

RESIDENTIAL PLACETYPES



RURAL RESIDENTIAL

Description: The Rural Residential placetype creates a buffer between active agricultural operations present in the Working Lands designation and areas that may have established infrastructure and are closer to service delivery, making them more desirable for residential development. These lands are typically in smaller tracts ranging from one to five acres that have been previously divided, exhibit varied development patterns where prime agricultural soils are not present and are typically served by limited infrastructure (gravel roads, individual well, and septic, etc.). While smaller-scale agricultural activities and hobby farms may be present, these lands are also appropriate for single-family residential development when scaled and clustered at an appropriate density. The character of these areas remains eclectic, with limited design standards and a “live and let live” mentality applied to personal property.

EXISTING CONDITIONS	
Land Use	<ul style="list-style-type: none"> Mid to small-scale agricultural activities Hobby farms Large tract residential
Environment	<ul style="list-style-type: none"> Irrigated farmland Sporadic, irregular development patterns Small streams and watercourses
Mobility and Connectivity	<ul style="list-style-type: none"> Paved roads Shared right-of-way Limited bicycle and pedestrian infrastructure Traditional street grid or curvilinear streets present
Infrastructure	<ul style="list-style-type: none"> Rural level of services Private well and septic facilities
Current Zoning	<ul style="list-style-type: none"> Rural Residential

DESIGN CHARACTER	
Building Placement	<ul style="list-style-type: none"> Deep setbacks, both primary and secondary structures
Building Frontage	<ul style="list-style-type: none"> 100' or more is typical
Building Height	<ul style="list-style-type: none"> 2 stories typical
Parking	<ul style="list-style-type: none"> Paved for residential development Off-street parking required
Access	<ul style="list-style-type: none"> Individual driveways serving residential development
Landscaping	<ul style="list-style-type: none"> Required of residential development Buffers required in residential development when sited adjacent to an active agricultural activity Riparian setbacks and vegetated buffering along lakes and streams
Buffering	<ul style="list-style-type: none"> Required of residential development Buffers required in residential development when sited adjacent to an active agricultural activity Riparian setbacks and vegetated buffering along lakes and streams

FUTURE CHARACTERISTICS	
Primary Land Use	<ul style="list-style-type: none"> Mid to small-scale agricultural activities Hobby farms Clustered residential
Secondary Land Use	<ul style="list-style-type: none"> Large tract residential Farm stands and potential agritourism Active and passive recreation, as appropriate
Development Policy	<ul style="list-style-type: none"> Conservation servitude Riparian setbacks Clustering/conservation development Engineered septic and community wells to promote clustering
Public and Private Amenities	<ul style="list-style-type: none"> Active recreation opportunity within a 5-mile drive of residential development Connectivity to public lands for recreation may be provided

MOBILITY	
Street Type	<ul style="list-style-type: none"> Rural Roads Local Streets
Multi-modal Infrastructure	<ul style="list-style-type: none"> Shared bikeways/“sharrows” Shared use paths where appropriate to serve development Sidewalks within developments
Transit	<ul style="list-style-type: none"> Future expansion of existing service network may be recommended based on residential clustering patterns



RURAL CROSSROADS

Description: Rural Crossroads refers to those unincorporated areas in Twin Falls County that function as service centers for rural residents, providing goods, services, and fellowship in more remote areas of the County. Local businesses providing limited neighborhood-scale commercial activities, places of worship, post offices and community centers, sewer district, utilities, and educational facilities are common in Rural Crossroads. Residential development may be present, with smaller lots and homes sited closer together. While development is representative of a remote “outpost” feel, Rural Crossroads operate as hubs for residents dispersed throughout the County, many of whom feel very tied to the sense of place these community centers provide.

EXISTING CONDITIONS	
Land Use	<ul style="list-style-type: none"> Single-family residential Neighborhood-scale commercial Public services and utilities Schools, churches, and other community institutions
Environment	<ul style="list-style-type: none"> Developed Rural outpost characteristics
Mobility and Connectivity	<ul style="list-style-type: none"> Street network present Limited sidewalks
Infrastructure	<ul style="list-style-type: none"> Rural level of services Private well and septic facilities
Current Zoning	<ul style="list-style-type: none"> Rural Residential

