Twin Falls City Council
Agenda

Monday, October 15, 2018, 3:30 PM

City Council Chambers
203 Main Avenue East- Twin Falls, Idaho

****SPECIAL MEETING NOTICE****

The Twin Falls City Council will be meeting at 3:30 p.m., for the purpose of: Presentation and discussion of the final draft of the Twin Falls Fire Department Facility Planning Report.

The regular meeting will follow at 5:00 p.m.

Members: Shawn Barigar, Suzanne Hawkins, Nikki Boyd, Chris Talkington, Gregory Lanting, Christopher Reid, Ruth Pierce

1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM

2) ITEM OF CONSIDERATION

   a) **PRESENTATION:** Presentation and discussion of the final draft of the Twin Falls Fire Department Facility Planning Report.

      By: Brian Pike, Deputy City Manager, Les Kenworthy, Fire Chief, Corey Beam, Captain

3) PLEDGE OF ALLEGIANCE

4) PROCLAMATIONS

   a) "City of Twin Falls/Breast Cancer Awareness Day" - Ruth Pierce, Council Member

5) GENERAL PUBLIC INPUT

6) CONSENT CALENDAR

   a) **ACTION ITEM:** Request to approve the Accounts Payable for October 4 thru Oct 10, 2018.

      By: Amy Luna, Finance Administrative Assistant

   b) **ACTION ITEM:** Request to approve the October 8, 2018, City Council Minutes.

      By: Amy Luna , Finance Administrative Assistant

   c) **ACTION ITEM:** Request to approve Beer, Wine and Liquor License Renewal Applications.

      By: Amy Luna, Finance Administrative Assistant

   d) **ACTION ITEM:** Request for approval of the Annual Festival of Lights Parade to be held on Friday, November 30, 2018.

      By: Sergeant Ryan Howe, Twin Falls Police Department

e) **ACTION ITEM:** Request to approve the 28th Annual Christmas in the Night Time Sky event to be held on Friday, November 23, 2018.

By: Sergeant Ryan Howe, Twin Falls Police Department

7) ITEMS OF CONSIDERATION: None

8) GENERAL INPUT/ADVISORY BOARD REPORT/ANNOUNCEMENTS

9) PUBLIC HEARINGS: None

10) ADJOURNMENT

a) Motion to adjourn to Executive Session 74-206(1) (c) To acquire an interest in real property which is not owned by a public agency.

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

Public Input Procedures

1. Individuals wishing to provide public input regarding matters relevant to the City of Twin Falls shall
   - wait to be recognized by the Mayor or Chairman
   - approach the microphone/podium
   - state their name, and whether they are a resident or property owner in the City of Twin Falls, and proceed with their input.
2. The Mayor or Chairman may limit input to no less than two (2) minutes. Individuals are not permitted to give their time to other speakers.

Public Hearing Procedures for Zoning Requests

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

* Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor or Chairman.

Date: Monday, October 15, 2018

To: Honorable Mayor and City Council

From: Brian Pike, Deputy City Manager

PRESENTATION

Request:

Presentation and discussion of the final draft of the Twin Falls Fire Department Facility Planning Report.

Time Estimate:

One hour with additional time for questions.

Background:

In October of 2017, the City of Twin Falls contracted with Pivot North Architecture for comprehensive architectural services related to the Fire Stations remodel(s) or build(s). The scope included master planning for existing and proposed fire stations for the City of Twin Falls. The planning included:

- Station #1 Existing downtown facility
- Station #2 New facility located on Cheney Drive
- Station #3 Existing facility on Washington Avenue
- Station #4 Aircraft Rescue and Firefighting (ARFF) located at the Twin Falls Airport
- Station #5 New facility located on Hankins Road

During the first phase of the project (outlined in the RFP) we asked Pivot North to provide the following services:

- Kick-off Tours (to gain a common set of project goals and understanding of current fire station design and lessons learned)
- Research and Facility Analysis (architecture, civil, structural, mechanical and electrical systems)
- Programming and Operational Analysis
- Concept Design and Budgeting

We present the Council with Pivot North's final report in draft form. We do so to insure that we have captured the intent and desire of the City Council.

Approval Process:

None at this time.

Budget Impact:

N/A

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

We present the final draft of the Twin Falls Fire Department Facility Planning Report for Council review and discussion.

Attachments:

1. TFFD report draft (2)



DRAFT

TWIN FALLS FIRE DEPARTMENT

Twin Falls, Idaho
Fall 2018

Facility Planning Report

RICE fergus MILLER

PIVOT NORTH
architecture

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1.0 EXECUTIVE SUMMARY

Purpose

In the fall of 2017, the City of Twin Falls engaged Pivot North Architecture and Rice Fergus Miller to lead a Fire Department facilities planning effort. The effort included working with an Executive Steering Committee as well as a Fire Department Program Committee. The purpose of this report is to document the existing fire station facility conditions, illustrate the current department facility needs, develop facility concept designs, perform cost estimates for each station concept, and determine future facility plans for Twin Falls Fire Department.

Acknowledgements:

Steering Committee
Travis Rothweiler, City Manager
Brian Pike, Deputy City Manager
Mitch Humble, Deputy City Manager
Lorie Race, Director of Finance
Les Kenworthy, Fire Chief
Brian Cunningham, Battalion Chief
Jon Caton, Public Works Manager
Kathy Markus, Information Systems
Jim Olsen, Twin Falls Rural Fire District

Fire Department Program Committee
Brian Pike, Deputy City Manager
Ron Aguirre, Battalion Chief
Mitchell Brooks, Battalion Chief
Corey Beam, Captain
Josh Kliegl, Captain
Jesse Bowman, Driver
Joell Miller, Driver
Dallas Williamson, Firefighter
Rich Hall, Information Systems

Pivot North Architecture
Clint Sievers, Principal
Gunnar Gladics, Project Manager

Rice Fergus Miller
Dave Fergus, Principal
Ron Easterday, Principal and Project Manager

Twin Falls Fire Department Background

The Twin Falls Fire Department is a municipal subdivision of the City of Twin Falls, Idaho, and delivers emergency and fire service. The department has a combined service area of around 68.5 square miles; 50 square miles in Rural Fire District area and 18.5 square miles in the City of Twin Falls. The population served is approximately 50,000 residents in the City of Twin Falls with more from surrounding towns during business hours. There are another 5,000-10,000 in the Rural Fire District. Personnel include the Fire Chief, three Battalion Chief's, one Fire Marshall, nine Captains, twelve Driver/Operators, twenty Firefighters, and one Administrative Assistant.

The department currently operates four fire station facilities, three of which are City stations, and one that is an Aircraft Rescue and Fire Fighting station located at the Twin Falls Airport. (ARFF)

Station 1
Station 1 is the departments headquarters station. It was constructed in 1975 and is primarily a masonry structure. It consists of approximately 13,400 square feet and includes 4 back-in apparatus bays, residential quarters for up to five responders, an administrative area, and training and meeting rooms. It houses one Type 1 engine, one 102 foot aerial apparatus, one 3,000 gallon water tender, one Type 6 brush engine, one command vehicle, and miscellaneous staff and utility vehicles.

Station 2
The oldest station in the department, Station 2 was built in 1961 of wood frame and masonry construction and is approximately 3,000 square feet. It includes two apparatus bays, one is drive-through and the other is back-in only. There are sleeping quarters for a crew of three. The building houses one engine, a reserve engine, while the FireWise trailer and rescue 2 is stored outside.

Station 3
Station 3 was built in 1979 and is approximately 3,132 square feet. It consists of wood frame and masonry construction and features two back-in apparatus bays, and sleeping quarters for four responders. A fire engine and water tender are stored inside, and a brush vehicle and hazardous materials trailer are stored outside.

Station 4
The ARFF station exclusively serves Joslin Field Airport, which is approximately 2,959 square feet, and is constructed of masonry. The facility includes two drive-through bays for an ARFF apparatus and a reserve engine. There are no residential quarters at the station, but there is a small day room with limited kitchen facilities included.

Existing Facility Assessment

Parallel to the program process, each fire station was observed to assess physical condition and age. Grades were given to each facility component and a total average score was calculated. Facility scores are based on a rank from 1-5. Facilities scoring a 1-3 should consider replacement, 3-4 should consider upgrades or repairs, and 4-5 should continue best practices in maintenance.

Below are the total scores for each station:
- Station 1 - 3.325
- Station 2 - 2.547
- Station 3 - 2.828

- Station 4 - 4.131

Current Program Needs

The current program needs of the department serve as the foundation for the long-term capital improvement plan. This phase consisted of a series of workshops and open houses to engage a diverse representation of department personnel. The decisions were then confirmed during the Steering Committee meetings.

The team discussed specific space needs related to each station, current and future apparatus, training needs, staff needs, station placement, and fixtures, furniture, and equipment (FFE). Once all the space needs had been identified, the design team analyzed several options on all known site locations. These “Test to Fit” studies were conducted to confirm the feasibility of placing stations at each site while maintaining all the operational needs of the department now and in the future. The final program document includes spaces by use, size, and location and translates into floor plans developed in concept design.

Facility Concepts

Using information from the assessments and program process, a prototype two-story station design was created that could be applied to each site with modifications depending on individual station programming needs and site context. The two-story prototype was selected to minimize the need for large sites and reduce site development costs. The concept designs shown herein are not meant to represent final designs for each station, rather they are used to develop basic material schedules for cost estimates. Final design and appearance of the station will be determined after funding is secured.

Schedule

For the purpose of this report, it is assumed that funding for fire station facility projects would be secured by the spring of 2019. The exact schedule for each project will be based on the City’s goals, current market conditions, and durations needed for design and construction. Station 5 schedule is to be determined.

- 2019
  - Station 1 land acquisition
  - Station 2 design
  - Station 3 design
- 2020
  - Station 1 design
  - Station 2 construction
  - Station 3 construction
- 2021
  - Station 1 construction
  - Station 2 completion
  - Station 3 completion
- 2022
  - Station 1 completion

Concept Cost Estimates

The following are total project budgets for each facility identified including alternates. An independent professional cost estimator was engaged to develop the hard construction cost estimates. Project expenses such as engineering and architecture fees, commissioning, specialty consultants, contingency, and others were added to complete the budget for each project.

- Station 1
  - $11,419,476
- Station 2
  - $10,310,746
- Station 3
  - $8,623,435
- Station 4 to be determined
- Station 5
  - $9,895,858 - estimate based on 2023 completion, cost will vary based on schedule.

Conclusions and Next Steps

The following are preferred next steps associated with each station facility:

- Station 1 - Build a new fire station facility on a new site in the downtown Twin Falls area. Re-purpose the previous Station 1 facility for the Police Department.
- Station 2 - Build a replacement fire station on a new site owned by Twin Falls Rural Fire Protection District located on Cheney Road near the College of Southern Idaho. Use of the prior Station 2 facility is undetermined at the time of this report.
- Station 3 - Replace the existing facility with a new fire station on the current site. Construct the new building directly to the south of the existing station, then demolish the existing station and finish site with parking.
- Station 4 ARFF - Although the station is in the need of residential quarters, the future use of this facility may change. Any improvements associated with this facility will be deferred to a later date and coordinated with the Joslin Field Airport Commission.
- Station 5 - Based on the City’s population increase and call volume, the City should anticipate building a new fire station facility at the corner of Hankins Road and Filer Avenue within the next five to ten years.

The information in this report will be validated by a citizen advisory committee, then implemented in the best interest of the City of Twin Falls.

2.0 PEER FACILITY REVIEW

As part of the kick-off for the project, Pivot North and Rice Fergus Miller organized a station tour in the Puget Sound area of Washington. The goal was to give the Twin Falls Fire Department Programming Committee an opportunity to see how modern fire station design and operations are handled at a variety of agencies from Olympia to the City of Seattle. Over the two-day trip, the team visited 6 stations and 1 training facility at the four different agencies listed below.

