

TWIN FALLS COUNTY COMPREHENSIVE PLAN UPDATE

Virtual "Open House"
October 14, 2020



Project Background

- Comprehensive plan evaluation began in January 2019
- Initial report presented to County Commissioners in April 2019
- Commissioners decision to pursue complete rewrite of the comprehensive plan and update to the County's zoning code
- Comprehensive plan rewrite kick ed off in December 2019

Findings and Recommendations



Improve plan format



Update plan content



Overhaul the approach

Why Update the Comprehensive Plan?

- **Prioritize community needs**
- **Set goals and develop strategies** for accomplishing the change you want to see
- Define where and how **growth** should occur in the future
- **Protect community character** and heritage
- Access available **funding** to get things done

Define your community values.



At a Glance: Public Outreach

- 43 stakeholder engaged during planning week over the course of 10 roundtable events
- 67 community members participated in public workshops
- 317 survey responses completes




We Asked You...

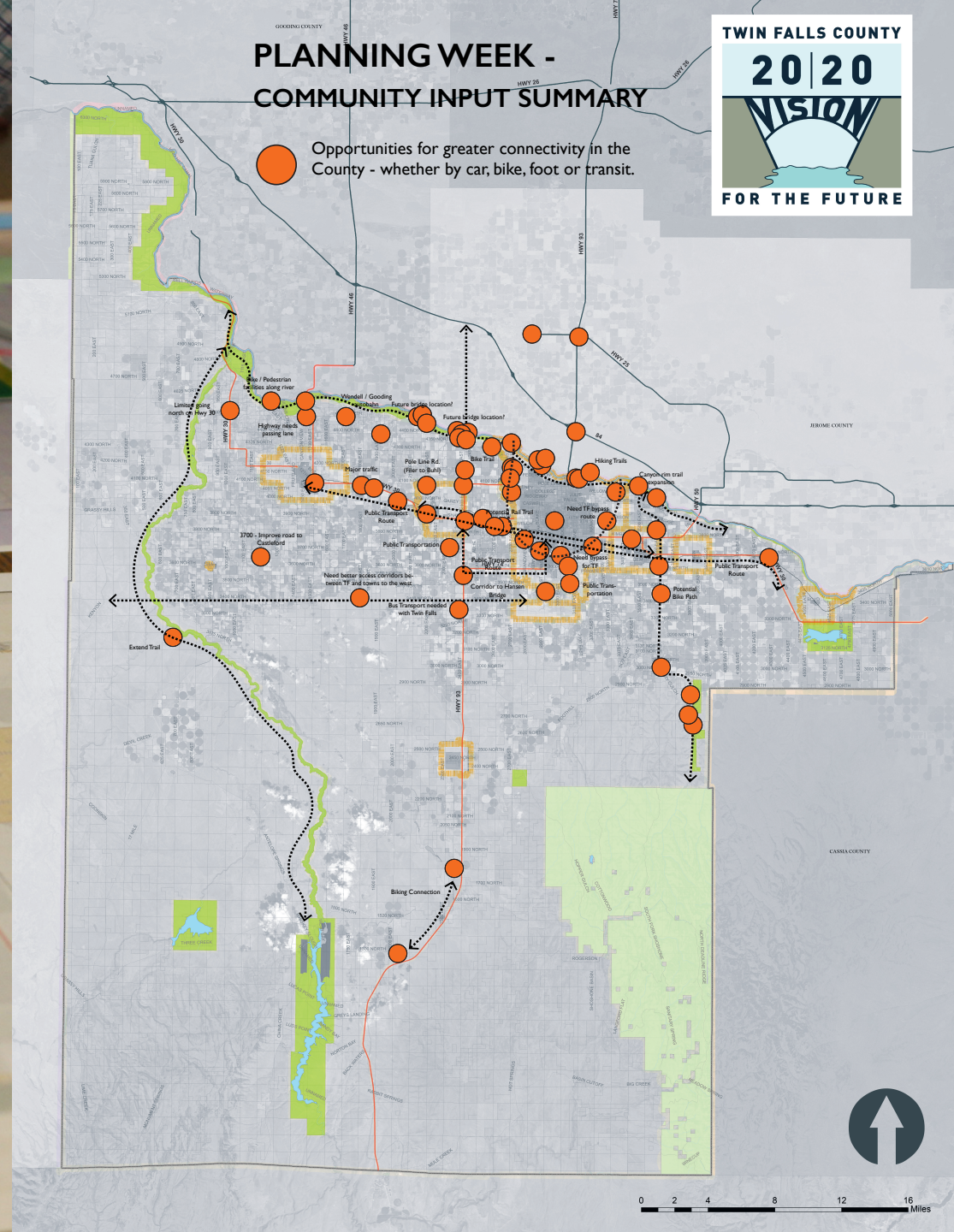
- What do you value most about living in Twin Falls County?
- What lands need protecting?
- Where should access to recreation be expanded?
- What types of housing options are needed?
- Where and how can the County's economy be stronger?
- What historic or cultural assets should be preserved?
- How can we increase connectivity?
- What hazards should be avoided?



