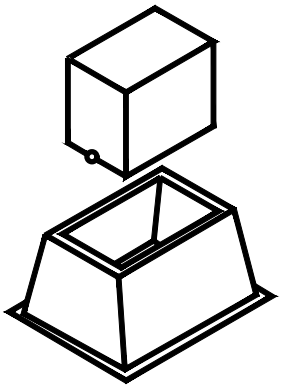
IDAHO FALLS POWER

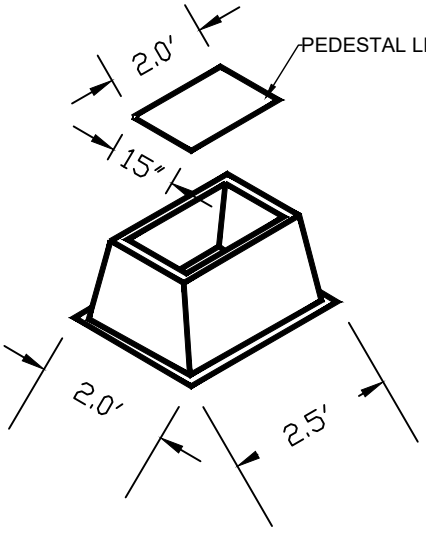
SERVICE POLICY
FIGURE 6
DATE MODIFIED: 01/15/2019

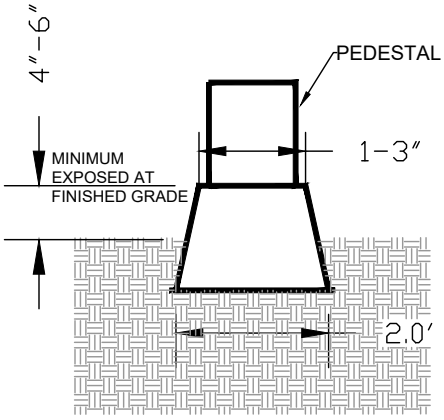
FIBER & SECONDARY SERVICE PEDESTAL BASE (GROUND SLEEVE)



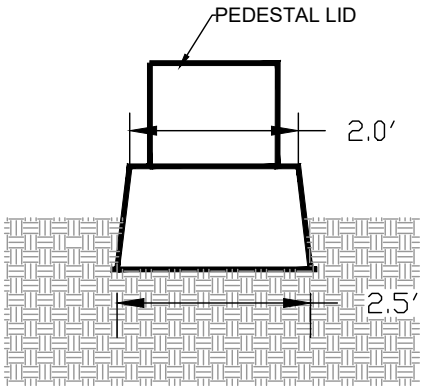
PLAN VIEW





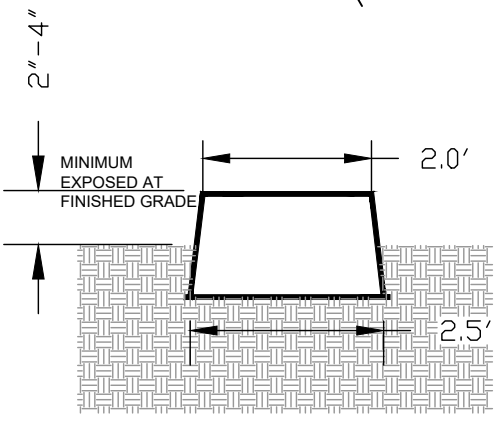


FRONT VIEW



SIDE VIEW

SECONDARY SERVICE PEDESTAL



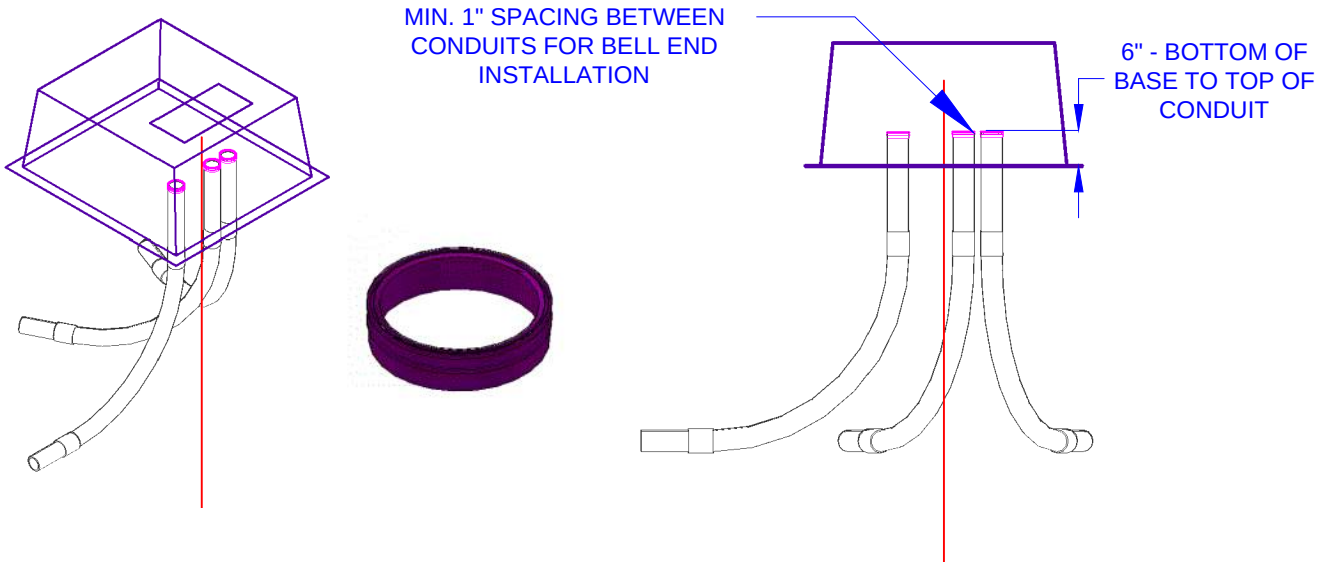
FIBER BOX

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

IDAHO FALLS POWER

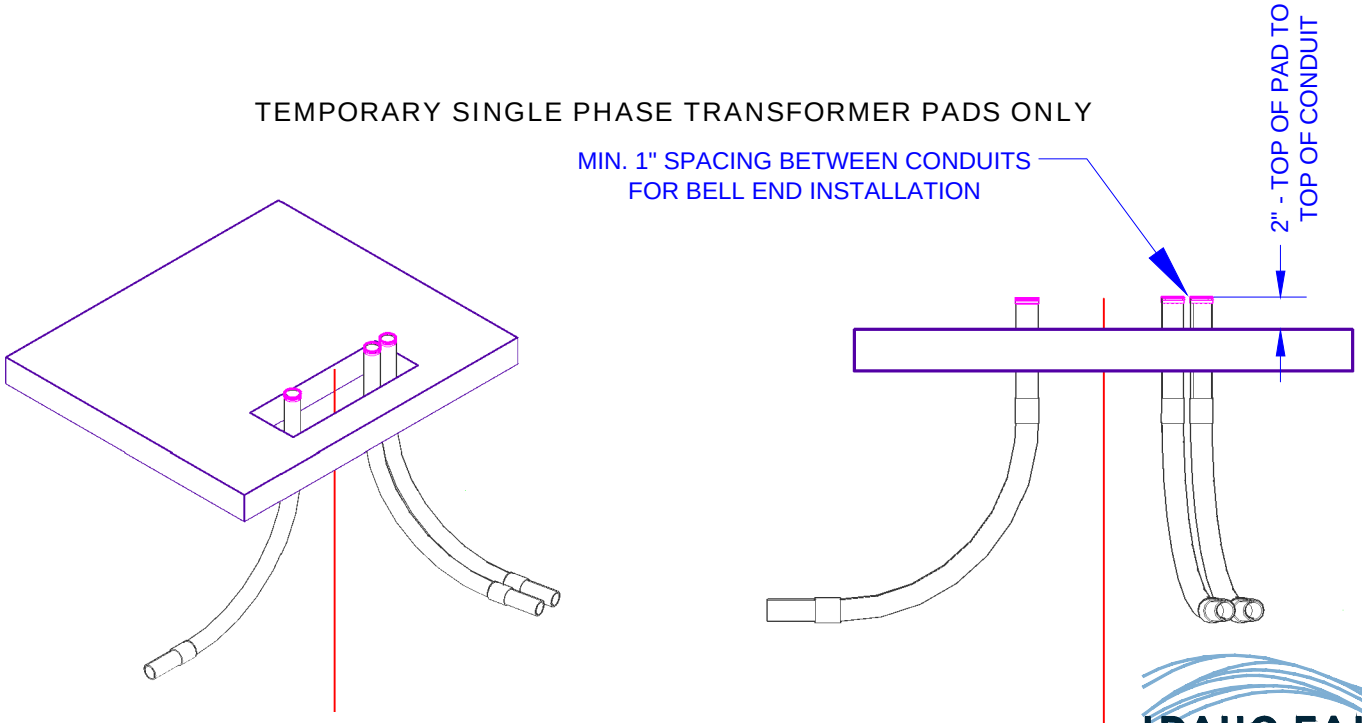
SERVICE POLICY
FIGURE 7
DATE MODIFIED: 01/25/2022

TYPICAL BELL END INSTALLATION DIAGRAM



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

TEMPORARY SINGLE PHASE TRANSFORMER PADS ONLY

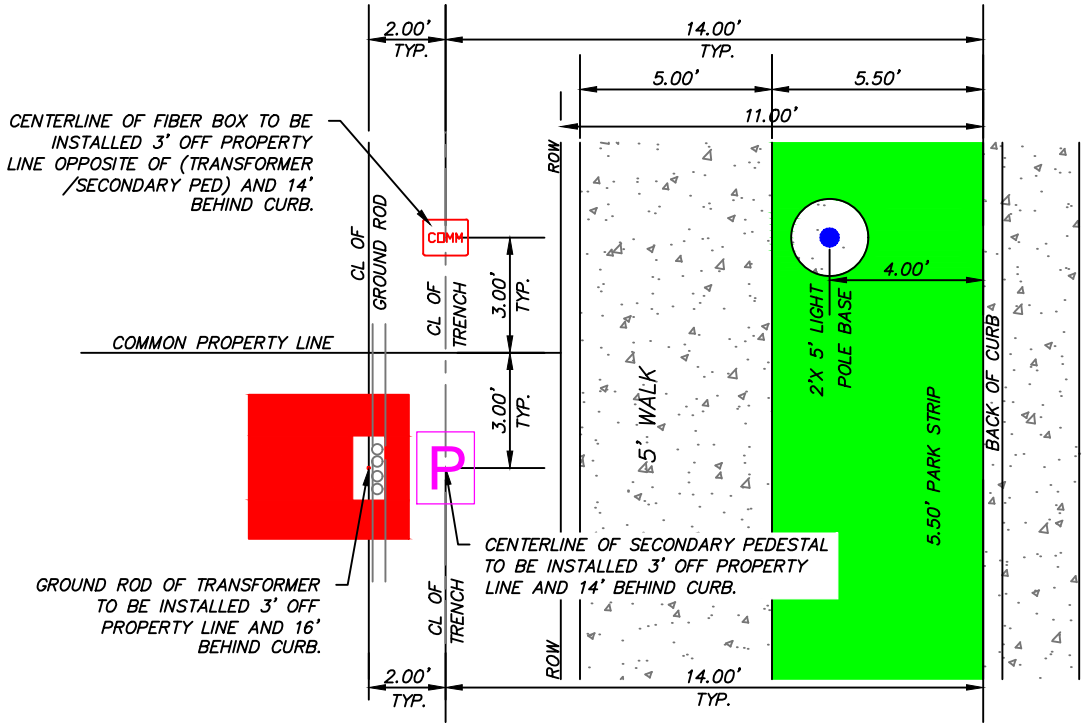


IDAHO FALLS POWER

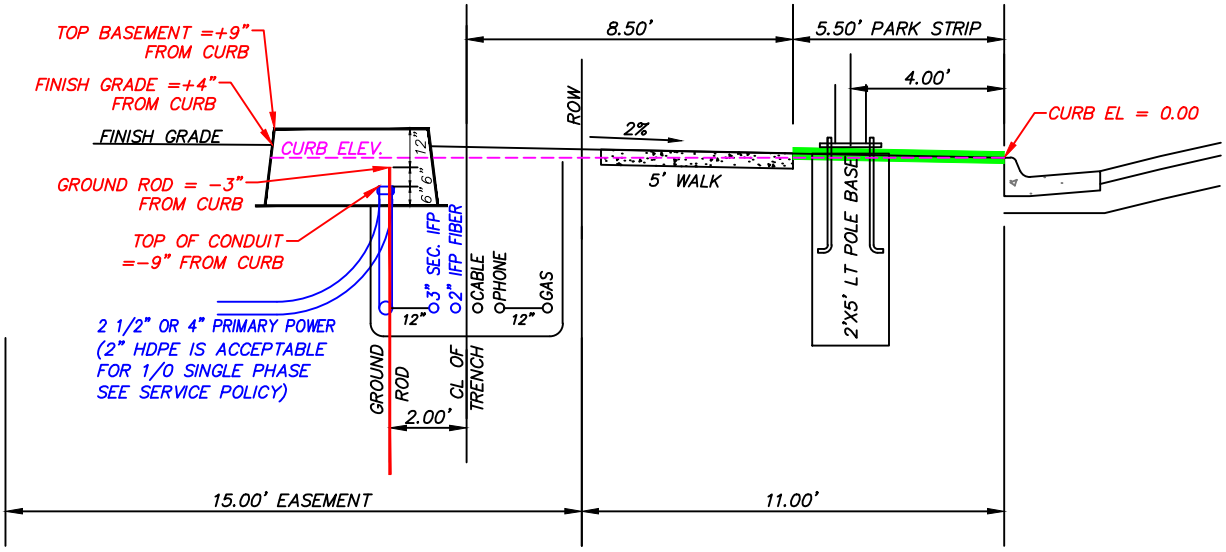
SERVICE POLICY
FIGURE 8
DATE MODIFIED: 01/19/2021

JOINT UTILITY TRENCH

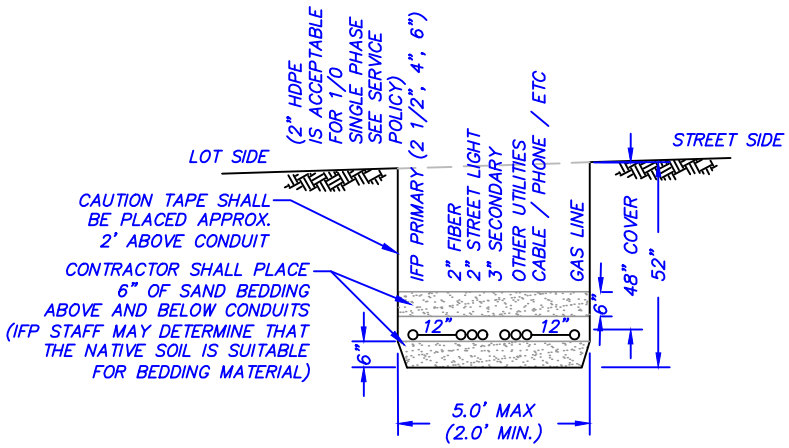
PLAN VIEW



TRENCH PROFILE



TRENCH DETAIL



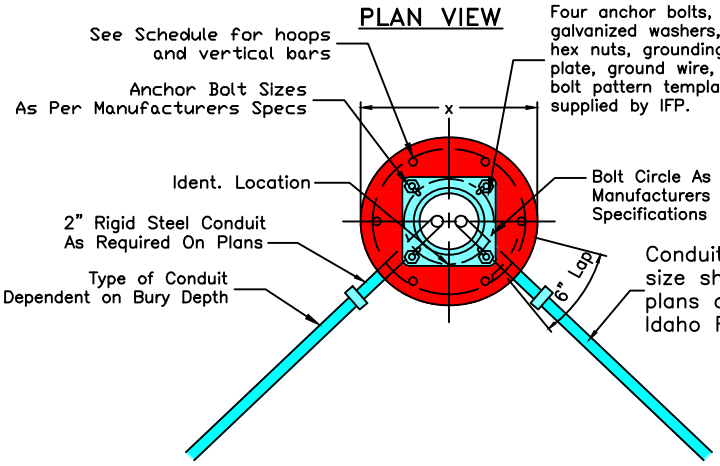
DISTANCES MAY VARY - SEE ELECTRICAL SITE PLANS PRIOR TO CONSTRUCTION

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 9
DATE MODIFIED: 1/14/2020

LIGHT POLE FOUNDATION DETAIL

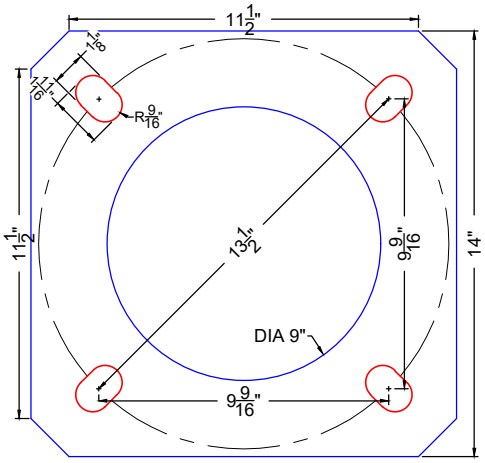
PLAN VIEW



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

NOT TO SCALE

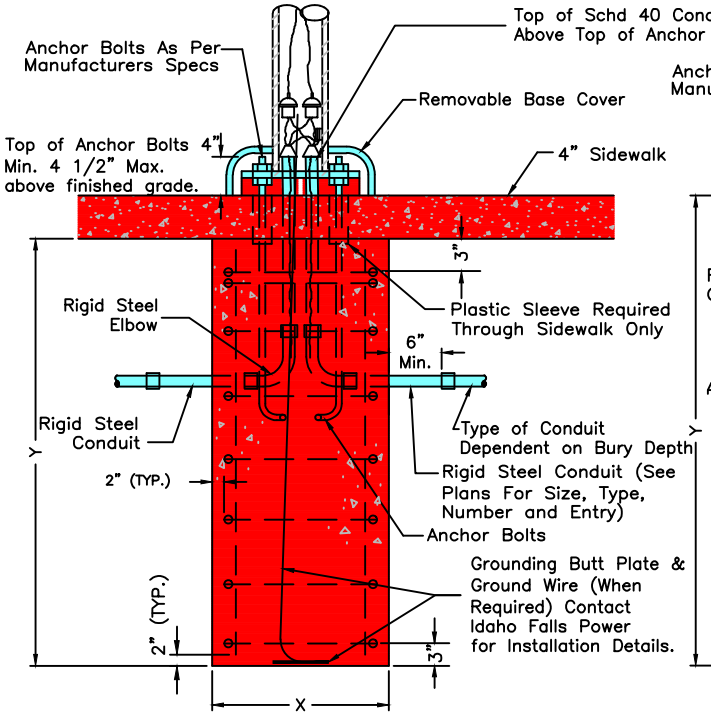
40' LIGHT POLE BASE PATTERN (TYPE C)



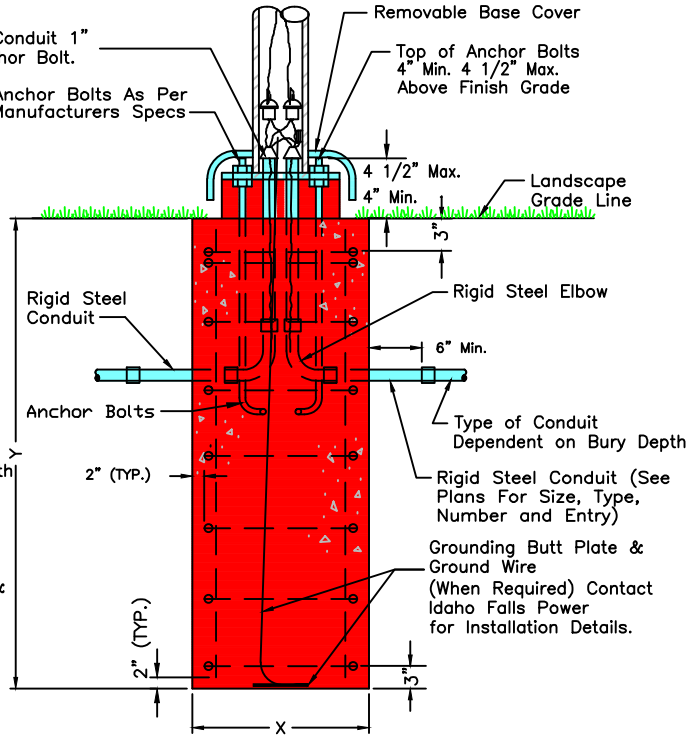
POLE FOUNDATION SCHEDULE

STRUCTURE TYPE	FOUNDATION TYPE	X	Y	HOOPS			VERTICAL RODS			CU. YDS. CONCRETE
				NO.	SIZE	LIN. FT.	NO.	SIZE	LIN. FT.	
30' Light Pole Pedestrian Signal Pole	A	2'-0"	5'-0"	4	#4	23'-0"	6	#4	28'-0"	0.6
40' Light Pole	C	3'-0"	8'-0"	5	#4	44'-2"	8	#6	61'-4"	2.1

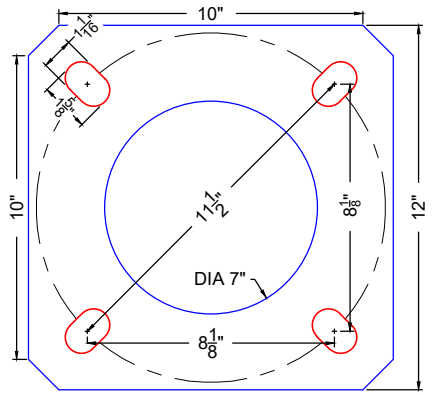
SIDE VIEW POLE FOUNDATION BASE DETAIL (SIDEWALK AREAS)



SIDE VIEW POLE FOUNDATION BASE DETAIL (LANDSCAPED AREAS)



30' LIGHT POLE BASE PATTERN (TYPE A)



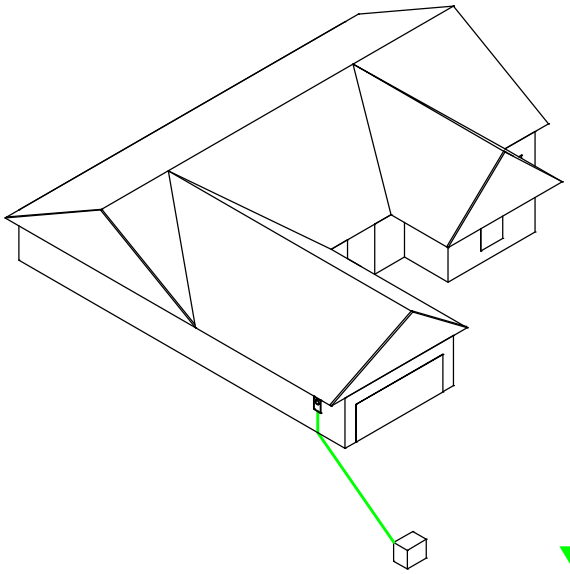
IF PRE-CAST CONCRETE LIGHT POLE IT SHALL MEET OR EXCEED ALL SPECIFICATIONS ABOVE

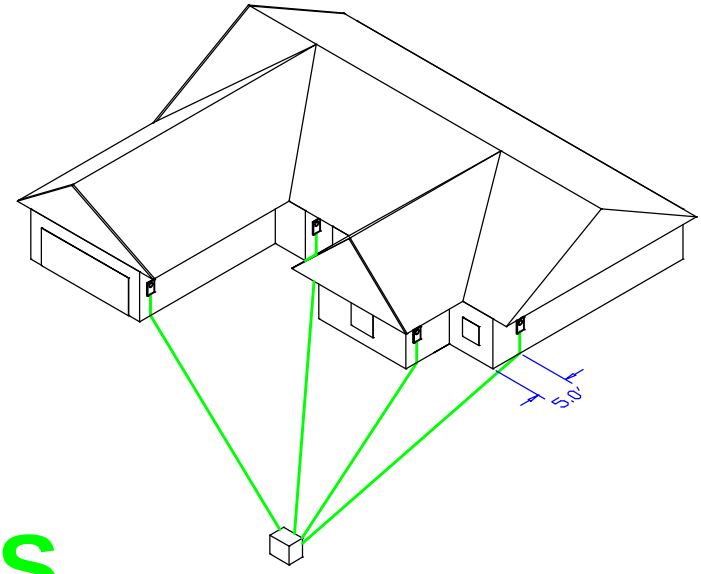
CONCRETE SHALL BE CLASS 4 CONCRETE (4,000 PSI) SEE SECTION 703.2.4 CONCRETE MIX CITY OF IDAHO FALLS SUPPLEMENTAL ISPWC STANDARDS

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 10
DATE MODIFIED: 01/24/2024

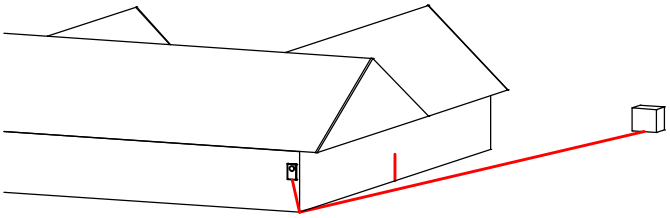
TYPICAL RESIDENTIAL UNDERGROUND SERVICE

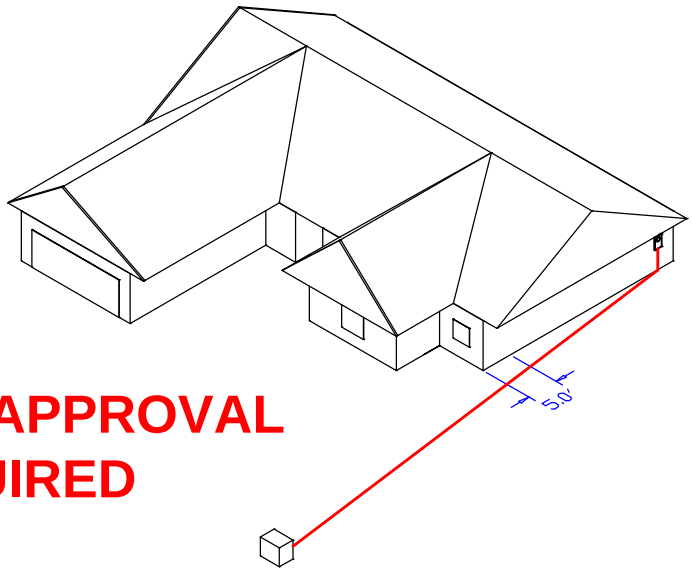




YES

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



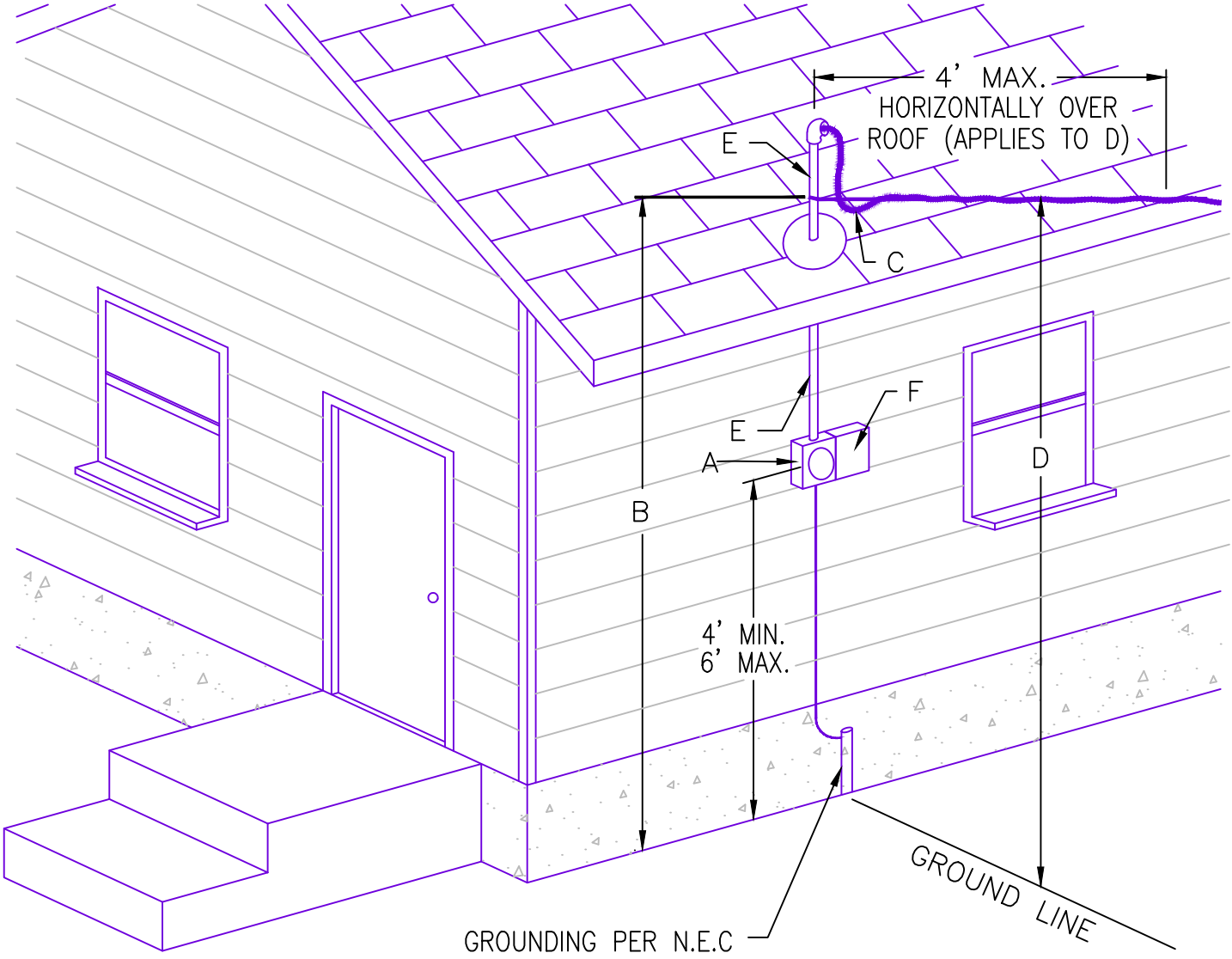


PRIOR IFP APPROVAL REQUIRED

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 11
DATE MODIFIED: 01/15/2019

TYPICAL RESIDENTIAL OVERHEAD SERVICE



A. Meter location must be approved by Utility prior to installation.
B. Point of attachment 12' minimum above finished grade, or from any platform or projection from which conductors may be reached.
C. The cable and drip loop must be at least 18" above roof. (See NESC Rule note below)
D. 12' above finished grade – 14' over residential driveways – 16' over streets. More if practical.
E. Maximum 3'–6"; Service mast needs to be sized so as to support service conductors with a minimum size of 2" rigid galvanized steel (RGS) or IMC conduit. House knobs are not allowed for new or upgraded services, the point of attachment must be off of the mast.
F. External Main Disconnect

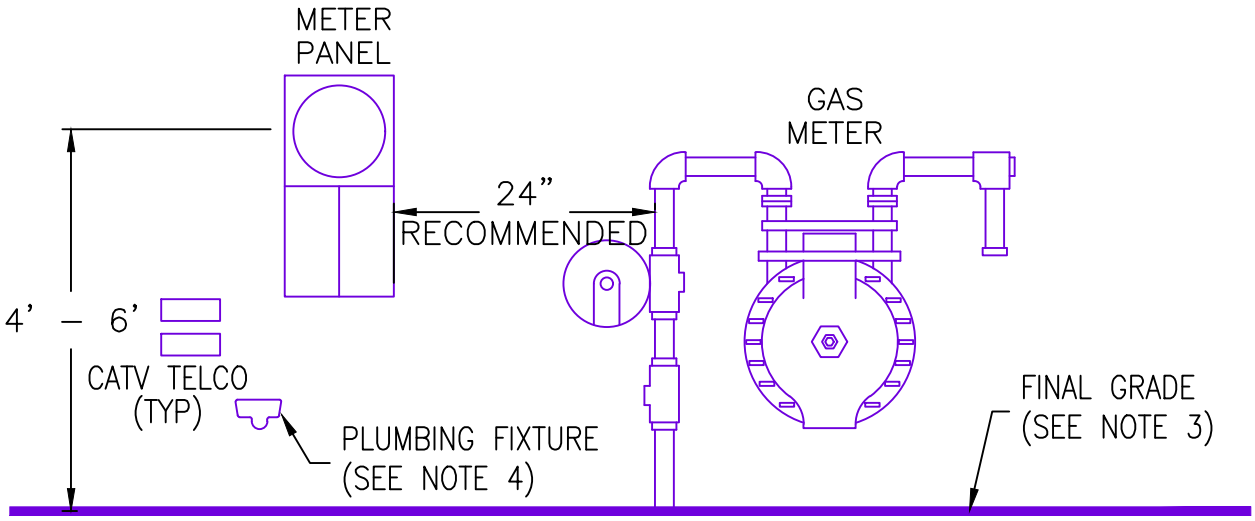
NOTE: Clearances B, C, D, and E are based on the current National Electrical Safety Code and are applicable where the voltage is limited to 150 volts to ground.

NESC RULE 234C3 covers clearance for services attached to buildings (120/240 volt services)
18" above roof within 6' of weatherhead
36" above roof more than 6' from weatherhead
10' over a deck
3' in any direction from windows
5' from porches, decks, fire escapes, etc

IDAHO FALLS POWER
SERVICE POLICY
FIGURE 12
DATE MODIFIED: 1/24/2024

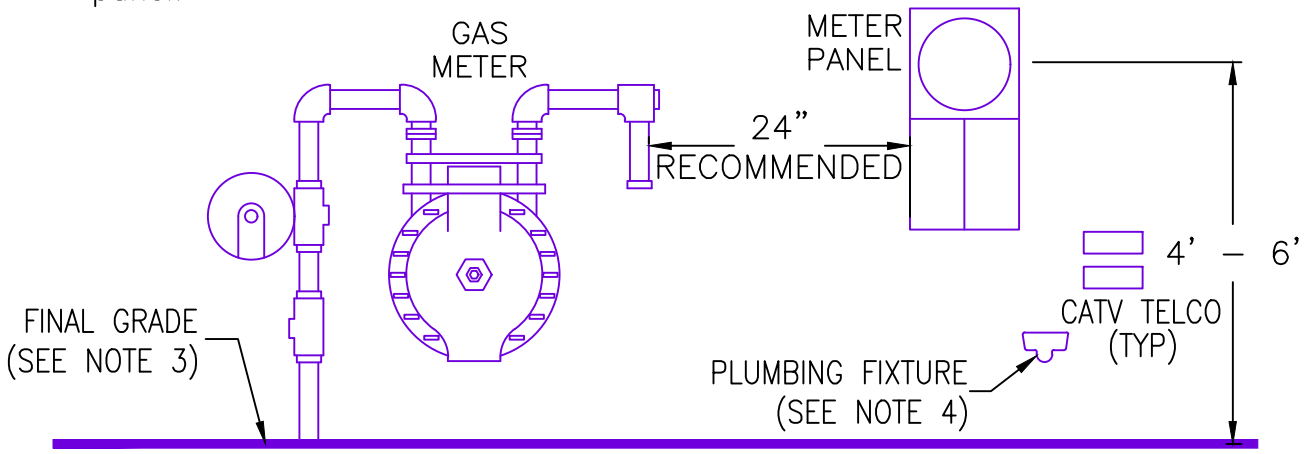
ELECTRICAL SERVICE REQUIREMENTS

SEPARATION OF METER ASSEMBLIES FOR ELECTRIC AND GAS SERVICES



NOTES:

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

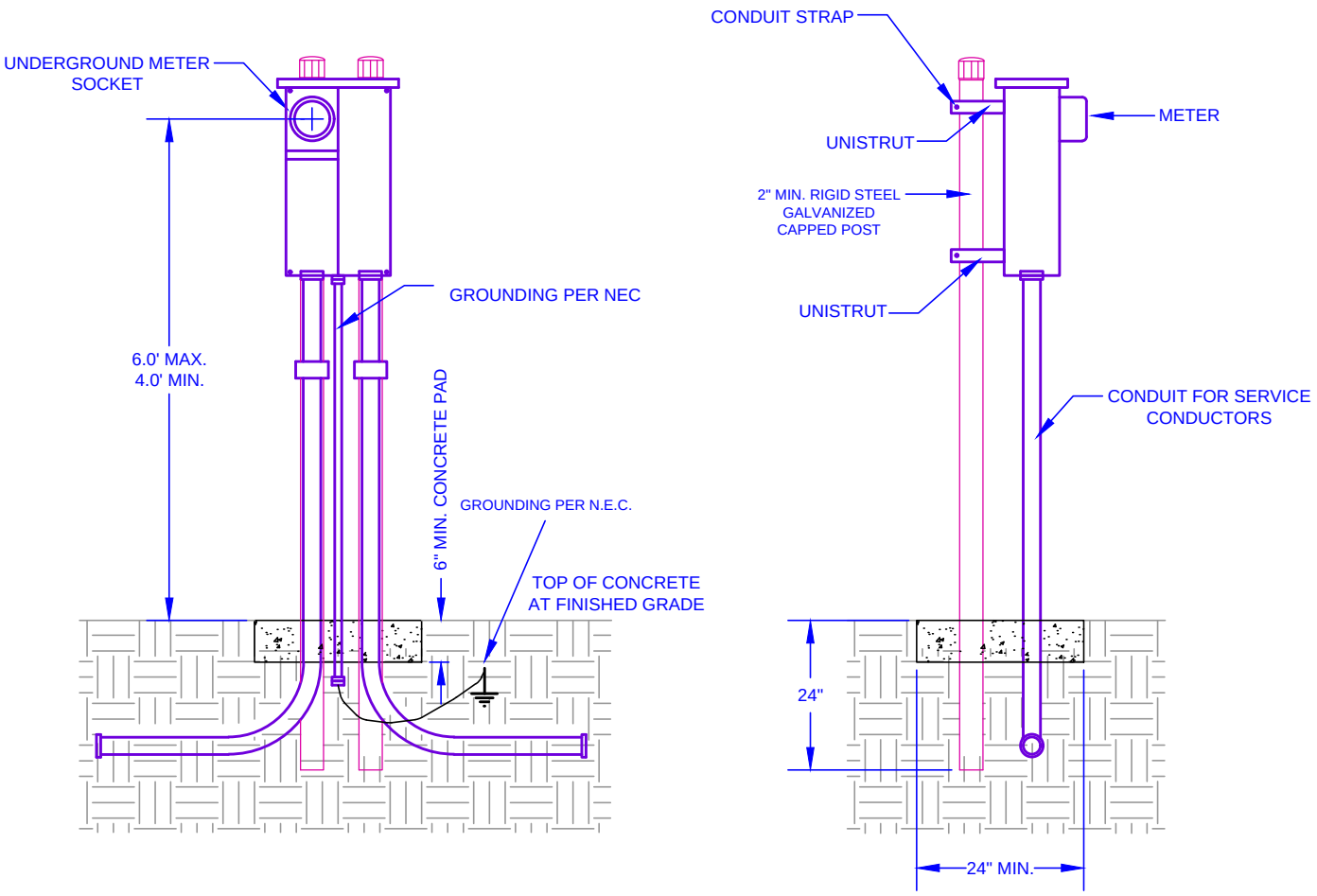


IDAHO FALLS POWER

SERVICE POLICY
FIGURE 13
DATE MODIFIED: 01/03/2019

FREE STANDING METER PANEL

(POST MOUNTED – 1ø)
(RESIDENTAIL UP TO 200 AMPS ONLY)



CUSTOMER WILL FURNISH AND INSTALL:

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

ADDITIONAL REQUIREMENTS:

1. WRITTEN APPROVAL FROM THE POWER COMPANY MUST BE OBTAINED BEFORE INSTALLING A FREE STANDING PEDESTAL.

2. THE METER PEDESTAL IS TYPICALLY LOCATED ADJACENT TO, OR IN, THE EASEMENT CLOSE TO THE DRIVEWAY. THE EXACT LOCATION OF THE METER MUST BE SPECIFIED AND/OR APPROVED BY THE POWER COMPANY.

3. REFER TO SERVICE POLICY FOR UNDERGROUND AND CONDUIT REQUIREMENTS.

4. SERVICE CONDUIT MUST BE PLUMB IN ALL DIRECTIONS.

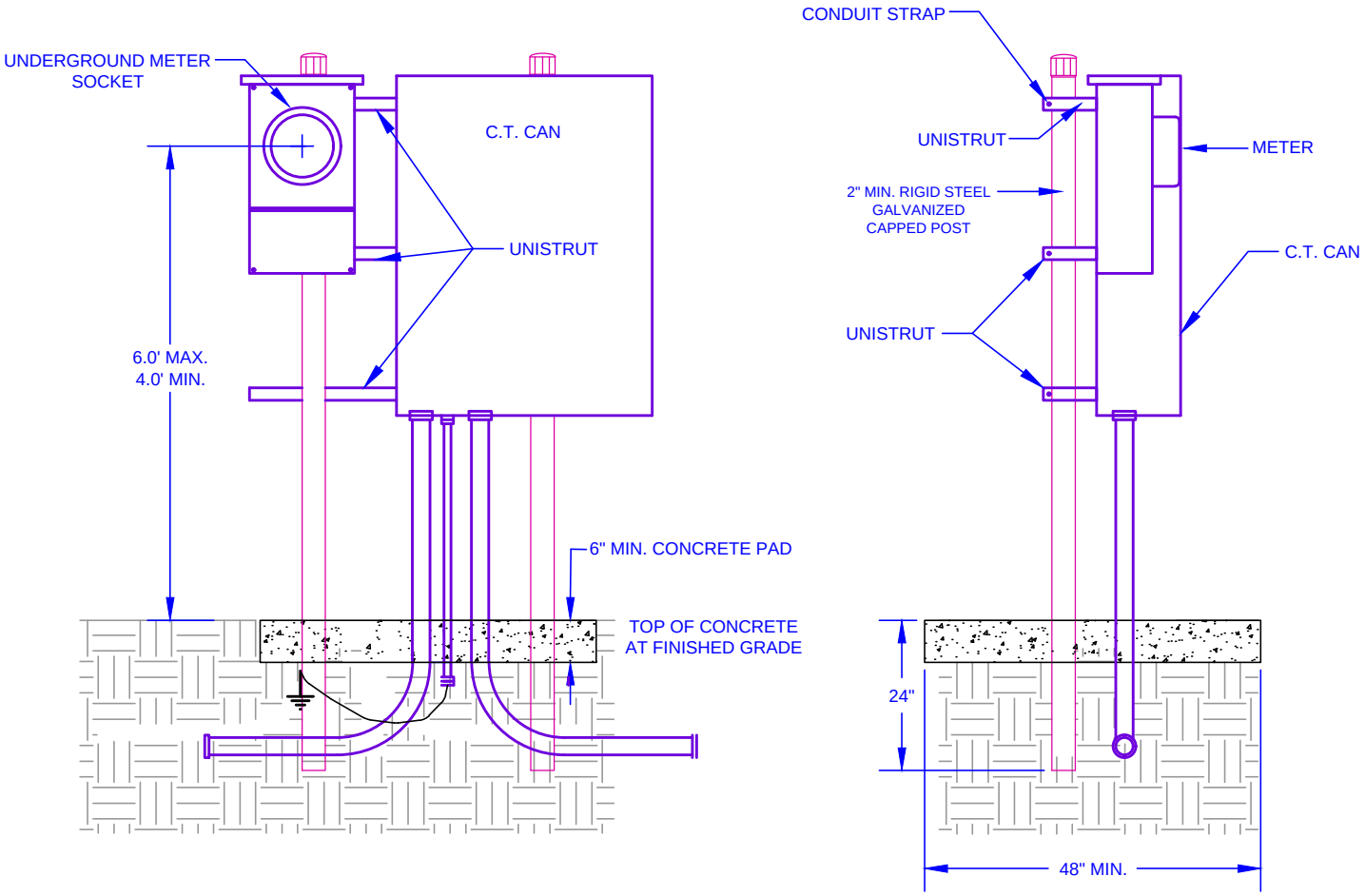
5. METER PANEL SHOWN CAN BE USED IN 3–PHASE APPLICATIONS ONLY WITH WRITTEN APPROVAL FROM IDAHO FALLS POWER.

6. FOR OL LISTED MANUFACTURED PEDESTAL SERVICE ENTRANCES, METER HEIGHT REQUIREMENTS MAY VARY.

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 14
DATE MODIFIED: 12/31/2018

FREE STANDING CT METER
(POST MOUNTED – 1ø OR 3ø)



CUSTOMER WILL FURNISH AND INSTALL:

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

ADDITIONAL REQUIREMENTS:

1. WRITTEN APPROVAL FROM IDAHO FALLS POWER MUST BE OBTAINED BEFORE INSTALLING A FREE STANDING PEDESTAL.

2. THE METER PEDESTAL IS TYPICALLY LOCATED ADJACENT TO, OR IN, THE EASEMENT CLOSE TO THE TRANSFORMER. THE EXACT LOCATION OF THE METER MUST BE SPECIFIED AND/OR APPROVED BY IDAHO FALLS POWER.

3. REFER TO SERVICE POLICY FOR UNDERGROUND AND CONDUIT REQUIREMENTS.

4. SERVICE CONDUIT MUST BE PLUMB IN ALL DIRECTIONS.

5. C.T. CAN MUST BE ADJACENT TO METER BASE.

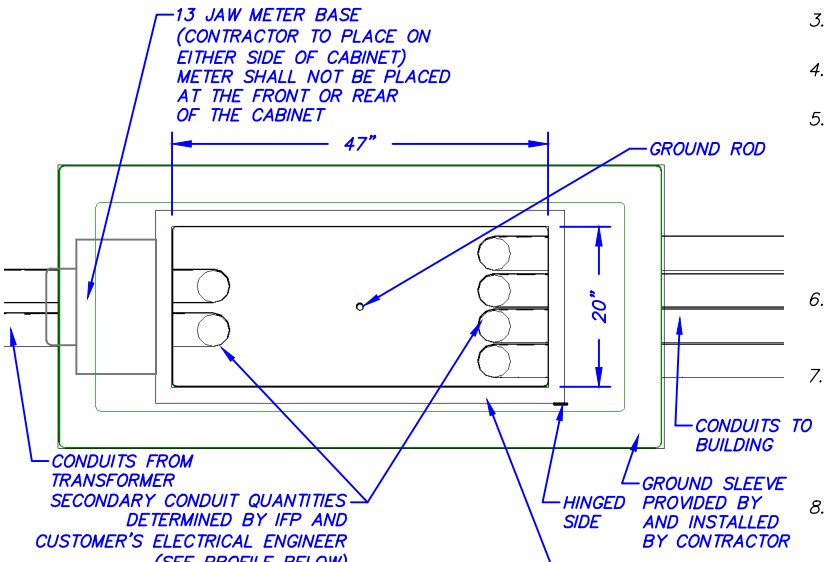
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 15
DATE MODIFIED: 07/31/2013

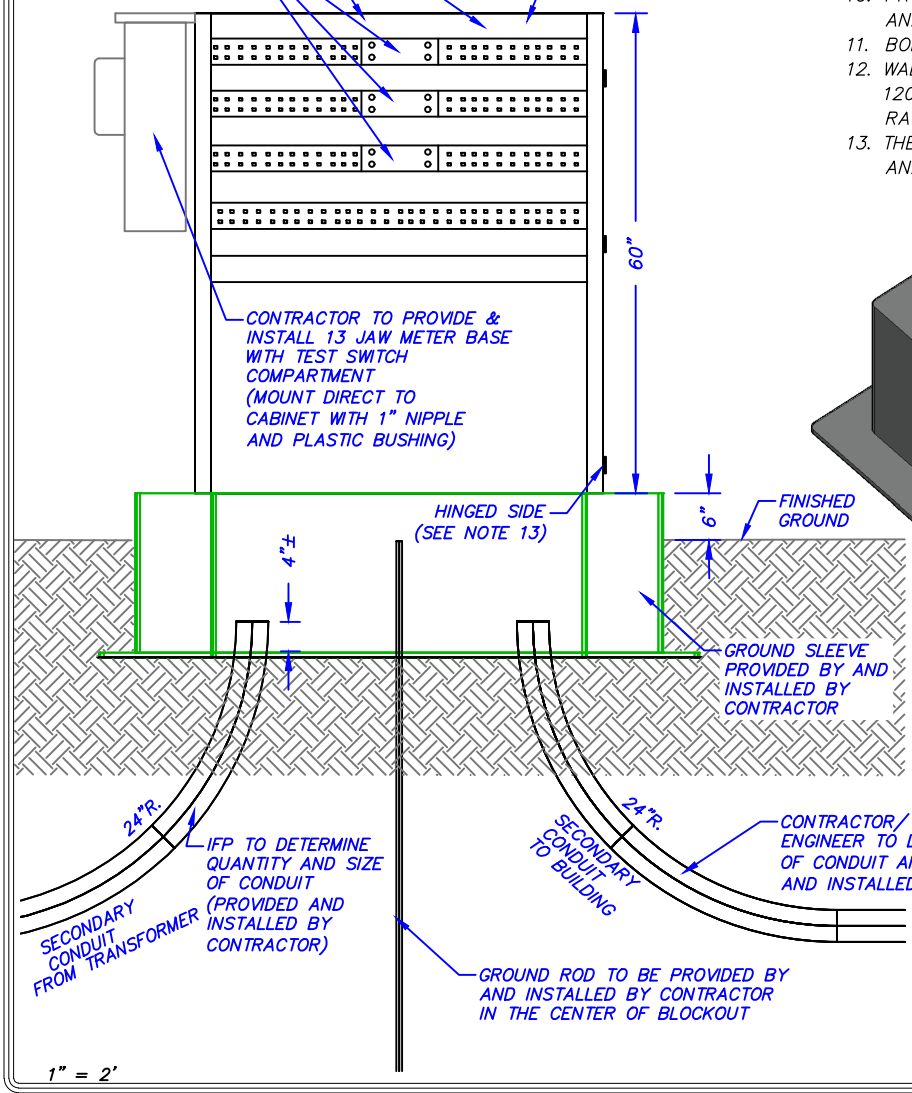
CT CABINET WITH GROUND SLEEVE (801 - 3999 AMPS)

FOR 4000 AMPS AND ABOVE CONTACT IDAHO FALLS POWER

PLAN VIEW



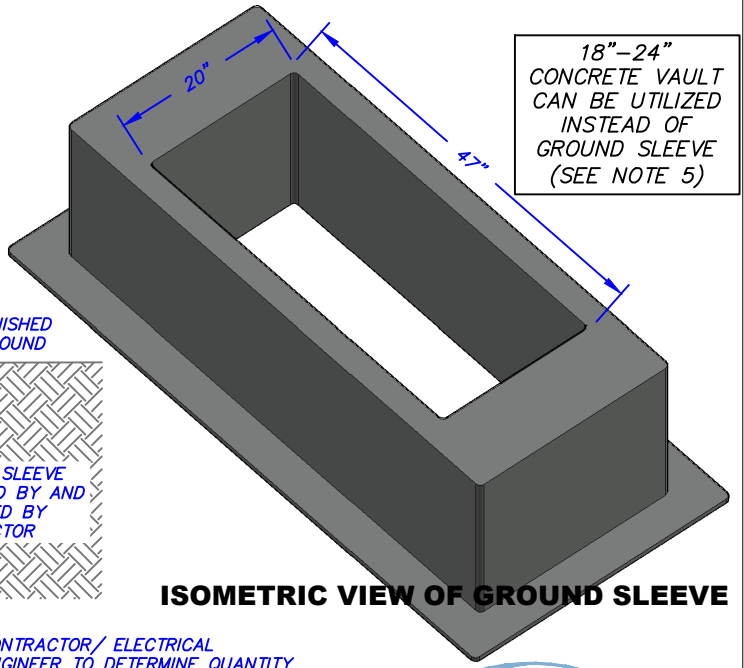
PROFILE VIEW



1" = 2'

ADDITIONAL NOTES:

1. *INSTALL CONDUITS AS SHOWN IN DETAIL (NUMBER OF CONDUITS AND SIZE WILL VARY PER PLANS.*
2. *INSTALL BELL ENDS AND CAP ALL CONDUITS.*
3. *24" RADIUS ELBOW CAN BE UTILIZED. IDENTIFY ALL CONDUITS FOR ROUTING.*
4. *CONTRACTOR TO PLACE CONTRACTOR PROVIDED GROUND ROD AS SHOWN IN DETAIL.*
5. *CONTRACTOR TO PROVIDE AND INSTALL GROUND SLEEVE WITH AN OPENING TO MATCH PROPOSED CABINET AS SHOWN. (A CONCRETE PAD CAN BE UTILIZED INSTEAD OF GROUND SLEEVE BUT MUST HAVE A 18"–24" DEEP CONCRETE VAULT FOR CONDUITS AND MATCH OPENING DIMENSIONS OF CABINET – CONCRETE PAD MUST MEET CT CABINET MANUFACTURER STANDARDS FOR STRENGTH OF THE FULLY LOADED CT CABINET AND BE MIN. 6" ABOVE GRADE)*
6. *CONTACT IFP FOR INSPECTION. TOP OF THE GROUND SLEEVE (CONCRETE PAD) SHALL BE 6" ABOVE FINISHED GRADE. POSITIVE DRAINAGE MUST BE PROVIDED.*
7. *CT CABINET WITH SPLIT BUS PER AMERICAN MIDWEST POWER SERVICE CONNECTION CABINET 'SCC' WITH CT PROVISION OR APPROVED EQUAL TO BE PROVIDED AND INSTALLED BY CONTRACTOR. (IDAHO FALLS POWER MUST APPROVE CT CABINET BEFORE ORDERING AND INSTALLING)*
8. *IDAHO FALLS POWER TO SIZE AND INSTALL SECONDARY CONDUCTOR FROM TRANSFORMER TO CT CABINET. CONTRACTOR MUST SUPPLY TERMINATION LUGS.*
9. *CONTRACTOR TO SUPPLY AND INSTALL ALL SECONDARY CONDUCTOR FROM CT CABINET TO BUILDING. CONTRACTOR TO PROVIDE AND INSTALL 13 JAW METER BASE WITH TEST SWITCH COMPARTMENT TO BE MOUNTED DIRECTLY TO THE CABINET WITH 1" NIPPLE AND PLASTIC BUSHING.*
10. *PROVIDE 2' CLEARANCE ON ALL SIDES EXCEPT FRONT PROVIDE 3' AND BE ABLE TO OPEN AT LEAST 90° WITHOUT ANY OBSTRUCTION.*
11. *BONDING WILL BE REQUIRED IF CONDUIT 90° BEND ARE METALLIC.*
12. *WALL MOUNTED CT METERING MAY BE ACCEPTABLE FOR UP TO 1200 AMPS SO LONG AS THE WALL MOUNTED CT METERING IS RATED FOR 1200 AMPS AND MEETS ALL UL RATINGS.*
13. *THE METER SOCKET SHALL BE LOCATED OPPOSITE THE HINGED SIDE, AND NOT ABOVE OR BELOW THE CABINET.*



18"–24" CONCRETE VAULT CAN BE UTILIZED INSTEAD OF GROUND SLEEVE (SEE NOTE 5)

ISOMETRIC VIEW OF GROUND SLEEVE

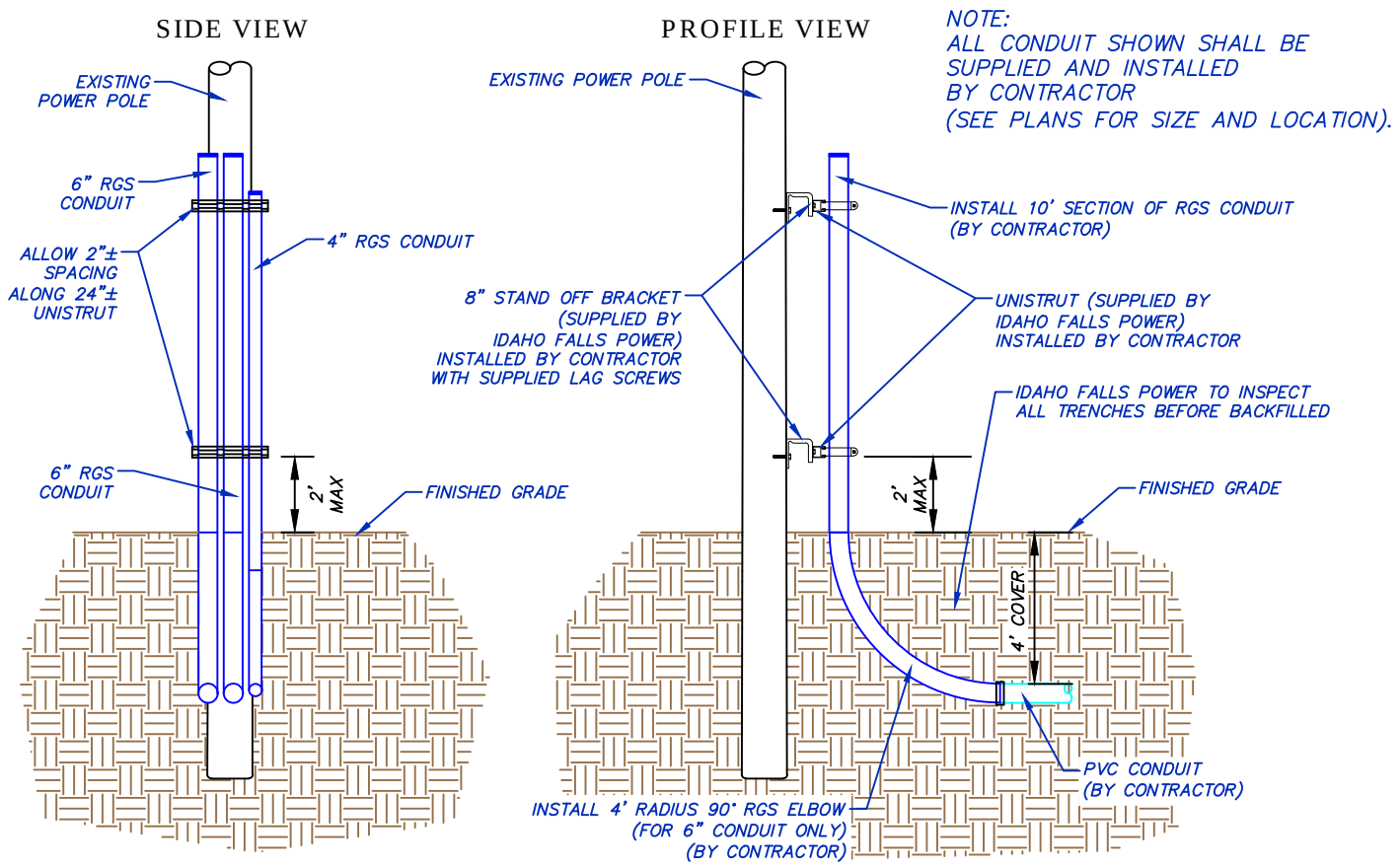
IDAHO FALLS POWER

SERVICE POLICY

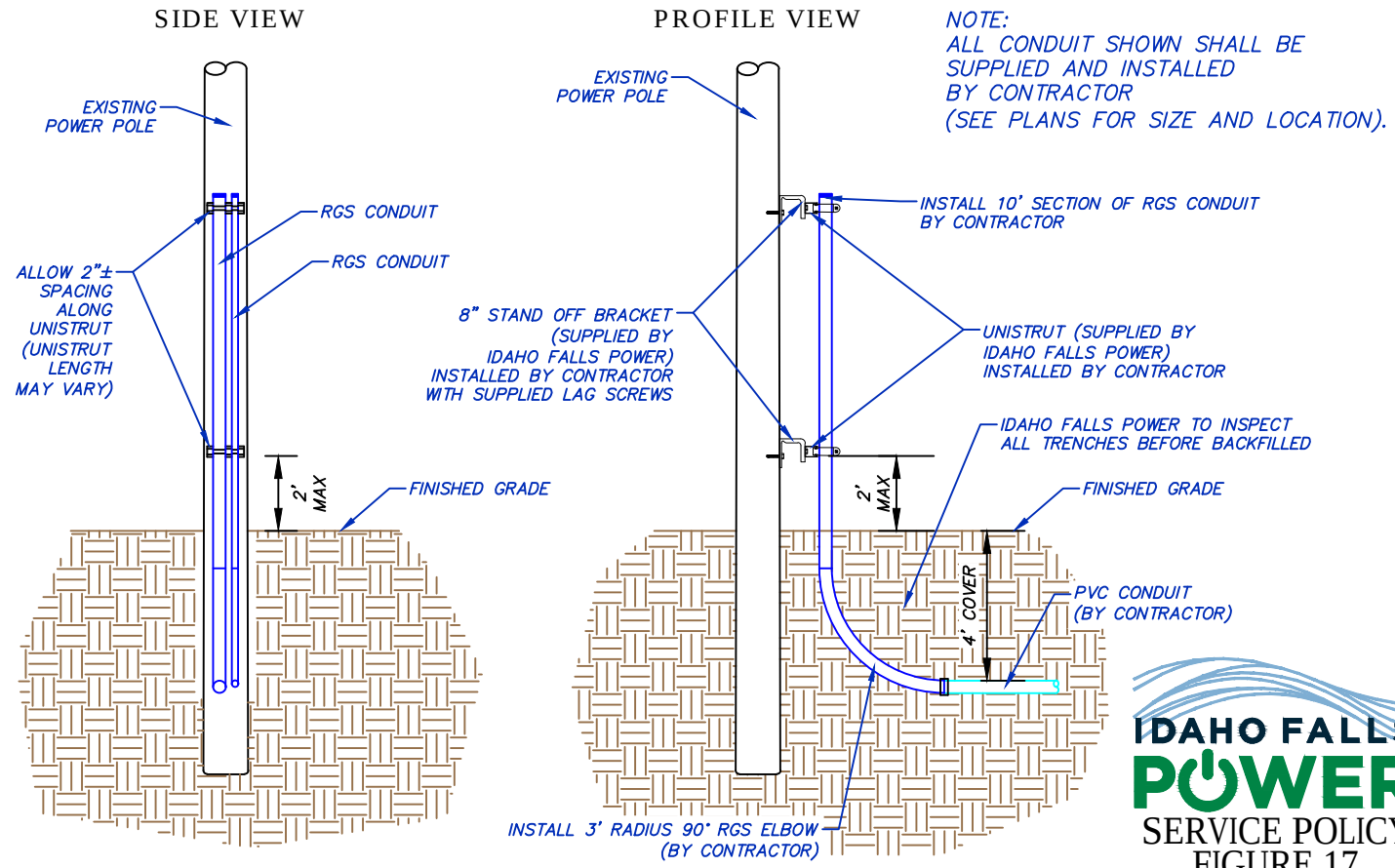
FIGURE 16

DATE MODIFIED: 1/24/2024

RISER DETAIL FOR 6" CONDUIT



RISER DETAIL FOR 2" - 4" CONDUIT

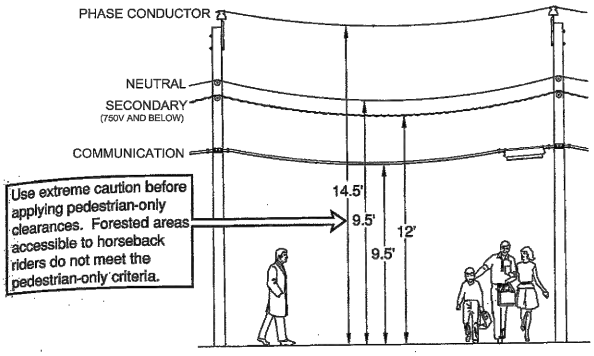


1" = 5'

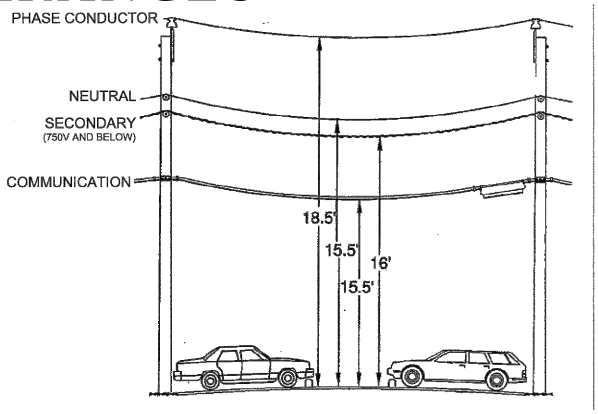
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 17
DATE MODIFIED: 12/20/2018

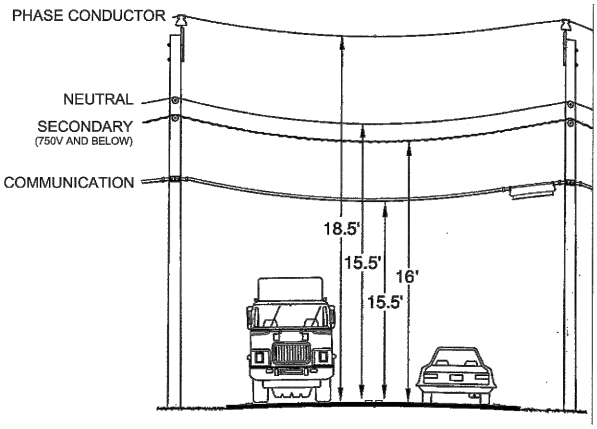
OVERHEAD CLEARANCES



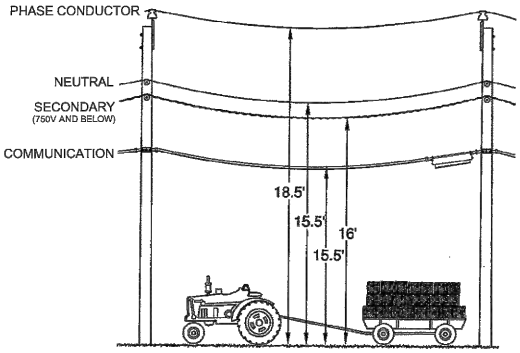
SPACES AND WAYS SUBJECT TO PEDESTRIANS OR RESTRICTED TRAFFIC ONLY



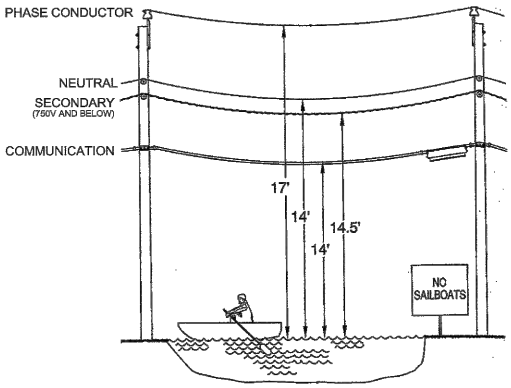
DRIVEWAYS, PARKING LOTS, AND ALLEYS



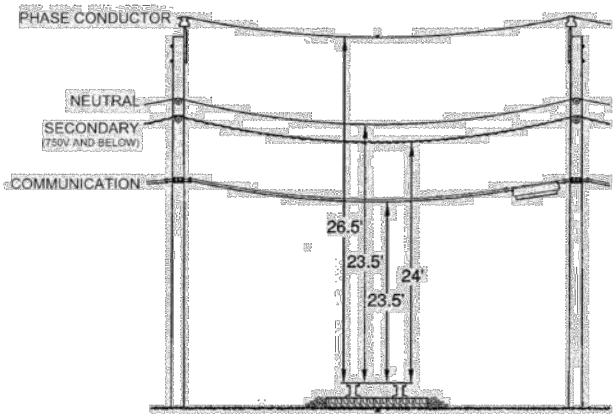
ROADS, STREETS, AND OTHER AREAS SUBJECT TO TRAFFIC



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

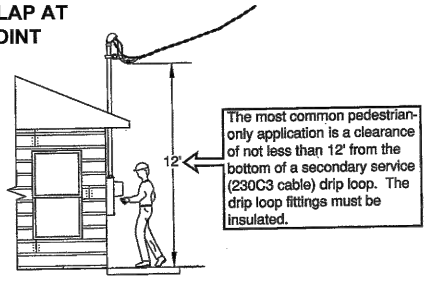


WATER AREAS NOT SUITABLE FOR SAIL BOATING OR WHERE SAILBOATING IS PROHIBITED



RAILROADS

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

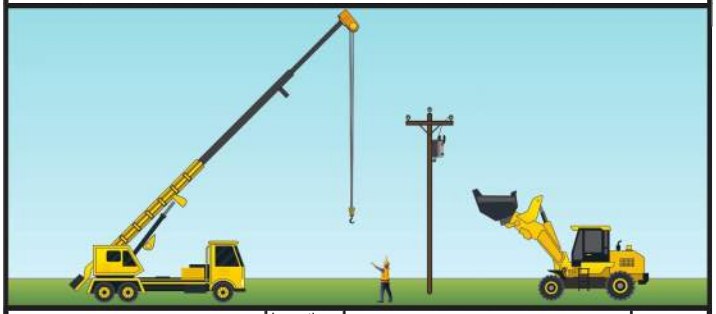


IDAHO FALLS POWER

SERVICE POLICY
FIGURE 18
DATE MODIFIED: 07/31/2013

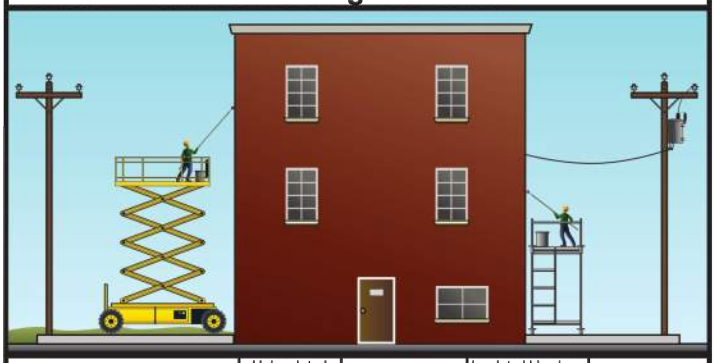
OPERATION AND CUSTOMER CLEARANCES

Crane / Derrick Transmission Clearance



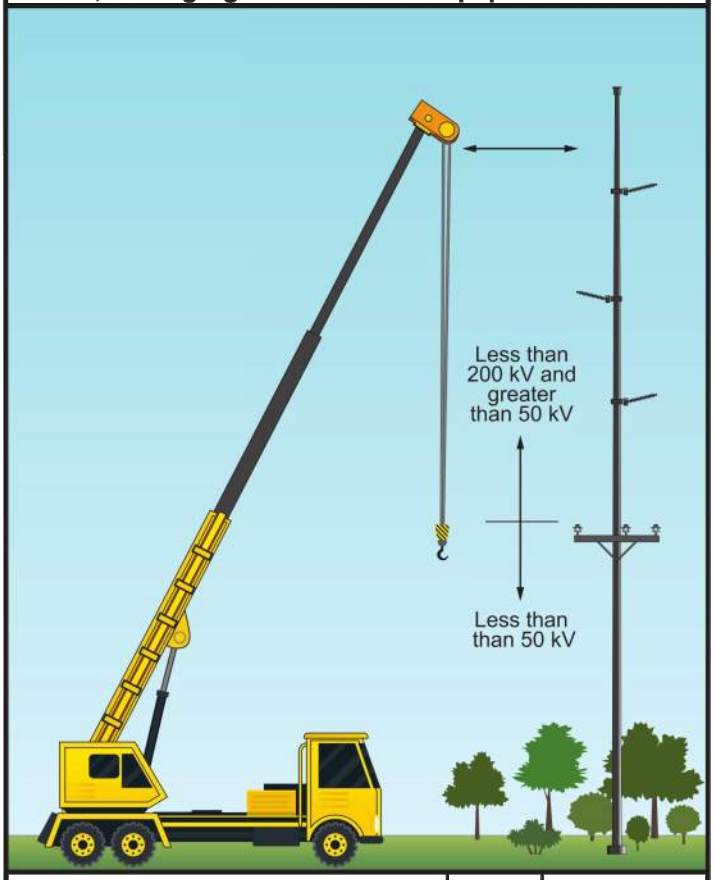
Crane / Derrick	Less than 50kV	Heavy machinery equipment (backhoes, front-end loaders, bulldozer, dump trucks)	Less than 50kV
Must Contact Electric Utility if maximum working radius in the work zone. *See OSHA 1926.1408 (a) (2)*	20 feet	Horizontal Minimum Clearance from. *See OSHA 1926.600 (a) (6)*	10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

Scissor Lift & Scaffolding Clearance



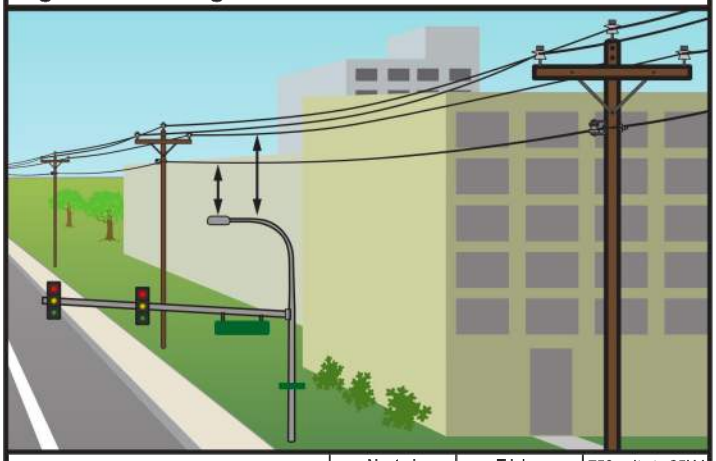
	Uninsulated Neutral Conductor	Insulated Line less than 300 Volts	Insulated Line less than 300 Volts to 750 volts	Uninsulated Lines 750 volts to 25 kV
Distance from Scaffold *See OSHA 1926.451 (f) (4)*	10 feet	3 feet	10 feet	10 feet
Worker or any conductive object *See OSHA 1910.333 (c) (3) (i) (B)*	Avoid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

Crane, drilling rig & Mechanized Equipment Clearance



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

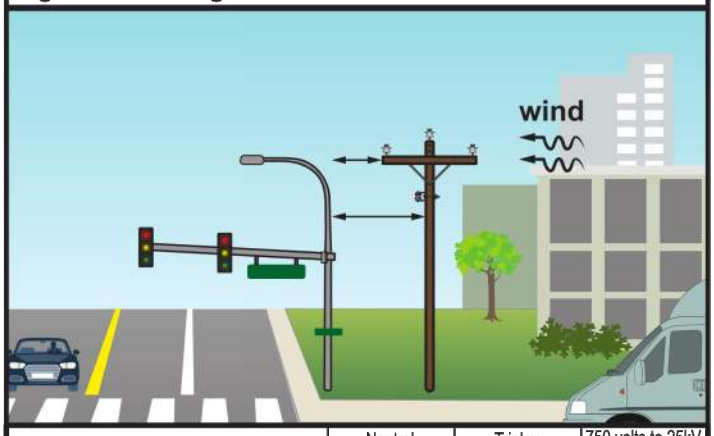
Light / Traffic Signal Pole - Vertical



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

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

Light / Traffic Signal Pole - Horizontal



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

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

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

SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS

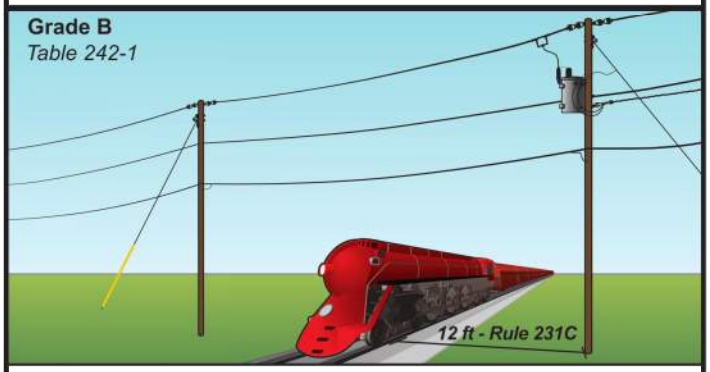
DRAWING COURTESY OF HI-LINE ENGINEERING

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 19
DATE MODIFIED: 2018

APPLICATION GUIDE FOR 2017 NESC TABLE 232-1

Railroads*

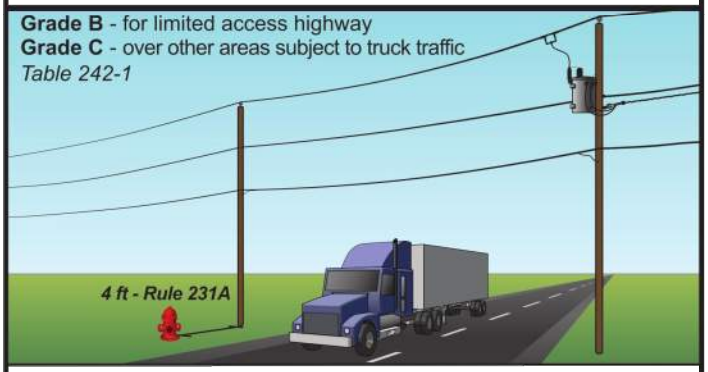


Vertical Clearance at Largest Vertical Sag *Table 232-1*

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

**Railroad company may require greater clearance*

Trucks Over 8 Feet*

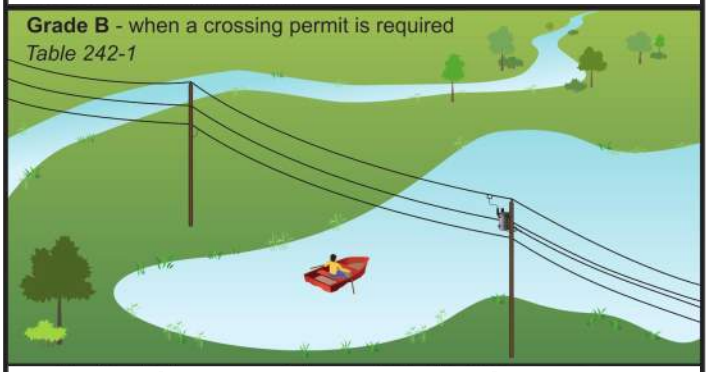


Vertical Clearance at Largest Vertical Sag *Table 232-1*

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

**DOT may require greater clearance*

Water - No Sailboats



Vertical Clearance at Largest Vertical Sag *Table 232-1*

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

**see NESC for sailboat clearances*

Over fields, orchards, forest, etc.

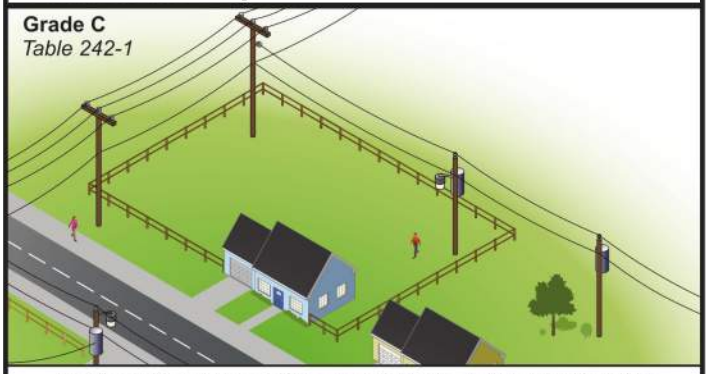


Vertical Clearance at Largest Vertical Sag *Table 232-1*

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

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

Pedestrians Only*

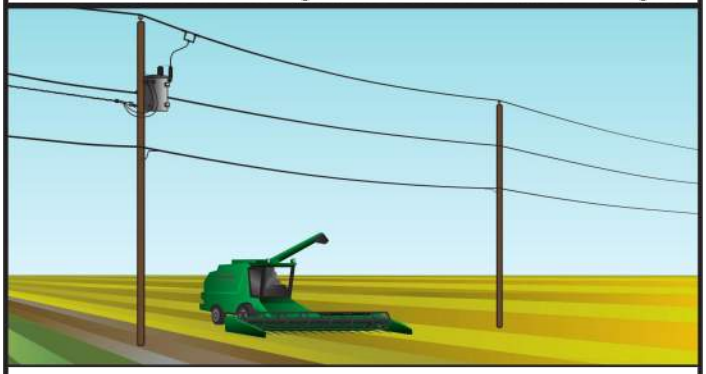


Vertical Clearance at Largest Vertical Sag *Table 232-1*

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

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

Oversized Vehicles - greater than 14 feet in height



Vertical Clearance at Largest Vertical Sag *Table 232-1*

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

X = Known Height of oversized vehicle

SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS

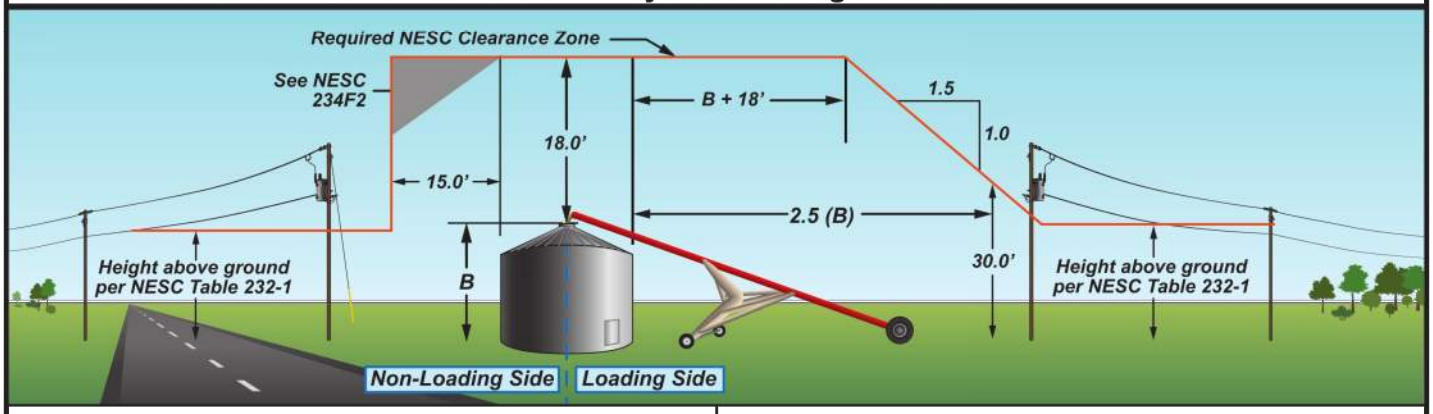
DRAWING COURTESY OF HI-LINE ENGINEERING

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 20
DATE MODIFIED: 2016

APPLICATION GUIDE FOR 2017 NESC

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



B = Vertical height to highest filling or probing port

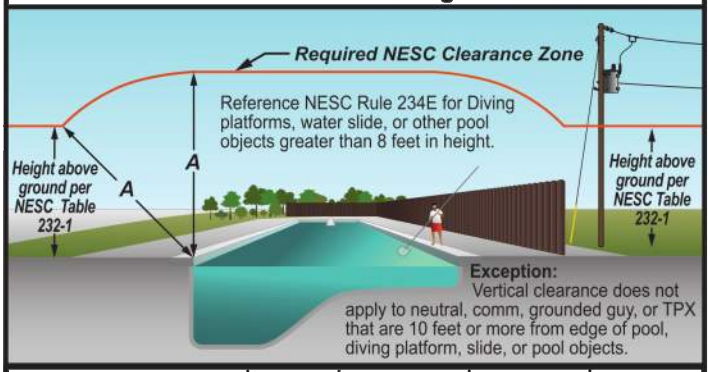
Note: If B > 12 feet, vertical height of conductors is 30 feet at a distance equal to 2.5 times B

*Largest vertical sag

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

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

Clearance Over* or Near Swimming Pools NESC 234E1

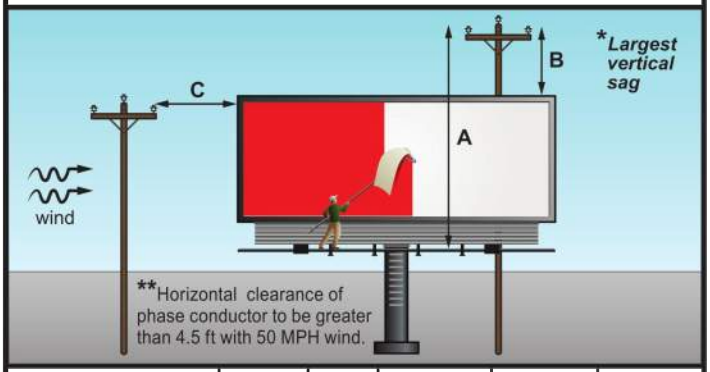


Neutral	TPX	7.2/12.5 kV	14.4/25 kV	19.9/35 kV
22.0 ft	22.5 ft	25.0 ft		

*Largest vertical sag

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

Clearance Over* or Near Billboards NESC 234C



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

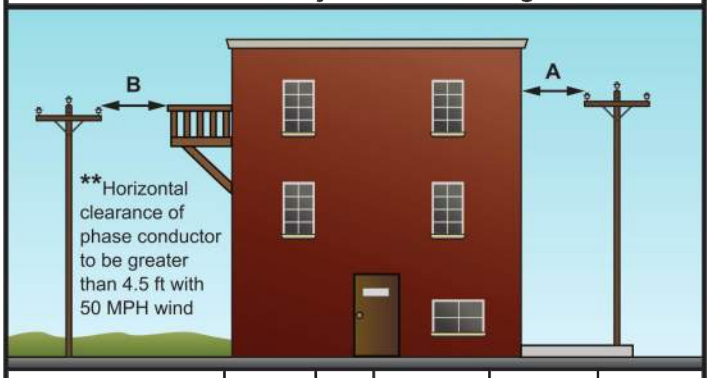
Vertical Clearance Over* Buildings NESC 234C



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

*Largest vertical sag

Horizontal Clearance Adjacent to Buildings NESC 234C



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

SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS

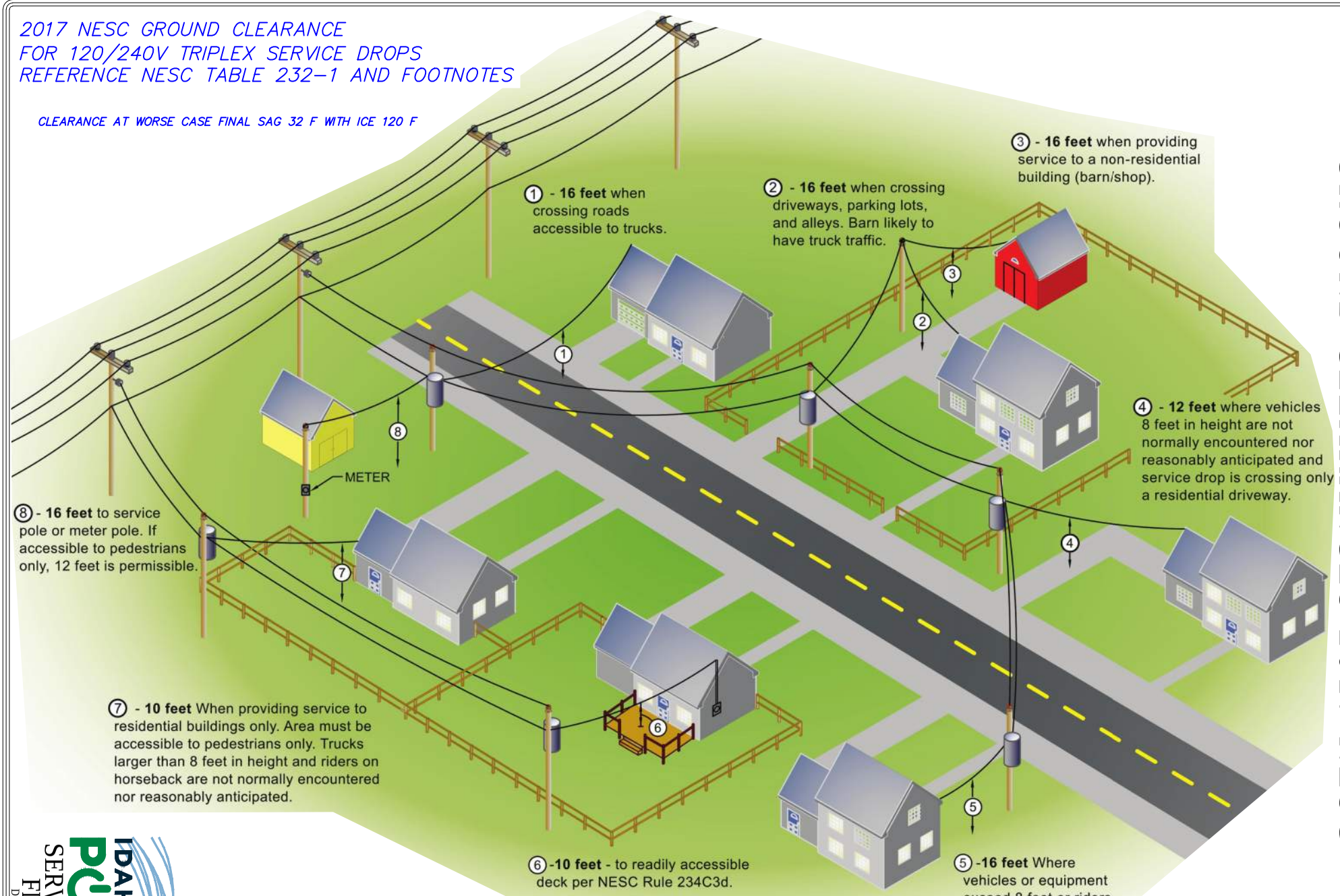
DRAWING COURTESY OF HI-LINE ENGINEERING

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 21
DATE MODIFIED: 2016

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

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



GROUND CLEARANCES 2017 NESC

IDAHO FALLS POWER

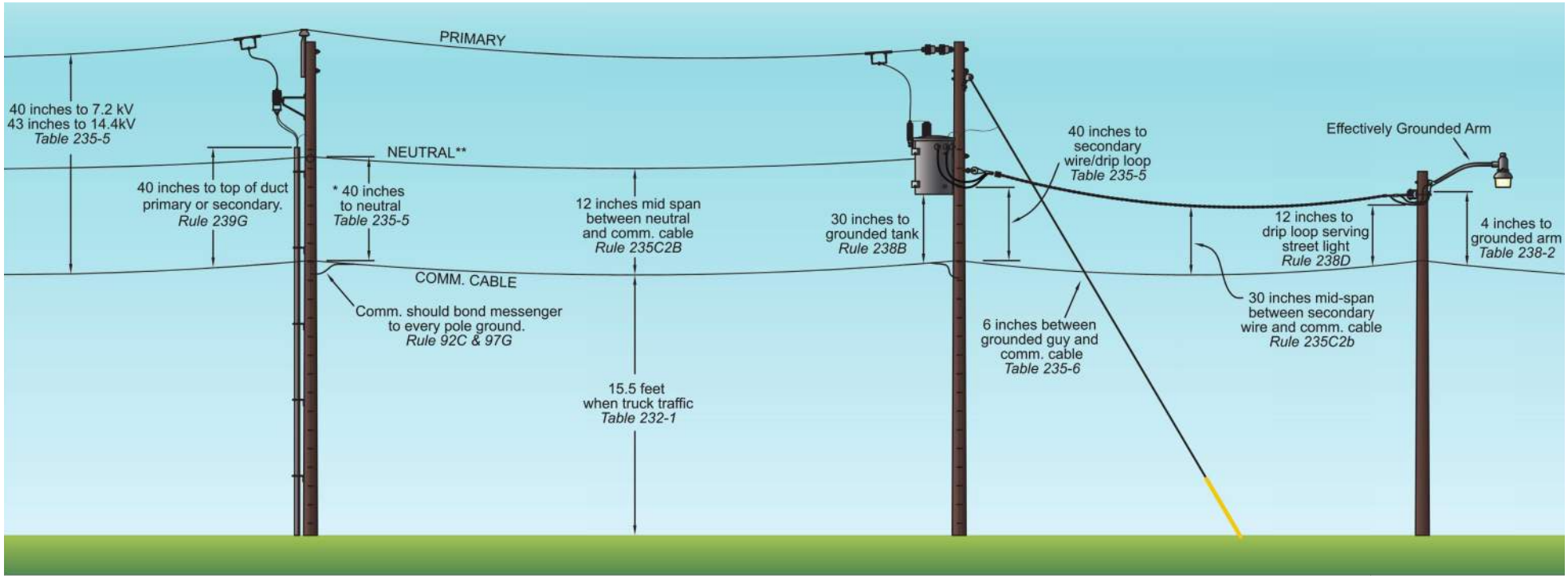
SERVICE POLICY
FIGURE 22
DATE MODIFIED: 2016

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

DRAWING COURTESY OF HI-LINE ENGINEERING

SUMMARY OF NESC CLEARANCES TO COMMUNICATION CABLES

SEE NESC AND OSHA FOR DETAILS AND EXCEPTIONS



* 30 INCHES IS ALLOWED IF THE COMMUNICATION MESSENGER IS BONDED TO THE NEUTRAL THROUGHOUT THE SERVICE AREA. TABLE 235-5

** FIBER OPTIC CABLES IN THE SUPPLY SPACE (RULE 224A) WILL HAVE THE SAME REQUIRED CLEARANCE TO COMMUNICATION CABLES IN THE COMMUNICATION SPACE AS A MULT-GROUNDED NEUTRAL (RULE 235C)

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

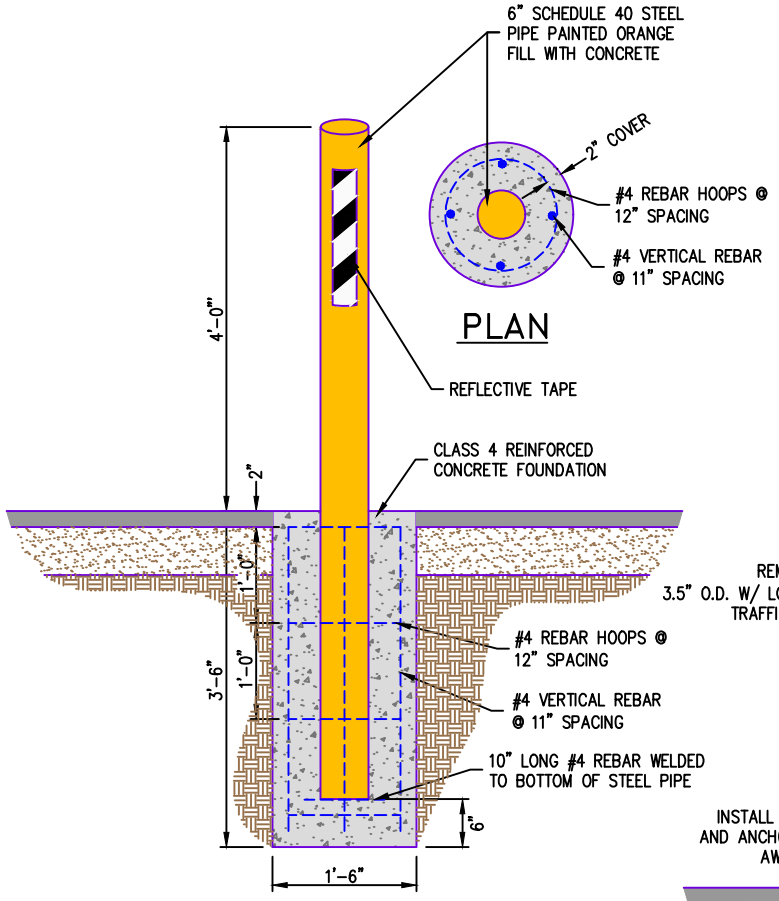
DRAWING COURTESY OF HI-LINE ENGINEERING

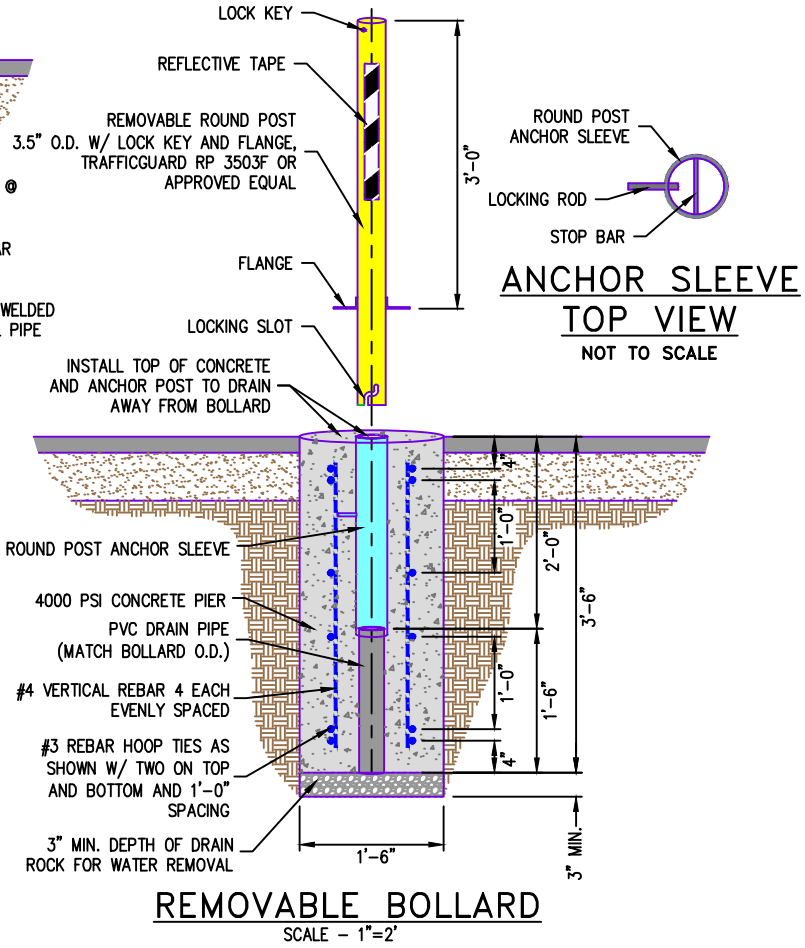
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 23
DATE MODIFIED: 2016

COMMUNICATION CABLE CLEARANCES

BOLLARD DETAIL





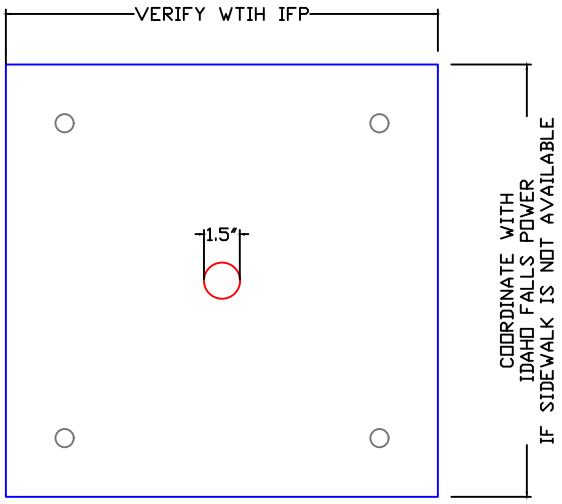
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 24
DATE MODIFIED: 12/18/2009

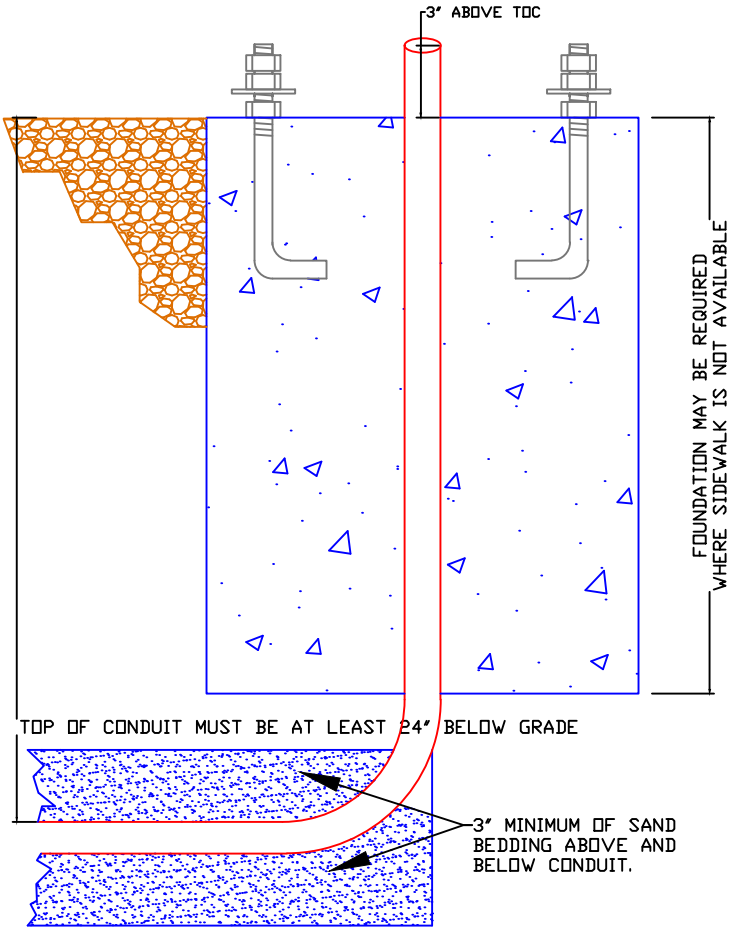
ELECTRICAL VEHICLE PEDESTAL FOUNDATION PAD

(LEVEL 2)

TOP VIEW



SIDE VIEW



ADDITIONAL COMMENTS:

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

EXAMPLE OF LEVEL 2 CHARGING PAD

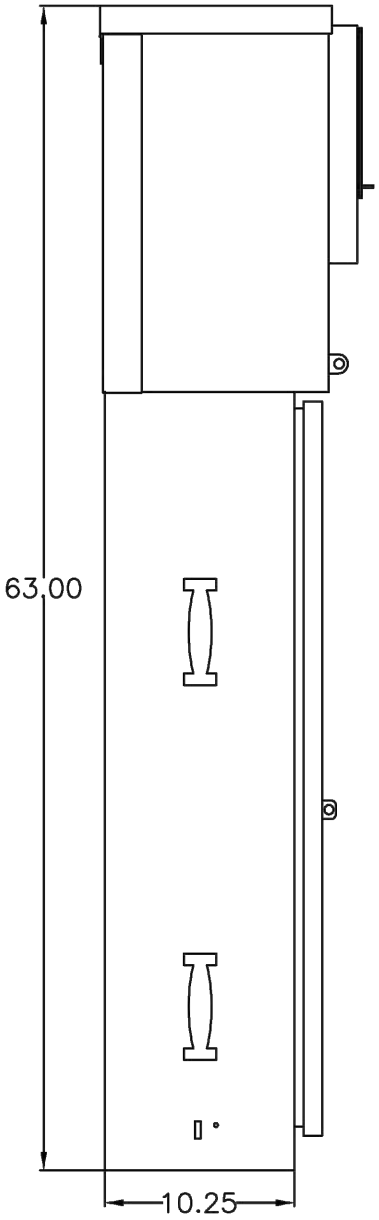


CONTRACTOR TO PROVIDE THE FOLLOWING:
FOUNDATION, CONDUIT, WIRE
IDAHO FALLS POWER TO PROVIDE THE FOLLOWING:
EV CHARGING STAND AND CHARGER
SEE IDAHO FALLS POWER COMMERCIAL LEASING PROGRAM FOR MORE INFORMATION

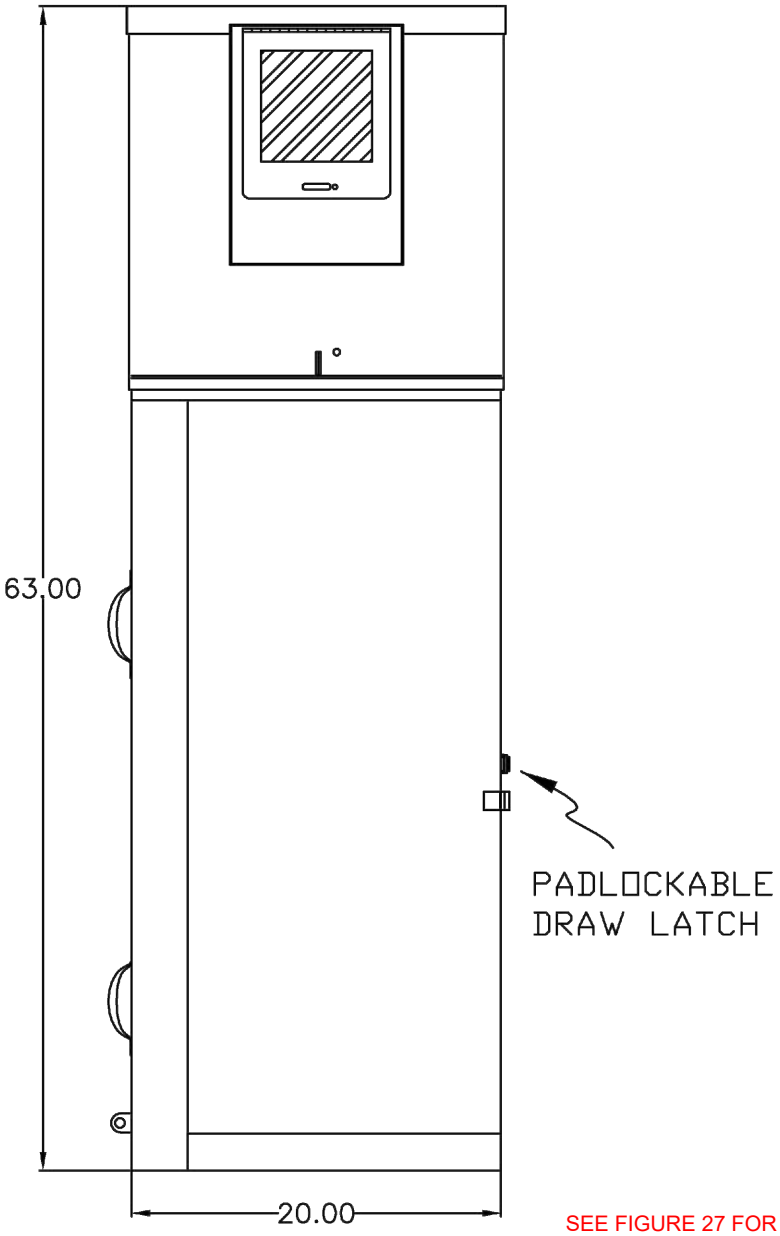
IDAHO FALLS POWER
SERVICE POLICY
FIGURE 25
DATE MODIFIED: 1/24/2024

COMMERCIAL LIGHTING CONTROL PANEL & FOUNDATION

PANEL AND BASE PROVIDED AND INSTALLED BY CONTRACTOR.