Stations

Valley Regional Fire Authority, Auburn, Washington
- Station 33

East Side Fire & Rescue, Issaquah, Washington
- Station 72

Seattle Fire Department, Seattle, Washington
- Station 28
- Station 20
- Station 17

Olympia Fire Department, Olympia, Washington
- Station 4
- Mark Noble Regional Training Facility

Takeaways

During the two-day tour the programming committee was able to see many features of contemporary fire station design and operations. At the end of the last tour the design team led a discussion to determine what the programming committee felt were some of the biggest take-away items to implement during the upcoming programming exercise. In addition to the below narrative, a detailed account of the minutes can be found in the appendix of this report.

In the kitchen, living, and work areas the main discussion items revolved around types of finishes that would provide the most durability and longevity, while still creating a sense of “home”. The team also discussed some of the adjacencies that would work best for their operations, such as the work areas that had visibility of the front entry and the apparatus bay apron. In the sleeping quarters areas, the team expressed interest in having lockers outside of the sleep rooms as well as optimizing the layout for quicker turn out time.

In the operational areas such as the apparatus bay, the team expressed the importance of having drive-through bays as well as having a slip-resistance floor finish to avoid slips and accidents. Also discussed was the importance of health and safety with items such as decontaminate rooms and separate bunker gear storage to avoid contamination.

In review of the exterior and site development the team expressed the need for the public to be able to easily recognize that the building is a public facility, specifically a fire station. The team was also drawn to stations that incorporated opportunities and props for on site training.

The tours gave the team a common basis on which to begin room-by-room programming as well as knowledge of how spaces should be organized within the building and on the site. As part of the documentation a visual record of the tours is included in the appendix with notes on specific items of interest.

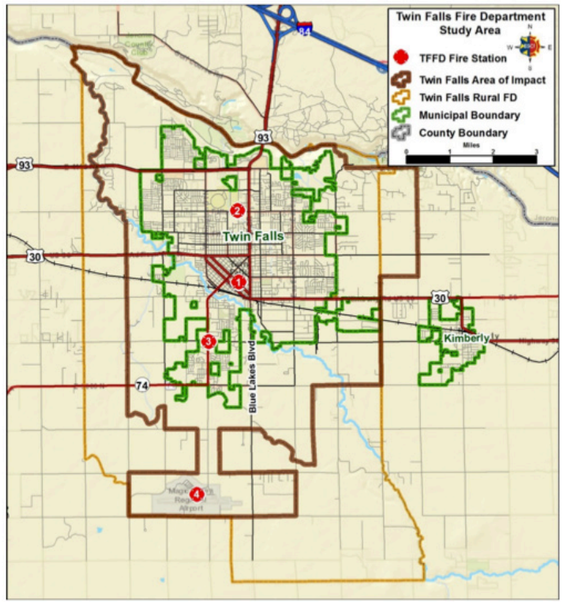






3.0 EXISTING FACILITY ASSESSMENTS

The City of Twin Falls Fire Department consists of four buildings and two outdoor storage sheds located on four different sites across the city and the airport. The building structures range in age from 1960's era (Station 2), to the most recent addition of the ARFF building located at the Airport, which was built in 1999. The four facilities house all of the departments personnel including administration and command staff.



Produced by ESCI, Inc., Fire Department Service Delivery and Station Location Analysis, September 2016

Department Facility Operational Deficiencies

The Fire Department has taken remarkable care of their existing facilities given their age. However, minimal investment has been made in updating the facilities within the past 20 to 30 years. Most of the facilities were designed in the mid-twentieth century, and have a number of operational deficiencies pertaining to modern fire services. These items are detailed in each report, and a few prominent items have been listed below:

- The buildings do not support the increase in women in the fire service industry. There are no women's rest rooms or locker rooms within the facilities.
- Many standards set by the National Fire Protection Association including decontamination cannot be followed. The existing facilities do not have decontamination rooms for contaminated gear to be cleaned once firefighters return from a call.
- Existing facility layouts do not allow for adequate separation between dirty equipment and clean living areas. Research has shown this can lead to long-term health risks for firefighters.
- Access to the public and visibility to the community insufficient. Current fire stations are not open to the public and do not offer communities a secure place to easily access.
- The facilities do not meet current building, ADA, essential facility, and life safety code requirements.
- Existing facilities are not energy efficient.
- The existing stations have inefficient floor plan layouts and do not support quick 'turn-out' times. Response times can be improved with more efficient plans and station locations, which will increase public health and safety.
- There is insufficient personnel and apparatus capacity for current and future needs. The department has been operating for decades with its current facilities. Recent population and industry growth requires new facilities to maintain public health and safety.
- There are no training opportunities available regionally or at station locations. Adequate training facilities will allow the department to more easily meet NFPA standards, improve the effectiveness of the firefighters, and allow them to better serve the community.

Table 1 – Note: facility scores are base on a rank from 1-5. Facilities scoring a 1-3 should consider replacement, 3-4 should consider upgrades or repairs, and 4-5 should continue best practices in maintenance.

Facilities Summary Table			
Station	**Year Built**	**Lot Size**	**Building Size(sf)**	**Facility Score**
Station 1	1974	1.076	13,400	**3.325**
Station 2	1960's	1.57	~3,000	**2.547**
Station 3	1970's	1.02	3,132	**2.828**
Station 4	1999	NA	3,959	**4.131**

Station Assessments

Station 1
Station 1 serves as the Fire Department's headquarters building and is located on a lot that houses a variety of police functions. The building was completed in 1974 to replace the city's original downtown station that has since been demolished. The building underwent one upgrade, which consisted of exterior improvements: adding insulation and removing windows from the exterior.

The physical building is in moderate condition with the exception of the roof and roof membrane, which are in need of re-design and rebuild. Maintenance and cleaning practices have preserved conditions on the interior of the station.

Operationally, the facility is outdated and does not support best practices in fire services. Notably, the station does not address ventilation in the apparatus bay adequately or provide separate space for bunker gear cleaning and storage. With the lack of site space, truck checks and training are very difficult to carry out and maintain operational effectiveness.

Station 2
Station 2 provides coverage for the Northwest portion of the city and is currently located on Falls Ave. This station was built in the 1960's and supports a single engine crew, has two apparatus bays, and one outdoor vehicle storage shed. No apparent upgrades have been made to the facility, only repair and maintenance.

The building is in poor shape and has several issues that need to be resolved. The exterior wall and roof systems need to be repaired or replaced. Upon interior inspection, leaks were noted in some of the plumbing systems and has caused damage to other interior finish systems. Currently the building lacks a fire protection system that the department would like to include at each of their facilities.



Station 1



Station 2

The facility is not operationally functional to continue to support emergency services in the future. The apparatus apron front is on Falls Ave which can be too busy to pull out into traffic in a timely manner. Additionally, the grade change between the street and the station puts extra wear and tear on the engines. The facility lacks appropriate ventilation in the apparatus bay and support spaces. The living quarters only has one toilet and shower room, which is in poor condition.

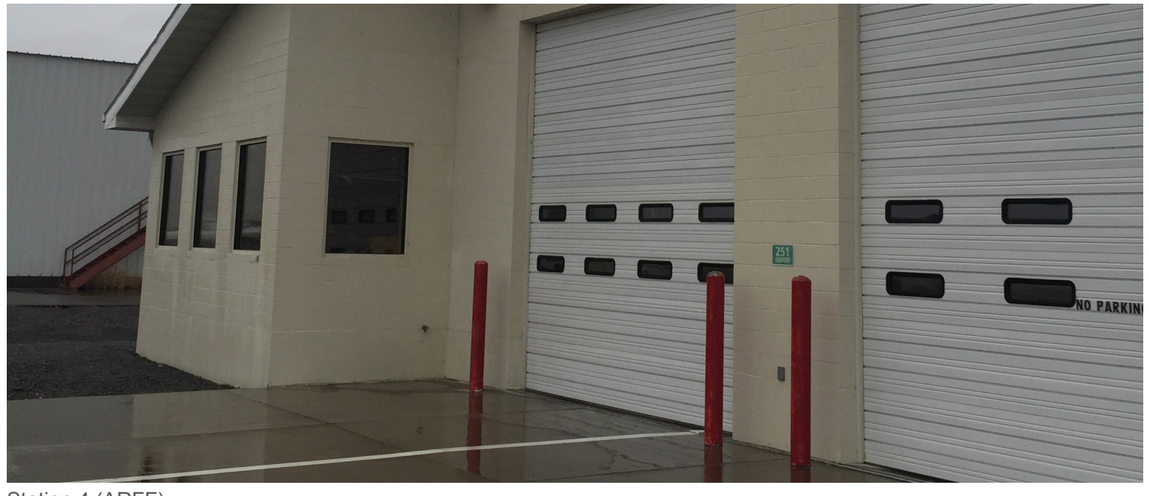
Station 3
Station 3 provides coverage for the South end of the city and is currently located on the SE corner of Washington and Orchard. This station was built in the 1970's and supports a single engine company with two apparatus bays and one outdoor vehicle storage shed. No major upgrades for modifications have been made to the building since construction.

The building is in moderate condition and could be a candidate for renovation or remodel, however the current station siting and layout is not conducive to constructing additional space or improving operational functionality. The station lacks any capacity to add electrical service and currently has no sprinkler or central alarm system. Most of the interior finishes and casework needs to be upgraded or replaced.

The facility's unique operational issue includes sleep rooms that face a busy intersection, causing difficulty



Station 3



Station 4 (ARFF)

sleeping and posing a safety hazard from traffic accidents. Sleeping quarters are not in an ideal layout, especially when supporting an additional crew member relocating from Station 4 (ARFF).

Station 4

The Airport Rescue and Fire Fighting (ARFF) building, also known as Station 4 is located off of Airport Road, which is directly South of Station 3. The station currently supports a one person crew for daytime operations only and has two drive-through apparatus bays. No major modification or upgrades have been made since the original construction in 1999.

Both the building and site are in good condition. Some signs of cracking were observed in the CMU bearing walls and should be patched to avoid water intrusion. The current building lacks a fire sprinkler system and should be added per departmental policy.

Operationally, the department would like the ability to staff this facility 24 hours a day. To achieve this, the addition of sleep rooms and upgrades to the kitchenette and living area would need to take place at a minimum.





4.0 CURRENT PROGRAM NEEDS

4.0 CURRENT PROGRAM NEEDS

Programming for each station was conducted from the fall of 2017 through the spring of 2018. During this time the design team engaged the programming committee in three separate two-day workshops. The goal for the programming study was to determine existing space needs and plan for growth 20-30 years into the future. During these workshops, current and future staffing and major equipment were identified and included into planning documents below. Discussions identified the need for training opportunities, EMS support spaces, and police micro-station space.

Base programming identified individual space needs for existing stations 1 through 4 and a future station 5. Each station's base program was further divided into the following categories: Operations, Living Quarters, Public and Front of the House. A summary of the base program square footage is provided on page 18-19. Alternative elements were identified specifically for each station. These include Training Components, an added apparatus bay, EMS Components, and Police Micro-Station at Station 2.