PLANNING WEEK - COMMUNITY INPUT SUMMARY



 Opportunities for greater connectivity in the County - whether by car, bike, foot or transit.



Core Planning Principles

- *Preserving our rural character through conscientious land use and design;*
- *Supporting our agricultural base while building on opportunities for diversification;*
- *Protecting and expanding access to open spaces and recreational assets for residents and visitors;*
- *Improving connectivity between people and places, enabling the efficient movement of goods and services throughout the county and beyond;*
- *Advancing economic diversity through expanded opportunity, building on the strengths of existing industry while exploring new and innovative pursuits;*
- *Making smart decisions on where growth will occur based on the availability of community resources, infrastructure, utilities, and service delivery;*
- *Maintaining affordability and promoting equity in housing choice for all residents by expanding options and eliminating barriers wherever possible;*
- *Ensuring a clean and healthful environment for all residents of Twin Falls County regardless of age, gender, race, or socio-economic status.*



GOAL: Balance private property rights with the community's vision.

- Ensure the County's land use regulations protect public health, safety, and welfare and provide for due process as required by the state of Idaho.
- Engage the public in policy decisions and planning efforts to further reinforce the relationship between the community-wide vision and the rights of private property owners.



GOAL: Preserve the rural character of Twin Falls County through conscientious land use and community design.

- Direct development toward areas of the County that have the infrastructure present to serve increased densities.
- Ensure the community vision and goals of the comprehensive plan are reflected in current county policy and regulation.
- Protect rural landscapes, viewsheds, and vistas that define the character of the Magic Valley, and support agriculture activities, wildlife habitat, and quality of life.
- Protect and enhance the community's cultural resources through identification and promotion.
- Incentivize the protection and conservation of cultural and historical sites in rural areas.



GOAL: Support the County's agricultural base while seeking opportunities for industry diversification.

- **Preserve prime agricultural soils by protecting them from development.**
- **Mitigate conflicts between residential development and agricultural operations.**
- **Expand opportunities for activities that support and build upon the agricultural economy.**
- **Protect the canal system and major drainages that are critical to irrigated agriculture.**



GOAL: Protect and expand access to open spaces and recreational assets for residents and visitors.

- Ensure younger populations have continued access to active or passive recreation, preferably within a walkable (1/4-mile) or bikeable (3-mile) distance of where they live.
- Incentivize open space set aside through conservation easements to protect agricultural heritage and preserve access to public lands and areas of recreational value throughout the County.
- Plan for the needs of current and future residents by evaluating existing resources and capacity within the Parks and Waterways Department.
- Expand access for boating, fishing, and other recreational pursuits along the Snake River and within the Snake River Canyon.
- Create cohesiveness in messaging recreational amenities for residents and tourists.
- Improve signage and wayfinding along the Snake River and other blueways to promote public safety in areas where there are hazards, expanding recreation opportunities for boats and kayaks.
- Expand access to land for hunting and fishing.



GOAL: Improve connectivity between people and places to enable the efficient movement of goods and services throughout the County and beyond.

- **Facilitate a safe and efficient transportation network to serve current and future County residents and visitors.**
- **Encourage alternative transportation modes by improving bicycle and pedestrian infrastructure in areas of the County zoned for residential, commercial, or mixed-use.**
- **Support the safety of students and school districts by expanding Safe-Routes-To-School infrastructure regionally.**
- **Expand access to public transportation in the County.**



- Expand opportunities for renewable resource development including wind and solar.
- Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.
- Encourage value-added business practices as a primary economic strategy.
- Support the expansion of air and rail service in the County.
- Support a growing tourism industry as a core contributor to the local economy.
- Encourage opportunities for teleworking and home businesses that are compatible with residential uses.

GOAL: Advance economic diversity by seeking new opportunities and supporting existing industry, building on core strengths while exploring new and innovative pursuits.



GOAL: Support sustainable and fiscally responsible growth by utilizing existing community resources, infrastructure, utilities, and service delivery.

- Monitor and project population growth in the County in order to plan for evolving needs, and adjust policy and regulation on an ongoing basis.
- Direct development toward city Areas of Impact and those areas in the County that have the infrastructure present to serve increased densities.
- Eliminate regulatory barriers to allow for the expansion of renewable energy infrastructure.
- Expand access to public healthcare facilities in rural areas of the County.



- Assess current housing conditions, needs, and gaps in the County to inform land use and development decisions in the near term.
- Expand housing choice in residential neighborhoods and mixed-use areas to support missing middle housing in the County.
- Increase the amount of housing constructed annually to accommodate future growth as well as the needs of the current residents.

GOAL: Maintain housing affordability and promote choice for all residents by expanding options and eliminating barriers wherever possible.



GOAL: Ensure a safe, clean, and healthy environment for all residents of Twin Falls County regardless of socio-demographic or economic status.

- Preserve and protect open space, unique natural areas, riparian zones, wetlands, water and woodlands resources, scenic views, areas of natural beauty, and the rural character of Twin Falls County.
- Protect the aquifer and ensure continued quality and availability of groundwater by focusing large-scale residential development in areas where municipal systems can accommodate growth.
- Protect public health and safety by directing development away from environmental and man-made hazards.
- Maintain healthy air quality throughout the County.
- Provide public services and facilities adequate and appropriate for a rural environment.
- Provide adequate waste management practices to prevent incidental water and air contamination.