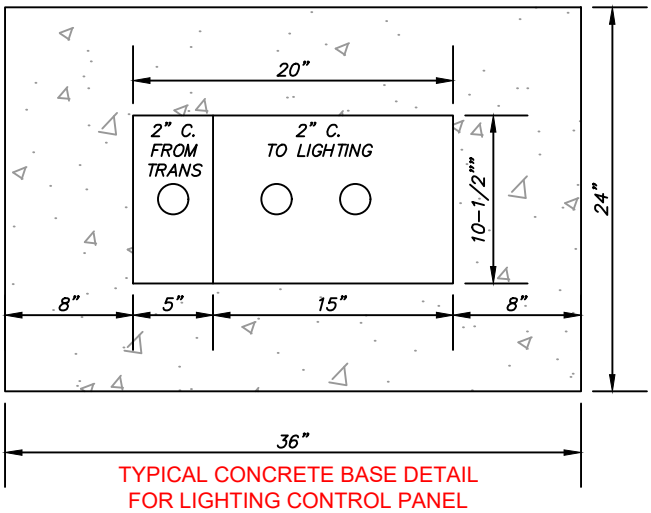


LEFT SIDE

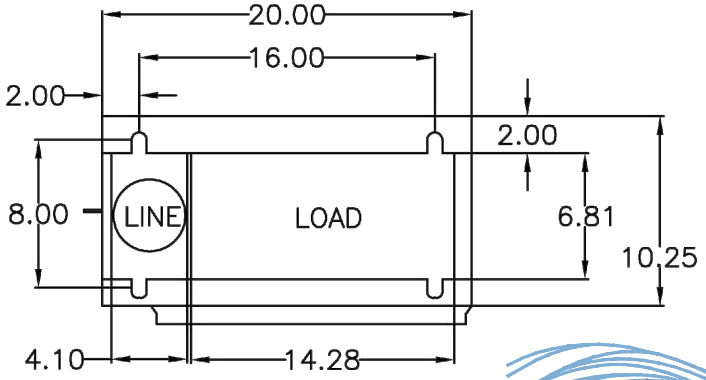


FRONT VIEW

SEE FIGURE 27 FOR GENERAL NOTES, WIRING DIAGRAM, GENERAL NOTES, AND POLE BASE DETAIL



TYPICAL CONCRETE BASE DETAIL FOR LIGHTING CONTROL PANEL

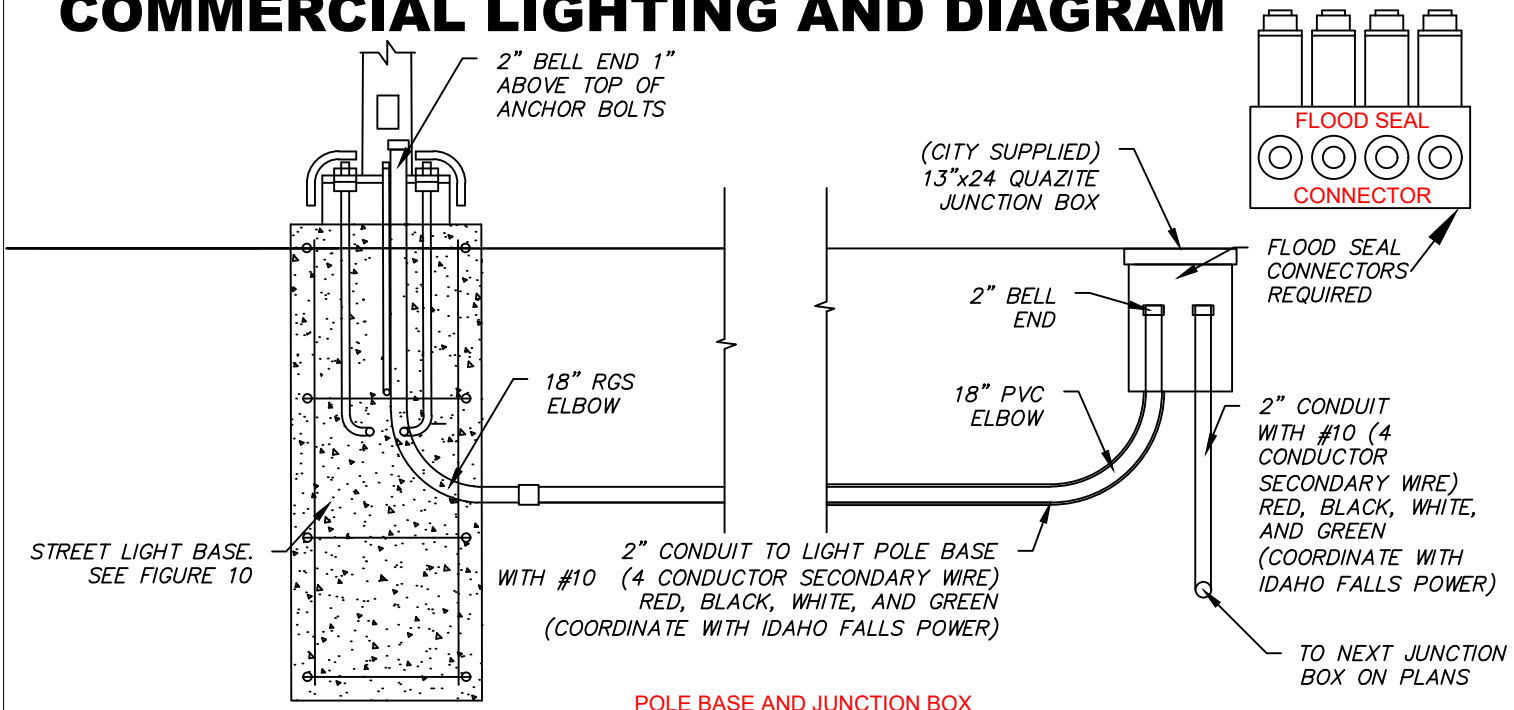


BASE PLAN

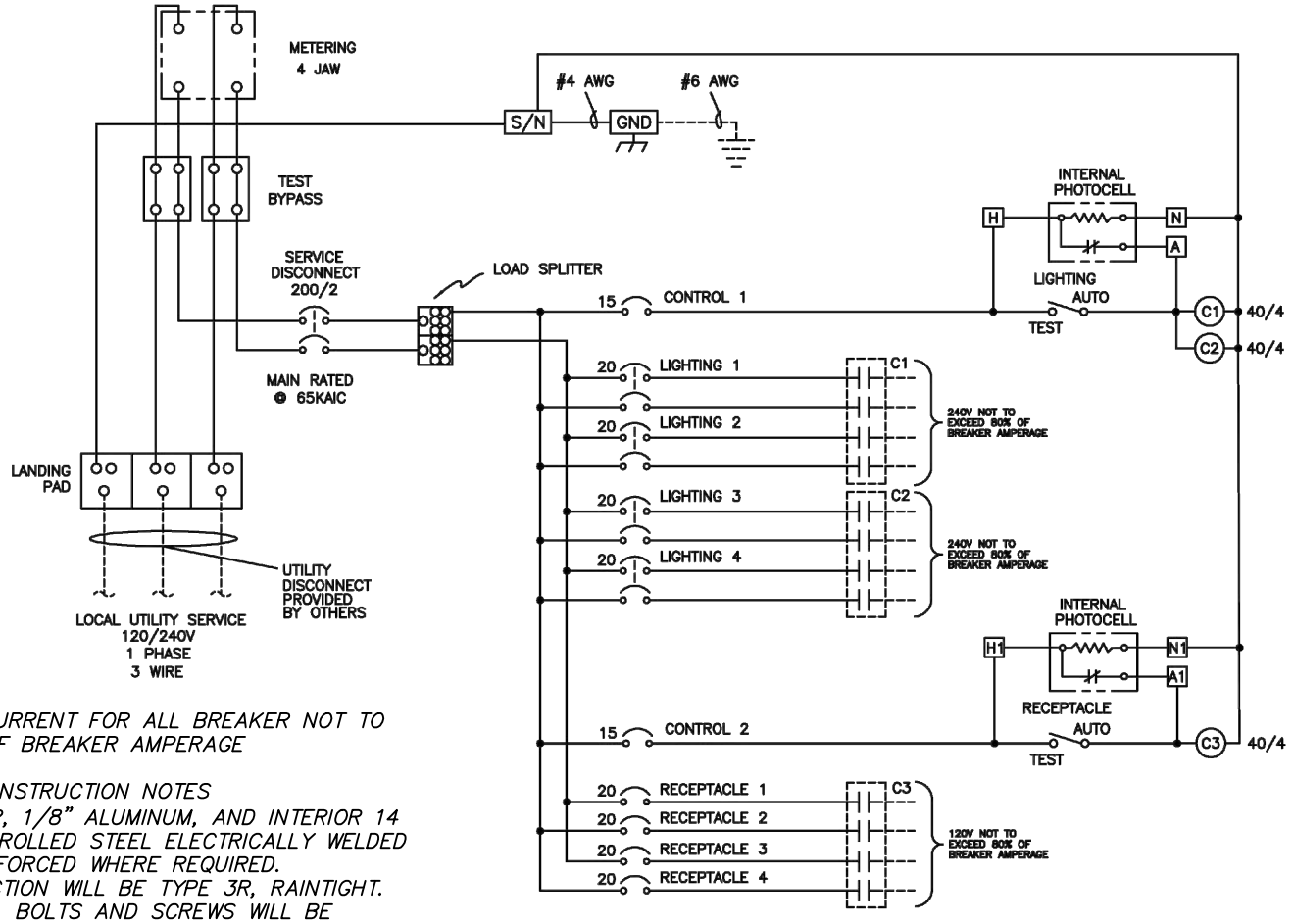
IDAHO FALLS POWER

SERVICE POLICY
FIGURE 26
DATE MODIFIED: 1/31/2024

COMMERCIAL LIGHTING AND DIAGRAM



POLE BASE AND JUNCTION BOX DETAIL



NOTE: LOAD CURRENT FOR ALL BREAKER NOT TO EXCEED 80% OF BREAKER AMPERAGE

ENCLOSURE CONSTRUCTION NOTES

1. *EXTERIOR, 1/8" ALUMINUM, AND INTERIOR 14 GA COLD ROLLED STEEL ELECTRICALLY WELDED AND REINFORCED WHERE REQUIRED.*
2. *CONSTRUCTION WILL BE TYPE 3R, RAINTIGHT.*
3. *ALL NUTS, BOLTS AND SCREWS WILL BE STAINLESS STEEL.*
4. *NUTS, BOLTS & SCREWS WILL NOT BE VISIBLE FROM OUTSIDE OF ENCLOSURE.*
5. *CONTROL WIRING WILL BE MARKED AT BOTH ENDS BY PERMANENT WIRE MARKERS.*
6. *A PLASTIC COVERED WIRING DIAGRAM WILL BE ATTACHED TO THE INSIDE OF THE FRONT DOOR.*
7. *ENCLOSURE WILL BE FACTORY WIRED AND CONFORM TO REQUIRED NEMA AND UL 508A STANDARDS.*

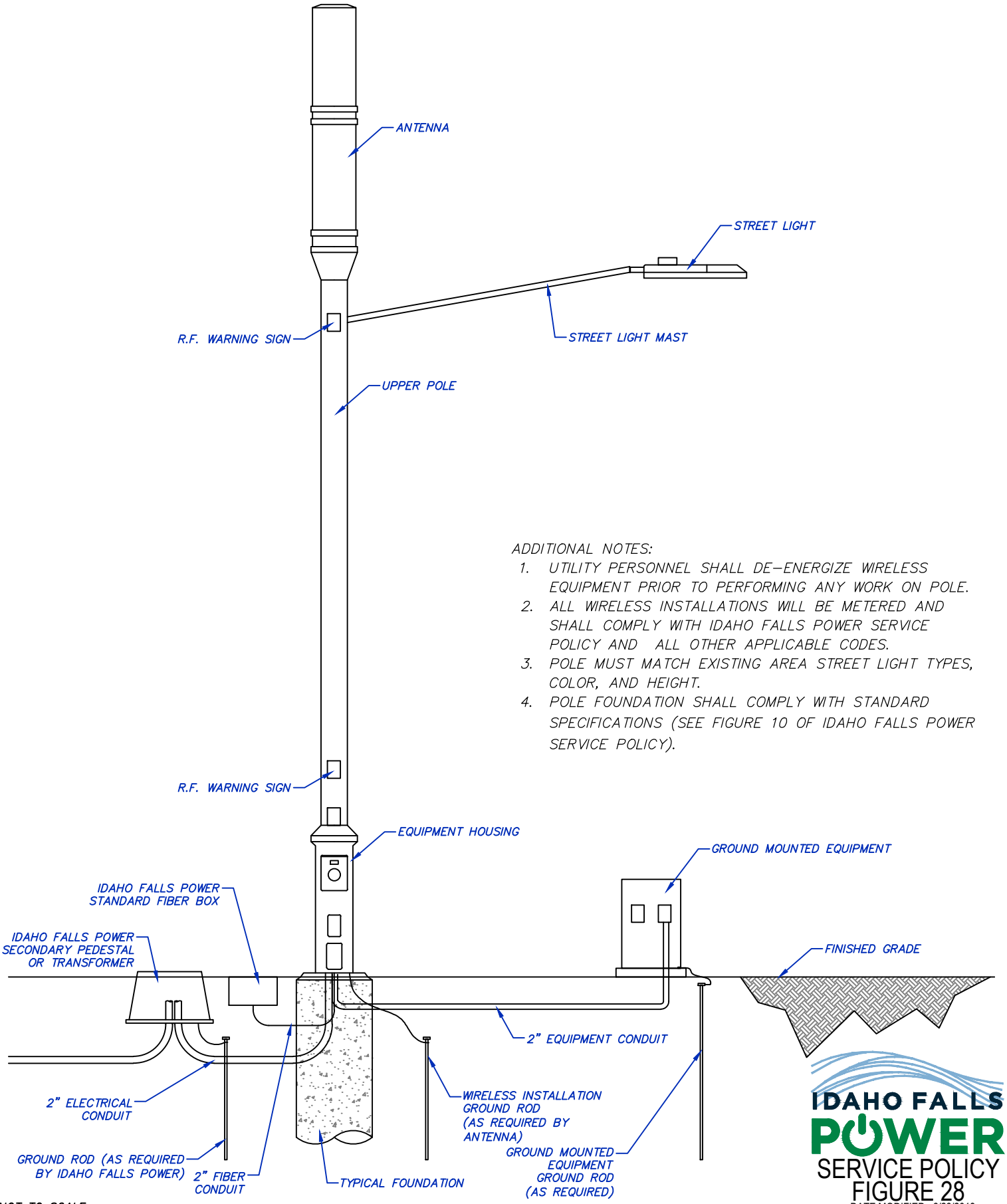
SERVICE EQUIPMENT WIRING DIAGRAM

SEE FIGURE 26 FOR COMMERCIAL LIGHTING CONTROL PANEL AND FOUNDATION DRAWINGS

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 27
DATE MODIFIED: 1/31/2024

WIRELESS ANTENNA STEEL STREET LIGHT (PADMOUNTED EQUIPMENT)



ADDITIONAL NOTES:

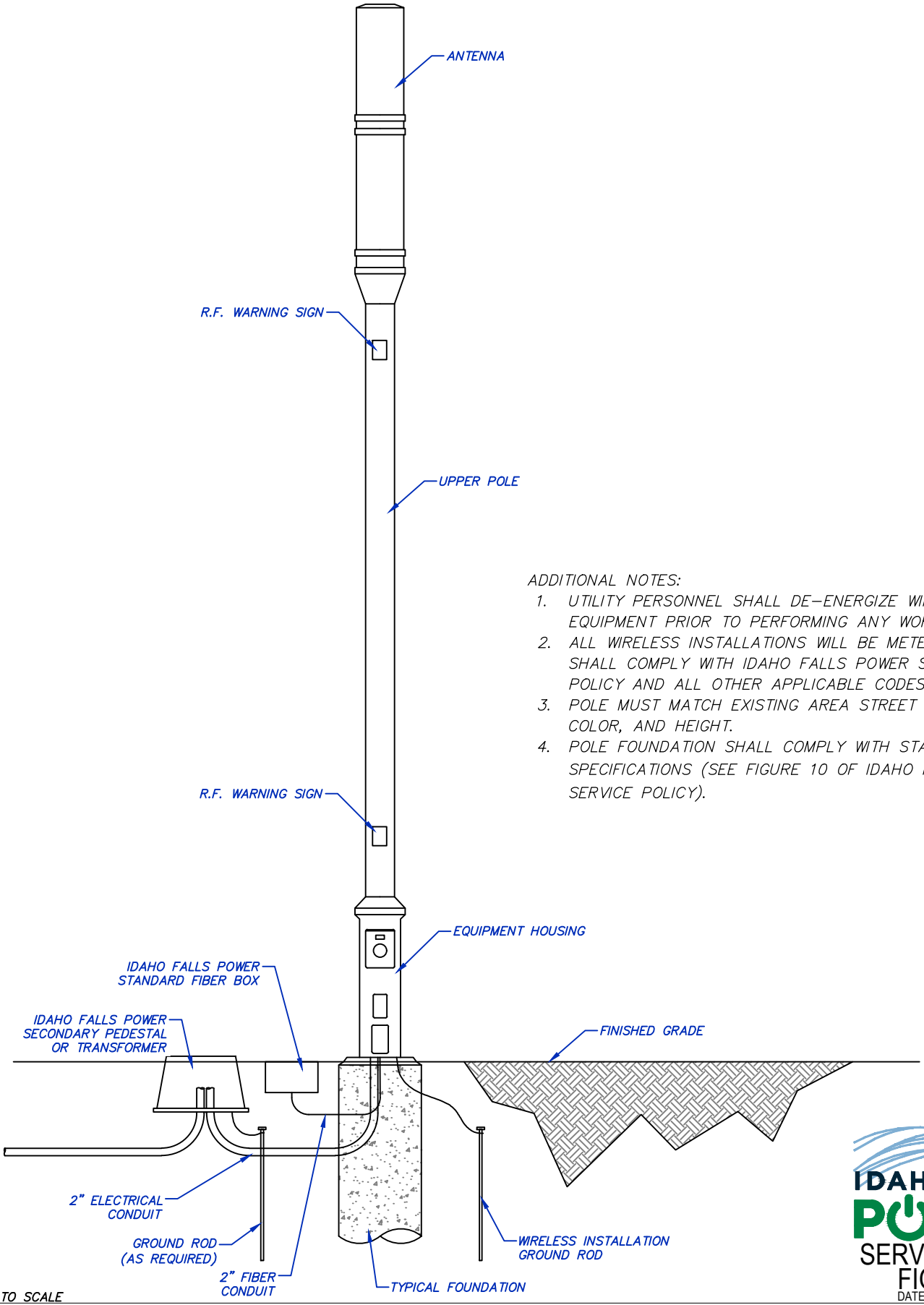
1. UTILITY PERSONNEL SHALL DE-ENERGIZE WIRELESS EQUIPMENT PRIOR TO PERFORMING ANY WORK ON POLE.
2. ALL WIRELESS INSTALLATIONS WILL BE METERED AND SHALL COMPLY WITH IDAHO FALLS POWER SERVICE POLICY AND ALL OTHER APPLICABLE CODES.
3. POLE MUST MATCH EXISTING AREA STREET LIGHT TYPES, COLOR, AND HEIGHT.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

NOT TO SCALE

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 28
DATE MODIFIED: 6/26/2019

WIRELESS ANTENNA
(STEEL MONO POLE)



ADDITIONAL NOTES:

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

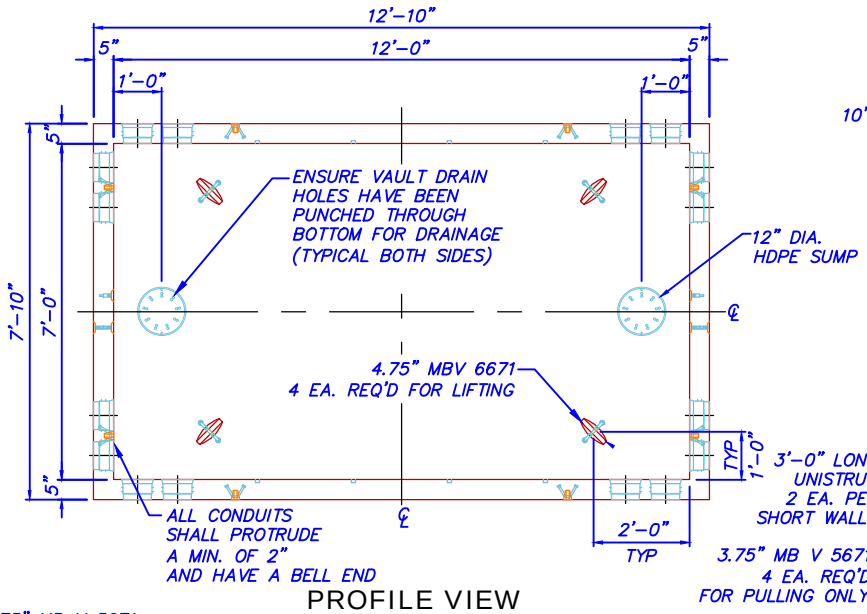
NOT TO SCALE

IDAHO FALLS POWER

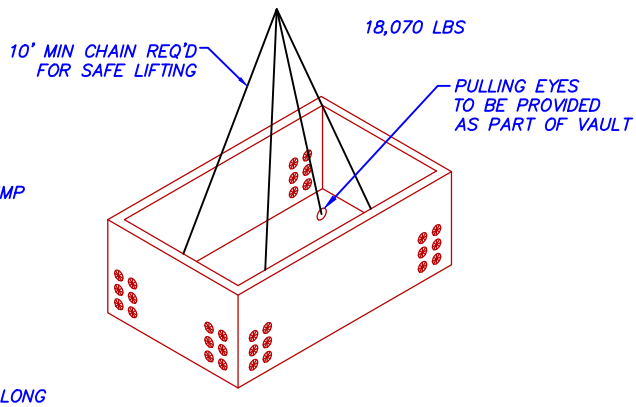
SERVICE POLICY
FIGURE 29
DATE MODIFIED: 6/26/2019

7' X 12' VAULT

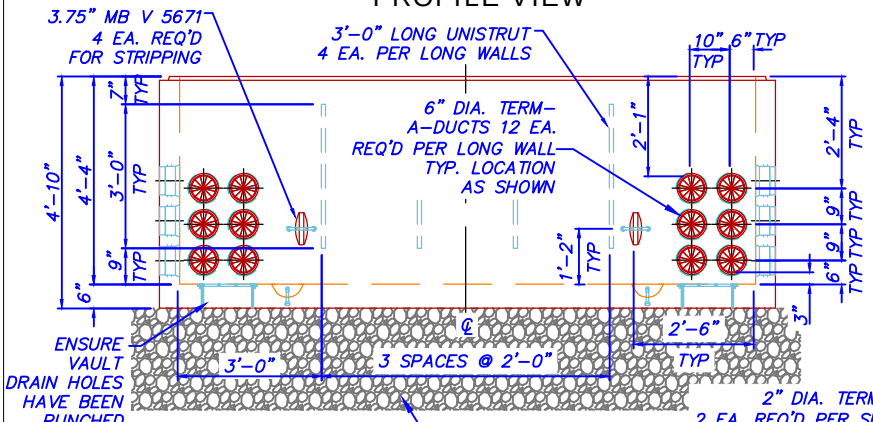
PLAN VIEW



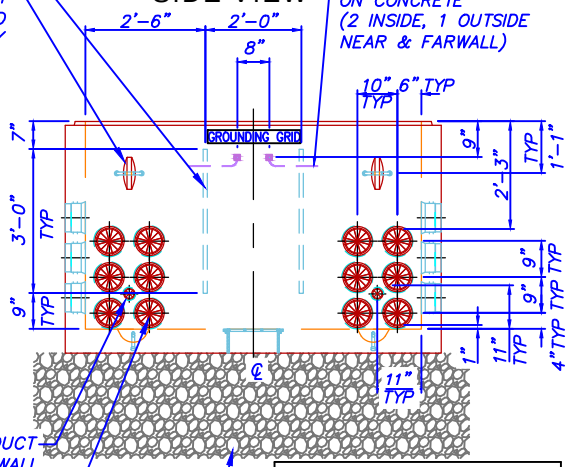
LIFTING DIAGRAM (ISOMETRIC)



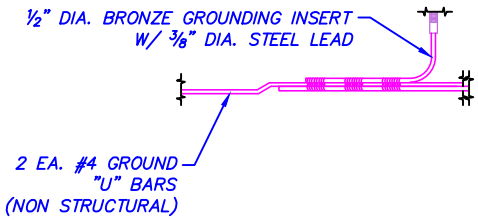
PROFILE VIEW



SIDE VIEW



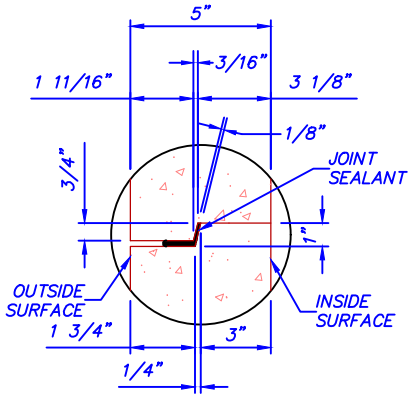
WELD DETAIL



BASE PART BOM

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

JOINT DETAIL



GENERAL NOTES

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

DRAWING COURTESY OF OLDCASTLE INFRASTRUCTURE

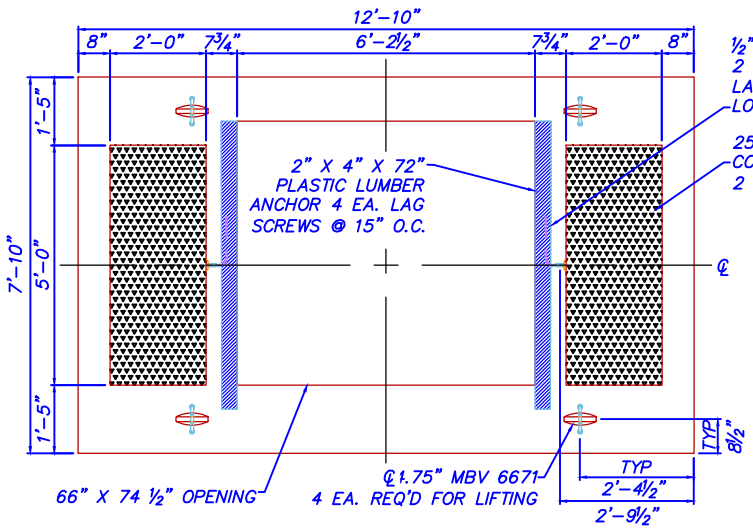
NOT TO SCALE

IDAHO FALLS POWER

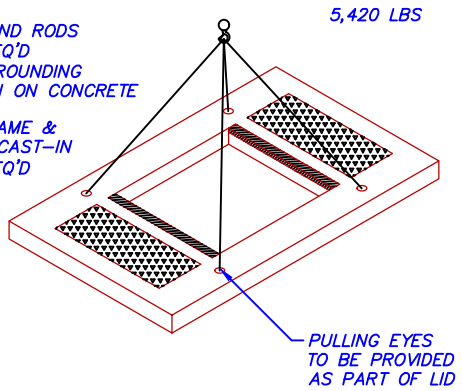
SERVICE POLICY
FIGURE 30
DATE MODIFIED: 1/19/2021

7' X 12' VAULT LID

PLAN VIEW



LIFTING DIAGRAM (ISOMETRIC)



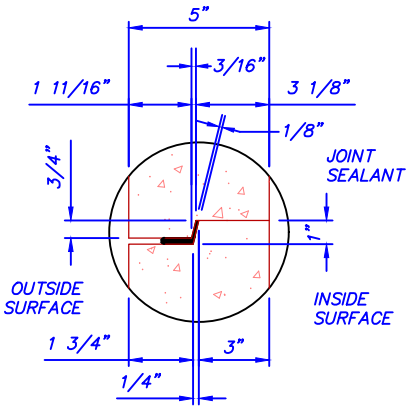
PROFILE VIEW



SIDE VIEW



JOINT DETAIL



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

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

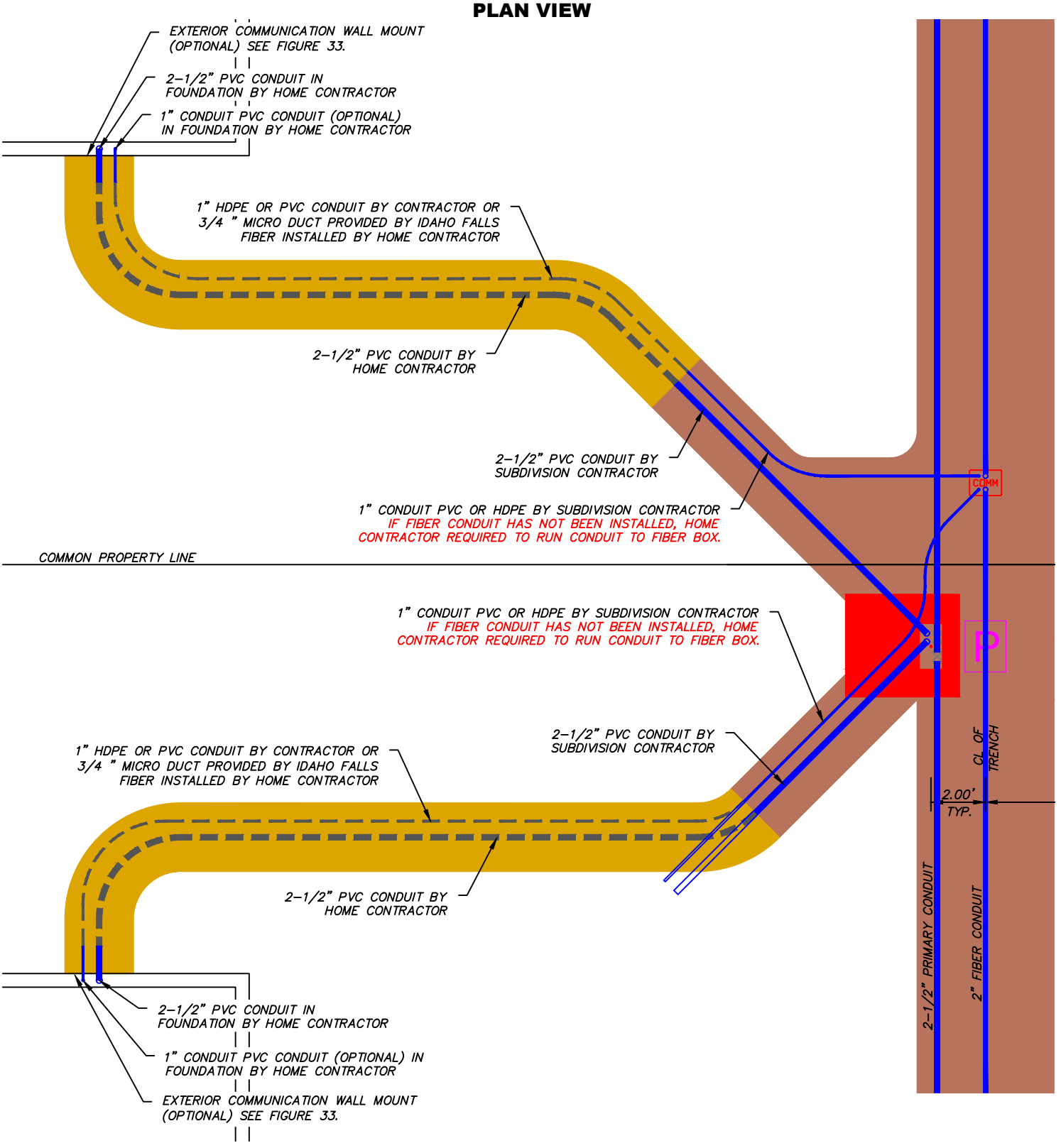
DRAWING COURTESY OF
OLDCASTLE INFRASTRUCTURE

IDAHO FALLS POWER

SERVICE POLICY
FIGURE 31
DATE MODIFIED: 1/19/2021

FIBER / POWER SECONDARY TRENCH

PLAN VIEW



TRENCHING AND CONDUIT BY SITE CONTRACTOR

TRENCHING AND CONDUIT BY HOME CONTRACTOR

DISTANCES MAY VARY - SEE ELECTRICAL SITE PLANS PRIOR TO CONSTRUCTION

IDAHO FALLS POWER

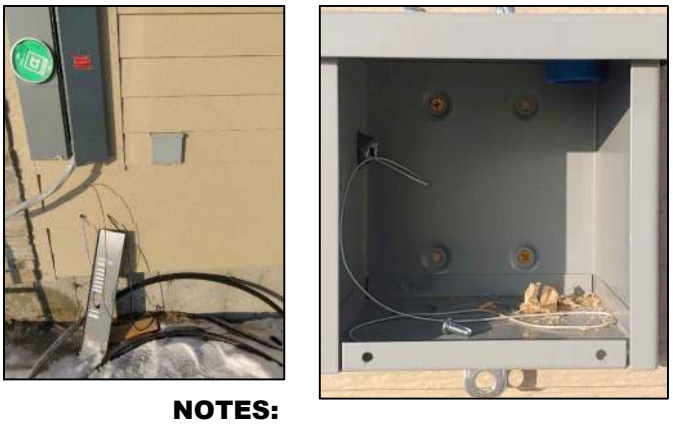
SERVICE POLICY
FIGURE 32
DATE MODIFIED: 01/26/2022

FIBER WALL MOUNTS
EXAMPLES AND RECOMMENDATIONS

EXAMPLE 1 OF EXTERIOR COMMUNICATION WALL MOUNT



EXAMPLE 2 OF EXTERIOR COMMUNICATION WALL MOUNT



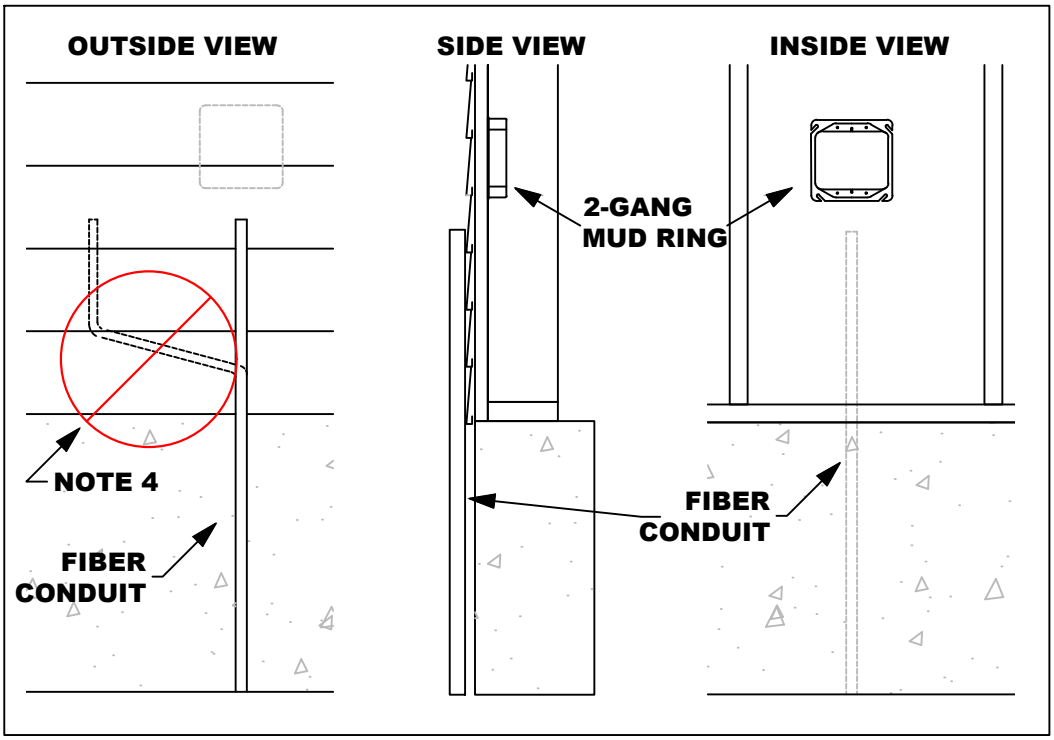
EXAMPLE 3 OF EXTERIOR COMMUNICATION WALL MOUNT



NOTES:

1. **FOR CONSTRUCTIONS SIMILAR OR EQUIVALENT TO EXAMPLE 1: IT IS SUGGESTED THAT THE 110V OUTLET BE PLACED IN A CORNER OF THE INTERIOR OF THE ENCLOSURE.**
2. **FOR CONSTRUCTIONS SIMILAR OR EQUIVALENT TO EXAMPLE 2 OR 3: IT IS SUGGESTED THAT THE ENCLOSURES BE A MINIMUM OF 30 CUBIC INCHES AND THAT BOTH THE MICRODUCT (TUBING FROM THE SECONDARY PEDESTAL) AND INTERDUCT (TUBING TO THE INTERIOR OF THE HOME) ARE CONTAINED IN THE ENCLOSURE.**
3. **FOR A LIST OF RECOMMENDED WALL MOUNTS CONTACT IDAHO FALLS FIBER.**
4. **ZERO BENDS IN FIBER CONDUIT.**
5. **NO CONNECTIONS TO METER BASE, IE. GEN LINK AND SURGE SUPPRESSOR WITHOUT PRIOR APPROVAL FROM IDAHO FALLS POWER (CONTACT IDAHO FALLS POWER / METER DEPARTMENT)**

PREFERRED METHOD OF FIBER INSTALLATION



IDAHO FALLS POWER
SERVICE POLICY
FIGURE 33
DATE MODIFIED: 2/1/2024

Memorandum

File #: 24-149 **City Council Meeting**

FROM: Chris H Fredericksen, Public Works Director
DATE: Monday, February 5, 2024
DEPARTMENT: Public Works

Subject
Easement Vacation - Lot 6, Block 1 of First Amended Plat of Westridge Commercial Plaza, Division 1

Council Action Desired
☒ Ordinance ☐ Resolution ☐ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)
Approve the easement vacation Ordinance under a suspension of the rules requiring three complete and separate readings and request that it be read by title (or consider the ordinance on the first reading, reject the ordinance, or take other action deemed appropriate).

Description, Background Information & Purpose
The owner of the property in question has requested vacation of the easement depicted in the attached exhibit and as described in the Ordinance. City staff members have reviewed the request and recommend approval.

Alignment with City & Department Planning Objectives



☐ ☐ ☒ ☐ ☐ ☐ ☐ ☐

This easement vacation supports the community-oriented result of well-planned growth and development by allowing the property owner to better utilize their property.

Interdepartmental Coordination
Applicable departments have reviewed and recommended approval of the proposed vacation.

Fiscal Impact
N/A

Legal Review
The vacation request was prepared by the Legal Department.

2024-009

powered by Legistar™

ORDINANCE NO. 2024-

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

WHEREAS, Idaho Land Holding, LLC, has requested that the City vacate the northerly eight feet (8′) of a public utility easement, as described in Instrument No. 1302240, in Lot 6, Block 1, of the First Amended Plat of the Westridge Commercial Plaza, Division No. 1, to better facilitate the development of their property; and

WHEREAS, the utility providers have agreed to the vacation; and

WHEREAS, the Council believes such vacation to be expedient for the public good and to be in the best interest of the adjoining properties.

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

SECTION 1. Vacation. The northerly eight feet (8′) of the public utility easement, pursuant to Instrument No. 1302240, in Lot 6, Block 1, of the First Amended Plat of the Westridge Commercial Plaza, Division No. 1, as described and illustrated in Exhibits “A” and “B” of this Ordinance.

SECTION 2. Exceptions from Vacation. Vacation of property described in Section 1 of this Ordinance shall not include any other underlying easement or any franchise rights that are not described in Section 1 above.

SECTION 3. Easement Vacation. Council deems it expedient for the public good and to be in the best interests of the adjoining property and declares that the property described in Section 1 of this Ordinance be in the same is hereby vacated in its entirety to the extent it is owned by Idaho Land Holding, an Idaho limited liability company. The mailing address for the property owner is PO BOX 2754, Alpine, WY 83128-2603.

SECTION 4. Savings and Severability Clause. The provisions and parts of this Ordinance are intended to be severable. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

SECTION 5. Publication. This Ordinance, or a summary thereof in compliance with Idaho Code,

shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

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

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR this_____day of _____, 2024.

ATTEST:

_____ _____

Corrin Wilde, City Clerk Rebecca L. Noah Casper, Ph.D., Mayor

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Ordinance entitled: "AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, PROVIDING FOR THE VACATION OF A PORTION OF AN EASEMENT LOCATED WITHIN THE CITY OF IDAHO FALLS AND LEGALLY DESCRIBED IN SECTION 1 OF THIS ORDINANCE; PROVIDING THAT TITLE TO SAID VACATED EASEMENT SHALL VEST AS SPECIFIED IN SECTION 3 OF THIS ORDINANCE; PROVIDING THAT THIS ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW."

\

_____
Corrin Wilde
(SEAL) City Clerk

Exhibit "A"

LEGAL DESCRIPTION (Page 1 of 2)

BEGINNING AT THE SOUTHWEST CORNER OF LOT 6, BLOCK 1, FIRST AMENDED PLAT OF THE WESTRIDGE COMMERCIAL PLAZA, DIVISION NO. 1, TO THE CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO; RUNNING THENCE ALONG THE LOT LINE OF SAID LOT 6 THE FOLLOWING 7 COURSES: N 00°11'44" E, 117.76 FEET; THENCE N 45°11'43 E, 29.76 FEET; S 89°48'16" E, 38.96 FEET; N 00°11'44" E, 60.00 FEET; THENCE N 89°48'16" W, 38.96 FEET; THENCE N 43°36'39" W, 28.87 FEET TO A POINT ON A CURVE WITH A RADIUS OF 1220.51 AND A CHORD BEARING N 05°04'28" E, 105.94 FEET; THENCE TO THE RIGHT ALONG SAID CURVE 105.94 FEET THROUGH A CENTRAL ANGLE OF 04°58'29"; THENCE N 89°58'23" E, 20.18 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE EAST LINE OF AN EXISTING PUBLIC UTILITY EASEMENT AND THE NORTHWEST CORNER OF AN EXISTING PUBLIC UTILITY EASEMENT PURSUANT TO INSTRUMENT NUMBER 1302240; THENCE N 89°58'23" E, 226.82 FEET ALONG THE NORTH LINE OF SAID INSTRUMENT NUMBER; THENCE S 00°08'03"W, 8.00 FEET; THENCE S 89°58'23" W, 227.85 FEET TO WEST LINE OF SAID INSTRUMENT NUMBER; THENCE, ALONG SAID WEST LINE, AND A NON-TANGENT CURVE TO THE RIGHT 8.07 FEET; (CURVE DATA=DELTA: 0°23'06", RADIUS: 1200.51 FEET, CHORD BEARS: N 07°29'47" E 8.07 FEET) TO THE POINT OF BEGINNING.

SEE ATTACHED EXHIBIT "B".

Submitted by:

Firm Name: Harper-Leavitt Engineering

Contact Name: Clint M. Jolley

Phone Number: 208-524-1212

Email: ClintJ@hleinc.com

Overall Document Page Range: _____ of _____

PLS Seal:

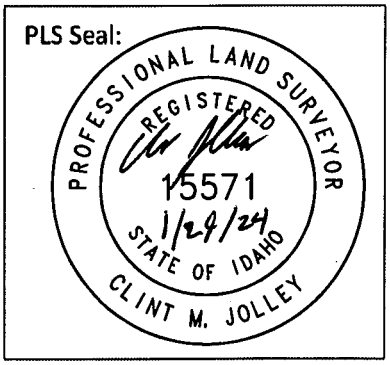
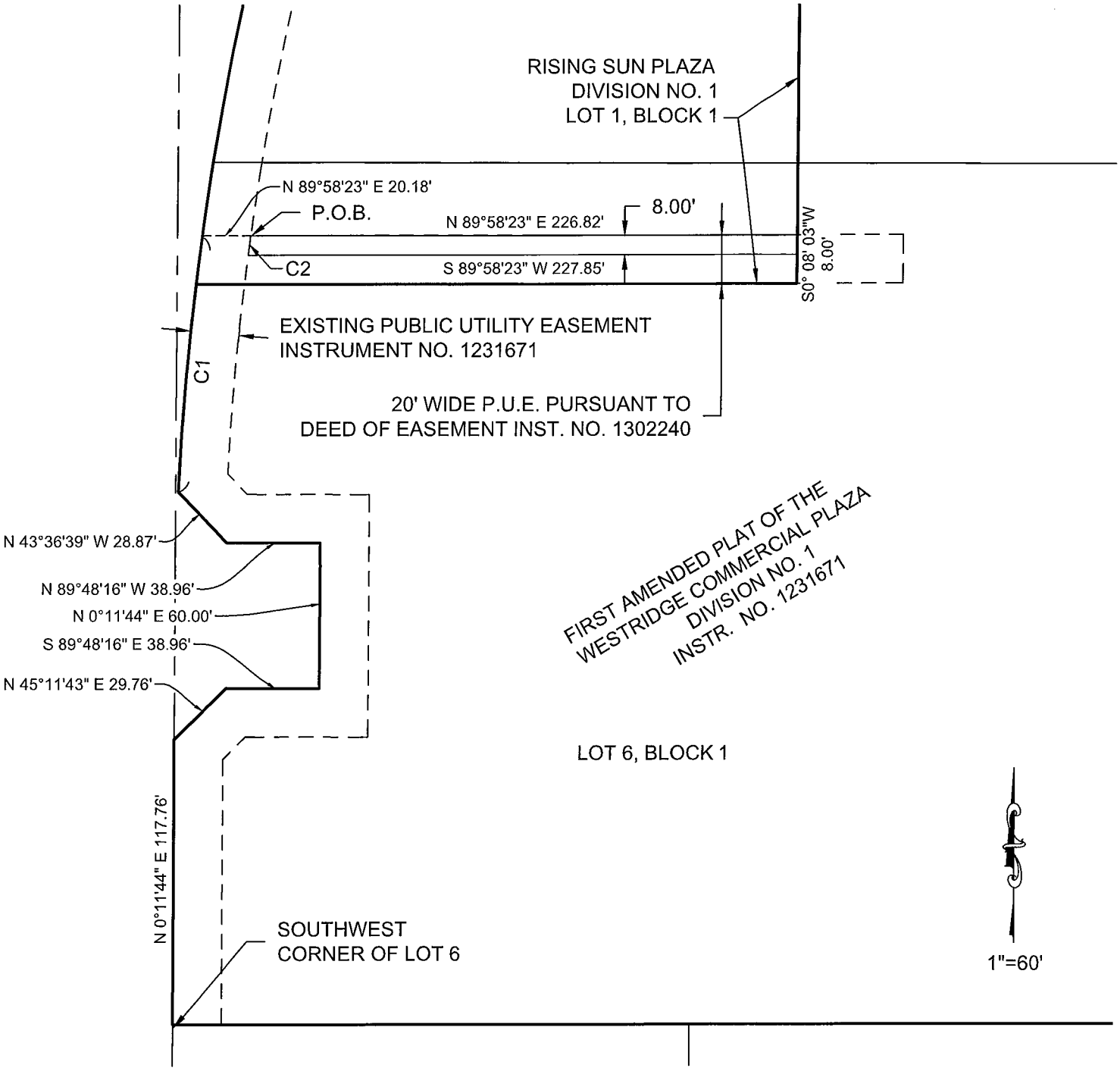


EXHIBIT B



Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	105.97'	1220.51'	4°58'29"	N5°04"28"E	105.94'
C2	8.07'	1200.51'	0°23'06"	N7°29"47"E	8.07'

PROFESSIONAL LAND SURVEYOR
REGISTERED
15571
1/29/24
STATE OF IDAHO
CLINT M. JOLLEY

EXHIBIT B

SW 1/4 OF THE NE1/4 OF SEC. 22, T. 2N., R. 37 E., B.M.

BONNEVILLE COUNTY, IDAHO

DRAWN BY	DESIGN BY	CHECK BY
SR	HLE	CMJ

JOB NO: 2023-548

DATE: January 3, 2024

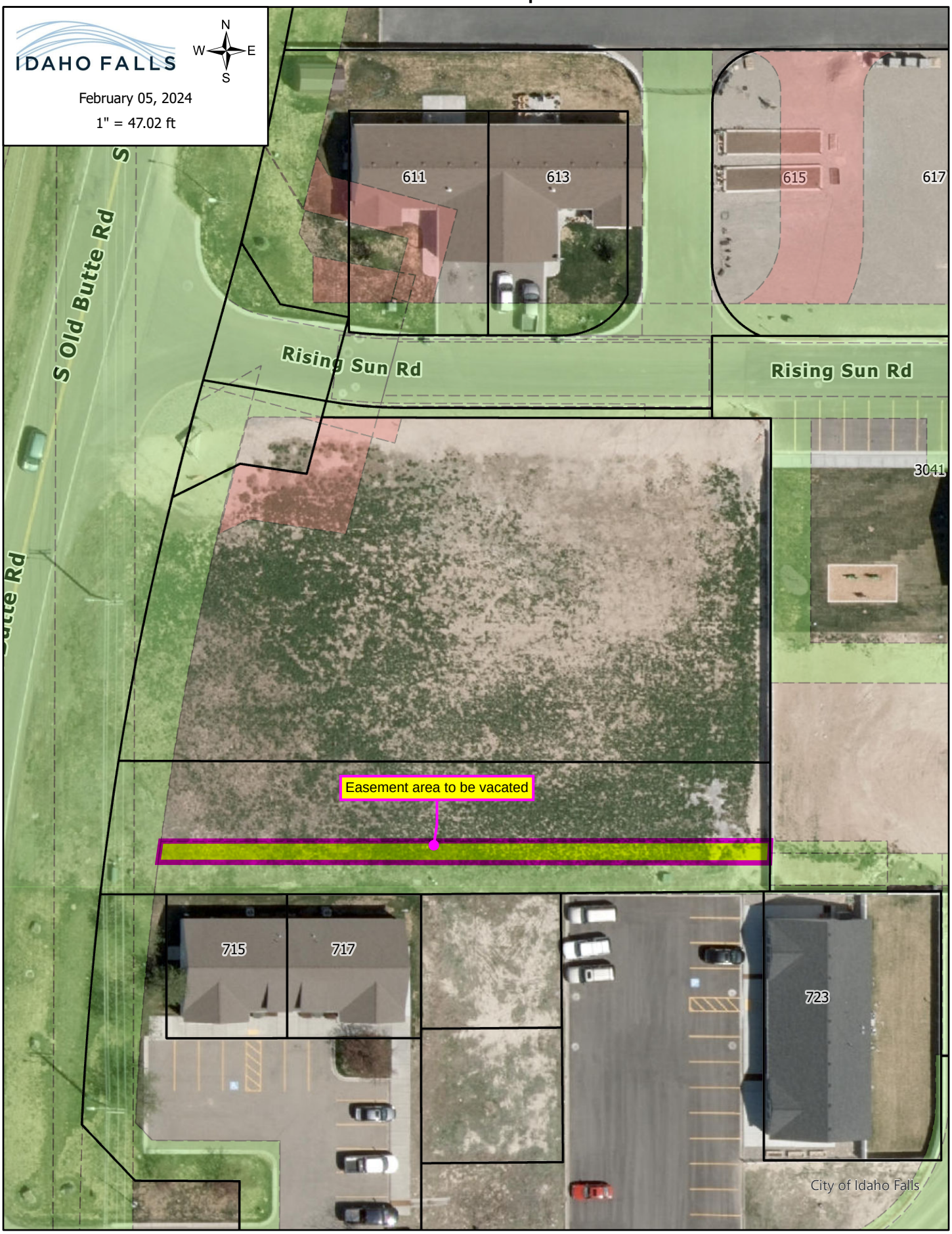
REVISIONS	DATE

hleinc.com

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208) 785-2977

COPYRIGHT © 2021 HLE ALL RIGHTS RESERVED.

Parcel Map


IDAHO FALLS
N
W
E
S
February 05, 2024
1" = 47.02 ft
611
613
615
617
S Old Butte Rd
Rising Sun Rd
Rising Sun Rd
3041
Easement area to be vacated
715
717
723
City of Idaho Falls

Memorandum

File #: 24-143 **City Council Meeting**

FROM: Wade Sanner, Director
DATE: Tuesday, February 13, 2024
DEPARTMENT: Community Development Services

Subject
Final Plat, Reasoned Statement of Relevant Criteria and Standards, Rising Sun Plaza Division No. 1.

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

1. Accept or Approve the Final Plat for Rising Sun Plaza Division No. 1 and give authorization for the Mayor, City Engineer, and City Clerk to sign said Final Plat (or take other action deemed appropriate).
2. Approve the Reasoned Statement of Relevant Criteria and Standards for the Final Plat for Rising Sun Plaza Division No. 1 and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose
Attached is the application for the Final Plat and Reasoned Statement of Relevant Criteria and Standards for Rising Sun Plaza Division No. 1. The Planning and Zoning Commission considered this item at its November 14, 2023, meeting and unanimously voted to recommend approval of the final plat to the Mayor and City Council as presented. Staff concurs with these recommendations.

Alignment with City & Department Planning Objectives



☐ ☒ ☒ ☐ ☒ ☐ ☐ ☐

A successful Plat should be consistent with the Comprehensive Plan and Zoning Ordinance, which includes policies and goals related to Growth, Sustainability, Transportation, and Livable Communities.

Interdepartmental Coordination
The Final Plat was reviewed by staff from Fire, Idaho Falls Power, BMPO, as well as the Water, Planning, Wastewater, Engineering, and Survey Divisions.

Fiscal Impact

NA

Legal Review
This application has been reviewed by the Legal Department and is consistent with applicable law.

Zoning

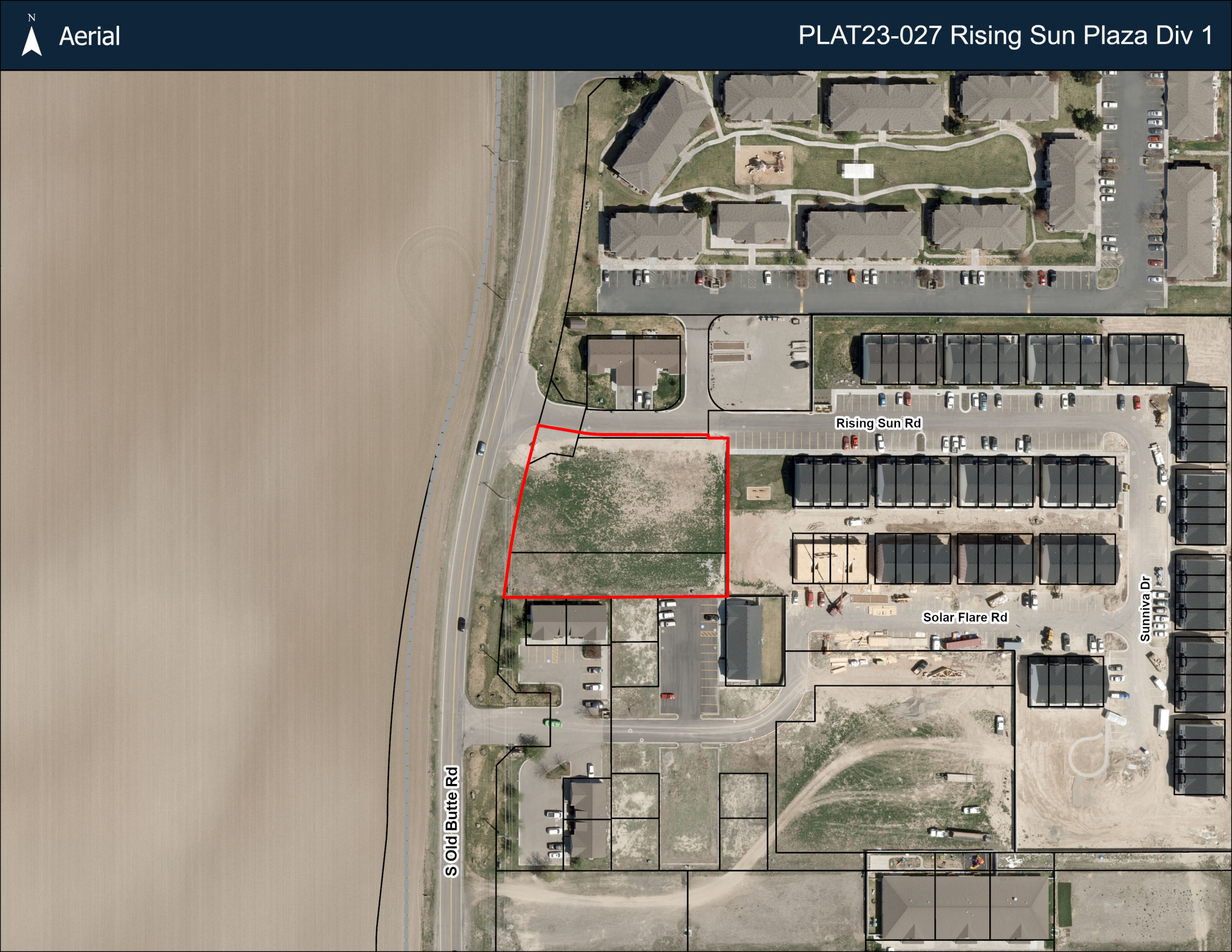
PLAT23-027 Rising Sun Plaza Div 1

RE R1 TN R3 PB LC R&D I&M

RP R2 RMH R3A CC HC LM P

N




N
Aerial
PLAT23-027 Rising Sun Plaza Div 1
Rising Sun Rd
Solar Flare Rd
Sunniva Dr
S Old Butte Rd

Airport Compatible Land Use

PLAT23-027 Rising Sun Plaza Div 1

Approach Surface

Controlled Development Approach Surface

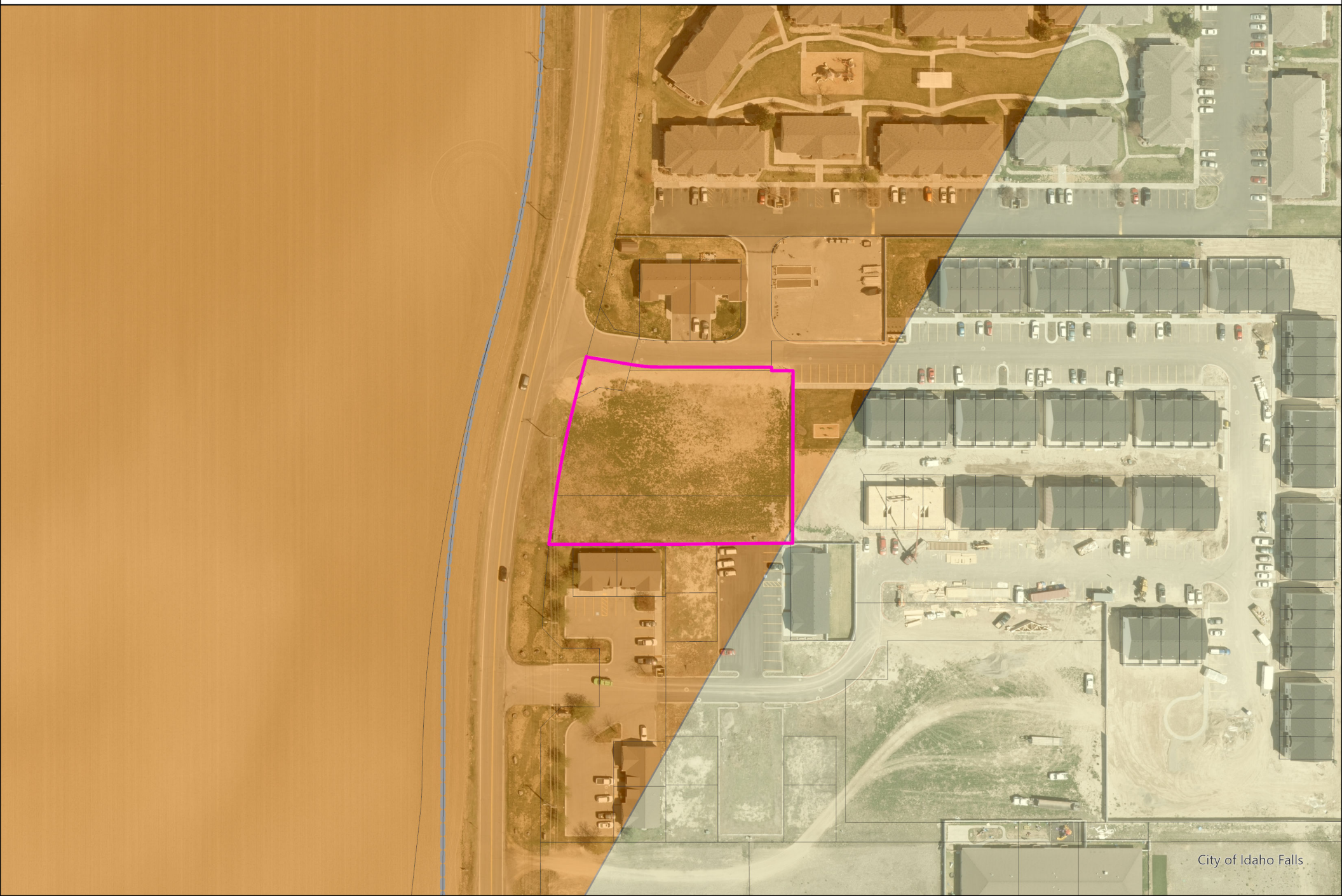
Limited Development Approach Surface

Controlled Development

Limited Development

No Development

N



RISING SUN PLAZA DIVISION NO. 1

A SUBDIVISION OF THE CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO, BEING A REPLAT OF A PORTION OF LOT 5 AND LOT 6 BLOCK 1 OF THE FIRST AMMENDED PLAT OF WESTRIDGE COMMERCIAL PLAZA DIVISION NO. 1

BEING PART OF THE SW 1/4 OF THE NE 1/4 SECTION 22 T.2 N. R.37 E.B.M.

BASIS OF BEARINGS

ALL MEASURED BEARINGS SHOWN HEREON RELATE DIRECTLY TO THE "CITY OF IDAHO FALLS COORDINATE SYSTEM OF 2004", WHICH IS DERIVED FROM THE IDAHO STATE PLANE COORDINATE SYSTEM (EAST ZONE 1101) US SURVEY FEET AND USING A COMBINED SCALE FACTOR OF 1.000277265 FOR A GRID TO GROUND CONVERSION, [REFERENCE FRAME NAD_83(2011), EPOCH 2010.0000]. THE SYSTEM ORIENTATION IS BASED ON GRID NORTH ALONG THE EAST ZONE CENTRAL MERIDIAN. NO CONVERGENCE ANGLE HAS BEEN APPLIED.

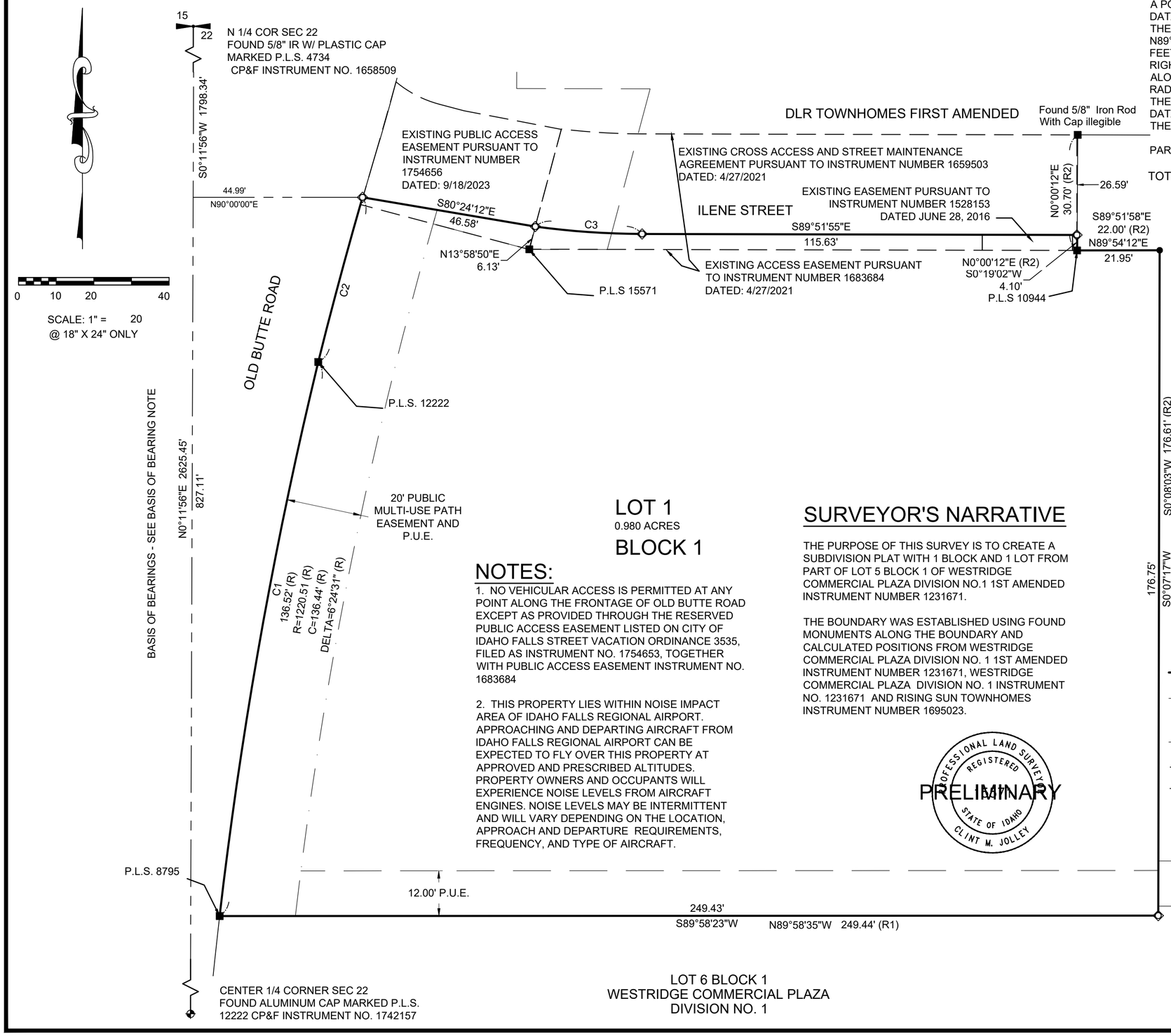
BOUNDARY DESCRIPTION

PART OF THE SW 1/4 OF THE NE1/4 OF SECTION 22, TOWNSHIP 2 NORTH, RANGE 37 EAST B.M., BONNEVILLE COUNTY, IDAHO DESCRIBED AS:

COMMENCING AT THE NORTH 1/4 CORNER OF SAID SECTION 22; THENCE S00°11'56"W 1798.34 FEET ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 22; THENCE S90°00'00"E 44.99 FEET TO A POINT ON THE EAST RIGHT-OF-WAY OF OLD BUTTE ROAD AND THE POINT OF BEGINNING; THENCE S80°24'12" E 46.58 FEET A POINT OF CURVE ; THENCE ALONG SAID CURVE 28.46 FEET TO THE LEFT (CURVE DATA: RADIUS=213.00, DELTA= 7°39'22" CHORD BEARING S86°02'14"E 28.44 FEET); THENCE S89°51'55"E 115.63 FEET; THENCE S0°19'02"W 4.10 FEET; THENCE N89°54'12"E 21.95 FEET; THENCE S0°07'17"W 176.75 FEET; THENCE S89°58'23"W 249.43 FEET TO THE EAST RIGHT-OF-WAY LINE OF OLD BUTTE ROAD; THENCE ALONG SAID RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES; (1) THENCE TO THE RIGHT ALONG A CURVE ON SAID RIGHT-OF-WAY 149.59 FEET (CURVE DATA: RADIUS=1220.51, DELTA=7°01'21" CHORD BEARING N10°05'38"E 149.50 FEET); (2) THENCE TO THE RIGHT ALONG A CURVE ON SAID RIGHT-OF-WAY 45.31 FEET (CURVE DATA: RADIUS=1220.51, DELTA=2°07'37" CHORD BEARING N15°02'41"E 45.30 FEET) TO THE POINT OF BEGINNING.

PARCEL CONTAINS 0.980 ACRES, MORE OR LESS.

TOTAL DEDICATED RIGHT OF WAY = 0.0 ACRES



Curve Table

Curve #	Length	Radius	Delta	CHORD BEARING	CHORD DISTANCE
C1	149.59	1220.51	7°01'21"	N10° 05' 38"E	149.50
C2	45.31	1220.51	2°07'37"	N15° 02' 41"E	45.30
C3	28.46	213.00	7°39'22"	S86° 02' 14"E	28.44

LOT 1
0.980 ACRES
BLOCK 1

NOTES:

1. NO VEHICULAR ACCESS IS PERMITTED AT ANY POINT ALONG THE FRONTAGE OF OLD BUTTE ROAD EXCEPT AS PROVIDED THROUGH THE RESERVED PUBLIC ACCESS EASEMENT LISTED ON CITY OF IDAHO FALLS STREET VACATION ORDINANCE 3535, FILED AS INSTRUMENT NO. 1754653, TOGETHER WITH PUBLIC ACCESS EASEMENT INSTRUMENT NO. 1683684

2. THIS PROPERTY LIES WITHIN NOISE IMPACT AREA OF IDAHO FALLS REGIONAL AIRPORT. APPROACHING AND DEPARTING AIRCRAFT FROM IDAHO FALLS REGIONAL AIRPORT CAN BE EXPECTED TO FLY OVER THIS PROPERTY AT APPROVED AND PRESCRIBED ALTITUDES. PROPERTY OWNERS AND OCCUPANTS WILL EXPERIENCE NOISE LEVELS FROM AIRCRAFT ENGINES. NOISE LEVELS MAY BE INTERMITTENT AND WILL VARY DEPENDING ON THE LOCATION, APPROACH AND DEPARTURE REQUIREMENTS, FREQUENCY, AND TYPE OF AIRCRAFT.

SURVEYOR'S NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO CREATE A SUBDIVISION PLAT WITH 1 BLOCK AND 1 LOT FROM PART OF LOT 5 BLOCK 1 OF WESTRIDGE COMMERCIAL PLAZA DIVISION NO.1 1ST AMENDED INSTRUMENT NUMBER 1231671.

THE BOUNDARY WAS ESTABLISHED USING FOUND MONUMENTS ALONG THE BOUNDARY AND CALCULATED POSITIONS FROM WESTRIDGE COMMERCIAL PLAZA DIVISION NO. 1 1ST AMENDED INSTRUMENT NUMBER 1231671, WESTRIDGE COMMERCIAL PLAZA DIVISION NO. 1 INSTRUMENT NO. 1231671 AND RISING SUN TOWNHOMES INSTRUMENT NUMBER 1695023.

PROFESSIONAL LAND SURVEYOR REGISTERED 15377 STATE OF IDAHO CLINT M. JOLLEY

PRELIMINARY

RISING SUN TOWNHOMES
LOT 1
BLOCK 1

LEGEND

- PLSS Control
- Placed 5/8" X 24" Iron rod with cap marked P.L.S. 15571
- Found 5/8" Iron Rod Marked As Noted
- Found Nail With Washer stamped P.L.S. 10944 in Concrete
- Center of Section Corner
- SUBDIVISION BOUNDARY LINE
- PUBLIC UTILITY EASEMENT (P.U.E) AND PUBLIC MULTI-USE PATHWAY EASEMENT
- PUBLIC UTILITY EASEMENT (P.U.E.)
- Existing Easement
- Section Line
- N0°00'00"E 667.37' (R) — RECORD BEARING AND DISTANCE FROM FIRST AMENDED PLAT OF WESTRIDGE COMMERCIAL PLAZA DIVISION NO. 1 RECORDED AS INSTRUMENT NO. 1231671
- N0°00'00"E 667.37' (R1) — RECORD BEARING AND DISTANCE FROM WESTRIDGE COMMERCIAL PLAZA PHASE 3 FIRST AMENDED RECORDED AS INSTRUMENT NO. 1712604
- N0°00'00"E 667.37' (R2) — RECORD BEARING AND DISTANCE FROM RISING SUN TOWNHOMES RECORDED AS INSTRUMENT NO. 1695023
- CP&F — Corner Perpetuation and Filing

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208) 785-2977
hleinc.com

COPYRIGHT © 2021 HLE ALL RIGHTS RESERVED.

DRAWN BY	DESIGN BY	CHECK BY
RLR	HLE	CMJ

JOB NO: 2023-548

DATE: February 9, 2024

REVISIONS	DATE

PLAT
NEW EARTH DEVELOPMENT INC.
SE 1/4 SEC. 22, T. 2 N., R. 37 E.B.M.
BONNEVILLE COUNTY, IDAHO

SHEET NO. 1 OF 2 SHEETS

Z:\Projects\00-2023 Projects\23-548 New Earth Development Inc. Ottilia Ballo Rising Sun Plaza\3-CAD\Survey\23-548 Plat.dwg

RISING SUN PLAZA DIVISION NO. 1

A SUBDIVISION OF THE CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO, BEING A REPLAT OF A PORTION OF LOT 5 AND LOT 6 BLOCK 1 OF THE FIRST AMMENDED PLAT OF WESTRIDGE COMMERCIAL PLAZA DIVISION NO. 1

BEING PART OF THE SW 1/4 OF THE NE 1/4 SECTION 22 T.2 N. R.37 E.B.M.

RECORDER'S CERTIFICATE

I HEREBY CERTIFY THAT THE FOREGOING PLAT RISING SUN PLAZA DIVISION NO. 1, WAS FILED IN THE OFFICE OF THE RECORDER OF BONNEVILLE COUNTY, IDAHO.

_____DATE_____
BONNEVILLE COUNTY RECORDER

TREASURER'S CERTIFICATE

I, THE UNDERSIGNED COUNTY TREASURER IN AND FOR THE COUNTY OF BONNEVILLE, STATE OF IDAHO, PURSUANT TO THE REQUIREMENTS OF I.C. §50-1308, DO HEREBY CERTIFY THAT ALL COUNTY PROPERTY TAXES DUE FOR THE PROPERTY INCLUDED IN THE BOUNDARY DESCRIPTION SHOWN HEREON ARE CURRENT.

DATE:__/__/_____ _____
BONNEVILLE COUNTY TREASURER

IRRIGATION WATER RIGHTS RELEASE

THE PROPERTY INCLUDED IN THIS PLAT HAS PETITIONED FOR AND BEEN REMOVED FROM ALL FUTURE IRRIGATION WATER RIGHTS.

DATE: __06-20-2007_____ INSTRUMENT NO. ___1267362_____

FLOOD PLAIN DESIGNATION

ZONE C (AREA OF MINIMAL FLOODING, PER COMMUNITY-PANEL NUMBER 160027 0230 C, WITH AN EFFECTIVE DATE OF NOVEMBER 4, 1981

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS: THAT THE UNDERSIGNED, IDAHO LAND HOLDING LLC, AN IDAHO LIMITED LIABILITY COMPANY, IS THE LAWFUL OWNER OF THE TRACT OF LAND INCLUDED WITHIN THE BOUNDARY DESCRIPTION SHOWN HEREON AND HAS CAUSED THE SAME TO BE PLATTED AND DIVIDED INTO BLOCKS, LOTS AND STREETS, WHICH PLAT SHALL HEREAFTER BE KNOWN AS RISING SUN PLAZA DIVISION NO. 1, A SUBDIVISION OF THE CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO.

BE IT FURTHER KNOWN, THAT OWNER DOES HEREBY DEDICATE GRANT AND CONVEY TO THE PUBLIC, ALL STREETS AND RIGHT-OF-WAYS SHOWN HEREON, THAT OWNER ALSO DOES HEREBY GRANT AND CONVEY TO THE CITY OF IDAHO FALLS ALL PUBLIC EASEMENTS FOREVER AS IRREVOCABLE PERMANENT NON-EXCLUSIVE PUBLIC EASEMENTS AS SHOWN AND DESCRIBED HEREON.

OWNER, OR ITS HEIRS AND ASSIGNS, AGREE THEY WILL CONSTRUCT NO PERMANENT STRUCTURE WITHIN OR UPON ANY EASEMENT SHOWN HEREON, AND THE CITY OF IDAHO FALLS AND ITS SUCCESSORS, ASSIGNS, PERMITEES OR LICENSEES SHALL ALSO HAVE THE RIGHT, TO REMOVE, CUT OR TRIM ANY TREES, BRUSH, ORNAMENTAL SHRUBBERY OR PLANT WHICH MAY INJURE OR INTERFERE WITH THE USE THEREOF FOR ITS INTENDED PURPOSES, SUCH RIGHT MAY BE EXERCISED WITHOUT PRIOR NOTICE TO OWNER OR ITS HEIRS, SUCCESSORS OR ASSIGNS.

OWNER OR ITS HEIRS, SUCCESSORS OR ASSIGNS FURTHER AGREE THAT THEY SHALL NOT PLANT ANY TREES, BRUSH, ORNAMENTAL SHRUBBERY OR PLANTS WHICH MAY HINDER THE SAFE AND EFFICIENT UTILIZATION OF SAID EASEMENTS.

OWNER OR ITS HEIRS, SUCCESSORS OR ASSIGNS HEREBY RELEASES THE CITY OF IDAHO FALLS AND ITS SUCCESSORS, ASSIGNS, PERMITEES OR LICENSEES FROM ANY CLAIM FOR DAMAGES, BASED UPON CONCEALED OR UNDISCLOSED PRIVATE IMPROVEMENTS CONSTRUCTED OR PERMITTED TO BE CONSTRUCTED BY OWNER OR ITS SUCCESSORS OR ASSIGNS WITHIN ANY PUBLIC EASEMENTS, SUBSEQUENT TO RECORDING THIS SUBDIVISION, THAT MAY BE INCURRED AS A RESULT OF THE CITY OF IDAHO FALLS AND ITS SUCCESSORS, ASSIGNS, PERMITEES OR LICENSEES ORDINARY USE OF THE PUBLIC EASEMENTS WITH DUE CARE.

OWNER OR ITS HEIRS, SUCCESSORS OR ASSIGNS DO HEREBY WARRANT AND SHALL DEFEND SUCH DEDICATION AND CONVEYANCES IN THE QUIET AND PEACEFUL POSSESSION OF THE PUBLIC OR THE CITY OF IDAHO FALLS, AS THE CASE MAY BE, AGAINST SAID OWNER AND ITS HEIRS, SUCCESSORS AND ASSIGNS, AND AGAINST EVERY PERSON WHOMSOEVER WHO LAWFULLY HOLDS OR WHO LATER CLAIMS TO HAVE LAWFULLY HELD ANY RIGHTS IN SAID ESTATE AS OF THE DATE HEREOF.

IN WITNESS WHEREOF, OWNER HAS HEREUNTO SUBSCRIBED ITS SEAL AND SIGNATURE THIS _____DAY OF _____, 20__.

IDAHO LAND HOLDING LLC

_____
DENNIS HOURANY - IDAHO LAND HOLDING LLC

ACKNOWLEDGMENT

STATE OF _____)
:SS.
COUNTY OF _____)

ON THIS_____ DAY OF_____, 20___, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED DENNIS HOURANY - MANAGING MEMBER OF IDAHO LAND HOLDING LLC, AN IDAHO LIMITED LIABLITY COMPANY, AND THE PERSON WHO SUBSCRIBED SAID LIMITED LIABLITY COMPANY'S NAME TO THE FOREGOING OWNER'S DEDICATION AND THE DRINKING WATER SYSTEM CERTIFICATE AND ACKNOWLEDGED TO ME THAT HE IS AUTHORIZED TO EXECUTE THE SAME IN SAID LIMITED LIABLITY COMPANY'S NAME AS A PERSON AUTHORIZED TO BIND LIMITED LIABLITY COMPANY.

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

_____
NOTARY PUBLIC FOR THE STATE OF _____

RESIDING AT: _____
COMMISSION EXPIRATION DATE: _____

CITY'S ACCEPTANCE

THE ACCOMPANYING PLAT WAS DULY ACCEPTED AND APPROVED AND THE GRANTS AND DEDICATIONS ARE HEREBY ACCEPTED BY THE CITY COUNCIL OF IDAHO FALLS ADOPTED THIS _____ DAY OF _____, 202____.

_____ _____
MAYOR CITY CLERK

_____ _____
CITY ENGINEER CITY SURVEYOR
KENT J. FUGAL, PE 9247 KENNETH BALDWIN ROBERTS, PLS 9755

COUNTY SURVEYOR'S VERIFICATION

I CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO AND THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES WITH I.C. §50-1305.

DATE:_____ _____
BONNEVILLE COUNTY SURVEYOR DAVID D ROMRELL, PLS 12223

DRINKING WATER SYSTEM CERTIFICATE

PURSUANT TO I.C. §50-1334, THE OWNER DOES HEREBY, CERTIFY THAT ALL LOTS SHOWN ON THIS PLAT ARE ELIGIBLE TO RECEIVE WATER FROM THE CITY OF IDAHO FALLS MUNICIPAL WATER SYSTEM, AND SAID CITY HAS AGREED IN WRITING TO PROVIDE CULINARY WATER SERVICE TO SAID LOTS PURSUANT TO THE PROVISIONS OF TITLE 8, CHAPTER 4 OF THE IDAHO FALLS CITY CODE AS AMENDED FROM TIME TO TIME.

IN WITNESS WHEREOF, OWNER HAS HEREUNTO SET ITS SIGNATURE THIS _____DAY OF _____, 20___.

IDAHO LAND HOLDING LLC

_____
DENNIS HOURANY - IDAHO LAND HOLDING LLC

HEALTH DEPARTMENT CERTIFICATE OF APPROVAL

SANITARY RESTRICTIONS AS REQUIRED BY I.C. §50-1326 HAVE BEEN SATISFIED BASED ON DEPARTMENT OF ENVIRONMENTAL QUALITY REVIEW AND APPROVAL FOR THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF SANITARY RESTRICTIONS. WATER AND SEWER LINES HAVE BEEN COMPLETED AND SERVICES CERTIFIED AS AVAILABLE. SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH I.C. §50-1326, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL.

EASTERN IDAHO PUBLIC HEALTH DISTRICT

_____ _____ _____
ENVIRONMENTAL HEALTH SPECIALIST, REHS DATE:

SURVEYOR'S CERTIFICATE

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

PROFESSIONAL LAND SURVEYOR REGISTERED 15571 STATE OF IDAHO CLINT M. JOLLEY

PRELIMINARY

P.L.S. 15571_____

CIVIL & STRUCTURAL ENGINEERING
MATERIALS TESTING & LAND SURVEYING
101 S. Park Avenue, Idaho Falls, ID 83402, (208)524-0212
800 W. Judicial Street, Blackfoot, ID 83221, (208) 785-2977
hleinc.com

COPYRIGHT © 2021 HLE ALL RIGHTS RESERVED.

DRAWN BY	DESIGN BY	CHECK BY
??	HLE	??

JOB NO: 2023-548
DATE: February 9, 2024

REVISIONS	DATE

PLAT
NEW EARTH DEVELOPMENT INC.
SEC. ?, T. ? S., R. ? E.B.M.
BINGHAM COUNTY, IDAHO

SHEET NO. 2 OF 2 SHEETS

Z:\Projects\00-2023 Projects\23-548 New Earth Development Inc. Ottilia Ballo Rising Sun Plaza\3-CAD\Survey\23-548 Plat.dwg

STAFF REPORT
FINAL PLAT
RISING SUN PLAZA DIVISION NO. 1
February 22, 2024

IDAHO FALLS
Community Development Services

Applicant: Harper Leavitt Engineering

Project Manager: Naysha Foster

Location: Generally, located north of Pancheri Dr, east of S Old Butte Rd, south of Broadway, west of S Bellin Rd

Size: 0.98 acres
Lots: 1
Buildable: 1

Existing Zoning:
Site: LC
North: LC
South: LC
East: LC
West: County A-1

Existing Land Uses:
Site: Vacant
North: Residential
South: Commercial
East: Residential
West: Ag

Future Land Use Map:
General Urban

Attachments:
1. Subdivision and Zoning Ordinance Requirements
2. Maps and aerial photos
3. Final Plat

Requested Action: To approve the final plat to the Mayor and City Council.

History: The property was annexed in August of 2002 and platted as 3 lots in January of 2003. In July of 2006 the plat was amended to 10 lots. Since then, the property has been replatted several times and this is the remnant of the surrounding platted properties. As a remnant parcel platting is necessary for site development.

Staff Comments: This final plat consists of one lot. The lot will be accessed from a private street. The current zoning is LC, Limited Commercial with Limited Development Approach Surface Airport Overlay Zone. The LC zone provides a commercial zone for retail and service uses which supply daily household needs to surrounding residents. Residential is also allowed in the LC zone, however, the airport overlay zone prohibits residential uses.

Staff Recommendation: Staff has reviewed the final plat and finds that it is consistent with the Subdivision and Comprehensive Zoning Ordinance. Staff recommend approval of the final plat.

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

REQUIREMENTS	Staff Review
Requirements listed in Section 10-1:	
Building envelopes sufficient to construct a building.	X
Lot dimensions conform to the minimum standards of Zoning Ordinance.	X
Lots have full frontage on, and access to, a public or private street.	X
Residential lots do not have direct access to arterial streets.	N/A
Direct access to arterial streets from commercial or industrial lots shall be permitted only where it can be demonstrated that: 1) The direct access will not impede the flow of traffic on the arterial or otherwise create an unsafe condition; 2) There is no reasonable alternative for access to the arterial via a collector street; 3) There is sufficient sight distance along the arterial from the proposed point of access; 4) The proposed access is located so as not to interfere with the safe and efficient functioning of any intersection; and 5) The developer or owner agrees to provide all improvements, such as turning lanes or signals, necessitated for the safe and efficient uses of the proposes access.	X
Adequate provisions shall be made for soil preservation, drainage patterns, and debris and waste disposal and collection.	X
Sidelines of lots shall be at, or near, right angles or radial to the street lines. All corner lots shall have a minimum radius of twenty feet on the property line.	X
All property within the subdivision shall be included within a lot or area dedicated for public use.	X
All corner lots zoned RP through R-3, inclusive, shall be a minimum of ten percent larger in area than the average area of all similarly zoned lots in the plat or subdivision under consideration.	N/A
All major streets in subdivision must conform to the major street plan of the City, as set forth in Comprehensive Plan.	N/A
The alignment and width of previously platted streets shall be preserved unless topographical conditions or existing buildings or structures required otherwise.	N/A
Residential lots adjoining arterial streets shall comply with: 1) Such lots shall have reverse frontage on the arterial streets, 2) such lots shall be buffered from the arterial street by any effective combination of the following: lot depth, earth berms, vegetation, walls or fences, and structural soundproofing, 3) Minimum lot depth shall be 150 ft except where the use of berms, vegetation, and structures can be demonstrated to constitute an effective buffer, 4) Whenever practical, existing roadside trees shall be saved and used in the arterial buffer, 5) Parking areas shall be used as part of the arterial buffer for high density residential uses, 6) Annexation and development agreement shall include provisions for installation and continued maintenance of arterial buffers.	N/A

Planning Director to classify street on basis of zoning, traffic volume, function, growth, vehicular & pedestrian safety, and population density.	Rising Sun-Private Street

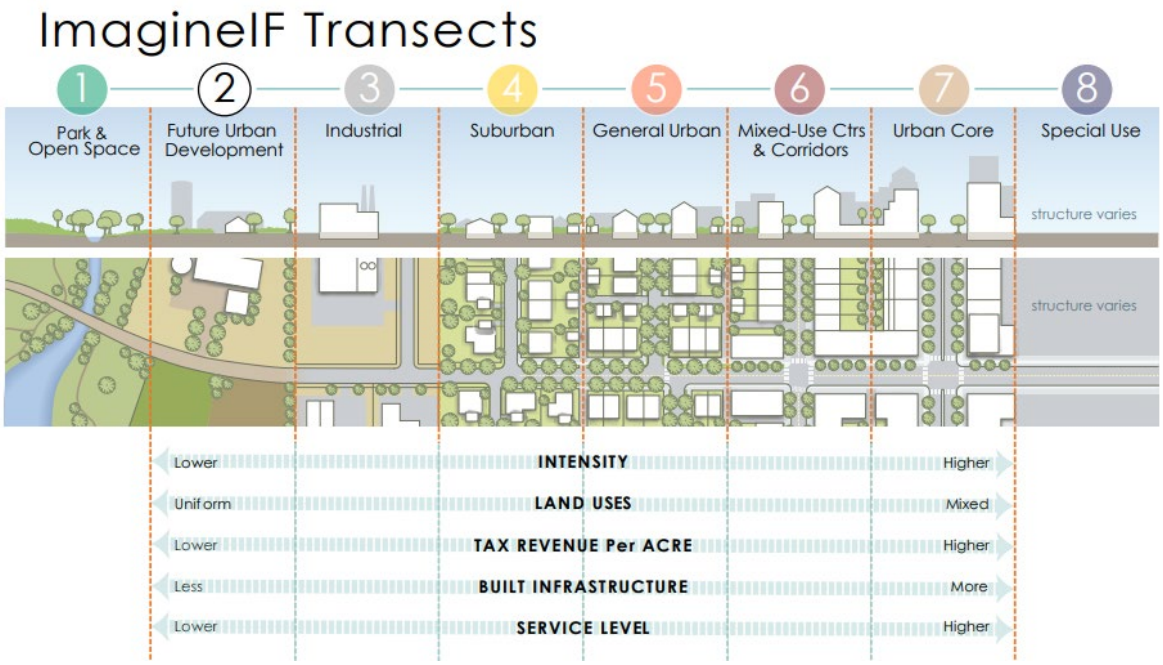
Zoning Ordinance:

11-3-5: Purpose of Commercial Zones

LC Limited Commercial Zone. This zone provides a commercial zone for retail and service uses which supply the daily household needs of the City's residents. This Zone is usually located on major streets contiguous to residential uses. This zone is characterized by smaller scale commercial uses which are easily accessible by pedestrians and non-motorized vehicles from the surrounding residential neighborhoods, although larger scale developments such as big-box stores may still serve as anchors. Connectivity is provided with walkways that provide access to and through the development site. Parking for vehicles is understated by the use of landscaping, location, and provision of pedestrian walkways to the businesses.

Table 11-3-5: Dimensional Standards for Commercial Zones

	CC	PB	LC	HC
Site width at front setback - Minimum in ft.		50	*	
Setbacks – Minimum in ft.				
Front		20	20*	20
Side			*	
Rear			*	
Landscape buffer contiguous to street* in ft.	7*	15	20*	20*
Landscape buffer contiguous to a residential Zones* in ft.	10	10	20/10	30/10
Building height – Maximum in ft.		*	*	
Lot Coverage- Maximum in %		80	80	
*See explanations, exceptions and qualifications that follow in Section 11-3-6A (1-3) of this Zoning Code.				





5. **General Urban**

Snapshot: The General Urban Transect denotes residential areas with a mix of commercial and service uses convenient to residents. These areas contain a wide variety of housing types, generally including small single-units, duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, townhouses, multiplexes and live-work units. Lot sizes are smaller and more compact than suburban areas. These areas could also include, parks, schools, churches and commercial services. These areas have highly connective street patterns, similar to the traditional grid-pattern that encourages bicycle and pedestrian usage. These areas should be near an existing or part of a new walkable center.

Local examples: Bonnavista Addition, Johns Height Subdivision, Jennie Lee Addition, Bell-Aire, Linden Park, Linden Trails, Falls Valley

November 14, 2023 7:00 p.m. Planning Department

City Annex Conference Room

MEMBERS PRESENT: Commissioners Kristi Brower, Forrest Ihler, Bill Scott, Margaret Wimborne Ogden, Forrest Ihler, Bill Scott, Glen Ogden.

MEMBERS ABSENT: Marsha McDaniel, Scott Geddes, Arnold Cantu, Dale Storer.

ALSO PRESENT: Assistant Planning Director Kerry Beutler, Planners David Peterson, Naysha Foster, David Peterson, Brian Stevens and interested citizens.

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

MINUTES: Ogden moved to accept the minutes of October 4, 2023, Scott seconded the motion. The motion passed unanimously.

Business:

6. PLAT 23-027: FINAL PLAT. Rising Sun Plaza Division No. 1.

Applicant: Clint Jolley, Harper Leavitt Engineering, 101 Park Ave., Idaho Falls, Idaho. Jolley stated that this was originally platted to bigger lots, and this is the remaining portion of lots 6 and 5. The developer is required to plat it again. It is zoned LC with airport overlay.

Foster presented the staff report, a part of the record.

Scott asked about the slice by Old Butte, and asked if it is dedicated to the City as right of way. Beutler clarified that the indentation was City right of way but has been vacated.

Brower moved to recommend to the Mayor and City Council approval of the Final Plat for Rising Sun Division No. 1., Scott seconded the motion. Wimborne called for roll call vote: Brower, yes; Ihler, yes; Scott, yes; Wimborne, yes; Ogden, yes. The motion passed unanimously.

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

APPROVAL OF THE FINAL PLAT OF RISING SUN PLAZA DIVISION NO. 1, LOCATED NORTH OF PANCHERI DR, EAST OF S OLD BUTTE RD, SOUTH OF BROADWAY, WEST OF S BELLIN RD.

WHEREAS, the applicant filed an application for a final plat on October 3, 2023; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public meeting on November 14, 2023; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public meeting on February 22, 2024; and

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

I. RELEVANT CRITERIA AND STANDARDS

1. The Planning and Zoning Commission considered the request pursuant to the City of Idaho Falls Comprehensive Plan, the City of Idaho Falls Zoning Ordinance, the City of Idaho Falls Subdivision Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is an approximate 0.98-acre parcel located north of Pancheri Dr, east S Old Butte Rd, south of Broadway, west of S Bellin Rd.
3. The final plat includes one buildable lot.
4. Access to the subdivision will come from Rising Sun Dr, a private street.
5. The Limited Development Approach Surface Airport Overlay zone prohibits residential use.
6. The plat complies with all requirements of the Subdivision Ordinance and Zoning Ordinance.
7. The proposed development is consistent with the principles of the City's Comprehensive Plan and the LC, Limited Commercial Zone.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the Final Plat.

PASSED BY CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2024

_____

Rebecca L. Noah Casper-Mayor

Memorandum

File #: 24-144 **City Council Meeting**

FROM: Wade Sanner, Director
DATE: Tuesday, February 13, 2024
DEPARTMENT: Community Development Services

Subject
Legislative Public Hearing-Part 1 of 2 of the Annexation and Initial Zoning-Annexation Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East.

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

1. Approve the Ordinance annexing approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East; assign a Comprehensive Plan Designation of "Suburban and General Urban;" and under a suspension of the rules requiring three complete and separate readings, request that it be read by title and published by summary (or consider the Ordinance on the first reading and that it be read by title, reject the Ordinance, or take other action deemed appropriate).

2. Approve the Reasoned Statement of Relevant Criteria and Standards for the annexation of approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose
Attached is part 1 of 2 of the application for Annexation and Initial Zoning of R2, Mixed Residential Use with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones which includes the Annexation Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East. The Planning and Zoning Commission considered this item at its November 14, 2023, meeting and unanimously voted to recommended approval of the annexation with initial zoning of R2. The City Council could choose to zone the property R1 as originally requested by the applicant or R2 as recommended by the Planning and Zoning Commission. The applicant is in support of the Planning Commission's recommendation of R2.

Alignment with City & Department Planning Objectives



☐ ☒ ☒ ☐ ☒ ☐ ☐ ☐

Successful annexation consideration seeks for consistency with the principles of the Comprehensive Plan, including Growth, Sustainability, and Livable Communities.

Interdepartmental Coordination
The annexation legal description has been reviewed for accuracy by the Public Works Survey Division.

Fiscal Impact
NA

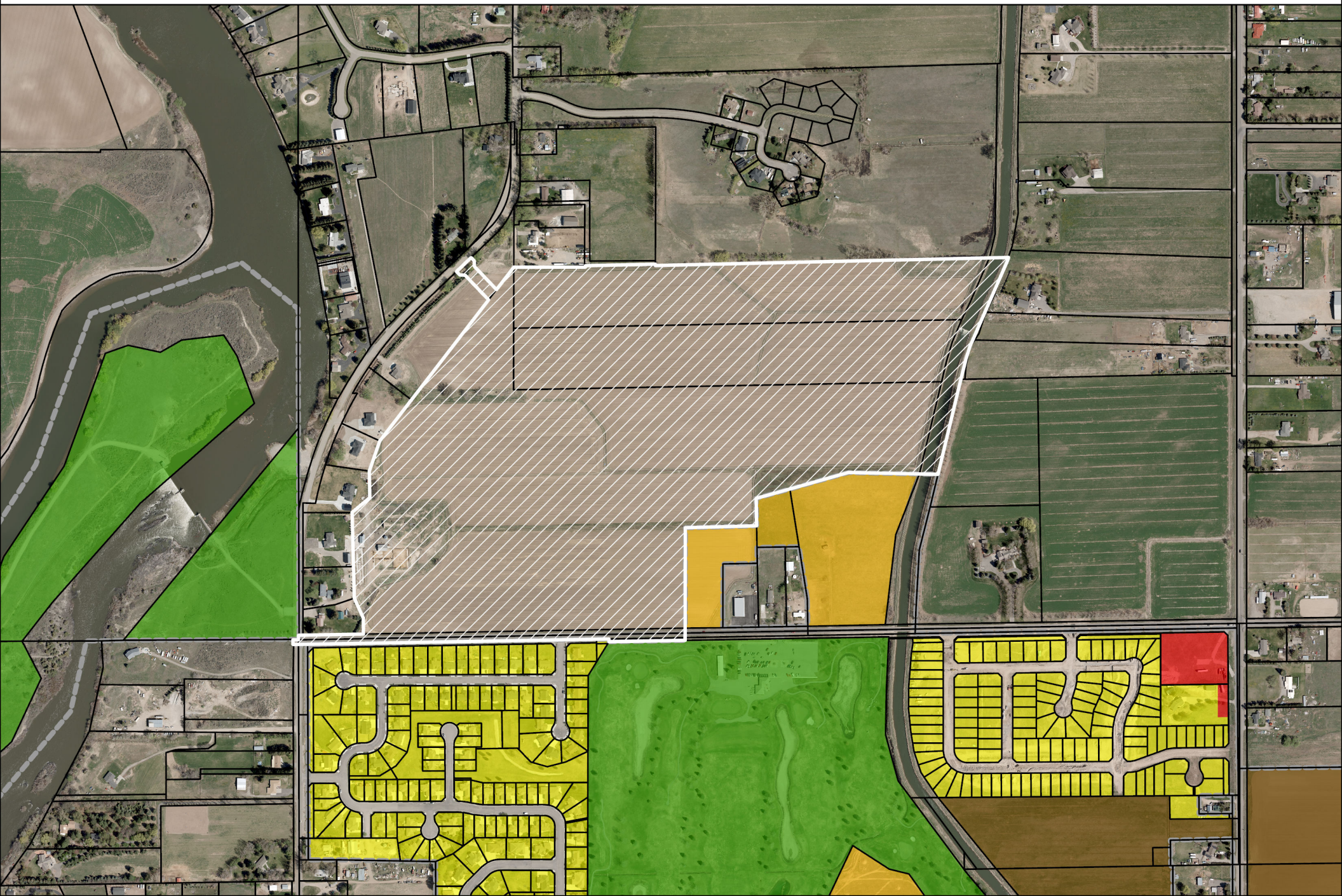
Legal Review
This application and ordinance have been reviewed by the Legal Department for consistency with state statues.

Zoning

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay

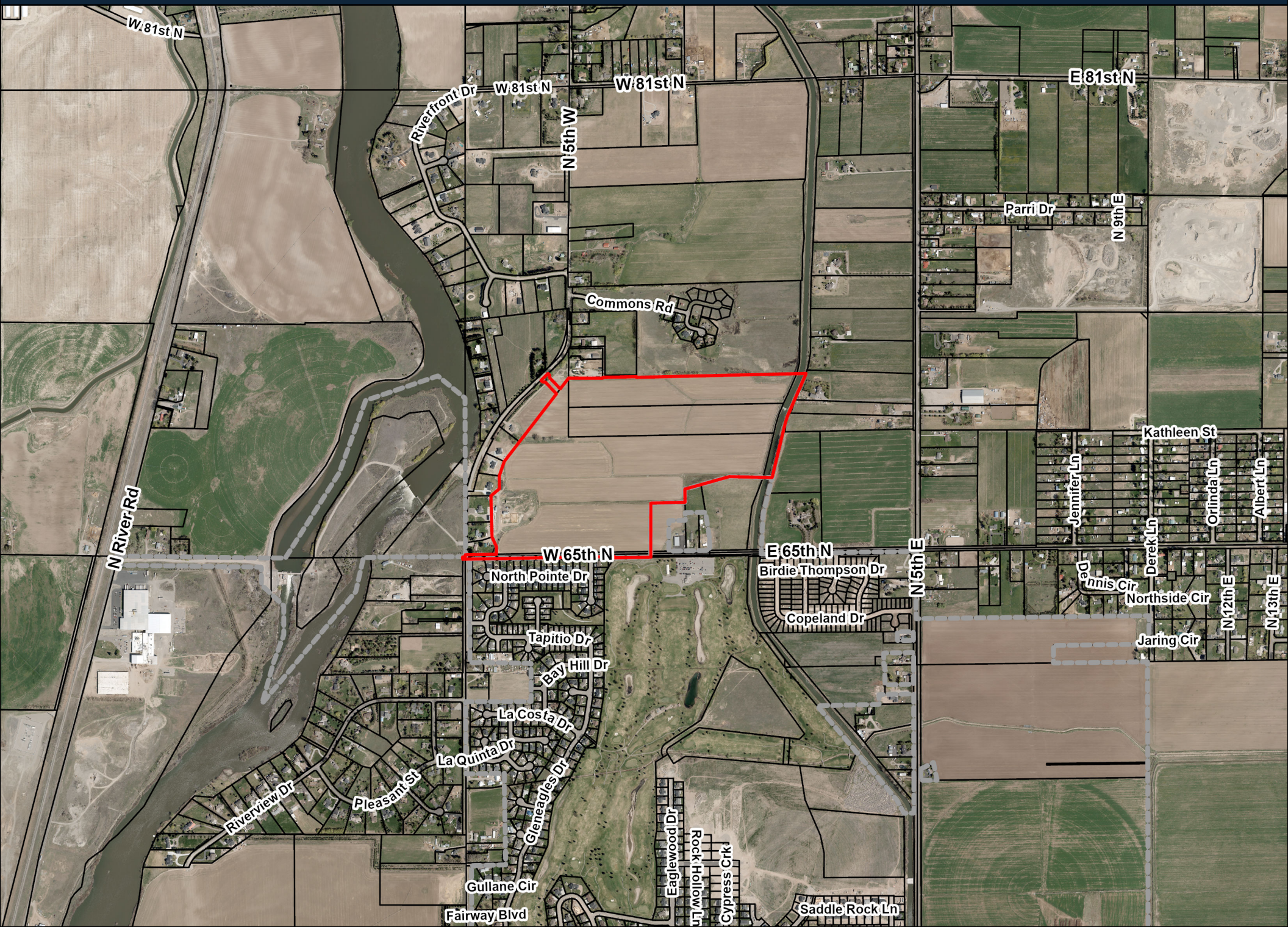
RE R1 TN R3 PB LC R&D I&M
RP R2 RMH R3A CC HC LM P

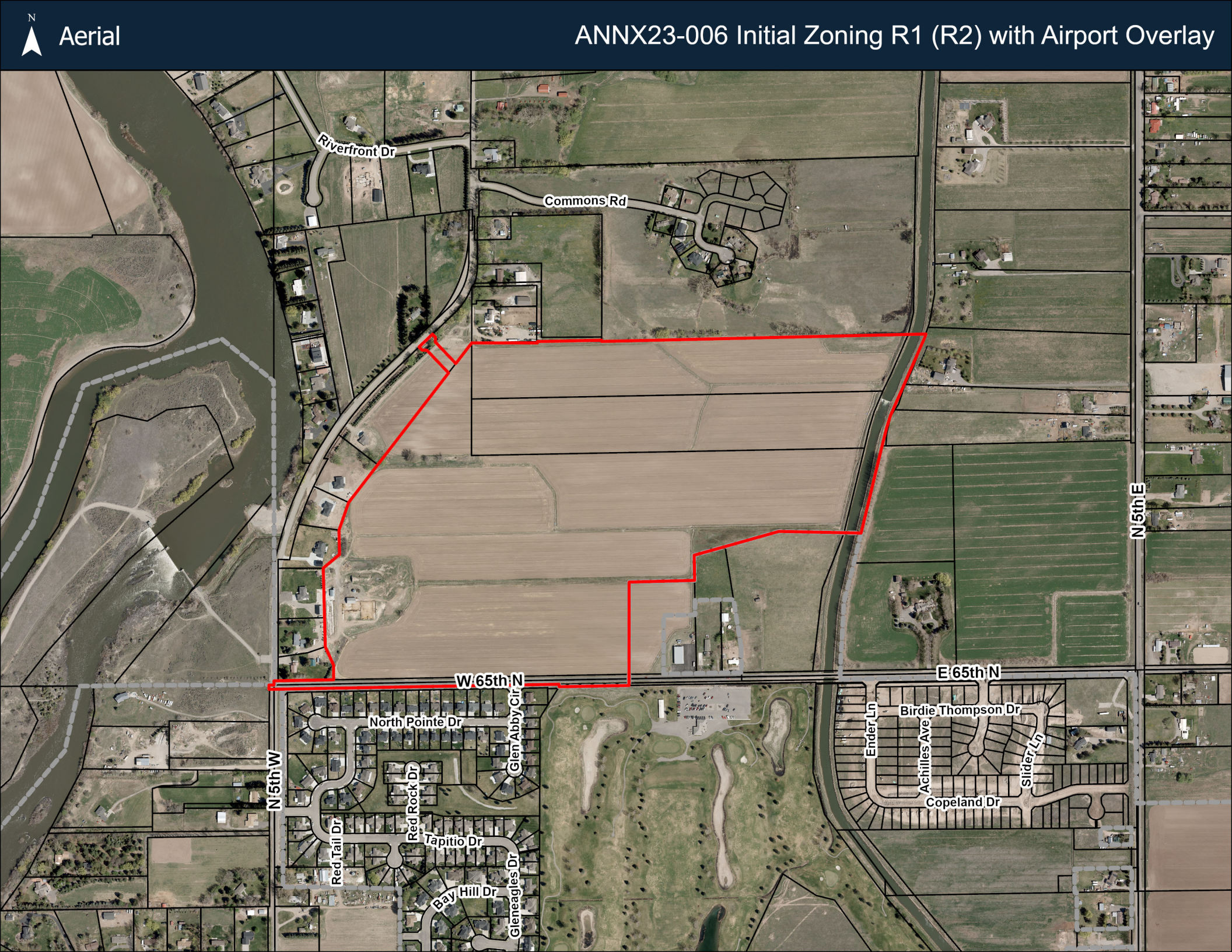
N



Aerial

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay




N
Aerial
ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay
Riverfront Dr
Commons Rd
N 5th E
W 65th N
E 65th N
N 5th W
North Pointe Dr
Glen Abby Cir
Red Rock Dr
Red Tail Dr
Tapitio Dr
Bay Hill Dr
Gleneagles Dr
Ender Ln
Birdie Thompson Dr
Achilles Ave
Slider Ln
Copeland Dr

Airport Compatible Land Use

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay

Approach Surface

Controlled Development Approach Surface

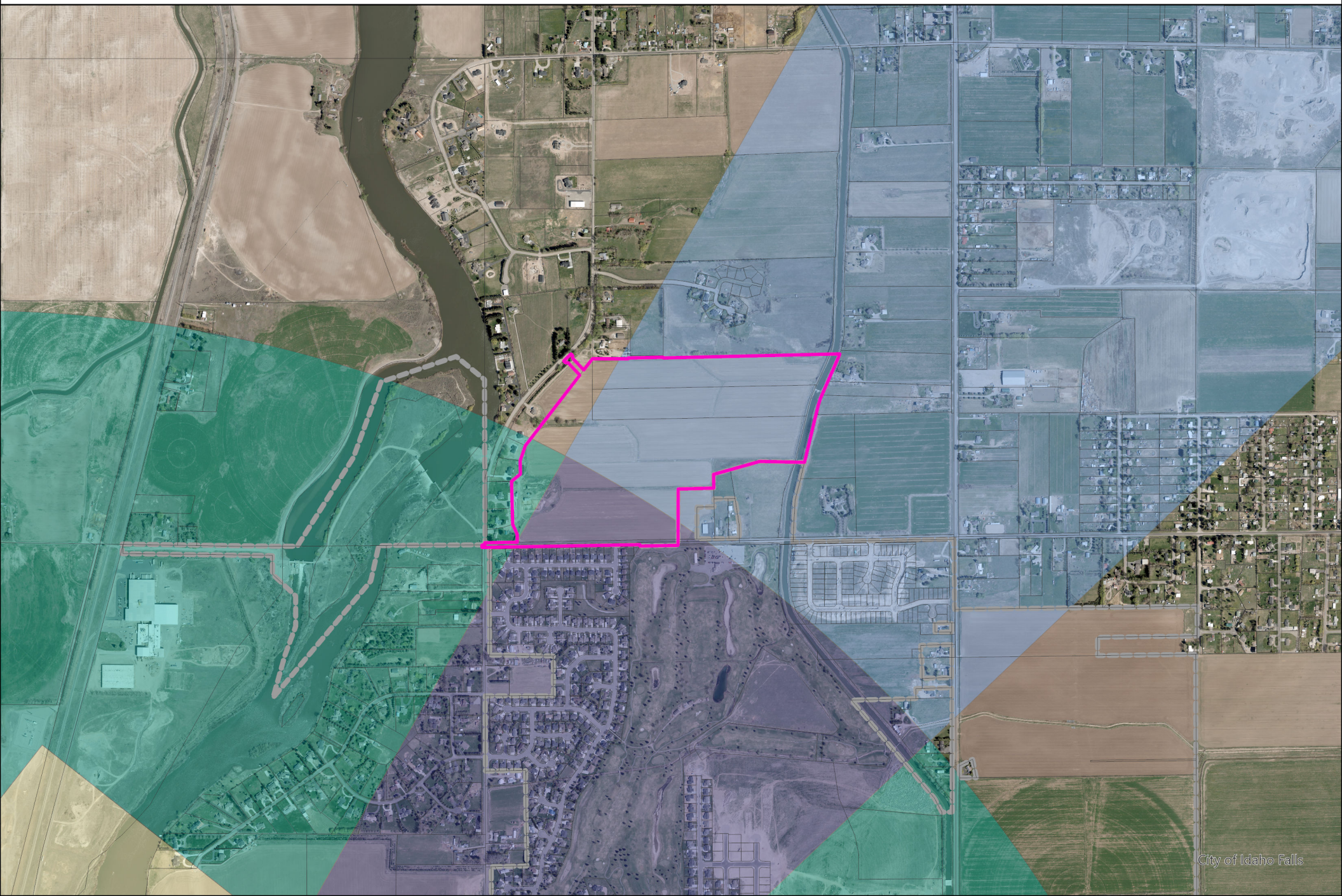
Limited Development Approach Surface

Controlled Development

Limited Development

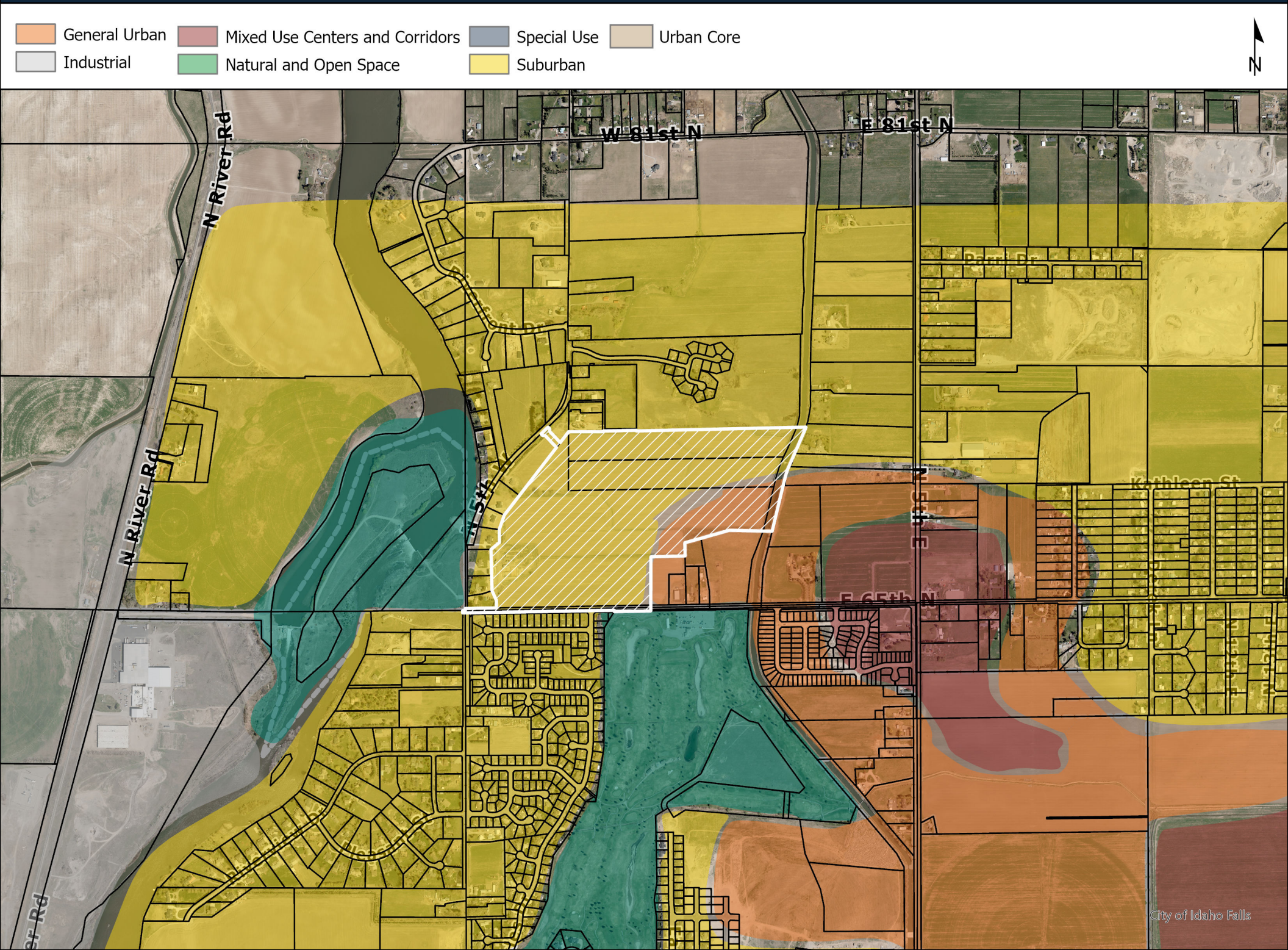
No Development

N



Comprehensive Plan

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay



STAFF REPORT

ANNEXATION OF 118.320 ACRES IN THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST. ZONING REQUEST OF R1, SINGLE DWELLING RESIDENTIAL WITH AIRPORT OVERLAY: CONTROLLED DEVELOPMENT APPROACH SURFACE, APPROACH SURFACE, AND CONTROLLED DEVELOPMENT.

February 22, 2024

IDAHO FALLS

Community Development Services

Applicant: Eagle Rock Engineering

Project Manager:
Brian J. Stevens

Location:
along the north border of the city near the intersection of East River Road and 65th N.

Size: Approx. 118.320 acres.

Zoning:
Existing: County
North: County
South: R1 and P
East: R2 and County
West: County and P

Proposed Zoning: R2

Existing Land Uses:
Site: Agriculture
North: Residential
South: Residential and Golf Course
East: Residential
West: Residential

Future Land Use Map:
Suburban, General Urban

Attachments:
1. Comprehensive Plan Policies
2. Zoning Information
3. Maps & Aerial Photos

Requested Action: To approve the annexation and initial zoning of R1, Single Dwelling Residential or R2, Mixed Residential, with the airport overlays of Controlled Development Approach Surface, Approach Surface, and Controlled Development by the Mayor and City Council.

Planning Commission Recommendation: The Planning and Zoning Commission recommended approval of the annexation with a R2, Mixed Residential Zone. The City Council could choose to zone the property R1 as originally requested by the applicant or R2 as recommended by the Planning and Zoning Commission. The applicant is in support of the Planning Commission's recommendation of R2.

Staff Recommendation: Staff recommends approval of the annexation and initial zoning of R2 Zone with the Airport Overlays.

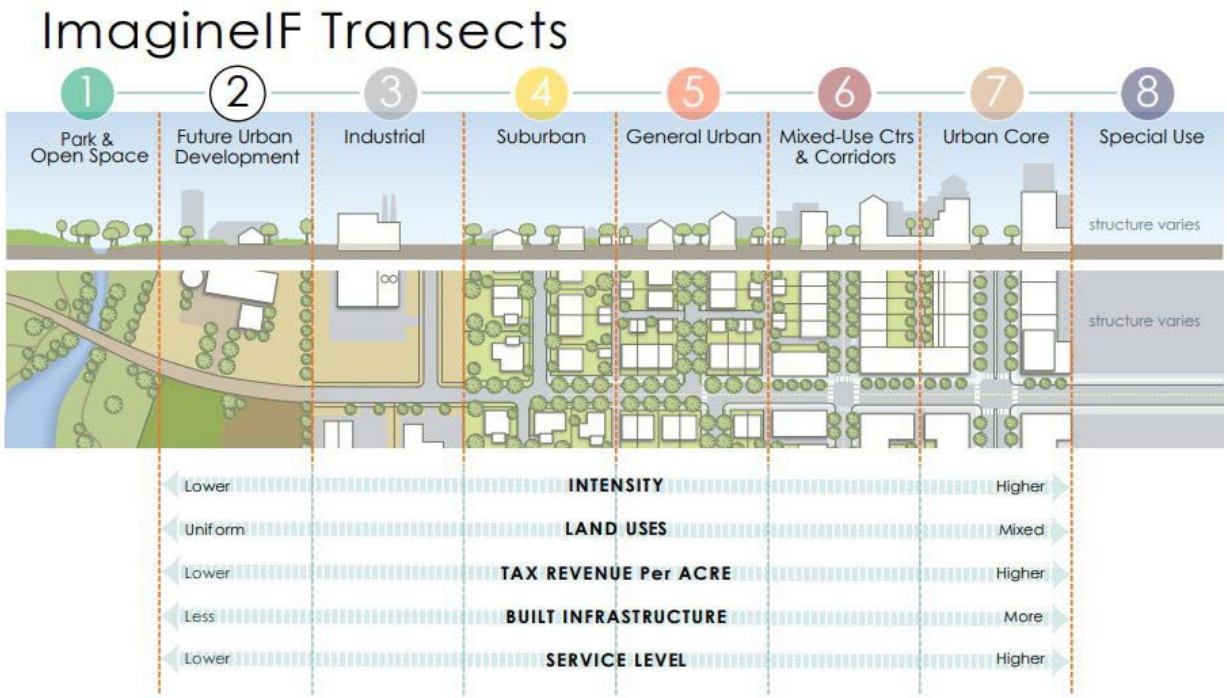
Annexation: This is a Category "A" annexation as it is requested by the property owner. The property is outside of the Area of Impact but is contiguous to City limits along the south property lines. Annexation of the property is consistent with the policies of the City's Comprehensive Plan. This is the 4th Annexation in the Area that is outside of the Area of Impact indicating development pressure in the specific north area of the city. Additional Right of Way for 65 N a major arterial will be part of this annexation.

Initial Zoning: The proposed zoning was initially R1, the applicant is now seeking R2 consistent with the Planning Commission's recommendation. The proposed overlays are controlled development approach surface, approach surface, and controlled development.

Staff Comments: ImagineIF, the City's Comprehensive Plan identifies this area as largely Suburban with some General Urban to the east. The Suburban Transect denotes existing or planned residential areas in close proximity to or with easy vehicular access to regional commercial service areas that provide daily household needs. This transect also calls for a mix of housing types, price points and sizes and should not be exclusively detached single-dwelling units. An R2 Zone would be necessary in order to achieve housing types beyond single unit dwellings. R2 Zoning is present to the southeast of this property. The Suburban Transect supports RP, R1, R2 zoning designations. The General Urban Transect supports LC, PB, R3A, R3, R2 zoning designations. This annexation has proximity to a boat ramp on the Snake River and Sage Lakes golf course.

Comprehensive Plan Land Use Transects: pg.

60-70





4. **Suburban**

Snapshot: The Suburban Transect denotes existing or planned residential areas in close proximity to or with easy vehicular access to regional commercial service areas that provide daily household needs. These areas contain various housing types, generally including detached and attached single-unit dwellings, accessory dwelling units, duplexes and triplex and fourplex units at a house scale. Residential development should include a mix of housing types, price points and sizes and should not be exclusively detached single-dwelling units. These areas could also include parks, schools, churches and small commercial nodes adjacent to major roadways. Curvilinear streets and cul-de-sacs are common. Although existing road patterns and lot sizes have created low levels of connectivity and convenience to services, opportunities to increase these features should be identified and planned for.

Local examples: Silverleaf, Mill Run, Fairway Estates, Ivan's Acres, Shamrock Park, Home Ranch, Stonebrook, Brookside and Southpoint Subdivisions



5. **General Urban**

Snapshot: The General Urban Transect denotes residential areas with a mix of commercial and service uses convenient to residents. These areas contain a wide variety of housing types, generally including small single-units, duplexes, triplexes, fourplexes, courtyard apartments, bungalow courts, townhouses, multiplexes and live-work units. Lot sizes are smaller and more compact than suburban areas. These areas could also include, parks, schools, churches and commercial services. These areas have highly connective street patterns, similar to the traditional grid-pattern that encourages bicycle and pedestrian usage. These areas should be near an existing or part of a new walkable center.

Local examples: Bonnavista Addition, Johns Height Subdivision, Jennie Lee Addition, Bell-Aire, Linden Park, Linden Trails, Falls Valley

Zoning Ordinance:

11-3-3: PURPOSE OF RESIDENTIAL ZONES

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

11-3-4: DIMENSIONAL STANDARDS FOR RESIDENTIAL ZONES.

Table 11-3-1: Dimensional Standards for Residential Zones

	RE	RP	R1	R2	TN	R3	R3A	RMH
Lot Area								
Lot Area Minimum in ft²	1 acre*	12,000	7,000	6,000*	3,000*	5,000*	5,000	3,000
Lot Area Maximum in ft²			13,500*					
Site Width								
Site Width at Front Setback, Minimum in ft.	150	60	50	50	25	50	50	25
Setbacks, Minimum in ft.								
Front	40	30*	25*	20*	15*	15	15	15
Front Maximum in ft.					20*			
Side	20	7.5/10*	6	6	5	6	6	5
Rear	40	25	25	25	10	25*	25*	10
Lot Coverage, Building Height, and Density								
Maximum Lot Coverage in %	30	40	40	80	50	80	80	50
Maximum Building Height in ft*	24	24	24	36	*			24
Maximum Density in gross units/acre	1	4	6	17	15	35	35	35
*See explanations, exceptions and qualifications in Section 11-3-4A,B,C of this Zoning Code.								

November 14, 2023 7:00 p.m. Planning Department

City Annex Conference Room

MEMBERS PRESENT: Commissioners Kristi Brower, Forrest Ihler, Bill Scott, Margaret Wimborne Ogden, Forrest Ihler, Bill Scott, Glen Ogden.

MEMBERS ABSENT: Marsha McDaniel, Scott Geddes, Arnold Cantu, Dale Storer.

ALSO PRESENT: Assistant Planning Director Kerry Beutler, Planners David Peterson, Naysha Foster, David Peterson, Brian Stevens and interested citizens.

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

MINUTES: Ogden moved to accept the minutes of October 4, 2023, Scott seconded the motion. The motion passed unanimously.

Public Hearing (s):

2. ANNX 23-006: ANNEXATION/INITIAL ZONING OF R1.

Wimborne opened the public hearing.

Applicant: Kurt Rolland, Rock Engineering, 1331 Fremont Ave., Idaho Falls, Idaho. The applicant is asking for annexation and initial zone of 114 acres of property north of Sage Lakes Golf Course with initial zoning of R1. There is property to the south that is zoned single family, County to the west, and County to the east.

Stevens presented the staff report, a part of the record.

Scott asked about the property to the west being in the County. Stevens clarified that the homes that skirt the property to the west are County residents.

Wimborne asked what the homes in the County are zoned. Stevens stated that it is likely A1.

Support/Opposition: No one appeared in support or opposition.

Wimborne closed the public hearing.

Ogden stated that there is R2 that touches the corner and R1 across the street, and when comparing that to the Comprehensive Plan Ogden feels that a denser zoning of R2 is more applicable and a better option for the property and follows closer to the long-range plan of the City.

Ihler asked if they can recommend a higher density zone. Wimborne and staff agreed that they can recommend a higher density zone. Ihler agrees that a higher density zone would be better and a smarter decision for the City financially, as no amount of tax revenue can bring in enough money to maintain the roads so they need more density, and he feels that R2 would be appropriate.

Wimborne clarified that if it is zoned as R2, the property owner can still develop at R1. Stevens agreed that the owner can build at R1, but it could open more possibilities after listening to the recommendation of the Planning Commission and the Comprehensive Plans recommendation.

Ihler agrees that the R2 could add diversity to the area, and diversity to the housing stock which is good for the City and the residents.

Brower agrees with Ihler.

Scott clarified that if Planning and Zoning recommends R2, then it is up to the City Council to decide how to zone the property.

Wimborne feels that R1 request is still valid in the community but providing the R2 zoning will provide flexibility for the property.

Ogden moved to recommend to the Mayor and City Council approval of the Annexation of 114.274 acres in the southeast ¼ of section 30 Township 3 North, Range 38 East with initial zoning of R2 with Controlled Development Approach Surface, Approach Surface, and Controlled Development, Brower seconded the motion. Wimborne called for roll call: Brower, yes; Ihler, yes; Scott, yes; Wimborne, yes; Ogden, yes. The motion passed unanimously.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 118.320 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE, AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

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

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

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

WHEREAS, the City has authority to annex lands into the City pursuant to procedures of Idaho Code Section 50-222, as amended; and

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

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

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

WHEREAS, City of Idaho Falls Comprehensive Plan includes the area of annexation; and

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

1) That the lands annexed meet the applicable requirements of Idaho Code Section 50-222 and do not fall within exceptions or conditional exceptions contained in Idaho Code Section 50-222;

2) The annexation is consistent with public purposes addressed in annexation and related plans prepared by the City; and

3) Annexation of the lands described in Section 1 are reasonably necessary for the orderly development of the City; and

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

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

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

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

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

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

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

SECTION 2. Amended Map and Legal Description. The City Clerk shall file a certified copy of this Ordinance with the Bonneville County Auditor, Treasurer, and Assessor, within ten (10) days after the effective date hereof. The City Engineer shall, within ten (10) days after such effective date, file an amended legal description and map of the City, with the Bonneville County Recorder and Assessor and the Idaho State Tax Commission, all in accordance with Idaho Code Section 63-2215.

