

CORRIDORS AND GATEWAY PLACETYPES



Description: The Rural Corridor placetype represents major thoroughfares providing links from the rural areas of the County to the urban centers and areas of impact surrounding each city. These corridors typically provide access to civic and commercial environments traditionally characterized by deep setbacks, surface parking, and “big box” store development typical of regional shopping centers, supermarkets, movie theaters, and department stores. Commercial Corridors are generally vehicle oriented, although future development practices encourage a greater mix of uses, pedestrian-scale design, and connectivity, buildings oriented toward the primary street frontage with parking located to the side or rear, character and form-based site design standards, and other best practices to encourage these corridors to grow and change with market demands and community needs over time.

EXISTING CONDITIONS	
Land Use	<ul style="list-style-type: none"> • Agricultural • Suburban residential • Vacant land
Environment	<ul style="list-style-type: none"> • Semi-developed, depending on location • Scattered, sprawling development patterns • Vacant lands with varied environmental constraints
Mobility and Connectivity	<ul style="list-style-type: none"> • Primary transportation corridors • Auto-centric development
Infrastructure	<ul style="list-style-type: none"> • Varies; public water and sewer may be present or available for expansion
Current Zoning	<ul style="list-style-type: none"> • Rural Residential • Commercial
FUTURE CHARACTERISTICS	
Primary Land Use	<ul style="list-style-type: none"> • Service commercial • Retail • Office space • Business and industrial parks
Secondary Land Use	<ul style="list-style-type: none"> • Multi-family residential
Development Policy	<ul style="list-style-type: none"> • Mixed-use development • Clustering
Public and Private Amenities	<ul style="list-style-type: none"> • Shared use paths integrated into development corridors

DESIGN CHARACTER	
Building Placement	<ul style="list-style-type: none"> • Shallow to moderate setbacks for commercial and mixed-use buildings
Building Frontage	<ul style="list-style-type: none"> • Minimum 100'
Building Height	<ul style="list-style-type: none"> • 2 stories
Parking	<ul style="list-style-type: none"> • Off-street parking required • Paved • Located to the side or rear of commercial buildings
Access	<ul style="list-style-type: none"> • Shared access • Service roads
Landscaping	<ul style="list-style-type: none"> • Required for commercial development
Buffering	<ul style="list-style-type: none"> • Required between residential and commercial uses
MOBILITY	
Street Type	<ul style="list-style-type: none"> • Avenue • Boulevard
Multi-modal Infrastructure	<ul style="list-style-type: none"> • Separated shared use paths between communities • Sidewalks encouraged within and between development • Painted bike lanes where access roads present
Transit	<ul style="list-style-type: none"> • Not required but desirable when situated between population centers



Description: Community Gateways are key access and entry points into the cities and urban areas in Twin Falls County. These gateways create a sense of arrival to a distinct community center rather than generic development void of quality design and character. Ideally, these areas create a sense of place and a distinct “arrival” as one enters, moving from rural and suburban areas to city centers. As such, Community Gateways should be carefully designed to be welcoming, attractive, and inviting. This is achieved through careful site and building design which conveys quality along with careful sign control. These methods may be accompanied by public amenities such as landmark features or wayfinding systems.

EXISTING CONDITIONS	
Land Use	<ul style="list-style-type: none"> • Agricultural • Scattered retail sales and service • Auto shops and repairs services • Farm implement sales
Environment	<ul style="list-style-type: none"> • Developed • Primary transportation corridors
Mobility and Connectivity	<ul style="list-style-type: none"> • Primary transportation corridors • Auto-centric development
Infrastructure	<ul style="list-style-type: none"> • Public water and wastewater
Current Zoning	<ul style="list-style-type: none"> • Rural Residential • Commercial • Impact Areas
FUTURE CHARACTERISTICS	
Primary Land Use	<ul style="list-style-type: none"> • Retail sales and service • Lodging and accommodations • Restaurants • Auto-oriented commercial
Secondary Land Use	<ul style="list-style-type: none"> • Multi-family residential • Civic and institutional • Historic and cultural points of interest
Development Policy	<ul style="list-style-type: none"> • Mixed-use retail • Wayfinding • Master-planned development
Public and Private Amenities	<ul style="list-style-type: none"> • Parks and plazas to generate interest • Rest areas and historic markers • Trailheads to serve local or regional recreation