A COMPREHENSIVE PLAN FOR TWIN FALLS COUNTY'S FUTURE

DRAFT

10.12.20

TWIN FALLS COUNTY

20 | 20

VISION
FOR THE FUTURE

Plan Components

Chapter 1 – Introduction

Chapter 2 – A Brief History

Chapter 3 – Twin Falls County Today

Chapter 4 – The Community's Plan

Chapter 5 – A Vision for 2040

Chapter 6 – Next Steps

CHAPTER 1 - INTRODUCTION



Why We Plan

A detailed proposal for doing achieving. An intention or decision what is going to happen in the future, decide on and arrange in advance.

A plan and the act of planning can be defined in many ways, but its influence is indisputable. Plans have the ability to shape communities just as they shape our daily lives. We structure our lives around big plans and small, tasks and deadlines that require us to synchronize efforts in order to accomplish objectives, those we set for ourselves and those others set for us. We plan because plans provide a framework upon which we can begin to make change. Plans provide a roadmap into the future, a framework upon which we can begin to make change. Plans provide a roadmap into the future, a framework upon which we can begin to make change. Planning focuses on what success looks like, and helps us to achieve it.

Twin Falls County 2020 – Vision for the Future is a plan for the future of the Twin Falls County community, comprised of County residents, business owners as well as the individuals who reside in the communities and towns that make up the County's overall geography. It looks back at where the County has been, where it is today and where it hopes to go in the future. This plan is intended to be a living, breathing representation of the community's values, vision and the actions necessary to realize shared goals. It is intended to be a living, breathing representation of the community's values, vision and the actions necessary to realize shared goals. It is intended to be a living, breathing representation of the community's values, vision and the actions necessary to realize shared goals. The plan serves to inspire residents toward the change they themselves have articulated in this comprehensive planning process.

CHAPTER 1 - INTRO

PLANNING MILESTONES

1864



1870'S



1890



1904



1905



The following timeline highlighting development milestones in Twin Falls County paints a portrait of how the County came to be today, and how strongly agricultural development has influenced its trajectory.

- 1864 – The first permanent settlement is established in the plan area, a stage stop at Rock Creek near the present-day townsite.
- 1869 – Completion of the transcontinental railroad and gold is discovered in the canyon below Twin Falls.
- 1870s – Ranching becomes prominent south of the Snake River Canyon.
- 1880s – The Oregon Short Line railroad is completed, extending rail service to the north.
- 1890 – Numerous agricultural operations are established in the Snake River Canyon.
- 1900 – Twin Falls Land and Water Company established and water rights granted.
- 1904 – The City of Twin Falls is founded as a planned community, designed by celebrated Franco-American architect Emmanuel Louis Masqueray (the city is officially incorporated in 1905).
- 1905 – The Milner Dam and its accompanying canals are completed, as part of the Twin Falls South Side Project and under the provision of the Carey Act of 1894.
- 1907 – Twin Falls County is officially incorporated, and the city of Twin Falls becomes the County seat.
- 1909 – The privately-owned Twin Falls Land and Water Company is reorganized as the shareholder-owned Twin Falls Canal Company, becoming a major regional economic center serving the agriculture industry.