SECTION 3. Findings. The findings contained in the recitals of this Ordinance be, and the same are hereby adopted as the official City Council findings for this Ordinance, and any further findings relative to this Ordinance shall be contained in the officially adopted Council minutes of the meeting in which this Ordinance was passed.

SECTION 4. Savings and Severability Clause. The provisions and parts of this Ordinance are intended to be severable. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

SECTION 5. Publication. This Ordinance, or a summary thereof in compliance with Idaho Code, shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

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

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR this_____day of _____, 2024.

_____
Rebecca L. Noah Casper, Mayor

ATTEST:

_____
Corrin Wilde, City Clerk

(SEAL)

STATE OF IDAHO)
: ss.
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Ordinance entitled: "AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 118.320 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE, AMENDING THE LEGAL DESCRIPTION OF THE CITY WITH THE APPROPRIATE COUNTY AND STATE AUTHORITIES; AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE."

_____
Corrin Wilde, City Clerk

(SEAL)

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

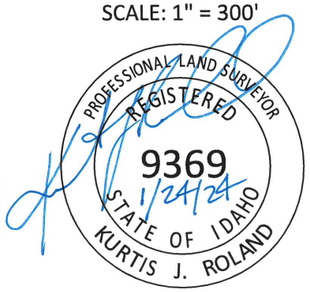
ANNEXATION ORDINANCE # _____

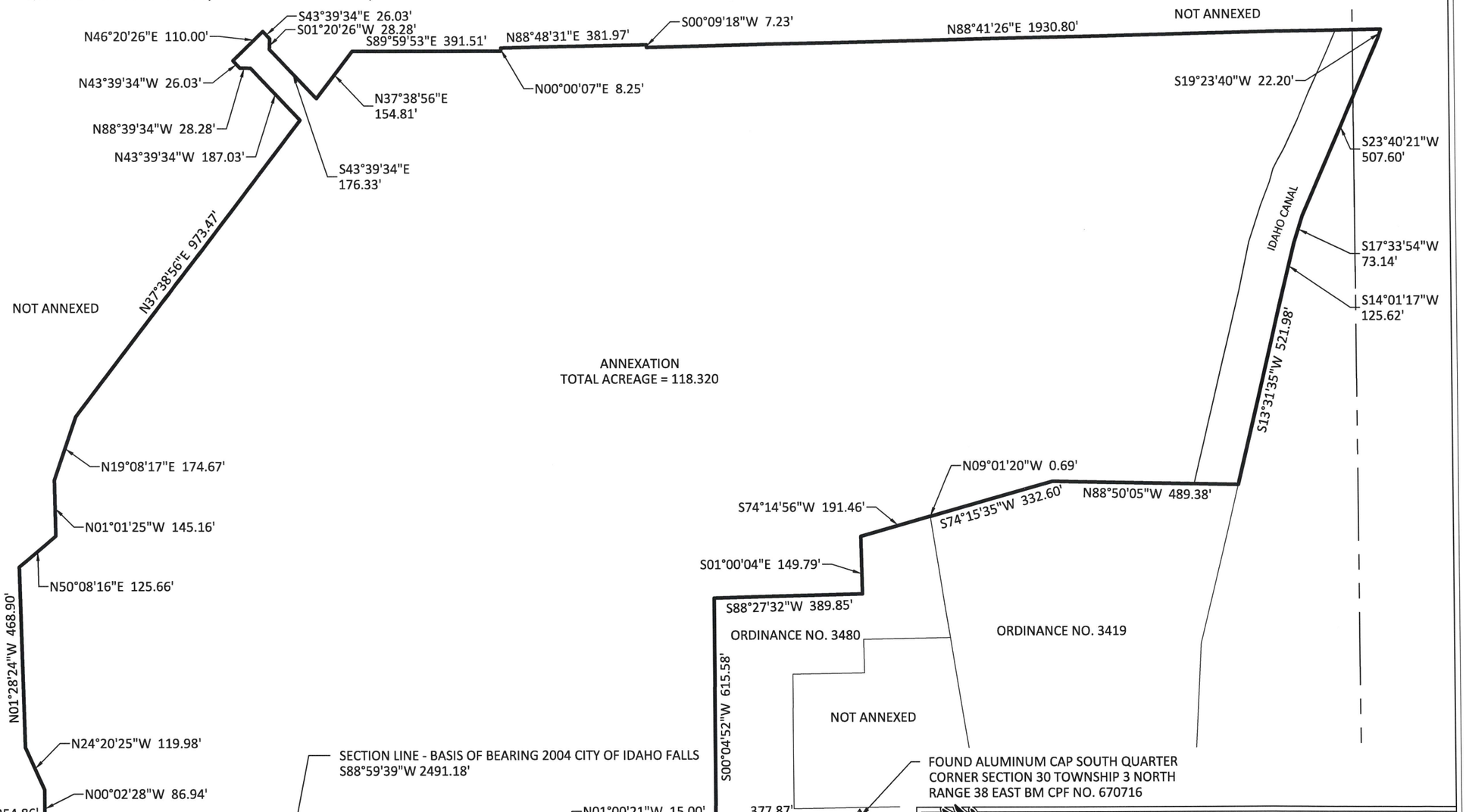
AN ADDITION TO THE CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO
A PARCEL OF LAND BEING SITUATED IN THE SOUTHWEST QUARTER AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 30 AND A PORTION IN THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 38 EAST AND A PORTION OF SECTION 36, TOWNSHIP 3 NORTH, RANGE 37 EAST OF THE BOISE MERIDIAN



300' 150' 0 300'

SCALE: 1" = 300'





BOUNDARY DESCRIPTION

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST OF THE BOISE MERIDIAN, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148; RUNNING THENCE N.00°02'28"W. ALONG THE WEST LINE OF SAID SECTION 30 AND THE EAST LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 A DISTANCE OF 25.00 FEET; THENCE N.88°59'24"E. ALONG SAID NORTHERLY RIGHT-OF-WAY LINE EXTENDED 354.86 FEET; THENCE N.00°02'28"W. 86.94 FEET; THENCE N.24°20'25"W. 119.98 FEET; THENCE N.01°28'24"W. 468.90 FEET; THENCE N.50°08'16"E. 125.66 FEET; THENCE N.01°01'25"W. 145.16 FEET; THENCE N.19°08'17"E. 174.67 FEET; THENCE N.37°38'56"E. 973.47 FEET; THENCE N.43°39'34"W. 187.03 FEET; THENCE N.88°39'34"W. 28.28 FEET; THENCE N.43°39'34"W. 26.03 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF NORTH 5TH EAST (EAST RIVER ROAD); THENCE N.46°20'26"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 110.00 FEET; THENCE S.43°39'34"E. 26.03 FEET; THENCE S.01°20'26"W. 28.28 FEET; THENCE S.43°39'34"E. 176.33 FEET; THENCE N.37°38'56"E. 154.81 FEET; THENCE S.89°59'53"E. 391.51 FEET; THENCE N.00°00'07"E. 8.25 FEET; THENCE N.88°48'31"E. 381.97 FEET TO THE WEST BOUNDARY LINE OF EAST RIVER COMMONS, A PLANNED UNIT DEVELOPMENT, BONNEVILLE COUNTY, IDAHO; THENCE S.00°09'18"W. ALONG SAID WEST BOUNDARY LINE 7.23 FEET TO SOUTHWEST CORNER OF SAID EAST RIVER COMMONS; THENCE N.88°41'26"E. ALONG THE SOUTH BOUNDARY LINE OF SAID EAST RIVER COMMONS EXTENDED 1930.80 FEET TO THE EAST RIGHT-OF-WAY LINE OF THE IDAHO CANAL; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: (1) THENCE S.19°23'40"W. 22.20 FEET; (2) THENCE S.23°40'21"W. 507.60 FEET (3) THENCE S.17°33'54"W. 73.14 FEET; (4) THENCE S.14°01'17"W. 125.62 FEET; (5) THENCE S.13°31'35"W. 521.98 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419; THENCE WESTERLY ALONG SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.88°50'05"W. 489.38 FEET; (2) THENCE S.74°15'35"W. 332.60 FEET TO THE EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480 THE FOLLOWING FIVE (5) COURSES: (1) THENCE N.09°01'20"W. 0.69 FEET; (2) THENCE S.74°14'56"W. 191.46 FEET; (3) THENCE S.01°00'04"E. 149.79 FEET; (4) THENCE S.88°27'32"W. 389.85 FEET; (5) THENCE S.00°04'52"W. 615.58 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062; THENCE S.88°59'39"W. ALONG SAID NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062 A DISTANCE OF 416.21 FEET TO EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.01°00'21"W. 15.00 FEET; (2) THENCE S.88°59'39"W. 926.26 FEET TO THE NORTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. ALONG THE NORTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932 A DISTANCE OF 720.41 FEET TO THE NORTHWEST CORNER OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. 80.04 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 5TH WEST; THENCE N.00°11'09"W. 25.83 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 AND THE LINE COMMON TO SECTIONS 25 AND 36, TOWNSHIP 3 NORTH, RANGE 37 EAST OF THE BOISE MERIDIAN; THENCE S.89°25'40"E. ALONG SAID COMMON LINE 30.01 FEET TO THE POINT OF BEGINNING, CONTAINING 118.320 ACRES.

EAGLE ROCK ENGINEERING
CIVIL ○ PLANNING ○ SURVEYING
IDAHO FALLS (208) 542-2665 REXBURG (208) 359-2665

OFFICES AT:
1331 Fremont Ave.
Idaho Falls, Idaho 83402

310 N 2nd East, Suite 153
Rexburg, Idaho 83440

DRAWN BY:	TH & AG
APPROVED BY:	KURT ROLAND
PROJECT NO.	17177
SCALE:	1"=300'
DATE:	JAN 2024
CAD NAME:	ANNEX MAP.DWG

EXHIBIT "A"

LEGAL DESCRIPTION (Page 1 of 1)

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST OF THE BOISE MERIDIAN, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148; RUNNING THENCE N.00°02'28"W. ALONG THE WEST LINE OF SAID SECTION 30 AND THE EAST LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 A DISTANCE OF 25.00 FEET; THENCE N.88°59'24"E. ALONG SAID NORTHERLY RIGHT-OF-WAY LINE EXTENDED 354.86 FEET; THENCE N.00°02'28"W. 86.94 FEET; THENCE N.24°20'25"W. 119.98 FEET; THENCE N.01°28'24"W. 468.90 FEET; THENCE N.50°08'16"E. 125.66 FEET; THENCE N.01°01'25"W. 145.16 FEET; THENCE N.19°08'17"E. 174.67 FEET; THENCE N.37°38'56"E. 973.47 FEET; THENCE N.43°39'34"W. 187.03 FEET; THENCE N.88°39'34"W. 28.28 FEET; THENCE N.43°39'34"W. 26.03 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF NORTH 5TH EAST (EAST RIVER ROAD); THENCE N.46°20'26"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 110.00 FEET; THENCE S.43°39'34"E. 26.03 FEET; THENCE S.01°20'26"W. 28.28 FEET; THENCE S.43°39'34"E. 176.33 FEET; THENCE N.37°38'56"E. 154.81 FEET; THENCE S.89°59'53"E. 391.51 FEET; THENCE N.00°00'07"E. 8.25 FEET; THENCE N.88°48'31"E. 381.97 FEET TO THE WEST BOUNDARY LINE OF EAST RIVER COMMONS, A PLANNED UNIT DEVELOPMENT, BONNEVILLE COUNTY, IDAHO; THENCE S.00°09'18"W. ALONG SAID WEST BOUNDARY LINE 7.23 FEET TO SOUTHWEST CORNER OF SAID EAST RIVER COMMONS; THENCE N.88°41'26"E. ALONG THE SOUTH BOUNDARY LINE OF SAID EAST RIVER COMMONS EXTENDED 1930.80 FEET TO THE EAST RIGHT-OF-WAY LINE OF THE IDAHO CANAL; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: (1) THENCE S.19°23'40"W. 22.20 FEET; (2) THENCE S.23°40'21"W. 507.60 FEET (3) THENCE S.17°33'54"W. 73.14 FEET; (4) THENCE S.14°01'17"W. 125.62 FEET; (5) THENCE S.13°31'35"W. 521.98 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419; THENCE WESTERLY ALONG SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.88°50'05"W. 489.38 FEET; (2) THENCE S.74°15'35"W. 332.60 FEET TO THE EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480 THE FOLLOWING FIVE (5) COURSES: (1) THENCE N.09°01'20"W. 0.69 FEET; (2) THENCE S.74°14'56"W. 191.46 FEET; (3) THENCE S.01°00'04"E. 149.79 FEET; (4) THENCE S.88°27'32"W. 389.85 FEET; (5) THENCE S.00°04'52"W. 615.58 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062; THENCE S.88°59'39"W. ALONG SAID NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062 A DISTANCE OF 416.21 FEET TO EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.01°00'21"W. 15.00 FEET; (2) THENCE S.88°59'39"W. 926.26 FEET TO THE NORTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. ALONG THE NORTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932 A DISTANCE OF 720.41 FEET TO THE NORTHWEST CORNER OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. 80.04 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 5TH WEST; THENCE N.00°11'09"W. 25.83 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 AND THE LINE COMMON TO SECTIONS 25 AND 36, TOWNSHIP 3 NORTH, RANGE 37 EAST OF THE BOISE MERIDIAN; THENCE S.89°25'40"E. ALONG SAID COMMON LINE 30.01 FEET TO THE POINT OF BEGINNING, CONTAINING 118.320 ACRES.

Submitted By:
Firm Name: EAGLE ROCK ENGINEERING
Contact Name: KURT ROLAND
Phone Number: 208-542-2665
Email: kroland@erengr.com

Overall Document Page Range _____of_____



REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

ANNEXATION OF APPROXIMATELY 118.320 ACRES LOCATED NORTH OF W 65th NORTH, EAST OF N 5TH WEST IN THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST.

WHEREAS, the applicant filed an application for annexation on October 03, 2023; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public hearing on November 14, 2023; and

WHEREAS, this matter came before the Idaho Falls City Council during a duly noticed public hearing on February 22, 2024; and

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

I. RELEVANT CRITERIA AND STANDARDS

1. The City Council considered the request pursuant to the City of Idaho Falls Zoning Ordinance, City of Idaho Falls Subdivision Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is consistent with the City of Idaho Falls Comprehensive Plan.
3. The property is approximately 118.320 acres located North of W 65th North, East of N 5th West.
4. This application is a Category "A" annexation.
5. City utilities are present in the area to provide services to this property.
6. The Comprehensive Plan designates this area as Suburban and General Urban.
7. Annexation of the property is consistent with the policies of the City's Comprehensive Plan.
8. Idaho Falls Planning and Zoning Commission recommended approval of annexation as presented.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the annexation as presented.

PASSED BY CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2024

_____

Rebecca L. Noah Casper - Mayor

Project File No.: ANNX23-006
Applicant: Eagle Rock Engineering
Project Location: Along North border of the City near the intersection of East River Road (5th West) and 65th North

To The Mayor and City Council,

This letter is in reference to Project No. Annx23-006 rezone application on the Council agenda for Thursday, February 22, 2024. Per the notification of the City Council meeting the Planning Board met back in November of 2023 on the application for a rezone of the property located near the intersection of East River Road (5th West) and 65th North (See Attachment A). The applicant requested for a R1 zone and planning recommended approval on the annexation with R2, mixed residential use. The Notice mailed out states that the City Council could choose to zone the property R1. My purpose for this letter is to ask the City Council to reconsider the recommendation from the planning commission of R2 and approve the rezone of R1 as the applicant requested.

The City Comprehensive plan identifies a large part of this area as suburban. As defined in the comprehensive plan a suburban area contains various housing types from detached and attached single-unit dwelling, accessary dwelling units, and duplexes up to fourplexes. The comp plan then lists several examples of like developments. Silverleaf, Mill Run, Fairway Estates, Ivan's Acres, Shamrock Park, Home Ranch, Stonebrook, Brookside and Southpoint Subdivisions. As I look at the comprehensive plan several of the mentioned developments are very similar in location to the city as this proposed annexation, in that they are on the very outskirts of City limits. Looking further into the City's zoning map some subdivisions located on the outer limits of the city that are zoned R1 are:

- North - Fairway Estates, Teton View Estates
- Southeast - Sand Creek Estates
- West - Silverleaf and The Village
- South - Ivywood and Southpoint

It is worth noting that in the Comp Plan (Attachment A) The area around the intersection of 65th N and 5th E is Mixed use Centers and Corridors and as you move away from this area the density of the proposed area gets less. The existing subdivision at the SW corner of this intersection Teton View Estates is zoned R1. If the Council sees a need for some R2 zoning within this application I ask that the Council, consider R1 zone approval boarding any existing county residential lots and approve the internal area as R2 (see Attachment B). This would act as a buffer for the existing county residential lots.

Thank you for your time on this matter.

Brian Cunningham
6850 N 5th West
Idaho Falls, Id. 83401
(208)270-0569

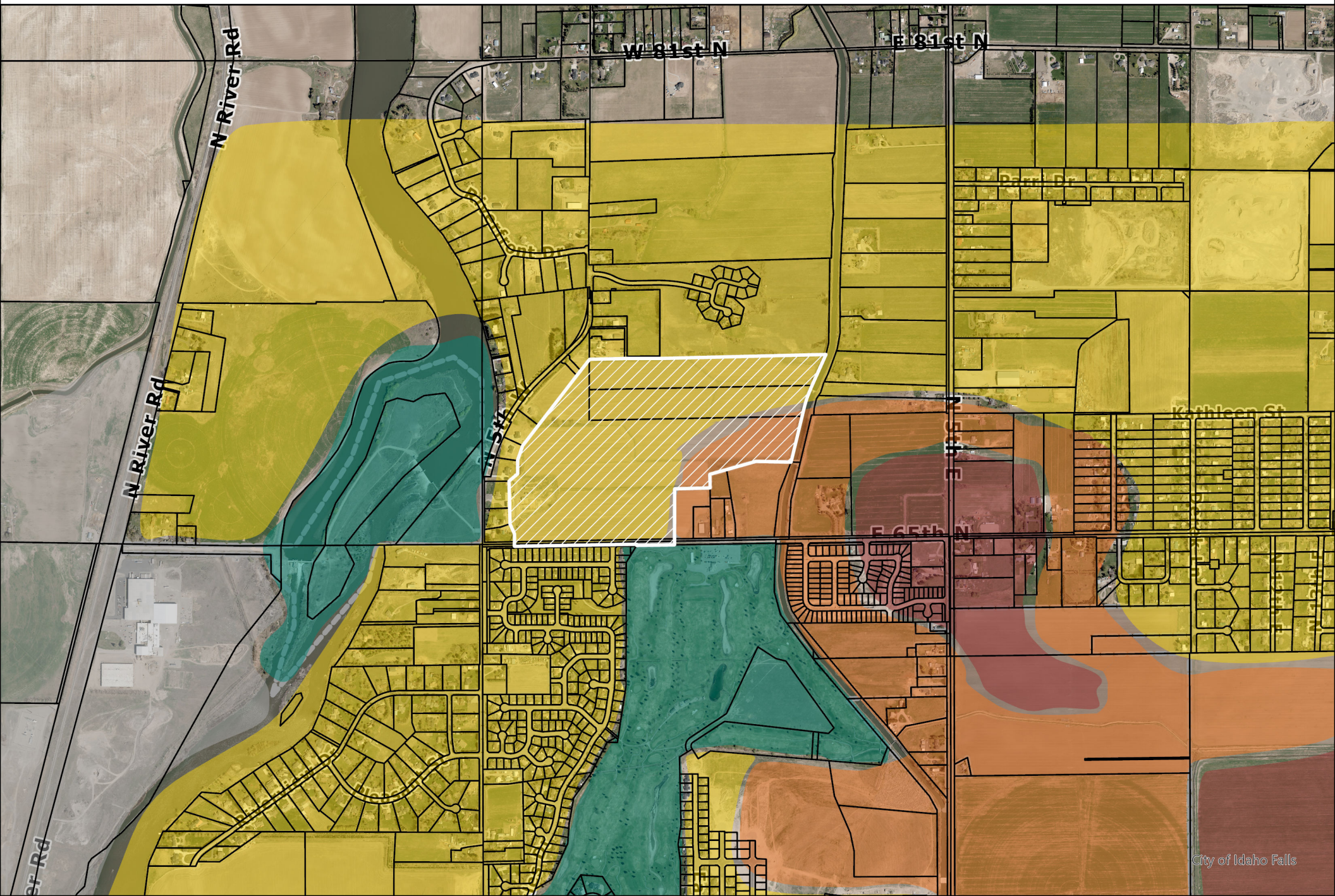
Comprehensive Plan

ANNX23-006 Initial Zoning R1 with Airport Overlay

General Urban
Industrial
Mixed Use Centers and Corridors
Natural and Open Space
Special Use
Suburban
Urban Core

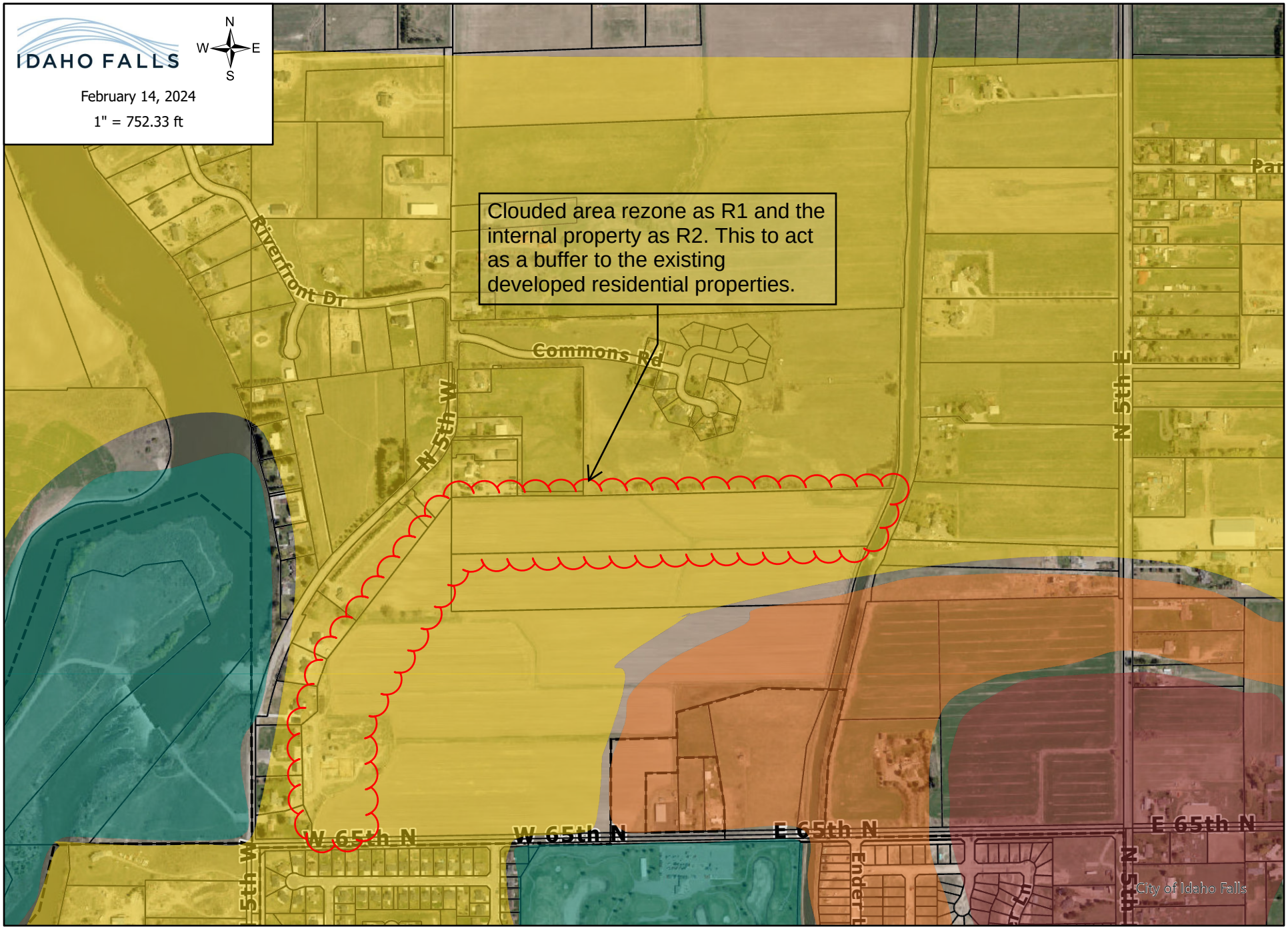
Attachment A

N



Attachment B

ArcGIS Web Map



Memorandum

File #: 24-145 **City Council Meeting**

FROM: Wade Sanner, Director
DATE: Tuesday, February 13, 2024
DEPARTMENT: Community Development Services

Subject
Legislative Public Hearing-Part 2 of 2 of the Annexation and Initial Zoning of R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones, Initial Zoning Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East.

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

1. Approve the Ordinance establishing the initial zoning for R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones as shown in the Ordinance exhibits under a suspension of the rules requiring three complete and separate readings; and request that it be read by title and published by summary; that the City limits documents be amended to include the area annexed herewith; and that the City Planner be instructed to reflect said annexation, amendment to the Comprehensive Plan, and initial zoning on the Comprehensive Plan and Zoning Maps located in the Planning office (or consider the Ordinance on the first reading and that it be read by title, reject the Ordinance, or take other action deemed appropriate).

2. Approve the Reasoned Statement of Relevant Criteria and Standards for the initial zoning of R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones and give authorization for the Mayor to execute the necessary documents (or take other action deemed appropriate).

Description, Background Information & Purpose
Attached is part 2 of 2 of the application for Annexation and Initial Zoning of R2, Mixed Residential with the Controlled Development Approach Surface, Approach Surface, and Controlled Development Airport Overlay Zones which includes the Initial Zoning Ordinance and Reasoned Statement of Relevant Criteria and Standards for approximately 118.320 acres in the Southeast ¼ of Section 30, Township 3 North, Range 38 East. The Planning and Zoning Commission considered this item at its November 14, 2023, meeting and unanimously voted to recommended approval of the annexation with initial zoning of R2. The City Council could choose to zone the property R1 as originally requested by the applicant or R2 as recommended by the Planning and Zoning Commission. The applicant is in support of the Planning Commission's recommendation of R2.

Alignment with City & Department Planning Objectives



☐ ☒ ☒ ☐ ☒ ☐ ☐ ☐

Consideration of initial zoning must be consistent with the principles of the Comprehensive Plan which includes many policies and goals related to Good Governance, Growth, Sustainability, and Livable Communities.

Interdepartmental Coordination
N/A

Fiscal Impact
N/A

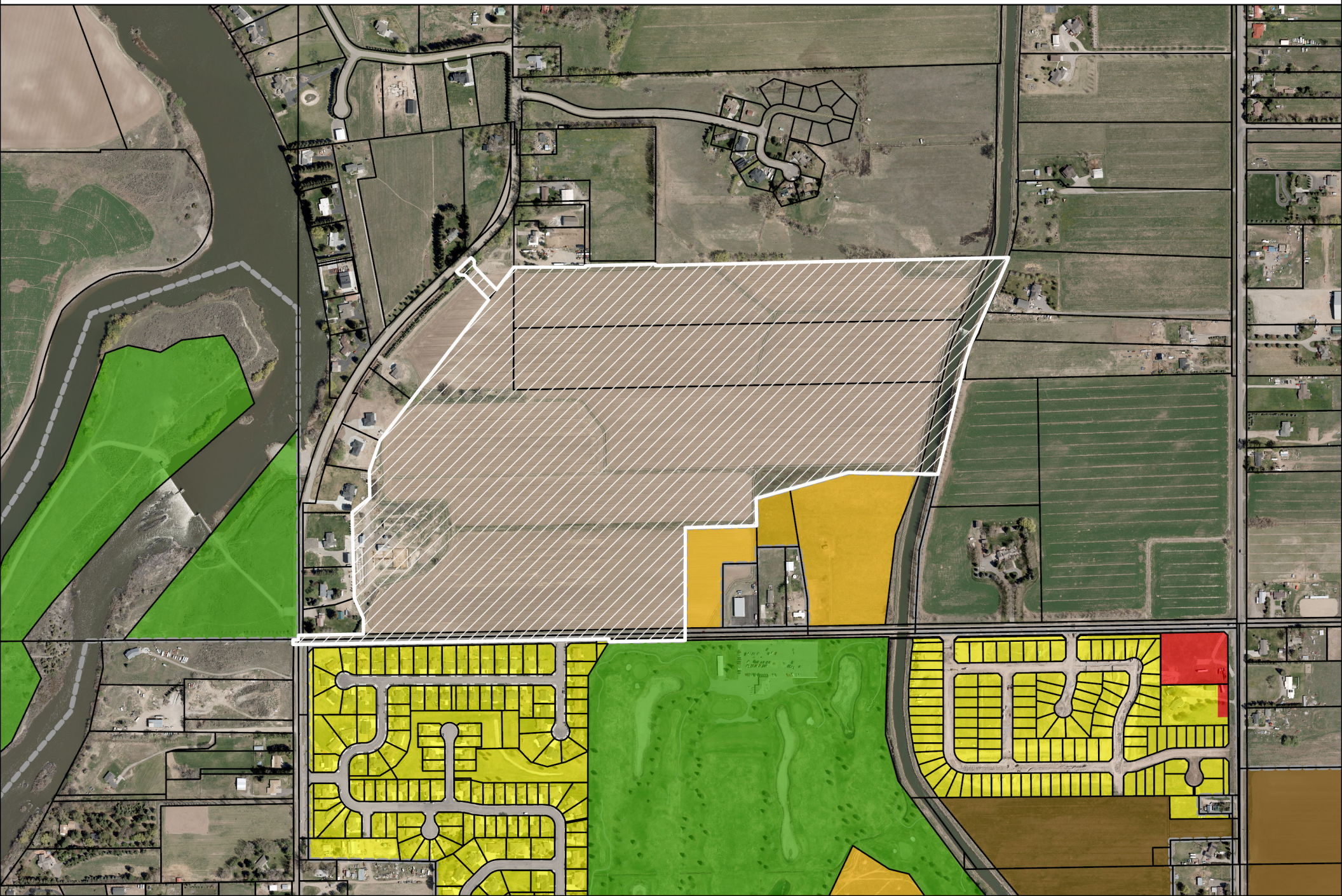
Legal Review
These actions have been reviewed by the Legal Department pursuant to applicable State statute.

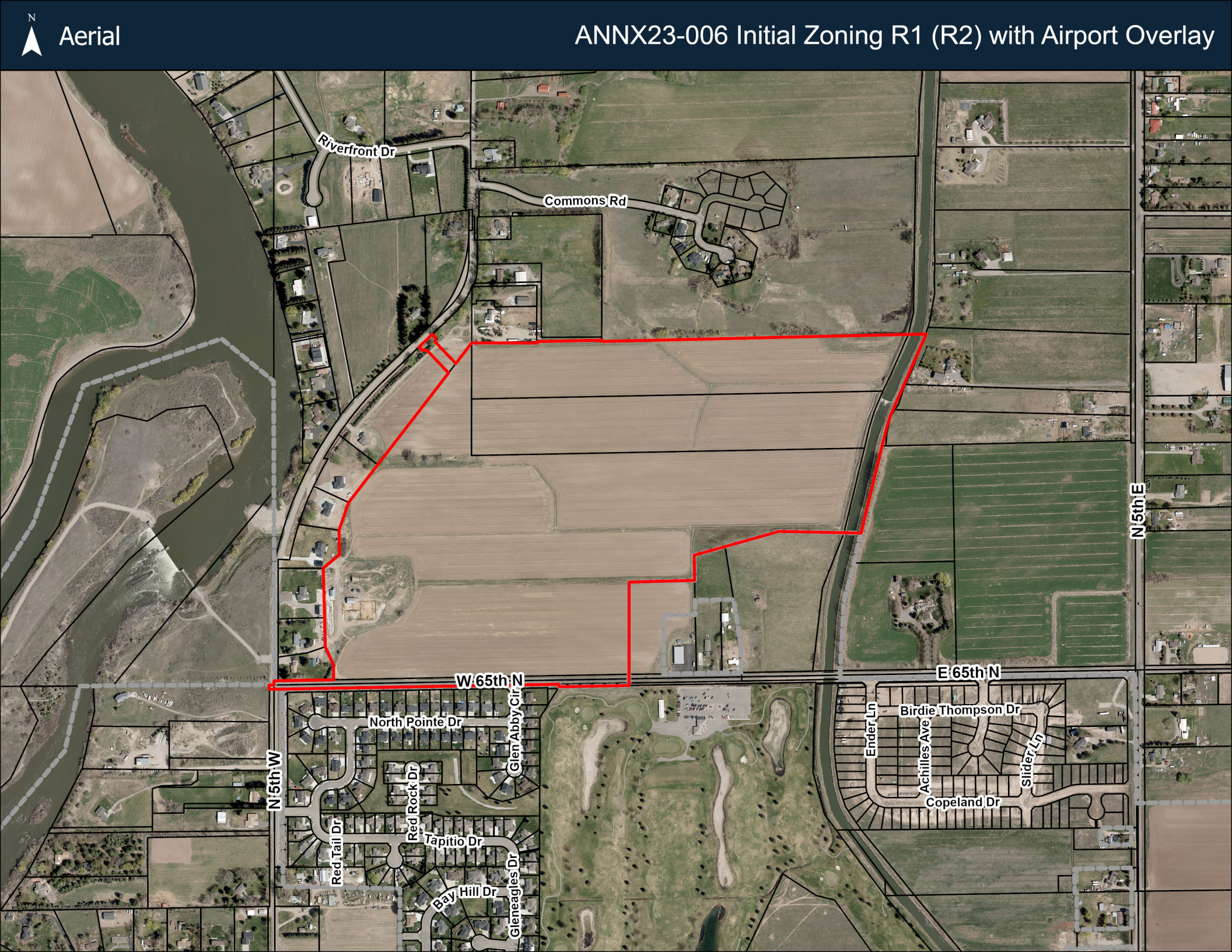
Zoning

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay

RE R1 TN R3 PB LC R&D I&M
RP R2 RMH R3A CC HC LM P

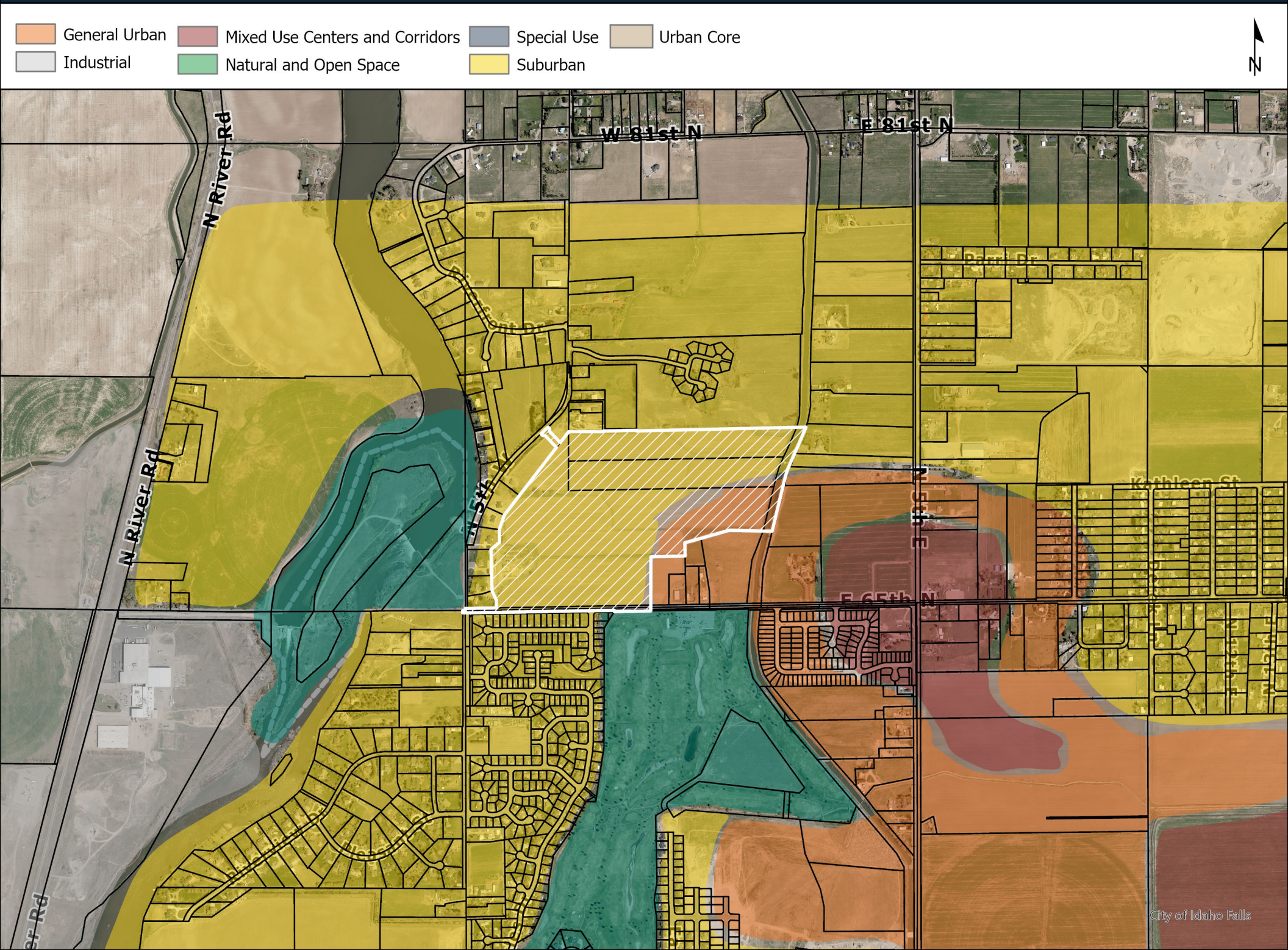
N




N
Aerial
ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay
Riverfront Dr
Commons Rd
N 5th E
W 65th N
E 65th N
N 5th W
North Pointe Dr
Glen Abby Cir
Red Rock Dr
Red Tail Dr
Tapitio Dr
Bay Hill Dr
Gleneagles Dr
Ender Ln
Birdie Thompson Dr
Achilles Ave
Slider Ln
Copeland Dr

Comprehensive Plan

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay



Airport Compatible Land Use

ANNX23-006 Initial Zoning R1 (R2) with Airport Overlay

Approach Surface

Controlled Development Approach Surface

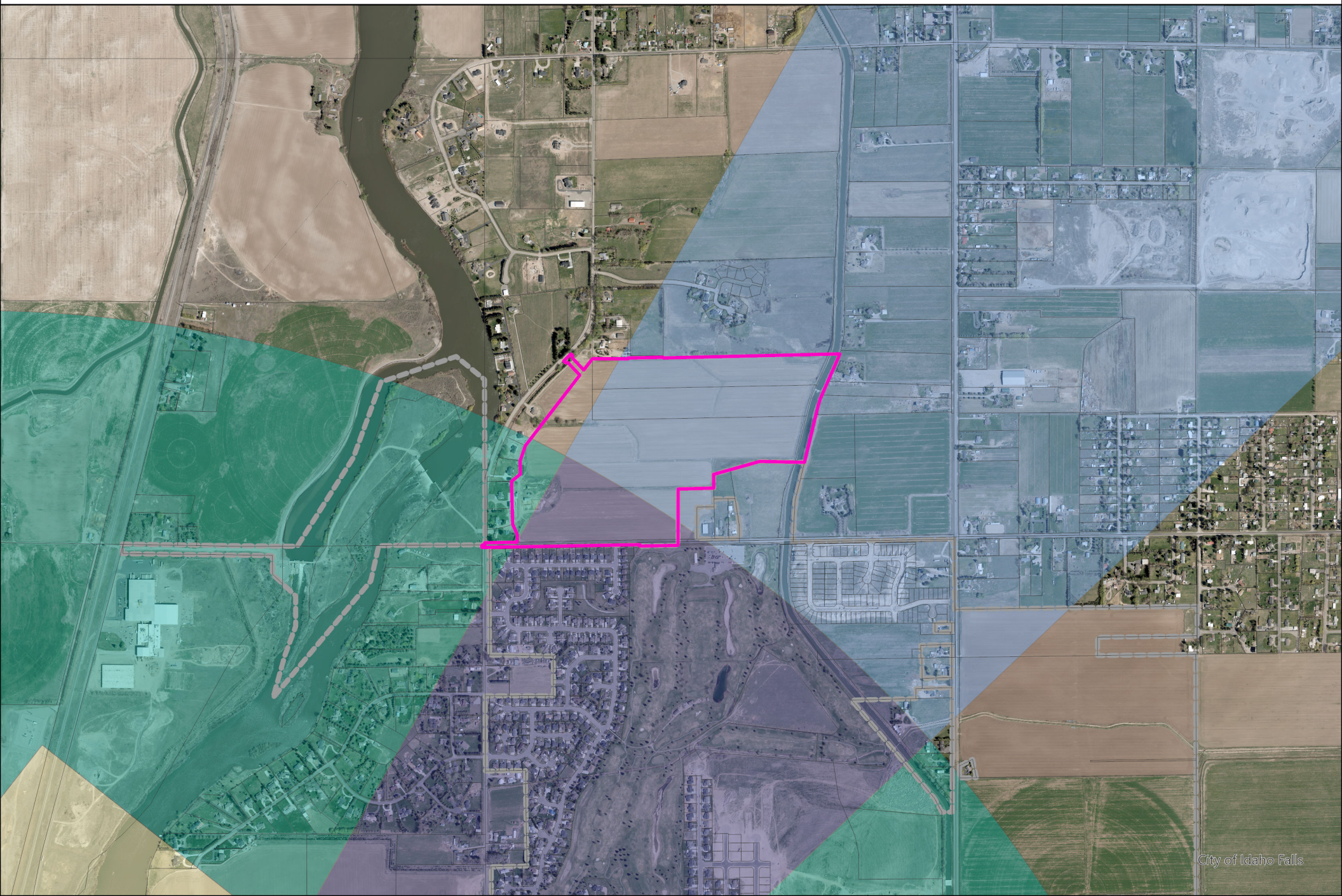
Limited Development Approach Surface

Controlled Development

Limited Development

No Development

N



ORDINANCE NO._____

AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 118.320 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS R2 MIXED RESIDENTIAL ZONE; WITH THE AIRPORT OVERLAYS OF CONTROLLED DEVELOPMENT APPROACH SURFACE, APPROACH SURFACE, AND CONTROLLED DEVELOPMENT AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE.

WHEREAS, the proposed initial zoning district of lands described in Exhibit A is Mixed Residential, R2 Zone for such annexed lands is consistent with the current City of Idaho Falls Comprehensive Plan Land use designation "Suburban and General Urban"; and

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

WHEREAS, for consistency with the Comprehensive Plan, the Council desires to designate the lands within the area of annexation as "Suburban and General Urban"; and

WHEREAS, Idaho Falls Planning and Zoning Commission held a duly noticed public hearing on November 14, 2023, and recommended approval of zoning the subject property to R2; and

WHEREAS, the Council conducted a duly noticed public hearing and passed a motion to approve this zoning on February 22, 2024.

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

SECTION 1: Comprehensive Plan Designation. The area described in Exhibit A are hereby given a Comprehensive Plan designation of Suburban and General Urban.

SECTION 2: Legal Description. The lands described in Exhibit A are hereby zoned as R2 Zone.

SECTION 3. Zoning. The property described in Section 1 of this Ordinance be and the same hereby is zoned "R2 " and the City Planner is hereby ordered to make the necessary amendments to the official maps of the City of Idaho Falls which are on file at the City Planning Department Offices, 680 Park Avenue.

SECTION 4. Savings and Severability Clause. The provisions and parts of this Ordinance are intended to be severable. If any section, sentence, clause or phrase of this Ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence,

clause or phrase of this Ordinance.

SECTION 5. Publication. This Ordinance, or a summary thereof in compliance with Idaho Code, shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

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

PASSED by the City Council and APPROVED by the Mayor of the City of Idaho Falls, Idaho, this_____day of_____, 2024.

CITY OF IDAHO FALLS, IDAHO

_____
Rebecca L. Noah Casper, Mayor

ATTEST:

_____
Corrin Wilde, City Clerk

(SEAL)

STATE OF IDAHO)
) ss:
County of Bonneville)

I, CORRIN WILDE, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Ordinance entitled, "AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE INITIAL ZONING OF APPROXIMATELY 118.320 ACRES DESCRIBED IN EXHIBIT A OF THIS ORDINANCE AS R2 MIXED RESIDENTIAL ZONE; WITH THE AIRPORT OVERLAYS OF CONTROLLED DEVELOPMENT APPROACH SURFACE, APPROACH SURFACE, AND CONTROLLED DEVELOPMENT AND PROVIDING SEVERABILITY, PUBLICATION BY SUMMARY, AND ESTABLISHING EFFECTIVE DATE."

_____
Corrin Wilde, City Clerk

EXHIBIT "A"

LEGAL DESCRIPTION (Page 1 of 1)

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST OF THE BOISE MERIDIAN, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148; RUNNING THENCE N.00°02'28"W. ALONG THE WEST LINE OF SAID SECTION 30 AND THE EAST LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 A DISTANCE OF 25.00 FEET; THENCE N.88°59'24"E. ALONG SAID NORTHERLY RIGHT-OF-WAY LINE EXTENDED 354.86 FEET; THENCE N.00°02'28"W. 86.94 FEET; THENCE N.24°20'25"W. 119.98 FEET; THENCE N.01°28'24"W. 468.90 FEET; THENCE N.50°08'16"E. 125.66 FEET; THENCE N.01°01'25"W. 145.16 FEET; THENCE N.19°08'17"E. 174.67 FEET; THENCE N.37°38'56"E. 973.47 FEET; THENCE N.43°39'34"W. 187.03 FEET; THENCE N.88°39'34"W. 28.28 FEET; THENCE N.43°39'34"W. 26.03 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF NORTH 5TH EAST (EAST RIVER ROAD); THENCE N.46°20'26"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 110.00 FEET; THENCE S.43°39'34"E. 26.03 FEET; THENCE S.01°20'26"W. 28.28 FEET; THENCE S.43°39'34"E. 176.33 FEET; THENCE N.37°38'56"E. 154.81 FEET; THENCE S.89°59'53"E. 391.51 FEET; THENCE N.00°00'07"E. 8.25 FEET; THENCE N.88°48'31"E. 381.97 FEET TO THE WEST BOUNDARY LINE OF EAST RIVER COMMONS, A PLANNED UNIT DEVELOPMENT, BONNEVILLE COUNTY, IDAHO; THENCE S.00°09'18"W. ALONG SAID WEST BOUNDARY LINE 7.23 FEET TO SOUTHWEST CORNER OF SAID EAST RIVER COMMONS; THENCE N.88°41'26"E. ALONG THE SOUTH BOUNDARY LINE OF SAID EAST RIVER COMMONS EXTENDED 1930.80 FEET TO THE EAST RIGHT-OF-WAY LINE OF THE IDAHO CANAL; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: (1) THENCE S.19°23'40"W. 22.20 FEET; (2) THENCE S.23°40'21"W. 507.60 FEET (3) THENCE S.17°33'54"W. 73.14 FEET; (4) THENCE S.14°01'17"W. 125.62 FEET; (5) THENCE S.13°31'35"W. 521.98 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419; THENCE WESTERLY ALONG SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.88°50'05"W. 489.38 FEET; (2) THENCE S.74°15'35"W. 332.60 FEET TO THE EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480 THE FOLLOWING FIVE (5) COURSES: (1) THENCE N.09°01'20"W. 0.69 FEET; (2) THENCE S.74°14'56"W. 191.46 FEET; (3) THENCE S.01°00'04"E. 149.79 FEET; (4) THENCE S.88°27'32"W. 389.85 FEET; (5) THENCE S.00°04'52"W. 615.58 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062; THENCE S.88°59'39"W. ALONG SAID NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062 A DISTANCE OF 416.21 FEET TO EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.01°00'21"W. 15.00 FEET; (2) THENCE S.88°59'39"W. 926.26 FEET TO THE NORTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. ALONG THE NORTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932 A DISTANCE OF 720.41 FEET TO THE NORTHWEST CORNER OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. 80.04 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 5TH WEST; THENCE N.00°11'09"W. 25.83 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 AND THE LINE COMMON TO SECTIONS 25 AND 36, TOWNSHIP 3 NORTH, RANGE 37 EAST OF THE BOISE MERIDIAN; THENCE S.89°25'40"E. ALONG SAID COMMON LINE 30.01 FEET TO THE POINT OF BEGINNING, CONTAINING 118.320 ACRES.

Submitted By:
Firm Name: EAGLE ROCK ENGINEERING
Contact Name: KURT ROLAND
Phone Number: 208-542-2665
Email: kroland@erengr.com

Overall Document Page Range _____of_____



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

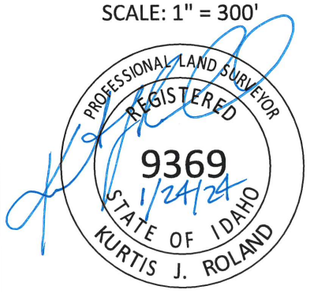
ANNEXATION ORDINANCE # _____

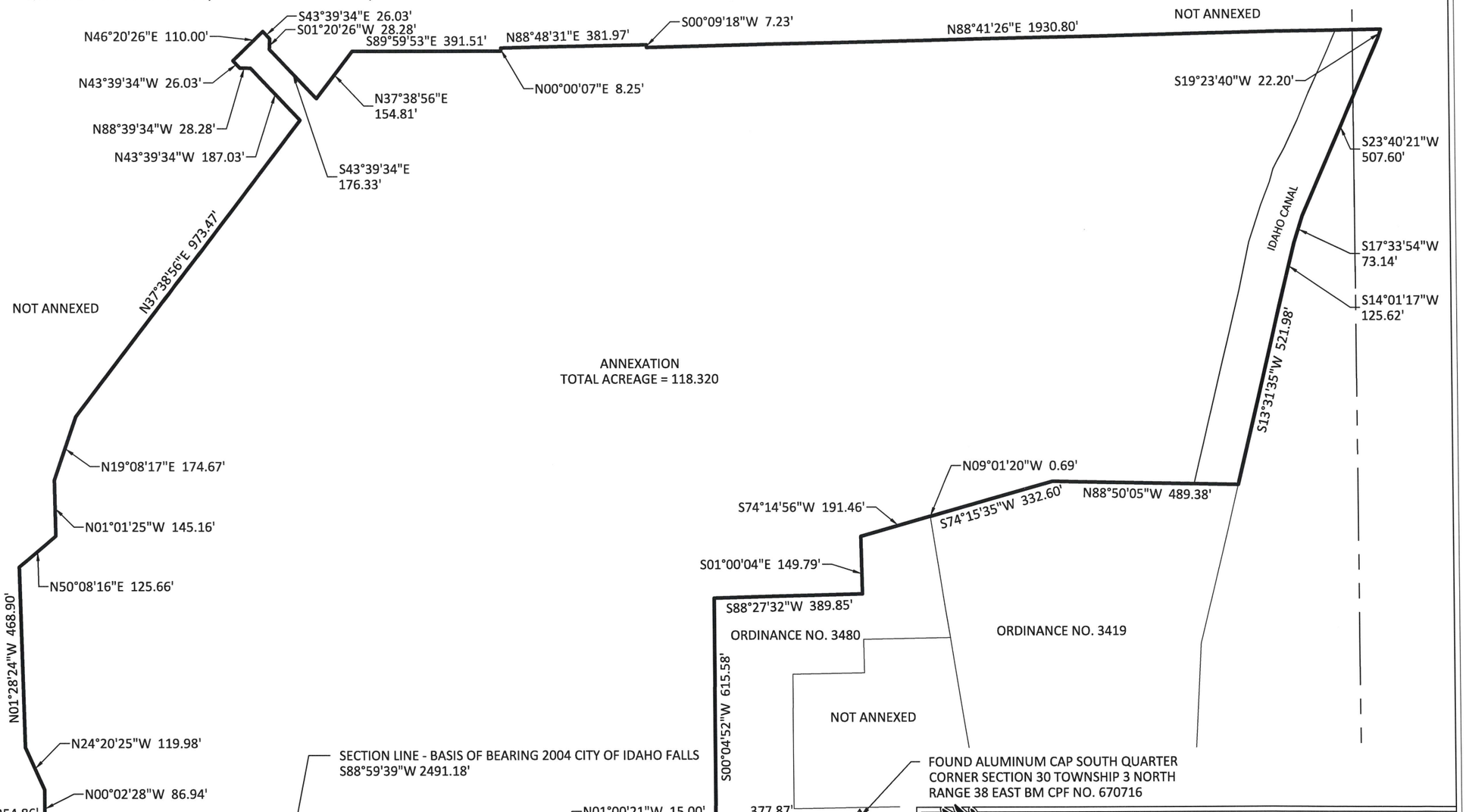
AN ADDITION TO THE CITY OF IDAHO FALLS, BONNEVILLE COUNTY, IDAHO
A PARCEL OF LAND BEING SITUATED IN THE SOUTHWEST QUARTER AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 30 AND A PORTION IN THE NORTHWEST QUARTER OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 38 EAST AND A PORTION OF SECTION 36, TOWNSHIP 3 NORTH, RANGE 37 EAST OF THE BOISE MERIDIAN



300' 150' 0 300'

SCALE: 1" = 300'





BOUNDARY DESCRIPTION

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST OF THE BOISE MERIDIAN, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148; RUNNING THENCE N.00°02'28"W. ALONG THE WEST LINE OF SAID SECTION 30 AND THE EAST LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 A DISTANCE OF 25.00 FEET; THENCE N.88°59'24"E. ALONG SAID NORTHERLY RIGHT-OF-WAY LINE EXTENDED 354.86 FEET; THENCE N.00°02'28"W. 86.94 FEET; THENCE N.24°20'25"W. 119.98 FEET; THENCE N.01°28'24"W. 468.90 FEET; THENCE N.50°08'16"E. 125.66 FEET; THENCE N.01°01'25"W. 145.16 FEET; THENCE N.19°08'17"E. 174.67 FEET; THENCE N.37°38'56"E. 973.47 FEET; THENCE N.43°39'34"W. 187.03 FEET; THENCE N.88°39'34"W. 28.28 FEET; THENCE N.43°39'34"W. 26.03 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF NORTH 5TH EAST (EAST RIVER ROAD); THENCE N.46°20'26"E. ALONG SAID EASTERLY RIGHT-OF-WAY LINE 110.00 FEET; THENCE S.43°39'34"E. 26.03 FEET; THENCE S.01°20'26"W. 28.28 FEET; THENCE S.43°39'34"E. 176.33 FEET; THENCE N.37°38'56"E. 154.81 FEET; THENCE S.89°59'53"E. 391.51 FEET; THENCE N.00°00'07"E. 8.25 FEET; THENCE N.88°48'31"E. 381.97 FEET TO THE WEST BOUNDARY LINE OF EAST RIVER COMMONS, A PLANNED UNIT DEVELOPMENT, BONNEVILLE COUNTY, IDAHO; THENCE S.00°09'18"W. ALONG SAID WEST BOUNDARY LINE 7.23 FEET TO SOUTHWEST CORNER OF SAID EAST RIVER COMMONS; THENCE N.88°41'26"E. ALONG THE SOUTH BOUNDARY LINE OF SAID EAST RIVER COMMONS EXTENDED 1930.80 FEET TO THE EAST RIGHT-OF-WAY LINE OF THE IDAHO CANAL; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: (1) THENCE S.19°23'40"W. 22.20 FEET; (2) THENCE S.23°40'21"W. 507.60 FEET (3) THENCE S.17°33'54"W. 73.14 FEET; (4) THENCE S.14°01'17"W. 125.62 FEET; (5) THENCE S.13°31'35"W. 521.98 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419; THENCE WESTERLY ALONG SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3419 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.88°50'05"W. 489.38 FEET; (2) THENCE S.74°15'35"W. 332.60 FEET TO THE EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3480 THE FOLLOWING FIVE (5) COURSES: (1) THENCE N.09°01'20"W. 0.69 FEET; (2) THENCE S.74°14'56"W. 191.46 FEET; (3) THENCE S.01°00'04"E. 149.79 FEET; (4) THENCE S.88°27'32"W. 389.85 FEET; (5) THENCE S.00°04'52"W. 615.58 FEET TO THE NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062; THENCE S.88°59'39"W. ALONG SAID NORTH BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2062 A DISTANCE OF 416.21 FEET TO EAST BOUNDARY LINE OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783; THENCE ALONG THE BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2783 THE FOLLOWING TWO (2) COURSES: (1) THENCE N.01°00'21"W. 15.00 FEET; (2) THENCE S.88°59'39"W. 926.26 FEET TO THE NORTHEAST CORNER OF CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. ALONG THE NORTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932 A DISTANCE OF 720.41 FEET TO THE NORTHWEST CORNER OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 2932; THENCE S.88°59'39"W. 80.04 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 5TH WEST; THENCE N.00°11'09"W. 25.83 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTH BOUNDARY LINE OF SAID CITY OF IDAHO FALLS ANNEXATION ORDINANCE NUMBER 3148 AND THE LINE COMMON TO SECTIONS 25 AND 36, TOWNSHIP 3 NORTH, RANGE 37 EAST OF THE BOISE MERIDIAN; THENCE S.89°25'40"E. ALONG SAID COMMON LINE 30.01 FEET TO THE POINT OF BEGINNING, CONTAINING 118.320 ACRES.

EAGLE ROCK ENGINEERING
CIVIL ○ PLANNING ○ SURVEYING
IDAHO FALLS (208) 542-2665 REXBURG (208) 359-2665

OFFICES AT:
1331 Fremont Ave.
Idaho Falls, Idaho 83402

310 N 2nd East, Suite 153
Rexburg, Idaho 83440

DRAWN BY:	TH & AG
APPROVED BY:	KURT ROLAND
PROJECT NO.	17177
SCALE:	1"=300'
DATE:	JAN 2024
CAD NAME:	ANNEX MAP.DWG

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

INITIAL ZONING OF R2, MIXED RESIDENTIAL WITH AIRPORT OVERLAY: CONTROLLED DEVELOPMENT APPROACH SURFACE, APPROACH SURFACE, AND CONTROLLED DEVELOPMENT FOR APPROXIMATELY 118.320 ACRES LOCATED NORTH OF W 65th NORTH, EAST OF N 5TH WEST IN THE SOUTHEAST 1/4 OF SECTION 30, TOWNSHIP 3 NORTH, RANGE 38 EAST.

WHEREAS, the applicant filed an application for annexation on October 3, 2023; and

WHEREAS, this matter came before the Idaho Falls Planning and Zoning Commission during a duly noticed public hearing on November 14, 2023; and

WHEREAS, this matter came before the Idaho Falls City council during a duly noticed public hearing on February 22, 2024; and

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

I. RELEVANT CRITERIA AND STANDARDS

1. The City Council considered the request pursuant to the City of Idaho Falls Zoning Ordinance, City of Idaho Falls Subdivision Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The property is approximately 118.320 acres located North of W 65th North, East of N 5th West.
3. The Comprehensive Plan designates this area as Suburban and General Urban.
4. The recommended zoning of R2 is consistent with the Comprehensive Plan map and policies and existing zoning and land uses in the area.
5. The initial Zoning includes the Airport Overlay Zones of Controlled Development Approach Surface, Approach Surface, and Controlled Development.
6. Idaho Falls Planning and Zoning Commission recommended approval of an R2 Zoning and Airport Overlay Zones.

II. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Idaho Falls approved the initial zoning as presented.

PASSED BY CITY COUNCIL OF THE CITY OF IDAHO FALLS

THIS _____ DAY OF _____, 2024

_____

Rebecca L. Noah Casper - Mayor

Memorandum

File #: 24-101 **City Council Meeting**

FROM: Pam Alexander, Impact Fee Administrator
DATE: Tuesday, February 13, 2024
DEPARTMENT: Municipal Services

Subject
Impact Fee Hearing - Payment of Impact Fees Under Protest, Southbridge Division 1

Council Action Desired
☒ Ordinance ☐ Resolution ☒ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)
Conduct a hearing and render a decision in compliance with Idaho Falls City Code 10-8-10 (or take other action deemed appropriate).

Description, Background Information & Purpose
On December 26, 2023, Stewart Land submitted a written formal protest of the payment of impact fees for 28 permits for the Southbridge Division 1, located at 49th and Holmes Avenue.

Pursuant to Section 10-8-10-C., the Council shall hear the appeal within forty-five (45) days after receipt of written notice of appeal. The appellant received written notice of the Impact Fee Hearing date of Thursday, January 25, 2024, via e-mail and regular mail on Friday, December 29, 2023. The written notice of protest of the payment of impact fees for the 28 permits was received within fifteen (15) days after the date the payment of Impact Fees was paid under protest as required by Ordinance, Section 10-8-10-B.

On January 6, 2024, the city received a written request for Individual Assessment of Impact Fees (Section 10-8-5D) from the Law Offices of Rigby, Andrus & Rigby Law, PLLC. After communicating with the City Attorney, Michael Kirkham, the city received an email dated Sunday, January 14, 2024, requesting a continuance for the hearing originally scheduled for Thursday, January 25, 2024, as well as a Certification of the Impact Fee (Section 10-8-5G). Section 10-8-5G2, states “The Impact Fee Administrator shall provide the fee payer with a written impact fee certification for the Project within thirty (30) days of the date a request for Individual Impact Fee Assessment is submitted.”

The Impact Fee hearing was rescheduled to Thursday, February 22, 2024. The Certification of Impact Fee was emailed to the Law Offices of Rigby, Andrus & Rigby Law, PLLC on Monday, February 12, 2024, at 4:35 pm.

Alignment with City & Department Planning Objectives



☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐

The impact fee hearing process supports the good governance community-oriented result.

Interdepartmental Coordination
Municipal Services, Community Development Services, City Clerk and City Attorney have reviewed the documentation to support the impact fee hearing.

Fiscal Impact
The total impact fees paid under protest on December 14, 2023, for 28 permits are $147,658.00.

Legal Review
The Legal Department concurs that the Council action is within City Ordinance and State Statute.

Pam Alexander

From: Pam Alexander
Sent: Monday, February 12, 2024 4:25 PM
To: chendricks@rex-law.com
Cc: Michael Kirkham; Jacob Beck; Corrin Wilde
Subject: Certification of Impact Fee - Southbridge - Email 2 of 2
Attachments: Certification of Impact Fee -Southbridge-Exhibit D.pdf; Certification of Impact Fee - Southbridge - Exhibit E.pdf

Exhibits D and E.

Our email limit would not let me attach Exhibit C. Please see link below for Exhibit C:

Certification of Impact Fee -Southbridge - Exhibit C.pdf

IDAHO FALLS

Pamela Alexander | Municipal Services Director

308 Constitution Way
Idaho Falls, Idaho 83402
(208) 612-8249
PAlexander@idahofalls.gov

Pam Alexander

From: Pam Alexander
Sent: Monday, February 12, 2024 4:15 PM
To: Chase Hendricks
Cc: Michael Kirkham; Jacob Beck; Corrin Wilde
Subject: Certification of Impact Fee - Southbridge - Email 1 of 2
Attachments: Certification of Impact Fee - Southbridge Letter (Final).pdf; Certification of Impact Fee - Southbridge-Exhibit A.pdf; Certification of Impact Fee - Southbridge - Exhibit B.pdf

Good afternoon, attached is the Certification of Impact Fee for Southbridge development with the Letter, Exhibit A and B.

Due to limits of our email system, I will send Exhibits C, D and E next.

Thank you.

IDAHO FALLS

Pamela Alexander | Municipal Services Director

308 Constitution Way
Idaho Falls, Idaho 83402
(208) 612-8249
PAlexander@idahofalls.gov



OFFICE OF THE CITY CLERK

City Clerk (208) 612-8414
Deputy City Clerk (208) 612-8415

IDAHO FALLS

Chase Hendricks
Rigby Andrus & Rigby Law, PLLC
25 N 2nd E
Rexburg ID 83440

Regarding: Formal Protest- written appeal protesting the impact fees that were paid on Southbridge.

Dear Mr. Hendricks:
This letter documents the receipt of your request for a certification of impact fees for Southbridge development. This letter also documents the receipt of your request to reschedule your hearing date and agreement that the appellant, Mr. Brown agrees to waive any required timelines in the Idaho Falls city code to enable the reschedule of the hearing to happen. This request was received via email dated Sunday January 14, 2024 at 1:48 PM and received by the City Clerk's Office on Tuesday January 16, 2024.

Your new hearing date has been scheduled for Thursday February 22, 2024, at 7:30 pm at City Council Chambers, City Hall Annex Building, 680 Park Avenue, Idaho Falls, Idaho 83402. Should you wish to submit additional information for the hearing please submit to the City Clerk no later than Wednesday February 14, 2024, by 5:00 pm. Should you have any questions regarding the submission of additional documents please feel free to reach out to me.

Sincerely,

Corrin Wilde
City Clerk

CC: Impact Fee Administrator
City Attorney's Office
Community Development Services Department

OFFICE OF THE CITY CLERK

City Clerk (208) 612-8414
Deputy City Clerk (208) 612-8415

IDAHO FALLS

Brad Brown
Steward Land Company
1708 E. 5550 5. STE 18
Ogden, UT 84403

Regarding: Formal Protest- written appeal protesting the impact fees that were paid on Southbridge.

Dear Mr. Brown:

This letter documents the receipt of your request for a certification of impact fees for Southbridge development. This letter also documents the receipt of your request to reschedule your hearing date and agreement that the appellant, Mr. Brown agrees to waive any required timelines in the Idaho Falls city code to enable the reschedule of the hearing to happen. This request was received via email dated Sunday January 14, 2024 at 1:48 PM and received by the City Clerk's Office on Tuesday January 16, 2024.

Your new hearing date has been scheduled for Thursday February 22, 2024, at 7:30 pm at City Council Chambers, City Hall Annex Building, 680 Park Avenue, Idaho Falls, Idaho 83402. Should you wish to submit additional information for the hearing please submit to the City Clerk no later than Wednesday February 14, 2024, by 5:00 pm. Should you have any questions regarding the submission of additional documents please feel free to reach out to me.

Sincerely,

Corrin Wilde
City Clerk

CC: Impact Fee Administrator
City Attorney's Office
Community Development Services Department

Pam Alexander

From: Chase Hendricks <chendricks@rex-law.com>
Sent: Sunday, January 14, 2024 1:48 PM
To: Pam Alexander; ifclerck@idahofallsidaho.gov; Corrin Wilde; Michael Kirkham
Cc: Brad Brown
Subject: Continuing Southbridge Appeal Hearing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I spoke with Mike Kirkham, who explained that the City is willing to continue the currently set January 25th Appeal hearing in front of the City Council till another time later in February or even March, during one of the City Council's regularly scheduled meeting times. This would give the impact fee administrator, Pam Alexander, time to put together a certification of the impact fees for the Southbridge development, which should help us, as the appellant, as well as the City – in my belief, have a better understanding regarding the Southbridge impact fees.

I am writing this email to ask and agree for this month's appeal hearing to be continued until later, as indicated above. The appellant would waive any required timelines in Idaho Falls city code to enable for that to occur.

We appreciate the City and city staff's time and the contributions they have made to help with this matter. I will just wait to hear back from you about what time the appeal hearing shall be continued to. Thank you.

Chase Hendricks
Rigby Andrus & Rigby Law, PLLC
chendricks@rex-law.com
(208) 356-3633
(208) 390-7538 (cell)
25 N 2nd E, Rexburg ID 83440

Please Note: This message (including attachments) contains confidential and privileged information and is not a public record. It is intended only for the use of the individual or entity to whom it is addressed in the body of the message. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this message by mistake, please return it to the above-mentioned e-mail address, and delete it from your computer. Thank you for your cooperation.

Pam Alexander

From: Michael Kirkham
Sent: Tuesday, January 9, 2024 12:48 PM
To: Chase Hendricks
Cc: Pam Alexander
Subject: RE: Southbridge Development

Chase,

Thank you, in my reading of the State and City codes, the individualized assessment is a different process than a written certification. Developers are responsible for submitting an individualized assessment, including submitting supporting studies and documentation.

As I understand it, you are requesting a certification of your client's impact fee. Idaho Code § 67-8204(6) requires an impact fee ordinance to provide a process for a written certification of a development's impact fee as established by the impact fee schedule. That process is provided by Idaho Falls City Code 10-8-5(G).

Are you still seeking a hearing before the City Council for your client's payment under protest? Or are you seeking first a certification of the fee?

IDAHO FALLS

Legal Department
Michael Kirkham | *City Attorney*

P.O. Box 50220
375 "D" Street
Idaho Falls, Idaho 83402
Work: (208) 612-8698
Fax: (208) 612-8175
mkirkham@idahofalls.gov

From: Chase Hendricks <chendricks@rex-law.com>
Sent: Monday, January 8, 2024 7:13 PM
To: Michael Kirkham <MKirkham@idahofalls.gov>
Subject: Southbridge Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michael,

I tried calling you back today. Yes, I was after section (6) of Idaho Code §67-8204, for the Southbridge Development. I kindly request you to provide an individual assessment for the Southbridge Development. My intention was to just follow the statute's requirements....that the assessment should establish the development impact fee, assuming there are no significant changes to the project as identified in the individual assessment application or the impact fee schedule. That the certification should contain an explanation of how the impact fee was calculated, taking into account the factors considered under section

67-8207 of the Idaho Code. And that you could specify the system improvements that the impact fee is intended to fund. Hope that all makes sense.

Feel free to call my cellphone below if you'd like to chat about it. Your cooperation is greatly appreciated. Thanks.

Chase Hendricks
Rigby Andrus & Rigby Law, PLLC
chendricks@rex-law.com
(208) 356-3633
(208) 390-7538 (cell)
25 N 2nd E, Rexburg ID 83440

Please Note: This message (including attachments) contains confidential and privileged information and is not a public record. It is intended only for the use of the individual or entity to whom it is addressed in the body of the message. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this message by mistake, please return it to the above-mentioned e-mail address, and delete it from your computer. Thank you for your cooperation.

Law Offices

RIGBY, ANDRUS & RIGBY LAW, PLLC

Ray W. Rigby, (1923-2019)
G. Rich Andrus, of counsel
Jerry R. Rigby
Michael S. Kam (1954-2001)
Hyrum D. Erickson
Sean P. Bartholick
Chase T Hendricks

P.O. Box 250
25 North Second East
Rexburg, ID 83440

Telephone: (208) 356-3633
Fax: (208) 356-0768
chendricks@rex-law.com

January 6, 2024

City of Idaho Falls Clerks Office,
Planning and Building Department, Impact Fee
Attn: Pam Alexander, Corrin Wild, Michael Kirkham
308 Constitution Way
Idaho Falls, ID 83402
Cwilde@idahofalls.gov
PAlexander@idahofalls.gov
mkirkahm@idahofalls.gov
ifclerck@idahofallsidaho.gov

Subject: Request for Individual Assessment of Development Impact Fees for Southbridge Development, pursuant to Idaho Code §67-8204(5)

City Staff,

Request for Individual Assessment: I am writing on behalf of Steward Land Company (SLC's) the developer of the Southbridge Development project. Regarding the development impact fee ordinance outlined in section (5) of Idaho Code §67-8204(5), On behalf of SLC, I hereby formally request an individual assessment of the proportionate share of development impact fees for this project. Please include an explanation of the calculation of the impact fee, including an explanation of factors considered under section 67-8207, Idaho Code, which shall include and specify the system improvement(s) for which the impact fee is intended to be used.

Request for Specific Determinations regarding Single Family/Multi-Family Determination

In addition to our request for an individual assessment, I must address a significant concern regarding the impact fees levied on the Southbridge Development. Despite SLC's understanding and prior discussions with city staff that their project would be classified and charged as multifamily, they were unexpectedly billed at single-family fee rates. This discrepancy has led to an excess of approximately $3,000 per unit. This unexpected change in classification, treating the apartments in the Southbridge Development as single-family homes rather than multi-family units, has significantly deviated from SLC's original financial projections, causing substantial

hardship. The difference in impact fees between the originally understood multi-family and the now-classified single-family is a staggering $480,000.

Notably, SLC has relied on multiple verbal assurances and written communications confirming the multifamily classification of their project, including a crucial email from Naysha, their project manager, and a subsequent confirmation from Kent Fugal, the City Engineer. These communications had been integral to their planning and financial modeling.

In their correspondence and discussions regarding the Southbridge Development with the City, SLC has encountered significant ambiguity and inconsistency in the classification of their project as single-family or multi-family for the purpose of impact fee assessment. It is uncertain where this confusion stems from, and SLC has had varying interpretations of criteria such as firewall construction standards (1-hour vs. 2-hour), the orientation of these firewalls (vertical vs. horizontal), the application of different building codes (IBC vs. IRC), and the potential for individual unit sales. The fluctuating rationale behind these classifications is not only frustrating but also seemingly irrelevant to the actual impact their development will have on city infrastructure, such as roads and parks. Ultimately, impact fees will simply force up rents and sales prices of units, pushing housing costs higher and exacerbating an already bad problem for affordable housing in Idaho Falls.

To adequately prepare for their hearing, we will need a thorough explanation and citation of the City's justification for the impact fees. SLC was consistently assured that their Southbridge Apartment project would be classified as multifamily, which aligns more closely with its design and intended use.

Timeline and need for Assessment first

Thank you for the prompt response we received on Dec. 29th, about the City scheduling a hearing regarding their formal protest against the impact fees charged for the Southbridge Development. We appreciate the opportunity to present our case and are diligently preparing for the hearing set for Thursday, January 25, 2024. However, to ensure a comprehensive and well-prepared presentation, it is imperative for Steward Land Company to receive a detailed assessment of the impact fees as previously requested, and an explanation of why Southbridge would be a single-family development as opposed to multifamily. The assessment and single-family explanation are crucial for us to fully understand and adequately address the specifics of the fee determination, which form the core of SLC's appeal.

The decision to pay these higher fees was made under duress, as their contractor faced the threat of a project halt, which could have had severe consequences given their tight schedule. We respectfully request the City to review these circumstances and provide a detailed explanation of how these fees align with the actual impact on city infrastructure, considering the multifamily nature of Southbridge Development. This review is essential not only for the financial feasibility of their project but also for maintaining transparency and trust in the impact fee assessment process.

We understand the importance of adhering to the timelines, yet given the complexity and significance of this issue, a thorough and well-informed discussion would be beneficial for all parties involved. Therefore, while we are preparing to meet the current schedule, we are open to and would support the idea of adjusting the hearing date, if necessary, to allow sufficient time for the completion and review of the impact fee assessment. This flexibility in scheduling would ensure that the hearing is as productive and informative as possible, leading to a fair and well-reasoned outcome.

We look forward to your support of this proposal for a change of hearing date and are committed to working collaboratively with the City to resolve this issue effectively and equitably.

Conclusion

The Southbridge Development is a unique and innovative project that aims to contribute significantly to the Idaho Falls community. Given its distinct characteristics and the specific impact it will have on local infrastructure, the current impact fee assessment may not accurately reflect the true impact of their development.

In accordance with the guidelines established by this assessment, we will prepare a comprehensive set of documents, including detailed studies, data analyses, and other relevant information. These materials demonstrate their project's specific impact on local infrastructure and services and provide a basis for adjusting the standard impact fee assessment.

We respectfully request the opportunity to present these findings to your department and engage in a constructive dialogue regarding the appropriate impact fees for the Southbridge Development. Steward Land Company's goal is to ensure that the fees are commensurate with the actual impact of their project, in line with the provisions of section 67-8207, Idaho Code.

We understand the importance of these fees in supporting necessary system improvements and are committed to fulfilling their responsibilities as developers. We appreciate your consideration of their request for an individual assessment and look forward to your detailed explanation of the fee calculation, including the specific system improvements intended to be addressed by these fees.

Please inform us of the next steps in this process or any additional information or documentation required. We are prepared to work closely with your department to facilitate this assessment.

Thank you for your attention to this matter. We look forward to a positive and collaborative relationship with the City of Idaho Falls as we work towards successfully realizing the Southbridge Development.

Sincerely,



Chase Hendricks

OFFICE OF THE CITY CLERK

City Clerk (208) 612-8414
Deputy City Clerk (208) 612-8415

IDAHO FALLS

December 29, 2023

Brad Brown
Steward Land Company
1708 E. 5550 S. STE 18
Ogden, UT 84403

Regarding: Formal Protest – written appeal protesting the impact fees that were paid on Southbridge.

Dear Mr. Brown:
This letter documents the receipt of the impact fee formal protest letter dated December 26, 2023, and received by the City Clerk's Office on December 26, 2023, at 11:15 AM.

Pursuant to section 10-8-10, of the Impact Fee Ordinance 3510, the date of the hearing is Thursday January 25, 2024, at 7:30 pm at City Council Chambers, City Hall Annex Building, 680 Park Avenue, Idaho Falls, Idaho 83402.

Should you wish to submit additional information for the hearing please submit to the City Clerk no later than Wednesday January 17, 2024, by 5:00 pm. Should you have any questions regarding the submission of additional documents please feel free to reach out to me.

Sincerely,

Corrin Wilde
City Clerk

CC: Impact Fee Administrator
City Attorney's Office
Community Development Services Department

Pam Alexander

From: Corrin Wilde
Sent: Monday, January 8, 2024 8:15 AM
To: Pam Alexander; Michael Kirkham; Wade Sanner
Cc: Duane A. Nelson; Bryce Johnson; PJ Holm; Chris Fredericksen
Subject: FW: Paying Fees Under Protest Southbridge
Attachments: Request for Assessment and Interpretation letterhead_sigline.pdf; Mr. Brown Impact Fee hearing- Southbridge.pdf

Please see attached email received over the weekend regarding the Impact fee appeal scheduled for January 25th.

IDAHO FALLS

City Clerk's Office
Corrin Wilde | *City Clerk*

308 Constitution Way
Idaho Falls, Idaho 83402
Work: (208) 612-8414
Fax: (208) 612-8560
Cwilde@idahofalls.gov

From: Chase Hendricks <chendricks@rex-law.com>
Sent: Saturday, January 6, 2024 9:38 PM
To: Corrin Wilde <cwilde@idahofalls.gov>; Pam Alexander <PAlexander@idahofalls.gov>; ifclerck@idahofallsidaho.gov
Cc: Brad Brown <Brad@stewardland.com>; Jeremy Krause <jeremy@kanyonconstruction.com>; Sky Hazlehurst <Sky@stewardland.com>; olsenspcon@gmail.com; Kris Attento <Kris@stewardland.com>; Wade Sanner <wsanner@idahofalls.gov>; Chris Fredericksen <PWD@idahofalls.gov>; Michael Kirkham <MKirkham@idahofalls.gov>; Pam Alexander <PAlexander@idahofalls.gov>; Mandy Davis <mdavis@rex-law.com>; Jake Young <jake@citidesign.us>
Subject: Re: Paying Fees Under Protest Southbridge

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see the attached request regarding the Southbridge Development Project being sought by the Steward Land Company. Please feel to contact me with any questions or concerns. Thank you.

Chase Hendricks
Rigby Andrus & Rigby Law, PLLC
chendricks@rex-law.com
(208) 356-3633
(208) 390-7538 (cell)
25 N 2nd E, Rexburg ID 83440

Please Note: This message (including attachments) contains confidential and privileged information and is not a public record. It is intended only for the use of the individual or entity to whom it is addressed in the body of the message. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this message by mistake, please return it to the above-mentioned e-mail address, and delete it from your computer. Thank you for your cooperation.

On Dec 29, 2023, at 12:54 PM, Corrin Wilde <cwilde@idahofalls.gov> wrote:

Good afternoon, Mr. Brown. I have attached a letter in response to your written appeal protesting the impact fees paid for Southbridge. This letter is being sent via mail as well as email. Please feel free to reach out to me if you have any questions.

Respectfully,

IDAHO FALLS

City Clerk's Office
Corrin Wilde | *City Clerk*

308 Constitution Way
Idaho Falls, Idaho 83402
Work: (208) 612-8414
Fax: (208) 612-8560
Cwilde@idahofalls.gov

From: Brad Brown <Brad@stewardland.com>
Sent: Tuesday, December 26, 2023 11:15 AM
To: ifclerck@idahofallsidaho.gov; Jasmine Marroquin <JMarroquin@idahofalls.gov>; Corrin Wilde <cwilde@idahofalls.gov>
Cc: Jeremy Krause <jeremy@kanyonconstruction.com>; Sky Hazlehurst <Sky@stewardland.com>; olsenspcon@gmail.com; Chase Hendricks <chendricks@rex-law.com>; Kris Attento <Kris@stewardland.com>; David Burt <dburt@idahofalls.gov>
Subject: Paying Fees Under Protest

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern at the Clerk's Office,

I submitting a written appeal protesting the impact fees that we have paid on Southbridge. We were charged single family fee rates when we were expecting multifamily rates. This amounts to around an additional $3000/unit. We were told earlier in the project that we would be charged multifamily fees and that has been in our proforma and the additional fees are creating a hardship. I have recently been giving multiple explanations from staff justifying charging the increased fees, none of which represent a difference in the actual impact on the city infrastructure.

This project has been contemplated as multifamily in many respects and discussions with the staff. It is a single lot plat with multiple rental units with interior 'drive aisles' and not public or private streets. Verbally, it was confirmed by staff on multiple occasions that it was being considered as

multifamily. Besides the confirmation verbally, I have attached two emails. One is from Naysha, who was our project manager, saying that the decision of how impact fees is decided by the Engineering department. Then there is an email from Kent Fugal, the City Engineer, confirming that the impact fees were the multifamily fees.

We paid the fees under duress, as our contractor was being threatened with having the project 'red-tagged' if the fees were paid, and we couldn't afford to pull contractors off the project as we are on a tight schedule.

In addition, as we consulted with our attorney, Chase Hendricks, we have discovered that the impact fee ordinance may not have been done appropriately overall and we are wanting to protest the validity of impact fee schedule in general.

Please consider this our formal "Protest" and let me know if you need anything else from me to start this process.

Thank you.

(...Such written appeal shall include a statement describing why the appellant believes that the decision was in error, together with copies of any documents that theappellant believes supports their claim.)

Brad Brown Managing Partner
1708 E. 5550 S. STE 18 Ogden, UT 84403
O: 801.590.0980 M: 801.309.0399
StewardLand.com

Pam Alexander

From: Caitlin Long
Sent: Wednesday, December 27, 2023 9:52 AM
To: Wade Sanner; Kerry Beutler; Pam Alexander
Subject: FW: Impact Fees - Southbridge

Morning,

Kerry asked that I forward this email we have from September 2022 where Impact Fees were explained to Brad Brown for the Southbridge Project and the difference between how the fees would apply. Once building permits for the project were applied for, the building department applied the impact fees which aligned with the explanation to Brad Brown below.

Thanks,

IDAHO FALLS
Community Development Services

Caitlin Long
Planner II – Long Range/Historic Preservation

380 Constitution Ave
Idaho Falls, Idaho 83402
Work: (208) 612-8187
clong@idahofalls.gov

Want to meet? Connect to my Calendar via Bookings

From: Brad Brown <Brad@stewardland.com>
Sent: Friday, September 16, 2022 3:18 PM
To: Kerry Beutler <kbeutler@idahofalls.gov>
Cc: Naysha Foster <nfoster@idahofalls.gov>; Caitlin Long <clong@idahofalls.gov>
Subject: Re: Impact Fees

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks Kerry

Those traffic impact fees are rough ;)

Are 49th and Holmes collectors or arterials?

Thx

Brad.

Sent from my iPhone

On Sep 16, 2022, at 2:40 PM, Kerry Beutler <kbeutler@idahofalls.gov> wrote:

Brad,

Naysha and Caitlin are both out of the office this week at training and asked that I respond.

I've provided the impact fees schedule below. Whether or not we apply the single family or multifamily fee will depend on how the structure is going to be constructed. Typically townhomes with firewalls separating each unit would fall under the single family definition and would be constructed according to the IRC Code. Multifamily structure would be constructed according to the IBC Code.

For a single one lot plat you would need to submit a complete final plat application, with improvement drawings. That plat would need to go to Planning Commission and City Council. You would make application and we schedule you for a Planning Commission agenda. In order to have the plat scheduled for City Council all review comments for the plat and improvement drawings need to be addressed. You also need to have a signed development agreement completed with Public Works. Brian Cunningham would be your contact for the development agreement. That can be started at anytime following the plat application. In addition to the plat you would need to submit a site plan application for the project. The plat needs to be approved and recorded before we can issue site plan approval. Site plan approval is required before we can issue building permits. All of your public improvements also need to be complete and accepted by the city before we can issue building permits.

In order to plat the lots individually you would need to provide public streets or complete a PUD, if you intend to do private streets. A PUD requires a neighborhood meeting prior to making application and public hearing at both the Planning Commission and City Council levels. The PUD will also have higher development standards for open space and amenities than typical development in the zone. With a PUD scenario you would also have the same final platting and site plan requirements as above before permits can be issued.

Let us know if there are more questions.

1. Residential (per housing unit)	
a. Single Family	
i. Police	$480.7
ii. Fire/EMS	$389.2
iii. Parks and Recreation	$1,390.5
iv. Transportation	$3,013
b. Multifamily	
i. Police	$332.2
ii. Fire/EMS	$313.5
iii. Parks and Recreation	$961.5
iv. Transportation	$1,336

Community Development Services Department
Kerry Beutler | Assistant Planning Director

680 Park Avenue
Idaho Falls, Idaho 83402
Work: (208) 612-8278
kbeutler@idahofalls.gov

Naysha, or Caitlin, if you have more time than Naysha because I know she's slammed,

We are working on moving forward with our Holmes Townhome project, and want to make sure I have everything straight. Could you please tell me what all the impact fees will be that I'm dealing with on townhomes?

Also, can you walk me through the platting process? We have been planning on doing one site plan, similar to an apartment project. So, in that case we would need to do a single lot plat (complete with improvement drawings for public improvements).

But if we were to individually plat all of the townhomes, what would that process be?

And in both cases, what else would have to be done to pull permits?

Thanks so much!

Brad Brown Managing Partner
1708 E. 5550 S. STE 18 Ogden, UT 84403
O: 801.590.0980 M: 801.309.0399
StewardLand.com

Pam Alexander

From: Naysha Foster
Sent: Friday, July 1, 2022 4:52 PM
To: Brad Brown
Subject: Impact Fee question

Hi Brad,
Sorry for the late response to your voice mail. I cant answer your question, I would refer you to Kent Fugal. Public Works is actually over Impact Fees, our department really has nothing to do with them other than to collect them with the building permit.
Have a safe 4th.

IDAHO FALLS
Community Development Services
Naysha Foster, CFM, Planner 1
680 Park Avenue
Idaho Falls, ID 83402
Ph: 208-612-8899
nfoster@idahofallsidaho.gov



Pam Alexander

From: Kent Fugal
Sent: Monday, June 27, 2022 5:16 PM
To: Brad Brown
Cc: jonny@scratchdevco.com
Subject: RE: Impact Fees on Sage Lakes

Brad,

Your numbers are good. The transportation impact fees are intended to pay for development share of arterial improvements. They can only be used on arterials inside City limits, so if any of your arterial frontage remains in the County then I would assume that you would still be responsible for that portion. As I mentioned, I'll follow up on the annexation issue with the surveyor.

Thanks,

-Kent

IDAHO FALLS
PUBLIC
WORKS

Engineering Division
Kent J. Fugal, P.E., PTOE | *City Engineer*

380 Constitution Way
Idaho Falls, Idaho 83402
Work: (208) 612-8258
Cell: (208) 201-9695
Fax: (208) 612-8570
kfugal@idahofalls.gov

From: Brad Brown <Brad@stewardland.com>
Sent: Monday, June 27, 2022 5:11 PM
To: Kent Fugal <KFugal@idahofalls.gov>
Cc: jonny@scratchdevco.com
Subject: Impact Fees on Sage Lakes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kent,

Thanks for your time today.

So, based on the new ordinance for multifamily that was adopted on June 1, this are the new impact fees:
Police impact fee: $332.25/unit
Fire EMS impact fee: $313.50/unit



Parks and Rec: $961.50/unit
Transportation: $1,336/unit

But in our case the traffic fee would offset what we would have had to pay under the old program where we would have to build the street improvements. Now we do not build the city road – the new impact fee program took that over.

I just wanted to make sure I got that right.

Thanks!

Brad Brown Managing Partner
1708 E. 5550 S. STE 18 Ogden, UT 84403
O: 801.590.0980 M: 801.309.0399
StewardLand.com

Municipal Services Department

Pamela Alexander
Impact Fee Administrator
208.612.8249 | palexanderl@idahofalls.gov

IDAHO FALLS

February 12, 2024

Mr. Chase Hendricks
Rigby, Andrus & Rigby, PLLC
P.O. Box 250
25 North, 2nd East
Rexburg, ID 83440

RE: *Request for Certification of Impact Fee Southbridge Development, Idaho Falls, ID*

Dear Mr. Hendricks:

This letter is in response to Stewart Land Company's ("SLC") request for Certification of Impact Fee from the City of Idaho Falls (the "City"). The City certifies the impact fee total for Southbridge Development ("Southbridge"), which is currently under construction and being developed by SLC, as $147,658.00 (Exhibit A).

Idaho Code § 67-8204(6) requires that "[a] development impact fee ordinance shall provide a process whereby a developer shall receive, upon request, a written certification of the development impact fee schedule or individual assessment for a particular project . . .). (emphasis added). The City's impact fee ordinance's process for an impact fee certification is set out in City Code § 10-8-5(G). The certification of an impact fee establishes the amount a developer will pay "so long as there is no material change to the Project as identified in the certification application or the impact fee schedule." City Code § 10-8-5(G); *see also* Idaho Code § 67-8204(6).

The City's certification of SLC's impact fee is based upon the City's impact fee schedule because SLC did not submit an individualized assessment. City Code § 10-8-5(C) establishes that a developer's impact fee is set using either the City's impact fee schedule or through an individual assessment of impact fees ("Individual Assessment"). The procedures that a developer must follow to submit and receive an Individual Assessment are listed in City Code § 10-8-5(D) through (F). These requirements comply with Idaho Code § 67-8204(5). Developers who request an Individual Assessment must make a written application for an Individual Assessment "at any time prior to building permit(s) issuance" (City Code § 10-8-5D). As part of the application for an Individual Assessment, developers must provide an independent impact fee calculation study, conducted by a qualified professional, to the City's fee administrator. *See Id.* The independent impact fee study must be prepared and provided at the developer's own cost, and contain studies, data and other relevant information that support the developer's calculation of the impact fee proposed. *Id.* However, developers must seek an Individual Assessment no later than thirty (30) days following the application for a building permit for construction City Code § 10-8-5(G)(1).

Municipal Services Department

IDAHO FALLS

Pamela Alexander
Impact Fee Administrator
208.612.8249 | palexanderl@idahofalls.gov

SLC filed 28 applications for building permits for Southbridge units on November 1, 2023 and November 15, 2023. Through your office, SLC requested an Individual Assessment on January 6, 2024. This request for an Individual Assessment was untimely as the request was submitted more than thirty (30) days after SLC's application for building permits. Even if this request was not untimely, the request for Southbridge's Individual Assessment did not follow any other procedures as outlined in City Code § 10-8-5(D) through (F). In particular, the request did not include an independent impact fee study prepared by a qualified professional, as required by City Code § 10-8-5(D) and Idaho Code § 67-8204(5). The City does not—and is not required by Idaho Code § 67-8204(5)—provide an individualized assessment without studies, data, and other relevant information submitted by the developer for the City's consideration. As an Individual Assessment for Southbridge was not submitted, SLC's impact fee must be certified using the City's development impact fee schedule. City Code § 10-8-5(G); *see also* Idaho Code § 67-8204(6).

Development Impact Fee Category of Southbridge as Single Family

The City's impact fee schedule identifies two broad categories of development that trigger an impact fee due to the additional demand placed on public service facilities incurred by the development of property: Residential and Non-Residential. SLC's development is unquestionably Residential. Within the impact fee schedule, residential development is further divided into two categories: Single Family Housing Units and Multifamily Housing Units. Relevant to this certification are the definitions in the Impact Fee Ordinance:

> SINGLE FAMILY HOUSING UNITS: SINGLE FAMILY ATTACHED (TOWNHOUSE): A one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
>
> . . .
>
> MULTIFAMILY HOUSING UNITS: Two (2) or more units (duplexes and apartments) within a structure containing two (2) or more housing units, further categorized as units in structures with 2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.; . . . .

City Code § 10-8-4.

In developing the City's impact fee schedule, including the residential categories of Single Family and Multifamily, the City contracted with TischlerBise to conduct a proportionate share analysis. That analysis is contained in the Capital Improvement Plan and Development Impact Fee Study ("Study"), attached as (Exhibit B). The Study indicates that upon review of a 2019 survey from the U.S. Census Bureau, Single Family residences make up approximately 75% of the City's residential community, with Single Family housing units containing an average of 2.66 persons

IDAHO FALLS

Pamela Alexander
Impact Fee Administrator
208.612.8249 | palexanderl@idahofalls.gov

per unit. *See* Study, pg. 59. Multifamily housing units, however, contain an average of 1.84 persons per unit. As a consequence, the proportionate impact from a Single-Family Housing is higher than Multifamily, resulting in a higher impact fee.

The main distinction between the definitions of a Single Family Attached (Townhome) units and Multifamily Housing unit depends on whether there is a "separation" from an adjoining structure.[1] Each Southbridge unit is separated by a wall or walls that extend from the ground level, attaching up to the roof, consistent with the Single-Family Housing Attached definition. In addition, each Southbridge unit is further separated from the other units with individual utility service lines, without any common lines. Southbridge's approved site plan ("Site Plan") contains, under the "Note" block on the first sheet, Note 18, stating "All *single-family attached dwellings* shall have separate electrical, water, and sewer service lines without any common facilities." (Exhibit C) (emphasis added). Each unit depicted on the "Utility Plan" is depicted with a separate water service line and meter, and separate sewer line. *See* Site Plan, page 14.

In addition to meeting the definition of a Single Family Attached (Townhomes), SLC has, throughout its applications and communications with the City, referred to the housing units to be constructed as single family housing or "townhomes." Notably, on SLC's application for a final plat, submitted on October 26, 2022, under "type of development," SLC indicated that the development would be for "single-family." (Exhibit D). Southbridge's building plans, entitled 'New Residence: Southbridge Townhomes' ("Building Plan") describe the buildings as – Townhomes. Exhibit E.

In addition to the site and building plans defining the units as "townhomes" and "single-family," the building plan for the units provides that these townhouses will each consist of a two-car garage, 2.5 bathrooms, 3 bedrooms, and a general living area. *See* Building Plan, pgs 2-4. Considering the average amount of persons, pursuant to the Study, to reside in single-family residences (2.66), the Southbridge townhouses provide such space and then some for the average sized single-family residence.

Wherein the City Code defines townhouses as Residential, Single Family Housing Units, the portion of the fee schedule applicable to Southbridge is the Residential, Single Family amount per housing unit. The townhouses being constructed in Southbridge meet the definition: the individual townhomes are "one-unit structure[s] that [have] one or more walls extending from

[1] The City's impact fee definition of Single Family Attached (Townhouse) is consistent with the International Residential Code ("IRC"), which was adopted by the Legislature in Idaho Code § 39-4109. The IRC defines "townhouse" as the following: "A *single-family dwelling unit* constructed in a group of three or more attached units in which each unit extends from the foundation to roof and with a yard or public way on not less than two sides." 2018 IRC § R202 (emphasis added).

Pamela Alexander
Impact Fee Administrator
208.612.8249 | palexanderl@idahofalls.gov

IDAHO FALLS

ground to roof separating it from adjoining structures [...] each house is a separate, attached structure [where] the dividing or common wall goes from the ground to roof." It is because of the separation between the structures that the Southbridge townhouses are within the single-family category, rather than the multifamily category.

As a result, the 28 units currently under construction at Southbridge are Single Family Attached (Townhouses). Under the impact fee schedule, the amount of the total fee comes to $147,658.00.

In developing the impact fee schedule, the City considered the Idaho Code § 67-8207's Proportionate Share factors as follows:

1. The development impact fees for the City of Idaho Falls are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the City of Idaho Falls. Projects are included in the City's capital improvements plan and will be included in annual capital budgets.
2. TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, citywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements.
3. TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities. The development impact fees will replace the current dedicated revenues for applicable public facilities. Also, the report has shown that all applicable growth-related public facility costs will be entirely funded by impact fees, thus no credit is necessary for general tax dollar funding.
4. The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
5. The City will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6. Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the City. These procedures should be addressed in the development impact fee ordinance. One service area represented by the City of Idaho Falls is appropriate for the fees herein.
7. The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in

Municipal Services Department

IDAHO FALLS

Pamela Alexander
Impact Fee Administrator
208.612.8249 | palexanderl@idahofalls.gov

current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

Study, Page 58. Additional analysis and consideration of the Idaho Code § 67-8207's Proportionate Share factors are contained throughout the Study.

The system improvements that Southbridge's impact fee is intended to be used include the City's Park and Recreation system, specifically to improve the Neighborhood, Urban, and Community, Civic Park systems and Indoor Rec Center; the Transportation system, specifically Traffic Signal and Rd Widening at N 5th West (East River Rd) and University Blvd, 25th East (Hitt Rd) Widening - 49th South (Township Rd) North 1/2 Mile, Elm Street Reconstruction Eastern to S Blvd, and E Street Improvements Memorial to Yellowstone projects; the Police system, specifically the police station capital improvement and growth related expenditures for police vehicles; and the Fire/EMS system, specifically incremental expansion of the Fire/EMS Station facilities, incremental expansion and expenditures for Fire/EMS Vehicles and Apparatus, an incremental expansion of the Fire/EMS Training Center. All of these system improvements are more fully set out in the City's Impact Fee Capital Improvement Plan, contained within the Study, pages 8 through 55.

Pamela Alexander
Impact Fee Administrator

Southbridge Division No. 1

Summary of Impact Fee Permit Activity - December 14, 2023

Single Family (Paid in Protest - December 14, 2023)

Permit #	Address	Police	Fire/EMS	Parks and Recreation	Transportation	Total
COM23-0368	313 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0369	313 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0370	313 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0371	313 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
COM23-0372	331 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0373	331 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0374	331 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0375	331 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
COM23-0376	341 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0378	341 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0379	341 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0380	341 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
COM23-0381	359 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0382	359 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0383	359 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0384	359 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
COM23-0385	373 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0386	373 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0388	373 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0389	373 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
COM23-0398	387 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0399	387 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0400	387 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0401	387 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
COM23-0402	403 Emma LN, Unit 1	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0403	403 Emma LN, Unit 2	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0404	403 Emma LN, Unit 3	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
COM23-0405	403 Emma LN, Unit 4	$ 480.75	$ 389.25	$ 1,390.50	$ 3,013.00	$ 5,273.50
						$ 21,094.00
28 permits						**$ 147,658.00**

Fee Payments Received and Outstanding

City of Idaho Falls

Date Range Between 12/14/2023 and 12/14/2023

Payments Received

IMP_FEE_SF01: IMPACT FEE SINGLE FAMILY POLICE				
Record Number	Description	Address	Account #	Paid Amount
RCOM23-0324	SFR, M 1977, G 761, COVP 198	405 GLADE LOOP	032-2055-325.01-00	$480.75
RCOM23-0325	SFR, M 2294, GAR 606, COVP 597	411 GLADE LOOP	032-2055-325.01-00	$480.75
RCOM23-0368	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	313 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0369	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0370	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	313 EMMA LN UNIT 3	032-2055-325.01-00	$480.75
RCOM23-0371	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0372	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	331 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0373	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0374	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	331 EMMA LN UNIT 3	032-2055-325.01-00	$480.75
RCOM23-0375	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0376	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	341 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0378	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0379	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	341 EMMA LN UNIT 3	032-2055-325.01-00	$480.75
RCOM23-0380	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0381	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	359 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0382	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0383	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	359 EMMA LN UNIT 3	032-2055-325.01-00	$480.75
RCOM23-0384	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0385	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	373 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0386	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0388	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	373 EMMA LN UNIT 3	032-2055-325.01-00	$480.75

RCOM23-0389	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0395	SFR, M 1502, UPFL 958, G 840, P 128	5485 ROCK HOLLOW LN	032-2055-325.01-00	$480.75
RCOM23-0396	SFR, M 1815, UPFL 743, G 851, P 59	5457 ROCK HOLLOW LN	032-2055-325.01-00	$480.75
RCOM23-0398	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	387 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0399	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0400	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	387 EMMA LN UNIT 3	032-2055-325.01-00	$480.75
RCOM23-0401	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0402	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	403 EMMA LN UNIT 1	032-2055-325.01-00	$480.75
RCOM23-0403	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 2	032-2055-325.01-00	$480.75
RCOM23-0404	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	403 EMMA LN UNIT 3	032-2055-325.01-00	$480.75
RCOM23-0405	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 4	032-2055-325.01-00	$480.75
RCOM23-0416	New SFR (M 1435, UFIN-B 1404, GAR 478, COVP 30)	6985 S 9TH W	032-2055-325.01-00	$480.75
RCOM23-0428	SFR, M 1375, UFINB 1375, GAR 517, COVP 30	7063 S 9TH W	032-2055-325.01-00	$480.75
RCOM23-0429	SFR, M 1530, UFINB 1530, GAR 893, COVP 122	7031 S 9TH W	032-2055-325.01-00	$480.75
RCOM23-0430	New SFR, M 1376, UFINB 1376, GAR 518, COVP 101	7133 S 9TH W	032-2055-325.01-00	$480.75
RCOM23-0431	SFR, M 1363, UFINB 1363, GAR 524, COVP 25	7109 S 9TH W	032-2055-325.01-00	$480.75
			Total	**$17,787.75**

Payments Received

IMP_FEE_SF02: IMPACT FEE SINGLE FAMILY FIRE/EMS				
Record Number	Description	Address	Account #	Paid Amount
RCOM23-0324	SFR, M 1977, G 761, COVP 198	405 GLADE LOOP	033-2355-325.01-00	$389.25
RCOM23-0325	SFR, M 2294, GAR 606, COVP 597	411 GLADE LOOP	033-2355-325.01-00	$389.25
RCOM23-0368	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	313 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0369	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 2	033-2355-325.01-00	$389.25

RCOM23-0370	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	313 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0371	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0372	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	331 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0373	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 2	033-2355-325.01-00	$389.25
RCOM23-0374	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	331 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0375	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0376	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	341 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0378	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 2	033-2355-325.01-00	$389.25
RCOM23-0379	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	341 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0380	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0381	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	359 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0382	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 2	033-2355-325.01-00	$389.25
RCOM23-0383	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	359 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0384	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0385	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	373 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0386	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 2	033-2355-325.01-00	$389.25
RCOM23-0388	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	373 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0389	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0395	SFR, M 1502, UPFL 958, G 840, P 128	5485 ROCK HOLLOW LN	033-2355-325.01-00	$389.25
RCOM23-0396	SFR, M 1815, UPFL 743, G 851, P 59	5457 ROCK HOLLOW LN	033-2355-325.01-00	$389.25
RCOM23-0398	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	387 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0399	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 2	033-2355-325.01-00	$389.25

RCOM23-0400	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	387 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0401	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0402	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	403 EMMA LN UNIT 1	033-2355-325.01-00	$389.25
RCOM23-0403	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 2	033-2355-325.01-00	$389.25
RCOM23-0404	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	403 EMMA LN UNIT 3	033-2355-325.01-00	$389.25
RCOM23-0405	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 4	033-2355-325.01-00	$389.25
RCOM23-0416	New SFR (M 1435, UFIN-B 1404, GAR 478, COVP 30)	6985 S 9TH W	033-2355-325.01-00	$389.25
RCOM23-0428	SFR, M 1375, UFINB 1375, GAR 517, COVP 30	7063 S 9TH W	033-2355-325.01-00	$389.25
RCOM23-0429	SFR, M 1530, UFINB 1530, GAR 893, COVP 122	7031 S 9TH W	033-2355-325.01-00	$389.25
RCOM23-0430	New SFR, M 1376, UFINB 1376, GAR 518, COVP 101	7133 S 9TH W	033-2355-325.01-00	$389.25
RCOM23-0431	SFR, M 1363, UFINB 1363, GAR 524, COVP 25	7109 S 9TH W	033-2355-325.01-00	$389.25
			Total	**$14,402.25**

Payments Received

IMP_FEE_SF03: IMPACT FEE SINGLE FAMILY PARKS AND RECREATION				
Record Number	Description	Address	Account #	Paid Amount
RCOM23-0324	SFR, M 1977, G 761, COVP 198	405 GLADE LOOP	034-2755-325.01-00	$1,390.50
RCOM23-0325	SFR, M 2294, GAR 606, COVP 597	411 GLADE LOOP	034-2755-325.01-00	$1,390.50
RCOM23-0368	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	313 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0369	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0370	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	313 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50
RCOM23-0371	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0372	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	331 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0373	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0374	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	331 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50

RCOM23-0375	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0376	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	341 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0378	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0379	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	341 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50
RCOM23-0380	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0381	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	359 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0382	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0383	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	359 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50
RCOM23-0384	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0385	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	373 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0386	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0388	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	373 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50
RCOM23-0389	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0395	SFR, M 1502, UPFL 958, G 840, P 128	5485 ROCK HOLLOW LN	034-2755-325.01-00	$1,390.50
RCOM23-0396	SFR, M 1815, UPFL 743, G 851, P 59	5457 ROCK HOLLOW LN	034-2755-325.01-00	$1,390.50
RCOM23-0398	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	387 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0399	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0400	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	387 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50
RCOM23-0401	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0402	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	403 EMMA LN UNIT 1	034-2755-325.01-00	$1,390.50
RCOM23-0403	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 2	034-2755-325.01-00	$1,390.50
RCOM23-0404	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	403 EMMA LN UNIT 3	034-2755-325.01-00	$1,390.50

RCOM23-0405	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 4	034-2755-325.01-00	$1,390.50
RCOM23-0416	New SFR (M 1435, UFIN-B 1404, GAR 478, COVP 30)	6985 S 9TH W	034-2755-325.01-00	$1,390.50
RCOM23-0428	SFR, M 1375, UFINB 1375, GAR 517, COVP 30	7063 S 9TH W	034-2755-325.01-00	$1,390.50
RCOM23-0429	SFR, M 1530, UFINB 1530, GAR 893, COVP 122	7031 S 9TH W	034-2755-325.01-00	$1,390.50
RCOM23-0430	New SFR, M 1376, UFINB 1376, GAR 518, COVP 101	7133 S 9TH W	034-2755-325.01-00	$1,390.50
RCOM23-0431	SFR, M 1363, UFINB 1363, GAR 524, COVP 25	7109 S 9TH W	034-2755-325.01-00	$1,390.50
			Total	**$51,448.50**

Payments Received

IMP_FEE_SF04: IMPACT FEE SINGLE FAMILY TRANSPORTATION				
Record Number	Description	Address	Account #	Paid Amount
RCOM23-0324	SFR, M 1977, G 761, COVP 198	405 GLADE LOOP	035-4655-325.01-00	$3,013.00
RCOM23-0325	SFR, M 2294, GAR 606, COVP 597	411 GLADE LOOP	035-4655-325.01-00	$3,013.00
RCOM23-0368	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	313 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0369	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0370	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	313 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0371	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	313 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00
RCOM23-0372	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	331 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0373	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0374	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	331 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0375	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	331 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00
RCOM23-0376	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	341 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0378	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0379	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	341 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0380	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	341 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00

RCOM23-0381	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	359 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0382	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0383	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	359 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0384	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	359 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00
RCOM23-0385	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	373 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0386	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0388	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	373 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0389	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	373 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00
RCOM23-0395	SFR, M 1502, UPFL 958, G 840, P 128	5485 ROCK HOLLOW LN	035-4655-325.01-00	$3,013.00
RCOM23-0396	SFR, M 1815, UPFL 743, G 851, P 59	5457 ROCK HOLLOW LN	035-4655-325.01-00	$3,013.00
RCOM23-0398	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	387 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0399	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0400	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	387 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0401	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	387 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00
RCOM23-0402	Townhome (M 627, Upper 1031, Gar 399, COVP 30) TYPE A	403 EMMA LN UNIT 1	035-4655-325.01-00	$3,013.00
RCOM23-0403	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 2	035-4655-325.01-00	$3,013.00
RCOM23-0404	Townhome (M 627, Upper 1045, Gar 399, COVP 30)	403 EMMA LN UNIT 3	035-4655-325.01-00	$3,013.00
RCOM23-0405	Townhome (M 627, Upper 1031, Gar 399, COVP 30)	403 EMMA LN UNIT 4	035-4655-325.01-00	$3,013.00
RCOM23-0416	New SFR (M 1435, UFIN-B 1404, GAR 478, COVP 30)	6985 S 9TH W	035-4655-325.01-00	$3,013.00
RCOM23-0428	SFR, M 1375, UFINB 1375, GAR 517, COVP 30	7063 S 9TH W	035-4655-325.01-00	$3,013.00
RCOM23-0429	SFR, M 1530, UFINB 1530, GAR 893, COVP 122	7031 S 9TH W	035-4655-325.01-00	$3,013.00
RCOM23-0430	New SFR, M 1376, UFINB 1376, GAR 518, COVP 101	7133 S 9TH W	035-4655-325.01-00	$3,013.00

RCOM23-0431	SFR, M 1363, UFINB 1363, GAR 524, COVP 25	7109 S 9TH W	035-4655-325.01-00	$3,013.00
			Total	**$111,481.00**

Grand Total **$195,119.50**

IDAHO FALLS

Capital Improvement Plan and Development Impact Fee Study

Submitted to:

City of Idaho Falls, Idaho

November 17, 2021

Prepared by:

TischlerBise
FISCAL | ECONOMIC | PLANNING

4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
800.424.4318
www.tischlerbise.com



TischlerBise
4701 Sangamore Road
Suite S240
Bethesda, Maryland 20816
800.424.4318

999 W Main Street
Suite 100
Boise, Idaho 83703
208.515.7480

www.tischlerbise.com

Impact Fee Study
City of Idaho Falls, Idaho

Executive Summary 1
Idaho Development Impact Fee Enabling Legislation 2
Summary of Capital Improvement Plans and Development Impact Fees 3
Methodologies and Credits 3
Fee Methodologies 4
Parks and Recreation 5
Transportation 5
Police 6
Fire/EMS 6
Maximum Supportable Development Impact Fees by Type of Land Use 6
Capital Improvement Plans 8
Parks and Recreation 9
Transportation 11
Police 12
Fire/EMS 14
Funding Sources for Capital Improvements 15
Parks & Recreation Development Impact Fee Analysis 16
Parks & Recreation Level of Service and Cost Analysis 16
Neighborhood Park Land and Park Improvements – Incremental Expansion 16
Urban/Community Park Land and Park Improvements – Incremental Expansion 17
Civic Park Land and Park Improvements – Incremental Expansion 18
Indoor Recreation Center Land and Square Footage – Incremental Expansion 19
Parks & Recreation Capital Improvements Needed to Serve Growth 21
Neighborhood Park Land and Improvements 21
Urban/Community Park Land and Improvements 22
Civic Park Land and Improvements 23
Indoor Recreation Center Land and Square Footage 24
Parks & Recreation Input Variables and Development Impact Fees6. 25
Cash Flow Projections for Parks & Recreation Maximum Supportable Impact Fee 26
Transportation Development Impact Fee Analysis 27
Methodology 27
Demand for Transportation Infrastructure 28
Trip Length Weighting Factor by Type of Land Use 28
Lane Capacity 28
Summary of Demand Model Inputs 28
Projected Travel Demand 29

Roads Improvements – Incremental Expansion 31
Transportation Input Variables and Development Impact Fees 32
Cash Flow Projections for Transportation Maximum Supportable Impact Fee 33
Police Development Impact Fee Analysis 34
Methodology 34
Cost Allocation for Police Infrastructure 35
Police Level of Service and Cost Analysis 36
Police Station – Plan-Based 36
Police Vehicles – Incremental Expansion 37
Police Capital Improvement Needs to Serve Growth 39
Police Vehicles 39
Police Input Variables and Development Impact Fees 40
Cash Flow Projections for Police Maximum Supportable Impact Fee 41
Fire/EMS Development Impact Fee Analysis 42
Methodology 42
Service Area 42
Cost Allocation for Fire/EMS Infrastructure 43
Fire/EMS Level of Service and Cost Analysis 45
Fire/EMS Station Facilities – Incremental Expansion 45
Fire/EMS Vehicles and Apparatus – Incremental Expansion 46
Fire/EMS Training Center – Incremental Expansion 46
Fire/EMS Capital Improvement Needs to Serve Growth 48
Fire/EMS Station Facilities 48
Fire/EMS Vehicles and Apparatus 48
Fire/EMS Training Center 49
Fire Input Variables and Development Impact Fees 51
Cash Flow Projections for Fire/EMS Maximum Supportable Impact Fee 52
Proportionate Share Analysis 53
Implementation and Administration 54
Appendix A. Land Use Definitions 56
Residential Development 56
Nonresidential Development Categories 56
Appendix B. Demographic Assumptions 58
Population and Housing Characteristics 58
Residential Building Permits 59
Base Year Population and Housing Units 60
Population and Housing Unit Projections 61
Current Employment and Nonresidential Floor Area 62
Nonresidential Floor Area Projections 64
Functional Population 65

Vehicle Trip Generation 66
Residential Vehicle Trips by Housing Type 66
Residential Vehicle Trips Adjustment Factors 67
Nonresidential Vehicle Trips 67
Vehicle Trip Projection 69

EXECUTIVE SUMMARY

The City of Idaho Falls, Idaho, retained TischlerBise, Inc. to update the impact fees imposed on new development to meet the new demands generated for public facilities in the City. It is the intent of the City of Idaho Falls to evaluate and establish impact fees for: (1) parks, (2) transportation, (3) public safety (police and fire/EMS). This report presents the methodologies and calculations used to generate current levels of service and updated maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in the City of Idaho Falls.

The purpose of this study is to demonstrate the City's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization, it is the intent of the City of Idaho Falls to: (Idaho Code 67-8202(1-4))

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were

used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for all fees, except Fire, is the City of Idaho Falls. The Idaho Falls Fire Department service area includes the City of Idaho Falls and parts of unincorporated Bonneville County. The Fire impact fee is for the City of Idaho Falls service area. Parks and Recreation fees are based on residential demand, while the remaining four fees are calculated for both residential and nonresidential development.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, "development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development."

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for the City of Idaho Falls, the term "deficiencies" means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some "hoped for" level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as A x B = C. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., A = C ÷ B). By using existing infrastructure standards to determine the need for growth-related capital improvements, the City of Idaho Falls ensures the same level-of-service standards are applicable to existing and new development.

Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as square feet per student). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying

its proportionate share for growth-related infrastructure. The level of service standards are determined in a manner similar to the current replacement cost approach used by property insurance companies. However, in contrast to insurance practices, the fee revenues would not be for renewal and/or replacement of existing facilities. Rather, revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Credits. Regardless of the methodology, a consideration of "credits" is integral to the development of a legally valid impact fee methodology. There are two types of "credits," each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

Fee Methodologies

Of the fee methodologies discussed above, the *incremental expansion* and *plan-based* methodologies are used to calculate impact fees for the City of Idaho Falls. Where capacity is sufficient to serve current demand the *incremental expansion* method documents the current Level of Service (LOS) for each type of public facility. A *plan-based* method is used for the planned new police station. The following table summarizes the method(s) used to derive the impact fee for each type of public facility in Idaho Falls. A summary of each development fee is provided below:

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Incremental Expansion	Plan-Based	Cost Recovery	Cost Allocation
Parks and Recreation	Citywide	Neighborhood Parks, Urban/Community Parks, Civic Parks, Indoor Recreation Centers	n/a	n/a	Population
Transportation	Citywide	Arterial Capacity Improvements	n/a	n/a	Vehicle Miles Traveled (VMT)
Police	Citywide	Police Vehicles	New Police Station	n/a	Population, Nonresidential Vehicle Trips
Fire/EMS	Citywide	Station Facilities, Vehicles and Apparatus, Training Center	n/a	n/a	Fire/EMS Calls for Service

Calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

PARKS AND RECREATION

The City's Park system includes four types of parks—neighborhood parks, urban/community parks, civic parks, and indoor recreation centers. Neighborhood parks serve a variety of age groups within a limited area or neighborhood and includes areas for both active and passive recreation. Community parks are larger than neighborhood parks and serve several neighborhoods. Community parks include areas for intense recreation activities and passive recreation opportunities. Civic parks are for specialized or single-purpose recreation activities. Indoor recreation centers include specialty use buildings such as aquatic centers, hockey rinks, and recreation centers.