DESIGN CHARACTER	
Building Placement	<ul style="list-style-type: none"> • Buildings should be oriented toward the primary street frontage • Moderate lot depth and setbacks to allow landscaping along primary frontage • Orientation should facilitate onsite vehicular circulation and parking
Building Frontage	<ul style="list-style-type: none"> • Build-to lines for new construction, redevelopment
Building Height	<ul style="list-style-type: none"> • 3 stories
Parking	<ul style="list-style-type: none"> • Parking located behind or adjacent to buildings
Access	<ul style="list-style-type: none"> • Shared access • Access roads • Paved • Curb and gutter where appropriate • Circulation between commercial lots encouraged
Landscaping	<ul style="list-style-type: none"> • Required for commercial developed
Buffering	<ul style="list-style-type: none"> • Perimeter landscaped buffering is required where parking is adjacent to primary street frontage
MOBILITY	
Street Type	<ul style="list-style-type: none"> • Avenue • Boulevard
Multi-modal Infrastructure	<ul style="list-style-type: none"> • Sidewalks between development • Separated or painted bike lanes • Shared use paths encouraged
Transit	<ul style="list-style-type: none"> • Desirable



Description: Employment Centers are areas intended to support large-scale economic development opportunities in the County as well as institutional uses such as school campuses, healthcare facilities, transportation hubs including airports or bus depots, and event centers such as conference centers or fairgrounds. These areas are unique and may take different forms based upon the specific use and intensity planned. Economic centers vary in size but are generally located along primary transportation corridors and intersections, which can include rivers and rail lines. Commercial, light, and heavy industrial activities may be typical of these areas, as they are locations where economic development is both planned for and incentivized. In many instances, economic drivers are auto-centric but may incorporate pedestrian infrastructure internal to large employment campuses or other large-scale amenities. Architectural design is typically consistent among buildings in these areas, and there are often public spaces, community amenities, and mixed-use elements like coffee shops or drug stores incorporated in large campus developments. Public utilities and infrastructure necessary to support economic development should be available or constructed in concert with Economic Center development.

EXISTING CONDITIONS	
Land Use	<ul style="list-style-type: none"> • Commercial • Light industry • Heavy industry • Educational institutions • Healthcare • Rail and transportation hubs
Environment	<ul style="list-style-type: none"> • Intensive development • Noise, light, and glare may be common • Significant traffic generation • Large campus environments • Potential for by-product creation detrimental to natural environments
Mobility and Connectivity	<ul style="list-style-type: none"> • Auto-centric • Rail connectivity • Proximity to interstate
Infrastructure	<ul style="list-style-type: none"> • Public water and sewer
Current Zoning	<ul style="list-style-type: none"> • Rural Residential • Commercial • Industrial • Impact Areas
MOBILITY	
Street Type	<ul style="list-style-type: none"> • Local • Avenue • Boulevard
Multi-modal Infrastructure	<ul style="list-style-type: none"> • Bicycle and pedestrian networks highly encouraged or required within master-planned employment campuses
Transit	<ul style="list-style-type: none"> • Desirable

FUTURE CHARACTERISTICS	
Primary Land Use	<ul style="list-style-type: none"> • Business parks • Industrial parks • Educational institutions • Healthcare • Rail and transportation hubs
Secondary Land Use	<ul style="list-style-type: none"> • Mixed-residential • Service and hospitality
Development Policy	<ul style="list-style-type: none"> • Mixed-use development • Campus/master planning for large site development
Public and Private Amenities	<ul style="list-style-type: none"> • Open space required for employment campuses • Pedestrian connectivity within master-planned development and business parks
DESIGN CHARACTER	
Building Placement	<ul style="list-style-type: none"> • Varies
Building Frontage	<ul style="list-style-type: none"> • Varies
Building Height	<ul style="list-style-type: none"> • Varies
Parking	<ul style="list-style-type: none"> • Varies
Access	<ul style="list-style-type: none"> • Interstate access • Rail access
Landscaping	<ul style="list-style-type: none"> • Required
Buffering	<ul style="list-style-type: none"> • Deep landscaped and hardscaped buffers required between industrial activity and any other use • Riparian setbacks and vegetated buffering along lakes and streams, when present