1911



1964



1976



2012



2016

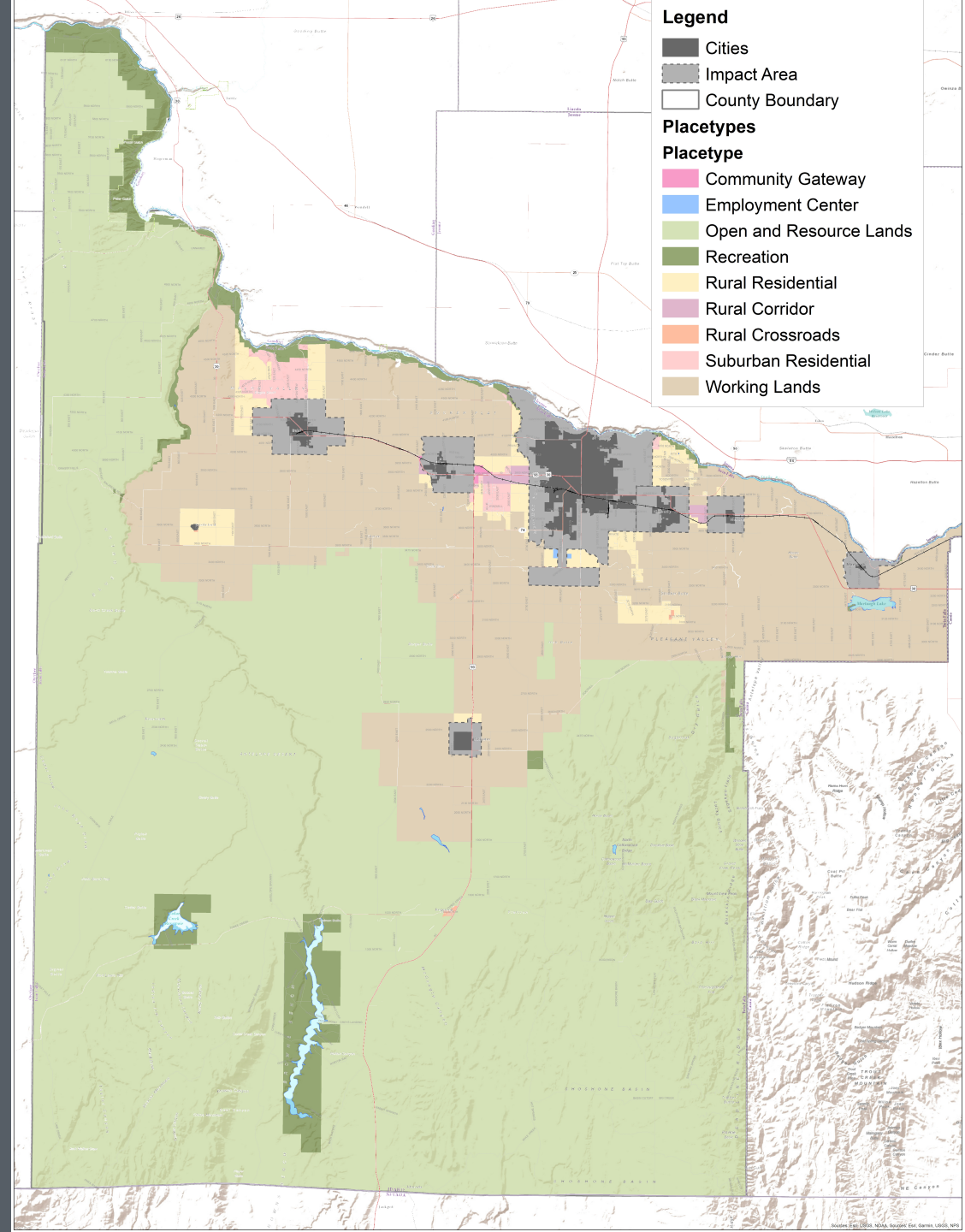


- 1911 – The Twin Falls County Courthouse is completed.
- 1927 – Twin Falls-Jerome Intercounty Bridge opens to traffic.
- 1935 – Idaho Power Company dammed the southern two cataracts for hydro power.
- 1960s – The I-84 freeway is completed through the canyon.
- 1964 – The College of Southern Idaho is established in Twin Falls.
- 1974 – The daredevil Evel Knievel attempts to jump across the Snake River Canyon on a steam-powered rocket.
- 1976 – The Perrine Bridge finished construction and is officially dedicated, replacing the former Intercounty Bridge over the Snake River.
- 1987 – First documented BASE jump from the Perrine Bridge.
- 1990 – The County begins to experience growth in the tech industry, including Dell computers.
- 2006 – Dell announces it will close its Twin Falls facility.
- 2009 – The Walmart Supercenter opens in Twin Falls, bringing a large number of jobs and becoming a regional draw for travelers and residents.
- 2012 – Chobani Yogurt Company opens its world's largest yogurt manufacturing plant, a state-of-the-art processing facility in Twin Falls.
- 2013 – The County West building renovation is completed in what was previously the County Administration Center.
- 2016 – Cliff Bar completes construction of a new facility in Twin Falls.

What you'll find....

FUTURE LAND USE

- Open and Resource Lands
- Recreation
- Working Lands
- Rural Residential
- Rural Crossroads
- Suburban Residential
- Rural Corridor
- Community Gateway
- Employment Center



Goals of Future Land Use Component



MOVE BEYOND USE



DESIGN BASED – FOCUS ON
PLACE AND CHARACTER



MORE HOLISTIC APPROACH TO
FUTURE LAND USE AND
DEVELOPMENT



INTEGRATION OF AMENITIES,
INFRASTRUCTURE AND
RESOURCES NECESSARY TO
ACCOMPLISH

AGRICULTURE AND OPEN SPACE PLACETYPES

OPEN AND RESOURCE LANDS



Description: The Open and Resource Lands placetype includes a mix of federal, state, and local land held in perpetuity for public recreation, resource cultivation, and limited extraction. The lands include those owned by the U.S. Forest Service, Bureau of Land Management, State of Idaho, and Twin Falls County. These lands are typically zoned Agricultural Preservation, have limited access, and limited future development potential given their ownership status and value as a community asset. They provide important access points for trails and waterways and serve as one of the highest-valued community assets in Twin Falls County. Open and Resource Lands represent the largest placetype, by acreage, and while their future development potential is limited, the character of these areas remains critical to the overall character of the County.

RECREATION



Description: Like the Open Lands and Resources placetype, the Recreation placetype includes a mix of federal, state, county, and privately held land where the predominant use is to provide access for recreation to the public. While the characteristics of these lands are very similar to the Open Lands and Resources placetypes, the infrastructure needs, development practices, and future opportunities are more closely aligned with sustaining and expanding access to recreational opportunities in Twin Falls County.