The Parks and Recreation development impact fee is based on the existing level of service provided for park land and park improvements; and indoor recreation facilities. The development impact fee is calculated for residential development only. To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 2.3 neighborhood park acres
- 55.8 community park acres
- 4.0 civic park acres
- 1.0 acre and 12,161 square feet of indoor recreation space

TRANSPORTATION

Transportation's development impact fee is based on an incremental expansion approach for arterial needs over a 10-year period. The incremental expansion methodology documents the current level of service provided to development and serves to maintain this as new development occurs. Transportation development impact fees are calculated for both residential and nonresidential development vehicle miles traveled to allocate capital costs to residential or nonresidential land uses.

To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 23.4 arterial lane miles
- $25,740,000 growth related costs

POLICE

The Police development impact fee is based on police vehicles and the planned new police station serving the City of Idaho Falls. Police calls for service, population growth, and vehicle trip growth are used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses). Police development impact fees are calculated for residential and nonresidential development based on cost per person and cost per vehicle trips, respectively. New growth's percentage share of the planned police station is determined by population growth and vehicle trip growth through 2039.

The following infrastructure is projected over the next ten years to serve the estimated growth:

- 15.1 new police vehicles
- 7,008 square feet of new police station

FIRE/EMS

The Fire/EMS development impact fee is based on fire/EMS station facilities, training center, and vehicles and apparatus serving the City of Idaho Falls. Fire/EMS calls for service are used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses). Fire/EMS development impact fees are calculated for residential and nonresidential development based on cost per fire/EMS call for service.

To serve projected growth at current levels of service, the following infrastructure is projected over the next 10 years:

- 2.6 new fire/EMS vehicles and apparatus
- 6,031 square feet of fire/EMS stations
- 13,696 square feet of fire/EMS training center space

MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE

Figure 2 provides a schedule of the maximum supportable development impact fees by type of land use for the City of Idaho Falls. The fees represent the highest supportable amount for each type of applicable land use, and represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit. For nonresidential development, the fees are assessed per square foot of floor area. Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 10th Edition,

published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Figure 2. Summary of Maximum Supportable Development Impact Fees by Land Use

Development Type	Parks & Recreation	Transp.	Police	Fire/EMS	Maximum Supportable Fee
Residential (per housing unit)					
Single Family	$1,676	$4,832	$641	$519	$7,668
Multifamily	$1,159	$2,142	$443	$418	$4,162
Nonresidential (per 1,000 square feet)					
Retail	$0	$6,149	$1,822	$462	$8,433
Office	$0	$2,309	$618	$77	$3,004
Industrial	$0	$1,176	$315	$37	$1,528
Institutional	$0	$2,541	$681	$1,669	$4,891

CAPITAL IMPROVEMENT PLANS

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the fees are based. Each infrastructure category is discussed in turn.

First, Figure 3 lists the projected growth over the next ten years in Idaho Falls. Overall, there is about a 14 percent increase is residential development (8,896 new residents and 3,480 new housing units) and a 16 percent increase in nonresidential development (8,840 new jobs and 3.8 million square feet of development). In turn, there is a 15 percent increase in transportation demand.

Figure 3. Ten-Year Projected Residential and Nonresidential Growth

City of Idaho Falls, ID	Base Year 2021	*1* 2022	*2* 2023	*3* 2024	*4* 2025	*5* 2026	*10* 2031	Total Increase
Population [1]	63,473	64,362	65,252	66,141	67,031	67,921	72,369	**8,896**
Housing Units by Type [2]								
Single Family	19,136	19,440	19,744	20,048	20,352	20,656	22,176	**3,040**
Multifamily	6,833	6,877	6,921	6,965	7,009	7,053	7,273	**440**
Total Housing Units	25,968	26,316	26,664	27,012	27,360	27,708	29,448	**3,480**
Jobs [3]								
Retail	13,281	13,449	13,617	13,784	13,952	14,120	14,959	**1,678**
Office	17,354	17,630	17,906	18,181	18,457	18,733	20,111	**2,757**
Industrial	9,796	10,022	10,248	10,473	10,699	10,925	12,053	**2,257**
Institutional	13,528	13,743	13,958	14,173	14,388	14,603	15,677	**2,149**
Total Jobs	53,960	54,844	55,728	56,612	57,496	58,380	62,800	**8,840**
Nonresidential Floor Area (1,000 sq. ft.) [4]								
Retail	5,668	5,739	5,811	5,883	5,954	6,026	6,384	**716**
Office	5,844	5,937	6,030	6,123	6,216	6,308	6,772	**928**
Industrial	6,024	6,163	6,301	6,440	6,579	6,718	7,412	**1,388**
Institutional	4,783	4,859	4,935	5,011	5,087	5,163	5,542	**760**
Total Floor Area	22,319	22,698	23,077	23,456	23,835	24,214	26,110	**3,792**
Vehicle Trips & Vehicle Miles Traveled (VMT) [5]								
Single Family Trips	117,645	119,514	121,383	123,252	125,121	126,990	136,335	**18,690**
Multifamily Trips	18,626	18,746	18,866	18,986	19,106	19,226	19,825	**1,199**
Residential Subtotal	*136,271*	*138,260*	*140,249*	*142,238*	*144,227*	*146,216*	*156,161*	***19,889***
Retail Trips	81,304	82,331	83,358	84,385	85,413	86,440	91,575	**10,271**
Office Trips	28,461	28,913	29,365	29,817	30,270	30,722	32,982	**4,521**
Industrial Trips	14,939	15,284	15,628	15,972	16,316	16,660	18,381	**3,441**
Institutional Trips	25,636	26,043	26,450	26,857	27,265	27,672	29,708	**4,072**
Nonresidential Subtotal	*150,340*	*152,571*	*154,801*	*157,032*	*159,263*	*161,493*	*172,646*	***22,305***
Total Vehicle Trips	286,612	290,831	295,051	299,270	303,489	307,709	328,806	**42,195**
Total VMT	984,340	998,845	1,013,349	1,027,854	1,042,358	1,056,863	1,129,386	**145,045**

[1] Population growth is based on housing development and persons per housing unit factors
[2] Five-year average of building permits is assumed to continue over the next ten years
[3] Source: Bonneville Metropolitan Planning Organization; American Census Bureau OnTheMap
[4] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2017
[5] Source: Institute of Transportation Engineers, *Trip Generation* , 10th Edition (2017)

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

PARKS AND RECREATION

The City's Park system includes four types of parks—neighborhood parks, urban/community parks, civic parks, and indoor recreation centers. Neighborhood parks serve a variety of age groups within a limited area or neighborhood and includes areas for both active and passive recreation. Community parks are larger than neighborhood parks and serve several neighborhoods. Community parks include areas for intense recreation activities and passive recreation opportunities. Civic parks are for specialized or single-purpose recreation activities. Indoor recreation centers include specialty use buildings such as aquatic centers, hockey rinks, and recreation centers. The City has maintained a level of service of 0.26 acres per 1,000 persons of neighborhood parks, 6.28 acres of urban/community parks, 0.45 acres of civic parks, and 0.12 acres of indoor recreation centers. The City has also maintained a level of service of a total of approximately 1,367 square feet of indoor recreation space per 1,000 persons.

The Parks and Recreation development impact fee is based on the existing level of service provided for park land and park improvements; and indoor recreation facilities. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

A summary of the Parks and Recreation CIP is included below in Figure 4. As shown, the following additional infrastructure is needed to maintain current levels of service over the next ten years: 2.3 acres of neighborhood park acres and improvements with an estimated cost of almost $92,400; 55.8 acres of urban/community park acres and improvements estimated to cost $2,981,500; 4.0 acres of civic park land and improvements estimated to cost $761,200; and 12,161 square feet of indoor recreation center estimated to cost $1,771,184. The total projected Parks and Recreation capital improvement costs in current dollars are $5.6 million.

Figure 4. Parks & Recreation Capital Improvement Plan

Level of Service and Cost Factors						
Neighborhood Park LOS	0.26	acres	per 1,000 persons	0.33	improvements	per 1,000 persons
Urban/Community Park LOS	6.36	acres	per 1,000 persons	2.36	improvements	per 1,000 persons
Civic Park LOS	0.37	acres	per 1,000 persons	0.19	improvements	per 1,000 persons
Indoor Rec Center LOS	0.12	acres	per 1,000 persons	1,367	square feet	per 1,000 persons
Neighborhood Park Costs	$40,000	per acre		$16,000	per improvement	
Urban/Community Park Costs	$40,000	per acre		$89,000	per improvement	
Civic Park Costs	$40,000	per acre		$51,000	per improvement	
Indoor Rec Center Costs	$40,000	per acre		$144	per square foot	

Year		Population	Neighborhood Park Acres	Neighborhood Park Impr.	Community Park Acres	Community Park Impr.	Civic Park Acres	Civic Park Impr.	Indoor Rec Center Acres	Indoor Rec Center Sq. Ft.
Base	2021	63,473	16.5	20.900	398.6	145.9	28.5	15.8	7.6	86,767
Year 1	2022	64,362	16.7	21.200	404.1	148.0	28.9	16.0	7.7	87,983
Year 2	2023	65,252	16.9	21.500	409.7	150.0	29.3	16.3	7.8	89,199
Year 3	2024	66,141	17.1	21.800	415.3	152.1	29.7	16.5	7.9	90,415
Year 4	2025	67,031	17.4	22.100	420.9	154.1	30.1	16.7	8.0	91,631
Year 5	2026	67,921	17.6	22.400	426.5	156.2	30.5	16.9	8.1	92,847
Year 6	2027	68,810	17.8	22.700	432.1	158.2	30.9	17.2	8.2	94,063
Year 7	2028	69,700	18.1	23.000	437.7	160.3	31.3	17.4	8.3	95,279
Year 8	2029	70,589	18.3	23.200	443.3	162.3	31.7	17.6	8.4	96,495
Year 9	2030	71,479	18.5	23.500	448.8	164.4	32.1	17.8	8.5	97,711
Year 10	2031	72,369	18.8	23.800	454.4	166.4	32.5	18.0	8.6	98,928
Ten-Year Increase		8,896	2.3	2.9	55.8	20.5	4.0	2.2	1.0	12,161
		Cost per Unit	$20,000	$16,000	$20,000	$91,000	$165,000	$46,000	$20,000	$144
		Growth Related Costs	**$46,000**	**$46,400**	**$1,116,000**	**$1,865,500**	**$660,000**	**$101,200**	**$20,000**	**$1,751,184**

Total Parks & Recreation Ten-Year Growth-Related Cost **$5,606,284**

TRANSPORTATION

Transportation's development impact fee is based on an incremental expansion approach for arterial needs over a 10-year period. The incremental expansion methodology documents the current level of service provided to development and serves to maintain this as new development occurs. There may be other transportation needs, but only citywide arterial projects are included in the impact fee study. The current level of service is found by comparing the current vehicle miles traveled and the total arterial lane miles. Currently, there are 169.3 lane miles and due to the projected growth, there is a need for 23.4 new lane miles.

Figure 5. Transportation Growth-Related Needs

	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Single Family Units	19,136	19,440	19,744	20,048	20,352	20,656	20,960	21,264	21,568	21,872	22,176	3,040
Multifamily Units	6,833	6,877	6,921	6,965	7,009	7,053	7,097	7,141	7,185	7,229	7,273	440
Retail KSF	5,668	5,739	5,811	5,883	5,954	6,026	6,097	6,169	6,241	6,312	6,384	716
Office KSF	5,844	5,937	6,030	6,123	6,216	6,308	6,401	6,494	6,587	6,680	6,772	928
Industrial KSF	6,024	6,163	6,301	6,440	6,579	6,718	6,857	6,995	7,134	7,273	7,412	1,388
Institutional KSF	4,783	4,859	4,935	5,011	5,087	5,163	5,239	5,315	5,391	5,467	5,542	760
Single Family Units Trips	117,645	119,514	121,383	123,252	125,121	126,990	128,859	130,728	132,597	134,466	136,335	18,690
Multfamily Units Trips	18,626	18,746	18,866	18,986	19,106	19,226	19,346	19,466	19,586	19,705	19,825	1,199
Residential Subtotal	*136,271*	*138,260*	*140,249*	*142,238*	*144,227*	*146,216*	*148,205*	*150,194*	*152,183*	*154,172*	*156,161*	*19,889*
Retail Trips	81,304	82,331	83,358	84,385	85,413	86,440	87,467	88,494	89,521	90,548	91,575	10,271
Office Trips	28,461	28,913	29,365	29,817	30,270	30,722	31,174	31,626	32,078	32,530	32,982	4,521
Industrial Trips	14,939	15,284	15,628	15,972	16,316	16,660	17,004	17,348	17,692	18,037	18,381	3,441
Institutional Trips	25,636	26,043	26,450	26,857	27,265	27,672	28,079	28,486	28,893	29,301	29,708	4,072
Nonresidential Subtotal	*150,340*	*152,571*	*154,801*	*157,032*	*159,263*	*161,493*	*163,724*	*165,954*	*168,185*	*170,415*	*172,646*	*22,305*
Total Vehicle Trips	286,612	290,831	295,051	299,270	303,489	307,709	311,928	316,148	320,367	324,587	328,806	42,195
Arterial VMT	984,340	998,845	1,013,349	1,027,854	1,042,358	1,056,863	1,071,367	1,085,872	1,100,376	1,114,881	1,129,386	145,045
Arterial Lane Miles	**169.3**	**171.7**	**174.0**	**176.4**	**178.7**	**181.0**	**183.4**	**185.7**	**188.1**	**190.4**	**192.7**	**23.4**

Currently, the average cost to construct a lane mile of arterial roadway is $1,100,000. As a result, growth-related arterial needs cost $25.7 million.

Figure 6. Summary of Transportation Growth-Related Needs and Costs

10-Year Arterial Needs (lane miles)	23.4
Average Cost per Lane Mile [1]	$1,100,000
Total 10-Year Growth-Related Costs	**$25,740,000**

Similar to the other incremental expansion methodologies, the impact fee study only indicates the level of new capital facilities needed in the next ten years to accommodate growth. However, the City of Idaho Falls has identified four future transportation projects for the next five years (2021-2024 Capital Improvement Plan). Although a portion of these projects may be to serve existing demand, the growth-related portion would be impact fee eligible.

Figure 7. Transportation Capital Improvement Plan

Project	Cost
Traffic Signal and Rd Widening at N 5th West (East River Rd) and University Blvd	$2,500,000
25th East (Hitt Rd) Widening - 49th South (Township Rd) North 1/2 Mile	$3,000,000
Elm Street Reconstruction Eastern to S Blvd	$1,800,000
E Street Improvements Memorial to Yellowstone	$1,800,000
Total City Cost	$9,100,000

Source: 2021-2024 Capital Improvement Plan

POLICE

The Police development impact fee is based on police vehicles and the planned new police station serving the City of Idaho Falls. Police calls for service, population growth, and vehicle trip growth are used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses). The new police station will be constructed to serve the existing demand and future growth. The construction of the station is funded by Certificates of Participation and the debt will be serviced through 2039. New growth's percentage share of the planned police station is determined by population growth and vehicle trip growth through 2039.

Calculated in Figure 8, the new police station is 61,189 square feet and 44 percent is attributed to residential demand and 56 percent attributed to nonresidential demand. The attributed floor area is then compared to the projected growth through 2039 to find growth's share. As a result, residential growth accounts for 5,424 square feet and nonresidential growth accounts for 7,289 square feet. Based on the debt issued to construct the police station, growth's share results in a $4.2 million cost.

Figure 8. Growth's Share of New Police Station

Facility	Total Square Feet	Residential Share	Residential Floor Area (sq. ft.)	2021 Population	2039 Population	Growth's Share	Residential Growth's Floor Area (sq. ft.)
New Police Station	61,189	44%	26,923	63,473	79,485	20%	**5,424**

Facility	Total Square Feet	Nonresidential Share	Nonresidential Floor Area (sq. ft.)	2021 Vehicle Trips	2039 Vehicle Trips	Growth's Share	Nonresidential Growth's Floor Area (sq. ft.)
New Police Station	61,189	56%	34,266	150,340	190,965	21%	**7,289**

Additionally, shown in Figure 9, ten-year growth is estimated to generate a need for 15.1 new police vehicles, a total cost of $830,500.

Figure 9. Police Vehicle Capital Improvement Plan

Type of Infrastructure	Level of Service			Demand Unit	Cost / Unit
Police Vehicles	Residential	0.72	Vehicles	per 1,000 persons	$55,000
	Nonresidential	0.39		per 1,000 trips	

Growth-Related Need for Police Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Vehicles	Nonresidential Vehicles	Total Vehicles
Base	2021	63,473	150,340	45.7	58.6	104.3
Year 1	2022	64,362	152,571	46.3	59.5	105.8
Year 2	2023	65,252	154,801	46.9	60.3	107.2
Year 3	2024	66,141	157,032	47.6	61.2	108.8
Year 4	2025	67,031	159,263	48.2	62.1	110.3
Year 5	2026	67,921	161,493	48.9	62.9	111.8
Year 6	2027	68,810	163,724	49.5	63.8	113.3
Year 7	2028	69,700	165,954	50.1	64.7	114.8
Year 8	2029	70,589	168,185	50.8	65.5	116.3
Year 9	2030	71,479	170,415	51.4	66.4	117.8
Year 10	2031	72,369	172,646	52.1	67.3	119.4
Ten-Year Increase		8,896	22,305	**6.4**	**8.7**	**15.1**
			Projected Expenditure	**$352,000**	**$478,500**	**$830,500**

Growth-Related Expenditures for Police Vehicles	$830,500

FIRE/EMS

The Fire/EMS development impact fee includes fire/EMS station facilities, training center, and vehicles and apparatus serving the City of Idaho Falls. Fire/EMS calls for service are used to determine residential and nonresidential proportionate share factors (i.e., how much of the current infrastructure serves residential or nonresidential land uses). Additionally, demand from outside of the City boundaries has been removed from the analysis to accurately capture City-only demand. The City currently maintains 4.28 square feet of station space per service call, 1.88 fire/EMS vehicles per 1,000 service calls, and 9.72 square feet of fire/EMS training facility per service call.

The Fire/EMS development impact fee is based on the existing level of service. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

A summary of the Fire/EMS CIP is included below in Figure 10. As shown, the following additional infrastructure is needed to maintain current levels of service over the next ten years: 6,031 square feet of station space with an estimated cost of $2.6 million; 2.6 vehicles estimated to cost $837,080; 13,696 square feet of training facility estimated to cost $14,087. The total projected fire/EMS capital improvement costs in current dollars are $3.5 million.

Figure 10. Fire and EMS Capital Improvement Plan

Infrastructure	Level of Service		Demand Unit	Unit Cost
Fire & EMS Stations	4.28	Square Feet	per Calls for Service	$432
Fire & EMS Vehicles	1.88	Vehicles	per 1,000 Calls for Service	$316,000
Fire & EMS Training	9.72	Square Feet	per Calls for Service	$3

Growth-Related Need for Fire & EMS Facilities					
Year		Calls for Service	Total Station Square Feet	Total Vehicles	Total Training Square Feet
Base	2021	9,727	41,632	18.3	94,546
Year 1	2022	9,868	42,235	18.6	95,916
Year 2	2023	10,009	42,838	18.8	97,286
Year 3	2024	10,150	43,441	19.1	98,655
Year 4	2025	10,291	44,044	19.3	100,025
Year 5	2026	10,432	44,647	19.6	101,394
Year 6	2027	10,572	45,250	19.9	102,764
Year 7	2028	10,713	45,853	20.1	104,134
Year 8	2029	10,854	46,456	20.4	105,503
Year 9	2030	10,995	47,059	20.7	106,873
Year 10	2031	11,136	47,662	20.9	108,242
Ten-Year Increase		1,409	**6,031**	**2.6**	**13,696**
Projected Expenditure			**$2,605,249**	**$837,080**	**$41,087**

Total Growth-Related Expenditures for Fire & EMS Facilities	$3,483,416

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)).

Currently, the City of Idaho Falls charges a Bridge and Arterial Streets Fee to help mitigate construction costs for bridges and streets. The fee is formulated based on the number of parking spaces needed for the development. The Transportation Development Impact Fee is meant to replace the Bridge and Arterial Streets Fee, so no credit is included in the development impact fee for future revenue from that funding source. Additionally, there are no other dedicated revenues currently being collected by the City to fund growth-related projects for Parks & Recreation, Transportation, Police, and Fire/EMS.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Parks & Recreation, Transportation, Police, and Fire/EMS facilities. Evidence is given in Figure 11 and in the specific chapters of this report that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

Potential development impact fee revenues are summarized in Figure 11, assuming implementation of the fees at the maximum supportable level as indicated in this report. Because each type of development impact fee must be accounted for separately, TischlerBise has provided cash flow summaries in the development impact fee study for each type of public facility. Based on the land use assumptions detailed in the Appendix, over the next ten years Parks & Recreation development impact fees are projected to generate approximately $5.6 million; Transportation impact fees $25.7 million; Police impact fees $5 million; Fire/EMS impact fees $3.5 million. At the bottom of the figure, the estimated revenues are compared to the estimated growth-related capital costs. For each public facility type, the impact fee revenues are projected to offset all the capital costs. Note: the small remainders for Parks & Recreation and Police are the result of rounding in calculations.

Figure 11. Projected Development Impact Fee Revenue

	Ten-Year Revenue Projections			
Development Type	**Parks & Recreation**	**Transp.**	**Police**	**Fire/EMS**
Residential				
Single Family	$5,095,040	$14,689,280	$1,948,640	$1,577,760
Multifamily	$509,960	$942,480	$194,920	$183,920
Nonresidential				
Retail	-	$4,402,775	$1,304,579	$330,799
Office	-	$2,143,398	$573,677	$71,478
Industrial	-	$1,631,822	$437,095	$51,341
Institutional	-	$1,930,368	$517,348	$1,267,920
Ten-Year Revenue	$5,605,000	$25,740,000	$4,976,000	$3,483,000
Ten-Year Capital Costs	$5,606,000	$25,740,000	$4,983,000	$3,483,000
Non-Impact Fee Funding	$1,000	$0	$7,000	$0

PARKS & RECREATION DEVELOPMENT IMPACT FEE ANALYSIS

The Parks & Recreation development impact fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report. Parks & Recreation capital improvements are allocated 100 percent to residential development. Per the Idaho Act, a service unit is a person.

The Parks & Recreation infrastructure components included in the impact fee analysis are:

- Neighborhood Park Land & Improvements
- Urban/Community Parks Land & Improvements
- Civic Parks Land & Improvements
- Indoor Recreation Centers Land & Improvements

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the City to fund growth-related projects for Parks & Recreation facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Parks & Recreation facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

PARKS & RECREATION LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

NEIGHBORHOOD PARK LAND AND PARK IMPROVEMENTS – INCREMENTAL EXPANSION

Listed in Figure 12, there is a total of 16.4 acres of neighborhood park land and 21 improvements within the parks. With a population of 63,473, the level of service is found to be 0.26 acres of neighborhood park land and 0.33 neighborhood park improvements per 1,000 persons. The level of service is combined with the average cost per acre/improvement to find the capital cost per person. The cost for neighborhood park land is based on the City's 2016 purchase for Esquire Acres Park, $20,000 per acre. The average improvement cost is based on the replacement costs of the current improvements at each park.

As a result, the neighborhood park component of the impact fee is $5 per person for land and $5 per person for improvements (0.26 acres per 1,000 persons x $20,000 per acre = $5 per person, rounded).

Figure 12. Current Neighborhood Park Land Level of Service & Cost Analysis

Neighborhood Parks	Acres	Park Improvements	Improvement Replacement Cost [1]
20th Street Park	1.0	2	$25,000
Antares Park	1.1	2	$25,000
Bel-Aire Park	1.2	2	$25,000
Dunes Park	2.4	2	$25,000
Kate Curley Park	3.7	4	$126,000
Liberty Park	0.8	2	$25,000
Poitevin Park	2.8	2	$25,000
Waterford Storm Pond #1	1.9	1	$2,500
Waterford Storm Pond #2	1.2	2	$25,000
Willowbrook Park	0.4	2	$25,000
Total	16.4	21	$328,500

Level-of-Service Standards	Park Land	Park Improvements
Residential Share	100%	100%
Share of Acreage and Improvements	16.4	21
2021 Population	63,473	63,473
Acres/Improvements per 1,000 Persons	**0.26**	**0.33**

Cost Analysis	Park Land	Park Improvements
Acres/Improvements per 1,000 Persons	0.26	0.33
Average Cost per Acre/Improvement [1]	$20,000	$16,000
Capital Cost Per Person	**$5**	**$5**

[1] Source: City of Idaho Falls Parks & Recreation
[2] In 2016, valuation of Esquire Acres Park averaged $20,000 per acre. Conservatively, the cost per acre is assumed to be consistent to valulation.

URBAN/COMMUNITY PARK LAND AND PARK IMPROVEMENTS – INCREMENTAL EXPANSION

Listed in Figure 13, there is a total of 398.8 acres of urban/community park land and 146 improvements within the parks. With a population of 63,473, the level of service is found to be 6.28 acres of urban/community park land and 2.30 urban/community park improvements per 1,000 persons. The level of service is combined with the average cost per acre/improvement to find the capital cost per person. The cost for urban/community park land is based on the City's 2016 purchase for Esquire Acres Park, $20,000 per acre. The average improvement cost is based on the replacement costs of the current improvements at each park.

As a result, the urban/community park component of the impact fee is $129 per person for land and $209 per person for improvements (6.28 acres per 1,000 persons x $20,000 per acre = $126 per person, rounded).

Figure 13. Current Urban/Community Park Land Level of Service

Urban/Community Parks	Acres	Park Improvements	Improvement Replacement Cost [1]
Central Park	8.1	5	$727,592
Civitan Park	3.0	5	$442,296
Community Park	30.3	11	$1,540,046
Compass Academy Skate Park	0.5	1	$100,000
Esquire Acres Park	10.4	7	$488,696
Freeman Park	60.8	11	$995,354
Highland Park and Melaleuca	4.3	5	$442,296
Lincoln Park	6.4	8	$878,592
North Tourist Park	2.1	3	$95,000
Reinhart Park	9.3	5	$442,296
Rollandet Park	8.4	6	$1,043,888
Ryder Park	39.5	6	$292,762
Snake River Animal Park	2.5	4	$134,500
Soccer Complex - Old Butte	85.8	18	$575,600
South Tourist Park	9.7	3	$169,762
Sugar Mill Substation Park	7.6	5	$683,392
Sunnyside Park	20.4	16	$1,437,288
Taupthaus Park	76.1	17	$1,980,684
Tennis Courts IFHS	0.5	4	$240,000
Tennis Courts SHHS	0.5	4	$240,000
Troy Ave Storm Pond	12.8	2	$318,796
Total	398.8	146	$13,268,842

Level-of-Service Standards	Park Land	Park Improvements
Residential Share	100%	100%
Share of Acreage and Improvements	398.8	146
2021 Population	63,473	63,473
Acres/Improvements per 1,000 Persons	**6.28**	**2.30**

Cost Analysis	Park Land	Park Improvements
Acres/Improvements per 1,000 Persons	6.28	2.30
Average Cost per Acre/Improvement [1]	$20,000	$91,000
Capital Cost Per Person	**$126**	**$209**

[1] Source: City of Idaho Falls Parks & Recreation
[2] In 2016, valuation of Esquire Acres Park averaged $20,000 per acre. Conservatively, the cost per acre is assumed to be consistent to valulation.

CIVIC PARK LAND AND PARK IMPROVEMENTS – INCREMENTAL EXPANSION

Listed in Figure 14, there is a total of 28.7 acres of civic park land and 16 improvements within the parks. With a population of 63,473, the level of service is found to be 0.45 acres of civic park land and 0.25 civic park improvements per 1,000 persons. The level of service is combined with the average cost per acre/improvement to find the capital cost per person. The cost for civic park land is based on the 2020 appraisal of Capital Park-South Park, $165,000 per acre. The cost of land for this park type is anticipated

to be more expensive than other park types because of its location, along the greenbelt. The average improvement cost is based on the replacement costs of the current improvements at each park.

As a result, the civic park component of the impact fee is $74 per person for land and $12 per person for improvements (0.45 acres per 1,000 persons x $165,000 per acre = $74 per person, rounded).

Figure 14. Current Civic Park Land Level of Service

Civic Parks	Acres	Park Improvements	Improvement Replacement Cost [1]
Capital Park-South	5.2	4	$126,000
Civitan Plaza	0.1	1	$2,500
Eagle Rock Plaza	0.5	3	$103,500
River Walk Eastside	10.4	3	$169,762
River Walk Westside	11.8	3	$169,762
Rock Garden @ Taylor Crossing (Spring Hills)	0.8	2	$167,262
Total	28.7	16	$738,787

Level-of-Service Standards	Park Land	Park Improvements
Residential Share	100%	100%
Share of Acreage and Improvements	28.7	16
2021 Population	63,473	63,473
Acres/Improvements per 1,000 Persons	**0.45**	**0.25**

Cost Analysis	Park Land	Park Improvements
Acres/Improvements per 1,000 Persons	0.45	0.25
Average Cost per Acre/Improvement [1]	$165,000	$46,000
Capital Cost Per Person	**$74**	**$12**

[1] Source: City of Idaho Falls Parks & Recreation
[2] In 2020, Capital Park-South along the greenbelt appraised for an average of $165,000 per acre.

INDOOR RECREATION CENTER LAND AND SQUARE FOOTAGE – INCREMENTAL EXPANSION

Listed in Figure 15, there is a total of 7.64 acres and 86,798 square feet of indoor recreation space within Idaho Falls. With a population of 63,473, the level of service is found to be 0.12 acres and 1,367 square feet of indoor recreation space per 1,000 persons. The level of service is combined with the average cost per acre/square foot to find the capital cost per person. As a result, the indoor recreation space component of the impact fee is $2 per person for land and $197 per person for square feet (0.12 acres per 1,000 persons x $20,000 per acre = $2 per person, rounded).

Figure 15. Indoor Recreation Center Level of Service

Indoor Recreation Centers	Acres	Square Feet [1]	Replacement Cost [1]
Activity Center/ Recreation Building	2.75	12,313	$1,581,127
Recreation Center	0.50	19,160	$3,057,046
Aquatic Center	2.53	19,501	$3,533,803
Hockey Rink Building	1.86	35,824	$4,290,721
	7.64	86,798	$12,462,697

Level-of-Service Standards	Land	Square Feet
Residential Share	100%	100%
Share of Square Feet	7.64	86,798
2021 Population	63,473	63,473
Acres/Square Feet per 1,000 Persons	**0.12**	**1,367**

Cost Analysis	Land	Square Feet
Acres/Square Feet per 1,000 Persons	0.12	1,367
Average Cost per Acre/Square Feet	$20,000	$144
Capital Cost Per Person	**$2**	**$197**

[1] Source: Insurance valuation report
[2] In 2016, valuation of Esquire Acres Park averaged $20,000 per acre. Conservatively, the cost per acre is assumed to be consistent to valulation.

PARKS & RECREATION CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of existing infrastructure and estimated costs over a specified period needed to maintain levels of service for expected unit increases.

NEIGHBORHOOD PARK LAND AND IMPROVEMENTS

The current level of service of 0.26 acres per 1,000 persons is combined with the population projections to illustrate the need for neighborhood park land. Shown in Figure 16, over the next ten years, there is a need for 2.3 new acres of neighborhood parks. The average cost per acre ($20,000) is multiplied by the need to find the projected capital need from growth ($46,000).

The current level of service of 0.33 improvements per 1,000 persons is combined with the population projections to illustrate the need for neighborhood park improvements. Shown in Figure 16, over the next ten years, there is a need for 2.9 new improvements in neighborhood parks. The average cost per improvement ($16,000) is multiplied by the need to find the projected capital need from growth ($46,400).

Figure 16. Project Demand for Neighborhood Park Improvements

Infrastructure	Level of Service			Cost/Unit
Neighborhood Parks	0.26	Acres	per 1,000 persons	$20,000
	0.33	Improvements	per 1,000 persons	$16,000

Growth-Related Need for Neighborhood Parks				
Year		Population	Park Acres	Park Improvements
Base	2021	63,473	16.5	20.9
Year 1	2022	64,362	16.7	21.2
Year 2	2023	65,252	16.9	21.5
Year 3	2024	66,141	17.1	21.8
Year 4	2025	67,031	17.4	22.1
Year 5	2026	67,921	17.6	22.4
Year 6	2027	68,810	17.8	22.7
Year 7	2028	69,700	18.1	23.0
Year 8	2029	70,589	18.3	23.2
Year 9	2030	71,479	18.5	23.5
Year 10	2031	72,369	18.8	23.8
Ten-Year Increase		8,896	**2.3**	**2.9**
	Projected Expenditure		**$46,000**	**$46,400**

Growth-Related Expenditures for Neighborhood Parks	$92,400

URBAN/COMMUNITY PARK LAND AND IMPROVEMENTS

The current level of service of 6.28 acres per 1,000 persons is combined with the population projections to illustrate the need for urban/community park land. Shown in Figure 17, over the next ten years, there is a need for 55.8 new acres of improved urban/community parks. The average cost per acre ($20,000) is multiplied by the need to find the projected capital need from growth ($1,116,000).

The current level of service of 2.30 improvements per 1,000 persons is combined with the population projections to illustrate the need for urban/community park improvements. Shown in Figure 17, over the next ten years, there is a need for 20.5 new improvements in urban/community parks. The average cost per improvement ($91,000) is multiplied by the need to find the projected capital need from growth ($1,865,500).

Figure 17. Projected Demand for Urban/Community Park Improvements

Infrastructure	Level of Service			Cost/Unit
Urban/Community Parks	6.28	Acres	per 1,000 persons	$20,000
	2.30	Improvements	per 1,000 persons	$91,000

Growth-Related Need for Urban/Community Parks				
Year		Population	Park Acres	Park Improvements
Base	2021	63,473	398.6	145.9
Year 1	2022	64,362	404.1	148.0
Year 2	2023	65,252	409.7	150.0
Year 3	2024	66,141	415.3	152.1
Year 4	2025	67,031	420.9	154.1
Year 5	2026	67,921	426.5	156.2
Year 6	2027	68,810	432.1	158.2
Year 7	2028	69,700	437.7	160.3
Year 8	2029	70,589	443.3	162.3
Year 9	2030	71,479	448.8	164.4
Year 10	2031	72,369	454.4	166.4
Ten-Year Increase		8,896	**55.8**	**20.5**
	Projected Expenditure		**$1,116,000**	**$1,865,500**

Growth-Related Expenditures for Urban/Community Parks	$2,981,500

CIVIC PARK LAND AND IMPROVEMENTS

The current level of service of 0.45 acres per 1,000 persons is combined with the population projections to illustrate the need for civic park land. Shown in Figure 18, over the next ten years, there is a need for 4.0 new acres of improved civic parks. The average cost per acre ($165,000) is multiplied by the need to find the projected capital need from growth ($660,000).

The current level of service of 0.25 improvements per 1,000 persons is combined with the population projections to illustrate the need for civic park improvements. Shown in Figure 18, over the next ten years, there is a need for 2.2 new improvements in civic parks. The average cost per improvement ($46,000) is multiplied by the need to find the projected capital need from growth ($101,200).

Figure 18. Projected Demand for Civic Park Improvements

Infrastructure	Level of Service			Cost/Unit
Civic Parks	0.45	Acres	per 1,000 persons	$165,000
	0.25	Improvements	per 1,000 persons	$46,000

Growth-Related Need for Civic Parks				
Year		Population	Park Acres	Park Improvements
Base	2021	63,473	28.5	15.8
Year 1	2022	64,362	28.9	16.0
Year 2	2023	65,252	29.3	16.3
Year 3	2024	66,141	29.7	16.5
Year 4	2025	67,031	30.1	16.7
Year 5	2026	67,921	30.5	16.9
Year 6	2027	68,810	30.9	17.2
Year 7	2028	69,700	31.3	17.4
Year 8	2029	70,589	31.7	17.6
Year 9	2030	71,479	32.1	17.8
Year 10	2031	72,369	32.5	18.0
Ten-Year Increase		8,896	**4.0**	**2.2**
		Projected Expenditure	**$660,000**	**$101,200**

Growth-Related Expenditures for Civic Parks	$761,200

INDOOR RECREATION CENTER LAND AND SQUARE FOOTAGE

The current level of service of 0.12 acres per 1,000 persons is combined with the population projections to illustrate the need for indoor recreation center land. Shown in Figure 19, over the next ten years, there is a need for 1.0 new acre of improved indoor recreation center land. The average cost per acre ($20,000) is multiplied by the need to find the projected capital need from growth ($20,000).

The current level of service of 1,367 square feet per 1,000 persons is combined with the population projections to illustrate the need for indoor recreation center square footage. Shown in Figure 19, over the next ten years, there is a need for 12,161 new square feet in indoor recreation centers. The average cost per square foot ($144) is multiplied by the need to find the projected capital need from growth ($1,751,170).

Figure 19. Projected Demand for Indoor Recreation Center Square Feet

Infrastructure	Level of Service			Cost/Unit
Indoor Rec Center Facilities	0.12	Acres	per 1,000 persons	$20,000
	1,367	Improvements	per 1,000 persons	$144

Growth-Related Need for Indoor Rec Center Facilities				
Year		Population	Park Acres	Square Feet
Base	2021	63,473	7.6	86,767
Year 1	2022	64,362	7.7	87,983
Year 2	2023	65,252	7.8	89,199
Year 3	2024	66,141	7.9	90,415
Year 4	2025	67,031	8.0	91,632
Year 5	2026	67,921	8.1	92,848
Year 6	2027	68,810	8.2	94,064
Year 7	2028	69,700	8.3	95,280
Year 8	2029	70,589	8.4	96,496
Year 9	2030	71,479	8.5	97,712
Year 10	2031	72,369	8.6	98,928
Ten-Year Increase		8,896	**1.0**	**12,161**
	Projected Expenditure		**$20,000**	**$1,751,170**

Growth-Related Expenditures for Indoor Rec Center Facilities	$1,771,170

PARKS & RECREATION INPUT VARIABLES AND DEVELOPMENT IMPACT FEES6.

Figure 20 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person of neighborhood parks, urban/community parks, civic parks, and indoor recreation centers. The Parks & Recreation impact fees are the product of persons per housing unit, by type, multiplied by the total net cost per person. Fees are provided for the single family and multifamily housing type. An example of the calculation for a single family unit is: the net cost per person ($630) multiplied by the persons per housing unit for that size unit (2.66) to arrive at the development impact fee per average single family unit of $1,676.

Figure 20. Parks & Recreation Maximum Supportable Impact Fees

Fee Component	Land Cost per Person	Improvement Cost per Person
Neighborhood Parks	$5	$5
Urban/Community Parks	$126	$209
Civic Parks	$74	$12
Indoor Recreation Centers	$2	$197
Gross Total	$207	$423
Net Total	**$207**	**$423**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Single Family	2.66	**$1,676**
Multifamily	1.84	**$1,159**

CASH FLOW PROJECTIONS FOR PARKS & RECREATION MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to the City of Idaho Falls if the Parks & Recreation development impact fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 21, the cost for growth over the next ten years is listed. The summary provides an indication of the impact fee revenue generated by new development. For example, with a ten-year increase of 3,040 single family housing units and a maximum supportable impact fee of $1,676 per single family housing unit there is a projected revenue of $5,095,040. Shown at the bottom of the figure, the maximum supportable Parks & Recreation impact fee is estimated to cover all growth-related capital costs. Note: the remaining difference is a result of rounding in the calculations.

Figure 21. Projected Revenue for Parks & Recreation Maximum Supportable Impact Fee

Infrastructure Costs for Park Facilities

	Total Cost	Growth Cost
Neighborhood Parks	$92,400	$92,400
Urban/Community Parks	$2,981,500	$2,981,500
Civic Parks	$761,200	$761,200
Indoor Recreation Centers	$1,771,184	$1,771,184
Total Expenditures	**$5,606,284**	**$5,606,284**

Projected Development Impact Fee Revenue

		Single Family $1,676 per unit	Multifamily $1,159 per unit	Retail $0 per KSF	Office $0 per KSF	Industrial $0 per KSF	Institutional $0 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	19,136	6,833	5,668	5,844	6,024	4,783
Year 1	2022	19,440	6,877	5,739	5,937	6,163	4,859
Year 2	2023	19,744	6,921	5,811	6,030	6,301	4,935
Year 3	2024	20,048	6,965	5,883	6,123	6,440	5,011
Year 4	2025	20,352	7,009	5,954	6,216	6,579	5,087
Year 5	2026	20,656	7,053	6,026	6,308	6,718	5,163
Year 6	2027	20,960	7,097	6,097	6,401	6,857	5,239
Year 7	2028	21,264	7,141	6,169	6,494	6,995	5,315
Year 8	2029	21,568	7,185	6,241	6,587	7,134	5,391
Year 9	2030	21,872	7,229	6,312	6,680	7,273	5,467
Year 10	2031	22,176	7,273	6,384	6,772	7,412	5,542
Ten-Year Increase		3,040	440	716	928	1,388	760
Projected Revenue		$5,095,040	$509,960	$0	$0	$0	$0

Projected Revenue =>	**$5,605,000**
Total Expenditures =>	**$5,606,000**
Non-Impact Fee Funding =>	**$1,000**

TRANSPORTATION DEVELOPMENT IMPACT FEE ANALYSIS

METHODOLOGY

The City of Idaho Falls Transportation impact fees are calculated using an incremental expansion approach for major and minor arterial needs over a 10-year period. The incremental expansion methodology documents the current level of service provided to development and serves to maintain this as new development occurs.

The transportation system in the City of Idaho Falls includes roads, streets, arterials, and collectors in addition to multimodal pathways and bike lanes. Reasonably allocating the cost of transportation system improvements requires consideration of several transportation planning challenges. Because street networks are "open" systems, newly expanded capacity can be readily absorbed by driver adaptations. For example, drivers may change their route of travel, departure times and even mode (i.e., automobile, bicycle, walking, or transit) to take advantage of street improvements.

Vehicular travel within a jurisdiction requires a system of controlled access streets, major and minor arterials, collectors, major access roads, and local streets. However, streets development impact fees typically are based on a subset of the system reflecting streets to be funded in whole or part by the locality as opposed to other sources (e.g., federal, state, private) as well as other considerations discussed below.

To clarify the question of who pays for what for transportation improvements, it is useful to distinguish between project-level improvements and system improvements (i.e., infrastructure that benefits multiple development projects and typically located offsite). The need for project-level improvements may be addressed through development exactions that remain roughly proportional to the specific project. Project-level improvements are typically specified in a development agreement or similar instrument and should be distinguished from the need for system improvements, determined by adopted standards. Because system improvements are larger and more costly, they typically require funding from multiple development projects and/or broad-based revenues. Thus, only future growth-related capital costs for arterial roadway improvements are included in the development impact fee analysis.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, the City of Idaho Falls charges a Bridge and Arterial Streets Fee to help mitigate construction costs for bridges and streets. The fee is formulated based on the number of parking spaces needed for the development. The Transportation Development Impact Fee is meant to replace the Bridge and Arterial Streets Fee, so no credit is included in the development impact fee for future revenue from that funding source.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Transportation facilities. Evidence is given in this chapter that the projected capital costs from

new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

DEMAND FOR TRANSPORTATION INFRASTRUCTURE

The City of Idaho Falls has planned several roads improvement projects intended to increase capacity and service new development. To estimate new development's share of costs associated with these projects, TischlerBise has developed a travel demand model for the City of Idaho Falls. This model serves to establish the base year characteristics of demand for transportation services and, using the residential and nonresidential projections outlined in Appendix B, estimate the pace of future development's demand on the City's arterial network.

The steps to calculate a current level of service for the City of Idaho Fall's street network involve calibrating existing development to the arterial street network (major and minor arterials). To do so, development units by type are multiplied by adjusted vehicle trip ends per development unit and shown below in Figure 22.

TRIP LENGTH WEIGHTING FACTOR BY TYPE OF LAND USE

The Transportation impact fees methodology includes a percentage adjustment, or weighting factor, to account for trip length variation by type of land use. As documented in the 2009 National Household Travel Survey, vehicle trips from residential development are approximately 121 percent of the average trip length. The residential trip length adjustment factor includes data on home-base work trips, social, and recreational purposes. Conversely, shopping trips associated with commercial development are roughly 66 percent of the average trip length while other nonresidential development typically accounts for trips that are 73 percent of the average for all trips.

LANE CAPACITY

Transportation impact fees are based on established daily per-lane capacities for each classification of roadways. The daily per-lane capacity of arterials in Idaho Falls was established to be 6,200. The capacity for arterials is used to calculate vehicle miles of travel (VMT) on the city street network to reflect the ability of roads to absorb additional VMT before reaching capacity.

SUMMARY OF DEMAND MODEL INPUTS

Knowing the City's current inventory of arterial lane miles (169.3), TischlerBise determined a weighted-average trip length of 3.66 miles on the current system using a series of spreadsheet iterations. As shown in Figure 22 below, based on the trip generation, trip adjustment, and trip length factors discussed above, are used in order to determine vehicle miles of travel.

Figure 22. Summary of Travel Demand Input Variables

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Average Trip Length (miles)	Trip Length Wgt. Factor
Residential (per housing unit)					
Single Family	210	10.60	58%	3.66	121%
Multifamily	220	4.70	58%	3.66	121%
Nonresidential (per 1,000 square feet)					
Retail	820	37.75	38%	3.66	66%
Office	710	9.74	50%	3.66	73%
Industrial	110	4.96	50%	3.66	73%
Institutional	610	10.72	50%	3.66	73%

Source: Institute of Transportation Engineers, *Trip Generation*, 10th Edition (2017); National Household Travel Survey, 2009

PROJECTED TRAVEL DEMAND

The projected need for system lane miles is a function of the ten-year development forecast (see Appendix B) and the existing infrastructure standards discussed above. A typical vehicle trip, such as a person leaving their home and traveling to work, generally begins on a local street that connects to a collector street, which connects to an arterial road and eventually to a state or interstate highway. For the purpose of impact fees, this progression of travel up and down the functional classification chain narrows the average trip length determination to the following question, "what is the average vehicle trip length on transportation impact fee system improvements (i.e., the same type of streets used to document current infrastructure standards)?"

As shown in Figure 23, new development increases vehicle miles of travel on arterial roads from 984,340 in 2021 to 1,129,386 in 2031, for a net increase of 145,045 VMT. When VMT is compared to the current infrastructure (existing level of service) standards discussed previously new development generates the need for an additional 23.4 lane miles of City-maintained arterial roads in the next 10 years.

Figure 23. Arterial Road Transportation Improvement Demand Model

	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Single Family Units	19,136	19,440	19,744	20,048	20,352	20,656	20,960	21,264	21,568	21,872	22,176	3,040
Multifamily Units	6,833	6,877	6,921	6,965	7,009	7,053	7,097	7,141	7,185	7,229	7,273	440
Retail KSF	5,668	5,739	5,811	5,883	5,954	6,026	6,097	6,169	6,241	6,312	6,384	716
Office KSF	5,844	5,937	6,030	6,123	6,216	6,308	6,401	6,494	6,587	6,680	6,772	928
Industrial KSF	6,024	6,163	6,301	6,440	6,579	6,718	6,857	6,995	7,134	7,273	7,412	1,388
Institutional KSF	4,783	4,859	4,935	5,011	5,087	5,163	5,239	5,315	5,391	5,467	5,542	760
Single Family Units Trips	117,645	119,514	121,383	123,252	125,121	126,990	128,859	130,728	132,597	134,466	136,335	18,690
Multfamily Units Trips	18,626	18,746	18,866	18,986	19,106	19,226	19,346	19,466	19,586	19,705	19,825	1,199
Residential Subtotal	*136,271*	*138,260*	*140,249*	*142,238*	*144,227*	*146,216*	*148,205*	*150,194*	*152,183*	*154,172*	*156,161*	*19,889*
Retail Trips	81,304	82,331	83,358	84,385	85,413	86,440	87,467	88,494	89,521	90,548	91,575	10,271
Office Trips	28,461	28,913	29,365	29,817	30,270	30,722	31,174	31,626	32,078	32,530	32,982	4,521
Industrial Trips	14,939	15,284	15,628	15,972	16,316	16,660	17,004	17,348	17,692	18,037	18,381	3,441
Institutional Trips	25,636	26,043	26,450	26,857	27,265	27,672	28,079	28,486	28,893	29,301	29,708	4,072
Nonresidential Subtotal	*150,340*	*152,571*	*154,801*	*157,032*	*159,263*	*161,493*	*163,724*	*165,954*	*168,185*	*170,415*	*172,646*	*22,305*
Total Vehicle Trips	286,612	290,831	295,051	299,270	303,489	307,709	311,928	316,148	320,367	324,587	328,806	42,195
Arterial VMT	984,340	998,845	1,013,349	1,027,854	1,042,358	1,056,863	1,071,367	1,085,872	1,100,376	1,114,881	1,129,386	145,045
Arterial Lane Miles	**169.3**	**171.7**	**174.0**	**176.4**	**178.7**	**181.0**	**183.4**	**185.7**	**188.1**	**190.4**	**192.7**	**23.4**

ROADS IMPROVEMENTS – INCREMENTAL EXPANSION

As shown in Figure 23, new development increases vehicle miles traveled (VMT) on arterial roads from 984,340 in 2021 to 1,129,386 in 2031, for a net increase of 145,045 VMT and will generate the need for an additional 23.4 lane miles of City-maintained arterial roads in the next 10 years. At an average cost per lane mile $1.1 million, the 23.4 lane miles increase is projected to cost the City of Idaho Falls approximately $25.7 million. As shown in Figure 24, this results in a cost of $177.46 per vehicle miles traveled.

Figure 24. Summary of Growth-Related Arterial Needs

10-Year Arterial Needs (lane miles)	23.4
Average Cost per Lane Mile [1]	$1,100,000
Total 10-Year Growth-Related Costs	**$25,740,000**

Total 10-Year Growth Related Costs	$25,740,000
10-Year Increase in Vehicle Miles Traveled	145,045
Capital Cost per Vehicle Miles Traveled	**$177.46**

[1] Source: City of Idaho Falls estimated current cost of an arterial lane mile

TRANSPORTATION INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 25 provides a summary of the input variables used to calculate the net cost per VMT for transportation capital infrastructure.

The Transportation Impact Fees are the product of average daily vehicle trip ends, trip adjustment rates, average miles per vehicle trip, and trip length weighting combined with the cost per VMT. Fees are provided for both residential and nonresidential development types. An example of the calculation for a single family unit is: the net cost per VMT ($177.46) multiplied by the average daily vehicle trip ends (10.60), trip adjustment rate (58%), average miles per vehicle trip (3.66), and trip length weighting (121%), to arrive at the development impact fee per average single family unit of $4,832.

Figure 25. Transportation Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per VMT
10-Year Capital Needs	$177.46
Gross Total	$177.46
Net Total	**$177.46**

Development Type	Ave. Daily Veh. Trip Ends	Trip Rate Adjustment	Ave. Miles per Veh. Trip	Trip Length Weighting	Maximum Supportable Fee
Residential (per housing unit)					
Single Family	10.60	58%	3.66	121%	**$4,832**
Multifamily	4.70	58%	3.66	121%	**$2,142**
Nonresidential (per 1,000 square feet)					
Retail	37.75	38%	3.66	66%	**$6,149**
Office/Service	9.74	50%	3.66	73%	**$2,309**
Industrial	4.96	50%	3.66	73%	**$1,176**
Institutional	10.72	50%	3.66	73%	**$2,541**

CASH FLOW PROJECTIONS FOR TRANSPORTATION MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to the City of Idaho Falls, if the Transportation Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 26, the cost for growth over the next ten years is listed. The summary provides an indication of the impact fee revenue generated by new development. For example, with a ten-year increase of 3,040 single family housing units and a maximum supportable impact fee of $4,832 per single family housing unit there is a projected revenue of $14,689,280. Shown at the bottom of the figure, the maximum supportable Transportation impact fee is estimated to cover all growth-related capital costs.

Figure 26. Cash Flow Summary for Transportation

Infrastructure Costs for Road Facilities

	Total Cost	Growth Cost
10-Year Capital Needs	$25,740,000	$25,740,000
Total Expenditures	**$25,740,000**	**$25,740,000**

Projected Development Impact Fee Revenue

		Single Family $4,832 per unit	Multifamily $2,142 per unit	Retail $6,149 per KSF	Office $2,309 per KSF	Industrial $1,176 per KSF	Institutional $2,541 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	19,136	6,833	5,668	5,844	6,024	4,783
Year 1	2022	19,440	6,877	5,739	5,937	6,163	4,859
Year 2	2023	19,744	6,921	5,811	6,030	6,301	4,935
Year 3	2024	20,048	6,965	5,883	6,123	6,440	5,011
Year 4	2025	20,352	7,009	5,954	6,216	6,579	5,087
Year 5	2026	20,656	7,053	6,026	6,308	6,718	5,163
Year 6	2027	20,960	7,097	6,097	6,401	6,857	5,239
Year 7	2028	21,264	7,141	6,169	6,494	6,995	5,315
Year 8	2029	21,568	7,185	6,241	6,587	7,134	5,391
Year 9	2030	21,872	7,229	6,312	6,680	7,273	5,467
Year 10	2031	22,176	7,273	6,384	6,772	7,412	5,542
Ten-Year Increase =>		3,040	440	716	928	1,388	760
Projected Revenue =>		$14,689,280	$942,480	$4,402,775	$2,143,398	$1,631,822	$1,930,368

Projected Revenue =>	**$25,740,000**
Total Expenditures =>	**$25,740,000**
Non-Impact Fee Funding =>	**$0**

POLICE DEVELOPMENT IMPACT FEE ANALYSIS

METHODOLOGY

The Police development fee includes two components: new police station and police vehicles. Two development impact fee methodologies are used— plan-based and incremental expansion. The new police station component is a plan-based approach and the incremental expansion approach is used for police vehicles. Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, "'Capital improvements' means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility."

The new police station and police vehicles are allocated to both residential and nonresidential development. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator for new police Station and police vehicles. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial/warehouse development. Office/institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for police from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, police development impact fees would be too high for office/institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

The residential portion of the fee is derived from the product of persons per housing unit (by type of unit) multiplied by the net capital cost per person. The nonresidential portion is derived from the product of nonresidential vehicle trips per 1,000 square feet of nonresidential space multiplied by the net capital cost per vehicle trip.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. The City of Idaho Falls recently issued debt to finance the construction of a new police station. The development impact fees have been calculated to fund the growth-related portions of the police station and the attributed future debt service. Thus, a credit is not necessary to offset future revenue from growth for the debt servicing. Furthermore, there are no other dedicated revenues for police facilities that would require a credit in the development impact fee.

COST ALLOCATION FOR POLICE INFRASTRUCTURE

Calls for service were used to allocate police facilities to residential and nonresidential development. The City of Idaho Falls Police Department provided calls for service for the entire City and categorized the calls by land use, residential, nonresidential, and traffic. Traffic calls for service featured the largest share of all service calls and must be attributed to residential and nonresidential activity.

Figure 27. Calls for Service for Police

Land Use	City Calls for Service	% of Total
Residential	11,065	25%
Nonresidential	15,843	35%
Traffic	17,775	40%
Total	44,683	100%

Source: City of Idaho Falls Police Department

Calls for service attributed to the traffic land use were allocated to either residential or nonresidential land uses based on the percentage share of base year vehicle trips for residential and nonresidential land uses. As shown in Figure 28, nonresidential land uses have the greater share of vehicle trips (52 percent), therefore, the nonresidential land use had 52 percent of the 17,775 traffic calls for service allocated to its total calls for service.

Figure 28. Base Year Vehicle Trips - Police

Land Use	Base Year Vehicle Trips	% of Total
Residential	136,271	48%
Nonresidential	150,340	52%
Total	286,612	100%

Source: City of Idaho Falls Police Department

As shown in Figure 29, the cost allocation is 56 percent for nonresidential development (25,176 calls for service of nonresidential demand out of a total 44,683 calls for service). The cost allocation is 44 percent for residential development (19,516 calls for service of residential demand out of a total 44,683 calls for service).

Figure 29. Calls for Service for Police - Allocated

Land Use	City Calls for Service	% of Total
Residential	19,516	44%
Nonresidential	25,167	56%
Total	44,683	100%

Source: City of Idaho Falls Police Department

POLICE LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per demand unit for each infrastructure category.

POLICE STATION – PLAN-BASED

As shown in Figure 30, the new police station space totals 61,189 square feet. The station was financed through the Certificate of Participation 2020 series and the overall cost is $36.3 million, or $593 per square foot.

Figure 30. Police Station Cost

Facility	Square Feet	Total COP Series 2020 Payments	Cost per Square Feet
New Police Station	61,189	$36,280,997	$593

Source: City of Idaho Falls Police Department

The floor area is allocated to residential and nonresidential demand based on the calls for service analysis. Calculating growth's share of cost is found by combining residential and nonresidential growth's share of the allocated floor area of the new police station with the 2021 residential and nonresidential demand units (population and nonresidential vehicle trips). As shown in Figure 31, this results in 0.339 square feet per person and 0.179 square feet per nonresidential vehicle trips.

To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is $201 (0.339 square feet per person x $593 per square foot = $201 per person, rounded).

Figure 31. Police Station Level of Service and Cost Analysis

Residential Analysis

Residential Share	Residential Floor Area (sq. ft.)	2021 Population	2039 Population	Growth's Share
44%	26,923	63,473	79,485	20%

Residential Growth's Share	Residential Growth's Floor Area (sq. ft.)	Population Increase	Square Feet per Person	Capital Cost per Person
20%	5,424	16,013	0.339	**$201**

Nonresidential Analysis

Nonresidential Share	Nonresidential Floor Area (sq. ft.)	2021 Vehicle Trips	2039 Vehicle Trips	Growth's Share
56%	34,266	150,340	190,965	21%

Nonresidential Growth's Share	Nonresidential Growth's	Vehicle Trip Increase	Square Feet per Vehicle	Capital Cost per Vehicle
21%	7,289	40,624	0.179	**$106**

POLICE VEHICLES – INCREMENTAL EXPANSION

As shown in Figure 32, there are 104 law enforcement specific vehicles in the Police fleet. The vehicles are allocated to residential and nonresidential demand based on the calls for service analysis. Of the attributed vehicles, 45.76 units are allocated to residential demand and 58.24 units are allocated to nonresidential demand.

The current level of service is found by dividing the allocated floor area by the 2021 residential and nonresidential demand units (population and nonresidential vehicle trips). Specifically, 0.72 units per 1,000 persons and 0.39 units per 1,000 nonresidential vehicle trips.

To find the capital cost per person or per nonresidential vehicle trip, the level of service standards are applied to the average cost per square foot. For example, the residential cost per person is $46 (0.72 units per 1,000 persons x $55,000 per unit = $40 per person, rounded).

Figure 32. Police Vehicles Level of Service and Cost Allocation

Vehicle Type	Total Units
Mini Van	1
Pickup	6
Sedan	21
SUV	76
Total	**104**

Level-of-Service Standards	Residential	Nonresidential
Proportionate Share	44%	56%
Share of Vehicle Fleet	45.76	58.24
2021 Population and Nonres Vehicle Trips	63,473	150,340
Vehicles per 1,000 Persons/Vehicle Trips	**0.72**	**0.39**

Cost Analysis	Residential	Nonresidential
Vehicles per 1,000 Persons/Vehicle Trips	0.72	0.39
Average Cost per Vehicle [1]	$55,000	$55,000
Capital Cost per Person and Vehicle Trip	**$40**	**$21**

[1] Source: City of Idaho Falls Police Department

POLICE CAPITAL IMPROVEMENT NEEDS TO SERVE GROWTH

POLICE VEHICLES

Based on a projected population increase of 8,896 persons over the next 10 years, future residential development demands an additional 6.4 units of Police vehicles (8,896 additional persons x 0.72 units per 1,000 persons). With projected nonresidential trip end growth of 22,305 over the next 10 years, future nonresidential development demands an additional 8.7 units (22,305 additional trips x 0.39 units per 1,000 vehicle trips). As a result, future development demands an additional 15.1 units of Police vehicles at a cost of $830,500 (15.1 units x $55,000 per unit).

Figure 33. Projected Demand for Police Vehicles

Type of Infrastructure	Level of Service			Demand Unit	Cost / Sq. Ft.
Police Vehicles	Residential	0.72	Vehicles	per 1,000 persons	$55,000
	Nonresidential	0.39		per 1,000 trips	

Growth-Related Need for Police Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Vehicles	Nonresidential Vehicles	Total Vehicles
Base	2021	63,473	150,340	45.7	58.6	104.3
Year 1	2022	64,362	152,571	46.3	59.5	105.8
Year 2	2023	65,252	154,801	46.9	60.3	107.2
Year 3	2024	66,141	157,032	47.6	61.2	108.8
Year 4	2025	67,031	159,263	48.2	62.1	110.3
Year 5	2026	67,921	161,493	48.9	62.9	111.8
Year 6	2027	68,810	163,724	49.5	63.8	113.3
Year 7	2028	69,700	165,954	50.1	64.7	114.8
Year 8	2029	70,589	168,185	50.8	65.5	116.3
Year 9	2030	71,479	170,415	51.4	66.4	117.8
Year 10	2031	72,369	172,646	52.1	67.3	119.4
Ten-Year Increase		8,896	22,305	**6.4**	**8.7**	**15.1**
			Projected Expenditure	**$352,000**	**$478,500**	**$830,500**

Growth-Related Expenditures for Police Vehicles	$830,500

POLICE INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 34 provides a summary of the input variables used to calculate the net capital cost per person and per nonresidential vehicle trip for police stations and vehicles.

The residential Police impact fees are the product of persons per housing unit by type multiplied by the total net capital cost per person. Fees are provided for single family and multifamily housing type. Each PPHU is multiplied by the net capital cost per person to derive the residential impact fee per housing unit. The nonresidential Police impact fees are the product of trips per 1,000 square feet of nonresidential land use multiplied by the net capital cost per nonresidential vehicle trip. For example, the calculation for a single family unit is: the net capital cost per person ($241) multiplied by the persons per housing unit for that size unit (2.66) to arrive at the impact fee per average single family unit of $641.

Figure 34. Police Maximum Supportable Development Impact Fees

Fee Component	Cost per Person	Cost per Nonres. Vehicle Trips
Police Station	$201	$106
Police Vehicles	$40	$21
Gross Total	$241	$127
Net Total	**$241**	**$127**

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee per Unit
Single Family	2.66	**$641**
Multifamily	1.84	**$443**

Nonresidential

Development Type	Trips per 1,000 Sq. Ft.	Maximum Supportable Fee per 1,000 Sq. Ft.
Retail	14.35	**$1,822**
Office	4.87	**$618**
Industrial	2.48	**$315**
Institutional	5.36	**$681**

CASH FLOW PROJECTIONS FOR POLICE MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to the City of Idaho Falls if the Police development impact fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 35, the cost for growth over the next ten years is listed. The summary provides an indication of the impact fee revenue generated by new development. For example, with a ten-year increase of 3,040 single family housing units and a maximum supportable impact fee of $641 per single family housing unit there is a projected revenue of $1,948,640. Shown at the bottom of the figure, the maximum supportable Police impact fee is estimated to cover all growth-related capital costs. With that said, the impact fees are offsetting only the growth-related costs, the cost attributed to the existing demand for the Police Station will be funded from other sources.

Figure 35. Cash Flow Summary for Police Impact Fees

Infrastructure Costs for Police Facilities

	Total Cost	Growth Cost
Police Station	$36,280,997	$4,152,441
Police Vehicles	$830,500	$830,500
Total Expenditures	**$37,111,497**	**$4,982,941**

Projected Development Impact Fee Revenue

		Single Family $641 per unit	Multifamily $443 per unit	Retail $1,822 per KSF	Office $618 per KSF	Industrial $315 per KSF	Institutional $681 per KSF
Year		**Housing Units**	**Housing Units**	**KSF**	**KSF**	**KSF**	**KSF**
Base	2021	19,136	6,833	5,668	5,844	6,024	4,783
Year 1	2022	19,440	6,877	5,739	5,937	6,163	4,859
Year 2	2023	19,744	6,921	5,811	6,030	6,301	4,935
Year 3	2024	20,048	6,965	5,883	6,123	6,440	5,011
Year 4	2025	20,352	7,009	5,954	6,216	6,579	5,087
Year 5	2026	20,656	7,053	6,026	6,308	6,718	5,163
Year 6	2027	20,960	7,097	6,097	6,401	6,857	5,239
Year 7	2028	21,264	7,141	6,169	6,494	6,995	5,315
Year 8	2029	21,568	7,185	6,241	6,587	7,134	5,391
Year 9	2030	21,872	7,229	6,312	6,680	7,273	5,467
Year 10	2031	22,176	7,273	6,384	6,772	7,412	5,542
Ten-Year Increase		3,040	440	716	928	1,388	760
Projected Revenue		$1,948,640	$194,920	$1,304,579	$573,677	$437,095	$517,348

Projected Revenue =>	**$4,976,000**
Total Expenditures =>	**$4,983,000**
Non-Impact Fee Funding =>	**$7,000**

FIRE/EMS DEVELOPMENT IMPACT FEE ANALYSIS

METHODOLOGY

The Fire/EMS Development Impact Fee includes three components: fire station, vehicles and apparatuses, and a training center. TischlerBise recommends an *incremental expansion* approach because current inventory is sufficient to serve current demand. Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, "'Capital improvements' means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility."

The residential portion of the fee is derived from the product of calls per housing unit (by type of unit) multiplied by the net capital cost per person. The nonresidential portion is derived from the product of nonresidential vehicle trips per 1,000 square feet of nonresidential space multiplied by the net capital cost per vehicle trip.

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the City to fund growth-related projects for Fire/EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for Fire/EMS facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

SERVICE AREA

The Idaho Falls Fire Department (IFFD) serves the entirety of the City, as well as areas outside the City. To determine the City's share of IFFD services, TischlerBise has used data on IFFD calls for service broken down by location. The data shows that in 2020, the City of Idaho Falls was responsible for approximately 83 percent of IFFD calls for service. This information will be used to attribute the demand for fire department capital facilities to just the demand from the City of Idaho Falls.

Figure 36. Fire Department Calls for Service

Station No.	2020 Total Calls	Idaho Falls Calls	% of calls to Idaho Falls
1	3,142	2,864	91%
2	1,572	576	37%
3	1,219	1,111	91%
4	4,520	4,175	92%
5	1,200	1,001	83%
	11,653	9,727	83%

Source: City of Idaho Falls Fire Department

COST ALLOCATION FOR FIRE/EMS INFRASTRUCTURE

Calls for service, shown in Figure 37, were used to allocate capital costs to residential and nonresidential development. The IFFD provided calls for service for the City and categorized the calls by housing type, development type, and traffic. Overall, there were 9,727 calls and the single family housing type was responsible for the largest share.

Figure 37. Calls for Service for Fire/EMS

Housing Type	Fire/EMS Calls
Single Family	3,594
Multifamily	1,087
Subtotal	4,681

Development Type	Fire/EMS Calls
Retail	768
Office	80
Industrial	39
Institutional	3,138
Subtotal	4,025
Traffic	1,021
Grand Total	9,727

Calls for service attributed to traffic were allocated to the different housing and development types shown in Figure 37 based on the percentage share of base year vehicle trips of residential and nonresidential land uses. As shown in Figure 38, the single family housing type features the greater share of vehicle trips (41 percent).

Figure 38. Base Year Vehicle Trips

Housing Type	Vehicle Trips	% of Total
Single Family	117,645	41%
Multifamily	18,626	6%
Subtotal	136,271	48%

Development Type	Vehicle Trips	% of Total
Retail	81,304	28%
Office	28,461	10%
Industrial	14,939	5%
Institutional	25,636	9%
Subtotal	150,340	52%
Grand Total	286,612	

The traffic calls are added to each land use based on its share of vehicles trips. For example, with 41 percent of the 1,021 traffic calls for service allocated to its total calls for service, the single family housing type's new calls for service for fire/EMS totals 4,013. As further shown in Figure 39, all 1,021 traffic calls for service are distributed between the other housing and development types, based upon their share of projected base year vehicle trips.

Figure 39. Calls for Service for Fire/EMS – Allocated

Housing Type	Fire/EMS Calls	% of Total
Single Family	4,013	41%
Multifamily	1,153	12%
Subtotal	5,166	53%

Development Type	Fire/EMS Calls	% of Total
Retail	1,058	11%
Office	181	2%
Industrial	92	1%
Institutional	3,229	33%
Subtotal	4,561	47%
Grand Total	9,727	100%

Specific demand from housing and development type is found by comparing call totals to the existing housing units or nonresidential floor area. For example, the demand factor from single family housing is 0.210 (4,013 fire/EMS calls for service / 19,126 base year housing units = 0.210 calls per housing unit, rounded).

Figure 40. Fire/EMS Demand Factors

Housing Type	Fire/EMS Calls	Housing Units	Call per Housing Unit
Single Family	4,013	19,136	0.210
Multifamily	1,153	6,833	0.169

Development Type	Fire/EMS Calls	1,000 Sq. Ft.	Call per 1,000 Sq. Ft.
Retail	1,058	5,668	0.187
Office	181	5,844	0.031
Industrial	92	6,024	0.015
Institutional	3,229	4,783	0.675

FIRE/EMS LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

FIRE/EMS STATION FACILITIES – INCREMENTAL EXPANSION

As shown in Figure 41, fire/EMS station space includes five stations with a total of 49,942 square feet. The floor area of each station is attributed to City demand based on the City's call demand.

The current level of service is found by dividing the share of floor area by the 2020 total fire/EMS calls for service from the City of Idaho Falls. This results in 4.28 square feet of fire station per fire/EMS call.

According to IFFD, a typical future two bay fire station is approximately 8,000 square feet and the cost of construction is approximately $2,880,000. With an additional 20% added to cost for architectural and electrical services, the total cost would be $3,456,000, resulting in a cost per square foot of $432. Based upon the fire station square footage allocated to the City of Idaho Falls, 41,611 square feet, the estimated future cost of the current fire station inventory is $17, 976,071. To find the capital cost per fire/EMS call, the square feet per fire/EMS call is combined with the average cost per square foot. As shown in Figure 41, the capital cost per fire/EMS call is $1,849 (4.28 square feet per fire/EMS call x $432 per square foot = $1,849 per call, rounded).

Figure 41. Fire/EMS Station Facilities Level of Service and Cost Allocation

Facility	Total Square Feet [1]	% of Calls to Idaho Falls [1]	Idaho Falls Square Feet	Cost per Square Foot [2]	City of Idaho Falls Replacement Cost
Station 1	19,286	91%	17,580	$432	$7,594,387
Station 2	6,744	37%	2,471	$432	$1,067,508
Station 3	9,751	91%	8,887	$432	$3,839,222
Station 4	9,618	92%	8,884	$432	$3,837,837
Station 5	4,543	83%	3,790	$432	$1,637,115
Total	**49,942**		**41,611**		**$17,976,071**

Level-of-Service Standards	**Idaho Falls**
Share of Floor Area (sq. ft.)	41,611
2020 Total Idaho Falls Fire/EMS Calls	9,727
Square Feet per Fire/EMS Call	**4.28**

Cost Analysis	**Total**
Square Feet per Fire/EMS Call	4.28
Average Cost per Square Foot [2]	$432
Capital Cost per Fire/EMS Call	**$1,849**

[1] Source: Idaho Falls Fire Department
[2] Estimated current cost of a prototypical fire station the City will build in the future

FIRE/EMS VEHICLES AND APPARATUS – INCREMENTAL EXPANSION

As shown in Figure 42, there is a total of 36 vehicles in the Fire/EMS Department. The vehicles are attributed to City demand based on the specific call volume at each station. As a result, there are 18.26 units attributed to the City. The current level of service is found by dividing the share of the vehicle fleet by the 2020 total fire/EMS calls for service from the City of Idaho Falls. Specifically, 1.88 vehicles per 1,000 fire/EMS call.

Based on the replacement cost of the current inventory ($5,765,267), the average cost per unit of vehicles and apparatus is $316,000. To find the capital cost per fire/EMS call, the vehicles per 1,000 fire/EMS call is combined with the average cost per unit. As shown in Figure 42, the capital cost per fire/EMS call is $594 (1.88 vehicles per 1,000 fire/EMS call x $316,000 per unit = $594 per call, rounded).

Figure 42. Fire/EMS Vehicles and Apparatus Level of Service and Cost Allocation

Vehicle Type	Total Units [1]	Idaho Falls Units	Cost per Vehicle [1]	City of Idaho Falls Replacement Cost
Ladder Truck	2	1.82	$1,000,000	$1,823,043
Engine	5	2.67	$545,000	$1,454,737
Rescue	2	1.84	$300,000	$550,558
Squad Vehicle	14	3.04	$52,000	$157,854
Ambulance	13	8.90	$200,000	$1,779,076
Total	**36**	**18.26**		**$5,765,267**

Level-of-Service Standards	Idaho Falls
Share of Vehicle Fleet	18.26
2020 Total Idaho Falls Fire/EMS Calls	9,727
Vehicles per 1,000 Fire/EMS Call	**1.88**

Cost Analysis	Total
Vehicles per Fire/EMS Call	1.88
Average Cost per Unit	$316,000
Capital Cost per Fire/EMS Call	**$594**

[1] Source: Idaho Falls Fire Department

FIRE/EMS TRAINING CENTER – INCREMENTAL EXPANSION

As shown in Figure 43, the City's fire/EMS training center has a total square footage of 113,256. As discussed previously, the City of Idaho Falls is responsible for 83% of IFFD services, which is approximately 94,537 square feet.

The current level of service is found by dividing the share of floor area by the 2020 total fire/EMS calls for service from the City of Idaho Falls. This results in 9.72 square feet of fire station per fire/EMS call.

Based on the replacement cost of the training center ($283,805), the average cost per square foot is $3. To find the capital cost per fire/EMS call, the square feet per fire/EMS call is combined with the average cost per square foot. As shown in Figure 43, the capital cost per fire/EMS call is $29 (9.72 square feet per fire/EMS call x $3 per square foot = $29 per call, rounded).

Figure 43. Fire/EMS Training Center Level of Service and Cost Allocation

Facility	Total Square Feet [1]	Idaho Falls Square Feet	Total Replacement Value [1]	City of Idaho Falls Replacement Value
Training Center	113,256	94,537	$340,000	$283,805
Total	**113,256**	**94,537**		**$283,805**

Level-of-Service Standards	Idaho Falls
Share of Floor Area (sq. ft.)	94,537
2020 Total Idaho Falls Fire/EMS Calls	9,727
Square Feet per Fire/EMS Call	**9.72**

Cost Analysis	Total
Square Feet per Fire/EMS Call	9.72
Average Cost per Square Foot	$3
Capital Cost per Fire/EMS Call	**$29**

[1] Source: Boam & Associates Real Estate Appraisal, May, 2021

FIRE/EMS CAPITAL IMPROVEMENT NEEDS TO SERVE GROWTH

FIRE/EMS STATION FACILITIES

Based on a projected call for service increase of 1,409 persons over the next 10 years, future development in Idaho Falls demands an additional 6,031 square feet of fire/EMS station space (1,409 additional calls for service x 4.28 square feet per call for service). As a result, future growth cost for fire/EMS stations is $2,605,249 (6,031 square feet x $432 per square foot).

Figure 44. Projected Demand for Fire Station Facilities

Infrastructure	Level of Service	Demand Unit	Unit Cost
Fire & EMS Stations	4.28 Square Feet	per Calls for Service	$432

Growth-Related Need for Fire & EMS Stations			
Year		Calls for Service	Total Square Feet
Base	2021	9,727	41,632
Year 1	2022	9,868	42,235
Year 2	2023	10,009	42,838
Year 3	2024	10,150	43,441
Year 4	2025	10,291	44,044
Year 5	2026	10,432	44,647
Year 6	2027	10,572	45,250
Year 7	2028	10,713	45,853
Year 8	2029	10,854	46,456
Year 9	2030	10,995	47,059
Year 10	2031	11,136	47,662
Ten-Year Increase		1,409	**6,031**
Projected Expenditure			**$2,605,249**

Growth-Related Expenditures for Fire & EMS Stations	$2,605,249

FIRE/EMS VEHICLES AND APPARATUS

Based on a projected call for service increase of 1,409 persons over the next 10 years, future residential development demands an additional 2.6 units of fire vehicles and apparatus (1,409 additional persons x 1.88 units per 1,000 calls for service / 1,000). As a result, future growth cost for fire/EMS vehicles and apparatus is $837,080 (2.6 units x $316,000 per unit).

Figure 45. Projected Demand for Fire/EMS Vehicles and Apparatus

Infrastructure	Level of Service		Demand Unit	Unit Cost
Fire & EMS Vehicles	1.88	Vehicles	per 1,000 Calls for Service	$316,000

Growth-Related Need for Fire & EMS Vehicles			
Year		Calls for Service	Total Vehicles
Base	2021	9,727	18.3
Year 1	2022	9,868	18.6
Year 2	2023	10,009	18.8
Year 3	2024	10,150	19.1
Year 4	2025	10,291	19.3
Year 5	2026	10,432	19.6
Year 6	2027	10,572	19.9
Year 7	2028	10,713	20.1
Year 8	2029	10,854	20.4
Year 9	2030	10,995	20.7
Year 10	2031	11,136	20.9
Ten-Year Increase		1,409	**2.6**
Projected Expenditure			**$837,080**

Growth-Related Expenditures for Fire & EMS Vehicles	$837,080

FIRE/EMS TRAINING CENTER

Based on a projected call for service increase of 1,409 persons over the next 10 years, future development in Idaho Falls demands an additional 13,696 square feet of fire/EMS training center space (1,409 additional calls for service x 9.72 square feet per call for service). As a result, future growth cost for fire/EMS station space is $41,087 (6,031 square feet x $3 per square foot).

Figure 46. Projected Demand for Fire/EMS Training Center

Infrastructure	Level of Service		Demand Unit	Unit Cost
Fire & EMS Training	9.72	Square Feet	per Calls for Service	$3

Growth-			
Year		Calls for Service	Total Square Feet
Base	2021	9,727	94,546
Year 1	2022	9,868	95,916
Year 2	2023	10,009	97,286
Year 3	2024	10,150	98,655
Year 4	2025	10,291	100,025
Year 5	2026	10,432	101,394
Year 6	2027	10,572	102,764
Year 7	2028	10,713	104,134
Year 8	2029	10,854	105,503
Year 9	2030	10,995	106,873
Year 10	2031	11,136	108,242
Ten-Year Increase		1,409	**13,696**
Projected Expenditure			**$41,087**

Growth-Related Expenditures for Fire & EMS Training	$41,087

FIRE INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 47 provides a summary of the input variables used to calculate the net capital cost per housing unit and per 1,000 square feet of nonresidential floor area of fire station facilities, vehicles and apparatus, and training center space.

The residential Fire impact fees are the product of calls per housing unit by type multiplied by the total net capital cost per call for service. Fees are provided for both single family and multifamily housing types. Each call for service per housing unit is multiplied by the net capital cost per call to derive the residential impact fee per housing unit. The nonresidential Fire impact fees are the product of calls for service per 1,000 square feet of nonresidential land use multiplied by the net capital cost per call. An example of the calculation for an average single family unit is: the net capital cost per call ($2,472) multiplied by the calls per housing unit (0.210) to arrive at the impact fee per single family unit of $519.

Figure 47. Fire/EMS Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Fire/EMS Call
Fire/EMS Stations	$1,849
Fire/EMS Vehicles and Apparatuses	$594
Fire/EMS Training Cener	$29
Gross Total	$2,472
Net Total	**$2,472**

Residential

Housing Type	Fire/EMS Calls per Housing Unit	Maximum Supportable Fee per Unit
Single Family	0.210	**$519**
Multifamily	0.169	**$418**

Nonresidential

Development Type	Fire/EMS Calls per 1,000 Sq Ft	Maximum Supportable Fee per 1,000 Sq Ft
Retail	0.187	**$462**
Office	0.031	**$77**
Industrial	0.015	**$37**
Institutional	0.675	**$1,669**

CASH FLOW PROJECTIONS FOR FIRE/EMS MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to the City of Idaho Falls if the Fire development impact fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 48, the cost for growth over the next ten years is listed. The summary provides an indication of the impact fee revenue generated by new development. For example, with a ten-year increase of 3,040 single family housing units and a maximum supportable impact fee of $519 per single family housing unit there is a projected revenue of $1,577,760. Shown at the bottom of the figure, the maximum supportable Fire impact fee is estimated to cover all growth-related capital costs.

Figure 48. Cash Flow Summary for Fire Development Impact Fees

Infrastructure Costs for Fire Facilities

	Total Cost	Growth Cost
Fire/EMS Stations	$2,605,249	$2,605,249
Fire/EMS Vehicles and Apparatuses	$837,080	$837,080
Fire/EMS Training Cener	$41,087	$41,087
Total Expenditures	**$3,483,416**	**$3,483,416**

Projected Development Impact Fee Revenue

		Single Family $519 per unit	Multifamily $418 per unit	Retail $462 per KSF	Office $77 per KSF	Industrial $37 per KSF	Institutional $1,669 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2021	19,136	6,833	5,668	5,844	6,024	4,783
Year 1	2022	19,440	6,877	5,739	5,937	6,163	4,859
Year 2	2023	19,744	6,921	5,811	6,030	6,301	4,935
Year 3	2024	20,048	6,965	5,883	6,123	6,440	5,011
Year 4	2025	20,352	7,009	5,954	6,216	6,579	5,087
Year 5	2026	20,656	7,053	6,026	6,308	6,718	5,163
Year 6	2027	20,960	7,097	6,097	6,401	6,857	5,239
Year 7	2028	21,264	7,141	6,169	6,494	6,995	5,315
Year 8	2029	21,568	7,185	6,241	6,587	7,134	5,391
Year 9	2030	21,872	7,229	6,312	6,680	7,273	5,467
Year 10	2031	22,176	7,273	6,384	6,772	7,412	5,542
Ten-Year Increase		3,040	440	716	928	1,388	760
Projected Revenue =>		$1,577,760	$183,920	$330,799	$71,478	$51,341	$1,267,920

Projected Revenue =>	**$3,483,000**
Total Expenditures =>	**$3,483,000**
Non-Impact Fee Funding =>	**$0**

PROPORTIONATE SHARE ANALYSIS

Development impact fees for the City of Idaho Falls are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the City in the provision of system improvements to serve new development. The City will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

1) The development impact fees for the City of Idaho Falls are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the City of Idaho Falls. Projects are included in the City's capital improvements plan and will be included in annual capital budgets.
2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, citywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements.
3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities. The development impact fees will replace the current dedicated revenues for applicable public facilities. Also, the report has shown that all applicable growth-related public facility costs will be entirely funded by impact fees, thus no credit is necessary for general tax dollar funding.
4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
5) The City will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the City. These procedures should be addressed in the development impact fee ordinance. One service area represented by the City of Idaho Falls is appropriate for the fees herein.
7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the City formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and City Staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The City must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an "improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility." Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The City has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the City should evaluate an adjustment to the CIP and development impact fees.

Idaho's enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the City's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The City of Idaho Falls will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2017). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, medical offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Idaho Falls be imposed according to persons per housing unit.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on City facilities and services. Figure 49 shows the US Census American Community Survey 2019 5-Year Estimates data for the City of Idaho Falls. Single family units have a household size of 2.66 persons and multifamily units have a household size of 1.84 persons.

The estimates in Figure 49 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 49. Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	48,851	18,381	**2.66**	17,324	2.82	75%
Multifamily [2]	11,410	6,212	**1.84**	5,541	2.06	25%
Total	60,261	24,593	**2.45**	22,865	2.64	

[1] Includes attached and detached single family homes and mobile homes
[2] Includes structures with 2+ units
Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

RESIDENTIAL BUILDING PERMITS

The City of Idaho Falls provided residential building permit data for single family and multifamily housing units within City limits over the previous five years, from 2016 to 2020. Attached housing is considered single family housing in the residential building permit data. Approximately 87 percent of the total number of building permits issued over this five-year period were issued to single family units. Building permit data is used for residential development population and housing unit projections as shown in Figure 50.

Overall, there is has been an average annual growth of 349 housing units. Additionally, there has been a steady increase from 2016 to 2018. Despite a large decrease in issued permits in 2019 and the onset of the COVID-19 pandemic, 2020 saw a significant uptick in and largest total number of issued permits.

Figure 50. Residential Building Permits Issued

Housing Type	2016	2017	2018	2019	2020	Total	Average
Single Family [1]	278	283	327	273	360	1,521	**304**
Multifamily	0	0	96	0	126	222	**44**
Total	278	283	423	273	486	1,743	**349**

Source: City of Idaho Falls
[1] Single Family building permits include attached housing units

BASE YEAR POPULATION AND HOUSING UNITS

The Bonneville Metropolitan Planning Organization (BMPO) provides current household and household projections at the traffic analysis area (TAZ) level for the Bonneville County region of Idaho. An analysis of the TAZs resulted in a number of TAZs being partially included in the City of Idaho Falls boundary. To not overestimate population, the average between the TAZs only wholly in Idaho Falls and those plus the TAZs partially in the City was calculated.

The household estimates from Bonneville County Assessor's Office provides are of occupied homes. However, the Impact Fee study requires housing units (occupied and vacant housing units). The vacancy rates for single family units (6.1 percent) and multifamily (12.1 percent) are applied to estimate vacant homes and then added to the occupied estimate to find totals. Overall, 25,968 housing units are estimated, the majority being in single family housing.

The base year population was calculated applying persons per housing unit factors to housing estimates. From this calculation there is an estimated household population of 63,473.

Figure 51. Base Year Population and Housing Units

City of Idaho Falls	Base Year 2021
Population [1]	63,473
Housing Units [2]	
Single Family	19,136
Multifamily	6,833
Total Housing Units	25,968

[1] Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

[2] Source: Bonneville County Assessor's Office

POPULATION AND HOUSING UNIT PROJECTIONS

Recent growth in Idaho Falls is assumed to continue so, the five-year average of building permits is assumed to continue through the 10-year projection period. Population growth is based on persons per housing unit factors and housing development.

Estimates based upon the building permit data show a growth rate of over 1 percent annually, 14.0 percent over the next ten years, as shown in Figure 52. Resulting in an increase of 8,896 residents and a housing unit increase of 3,480. Single family development accounts for approximately 87 percent of the total housing growth.

Figure 52. Residential Development Projections

City of Idaho Falls, ID	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Population [1]	63,473	64,362	65,252	66,141	67,031	67,921	68,810	69,700	70,589	71,479	72,369	**8,896**
Percent Increase		*1.4%*	*1.4%*	*1.4%*	*1.3%*	*1.3%*	*1.3%*	*1.3%*	*1.3%*	*1.3%*	*1.2%*	*14.0%*
Housing Units [2]												
Single Family	19,136	19,440	19,744	20,048	20,352	20,656	20,960	21,264	21,568	21,872	22,176	**3,040**
Multifamily	6,833	6,877	6,921	6,965	7,009	7,053	7,097	7,141	7,185	7,229	7,273	**440**
Total Housing Units	25,968	26,316	26,664	27,012	27,360	27,708	28,056	28,404	28,752	29,100	29,448	**3,480**

[1] Population growth is based on housing development and persons per housing unit factors
[2] Five-year average of building permits is assumed to continue over the next ten years

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Based on the Bonneville Metropolitan Planning Organization's TAZ database, 53,960 jobs are estimated in the City of Idaho Falls (Figure 53). The model forecasts employment growth for the entire City from 2020 to 2050 in five-year increments. To find the total employment in the base year, 2021, a straight-line approach from 2020 to 2025 was used.

Industry employment totals were determined using the United States Census Bureau's OnTheMap resource, conjointly with partial industry employment figures provided by the Bonneville Metropolitan Planning Organization. OnTheMap provides employment breakdowns by industry for the City of Idaho Falls, most recently in the year 2018. By applying the industry specific employment breakdowns from 2018 to the total and employment estimates provided by the Bonneville Metropolitan Planning Organization TAZ, we are able to provide complete employment estimates by industry. As can be seen in Figure 53, nearly to one-third of employment is in the Office industry, with the Industrial industry featuring the lowest percentage share.

Figure 53. Base Year Employment by Industry

Employment Industries	Base Year 2021	Percent of Total
Retail [1]	13,281	25%
Office [2]	17,354	32%
Industrial [1]	9,796	18%
Institutional [2]	13,528	25%
Total [1]	53,960	100%

[1] Source: Bonneville Metropolitan Planning Organization

[2] United States Census Bureau OnTheMap Idaho Falls Work Area Profile Analysis

The base year nonresidential floor area for the industry sectors is calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 54. For Industrial the Light Industrial factors are used; for Institutional the Hospital factors are used; for Retail the Shopping Center factors are used; for Office the General Office factors are used.

Figure 54. Institute of Transportation Engineers (ITE) Employment Density Factors

ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.96	3.05	1.63	615
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	3.93	2.47	1.59	628
150	Warehousing	1,000 Sq Ft	1.74	5.05	0.34	2,902
254	Assisted Living	bed	2.60	4.24	0.61	na
520	Elementary School	1,000 Sq Ft	19.52	21.00	0.93	1,076
610	Hospital	1,000 Sq Ft	10.72	3.79	2.83	354
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28	2.97	337
714	Corporate Headquarters	1,000 Sq Ft	7.95	2.31	3.44	291
760	Research & Dev Center	1,000 Sq Ft	11.26	3.29	3.42	292
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11	2.34	427

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

By combining the base year job totals and the ITE square feet per employee factors, the nonresidential floor area is calculated in Figure 55. There is an estimated total of 22.3 million square feet of nonresidential floor area in Idaho Falls. The Industrial industry accounts for the highest amount of the total nonresidential floor area in Idaho Falls, with approximately 27 percent. Office accounts for 26 percent, Retail accounts for 25 percent, and Institutional accounts for 21 percent of the total.

Figure 55. Base Year Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Base Year Floor Area (sq. ft.)
Retail	13,281	427	5,667,759
Office	17,354	337	5,844,205
Industrial	9,796	615	6,023,942
Institutional	13,528	354	4,782,798
Total	53,960		22,318,704

[1] Source: Bonneville Metropolitan Planning Organization; American Census Bureau OnTheMap

[2] Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

NONRESIDENTIAL FLOOR AREA PROJECTIONS

Based on the Bonneville MPO TAZ employment database, over the ten-year projection period, it is estimated that there will be an increase of 8,840 jobs. The majority of the increase comes from the Office industry (31%); however, the Industrial (26%) and Institutional industries (24%) have significant impacts as well.

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 3.8 million square feet, a 17 percent increase from the base year. The Industrial and Office sectors have the greatest increase.

Figure 56. Employment Floor Area and Employment Projections

Industry	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Jobs [1]												
Retail	13,281	13,449	13,617	13,784	13,952	14,120	14,288	14,456	14,623	14,791	14,959	**1,678**
Office	17,354	17,630	17,906	18,181	18,457	18,733	19,008	19,284	19,560	19,835	20,111	**2,757**
Industrial	9,796	10,022	10,248	10,473	10,699	10,925	11,150	11,376	11,602	11,827	12,053	**2,257**
Institutional	13,528	13,743	13,958	14,173	14,388	14,603	14,817	15,032	15,247	15,462	15,677	**2,149**
Total	53,960	54,844	55,728	56,612	57,496	58,380	59,264	60,148	61,032	61,916	62,800	**8,840**
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	5,668	5,739	5,811	5,883	5,954	6,026	6,097	6,169	6,241	6,312	6,384	**716**
Office	5,844	5,937	6,030	6,123	6,216	6,308	6,401	6,494	6,587	6,680	6,772	**928**
Industrial	6,024	6,163	6,301	6,440	6,579	6,718	6,857	6,995	7,134	7,273	7,412	**1,388**
Institutional	4,783	4,859	4,935	5,011	5,087	5,163	5,239	5,315	5,391	5,467	5,542	**760**
Total	22,319	22,698	23,077	23,456	23,835	24,214	24,594	24,973	25,352	25,731	26,110	**3,792**

[1] Source: Bonneville Metropolitan Planning Organization; American Census Bureau OnTheMap
[2] Source: TischlerBise analysis; Institute of Transportation Engineers, Trip Generation, 2017

FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on City services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the City through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in City of Idaho Falls are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the City are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the City working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2018), residential development accounts for 65 percent of the functional population, while nonresidential development accounts for 35 percent.

Figure 57. Idaho Falls Functional Population

Idaho Falls, ID (2018)				
Residential			*Demand*	*Person*
Population*	60,147		*Hours/Day*	*Hours*
Residents Not Working		31,798	20	635,960
Employed Residents		28,349		
Employed in Idaho Falls		14,433	14	202,062
Employed outside Idaho Falls		13,916	14	194,824
			Residential Subtotal	1,032,846
			Residential Share =>	**65%**
Nonresidential				
Non-working Residents		31,798	4	127,192
Jobs Located in Idaho Falls		42,656		
Residents Employed in Idaho Falls		28,223	10	282,230
Non-Resident Workers (inflow commuters)		14,433	10	144,330
			Nonresidential Subtotal	553,752
			Nonresidential Share =>	**35%**
			TOTAL	1,586,598

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, American Community Survey, 2018

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Idaho Falls. In Figure 58, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.60 trip ends and a multifamily unit is estimated to generate 4.70 trip ends on an average weekday.

Figure 58. Customized Residential Trip End Rates

Average Weekday Vehicle Trip Ends by Housing Type

		Households (2)			Vehicles per
	Vehicles Available (1)	Single Family*	Multifamily Units	Total HHs	Household by Tenure
Owner-occupied	32,499	14,248	194	14,442	2.25
Renter-occupied	12,084	3,076	5,347	8,423	1.43
TOTAL	**44,583**	**17,324**	**5,541**	**22,865**	**1.95**
Housing Units (6) =>		18,381	6,212	24,593	
Persons per Housing Unit =>		2.66	1.84	2.45	

	Persons (3)	Trip Ends (4)	Vehicles by ype of Housin	Trip Ends (5)	Average Trip Ends	**Trip Ends per Housing Unit**	ITE Trip Ends Per Unit	Difference from ITE
Single Family*	48,851	150,649	36,475	238,440	194,545	**10.60**	9.44	12%
Multifamily	11,410	26,048	8,108	32,238	29,143	**4.70**	5.44	-14%
TOTAL	**60,261**	**176,697**	**44,583**	**270,677**	**223,687**	**9.80**		

** Includes Single Family Detached, Attached, and Manufactured Homes*

(1) Vehicles available by tenure from Table B25046, 2015-2019 American Community Survey 5-Year Estimates.

(2) Households by tenure and units in structure from Table B25032, American Community Survey, 2015-2019.

(3) Persons by units in structure from Table B25033, American Community Survey, 2015-2019.

(4) Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2017). For single family housing (ITE 210), the fitted curve equation is EXP(0.96*LN(persons)+1.43). To approximate the average population of the ITE studies, persons were divided by 221 and the equation result multiplied by 221. For multifamily housing (ITE 221), the fitted curve equation is (2.29*persons)-81.02.

(5) Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2017). For single family housing (ITE 210), the fitted curve equation is EXP(0.99*LN(vehicles)+1.93). To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 191 and the equation result multiplied by 191. For multifamily housing (ITE 220), the fitted curve equation is (3.94*vehicles)+293.58 (ITE 2012).

(6) Housing units from Table B25024, American Community Survey, 2015-2019.

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture City residents' work bound trips that are outside of the City. The trip adjustment factor includes two components. According to the National Household Travel Survey (2009), home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 49 percent of Idaho Falls workers travel outside the City for work. In combination, these factors account for 8 percent of additional production trips (0.31 x 0.50 x 0.49 = 0.08). Shown in Figure 59, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (8 percent of production trips) for a total of 58 percent.

Figure 59. Trip Adjustment Factor for Commuters

Trip Adjustment Factor for Commuters

Employed Idaho Falls Residents (2018)	28,349
Residents Working in the City (2018)	14,433
Residents Commuting Outside of the City for Work	13,916
Percent Commuting Out of the City	49%
Additional Production Trips	**8%**

Standard Trip Adjustment Factor	**50%**
Residential Trip Adjustment Factor	**58%**

Source: U.S. Census, OnTheMap Application, 2018

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 10th edition of Trip Generation. To estimate the trip generation in Idaho Falls, the weekday trip end per 1,000 square feet factors highlighted in Figure 60 are used.

Figure 60. Institute of Transportation Engineers Nonresidential Factors

ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee
110	Light Industrial	1,000 Sq Ft	4.96	3.05
130	Industrial Park	1,000 Sq Ft	3.37	2.91
140	Manufacturing	1,000 Sq Ft	3.93	2.47
150	Warehousing	1,000 Sq Ft	1.74	5.05
254	Assisted Living	bed	2.60	4.24
520	Elementary School	1,000 Sq Ft	19.52	21.00
610	Hospital	1,000 Sq Ft	10.72	3.79
710	General Office (avg size)	1,000 Sq Ft	9.74	3.28
714	Corporate Headquarters	1,000 Sq Ft	7.95	2.31
760	Research & Dev Center	1,000 Sq Ft	11.26	3.29
770	Business Park	1,000 Sq Ft	12.44	4.04
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11

Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

For nonresidential land uses, the standard 50 percent adjustment is applied to Office, Industrial, and Institutional. A lower vehicle trip adjustment factor is used for Retail because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination.

In Figure 61, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 61. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor
Residential (per housing unit)			
Single Family	210	10.60	58%
Multifamily	220	4.70	58%
Nonresidential (per 1,000 square feet)			
Retail	820	37.75	38%
Office	710	9.74	50%
Industrial	110	4.96	50%
Institutional	610	10.72	50%

Generation, 10th Edition (2017); National Household Travel Survey, 2009

VEHICLE TRIP PROJECTION

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Citywide, residential land uses account for 136,271 vehicle trips and nonresidential land uses account for 150,340 vehicle trips in the base year (Figure 62).

Through 2031, it is projected that daily vehicle trips will increase by 42,194 trips with the majority of the growth being generated by single family (44%) and retail (24%) development.

Figure 62. Total Daily Vehicle Trip Projections

Development Type	Base Year 2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Increase
Residential Trips												
Single Family	117,645	119,514	121,383	123,252	125,121	126,990	128,859	130,728	132,597	134,466	136,335	**18,690**
Multifamily	18,626	18,746	18,866	18,986	19,106	19,226	19,346	19,466	19,586	19,705	19,825	**1,199**
Subtotal	136,271	138,260	140,249	142,238	144,227	146,216	148,205	150,194	152,183	154,172	156,161	**19,889**
Nonresidential Trips												
Retail	81,304	82,331	83,358	84,385	85,413	86,440	87,467	88,494	89,521	90,548	91,575	**10,271**
Office	28,461	28,913	29,365	29,817	30,270	30,722	31,174	31,626	32,078	32,530	32,982	**4,521**
Industrial	14,939	15,284	15,628	15,972	16,316	16,660	17,004	17,348	17,692	18,037	18,381	**3,441**
Institutional	25,636	26,043	26,450	26,857	27,265	27,672	28,079	28,486	28,893	29,301	29,708	**4,072**
Subtotal	150,340	152,571	154,801	157,032	159,263	161,493	163,724	165,954	168,185	170,415	172,646	**22,305**
Vehicle Trips												
Grand Total	286,612	290,831	295,051	299,270	303,489	307,709	311,928	316,148	320,367	324,587	328,806	**42,194**

Source: Institute of Transportation Engineers, *Trip Generation*, 10th Edition (2017)

Project Narrative/Notes/Revisions

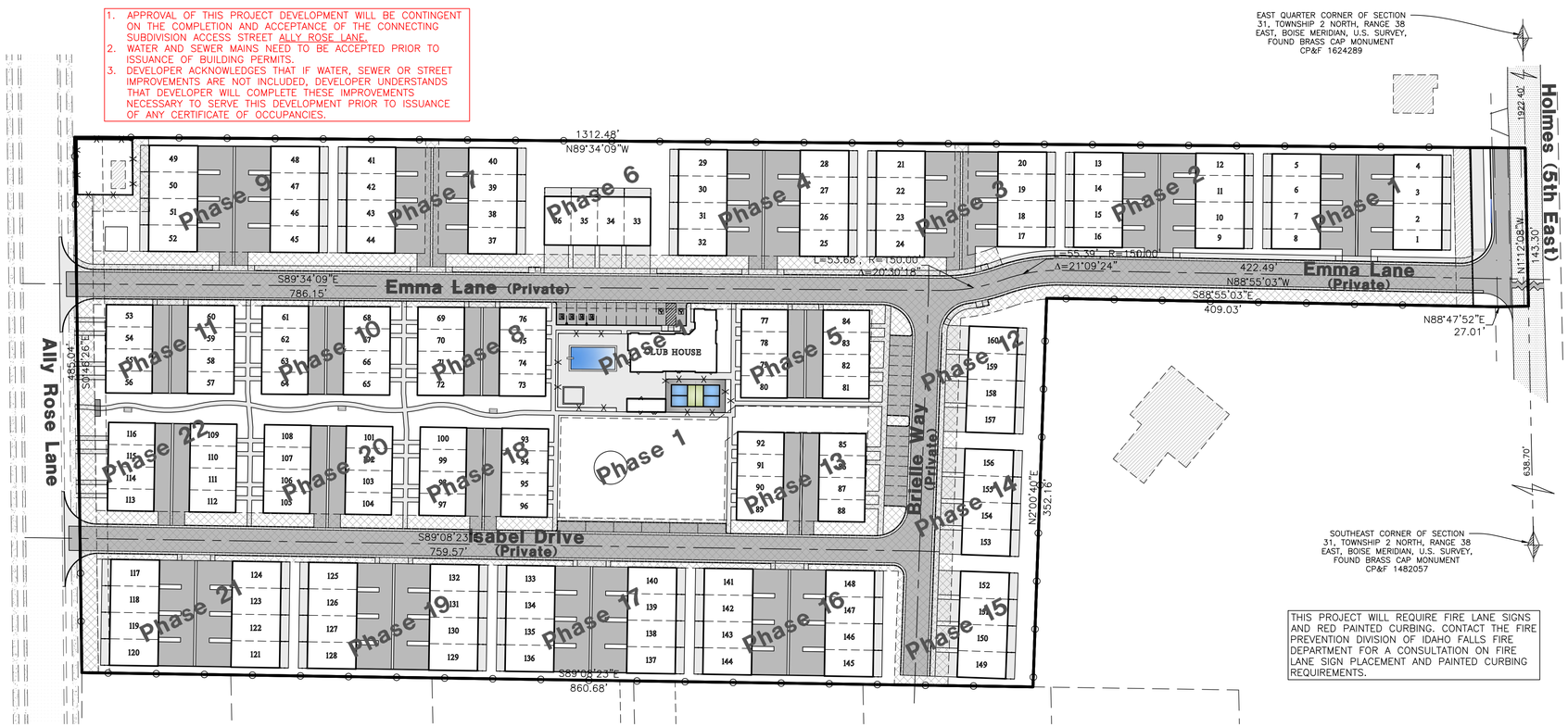
1. 11/22/2022 NF – COMPLETED DESIGN FOR CLIENT & CITY REVIEW.
2. 12/21/2022 NF – REVISED PER CITY COMMENTS.
3. 01/05/2023 NF – REVISED STORM DRAIN.
4. 01/26/2023 NF – REVISED PER CITY COMMENTS 2ND REVIEW.
5. 04/04/2023 NF – REVISED PER CITY COMMENTS 3RD REVIEW.
6. 05/01/2023 NF – REVISED PER CITY COMMENTS 4TH REVIEW.
7. 05/31/2023 NF – REVISED STORM DRAIN TO HOLMES.
8. 06/20/2023 NF – REVISED PER CITY COMMENTS 5TH REVIEW.
9. 08/09/2023 NF – REVISED PER ADDITIONAL CITY COMMENTS.
10. 08/24/2023 NF – REMOVED CITY STANDARD ACCESS DETAIL.
11. 09/07/2023 NF – REVISED ALLY ROSE LANE ACCESS.

SOUTHBRIDGE

Site Plan

CITY OF IDAHO FALLS, BONNEVILLE, IDAHO
OCTOBER, 2022

1. APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.
2. WATER AND SEWER MAINS NEED TO BE ACCEPTED PRIOR TO ISSUANCE OF BUILDING PERMITS.
3. DEVELOPER ACKNOWLEDGES THAT IF WATER, SEWER OR STREET IMPROVEMENTS ARE NOT INCLUDED, DEVELOPER UNDERSTANDS THAT DEVELOPER WILL COMPLETE THESE IMPROVEMENTS NECESSARY TO SERVE THIS DEVELOPMENT PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCIES.



THIS PROJECT WILL REQUIRE FIRE LANE SIGNS AND RED PAINTED CURBING. CONTACT THE FIRE PREVENTION DIVISION OF IDAHO FALLS FIRE DEPARTMENT FOR A CONSULTATION ON FIRE LANE SIGN PLACEMENT AND PAINTED CURBING REQUIREMENTS.

Sheet Index

Sheet 1 - Cover/Index Sheet
Sheet 2 - Notes/Legend/Street Cross-Section
Sheet 3 - Emma Lane 5+00.00-9+50.00
Sheet 4 - Emma Lane 9+50.00-14+30.00
Sheet 5 - Emma Lane 14+30.00-18+40.00
Sheet 6 - Brielle Way 5+00.00-8+96.00
Sheet 7 - Isabel Drive 4+75.00-9+50.00
Sheet 8 - Isabel Drive 9+50.00-13+00.00
Sheet 9 - Dimension Plan
Sheet 10 - Fire Safety Plan
Sheet 11 - Grading Plan
Sheet 12 - Grading Plan
Sheet 13 - Basin Plan
Sheet 14 - Utility Plan
Sheet 15 - Utility Plan
Sheet 16 - Details
Sheet 17 - Details
Sheet 18 - Storm Water Pollution Prevention Plan Exhibit
Sheet 19 - Storm Water Pollution Prevention Plan Details
Sheet 20 - Landscape Plan
Sheet 21 - Landscape Plan

SITE DATA

PARCEL AREA:	484,706 S.F. (11.127 ACRES)
BUILDING AREA:	156,904 S.F.
ASPHALT AREA:	210,706 S.F (4.837 ACRES)
LANDSCAPE AREA:	117,096 S.F. (2.688 ACRES)
LS RATIO:	24.16%
GUEST PARKING:	34 STALLS (2 ADA) (4 CHARGING)
RESIDENCE PARKING:	309
TOTAL PARKING:	343 STALLS

IBC CONSTRUCTION TYPE V-B
ZONE R-2, DENSITY = 14 UNITS/ACRE

(RESIDENCE GARBAGE CANS TO BE STORED IN GARAGE)

PHASE NOTES:
1. EMMA LANE ROADWAY AND UTILITIES ARE TO BE COMPLETED WITH PHASE 1.
2. BRIELLE WAY & ISABEL DRIVE ROADWAYS AND UTILITIES ARE TO BE COMPLETED WITH PHASE 12.
3. APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.
4. SIGNAGE FOR PROJECT TO BE A DEFERRED SUBMITTAL

60 0 60 120 180
Scale: 1" = 60'

Notice:
THESE PLANS WERE CREATED UTILIZING COLORS FOR UTILITIES & OTHER INFRASTRUCTURE. IF PRINTED IN, OR COPIED TO BLACK & WHITE, SOME LINE WORK MAY NOT SHOW UP PROPERLY.

SURVEY NOTE:

This site plan conforms to an actual survey that was performed on the ground by a licensed land surveyor in and for the State of Idaho. It is the owner's responsibility to construct all structures shown on this site plan in accordance with said survey.

Basis of Bearing

THE BASIS OF BEARING FOR THIS PLAT IS THE SECTION LINE BETWEEN THE SOUTHEAST CORNER AND THE EAST CORNER OF SECTION 31, TOWNSHIP 2 NORTH, RANGE 38 EAST, BOISE MERIDIAN, U.S. SURVEY, SHOWN HEREON AS: N01°12'08"W.

ALL BEARINGS RELATE DIRECTLY TO THE "CITY OF IDAHO FALLS COORDINATE SYSTEM OF 2004". WHICH IS DERIVED FROM THE IDAHO STATE PLANE COORDINATE SYSTEM (EAST ZONE 1101) US SURVEY FEET AND USING A COMBINED SCALE FACTOR OF 1.000277265 FOR A GRID TO GROUND CONVERSION, (REFERENCE FRAME NAD_83(2011), EPOCH 2010.0000). THE SYSTEM ORIENTATION IS BASED ON GRID NORTH ALONG THE EAST ZONE CENTRAL MERIDIAN. NO CONVERGENCE ANGLE HAS BEEN APPLIED.

Control Points

CP#1	CP#2
N: 653937.68'	N: 651233.87'
E: 694080.50'	E: 694137.24'
Elev: 4668.18	Elev: 4665.71
Found: BCM T2N R38E (NAVD88)	Found: BCM (NAVD88)

811 Know what's below. Call before you dig.

ALL CONSTRUCTION TO COMPLY WITH CURRENT CITY OF IDAHO FALLS STANDARD DRAWINGS & SPECIFICATIONS.

Engineer's Notice To Contractors:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY OTHERS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE IN ALIGNMENT AND/OR GRADE OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE DUE PRECAUTIONARY MEASURE TO PROTECT ANY UTILITY LINES SHOWN, AND ANY OTHER LINES OBTAINED BY THE CONTRACTOR'S RESEARCH, AND OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS.

Surveyor:
Jason Felt
Reeve & Associates, Inc.
5160 South 1500 West
Riverdale, Utah, 84405
PH:(801) 621-3100

Landscape Architect:
Nathan Peterson
Reeve & Associates, Inc.
5160 South 1500 West
Riverdale, Utah, 84405
PH: (801) 621-3100

Developer Contact:
Steward Development
Sky Hazlehurst
1708 East 5550 South
South Ogden, UT 84405
PH: (801) 837-2020

Project Contact:
Nate Reeve
Reeve & Associates, Inc.
5160 South 1500 West
Riverdale, Utah, 84405
PH:(801) 621-3100

Stamp: PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

ENGINEERING DEPT.

SEWER FRONT FOOTAGE 485 FT.
WATER FRONT FOOTAGE 485 FT.

NOTES

1. The address shall be posted and maintained on every job site prior to and during construction. **NO ADDRESS = NO INSPECTION.**
2. A **Site Plan** including a completed City review block shall be on the job site at all times during construction.
3. **Any changes** to this site plan shall be submitted to the City of Idaho Falls Community Development Services Department for approval prior to construction.
4. **Failure to comply** with the requirements of this plan may result in the City withholding building permits, certificates of occupancy, water or electrical service.
5. **Approval of the City Engineer** is required for any proposed construction within a public right-of-way or easement and shall be in accordance with the **current City of Idaho Falls Standard Drawings and Specifications** .
6. A **City of Idaho Falls Public Works License** is required for any contractor working in a public right-of-way or easement.
7. A **Public Right-of-Way Use Permit** is required for any work in any public right-of-way or easement. The City Engineering Division must be notified at least two (2) days prior to any excavation under this permit (208-612-8250).
8. **Placing Concrete** within the public right-of-way requires inspection and approval by the City Engineering Division. The Division shall be notified at least four (4) hours prior to placing (208-612-8250).
9. All **Driveway Approaches** shall be concrete and meet the requirements of the current City of Idaho Falls Standard Specifications and Drawings. All driveways and parking areas shall be hard surface.
10. **Replace** all broken or poor quality curb, gutter, and sidewalk.
11. **Remove** all unused driveway approaches and replace with standard full height curb, gutter and sidewalk.
12. A Licensed Idaho Professional Engineer shall inspect, certify to City Standards, and prepare "As-built" drawings for all **Water, Sanitary Sewer and Storm Sewer Main Lines**.
13. All **Water Service Lines** less than four (4) inches and **Sanitary Service Lines** less than eight (8) inches shall be inspected by the City Wastewater Division prior to backfilling (208-612-8108). All 4" and larger taps to existing City water mains shall be inspected by the City Water Division (208-612-8471) prior to backfilling. Verification of a passing bacteria test for the installation of all new water mains 4" and larger in diameter must be submitted to the City Engineering Division prior to placing mains into service.
14. Pursuant to IDAPA 58.01.08, all new construction shall install provisions for a water meter to capture domestic and landscape irrigation uses. Provisions shall be installed per City of Idaho Falls Standard Drawings and Specifications - Drawings IF-401A through IF-401F. Water meters are required on all non-residential construction as well as common landscaped areas. Residential construction must install an idler in place of water meter. Meters or idlers must be on approved material list and may be purchased from the Water Division warehouse (208-612-8474).
15. **Fire flow** and **access road requirements for commercial buildings** are based on building construction type, height, and total square footage of all floors. This information must be provided on the site plan.
16. **Private fire service water mains** shall be installed by a city licensed fire sprinkler contractor. Fire service mains must be tested and approved by the Fire Marshal prior to backfilling.
17. All **Electrical Facilities**, including new services or the relocating of existing, shall be in accordance with the current Idaho Falls Power Service Policy. Service Policy available at I.F.P. office or I.F.P. website. The developer must submit two (2) copies of these plans directly to Idaho Falls Power for the design and/or approval of electric service. Contact Idaho Falls Power prior to construction of electrical facilities (612-8430).
18. All single-family attached dwellings shall have separate electrical, water, and sewer service lines without any common facilities.
19. Appropriate erosion and sediment control requirements associated with construction shall be shown on the Site Plan or a separate attached plan.
20. In compliance with Idaho Code § 55-1613 a field search and location survey has been conducted under the direction of a professional land surveyor prior to this project's construction.