FUTURE CHARACTERISTICS	
Primary Land Use	<ul style="list-style-type: none"> Neighborhood-scale commercial Public services and utilities Schools, churches, and other community institutions
Secondary Land Use	<ul style="list-style-type: none"> Single-family residential Duplex and tri-plex development where services may support
Development Policy	<ul style="list-style-type: none"> Mixed-use development encouraged Historic preservation
Public and Private Amenities	<ul style="list-style-type: none"> Active recreation hub to serve rural residents; pocket parks, ballfields Trail and greenway terminal destination/starting point

DESIGN CHARACTER	
Building Placement	<ul style="list-style-type: none"> Shallow setbacks Oriented toward primary street frontage
Building Frontage	<ul style="list-style-type: none"> 50' minimum
Building Height	<ul style="list-style-type: none"> 2 stories
Parking	<ul style="list-style-type: none"> Paved or gravel off-street parking for commercial services Located to the side or rear of commercial structures
Access	<ul style="list-style-type: none"> Individual driveways for residential Alley access where possible Shared access between business encouraged
Landscaping	<ul style="list-style-type: none"> Required of commercial development
Buffering	<ul style="list-style-type: none"> Required between commercial and residential uses Required for parking areas Riparian setbacks and vegetated buffering along lakes and streams, when present

MOBILITY	
Street Type	<ul style="list-style-type: none"> Rural Roads Local Streets
Multi-modal Infrastructure	<ul style="list-style-type: none"> Sidewalks common or required Shared bikeways/“sharrows” on roadways
Transit	<ul style="list-style-type: none"> Future expansion of existing service network may be recommended based on residential clustering patterns



SUBURBAN RESIDENTIAL

Description: The Suburban Residential placetype promoted a predominantly single-family development type while also allowing for two and three family housing and accessory dwelling units that meet the scale and design character of established neighborhoods, where appropriate. These areas and neighborhoods have a distinct development pattern that typically includes lots less than two acres, paved local road networks with bicycle and pedestrian facilities, proximity to parks and open space, schools, and amenities. This designation is intended to accommodate the housing expectations and changing trends for existing residents and projected population increases through flexible lot sizing, variable density, provision of recreational areas, and preservation of open space. Suburban neighborhoods are typically located near urban areas but have lower density development with access to community services like elementary schools within walking or short driving distance.

EXISTING CONDITIONS	
Land Use	<ul style="list-style-type: none"> Residential Agricultural Some limited commercial (sporadic)
Environment	<ul style="list-style-type: none"> A mix of undeveloped lands, agricultural activities, and residential development Small streams and watercourses present that may pose site-specific constraints
Mobility and Connectivity	<ul style="list-style-type: none"> Typical development patterns are auto-centric Limited bike and pedestrian connectivity within existing development Sidewalks uncommon
Infrastructure	<ul style="list-style-type: none"> Private well and septic typical; community systems may be required for planned residential development
Current Zoning	<ul style="list-style-type: none"> Rural Residential

DESIGN CHARACTER	
Building Placement	<ul style="list-style-type: none"> Moderate setbacks
Building Frontage	<ul style="list-style-type: none"> 75 to 100 feet typical
Building Height	<ul style="list-style-type: none"> 2 stories
Parking	<ul style="list-style-type: none"> Individual driveways On-street parking within residential developments
Access	<ul style="list-style-type: none"> Individual driveways
Landscaping	<ul style="list-style-type: none"> Required in median (where present)
Buffering	<ul style="list-style-type: none"> Riparian setbacks and vegetated buffering along lakes and streams, when present

FUTURE CHARACTERISTICS	
Primary Land Use	<ul style="list-style-type: none"> Single-family residential Duplex and triplex Townhomes Civic and institutional uses
Secondary Land Use	<ul style="list-style-type: none"> Accessory dwelling units Home occupations
Development Policy	<ul style="list-style-type: none"> Mixed-use residential Master-planned communities Cluster/conservation development
Public and Private Amenities	<ul style="list-style-type: none"> Public parks recommended generally within one mile of development Trails and trail access encouraged within and between development Private park and recreation amenities required of master-planned residential communities Opportunities for regional trail connectivity through greenways and blueways Active recreation opportunities such as ballfields and community activity centers supported

MOBILITY	
Street Type	<ul style="list-style-type: none"> Local Avenue
Multi-modal Infrastructure	<ul style="list-style-type: none"> Sidewalks required within development Shared use paths encouraged between development Painted bike lanes when separated shared-use paths not feasible
Transit	<ul style="list-style-type: none"> Desirable but not required