WORKING LANDS



Description: The Working Lands placetype encompasses a significant portion of privately held property in Twin Falls County. Land uses typical of this placetype include large-scale land cultivation, ranching, and limited resource extraction. Large tracts of land are representative of these areas, and development is limited and closely associated with agricultural activities. While these lands are typically located in rural and sometimes remote areas of the county, they are connected by rural and local road networks. Limited infrastructure is present, and properties are traditionally served by onsite well and septic lagoon facilities. In the limited instances where residential development may occur because of access to appropriate infrastructure, clustering is encouraged or required to preserve classified soils and limit impacts to agricultural activities. This placetype is intended to preserve important agricultural landscapes and the traditional way of life core to residents in Twin Falls County.

EXISTING CONDITIONS		DESIGN CHARACTER	
Land Use	<ul style="list-style-type: none"> Federal, state, and county-owned land Passive recreation Resource extraction Limited agricultural activities such as grazing 	Building Placement	<ul style="list-style-type: none"> No requirement
Environment	<ul style="list-style-type: none"> Western prairie Arid, high desert landscape Foothills of the Albion Mountains Remote, undeveloped Small streams and watercourses; dammed lakes 	Building Frontage	<ul style="list-style-type: none"> No requirement
Mobility and Connectivity	<ul style="list-style-type: none"> Primitive road network Limited access 	Building Height	<ul style="list-style-type: none"> Unlimited
Infrastructure	<ul style="list-style-type: none"> Impermanent Few to no services 	Parking	<ul style="list-style-type: none"> Unimproved
Current Zoning	<ul style="list-style-type: none"> Agricultural Preservation 	Access	<ul style="list-style-type: none"> Primitive
FUTURE CHARACTERISTICS		Landscaping	<ul style="list-style-type: none"> No requirement
Primary Land Use	<ul style="list-style-type: none"> Federal, state, and county-owned land Passive recreation Resource extraction Limited agricultural activities such as grazing Recreational rentals (cabins, primitive camping) 	Buffering	<ul style="list-style-type: none"> Riparian setbacks and vegetative buffering along lakes and streams
Secondary Land Use	<ul style="list-style-type: none"> Conservation easement Riparian setbacks Trailheads and trail networks for motorized and non-motorized recreation Primitive campsites Primitive boat launches/blueway access 	MOBILITY	
Development Policy	<ul style="list-style-type: none"> Conservation easement Riparian setbacks Trailheads and trail networks for motorized and non-motorized recreation Primitive campsites Primitive boat launches/blueway access 	Street Type	<ul style="list-style-type: none"> Unimproved/primitive
Public and Private Amenities	<ul style="list-style-type: none"> Primitive campsites Primitive boat launches/blueway access 	Multi-modal Infrastructure	<ul style="list-style-type: none"> Trailheads and trail networks for motorized and non-motorized recreation Primitive greenways (wildlife corridors) Primitive blueways
		Transit	<ul style="list-style-type: none"> Not served

EXISTING CONDITIONS		DESIGN CHARACTER	
Land Use	<ul style="list-style-type: none"> Federal, state, and county-owned land Active and passive recreation Snake River Corridor Western prairie 	Building Placement	<ul style="list-style-type: none"> No requirement
Environment	<ul style="list-style-type: none"> Arid, high desert landscape Foothills of the Albion Mountains Streams and watercourses; dammed lakes 	Building Frontage	<ul style="list-style-type: none"> No requirement
Mobility and Connectivity	<ul style="list-style-type: none"> Varies depending on location 	Building Height	<ul style="list-style-type: none"> Two stories
Infrastructure	<ul style="list-style-type: none"> Limited Primarily serves the recreation activity present 	Parking	<ul style="list-style-type: none"> As needed Paved or gravel, depending on location
Current Zoning	<ul style="list-style-type: none"> Recreation Overlay Agricultural Preservation 	Access	<ul style="list-style-type: none"> Developed
FUTURE CHARACTERISTICS		Landscaping	<ul style="list-style-type: none"> No requirement
Primary Land Use	<ul style="list-style-type: none"> Active recreation Recreational rentals (cabins, developed camping) Aquaculture Conservation easement Riparian setbacks 	Buffering	<ul style="list-style-type: none"> Riparian setbacks and vegetative buffering along lakes and streams
Secondary Land Use	<ul style="list-style-type: none"> Trailheads and trail networks for motorized and non-motorized recreation Developed campsites Developed boat launches/blueway access Shared use paths Pavilions, picnic areas, and administrative buildings to support activities 	MOBILITY	
Development Policy	<ul style="list-style-type: none"> Conservation easement Riparian setbacks Trailheads and trail networks for motorized and non-motorized recreation Developed campsites Developed boat launches/blueway access Shared use paths Pavilions, picnic areas, and administrative buildings to support activities 	Street Type	<ul style="list-style-type: none"> Primitive/undeveloped Rural Local
Public and Private Amenities	<ul style="list-style-type: none"> Trailheads and trail networks for motorized and non-motorized recreation Developed campsites Developed boat launches/blueway access Shared use paths Pavilions, picnic areas, and administrative buildings to support activities 	Multi-modal Infrastructure	<ul style="list-style-type: none"> Trailheads and trail networks for motorized and non-motorized recreation Developed greenways Developed blueways
		Transit	<ul style="list-style-type: none"> Not typically served