VICINITY MAP



CITY OF IDAHO FALLS SITE PLAN APPROVAL
Revision 10/2018
COMMUNITY DEVELOPMENT SERVICES
IDAHO FALLS
Approved: Kerry Beutler 09/19/2023
Digital Signature City of Idaho Falls

PROPERTY LEGAL DESCRIPTION

PART OF THE SOUTHEAST QUARTER OF OF SECTION 31, TOWNSHIP 2 NORTH, RANGE 38 EAST, BOISE MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT, SAID POINT BEING N01°12'08"W 638.70 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE S88°47'52"W 27.01 FEET; THENCE N88°55'03"W 409.03 FEET; THENCE S02°00'40"W 352.16 FEET TO THE NORTHERLY LINE OF ROSENWINKEL ADDITION; THENCE N89°09'23"W ALONG SAID NORTHERLY LINE, 860.68 FEET TO THE EASTERLY RIGHT OF WAY LINE OF ALLY ROSE LANE; THENCE N00°46'26"W ALONG SAID EASTERLY RIGHT OF WAY LINE, 485.04 FEET; THENCE S89°34'09"E 1312.48 FEET; THENCE S01°12'08"E 143.30 FEET TO THE POINT OF BEGINNING.
LESS AND EXCEPTING THE FOLLOWING:
BEGINNING AT A POINT, SAID POINT BEING N01°12'08"W 739.45 FEET AND WEST 1260.66 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE N89°34'15"W 50.00 FEET; THENCE N00°46'34"W 50.00 FEET; THENCE S89°34'15"E 50.00 FEET; THENCE S00°46'34"E 50.00 FEET TO THE POINT OF BEGINNING.
CONTAINING 484,706 S.F. OR 11.127 ACRES

SITE PLAN CONTACT PERSON

NAME REEVE & ASSOCIATES, INC. – J. NATE REEVE, P.E.
ADDRESS 4600 SOUTH HOLMES AVENUE ZIP 84405
PHONE (801) 621-3100

PROJECT TITLE
SOUTHBRIDGE

FILE NO. 7152-12	DRAWN BY: N. FICKLIN	DATE PLOTTED: 09/07/23	SHEET NO. 1 of 21
SCALE: 1:60	CHECKED BY: N. REEVE	REVIEW NO.:	

Reeve & Associates, Inc. - Solutions You Can Build On

General Notes:

1. ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY: GOVERNING UTILITY MUNICIPALITY, GOVERNING CITY OR COUNTY (IF UN-INCORPORATED), INDIVIDUAL PRODUCT MANUFACTURERS, AMERICAN PUBLIC WORKS ASSOCIATION (APWA), AND THE DESIGN ENGINEER. THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY. IF A CONSTRUCTION PRACTICE IS NOT SPECIFIED BY ANY OF THE LISTED SOURCES, CONTRACTOR MUST CONTACT DESIGN ENGINEER FOR DIRECTION.
2. CONTRACTOR TO STRICTLY FOLLOW GEOTECHNICAL RECOMMENDATIONS FOR THIS PROJECT. ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION/BACKFILL, SITE GRUBBING, RETAINING WALLS AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH THE PROJECT GEOTECHNICAL ENGINEER.
3. TRAFFIC CONTROL, STRIPING & SIGNAGE TO CONFORM TO CURRENT GOVERNING AGENCIES TRANSPORTATION ENGINEER'S MANUAL AND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
4. ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO OWNER.
5. CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION.
6. AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.
7. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT, ADOPTED EDITION OF ADA ACCESSIBILITY GUIDELINES.
8. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED THOROUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
9. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND NOTIFYING ENGINEER OR INSPECTING AUTHORITY 48 HOURS IN ADVANCE OF COVERING UP ANY PHASE OF CONSTRUCTION REQUIRING OBSERVATION.
10. ANY WORK IN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE PERMITS FROM THE APPROPRIATE CITY, COUNTY OR STATE AGENCY CONTROLLING THE ROAD, INCLUDING OBTAINING REQUIRED INSPECTIONS.
11. ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES.
12. CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING AND BRING UP ANY QUESTIONS BEFOREHAND.
13. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH BY THE GEOTECHNICAL ENGINEER.
14. CATCH SLOPES SHALL BE GRADED AS SPECIFIED ON GRADING PLANS.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FLAGGING, CAUTION SIGNS, LIGHTS, BARRICADES, FLAGMEN, AND ALL OTHER DEVICES NECESSARY FOR PUBLIC SAFETY.
16. CONTRACTOR SHALL, AT THE TIME OF BIDDING AND THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE WHERE THE PROJECT IS LOCATED AND SHALL BE BONDABLE FOR AN AMOUNT EQUAL TO OR GREATER THAN THE AMOUNT BID AND TO DO THE TYPE OF WORK CONTEMPLATED IN THE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL BE SKILLED AND REGULARLY ENGAGED IN THE GENERAL CLASS AND TYPE OF WORK CALLED FOR IN THE PLANS AND SPECIFICATIONS.
17. CONTRACTOR SHALL INSPECT THE SITE OF THE WORK PRIOR TO BIDDING TO SATISFY HIMSELF BY PERSONAL EXAMINATION OR BY SUCH OTHER MEANS AS HE MAY PREFER OF THE LOCATIONS OF THE PROPOSED WORK AND OF THE ACTUAL CONDITIONS OF AND AT THE SITE OF WORK. IF, DURING THE COURSE OF HIS EXAMINATION, A BIDDER FINDS FACTS OR CONDITIONS WHICH APPEAR TO HIM TO BE IN CONFLICT WITH THE LETTER OR SPIRIT OF THE PROJECT PLANS AND SPECIFICATIONS, HE SHALL CONTACT THE ENGINEER FOR ADDITIONAL INFORMATION AND EXPLANATION BEFORE SUBMITTING HIS BID. SUBMISSION OF A BID BY THE CONTRACTOR SHALL CONSTITUTE ACKNOWLEDGMENT THAT, IF AWARDED THE CONTRACT, HE HAS RELIED AND IS RELYING ON HIS OWN EXAMINATION OF (1) THE SITE OF THE WORK, (2) ACCESS TO THE SITE, AND (3) ALL OTHER DATA AND MATTERS REQUISITE TO THE FULFILLMENT OF THE WORK AND ON HIS OWN KNOWLEDGE OF EXISTING FACILITIES ON AND IN THE VICINITY OF THE SITE OF THE WORK TO BE CONSTRUCTED UNDER THIS CONTRACT. THE INFORMATION PROVIDED BY THE ENGINEER IS NOT INTENDED TO BE A SUBSTITUTE FOR, OR A SUPPLEMENT TO, THE INDEPENDENT VERIFICATION BY THE CONTRACTOR TO THE EXTENT SUCH INDEPENDENT INVESTIGATION OF SITE CONDITIONS IS DEEMED NECESSARY OR DESIRABLE BY THE CONTRACTOR. CONTRACTOR SHALL ACKNOWLEDGE THAT HE HAS NOT RELIED SOLELY UPON OWNER- OR ENGINEER-FURNISHED INFORMATION REGARDING SITE CONDITIONS IN PREPARING AND SUBMITTING HIS BID.
18. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTOR'S USE DURING CONSTRUCTION.
19. CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE OWNER, ENGINEER, AND/OR GOVERNING AGENCIES.
20. CONTRACTOR SHALL EXERCISE DUE CAUTION AND SHALL CAREFULLY PRESERVE BENCH MARKS, CONTROL POINTS, REFERENCE POINTS AND ALL SURVEY STAKES, AND SHALL BEAR ALL EXPENSES FOR REPLACEMENT AND/OR ERRORS CAUSED BY THEIR UNNECESSARY LOSS OR DISTURBANCE.
21. CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.
22. CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL TESTING AND INSPECTION SHALL BE PAID FOR BY THE OWNER; ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
23. IF EXISTING IMPROVEMENTS NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING IMPROVEMENTS FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING IMPROVEMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT. THERE WILL BE NO EXTRA COST DUE TO THE CONTRACTOR FOR REPLACING OR REPAIRING EXISTING IMPROVEMENTS.
24. WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES. THE FINISHED PRODUCT SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, THE ENGINEER, AND THE RESPECTIVE REGULATORY AGENCY.
25. CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL-SIZE AS-BUILT RECORD DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL STRUCTURES AND OTHER FACILITIES. AS-BUILT RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED. WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR. PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL DELIVER TO THE ENGINEER ONE SET OF NEATLY MARKED AS-BUILT RECORD DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. AS-BUILT RECORD DRAWINGS SHALL BE REVIEWED AND THE COMPLETE AS-BUILT RECORD DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REDLINED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
26. WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE HIGHEST QUALITY ARE TO BE USED.
27. CONTRACTOR SHALL BE SKILLED AND REGULARLY ENGAGED IN THE GENERAL CLASS AND TYPE OF WORK CALLED FOR IN THE PROJECT PLANS AND SPECIFICATIONS. THEREFORE, THE OWNER IS RELYING UPON THE EXPERIENCE AND EXPERTISE OF THE CONTRACTOR. PRICES PROVIDED WITHIN THE CONTRACT DOCUMENTS SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THE TRUE INTENT AND PURPOSE OF THESE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE COMPETENT, KNOWLEDGEABLE AND HAVE SPECIAL SKILLS IN THE NATURE, EXTENT AND INHERENT CONDITIONS OF THE WORK TO BE PERFORMED. CONTRACTOR SHALL ALSO ACKNOWLEDGE THAT THERE ARE CERTAIN PECULIAR AND INHERENT CONDITIONS EXISTENT IN THE CONSTRUCTION OF THE PARTICULAR FACILITIES WHICH MAY CREATE, DURING THE CONSTRUCTION PROGRAM, UNUSUAL OR UNSAFE CONDITIONS HAZARDOUS TO PERSONS, PROPERTY AND THE ENVIRONMENT. CONTRACTOR SHALL BE AWARE OF SUCH PECULIAR RISKS AND HAVE THE SKILL AND EXPERIENCE TO FORESEE AND TO ADOPT PROTECTIVE MEASURES TO ADEQUATELY AND SAFELY PERFORM THE CONSTRUCTION WORK WITH RESPECT TO SUCH HAZARDS.
28. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL STRIPING AND/OR PAVEMENT MARKINGS NECESSARY TO TIE EXISTING STRIPING INTO FUTURE STRIPING. METHOD OF REMOVAL SHALL BE BY GRINDING OR SANDBLASTING.
29. CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SLOPING OR OTHER PROVISIONS NECESSARY TO PROTECT WORKMEN FOR ALL AREAS TO BE EXCAVATED TO A DEPTH OF 4 FEET OR MORE. FOR EXCAVATIONS 4 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL COMPLY WITH LOCAL, STATE AND NATIONAL SAFETY CODES, ORDINANCES. OR REQUIREMENTS FOR EXCAVATION AND TRENCHES.
30. ALL EXISTING GATES AND FENCES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL GATES AND FENCES FROM DAMAGE.

Utility Notes:

1. CONTRACTOR SHALL COORDINATE LOCATION OF NEW "DRY UTILITIES" WITH THE APPROPRIATE UTILITY COMPANY, INCLUDING BUT NOT LIMITED TO: TELEPHONE SERVICE, GAS SERVICE, CABLE, POWER, INTERNET.
2. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING A COMBINATION OF ON-SITE SURVEYS (BY OTHERS). PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE IN THE FIELD, THEIR MAIN AND SERVICE LINES 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKES ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGED UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
3. CONTRACTOR SHALL POT HOLE ALL UTILITIES TO DETERMINE IF CONFLICTS EXIST PRIOR TO BEGINNING ANY EXCAVATION. NOTIFY ENGINEER OF ANY CONFLICTS. CONTRACTOR SHALL VERIFY LOCATION AND INVERTS OF EXISTING UTILITIES TO WHICH NEW UTILITIES WILL BE CONNECTED. PRIOR TO COMMENCING ANY EXCAVATION WORK THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES IN ACCORDANCE WITH THE REQUIRED PROCEDURES.
4. CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO POSSIBLE EXISTENCE OF UNRECORDED UTILITY LINES. EXCAVATION REQUIRED WITHIN PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT HIS EXPENSE.
5. ALL VALVES AND MANHOLE COVERS SHALL BE RAISED OR LOWERED TO MEET FINISHED GRADE.
6. CONTRACTOR SHALL CUT PIPES OFF FLUSH WITH THE INSIDE WALL OF THE BOX OR MANHOLE.
7. CONTRACTOR SHALL GROUT AT CONNECTION OF PIPE TO BOX WITH NON-SHRINKING GROUT, INCLUDING PIPE VOIDS LEFT BY CUTTING PROCESS, TO A SMOOTH FINISH.
8. CONTRACTOR SHALL GROUT WITH NON-SHRINK GROUT BETWEEN GRADE RINGS AND BETWEEN BOTTOM OF INLET LID FRAME AND TOP OF CONCRETE BOX
9. SILT AND DEBRIS IS TO BE CLEANED OUT OF ALL STORM DRAIN BOXES. CATCH BASINS ARE TO BE MAINTAINED IN A CLEANED CONDITION AS NEEDED UNTIL AFTER THE FINAL BOND RELEASE INSPECTION.
10. CONTRACTOR SHALL CLEAN ASPHALT, TAR OR OTHER ADHESIVES OFF OF ALL MANHOLE LIDS AND INLET GRATES TO ALLOW ACCESS.
11. EACH TRENCH SHALL BE EXCAVATED SO THAT THE PIPE CAN BE LAID TO THE ALIGNMENT AND GRADE AS REQUIRED. THE TRENCH WALL SHALL BE SO BRACED THAT THE WORKMEN MAY WORK SAFELY AND EFFICIENTLY. ALL TRENCHES SHALL BE DRAINED SO THE PIPE LAYING MAY TAKE PLACE IN DE-WATERED CONDITIONS.
12. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
13. MAINTAIN A MINIMUM 18" VERTICAL SEPARATION DISTANCE BETWEEN ALL UTILITY CROSSINGS.
14. CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
15. ALL BOLTED FITTINGS MUST BE GREASED AND WRAPPED.
16. UNLESS SPECIFICALLY NOTED OTHERWISE, MAINTAIN AT LEAST 2 FEET OF COVER OVER ALL STORM DRAIN LINES AT ALL TIMES (INCLUDING DURING CONSTRUCTION).
17. ALL WATER LINES SHALL BE INSTALLED A MINIMUM OF 72" BELOW FINISHED GRADE, BUT NOT DEEPER THAN 96" BELOW FINISHED GRADE.
18. ALL SEWER LINES AND SEWER SERVICES SHALL HAVE A MINIMUM SEPARATION OF 10 FEET, PIPE EDGE TO PIPE EDGE, FROM THE WATER LINES. IF A 10 FOOT SEPARATION CAN NOT BE MAINTAINED, THE SEWER LINE AND WATER LINE SHALL BE LAID IN SEPARATE TRENCHES AND THE BOTTOM OF THE WATER LINE SHALL BE AT LEAST 18" ABOVE THE TOP OF THE SEWER LINE.
19. CONTRACTOR SHALL INSTALL THRUST BLOCKING AT ALL WATERLINE ANGLE POINTS AND TEES.
20. ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND DRIVEWAY PAVING WITH THE EXCEPTION OF POWER.
21. IDAHO FALLS POWER PREFERS THE CURB TO BE INSTALLED PRIOR TO POWER TRENCH EXCAVATION.
22. CONTRACTOR SHALL INSTALL MAGNETIC LOCATING TAPE CONTINUOUSLY OVER ALL NONMETALLIC PIPE.
23. THRUST BLOCKS & RESTRAINED JOINTS WITH MEGA-LUG ADAPTERS REQUIRED ON ALL BENDS AND FITTINGS USING BLUE BOLTS. PROTECT ALL BOLTS FROM BEING ENCASED IN CONCRETE. INSTALL PER MANUFACTURER RECOMMENDATIONS.

Notice to Contractor:

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS ARE BASED UPON RECORDS OF THE VARIOUS UTILITY COMPANIES AND/OR MUNICIPALITIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

THE CONTRACTOR AGREES THAT THEY SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE ENGINEERS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.

NOTE:
1. SAWCUT EXISTING ASPHALT INSIDE FROM OUTER EDGE FOR TACK SEAL OF NEW ASPHALT
2. CONTRACTOR TO VERIFY 2% MIN. AND 5% MAX SLOPE FROM EDGE OF ASPHALT TO LIP OF GUTTER

Survey Control Note:

THE CONTRACTOR OR SURVEYOR SHALL BE RESPONSIBLE FOR FOLLOWING THE NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS (NSPS) MODEL STANDARDS FOR ANY SURVEYING OR CONSTRUCTION LAYOUT TO BE COMPLETED USING REEVE & ASSOCIATES, INC. SURVEY DATA OR CONSTRUCTION IMPROVEMENT PLANS. PRIOR TO PROCEEDING WITH CONSTRUCTION STAKING, THE SURVEYOR SHALL BE RESPONSIBLE FOR VERIFYING HORIZONTAL CONTROL FROM THE SURVEY MONUMENTS AND FOR VERIFYING ANY ADDITIONAL CONTROL POINTS SHOWN ON AN ALTA SURVEY, IMPROVEMENT PLAN, OR ANY ELECTRONIC DATA PROVIDED. THE SURVEYOR SHALL ALSO USE THE BENCHMARKS AS SHOWN ON THE PLAN, AND VERIFY THEM AGAINST NO LESS THAN FIVE (5) EXISTING HARD IMPROVEMENT ELEVATIONS INCLUDED ON THESE PLANS OR ON ELECTRONIC DATA PROVIDED. IF ANY DISCREPANCIES ARE ENCOUNTERED, THE SURVEYOR SHALL IMMEDIATELY NOTIFY REEVE & ASSOCIATES, INC. AND RESOLVE THE DISCREPANCIES BEFORE PROCEEDING WITH ANY CONSTRUCTION STAKING.

Erosion Control General Notes:

THE CONTRACTOR TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THIS PROJECT. ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO GOVERNING AGENCIES ORDINANCES AND ALL WORK SHALL BE SUBJECT TO INSPECTION BY THE COUNTIES. ALSO, INSPECTORS WILL HAVE THE RIGHT TO CHANGE THE FACILITIES AS NEEDED.

CONTRACTOR SHALL KEEP THE SITE WATERED TO CONTROL DUST. CONTRACTOR TO LOCATE A NEARBY HYDRANT FOR USE AND TO INSTALL TEMPORARY METER. CONSTRUCTION WATER COST TO BE INCLUDED IN BID.

WHEN GRADING OPERATIONS ARE COMPLETED AND THE DISTURBED GROUND IS LEFT OPEN FOR 14 DAYS OR MORE, THE AREA SHALL BE FURROWED PARALLEL TO THE CONTOURS.

THE CONTRACTOR SHALL MODIFY EROSION CONTROL MEASURES TO ACCOMMODATE PROJECT PLANNING.

ALL ACCESS TO PROPERTY WILL BE FROM PUBLIC RIGHT-OF-WAYS. THE CONTRACTOR IS REQUIRED BY STATE AND FEDERAL REGULATIONS TO PREPARE A STORM WATER POLLUTION PREVENTION PLAN AND FILE A "NOTICE OF INTENT" WITH THE GOVERNING AGENCIES.

Maintenance:

ALL BEST MANAGEMENT PRACTICES (BMP'S) SHOWN ON THIS PLAN MUST BE MAINTAINED AT ALL TIMES UNTIL PROJECT CLOSE-OUT.

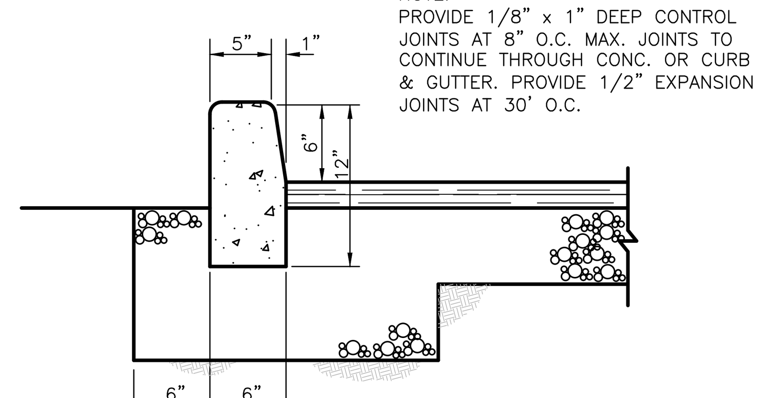
THE CONTRACTOR'S RESPONSIBILITY SHALL INCLUDE MAKING BI-WEEKLY CHECKS ON ALL EROSION CONTROL MEASURES TO DETERMINE IF REPAIR OR SEDIMENT REMOVAL IS NECESSARY. CHECKS SHALL BE DOCUMENTED AND COPIES OF THE INSPECTIONS KEPT ON SITE.

SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL. THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE-HALF THE HEIGHT OF BARRIER.

SEDIMENT TRACKED ONTO PAVED ROADS MUST BE CLEANED UP AS SOON AS PRACTICAL, BUT IN NO CASE LATER THAN THE END OF THE NORMAL WORK DAY. THE CLEAN UP WILL INCLUDE SWEEPING OF THE TRACKED MATERIAL, PICKING IT UP, AND DEPOSITING IT TO A CONTAINED AREA.

EXPOSED SLOPES:

ANY EXPOSED SLOPE THAT WILL REMAIN UNTOUCHED FOR LONGER THAN 14 DAYS MUST BE STABILIZED BY ONE OR MORE OF THE FOLLOWING METHODS:
A) SPRAYING DISTURBED AREAS WITH A TACKIFIER VIA HYDROSEED
B) TRACKING STRAW PERPENDICULAR TO SLOPES
C) INSTALLING A LIGHT-WEIGHT, TEMPORARY EROSION CONTROL BLANKET



NOTE:
PROVIDE 1/8" x 1" DEEP CONTROL JOINTS AT 8" O.C. MAX. JOINTS TO CONTINUE THROUGH CONC. OR CURB & GUTTER. PROVIDE 1/2" EXPANSION JOINTS AT 30' O.C.

(REFER TO THE SITE SPECIFIC GEOTECHNICAL REPORT; GEOTECHNICAL REPORT TO GOVERN & CONTROL.)

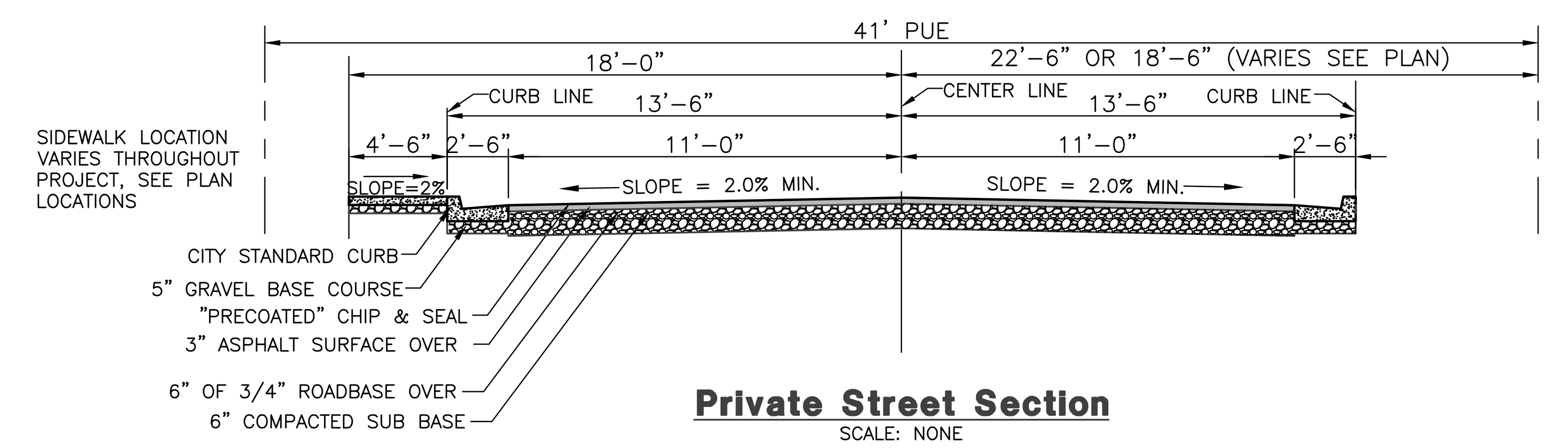
On-Site 'A' Type Curb Detail
SCALE: NONE

Street Signage

1. All road striping and traffic signing shall be designed, constructed, and placed according to the current Manual of Uniform Traffic Control Devices (MUTCD) with the following exceptions:All Stop and Yield signs used in any subdivision shall be a minimum 30" X 30", engineer grade sheeting is not allowed.
   1.1. All Road Name and Street signs shall have a minimum 4" legend. Both background and legend shall be retro-reflective. Standard colors are white legend and green background except private roads, which will have a blue background.
   1.2. Substrate material shall be aluminum; no fiberglass or plastic will be accepted.
   1.3. The minimum size for Speed Limit Signs shall be 24"W X 30"L with black legend on white background.
   1.4. Posts shall be metal and shall be anchored with a "soil type" anchor. No concrete shall be used as an anchor. Posts shall be 2" X 2" square and must meet break-a-way standards of the State of Idaho. No U-channel shall be used.
   1.5. The minimum height of signs shall be 6' from the road surface to the bottom of the sign.
   1.6. Maintenance of all street and traffic signs will be the responsibility of the developer until the streets are officially accepted for maintenance by the PROJECT H.O.A.

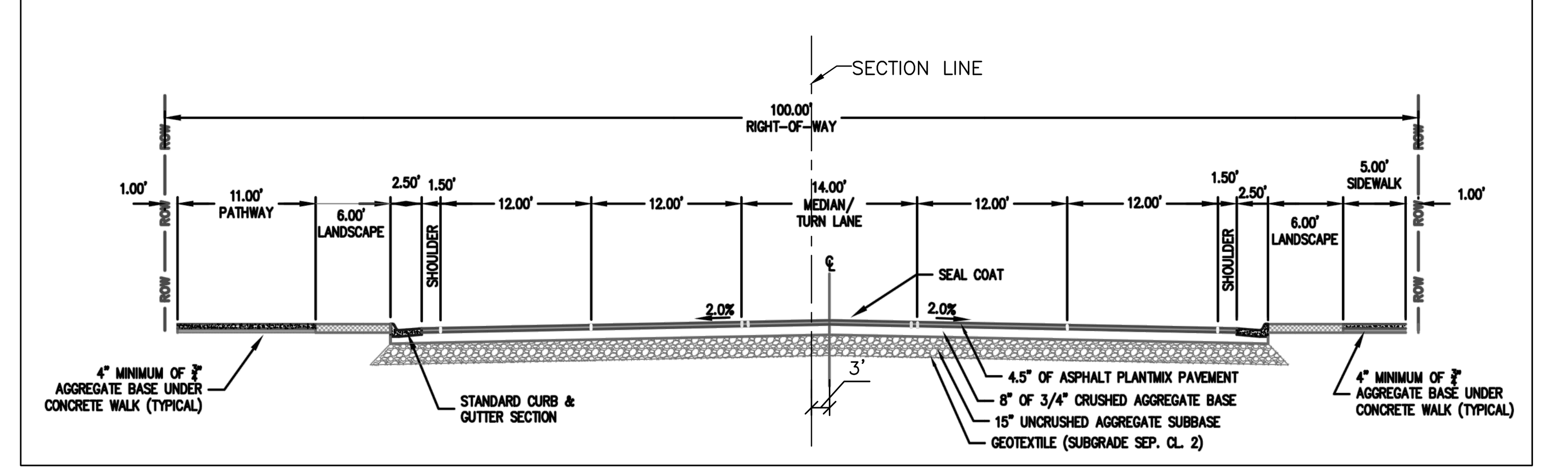
Legend

Symbol	Description
SW LAT	= PROPOSED SECONDARY WATER LATERAL
LD LAT	= PROPOSED LAND DRAIN LATERAL
W LAT	= PROPOSED WATER LATERAL
SS LAT	= PROPOSED SEWER LATERAL
W/8	= PROPOSED CULINARY WATER LINE
EX.W	= EXISTING CULINARY WATER LINE
SW/8	= PROPOSED SECONDARY WATER LINE
EX.SW	= EXISTING SECONDARY WATER LINE
SS/8	= PROPOSED SANITARY SEWER LINE
EX.SS	= EXISTING SANITARY SEWER LINE
SD/15	= PROPOSED STORM DRAIN LINE
EX.SD	= EXISTING STORM DRAIN LINE
LD/8	= PROPOSED LAND DRAIN LINE
EX.LD	= EXISTING LAND DRAIN LINE
IRR/18	= PROPOSED IRRIGATION LINE
EX.IRR	= EXISTING IRRIGATION LINE
—X—X—X—	= EXISTING FENCE LINE
—O—O—O	= PROPOSED FENCE LINE
— · — · —	= DRAINAGE SWALE
OHP	= OVERHEAD POWER LINE
	= PROPOSED FIRE HYDRANT
	= EXISTING FIRE HYDRANT
●	= PROPOSED MANHOLE
○	= EXISTING MANHOLE
•	= PROPOSED SEWER CLEAN-OUT
	= PROPOSED GATE VALVE
	= EXISTING GATE VALVE
	= PLUG & BLOCK
	= AIR VAC ASSEMBLY
	= DUAL SECONDARY METER
	= PROPOSED WATER METER
	= EXISTING WATER METER
	= PROPOSED REDUCER
	= EXISTING REDUCER
	= PROPOSED CATCH BASIN
	= EXISTING CATCH BASIN
	= PLUG W/ 2" BLOW-OFF
	= Driveway LIGHT
	= SIGN
	= POWER POLE
BFE	= BASEMENT FLOOR ELEVATION
BLDG	= BUILDING
BOS	= BOTTOM OF STAIRS
BOW	= BOTTOM OF WALL
BP	= BEGINNING POINT
C&G	= CURB & GUTTER
CB	= CATCH BASIN
CF	= CUBIC FEET
CFS	= CUBIC FEET PER SECOND
EP	= ENDING POINT
FF	= FINISH FLOOR
FFE	= FINISH FLOOR ELEVATION
FG	= FINISHED GRADE
FH	= FIRE HYDRANT
FL	= FLOW LINE
GB	= GRADE BREAK
INV	= INVERT
LF	= LINEAR FEET
NG	= NATURAL GRADE
OHP	= OVERHEAD POWER
PC	= POINT OF CURVATURE
PP	= POWER/UTILITY POLE
PRC	= POINT OF RETURN CURVATURE
PT	= POINT OF TANGENCY
PUE	= PUBLIC UTILITY EASEMENT
RCP	= REINFORCED CONCRETE PIPE
RIM	= RIM OF MANHOLE
ROW	= RIGHT-OF-WAY
SD	= STORM DRAIN
SS	= SANITARY SEWER
TBC	= TOP BACK OF CURB
TOA	= TOP OF ASPHALT
TOC	= TOP OF CONCRETE
TOFF	= TOP OF FINISHED FLOOR
TOS	= TOP OF STAIRS
TOW	= TOP OF WALL
TSW	= TOP OF SIDEWALK
UGP	= UNDERGROUND POWER
W	= CULINARY WATER
WM	= WATER METER
	= EXISTING ASPHALT PAVEMENT
	= PROPOSED ASPHALT PAVEMENT
	= PROPOSED CONCRETE
	= PROPOSED GRAVEL
4800	= EXISTING CONTOUR GRADE
4800	= PROPOSED CONTOUR GRADE
T	= PROPOSED TRANSFORMER LOCATION (5' x 4'-6")



Private Street Section
SCALE: NONE

PRINCIPAL ARTERIAL, SHARED PRIORITY (100' ROW)
NTS



Contacts

DEPARTMENT OF ENVIRONMENTAL QUALITY
900 N SKYLINE, SUITE B
IDAHO FALLS, IDAHO 83402
(208) 528-2650

INTERMOUNTIAN GAS COMPANY
1527 HOLLIPARK DR
IDAHO FALLS IDAHO, IDAHO 83401
(208) 542-6632

CITY OF IDAHO FALLS
520 MEMORIAL DRIVE
IDAHO FALLS, ID 83402
208-612-8480

SPARKLIGHT
1525 SHERRY DR.
IDAHO FALLS, ID 83403
(208) 523-4567

IDAHO FALLS POWER
140 S. CAPITIAL AVE.
IDAHO FALLS, ID 83402
208-612-8430

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS * CIVIL ENGINEERS * LAND SURVEYORS
TRAFFIC ENGINEERS * STRUCTURAL ENGINEERS * LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Ally
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Notes/Legend/ Street Cross-Section

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

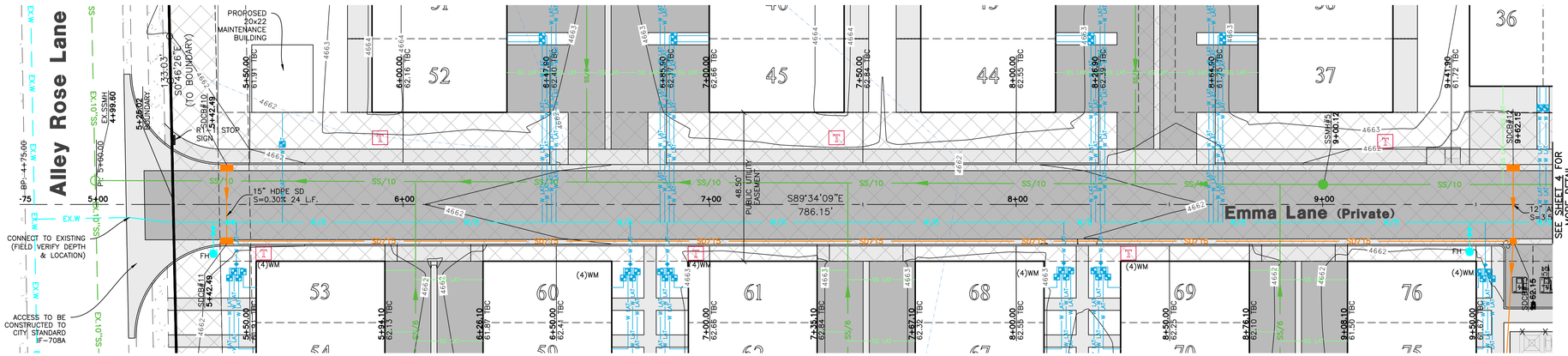
2
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On

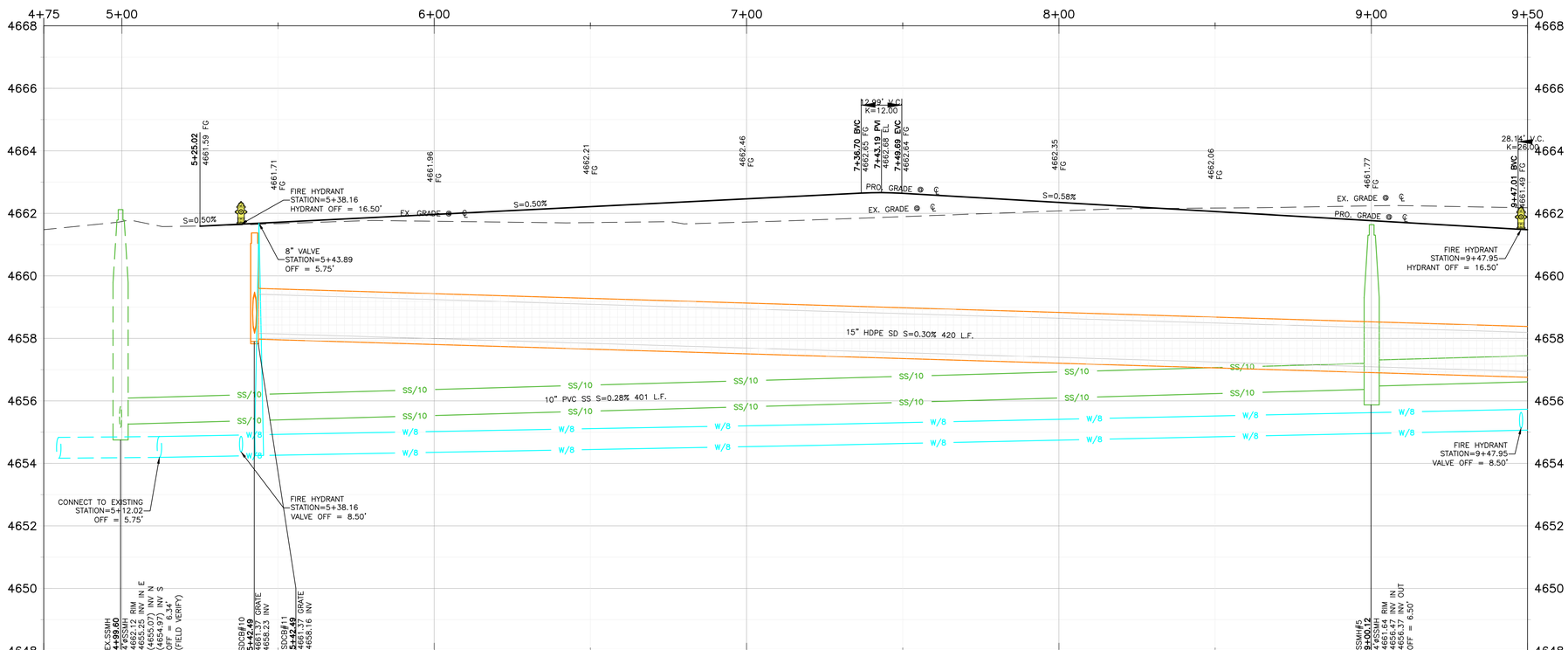
APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.



Emma Lane 4+75.00 - 9+50.00

20 0 20 40 60

Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 2'



Key Map

NOT TO SCALE



Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.

W/8 – 8" WATER PIPE C-50 D.I.

W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER DATE

811 Know what's below. Call before you dig.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Emma Lane 4+75.00 - 9+50.00

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

Project Info.

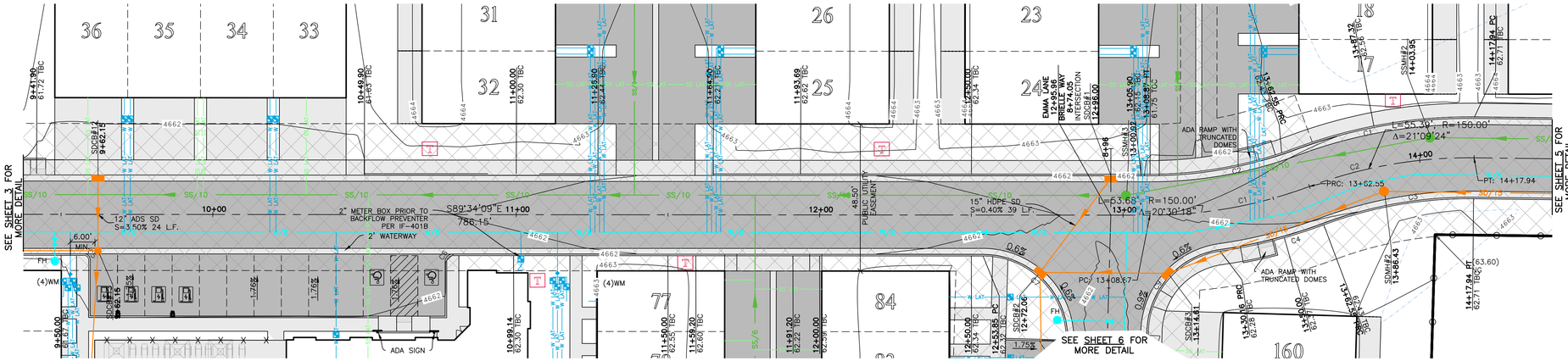
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

3
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



Key Map

NOT TO SCALE



Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C-50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

Centerline Curve Data

#	Delta	Radius	Length	Tangent	Chord	CH Length
C1	20°30'18"	150.00'	53.68'	27.13'	N80°10'42"E	53.40'
C2	21°09'24"	150.00'	55.39'	28.01'	N80°30'15"E	55.07'

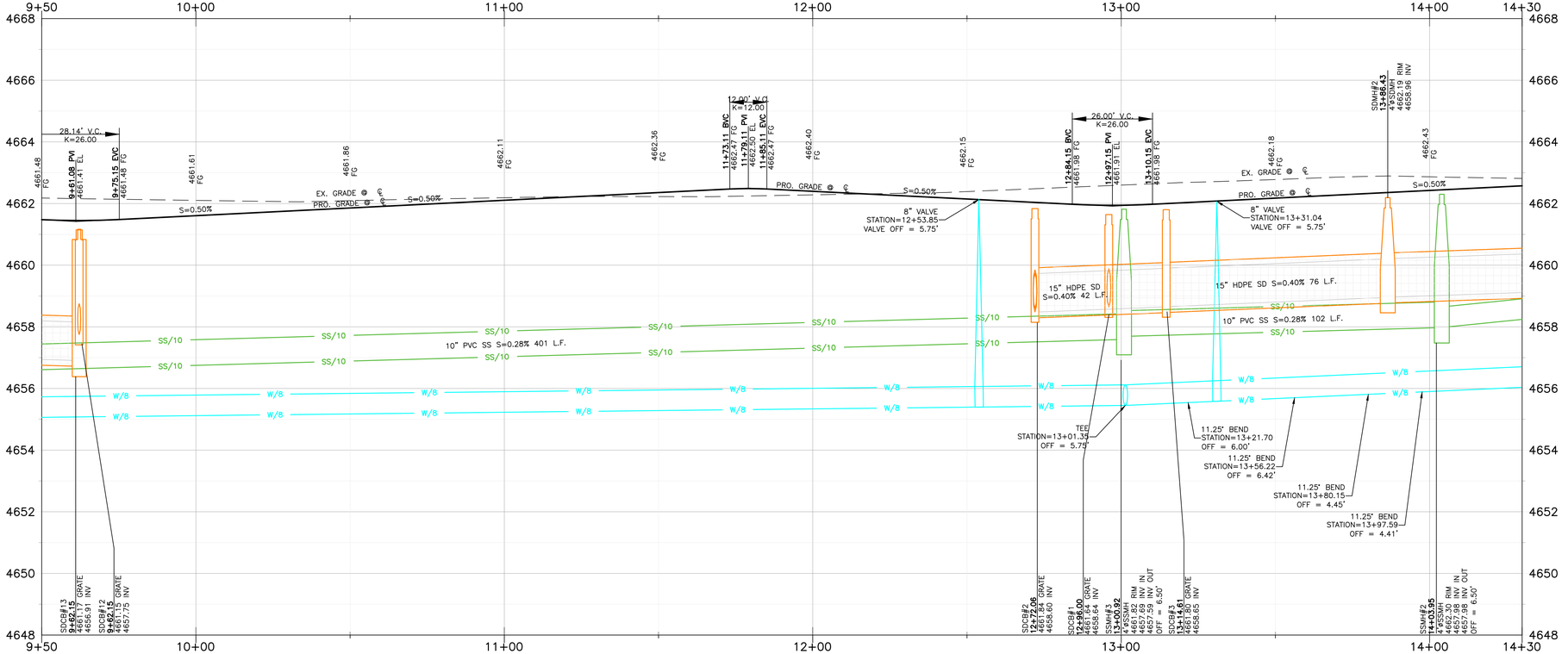
TBC Curve Data

#	Delta	Radius	Length	Tangent	Chord	CH Length
C1	21°09'24"	163.50'	60.37'	30.53'	S80°30'15"W	60.03'
C2	20°30'18"	136.50'	48.85'	24.69'	N80°10'42"E	48.59'
C3	21°09'24"	136.50'	50.40'	25.49'	S80°30'15"W	50.12'
C4	12°22'15"	163.50'	35.30'	17.72'	N76°06'40"E	35.23'
C5	90°00'00"	1.50'	2.36'	1.50'	N44°34'09"W	2.12'
C6	90°00'00"	2.00'	3.14'	2.00'	S45°25'51"W	2.83'
C7	85°57'58"	27.47'	41.21'	25.60'	N46°38'49"W	37.46'
C9	80°17'08"	27.50'	38.53'	23.19'	S42°09'14"W	35.46'

Emma Lane 9+50.00 - 14+30.00

20 0 20 40 60

Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 2'



APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

811 Know what's below. Call before you dig.

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09-07-23 NF	Access To Alley
01-05-23 NF	Storm Drain
01-26-23 NF	City Comments
04-04-23 NF	City Comments
05-01-23 NF	City Comments
05-31-23 NF	Storm Drain
06-20-23 NF	City Comments
08-24-23 NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Emma Lane 9+50.00 - 14+30.00

PROFESSIONAL ENGINEER · LICENSED · 14386 · 10/07/2023 · STATE OF IDAHO · JOHN NATHAN REEVE

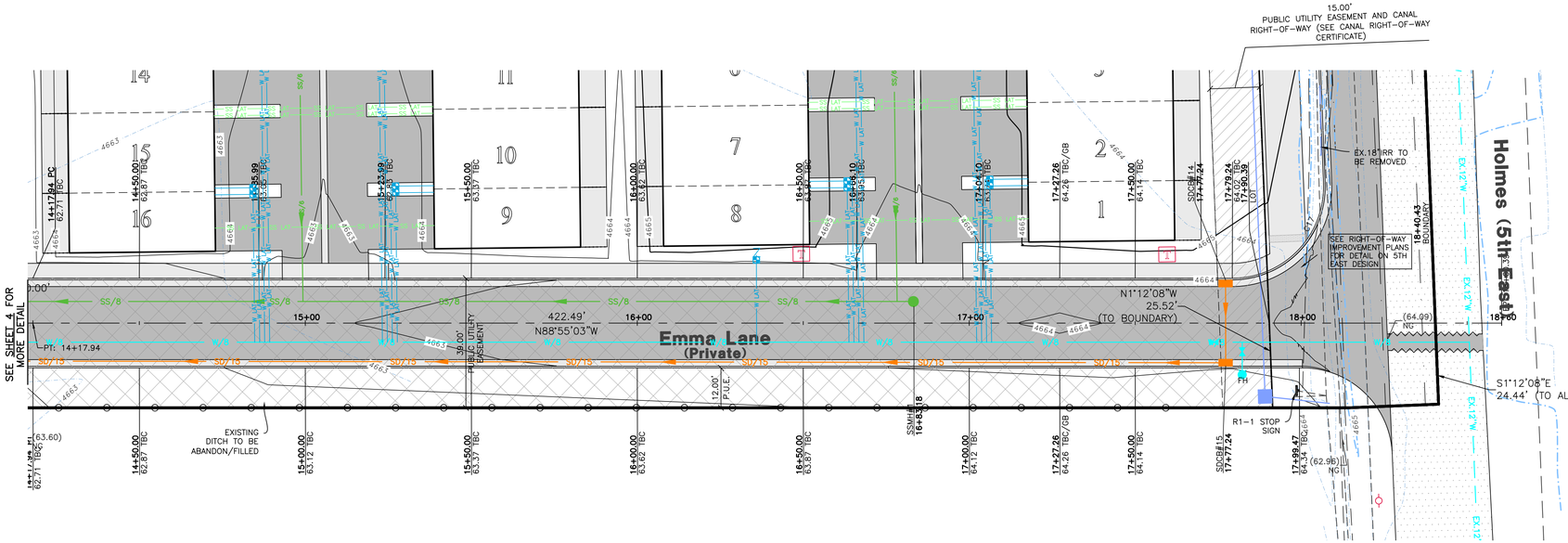
Project Info.

Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

4
21 Total Sheets

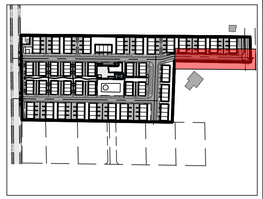
Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



Key Map

NOT TO SCALE



Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C-50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

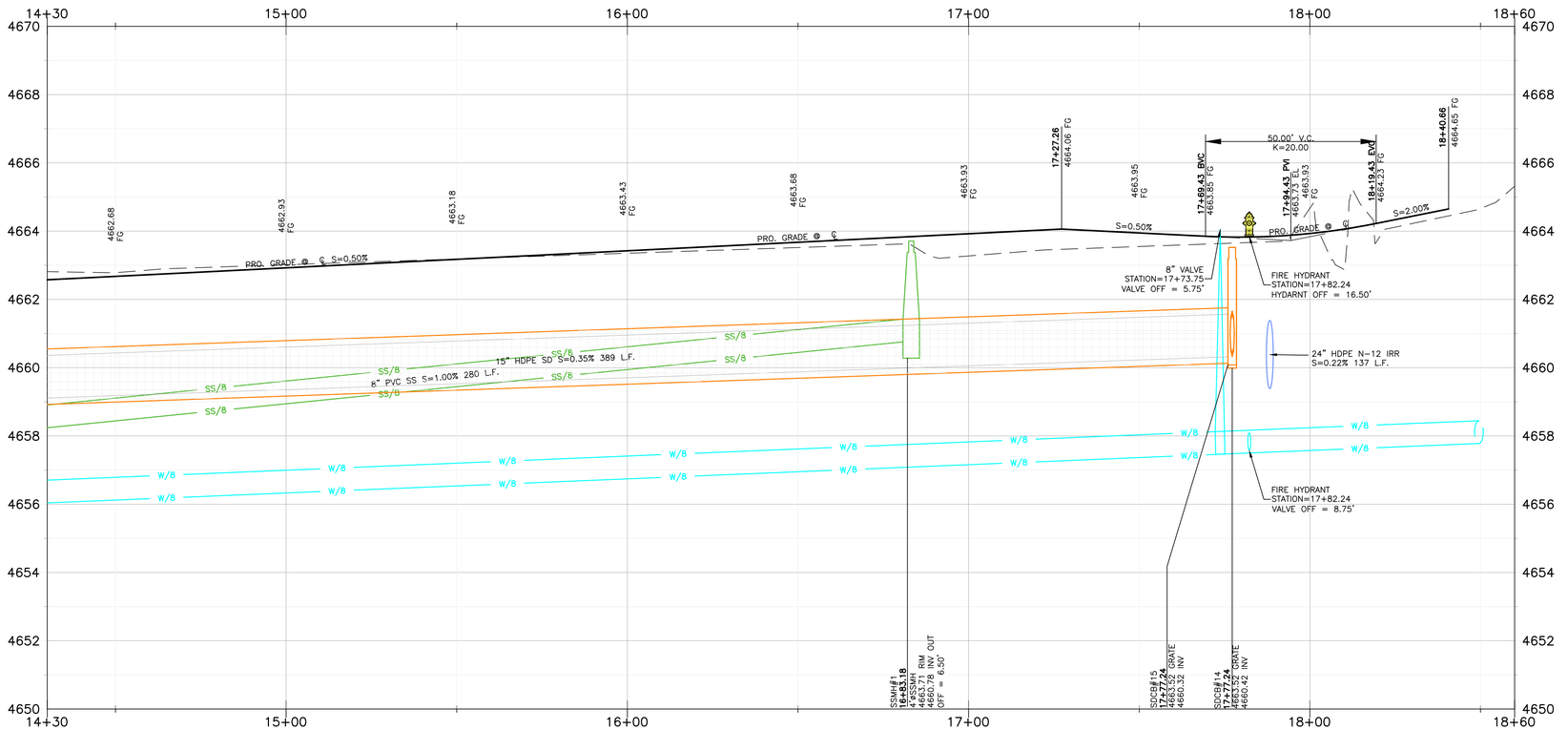
NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

TBC Curve Data

#	Delta	Radius	Length	Tangent	Chord	CH Length
C17	92°17'05"	27.50'	44.29'	28.62'	S44°56'25"W	39.66'

Emma Lane 14+30.00 - 18+40.00

Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 2'



APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Know what's below. Call before you dig.

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Emma Lane 14+30.00 - 18+40.00

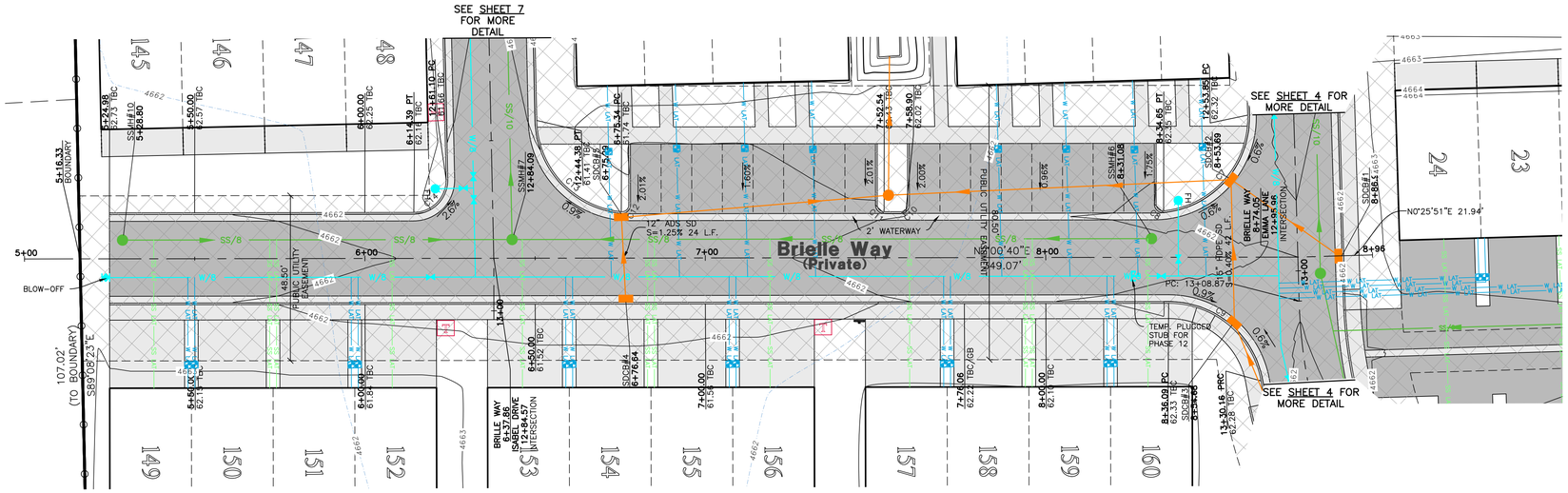
LICENSED PROFESSIONAL ENGINEER
14386
09/07/2023
STATE OF IDAHO
JOHN NATHAN REEVE

Project Info.

Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

5
21 Total Sheets

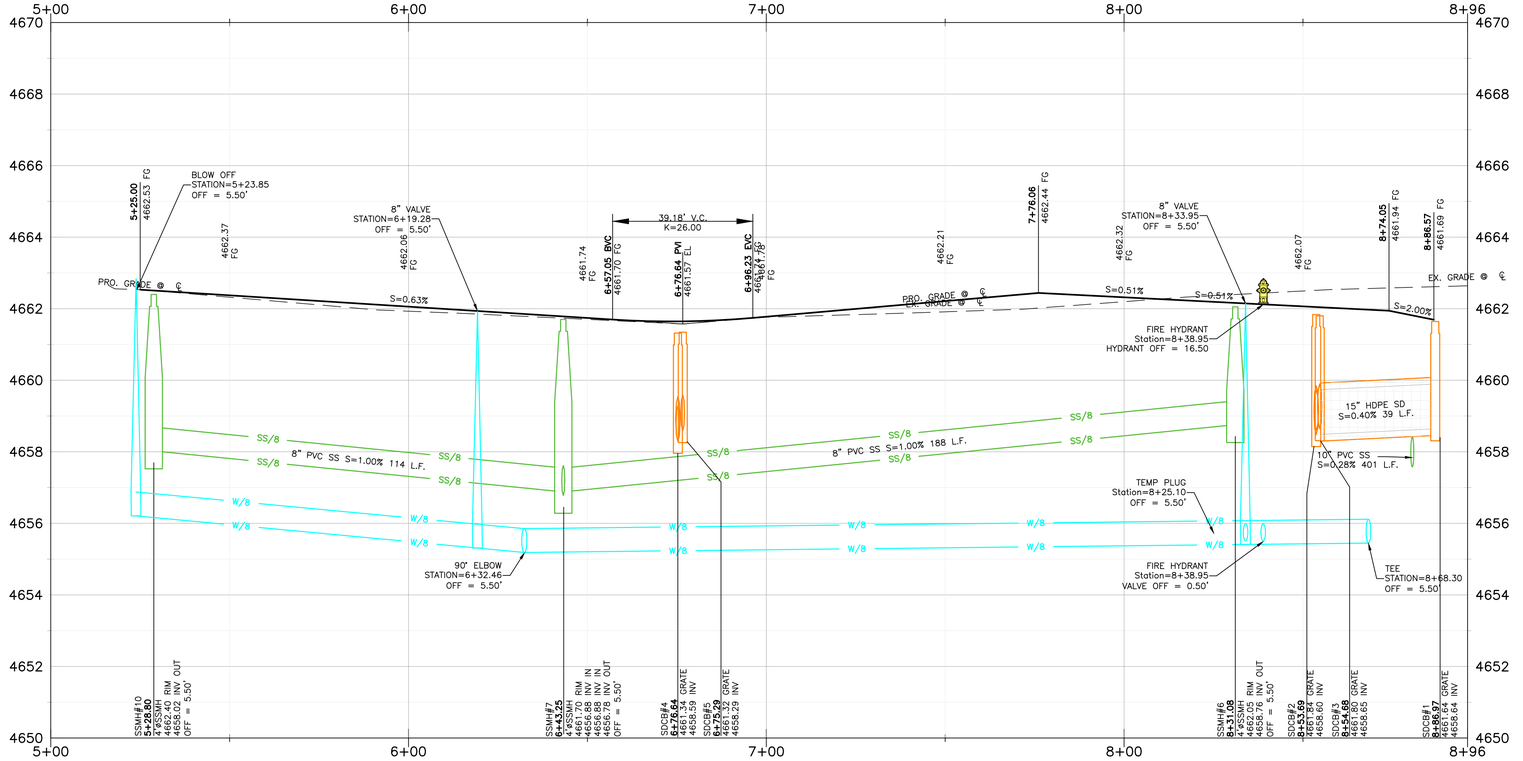
Reeve & Associates, Inc. - Solutions You Can Build On



Brielle Way 5+00.00 - 8+96.00

20 0 20 40 60

Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 2'



TBC Curve Data

#	Delta	Radius	Length	Tangent	Chord	CH Length
C8	95°37'34"	2.00'	3.34'	2.21'	N44°08'35"E	2.97'
C10	90°00'00"	2.00'	3.14'	2.00'	N42°59'20"W	2.83'
C11	90°00'00"	2.00'	3.14'	2.00'	N47°00'40"E	2.83'
C12	95°37'35"	2.00'	3.34'	2.21'	N40°10'33"W	2.96'
C13	83°13'22"	27.50'	39.94'	24.43'	N49°14'56"E	36.52'
C14	91°09'03"	9.50'	15.11'	9.69'	N43°33'51"W	13.57'

Key Map

NOT TO SCALE



Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER
NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C-50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER
SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN
SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION
IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Know what's below. Call before you dig.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09-07-23 NF	Access To Alley
01-05-23 NF	Storm Drain
01-26-23 NF	City Comments
04-04-23 NF	City Comments
05-01-23 NF	City Comments
05-31-23 NF	Storm Drain
06-20-23 NF	City Comments
08-24-23 NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Brielle Way 5+00.00 - 8+96.00

PROFESSIONAL ENGINEER · LICENSED · 14386 · 10/07/2022 · STATE OF IDAHO · JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

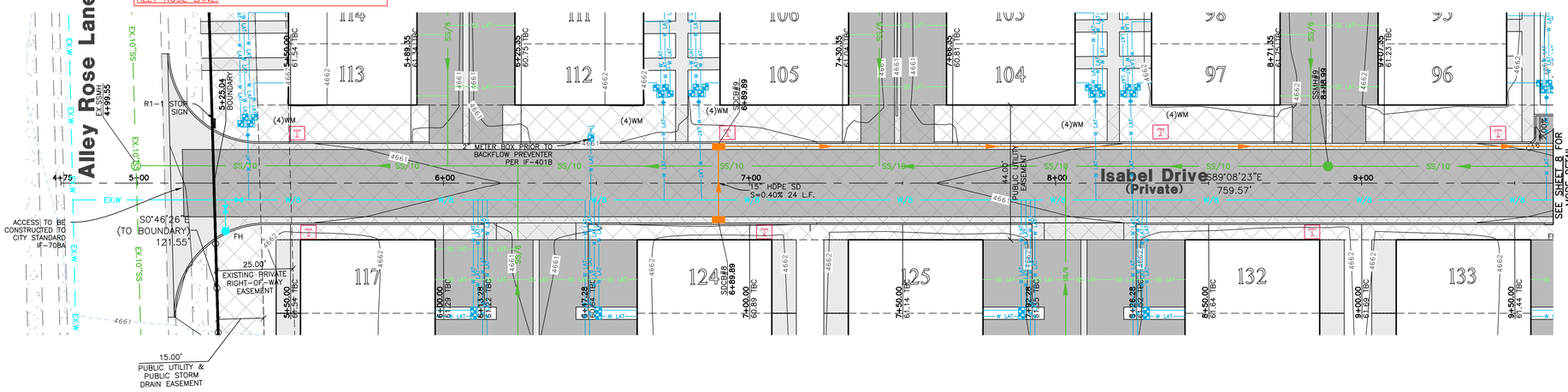
6
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

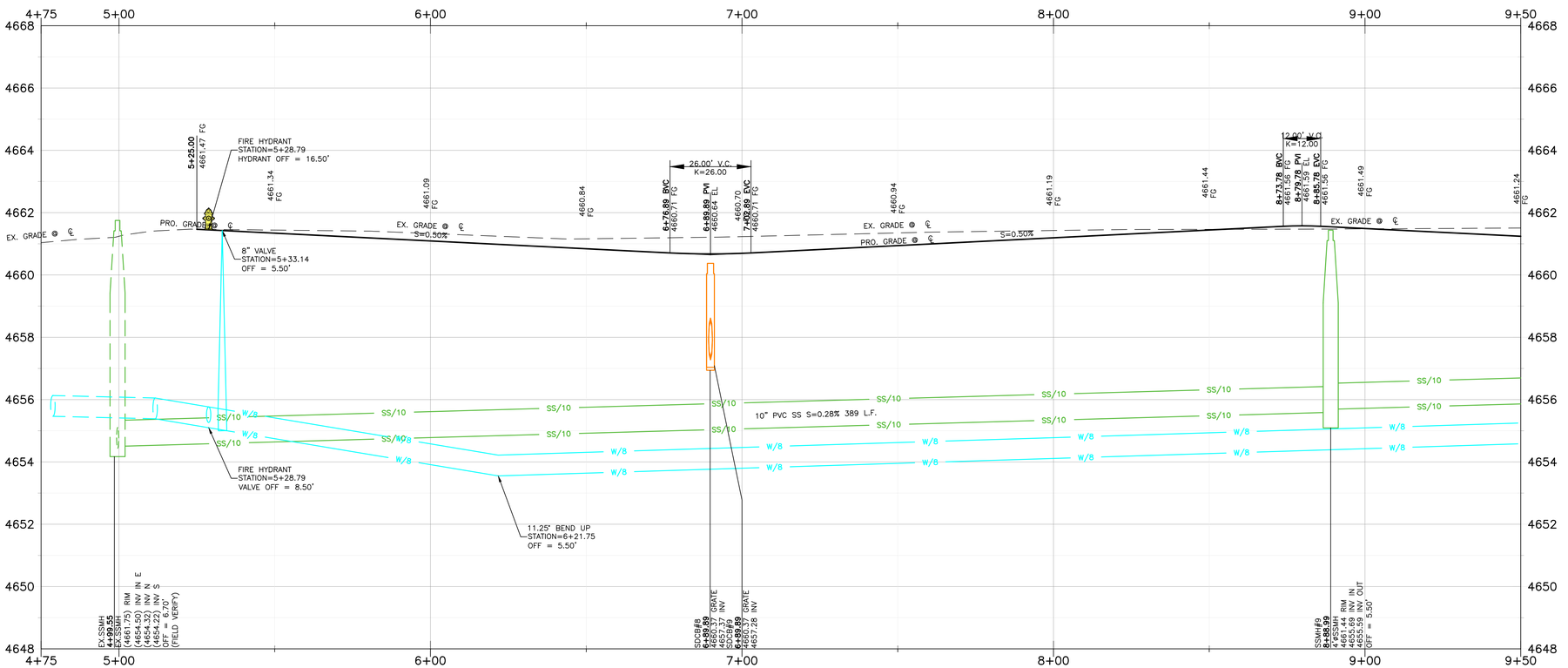
Reeve & Associates, Inc. - Solutions You Can Build On

APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.



Isabel Drive 5+00.00 - 9+50.00

Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 2'



Key Map

NOT TO SCALE



Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C-50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Know what's below. Call before you dig.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09-07-23	NF Access To Alley
01-05-23	NF Storm Drain
01-26-23	NF City Comments
04-04-23	NF City Comments
05-01-23	NF City Comments
05-31-23	NF Storm Drain
06-20-23	NF City Comments
08-24-23	NF Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Isabel Drive 5+00.00 - 9+50.00

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

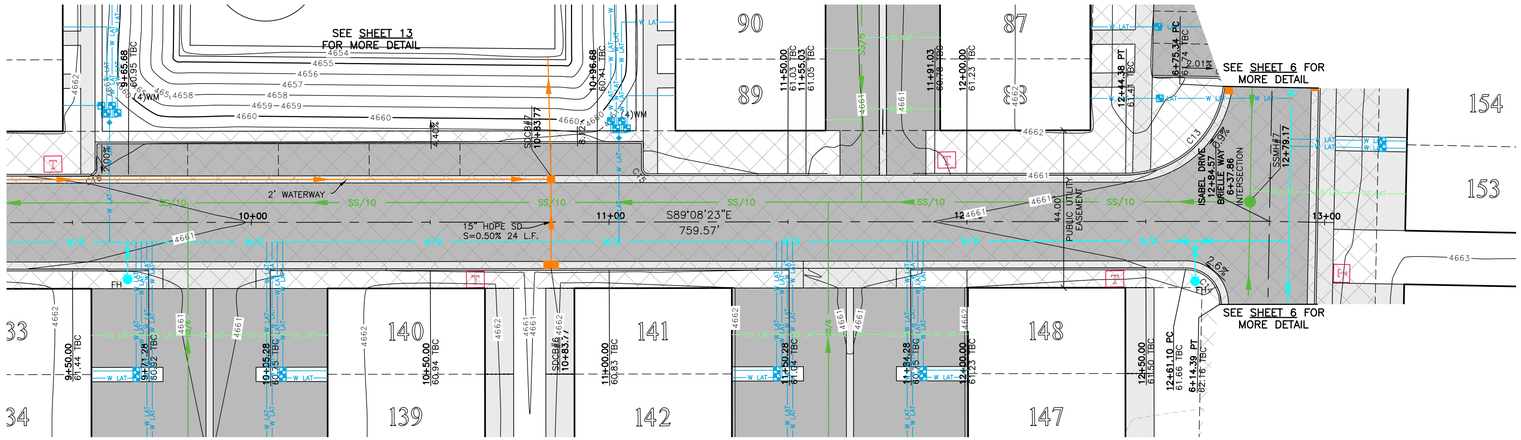
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

7
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

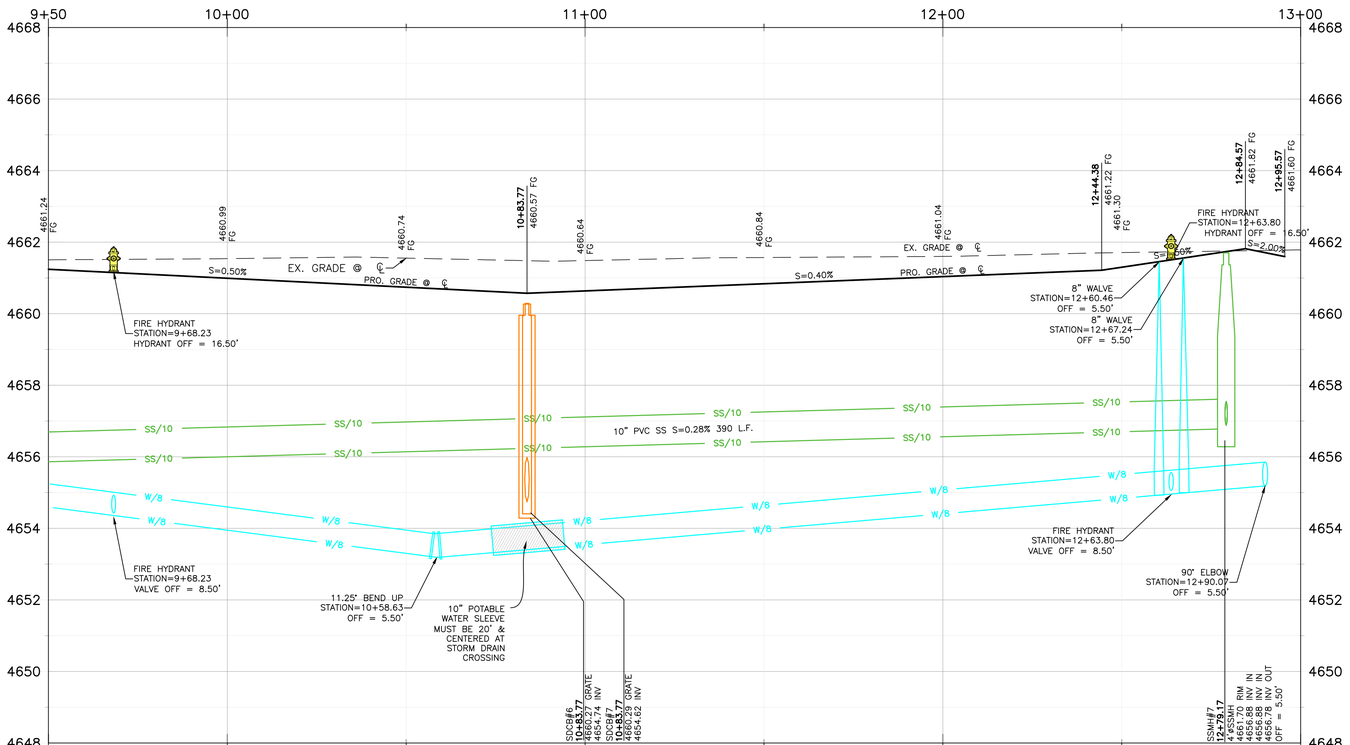
Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



Isabel Drive 9+50.00 - 13+00.00

Horizontal Scale: 1" = 20'
Vertical Scale: 1" = 2'



TBC Curve Data

#	Delta	Radius	Length	Tangent	Chord	CH Length
C13	83°13'22"	27.50'	39.94'	24.43'	N49°14'56"E	36.52'
C14	91°09'03"	9.50'	15.11'	9.69'	N43°33'51"W	13.57'
C15	90°00'00"	1.50'	2.36'	1.50'	S44°08'23"E	2.12'
C16	90°00'00"	1.50'	2.36'	1.50'	N45°51'37"E	2.12'

Key Map

NOT TO SCALE



Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C-50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

811 Know what's below. Call before you dig.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Isabel Drive 9+50.00 - 13+00.00

PROFESSIONAL ENGINEER
LICENSED
14386
09/07/2023
STATE OF IDAHO
JOHN NATHAN REEVE

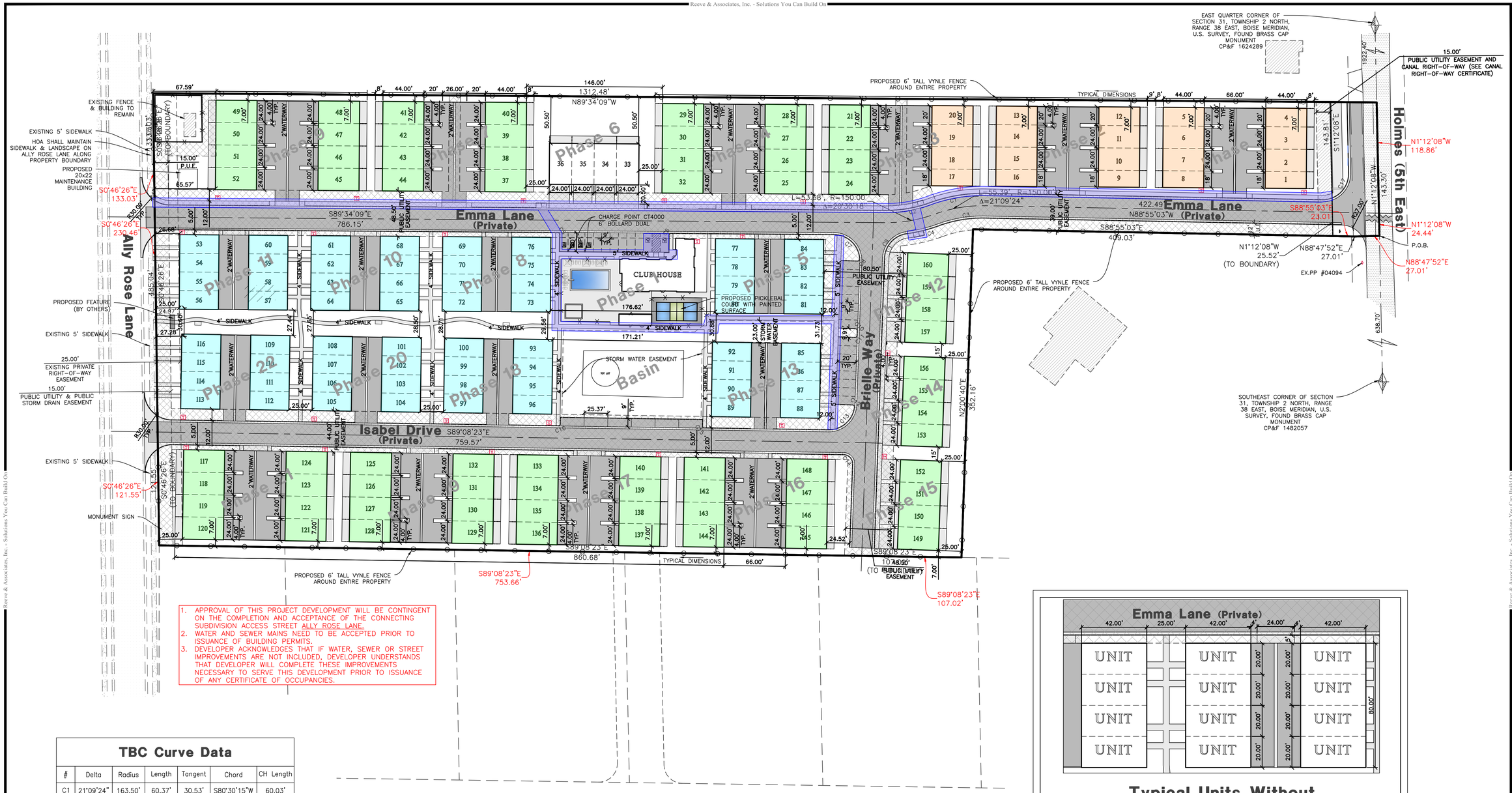
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

8
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



1. APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.
2. WATER AND SEWER MAINS NEED TO BE ACCEPTED PRIOR TO ISSUANCE OF BUILDING PERMITS.
3. DEVELOPER ACKNOWLEDGES THAT IF WATER, SEWER OR STREET IMPROVEMENTS ARE NOT INCLUDED, DEVELOPER UNDERSTANDS THAT DEVELOPER WILL COMPLETE THESE IMPROVEMENTS NECESSARY TO SERVE THIS DEVELOPMENT PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCIES.

TBC Curve Data

#	Delta	Radius	Length	Tangent	Chord	CH Length
C1	21°09'24"	163.50'	60.37'	30.53'	S80°30'15"W	60.03'
C2	20°30'18"	136.50'	48.85'	24.69'	N80°10'42"E	48.59'
C3	21°09'24"	136.50'	50.40'	25.49'	S80°30'15"W	50.12'
C4	12°22'15"	163.50'	35.30'	17.72'	N76°06'40"E	35.23'
C5	90°00'00"	1.50'	2.36'	1.50'	N44°34'09"W	2.12'
C6	90°00'00"	2.00'	3.14'	2.00'	S45°25'51"W	2.83'
C7	85°57'58"	27.47'	41.21'	25.60'	N46°38'49"W	37.46'
C8	95°37'34"	2.00'	3.34'	2.21'	N44°08'35"E	2.97'
C9	80°17'08"	27.50'	38.53'	23.19'	S42°09'14"W	35.46'
C10	90°00'00"	2.00'	3.14'	2.00'	N42°59'20"W	2.83'
C11	90°00'00"	2.00'	3.14'	2.00'	N47°00'40"E	2.83'
C12	95°37'35"	2.00'	3.34'	2.21'	N40°10'33"W	2.96'
C13	83°13'22"	27.50'	39.94'	24.43'	N49°14'56"E	36.52'
C14	91°09'03"	9.50'	15.11'	9.69'	N43°33'51"W	13.57'
C15	90°00'00"	1.50'	2.36'	1.50'	S44°08'23"E	2.12'
C16	90°00'00"	1.50'	2.36'	1.50'	N45°51'37"E	2.12'
C17	92°17'05"	27.50'	44.29'	28.62'	S44°56'25"W	39.66'

PHASE NOTES:
1. EMMA LANE ROADWAY AND UTILITIES ARE TO BE COMPLETED WITH PHASE 1.
2. BRIELLE WAY & ISABEL DRIVE ROADWAYS AND UTILITIES ARE TO BE COMPLETED WITH PHASE 12.
3. APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.
4. SIGNAGE FOR PROJECT TO BE A DEFERRED SUBMITTAL

49th South Street

50 0 50 100 150
Scale: 1" = 50'

Legend

- = EXISTING ASPHALT PAVEMENT
- = PROPOSED ASPHALT PAVEMENT
- = PROPOSED CONCRETE
- = PROPOSED ADA ROUTE
- S00°00'00"E 000.00' = BEARING DISTANCE FROM CENTERLINE ALIGNMENT & SURVEY BOUNDARY

Typical Units Without Driveway Parking

SITE DATA

PARCEL AREA:	484,706 S.F. (11.127 ACRES)
BUILDING AREA:	156,904 S.F.
ASPHALT AREA:	210,706 S.F (4.837 ACRES)
LANDSCAPE AREA:	117,096 S.F. (2.688 ACRES)
LS RATIO:	24.16%
GUEST PARKING:	34 STALLS (2 ADA) (4 CHARGING)
RESIDENCE PARKING:	309
TOTAL PARKING:	343 STALLS

IBC CONSTRUCTION TYPE V-B
ZONE R-2, DENSITY = 14 UNITS/ACRE

(RESIDENCE GARBAGE CANS TO BE STORED IN GARAGE)

NOTE:
RESIDENTIAL GARBAGE CANS TO BE 95 GAL AND WILL NEED TO BE BROUGHT OUT TO MAIN STREET FOR COLLECTION.

Building Data

BUILDING TYPE	LENGTH	WIDTH	HEIGHT
= A	44'-0"	24'-0"	18'-6¾"
= B	44'-0"	24'-0"	18'-6¾"
= C	44'-0"	20'-0"	19'-8¾"

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Dimension Plan

PROFESSIONAL ENGINEER LICENSED 14386 10/07/2008 STATE OF IDAHO JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

9
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

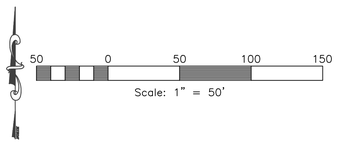
Reeve & Associates, Inc. - Solutions You Can Build On



THIS PROJECT WILL REQUIRE FIRE LANE SIGNS AND RED PAINTED CURBING. CONTACT THE FIRE PREVENTION DIVISION OF IDAHO FALLS FIRE DEPARTMENT FOR A CONSULTATION ON FIRE LANE SIGN PLACEMENT AND PAINTED CURBING REQUIREMENTS.



Proposed Fire Truck Shown
SCALE:NONE



NOTE:
1. ALL WATER MAINS & HYDRANTS TO BE PUBLIC AND PLACED IN PUBLIC UTILITY EASEMENTS.
2. HYDRANTS TO BE YELLOW IN COLOR.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Reeve & Associates
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Fire Safety Plan

PROFESSIONAL ENGINEER
LICENSED
14386
10/07/2022
STATE OF IDAHO
JOHN NATHAN REEVE

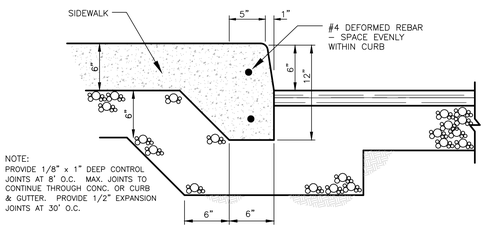
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

10
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

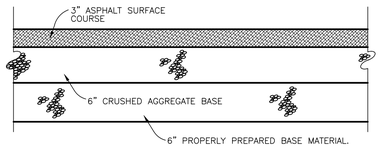
Reeve & Associates, Inc. - Solutions You Can Build On



(REFER TO THE SITE SPECIFIC GEOTECHNICAL REPORT; GEOTECHNICAL REPORT TO GOVERN & CONTROL.)

Curb/Sidewalk Turndown Detail at Parking Stalls

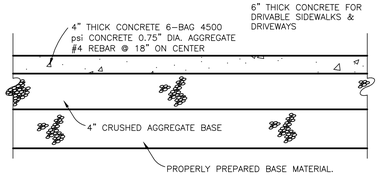
SCALE: NONE



(REFER TO THE SITE SPECIFIC GEOTECHNICAL REPORT; GEOTECHNICAL REPORT TO GOVERN & CONTROL.)

Typical On-Site Asphalt Paving

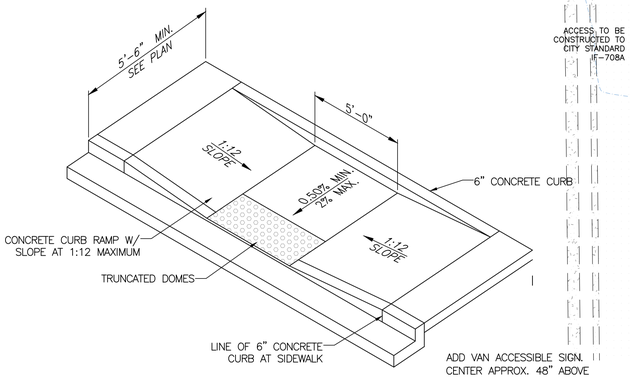
SCALE: NONE



(REFER TO THE SITE SPECIFIC GEOTECHNICAL REPORT; GEOTECHNICAL REPORT TO GOVERN & CONTROL.)

Typical On-Site Concrete Paving

SCALE: NONE

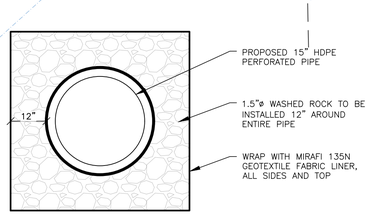


ADA Ramp Detail

SCALE: NONE

REFERENCE APWA STANDARD PLAN NO. 236





Perforated Pipe Detail

SCALE: NONE

APPROVAL OF THIS PROJECT DEVELOPMENT WILL BE CONTINGENT ON THE COMPLETION AND ACCEPTANCE OF THE CONNECTING SUBDIVISION ACCESS STREET ALLY ROSE LANE.

Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C–50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR–35 SERVICE LATERAL
SS/6 – 6" PVC SDR–35 SEWER LINE
SS/8 – 8" PVC SDR–35 SEWER LINE
SS/10 – 10" PVC SDR–35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N–12 STORM DRAIN
SD/15 – 15" ADS N–12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N–12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT–OF–WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING ROOF EAVES, FOOTINGS AND EAVES.

REVISIONS

DATE	DESCRIPTION
09–07–23	NF Access To Alley
01–05–23	NF Storm Drain
01–26–23	NF City Comments
04–04–23	NF City Comments
05–01–23	NF City Comments
05–31–23	NF Storm Drain
06–20–23	NF City Comments
08–24–23	NF Remove Detail

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621–3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Grading Plan

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152–12

11
21 Total Sheets

30 0 30 60 90
Scale: 1" = 30'

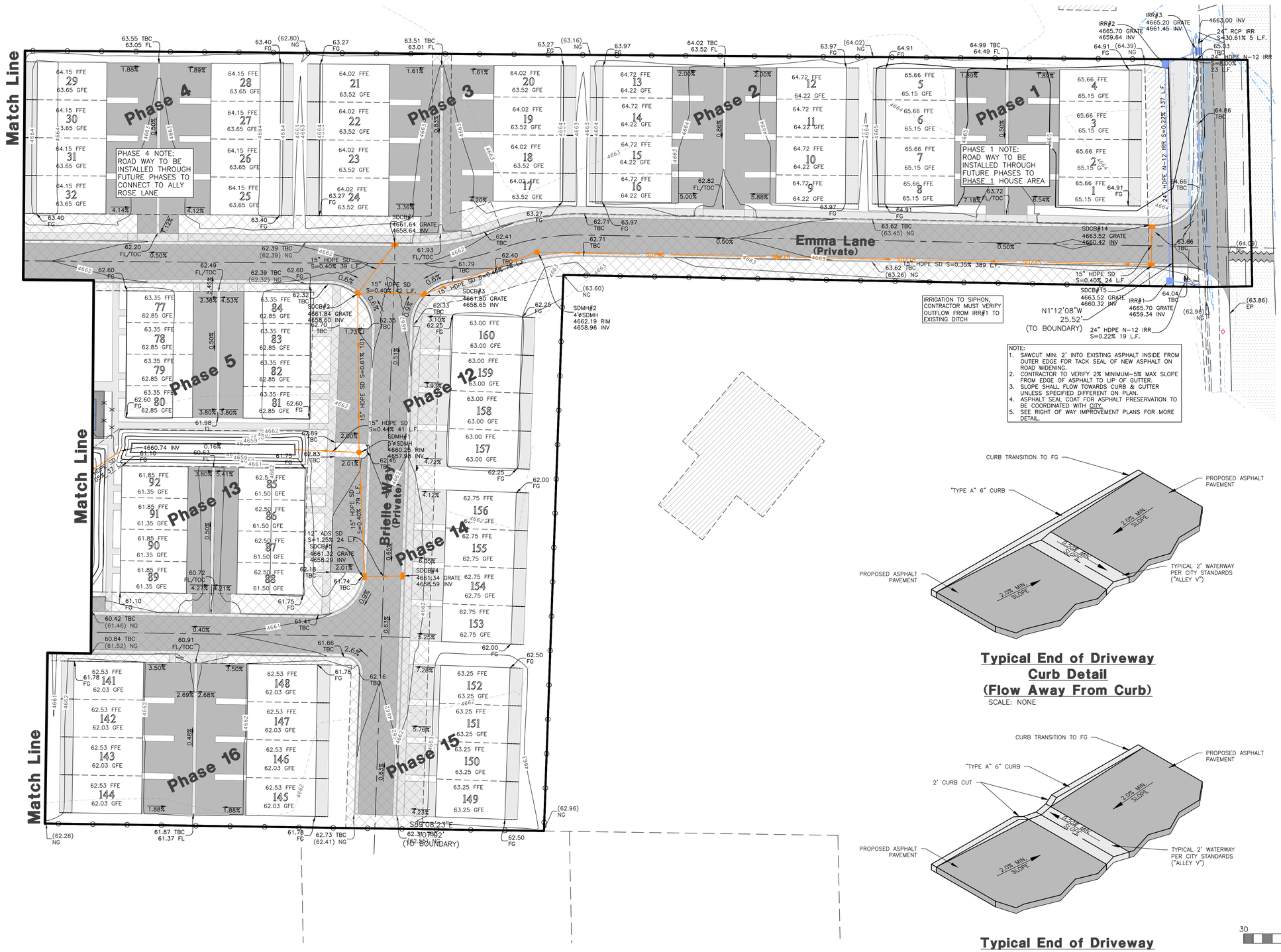
APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

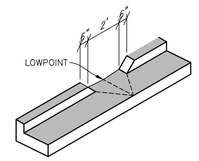
THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE–DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



NOTE:
1. SAWCUT MIN. 2' INTO EXISTING ASPHALT INSIDE FROM OUTER EDGE FOR TACK SEAL OF NEW ASPHALT ON ROAD WIDENING.
2. CONTRACTOR TO VERIFY 2% MINIMUM–5% MAX SLOPE FROM EDGE OF ASPHALT TO LIP OF GUTTER.
3. SLOPE SHALL FLOW TOWARDS CURB & GUTTER UNLESS SPECIFIED DIFFERENT ON PLAN.
4. ASPHALT SEAL COAT FOR ASPHALT PRESERVATION TO BE COORDINATED WITH CITY.
5. SEE RIGHT OF WAY IMPROVEMENT PLANS FOR MORE DETAIL.



2' Curb Cut
SCALE: NONE

Typical End of Driveway Curb Detail (Flow Away From Curb)
SCALE: NONE

Typical End of Driveway Curb Detail (Flow Towards Curb)
SCALE: NONE

Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER
NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8' MAX COVER.
W/8 – 8" WATER PIPE C–50 D.I.
W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER
SS/4 – 4" PVC SDR–35 SERVICE LATERAL
SS/6 – 6" PVC SDR–35 SEWER LINE
SS/8 – 8" PVC SDR–35 SEWER LINE
SS/10 – 10" PVC SDR–35 SEWER LINE

STORM DRAIN
SD/12 – 12" ADS N–12 STORM DRAIN
SD/15 – 15" ADS N–12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION
IRR/24 – 24" RCP ADS N–12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT–OF–WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

30 0 30 60 90
Scale: 1" = 30'

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09–07–23	NF Access To Alley
01–05–23	NF Storm Drain
01–26–23	NF City Comments
04–04–23	NF City Comments
05–01–23	NF City Comments
05–31–23	NF Storm Drain
06–20–23	NF City Comments
08–24–23	NF Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Grading Plan

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

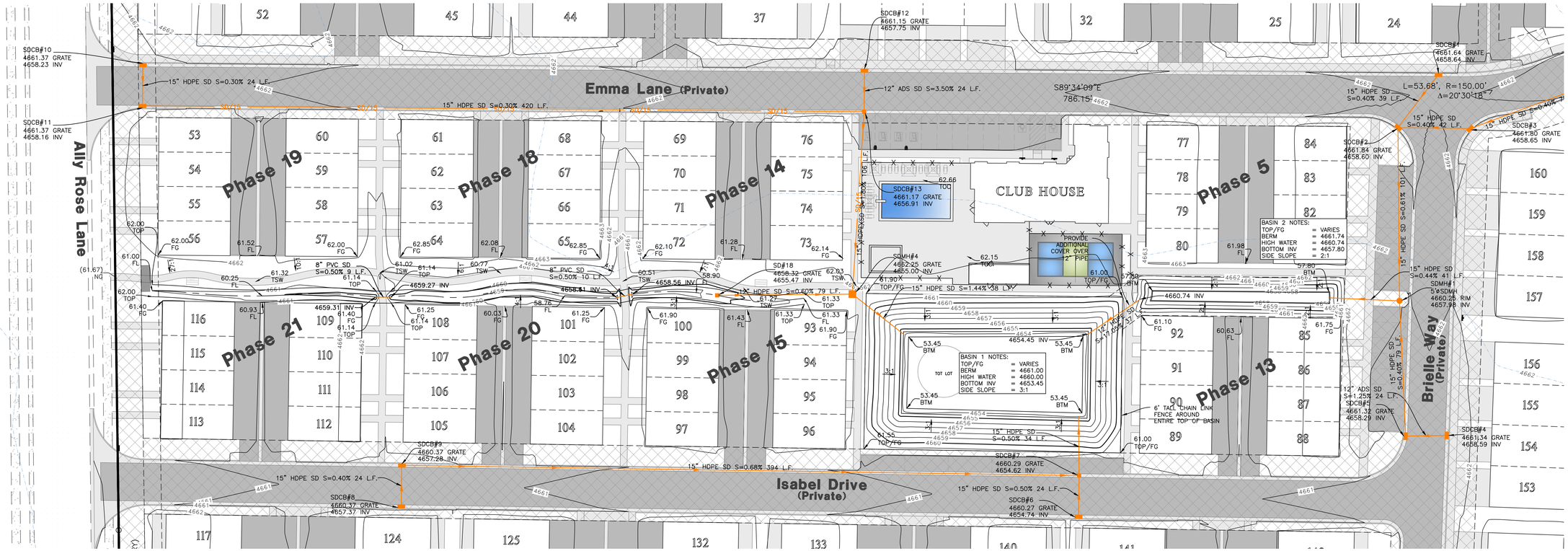
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152–12

12
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE–DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



Storm Runoff Calculations

Holmes Townhomes
7152-12 8/9/2023

The following detention calculations are based on the Idaho Falls EDPM, July 2021, Section 60: Culverts and Storm Sewer.

Drainage Area:

Total Area = 11.13 acre or 484,708 ft²

Runoff Coefficients

100% Paved Area	210,708	C = 0.9
74% Roof	156,904	C = 0.9
56% Landscaped Area	117,096	C = 0.2
Weighted Runoff Coefficient		C = 0.73

Rainfall Intensities:

2-yr intensity for a 30-min TOC - Pipe Capacity 0.45 in/hr

Peak Run-off:

Runoff Coefficient	C =	0.73
Rainfall Intensity	i =	0.45 IN./HR.
Acreage	A =	11.13 ACRES
Q	**Q =**	**3.66 cfs**

Pipe Sizing:

Description	*Pipe Size*	*Slope*	*Vel. (ft/s)*	*Cap. (cfs)*	*Req. Cap.*
RCP	15	0.32%	3.01	3.69	3.66

Basin Volume:

Rainfall Depth = 1.33 in

Volume = Area x Depth

53,722 cf

Drainage Time:

Drainage Area 16,500 s.f.

Design Perc Rate 15 mpi

Percolation out (1in/perc rate)*(1ft/12in)*(1min/60sec)*Bot Area of Drain

1.53 cfs

Drainage Time 9.8 hrs

SUMMARY:

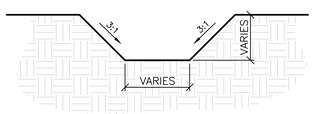
The required storage volume is	**53,722**	**cf**
The drainage time is	**9.8**	**hrs**

STAGE STORAGE TABLE – BASIN 1

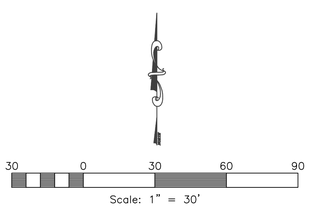
ELEV	AREA (sq. ft.)	DEPTH (ft)	CONIC INC. VOL. (cu. ft.)	CONIC TOTAL VOL. (cu. ft.)	
4,653.45	4,380	N/A	N/A	0	BOTTOM
4,654.00	4,959	0.55	2562	2562	
4,655.00	5,816	1.00	5382	7944	
4,656.00	6,859	1.00	6330	14274	
4,657.00	7,984	1.00	7414	21689	
4,658.00	9,190	1.00	8580	30269	
4,659.00	10,477	1.00	9827	40096	
4,660.00	11,844	1.00	11153	51250	HIGHWATER
4,661.00	13,287	1.00	12558	63809	FREEBOARD

STAGE STORAGE TABLE – BASIN 2

ELEV	AREA (sq. ft.)	DEPTH (ft)	CONIC INC. VOL. (cu. ft.)	CONIC TOTAL VOL. (cu. ft.)	
4,657.80	615	N/A	N/A	0	BOTTOM
4,658.00	687	0.20	129	129	
4,659.00	1,154	1.00	910	1040	
4,660.00	1,660	1.00	1399	2440	
4,660.74	2,059	0.74	1373	3813	HIGHWATER
4,661.00	2,205	0.26	554	4368	
4,661.74	2,658	0.74	1796	6164	FREEBOARD
4,662.00	1,801	0.26	576	6741	



Swale Detail
NOT TO SCALE



Scale: 1" = 30'

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Basin Plan

PROFESSIONAL ENGINEER · LICENSED · 14386 · 12/07/2023 · STATE OF IDAHO · JOHN NATHAN REEVE

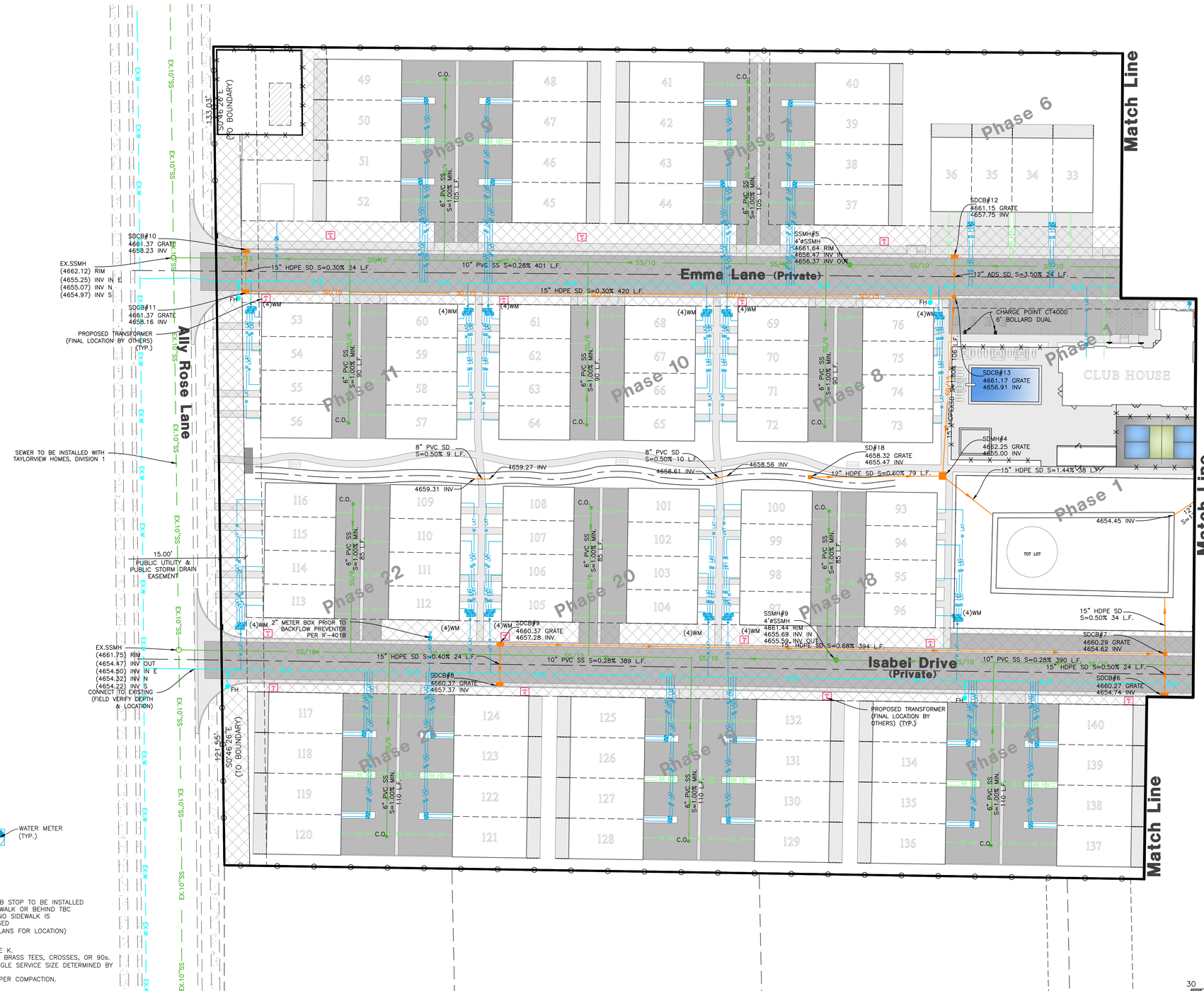
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

13
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

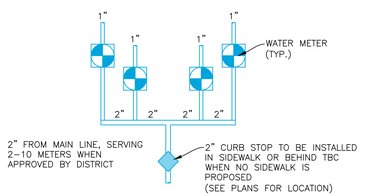
Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



30 0 30 60 90

Scale: 1" = 30'



SPECIFICATIONS FOR MULTIPLE METER MANIFOLDS:
1. ALL PIPING SHALL BE SDR 11 CTS OR COPPER TYPE K.
2. MAINTAIN RIGHT ANGLES IN PIPING THROUGH USE OF BRASS TEES, CROSSES, OR 90s.
3. 2" PIPE WHEN MORE THAN 1 METER IS SERVED, SINGLE SERVICE SIZE DETERMINED BY HOME BUILDER.
4. STAGGER METER BOXES AS NEEDED TO ENABLE PROPER COMPACTION.
5. KEEP METER BOXES NEAR ROADWAY.
6. NO METER BOXES IN ROADS OR DRIVEWAYS.
7. MARK AND WIRE WATERPROOF TAG TO EACH METER TO IDENTIFY WHICH LOT/UNIT IS SERVED BY EACH METER.

Typical Water Meter Manifold Detail

SCALE: NONE

Construction Notes:

1) ALL CONSTRUCTION IS TO CONFORM TO THE CITY STANDARD DRAWINGS AND SPECIFICATIONS.
2) CONSTRUCT HANDICAP RAMP PER ADA AND CITY REQUIREMENTS.

CULINARY WATER

NOTE: 6' MIN. COVER REQUIRED OVER CULINARY WATER LINES & 8" MAX COVER.

W/8 – 8" WATER PIPE C-50 D.I.

W – 2" TYPE K COPPER SERVICE LATERAL TO METER MANIFOLD WITH 1" METER AND 1" POLY TO UNITS (METERS LOCATED WITHIN PAVEMENT AREAS MUST HAVE TRAFFIC RATED BOX & LID)

SANITARY SEWER

SS/4 – 4" PVC SDR-35 SERVICE LATERAL
SS/6 – 6" PVC SDR-35 SEWER LINE
SS/8 – 8" PVC SDR-35 SEWER LINE
SS/10 – 10" PVC SDR-35 SEWER LINE

STORM DRAIN

SD/12 – 12" ADS N-12 STORM DRAIN
SD/15 – 15" ADS N-12 STORM DRAIN
SD/8 – 8" PVC STORM DRAIN PIPE

IRRIGATION

IRR/24 – 24" RCP ADS N-12 IRRIGATION PIPE

NOTE:
1. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
2. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
3. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
4. DEPTH OF WATER TO BE 6' MIN. BELOW FINISHED GRADE.
5. ALL EXISTING DITCHES THAT ARE BEING FILLED IN, MUST HAVE STRUCTURAL FILL IN ALL RIGHT-OF-WAY AND BUILDING FOOTPRINTS.
6. 15" HDPE PIPE WITH 0.0% SLOPE TO BE PERFORATED PIPE. (SEE DETAIL)
7. NO PORTION OF THE BUILDING STRUCTURES IS PERMITTED WITHIN THE P.U.E. AREA INCLUDING SPREAD FOOTINGS AND EAVES.

Notice:
THESE PLANS WERE CREATED UTILIZING COLORS FOR UTILITIES & OTHER INFRASTRUCTURE. IF PRINTED IN, OR COPIED TO BLACK & WHITE, SOME LINE WORK MAY NOT SHOW UP PROPERLY.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09-07-23	NF Access To Alley
01-05-23	NF Storm Drain
01-26-23	NF City Comments
04-04-23	NF City Comments
05-01-23	NF City Comments
05-31-23	NF Storm Drain
06-20-23	NF City Comments
08-24-23	NF Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Utility Plan

PROFESSIONAL ENGINEER LICENSED 14386 08/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

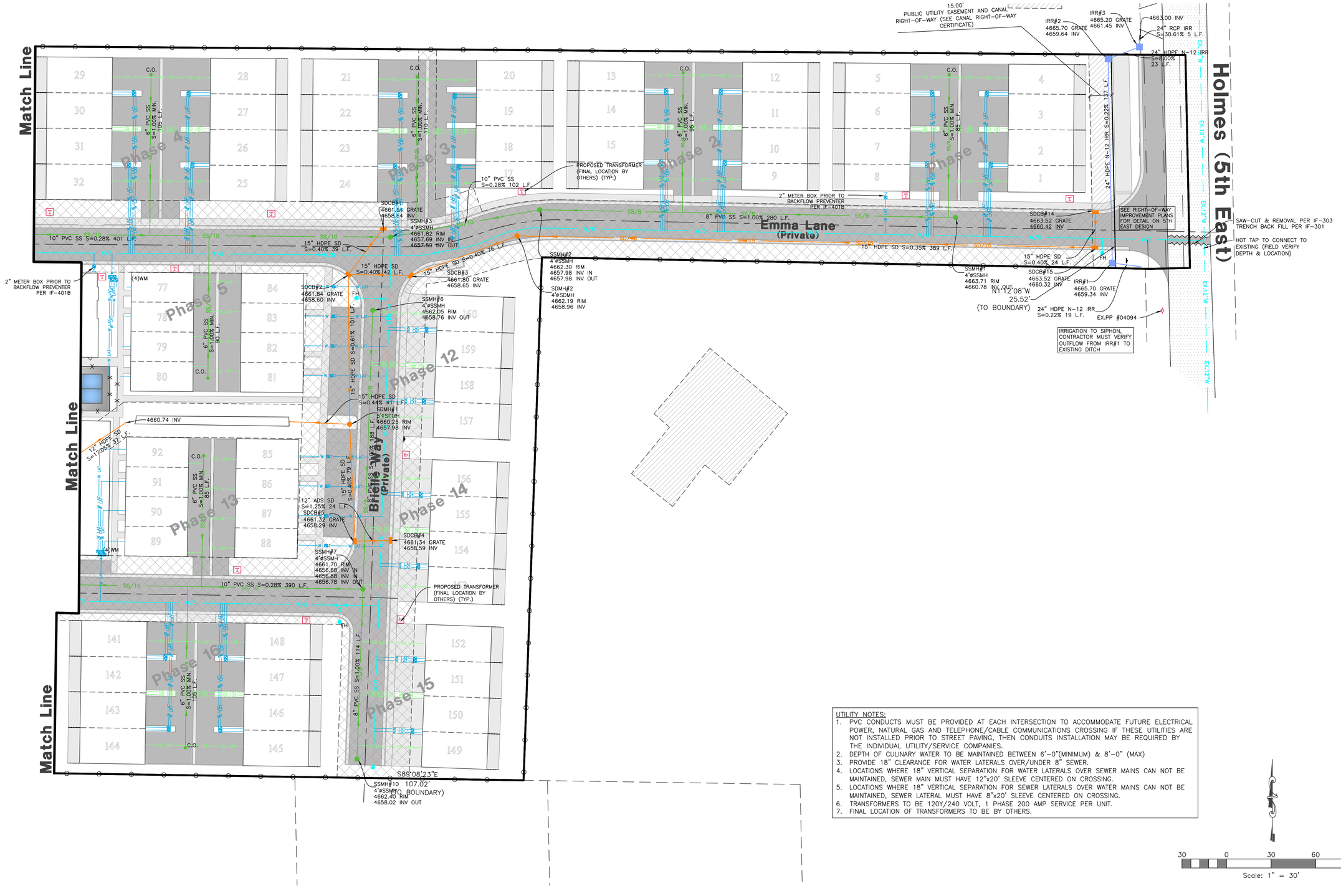
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

14
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



UTILITY NOTES:

1. PVC CONDUCTS MUST BE PROVIDED AT EACH INTERSECTION TO ACCOMMODATE FUTURE ELECTRICAL POWER, NATURAL GAS AND TELEPHONE/CABLE COMMUNICATIONS CROSSING IF THESE UTILITIES ARE NOT INSTALLED PRIOR TO STREET PAVING, THEN CONDUITS INSTALLATION MAY BE REQUIRED BY THE INDIVIDUAL UTILITY/SERVICE COMPANIES.
2. DEPTH OF CULINARY WATER TO BE MAINTAINED BETWEEN 6'-0"(MINIMUM) & 8'-0" (MAX)
3. PROVIDE 18" CLEARANCE FOR WATER LATERALS OVER/UNDER 8" SEWER.
4. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR WATER LATERALS OVER SEWER MAINS CAN NOT BE MAINTAINED, SEWER MAIN MUST HAVE 12"x20' SLEEVE CENTERED ON CROSSING.
5. LOCATIONS WHERE 18" VERTICAL SEPARATION FOR SEWER LATERALS OVER WATER MAINS CAN NOT BE MAINTAINED, SEWER LATERAL MUST HAVE 8"x20' SLEEVE CENTERED ON CROSSING.
6. TRANSFORMERS TO BE 120Y/240 VOLT, 1 PHASE 200 AMP SERVICE PER UNIT.
7. FINAL LOCATION OF TRANSFORMERS TO BE BY OTHERS.

30 0 30 60 90

Scale: 1" = 30'

Notice:
THESE PLANS WERE CREATED UTILIZING COLORS FOR UTILITIES & OTHER INFRASTRUCTURE. IF PRINTED IN, OR COPIED TO BLACK & WHITE, SOME LINE WORK MAY NOT SHOW UP PROPERLY.

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09-07-23	NF Access To Alley
01-05-23	NF Storm Drain
01-26-23	NF City Comments
04-04-23	NF City Comments
05-01-23	NF City Comments
05-31-23	NF Storm Drain
06-20-23	NF City Comments
08-24-23	NF Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Utility Plan

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

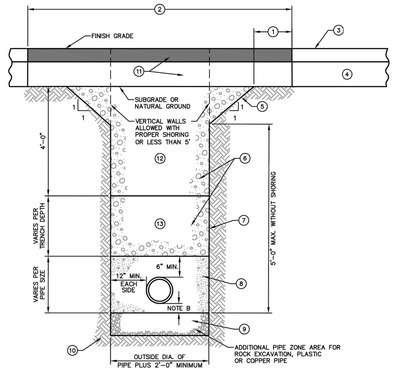
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

15
21 Total Sheets

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On



NOTES

(A) TRENCH EXCAVATION PER SECTION–301.

(B) PIPE BEDDING PER SECTION–305.

(C) BACKFILL AND COMPACTION PER SECTION–306, TYPE A–1 OR AS OTHERWISE APPROVED IN WRITING BY ENGINEER.

(D) TRENCH WIDTH AT SURFACE TO BE KEPT TO A MINIMUM. SLOPING OF TRENCH IN EXISTING PAVEMENT SURFACES SHALL NOT BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE CITY ENGINEER. ALL TRENCHING SHALL BE DONE IN STRICT ACCORDANCE OF THE OCCUPATIONAL SAFETY AND HEALTH ACT (O.S.H.A.) REQUIREMENTS.

(E) PATCH EDGES THAT RUN LONGITUDINAL TO THE ROADWAY ARE ALLOWED ONLY AT THE EDGES OR MIDPOINT OF TRAVEL LANES.

LEGEND

(1) TRANSVERSE TRENCH < 30 MPH 2'–0" MIN
TRANSVERSE TRENCH ≥ 30 MPH 10'–0" MIN.
LONGITUDINAL TRENCH (SEE NOTE E) 2'–0" MIN.

(2) SURFACE REPAIR WIDTH, 4' MINIMUM.

(3) EXISTING SURFACE.

(4) EXISTING BASE.

(5) TRENCH BACK SLOPE PER O.S.H.A. OR SUITABLE SHORING.

(6) TRENCH BACKFILL PER SECTION–306.

(7) VERTICAL TRENCH WALLS SHORING PER O.S.H.A..

(8) PIPE BEDDING PER SECTION–305 (SEE IF–302).

(9) FOUNDATION STABILIZATION MAY VARY PER SOIL TYPE AND STABILITY (PER SECTION–304).

(10) UNDISTURBED SOIL (TYP).

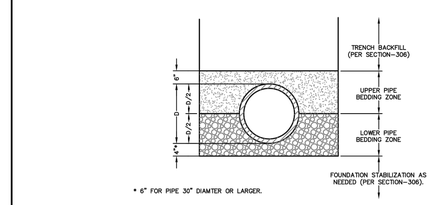
(11) SURFACE REPAIR AND BASE PER SECTION–307 (SEE IF–303).

(12) UPPER COMPACTION ZONE.

(13) LOWER COMPACTION ZONE.

2021 REVISION

CITY OF IDAHO FALLS	TYPICAL TRENCH	STANDARD DRAWING NO. IF–301



* 6" FOR PIPE 30" DIAMTER OR LARGER.

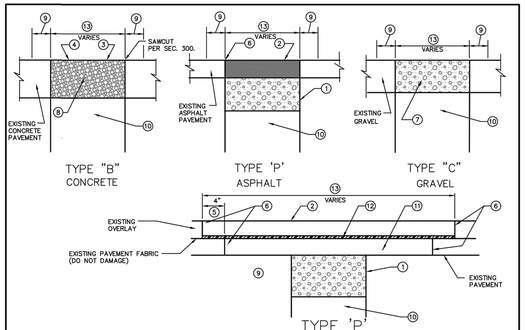
BEDDING SYSTEM	BEDDING MATERIAL	
	LOWER BEDDING ZONE	UPPER BEDDING ZONE
CLASS A–1	TYPE I	TYPE I
CLASS A–2	TYPE I	TYPE III
CLASS B–2	TYPE III	TYPE III
CLASS C–1 (CONCRETE CAP)	TYPE I	TYPE IV
CLASS C–2 (CONCRETE CRADLE)	TYPE IV	TYPE I
CLASS C–3 (CONCRETE ENCASEMENT)	TYPE IV	TYPE IV

NOTE

(A) REFER TO SECTION–305 FOR MATERIAL AND COMPACTION REQUIREMENTS.

2018 REVISION

CITY OF IDAHO FALLS	TYPICAL PIPE PIPE BEDDING SECTION	STANDARD DRAWING NO. IF–302



NOTES:

(A) REFER TO SECTION–307 FOR MATERIALS AND WORKMANSHIP REQUIREMENTS.

(B) ALL STREET CUTS WILL REQUIRE RESURFACING BY A PAVING MACHINE OR SPREADER BOX. PATCH WIDTHS ARE NEVER TO BE LESS THAN 4' IN WIDTH.

(C) WHERE THE STREET SURFACE INCLUDES AN OVERLAY WITH FABRIC, TAKE THE FOLLOWING ADDITIONAL STEPS:
A. OVERLAY ABOVE FABRIC AN ADDITIONAL 4" ON EACH SIDE TO EXPOSE EXISTING FABRIC.
B. INSTALL NEW ASPHALT TO GRADE FABRIC.
C. INSTALL NEW FABRIC FULL WIDTH OF CUT, IN ACCORDANCE WITH MANUFACTURE'S INSTRUCTIONS.
D. OVERLAY FABRIC WITH ASPHALT TO FINISH GRADE OF STREET.

(D) TACK ALL COLD JOINT SURFACES WITH EMULSION WHICH HAS BEEN "BROKEN" PRIOR TO PATCHING.

(E) PATCH EDGES THAT RUN LONGITUDINAL TO THE ROADWAY ARE ALLOWED ONLY AT THE EDGES OR MIDPOINT OF TRAVEL LANES.

LEGEND

(1) 8" OF 3/4" MINUS CRUSHED AGGREGATE BASE (MIN.) UNLESS A GREATER DEPTH IS OTHERWISE SPECIFIED.

(2) MATCH EXISTING PAVEMENT DEPTH TO 6" UNLESS A GREATER DEPTH IS SPECIFIED. USE A 2 1/2" (MIN.) MAT ON RESIDENTIAL STREETS AND 3" (MIN.) MAT ON INDUSTRIAL AND COLLECTORS AND 4" (MIN.) ON ARTERIALS.

(3) PORTLAND CEMENT CONCRETE SHALL BE CLASS 4000 psi EARLY STRENGTH, AND COMPLY WITH SECTION–706. CUT ASPHALT MAT IN NEAT STRAIGHT LINE.

(4) KEEP TRAFFIC OFF 72 HOURS, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

(5) MINIMUM DISTANCES, 4" OVERLAP APPLIES WHERE FABRIC IS BETWEEN ASPHALT LAYERS.

(6) CUT ASPHALT IN NEAT STRAIGHT LINE.

(7) 3/4" MINUS AGGREGATE SURFACE COURSE (8") OR THICKNESS OF EXISTING GRAVEL, WHICHEVER IS GREATER.

(8) THICKNESS EQUALS EXISTING PAVEMENT DEPTH PLUS 2" OF CONCRETE PAVEMENT.

(9) TRANSVERSE TRENCH < 30 MPH 2'–0" MIN
TRANSVERSE TRENCH ≥ 30 MPH 10'–0" MIN.
LONGITUDINAL TRENCH (SEE NOTE E) 2'–0" MIN.

(10) COMPACTED TRENCH BACKFILL AS PER F–301 AND SECTION–306 OF THESE SPECIFICATIONS.

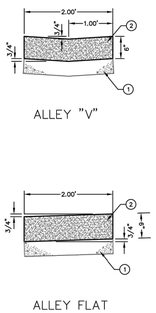
(11) ASPHALT TO EXISTING SHELF (MIN 2" THICK).

(12) PLACE NEW PAVEMENT FABRIC FULL WIDTH OF ASPHALT PATCH.

(13) 4' MINIMUM WIDTH FOR SURFACE RESTORATION.

2018 REVISION

CITY OF IDAHO FALLS	STREET CUTS AND SURFACE REPAIR DETAILS	STANDARD DRAWING NO. IF–303



LEGEND:

(1) 4" OF 3/4" MINUS CRUSHED AGGREGATE BASE MINIMUM.

(2) CONCRETE.

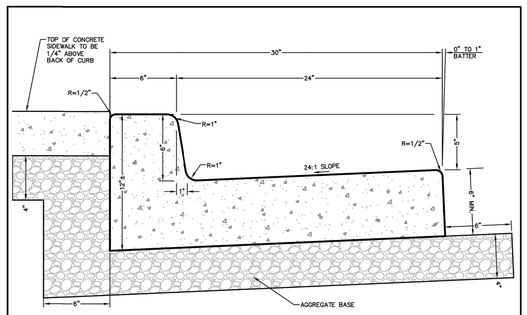
NOTES:

(A) GRADE OF GUTTER MINIMUM 0.4%

(B) EXPANSION JOINT 1/2–INCH PREFORMED JOINT MATERIAL (AASHTO M 213).

2018 REVISION

CITY OF IDAHO FALLS	ALLEY GUTTER	STANDARD DRAWING NO. IF–708B



NOTES:

(A) GRADE AND ALIGNMENT TO BE ESTABLISHED OR APPROVED BY THE ENGINEER.

(B) BASE: 4–INCH COMPACTED DEPTH OF 3/4–INCH MINUS CRUSHED AGGREGATE BASE MATERIAL, PLACE AS SPECIFIED UNDER SECTION–802 ISPWC; COMPACTED TO EXCEED 95% OF STANDARD PROCTOR.

(C) 1/2–INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.

(D) CONTINUOUS PLACEMENT PREFERRED, SCORE INTERVALS AT 10–FEET MAXIMUM SPACING (OR CONSISTENT WITH 2X SIDEWALK WIDTH FOR SCORE SPACING).

(E) MATERIALS AND CONSTRUCTION IN COMPLIANCE WITH ISPWC SPECIFICATIONS.

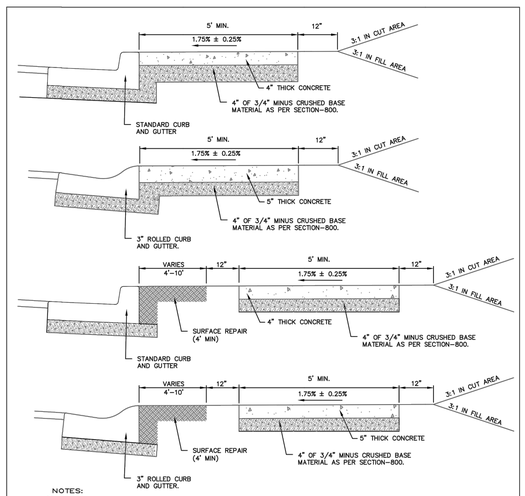
(F) BACKFILL AS PER SECTION–706.

(G) SECURE RIGHT–OF–WAY PERMIT BEFORE BEGINNING CONSTRUCTION IN PUBLIC RIGHT–OF–WAY.

(H) CURB AND GUTTER STANDARD TO BE USED ON ALL PUBLIC ROADWAYS UNLESS APPROVED BY ENGINEER.

2018 REVISION

CITY OF IDAHO FALLS	CURB AND GUTTER STANDARD	STANDARD DRAWING NO. IF–701A



NOTES:

(A) LOCATION GRADE AND WIDTH TO BE ESTABLISHED OR APPROVED BY THE OWNER.

(B) BASE TO BE COMPACTED TO EXCEED 95% OF STANDARD DENSITY.

(C) SLOPE SIDEWALK TOWARD THE STREET NOT TO EXCEED 1.75% ± 0.25% UNLESS OTHERWISE SPECIFIED BY THE OWNER.