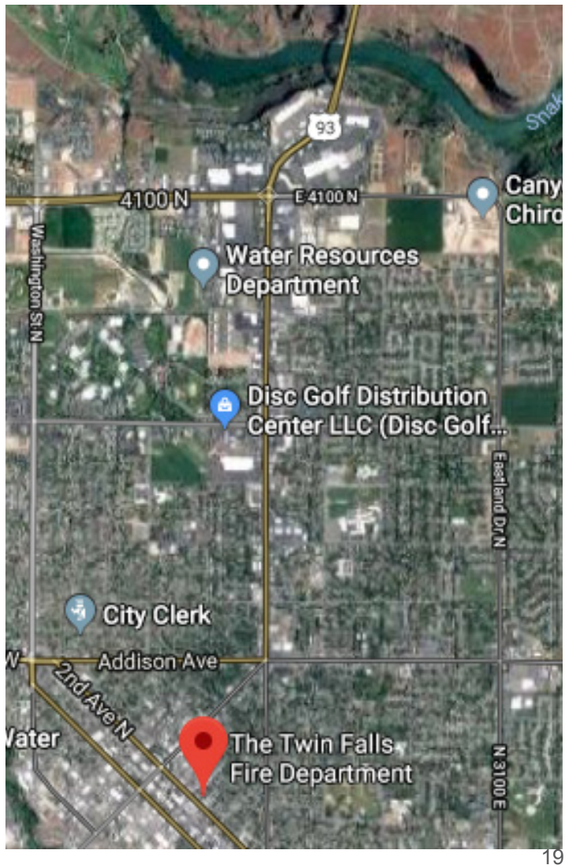
		Station 1 (Headquarters) 2nd Avenue and Jerome	Station 2 (Training) Washington and Cheney	Station 3 Washington and Orchard	Station 4 (ARFF) Airport	Station 5 Filer and Hankins
Operations						
Apparatus Bay		6,120	5,600	4,320	*1,932*	4,320
Decon		110	110	110		110
Shop		140	140	100	*124*	100
Air Room		120	120	-		-
Fill Station				80		80
Clean Project Room		200	-	-		-
App Bay Restroom		64	64	64		64
Bunker Gear Storage		323	255	255		255
Snow Removal Equipment Sto.		80	80	80		80
General Storage		200	200	120		120
App Bay Janitorial		64	64	64		64
Spinkler / Compressor Room		60	60	60		60
Foam Storage					*228*	
Subtotal		**7,481**	**6,693**	**5,253**	**2,284**	**5,253**
Living Quarters						
Individual Sleep Rooms		1,152	864	864	**288**	864
Individual Restroom/Showers		384	288	288	*88*	288
Kitchen		360	280	280		280
Dining		360	272	272		272
Dayroom		576	468	468		468
Fitness		640	640	640		640
Laundry		120	120	120		120
Janitorial		64	64	64		64
Subtotal		**3,656**	**2,996**	**2,996**	**376**	**2,996**
Public and Front of the House						
Public Lobby		240	240	240		240
Public Restrooms		128	128	128		128
Community Room		400	400	-		-
Community / Training Room		-	-	400		400
Firefighter Work Area		468	468	468	*360*	468
Station Captain - Office		174	174	174		174
Station Captain - Sleep Room		90	90	90		90
Restroom/Shower - Captain & FF Work Area		96	96	96		96
Battalion Chief - Office		222	-	-		-
Battalion Chief - Sleep Room		90				
Battalion Chief - Restroom/Shower		96				
Administrative Assistant		100	-	-		-
Fire Marshal		168	-	-		-
Deputy Chief		168	-	-		-
Fire Chief		216	-	-		-
(2) Training Officers		-	336	-		-
Office - Growth		336	168	-		-
Copy / Supplies / Storage		192			*64*	
Communications Room (IS)		100	100	100		100
Subtotal		**3,284**	**2,200**	**1,696**	**424**	**1,696**
Subtotal		14,421	11,889	9,945	3,084	9,945
Allowance for Mechanical / Electrical	*10%*	*1,442*	*1,189*	*995*	*308*	*995*
Allowance for Circulation	*15%*	*2,163*	*1,783*	*1,492*	*463*	*1,492*
Total Anticipated Base Square Footage		**18,026**	**14,861**	**12,431**	**3,855**	**12,431**

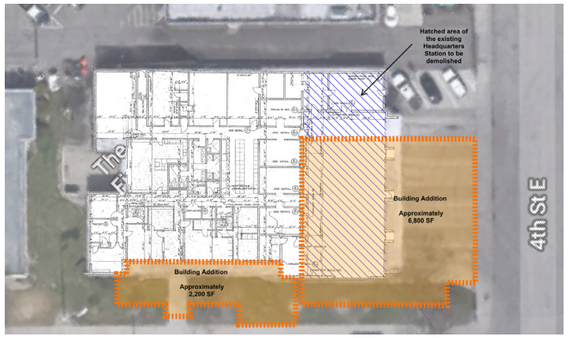
Training Components, if elected						
Training Room		884	1,824			
Training Room Storage		144	192			
Training Room Restrooms		372	432			
Allowance for Mechanical / Electrical	*10%*	*140*	*245*	-	-	-
Allowance for Circulation	*15%*	*210*	*367*	-	-	-
Subtotal		**1,750**	**3,060**	**-**	**-**	**-**
EMS Components, if elected						
(2) Individual Sleep Rooms		288	288	288	-	288
(1) Individual Restroom/Showers		96	96	96	-	96
Increased size of Kitchen (45sf/pp)		90	90	90	-	90
Increased size of Dining (45sf/pp)		90	90	90	-	90
Increased size of Dayroom (75sf/pp)		150	150	150	-	150
EMS Storage & Supplies		120	120	120	-	120
EMS Office & Work Area		250	250	250	-	250
Allowance for Mechanical / Electrical	*10%*	*108*	*108*	*108*	-	*108*
Allowance for Circulation	*15%*	*163*	*163*	*163*	-	*163*
Subtotal		**1,355**	**1,355**	**1,355**	**-**	**1,355**
Police Micro-Station, if elected						
Police Office & Work Area		-	288	-	-	-
Allowance for Mechanical / Electrical	*10%*	-	*29*	-	-	-
Allowance for Circulation	*15%*	-	*43*	-	-	-
Subtotal		**-**	**360**	**-**	**-**	**-**
Total Square Footage, including ALL Alternates		**21,131**	**19,636**	**13,786**	**3,855**	**13,786**



Test to Fit Studies

Next, the design team organized the required program elements on the sites identified. The purpose of this exercise was to identify how each station's program and major operational goals could be achieved on the site provided. The 'test to fit' diagrams were further refined and multiple approaches to each station were considered. These exercises were not meant to represent final plan layouts, but to confirm that required program elements could fit the site. Further design and refinement will be required upon entering into the design of each station.

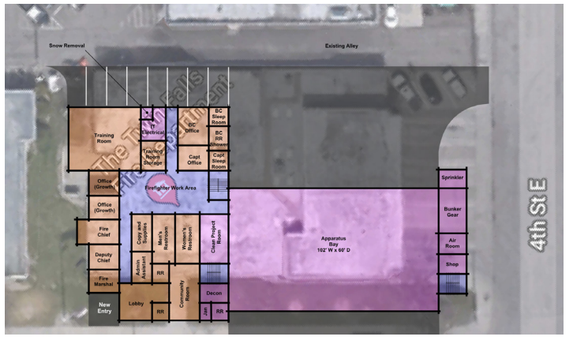




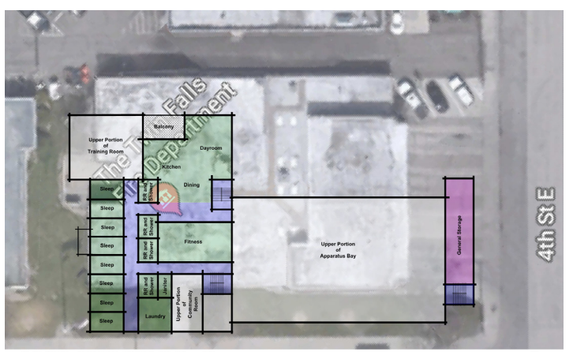
Station 1 Option A and B



Station 1 Option A and B



Station 1 Option C First Floor



Station 1 Option C Second Floor

Station 1

Station 1 includes four options that meet basic program needs.

- Option A - major renovation of the existing station on the existing site.
- Option B - new single-story construction on the existing site.
- Option C - new two-story construction on the existing site.
- Option D - new station at a new site.

Option A would require significant demolition and additions to the existing station to enable it to meet current program needs. This option would be the most complicated and cost as much or more than a new facility, therefore, it was not a preferred option.

Option B is a new facility constructed on the existing site. This scenario would include demolition of the existing building and displacing the existing station operations to a temporary location while the new station is built. Due to the added cost and disruption to fire department operations, this option was dismissed.

Option C includes a new two-story facility on the existing site. This option would allow for better site circulation and would fit current program needs easier, but would also come with significant challenges:

- Temporary displacement of operations would be needed while the new facility is constructed.
- There is an existing main electrical transformer located behind the station which conflicts with apparatus pathways as they enter the station.
- Parking for firefighters and public would be insufficient.
- The front apron may not be large enough to allow apparatus to fully exit the station without entering 2nd Avenue East.

For these reasons, option C was not selected.

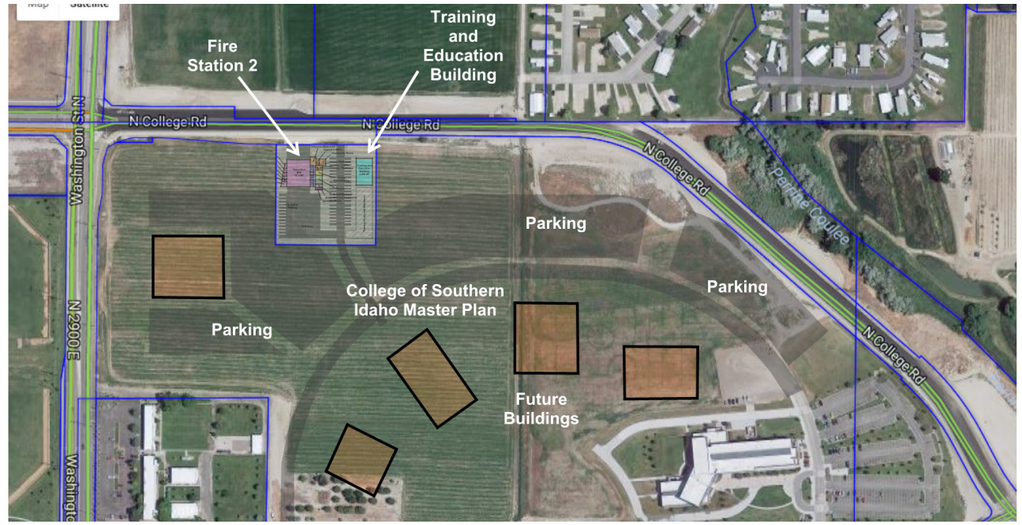
Option D includes constructing a new station on a new site in the downtown Twin Falls area. Although a new site was not selected during this process, it was determined that it is possible to find a new site in the downtown area that would meet the current program needs better than Options A through C. In addition, this option would vacate the existing Station 1 facility, which could be used for Police Department growth or other City departments. This option has the best long-term value for fire and police departments, and does not affect fire department operations during construction. For those reasons, this was the preferred option for Station 1.

Station 2

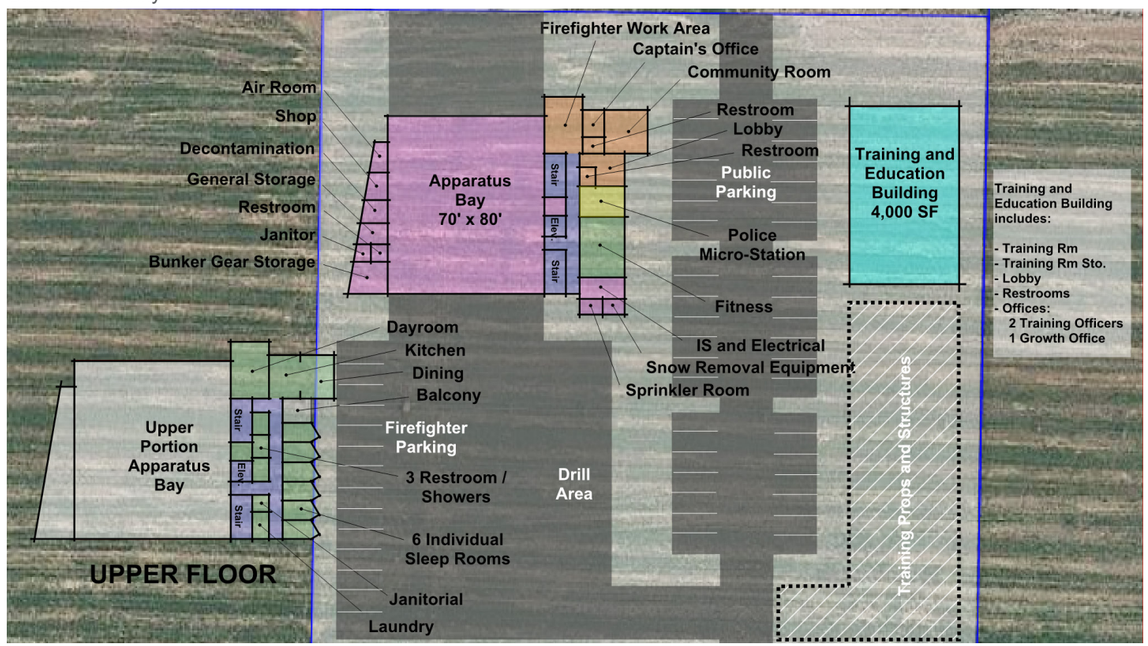
Based on the facility assessments and operational deficiencies, the existing Station 2 cannot meet the Fire Departments current or future needs. The Station 2 'test to fit' study was conducted on the property purchased by the Twin Falls Rural Fire Protection District near the College of Southern Idaho. This location was confirmed by the ESCI study for response time performance.