EXISTING CONDITIONS		FUTURE CHARACTERISTICS	
Land Use	<ul style="list-style-type: none"> Farming Ranching Land cultivation Aquaculture Resource extraction 	Primary Land Use	<ul style="list-style-type: none"> Farming Ranching Land cultivation Aquaculture Resource management Resource extraction
Environment	<ul style="list-style-type: none"> Grazing Irrigated farmland Small streams and watercourses Potential for by-product creation detrimental to natural environments 	Secondary Land Use	<ul style="list-style-type: none"> Residential (as part of a primary land use) Passive recreation related to resource management Conservation servitude Riparian setbacks
Mobility and Connectivity	<ul style="list-style-type: none"> Rural roads Agricultural traffic common Gravel or paved Limited to no pedestrian facilities; bikes and pedestrians share the road Limited services 	Development Policy	<ul style="list-style-type: none"> Conservation servitude Riparian setbacks Clustering/conservation development Regional parks and recreation opportunities within a 15 min. drive Connectivity to public lands for recreation may be provided
Infrastructure	<ul style="list-style-type: none"> Irrigation Well and septic common Agricultural Preservation 	Public and Private Amenities	<ul style="list-style-type: none"> Connectivity to public lands for recreation may be provided
Current Zoning	<ul style="list-style-type: none"> Agricultural Preservation 	DESIGN CHARACTER	
FUTURE CHARACTERISTICS		Building Placement	<ul style="list-style-type: none"> Deep setbacks, both primary and secondary structures
Street Type	<ul style="list-style-type: none"> Primitive/undeveloped Rural 	Building Frontage	<ul style="list-style-type: none"> No requirement
Multi-modal Infrastructure	<ul style="list-style-type: none"> Shared bikeways/sharrows Greenway connectivity where possible 	Building Height	<ul style="list-style-type: none"> 2 stories - residential 3 stories - agricultural
Transit	<ul style="list-style-type: none"> Not typically served 	Parking	<ul style="list-style-type: none"> Gravel, unimproved Limited pavement Typically dust abated
		Access	<ul style="list-style-type: none"> No requirements Buffers required in residential development when sited adjacent to an active agricultural activity Riparian setbacks and vegetative buffering along lakes and streams

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		FUTURE CHARACTERISTICS	
Land Use	<ul style="list-style-type: none"> Mid to small-scale agricultural activities Hobby farms Large tract residential Irrigated farmland 	Primary Land Use	<ul style="list-style-type: none"> Mid to small-scale agricultural activities Hobby farms Clustered residential
Environment	<ul style="list-style-type: none"> Sporadic, irregular development patterns Small streams and watercourses Paved roads Shared right-of-way Limited bicycle and pedestrian infrastructure Traditional street grid or curvilinear streets present 	Secondary Land Use	<ul style="list-style-type: none"> Large tract residential Farm stands and potential agritourism Active and passive recreation, as appropriate Conservation servitude Riparian setbacks Clustering/conservation development Engineered septic and community wells to promote clustering
Mobility and Connectivity	<ul style="list-style-type: none"> Limited bicycle and pedestrian infrastructure Traditional street grid or curvilinear streets present 	Development Policy	<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
Infrastructure	<ul style="list-style-type: none"> Rural level of services Private well and septic facilities 	Public and Private Amenities	
Current Zoning	Rural Residential		
DESIGN CHARACTER		MOBILITY	
Building Placement	<ul style="list-style-type: none"> Deep setbacks, both primary and secondary structures 100' or more is typical 	Street Type	<ul style="list-style-type: none"> Rural Roads Local Streets Shared bikeways/"sharrows"
Building Frontage	100' or more is typical	Multi-modal Infrastructure	<ul style="list-style-type: none"> Shared use paths where appropriate to serve development Sidewalks within developments
Building Height	2 stories typical	Transit	<ul style="list-style-type: none"> Future expansion of existing service network may be recommended based on residential clustering patterns
Parking	<ul style="list-style-type: none"> Paved for residential development Off-street parking required Individual driveways serving residential development 		
Access	<ul style="list-style-type: none"> Required for residential development Required for residential development Required for residential development 		
Landscaping	<ul style="list-style-type: none"> Required for residential development Required for residential development Required for residential development 		
Buffering	<ul style="list-style-type: none"> Required for residential development Required for residential development Required for residential development 		