(D) SCORE AT INTERVALS TO MATCH WIDTH OF WALK NOT TO EXCEED 5 FEET SPACING. IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTION FOR SIDEWALK GREATER THAN 5 FEET IN WIDTH.

(E) 1/2" TRANSVERSE PREFORMED BITUMINOUS JOINTS AT THE TERMINUS POINTS FOR CURVE AND WHERE SIDEWALK IS PLACED BETWEEN TWO PERMANENT FOUNDATIONS OR ADJACENT TO A STRUCTURE, PLACE 1/2" EXPANSION JOINT MATERIAL ALONG THE BACK OF WALK THE FULL LENGTH.

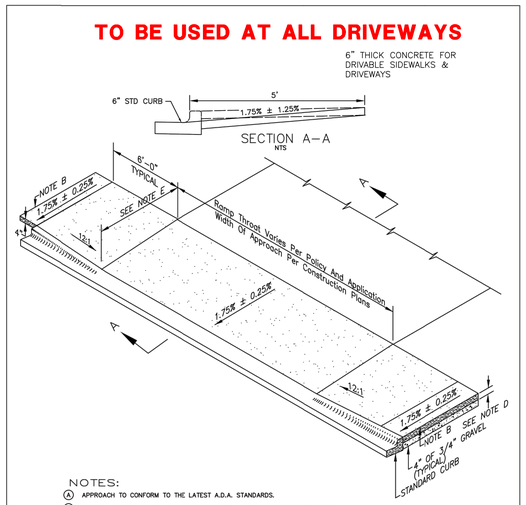
(F) SINGLE FAMILY DRIVEWAY APPROACH ACROSS PLANTER STRIP & WALK TO BE 5" MINIMUM (7" MINIMUM ALL OTHER APPROACHES) CONCRETE OVER 4" OF 3/4" MINUS CRUSHED BASE.

(G) SIDEWALK CONSTRUCTION JOINTS SHALL BE CONSTRUCTED APPROXIMATELY ⅓" WIDE, D/3 IN DEPTH (D IS DEPTH OF SIDEWALK) AND FINISHED AND EDGED SMOOTH. A PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED EVERY 40' FOR NEW SIDEWALK CONSTRUCTION.

2021 REVISION

CITY OF IDAHO FALLS	CONCRETE SIDEWALK	STANDARD DRAWING NO. IF–709

TO BE USED AT ALL DRIVEWAYS



NOTES:

(A) APPROACH TO CONFORM TO THE LATEST A.D.A. STANDARDS.

(B) INSTALL EXPANSION JOINT AT TIP OF APPROACH WINGS AND WHERE SIDEWALK CHANGES THICKNESS.

(C) BASE TO BE A 4" THICKNESS OF 3/4" MINUS CRUSHED AGGREGATE PER SECTION–802.

(D) APPROACH THROAT WIDTHS SET BY POLICY AND APPLICATION. ALL CONCRETE TO BE 5" THICK FOR SINGLE FAMILY RESIDENTIAL (7" THICK FOR ALL OTHER APPROACHES) FROM TIP OF WING TO TIP OF WING UP TO THE EXPANSION JOINT. WHEN SIDEWALK IS SEPARATE FROM CURB THE SIDEWALK IMMEDIATELY BEHIND THE APPROACH THROAT SHALL BE 5"THICK FOR SINGLE FAMILY RESIDENTIAL (7" THICK FOR ALL OTHER APPROACHES.

(E) SIDEWALK WIDTH MAY VARY.

2021 REVISION

CITY OF IDAHO FALLS	CONCRETE DRIVEWAY WITH RAMPED SIDEWALK	STANDARD DRAWING NO. IF–710B

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621–3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION	
09–07–23	NF	Access To Alley
01–05–23	NF	Storm Drain
01–26–23	NF	City Comments
04–04–23	NF	City Comments
05–01–23	NF	City Comments
05–31–23	NF	Storm Drain
06–20–23	NF	City Comments
08–24–23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Details

PROFESSIONAL ENGINEER
LICENSED
14386
12/07/2023
STATE OF IDAHO
JOHN NATHAN REEVE

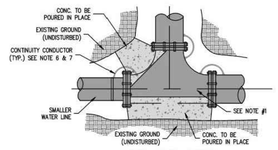
Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152–12

16
21 Total Sheets

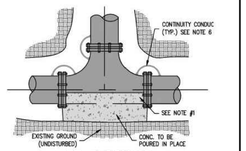
THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE–DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

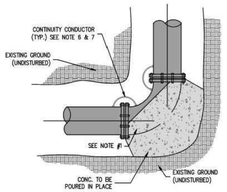
Reeve & Associates, Inc. - Solutions You Can Build On



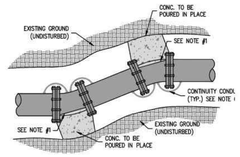
TEE BLOCKING
(SMALLER LINE OR PLUG)



TEE BLOCKING



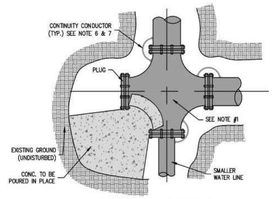
BEND BLOCKING



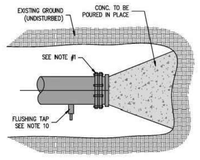
HORIZONTAL BEND BLOCKING

2018 REVISION

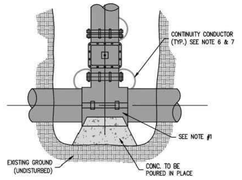
CITY OF IDAHO FALLS	THRUST BLOCKS & CONTINUITY CONDUCTORS	STANDARD DRAWING NO. IF–403 Sheet 1 of 2



CROSS BLOCKING
(SMALLER LINE OR PLUG)



PLUG BLOCKING



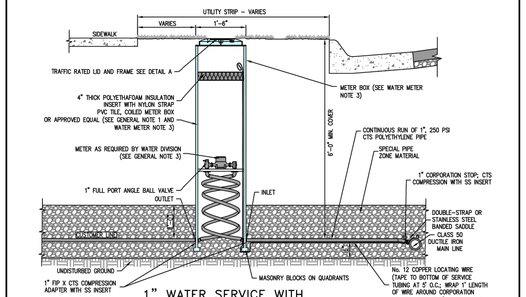
TAPPING TEE BLOCKING

NOTES:

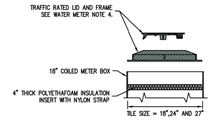
1. ALL APPURTENANCES TO BE WRAPPED WITH 8 MIL PLASTIC TO PREVENT CONCRETE FROM ADHERING TO ANY PART OF FITTINGS.
2. ALL THRUST BLOCKING SHALL BE POURED AGAINST UNDISTURBED EARTH.
3. REQUIRED AREA OF CONCRETE SURFACE BEARING AGAINST TRENCH WALL, FOR THRUST BLOCKS.
   - 4" FITTING ..... 3.0 SQ. FT.
   - 6" FITTING ..... 3.0 SQ. FT.
   - 8" FITTING ..... 5.3 SQ. FT.
   - 10" FITTING ..... 8.4 SQ. FT.
   - 12" FITTING ..... 11.8 SQ. FT.
   - 14" FITTING ..... 16.2 SQ. FT.
   - 16" FITTING ..... 25.1 SQ. FT.
   - 18" FITTING ..... 26.7 SQ. FT.
   - 20" FITTING ..... 33.0 SQ. FT.
   - 24" FITTING ..... 47.3 SQ. FT.
4. JOINT RESTRAINTS REQUIRED IF WATER LINE IS PLACED IN SERVICE PRIOR TO THRUST BLOCK ATTAINING REQUIRED STRENGTH.
5. ALL THRUST BLOCKS TO BE IClASS 4 CONCRETE.
6. ALL CONTINUITY CONDUCTORS SHALL BE A MINIMUM #2 STRANDED COPPER WIRE WITH END SLEEVES.
7. CONTINUITY CONNECTION SHALL BE A CAD WELD TYPE HB OR EQUAL.
8. APPROVED WATER LINE MATERIALS LIST MAINTAINED BY CITY OF IDAHO FALLS WATER DIVISION (208) 612–8471.
9. CONTRACTOR TO NOTIFY CITY OF IDAHO FALLS WATER DIVISION AND IMPACTED CUSTOMERS OF ANY WATER LINE CLOSURES OR SERVICE OUTAGES.
10. FLUSHING TAPS SHALL ONLY BE INSTALLED ON TEMPORARY DEAD–END LINES THAT ARE PLANNED FOR FUTURE EXTENSION. UPON EXTENSION OF TEMPORARY DEAD–END LINES, FLUSHING TAP SHALL BE REMOVED AND REPLACED WITH A BRASS PLUG.
11. FLUSHING TAPS SHALL ONLY BE INSTALLED ON TEMPORARY DEAD–END LINES THAT ARE PLANNED FOR FUTURE EXTENSION. UPON EXTENSION OF TEMPORARY DEAD–END LINES, FLUSHING TAP SHALL BE REMOVED AND REPLACED WITH A BRASS PLUG.
12. FLUSH HYDRANTS (SEE IF–410) SHALL BE INSTALLED ON ALL PERMANENT DEAD–END LINES (I.E. CUL–DE–SACS).

2018 REVISION TYPICAL THRUST BLOCKING DETAILS

CITY OF IDAHO FALLS	THRUST BLOCKS & CONTINUITY CONDUCTORS	STANDARD DRAWING NO. IF–403 Sheet 2 of 2



1" WATER SERVICE WITH
18" DIAMETER METER BOX



DETAIL A
TRAFFIC RATED RING AND LID
18" DIAMETER METER BOX

GENERAL NOTES:

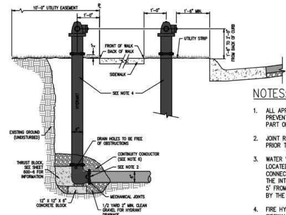
1. APPROVED WATER LINE MATERIALS LIST MAINTAINED BY CITY OF IDAHO FALLS WATER DIVISION (208) 612–8471.
2. CONTRACTOR SHALL NOTIFY CITY OF IDAHO FALLS WATER DIVISION AND ANY IMPACTED CUSTOMERS OF ANY WATER LINE CLOSURES OR SERVICE OUTAGES.
3. WATER METERS SHALL BE INSTALLED ON ALL NEW WATER SERVICE CONSTRUCTION. CONTACT WATER DIVISON (208)612–8471 FOR WATER METER AND CELLULAR AMR ENDPOINT ORDERING INFROMATION.

WATER METER NOTES:

1. ALL BRASS FITTINGS AND VALVES FOR METER BOX AND SERVICE LINE SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AND CONFORM TO AWWA C800 AND NSF 61.
2. BACKING WRENCH REQUIRED FOR CONNECTION OF METER BOX TO THE CITY SERVICE LINE AND CUSTOMER SERVICE LINE TO PREVENT DAMAGE TO BOX AND ASSOCIATED PIPING.
3. METER BOX SHALL BE LOCATED IN LANDSCAPED AREAS WHERE POSSIBLE.
4. TRAFFIC RATED LID AND FRAME SET TO FINISHED GRADE. FRAME TO BE DAL FOUNDRY #B5020–R3 OR APPROVED EQUAL. LID TO BE DAL FOUNDRY #B5020–06 (NO LOCK; WITH 2" DIAMETER SENSOR HOLE AND THUMB CUT–OUT) OR APPROVED EQUAL. SENSOR HOLE TO BE EQUIPPED WITH CELLULAR AMI ENDPOINT. LEAVE 3' COIL OF ENDPOINT WIRE IN METER BOX ABOVE INSULATION PAD.

2022 REVISION

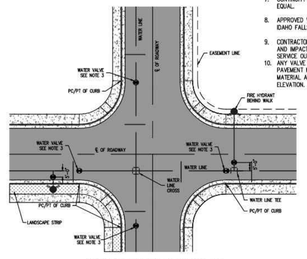
CITY OF IDAHO FALLS	WATER SERVICE WITH METER BOX	STANDARD DRAWING NO. IF–401A



FIRE HYDRANT DETAIL

NOTES:

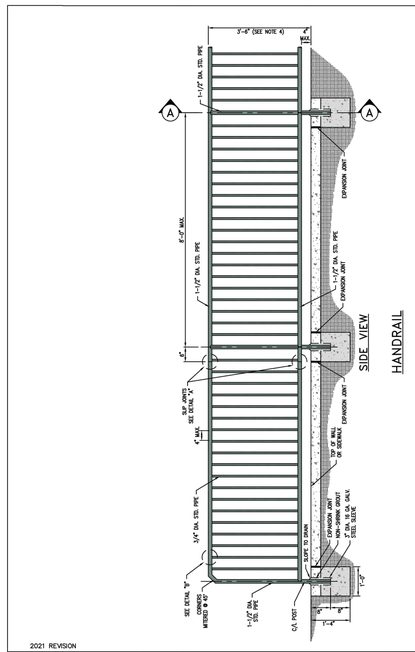
1. ALL APPURTENANCES SHALL BE WRAPPED WITH 8 MIL PLASTIC TO PREVENT CONCRETE THRUST–BLOCKING FROM ADHERING TO ANY PART OF FITTINGS.
2. JOINT RESTRAINTS REQUIRED IF WATER LINE IS PLACED IN SERVICE PRIOR TO THRUST BLOCK ATTAINING REQUIRED STRENGTH.
3. WATER VALVES ON MAIN LINES AT INTERSECTIONS SHALL BE LOCATED AT P.C./P.T. OF CURB WHERE POSSIBLE. NO SERVICE CONNECTIONS SHALL BE ALLOWED BETWEEN WATER VALVES WITHIN THE INTERSECTION. WATER VALVES ON THE FIRE LINES SHALL BE 5' FROM THE CENTERLINE OF THE WATER MAIN OR AS DIRECTED BY THE ENGINEER.
4. FIRE HYDRANTS AND CURB STOPS SHALL BE LOCATED OUT OF SIDEWALK AREA WHERE POSSIBLE. LOCATE FIRE HYDRANTS 1'–0" BEHIND WALK IN UTILITY EASEMENT AS SHOWN OR 1'–0" IN FRONT OF WALK IF NO EASEMENT IS AVAILABLE BEHIND WALK.
5. ASPHALT CUT SHALL BE NEAT & VERTICAL IN A CIRCLE SYMMETRICALLY AROUND VALVE BOX.
6. ALL CONTINUITY CONDUCTORS SHALL BE A MINIMUM #2 STRANDED COPPER WIRE WITH END SLEEVES.
7. CONTINUITY CONNECTION SHALL BE A CAD WELD TYPE HB OR EQUAL.
8. APPROVED WATER LINE MATERIALS LIST MAINTAINED BY CITY OF IDAHO FALLS WATER DIVISION (208) 612–8471.
9. CONTRACTOR SHALL NOTIFY CITY OF IDAHO FALLS WATER DIVISION AND IMPACTED CONSUMERS OF ANY WATER LINE CLOSURES OR SERVICE OUTAGES.
10. ANY VALVE BOXES INSTALLED PERMANENTLY OUTSIDE OF PAVEMENT MUST HAVE COLLARS INSTALLED, SLOPE SURFACE MATERIAL AWAY FROM COLLAR APPROX. 1" – 1–1/2" BELOW BOX ELEVATION.



WATER VALVE LOCATION AT
INTERSECTIONS DETAIL
SCALE – 1"=40'

2018 REVISION

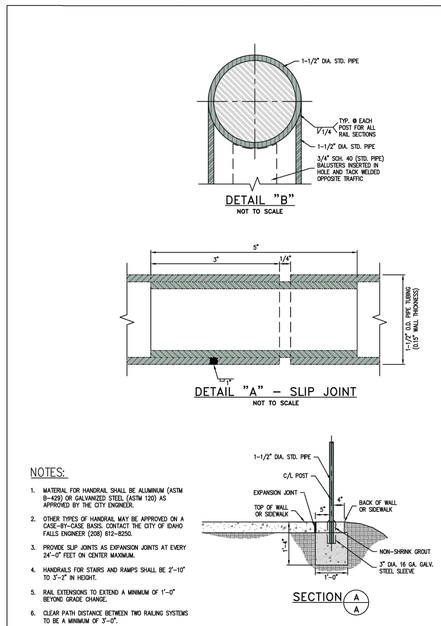
CITY OF IDAHO FALLS	WATER LINES FIRE HYDRANT	STANDARD DRAWING NO. IF–404



SIDE VIEW HANDRAIL

2021 REVISION

CITY OF IDAHO FALLS	HANDRAIL	STANDARD DRAWING NO. IF–2080 Sheet 1 of 2



DETAIL "B"
NOT TO SCALE

DETAIL "A" – SLIP JOINT
NOT TO SCALE

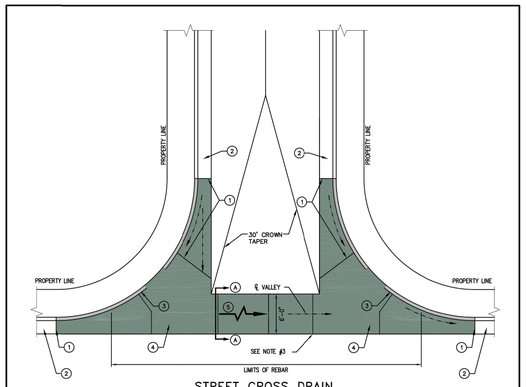
NOTES:

1. MATERIAL FOR HANDRAIL SHALL BE ALUMINUM (ASTM B–429) OR GALVANIZED STEEL (ASTM 120) AS APPROVED BY THE CITY ENGINEER.
2. OTHER TYPES OF HANDRAIL MAY BE APPROVED ON A CASE–BY–CASE BASIS. CONTACT THE CITY OF IDAHO FALLS ENGINEER (208) 612–8250.
3. PROVIDE SLIP JOINTS AS EXPANSION JOINTS AT EVERY 24'–0" FEET ON CENTER MAXIMUM.
4. HANDRAILS FOR STAIRS AND RAMPS SHALL BE 2'–10" TO 3'–2" IN HEIGHT.
5. RAIL EXTENSIONS TO EXTEND A MINIMUM OF 1'–0" BEYOND GRADE CHANGE.
6. CLEAR PATH DISTANCE BETWEEN TWO RAILING SYSTEMS TO BE A MINIMUM OF 3'–0".

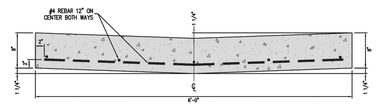
SECTION A A

2021 REVISION

CITY OF IDAHO FALLS	HANDRAIL	STANDARD DRAWING NO. IF–2080 Sheet 2 of 2



STREET CROSS DRAIN



VALLEY GUTTER SECTION
(A) TYPICAL SECTION

LEGEND:

A. 4 INCHES OF 3/4" COMPACTED AGGREGATE BASE SHALL BE REQUIRED UNDER ALL CROSS DRAINS AND CONCRETE WHERE UNSUITABLE BASE MATERIAL IS ENCOUNTERED. IF FILL MATERIAL IS REQUIRED, OR WHERE DIRECTED BY ENGINEER.

B. ALL CONCRETE SHALL BE CURED WITH A CURING COMPOUND AS SPECIFIED IN THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

C. SCORING LINES SHALL BE A MINIMUM OF 2" DEEP AND LOCATED EVERY 10' IN ALL VALLEY GUTTER SECTIONS.

D. MINIMUM RUNNING SLOPE OF CROSS DRAINS SHALL BE 1% OR AS APPROVED BY THE ENGINEER.

E. VALLEY GUTTER SHALL BE USED ONLY AS A LAST RESORT. ALL OTHER OPTIONS MUST BE EVALUATED BEFORE INSTALLING VALLEY GUTTER.

NOTES

1. 1/2 " PREFORMED EXPANSION JOINT FILLER
2. 0.4% MIN. SLOPE
3. 0.6% MIN. SLOPE ON RADIUS
4. CROSS DRAIN & CURB TO BE AS A SINGLE PLACEMENT
5. 1% MIN. SLOPE

2018 REVISION

CITY OF IDAHO FALLS	VALLEY GUTTER	STANDARD DRAWING NO. IF–708A

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE–DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621–3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION
09–07–23	NF Access To Alley
01–05–23	NF Storm Drain
01–26–23	NF City Comments
04–04–23	NF City Comments
05–01–23	NF City Comments
05–31–23	NF Storm Drain
06–20–23	NF City Comments
08–24–23	NF Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Details

PROFESSIONAL ENGINEER
LICENSED
14386
12/07/2022
STATE OF IDAHO
J. NATE REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152–12

17
21 Total Sheets

Reeve & Associates, Inc. - Solutions You Can Build On

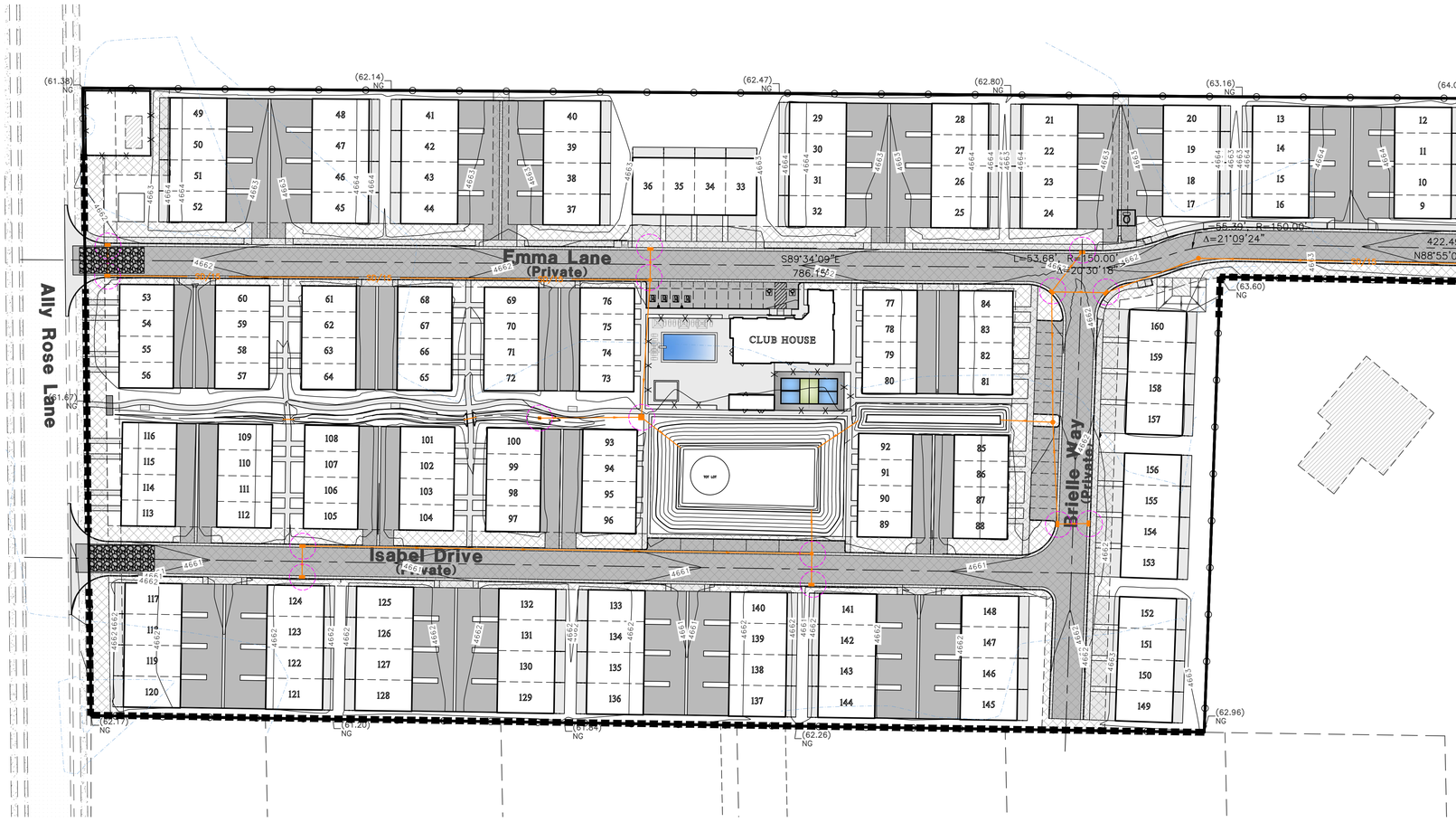
SOUTHBRIDGE

Storm Water Pollution Prevention Plan Exhibit

IDAHO FALLS, BONNEVILLE COUNTY, IDAHO
OCTOBER, 2022



Vicinity Map
NOT TO SCALE



SWPPP Legend

- = PORTABLE TOILET
- = INLET PROTECTION TYP. (SEE DETAIL)
- = SILT FENCE (SEE DETAIL)
- = 50'x20' CONSTRUCTION ENTRANCE W/8" CLEAN GRAVEL
- = CONCRETE WASH AREA (SEE DETAIL) OR AS SELECTED BY CONTRACTOR

SWPPP NOTES:
1. ALL VEHICLES EXITING SITE TO PROCEED THROUGH CONSTRUCTION ENTRANCE TO REDUCE AMOUNTS OF SEDIMENT TRACKED ONTO ROADWAYS.
2. STREETS TO BE SWEPT WITHIN 1000 FEET OF CONSTRUCTION ENTRANCE DAILY IF NECESSARY

50 0 50 100 150
Scale: 1" = 50'

Construction Activity Schedule

- PROJECT LOCATION.....IDAHO FALLS, BONNEILLE COUNTY, (ID)
- PROJECT BEGINNING DATE.....OCTOBER 2022
- BMP'S DEPLOYMENT DATE.....OCTOBER 2022
- STORM WATER MANAGEMENT CONTACT / INSPECTOR.....SKY HAZLEHURST (801) 837-2020
- SPECIFIC CONSTRUCTION SCHEDULE INCLUDING BMP CONSTRUCTION SCHEDULE TO BE INCLUDED WITH SWPPP BY OWNER/DEVELOPER

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09-07-23	NF	Access To Alley
01-05-23	NF	Storm Drain
01-26-23	NF	City Comments
04-04-23	NF	City Comments
05-01-23	NF	City Comments
05-31-23	NF	Storm Drain
06-20-23	NF	City Comments
08-24-23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Storm Water Pollution Prevention Plan Exhibit

PROFESSIONAL ENGINEER
LICENSED
14386
09/07/2023
STATE OF IDAHO
JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

18
21 Total Sheets

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc. - Solutions You Can Build On

Notes:

1. Describe all BMP's to protect storm water inlets:
   All storm water inlets to be protected by straw wattle barriers, or gravel bags (see detail).

2. Describe BMP's to eliminate/reduce contamination of storm water from:
   a. Equipment / building / concrete wash areas:
      To be performed in designated areas only and surrounded with silt fence barriers.
   b. Soil contaminated by soil amendments:
      If any contaminates are found or generated, contact environmental engineer and contacts listed.
   c. Areas of contaminated soil:
      If any contaminates are found or generated, contact environmental engineer and contacts listed.
   d. Fueling area:
      To be performed in designated areas only and surrounded with silt fence.
   e. Vehicle maintenance areas:
      To be performed in designated areas only and surrounded with silt fence.
   f. Vehicle parking areas:
      To be performed in designated areas only and surrounded with silt fence.
   g. Equipment storage areas:
      To be performed in designated areas only and surrounded with silt fence.
   h. Materials storage areas:
      To be performed in designated areas only and surrounded with silt fence.
   i. Waste containment areas:
      To be performed in designated areas only and surrounded with silt fence.
   j. Service areas:
      To be performed in designated areas only and surrounded with silt fence.

3. BMP's for wind erosion:
   Stockpiles and site as needed to be watered regularly to eliminate / control wind erosion

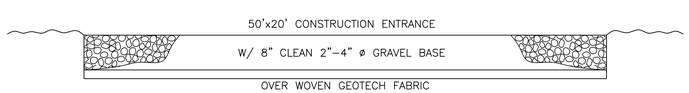
4. Construction Vehicles and Equipment:
   a. Maintenance
      – Maintain all construction equipment to prevent oil or other fluid leaks.
      – Keep vehicles and equipment clean, prevent excessive build–up of oil and grease.
      – Regularly inspect on–site vehicles and equipment for leaks, and repair immediately.
      – Check incoming vehicles and equipment (including delivery trucks, and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment on–site.
      – Segregate and recycle wastes, such as greases, used oil or oil filters, antifreeze, cleaning solutions, automotive batteries, hydraulic, and transmission fluids.
   b. Fueling
      – If fueling must occur on–site, use designated areas away from drainage.
      – Locate on–site fuel storage tanks within a bermed area designed to hold the tank volume.
      – Cover retention area with an impervious material and install in in a manner to ensure that any spills will be contained in the retention area. To catch spills or leaks when removing or changing fluids.
      – Use drip pans for any oil or fluid changes.
   c. Washing
      – Use as little water as possible to avoid installing erosion and sediment controls for the wash area.
      – If washing must occur on–site, use designated, bermed wash areas to prevent waste water discharge into storm water, creeks, rivers, and other water bodies.
      – Use phosphate–free, biodegradable soaps.
      – Do not permit steam cleaning on–site.

5. Spill Prevention and Control
   a. Minor Spills:
      Minor spills are those which are likely to be controlled by on–site personnel. After contacting local emergency response agencies, the following actions should occur upon discovery of a minor spill:
      – Contain the spread of the spill.
      – If the spill occurs on paved or impermeable surfaces, clean up using "dry" methods (i.e. absorbent materials, cat litter, and / or rags).
      – If the spill occurs in dirt areas, immediately contain the spill by constructing an earth dike. Dig up and properly dispose of contaminated soil.
      – If the spill occurs during rain, cover the impacted area to avoid runoff.
      – Record all steps taken to report and contain spill.
   b. Major Spills:
      On–site personnel should not attempt to control major spills until the appropriate and qualified emergency response staff have arrived at the site. For spills of federal reportable quantities, also notify the National Response Center at (800) 424–8802. A written report should be sent to all notified authorities. Failure to report major spills can result in significant fines and penalties.

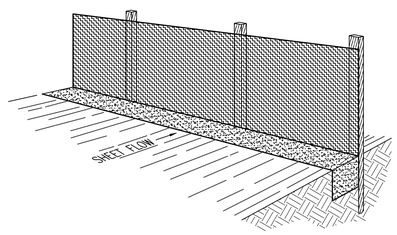
6. Post Roadway / Utility Construction
   a. Maintain good housekeeping practices.
   b. Enclose or cover building material storage areas.
   c. Properly store materials such as paints and solvents.
   d. Store dry and wet materials under cover, away from drainage areas.
   e. Avoid mixing excess amounts of fresh concrete or cement on–site.
   f. Perform washout of concrete trucks offsite or in designated areas only.
   g. Do not wash out concrete trucks into storm drains, open ditches, streets or streams.
   h. Do not place material or debris into streams, gutters or catch basins that stop or reduce the flow of runoff water.
   i. All public streets and storm drain facilities shall be maintained free of building materials, mud and debris caused by grading or construction operations. Roads will be swept within 1000' of construction entrance daily, if necessary.
   j. Install straw wattle around all inlets contained within the development and all others that receive runoff from the development.

7. Erosion Control Plan Notes
   a. The contractor will designate an emergency contact that can be reached 24 hours a day 7 days a week.
   b. A stand–by crew for emergency work shall be available at all times during potential rain or snow runoff events. Necessary materials shall be available on site and stockpiled at convenient locations to facilitate rapid construction of emergency devices when rain or runoff is eminent.
   c. Erosion control devices shown on the plans and approved for the project may not be removed without approval of the engineer of record. If devices are removed, no work may continue that have the potential of erosion without consulting the engineer of record. If deemed necessary erosion control should be reestablished before this work begins.
   d. Graded areas adjacent to fill slopes located at the site perimeter must drain away from the top of the slope at the conclusion of each working day. this should be confirmed by survey or other means acceptable to the engineer of record.
   e. All silt and debris shall be removed from all devices within 24 hours after each rain or runoff event.
   f. Except as otherwise approved by the inspector, all removable protective devices shown shall be in place at the end of each working day and through weekends until removal of the system is approved.
   g. All loose soil and debris, which may create a potential hazard to offsite property, shall be removed from the site as directed by the engineer of record of the governing agency.
   h. The placement of additional devices to reduce erosion damage within the site is left to the discretion of the engineer of record.
   i. Desilting basins may not be removed or made inoperable without the approval of the engineer of record and the governing agency.
   j. Erosion control devices will be modified as need as the project progresses and plans of these changes submitted for approval by the engineer of record and the governing agency.

8. Conduct a minimum of one inspection of the erosion and sediment controls every two weeks. Maintain documentation on site.
   a. Part III.D.4 of general permit UTRC00000 identifies the minimum inspection requirements.
   b. Part II.D.4.C identifies the minimum inspection report requirements.
   c. Failure to complete and/or document storm water inspections is a violation of part III.D.4 of Utah General Permit UTR 300000.

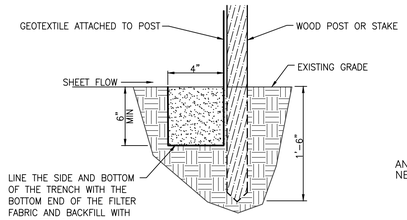


Cross Section 50' x 20' Construction Entrance



Perspective View

Figure 2



Section

INSTALLATION
The silt fence should be installed prior to major soil disturbances in the drainage area. The fence should be placed across the slope along a line of uniform elevation wherever flow of sediment is anticipated. Table 1 shows generally–recommended maximum slope lengths (slope spacing between fences) at various site grades for most silt fence applications.

TABLE 1:
Recommended Maximum Slope Lengths for Silt Fence
(Richardson & Middlebrooks, 1991)

Slope Steepness (%)	Max. Slope Length m (ft)
<2%	30.5m (100ft)
2–5%	22.9m (75ft)
5–10%	15.2m (50ft)
10–20%	7.6m (25ft)
>20%	4.5m (15ft)

PREFABRICATED SILT FENCE ROLLS
*Excavate a minimum 15.2cm x 15.2cm (6"x6") trench at the desired location.
*Unroll the silt fence, positioning the post against the downstream wall of the trench.
*Adjacent rolls of silt fence should be joined be nesting the end post of one fence into the other. Before nesting the end posts, rotate each post until the geotextile is wrapped completely around the post, then abut the end posts to create a tight seal as shown in Figure 1.
*Drive posts into the ground until the required fence height and/or anchorage depth is obtained.
*Bury the loose geotextile at the bottom of the fence in the upstream trench and backfill with natural soil, tamping the backfill to provide good compaction and anchorage. Figure 2 illustrates a typical silt fence installation and anchor trench placement.

FIELD ASSEMBLY:
*Excavate a minimum 15.2cm x 15.2cm (6"x6") trench at the desired location.
*Drive wooden posts, or steel posts with fastening projections, against the downstream wall of the trench. Maximum post spacing should be 2.4–3.0m (8–10ft). Post spacing should generally be less than three (3) times the height of the fence.
*If a steel or plastic mesh is required to reinforce the geotextile, it shall have a minimum mesh opening of 15.2cm (6").
*Fasten the mesh to the upslope side of the posts using heavy duty wire staples, tie wires or hog strings. Extend the mesh into the bottom of the trench.
*The geotextile shall then be stapled or wired to the posts. An extra 20–50cm (8–20") of geotextile shall extend into the trench.

INSPECTION
*Inspect the silt fence daily during periods of rainfall, immediately after significant rainfall event and weekly during periods of no rainfall. Make any repairs immediately.
*When sediment deposits behind the silt fence are one–third of the fence height, remove and properly dispose of the silt accumulations. Avoid damage to the fabric during cleanout.

REMOVAL
*Silt fence should not be removed until construction ceases and the upslope area has been properly stabilized and/or revegetated.

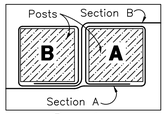
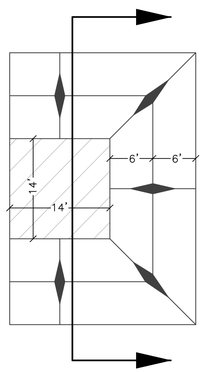
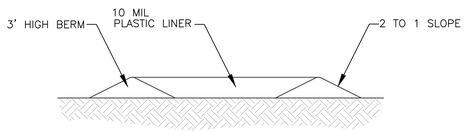


Figure 1:
Top View of
Roll–to–Roll Connection

Silt Fence Detail

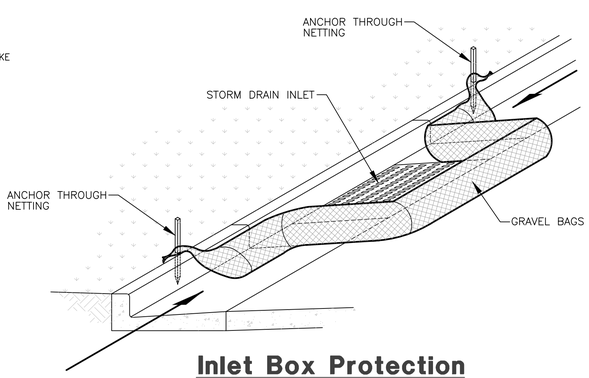
SCALE: NONE



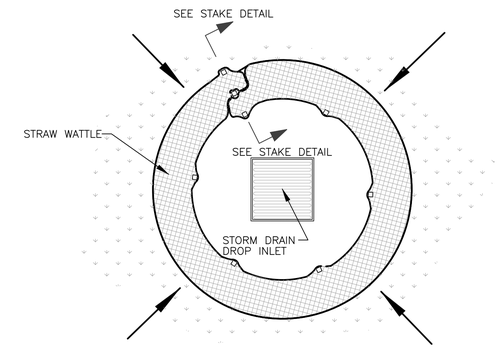


Concrete Washout Area w/ 10 mil Plastic Liner

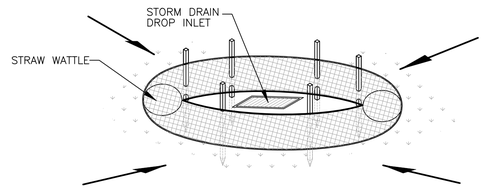
SCALE: NONE



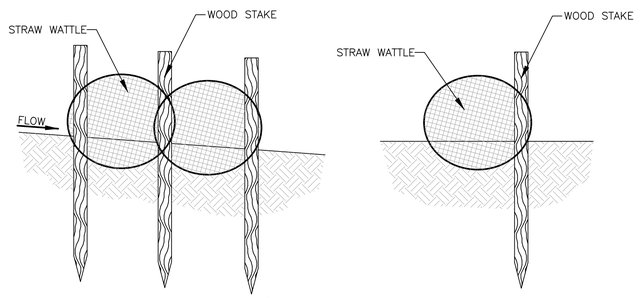
Inlet Box Protection



Plan View



Drop Inlet Protection



Stake Detail

APPROVED BY:

CITY OF IDAHO FALLS ENGINEER

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE–DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621–3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE		DESCRIPTION
09–07–23	NF	Access To Alley
01–05–23	NF	Storm Drain
01–26–23	NF	City Comments
04–04–23	NF	City Comments
05–01–23	NF	City Comments
05–31–23	NF	Storm Drain
06–20–23	NF	City Comments
08–24–23	NF	Remove Detail

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Storm Water Pollution Prevention Plan Details

PROFESSIONAL ENGINEER · LICENSED · 14386 · 09/07/2023 · STATE OF IDAHO · JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. FICKLIN
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152–12

19
21 Total Sheets

Reeve & Associates, Inc. - Solutions You Can Build On



PLANT TABLE

TREES

Quantity	Symbol	Scientific Name	Common Name	6' Ht Size
30		Acer campestre	Hedge Maple	2" cal.
54		Picea pungens 'Fastigiata'	Columnar Blue Spruce	6' Ht
21		Syringa reticulata 'Ivory Silk'	Ivory Silk Lilac Tree	2" cal.
11		Zelkova serrata 'Village Green'	Village Green Zelkova	2" cal.

SHRUBS

Quantity	Symbol	Scientific Name	Common Name	Size
48		Buxus microphylla 'Winter Gem'	Winter Gem boxwood	5 gal.
56		Cornus sericea 'Insanti'	Insanti Dwarf Dogwood	5 gal.
71		Chamaebatiaria millefolium	Fernbush	5 gal.
36		Euonymus alatas 'Compacta'	Dwarf Burning Bush	5 gal.
191		Juniperus communis 'Mondap'	Alpine Carpet Juniper	5 gal.
75		Pinus mugo 'Slowmound'	Slowmound Mugo Pine	5 gal.
6		Physocarpus opulifolius 'Dart's Gold'	Darts Gold Ninebark	5 gal.
100		Potentilla fruiticosa 'Gold Drop'	Gold Drop Cinquefoil	5 gal.
62		Rhus trilobata	Oakbrush Sumac	5 gal.
142		Ribes Alpinum 'Green Mound'	Green Mound Alpine Currant	5 gal.
209		Spiraea bumalda 'Gold Mound'	Gold Mound Spirea	5 gal.
131		Symphoricarpos alba	Common Snowberry	5 gal.
54		Syringa bulgaris 'Elsdancer'	Tiny Dancer Lilac	5 gal.
63		Taxus x media 'densiformis'	Dense Yew	5 gal.
74		Taxus media 'Hicksii'	Hicks Yew	5 gal.
88		Viburnum trilobum 'Bailey Compact'	Bailey Compact Cranberry	5 gal.

PERENNIALS

Quantity	Symbol	Scientific Name	Common Name	Size
55		Echinacea 'Sunrise'	Sunrise Coneflower	1 gal.
45		Gaillardia aristata	Common Blanket Flower	1 gal.
250		Geranium x 'Johnson's Blue'	Johnson's Blue Geranium	1 gal.
187		Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	1 gal.
78		Iris pallida 'Variegata'	Variegated Sweet Iris	1 gal.

OTHER

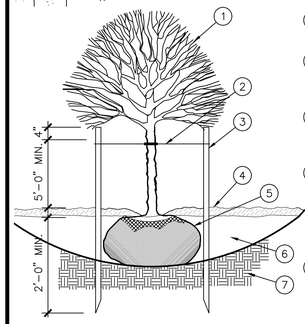
Symbol	Description	Type
	Turf Grass – Sod Kentucky Bluegrass Mix – 3 Species Minimum	Sod
	Wood Mulch – Medium Chunk Place mulch over 5 ounce Professional weed barrier cloth in all planting beds. Contractor to provide samples to owner for approval prior to delivery.	1" Diameter 3" Depth
	Concrete Mow Strip	6"x6"

NOTE: Irrigation Mainlines shall be two 2" lines.

811 Know what's below. Call before you dig.

30 0 30 60 90

Scale: 1" = 30'

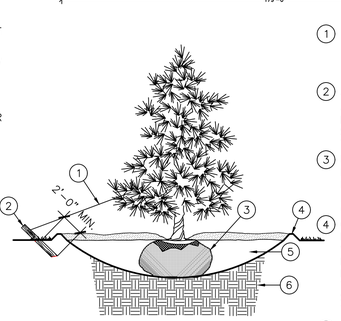


1. PRUNE ALL DEAD AND INJURED WOOD. DO NOT CUT LEADER.
2. LOOSELY TIE TO ALLOW FOR TREE MOVEMENT, BUT SECURED FOR HIGH WIND CONDITIONS.
3. METAL T-POSTS, 2 PER TREE. REMOVE POSTS & TIES AFTER ONE YEAR.
4. CONSTRUCT 4" EARTH BERM SAUCER. FILL WITH 3" BARK/ROCK MULCH. BRUSH AWAY FROM TRUNK. REMOVE SAUCER AFTER ONE YEAR.
5. REMOVE BURLAP/PACKAGING MAT. PLANT TREES 2"–3" HIGHER THAN GRADE.
6. BACKFILL WITH NATIVE SOIL
7. UNDISTURBED SOIL

NOTE: DIG HOLE THREE TIMES THE WIDTH AND AS DEEP AS ROOTBALL, EXCEPT WHERE NOTED.

DECIDUOUS TREE PLANTING

NTS

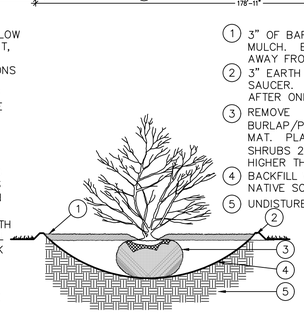


1. LOOSELY TIE TO ALLOW FOR TREE MOVEMENT, BUT SECURED FOR HIGH WIND CONDITIONS
2. 4' x 2" x 2" STAKE AND GUY WIRE (ONE EA. TREE) REMOVE STAKES AFTER ONE YEAR
3. REMOVE BURLAP/PACKAGING MAT. PLANT TREES 2"–3" HIGHER THAN GRADE
4. CONSTRUCT 4" EARTH BERM SAUCER. FILL WITH 3" BARK/ROCK MULCH – BRUSH MULCH AWAY FROM TRUNK. REMOVE SAUCER AFTER ONE YEAR
5. BACKFILL WITH NATIVE SOIL
6. UNDISTURBED SOIL

NOTE: DIG HOLE THREE TIMES THE WIDTH AND AS DEEP AS ROOTBALL, EXCEPT WHERE NOTED.

CONIFEROUS TREE PLANTING

NTS

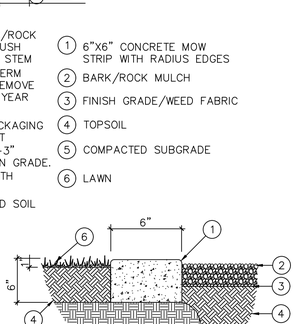


1. 3" OF BARK/ROCK MULCH. BRUSH AWAY FROM STEM
2. 3" EARTH BERM SAUCER. REMOVE AFTER ONE YEAR
3. REMOVE BURLAP/PACKAGING MAT. PLANT SHRUBS 2"–3" HIGHER THAN GRADE.
4. BACKFILL WITH NATIVE SOIL
5. UNDISTURBED SOIL

NOTE: DIG HOLE THREE TIMES THE WIDTH AND AS DEEP AS ROOTBALL, EXCEPT WHERE NOTED.

SHRUB PLANTING

NTS



1. 6"X6" CONCRETE MOW STRIP WITH RADIUS EDGES
2. BARK/ROCK MULCH
3. FINISH GRADE/WEED FABRIC
4. TOPSOIL
5. COMPACTED SUBGRADE
6. LAWN

CONCRETE MOW STRIP

NTS

PLANTING NOTES

1. This planting plan is diagrammatic and plant locations are approximate.
2. Field survey, stake, and string the layout and locations of site construction features for approval before actual construction. The layout shall conform to the exact location and grades of the intended work to be done.
3. Coordinate all aspects of the planting plans with the irrigation system and call the attention of the owners representative to any conflict in placement of plants in relation to sprinkler heads, lines and valves at the time the landscape installation phase takes place.
4. Finish grade of soil in lawn areas shall be 2" below pads, walks, paving, headers and curbs to accommodate sod. Grades in areas when seeded shall be 1" lower than adjacent edge.
5. Native topsoil shall be stockpiled and stored on site whenever possible for use in landscape areas.
6. All sod areas shall receive a minimum 4" depth of native topsoil and shrub beds shall receive a minimum of 8" of native topsoil.
7. Imported topsoil, when required, shall come from a reputable source, have a loam consistency and be free of weeds and debris.
8. Face each shrub to give the most pleasing look as seen from a line perpendicular to the wall or walk to/from which it is viewed.
9. Edging or Curbing shall be installed as shown on the plan to separate grass from shrub beds.
10. Shrub beds shall drain properly to prevent standing water from occurring. Call improperly draining planters or planting beds to the attention of the owners representative before planting. Provide positive drainage away from all structures and walls. Slope landscape areas 2% minimum.
11. Place mulch in all shrub beds and perennial areas. See schedule for depth and type. Do not crowd out small perennial plants with excessive mulch.
12. Provide a 3' minimum diameter circle "tree ring" around trees that are placed within lawn areas. Place a 3" min. depth of mulch. Use shredded bark mulch or match mulch being used for shrub beds.
13. The contractor shall maintain all work until work is complete and accepted by the Owner. The contractor shall maintain and guarantee all work for a period of THIRTY DAYS from the date of final acceptance by the Owner. Maintenance shall include mowing, weeding, fertilizing and irrigating.

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

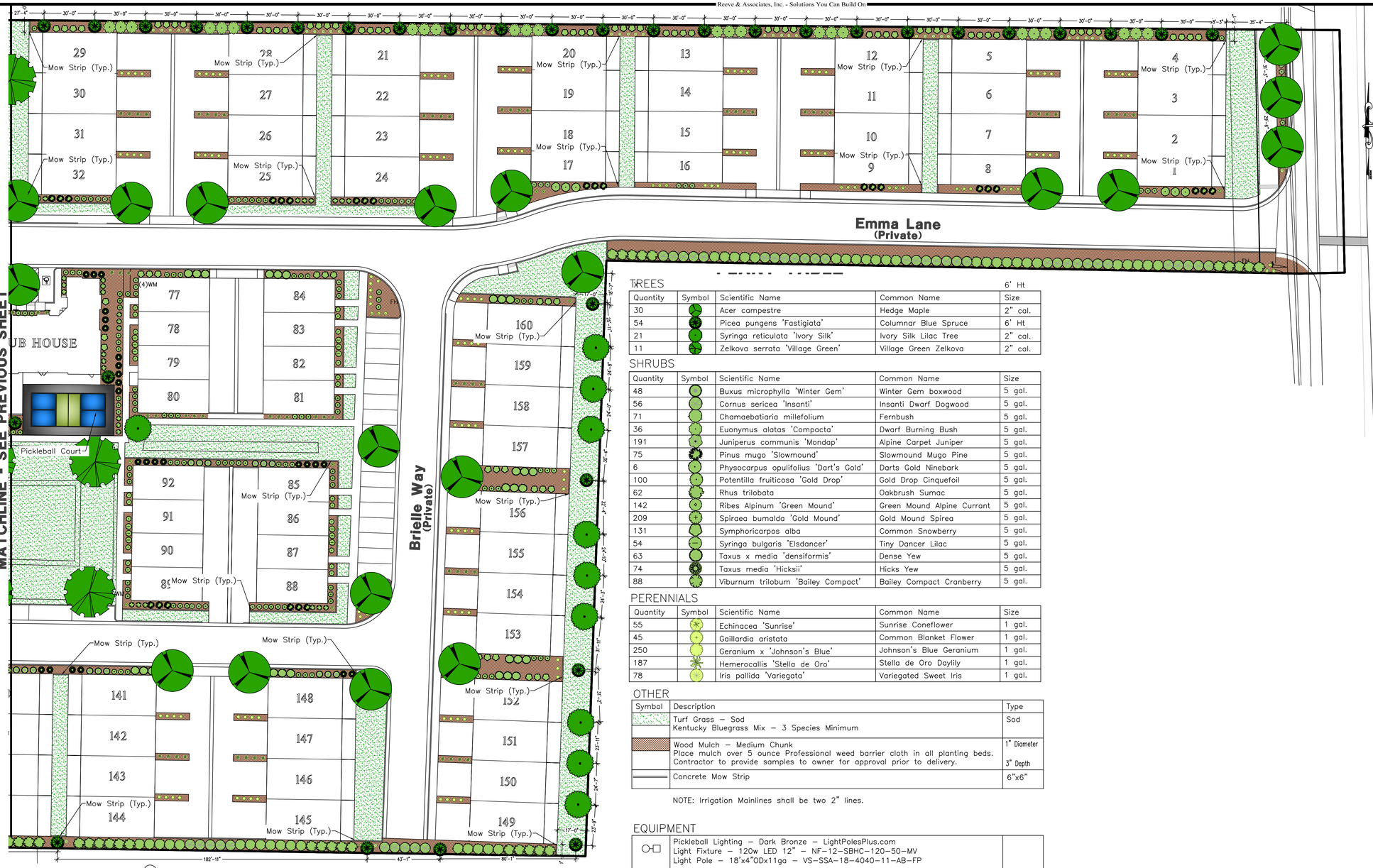
Landscape Plan

PROFESSIONAL ENGINEER LICENSED J. NATE REEVE 14386 09/07/2022 STATE OF IDAHO JOHN NATHAN REEVE

Project Info.
Engineer: J. NATE REEVE, P.E.
Drafter: N. PETERSON
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152–12

20
21 Total Sheets

Reeve & Associates, Inc. - Solutions You Can Build On





30 0 30 60 90

Scale: 1" = 30'

TREES

Quantity	Symbol	Scientific Name	Common Name	6' Ht Size
30		Acer campestre	Hedge Maple	2" cal.
54		Picea pungens 'Fastigiata'	Columnar Blue Spruce	6' Ht
21		Syringa reticulata 'Ivory Silk'	Ivory Silk Lilac Tree	2" cal.
11		Zelkova serrata 'Village Green'	Village Green Zelkova	2" cal.

SHRUBS

Quantity	Symbol	Scientific Name	Common Name	Size
48		Buxus microphylla 'Winter Gem'	Winter Gem boxwood	5 gal.
56		Cornus sericea 'Insanti'	Insanti Dwarf Dogwood	5 gal.
71		Chamaebatiaria millefolium	Fernbush	5 gal.
36		Euonymus alatas 'Compacta'	Dwarf Burning Bush	5 gal.
191		Juniperus communis 'Mondap'	Alpine Carpet Juniper	5 gal.
75		Pinus mugo 'Slowmound'	Slowmound Mugo Pine	5 gal.
6		Physocarpus opulifolius 'Dart's Gold'	Darts Gold Ninebark	5 gal.
100		Potentilla fruiticosa 'Gold Drop'	Gold Drop Cinquefoil	5 gal.
62		Rhus trilobata	Oakbrush Sumac	5 gal.
142		Ribes Alpinum 'Green Mound'	Green Mound Alpine Currant	5 gal.
209		Spiraea bumalda 'Gold Mound'	Gold Mound Spirea	5 gal.
131		Symphoricarpos alba	Common Snowberry	5 gal.
54		Syringa bulgaris 'Elsdancer'	Tiny Dancer Lilac	5 gal.
63		Taxus x media 'densiformis'	Dense Yew	5 gal.
74		Taxus media 'Hicksii'	Hicks Yew	5 gal.
88		Viburnum trilobum 'Bailey Compact'	Bailey Compact Cranberry	5 gal.

PERENNIALS

Quantity	Symbol	Scientific Name	Common Name	Size
55		Echinacea 'Sunrise'	Sunrise Coneflower	1 gal.
45		Gaillardia aristata	Common Blanket Flower	1 gal.
250		Geranium x 'Johnson's Blue'	Johnson's Blue Geranium	1 gal.
187		Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	1 gal.
78		Iris pallida 'Variegata'	Variegated Sweet Iris	1 gal.

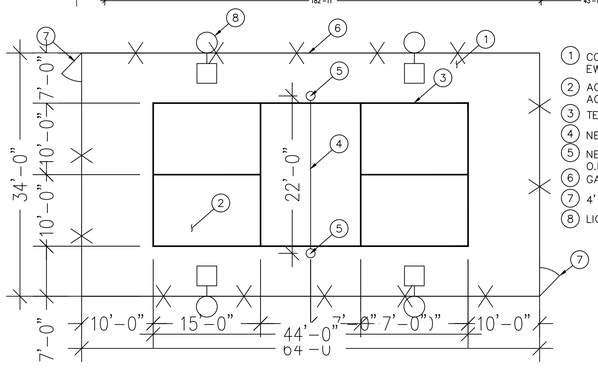
OTHER

Symbol	Description	Type
	Turf Grass – Sod Kentucky Bluegrass Mix – 3 Species Minimum	Sod
	Wood Mulch – Medium Chunk Place mulch over 5 ounce Professional weed barrier cloth in all planting beds. Contractor to provide samples to owner for approval prior to delivery.	1" Diameter 3" Depth
	Concrete Mow Strip	6"x6"

NOTE: Irrigation Mainlines shall be two 2" lines.

EQUIPMENT

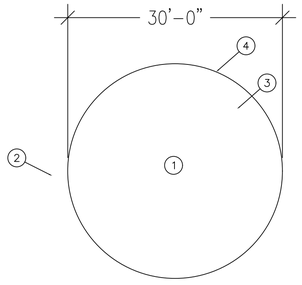
	Pickleball Lighting – Dark Bronze – LightPolesPlus.com Light Fixture – 120w LED 12" – NF-12-SBHC-120-50-MV Light Pole – 18'x4"ODx11ga – VS-SSA-18-4040-11-AB-FP	
	Bench – 6' Length With Back, Surface Mount, Black Color, Round Perforated Norwood Commercial Furniture T9F277154BK – Bolt to 4"x7" Concrete Pad	



1. CONCRETE – 4" THICK WITH #4 REBAR 18" OC EW, FIBER REINFORCED WITH THICKENED EDGE
2. ACRYLIC-TEXTURED COURT SURFACING – ACRYLOTEX-PB
3. TEXTURED LINE PAINT – WHITE, 2" WIDTH
4. NET – 36" HEIGHT X 21'9" LENGTH
5. NET POST AND PVC GROUND SLEEVE – 2'-3/8" O.D. STEEL WITH CONCRETE FOOTING
6. GALVANIZED CHAIN LINK FENCE – 6' HEIGHT
7. 4' GATE – 6' HEIGHT
8. LIGHT POLES – SEE SCHEDULE

PICKLEBALL COURT

NTS



1. PLAY EQUIPMENT – PER OWNER
2. ADA ACCESSABLE RAMP
3. WOOD CHIPS – ENGINEERED HARDWOOD FIBER – DEPTH PER EQUIPMENT REQUIREMENTS
4. CONCRETE EDGE 8"W X 18"H

TOT LOT

NTS

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF REEVE & ASSOCIATES, INC., 5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405, AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN, OR USED ON ANY PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR, WITHOUT THEIR WRITTEN PERMISSION. THE OWNERS AND ENGINEERS OF REEVE & ASSOCIATES, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT.

Reeve & Associates, Inc. - Solutions You Can Build On

Reeve & Associates, Inc.
5160 SOUTH 1500 WEST, RIVERDALE, UTAH 84405
TEL: (801) 621-3100 www.reeve.co
LAND PLANNERS • CIVIL ENGINEERS • LAND SURVEYORS
TRAFFIC ENGINEERS • STRUCTURAL ENGINEERS • LANDSCAPE ARCHITECTS

REVISIONS

DATE	DESCRIPTION

Southbridge
4600 South Holmes Avenue
IDAHO FALLS CITY, BONNEVILLE COUNTY, IDAHO

Landscape Plan

PROFESSIONAL ENGINEER LICENSED 14386 09/07/2023 STATE OF IDAHO JOHN NATHAN REEVE

Project Info.

Engineer: J. NATE REEVE, P.E.
Drafter: N. PETERSON
Begin Date: OCTOBER 2022
Name: SOUTHBRIDGE
Number: 7152-12

21

21 Total Sheets

Planning Division
Office (208) 612-8276
Fax (208) 612-8520

Building Division
Office (208) 612-8270
Fax (208) 612-8520

IDAHO FALLS

Application for Final Plat

Filing Fee: $500.00 & $15.00 for each lot on plat

Applicant Information		
Representing Company: Reeve & Associates, Inc.		
Contact Name: Nate Reeve		Phone: (801) 621-3100
Address: 5160 S 1500 W		Fax:
City: Riverdale	State: UT	Zip: 84405
Email: nate@reeve.co		
Owner/Developer Information (if other than applicant)		
Name: Steward Land		Phone: (801) 590-0980
Address: 1708 E 5550 S., Suite 18		Fax:
City: South Ogden	State: UT	Zip 84403
Email: brad@stewardland.com		

Property Owner Information for Development Agreement

Form of Business Entity (check one):
[ ] Individual
[ ] Partnership
[ ] Corporation
[ ] Trust
[X] Limited Liability Company
[ ] Government
[ ] Other

State of Incorporation/Principal Place of Business: Utah

Authorized Signator	Name: Brad Brown & Sky Hazlehurst	
	Office: Steward Land	
Names of Corporate Guarantors if Applicable		

Fees

Application Fee: $ 500.00 & $15.00 per lot on plat. Plat submittals which exceed three City Department reviews will be charged a $150.00 & $5.00 per lot resubmittal fee.

Engineering Improvement Drawings: $350.00. Improvement Drawings will be charged a separate $150.00 resubmittal fee.

Planning Information

Project Name: Southbridge Subdivision

Project Location: 49th and Holmes Avenue; Parcel: RP02N38E319243

Current Zone(s): R2 Mixed Residential | Proposed Zone: R2 Mixed Residential

Comprehensive Land Map Use Designation: Residential

Gross Area (total acres): 10.962 Acres

Existing Property Use(s): Ag

Proposed Land Use(s) Residential

Neighborhood Meeting

Will a neighborhood meeting be held prior to the Planning Commission meeting? If so, list date, time, and location.

Amenities Provided

This project will include several amenities consistent with market standards and will be finalized later in the development process. This may include swimming pool, clubhouse, pickleball courts, parks, dog parks, etc.

Type of Development

	Number of Lots	Proposed Zoning	Net Density/Residential	Use/Commercial
Single-Family	1	R2		
Multi-Family				
Limited Commercial				
Industrial				
Common Space				
Other				

Describe if "other"

Signature of Applicant(s)

	Date: 10/26/22
	Date:

Checklist

[X] Completed Application Form.

[X] Application Filing Fee.

[X] Affidavit of Legal Interest.

[X] Legal Description in MS Word format emailed to the City.

[X] Traffic study, if required.

[X] Guarantee of Completion.

[X] Subdivision Title Guarantee and Report.

[X] Copies of any easements of other covenants which run with the land.

[ ] Copies of any private restrictions that will be proposed to be recorded for purposes of regulating development.

[X] Digital file of plat in .dxf or .dwg format emailed to the City.

[X] Engineering Improvement Drawings. It is the owner/developer or designee's responsibility to coordinate the design and installation of utility infrastructure with all utilities.

[X] Any other information deemed necessary by the Community Development Services Director to determine compliance with the provision of the City Ordinance.

Required Attachments

Affidavit of Legal Interest: To be signed by the property owner(s) if the application will be represented by someone other than the property owner.

Legal Description: May be required to include adjacent right-of-way: Please submit the attached legal description form to the Community Development Services Department and email the legal description(s) in an electronic format (MS Word) to the City. The legal description(s) will be forwarded to City Departments for review for any necessary corrections. If this is not done in a timely manner, it could delay legal publication and your project could be rescheduled for a future Planning Commission meeting.

[X] Electronic format (MS Word) of legal description emailed to the City.

Traffic Study/Trip Generation: As required by the *Access Management Plan* and based upon the *Trip Generation Manual*, by the Institute of Transportation Engineers, calculate the anticipated PM peak hour trips generated by the proposed plat. If the anticipated trips exceed 100 PM peak hour trips a traffic study may be required. If the anticipated trips exceed 200 PM hour trips a traffic study is required. Traffic counts and traffic volumes, as studied at the time of submittal of the plans, may dictate left-turn lanes, right-turn lanes, or additional widening at intersections for facilitate the movement of vehicles, pedestrians and cyclists.

Guarantee of Completion: The developer of a subdivision within the City shall be required to construct and install all public improvements as required by the development agreement and the approved improvement drawings for each subdivision or division thereof prior to the issuance of any building permit for said subdivision or produce a guarantee of completion. This guarantee of completion shall be provided in lieu of completing all infrastructure improvements prior to issuance of building permits within a subdivision as required in the City of Idaho Falls development agreements.

Subdivision Title Guarantee & Report: The applicant hereby agrees to provide a Subdivision Guarantee, in the amount of not less than $1000.00, as assurance to the City of Idaho Falls that the owners of the property are duly authorized to sign the plat. The Subdivision Guarantee shall be delivered to the City upon Application for Final Plat. Once a completed, fully executed, and City Accepted Final Plat is ready, the Title Company shall record the plat and shall provide a Date Down Assurance to the City.

Digital File of Plat: Please submit a copy of the plat in an electronic format, .dxf or .dwg, by email to the City.

Development Agreement Standard Terms and Conditions: The Development Agreement will be with the property owner (authorized signator) at the time of annexation. The Development Agreement contains the standard terms and conditions for all Development Agreements. **No deviations will be allowed from the standard terms and conditions in the form development agreement.** A sample Development Agreement Standard Terms and Conditions can be viewed at the City's website. A signed agreement is required prior to the annexation being scheduled for a Council agenda.

Development Agreement Special Conditions: A sample Special Conditions document is provided and is generally included as an exhibit to the Development Agreement. Your Special Conditions exhibit should be uniquely drafted to fit the particular circumstances of you subdivision. Contact the Assistant Public Works Director regarding any questions about Special Conditions associated with your development. **Please submit the Special Conditions exhibit in an electronic format (MS Word) by email to the City.**

[ ] Electronic format (MS Word) Special Conditions exhibit emailed to the City.

Plat Preparation:

[X] The plat shall be prepared according to the minimum standards outlined in the City of Idaho Falls Subdivision Ordinance.

[X] The plat shall be prepared in accordance with the requirements of Idaho Code, Title 50, Chapter 13.

[X] The plat shall have dimensions of 18" by 24". Mylar copies for recording shall be 18" x 27".

[X] All lines, demarcation and text on the finished drawing shall be clearly legible. Minimum line thickness shall be 0.006" (0.152 mm). Minimum test size shall be 0.08" (2.03 mm) if all uppercase or 0.10" (2.54 mm) if it includes lowercase letters. Existing and proposed easements shall each have a unique line type. Grayscale lines and shading are not allowed.

[X] The plat shall be so drawn that the top of the sheet either faces north or west, preferably north, whichever accommodates the drawing best. The plat shall be drawn to one of the following standard scales, or as approved by the City: 1" = 20', 1" = 30', 1" = 40', 1" = 50', 1" = 60', or 1" = 100'.

[X] In the event that any subdivision is of such magnitude that the drawing or diagram cannot be placed on a single sheet, serially numbered sheets shall be prepared and match lines shall be indicated on the drawing of diagram with appropriate references to other sheets. The required dedications, acknowledgements and certifications shall appear on one of the serially numbered sheets.

[X] The description and location of all monuments shall be shown. Monuments as directed by the City Surveyor, conforming to City standards, and installed to City Standards shall be set at centerline points of curves and points of tangency, centerline points of intersection of streets, and any subdivision boundary points which fall in the paved area of the streets and shall be existing at the time of the City's final acceptance of the street improvements.

[X] The monuments shall comply with Sections 50-1303 and or 54-1227 of the Idaho Code unless special circumstances preclude the use of such monuments in which case the monument must be at minimum magnetically locatable and permanently marked with the license number of the professional land surveyor responsible for placing the monument. All monuments must be at least ¼" below the surface of all traveled ways out of the reach of snow plowing equipment and not creating a tripping hazard. If the monument is to be in a concrete driveway or sidewalk then the monument must be sealed in such a way to prevent damage caused by water penetration. These points shall be existing prior to issuance of a building permit.

Plat Preparation (cont.):

[X] No plat showing a plus or minus distance will be accepted.

[X] All bearings shall conform to the City of Idaho Falls datum. All points requiring monuments shall, if directed by the City Surveyor, have coordinates on said point based on the State Plane Ground Coordinate System, Idaho Falls datum, shown on said plat. A definite tie between not less than two (2) prominent points shall be shown between the exterior boundary of the subdivision and the Public Land Survey System and as supplemented by the City and County, indicated by bearing and distance, and coordinates if directed by the City Surveyor. The final plat shall be submitted to the City Surveyor along with computation sheets showing coordinates and closures on the City's Coordinate System if requested to do so by the city Surveyor.

[X] The primary information on the plat is the surveyor's measured bearings and distances. If there is a variation between the measurements shown and the record information contained in adjoining plats or deeds, then also include the record information with it clearly identified as such and referencing the source.

[X] All linear dimensions shall be calculated to the nearest one hundredth (.01) of a foot and all bearings shall be calculated to one second (01") of arc. All curves shall be defined by the radius, central angle (delta), arc length, chord bearing and chord distances.

[X] All lots shall be numbered by progressive numbers in each block separately. Block shall also be numbered, as described in Section 50-1304 of the Idaho Code.

Information Required on Final Plat:

[X] The name of the proposed subdivision shall be set forth in bold letters at the top of the sheet. The title shall also include the name of the city, county and state and the designation of the ¼ section, township and range in which the subdivision is located. The name of the subdivision must not bear the name of any other similar town or addition in the county, nor can the same word or words similar or pronounced the same, be used making a name for said addition, except the words City, Place, Court, Addition or similar words, unless the same is contiguous and laid out and platted by the same party or parties platting the addition bearing the same name, or a party files and records the written consent of the party or parties who platted the addition bearing the same name. All plats of the same name must continue the block numbers of the plat previously filed.

[X] Subdivision boundary legal description.

[X] The north arrow, graphic scale, and date.

[X] The boundaries must be accurately drawn showing the proper bearings and dimensions of all boundary lines of the subdivision. These lines should be slightly heavier than street and lot lines.

[X] Any sites proposed for parks, playgrounds, schools, churches or other public uses.

[X] The location, and when applicable, the dimensions of other features such as railroad lines, water courses, canals, irrigation and drainage ditches, existing easements, bridges, culverts and exceptional topography, within and contiguous to the tract to be subdivided.

[X] Existing easements with a label that indicates "existing" easement type, width and grantee and including the phrase, "pursuant to" instrument number and date or recording. Show the relationship of the easement to the plat.

[X] The location, widths, lengths, bearings, curve data on center lines, and other required dimensions of all proposed streets, alleys, and easements desired or necessary; also the boundaries, bearings, and dimensions of all portions within the subdivision as intended to be dedicated to the use of the public. The sizes, lines, dimensions, bearings, area to the thousandth of an acre and number of all lots, blocks and/or parts reserved for any reason within the subdivision.

Information Required on Final Plat (cont.):

[X] The widths and names of all the streets and alleys, whether existing, new or continuous. The new street names shall not be the same or similar to any other street names used in Bonneville County. Street name continuity shall be maintained to the maximum extent possible from one subdivision to another wherever the street alignment is in fact contiguous.

[X] The names and boundaries of all subdivisions which have been previously recorded and adjacent thereto. These adjacent subdivision will be shown in dotted or dashed lines to show their relationship to the plat. If adjoining land is unplatted it should be indicated as such.

[X] Any special dedications to the public and/or special easements, together with a statement of location, dimensions and purpose of such.

[X] Lot lines and blocks showing the typical dimensions and number of each.

[X] Upon the plat, the following items are required, in a form approved by the City Attorney:

- Surveyor's Certificate
- Owner's Dedication Certificate and Drinking Water System Certificate with Notary Public's acknowledgement.
- City Acceptance as provided under Idaho Code, 50-1308.
- County Surveyor's Verification as provided under Idaho Code, 50-1305.
- County Treasurer's Certificate as provided under Idaho Code, 50-1308.
- Health Department's Certificate as provided under Idaho Code, 50-1326.
- Irrigation Water Rights statement as provided under Idaho Code, 31-3805.
- Recorder's Certificate as provided under Idaho Code, Title 50, Chapter 13.

[X] Such additional information as may be required by the Planning Commission.

Engineering Improvement Drawing Requirements:

Any person who requests acceptance by the City of any street, utility line or other public improvement shall submit improvement plans profiles and specifications for such improvements to the Planning Division. Review of improvement drawings shall run concurrently with the review of the final plat. Substantial construction of said public improvements shall not be commenced until the City Engineer has certified that such plans are in accordance with the *City Standard Drawing and Engineering Specifications* and that the applicant has paid associated fee. Final approval and signature of the City must be obtained prior to the associated final plat being submitted to the Council for approval.

[X] Improvement drawings must be prepared, signed and stamped by a professional engineer licensed in Idaho.

[X] Improvement drawings shall have dimensions of not less than 22" x 34" or greater than 24" x 36".

[X] The name of the proposed subdivision.

[X] The names, addresses, telephone numbers of the applicant(s) and the engineer who prepared the drawing.

[X] The north arrow, graphic scale, and date. The drawing shall be drawn to one of the following standard scales: 1" = 30', 1" = 40', 1" = 50', 1" = 60', or 1" = 100'.

[X] Roadway typical sections.

Engineering Improvement Drawing Requirements (cont.):

[X] Plan and profile drawings showing:

- Roadway layout and curb and gutter profiles.
- Crosswalks, stop bars, street signs and other required traffic control devices.
- Detail on public street trench patching, where applicable.
- Commercial driveway approaches, where applicable.
- Right-of-way and easement lines listing type/use and width.
- Existing elevations/contours/and benchmark.
- All elevations must be on the current City of Idaho Falls Elevation Datum (NAVD88)
- Water main layout and sizing shown in both plan and profile views.
- Water valves.
- Fire hydrants and, where appropriate, flushing hydrants.
- Water service lines and meter pits.
- Sanitary sewer layout and sizing shown in both plan and profile views.
- Sanitary sewer manholes, with length of main between manholes clearly called out.
- Sanitary sewer flow direction shown in plan view.
- Sanitary sewer service laterals to each lot.
- Sanitary sewer stub lines, where required.
- Storm drainage layout and sizing shown in both plan and profile views.
- Storm drain manholes, with length of main between manholes clearly called out.
- Storm drain inlets, appropriately spaced.
- Storm drain stub lines, where required.

[X] Improvement details, including storm ponds and any other features not included in the adopted *City of Idaho Falls Standard Drawings*.

[X] Elevations of all new improvements.

[X] Such additional information as may be required by the Public Works Division.

It is the owner/developer or designee's responsibility to coordinate the design and installation of utility infrastructure with all utilities.

AFFIDAVIT OF LEGAL INTEREST

STATE OF IDAHO
SS
COUNTY OF BONNEVILLE

I Sky Hazlehurst (Name), 4120 Ross Drive (Address)

Ogden (City), UT (State) Being first duly sworn upon Oath, depose and say:

Being the owner of record of the property described on the attached sheet, I grant permission to:

Brad Brown (Name), 1708 E 5550 S, Ste 18, Ogden, UT 84403 (Address)

To submit the following application pertaining to that property, check all that applies:

- [ ] Preliminary Plat
- [x] Final Plat
- [ ] Variance
- [ ] Conditional Use Permit
- [ ] Planned Unit Development
- [ ] Comprehensive Plan Map Amendment
- [ ] Annexation
- [ ] Rezone to _____

I agree to indemnify, defend and hold the City of Idaho Falls and its employees harmless from any claims to liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

Dated this 26th day of October, 2022.

Signature

SUBSCRIBED AND SWORN to before me the day and year first above written.

Notary Public for ~~Idaho~~ Utah

LARA KRISTINE ATTENTO
Notary Public - State of Utah
Commission Number: 723592
My Commission Expires on
March 15, 2026

Residing at 1208 E 6000 S, Ogden Utah 84405

My Commission Expires: 3-15-2026

EXHIBIT

LEGAL DESCRIPTION

PART OF THE SOUTHEAST QUARTER OF OF SECTION 31, TOWNSHIP 2 NORTH, RANGE 38 EAST, BOISE MERIDIAN, U.S. SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT, SAID POINT BEING N01°12'08"W 638.70 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE S88°47'52"W 27.01 FEET; THENCE N88°55'03"W 409.03 FEET; THENCE S02°00'40"W 352.16 FEET TO THE NORTHERLY LINE OF ROSENWINKEL ADDITION; THENCE N89°08'23"W ALONG SAID NORTHERLY LINE, 860.68 FEET TO THE EASTERLY RIGHT OF WAY LINE OF ALLY ROSE LANE; THENCE N00°46'26"W ALONG SAID EASTERLY RIGHT OF WAY LINE, 485.04 FEET; THENCE S89°34'09"E 1312.48 FEET; THENCE S01°12'08"E 143.30 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THE FOLLOWING:

BEGINNING AT A POINT, SAID POINT BEING N01°12'08"W 739.45 FEET AND WEST 1260.66 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 31; THENCE N89°34'15"W 50.00 FEET; THENCE N00°46'31"W 50.00 FEET; THENCE S89°34'15"E 50.00 FEET; THENCE S00°46'34"E 50.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 484,706 S.F. OR 11.127 ACRES

Submitted by:
Eng/Survey Firm Name: Reeve & Associates, Inc.
Contact Name: Nate Reeve
Phone Number: 801-621-3100
Email: nate@reeve.co

PLS Seal:

New Residence

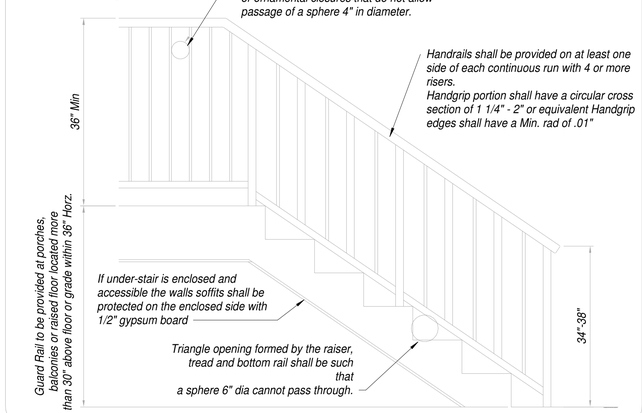
South Bridge Townhomes

Idaho Falls, Idaho

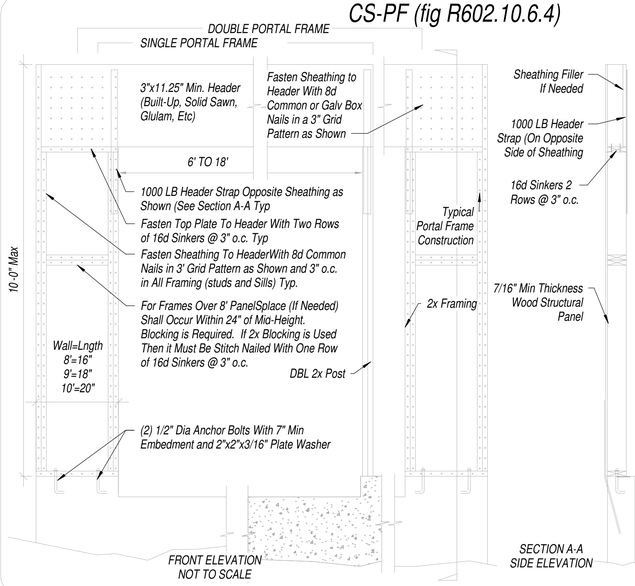


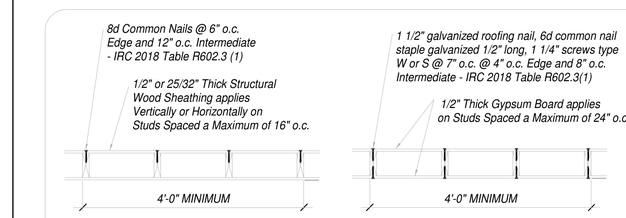
STAIR HANDRAILS

NOTE: All Stairs shall be Provided Illumination (R303.7) Wall switch @ each interior level where stairway has 6 or more risers. (R303.8) Exterior stairways shall provide light @ top landing. Ext stairs to basement shall provide light @ the bottom.

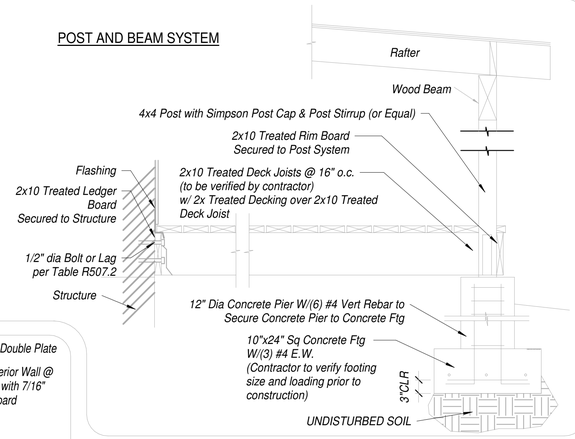


CS-PF (fig R602.10.6.4)

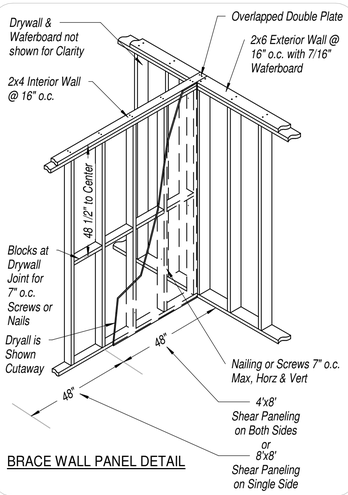




POST AND BEAM SYSTEM



A) Secondary Span Support if req'd to be spec. By contractor
B) Deck Railing System if present shall meet current building codes for vert and horiz Loading.
C) Contractor to verify with owner prior to construction location of all deck locations, if any. Contractor to provide details on aspects of any included deck system, and location of required bearing system.
Above is provided as "TYPICAL" construction.



BRACE WALL PANEL DETAIL

MINIMUM EXHAUST RATES (M1505)

KITCHEN - 100 CFM Intermittent or 25 CFM Continuous
BATHROOMS - Mechanical Exhaust Capacity 50 CFM Intermittent or 20 CFM Continuous
If Natural Ventilation is Less Than 5 air changes per hr Then A Whole-House Mechanical Ventilation System Capable of Supplying Outdoor Air of 15 Cubic Ft Per Minute Per Occupant. Contractor and/or Electrical Sub-Contractor to indicate exact location of fan units if not already indicated on the plan set.

CARBON MONOXIDE ALARM (R315)

If not already indicated on plans, Contractor and/or Electrical Subcontractor shall indicate on plans the location of all carbon monoxide alarms. In a dwelling unit containing a fuel-fired appliance and/or an attached garage a Carbon Monoxide alarms are required outside each sleeping area. Where a fuel-fired appliance is located within the bedroom a Carbon Monoxide alarem shall be installed within the bedroom.

Minimum Specified Compressive Strength of Concrete (IRC 2018 Table R402.2)

Bsmnt walls, fnd and other concrete not exposed to to the weather 2,500 psf

Bsmnt walls, fnd and other concrete exposed to to the weather 3,000 psf

Porches, carport slabs and steps exposed to the weather and garage floor slabs 3,500 psf

Floor Framing by Others U.N.O.
Roof Framing by Others U.N.O.

SQUARE FOOTAGE

Unit 1	1658 SF
Unit 2	1658 SF
Unit 3	1672 SF
Unit 4	1658 SF
Garage (x4)	399 SF

GENERAL NOTES

The following information are for code compliance. Any Local Codes, Specification by an Engineer or Architect supersede this information.

1 Provide a minimum of 30" of working space in front of the furnace and a minimum of 3" along the sides and back. Any furnace located in the garage is required to be protected from impact. The ignition source shall be elevated 18".
2 The maximum length of a clothes dryer exhaust vent is 35'. A reduction in the maximum length of 2.5' for each 45 degrees, and 5.0 for every 90 degree bend shall apply. or per manuf instructions.
3 All 120-volt branch circuits for 15 & 20 amp receptacle outlets in dwelling rooms, bedrooms, closets, halls and similar areas shall be protected by an arc-fault circuit interrupter.
4 A 22" x 30" attic space access point is req'd. R807 Unless specified, the Contractor is to locate it.
5 A 18" x 24" crawl space access point is req'd if a crawlspace exists. R408.4 Unless specified the Contractor is to locate it.
6 Provide floor and/or landing on each side of exterior doors. The width of the landing shall not be less than the width of the stairway or door served. Minimum of 36" in the direction of travel is required. Exception:Non-Egress Door w/ no more than 2 risers, provided the door swings in. (R311.3.2)
7 Flashing shall be Installed in such a Manner so as to Prevent Moisture Entering the Wall and Roof Through Joints in Copings, Through Moisture Permeable Materials, and other Penetrations through the Roof Plane. (R903.2)
8 An Ice Barrier Consisting of at least two layers underlayment cemented together or of a self-adhering polymer modified bitumen sheet, shall be used in lieu of Normal Underlayment and Extend from the lowest edges of all roof surfaces to a point at least 24" inside the Exterior Wall Line of the Building (R905.1.2)
9 The Garage shall be Separated from the Residence and its Attic Area by not less than 1/2" Gypsum Board Applied to the Garage Side. Garage beneath habitable rooms shall be separated by not less that 5/8" type X Gypsum board or equivalent. (R302.6)
10 All Basement Sleeping Room's Window Wells a Greater than 44" Vertical Depth Shall have a Permantly Affixed Ladder or Steps. R310.2.3.1
11 Openings between the Garage and the Residence shall be either: a Solid Wood Door no less than 1 3/8" thickness, A Solid or Honeycomb-Core Steel Doornot less than 1 3/8" Thick, or a 20-Min Fire-Rated Door. Equipped With a Self-Closing Device R302.5.1
12 Patio Covers are not to exceed 12' in height. (This is not mandatory unless specifically Refer in the Adopting ordinance. (AH104.1)
13 Where Ceramic Tile is used Cement, Fiber-Cement or Glass Mat Gypsum Backer in Compliance with Code and Installed in Accordance with Mfg Recommendations Shall Be used as Backer for Wall Tile in Tub and Shower Areas and Wall Panel in Shower Area. (R702.4.2)

SMOKE ALARM (R314)

If not already indicated on plans, Contractor and/or Electrical Subcontractor shall indicate on plans the location of all smoke alarms. Smoke alarms are required in each sleeping room, outside each sleeping area, and on each level or story of the structure. All smoke alarms to be interconnected such that the actuation of one alarms will actuate all alarms. Smoke alarms are required to be wired to the primary power source and have battery backup.

Smoke alarms Shall be Installed no less that 3ft Horz from the door or opening of the a bathroom that contains a bathtub or shower unless this would prevent placement of a smake alarm

Note: Location on plans are approximate

The included text is provided for the contractor's convenience. All text as found in the IRC-2018 codes shall override any text within these plans if there is a conflict. Any notation included with these drawings that are provided by an Architect or Structural Engineer, shall take priority over any text printed within these drawings.

CONTRACTORS NOTES

1 Contractor to verify all site dimensions and location prior to construction to ensure that all information within this plan set conforms to existing conditions, and to ensure compliance of local codes and ordinances as it pertains to the site location.
2 Contractor to verify all beam/header sizes have been properly determined to match loading for the area in which this structure is to be built.

Refer to Engineered Roof Truss Layout, and Engineered Floor Joist Layout for information regarding structurally loading data used to design this structure.
(Note: These plans do not provide this data as it is provided by the distributors of the respective Roof Truss / Floor Joist Suppliers)

3 Contractor to locate and supply information in regards to all foundation vents on all crawlspaces.
4 Contractor to verify with local codes for all Design Requirements with Asphalt Emulsion on Exterior Side over Concrete Footing Systems.
5 Contractor to verify with local codes for all Design Requirements over Undisturbed Soil.
6 Contractor to verify prior to construction all footing sizes, load requirements, soil bearing data, and SE requirements.
7 Contractor to verify with owner prior to construction all exterior materials, colors and types.
8 Contractor to verify all location of solid surfaces that require foundation adjustments.
9 Contractor to provide information on all areas requiring glazing with safety materials.
10 Contractor to verify all exterior siding systems that owner may specify. Contractor is responsible for all material details regarding products specifications, installation, and engineering data that may be required by owner or building department when obtaining permits.
11 Building shall have approved address numbers. The numbers shall be 4" high, min stroke width of 1/2", arabic or alphabetical letters in a visible area.

Typically, B'n'R Drafting Services does not provide Electrical, HVAC, or Plumbing notes, layouts, etc. Contractor is responsible for these.

NOTES:

1. All Dimensions for Exterior Walls are Measured from Inside of Sheathing.
2. Unless Otherwise Specified All Dimensions Are Measured from finished wall. (assuming 1/2" gyp)
3. Unless Otherwise Specified All Angles Are 45 Degrees
4. Unless Otherwise Specified All Exterior Walls Are to be 2x6.
5. Unless Otherwise Specified All Basement Walls Are to be 8" Concrete.
6. Unless Otherwise Specified All Window Headers Are to be at Approx 6'-8" Above Floor.

SMOKE DETECTOR (S) CARBON MONOXIDE ALARM (C)

HEADER TABLE

Unless noted otherwise the following header list Shall be used.
Headers 4' or Less = (1) 1 3/4" x 9 1/2" LVL or (2) 2x10 Dim. Lumber
Headers 6' or Less = (2) 1 3/4" x 9 1/2" LVL
Headers 8' or Less = (3) 1 3/4" x 9 1/2" LVL or (2) 1 3/4" x 11 7/8" LVL
Headers 10' or Less = (3) 1 3/4" x 11 7/8" LVL or (2) 1 3/4" x 14" LVL
BASED ON 35 psf LOAD

SHEET INDEX

SHT	DESCRIPTION		
A1	TITLE PAGE / FRONT ELEVATION	A4	UPPER FLOOR PLAN
A2	MAIN FLOOR PLAN	A5	SECTION / DETAILS
A3	BASEMENT FLOOR PLAN	A6	FRONT / REAR ELEVATIONS
		A7	RIGHT / LEFT SIDE ELEVATIONS

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

These plans have been prepared by an AODA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Energy Engineering in the preparation of these plans. B'n'R Drafting Services Engineering services are limited to Architectural Engineering. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

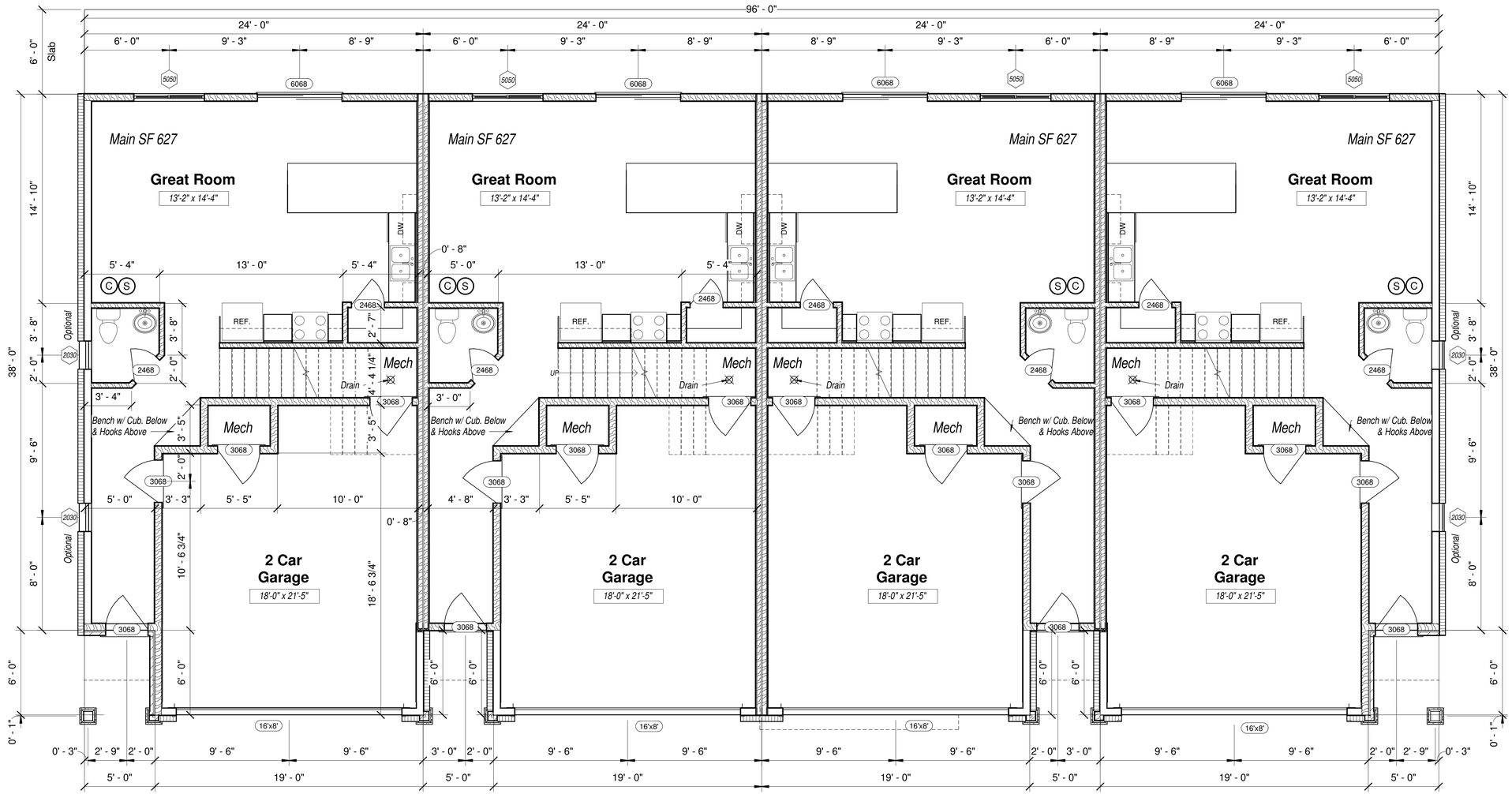
DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

FOR South Bridge Townhomes
Building A
Idaho Falls, Idaho

TITLE / NOTES

1 of 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



1 MAIN FLOOR
1/4" = 1'-0"

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical engineering for this project unless specifically listed. B'n'R Drafting Services is not responsible for any engineering issues and requires an Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

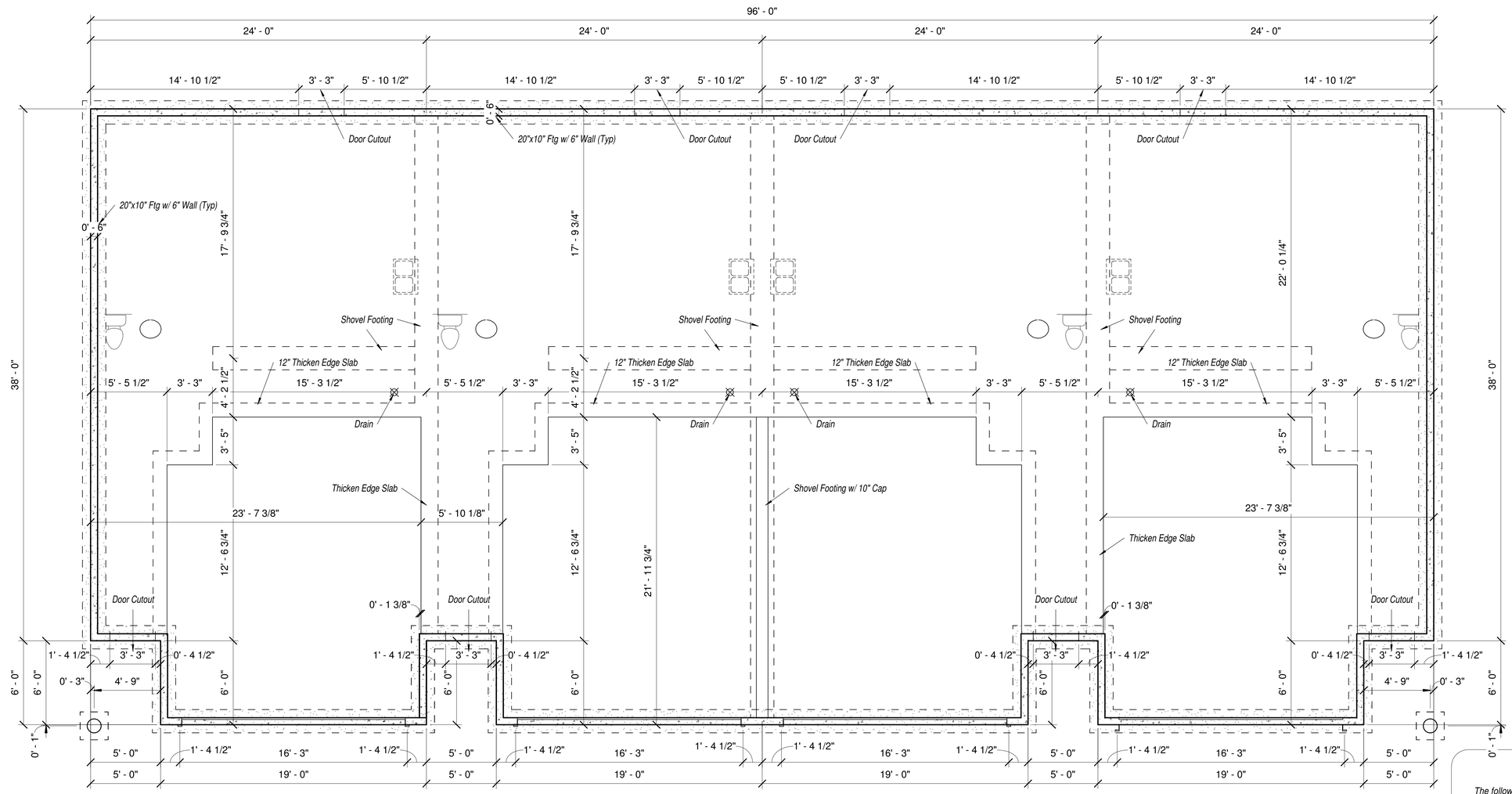
DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

FOR South Bridge Townhomes
Building A
Idaho Falls, Idaho

MAIN FLOOR PLAN

2 of 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



1 FOUNDATION FTG
1/4" = 1'-0"

GENERAL NOTES

The following information are for code compliance. Any Local Codes, Specification by an Engineer or Architect supersede this information.

1 *Grade Away from Foundation Walls Shall Fall At a Minimum of 6" Within the First 10 Feet (R401.3)*

2 *Backfill Shall Not Be Placed Against the Wall Until the Wall has Sufficient Strength and has been Anchored to the Floor Above, or has been Sufficiently Braced to Prevent Damage by the Backfill. (R404.1.7)*

3 *In Seismic C - Metal Plate Washer & Nut (R403.1.6) In Seismic D - Over Full Length of Required Brace Wall Lines a .229"x3"x3" Plate Washer is Required. Hole in Plate Washer is Permited to be Oversized Up to 3/16" Larger than Bolt Diameter and May Be Slotted Diagonally Not to Exceed 1 3/4" Provided a Standard Cut Washer is Placed Between Plate and Nut. A Properly Sized Cut Washer May Be Used in Wall Lines Not Containing Brace Wall Panels. (R403.1.6.1 & R602.11.1)*

WINDOW SCHEDULE									
Tag	Qty	Width	Height	Frame	Pane	Low-E	U-Factor	Sill Height	Description
2030	8	2' - 0"	3' - 0"	VINYL	DBL	YES	.32	3' - 8"	DBL HUNG
4050	10	4' - 0"	5' - 0"	VINYL	DBL	YES	.32	1' - 8"	<varies>
5050	8	5' - 0"	5' - 0"	VINYL	DBL	YES	.32	1' - 8"	SLIDER

** On Plan Denotes Tempered Glass Required Locations*
E On Plans Denotes Egress Locations

Windows Make and Mullion Pattern To Be Determined By Owner
Contractor is Resonible For Actual Sizes and Local Code Requirements

Door Schedule							
Type	Qty	Width	Height	Frame	Glazing	U-Factor	Description
16'x8'	4	16' - 0"	8' - 0"	Wood	<50%	.33	Garage Door
3068	16	3' - 0"	6' - 8"	Wood	<50%	.33	Exterior
6068	4	6' - 0"	6' - 8"	Vinyl	>50%	.33	Sliding Glass

All Door Sizes Based on Information Provided By Owner
Contractor is Responsible For Actual Sizes And Local Code Requirements

Note: Door Between House and Garage Shall be 20 min Fire Rated w/ Self Closing Devices

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

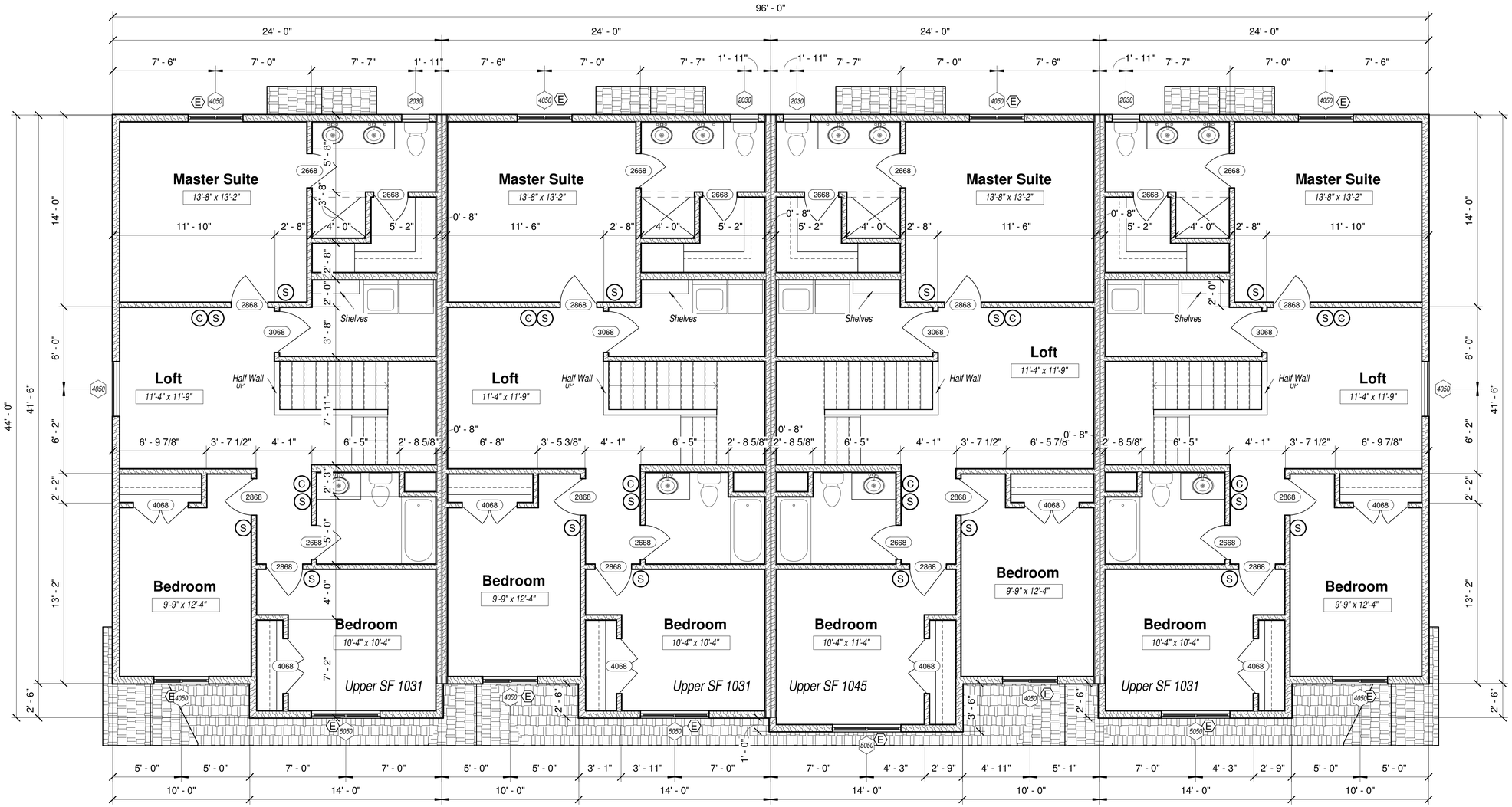
FOUNDATION PLAN

3 of 9

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

These plans have been prepared by an ADA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical Engineering for the plans listed on this drawing. Services and engineering for the plans listed are by an Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



1 UPPER FLOOR
1/4" = 1'-0"

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical engineering aspects of the project unless specifically noted. Services Engineering and Architecture should be sought for all engineering. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

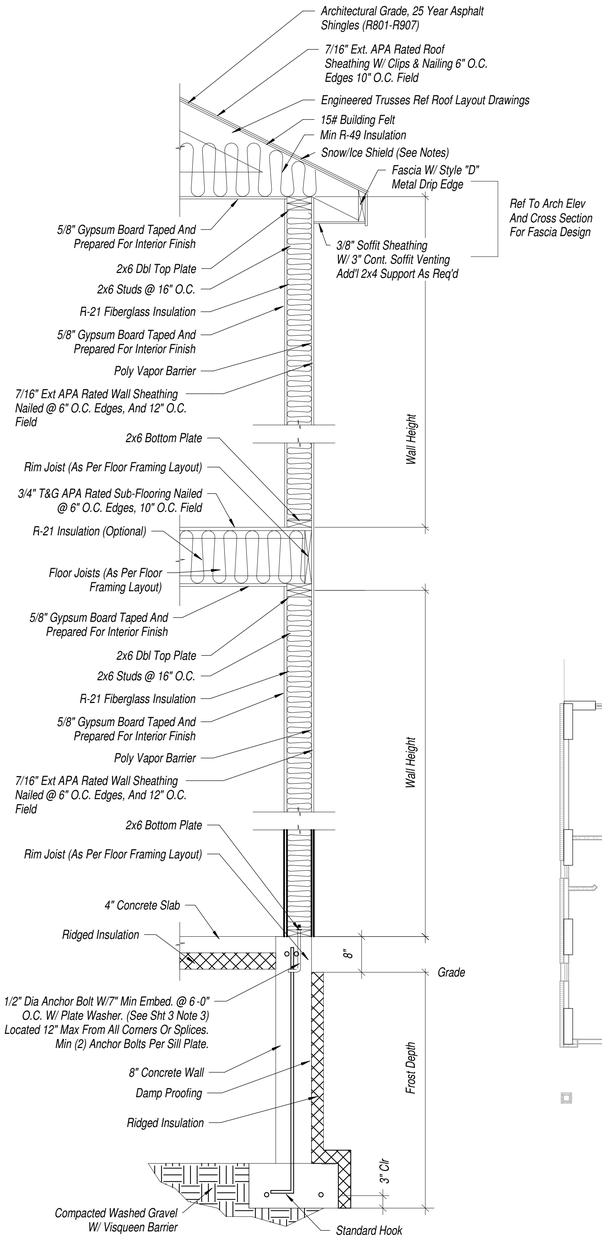
DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

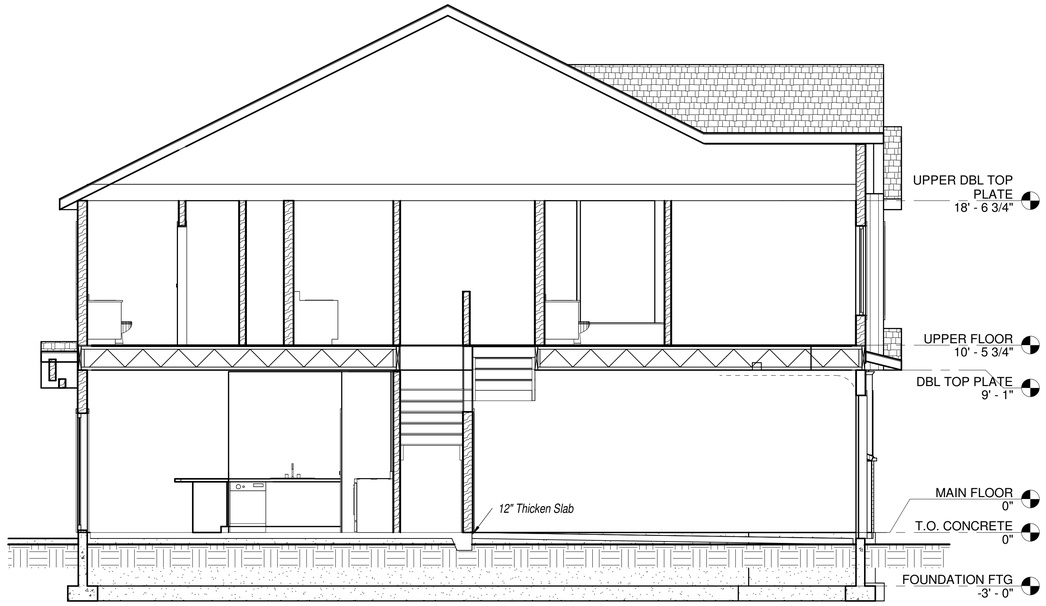
UPPER FLOOR PLAN

4 of 9

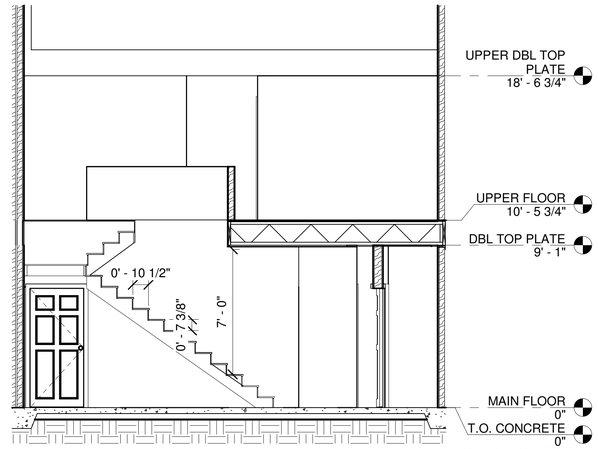
The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



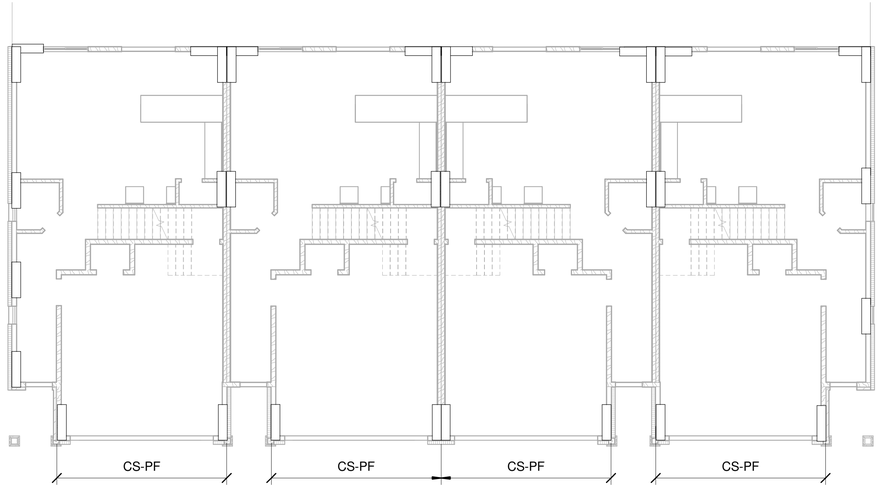
Typical Wall Section



3 Cross Section EX
1/4" = 1'-0"



2 Cross Section
1/4" = 1'-0"



1 BRACE WALL PANEL LAYOUT
1/8" = 1'-0"

BRACE PANEL
X HOLDOWN - CAPACITY 800 LBS UPLIFT

Continuous Sheathing to be Maintained Along Brace Wall Lines

Layout Based on Seismic C, Wind 90 mph, Wind Exposure C

MINIMUM INSULATION R-VALUE - Climate Zone 6

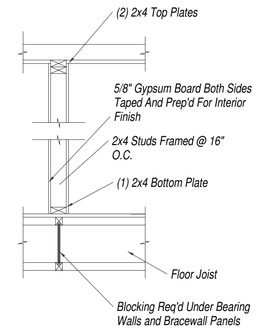
Fenestration	U-Factor	0.32
Skylight	U-Factor	0.55
Ceiling		R-49
Wood Framed Wall		R-22 or R-13 Cavity & R-5 Continous
Floors (over unconditioned Space)		R-30 or Sufficient to Fill the Cavity R-19 (min)
Basement Wall		R-15 Continous or R-19 Cavity
Slab		R-10 for a depth of 4ft (Additional R-5 added to Slab edge if Heated)
Crawlspace Wall		R-15 Continous of R-19 Cavity

VAPOR RETARDING

Contractor must specify a vapor retarder on all non-vented "warm-in-winter" side of all framed ceilings, walls, and crawl space floors.
Contractor may specify plastic vapor barrier or Vapor Retarder rated Paint. All breaches in the barrier system to be caulked and sealed.

JOB SPECIFIC INFORMATION

Footing 10"x 20" w/ (2) #4 Cont w/ Vert bar #4 bar @ 4' o.c. extending 14" into stem wall.
Shovel Footing - 10"x20" w/ (2) #4
Foundation Wall - 6" Wall w/ Vert #4 @ 16" o.c., (1) #4 Horz within 12" of top of wall and (1) #4 bar near third points of wall
Slab-On Grade - Min 3 1/2" Thick 4" Course Base required if Below Grade 6-mil of approved vapor retarder below slabs to be heated



Interior Walls

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical Engineering for this project. It is the responsibility of the Owner, Builder and/or Engineer for the services need for Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

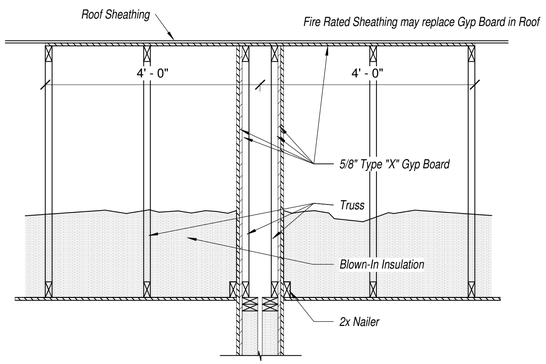
DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

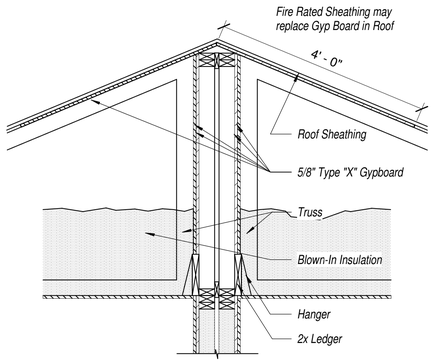
FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

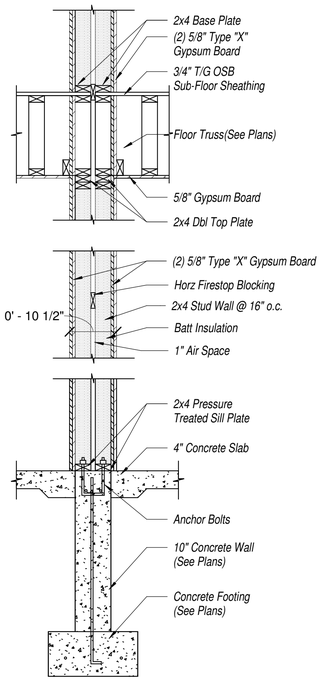
SECTION AND DETAILS

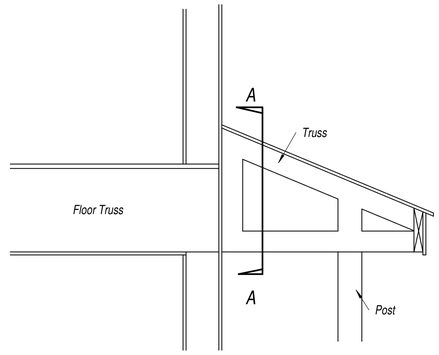
5 of 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.