The new facility constructed on this site is similar in program to Stations 3 and 5. Included in the building is a police micro-station to serve as a remote location for the northwest area of Twin Falls. This includes work area for two officers and has a separate secure entrance.

A training and education was also planned on this site. This facility could serve as the central training center for the department and could be a collaborative facility shared with community partners. Depending on the City's goals and community partners, this facility could be constructed here or on another site.



Station 2 Vicinity Plan



Station 2 Site Enlarged

Station 3

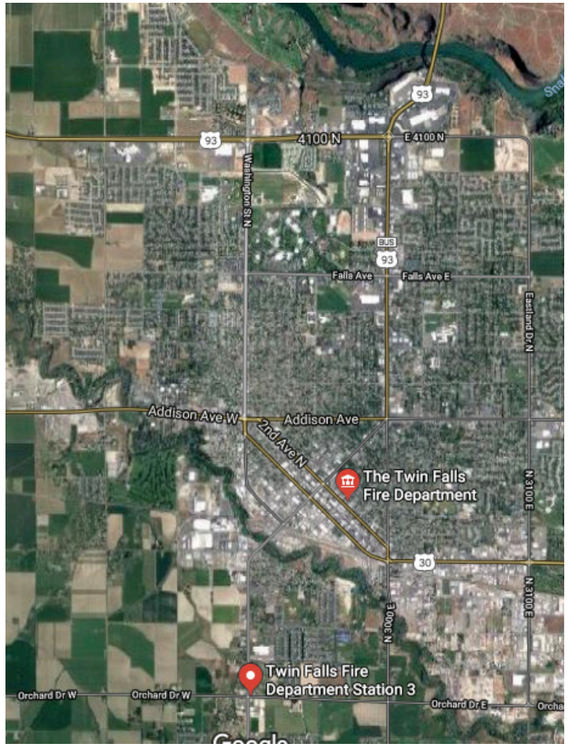
Station 3 included three options for the ‘test to fit’ study:

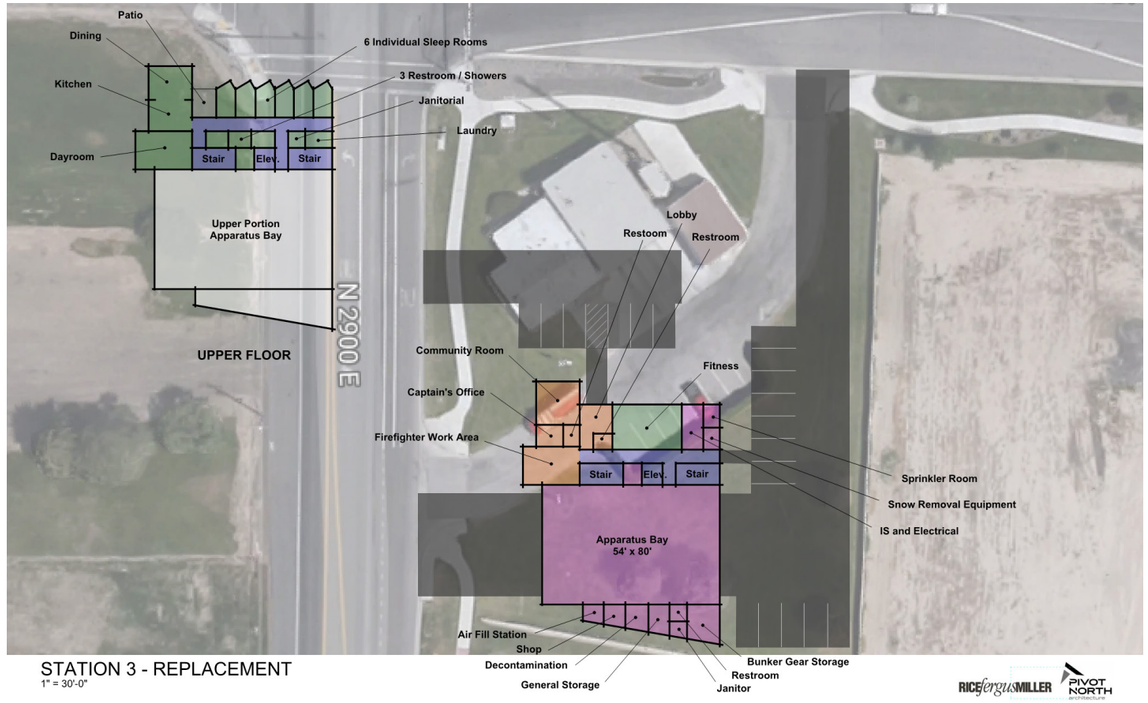
- Option A - new construction on the existing site.
- Option B - remodel existing station 3 structure to include all new program elements.
- Option C - purchase a new site to accommodate a new station.

Option A allows for the continued operations of the existing station while the new station is constructed. Once the new station is completed the old building would be demolished and additional site elements could be constructed. This option was preferred.

Option B was dismissed because it would not be possible to accommodate current or future program elements within the existing structure. In addition, to upgrade the facility to meet ADA, life safety, and essential facility codes would be extremely intrusive to operations and still leave the City with a building over 40 years old.

Option C did not include a ‘test to fit’ study since no site was identified. There are possible sites to consider in this area of Twin Falls. The City will continue to consider new sites for Station 3 if beneficial circumstances arise.





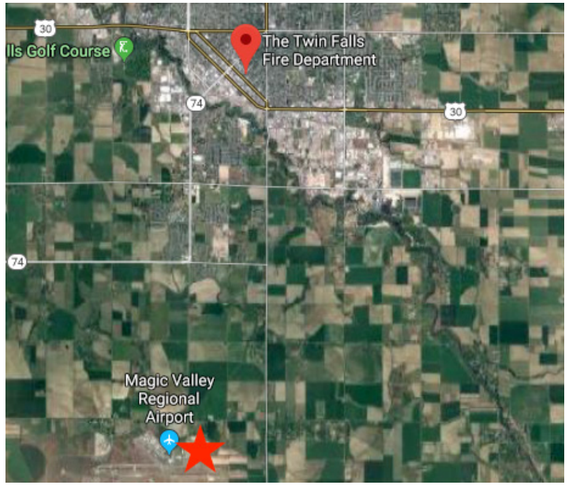
Station 3 Option A

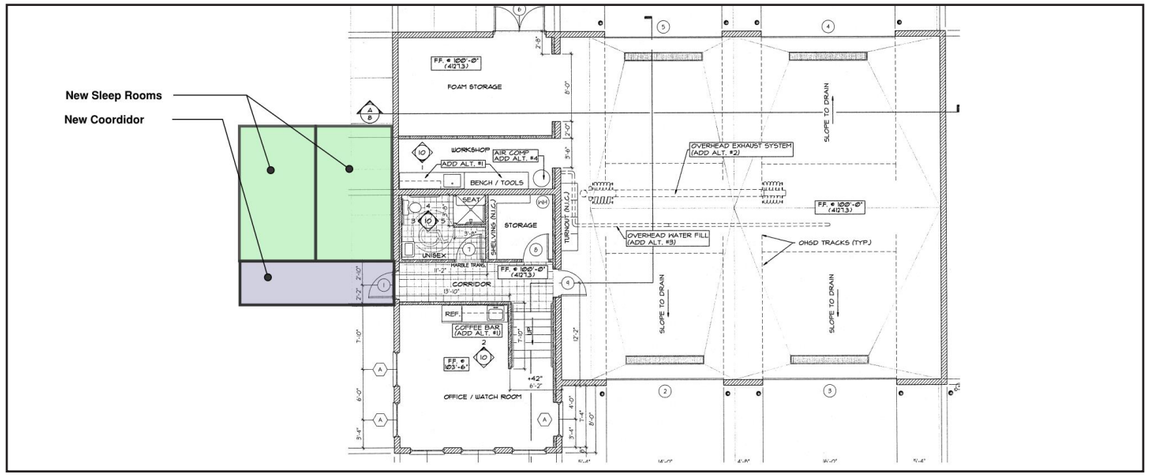
Station 4

Station 4 Airport Rescue and Fire Fighting (ARFF) ‘test to fit’ study included three options for future growth.

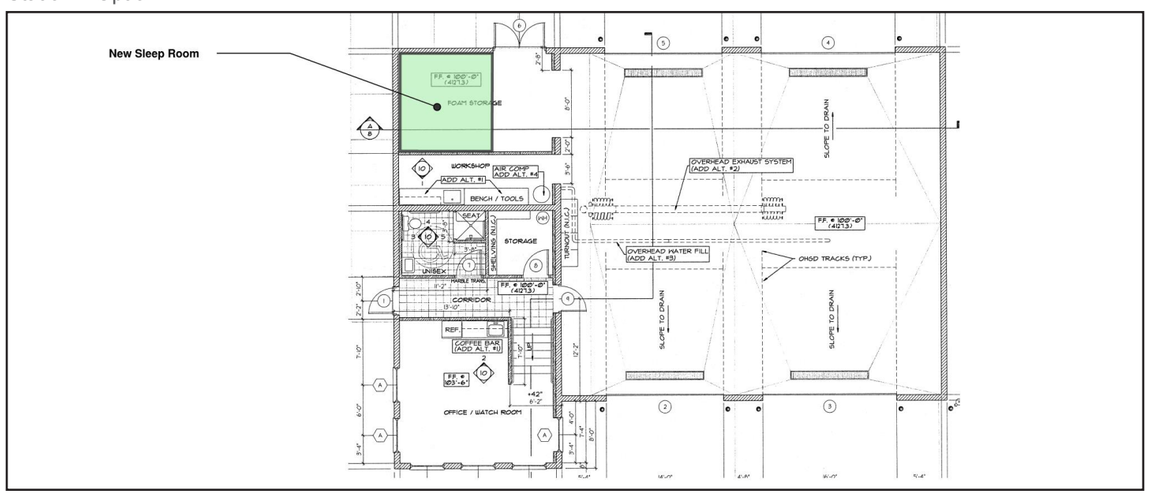
- Option A - addition to the west side of the existing structure to provide two sleep rooms.
- Option B - remodel storage space within the existing structure to add one sleep room.
- Option C - defer until the airport master plan has been completed, which may include moving the station and FAA funding. A new station would be 6,000-11,000 square feet depending on program.

The first two options provided for expanded function at the existing site. The third option was most favorable for Station 4 to ensure coordination with the Airport Master Plan. At the time of this report, it was understood that the airport is planning to update their master plan in two to five years. The executive steering committee will continue to collaborate with airport planning personnel.