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		DESIGN CHARACTER	
Land Use	<ul style="list-style-type: none"> Single-family residential Neighborhood-scale commercial Public services and utilities Schools, churches, and other community institutions 	Building Placement	<ul style="list-style-type: none"> Shallow setbacks Oriented toward primary street frontage 50' minimum
Environment	<ul style="list-style-type: none"> Developed Rural outpost characteristics 	Building Frontage	<ul style="list-style-type: none"> Developed Rural outpost characteristics
Mobility and Connectivity	<ul style="list-style-type: none"> Street network present Limited sidewalks Rural level of services Private well and septic facilities 	Building Height	<ul style="list-style-type: none"> 2 stories
Infrastructure	<ul style="list-style-type: none"> Rural level of services Private well and septic facilities Rural Residential 	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
Current Zoning	Rural Residential	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 for commercial development Required between commercial and residential uses Required for parking areas Riparian setbacks and vegetated buffering along lakes and streams, when present
FUTURE CHARACTERISTICS		MOBILITY	
Primary Land Use	<ul style="list-style-type: none"> Neighborhood-scale commercial Public services and utilities Schools, churches, and other community institutions 	Street Type	<ul style="list-style-type: none"> Rural Roads Local Streets
Secondary Land Use	<ul style="list-style-type: none"> Single-family residential Duplex and tri-plex development where services may support 	Multi-modal Infrastructure	<ul style="list-style-type: none"> Sidewalks common or required Shared bikeways/"sharrows" on roadways Future expansion of existing service network may be recommended based on residential clustering patterns
Development Policy	<ul style="list-style-type: none"> Mixed-use development encouraged Historic preservation 	Transit	<ul style="list-style-type: none"> Future expansion of existing service network may be recommended based on residential clustering patterns
Public and Private Amenities	<ul style="list-style-type: none"> Active recreation hub to serve rural residents; pocket parks, ballfields Trail and gateway terminal destination/starting point 		



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		FUTURE CHARACTERISTICS	
Land Use	<ul style="list-style-type: none"> Residential Agricultural Some limited commercial (sporadic) 	Primary Land Use	<ul style="list-style-type: none"> Single-family residential Duplex and triplex Townhomes Civic and institutional uses
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 Limited bike and pedestrian connectivity within existing development 	Secondary Land Use	<ul style="list-style-type: none"> Accessory dwelling units Home occupations Mixed-use residential Master-planned communities Cluster/conservation development
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 Private well and septic typical; community systems may be required for planned residential development 	Development Policy	<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
Infrastructure	<ul style="list-style-type: none"> Private well and septic typical; community systems may be required for planned residential development Rural Residential 	Public and Private Amenities	
Current Zoning	Rural Residential		
DESIGN CHARACTER		MOBILITY	
Building Placement	Moderate setbacks	Street Type	<ul style="list-style-type: none"> Local Avenue Sidewalks required within development Shared use paths encouraged between development Painted bike lanes when separated shared-use paths not feasible
Building Frontage	75 to 100 feet typical	Multi-modal Infrastructure	<ul style="list-style-type: none"> Required in median (where present) Riparian setbacks and vegetated buffering along lakes and streams, when present
Building Height	2 stories	Transit	<ul style="list-style-type: none"> Desirable but not required
Parking	<ul style="list-style-type: none"> Individual driveways On-street parking within residential developments Individual driveways 		
Access	<ul style="list-style-type: none"> Individual driveways Required in median (where present) Riparian setbacks and vegetated buffering along lakes and streams, when present 		
Landscaping	<ul style="list-style-type: none"> Required in median (where present) Riparian setbacks and vegetated buffering along lakes and streams, when present 		
Buffering	<ul style="list-style-type: none"> Required in median (where present) Riparian setbacks and vegetated buffering along lakes and streams, when present 		