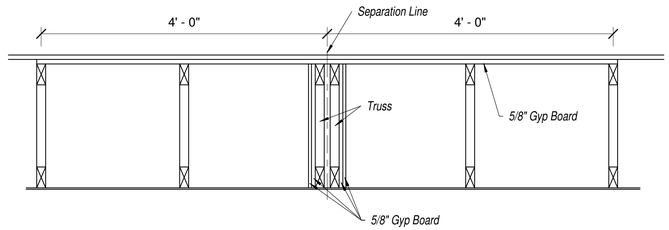








Cross Section



A-A Section

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical Engineering for this project unless specifically noted. B'n'R Drafting Services will refer all engineering questions to an Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

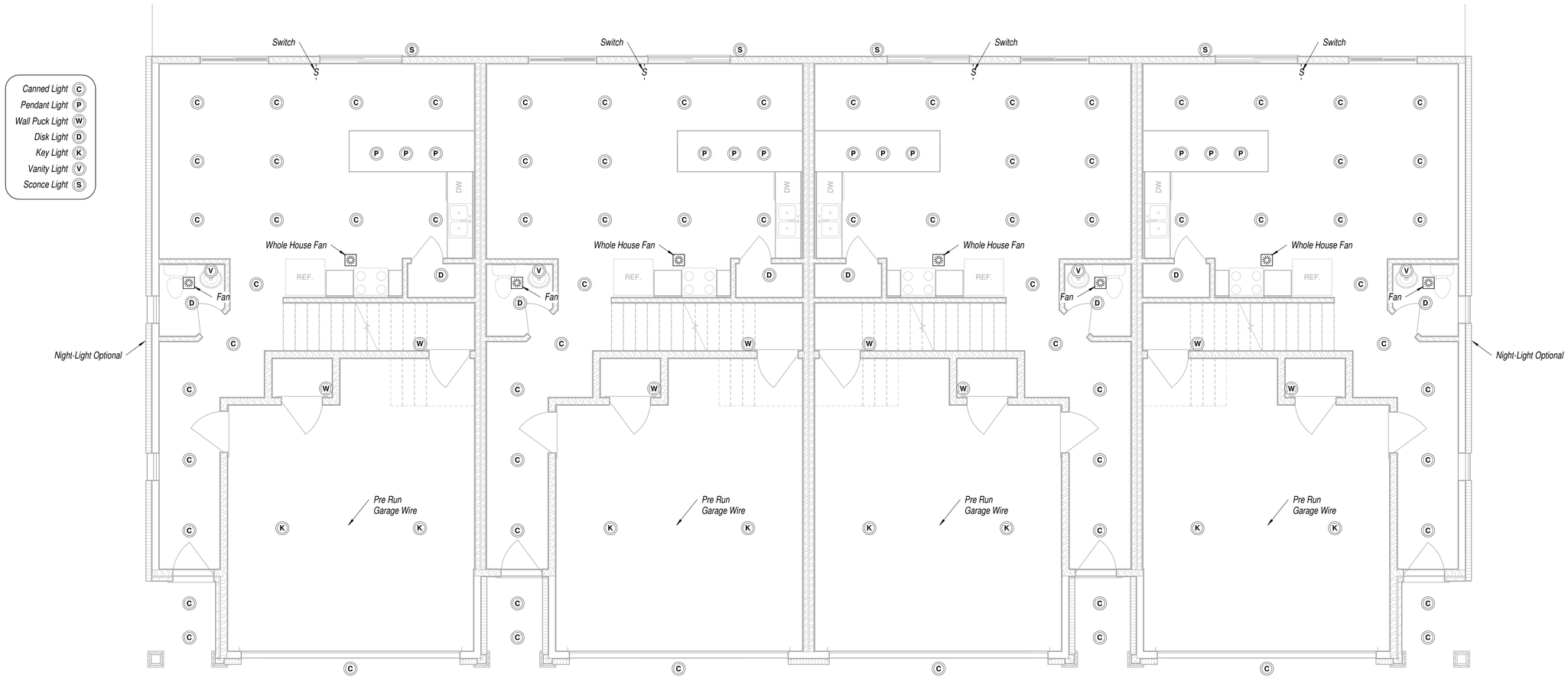
DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

FIRE WALL DETAILS

5.1 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



1 MAIN FLOOR ELECTRICAL
1/4" = 1'-0"

Light Schedule (Total)		
Tag	Count	Description
C	122	Canned
D	38	Disk
K	8	Key
P	17	Pendant
S	4	Sconce
V	19	Vanity
W	8	Wall Puck

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical Engineering for these projects unless noted. B'n'R Drafting Services Engineering has not been employed for an Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

REV	DATE	DESCRIPTION

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

DATE: 15 June 2023
DRAWN BY: CDU
PROJECT: 2207089.1

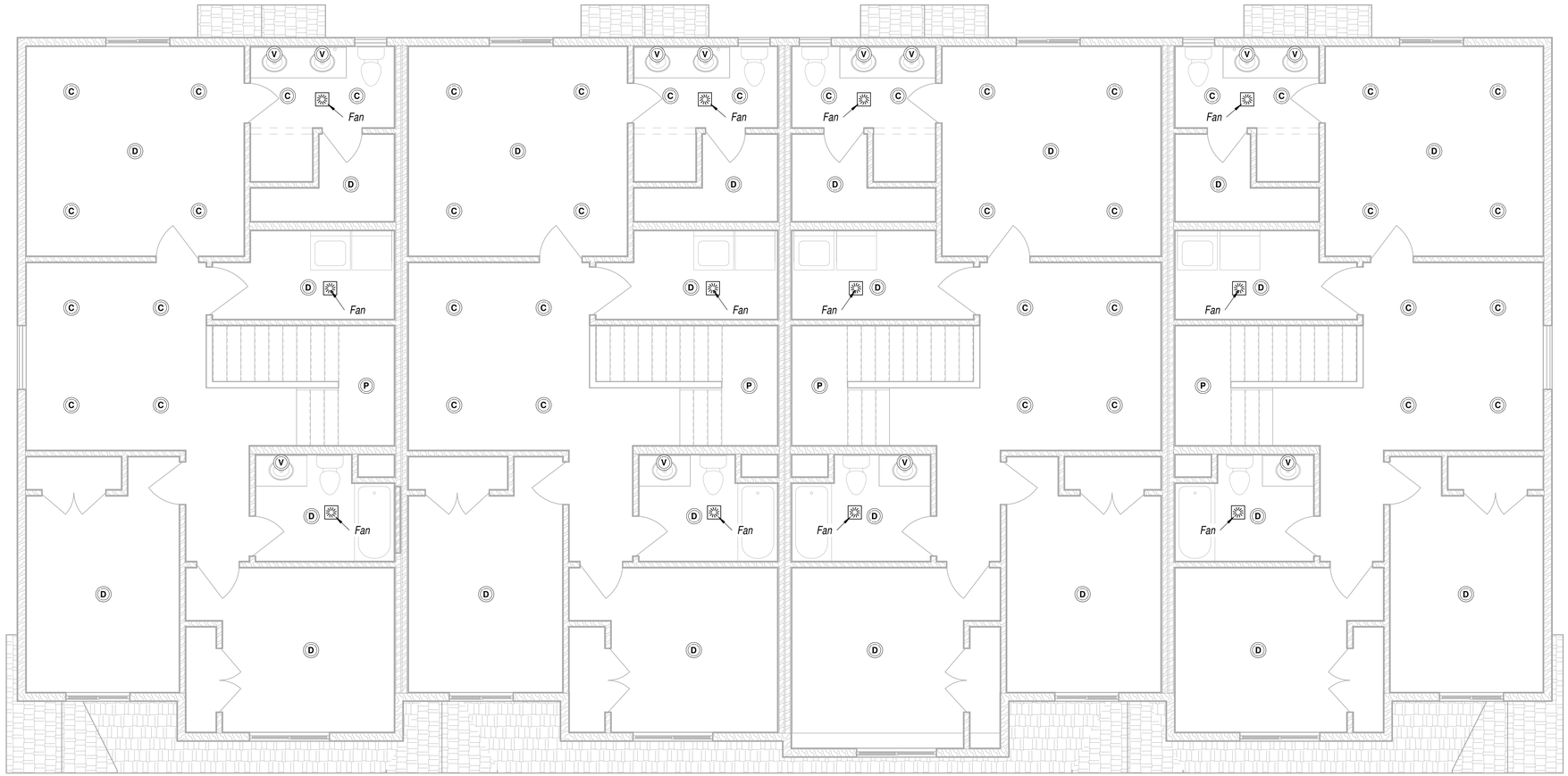
FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

MAIN ELECTRICAL

6 of 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.

- Canned Light (C)
- Pendant Light (P)
- Wall Puck Light (W)
- Disk Light (D)
- Key Light (K)
- Vanity Light (V)
- Sconce Light (S)



1 UPPER FLOOR ELECTRICAL
1/4" = 1'-0"

REV	DATE	DESCRIPTION

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical engineering for this project unless noted. B'n'R Drafting Services and/or its employees are not licensed engineers or architects. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

DATE: 15 June 2023
DRAWN BY: CDU
PROJECT: 2207089.1

FOR South Bridge Townhomes
Building A
Idaho Falls, Idaho

UPPER ELECTRICAL

7 of 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



1 Front Elevation
1/4" = 1'-0"



2 Rear Elevation
1/4" = 1'-0"

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan

These plans have been prepared by an ADDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical engineering in the project unless noted. Any Drafting Services B'n'R Drafting may provide is used for an Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

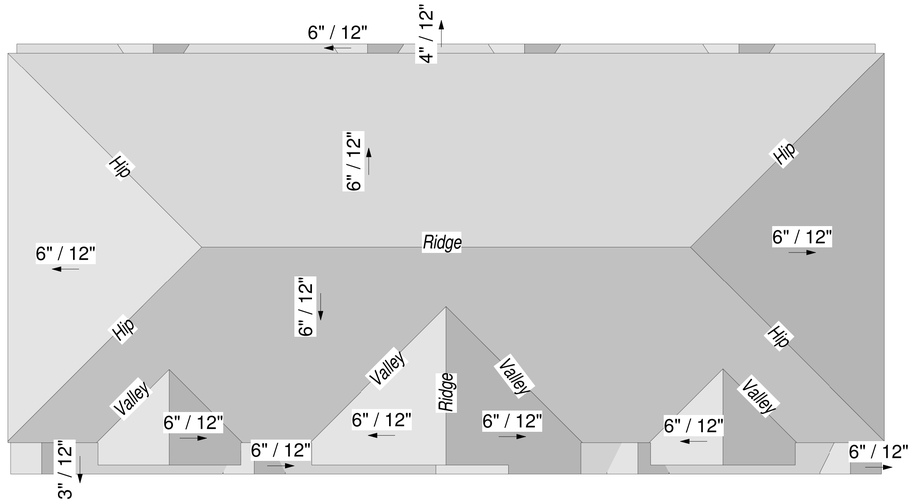
FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

ELEVATION

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.



1 Right Elevation
1/4" = 1'-0"

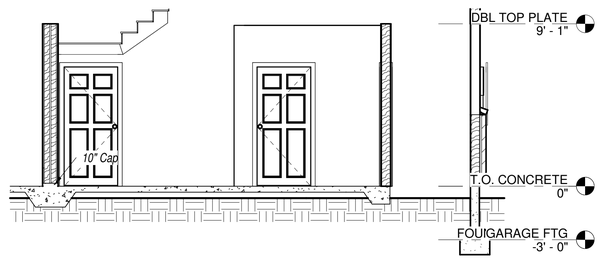


3 ROOF CONTOUR
1/8" = 1'-0"

CRICKETS ARE TO BE FIELD LOCATED AS NEEDED TO INSURE PROPER DRAINAGE.



2 Left Elevation
1/4" = 1'-0"



4 Shovel Ftg w/ 10" Cap
1/4" = 1'-0"

These plans have been prepared by an AIDA Certified Drafter to approved drafting practices. All information contained in these plans have been provided by the customer and has been accepted as is. B'n'R Drafting Services has had no involvement in the Civil, Structural, Mechanical or Electrical Engineering for these plans unless noted otherwise. B'n'R Drafting Services will refer all engineering issues to an Architect or Engineer. All Liability for this project remains solely with the contractor, subcontractors and Owner. Final Plans are accepted AS IS.

REV	DATE	DESCRIPTION
1	24 Feb 2023	Final Plan
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

B'n'R Drafting Services LLC
1993 N. 37th E
Idaho Falls, Idaho
83401
208-589-8383

Townhouse

DATE: 15 June 2023
DRAWN BY: RRS
PROJECT: 2207089.1

FOR
South Bridge Townhomes
Building A
Idaho Falls, Idaho

ELEVATION

9 of 9

The plans are the joint property of B'n'R Drafting and the Client. They are not to be reproduced or to be used for any construction except by express written consent by one of the owning parties. B'n'R Drafting assumes no liability beyond the production of these plans. All information contained has been exclusively provided by the client and are accepted as is.

Law Offices

RIGBY, ANDRUS & RIGBY LAW, PLLC

Ray W. Rigby, (1923-2019)
G. Rich Andrus, of counsel
Jerry R. Rigby
Michael S. Kam (1954-2001)
Hyrum D. Erickson
Sean P. Bartholick
Chase T Hendricks

P.O. Box 250
25 North Second East
Rexburg, ID 83440

Telephone: (208) 356-3633
Fax: (208) 356-0768
chendricks@rex-law.com

February 15, 2024

City of Idaho Falls City Council and Staff

Subject: **The Southbridge Development for Single Family Multi Family Calculations**

Hello,

I am writing to you on behalf of the Southbridge Development project currently being built in the City of Idaho Falls. Steward Land Company's project at Southbridge presents a unique case in the classification of residential structures, which has led to a discrepancy in impact fee assessments. The development consists of a single lot plat featuring 160 units, architecturally resembling townhomes but functionally rented as apartments. Throughout the design phase, several configurations were deliberated, including Planned Unit Developments (PUDs), and the distinction between public and private roads. The decision was ultimately made to adopt an internal ‘drive aisle’ system, aligning with the multifamily treatment of the development. This was the established understanding and expectation communicated to them by city officials during the approval phase.

However, a recent billing for single-family impact fees, which incurs an additional cost of $3,000 per unit, deviates from their prior discussions and agreements. Despite this unexpected charge, the fees were paid to prevent the halting of our project due to red-tagging. It is imperative to note that during Steward Land Company and City Officials' interactions, it was repeatedly affirmed that our development would be considered multifamily for the purposes of impact fee assessment.

Steward Land Company is a concerned stakeholder in the local real estate development sector. We find ourselves compelled to file this appeal due to the pervasive confusion surrounding the categorization of housing units—specifically, the distinction between Single-Family Units and Multi-Unit structures. Clarity in these definitions is crucial for appropriate zoning, planning, and development within the City and to not catch anyone unaware.

The issue between that definition arises from the 2021 Tischlerbise Impact Study. The Study Defines the two terms as such:

Single Family Units:

l. **Single-family detached** is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.

2. **Single-family attached (townhouse**) is a one-unit structure that has one or more walls extending from ground to roof, separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

3. **Mobile home** includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multi Family

l. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and SO or more apartments."

2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence. *See Attachment*

Please take a minute and go back and read "Single-Family Attached" and the "Multi-Family Definitions." Ask yourself, under the definitions above, "When does something become Multi-Family?" (Also, please ask yourself what is "Boats, RV's Vans" doing in the Multi-Family definition in the City's Impact Study?) This Definition was adopted directly into the City's Impact Ordinance and is how the City is interpreting the Southbridge Development.

One issue of concern is that in the Study Tischlerbise explains the following: "The City of Idaho Falls provided residential building permit data for single-family and multifamily housing units within City limits over the previous five years, from 2016 to 2020. The attached housing is considered single-family housing in the residential building permit data. Approximately 87 percent of the total number of building permits issued over this five-year period were issued to single-family units." *See Attachment*

So, in other words, the City gave 5 years of data to Tischlerbise, and they concluded that in those 5 years, 87 percent of all properties issued building permits in Idaho Falls would be considered 'Single-Family."

Why this matters because, according to the Impact Study, "Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single

Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on City facilities and services. Figure 49 shows the US Census American Community Survey 2019 5-Year Estimates data for the City of Idaho Falls. Single-family units have a household size of 2.66 persons, and multifamily units have a household size of 1.84 persons."

So looking at Census Data, Tischlerbise believed that Multi-Family Units have almost half as many people. Obviously, that is why their recommendation is for Multi-Family to pay close to half in the Impact Fee Ordinance, which makes sense.

The categorization of residential buildings into single-family detached and multi-family types is a foundational aspect of urban planning, zoning, and real estate development. However, the definitions of these categories can sometimes overlap or conflict, leading to confusion and complications in their application. This analysis aims to dissect the definitions of multi-family units and single-family attached (townhouses) to elucidate where they converge and diverge and to determine the point at which a property transitions from single-family to multi-family status.

Definitions Under Scrutiny

Multi-Family Housing is traditionally defined as a structure containing two or more housing units, with classifications based on the number of units (ranging from duplexes to buildings with 50 or more apartments). Each unit typically has independent access, separate utilities, and the ability to function autonomously.

Single-Family Attached Housing (Townhouse) is characterized as a one-unit structure sharing one or more walls with adjoining structures but with the division extending from the ground to the roof, allowing for separate ownership and maintenance of each unit.

Points of Convergence and Divergence

The inherent contradiction arises when a property is built like a townhouse but functions like a multi-family unit in terms of ownership and rental operations. A townhouse, while physically attached to similar units, is designed for single-family ownership and separate lot titles. Multi-family properties, however, are designed with rental operations in mind, suggesting a single owner for multiple units within a complex.

A property cannot be both a single-family detached and a multi-family type simultaneously in the strictest sense. A detached home is a freestanding structure exclusively for one family, with no shared walls or common structural elements that tie it to another dwelling. However, the confusion often occurs in properties like townhouses that are architecturally single-family (attached) but are rented in a manner akin to apartments, which are inherently multi-family due to their rental structure and shared ownership.

Problems with the Definition

The problem arises in the dual nature of townhouses: they can be owned and sold as single units (hence "single-family attached") or rented out by one entity, akin to multi-family units. The crossover occurs in the mode of operation, not the physical structure. This ambiguity can lead to misclassification when it comes to zoning, taxing, and charging impact fees.

Transition Point to Multi-Family

The transition from single-family attached to multi-family occurs when the ownership and rental operation of the units fall under a single entity. When townhouses (single-family attached units) are built on a single lot and rented out like apartments, they functionally adopt the characteristics of a multi-family property, especially in how they interact with city services and infrastructure.

So, in Conclusion, what is a single-family home?

A single-family home is a freestanding residential unit that is designed and built for one family. To be considered a single-family home, the property should also be an individually owned lot or parcel separate from other dwellings in the area.

This is true even if the underlying land is fractional. Take a townhouse, for example. Even though it may be attached to other dwellings, it is built on its own section of property, according to the United States Census Bureau. This is reflected in the title of the property, which denotes when a piece of real estate has land attached or not.

There are many different types and styles of single-family homes, including:

- Ranch
- Split-level
- Manufactured
- Bungalow
- Twin home
- Townhouse

Then, what is a multi-family home?

A multi-family home is a residential dwelling that includes more than one living unit. The difference between the multiple units is defined by each having a separate entrance, living facilities (kitchen, bathroom) and utilities. Each can have its own address.

Multi-family properties allow each inhabitant to live a separate life. They're not dependent on the other to set the temperature on the heating unit, nor will they share a utility bill. The different dwellings can be stacked on top of or to the side of one another. However, they share interior walls, ceilings and floors.

Multi-family housing also typically has common facilities, such as a basement, an attic, elevators or stairs, or a garage. They may also have common amenities like outdoor spaces, a pool, fitness facility, or playground.

There are many different types of multi-family properties, including:

- Duplexes, triplexes and fourplexes
- Apartment complexes
- Condos
- Co-ops

- Age-restricted property (think 55+ communities)
- Assisted living centers
- Rowhouses (characterized by shared walls running from the base to the roof of each dwelling)

Most interestingly, the City of Idaho Falls' own Zoning Ordinance follows my outlined explanation above.

City of Idaho Falls Title 11 Zoning Definition

> **Dwelling, Multi Unit Attached:** A structure containing more than two (2) dwelling units attached by a common wall or walls, where each dwelling unit is located on a separate lot and each unit has open space on at least two (2) sides.
>
> **Dwelling, Single Unit Attached:** A structure containing three (3) dwelling units attached by a common wall or walls, where each dwelling unit is located on a separate lot. (Ord. 3496, 12-8-22)
>
> **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 four (4) or more dwelling units where all such units are located on the same property. (Ord. 3496, 12-8-22)

In conclusion, the distinction between single-family attached and multi-family units is both architectural and operational. It is crucial for zoning authorities and developers to agree upon these definitions early in the planning stages to ensure accurate billing for services and compliance with local regulations. The pivot point hinges on the rental or ownership structure rather than the physical design alone. For properties like the project in question, where townhouses are rented out en masse by a single entity, the multi-family classification seems more apt, reflecting the operational reality over the architectural form. This clarity in classification will lead to more equitable treatment when it comes to the imposition of fees and the provision of services.

The city's adoption of impact fees, guided by the 2021 TischlerBise Report, underscores the differentiated demands of various property types on services like Fire/EMS, Parks and Recreation, Transportation, and Police under the City’s Ordinance.

For instance, impact fees for Fire/EMS are calculated per service call and are geared towards funding essential infrastructure and equipment. The same meticulous approach is taken for Parks and Recreation, Transportation, and Police, ensuring that the growing needs of our city are met in a calculated and equitable manner.

The City's zoning ordinances classify certain residential developments as multi-family based on distinct criteria, which are crucial for urban planning and development. However, a dissonance emerges when these definitions are not consistently applied to impact fees. A harmonious application of definitions across zoning and impact fees is not merely a matter of bureaucratic consistency; it is a matter of equitable policy that recognizes the differentiated impacts of various property types on city services.

Zoning Ordinances and Multi-Family Definition: The City's zoning ordinance recognizes multi-family housing as units in structures containing two or more housing units, further categorized by the number of apartments. This definition is instrumental in regulating the density of developments, maintaining the character of neighborhoods, and ensuring that adequate services are provided to residents.

The Disparity in Impact Fee Application Despite the clear definition within zoning ordinances, the same clarity is not reflected in the application of impact fees. These fees, as prescribed by the 2021 TischlerBise Report, are designed to ensure that developers contribute their fair share to the infrastructure and services necessitated by their projects. The report differentiates the demands of property types on services such as Fire/EMS, Parks and Recreation, Transportation, and Police.

The city's rationale for adopting impact fees is to offset the additional costs that new developments impose on city services. If a development is considered multi-family for zoning purposes, it stands to reason that its impact on city services would be assessed under the same classification. When multi-family developments are charged impact fees intended for single-family units, it results in an inequitable distribution of costs and does not accurately reflect their impact on services.

Reduced Impact of Southbridge Development on City Services

Multi-family developments, by their very nature, have a different impact on city services compared to single-family units. It is reasonable to argue that multi-family developments should be subject to lower impact fees compared to their single-family counterparts because: Southbridge Development, while architecturally resembling a collection of townhomes, operates under a single ownership model akin to multifamily units. This unique combination of design and operational method presents a distinct case for assessing impacts on city services. Rationale for Reduced Impact Fees.

In the packet, I am including several studies that discuss how Impacts are generally less for Multi-Family. The City Council must ask themselves, does a project like Southbridge have as much impact on your Fire/EMS, Transportation networks, Police officers, and Parks as the corresponding amount of single-family detached homes in a subdivision?

1. Infrastructure and Service Costs: According to Smart Growth America's "Building Better Budgets" report, smart growth development, which aligns with the compact design of Southbridge, costs significantly less in terms of up-front infrastructure and ongoing service costs. This design ensures efficient use of city services and infrastructure, meriting reduced impact

fees.

2. School Enrollment and Demographics: The Montgomery County Planning Commission's study on school district enrollment demonstrates that single-family detached homes are far more likely to house school-age children compared to multifamily units. Southbridge, operating as a multifamily unit, is likely to have fewer children, thus lessening the burden on educational facilities and associated services.

3. Public Safety and Crime Rates: Findings from the George Mason University Center for Regional Analysis indicate lower crime rates in mixed-use and mixed-income developments. Southbridge's model promotes a community environment that may enhance surveillance and social cohesion, potentially reducing the demand for police services.

4. Tax Revenue and Fiscal Benefits: Smart growth developments generate more tax revenue per acre, which translates to a better fiscal scenario for the city. Southbridge's efficient land use could yield higher per-acre tax revenue, alleviating the need for higher impact fees to compensate for service costs.

Reduced Demands on City Services

1. Fire/EMS Services: The compact nature of Southbridge, with its shared infrastructure, allows for quicker response times and potentially less frequent need for emergency services. The shared spaces can lead to fewer calls per capita, thereby reducing the overall impact on these services.

2. Police Services: As aforementioned, the design and community structure of Southbridge may contribute to lower crime rates and, consequently, a reduced need for extensive police services.

3. Transportation Infrastructure: The ITE Manual indicates that multifamily units generate fewer vehicle trips than single-family homes. Given Southbridge's multifamily operational style, it can be inferred that there will be less congestion and wear on transportation infrastructure, supporting the argument for lower impact fees.

4. Parks and Recreational Services: Southbridge's single ownership model typically includes private recreational amenities, reducing residents' reliance on city parks and recreational facilities. This reduction in usage warrants a reconsideration of the associated impact fees.

CONCLUSION

In light of these facts, it is clear that the Southbridge Development should be considered more akin to multifamily housing regarding its impact on city services. The evidence strongly supports the assertion that Southbridge will exert approximately half the pressure on fire/EMS, police, transportation, and parks services compared to traditional single-family developments. It is both reasonable and justified for the City of Idaho Falls to reassess the impact fees imposed on

Southbridge to reflect its actual, rather than assumed, impact on city resources.

We seek a reassessment of these fees in alignment with our initial classification as a multifamily development, a status that reflects both the design intent and functional use of the Southbridge project. This appeal is grounded in the pursuit of fairness and adherence to the agreed-upon terms of our project's execution. We trust that a review of this matter will result in the rectification of the fee classification to echo our mutual understanding.

For the sake of fairness and accurate assessment, it is imperative that the City align its impact fee structure with the definitions set forth in its zoning ordinances. By doing so, the City will ensure that developers are charged fees that truly reflect their developments' impacts on city services. It is not just a matter of regulatory consistency, but also one of fair policy that equitably distributes the cost of growth and upholds the principles upon which impact fees were established. Thus, the City should reconsider its stance and adjust the impact fee structure to accurately reflect the multi-family nature of such developments, recognizing their distinct impact on city services. Idaho Code 67-8204(2) mandates that impact fees reflect the service levels afforded to existing developments and future growth alike. This underscores the need for a precise understanding of housing types as they relate to service demands and urban development.

We urge the Council to consider these definitions and their implications with due diligence. It is imperative that we, as a community, establish a clear and consistent framework that will guide the sustainable growth of Idaho Falls. We look forward to engaging in a constructive dialogue on this matter and to finding a resolution that serves the best interests of all parties involved.

Thanks.

Sincerely,



Chase Hendricks

CH/md

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The City of Idaho Falls will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2017). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

RESIDENTIAL BUILDING PERMITS

The City of Idaho Falls provided residential building permit data for single family and multifamily housing units within City limits over the previous five years, from 2016 to 2020. Attached housing is considered single family housing in the residential building permit data. Approximately 87 percent of the total number of building permits issued over this five-year period were issued to single family units. Building permit data is used for residential development population and housing unit projections as shown in Figure 50.

Overall, there is has been an average annual growth of 349 housing units. Additionally, there has been a steady increase from 2016 to 2018. Despite a large decrease in issued permits in 2019 and the onset of the COVID-19 pandemic, 2020 saw a significant uptick in and largest total number of issued permits.

Figure 50. Residential Building Permits Issued

Housing Type	2016	2017	2018	2019	2020	Total	Average
Single Family [1]	278	283	327	273	360	1,521	304
Multifamily	0	0	96	0	126	222	44
Total	278	283	423	273	486	1,743	349

Source: City of Idaho Falls
[1] Single Family building permits include attached housing units

Dwelling, Multi Unit Attached	A structure containing more than two (2) dwelling units attached by a common wall or walls, where each dwelling unit is located on a seperate lot and each unit has open space on at least two (2) sides.
Dwelling, Single Unit Attached	A structure containing three (3) dwelling units attached by a common wall or walls, where each dwelling unit is located on a separate lot. (Ord. 3496, 12-8-22)
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 four (4) or more dwelling units, where all such units are located on the same property. (Ord. 3496, 12-8-22)
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 ft²), 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.
Existing Communications Structure	Support structure or any other structure, including but not limited to, base stations, buildings, water tanks, transmission towers, poles, light poles, traffic signal poles, signs, or similar structures to which a Small Wireless Facility can be attached and that was in existance on or prior to July 1, 2019.
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.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Idaho Falls be imposed according to persons per housing unit.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on City facilities and services. Figure 49 shows the US Census American Community Survey 2019 5-Year Estimates data for the City of Idaho Falls. Single family units have a household size of 2.66 persons and multifamily units have a household size of 1.84 persons.

The estimates in Figure 49 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 49. Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	48,851	18,381	2.66	17,324	2.82	75%
Multifamily [2]	11,410	6,212	1.84	5,541	2.06	25%
Total	60,261	24,593	2.45	22,865	2.64	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes structures with 2+ units

Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

ATTORNEY GENERAL OPINION NO. 93-5

To: G. Anne Barker, Administrator
Division of Public Works
STATEHOUSE MAIL
Boise, ID 83720-1000

Per Request for Attorney General's Opinion

QUESTIONS PRESENTED

1. Impact Fees Assessed by Ada County Highway District.

    a. Are impact fees assessed by Ada County Highway District true fees, or unauthorized taxes in violation of article 7, sections 4 and 5, of the Idaho Constitution?

    b. Do the impact fees assessed by Ada County Highway District pursuant to Ordinance 184 meet substantive due process requirements of the constitution?

2. May Ada County Highway District, as a legislatively created taxing district, assess impact fees against the state without express authority from the state to do so?

CONCLUSION

1. Impact Fees Assessed by Ada County Highway District.

    a. The provisions of ACHD's Ordinance 184 allow for discretionary application of impact fees outside of designated benefit zones, require payment of fees with what appears to be no determination of need for services as a result of the new development, and lack clarity on accounting for revenues. Although, it is difficult to determine with certainty whether ACHD's impact fee ordinance allows for an assessment of a regulatory fee, or is a disguised tax in violation of article 7, sections 4 and 5 of the Idaho Constitution, the above stated provisions are indicia of a tax rather than a fee. It is recommended that the sweeping powers provided to the fee administrator in the ordinance and the failure to define within the ordinance procedures for collection and accounting of fees be reviewed and amended

by ACHD to clearly comport with the requirements in the enabling statute, chapter 82, title 67, Idaho Code.

b. To meet the requirements of substantive due process, the ordinance must provide a rational nexus between the impact fees assessed to a new development and the need for additional capital improvements. Further, there must be a rational nexus between the expenditure for capital facilities and the benefits accruing to the property in which the impact fees are assessed. The enabling statute requires that an ordinance establish a rational nexus between the expenditures for capital facilities and the benefits accruing to the property on which the charge is imposed. It is not clear that Ordinance 184 establishes a need resulting from the new development prior to assessing impact fees. In addition, it is not clear that Ordinance 184 complies with the earmarking and expenditure requirements of the "Idaho Development Impact Fee Act." As a result, it is not clear that Ordinance 184 meets the requirements of the enabling act or the rational nexus standard required by the constitution.

2. Statutes are subject to the rule of construction exempting government from their operation in the absence of a clear expression of intent on the part of the legislature to the contrary. The language contained in the "Idaho Development Impact Fee Act" does not indicate that the state was to be included for the purpose of payment of development impact fees. In fact, the fiscal note attached to H.B. 805 indicates that the legislative intent was not to include the state within the purview of the act. As such, the state is excluded from compliance with impact fee ordinances enacted pursuant to the "Idaho Development Impact Fee Act."

BACKGROUND

In September of 1991 the Ada County Highway District (ACHD) enacted Ordinance 184, effective April 15, 1992, requiring each new development in the county to pay an "impact fee" for capital expenditures to provide adequate roadway systems in the county.[1] Ordinance 184 divides developments by type and provides a formula which

---

[1] ACHD cites as authority for its Ordinance 184, article 12, § 2, of the Idaho Constitution, which is the general grant of police powers to municipalities and counties. Since ACHD is merely a quasi-municipal corporation with limited objectives and powers granted to it by the legislature, it would not enjoy a direct grant of police powers from the constitution. *See generally,* McQuillan, Municipal Corporations § 213 *Quasi Municipal Corporations* (3rd ed. 1987). Generally, courts in other jurisdictions have held that municipalities or taxing districts attempting to establish impact fees need enabling legislation unless the local governmental entity has home rule authority. *See* Juergensmeyer and Blake, *Impact Fees: An Answer to Loc'l Gov'ts' Capital Funding Dilemma*, 9 Fla.

attempts to determine a new development's proportionate share of capital improvements resulting from the increase in use of the roadway due to the development. Ordinance No. 184, sections 6-10, and 14.

Pursuant to the ordinance, imposition and expenditure of impact fees are restricted to capital improvements within or immediately adjacent to eight "benefit zones" designated in the ordinance. *Id.* at section 14. However, it is in the fee administrator's discretion to determine that a particular development has countywide impact and, at that point, the fees may be used without regard to the designated benefit zone. *Id.*

Impact fees may be determined on an individual basis if an individual fee payer can establish that a proposed development is unique. *Id.* at section 10. Otherwise, fees are ascertained through the standardized fee schedule evidenced by Exhibit "A" to the ordinance, which determines the approximate impact on the roadways and assesses a fee for various types of developments. ACHD has attempted to assess impact fees against all developers within Ada County, including the state.

Subsequent to ACHD's adoption of Ordinance 184, the legislature enacted H.B. 805, creating chapter 82, title 67, Idaho Code, entitled "Idaho Development Impact Fee Act." H.B. 805 went into effect on July 1, 1992, approximately two and a half months after ACHD implemented Ordinance 184. The purpose of the act is to empower governmental entities to adopt ordinances allowing the imposition of development impact fees under the parameters delineated in the act. ACHD contends the act contemplates assessment against all developers, including the state when the state acts to construct any new facility within the boundaries of Ada County.

ANALYSIS

In discussing the issue of the legality of ACHD's impact fee assessment it is helpful to have a definition of the term "impact fee." Impact fees are a relatively new local government technique for funding capital improvements needed to serve new development in high growth areas. They are typically designed to require that each development pay its proportionate share of the cost of providing offsite public services and facilities required by the new development. The following are elements of impact fees which distinguish these fees from other types of exactions, such as fees in lieu of mandatory dedication, connection fees and user fees:

St. U. L. Rev. 415 (1981). *See generally* Michael C. Moore, *Powers and Authorities of Idaho Cities: Home Rule or Legislative Control?* 14 Idaho L. Rev. 143 (1977).

An "impact fee" is a type of exaction which is:

> In the form of a predetermined money payment;
>
> Assessed as a condition to the issuance of a building permit, an occupancy permit or plat approval;
>
> Pursuant to local government powers to regulate new growth and development and to provide for adequate public facilities and services;
>
> Levied to fund large-scale, off-site public facilities and services necessary to serve new developments;
>
> In an amount which is proportionate to the need for the public facilities generated by the new development.

Bryan Blaesser and Christine Kentopp, Impact Fees: the Second Generation, 38 Wash. U.J. Urb. & Contemp. L. 55, 64 (1990).

When impact fees first appeared as an alternative to financing capital improvements, courts frequently struck down the fees on various constitutional grounds. However, in the last 20 years, a number of jurisdictions which previously found user fees or impact fees to be invalid have overruled or distinguished those earlier cases, and have found the assessment of impact fees or user fees, in certain circumstances, to be valid. *See* Bloom v. City of Fort Collins, 784 P.2d 304 (Colo. 1989); Homebuilders and Contractors' Ass'n of Palm Beach County, Inc., v. Board of Palm Beach Comm., 446 So. 2d 140 (Fla. App. 4th Dist. 1983); Holmdel Builders Ass'n v. Township of Holmdel, 583 A.2d 277 (N.J. 1990).

In construing impact fees, courts generally provide a two-tiered analysis. First, the issue of statutory or constitutional authority to assess the impact fee is addressed. Second, the ordinance is reviewed to determine if its application violates constitutional provisions of due process or uniform taxation. In this situation, the enactment of H.B. 805 authorizing governmental entities to adopt ordinances imposing development impact fees provides state statutory authority.

Since statutory authority is provided, the first issue addressed by this analysis is whether the impact fees assessed by ACHD are incidental to a regulation, or a disguised tax in violation of article 7, §§ 4 and 5, of the Idaho Constitution. If the fees are

determined to be incidental to a regulation, it must be determined whether the ordinance can withstand a challenge on the basis of constitutional due process requirements of reasonableness. The final issue addressed by this analysis is whether the statutory authorization provided by H.B. 805 contemplates an assessment of impact fees against the state.

A. Constitutional Considerations

1. Tax v. Regulatory Fee

The characterization of impact fees presents a complex problem. If the impact fees are found to be disguised taxes rather than fees, the ordinance, and possibly the enabling statute, would be in violation of article 7, § 4 (exempting public property from taxation) and § 5 (requiring uniform taxation) of the Idaho Constitution.

In reviewing the constitutionality of the "Idaho Development Impact Fee Act" chapter 82, title 67, Idaho Code, we are bound, as would be the judiciary, to treat with deference the legislature's classification of impact fees and to resolve any doubt concerning interpretation of the statute in favor of rendering the statute constitutional. *See* Olson v. J.A. Freeman Co., 117 Idaho 706, 791 P.2d 1285 (1990).

With these considerations in mind, we turn to the question whether the ACHD assessment is a fee or a disguised tax. Fees imposed by a governmental entity tend to fall into one of two principal categories: user fees based upon the rights of the entity as a proprietor of the instrumentality used (*see* Kootenai County Property Association v. Kootenai County, 115 Idaho 676, 769 P.2d 553 (1989); Loomis v. City of Hailey, 119 Idaho 434, 807 P.2d 1272 (1991)), or regulatory fees founded on the police power to regulate particular businesses or activities (*see* Foster's Inc. v. Boise City, 63 Idaho 201, 118 P.2d 721 (1941); Brewster v. City of Pocatello, 115 Idaho 502, 768 P.2d 765 (1988)).

Proprietary fees, such as fees for sewer and water systems, do not implicate the taxation power if they are reasonably related to the cost of construction and maintenance of the facilities used and there is statutory authorization for such fees. Kootenai County Property Ass'n v. Kootenai County, *supra;* Loomis v. City of Hailey, *supra.* Similarly, regulatory fees are not taxes if the "funds generated thereby . . . bear some reasonable relationship to the cost of enforcing the regulation." Brewster, 115 Idaho at 504; State v. Nelson, 36 Idaho 713, 213 P. 358 (1923); Foster's Inc. v. Boise Idaho, *supra.* The general rule is that the fee may properly be fixed with the intent of reimbursing the local governmental entity for all expenses imposed upon it as a result of the regulation.

User fees and regulatory fees share traits that distinguish them from taxes. First, fees are charged in exchange for a particular governmental service rendered to a particular consumer which benefits the party paying the fee in a manner "not shared by other members of society." National Cable Television Ass'n v. United States, 415 U.S. 336, 341, 94 S. Ct. 1146, 1149, 39 L. Ed. 2d 370 (1974); Brewster, 115 Idaho at 505. Second, fees are not a forced contribution, Brewster v. City of Pocatello, *supra.* Finally, fees charged are collected not to raise revenues but to compensate the governmental entity for its expenses in providing the services. Foster's Inc. v. Boise City, *supra*; Loomis v. City of Hailey, *supra*. Thus, there is a three-pronged analysis for the determination of whether an exaction is appropriately defined as a fee or a tax.

a. Providing a Benefit Not Shared By Members of the General Public

To meet the first prong of the analysis, ACHD's ordinance must convey a benefit not shared by the general traveling public. The enabling statute also requires conveyance of a benefit to the new development. The "Idaho Development Impact Fee Act" defines development impact fee as follows:

> [A] payment of money imposed as a condition of development approval to pay for a proportionate share of the costs of system improvements needed to serve development. . . .

Idaho Code § 67-8202(9) (emphasis added).

Idaho Code § 67-8207 requires that:

> The development impact fee imposed must not exceed a proportionate share of the costs incurred or costs that will be incurred by the governmental entity in the provision of system improvements to serve the new development.

In addition, Idaho Code § 67-8204(11) requires that a development impact fee ordinance provide improvements for the "benefit of the service area in which the project is located."

In its "intent and purpose" section, Ordinance 184 states that one of the purposes of the ordinance is to require that "each new development bear its proportionate fair share of the costs of capital expenditures necessary to provide adequate roadway systems in Ada County." Ordinance 184, section 3B. However, ACHD assesses an impact fee on

all new development. *Id.* at sections 6, 8, 9 and Schedule "A." The ordinance does not appear to require a determination that the new development necessitates changes or additional construction of new roadways prior to making an assessment.

In Brewster v. City of Pocatello, *supra*, the Idaho Supreme Court reviewed a case involving an ordinance enacted by the city of Pocatello purporting to impose a "street restoration and maintenance fee" upon all owners of property adjoining streets. Like the fee in Ordinance 184, owners were to be assessed based upon a formula reflecting the traffic generated by the particular property. The court held the charge was a tax rather than a fee, stating:

> We view the essence of the charge at issue here as a tax imposed on occupants or owners of property for the privilege of having a public street abut their property. In that respect it is not dissimilar from a tax imposed for the privilege of owning property within the municipal limits of Pocatello. The privilege of having the usage of city streets which abuts [sic] one's property is in no respect different from the privilege shared by the general public in the usage of public streets.

Brewster, 115 Idaho at 504-05 (emphasis added). *See contra,* Bloom v. City of Fort Collins, *supra* (a transportation utility fee imposed upon owners or occupants of any developed lots for the purpose of providing revenues for maintenance of local streets was not a property tax but a special fee).

In distinguishing its ordinance from the ordinance discussed in Brewster, ACHD notes provisions of its ordinance which, it contends, establish it as a fee and not a disguised tax. The ordinance in Brewster provided for assessment for the maintenance and repair of existing streets and was assessed against existing developments, whereas ACHD's ordinance is used "exclusively for capital improvements or expansion of transportation facilities as identified by the adopted capital improvement plan" and is only assessed against new development. Ordinance 184, section 15. In addition, ACHD contends that its impact fee reasonably relates to and pays for the actual cost of construction of new highways as a result of increased use from the new development. However, as previously noted, it is not clear what procedure is used by ACHD to make a determination that road construction is necessitated as a result of new development. ACHD further notes that revenues generated by impact fees must be spent within or immediately adjacent to the "benefit zone within which the fees were raised." However, the fee administrator may, in his discretion, determine that a particular development has a countywide impact and, with that determination, the fees may be used anywhere in the county without regard to benefit zones. *Id*. at section 14.

In Eastern Diversified Properties, Inc. v. Montgomery County, 570 A.2d 850 (Md. 1990), the Maryland Court of Appeals determined that a "development impact fee" was a tax that the county lacked authority to impose. Montgomery County imposed a monetary payment upon prospective land developers in order to "regulate growth by obtaining partial funding of construction costs for roads which the county, based upon the cumulative impact of new development, has determined will be necessary." *Id*. at 851. The ordinance established an impact fee formula requiring payment of the fee prior to the issuance of the building permit and calculating the fee based upon the type of structure to be built. The plaintiff developer maintained that the impact area for the use of the fees was so large that there was no assurance that the revenue generated by the fee would actually be used for the construction of the highways claimed to be impacted by the development of plaintiff's property. *Id*. at 853. The court noted the nexus that must exist to substantiate the fee as a regulatory measure:

> The relationship between the fee and the benefit to the property owner necessary for the measure to be regulatory in effect is not just that the property owner receive some benefit from the improvement, as the County asserts, but . . . "[t]he amount must be reasonable and have some definite relation to the purpose of the Act."

570 A.2d at 855; Homebuilders v. Board of Palm Beach Comm., 446 So. 2d 140, 143-144 (Fla. App. 4th Dist., 1983) (development impact fee assessed to defray cost of constructing new roadways due to additional traffic not a tax where fee does not exceed cost of improvements required by new development and the improvements adequately benefit the development which is the source of the fee). *See also* Foster's Inc. v. Boise City*, supra*.

If ACHD exercises its authority under the ordinance broadly, *i.e.*, assessing impact fees without determining a need arising from the new development and applying revenue from fees on a countywide basis instead of within benefit zones, the ordinance does not meet the first prong of the test. Without additional information concerning the application of ACHD's ordinance, it is not possible to determine with certainty whether the ordinance provides a benefit to new development not shared by the general traveling public.

b. Fee Not Forced Contribution

The second prong of the analysis requires that the fee not be a forced contribution. The fees assessed by ACHD are only assessed against developers building in the Ada

County area. The enabling statute limits the authority granted governmental entities to assess impact fees to the proportionate share of cost of services to the new development. *See* Idaho Code § 67-8202(9). A developer may voluntarily choose not to build, or may choose not to build in the Ada County area and thus forego the assessment. As such, the fee does not appear to be an involuntary contribution as was the fee in Brewster v. City of Pocatello*, supra*. *See also* City of Casa Grande v. Tucker, 169 Ariz. 143, 817 P.2d 947 (Ct. App. 1991). Thus, the enabling statute and ACHD's ordinance meet the second prong of the test.

c. Compensation For Expenses In Providing Services.

The final prong of the analysis requires that to meet the definition of a fee, the charges collected must be collected not to raise revenue but to compensate the governmental entity for its expenses in providing the services. In Foster's Inc. v. Boise City*, supra*, the Idaho Supreme Court found a parking fee ordinance allowing for the installation of parking meters intended by the city of Boise as a means of traffic and parking regulation to be valid and enforceable. In so holding, the court found:

> The fact, that the fees charged produced more than the actual costs and expense of the enforcement and supervision (of traffic and parking regulation), is not an adequate objection to the exaction of the fees. The charge, however, must bear a reasonable relation to the thing to be accomplished.
>
> The spread between actual cost of administration and the amount of fees collected must not be so great as to evidence on its face a revenue measure rather than a licensed tax measure.

Id. at 219 (citations omitted). *See also* Loomis v. City of Hailey*, supra*.

The enabling act requires that an ordinance imposing development impact fees must segregate the fees and provide accounting records to establish that the expenditures of the fees were made only for the "category of system improvements within, or for the benefit of, the service area for which the development impact fee was imposed . . . ." Section 67-8210(1), (2), Idaho Code. Ordinance 184 requires that the revenues from impact fees be used "exclusively for capital improvements or expansion of transportation facilities" and shall not be used for "roadway improvements that are needed to address deficiencies existing on the effective date of the ordinance" or for maintenance and repair of existing roadways. Ordinance 184, section 15.

It is not clear from the ordinance how ACHD accounts for its expenditures of revenues garnered from impact fees and whether these fees are segregated and accounted for by benefit zones. Since ACHD's ordinance fails to delineate a method for segregating and accounting for the revenues collected, it is unclear whether ACHD could establish that expenditures of impact fees are reasonably related to the cost of providing services to the new development. It is, therefore, not clear whether the ordinance complies with the final prong of the test.

In conclusion, the provisions of ACHD's Ordinance 184 allow for discretionary application of the fees outside the benefit zones, require payment of fees with what appears to be no determination of need for services as a result of the new development and lack clarity as to how revenues are accounted. As a result, it is difficult to determine with certainty whether ACHD's impact fee ordinance allows for an assessment of a regulatory fee or is a disguised tax. It is recommended that the sweeping powers provided to the fee administrator and the failure to define within the ordinance procedures for collection and accounting of fees be reviewed and amended by ACHD to clearly comport with the requirements provided in the enabling statute and discussed in this analysis.

If a court finds that the application of impact fees pursuant to Ordinance 184 is in fact the assessment of a fee and not a disguised tax, it may then analyze whether it violates constitutional provisions of substantive due process.

2. Substantive Due Process/Needs Nexus Analysis.

An impact fee regulation can also be challenged on substantive due process grounds. The inquiry here is whether the police power has exceeded its constitutional limits. State courts apply a variety of different standards to determine whether impact fees meet the substantive due process provision of the constitution.

Three standards are most frequently applied. The strictest is the "specifically and uniquely attributable test," applied in Illinois and a few other jurisdictions. *See* Pioneer Trust and Savings v. Village of Mount Prospect, 22 Ill. 2d 375, 176 N.E.2d 799 (1961). The most liberal test is the "reasonable relationship" standard which is used in California. *See* Associated Homebuilders v. City of Walnut Creek, 94 Cal. Rptr. 630, 484 P.2d 606 (1971). However, the majority of states employ a "rational nexus" standard. Under this test, there must be a rational nexus between the development project and the need for the additional capital improvements. There must also be a rational nexus between the expenditure for capital facilities and the benefits accruing to the property on which the

charge is imposed. *See* Contractors and Builders Ass'n v. City of Dunedine, 329 So. 2d 314 (Fla. 1976).

The "Idaho Development Impact Fee Act" establishes that all development impact fee ordinances enacted by any governmental entity must require that: (1) fees be collected within or for the benefit of the service area in which the project is located; (2) the fees be segregated from other funds and earmarked for expenditure on improvements within the benefit zones; (3) the construction, improvement, expansion or enlargement of new or existing public facilities for which the fee is imposed be attributable to the demands generated by the new development; and (4) the development impact fee shall not exceed the proportionate share of the cost of the system improvements. *See* Idaho Code §§ 67-8204(1), (2), (8), (11); 67-8207; 67-8210. Thus, built into the enabling statute is a requirement that the ordinance establish a rational nexus between the expenditure for the capital facilities and the benefits accruing to the property on which the charge is imposed.

Since a needs/benefit rational nexus analysis is required for both constitutional and statutory compliance, the next step in the analysis is to determine whether Ordinance 184 complies with these requirements. The purpose of the ordinance is to "assist in the implementation of . . . the transportation plan adopted by the Ada Planning Association." It is further noted that the intent of the ordinance is to require each new development to bear its "proportionate fair share of the cost of capital expenditures" and that the assessment of fees be done in a manner which is fair. Ordinance 184, section 3(a), (b), (c). However, section 8 of the ordinance establishes a fee schedule which divides developments into categories and establishes an impact fee for each category. The ordinance thus assumes that each development results in a need for road expansion or construction; it does not require an individualized determination of an actual need for road expansion as a result of the new development.

In Lee County v. New Testament Baptist Church of Ft. Meyers, Fla., 507 So. 2d 626 (Fla. App. 2d Dist. 1987), the court applying the rational nexus test found the ordinance unconstitutional. Property owners in new developments whose property abutted certain streets would have been required to give the county enough land to meet minimum right-of-way requirements established by the county, regardless of the impact the proposed development had on the roadway. The court stated:

> The ordinance does not comply with the rational nexus test because it does not require any reasonable connection between the requirement that the land be given to the county and the amount of increased traffic, if any, generated by the proposed development.

507 So. 2d at 629.

In New Jersey Builders Ass'n v. Bernard Township, 108 N.J. 223, 528 A.2d 555 (1987), the New Jersey Supreme Court invalidated a transportation fee ordinance that required new developers to pay a pro rata share of the township's long-term $20 million dollar road improvement plan. The court held that the revenue raised through impact fees of this nature did not pay for improvements which arose as a direct consequence of the particular subdivision or development for which the money was assessed.

Based upon the requirements of chapter 82, title 67, Idaho Code, and the case law interpretations, ACHD must establish a need resulting from the new development in order to comply with the rational nexus standard. It is not clear that ACHD can meet this requirement.

Another indication of compliance with the rational nexus standard would be confining the use of the funds to a benefit zone. Although ACHD's ordinance establishes benefit zones as required by the "Idaho Development Impact Fee Act," it does not require use of the fees assessed within that benefit zone. In addition, it is not clear that Ordinance 184 complies with the earmarking and expenditure requirements of Idaho Code § 67-8210 requiring that expenditures of development impact fees be made only within or for the benefit of the service area for which the fee was assessed and not be used for any purpose other than system improvement cost resulting from new growth.

In conclusion, it appears that the guidelines established in the "Idaho Development Impact Fee Act" comply with the rational nexus standard. However, it is not clear that Ordinance 184 meets the requirements of the act or the rational nexus standard required by the constitution.

B. ACHD's Authority to Assess "Impact Fees" Against the State Pursuant to the Enabling Legislation

The final issue requires an analysis of whether the state should be assessed impact fees where there is no clear authorization allowing for assessments against the state in the "Idaho Development Impact Fee Act." Some statutory provisions are written in general language and are reasonably susceptible to being construed as applicable both to government and private parties. Such statutes are subject to the rule of construction which exempts government from their operation in the absence of a clear expression of intent on the part of the legislature. *See* Sutherland, Statutory Construction, *Statutes in Derogation of Sovereignty*, § 62.01 *et seq.* (1992). McQuillan, Municipal Corporations,

§ 2.13 *Quasi Municipal Corporations*, (3rd ed. 1987). In his treatise on statutory construction, Sutherland distinguishes between situations where the right of the sovereign is asserted against an individual from those where it is interposed against another agency of government, finding that there are sound constitutional policy reasons for intergovernmental immunities. Sutherland, *supra* at § 62.03, p. 223.

Idaho courts, in accord with the above stated general rule of statutory construction, have held that broad language in the statute will not be interpreted to include government, or affect its rights, unless that construction is clear and indisputable on the face of the statute. Local Union 283, Intn'l Brotherhood of Electrical Workers v. Robison, 91 Idaho 445, 423 P.2d 999 (1967); Wilcox v. City of Idaho Falls, 23 F. Supp. 626 (D.C. Idaho 1938).

In Local Union 283, the Idaho Supreme Court discussed the basis for this rule of statutory construction:

> Legislative acts are normally directed to activities in the private sector of society and effect a modification, limitation, or extension of the private individual's rights and duties. Under our political system, the individual is relatively free to pursue his own self-interest, but the government, which is representative of the people, must act in a disinterested manner in the public interest. . . . A judicial rule of statutory construction, whereby broad language in a statute is construed to govern the conduct of the state and its political subdivision, would undoubtedly result in dire consequences. Therefore, in order to maintain the operations of state and local government on an efficient, unimpaired basis, this court will not interpret broad language in a statute "to include the government, or affect its rights, unless that construction be clear and indisputable upon the text of the act."

91 Idaho at 447-48 (citations omitted).

To assess impact fees against the state, in essence, is a general assessment against the taxpayers of the state. Taxpayers fund the workings of government, including the construction of the state government buildings which house state operations. The intent of development impact fees is to avoid placing further tax burdens on the general public as a result of new development. Assessment of impact fees against the state would be in derogation of the general intent behind the establishment of impact fees.

In addition, the language contained in the "Idaho Development Impact Fee Act" does not indicate that the state was to be included for the purposes of payment of

development impact fees. In fact, the fiscal note attached to H.B. 805 indicates that the legislative intent was not to include the state within the purview of the act. The comment under the section delineating the fiscal impact on the state was that "there will be no fiscal impact on the general fund." The assessment of impact fees against the state would have an obvious impact on the general fund. Thus, it would appear clear that the legislative intent was to exclude the state from compliance with impact fee ordinances enacted pursuant to the act.

AUTHORITIES CONSIDERED

1. Idaho Constitution:

Article 7, sections 4 and 5.
Article 12, section 2.

2. Idaho Code:

Title 67, chapter 82.
§ 67-8202(9).
§ 67-8204(11).
§ 67-8207.
§ 67-8210.

3. U.S. Supreme Court Cases:

National Cable Television Ass'n v. United States, 415 U.S. 336, 94 S. Ct. 1146, 39 L. Ed. 2d 370 (1974).

4. Idaho Cases:

Brewster v. City of Pocatello, 115 Idaho 502, 768 P.2d 765 (1988).

Foster's Inc. v. Boise City, 63 Idaho 201, 118 P.2d 721 (1941).

Kootenai County Property Association v. Kootenai County, 115 Idaho 676, 769 P.2d 553 (1989).

Local Union 283, Intn'l Brotherhood of Electrical Workers v. Robison, 91 Idaho 445, 423 P.2d 999 (1967).

Loomis v. City of Hailey, 119 Idaho 434, 807 P.2d 1272 (1991).

Olson v. J.A. Freeman Co., 117 Idaho 706, 791 P.2d 1285 (1990).

State v. Nelson, 36 Idaho 713, 213 P. 358 (1923).

5. Other Cases:

Associated Homebuilders v. City of Walnut Creek, 94 Cal. Rptr. 630, 484 P.2d 606 (1971).

Bloom v. City of Fort Collins, 784 P.2d 304 (Colo. 1989).

City of Casa Grande v. Tucker, 169 Ariz. 143, 817 P.2d 947 (Ct. App. 1991).

Contractors and Builders Ass'n v. City of Dunedine, 329 So. 2d 314 (Fla. 1976).

Eastern Diversified Properties, Inc. v. Montgomery County, 570 A.2d 850 (Md. 1990).

Holmdel Builders Ass'n v. Township of Holmdel, 583 A.2d 277 (N.J. 1990).

Homebuilders and Contractors' Ass'n of Palm Beach County, Inc., v. Board of Palm Beach Comm., 446 So. 2d 140 (Fla. App. 4th Dist., 1983).

Lee County v. New Testament Baptist Church of Ft. Meyers, Fla., 507 So. 2d 626 (Fla. App. 2d Dist. 1987).

New Jersey Builders Ass'n v. Bernard Township, 108 N.J. 223, 528 A.2d 555 (1987).

Pioneer Trust and Savings v. Village of Mount Prospect, 22 Ill. 2d 375, 176 N.E.2d 799 (1961).

Wilcox v. City of Idaho Falls, 23 F. Supp. 626 (D.C. Idaho 1938).

6. Other Authorities:

Ada County Highway District Ordinance No. 184.

Bryan Blaesser and Christine Kentopp, Impact Fees: the Second Generation, 38 Wash. U.J. Urb. & Contemp. L. 55 (1990).

McQuillan, Municipal Corporations, § 213 *Quasi Municipal Corporations* (3rd ed. 1987).

Sutherland, Statutory Construction, *Statutes in Derogation of Sovereignty*, § 62.01 *et seq*. (1992)

DATED this 7th day of April, 1993.

LARRY ECHOHAWK
Attorney General

Analysis by:

TERRY B. ANDERSON
Deputy Attorney General
Chief, Business Regulation
and State Finance Division

Community Impacts of Higher Density Development

Multifamily Housing Impact Literature Review

October 2018

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Document Overview

As part of the Community Impacts of Higher Density Development study, DVRPC has conducted a review of literature related to the potential impacts of higher density development. This document presents highlights from that review and is designed to provide municipal and county planning officials with information that may be useful as they review individual development proposals and consider broader land use and zoning regulations.

This document is organized according to three topics: **Economic Impacts, Community Impacts,** and **Travel Impacts.** Within each topic, the key findings from individual studies are presented. Although many of these studies and documents focus on communities outside of our region, they may provide insights that into planning and development issues in Greater Philadelphia.

Contents

Document Overview 1

Economic Impacts 2

- Infrastructure Costs (Water, Sewer, Roadways) 2
- Cost of Locally Provided Services (Police, Fire, Schools) 2
- Potential Impacts of Higher-Density Development on the Property Values of Nearby Single-Family Homes 4
- Tax Revenue 6

Community Impacts 7

- Public Safety/Crime 7
- Influence on Demographic Character 8

Travel Impacts 10

- Traffic and Congestion 10
- Parking Demand & Supply 11
- Traffic Safety 12
- Transit, Biking, & Walking 12

Economic Impacts

Infrastructure Costs (Water, Sewer, Roadways)

Study Name: Building Better Budgets: A National Examination of the Fiscal Benefit of Smart Growth Development

- **Authors & Date of Creation:** Smart Growth America, 2013
- **Purpose of Study:** Smart Growth America (SGA) is a research organization devoted to promoting **Smart Growth development**, which encourages mixed uses of land and buildings, compact development patterns, access to multiple forms of transportation, and the diverse housing mixture needed to allow people from various walks of life to live in one community.[1] SGA reviewed the findings of various regional fiscal impact analyses of smart growth development patterns. In doing so, they created a national assessment of the potential financial benefits that smart growth development can bring to communities throughout the US.
- **Key Findings:**
  - The study found that decisions about development patterns and location have **implications for one-third of a typical municipality's budget.**
  - Smart growth development costs **38 to 50 percent less in up-front infrastructure construction** (new roads, sewers, water lines, etc.) than conventional suburban development (areas primarily designed for driving, with separate land uses for residences, retail, and so on.)
  - This study determined that smart growth approaches to development would help many municipalities improve their financial bottom line. This improvement could come through savings on upfront infrastructure, **reductions in the cost of ongoing services** like fire, police and ambulance, or through **generation of greater tax revenue**.
- **Addresses Concerns About:**
  - How does the cost of providing hard infrastructure (water, sewer, roadways) vary between multifamily and single-family development?
  - How does the cost of providing police and emergency services vary between single-family and multifamily development?

Cost of Locally Provided Services (Police, Fire, Schools)

Study Name: Abington School District Enrollment Projections

- **Authors & Date of Creation:** Montgomery County Planning Commission, 2016
- **Purpose of Study:** At the request of the Abington School District, MCPC reviewed their enrollment statistics, housing construction trends, birth rates, and other demographic data to determine future enrollment patterns for the district. This study used a cohort progression model to make projections about grade level attendance for the next 10 years.

[1] https://smartgrowthamerica.org/our-vision/what-is-smart-growth/

- **Key Findings:**
  - The Abington School District's enrolled population of students will likely grow by 5 percent (but possibly up to 8 percent) in the next 10 years.
  - Some of this growth will be driven by new residential construction and an increase in the popularity of apartment housing to families. However, the growth will also be a result of an expected increase in birth activity caused by continued increases in the population of adults entering the most popular child-bearing years.
  - Within the Abington School District, a newly constructed **single-family detached home is over 15 times more likely to contain a school age child** than multifamily units.
  - Over the last six years, construction activity across all unit types had resulted in an estimated **7 new school age children per year.** Almost all new units constructed were infill single family detached.
- **Addresses Concerns About:**
  - What is the impact of multifamily development on local school districts? Do apartments typically generate more or less school children than other forms of development?

Study Name: Building Better Budgets: A National Examination of the Fiscal Benefit of Smart Growth Development

- **Authors & Date of Creation:** Smart Growth America, 2013
- **Purpose of Study:** Smart Growth America (SGA) is a research organization devoted to promoting **Smart Growth development**, which encourages mixed uses of land and buildings, compact development patterns, access to multiple forms of transportation, and the diverse housing mixture needed to allow people from various walks of life to live in one community.[2] SGA reviewed the findings of various regional fiscal impact analyses of smart growth development patterns. In doing this, they created a national assessment of the potential financial benefits that smart growth development can bring to communities throughout the US.
- **Key Findings:**
  - Again, this study found that decisions about development patterns and location have **implications for one-third of a typical municipality's budget.**
  - This study found that smart growth development **saves municipalities an average of 10 percent on police, ambulance and fire service costs.**
  - They found even higher savings for less urban municipalities, with smart growth development **saving as much as 70 to 80 percent in rural areas**.
- **Addresses Concerns About:**
  - How does the cost of providing police and emergency services vary between single-family and multifamily development?

[2] https://smartgrowthamerica.org/our-vision/what-is-smart-growth/

Potential Impacts of Higher-Density Development on the Property Values of Nearby Single-Family Homes

Study Name: Targeted smart growth planning initiatives in the suburbs: Effects on home values

- **Authors & Date of Creation:** Kyungsoon Wang and Dan Immergluck (Georgia Institute of Technology), 2014
- **Purpose of Study:** This study measured the impacts of a pair of smart growth planning and development efforts on home values in the suburban context. Using a multivariate housing price model, the authors studied the impacts of these developments on nearby home prices. Both smart growth developments were in the Atlanta metro area, and focused on creating suburban town and/or activity centers.
- **Case Study Background:**
    - The smaller scale town center was a mixed-use development including a city hall, parks and open space, a pedestrian tunnel, a new library, a new police station, an extension of sewer services, and the redevelopment of a playground structure with a climbing wall, bridges, slides, and swings. While the majority of homes in the smaller-scale town center were single-family detached homes, there were several newly constructed attached townhomes and residential lofts above retail.
    - The larger scale activity center contained primarily nonresidential land uses, such as retail commercial centers, business and industrial parks, and public buildings. This area was the largest employment center in the suburbs of the Atlanta metro region, and was continuing to develop as a transit center and and center for new office, hotel, residential and retail space.
- **Key Findings:**
    - Both the smaller scale town center and larger scale activity center **developments positively affected housing prices within a mile of the centers**.
    - These developments had different effects on more distant areas.
    - In larger-scale smart growth developments, **even home prices in areas further than one mile rose or remained constant,** suggesting a net-positive impact in these areas.
- **Addresses Concerns About:**
    - Does the presence of multifamily housing impact the price of nearby single-family homes?

Study Name: Smart Growth and the Challenge of NIMBY: Multifamily Dwellings and their Association with Single-Family House Selling Prices in Tallahassee, Florida, USA

- **Authors & Date of Creation:** Huston Gibson and Matthew Becker (Kansas State University and Sentinel Real Estate Corporation), 2013
- **Purpose of Study:** This study sought to investigate many single-family homeowners' fears of the financial impacts of multifamily housing. Gibson and Becker used a multi-variate regression analysis (hedonic price model) to show multifamily housing's impact on single-family home prices in Tallahassee-Leon County, FL.

- **Key Findings:**
  - The study found that single-family houses within 300 feet (or closer) of multifamily housing experienced **no negative impact in property values**.
  - In many cases, the authors observe that single-family homes near multifamily housing **often witnessed an *increase* in property values** compared to single-family homes not adjacent to high-density development.
  - These findings held true **regardless of the form of multifamily housing**. For example, neither "non-intrusive" townhomes nor "disruptive" apartment buildings lowered the property values of their neighboring single-family homes.
- **Possible Limitations to Research:**
  - Gibson and Becker did not delineate between the values of multifamily housing, and their position in the hierarchy of the neighborhood housing stock.
  - Thus, they suggested that some improvements in single-family property values were due to their location in "transition zone" neighborhoods: ones with increased higher-density development alongside general increases in all development, area desirability, and land values.
- **Addresses Concerns About:**
  - Does the presence of multifamily housing impact the price of nearby single-family homes?

Study Name: Examining the Impact of Mixed Use/Mixed Income Housing Developments in the Richmond Region

- **Authors & Date of Creation:** Lisa A. Sturtevant & John McClain (George Mason University Center for Regional Analysis), 2010
- **Purpose of Study: "**The Partnership for Housing Affordability contracted with the George Mason University Center for Regional Analysis (CRA) to analyze the impacts of 11 mixed income and mixed use housing developments in the Richmond area. For this report, CRA analyzed the impacts on home prices, property assessments, and crime levels around 11 mixed income/mixed use sites in four Richmond area jurisdictions." For comparison methods, they analyzed the impacts of mixed housing as the rates of change in neighborhood compared to rates of change in the cities/counties as a whole. The 11 developments studied are all of a higher-density, making them useful for our research.
- **Key Findings:**
  - Throughout the Richmond area, **single-family home prices** and assessments were **not adversely impacted by the presence of mixed-use and mixed-income developments**, with several areas of study showing increases in value after mixed-use construction.
  - For more than half of the developments studied, **single-family home prices near mixed-use and mixed-income developments appreciated** at a greater rate than in other areas of the county and/or city, suggesting a potential benefit to this form of development.

- **Addresses Concerns About:**
  - Does the presence of multifamily housing impact the price of nearby single-family homes?

Study Name: Effects of Mixed-Income, Multifamily Rental Housing Developments on Single-Family Housing Values

- **Authors & Date of Creation:** Henry O. Pollakowski, David Ritchay, and Zoe Weinrobe (MIT Center for Real Estate), 2005
- **Purpose of Study:** This study was funded by the Housing Affordability Initiative at the MIT Center for Real Estate. Pollakowski et al. used hedonic regression analysis to examine the impact over time of introducing a large-scale, mixed-income, multifamily rental development into a neighborhood of single-family houses.
- **Key Findings:**
  - This study concluded that the **introduction of large-scale, high-density** mixed-income rental developments in single-family neighborhoods **does not affect the value of surrounding homes.**
  - For extra certainty, they chose to study the most disruptive examples of multifamily housing: large-scale, mixed-income, and rental apartments. **Even while using extreme cases** of higher-density development, they still found a lack of any negative impacts on property values.
- **Addresses Concerns About:**
  - Does the presence of multifamily housing impact the price of nearby single-family homes?

Tax Revenue

Study Name: Building Better Budgets: A National Examination of the Fiscal Benefit of Smart Growth Development

- **Authors & Date of Creation:** Smart Growth America, 2013
- **Purpose of Study:** Smart Growth America (SGA) is a research organization devoted to promoting **Smart Growth development**, which encourages mixed uses of land and buildings, compact development patterns, access to multiple forms of transportation, and the diverse housing mixture needed to allow people from various walks of life to live in one community.[3] SGA reviewed the findings of various regional fiscal impact analyses of smart growth development patterns. In doing so, they created a national assessment of the potential financial benefits that smart growth development can bring to communities throughout the US.
- **Key Findings:**
  - Smart growth developments were found to generate **10 times more tax revenue per acre** than conventional suburban development.

[3] https://smartgrowthamerica.org/our-vision/what-is-smart-growth/

  - This revenue primarily came from property taxes and sales taxes, and in some cases, licensing fees or other small sources.
  - The study concluded that increasing the per-acre tax yield would **reduce pressure on municipalities to increase taxes** for its residents.
- **Addresses Concerns About:**
  - How does the tax revenue generated from multifamily development compare to other forms of development? How does mixed-use development factor into this analysis?

Study Name: The Multifamily Myth: Exploring the Fiscal Impacts of Apartments in the Suburbs

- **Authors & Date of Creation:** Dorothy Ives Dewey, 2007
- **Purpose of Study:** to examine the fiscal impacts of suburban apartments on tax burdens. Dewey developed a statistical model that would determine the tax burdens of development in Chester and Bucks counties, and displayed the model using an Ordinary least squares (OLS) multiple regression.
- **Key Findings:**
  - Empirical results provide evidence that **apartment uses in a community can have a positive fiscal impact** on a suburban municipality.
  - Dewey found that **when the value of apartments increased, the tax burden in the municipality's households decreased**.
- **Addresses Concerns About:**
  - How does the tax revenue generated from multifamily development compare to other forms of development? How does mixed-use development factor into this analysis?

Community Impacts

Public Safety/Crime

Study Name: Examining the Impact of Mixed Use/Mixed Income Housing Developments in the Richmond Region

- **Authors & Date of Creation:** Lisa A. Sturtevant & John McClain (George Mason University Center for Regional Analysis), 2010
- **Purpose of Study: "**The Partnership for Housing Affordability contracted with the George Mason University Center for Regional Analysis (CRA) to analyze the impacts of 11 mixed income and mixed use housing developments in the Richmond area. For this report, CRA analyzed the impacts on home prices, property assessments, and crime levels around 11 mixed income/mixed use sites in four Richmond area jurisdictions." For comparison methods, they analyzed the impacts of mixed housing as the rates of change in neighborhood compared to rates of change in the cities/counties as a whole. The 11 developments studied are all of a higher-density, making them useful for our research.

- **Key Findings:**
  - Crime rates were **lower in neighborhoods with mixed-use and mixed-income developments** than those without them.
  - In Richmond, **crime rates decreased at a higher rate** in neighborhoods with mixed-use and mixed-income development than in the rest of the city.
- **Addresses Concerns About:**
  - Will multifamily housing bring crime to our neighborhood?

Influence on Demographic Character

Study Name: Who Lives in New Jersey Housing? : Updated New Jersey Demographic Multipliers: The Profile of Occupants of Residential Development in New Jersey

- **Authors & Date of Creation:** Alexandru Voicu & David Listokin (Center for Urban Policy Research at Rutgers University), September 2018
- **Purpose of Study:** To improve the knowledge on residential patterns in New Jersey, Voicu and Listokin produced demographic information on household size and pupil generation. Their research was particularly focused on becoming both *current* (uses the latest released American Community Survey data from the U.S. Census Bureau) and *New-Jersey specific* (contains demographic data unique to their state alone).
- **Key Findings:**
  - Many of the general findings were in line with previous research showing that **multifamily housing is responsible for less people and school-aged children per unit.**
  - Lower valued housing units (below the median value for the state) were found to produce more residents and school aged children per unit than high and median-valued homes.
  - Both New Jersey and Pennsylvania have **lower projected growth rates in school age children than other states in the Northeast** and other regions in the U.S.
  - With the exception of Mercer County, **New Jersey counties in the Delaware Valley Region are expected to have lower population and school age growth** than the state as a whole, and many other NJ counties.
- **Addresses Concerns About:**
  - Will higher-density development and multifamily housing bring residents with different values and priorities into our community?

Study Name: Housing Choices in Aging Households: The Influence of Life Cycle, Demographics, and Family

- **Authors & Date of Creation:** Gary Painter & KwanOk Lee (USC Lusk Center for Real Estate), Spring 2010
- **Purpose of Study:** Painter and Lee wanted to study the growing population of prospective renters who are senior citizens, and detail some of their generation's changing housing choices. Due to the Baby Boomers' growing age and impact on the housing market as they grow older, they decided to examine in-depth survey and Census data on their housing tenure transitions past the age of 50. Their changing choices for housing often include higher-density development and multifamily housing, making the study worth consideration.
- **Key Findings:**
    - Nearly **25 percent of seniors will experience at least one housing transition** after the age of 50.
    - Common reasons for Baby Boomers' changes in living situations included: loss of a spouse/divorce, change in health status, and desire to move to a new area (such as one near their children).
    - The study found that **lower health statuses and being a single head of household were important predictors** of housing tenure transitions.
    - While living closer to their children decreases seniors' likelihood of switching from home owning to renting, **households with wealthier children are more likely to downsize.**
- **Addresses Concerns About:**
    - Will higher-density development and multifamily housing bring residents with different values and priorities into our community?

Study Name: Overcoming Opposition to Multifamily Rental Housing

- **Authors & Date of Creation:** Mark Obrinsky and Debra Stein (Joint Center for Housing Studies at Harvard University), March 2007
- **Purpose of Study:** This report was prepared for Revisiting Rental Housing: A National Policy Summit. Obrinsky and Stein used national growth predictions to dispel some of the commonly held misconceptions about the community impacts of multifamily rental housing.
- **Key Findings:**
    - **Every 100 single-family newly constructed houses will produce 64 children, while every 100 newly constructed apartment units will produce 29.**
    - **Apartment dwellers will contribute a higher percentage of tax revenue** than single family houses, due to the commercial real estate tax placed on their homes.
    - **Apartment residents were almost twice as likely to socialize with their neighbors** as owners of single-family houses, and just as likely to be involved in structured social groups
- **Addresses Concerns About:**
    - Will higher-density development and multifamily housing bring residents with different values and priorities into our community?

Travel Impacts

Due to the complex nature of individual travel decisions, researchers commonly cite the challenge of isolating the variables that contribute to these decisions from one another. Scholars have noted the futility of trying to measure the unique travel effects of any one aspect of the built environment.[4]

For this reason, the existing research on travel impacts is grouped by thematic questions that represent common concerns about higher density development. Readers should understand that the cited studies researched the travel impacts of high-density development alongside other factors, such as surrounding land use.

Traffic and Congestion

How does the travel behavior of multifamily residents compare to single-family residents? Does multifamily development cause more congestion than single-family homes?

- The most common form of measuring travel behavior is by using the vehicle trip rates found in the Institute of Transportation Engineers (ITE) Trip Generation Manual.
- ITE trip generation data can suggest the travel behavior of residents, and travel behavior can indicate the likelihood of congestion in various areas
    - For example, developments with high trip generation rates would also be likely to experience more congestion.
- Many scholars have found significant problems with the trip generation estimates found in the ITE Manual, some of which will be explained below.[5,6,7]
- Scholars measuring travel behavior using ITE trip data found that a single-family detached house generates 42 percent more weekday trips than an apartment unit.[8]
- This suggests that even with overestimation of multifamily trip rates, apartments still generate less congestive travel behavior per unit than single-family homes.

Are trip generation estimates for multifamily units accurate? If not, what factors contribute to the difference?

- ITE trip generation data consistently overestimates trip rates in urban spaces, areas near transit, and walkable locations, as well as in higher-density developments.
- One study of trip generation at smart growth developments in California found that ITE trip estimates were 2.3 times higher than actual vehicle trips in the morning and 2.4 times higher than those in the afternoon.[9]

---

[4] Cervero, Robert, and Kara Kockelman. "Travel demand and the 3Ds: density, diversity, and design." *Transportation Research Part D: Transport and Environment* 2, no. 3 (1997): 199-219.
[5] Cervero, Robert, and G. B. Arrington. "Effects of TOD on housing, parking and travel." *Transit Cooperative Research Program Report* 128 (2008).
[6] Cervero, Robert, and G. B. Arrington. "Vehicle trip reduction impacts of transit-oriented housing." *Journal of Public Transportation* 11, no. 3 (2008): 1.
[7] Clifton, Kelly J., Kristina M. Currans, and Christopher D. Muhs. "Adjusting ITE's Trip Generation Handbook for urban context." *Journal of Transport and Land Use* 8, no. 1 (2015): 5-29.
[8] Obrinsky, Mark, and Debra Stein. "Overcoming opposition to multifamily rental housing." *National Multi Housing Council (NMHC) White Paper* (2007).

- These findings (and others like them) are greatly relevant for multifamily units, which are often clustered in urban areas near transit and part of higher-density, "smart growth" developments.[10,11,12]

Parking Demand & Supply

Do multifamily residents own vehicles at the same rate as single-family residents?

- A sizeable range of literature finds that **single-family residents own more vehicles per housing unit than multifamily residents,** and generate more automobile trips per household. [13,14]
- However, it is difficult to discern if the difference in vehicle ownership is a result of the majority of multifamily housing being located in urban areas with generally low rates of vehicle ownership.

How does the supply of parking required for multifamily housing correspond to the demand? How does this demand vary by context and proximity to transit services?

- The majority of the literature on parking supply and demand is focused on Transit-Oriented Developments (TODs). Due to the high residential density needed to support transit stations, and the common use of multifamily housing in higher-density developments, it is safe to assume that research on TOD parking supply and demand is relevant for our study.
- Studies found several instances where the **over-supply of parking in TODs created cases of induced demand**, where residents who might not otherwise use a vehicle for travel brought automobiles to their developments, at least partially due to the abundant supply of parking at these sites. [15,16]
- Others found that **peak parking demand at TODs was less than half of the estimated parking demand** for the development.[17]
- These findings suggest a **vast over-supply of parking at many multifamily housing developments,** especially when they are close to transit services. Thus, issues of excessive parking at multifamily housing are likely issues of design and zoning, and not issues of residents' vehicular usage.

---

[9] Schneider, Robert J., Kevan Shafizadeh, Benjamin R. Sperry, and Susan L. Handy. "Methodology to gather multimodal trip generation data in smart-growth areas." *Transportation Research Record* 2354, no. 1 (2013): 68-85.

[10] Cervero, Robert, and G. B. Arrington. "Effects of TOD on housing, parking and travel." *Transit Cooperative Research Program Report* 128 (2008).

[11] Cervero, Robert, and G. B. Arrington. "Vehicle trip reduction impacts of transit-oriented housing." *Journal of Public Transportation* 11, no. 3 (2008): 1.

[12] Clifton, Kelly J., Kristina M. Currans, and Christopher D. Muhs. "Adjusting ITE's Trip Generation Handbook for urban context." *Journal of Transport and Land Use* 8, no. 1 (2015): 5-29.

[13] Obrinsky, M., & Stein, D. (2007). Overcoming opposition to multifamily rental housing. *National Multi Housing Council (NMHC) White Paper*.

[14] Guo, Zhan. "Does residential parking supply affect household car ownership? The case of New York City." *Journal of Transport Geography* 26 (2013): 18-28.

[15] Cervero, Robert, and G. B. Arrington. "Effects of TOD on housing, parking and travel." *Transit Cooperative Research Program Report* 128 (2008).

[16] Guo, Zhan. "Does residential parking supply affect household car ownership? The case of New York City." *Journal of Transport Geography* 26 (2013): 18-28.

[17] Ewing, Reid, Guang Tian, Torrey Lyons, and Kathryn Terzano. "Trip and parking generation at transit-oriented developments: Five US case studies." *Landscape and Urban Planning* 160 (2017): 69-78.

Traffic Safety

Does the presence of multifamily development have an impact on local traffic safety conditions? Vehicle crash rates? Pedestrian and bicycle crash rates?

- The pool of literature addressing these topics is still growing, with much need for further research. Existing studies primarily focus on the attributes of areas with low traffic safety, examining such characteristics as their walkability and surrounding land use.
- By understanding the general density and mixed-use nature of areas with higher-density developments, we can use these studies to suggest the traffic safety impacts of multifamily development.
- Studies assessing the **most dangerous areas for pedestrians and cyclists** found the highest crash rates at intersections without pedestrian safety controls such as crosswalks and pedestrian traffic signals, and in **areas where detached homes connected to major roads**.[18]
- Other studies focused on the connection between vehicle crash rates and urban design. They found that **areas with urban forms less compatible with multifamily development** (such automobile-oriented retail uses, strip commercial uses, and big box stores) **were more likely to be associated with crash increases.**[19]
- While these findings are not plentiful or generalizable enough to suggest that multifamily development improve local traffic safety conditions, they definitely do not suggest that they make their neighborhoods more dangerous.

Transit, Biking, & Walking

Are multifamily residents more or less likely than single-family residents to travel by transit? Bicycle? On foot?

- While the direct impact of multifamily residences on transit, biking, and walking choices is unclear, there is considerable research on the effects of Transit-Oriented Development on these resident choices.
- In the Delaware Valley Region, many higher-density developments are also transit-oriented, suggesting that these findings are helpful for the following questions.
- Scholars at UC Berkeley found that residents of **TOD sites were 2–5 times more likely to commute using transit** than others in their region.[20]
- Case studies of **TODs in San Francisco** found that residents were considerably more likely to use modes of travel besides their own automobiles. When calculating the average mode shares for the TODs, **automobile trips accounted for less than half of all trips** counted.[21]
- While the likelihood of multifamily residents to bike or walk for travel is unclear, studies have shown that **nearly 25 percent of Americans believe they should be able to walk or bike to**

[18] Hu, Yujie, Yu Zhang, and Kyle S. Shelton. "Where are the dangerous intersections for pedestrians and cyclists: A colocation-based approach." *Transportation Research Part C: Emerging Technologies* 95 (2018): 431-441.
[19] Dumbaugh, Eric, Robert Rae, and Douglas Wunneberger. "Using GIS to develop a performance-based framework for evaluating urban design and crash incidence." *Urban Design International* 16, no. 1 (2011): 63-71.
[20] Cervero, Robert, and G. B. Arrington. "Effects of TOD on housing, parking and travel." *Transit Cooperative Research Program Report* 128 (2008).
[21] Ewing, Reid, Guang Tian, Torrey Lyons, and Kathryn Terzano. "Trip and parking generation at transit-oriented developments: Five US case studies." *Landscape and Urban Planning* 160 (2017): 69-78.

work, even though less than 5 percent currently do so. This suggests that many potential multifamily residents would be likely to bike or walk for travel if the design of their developments and surrounding neighborhoods allowed them to do so.[22]

[22] Nelson, Arthur C., Gail Meakins, Deanne Weber, Shyam Kannan, and Reid Ewing. "The tragedy of the unmet demand for walking and biking." *The Urban Lawyer* (2013): 615-630.

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

190 N. Independence Mall West
8th Floor | Philadelphia, PA
215.592.1800 | www.dvrpc.org



Building Better Budgets

A National Examination of the Fiscal Benefits of Smart Growth Development

May 2013

Smart Growth America
Making Neighborhoods Great Together

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring better development strategies to more communities nationwide. From providing more sidewalks to ensuring more homes are built near public transportation or that productive farms remain a part of our communities, smart growth helps make sure people across the nation can live in great neighborhoods. Learn more at http://smartgrowthamerica.org/.

Project team

William Fulton, Vice President of Policy Development and Implementation, Smart Growth America
Ilana Preuss, Vice President and Chief of Staff, Smart Growth America
Alex Dodds, Online Communications Manager, Smart Growth America
Sarah Absetz, Policy Fellow, Smart Growth America
Peter Hirsch, Policy and Research Fellow, Smart Growth America

Additional thanks to Geoff Anderson, President and CEO, Smart Growth America and Roger Millar, Vice President and Director of Smart Growth America's Leadership Institute.

Acknowledgments

The research in this report was conducted in partnership with Strategic Economics, a national leader in providing the economic analysis and strategic thinking necessary to create sustainable, high-quality places for people to live and work.

Dena Belzer, Sarah Graham and Alison Nemirow / Strategic Economics

Additional thanks to the following contributors:

Katherine Ange / Renaissance Planning Group
Rick Bernhardt, Jennifer Carlat, Greg Claxton and Craig Owensby / Nashville-Davidson County (TN) Metropolitan Government
Carson Bise / Tischler Bise
Joe DiStefano / Calthorpe Associates
Richard Hall and Kenneth Choi / Maryland Department of Planning
Jonathan Ford / Morris Beacon Design
Matt Magnasco / City of Charlotte, NC
Joseph Minicozzi / Urban3
Gabe Preston / RPI consulting
Chuck Mahron / Strong Towns
Peter Katz / Arlington County, VA
Mitchell Silver / City of Raleigh, NC
Lee Sobel / Office of Sustainable Communities, U.S. Environmental Protection Agency
Mayor Ashley Swearingen, Keith Bergthold, Mark Scott and Patrick Wiemiller / City of Fresno, CA

This report was funded in part through a grant from the U.S. Department of Housing and Urban Development's Office of Sustainable Housing and Communities, through a partnership with the Institute for Sustainable Communities.

Cover photo of The Gulch in Nashville, TN, courtesy of MarketStreet Enterprises.

Table of Contents

Executive Summary ..... **ii**
An opportunity for municipal leaders iii

Introduction **1**

Reducing costs and raising revenue through smarter growth **2**

National findings **4**
1. Smart growth development costs one-third less for upfront infrastructure. 4
2. Smart growth development saves municipalities an average of 10 percent on ongoing delivery of services. 5
3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development. 6
Turning deficits into surplus 8
Smart growth development in rural communities 9

Conclusion **11**

Methodology **12**
Directions for future research 12

Appendix A: Summarized Case Studies **14**
City of Afton, MN 14
City of Champaign, IL 14
City of Charlotte, NC 15
City of Fresno, CA 16
Mount Pleasant, SC and Phoenix, AZ 16
Regional Infrastructure Scenarios 17
Sarasota County, FL 18
State of California 19
State of Maryland 20
State of Rhode Island 20
Cost of Sprawl—2000 21

Appendix B: Annual fiscal impacts of development scenarios **23**

Appendix C: Original case study of Nashville-Davidson County, TN **25**

Endnotes **46**

Executive Summary

Local governments across the country have compared development strategies to understand their impact on municipal finances. These studies generally compare two or more different development scenarios, and help local leaders make informed decisions about new development based on the costs or revenues associated with them.

Many municipalities have found that a smart growth approach would improve their financial bottom line. Whether by saving money on upfront infrastructure; reducing the cost of ongoing services like fire, police and ambulance; or by generating greater tax revenues in years to come, community after community has found that smart growth development would benefit their overall financial health. Many of these findings have been made publicly available.

No national survey has examined these savings as a whole until now. This report is the first to aggregate those comparisons and determine a national average of how much other communities can expect to save by using smart growth strategies.

Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development surveys 17 studies that compare different development scenarios, including a brand-new study of Nashville-Davidson County, TN, commissioned specifically for this report.

The development scenarios included in our analysis are separated into two categories: "Smart growth development" is characterized by more efficient use of land; a mixture of homes, businesses and services located closer together; and better connections between streets and neighborhoods. "Conventional suburban development" is characterized by less efficient use of land with homes, schools and businesses separated and areas designed primarily for driving. While not all studies use these terms, the scenarios in each category share many of these defining traits. A detailed discussion of individual studies is included in the appendices of this report.

The report looks at the costs associated with each development strategy as well as its revenue potential. When compared to one another, we find:

1. In general, smart growth development costs one-third less for upfront infrastructure.

Our survey concluded that smart growth development saves an average of 38 percent on upfront costs for new construction of roads, sewers, water lines and other infrastructure. Many studies have concluded that this number is as high as 50 percent.

Smart growth development patterns require less infrastructure, meaning upfront capital costs, long-term operations and maintenance costs, and, presumably, cost for eventual replacement are all lower. Smart growth development also often uses existing infrastructure, lowering upfront capital costs even more.

2. Smart growth development saves an average of 10 percent on ongoing delivery of services.
Our survey concluded that smart growth development saves municipalities an average of 10 percent on police, ambulance and fire service costs.

The geographical configuration of a community and the way streets are connected significantly affect public service delivery. Smart growth patterns can reduce costs simply by reducing the distances service vehicles must drive. In some cases, the actual number of vehicles and facilities can also be reduced along with the personnel required.

3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.
Our survey concluded that, on an average per-acre basis, smart growth development produces 10 times more tax revenue than conventional suburban development.

An opportunity for municipal leaders

Local leaders everywhere can use this information to make better fiscal decisions about development in their region.

The evidence presented in this report suggests improved strategies for land use and development can help local governments maintain and improve their fiscal solvency. As this report shows, smart growth development can reduce costs and in many cases increase tax revenue. This combination means that in some cases smart growth development can generate more revenue than it costs to operate.

These findings are true for any rural, suburban or urban community, anywhere in the country. Local governments throughout the United States are already facing unprecedented challenges in providing high-quality infrastructure and adequate public services to their residents on a tight budget. Choosing financially responsible development patterns can help communities across the country protect their fiscal health for generations to come.

Introduction

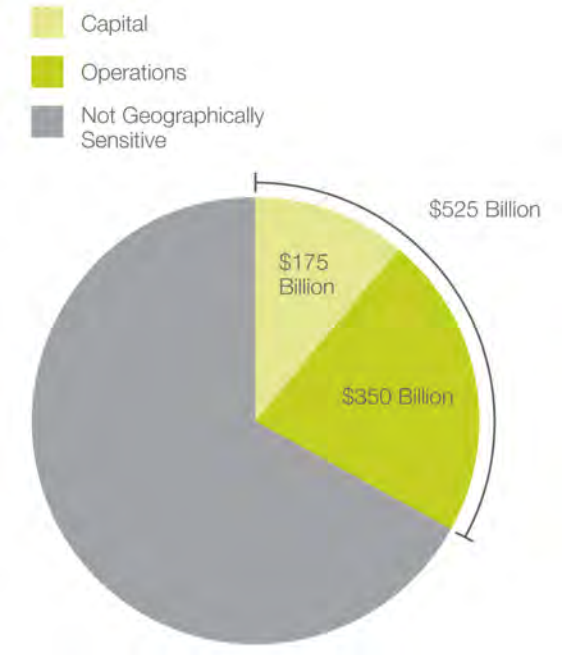
Development patterns have a huge effect on the finances of a town or city. The cost of infrastructure like roads and sewers, as well as services like fire departments, ambulances and police are major budget items for any municipality, and decisions about development patterns can raise or lower the cost of these services. These choices have significant implications for public budgets in communities everywhere.

In 2010, local governments in the United States raised and spent $1.6 trillion, representing more than 10 percent of the U.S. gross national product.[1,2] Of that, approximately one-third—$525 billion—was expended on projects and activities that are heavily affected by local development patterns (see Figure 1 below).[3] That means future decisions about where to build will have implications for one-third of a typical municipality's budget.

Decisions about where to build will have implications for one-third of a typical municipality's budget.

FIGURE 1

Portion of local budgets influenced by land use choices, nationwide



Of the $525 billion, $175 billion was spent on capital projects such as school buildings, roads and highways, water and sewer facilities, libraries and utilities.[4] The remainder—about $350 billion—was spent on operations for the provision of public services such as police and fire service, utility service, highways and water and sewer service. These services are crucial parts of local governments' work.

Meanwhile, budgets are tight and expectations are high. In nearly every community across the United States, local governments are struggling to balance their budgets. The Great Recession had a devastating impact on municipal finances, and many localities are still recovering.

Yet Americans still have high expectations about the local infrastructure and public services they receive—and with good reason. In contrast to higher levels of government, the infrastructure and services local governments provide are the meat-and-potatoes of everyday life.

This means many municipalities are looking for ways to save money and boost revenue. Some have considered new development strategies as an opportunity to do both.

Reducing costs and raising revenue through smarter growth

Over the past 40 years, local governments, academic researchers and others around the country have studied how land use decisions will affect municipal finances. These studies generally compare different development scenarios, and help local leaders make informed decisions about new development based on the costs and benefits associated with each.

Smart Growth America collected 17 such studies from across the country. These studies represent every comparison at any scale that analyzes the fiscal realities of smart growth compared with conventional suburban development for local governments. See Appendix A for greater details of the included studies.

Most of the studies compare two development scenarios (see Figure 2 below). While the terminology for these scenarios varied over the studies we surveyed, they all follow two general themes: One scenario includes buildings located closer to each other; more walkable neighborhoods; streets with better connections among destinations; a greater mix of home types; and more transportation options. We call this scenario "smart growth development." The other scenario often includes siting buildings farther away from each other; designing neighborhoods primarily for driving; creating a less-connected street system with longer distances between destinations; and providing fewer public transportation options. We call this scenario "conventional suburban development."

FIGURE 2

"Smart growth development" vs. "conventional suburban development"



Smart growth development



Conventional suburban development

The studies we have relied on for this report do have limitations. They do not provide a comprehensive analysis of all possible development patterns in all possible situations. In some cases they do not investigate the cost of specific services in great detail. In addition, our analysis would be stronger if more data were available. However, only 13 municipalities—seven cities, two regions, one state and a national summary—were available at time of publication.

In case after case, localities determined that smart growth development would reduce costs. In some cases the savings were modest, in some the savings were significant. Some studies found that in addition to reducing costs, smart growth development could increase public revenue, providing a double benefit to the municipality's budget.

In case after case, localities determined that smart growth development would reduce costs.

There is nothing especially new about these findings. Researchers have been reaching the same conclusion ever since the first *Cost of Sprawl* report was published almost 40 years ago.[5]

But in the last 10 to 15 years, as interest in smart growth has grown, the body of research about these strategies has increased—especially the research comparing the revenue and costs from smart growth development patterns with the revenue and costs from conventional suburban development patterns.[6] Throughout all of this research, the trend has held: Smart growth is a much better financial deal for local governments and taxpayers.

What has been lacking until now is a national average of what financial impact smart growth strategies can have on a municipality's bottom line. This report is intended to address that gap.

National findings

This report, prepared by Smart Growth America with the assistance of Strategic Economics, collected 17 case studies at varying levels of government that examine two development scenarios, which we refer to here as smart growth development and conventional suburban development.[7]

This report focuses on three financial aspects of those two strategies: the cost of upfront infrastructure, the cost of providing ongoing services, and the tax base created by additional development.

1. Smart growth development costs one-third less for upfront infrastructure.

Our survey concluded that smart growth development would cost an average of 38 percent less than conventional suburban development for upfront infrastructure. Some studies have concluded that this number is as high as 50 percent.



All development requires infrastructure to support and supply it. The studies included in this report primarily refer to roads, water lines and sewer lines, which account for most of the infrastructure cost associated with new development. Smart growth development patterns require less infrastructure, meaning upfront capital costs, operations, maintenance and, presumably, cost for eventual replacement are all lower. Smart growth development also often reuses existing infrastructure, lowering upfront capital costs even more.

- In Champaign, IL, a smart growth approach to future city development could cut the upfront cost of infrastructure from $123 million to $71 million—a savings of $52 million, or 42 percent over 20 years.[8]

- In Mount Pleasant, SC, and Phoenix, AZ, a smart growth approach for specific development projects could save between 32 percent and 47 percent in upfront infrastructure costs.[9]

- The State of Maryland found that following a smart growth approach would save approximately $1.5 billion per year statewide on new road construction through 2030—reducing overall costs by 28 percent and the costs to local governments by 60 percent.[10]

- In California, a smart growth approach could reduce infrastructure costs by $32 billion, or 20 percent, statewide through 2050.[11] The same study conducted a more detailed analysis of small-lot single-family developments and found that locating such a development in a smart growth location would cut the cost of infrastructure in half.[12]

- In rural areas with 10- to 40-acre ranchettes, the infrastructure savings associated with smart growth patterns are likely much higher, perhaps as much as 65–75 percent.[13,14]

The survey determined one-third savings in upfront infrastructure costs by compiling the estimated savings from case studies considering infrastructure costs.[15] The upfront savings figure is a conservative average reflective of available data on the matter. The case studies compared urban and suburban growth between a smart growth and a conventional suburban development. Case studies examining fiscal impacts of rural development scenarios were excluded because their geographic differences produced significantly higher savings, as noted in the final point above.

2. Smart growth development saves municipalities an average of 10 percent on ongoing delivery of services.

Our survey concluded that smart growth development saves municipalities an average of 10 percent on ongoing public services such as police, ambulance and fire service costs.

Many public services are sensitive to a community's pattern of development because the configuration of a community—and the way the community is connected geographically—profoundly affects service delivery. A smart growth pattern will, at the very least, save operating costs simply because service vehicles drive fewer miles. In some cases, the actual number of vehicles and facilities can be decreased, along with the personnel required to provide those services.



- Charlotte, NC, concluded that the cost of serving a smart growth neighborhood is approximately one quarter of the cost per capita of serving a conventional suburban neighborhood.[16] Based on Smart Growth America's estimates, a smart growth approach could eliminate the need for two future fire stations in Charlotte, saving the city $13 million in capital costs and more than $8 million per year in operating costs.[17]

- In Champaign, IL, a smart growth development scenario for the city's future growth would cut service costs by 23 percent, or $19 million, over 20 years.[18]

- Fresno, CA, found that a smart growth approach would reduce service costs by nine percent.[19]

- A study of Nashville-Davidson County, TN, found a 13 percent decrease in service costs in a smart growth scenario.[20]

- The savings on services in rural areas are much higher, perhaps as much as 75 to 80 percent.[21,22]

The survey determined an average of 10 percent savings in service delivery costs by compiling the estimated savings from case studies considering service costs.[23] Service considered across

studies were not consistent, and levels of service and economic conditions vary. However, all case studies consistently demonstrated a cost reduction in delivery of services examined when pursuing smart growth development. The overall savings figure is a conservative, rough average of savings reflective of available data.

3. Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

Our survey concluded that on a per-acre basis, smart growth development patterns produce far more tax revenue than conventional suburban development. When we refer to tax revenue, we are typically referring to property taxes and sales taxes, and in some instances licensing fees and other small sources of revenue. Property tax in particular is an extremely important source of revenue for most communities. In a 2010 U.S. Census survey of local government budgets nationwide, 48 percent of revenue from municipalities' own sources came from property taxes, and 10 percent came from sales taxes, though the relative importance of these taxes varies across the country.[24]



- In Nashville-Davidson County, TN, a smart growth project in a brownfield location would generate twice as much revenue per unit—and 42 times as much revenue per acre—as a conventional suburban development in a greenfield location.[25] This study examined property tax from the project, sales tax likely to be generated by its residents, and other miscellaneous taxes generated by residents and businesses.

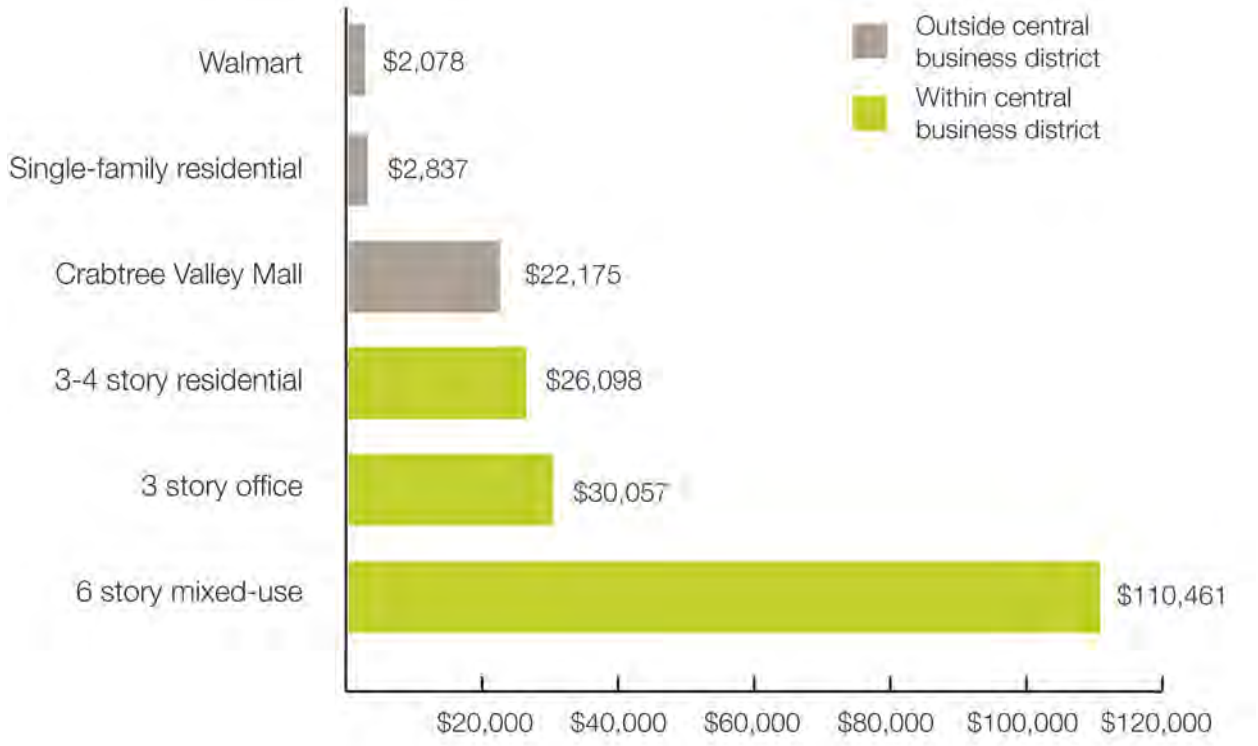
- Fresno, CA, concluded that a smart growth development strategy would generate almost one and a half times as much revenue per acre as a conventional suburban development scenario in greenfield locations. This conclusion holds despite the fact that the market for downtown development in Fresno is relatively weak.[26] This study examined property tax from the project and sales tax likely to be generated by its residents.

- Analysis by the statewide planning effort Vision California found that on a per-acre basis, smart growth development could produce three and a half times as much tax revenue as conventional suburban development.[27] This study examined property taxes from the new development, sales taxes likely to be generated by new residents, and miscellaneous taxes such as vehicle license fees from new residents.

- A study for Raleigh, NC, concluded that a six-story building downtown produces 50 times as much property tax revenue per acre as an average Walmart store (see Figure 3 on page 7). Even a three-story residential building produces more property tax revenue per-acre than a major shopping mall.[28]

FIGURE 3

Municipal property tax yield (per acre) in Raleigh, NC, 2011[29]



The studies typically included both residential and commercial development, though in some cases it was only one or the other. The per-acre measurement of tax revenue is extremely important because land is a precious commodity for every jurisdiction. It is true that in some cases the total dollar amount of tax revenue in conventional suburban settings can be very large, but those conventional suburban developments consume large amounts of land. Many cities in the United States have a constrained land supply and must husband their land resources carefully in order to protect their solvency. Increasingly, counties—especially counties in or near metropolitan areas—are also land-constrained. In addition, increasing the per-acre tax yield from property that is developed will reduce the pressure to either increase taxes or allow additional development on land that is currently used for low-density housing, agriculture or other activities important to a community.

The survey compiled the savings from case studies considering revenue and generated an average. Only the case studies that examined both property tax and sales tax were included.[30] While some case studies included fees and other small sources of revenue, these have only a minor impact on overall revenue. As mentioned previously, the majority of revenue for a municipality is generated through sales and property taxes. Case studies yielding extreme tax revenue differences between development scenarios were considered outliers, and therefore were not factored into the average.

Turning deficits into surplus

Smart growth development's potential for lower costs and higher revenue means this strategy can sometimes become a steady source of surplus for a municipality. These communities know firsthand:

- In Sarasota, FL, a smart growth residential project required $5.7 million in infrastructure while generating $1.98 million in property tax revenue per year, meaning it would take three years for the project to pay back its infrastructure cost. By contrast, a comparable conventional suburban residential project required $10 million in infrastructure while generating $239,000 in tax revenue per year, meaning it would take 42 years to pay back the conventional suburban infrastructure cost.[31]

- An analysis of Champaign, IL, found that a smart growth scenario generated a $33 million surplus to the city, while a conventional suburban scenario generated a $19 million deficit. This was true even though the conventional suburban scenario generated $19 million more in aggregate revenue over 20 years, yet its costs are so much greater as to negate any surplus. As with other studies, on a per-acre basis the smart growth scenario generated twice as much revenue than the conventional suburban scenario—about $48,000 per acre over 20 years compared with $23,000.[32] Revenues in this analysis included primarily property tax funds but also motor vehicle taxes, sales taxes, and other sources of tax revenue.

- A study of Nashville-Davidson County, TN, found that a smart growth development project downtown produced a net surplus of $1,930 per unit, or 48 times the surplus produced by conventional suburban development of $40 per unit. On a per-acre basis, the smart growth project produced a net surplus of $115,720 per year, or 1,150 times the surplus produced by the conventional suburban development ($100 per acre).[33] The tax revenue analyzed was mostly property tax, but also sales tax likely to be generated by the project's residents and other miscellaneous taxes.

The research does suggest that conventional suburban development can in some cases create a small operating surplus for local governments providing services. These operating surpluses are highly dependent on home prices, tax rates, impact fees, assessment districts and other factors that can vary greatly. As the Champaign example suggests, in many cases the only way that a jurisdiction can make up the cost of conventional suburban development is to target high tax producers, such as expensive homes.

Overall this analysis would be stronger if more data were available. Smart Growth America found only four municipalities that have studied the ability of different development patterns to generate a surplus. The fact that so few surveys are available clearly shows that more towns, cities, counties and states could benefit from taking a hard look at their development strategies.

Smart growth development in rural communities

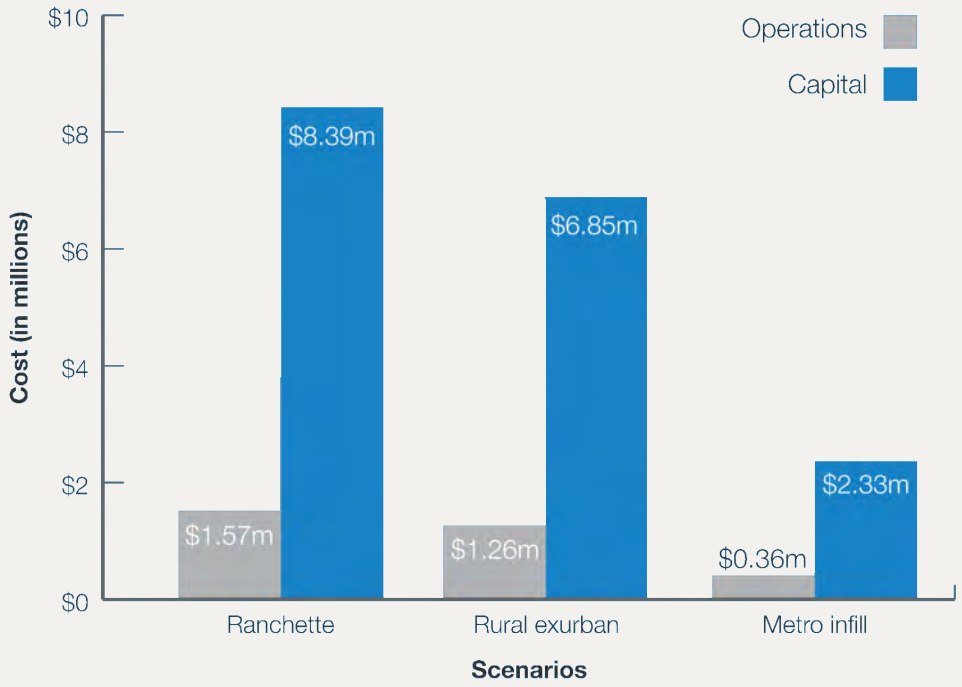
Most research comparing smart growth and conventional suburban development is based on the metropolitan context—comparing a suburb to a city neighborhood, for example, or different development scenarios within a suburb. But recent research suggests that the fiscal impact of smart growth is even more beneficial for rural areas.

RPI Consulting conducted three fiscal impact analyses for rural areas in the Intermountain West: Beaverhead County, MT; Gallatin County, MT; and Natrona County, WY. All three of these analyses yielded the same result: A smart growth approach would dramatically lower the cost of infrastructure and result in much higher revenues that cover more of the cost of both infrastructure and operating expenses.[34,35]

For example, Natrona is a county of 5,300 square miles with 75,000 residents, where Casper is the county seat.[36] RPI examined three different development scenarios, each of which would theoretically build 500 new homes in the community: A "ranchette" scenario in which the homes are built on 35-acre lots; a "rural exurban" scenario in which the homes are built on 6- to 10-acre lots; and a "metro infill" scenario in which the homes are built on one-acre lots located within or adjacent to existing cities such as Casper.

FIGURE 4

Capital infrastructure and annual operating costs for three development scenarios in Natrona County, WY[37]



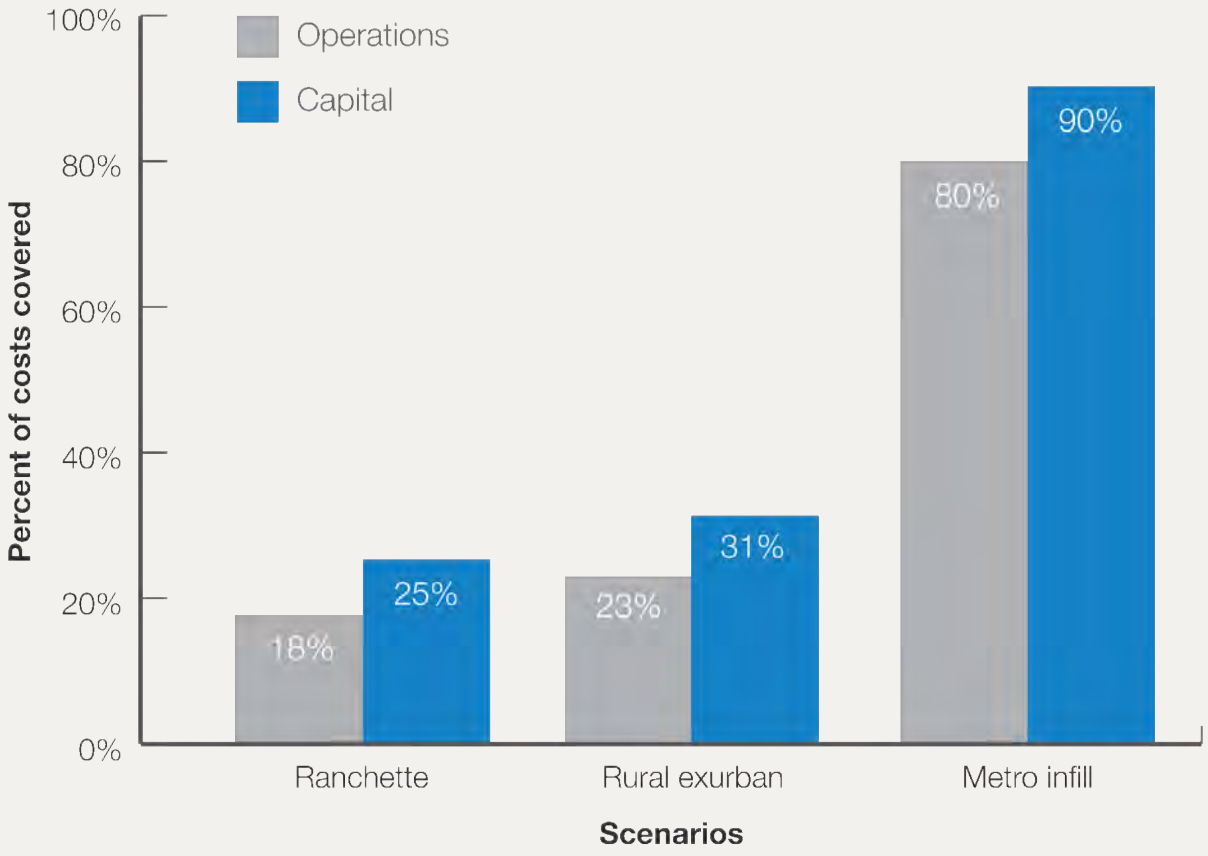
The results of the analysis were dramatic. On infrastructure, the metro infill scenario cost approximately one-quarter the cost of the ranchette scenario and one-third the cost of the rural exurban scenario (see Figure 4 on page 9).

On operating costs, the metro infill scenario would cost 23 percent of the cost of the ranchette scenario and 28 percent the cost of the rural exurban scenario.

In addition, projected tax revenue was significantly higher for the metro infill development scenario, which would cover 90 percent of the required capital cost compared with only 25–31 percent for the other two scenarios (see Figure 5 below). On the operating side, the metro infill scenario would cover 80 percent of operating costs compared with only 18-23 percent for the other two scenarios.

FIGURE 5

Percent of operations and capital costs covered by housing unit revenue contributions[38]



In other contexts a subdivision of one-acre lots might not be considered “smart growth.” But when compared to the rural sprawl scenarios that are characteristic of the Intermountain West, the financial advantages of even one-acre lots is enormous.

Conclusion

Smart growth strategies can help any town or city improve its finances. The studies included in this analysis constitute more than a series of one-time successes. Other communities can use these strategies to achieve similar results.

Smart growth development costs an average of 38 percent less than conventional suburban development for upfront infrastructure. This figure is conservative, and many communities could save even more.

Smart growth development saves municipalities an average of 10 percent on ongoing delivery of services as compared to conventional suburban development. The case studies included in our analysis consistently demonstrated this reduction in costs.

And smart growth development generates 10 times more tax revenue per acre than conventional suburban development. Smart growth development's potential for lower costs and higher revenues means that many municipalities can operate smart growth development at a surplus rather than a deficit. Every community is different and not all outcomes will be the same. However our research consistently demonstrates the financial benefit of smart growth strategies.

These strategies can improve public balance sheets for decades to come. With at least one-third of local government spending sensitive to the geographic patterns of development, that could amount to billions of dollars each year in savings for local governments nationwide.

Most important are the decisions each community makes about its financial future. Every community can use these national figures to inform their decisions about whether to grow in different, perhaps more beneficial, ways.

Methodology

The conclusions in this report are based on Smart Growth America's review and analysis of 17 different studies which compared smart growth development to conventional suburban development. The studies cover different geographical areas and scales (local, regional, state, national). Three studies (Mount Pleasant, SC and Phoenix, AZ; Regional infrastructure scenarios from *The Best Stimulus for the Money*; and *Cost of Sprawl—2000*) include more than one study area.

Appendix A provides selected summaries from these 17 studies. Appendix B provides detailed financial information across the studies. And Appendix C includes original research conducted by Strategic Economics for Smart Growth America on development scenarios in Nashville-Davidson County, TN.

Not all studies included research applicable to each conclusion. The conclusion that smart growth development costs one-third less for upfront infrastructure is based on the average savings of the studies from Champaign, IL; Mount Pleasant, SC; Phoenix, AZ; Sarasota County, FL, and the states of California and Rhode Island.

The conclusion that smart growth development saves taxpayers an average of 10 percent for ongoing delivery of services is based on the average savings of studies from Nashville-Davidson County, TN; Fresno, CA; Champaign, IL; and the national *Cost of Sprawl—2000* study.

The conclusion that smart growth development generates 10 times more tax revenue per acre is based on the average of studies from Nashville, TN; Fresno, CA; Asheville, NC; Champaign, IL; and the State of California.[39]

Directions for future research

This report and the underlying studies represent the best research available on the question of the fiscal impact of different development patterns. Because the research overwhelmingly points toward the same conclusions, we are confident that smart growth development is a better fiscal deal for local governments than conventional suburban development. However, the discussion about the fiscal impact of different development patterns would be strengthened by a future research focus on three items:

1. Cost of repair and replacement of infrastructure
If smart growth development requires less upfront infrastructure, then it is reasonable to assume that smart growth development requires less costly repair and replacement of that infrastructure. However, we could find no research addressing this question. While it is reasonable to assume a lower repair and replacement cost overall, the extent of the savings could depend on a wide variety of factors, including materials used, age of the infrastructure, the extent of use in different situations, and so forth. We would encourage research on this topic.

2. Cost of ongoing services
Our review of the literature and our new study of Nashville-Davidson County, TN, strongly support the idea that the cost of ongoing services associated with smart growth development is lower than

the comparable cost associated with conventional suburban development. However, we would note that most of the research has been focused on infrastructure, not services. We would encourage additional studies like the Nashville-Davidson County example to determine the comparative cost of delivering ongoing services under different development scenarios.

3. Cost of individual services

Although the overall cost of ongoing services is clearly lower, the existing research does not always unbundle these costs in a way that will help local governments identify how to maximize their savings. For example, as the Charlotte, NC, study shows, the savings associated with fire service are clear and easy to quantify. Savings for other public services are not always so clear. All other things being equal, the cost of policing, ambulance service, school transportation, snowplowing and any other public service provided via the use of vehicles will be lower if those vehicles travel fewer miles. But how can those savings be maximized? At what point can costs be saved not only by driving fewer miles, but by actually reducing the number of vehicles and drivers, which would presumably lead to much greater savings? We would encourage more specific research on these topics.

Appendix A:
Summarized Case Studies

Following are selected summaries of the case studies highlighted in this report. The case studies in this report represent every study at any scale that analyzes the fiscal realities of smart growth compared with conventional suburban development for local governments available for public use.

These studies include a variety of development types, scales and methodologies. However, all have one thing in common: They compare a smart growth–type development pattern to a conventional suburban-type development pattern. All come to the same conclusion: The smart growth scenario cost less overall and generated more revenue per acre than the conventional suburban scenario.

CITY SPECIFIC

City of Afton, MN

Strong Towns, a not-for-profit organization, conducted an analysis of a road project undertaken to serve a 40-unit conventional suburban development in Afton, MN, in 2009. Strong Towns examined the necessary initial capital improvement for the project weighed against the development's property tax revenues. For the purposes of the study, costs borne by developers were not considered. The City of Afton did not allocate funding toward capital improvements for the 40-property Afton Hills project; therefore, no portion of the development's tax revenues ($44,000 per year) funded the $354,000 cost of servicing infrastructure. Instead, the infrastructure is paid for entirely out of general tax revenues.

If 10 percent of the property tax revenues were allocated to infrastructure within the project—a typical figure nationwide—the payback period would be 79 years. Furthermore, local services would have to be decreased by an equivalent amount to free up the funds.