Station 4 Option A



Station 4 Option B

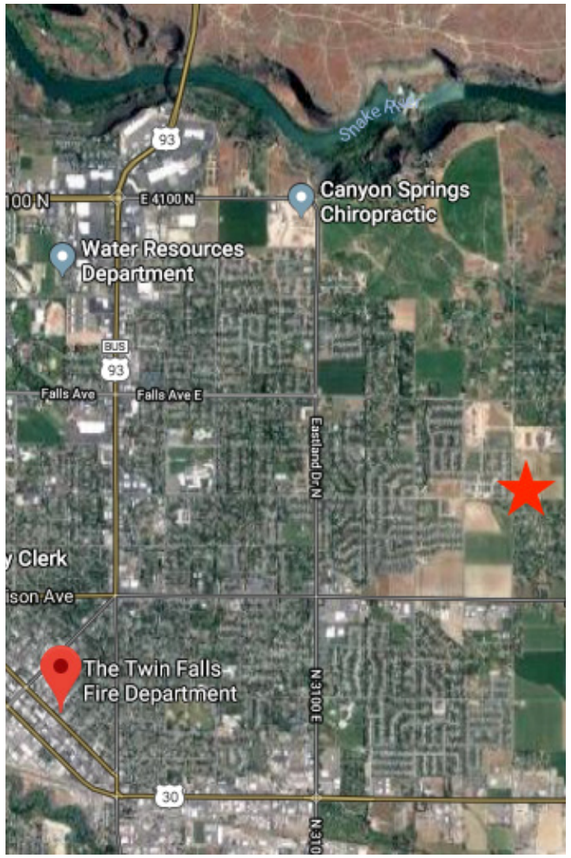
Station 5

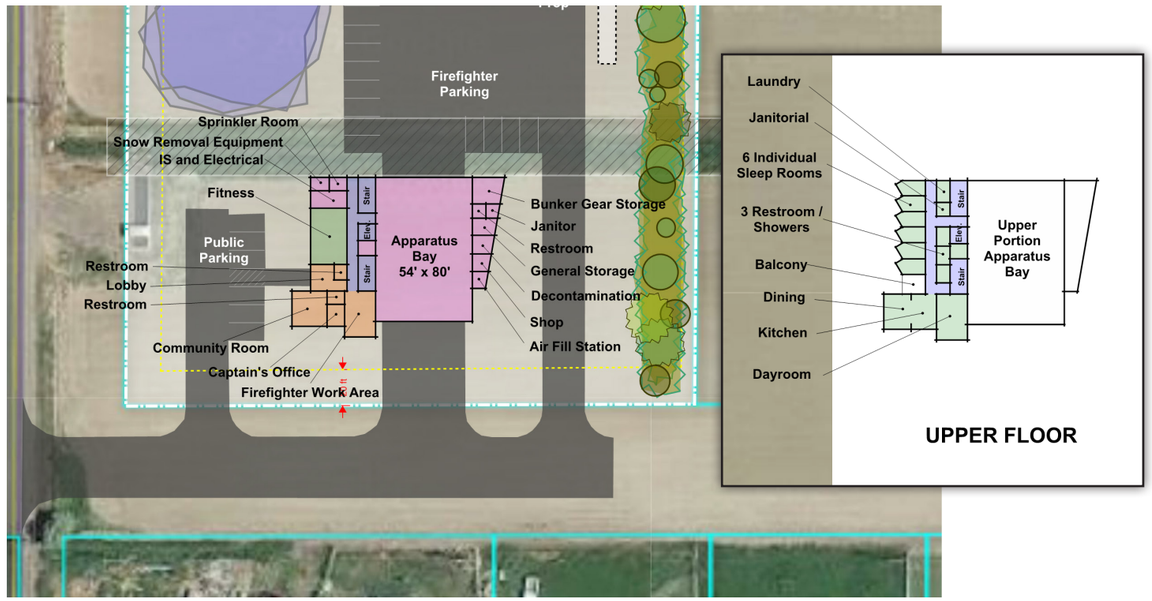
Station 5 is a new station located at the corner of Hankins Road and Filer Avenue. The options studied include:

- Option A - new construction and immediate site work needed for station operation with no training grounds or props included.
- Option B - new construction, immediate site work, and training facilities included.

Because this site is large enough to accommodate training facilities, it was included as a 'test to fit' option. Training requirements were reviewed and considered including confined space, water rescue, trench rescue, live fire props, extrication, rappeling, and ventilation props. Ultimately, because of the residential neighborhood which surrounds the site, it was decided that training would be better located elsewhere.

Station 5 shares a site with one of the City's pressurized irrigation pump and reservoir locations as well as an Intermountain Gas equipment site. To strengthen the pressurized irrigation infrastructure and reduce sediment, it will be necessary to construct a setting pond on the site. The pond was located directly to the north of the station. The exact size, shape, and depth of the pond will be determined during design and construction of the site. The City has an agreement with Intermountain Gas regarding the access of their equipment for maintenance purposes. This location is also to the north of the station and access can easily be maintained to honor the agreement.





Station 5 Option A

Options Analysis Matrix

After completing the 'test to fit' studies, the options were reviewed and analyzed. Seven key program and departmental goals were used to evaluate the merit of each scenario.

Key Program and Departmental Goals

- Will it meet long-term operational requirements?
- Does it avoid land acquisition cost?
- Will it avoid the cost of temporary facilities?
- Does it provide adequate parking facilities?
- Will it support other City departments?
- Will there be opportunity for Fire Department training?
- How well does it satisfy future needs and growth?

Using the program and departmental goals the team created a score for each option, ranking them from excellent (5) to unsatisfactory (1). Included is the result of the scoring exercise that determined which option meets the needs of the departments program and operations currently and into the future. In addition, the design team, with the help of the programming committee, created a detailed pros and cons report that can be found in the appendix.

PIVOT NORTH architecture

RICE fergus MILLER

		Operational Requirements	Avoids Land Acquisition	Avoid Temp. Facilities	Provides Adequate Parking	Support other city departments	Supports department training	Satisfying Future Needs		Total Score	
	Importance Factor	5	3	5	3	1	4	4			
Station #1											
Option A	Remodel, Existing Site	3	5	1	1	2	1	1		14	
Option B	New 1 Story, Existing Site	3	5	1	1	2	1	2		15	
Option C	New 2 Story, Existing Site	4	5	1	2	2	2	2		18	
Option D*	New Station, New Site	5	1	5	4	5	3	5		28	
Station #2											
Option A	Station + Police	4	5	5	5	3	2	4		28	
Option B	Station + Training	5	5	5	5	4	5	5		34	
Option C	Station + Training + Police	5	5	5	5	5	5	5		35	
Station #3											
Option A	New Station, Existing Site	4	5	4	4	3	3	4		27	
Option B	Remodel/Addition, Existing Site	1	5	1	2	3	1	1		14	
Option C	New Station, New/Enlarged Site	5	1	5	5	3	5	5		29	
Station #4											
Option A	Two Room Addition	3	5	4	5	3	3	3		26	
Option B	One Room Renovation	2	5	4	5	3	3	2		24	
Option C**	2020 Master Plan New ARFF Location	5	5	5	5	3	3	5		31	
Station #5											
Option A	Station Only	5	5	5	5	3	3	4		30	
Option B	Station + Training	5	5	5	5	3	5	5		33	

** Assumes new site provides sufficient space to achieve program goals*

*** Assumes Airport Master Plan relocates ARFF, not part of bond related work FAA funding required*

Current and Future Apparatus

As part of the programming work it was necessary to identify the major fire fighting equipment currently owned by the city and project what apparatus would be brought on for future operations. As currently programmed, Station 1 can accommodate 10 beds, staffing both an engine and a future ladder truck company. Each of the other stations provide enough program space for 7 beds. The number of apparatus, support vehicles, specialty trailers, and ambulances directly effect the number and type of apparatus bays required. Included is a list of apparatus and fire fighting equipment that was used in programming the stations.

	Station 1 (Headquarters)	Station 2 (Training)	Station 3	Station 4 (ARFF)	Station 5
	2nd Avenue and Jerome	Washington and Cheney	Washington and Orchard	Airport	Filer and Hankins
Fire Apparatus					
Front Line Engines	Engine 1	Engine 2	Engine 3	*ARFF 4*	Engine 5
Front Line Ladders	Ladder 1	Ladder 2			
Front Line Brush Trucks	Brush 1	Brush 2	Brush 3		Brush 5
Front Line Tenders		Tender 2	Tender 3		Tender 5
Heavey Rescue					Heavy Rescue
Reserve Engines		Engine 27	Engine 28	*ARFF Reserve*	Reserve Engine
Subtotal	**2**	**5**	**5**	**2**	**5**
Support Vehicles and Trailers					
Command Vehicle	Chief				
Command Vehicle	Fire Marshal				
Command Vehicle	Bat. Chief				
Haz Mat			Haz Mat Trailer		
Water Rescue		Zodiac + Truck			
High Angle Rescue		Rescue 2			
Support Truck			Ford (outside)		
Subtotal	**3**	**2**	**2**		
EMS Vehicles, if required					
Ambulance	Ambulance 1	Ambulance 2	Ambulance 3		Ambulance 5
Subtotal	**1**	**1**	**1**		**1**
Total Vehicles	**6**	**8**	**8**	**2**	**6**

Indicates Future Equip.

Furniture, Fixtures, and Equipment

In addition to the room diagrams created for the program, a detailed list of furniture, fixtures, and equipment (FFE) was identified for each space listed in the program document. This list was the basis for estimating an FFE budget for each station. Detail on each space and piece of equipment can be found in the appendix.

Station Location and Response Mapping

Prior to the initiation of this programming and concept design study, Emergency Services Consulting International (ESCI) was engaged to provide the Twin Falls Fire Department with detailed response and risk mapping, and to provide recommendations for the placement of existing and future stations. Most notably, the report indicated that a future station 5 should be built in the area of Filer Avenue and Hankins Road, and station 2 site should be relocated to the northwest area of the City. This report was produced before the Twin Falls Fire Department began responding to medical calls and therefore did not include information regarding call volume associated with EMS calls.

In addition to the report produced by ESCI, the City of Twin Falls engineering department provided additional GIS mapping work that included EMS responses from 2017. This information was reviewed and discussed by the design team, programming committee, and steering committee in April. The analysis considered eleven options by reviewing the proposed station locations against the 2017 fire and EMS call data. There were no conclusions from the data, however, this information will continue to inform the Fire Department planning process.

Training Opportunities

One of the most important aspects of operational readiness for the fire department is training. The existing facilities offer little to no area for standard training operations and no areas with specialty training props. As part of the programming, activity training opportunities were a key discussion point. The programming committee would like to see opportunities at each station for basic training evolutions such as pulling an attack line, ladder drills, hoisting, and other activities. In the 'test to fit' studies, space on site was allocated to do such drills, with the most space opportunity offered at Stations 2 and 5.

In addition to basic training opportunities, the programming committee and the design team discussed opportunities for advanced or special training. These program elements include items such as a training tower, confined space rescue, drafting, ventilation props, extrication pads, and live fire props. Considering the size of each site, more elaborate props would need to take place on either the Station 2 or Station 5 sites. The design team explored these hands-on training elements at Station 5, but concluded a regional training center located away from residential areas would better serve the needs of the City and its citizens.

The City of Twin Falls currently owns property located at 420 Victory Avenue in Twin Falls that could be a good location for more intense training activities. This site is more industrial in nature, and located away from residential areas. The City will continue to explore a regional training center at this location. Details on scope, schedule, and budget are forthcoming.



5.0 FACILITY CONCEPTS

Open House Design Workshop

During the third programming workshop a departmental open house was held to update staff on the progress of the programming. The design team guided an exercise to obtain department personnels opinion of what kind of fire station design would be appropriate for the City of Twin Falls and for the Fire Department. During the exercise staff were shown a variety of station designs from around the country and were instructed to select designs that they felt were both appropriate as well as those that did not fit within the community and neighborhoods where they would be constructed.

The programming committee identified common themes among the preferences during the exercise. During the discussion several key design goals were identified and listed below as items that the stations should or should not exemplify.

- Should be – Clean and simple
- Should have clarity of function – “this is a fire station”
- Should feel like “home”
- Should be a local icon or way finding feature
- Downtown should feature more brick and traditional elements
- Substations should feature smaller scale elements and warmer materials
- Should NOT look cold or industrial
- Should NOT look like existing station 3
- Should NOT look like a big house or be overly residential in nature

Design Options

After receiving input from the department, the programming committee, and steering committee, the design team started developing concept design. The purpose of the concept design is to pull all the programming spaces together into a functional station design that can provide the basis for cost estimating in this report. These concept designs are not meant to be a final design and are only representations of scope identified in programming. Once funding is secured and approvals are obtained, building design and construction would occur.