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		DESIGN CHARACTER	
Land Use	<ul style="list-style-type: none"> Agricultural Suburban residential Vacant land 	Building Placement	<ul style="list-style-type: none"> Shallow to moderate setbacks for commercial and mixed-use buildings
Environment	<ul style="list-style-type: none"> Semi-developed, depending on location Scattered, sprawling development patterns Vacant lands with varied environmental constraints 	Building Frontage	<ul style="list-style-type: none"> Minimum 100'
Mobility and Connectivity	<ul style="list-style-type: none"> Primary transportation corridors Auto-centric development 	Building Height	<ul style="list-style-type: none"> 2 stories
Infrastructure	<ul style="list-style-type: none"> Varies; public water and sewer may be present or available for expansion 	Parking	<ul style="list-style-type: none"> Off-street parking required Paved Located to the side or rear of commercial buildings
Current Zoning	<ul style="list-style-type: none"> Rural Residential Commercial 	Access	<ul style="list-style-type: none"> Shared access Service roads
FUTURE CHARACTERISTICS		MOBILITY	
Primary Land Use	<ul style="list-style-type: none"> Service commercial Retail Office space Business and industrial parks Multi-family residential 	Street Type	<ul style="list-style-type: none"> Avenue Boulevard
Secondary Land Use	<ul style="list-style-type: none"> Mixed-use development Clustering 	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
Public and Private Amenities	<ul style="list-style-type: none"> Shared use paths integrated into development corridors 	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		DESIGN CHARACTER	
Land Use	<ul style="list-style-type: none"> Agricultural Scattered retail sales and service Auto shops and repairs services Farm implement sales 	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
Environment	<ul style="list-style-type: none"> Developed Primary transportation corridors 	Building Frontage	<ul style="list-style-type: none"> Build-to lines for new construction, redevelopment
Mobility and Connectivity	<ul style="list-style-type: none"> Primary transportation corridors Auto-centric development 	Building Height	<ul style="list-style-type: none"> 3 stories
Infrastructure	<ul style="list-style-type: none"> Public water and wastewater 	Parking	<ul style="list-style-type: none"> Parking located behind or adjacent to buildings Shared access Access roads Paved Curb and gutter where appropriate Circulation between commercial lots
Current Zoning	<ul style="list-style-type: none"> Rural Residential Commercial Impact Areas 	Access	<ul style="list-style-type: none"> Required for commercial developed Perimeter landscaped buffering is required where parking is adjacent to primary street frontage
FUTURE CHARACTERISTICS		MOBILITY	
Primary Land Use	<ul style="list-style-type: none"> Retail sales and service Lodging and accommodations Restaurants Auto-oriented commercial communities Multi-family residential Civic and institutional Historic and cultural points of interest Mixed-use retail Wayfinding Master-planned development 	Street Type	<ul style="list-style-type: none"> Avenue Boulevard
Secondary Land Use	<ul style="list-style-type: none"> Historic and cultural points of interest Mixed-use retail Wayfinding Master-planned development 	Multi-modal Infrastructure	<ul style="list-style-type: none"> Sidewalks between development Separated or painted bike lanes Shared use paths encouraged
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 	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		FUTURE CHARACTERISTICS	
Land Use	<ul style="list-style-type: none"> Commercial Light industry Heavy industry Educational institutions Healthcare Rail and transportation hubs 	Primary Land Use	<ul style="list-style-type: none"> Business parks Industrial parks 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 	Secondary Land Use	<ul style="list-style-type: none"> Mixed-residential Service and hospitality Mixed-use development
Mobility and Connectivity	<ul style="list-style-type: none"> Auto-centric Rail connectivity Proximity to interstate 	Development Policy	<ul style="list-style-type: none"> Campus/master planning for large site development
Infrastructure	<ul style="list-style-type: none"> Public water and sewer Rural Residential Commercial Industrial Impact Areas 	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
MOBILITY		DESIGN CHARACTER	
Street Type	<ul style="list-style-type: none"> Local Avenue Boulevard 	Building Placement	<ul style="list-style-type: none"> Varies
Multi-modal Infrastructure	<ul style="list-style-type: none"> Bicycle and pedestrian networks highly encouraged or required within master-planned employment campuses 	Building Frontage	<ul style="list-style-type: none"> Varies
Transit	<ul style="list-style-type: none"> Desirable 	Parking	<ul style="list-style-type: none"> Varies Interstate access Rail access
		Access	<ul style="list-style-type: none"> Required
		Landscaping	<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
		Buffering	<ul style="list-style-type: none"> Required



Plan Implementation

- Planning principle → goal → objectives → actions strategies
- Priority level evaluated
- Responsibility center = who leads the charge?
- Timeframe – short, mid and long-term
- Benchmark – how do we measure success?
- Statutory requirement

GOAL	OBJECTIVE	ACTION	PRIORITY	LEAD AGENCY	TIMEFRAME	BENCHMARK	MET? Y/N	STATUTORY OBJECTIVE MET
	Incentivize open space set aside through conservation easements, to protect agricultural heritage and preserve access to public lands and areas of recreational value throughout the County.	Develop conservation design standards as part of the zoning and development code update that offer development incentives such as increased density for areas set aside in perpetuity as open space.						
	Plan for the needs of future residents by evaluating existing resources and capacity within the Parks and Waterways Department.	Complete a Countywide parks and recreation plan to strategize expansion needs for future parks, trails, and recreation.						
		Engage public and private partners in the planning process to ensure all recreation pursuits are considered (mountain biking, climbing, ATV, etc.)						
		Identify key corridors and missing links necessary to improve connectivity between existing and future parks, recreation facilities and open space.						
		Require all playground facilities and public restrooms come into compliance with the ADA (American Disabilities Act) within a certain time period.						
		Develop partnerships with local, state, federal government and the private sector to fund the growing parks and recreation needs of the community.						
		Use the capital improvements planning process to prioritize community needs and create a financially responsible approach to expansion of facilities, programs and services in the County						
	Expand access for boating, fishing, and other recreational pursuits along the Snake River and within the Snake River Canyon.	Seek grant funding to complete a "blueways" corridor plan or the Snake River.						
	Create cohesiveness in messaging recreational amenities for residents and tourists.	Improve the County's parks and recreation website to better inform the public about recreation opportunities, events and amenities.						
		Work with the cities to develop a county-wide brand for recreation amenities.						
	Improve signage and wayfinding along the Snake River and other blueways to promote public safety in areas there are hazards, expanding recreation opportunities for boats and kayaks.	Complete a coordinated active recreation and wayfinding plan with the cities and develop a palette of sign options that will help brand recreational assets throughout the cities and county.						
	Expand access to land for hunting and fishing.	Educate large landowners in the County about the AccessYes! Program managed by Idaho Fish and Game to maintain and improve access to and through private lands by working with landowners and providing compensation for access.						
		Seek partnerships with local/regional non-profits to facilitate and manage the conservation easement process when required or appropriate through development.						



Draft Roll-Out

Public Open Houses
Stakeholder Conversations



What Comes Next



Community survey – feedback on goals, objectives and strategies



Revisions to draft plan



Formal consideration and recommendation by the Planning & Zoning Commission



Formal consideration and adoption by the Board of County Commissioners



Updates to the zoning code and subdivision regulations to implement the plan