Taking a different approach to the same scenario, Strong Towns considered the project costs bonded over a 25-year period at an interest rate of 3 percent. In order to balance the budget in this scenario, an annual payment of $20,320 from the development would be necessary. This would consume 46 percent of the tax revenue generated by the project, which of course would have to be reallocated from the provision of services. The Strong Towns analysis provides a good example of the difficult choice local governments often face in deciding whether to use tax revenue to pay for ongoing services or infrastructure.

City of Champaign, IL

The consulting firm TischlerBise was retained by the City of Champaign, IL, to examine the fiscal costs and benefits of increasing the city's population by about 25 percent, from 75,000 people to about 94,000 people. TischlerBise examined two scenarios: one in which all growth would occur inside the city's current service area, and a second in which a considerable portion of the growth would occur outside the service area.

Each scenario assumed the construction of the same number of residential units, though the mix of housing types was different. The smart growth scenario assumed that 58 percent of the new

housing units would be either townhomes or multifamily units, while the conventional suburban scenario assumed a 50-50 split. The conventional suburban scenario could consume more than twice as much greenfield as the smart growth scenario—8,900 acres (or about 14 square miles) as opposed to about 3,900 acres (6 square miles).[40]

Over a 20-year period, the combined cost of operations and infrastructure for the smart growth scenario provided the city's taxpayers with a $33 million surplus. Over the same period, operations and infrastructure for the conventional suburban scenario left the city with a $19 million deficit.[41]

Each scenario provided the city with approximately the same amount of net revenue in operating costs for services—$83 million or so over 20 years. It should be noted, however, that the cost of those services is 23 percent or $19 million less in the smart growth scenario. The conventional suburban development generates the same amount of additional revenue, but this was only possible by providing larger suburban homes and attracting more affluent residents who would pay higher property taxes. In other words, Champaign would have to attract many more affluent residents in order to make up for the increased cost of providing services to sprawling neighborhoods.

The infrastructure costs for each scenario are where the big differences lie. Each scenario produced approximately the same amount of revenue from various capital funding sources—$21 million for the smart growth scenario over 20 years and $22 million for the conventional suburban scenario. But the infrastructure for the smart growth scenario costs only half as much to build—$71 million as opposed to $123 million. In other words, the additional cost of building the infrastructure to the same number of houses—but sprawled across six square miles of additional territory—is over $50 million.

City of Charlotte, NC

The City of Charlotte, NC, did a rigorous study to determine whether different street connectivity standards—and, by extension, a smart growth approach to development—could lower the cost of fire service. In 2008, fire service cost Charlotte taxpayers close to $90 million per year. Charlotte examined the cost of service per household in several existing neighborhoods and concluded: "By making the road network within a fire station's service area more connected…it is possible to slow the rate of growth of a fire department's annual cost and effect on a city budget without negatively affecting service capability."[42] The neighborhoods with greater street connectivity were also characterized by a more traditional and walkable development pattern including smaller housing lots in many cases.

Fire departments measure their success based on response time—how quickly firefighters arrive at the scene of a fire or a medical emergency. In general, fire departments seek to arrive at the scene within five minutes after receiving an emergency call. This standard requires each fire station to serve a relatively small geographical area. However, a fire station's cost—construction cost of the station, purchase and maintenance of equipment and personnel—is fixed. In Charlotte, the average annual cost of a fire station—over a lifespan of 25 years—is about $4.2 million, including $2.4 million for salaries, while the initial construction cost of a fire station is about $6.5 million. Thus, if a fire station's service area has more households and activity centers—and they are linked by a well-connected street network—each fire station can serve more residents and the cost of fire service per household will be much lower.

Charlotte found that the number of households served by each fire station ranged from 6,000 to 27,000. Not surprisingly, the annual cost per household of fire service ranged from $740 (for a conventional suburban neighborhood) to $159 (for a smart growth neighborhood).[43]

In the study, Charlotte noted that in the early 2000s, after the city changed its subdivision regulations to require better street connectivity, response times were quicker for the first time since the 1970s. A rough calculation by Smart Growth America suggests that following a smart growth approach in building out Charlotte would eliminate the need for two future fire stations, meaning a savings of $13 million in upfront capital expenses and $8.4 million a year in operating expenses.

City of Fresno, CA

In preparing a new General Plan, the City of Fresno, CA, compared four different future development scenarios—one heavily weighted toward smart growth development, two weighted toward conventional suburban development and one "hybrid" approach.

The smart growth alternative called for 43 percent of new residential development and 71 percent of non-residential development in smart growth locations. This alternative increased the geographical size of the city by 27 percent.

The most conventional suburban alternative called for 25 percent of all new residential development and between 42 percent of non-residential development in smart growth locations. This alternative increased the geographical size of the city by 36 percent.

The conclusions included the following:

- The revenue per acre for the smart growth scenario is 45 percent higher than the revenue per acre for the most conventional suburban scenario—$2,300 versus $1,600 per acre.

- The cost of providing services in the smart growth alternative was about 9 percent less on a per-capita basis than the cost of providing services in the conventional suburban alternative.

- The smart growth scenario produced a bigger surplus for the city's general fund—$24 million per year using current levels of service. The smart growth scenario also performed better than the conventional suburban scenario using a higher, preferred level of service called for in the city's new General Plan.

Mount Pleasant, SC and Phoenix, AZ

Under a contract from the U.S. Environmental Protection Agency Office of Sustainable Communities, the civil engineering firm of Morris Beacon Design compared smart growth development patterns to conventional suburban development patterns on two different greenfield sites in two different parts of the country. Their conclusion was that a smart growth development pattern reduces infrastructure cost by between 32 percent and 47 percent.[44] This particular study

assumed that the developer, not taxpayers, would bear the cost of this infrastructure, but the overall point is clear: smart growth development does not require nearly as much infrastructure, no matter who pays for it.

The first example compared different development patterns for the 750-acre "Belle Hall" site in Mount Pleasant, SC, a close-in suburb of Charleston. The analysis compared two smart growth scenarios with two conventional suburban scenarios. Each pair compared identical amounts of development—800 units of residential and 700,000 square feet of non-residential in Belle Hall #1, and 1,410 units of residential and 700,000 square feet of non-residential in Bell Halle #2. The main difference in each case was density, though the smart growth scenarios also included other "smart growth features" such as better road connectivity. In Pair #1, the smart growth scenario was built to a residential density of 4.6 units per acre compared to 2.1 units per acre for the conventional suburban scenario.

In the Belle Hall #1 comparison—the case study of 800 residential units—the infrastructure cost for the smart growth scenario was approximately $33,000 per unit, compared with more than $51,000 per unit for the conventional suburban scenario.[45]

In the Belle Hall #2 comparison—the case study of 1,410 residential units—the infrastructure cost was about $19,000 for the smart growth scenario, compared with approximately $28,000 for the conventional suburban scenario.

The second case study involved a comparison between two development scenarios on the 575-acre Dove Valley Ranch property just north of Phoenix, AZ. The conventional suburban scenario consisted of the single-family neighborhood that was actually built. The smart growth scenario was a hypothetical alternative that included twice as many residential units, a wider variety of housing products, and several mixed-use town centers.

In the Dove Valley Ranch comparison, the smart growth scenario resulted in an infrastructure cost of about $25,000 per residential unit compared to about $47,000 per unit for the conventional suburban development that was actually built.[46]

COUNTY AND REGIONAL

Regional Infrastructure Scenarios

Over the past 25 years, more than 50 metropolitan regions in the United States have engaged in regional "scenario planning" processes that articulate and then compare different growth scenarios. In 2009, Smart Growth America issued *The Best Stimulus for the Money*, a paper produced by the Metropolitan Research Center at the University of Utah that analyzed regional infrastructure cost estimates of smart growth versus conventional suburban development scenarios in 14 different metropolitan areas between 1989 and 2003.

The report concluded that in every single case the smart growth regional scenario resulted in enormous savings in the cost of infrastructure required to serve new development in the region. The smallest cost savings was 15 percent. The largest savings was more than 100 percent—the smart growth scenario actually turned the overall cost into a regional surplus, because the need for infrastructure declined. On average, the infrastructure cost associated with the smart growth

regional scenario was approximately 60 percent less than the infrastructure cost associated with the conventional suburban regional scenario.

In most cases, the regional scenario actually compared three or four regional growth scenarios, rather than just two. In each metropolitan area, the scenarios compared the same increment of predicted growth, usually within a 20-year time horizon, but with different development patterns. In all cases, the different scenarios were created using different assumptions about the density of housing development, street connectivity, a mixture of land uses and other characteristics. that this report used to differentiate between smart growth development and conventional suburban development. The scenario we have referred to as the "conventional suburban regional scenario" is, in most cases, simply a continuation of existing or recent development patterns in the region.

The 60 percent figure is derived from comparing, in each case, the regional scenario with the most smart growth characteristics with the conventional suburban scenario that continues current trends. In metropolitan regions, hybrid scenarios containing some smart growth characteristics showed some infrastructure savings. Therefore, the savings trend was clear across the board.

- In metropolitan Denver, CO, a smart growth scenario of 4,100 persons per square mile reduced infrastructure costs by 80 percent over a 25-year projection. The conventional scenario of 2,000 persons per square mile required an estimated $5.4 billion investment in local infrastructure, while the smart growth scenario cost $1.1 billion.

- In metropolitan Gainesville, FL, the region could save $100 million over a 20-year period pursuing smart growth development as opposed to conventional suburban development. The conventional suburban regional scenario was projected to consume an additional 19.5 square miles, while the smart growth scenario consumed only 2.5 square miles over the same time period.

- Two scenarios analyzing growth within the state of New Jersey, one in 1992 and the other 2000, found smart growth could reduce infrastructure costs by at least $1.5 billion over 20 years. The savings were attributed to a 34 percent to 60 percent decrease in land consumption.

Sarasota County, FL

Urban3 in Asheville, NC, has done analyses in many cities around the nation comparing the per-acre tax yield of different types of development projects. This analysis has consistently found that smart growth development projects yield far more revenue per acre than conventional suburban development projects.

In the case of Sarasota County, FL, Urban3 also examined infrastructure costs and the payback period for that infrastructure. He found that a downtown smart growth development generates enough tax revenue to pay off infrastructure costs in three years, compared with 42 years for a somewhat similar suburban development.

To conduct this analysis, Urban3 compared a set of residential developments in downtown Sarasota built at 100 units per acre (357 units on 3.4 acres) compared with a complex of two- and three-story garden apartments built in the suburbs at about 11 units per acre (357 units on 30.6 acres). The downtown project generates $1.98 million in property tax revenue per year (almost

$600,000 per acre) as opposed to $239,000 for the suburban project (approximately $7,800 per acre).

When compared with the cost of infrastructure for each project, the financial bottom line moves strongly in the favor of the smart growth project. Using estimates generated by consultant James Nicholas in 1989, Urban3 estimated the infrastructure cost at about $16,000 per unit for the downtown project and $28,000 per unit for the suburban project—meaning the infrastructure cost for the entire project is $5.7 million per year for the downtown project and $10 million.

STATEWIDE

State of California

The State of California retained Calthorpe Associates and Strategic Economics to devise and analyze several growth scenarios out to 2050. The "Vision California" analysis concluded, in general, that a smart growth scenario reduced the cost to local governments of both infrastructure and ongoing operating expenses by 17 percent to 20 percent.[47]

Vision California analyzed four different statewide growth scenarios, ranging from a "business as usual" scenario, which included a significant amount of conventional suburban development, to a smart growth scenario that focused on walkable, mixed-use and higher-density neighborhoods.

These scenarios were built in two ways. First, three different "place types" characteristic of California were identified: fringe development, characterized by conventional suburban low densities and segregation of uses; suburban infill development, characterized by higher densities and some mixture of uses, often in the setting of an older community; and urban infill development, characterized by higher densities and a greater mix of uses.

For example, in the conventional suburban scenario, Vision California assumed approximately 70 percent of new construction would be single-family, while the smart growth scenario assumed that 63 percent of new construction would be multifamily.

This approach yielded two sets of results on fiscal impact, one at the place type level and the other at the statewide level.

"Place Type" Results
The Vision California analysis compared both revenues and cost from different place types on a per-acre basis and reached dramatic conclusions.

A comparison of infrastructure costs in the three place types also showed dramatic results. Vision California compared the cost of providing infrastructure to a "small lot single family" development—1,700-square-foot single-family home on a 5,000-square-foot lot. The analysis found that, on average, the urban infill place type could provide this infrastructure for half the price on a per-acre basis ($90,000 compared to $180,000). Even the suburban infill place type ($154,000) saves 15 percent on a per-acre basis.[48]

Statewide Results

The statewide scenarios assumed the creation of 8 million new households in California by 2050. Vision California did an analysis of four scenarios, including one smart growth scenario, one conventional suburban scenario ("business as usual"), and two in between. Compared with the conventional suburban scenario, the smart growth scenario provided significant savings on both infrastructure and annual operating expenditures.

On the cost of infrastructure, Vision California found that the smart growth scenario saved almost 20 percent—approximately $16,000 per residential unit as compared with $20,000 for the conventional suburban scenario.[49] This savings of $4,000 per household represents a savings of $32 billion for California over the 40 years between 2010 and 2050, assuming 2010 population growth projections hold.

The smart growth scenario also generated three and a half times as much revenue on a per-acre basis as the conventional suburban scenario—approximately $730,000 per acre over 40 years compared with only $207,000 per acre.

State of Maryland

As part of the overall "Plan Maryland," effort, the State of Maryland conducted an analysis to determine the impact of a smart growth approach on the statewide road construction costs over the next 20 years. The State Department of Planning compared two scenarios—a conventional suburban scenario that assumed a continuation of current trends and a smart growth scenario that assumed a maximum density of 3.5 units per acre in designated growth areas and a minimum density of 1 unit per 20 acres outside those growth areas.

The state determined that the smart growth scenario reduced the cost of constructing and maintaining local roads by 60 percent and state highways by 20 percent. The overall cost of building and maintaining roads and highways was reduced by more than $1.5 billion per year for 20 years.[50]

The smart growth scenario reduced the need for new local streets and roads from about 4,800 miles to about 1,800 miles. The construction cost was reduced from $20 billion to $8 billion—a savings of $12 billion, or $600 million per year—and the maintenance cost was reduced from $400 million to $160 million—a savings of $240 million, or $12 million a year.

The smart growth scenario reduced the need for state highways from 7,500 miles to 6,000 miles. The construction cost was reduced from $83 billion to $66 billion—a savings of $17 billion, or $850 million per year. Maintenance cost was reduced from $650 million to $520 million—a savings of $130 million, or $6.5 million per year.[51]

State of Rhode Island

In 1999, a consulting team retained by Grow Smart Rhode Island examined the state's then-sprawling development patterns and estimated the cost of continued conventional suburban development in comparison with a smart growth alternative. The conventional suburban development was simply an extension of the suburban development patterns that had characterized the state for the previous 50 years, while the smart growth alternative assumed that much of the state's future population growth would be located in existing cities that had been losing population in recent decades.

This analysis found that the need for infrastructure would be greatly reduced if the state adopted the smart growth model. Among other things, the consultants found that Rhode Island's rural towns, on average, required almost three times as much road length as the cities in order to accommodate the same population—16.5 miles per 1,000 housing units for the rural areas, compared with only 6.1 miles per 1,000 housing units in the cities.[52]

Using those statistics as a benchmark, the Rhode Island study found that following the conventional suburban growth model the state would require 228 additional miles of road, at a cost of $182 million, over a 20-year period. By contrast, using a smart growth model, the state would require only 130 additional miles of road, at a cost of $104 million. Adopting a smart growth approach would eliminate the need to construct 98 miles of road, saving $78 million—43 percent—in the process.

Overall the study found that smart growth development would result in savings of $242 million, or about 40 percent, for all types of infrastructure in the State of Rhode Island over 20 years.[53]

NATIONAL

Cost of Sprawl—2000

The most comprehensive national estimate regarding the cost of smart growth development compared to conventional suburban development is *The Cost of Sprawl—2000*, a 2002 update of the original 1974 study.[54] *The Cost of Sprawl—2000* is now 13 years old and the results were modeled on a national basis, meaning the estimates are general in nature.

The Cost of Sprawl—2000 compared two national growth scenarios between 2000 and 2025. The primary difference between the two scenarios was that, in the smart growth scenario, significant amounts of growth were allocated to core and inner counties in each region, rather than outer counties. Though this is a very coarse measurement of smart growth and sprawl, it is a good proxy because inner counties nationwide tend to feature more smart growth development while outer counties tend to feature more sprawling development.

The smart growth scenario does include a considerable amount of greenfield development—but much less than the conventional suburban scenario. For this reason, the authors of the report acknowledged that they may have underestimated the savings resulting from smart growth.

The study's conclusions included the following:[55]

- Compared with a nationwide conventional suburban development scenario, a nationwide smart growth scenario would reduce the volume of roads needed by 9 percent—from about 2 million lane-miles added to about 1.8 million lane-miles added. That would mean building approximately 8,000 fewer lane-miles per year for 25 years. Costs would be reduced from $928 billion to $818 billion, a savings of $110 billion, or about 10 percent, over 25 years.

- Compared with the conventional suburban development scenario, the smart growth scenario would reduce the cost of constructing water and sewer infrastructure by $12.6 billion, or about 6 percent of $190 billion total. Among other things, a smart growth

scenario would eliminate the need to construct 4.6 million sewer laterals in the United States over a 25-year period, or almost 200,000 sewer laterals per years. The total savings for roads and sewers combined would be approximately $122 billion over 25 years.

- Compared with the conventional suburban development scenario, the smart growth scenario would reduce the cost of providing local public services from $143 billion to $139 billion—a savings of $4 billion, or 3 percent. This is the net amount after taking into account revenues directly attributable to those services. These savings are much larger in the Northeast, Midwest and South, where low-density suburban development is more common, and less so in the West, where suburban development tends to be higher-density even when it consists of single-family homes.

Appendix B:
Annual fiscal impacts of development scenarios

This report is based primarily on existing studies, as well as a new case study for Nashville-Davidson County, TN, commissioned by Smart Growth America. These studies are neither comprehensive nor exhaustive. They do not represent every single jurisdiction or region in the nation, nor even every situation that a jurisdiction or region might find itself. The methodology differed from project to project, as did the exact nature of the development projects or projected growth prototypes in question. Different studies examined different types of infrastructure and different types of ongoing services provided by the local government.

The following table summarizes all of the case studies featured in this report.

		Cost of upfront infrastructure		Cost of services		Tax revenue		Notes
	No. of years	**Smart growth**	**Conventional**	**Smart growth**	**Conventional**	**Smart growth**	**Conventional**	
Afton, MN	1	n/a	$354,000	n/a	n/a	n/a	$44,000	Payback period of 79 years for road project
Asheville, NC[3]	1	n/a	n/a	n/a	n/a	$717,000/ acre	$54,000/acre	
Beaverhead County, MT	20	$640,600	$888,500	$40,900	$56,700	n/a	n/a	Road infrastructure, police service
Champaign, IL[1,2,3]	20	$71,000,000	$123,000,000	$82,647,000	$102,040,000	$48,400/ acre	$23,200/ acre	
Charlotte, NC	1	n/a	n/a	$159/capita	$740/capita	n/a	n/a	Fire service only
Cost of Sprawl—2000[2]	25	$994.5B	$1,116.8B	$139B	$143B	n/a	n/a	
Fresno, CA[2,3]	1	n/a	n/a	$1,371/unit	$1,566/unit	$2,300/acre	$1,600/acre	
Gallatin County, MT	15	$49,452,000	$14,181,000	$11,974,300	$14,265,600	n/a	n/a	Road and sheriff
Mount Pleasant, SC[1]	n/a	$33,000/unit and $19,000/unit	$51,000/unit and $28,000/unit	n/a	n/a	n/a	n/a	

	No. of years	Cost of upfront infrastructure		Cost of services		Tax revenue		Notes
		Smart growth	Conventional	Smart growth	Conventional	Smart growth	Conventional	
Nashville-Davidson County, TN[2,3]	1	n/a	n/a	$1,440/unit	$1,590/unit	$202,050/ acre	$4,720/ acre	
Natrona County, WY	1	$2,330,000	$8,390,000	$355,000	$1,565,000	n/a	n/a	
Phoenix, AZ[1]	n/a	$25,000/unit	$47,000/unit	n/a	n/a	n/a	n/a	
Raleigh, NC	1	n/a	n/a	n/a	n/a	$110,461/ acre	$2,078/acre	Property tax only
Regional Infrastructure Scenarios-Denver, CO	25	$44,000,000	$216,000,000	n/a	n/a	n/a	n/a	
Regional Infrastructure Scenarios-Gainesville, FL	20	$4,400,000	$9,200,000	n/a	n/a	n/a	n/a	
Regional Infrastructure Scenarios- New Jersey	20	$75,000,000 less than conventional	n/a	n/a	n/a	n/a	n/a	
Sarasota County, FL[1]	1	$16,000/unit	$28,000/unit	n/a	n/a	$582,618/ acre	$7,795/ acre	
State of California[1,3]	40	$16,000/unit	$20,000/unit	n/a	n/a	$730,000/ acre	$207,000/ acre	
State of Maryland	20	$400,000,000	$1B	n/a	n/a	n/a	n/a	Local roads only
State of Rhode Island[1]	20	$369,000,000	$611,000,000	n/a	$181,000,000 more than smart growth	n/a	n/a	

1 – included in infrastructure savings figure
2 – included in service savings figure
3 – included in tax revenue figure

Appendix C: Original case study

Fiscal impact analysis of three development scenarios in Nashville-Davidson County, TN

SUMMARY BY SMART GROWTH AMERICA

Summary

This study examines the relative fiscal costs and benefits of three development scenarios in Nashville-Davidson County, TN: an infill development project, a New Urbanist-style development project in a suburban location and a conventional suburban development in a suburban location.

The first scenario is **The Gulch**, a 76-acre infill project on a brownfield location including 4,500 housing units and 6 million square feet of retail and office space. The second scenario is **Lenox Village**, a 185-acre New Urbanist-style development in a greenfield location with 1,700 residential unit and 67,000 square feet of retail and office space. And the third scenario is **Bradford Hills**, a 185-acre conventional suburban development with 538 housing units and 39,000 square feet of retail and office space. Nashville-Davidson County is a combined city-county government and therefore has jurisdiction over both the most urban parts of Nashville and the most rural parts of Davidson County.

Smart Growth America hired Strategic Economics to calculate the net general fund impact of providing services on the residential component of each project. (Upfront infrastructure cost was not included in the analysis.) Conclusions included the following:

- **Infill development had lower service costs.** On a per-unit basis, Lenox Village had the lowest cost to provide services: $1,300 per unit per year. The Gulch cost $1,400 per unit per year. Bradford Hills had the highest cost of $1,600 per unit per year. Lenox Village and The Gulch cost 19 percent less and 13 percent less, respectively.

- **Infill development generated the most revenue per unit.** All three scenarios generated a revenue to the general fund, on a per-unit basis. The Gulch had by far the largest revenue, generating $3,370 per unit. That rate is more than twice as high as the Bradford Hills scenario, which generated $1,620 in revenue per unit. Lenox Village generated $1,340 in revenue per unit. (Revenue included property tax but also the sales tax likely to be generated by the project's residents as well as other miscellaneous taxes.)

- **Infill development generated the largest surplus.** On a per-acre basis, The Gulch generated $115,720 in net revenue - almost 1,150 times the net revenue generated by Bradford Hills ($100) and 148 times the net revenue of Lenox Village ($780). The Lenox Village project generated a surplus 7.8 times higher than that of Bradford Hills on a per-acre basis. These trends are similar on a per-unit basis as well.

Fiscal impact analysis

Strategic Economics was hired by Smart Growth America to prepare a fiscal impact analysis considering key operation and maintenance (general fund) categories for Nashville-Davidson County, Tennessee. The fiscal impact analysis compares revenues and costs between two "smart growth" developments with an equivalent "sprawl" development. This memorandum presents the findings from the fiscal impact analysis. The following section provides background information on fiscal impact analysis. The subsequent sections describe the development scenarios and results for the Nashville analysis.

Background

Typically, the purpose of a fiscal impact analysis is to help a city make decisions about specific development proposals or plans. The analysis presented in this memorandum is intended to provide more general information about the potential for different development patterns to impact a city's fiscal outlook. In order to ground the results in reality the analysis presented here is based on existing and proposed developments and on the fiscal factors of Nashville-Davidson County, Tennessee.

For all scenarios included in the analysis, Strategic Economics estimated the annual General Fund operations and maintenance (O&M) costs and primary sources of local revenues (property taxes, sales taxes, and other recurring revenues) that could be generated by the existing/completed communities or a build-out scenario of planned communities. It is important to note that the analysis focuses on impacts to the Nashville-Davidson Metropolitan Government's General Fund and not on other programs and services that are funded independently of the General Fund. Therefore, the analysis does not consider impacts to the provision of services provided outside of the General Fund or by other service providers, such as schools and utilities.

As with all fiscal impact analyses, the assumptions drive the results. Strategic Economics created its assumptions based upon all available data, input from city staff, review of market data, and appropriate standards.

Nashville-Davidson fiscal impact analysis

This section presents the development scenarios and results of the fiscal impact analysis for Nashville-Davidson County, Tennessee. The methodology and assumptions for the Nashville-Davidson analysis are included in an appendix to this memorandum.

The Nashville-Davidson fiscal impact analysis case study considered three development scenarios, as described in the following sections.

1. Bradford Hills

Bradford Hills is a primarily residential neighborhood located in southern Nashville-Davidson County, Tennessee. It is just west of Lenox Village, which is another development scenario used in the analysis and described in the following section. Bradford Hills was built out in the early 1990s and includes a total of 538 single-family detached homes and 39,000 square feet of nonresidential space on 185 acres.

Figure 1 shows the existing number of residential units and commercial square feet for Bradford Hills, and Figure 2 provides an aerial photograph of the neighborhood.

FIGURE 1

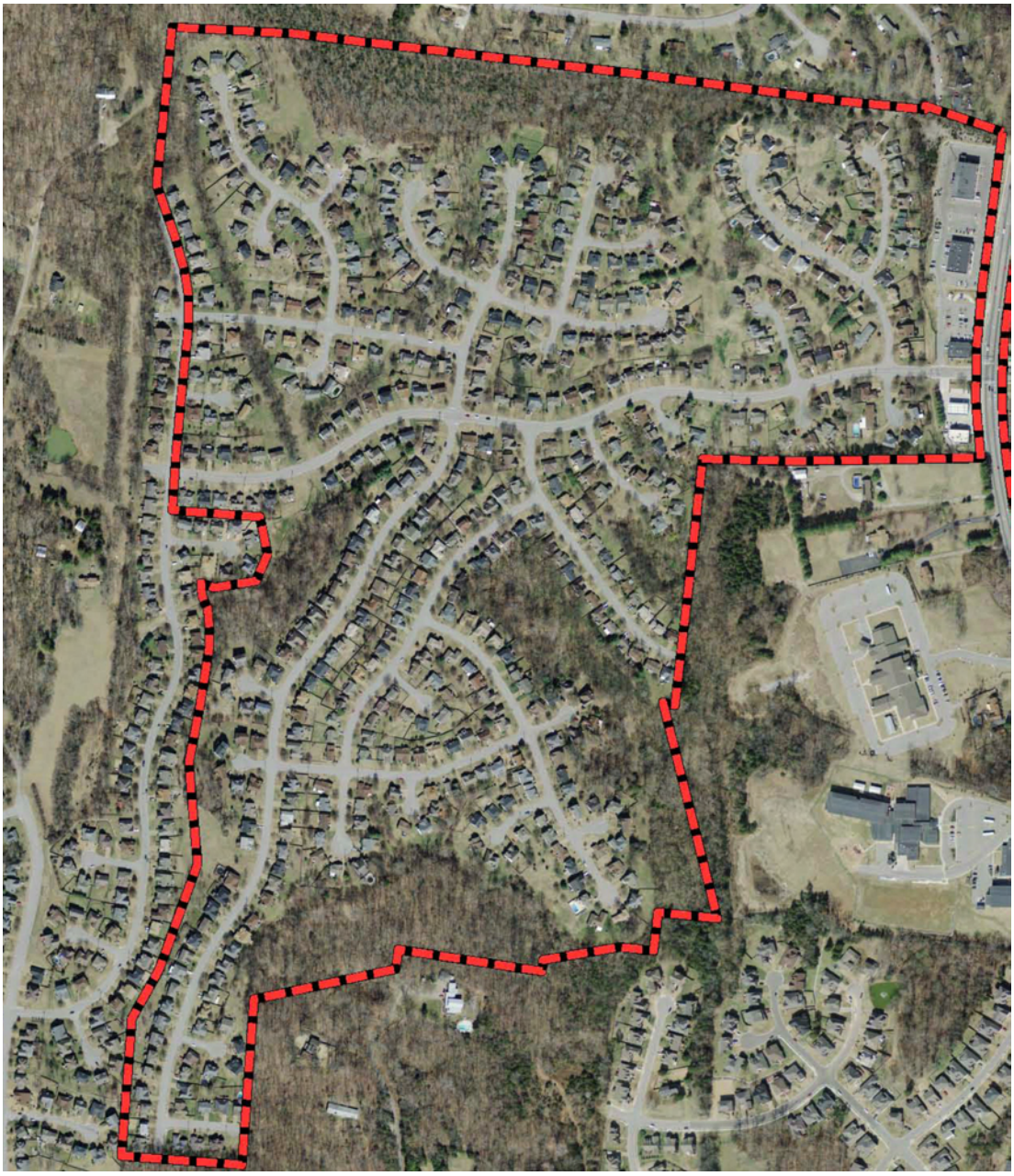
Land Uses, Bradford Hills

Land Use Type	Units / Square Feet
Residential	
Single Family Detached	538
Total Residential Units	538
Nonresidential	
Retail	17,835
Office	21,280
Total Nonresidential Square Feet	39,115

Source: Metropolitan Nashville Planning Department, 2012

FIGURE 2

Aerial photograph, Bradford Hills



Source: Metropolitan Nashville Planning Department, 2012.

2. Lenox Village

Lenox Village is a greenfield traditional neighborhood development (TND) located in southern Nashville-Davidson County, Tennessee, east of Bradford Hills, which is described above. Lenox Village is partially built out at this time. The master plan for Lenox Village includes 572 single-family detached units, 245 single-family attached units, and 898 multi-family units, as well as 67,000 square feet of nonresidential uses.

Figure 3 shows the total number of residential units and commercial square feet planned for Lenox Village, and Figure 4 provides an aerial photograph of the TND.

FIGURE 3

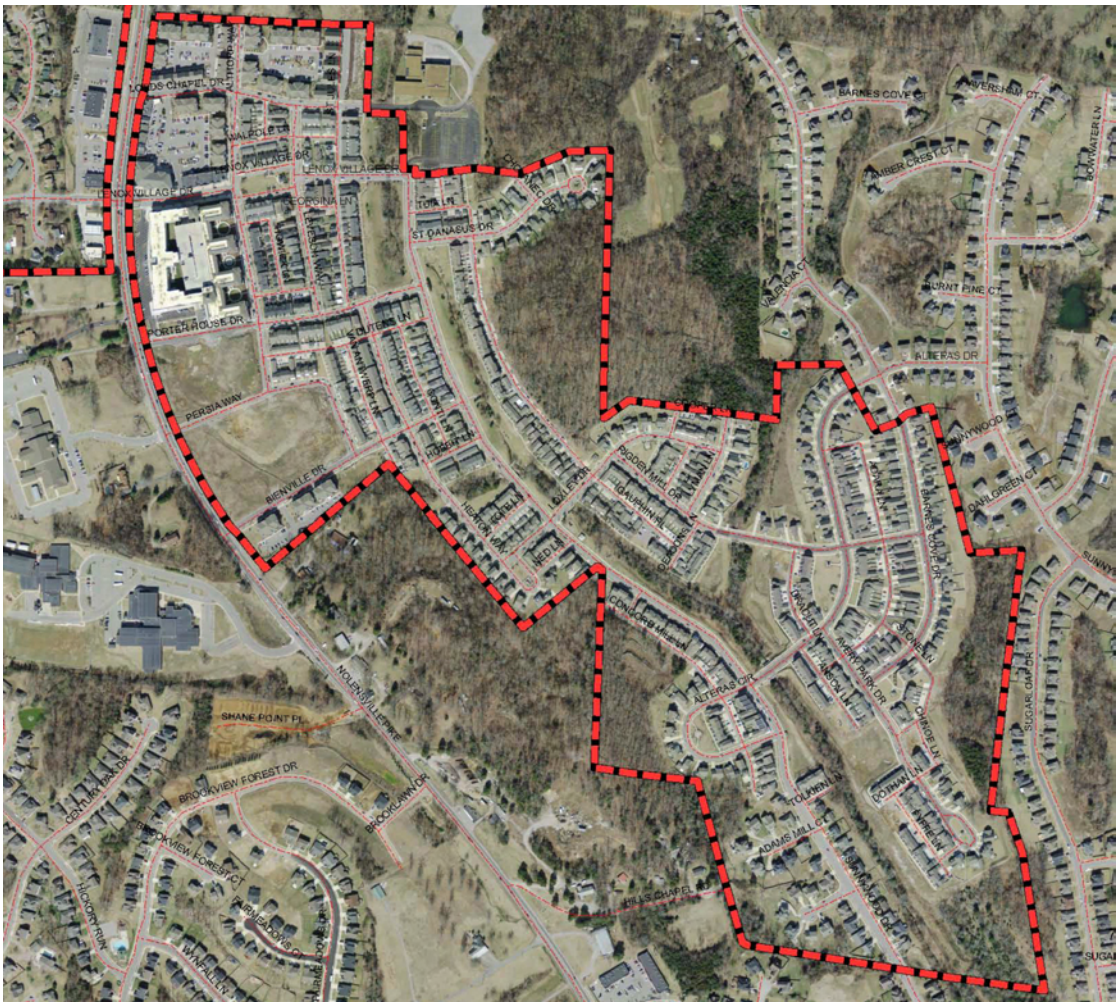
Land Uses, Lenox Village

Land Use Type	Units / Square Feet
Residential	
Single Family Detached	572
Single Family Attached	245
Multi-family	898
Total Residential Units	1,715
Nonresidential	
Retail	27,409
Office	4,000
Mixed Use	35,742
Total Nonresidential Square Feet	67,151

Source: Metropolitan Nashville Planning Department, 2012; Regent Homes, 2012.

FIGURE 4

Aerial photograph, Lenox Village



Source: Metropolitan Nashville Planning Department, 2012.

3. The Gulch

The Gulch is an infill mixed use neighborhood located on a former industrial site in downtown Nashville. The Gulch is the first neighborhood in the southern United States to be LEED Certified for Neighborhood Development.* The master plan for the area is composed of adaptive re-use projects and new construction, including high density residential buildings, office uses, and retail uses. The plan for the Gulch includes 4,552 multi-family units and over 6 million square feet of nonresidential uses. The Gulch is only partially built out at this time, with a total of 879 residential units already built.†

Figure 5 shows the total number of residential units and commercial square feet planned for Lenox Village, and Figure 6 provides a conceptual map of the project from the master plan.

FIGURE 5

Land uses, The Gulch

Land Use Type	Units / Square Feet
Residential	
Multi-family	4,552
Total Residential Units	4,552
Nonresidential	
General Commercial	110,530
Mixed Use (retail and office)	6,010,492
Total Nonresidential Square Feet	6,121,022

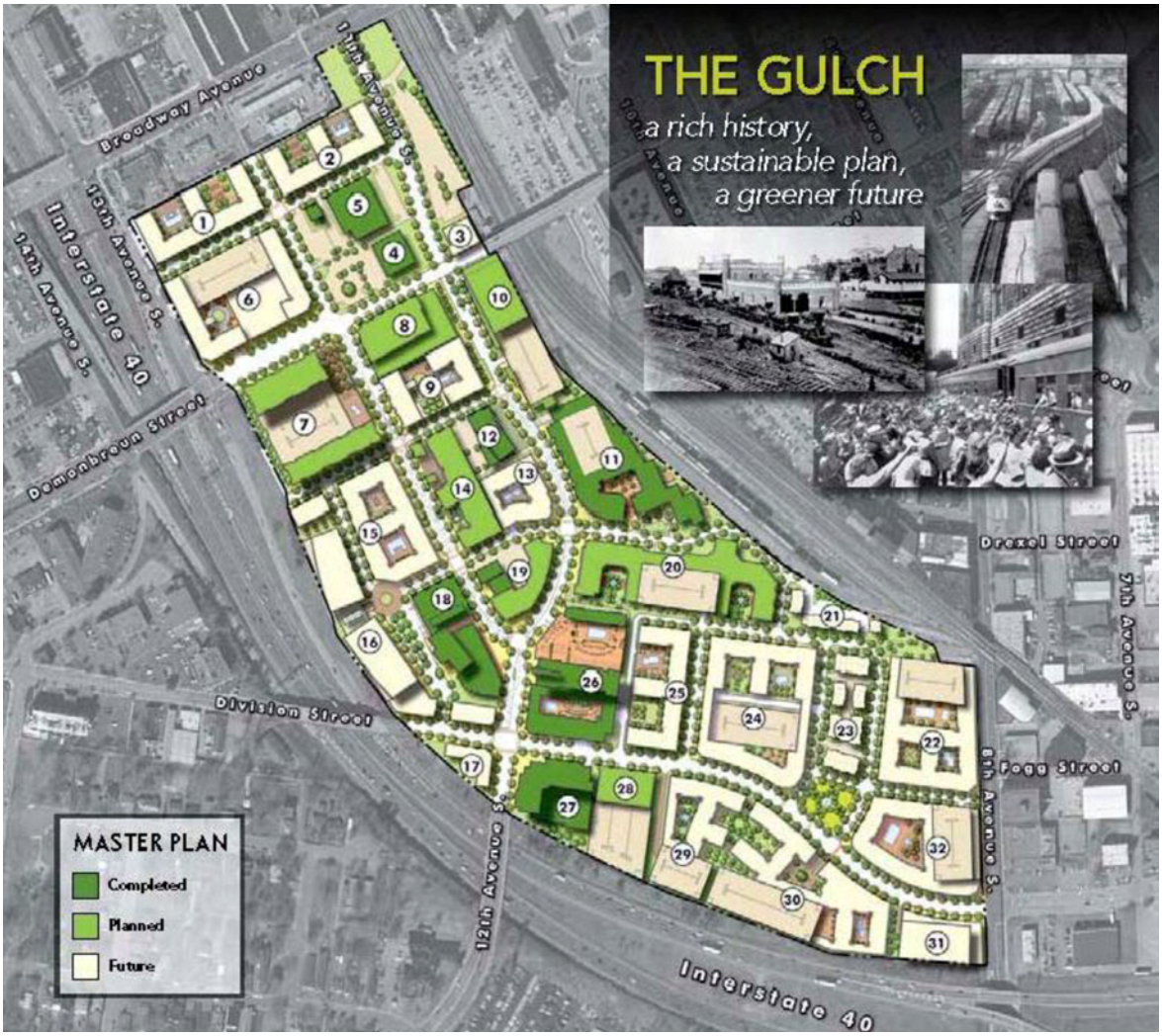
Source: Metropolitan Nashville Planning Department, 2012.

* The Gulch official website. Available at http://www.nashvillegulch.com.

† Nashville Downtown Partnership. (2012). "Residential Report: July 2012, Downtown Nashville." Available at http://www.nashvilledowntown.com/_files/docs/residential-report-2012.pdf.

FIGURE 6

Proposed land uses, The Gulch



Source: Market Street Enterprises, 2010.

Results

Figure 7 shows the estimated net General Fund impact of the three development scenarios. In considering the results of the analysis it should be noted that Nashville-Davidson County has a tiered property tax rate and tiered service level depending on location. The General Services District (GSD) encompasses the entire County and pays a base tax rate. The Urban Services District (USD) was originally bound by the Nashville city limits when the Metropolitan Government was established, but has since been expanded by annexation. The USD has an additional tax rate and an "enhanced" level of service for some services. The Gulch development is the only one of the three scenarios that falls within the USD and therefore pays the higher property tax rate and receives additional services.

In addition to the higher USD property tax rate, The Gulch has established the Gulch Central Business Improvement District (GCBID), with a special assessment of $0.20 per $100 in assessed value to provide a further enhanced level of services to "help make the Gulch a clean, safe and vibrant urban neighborhood in which to work, live, shop and be entertained."‡ The costs for services and revenues associated with the GCBID special assessment are not included in this analysis because they are not included in the General Fund.

- Both Lenox Village and The Gulch are expected to have a positive net impact on the Nashville-Davidson Metropolitan General Fund. The fiscal impact analysis indicates that at full buildout, The Gulch development could have a significantly positive impact and potentially generate $8.8 million a year more in General Fund revenues than in expenditures. At full buildout, Lenox Village is projected to have a slightly positive net impact (6 percent) on the General Fund. Bradford Hills is estimated to have a neutral impact (2 percent) on the General Fund.§

- On a per acre basis, The Gulch and Lenox Village developments are both estimated to have a significantly larger positive impact on the General Fund than Bradford Hills. On average, The Gulch development is expected to have a net positive impact of $116,000 per acre and Lenox Village is expected to have a net positive impact of $780 per acre, compared to $100 per acre for Bradford Hills. The Gulch's greater positive impact reflects the fact that while new development in the downtown is more expensive to serve on a per-acre basis than Bradford Hills or even Lenox Village, these expenditures are outweighed by the higher per-acre revenues associated with the much higher density development.

‡ The Metropolitan Government of Nashville and Davidson County. (2012, August). "Metropolitan Nashville/Davidson County FY 2013 Operating Budget. p. J – 96. Available at http://www.nashville.gov/Portals/0/SiteContent/Finance/docs/OMB/citizens_budget/budgetbook/fy13/fy13_final_budget.pdf.

§ Net revenue between +5 and -5% of total revenue is considered a neutral fiscal impact.

FIGURE 7

Net general fund impact of development scenarios

	Bradford Hills	Lenox Village	The Gulch
Housing Units	538	1,715	4,552
Acreage	185	185	76
Revenue			
Property Tax-GSD	$555,000	$1,473,000	$10,432,000
Property Tax-USD	$0	$0	$2,714,000
Sales Tax	$33,000	$106,000	$281,000
Other Recurring Revenues-GSD	$286,000	$723,000	$1,778,000
Other Recurring Revenues-USD	$0	$0	$151,000
Subtotal	$874,000	$2,302,000	$15,356,000
Per Housing Unit	$1,620	$1,340	$3,370
Per Acre	$4,720	$12,440	$202,050
Costs			
Per Capita Expenditures-GSD	$855,000	$2,158,000	$5,394,000
Per Capita Expenditures-USD	$0	$0	$1,167,000
Subtotal	$855,000	$2,158,000	$6,561,000
Per Housing Unit	$1,590	$1,260	$1,440
Per Acre	$4,620	$11,660	$86,330
Net Revenue	**$19,000**	**$144,000**	**$8,795,000**
Per Housing Unit	$30	$80	$1,930
Per Acre	$100	$780	$115,720
Net Revenue as percent of total Revenue	**2 percent**	**6 percent**	**57 percent**

Notes: Net revenue between +5 and -5 percent of total revenue is considered a neutral fiscal impact. Columns may not add due to rounding. Source: Strategic Economics, 2012.

Assumptions and methodology

General assumptions

Ongoing operations, maintenance, and service costs: The analysis evaluates the costs associated with providing ongoing city services such as police, fire, and operations and maintenance of infrastructure under the three development scenarios. The analysis does not assess the costs of capital improvements (i.e., new infrastructure and facilities) required to support development.

Static analysis of full development build-out: The analysis is "static," as opposed to "dynamic." It analyzes the annual fiscal impacts upon completion of development, rather than providing year-by-year estimates during construction.

General Fund impact: This analysis estimates potential impacts to the city's General Fund. The Nashville-Davidson Metropolitan Government pays for many of its departmental activities through fees for service or other sources that do not go through the General Fund. For example, school services are included in the Metropolitan Government's budget, but the expenditures are not paid for from the General Fund. Therefore the costs for providing school services and that portion of property tax revenues that are used to fund the services are not included in this analysis.

2012 dollars: The analysis is derived from the adopted budget for fiscal year (FY) 2012/13, and all outputs are reported in 2012 dollars.

General Services District (GSD) and Urban Services District (USD): The Nashville-Davidson Metropolitan Government has a tiered property tax rate and tiered service level depending on location. The General Services District (GSD) encompasses the entire County and pays a base tax rate. The Urban Services District (USD) was originally bound by the Nashville city limits at the time of establishment of the USD, but has since been expanded by annexation. The USD has an additional tax rate and an "enhanced" level of service for some services. The Gulch development is the only one of the three scenarios that falls within the USD and therefore pays the higher property tax rate and receives additional services.

Existing service population: To calculate certain costs and revenues on a per capita basis, an existing service population – or "daytime population" of residents and workers – must be established. For the purposes of this analysis, the residential population of the USD is included as 427,138, and the residential population of the GSD is included as a total of 626,681 (including the 427,138 in the USD), based on United States Census data provided by the Nashville Area Metropolitan Planning Organization. Employment within the USD is included as 456,810, and the total employment within the GSD is included as 631,938 (including the employment within the USD), again based on United States Census data provided by the Nashville Area Metropolitan Planning Organization.

Employee factor: Each worker is counted as producing 0.50 of the impacts of a resident for analytical purposes, since workers spend no more than half the time of a resident in the city, and are assumed to require fewer services in general (library, parks, etc.). This falls within industry-standard practices of counting employees as 0.25 to 0.5 of a resident for service needs.

Figure A1 shows the existing service population for the GSD and the USD.

FIGURE A1

Current Nashville-Davidson service population

Current Service Population	
Residents - GSD	626,681
Residents - USD	427,138
Employees - GSD	631,938
Employees - USD	456,810
Employee Factor	0.50
Total Service Population - GSD	942,650
Total Service Population - USD	655,543

Source: Census 2010 SF1 data for Blocks as modified by the Nashville Area MPO; InfoUSA (2012) as modified by the Nashville Area MPO; data provided by Nashville MPO.

Key land use assumptions

Figure A2, below, shows the key land use assumptions used to create the model. These land use assumptions were derived as follows:

Number of residential units and commercial square feet: These are drawn from the three development scenarios, as shown in the report's Figures 1, 3 and 5.

FIGURE A2

Key land use assumptions

	Units/Sq.Ft.			Value (per Unit / per sq. ft.)		
Land Use	Bradford Hills	The Gulch	Lenox Village	Bradford Hills	The Gulch	Lenox Village
Nonresidential (Square Feet)						
Commercial	39,120	2,110,530	67,150	$165	$253	$198
Residential (Units)						
Single-Family Detached	538	0	572	$191,350	N/A	$222,600
Single-Family Attached	0	0	245	N/A	N/A	$180,800
Multi-Family	0	4,552	898	N/A	$280,000	$119,900
Total	538	4,552	1,715			

Source: Colliers, 2012; Cassidy Turley, 2012; Nashville Downtown Partnership, 2012; Trulia, 2012; Strategic Economics, 2012.

Value per unit/per square foot:

- Commercial development: The value of commercial space ($253/square foot in The Gulch, $198/square foot in Lenox Village, and $165/square foot Bradford Hills) was estimated

using the income capitalization approach. In this approach to property valuation, a building's anticipated operating expenses are removed from anticipated operating revenues to derive net operating income; this net operating income is then divided by a "capitalization rate," which is the ratio of net operating income to the property sale value expected in the general real estate market. This calculation is shown in Figure A3. Strategic Economics estimated average commercial rental rates at about $1.92 per square foot for The Gulch, $1.50 per square foot for Lenox Village, and $1.25 per square foot for Bradford Hills, triple net**, based on local market reports for the Nashville area.

- Residential units: Estimated market values for residential units were based on recent sales in Bradford Hills, Lenox Village, and The Gulch. The pricing assumptions derived from the data are shown in Figure A4.

FIGURE A3

Pricing assumptions for commercial space

Assumptions		Bradford Hills	The Gulch	Lenox Village
Monthly Rent (NNN)	Per SF	$1.25	$1.92	$1.50
Vacancy	Percent	9.0%	9.0%	9.0%
Non-Reimbursable Expenses	Percent	3.0%	3.0%	3.0%
Capitalization Rate	Percent	8.0%	8.0%	8.0%
Estimated Value				
Gross Annual Office Income	Per SF	$15.00	$23.00	$18.00
Less Office Vacancy	Per SF	-$1.35	-$2.07	-$1.62
Less Non-Reimbursable Exp	Per SF	-$0.45	-$0.69	-$0.54
Net Operating Income	Per SF	$13.20	$20.24	$15.84
Capitalized Value	Per SF	$165.00	$253.00	$198.00

Source: Colliers, 2012; Cassidy Turley, 2012; Strategic Economics, 2012.

FIGURE A4

Pricing assumptions for residential units

Unit Type	Avg. Price/Sq. Ft.	Avg. Unit Size	Avg Price/Unit
Multi-family, The Gulch	$350	800	$280,000
Single-family detached, Bradford Hills	$89	2,150	$191,350
Multi-family, Lenox Village	$109	1,100	$119,900
Single-family attached, Lenox Village	$113	1,600	$180,800
Single-family detached, Lenox Village	$106	2,100	$222,600

Source: Nashville Downtown Partnership, 2012; Trulia, 2012; Strategic Economics, 2012.

** In a triple net lease, the tenant is responsible for a proportionate share of a building's property taxes, property insurance, and common area operating and utility expenses in addition to insurance, utility, cleaning and other costs associated with their own tenancy.

Jobs and population estimates

Many of the costs and revenues in the fiscal analysis were calculated based on the net increase in population and jobs resulting from build-out of the three development scenarios. In order to derive population and job estimates from the housing unit and square footage estimates of the potential development scenarios, Strategic Economics applied the following assumptions (summarized in Figure A5):

Single-family attached or detached household size: 2.52 persons per household, the current average household size for owner-occupied, detached or attached single-family units in Nashville, as reported by the 2011 American Community Survey.††

Multi-family: 1.55 persons per household, the current average household size for owner-occupied units in buildings with 5 or more units in the Nashville, as reported by the 2011 American Community Survey.

Jobs per square foot: 500 square feet per employee.

The total assumed resident and employee population for each development scenario, based on the residential household sizes and employment densities described above, are shown in Figure A6.

FIGURE A5

Service population assumptions

Average Persons per Household	
Single-Family Attached or Detached	2.52
Multi-Family	1.55
Square Feet per Employee	
Commercial	500

Source: U.S. Census Bureau, 2011 American Community Survey; Strategic Economics, 2012.

†† U.S. Census Bureau. (2011). American Community Survey 1-Year Estimates.

FIGURE A6

Estimated new service population associated with development scenarios

Land Use	Bradford Hills	The Gulch	Lenox Village
Commercial			
Employees	78	4,221	134
Employee Factor	0.50	0.50	0.50
Service Population	39	2,111	67
Residents			
Single-Family Attached	0	0	618
Single-Family Detached	1,358	0	1,444
Multi-Family	0	7,052	1,391
Subtotal	1,358	7,052	3,454
Total Service Population	1,397	9,163	3,521

Source: Strategic Economics, 2012.

Estimating revenues

This section summarizes assumptions for property tax, sales tax, and other recurring General Fund revenues.

Property tax

Assessed value: According to the Davidson County Assessor of Property, property taxes in Tennessee are calculated using an assessment ratio applied to the appraised, or market value for properties.‡‡ To calculate assessed values, Strategic Economics used the market values shown in Figures A3 and A4 as the appraised values and then applied the appropriate assessment ratio. Figure A7 shows the total estimated appraised value for each land use alternative, by land use type. These values were based on units and square feet included in the development scenarios, multiplied by the per-square-foot and per-unit assumptions shown above in Figures A3 and A4. Figure A8 shows the total estimated assessed value for each land use alternative, by land use type. These values were based on the appraised values included in Figure A7, multiplied by the appropriate assessment ratio.

‡‡ Davidson County Assessor of Property. Available at http://www.padctn.com/estimatetaxes.htm#Tax_Calculator_Tool.

FIGURE A7

Appraised (market) property values of development scenarios, 2012 dollars

	Appraised Values		
Land Use	**Bradford Hills**	**The Gulch**	**Lenox Village**
Nonresidential			
Commercial	$6,453,975	$533,964,090	$13,295,898
Residential			
Single-Family Detached	$102,946,300	$0	$127,327,200
Single-Family Attached	$0	$0	$44,296,000
Multi-Family	$0	$1,274,560,000	$107,670,200

Sources: Strategic Economics, 2012.

FIGURE A8

Assessed property values of development scenarios, 2012 dollars

	Assessment	Assessed Values		
Land Use	**Ratio**	**Bradford Hills**	**The Gulch**	**Lenox Village**
Nonresidential				
Commercial	40%	$2,581,600	$213,585,600	$5,318,400
Residential				
Single-Family Detached	25%	$25,736,600	$0	$31,831,800
Single-Family Attached	25%	$0	$0	$11,074,000
Multi-Family	25%	$0	$318,640,000	$26,917,600

Sources: Davidson County Assessor of Property, 2012; Strategic Economics, 2012.

Property tax rate: The Nashville-Davidson Metropolitan Government (Metro) has a tiered property tax rate and tiered service level depending on location. The GSD encompasses the entire Metro area and pays a base tax rate. As shown in Figure A9 the total property tax rate in the GSD is $4.04, which includes a portion for school operation and debt service. The portion of the GSD tax rate dedicated to general purposes is $1.96. The additional tax rate for the USD totals $0.62, for a total combined tax rate within the USD of $4.66. The portion of the USD tax rate dedicated to general purposes is $0.51.

FIGURE A9

Property tax rates (per $100 in assessed value), fiscal year 2012-2013

	Tax Rate
General Services District (GSD)	
General	$1.96
Schools General Purpose	1.40
General Debt Service	0.43
Schools Debt Service	0.25
Subtotal - GSD	$4.04
Urban Services District (USD)	
General	$0.51
General Debt Service	0.11
Subtotal - USD	$0.62
Combined USD/GSD rate	$4.66

Source: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

Annual property tax revenue: Annual property tax revenues are shown below in Figure A10. These values were derived by multiplying assessed values shown in Figure A8 by the property tax rates for general purposes shown in Figure A9. Because the other portions of property tax revenues are used for debt service and school services, Strategic Economics excluded those revenues in order to include only revenues dedicated to the General Fund municipal services.

FIGURE A10

Annual property tax revenues, 2012 dollars

Land Use	Bradford Hills	Lenox Village	The Gulch
Nonresidential			
Commercial - GSD	$50,600	$104,200	$4,186,300
Commercial - USD	0	0	1,089,300
Subtotal - Commercial	$50,600	$104,200	$5,275,600
Residential			
Single-Family Detached - GSD	$504,400	$623,900	$0
Single-Family Detached - USD	0	0	0
Single-Family Attached - GSD	0	217,100	0
Single-Family Attached - USD	0	0	0
Multi-Family - GSD	0	527,600	6,245,300
Multi-Family - USD	0	0	1,625,100
Subtotal	$504,400	$1,368,500	$7,870,400
General Fund Property Tax Revenue - GSD	$555,000	$1,472,700	$10,431,600
General Fund Property Tax Revenue - USD	0	0	2,714,400
Total General Fund Property Tax Revenue	**$555,000**	**$1,472,800**	**$13,146,000**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

Sales Tax

Taxable sales assumptions: Figure A11 shows the taxable sales assumptions used to estimate sales tax revenues for the development scenarios. Strategic Economics calculated taxable retail demand based on the projected number of households, rather than the amount of new retail provided in each scenario, because new supply (i.e., new retail square footage) does not necessarily create new demand. To estimate taxable sales, Strategic Economics used assumptions for the percent of income spent on retail and the percent of retail expenditures that are both taxable and captured within Nashville-Davidson (Figure A11). The estimate for the percent of income spent on retail (30 percent) is a rule of thumb assumption for how much of a household's income is used for retail expenditures. The estimate for the percentage of retail expenditures captured and taxable in Nashville-Davidson is a fairly conservative assumption that 60 percent of those retail expenditures are taxable and take place within the jurisdictional boundaries of Nashville-Davidson. The estimate assumes that the retail expenditures making up the other 40 percent are either untaxable and/or take place outside Nashville (e.g. retail sales that take place across jurisdictional boundaries or on websites). The analysis assumed that new employees associated with the commercial development in each scenario would not contribute significantly to taxable sales, to avoid double-counting workers who also live within the metro area.

Sales tax rate: The Nashville-Davidson Metropolitan Government receives 2.25 percent of taxable sales made within the Nashville-Davidson boundaries.

FIGURE A11

Taxable sales assumptions

Average Annual Median Household Income, Nashville-Davidson	$46,141
Percent of Income Spent on Retail	30%
Average per Household Annual Retail Expenditure	$13,842
Percent of Retail Expenditures Captured and Taxable in Nashville-Davidson	60%
Average per Household Taxable Expenditures Captured in Nashville-Davidson	$8,305
Sales Tax Rate (Percent of Taxable Sales)	2.25%

Sources: U.S Census, 2011; Tennessee Department of Revenue, 2012; Strategic Economics, 2012.

Sales tax revenues: Sales tax revenues generated by residents were calculated by multiplying the number of households associated with each development scenario by the average per-household taxable sales captured in Nashville-Davidson ($8,305 per household), and then by the applicable tax rate. Tennessee state law requires that at least half of the local sales tax be allocated to schools. Metro allocates two-thirds of local sales tax revenues to schools (including schools debt service) and one-third to the General Fund.[§§] Therefore Strategic Economics estimated that one-third of the total local sales tax revenue estimated in the analysis would be allocated to the General Fund. The results are shown in Figure A12, below.

FIGURE A12

Annual sales tax revenue, 2012 dollars

	Bradford Hills	Lenox Village	The Gulch
Households	538	1,715	4,552
Estimated Taxable Retail Sales per Household	$8,305	$8,305	$8,305
Sales Tax Rate	2.25%	2.25%	2.25%
Total Local Sales Tax Revenues	$100,500	$320,500	$850,600
General fund portion of local sales tax	33%	33%	33%
General Fund Local Sales Tax Revenue	**$33,200**	**$105,800**	**$280,700**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

Other Recurring Revenues

Calculating recurring revenue per capita: In addition to the revenues discussed above, Metro's General Fund receives smaller amounts of revenue from sources such as Charges for Current Services and intergovernmental transfers. Strategic Economics applied a service population factor

§§ The Metropolitan Government of Nashville and Davidson County. (2012, August). "Metropolitan Nashville/Davidson County FY 2013 Operating Budget. p. A – 28. Available at http://www.nashville.gov/Portals/0/SiteContent/Finance/docs/OMB/citizens_budget/budgetbook/fy13/fy13_final_budget.pdf.

to each revenue category, representing the relative proportion of revenues attributable to new residents (1.0) and employees (0.50). Figure A13 shows the per capita revenue generated per resident and per employee by source for the GSD. Figure A14 shows the results for the GSD, based on multiplying the per capita resident and employee revenues by the number of residents and employees associated with each development scenario. Figure A15 shows the per capita revenue generated per resident and per employee by source for the USD. Figure A16 shows the results for the USD, based on multiplying the per capita resident and employee revenues by the number of residents and employees associated with each development scenario.

FIGURE A13

Other recurring revenues assumptions – GSD

		Service Pop. Factors		Revenue Per Capita	
	FY 2012-13	Resident	Employee	Resident	Employee
Other Taxes, Licenses, an	$96,672,400	1.00	1.00	$76.81	$76.81
Fines, Forfeits, and Penalt	$11,514,300	1.00	0.50	$12.21	$6.11
Commissions and Fees	14,049,500	1.00	0.50	$14.90	$7.45
Charges for Current Servic	28,490,000	1.00	1.00	$22.64	$22.64
Intergovernmental	$75,154,100	1.00	0.50	$79.73	$39.86
Total Per Capita Revenues				**$206.29**	**$152.87**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

FIGURE A14

Other annually recurring revenue, 2012 dollars – GSD

	Bradford Hills	The Gulch	Lenox Village
Residents	1,358	7,052	3,454
Employees	39	2,111	67
General Fund Revenue	**$286,100**	**$1,777,500**	**$722,700**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

FIGURE A15

Other recurring revenues assumptions – USD

		Service Pop. Factors		Revenue Per Capita	
	FY 2012-13	Resident	Employee	Resident	Employee
Other Taxes, Licenses, and Permits	$8,305,500	1.00	1.00	$9.40	$9.40
Intergovernmental	$4,182,900	1.00	0.50	$6.38	$3.19
Charges for Current Services	1,062,100	1.00	0.50	$1.62	$0.81
Total Per Capita Revenues				**$17.40**	**$13.40**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

FIGURE A16

Other annually recurring revenue, 2012 dollars – USD

	Bradford Hills	The Gulch	Lenox Village
New Residents	1,358	7,052	3,454
New Employees	39	2,111	67
General Fund Revenue	**$0**	**$151,000**	**$0**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

Estimating expenditures

This section summarizes the methodology used to estimate major General Fund costs for both the GSD and USD.

Per Capita Expenditures

Strategic Economics applied a per capita model to estimate General Fund costs. In the model, certain General Fund costs are assumed to increase on a per capita basis as residents and employees are added in the development scenarios. Strategic Economics assumed that some costs are fixed and independent of population growth, but that some portion of each cost category is "variable", or dependent on the size of the service population. For example, fixed costs are those that do not vary with growth, such as administrative costs, and variable costs are those that do vary with growth such as the costs associated with the number of police officers or firefighters. For the purposes of this analysis, Strategic Economics assumed that 50 percent of General Government costs are independent of the size of the service population (Figure A17). This assumption is based on the premise that half of general administrative costs will not increase with new population. Other cost categories, such as public safety, are more closely tied to changes in population and therefore are assumed to have a higher level of variable costs (90 percent). The assumptions for fixed and variable costs are based on previous experience with fiscal impact analysis and industry standards.

As with the revenues calculated on a similar basis, Strategic Economics applied a service population factor to each expense category, representing the relative proportion of expenses attributable to new residents (1.0) and employees (0.50). Figure A17 shows the per capita expenses generated by residents and employees within the GSD. Figure A18 summarizes the costs associated with each development scenario for the GSD. Figure A19 shows the per capita expenses generated by residents and employees within the USD. Figure A20 summarizes the costs associated with each development scenario for the USD.

FIGURE A17

General fund expenditure assumptions – GSD

	FY 2012-13	% Variable	Variable Cost	Service Pop. Factors		Expenditures Per Capita	
				Resident	Employee	Resident	Employee
General Services District Expenditures							
General Government & Fiscal Administration	$ 303,643,400	50%	$151,821,700	1.00	0.50	$161.06	$80.53
Justice Administration & Law Enforcement	$ 267,370,900	90%	$240,633,810	1.00	0.50	$255.27	$127.64
Fire Department & EMS Services	$ 47,562,300	90%	$42,806,070	1.00	0.50	$45.41	$22.71
Public Works	$ 30,932,600	90%	$27,839,340	1.00	0.50	$29.53	$14.77
Regulation, Inspection, & Conservation	$ 9,238,300	90%	$8,314,470	1.00	0.50	$8.82	$4.41
Social & Health Services	$ 26,481,500	90%	$23,833,350	1.00	-	$38.03	$0.00
Libraries, Recreation, & Cultural	$ 53,675,000	90%	$48,307,500	1.00	-	$77.08	$0.00
Subtotal	$ 738,904,000		$543,556,240			$615.21	$250.05
Total Per Capita Expenditures						**$615.21**	**$250.05**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

FIGURE A18

Calculation of annual general fund costs - GSD, 2012 dollars

	Bradford Hills	The Gulch	Lenox Village
Residents	1,358	7,052	3,454
Employees	78	4,221	134
Increase in Net General Fund Expenditures	**$855,000**	**$5,394,000**	**$2,158,200**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

FIGURE A19

General fund expenditure assumptions – USD

	FY 2012-13	% Variable	Variable Cost	Service Pop. Factors		Expenditures Per Capita	
				Resident	Employee	Resident	Employee
Urban Services District Expenditures							
General Government & Fiscal Administration	$ 29,464,100	50%	$14,732,050	1.00	0.50	$22.47	$11.24
Fire Department & EMS Services	$ 60,919,100	90%	$54,827,190	1.00	0.50	$83.64	$41.82
Public Works	$ 15,512,200	90%	$13,960,980	1.00	0.50	$21.30	$10.65
Subtotal	$ 105,895,400		$83,520,220			$127.41	$63.70
Total Per Capita Expenditures						**$127.41**	**$63.70**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

FIGURE A20

Calculation of annual general fund costs - USD, 2012 dollars

	Bradford Hills	The Gulch	Lenox Village
Residents	1,358	7,052	3,454
Employees	78	4,221	134
Increase in Net General Fund Expenditures	**$0**	**$1,167,400**	**$0**

Sources: Nashville-Davidson FY 2012-13 Budget; Strategic Economics, 2012.

Endnotes

1 U.S. Census Bureau. (2012, September). "State and Local Government Finances Summary: 2010." Available at http://www2.census.gov/govs/estimate/summary_report.pdf.
2 Bureau of Economic Analysis. "National Data." Retrieved April 3, 2013. Available at http://www.bea.gov/iTable/iTable.cfm?ReqID=9&step=1#reqid=9&step=3&isuri=1&903=5.
3 U.S. Census Bureau. (2012, September). "State and Local Government Finances Summary: 2010." Available at http://www2.census.gov/govs/estimate/summary_report.pdf.
4 *Ibid.*
5 Real Estate Research Corporation. (1974, April). "The Costs of Sprawl: Environmental and Economic Costs of Alternative Residential Development Patterns at the Urban Fringe." Council on Environmental Quality, Department of Housing and Urban Development, and Environmental Protection Agency.
6 Some of these studies are now a decade or more old, but the general pattern has held over time.
7 Two of the 17 studies examined multiple locations. One study by Morris Beacon Design examined both Phoenix, AZ, and Mount Pleasant, SC. *The Best Stimulus for the Money* examined several regions, including Denver, CO, Gainesville, FL, and the State of New Jersey which are included in this report.
8 TischlerBise. (2010). *Fiscal Impact Analysis of Development Scenarios.* Prepared for the City of Champaign. Available at http://ci.champaign.il.us/cms/wp-content/uploads/2011/04/Fiscal-Impact-Analysis-Phase-II-Development-Scenarios-Final-Report.pdf.
9 Ford, J. (2010). "Smart Growth & Conventional Suburban Development—An infrastructure case study completed for the EPA." Morris Beacon Design. Available at http://www.morrisbeacon.com/media/portfolio-projects/research/MBD-EPA-infrastructure.pdf.
10 Choi, K. and Fricke, C. (2010). "Analyzing the Impact of Smart Growth on Projected Road Development in 2030." Maryland Department of Planning. Available at http://www.mdp.state.md.us/PDF/OurWork/FiscalImpact_RoadProjection.pdf.
11 Calthorpe Associates. (2011). "Vision California, Charting Our Future. Statewide Scenarios Report." Available at http://www.visioncalifornia.org/Vision%20California%20-%20Charting%20Our%20Future%20-%20Report.pdf.
12 *Ibid.*
13 RPI Consulting. (2012, September). "Natrona County Fiscal Impact Analysis Study." Available at http://www.sonoraninstitute.org/component/docman/doc_download/1480-leaping-the-budget-gap-land-use-a-fiscal-planning-in-natrona-county-wyoming-updated-05192013.html.
14 RPI Consulting. (2009). "Gallatin County, Montana. Fiscal Impact Analysis." Sonoran Institute. Available at http://www.sonoraninstitute.org/component/docman/doc_download/1329-gallatin-county-montana-fiscal-impact-analysis-march-2009.html.
15 Champaign, IL; Mount Pleasant, SC; Phoenix, AZ; Sarasota, FL; State of California; and State of Rhode Island.
16 City of Charlotte, NC. (2009). "Effect of Connectivity on Fire Station Service Area and Capital Facilities Planning." Available at http://www.charlotteobserver.com/static/images/pdf/CNUPresentation.pdf.
17 *Ibid.*
18 TischlerBise. (2010). "Fiscal Impact Analysis of Development Scenarios." Prepared for the City of Champaign. Available at http://ci.champaign.il.us/cms/wp-content/uploads/2011/04/Fiscal-Impact-Analysis-Phase-II-Development-Scenarios-Final-Report.pdf.
19 City of Fresno. (2012, March). "Fresno General Plan and Development Code Update: Fiscal Impact Analysis of Concept Alternatives." Fresno: Development and Resource Management Department.
20 Strategic Economics. (2013). "Nashville Fiscal Impact Analysis Case Study." Prepared for Smart Growth America.
21 RPI Consulting. (2009). "Gallatin County, Montana. Fiscal Impact Analysis." Sonoran Institute. Available at http://www.sonoraninstitute.org/component/docman/doc_download/1329-gallatin-county-montana-fiscal-impact-analysis-march-2009.html.
22 RPI Consulting. (2012, September). "Natrona County Fiscal Impact Analysis Study." Sonoran Institute. Available at http://www.sonoraninstitute.org/component/docman/doc_download/1480-leaping-the-budget-gap-land-use-a-fiscal-planning-in-natrona-county-wyoming-updated-05192013.html.
23 Champaign, IL; Fresno, CA; Nashville, TN; and *Cost of Sprawl—2000.*
24 U.S. Census Bureau. (2012, September). "State and Local Government Finances Summary: 2010." Available at http://www2.census.gov/govs/estimate/summary_report.pdf.
25 Strategic Economics. (2013). "Nashville Fiscal Impact Analysis Case Study." Prepared for Smart Growth America.
26 City of Fresno (2012 March) "Fresno General Plan and Development Code Update: Fiscal Impact Analysis of Concept Alternatives." Fresno: Development and Resource Management Department.

27 Calthorpe Associates. (2011). "Vision California, Charting Our Future. Statewide Scenarios Report." Available at http://www.visioncalifornia.org/Vision%20California%20-%20Charting%20Our%20Future%20-%20Report.pdf.
28 Silver, M. (2012). Presentation for the City of Raleigh.
29 *Ibid.*
30 Nashville, TN; Fresno, CA; State of California; Champaign, IL; and Asheville, NC.
31 Minicozzi, J. (2009). The Value of Downtown: A Profitable Investment for the Community. Urban3.
32 TischlerBise. (2010). "Fiscal Impact Analysis of Development Scenarios." Prepared for the City of Champaign. Available at http://ci.champaign.il.us/cms/wp-content/uploads/2011/04/Fiscal-Impact-Analysis-Phase-II-Development-Scenarios-Final-Report.pdf.
33 Strategic Economics. (2013). "Nashville Fiscal Impact Analysis Case Study." Prepared for Smart Growth America. See Appendix C.
34 RPI Consulting. (2009). "Gallatin County, Montana. Fiscal Impact Analysis." Sonoran Institute. Available at http://www.sonoraninstitute.org/component/docman/doc_download/1329-gallatin-county-montana-fiscal-impact-analysis-march-2009.html.
35 RPI Consulting. (2012, September). "Natrona County Fiscal Impact Analysis Study," Sonoran Institute. Available at http://www.sonoraninstitute.org/component/docman/doc_download/1480-leaping-the-budget-gap-land-use-a-fiscal-planning-in-natrona-county-wyoming-updated-05192013.html.
36 U.S. Census Bureau. (2013, March). "U.S. Census Bureau: State and County QuickFacts." Available at http://quickfacts.census.gov/qfd/states/56/56025.html.
37 *Ibid.*
38 *Ibid.*
39 Minicozzi, J. & Whalen, J.P. (2009). "The Value of Downtown: A Profitable Investment for the Community." Urban3. Available at: http://www.friendsmidcoast.org/documents/planningtools/The%20Value%20of%20Downtown%20Joe%20Minicozzi.pdf
40 TischlerBise. (2010). "Fiscal Impact Analysis of Development Scenarios." Prepared for the City of Champaign. Available at http://ci.champaign.il.us/cms/wp-content/uploads/2011/04/Fiscal-Impact-Analysis-Phase-II-Development-Scenarios-Final-Report.pdf.
41 *Ibid.*
42 City of Charlotte, NC. (2009). "Effect of Connectivity on Fire Station Service Area and Capital Facilities Planning." Available at http://www.charlotteobserver.com/static/images/pdf/CNUPresentation.pdf.
43 *Ibid.*
44 Ford, J. (2010). "Smart Growth & Conventional Suburban Development—An infrastructure case study completed for the EPA." Morris Beacon Design. Available at http://www.morrisbeacon.com/media/portfolio-projects/research/MBD-EPA-infrastructure.pdf.
45 *Ibid.*
46 *Ibid.*
47 Calthorpe Associates. (2011). "Vision California, Charting Our Future. Statewide Scenarios Report." Available at http://www.visioncalifornia.org/Vision%20California%20-%20Charting%20Our%20Future%20-%20Report.pdf.
48 *Ibid.*
49 The cost of school infrastructure was not included; rather, the analysis was focused on the infrastructure that the local governments that approve the development would be responsible for providing.
50 Choi, K. and Fricke, C. (2010). "Analyzing the Impact of Smart Growth on Projected Road Development in 2030." Maryland Department of Planning. Available at http://www.mdp.state.md.us/PDF/OurWork/FiscalImpact_RoadProjection.pdf.
51 *Ibid.*
52 Grow Smart Rhode Island. (1999). "The Costs of Suburban Sprawl and Urban Decay in Rhode Island." Providence: The Rhode Island Foundation. Available at www.growsmartri.com/pdfs/costs_of_sprawl.pdf.
53 *Ibid*.
54 Transit Cooperative Research Program. (2002). "Report 74: Cost of Sprawl 2000." National Academy Press. Available at http://www.trb.org/Main/Blurbs/160966.aspx.
55 *Ibid.*



Smart Growth America
Making Neighborhoods Great Together

Smart Growth America advocates for people who want to live and work in great neighborhoods. We believe smart growth solutions support thriving businesses and jobs, provide more options for how people get around and make it more affordable to live near work and the grocery store. Our coalition works with communities to fight sprawl and save money. We are making America's neighborhoods great together.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide. Visit us online at www.smartgrowthamerica.org.

1707 L St. NW Suite 250, Washington, DC 20036
202-207-3355
www.smartgrowthamerica.org

Memorandum

File #: 24-123 **City Council Meeting**

FROM: Pam Alexander, Impact Fee Administrator
DATE: Tuesday, January 23, 2024
DEPARTMENT: Municipal Services

Subject
Impact Fee Hearing - Appeal of Impact Fee Certification, Sayer Nissan New Dealership Sales, and Service (COM23-0139)

Council Action Desired
☒ Ordinance ☐ Resolution ☒ Public Hearing
☐ Other Action (Approval, Authorization, Ratification, etc.)
Conduct a hearing and render a decision in compliance with Idaho Falls City Code 10-18-5H and 10-8-10B (or take other action deemed appropriate).

Description, Background Information & Purpose
On December 11, 2023, an email was sent from Mr. Mike Bowcutt of Dafab Construction, Inc. requesting a meeting about the impact fee schedule and the rate breakdown for Sayer Nissan Car Dealership (COM23-0139). An in-person meeting was held with Mr. Bowcutt on Monday, December 18, 2023, at 2:00 pm. In attendance were City Attorney, Michael Kirkham, Economic Development Director, Catherine Smith, Public Works Director, Chris Fredericksen, and Municipal Services Director/Impact Fee Administrator, Pam Alexander. Following the in-person meeting, an email was sent to Mr. Bowcutt regarding the city staff's understanding of the information discussed at the meeting, along with a confirmation that a Certification of Impact Fees (Section 10-8-5G) would be conducted. On Tuesday, January 9, 2024, the completed Certification of Impact Fees was provided to Mr. Bowcutt via email and regular mail.

Alignment with City & Department Planning Objectives



☐ ☒ ☐ ☐ ☐ ☐ ☐ ☐

The impact fee hearing process supports the good governance community-oriented result.

Interdepartmental Coordination
Municipal Services, Community Development Services, City Clerk, and City Attorney have reviewed the documentation to support the impact fee hearing.

Fiscal Impact

The fiscal impact to the city's various impact fee accounts includes the total impact fees of $109,460.99 paid under protest on Friday, December 8, 2023, plus an additional $6,237.00 for the Fire/EMS calculation correction, for a total of $115,697.99.

Legal Review

The Legal Department concurs that the Council action is within City Ordinance and State Statute.

OFFICE OF THE CITY CLERK

City Clerk (208) 612-8414
Deputy City Clerk (208) 612-8415

IDAHO FALLS

January 17, 2024

Thomas M. Bowcutt
Owner, Dafab Construction Inc.
8575 N. 5th East
Idaho Falls, ID 83401

Regarding: Formal Appeal of the assessment fees determined by the Impact Fee Administrator. COM23-0139, Sayer Nissan New Dealership Sales and Service Building, 3125 South Fork Blvd, Idaho Falls, ID.

Dear Mr. Bowcutt:

This letter documents the receipt of the impact fee formal appeal of the assessment fees, received by the City Clerk's Office on January 16, 2024 at 3:11 PM.

Pursuant to section 10-8-10, of the Impact Fee Ordinance 3510, the date of the hearing is Thursday February 22, 2024, at 7:30 pm at City Council Chambers, City Hall Annex Building, 680 Park Avenue, Idaho Falls, Idaho 83402.

Should you wish to submit additional information for the hearing please submit to the City Clerk no later than Wednesday February 14, 2024, by 5:00 pm. Should you have any questions regarding the submission of additional documents please feel free to reach out to me.

Sincerely,

Corrin Wilde
City Clerk

CC: Pam Alexander, Impact Fee Administrator
Wade Sanner, Director, Community Development Services
Michael Kirkham, City Attorney
Catherine Smith, Economic Development Administrator
Chris Fredericksen, Public Works Director

DAFAB CONSTRUCTION INC.

8575 NORTH 5TH EAST
IDAHO FALLS, IDAHO 83401

Attn: City Clerk
Idaho Falls, Idaho
PO Box 50220
308 Constitution Way
Idaho Falls, Idaho 83405-0220

Reference : **Kelly Sayer Nissan Car Dealership, Impact Fees Assessed.**
3125 Southfork Boulevard, Idaho Falls

This is a Formal Appeal of the assessment fees determined by Pam Alexander, Impact Fee Administrator.

It is our determination that the listing in the Nonresidential Development outline A- Retail, has listed automobile dealerships in this category without consideration of the actual space usage contained in all car dealerships .
#1- Retail space -- Yes we agree that the front sales area and retail parts section comply with this section.
Following the International Building Code (IBC). our architect ," Marla Morgan"
put this together with reference defining areas based on current IBC code.
relating to showrooms, all office areas, repair shop, service drive and parts storage areas.
These are shown on the attached legend map defined by the three categories as required.

The attached Legend Map has identified the areas as defined per IBC code.

A- Retail areas	3959 sq.ft.
B- Office areas	6961 sq.ft.
C- Industrial - Main floor	15,518 sq.ft
C-1- Industrial - Second floor	2243 sq. ft
D- Institutional	Does not apply to this structure
Total combined sq.ft.	28681 sq.ft.

The city Administrator has already implemented an Exception to the listing of Car Dealerships being listed in Retail Areas by moving the Office space out of this category and showing it as now "Office" listing .

With that being said, the Industrial portion of our building should also have the same ability to be moved into the "Industrial" listing.

C- Industrial: Establishments primarily engaged in the production & transportation of goods. Industrial includes, **but is not limited to** , manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, & telecommunications buildings.

Please note that what we are showing as Industrial , is the repair shop, service write-up, parts storage on lower floor and parts storage only on second floor, and our wash bay / detail bays on back of building.
These industrial areas are clearly not retail space.
The city council should recognize this and allow for a variance in this impact fee assessment .
This facility and every other car / truck dealership should have multiple classifications.
We are simply asking for a fair application of the impact fee based on the actual use of the facility.

The overall impact fee inappropriately assed by the fee administrator ~~has~~ is a total of $
Total of $ 132,113.66
Classifying the building by the proper usage based on IBC area descriptions would be
Total of $ 53,324.51
The difference is substantial.

We support a reasonable impact fee for the betterment of our city.

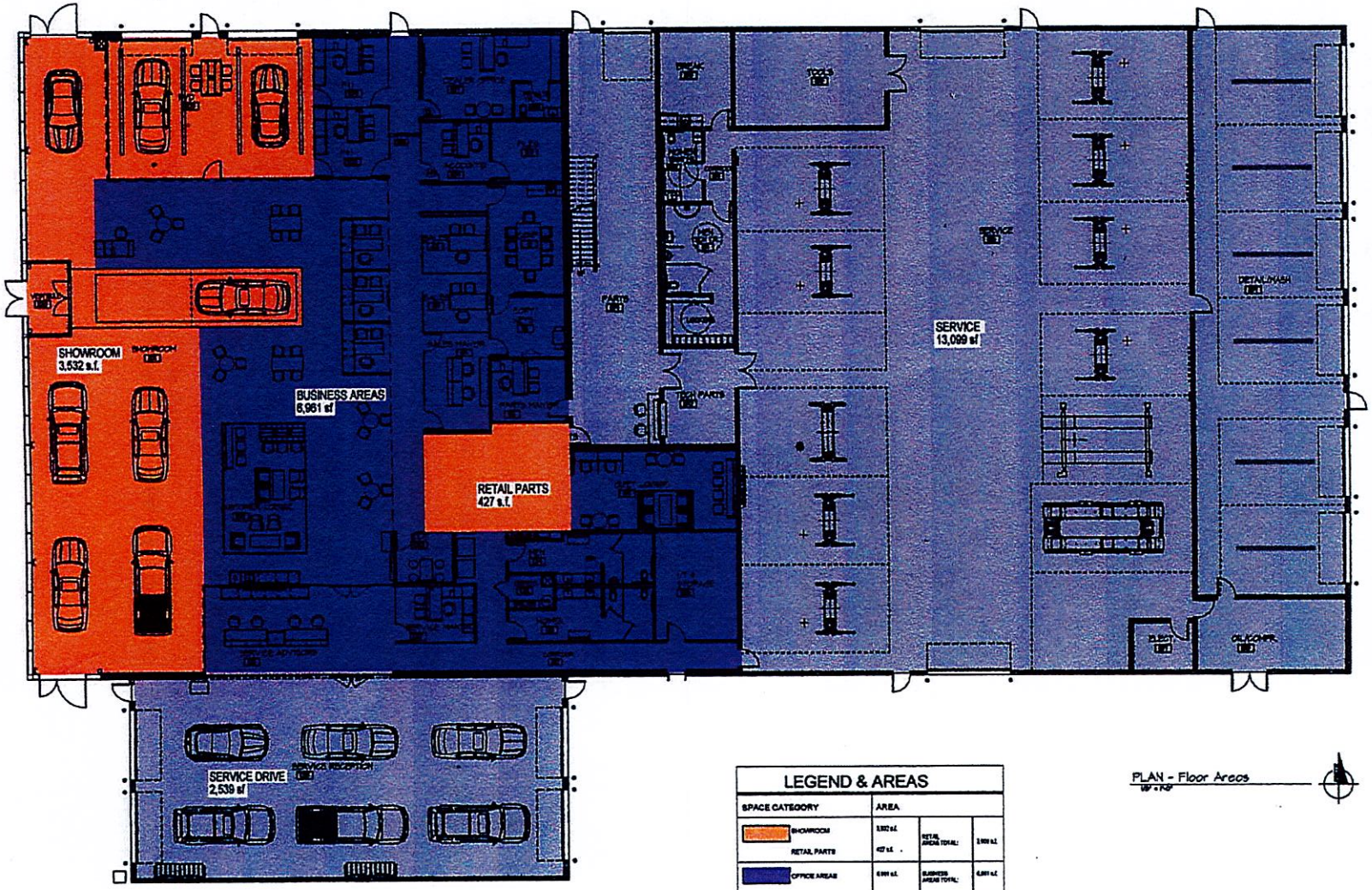
Thank you for your consideration.
Kelly Sayer

Owner --Sayer Nissan, Dodge/Jeep, BMW

Thomas M. Bowcutt

Owner -- Dafab Construction Inc.

01-16-24P03:11 RCVD



LEGEND & AREAS			
SPACE CATEGORY	AREA		
SHOWROOM RETAIL PARTS	3,532 s.f. 427 s.f.	RETAIL AREAS TOTAL:	3,959 s.f.
OFFICE AREAS	6,961 s.f.	BUSINESS AREAS TOTAL:	6,961 s.f.
SERVICE, STORAGE, TECH RESTROOMS SERVICE DRIVE	13,099 s.f. 2,539 s.f.	INDUSTRIAL AREAS TOTAL:	15,638 s.f.
		TOTAL:	26,558 s.f.

PLAN - Floor Areas

architecture PLLC

Sayer NISSAN
New Dealership Sales & Service Building
3125 South Fork Blvd Idaho Falls, Idaho 83402

SHEET CONTENTS
Plan - Floor Areas

SHEET NUMBER

DAFAB CONSTRUCTION INC.

8575 NORTH 5TH EAST
IDAHO FALLS, IDAHO 83401
CELL # (208)-589-2830
E: MAIL -- DAFABCONSTRUCTION@GMAIL.COM

IMPACT FEES

		Assesed Cost	Sq. Ft.	Amount	Totals
Office Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
Fire - EMS	$	57.75	6.961	402.00	
Police	$	463.50	6.961	3,226.42	
Transportation	$	1,440.00	6.961	10,023.84	
					$ 13,652.26
Retail Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
Fire - EMS	$	346.50	3.959	1,371.79	
Police	$	1,366.50	3.959	5,409.97	
Transportation	$	3,835.00	3.959	15,182.77	
					$ 21,964.53
Industrial Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
Fire - EMS	$	27.75	15.518	430.62	
Police	$	236.25	15.518	3,666.13	
Transportation	$	733.00	15.518	11,374.69	
					$ 15,471.45
Industrial Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
(now also showing second floor storage area)					
Fire - EMS	$	27.75	2.243	62.24	
Police	$	236.25	2.243	529.91	
Transportation	$	733.00	2.243	1,644.12	
					$ 2,236.27
				Totals:	$ 53,324.51

Thank You
Thomas M. Bowcutt
Owner -- Dafab Construction Inc.
8575 N. 5th E.
Idaho falls, Idaho 83401-5587



Commercial Class A
GENERAL CONTRACTOR

8575 N. 5th East
Idaho Falls, ID 83401

Mike Bowcutt
Owner

Cell 208.589.2830
dafabconstruction@gmail.com

Municipal Services Department

Pamela Alexander
Impact Fee Administrator
208.612.8249 | palexanderl@idahofalls.gov

IDAHO FALLS

January 9, 2024

VIA E-Mail and Regular Mail

Mr. Thomas M. Bowcutt
Owner, Dafab Construction, LLC
8575 N. 5th Street
Idaho Falls, ID 83401-5587

RE: Certification of Impact Fees - COM23-0139, Sayer Nissan New Dealership Sales and Service Building, 3125 South Fork Blvd, Idaho Falls, ID

Dear Ms. Bowcutt:
Pursuant Section 10-8-5-G, Certification of Impact Fees, I have reviewed your request for a Certification of Impact Fees. Based on the review of the documents you provided, documentation in the TrakIt system, the City's Impact Fee Study and Title 11, Comprehensive Zoning, it is my determination and certification that the assessment of retail impact fees for Fire/EMS; Police and Transportation are consistent in the definitions outlined below:

1. Chapter 8, Section 10-8-4, Section A of the Impact Fee Ordinance: Nonresidential Development impact fee ordinance, Retail definition.
2. TischlerBise 2021 Capital Improvement Plan and Development Impact Fee Study, Appendix A. Land Use Definitions: The nonresidential development categories land use definition.
3. Title 11, Comprehensive Zoning definitions for equipment sales, rental and services are permitted in commercial and industrial zones. The definition of industrial nonresidential development in Chapter 8, City Development Impact Fees ordinance is consistent with the TischlerBise 2021 Capital Improvement Plan and Development Impact Fee Study and defines industrial as "establishments primarily engaged in the production and transportation of goods", including, but not limited to "manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings."
4. The assessment of retail impact fees to auto dealerships is consistent in other Idaho cities assessing impact fees.

In addition, in reviewing the documents, you provided on Monday, December 18, it was noted that there was a key entry error in the calculation of the retail impact fee for Fire/EMS on receipt R25969. The Community Development Department reviewed the calculations and provided a summary of the fees assessed on this receipt. The total square footage of the building was calculated at 29,224, of which 8,370 square feet was applied to the office impact fee category and the remaining 20,854 square feet was applied towards the retail impact fee. Dividing the 8,370 by 1000, the office impact

Municipal Services Department

Pamela Alexander
Impact Fee Administrator
208.612.8249 |paiexanderl@idahofalls.gov

IDAHO FALLS

fees are correct for Fire/EMS at $483.37; Police at $3,879.50; and Transportation at $12,052.80. Dividing the remaining 20,854 by 1000, the retail impact fees for Fire/EMS should be $7,225.91 corrected from $988.91; Police at $28,496.99 and Transportation at $79,975.09. Unfortunately, this error increases the retail impact fee for Fire/EMS by $6,237.00 for a total of $7,225.91.

Pursuant to Section 10-8-5H and 10-8-10B of the impact fee ordinance, you may appeal this certification by written notice to the Clerk within fifteen (15) days after the date of the notice of decision. The written notice of appeal shall include a statement describing why the appellant believes that the decision was in error, together with copies of any documents that the appellant believes supports their claim. The Council shall hear the appeal within forty-five (45) days after receipt of a written notice of appeal. For your convenience, I have attached a copy of section 10-8-10, Appeals for your review.

Sincerely,

Pamela Alexander
Impact Fee Administrator

CC: Wade Sanner, Director, Community Development Services
Michael Kirkham, City Attorney
Catherine Smith, Economic Development Administrator
Chris Fredericksen, Public Works Director

Pam Alexander

From: Pam Alexander
Sent: Tuesday, January 9, 2024 4:49 PM
To: dafabconstruction@gmail.com
Cc: Catherine Smith; Michael Kirkham; Chris Fredericksen; Wade Sanner; Corrin Wilde
Subject: FW: Nissan - Impact Fees - Meeting, Monday, December 18, 2023
Attachments: COM23-0139 3125 South Fork Blvd 10-8-5-G Certification of the Impact Fee For A Project. Received 12-18-23.pdf; COM23-0139 Sayer Nissan New Dealership Sales and Service Certification of Impact Fees1-9-24.pdf

Good evening Mr. Bowcutt. As per your request, I have reviewed your request for a Certification of Impact Fees for COM23-0139, Sayer Nissan New Dealership Sales and Service Building, 3125 South Fork Blvd., Idaho Falls, ID. Attached is the formal Certification letter. I have attached three links below cited as references in the Certification of Impact Fees letter (dated Tuesday, January 9, 2024). Also included in the letter (page 2) is the process for appealing the Certification should you wish to do so.

Chapter-8---City-Development-Impact-Fees-PDF (idahofallsidaho.gov)

Capital Improvement Plan and Development Impact Fee Study | Idaho Falls, ID (idahofallsidaho.gov)

https://www.idahofallsidaho.gov/DocumentCenter/View/7031/Title-11---Comprehensive-Zoning

The attached Certification of Impact Fees letter will be mailed to the address you provided as well.

Thank you.

IDAHO FALLS

Pamela Alexander | Municipal Services Director

308 Constitution Way
Idaho Falls, Idaho 83402
(208) 612-8249
PAlexander@idahofalls.gov

From: Pam Alexander
Sent: Monday, December 18, 2023 4:33 PM
To: dafabconstruction@gmail.com
Cc: Catherine Smith <casmith@idahofalls.gov>; Chris Fredericksen <PWD@idahofalls.gov>; Michael Kirkham <MKirkham@idahofalls.gov>
Subject: FW: Nissan - Impact Fees - Meeting, Monday, December 18, 2023

Good afternoon Mr. Bowcutt. As a follow up to our meeting this afternoon regarding COM23-0139, 3125 South Fork Blvd, Nissan New Dealership Sales and Service Building. Based on the understanding of the conversation and the submittal of the documents (attached), the City will be conducting a Certification of the Impact Fees (section 10-8-5-G,

MODULAR BUILDING: Any building or building component (other than a Manufactured Home, as defined in this Chapter) which is constructed according to standards contained in any City-adopted building code or any amendments thereto, which is of closed construction and is either entirely or substantially prefabricated or assembled at a place other than the building site.

NONRESIDENTIAL DEVELOPMENT:

A. RETAIL: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. Retail includes, but is not limited to, shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

B. OFFICE: Establishments providing management, administrative, professional, or business services. Office includes, but is not limited to, banks, business offices, medical offices, and veterinarian clinics.

C. INDUSTRIAL: Establishments primarily engaged in the production and transportation of goods. Industrial includes, but is not limited to, manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

D. INSTITUTIONAL: Public and quasi-public buildings providing educational, social assistance, or religious services. Institutional includes, but is not limited to, school districts, schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

PRESENT VALUE: The total current monetary value of past, present or future payments, contributions or dedications of goods, services, materials, construction or money.

PROJECT: A particular development on an identified parcel of land.

PROJECT IMPROVEMENTS: Site improvements and facilities that are planned and designed to provide service for a project and that are necessary for the use and convenience of the occupants or users of the Project.

PROPORTIONATE SHARE: That portion of the cost of system improvements determined pursuant to Idaho Code § 67-8207, and this Chapter, which reasonably relates to the service demands for Public Facilities of a project.

PUBLIC FACILITY(IES):

A. Public safety facilities, including police and fire/EMS facilities; and

B. Parks open space and recreation areas, and related capital improvements; and

C. Transportation facilities, including arterial streets, arterial intersections, arterial bridges, arterial appurtenances, and related arterial capital improvements.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The City of Idaho Falls will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2017). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, medical offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

Idaho Falls
City of Idaho Falls
308 Constitution Way
Idaho Falls ,ID 83402

INVOICE #
INV-722
Date Due: 12/22/2023

- REPRINT -

DAFAB Construction Inc
8575 N 5 E

Invoice Date: 11/22/2023

Record #	Record Type	Fee Group	Fee Description	Quantity	Amount	Paid	Receipt
COM23-0139	COMMERCIAL BUILDING	COMMERCIAL PERMIT	COMMERCIAL BUILDING PERMIT	0	$7,685.45	$7,685.45	R25969
		EROSION CONTROL	EROSION CONTROL COMMERCIAL PERMIT - ONE ACRE OR MORE	0	$100.00	$100.00	R25969
		RETAIL IMPACT FEE NONRESIDENTIAL (PER 1,000 SQ FT)	RETAIL IMPACT FEE FIRE/EMS	2.854	$988.91	$988.91	R25969
			RETAIL IMPACT FEE POLICE	20.854	$28,496.99	$28,496.99	R25969
			RETAIL IMPACT FEE TRANSPORTATION	20.854	$79,975.09	$79,975.09	R25969
		SEWER CONNECTION	WASTEWATER SERVICE CONNECTION FOR 2" WATER SERVICE LINE	0	$4,112.00	$4,112.00	R25969
		WATER SERVICES	WATER SYSTEM CONNECTION FEE FOR 2" SERVICE LINE	0	$8,665.00	$8,665.00	R25969
					$130,023.44		

Invoice Total: $130,023.44

Payment Summary:

Payment Method	Paid Amount	Receipt #
CHECK	$130,023.44	R25969
Total Paid:	**$130,023.44**	
Total Due:	**$0.00**	

[redacted] B 109,460.99

Please send your payment to this address:

Idaho Falls
City of Idaho Falls
308 Constitution Way
Idaho Falls ,ID 83402

INVOICE #
INV-780
Date Due: 3/9/2024

- REPRINT -

DAFAB Construction Inc
8575 N 5 E

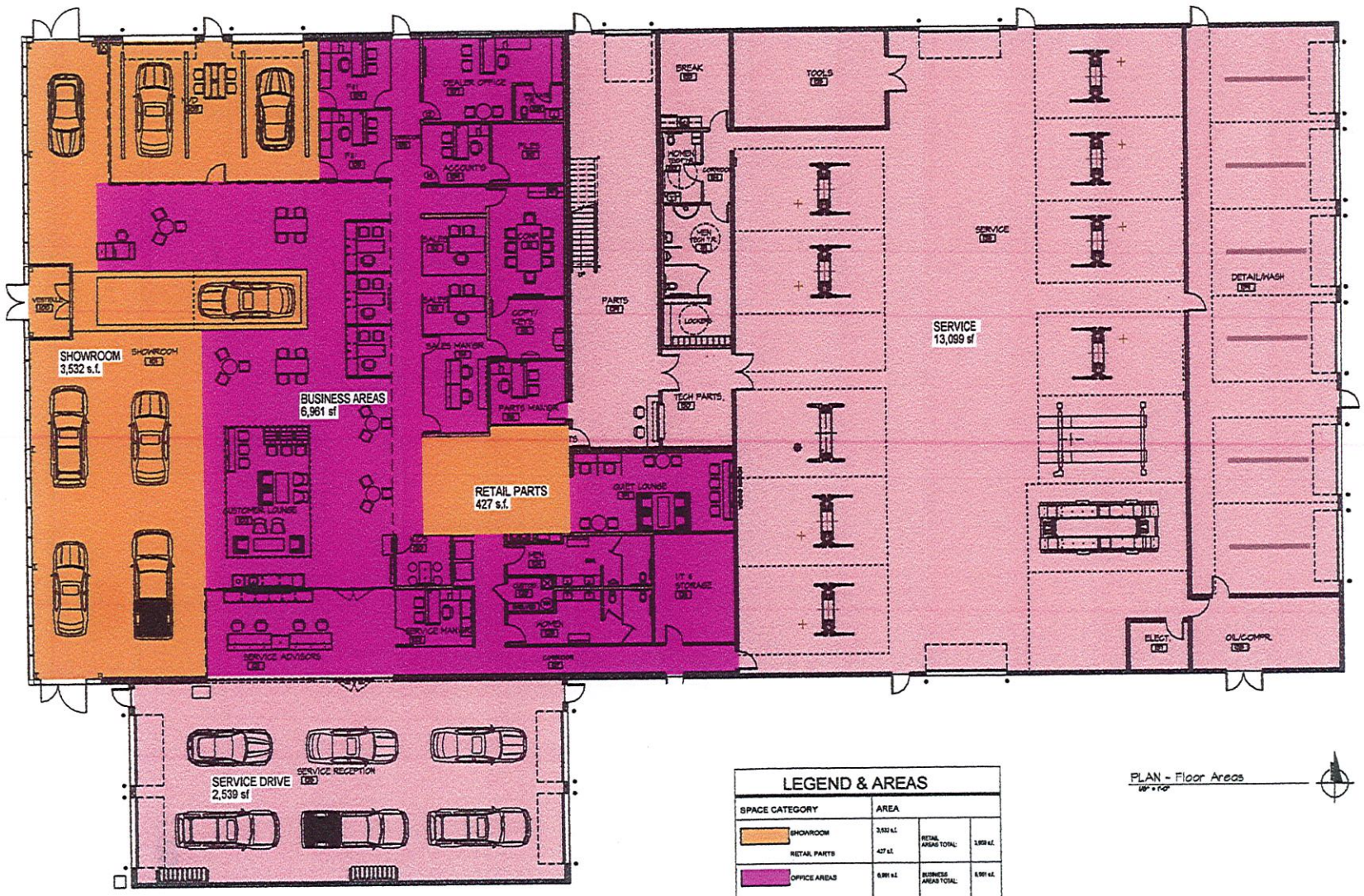
Invoice Date: 2/8/2024

Record #	Record Type	Fee Group	Fee Description	Quantity	Amount
COM23-0139	COMMERCIAL BUILDING	RETAIL IMPACT FEE NONRESIDENTIAL (PER 1,000 SQ FT)	RETAIL IMPACT FEE FIRE/EMS	18	$6,237.00
					$6,237.00

Invoice Total: $6,237.00

$6,237.00

Please send your payment to this address:



LEGEND & AREAS

SPACE CATEGORY	AREA		
SHOWROOM	3,532 s.f.	RETAIL AREAS TOTAL:	3,959 s.f.
RETAIL PARTS	427 s.f.		
OFFICE AREAS	6,961 s.f.	BUSINESS AREAS TOTAL:	6,961 s.f.
SERVICE, STORAGE, TECH RESTROOMS	13,099 s.f.	INDUSTRIAL AREAS TOTAL:	15,518 s.f.
SERVICE DRIVE	2,419 s.f.		
		TOTAL:	26,438 s.f.

PLAN - Floor Areas

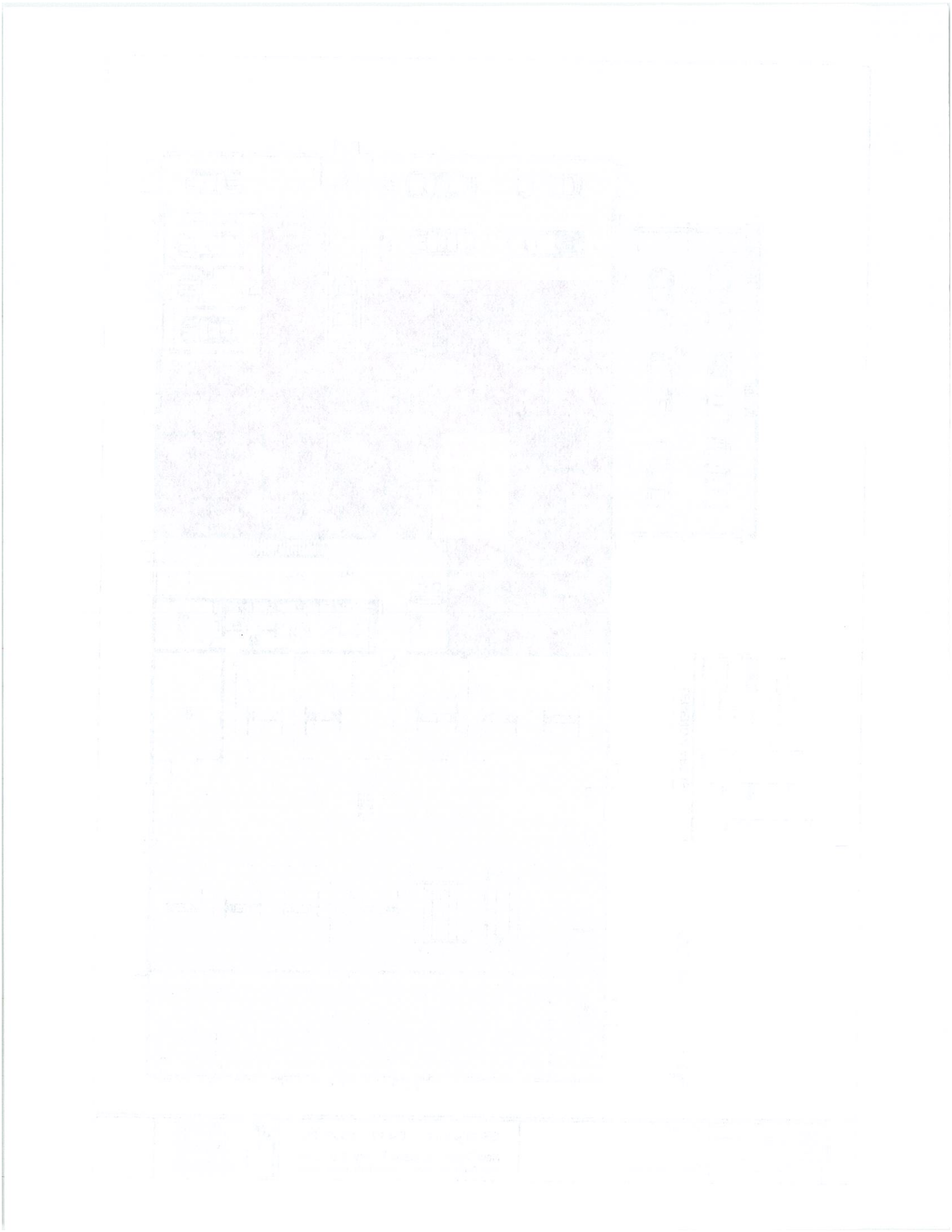
architecture PLLC
MARA MORGAN, Architect
208.390.2244
e-mail:

Sayer NISSAN
New Dealership Sales & Service Building
3125 South Fork Blvd Idaho Falls, Idaho 83402

SHEET CONTENTS
Plan - Floor Areas

REVISIONS
No. DATE DESCRIPTION

SHEET NUMBER



LEGEND & AREAS

SPACE CATEGORY	AREA		
SHOWROOM	3,532 s.f.	RETAIL AREAS TOTAL:	3,959 s.f.
RETAIL PARTS	427 s.f.		
OFFICE AREAS	6,961 s.f.	BUSINESS AREAS TOTAL:	6,961 s.f.
SERVICE, STORAGE, TECH RESTROOMS	13,099 s.f.	INDUSTRIAL AREAS TOTAL:	15,518 s.f.
SERVICE DRIVE	2,419 s.f.		
		TOTAL:	26,438 s.f.

PLAN
1/8" = 1'-0

LEGEND & AREAS

impact fees were paid.

F. Violation of this Chapter shall be subject to those remedies provided in this Code. Knowingly furnishing false information to any official of the City charged with the administration of this Chapter on any matter relating to the administration of this Chapter including, without limitation, the furnishing of false information regarding the expected size or use of a proposed development, shall be a violation of this Chapter and a misdemeanor.

G. Except for such impact fee as may be calculated, paid and accepted pursuant to an independent impact fee calculation study, the amount of each impact fee shall be as follows:

1. Residential (per housing unit)	
a. Single Family	Maximum Supportable Fee $6,027
i. Police	$480.75
ii. Fire/EMS	$389.25
iii. Parks and Recreation	$1,390.50
iv. Transportation	$3,013
b. Multifamily	Maximum Supportable Fee $3,479
i. Police	$332.25
ii. Fire/EMS	$313.50
iii. Parks and Recreation	$961.50
iv. Transportation	$1,336
2. Nonresidential (per 1,000 square feet)	
a. Retail	Maximum Supportable Fee $6,119
i. Police	$1,366.50
ii. Fire/EMS	$346.50
iii. Parks and Recreation	$0
iv. Transportation	$3,835
b. Office	Maximum Supportable Fee $2,135
i. Police	$463.50
ii. Fire/EMS	$57.75
iii. Parks and Recreation	$0
iv. Transportation	$1,440
c. Industrial	Maximum Supportable Fee $1,085
i. Police	$236.25
ii. Fire/EMS	$27.75
iii. Parks and Recreation	$0
iv. Transportation	$733
d. Institutional	Maximum Supportable Fee $3,935
i. Police	$510.75
ii. Fire/EMS	$1,251.75
iii. Parks and Recreation	$0
iv. Transportation	$1,585

(Ord. 3510, 04-13-2023)

SSIFICATION (CHAPTER 3):
S-1

(SECTION 502.1):
or Total Area: 26,621 sf
p B Showroom Areas: 3,447 sf
p B Office Areas: 8,370 sf
p S-1 Shop Areas: 10,250 sf
p S-1 Service Drive: 2,474 sf
p S-1 Storage Area: 1,860 sf
Total Area: 2,603 sf
S-1 Storage: 2,243 sf
S-1 Mech Platform: 322 sf
bined Fire Area: 29,224 sf

ING HEIGHT (TABLE 504.3):

MODULAR BUILDING: Any building or building component (other than a Manufactured Home, as defined in this Chapter) which is constructed according to standards contained in any City-adopted building code or any amendments thereto, which is of closed construction and is either entirely or substantially prefabricated or assembled at a place other than the building site.

NONRESIDENTIAL DEVELOPMENT:

A. RETAIL: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. Retail includes, but is not limited to, shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging (hotel/motel).

B. OFFICE: Establishments providing management, administrative, professional, or business services. Office includes, but is not limited to, banks, business offices, medical offices, and veterinarian clinics.

C. INDUSTRIAL: Establishments primarily engaged in the production and transportation of goods. Industrial includes, but is not limited to, manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

D. INSTITUTIONAL: Public and quasi-public buildings providing educational, social assistance, or religious services. Institutional includes, but is not limited to, school districts, schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

PRESENT VALUE: The total current monetary value of past, present or future payments, contributions or dedications of goods, services, materials, construction or money.

PROJECT: A particular development on an identified parcel of land.

PROJECT IMPROVEMENTS: Site improvements and facilities that are planned and designed to provide service for a project and that are necessary for the use and convenience of the occupants or users of the Project.

PROPORTIONATE SHARE: That portion of the cost of system improvements determined pursuant to Idaho Code § 67-8207, and this Chapter, which reasonably relates to the service demands for Public Facilities of a project.

PUBLIC FACILITY(IES):

A. Public safety facilities, including police and fire/EMS facilities; and

B. Parks open space and recreation areas, and related capital improvements; and

C. Transportation facilities, including arterial streets, arterial intersections, arterial bridges, arterial appurtenances, and related arterial capital improvements.

DAFAB CONSTRUCTION INC.

8575 NORTH 5TH EAST
IDAHO FALLS, IDAHO 83401
CELL # (208)-589-2830
E: MAIL -- DAFABCONSTRUCTION@GMAIL.COM
State License # RCE 3636 City # 1216

Wade Sanner
Community Development Services Direct
City of Idaho Falls, Idaho

cc- Brian Tomsett
cc- Kerry Beutler

Sirs,

My name is Mike Bowcutt, Owner , Project Manager for Dafab Construction Inc.
I am presently building the new Nissan Car dealership For Kelly Sayer in Jackson Hole Junction.

A little background about Dafab Construction, we are a Class A General Contractor, and have had a lot of experience in building car dealerships
Nissan on Woodruff for Ron Sayer, BMW on Northgate Mile, Subaru for Steve Wackerli, Harley Davidson on Utah, BMW on Sunnyside for Kelly Sayer, Idaho Water Sports boat dealership for Gordy Hansen, New Dodge/Jeep in Jackson Hole Junction for Kelly Sayer, and again now the new Nissan in Jackson Hole Junction .

This letter is to address the Impact fee schedule set forth by the City on new projects .
Nonresidential Development shows four categories:

A- Retail - primarily selling merchandise, with car dealerships included in this group.
B- Office - establishments providing management, administrative, professional, or business services. In multiple use facilities, office space can be defined separately for retail space.
C- Industrial - establishments primarily engaged in production, transportation, etc. including manufacturing, utility, warehousing facilities, etc..
D- Institutional - (note- this group does not apply to our type of project)

Attached is a Legend map designating our breakdown of the three categories:
This was put together by my Architect, Marla Morgan, with reference defining areas based on current IBC code. relating to showrooms, all office areas, repair shop, service drive and parts areas.
these are shown on the attached legend map and have defined three categories as required.

A- Retail --	**3959 sq.ft**
B- Office --	**6961 sq.ft**
C- Industrial --	**15,518 sq.ft**
D- Industrial--	**2243 sq. ft.** Second floor storage
Total	**26,438 sq.ft**
Adjusted Total	**28681 sq. ft.**

The Idaho Falls Impact fee was adopted and copied from the State of Idaho Impact fee schedule.
As per Idaho code Title 67 - Chapter 82 there are determinizations for the different categories .
In the terms of square footage, the categorization of a car dealership's different areas depends on the intended use of the space. For example the showroom would be categorized as retail, all supporting rooms would be classified as office , while the repair shop , service delivery, and detail bays including parts storage would be categorized as Industrial .(67-8204)
See attached print-out from the Idaho Code .

Please consider these calculations in Re-determining our Impact Fee costs .
There is a large money differential at stake .
We agree with the permit fee, water & sewer, erosion control easements as shown.

Thank You
Thomas M. Bowcutt
Owner -- Dafab Construction Inc.
8575 N. 5th E.
Idaho falls, Idaho 83401-5587

A- Retail -
B- Office -
C- Industrial -
D- Industrial-
Total
Adjusted Total

DAFAB CONSTRUCTION INC.

8575 NORTH 5TH EAST
IDAHO FALLS, IDAHO 83401
CELL # (208)-589-2830
E: MAIL -- DAFABCONSTRUCTION@GMAIL.COM

IMPACT FEES

		Assesed Cost	Sq. Ft.	Amount	Totals
Office Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
Fire - EMS	$	57.75	6.961	402.00	
Police	$	463.50	6.961	3,226.42	
Transportation	$	1,440.00	6.961	10,023.84	
					$ 13,652.26
Retail Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
Fire - EMS	$	346.50	3.959	1,371.79	
Police	$	1,366.50	3.959	5,409.97	
Transportation	$	3,835.00	3.959	15,182.77	
					$ 21,964.53
Industrial Impact Fee - Nonresidential (Per 1000 Sq. Ft.)					
Fire - EMS	$	27.75	15.518	430.62	
Police	$	236.25	15.518	3,666.13	
Transportation	$	733.00	15.518	11,374.69	
					$ 15,471.45
Industrial Impact Fee - Nonresidential (Per 1000 Sq. Ft.) (now also showing second floor storage area)					
Fire - EMS	$	27.75	2.243	62.24	
Police	$	236.25	2.243	529.91	
Transportation	$	733.00	2.243	1,644.12	
					$ 2,236.27
				Totals:	**$ 53,324.51**

Thank You
Thomas M. Bowcutt
Owner -- Dafab Construction Inc.
8575 N. 5th E.
Idaho falls, Idaho 83401-5587

burden of proof in the hearing shall be on the fee payer to demonstrate to the Council by a preponderance of evidence that the appeal should be granted.

E. Appeal consideration by the Council is limited to whether this Chapter was correctly interpreted, correctly applied, and the amount of the impact fee, credit, reimbursement, or refund was properly calculated. The criteria to be used by the Council shall be whether the decision or interpretation made by the Fee Administrator or the alternative decision or interpretation offered by the appellant, more accurately reflects the intent of this Chapter that new growth and development in the City pay its proportionate share of the costs of system improvements for Public Facilities necessary to serve new development.

F. The Council shall modify the amount of the impact fee, credit, refund or reimbursement only if there is a preponderance of the evidence in the record that the Fee Administrator erred, based upon the methodologies contained in the Impact Fee Study, this Chapter and/or capital improvements plans. The decision of the Council shall be final.
(Ord. 3510, 04-13-2023)

10-8-11: ADDITIONAL PROVISIONS

A. Nothing in this Chapter shall limit or modify the rights of any person to complete any development for which a lawful building permit was issued prior to the effective date hereof.

B. Nothing in this Chapter shall prevent the City from requiring a developer to construct reasonable project improvements in conjunction with a project.

C. Nothing in this Chapter shall limit the ability of the City to enter into intergovernmental agreements as provided in Idaho Code § 67-8204A.

D. Time requirements or deadlines in this Chapter shall be extended or waived only by written mutual agreement between the City and the applicant and only where such extension of waiver is not reasonably likely to materially change the legal position or status of the application.

E. The impact fees described in this Chapter, and the administrative procedures of this Chapter shall be reviewed at least once every five (5) years to ensure that:

1. The demand and cost assumptions and other assumptions underlying such impact fees are still valid;

2. The resulting impact fees do not exceed the actual costs of providing police, fire/EMS, parks and recreation, and/or transportation system improvements required to serve new growth and development;

3. The monies collected in any impact fee fund have been and are expected to be spent for system improvements of the type for which such impact fees were paid; and

4. Such system improvements will benefit those developments for which the

of credit or escrow agreement in the amount and under terms reasonably acceptable to the City.

I. Credit may only be transferred by a fee payer that has received credit to such fee payer's successor in interest. The credit may be used only to offset impact fees for the same category for which the credit was issued. Credits shall be transferred by any written instrument clearly identifying which credits are being transferred, the dollar amount of the credit being transferred, and the system improvements for which the credit was issued. The instrument of transfer shall be signed by both the transferor and transferee, and a copy of the document shall be delivered to the Fee Administrator for documentation of the transfer before the transfer shall be deemed effective.
(Ord. 3510, 04-13-2023)

10-8-10: APPEALS. The decisions of the Fee Administrator may be appealed as provided in this Section:

A. Any fee payer who is or may be obligated to pay an impact fee, may appeal a decision made by the Fee Administrator to the Council. Such decisions that may be appealed include:

1. The applicability of an impact fee to the development.

2. The amount of an impact fee to be paid for the development.

3. The availability, amount or application of any credit.

4. The amount of any refund, reimbursement or credit.

A fee payer may pay an impact fee under protest in order to obtain a development approval or building permit(s) and, by paying such impact fee, shall not be estopped from exercising the rights of appeal provided herein, nor shall the fee payer be estopped from receiving a refund of any amount deemed to have been illegally collected. Upon final disposition of an appeal, the impact fee shall be adjusted or refunded, if necessary, in accordance with the decision rendered.

B. In order to pursue an appeal, the fee payer shall file a written notice of appeal with the Clerk within fifteen (15) days after the date of the notice of decision being appealed or the date on which the fee payer submitted a payment of impact fees under protest, whichever is later. Such written appeal shall include a statement describing why the appellant believes that the decision was in error, together with copies of any documents that the appellant believes supports their claim.

C. The Clerk shall notify the fee payer of the hearing date on the appeal, which notice shall be given no less than fifteen (15) days prior to the date of the hearing. The Council shall hear the appeal within forty-five (45) days after receipt of a written notice of appeal.

D. The appellant shall have a right to attend and to present evidence in support of the appeal. The Fee Administrator, City staff member, or their representative(s), shall likewise have the right to attend and to present evidence in support of the Fee Administrator's decision. The