During the course of the programming and the ‘test to fit’ exercise the design and programming teams identified a two story prototype station layout that could be executed on several of the potential station sites. This prototype layout is applicable to station 2, 3, and 5. A site for Station 1 has not been selected, however, it would be similar enough to the prototype design that it could be used as a guide for the cost estimate. With the prototype design, it was necessary to generate two exterior options, Option A was meant to fit in with a more commercial or urban context while Option B was to have a more residential feel.







Prototype Plan

There are several key goals that are addressed with the prototype plan. First, is the need for operational effectiveness. In a fire station, “turn out time” or the time that it takes the crew to don their gear and depart the station to the apparatus is key. The plan provides direct lines of circulation to the apparatus bay from all the areas of the station. Firefighters have a direct access to the door into the apparatus bay or a stair leading to the door from their main work area or the daytime living area upstairs. The sleep quarters are arranged in a straight line leading directly to the stairs with efficient access to the bays. The “living area of the station is divided into two stories; the first floor being more public in nature and providing control over where visitors have access. In order to allow more privacy for the firefighters to perform daily living activities, the kitchen, dining, restrooms, and sleeping quarters are located on the second floor.

Second, in contemporary fire station design, control of hazardous materials, carcinogens, and biohazards is paramount. When firefighters return from fires or EMS call their equipment is often contaminated and needs to be cleaned in a controlled sequence. For this reason, all the program elements such as decontamination, wash alcove, and bunker gear storage are all located away from the living area on the opposite side of the apparatus bays.

Lastly, as an important fixture in the community the fire station needs to present a strong public face. For this reason it was important to locate both the firefighter work area on the street side so that staff will have visual control of who is coming and going from the station. The community room space is also located on the street side to provide ease of way finding for the public.

Each of the prototype plans allow for some alternative program elements to be added if it is deemed as a requirement by the programming and steering committees during final budgeting. These options include the allowance of an EMS staff component to be added to each station if desired. There are also options at Station 3 and Station 5 to add additional apparatus bays and options to add additional training room space at Station 1 and Station 2. Also included was an option to add a Police Micro-station at the Station 2 site.

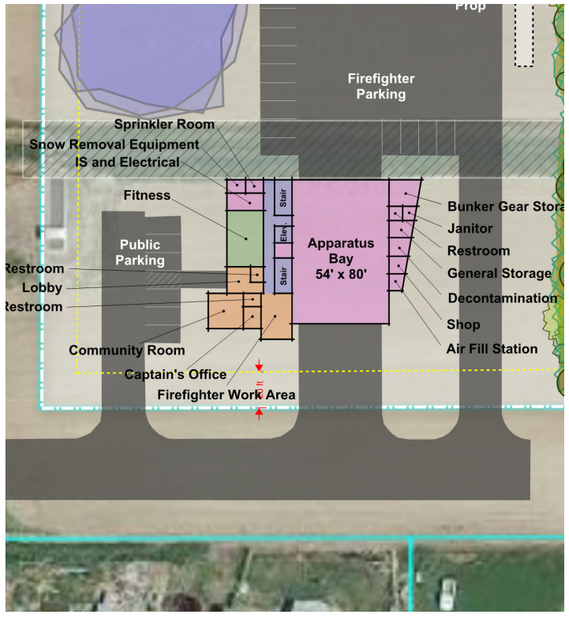
No concept design for Station 4 was created because it will not be included in the facility improvement plans at this time.

Prototype Site Plan

The site plan for each station will vary slightly for each of the different sites, however, there are some key similarities in each. First, apparatus bay doors and the apron are located for efficient response to the appropriate street. This also responds to the need for the public to identify the station as the doors represent an iconic fire station element that is easily recognizable. Parking is located near the public entry of the building allowing easy access and way finding. This entry drive also serves as a drive for returning apparatus to access the back of the station and the drive through bays. This area has ample turning space that also allows for some simple department training at each station. Though the second egress stair is part of the building requirements it was purposefully placed as an exterior stair with an extra half landing to serve as part of the training opportunities afforded on each site.



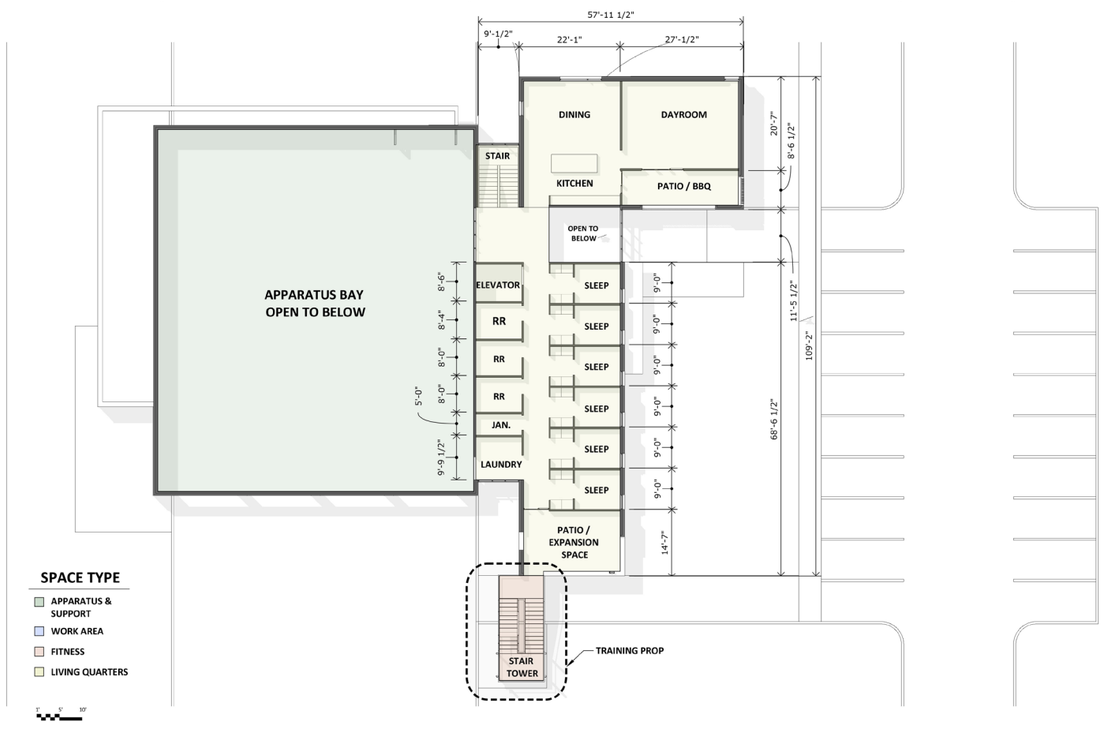
STATION 3 - REPLACEMENT



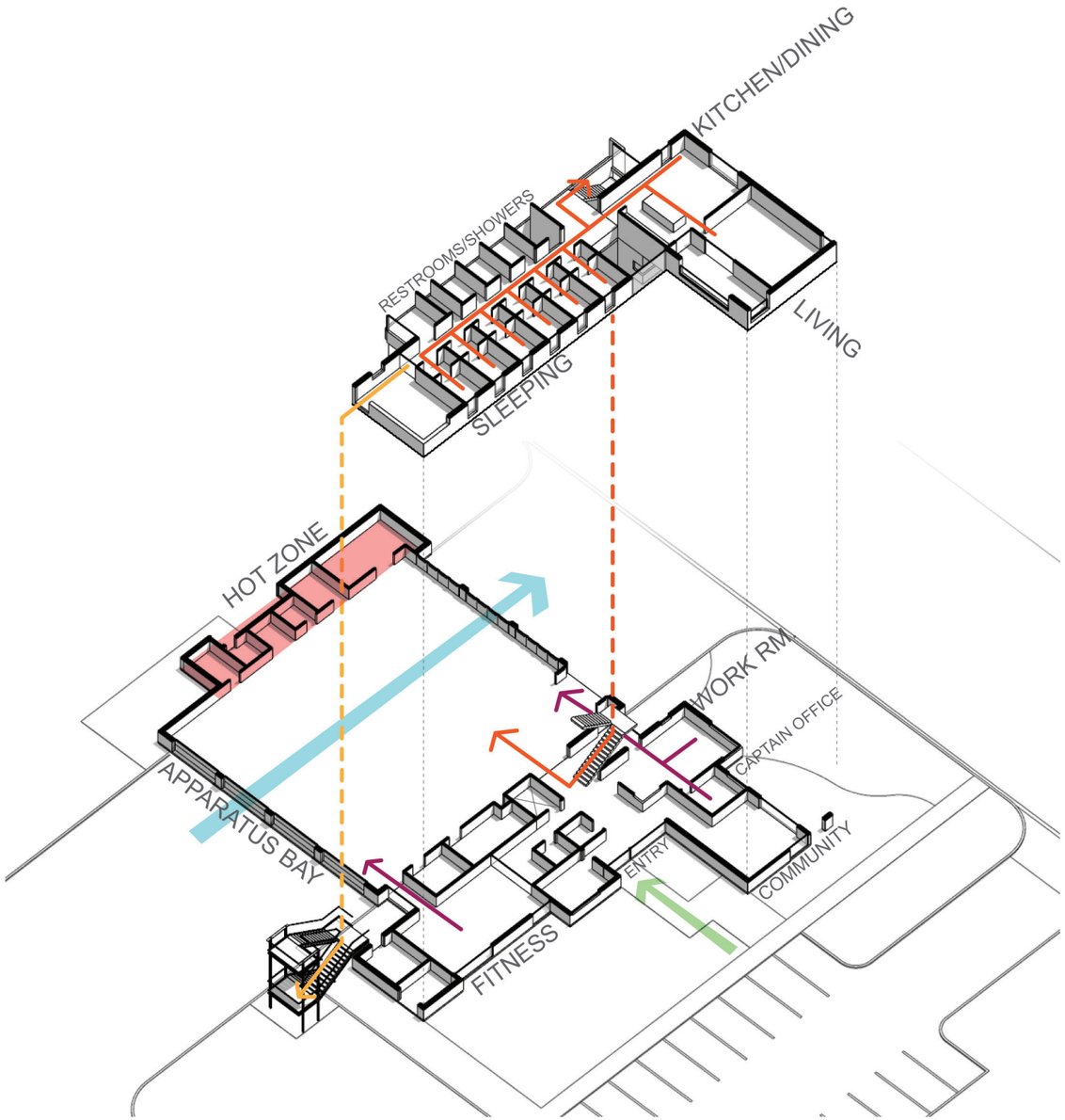
Station 5 Option A

Floor Plans - First (top) and Second (bottom)





Floor Plan Diagram



Prototype A

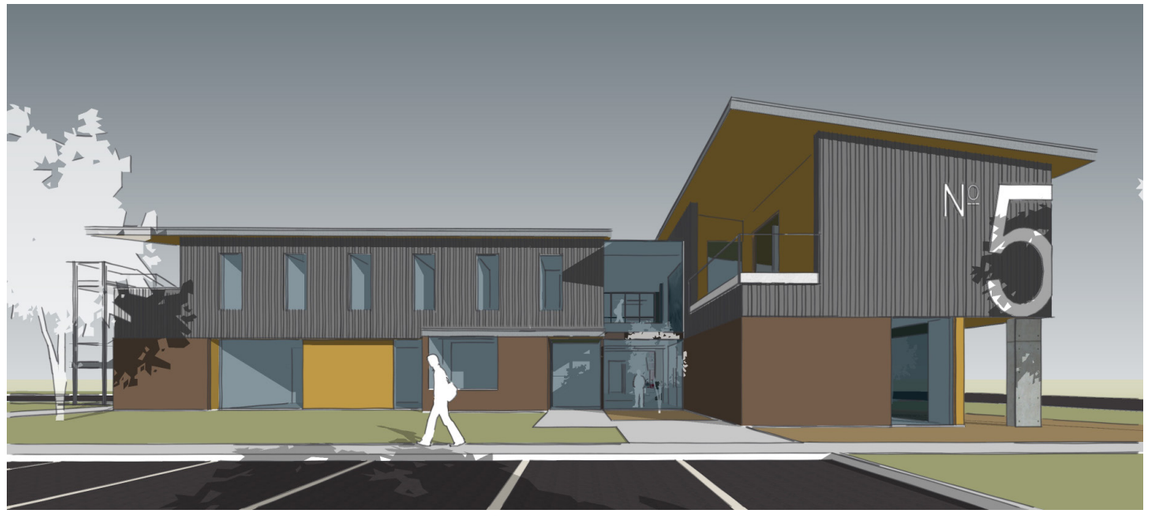






Prototype B







6.0 SCHEDULE

6.0 SCHEDULE

For the purpose of this report, funding for fire station facility projects would be secured by the spring of 2019. Design would commence immediately after, and construction would immediately follow design.

Sequence

Parallel to the programming process, the team determined how potential projects could be sequenced. Due to the growth in the northwest area of Twin Falls and the current condition of station 2, it was recommended that the new Station 2 is constructed first, followed by the construction of Station 3 since it will be a replacement on the existing site. Design of station 2 and 3 could be scheduled at the same time. Since Station 1 includes a new site which, hasn't been acquired, it would come after the station 3 replacement to ensure there is enough time to complete entitlements on the new site. Finally, station 5 would be completed last because the City currently does not have the resources to staff the station. This report recognizes that the design and construction of station 5 may be planned later depending on operational funding.

Duration

For planning and estimation purposes, the team has assumed ten to twelve months for design, plan review, and permitting, followed by twelve months for construction. Actual project schedules will vary depending on specific conditions.





7.0 CONCEPT COST ESTIMATES

The cost estimates included in this report are conceptual in nature and reflect the opinion of Pivot North Architecture, Rice Fergus Miller, and Cost Engineers, Inc. These costs should not be confused with actual bids. Variables such as cost of labor and material, competitive bidding, delivery method, and market conditions will impact the cost that has been provided. In addition, modifications to project schedules will impact cost.

Approach

For the hard construction cost portion of the estimate, Cost Engineers, Inc. of Salt Lake City, Utah was engaged to act as an independent cost estimator. Project Expense information was coordinated and provided by Pivot North Architecture, Rice Fergus Miller, and the City of Twin Falls.

As shown in the Concept Design portion of this report, a prototype was developed to be applied to each of the stations, except Station 4. Construction cost data was established based on the prototype design, then specific data relative to each station and its unique site requirements was incorporated to achieve an individual budget for each station.

A summary cost estimate for each station facility is included in the body of this report. Detailed hard construction cost information is included in the Appendix.

Construction Costs

Hard Construction Cost
The hard construction costs are organized by building, on-site improvements, and off-site improvements. Base costs are calculated by unit prices based on conceptual plans, together with general conditions, bonding, contractor overhead and profit, contingency, and inflation. Percentages will vary for some values depending on the details and complexities associated with each facility project.

Project Expenses

Architecture and Engineering Fees
For planning purposes an allowance based on the percentage of construction is included for architecture and engineering design fees. The amount is consistent with the fire station design industry. Upon execution of each station project, an individual contract with specific design fees would be agreed upon. Actual fees may be lower or higher than shown depending on details of the project.

Specialty Consultants
Specialty consultants consist of engineers and specialty services not included in the basic architectural and engineering services. Examples include civil engineering, landscape architecture, interior design, etc.

Permits and Fees
An allowance based on a percentage of construction cost is included for land use approvals, plan review and construction permitting fees.

Bonds and Insurance
An allowance is included for Owner's insurance and is based on a percentage of construction cost.

Testing & Inspections
An allowance for testing and inspections is included and is based on a percentage of construction cost. Upon executing each project, more detailed scope of testing and inspection services would be determined.

Utility Extensions and Connection Fees
An allowance has been included for utility extensions and connections and is based on a percentage of construction cost. Upon executing each project, and coordinating with each utility provider, more detailed costs would be determined.

Furniture Fixtures and Equipment (FFE)
An allowance has been included for fixtures, furniture, and equipment. The FFE matrix included in the appendix of this report is the basis for this allowance.

Accommodations during Construction
There are challenges identified with each facility that may require above normal accommodations by the owner to ensure uninterrupted emergency services from the stations during construction. Exact costs will be determined with the execution of each project.

Moving Expenses
An allowance has been included to move existing fixtures, furniture, and equipment from existing stations to new.

CM/GC Pre-Construction Services
It is assumed that a Construction Manager/General Contractor method of delivery will be used. This allowance will accommodate detailed project scheduling and estimating prior to bid.

Building Commissioning Agent
An allowance has been included for the engagement of a commissioning agent during the completion of each project. The commissioning agent will validate that technical systems are installed and operating correctly.

Project Contingency
An overall project contingency is included in concept design and is based on a percentage of construction cost. This is typically included during the concept design phase to cover unknown conditions and project requirements.

Anticipated Property Acquisition Costs

As directed by the Steering and Program Committees, no allowances have been included for new property acquisition. If new property is acquired, funding will come from another source.

Additive Alternates

Additive alternate options are included at the direction of the Steering and Program Committees. Based on the City and Fire Department needs at the time of construction, these alternates may be included or excluded in each project.

- Training Room / Training Storage / Restrooms - These rooms are primarily classrooms and are used by the department for training activities. They range in size depending on the location and use.
- EMS Building Components - The integration of this alternate includes sleep rooms, restrooms, kitchen space, and other support space for a two-person EMS crew.
- Police Micro-Station - This alternate includes office space dedicated to the Twin Falls Police Department and is programmed for two officer work stations.
- Additional apparatus bay - This cost includes the addition of one apparatus bay to the facility.

Bond Scenarios

At the bottom of the concept cost estimate summary are potential general obligation bond scenarios. These are intended to be used as planning tools for the citizen advisory committee and executive team, and can be manipulated as needed during the planning process.

City of Twin Falls, Idaho
Fire Station Improvement Plan
Fall 2018

		Fire Station 2	Fire Station 3	Fire Station 1	Fire Station 5	
Assumptions						
Target Construction Start:		**Spring 2020**	**Summer 2020**	**Spring 2021**		
Capacity in Vehicles (Bays):		4 Bays x 80'	3 Bays x 80'	6 Bays x 60'	3 Bays x 80'	
Capacity in Staffing (Sleep Rooms):		7	7	10	7	
Construction Costs						**Totals**
Cost Engineers, Inc. Estimate - July 13, 2018:		$ 6,719,044	$ 5,987,405	$ 8,187,397	$ 6,933,153	$ 27,826,999
Total Construction Costs		**$ 6,719,044**	**$ 5,987,405**	**$ 8,187,397**	**$ 6,933,153**	**$ 27,826,999**
Project Expenses						
Architecture and Engineering Fees	9%	$ 604,714	$ 538,866	$ 736,866	$ 623,984	$ 2,504,430
Specialty Consultants	4%	$ 268,762	$ 239,496	$ 327,496	$ 277,326	$ 1,113,080
Permits and Fees	1%	$ 67,190	$ 59,874	$ 81,874	$ 69,332	$ 278,270
Bonds and Insurance	0.6%	$ 40,314	$ 35,924	$ 49,124	$ 41,599	$ 166,962
Testing & Inspections	0.5%	$ 33,595	$ 29,937	$ 40,937	$ 34,666	$ 139,135
Utility Extensions and Connection Fees	0.5%	$ 33,595	$ 29,937	$ 40,937	$ 34,666	$ 139,135
Furniture Fixtures and Equipment (From Owner)		$ 330,229	$ 234,875	$ 245,725	$ 406,725	$ 1,217,554
Accomodations during Construction		$ -	$ 50,000	$ -	$ -	$ 50,000
Moving Expenses		$ 15,000	$ 15,000	$ 25,000	$ -	$ 55,000
CM/GC Pre-construction Services		$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 100,000
Building Commissioning Agent		$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 40,000
Project Contingency	5%	$ 335,952	$ 299,370	$ 409,370	$ 346,658	$ 1,391,350
Total Project Expenses		**$ 1,764,352**	**$ 1,568,280**	**$ 1,992,329**	**$ 1,869,955**	**$ 7,194,916**
Anticipated Property Acquisition Costs		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Total project base budget		**$ 8,483,396**	**$ 7,555,685**	**$ 10,179,726**	**$ 8,803,108**	**$ 35,021,915**
Additive Alternate Costs						
Additive Alternates						
EMS Building Components		$ 508,125	$ 508,125	$ 508,125	$ 508,125	$ 2,032,500
Training Room / Training Storage / Restrooms		$ 918,000		$ 525,000		$ 1,443,000
Add One Apparatus Bay			$ 402,500		$ 402,500	$ 805,000
Police Micro-Station		$ 117,500				$ 117,500
		$ 1,543,625	$ 910,625	$ 1,033,125	$ 910,625	$ 4,398,000
Project Expenses (20%)		$ 308,725.0	$ 182,125.0	$ 206,625.0	$ 182,125.0	$ 879,600.0
Total Additive Alternates		**$ 1,852,350**	**$ 1,092,750**	**$ 1,239,750**	**$ 1,092,750**	**$ 5,277,600**
Total project budget		**$ 10,335,746**	**$ 8,648,435**	**$ 11,419,476**	**$ 9,895,858**	**$ 40,299,515**
Bond Scenario A - Station 1, 2, and 3		**$ 10,335,746**	**$ 8,648,435**	**$ 11,419,476**		**$ 30,403,657**
Remodel Old Station 1 allowance						**$ 5,000,000**
Total						**$ 35,403,657**
Bond Scenario B - Station 1, 2, 3, and 5		**$ 10,335,746**	**$ 8,648,435**	**$ 11,419,476**	**$ 9,895,858**	**$ 40,299,515**
Remodel Old Station 1 allowance						**$ 5,000,000**
Total						**$ 45,299,515**

8.0 APPENDIX

8.0 APPENDIX

Appendix A Meeting Minutes
Steering Committee
Program Committee
City Staff

Appendix B Peer Facility Review Photos

Appendix C Existing Facility Assessments
Station 1
Station 2
Station 3
Station 4

Appendix D Program Room Diagrams

Appendix E Facility Equipment Lists
Apparatus
Future Staff
Fitness
Training
Fixtures, Furniture, and Equipment

Appendix F Planning Concepts
Prototype A
Prototype B

Appendix G Detailed Cost Estimates
Station 1
Station 2
Station 3
Station 5

Facilities Planning Report for the Twin Falls Fire Department

PIVOT NORTH
architecture

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Office of the Mayor

City of Twin Falls, Idaho

Proclamation

"CITY OF TWIN FALLS | BREAST CANCER AWARENESS DAY"

Whereas, every year, too many Americans are touched by the pain and hardship caused by breast cancer; and whereas breast cancer remains one of the leading causes of cancer-related deaths among women; the City of Twin Falls proudly honors those who lost their lives to breast cancer and the courageous survivors who are still fighting it.

And whereas October is Breast Cancer Awareness Month, the City of Twin Falls, with bold pink ribbons and shirts displayed proudly throughout our community, will stand with breast cancer survivors and raise awareness in advancing research efforts.

Furthermore, we commit ourselves to support survivors, their loved ones, and organizations that seek to forge a future free from all cancer.

Now, Therefore I, Shawn Barigar, Mayor, and the City Council of Twin Falls, Idaho, do hereby proclaim October 15, 2018, to be:

"BREAST CANCER AWARENESS DAY"

We encourage citizens, government agencies, private businesses, nonprofit organizations, and all others to join in activities that increase awareness of breast cancer prevention.

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

Shawn Barigar
Mayor

Attest: Leila A. Sanchez, Deputy City Clerk

Date: October 15, 2018

Twin Falls City Council Minutes

Monday, October 8, 2018, 5:00 PM

City Council Chambers
203 Main Avenue East- Twin Falls, Idaho

1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM

Present:	Mayor Shawn Barigar, Vice Mayor Nikki Boyd, Council Members Suzanne Hawkins, Chris Talkington & Ruth Pierce, Council Member Greg Lanting by Phone.
Absent:	Council Member Christopher Reid
Staff Present:	City Manager Travis Rothweiler , Deputy City Managers Mitch Humble & Brian Pike, City Attorney Fritz Wonderlich, Deputy City Attorney Shayne Nope, Assistant City Engineer Troy Vitek, Planning & Zoning Director Jonathan Spendlove, Chief of Police Craig Kingsbury, Fire Chief Les Kenworthy, Desktop Support Analyst Jeremiah Parent, Finance Administrative Assistant Amy Luna

Mayor Barigar called the meeting to order at 05:01 PM. A quorum was present.

2) PLEDGE OF ALLEGIANCE
Mayor Barigar invited all present, who wished, to recite the Pledge of Allegiance to the Flag.

3) PROCLAMATIONS: None

4) GENERAL PUBLIC INPUT: None

5) CONSENT CALENDAR
MOTION: Council Member Hawkins moved to approve the Consent Calendar as presented. Council Member Talkington seconded the motion. Roll call vote showed all members present voted in favor of the motion. 6 to 0.

a) **ACTION ITEM:** Request to approve the October 1, 2018, City Council Minutes.

b) **ACTION ITEM:** Request to approve the Accounts Payable for September 27 thru Oct 03, 2018.

c) **ACTION ITEM:** Request to accept the Improvement Agreement for the purpose of developing Rio Vista Subdivision, a ZDA.

6) ITEMS OF CONSIDERATION

a) **ACTION ITEM:** Request to waive the three hundred (300) foot distance requirement between an alcohol sales location (156 Main Ave N) and a school, church or other place of worship. (PZ18-0084)
Planning & Zoning Director Spendlove made a request to waive the three hundred (300) foot distance requirement between an alcohol sales location (156 Main Ave N) and a school, church or other place of worship. (PZ18-0084).

Discussion ensued on the following:
Citizen Terry Edwards: Spoke against waiving the 300 ft distance requirement.
Council Member Talkington: Asked City Attorney Wonderlich if this is setting a president for future applicants.
City Attorney Wonderlich: Explained that this has been being done for quite some time so no president is being set.
Council Member Hawkins: Does Director Spendlove know if the applicant or the City has had any communication with the place of worship or School regarding this matter?

MOTION: Council Member Talkington moved to approve a request to waive the three hundred (300) foot distance requirement between an alcohol sales location (156 Main Ave N) and a school, church or other place of worship. (PZ18-0084). Council Member Hawkins seconded the motion. Roll call vote showed all members present voted in favor of the motion. 6 to 0.

b) **PRESENTATION:** Introduction of the Youth Council Executive Board.
Council Member Hawkins introduced the Youth Council Executive Board to the City Council.

Kaitlyn Debee - President
Gracie Buffington - Vice President Kelly Tin -
Treasurer
Evan Maughn - Secretary Ben Lucas
- Public Relations

The Mayor thanked the members for being here.

c) **ACTION ITEM:** A request to review proposals and provide direction regarding the sale of real property owned by the City of Twin Falls located at 324 Hansen Street East.

Deputy City Manager Humble made a request to review proposals and provide direction regarding the sale of real property owned by the City of Twin Falls located at 324 Hansen Street East.

Three different offers for the building:
Summit Creek Capital's offer is $135,000.00. Mitch read information related to their offer as they were not able to be here. Building will become an office building and go back onto the tax roll.
Magic Valley Unitarian Universalist Fellowship Congregation's offer is $137,000.00. Would not go back on the tax roll. Mr. Marashida gave some information on what they propose doing to the building.
Joshua & Rebecca Olson of Twin Falls, Dba "The Circus". Offer is $120,000.00 & would go back on the tax roll. Rebecca & Joshua each explained their idea for the use of the building.

Discussion ensued on the following:
Mayor Barigar asked MVUUF if they have the money to purchase and make renovations to the building should their offer be accepted.
Council Member Talkington: Concerned that any of the three applicants would not have adequate parking. Is excited that the building would be used by whichever applicant.
Deputy City Manager Humble: Explained the parking overlay for downtown.

Public Input:
Citizen Gary Stone: Spoke in favor of "The Circus" offer.
Citizen Edwards: Spoke against the sale of the Hansen Building. Asked what the City has into the building at this time. Made several other options for the Council to consider.
Deputy City Manager Humble: Explained that the City has approximately $500,000.00 into the building and occupied the building for about 10 years.

Further discussion ensued on the following:
Council Member Talkington: Thinks that the Council should take more time to discuss these proposals
Council Member Lanting: Would the 3rd applicant be a non-profit or for-profit entity?
Vice Mayor Boyd: Is looking more at what is a better fit with what the City has been trying to promote in downtown Twin Falls. Loves the idea of saving this building and seeing it used for something that promotes downtown.
Council Member Hawkins: Clarified that this building has been posted and the community has been notified. The money that even nonprofits would have to put into this building would probably not be feasible. This building needs to be something that speaks to our youth and young people in our community.

MOTION: Chris Talkington moved to table this issue. Ruth Pierce seconded the motion. Roll call vote showed all members present voted. Motion failed 2 to 4.

Council Member Lanting: In favor of negotiating with the third applicant.
Mayor Barigar: Getting this building back onto the tax roll is beneficial to the City in the long run. In favor of moving forward with due diligence discussions with the third applicant.
Deputy City Manager Humble: Suggested that the due diligence be included in a purchase and sale agreement and get it back to the Council for approval at the earliest convenience.
Mayor Barigar: Would there be contingencies on the use of the building?
Vice Mayor Boyd: Would like to move forward with the third party and include the due diligence as well.
Council Member Talkington: Spoke against the proposal of going forward with this sale.

MOTION: VIce Mayor Boyd moved to move forward with negotiations for the sale of real property owned by the City of Twin Falls located at 324 Hansen Street East and return with a purchase & sales agreement for the Council for consideration. Council Member Hawkins seconded the motion. Roll call vote showed all members present voted. Passed 5 to 1.

7) GENERAL INPUT/ADVISORY BOARD REPORT/ANNOUNCEMENTS

Council Member Talkington: Gave an update from the Airport Advisory Committee.

8) PUBLIC HEARINGS: None

9) ADJOURNMENT

a) Request to adjourn to Executive Session 74-206(1) (c) To acquire an interest in real property which is not owned by a public agency.

MOTION: Council Member Pierce moved to adjourn to Executive Session 74-206(1) (c) To acquire an interest in real property which is not owned by a public agency. Vice Mayor Boyd seconded the motion. Roll call vote showed all members present voted in favor of the motion. 6 to 0.

The meeting adjourned at 06:14 PM

_____

Amy Luna, Finance Administrative Assistant

P.O. Box 1907 321 Second Avenue East Twin Falls, Idaho 83303-1907 Fax: (208) 736-2296

October 10, 2018

Requesting approval of the following Alcohol Licenses, pending receipt of all required State & County Licnese:

19-1199	Koto Brewing Co. LLC	156 Main Ave N, Twin Falls, ID 83301
19-1200	Glass Slipper LLC	215 Eastland Drive, Ste. A, Twin Falls, ID 83301

Both applications have been through the approval process and been signed off by the appropriate departments.

Thank you,

Amy Luna

Finance Administrative Assistant

Date: Monday, October 15, 2018

To: Honorable Mayor and City Council

From: Sergeant Ryan Howe, Twin Falls Police Department

ACTION ITEM

Request:

Request for approval of the Annual Festival of Lights Parade to be held on Friday, November 30, 2018.

Time Estimate:

Staff requests that this item be placed on the Consent Calendar.

Background:

Michelle Campbell, on behalf of the Times-News, has submitted this Special Event Application for the Annual Festival of Lights Parade. This event is to be held on Friday, November 30, 2018, at 6:00 p.m. The parade will begin on Main Avenue in the area of the Magic Valley High School and will travel east on Main Avenue to the area of Jerome Street and Main Avenue.

There will be an estimated 40 floats that will be decorated with holiday lights, with approximately 200 to 300 people in the parade. It is estimated that 6,000 to 10,000 people will be in attendance to observe the parade, depending on weather conditions. The parade application fee has been paid.

The event organizer is responsible for notifying all affected businesses and individuals on the parade route.

The parade setup will begin at 4:00 p.m. Main Avenue West/North will be closed from Buhl Street where the staging area will be located. Main Avenue will be closed from Buhl Street to Idaho Street where the parade floats will disperse.

No parking will be allowed on Main Avenue from Jerome Street to Fairfield Street to safely allow room for spectators and the floats in that area. Parking will be allowed outside of that area for those that wish to observe the parade from their vehicles.

The Twin Falls City Street Department will provide the traffic cones and barricades for the event.

A required Certificate of Liability Insurance has been requested for this event naming the City of Twin Falls as the certificate holder. This certificate is required before the parade is approved.

Approval Process:

Consent of the Council

Budget Impact:

This event will require a total of ten (10) Twin Falls Police Officers and four (4) non-sworn Police Department employees. A briefing will be held at 4:00 p.m. and street closures will take place at 5:00 p.m. The parade is scheduled to start at 6:00 p.m. and is estimated to conclude by 7:30 p.m. The total overtime cost for the Twin Falls Police Department will be approximately $3,000. This cost has been included in the Twin Falls Police Department's overtime budget.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

Several relevant City Staff members have approved this parade application. Twin Falls Police Department Staff has reviewed and approved this parade application as presented.

Attachments:

None

Date: Monday, October 15, 2018

To: Honorable Mayor and City Council

From: Sergeant Ryan Howe, Twin Falls Police Department

ACTION ITEM

Request:

Request to approve the 28th Annual Christmas in the Night Time Sky event to be held on Friday, November 23, 2018.

Time Estimate:

Staff requests that this item be placed on the Consent Calendar.

Background:

Dave and Sherry Wright, on behalf of Kimberly Nurseries, have submitted a Special Event Application requesting to hold the 28th Annual Christmas in the Night Time Sky Event on Friday, November 23, 2018. The event will be held at the Kimberly Nurseries location of 2862 Addison Avenue East. This is a nonprofit event that will benefit needy children in our community, as it is the valley's largest toy fundraiser. The event begins at 5:00 p.m. Event organizers will host a chili/potato dinner beginning at 5:30 p.m. in exchange for an unwrapped toy. There will be live, amplified Christmas-type music played during the event, on the property of Kimberly Nurseries, as well as a bonfire. A choreographed fireworks display will follow at approximately 7:30 p.m. The fireworks will be launched just north of Kimberly Nurseries in a vacant field located on the north side of Addison Avenue East. The estimated crowd size for this event is 2,400 to 4,100 people, depending on the weather. Event organizers will be responsible for providing advance notification to all business owners and residents affected by the street closure due to this event. Patrons will park their vehicles in the Kmart parking lot and event organizers will provide transportation by school bus from the Kmart parking lot to Kimberly Nurseries for the event and will provide transportation back to Kmart at the conclusion of the event.

Addison Avenue East will be closed from Eastland Drive to Hankins Road from 5:00 p.m. until approximately 9:00 p.m. Carriage Lane and Carriage Lane North will also be closed at the intersection of Addison Avenue East. Road closures will be controlled by traffic cones, barricades, Twin Falls Police Department Officers and non-sworn employees, officers from other agencies, and volunteers.

The Twin Falls City Street Department will provide the traffic cones and barricades for the event.

The Twin Falls Fire Department will be on scene for the bonfire and for the fireworks display.

Approval Process:

Consent by the City Council

Budget Impact:

This event will require a total of eleven (11) Twin Falls Police Officers, four (4) non-sworn Police Department employees, and other law enforcement agencies. A briefing will be held at 4:30 p.m. and the street closures will take place at 5:00 p.m. The event is estimated to conclude by 9:00 p.m. The total overtime cost for the Twin Falls Police Department will be $2,756.00, which has been included in the Twin Falls Police Department's overtime budget.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

This Special Event Application has been approved by several relevant City Staff members and the Twin Falls Police Department Staff. It is recommended that this request be approved by the City Council as presented.

Attachments:

None