

TWIN FALLS COUNTY COMPREHENSIVE PLAN UPDATE

Public Open House
February 17, 2021



Why Update the Comprehensive Plan?

- Reflect **current conditions and trends**
- **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.

A photograph of a public outreach meeting in a room with wood-paneled walls. Several people are seated at long tables, looking at large maps or documents. A man with a white beard and glasses is in the foreground, looking at a map. Other people are in the background, some standing and talking. A sign on the wall reads "COUNCIL CHAMBERS".

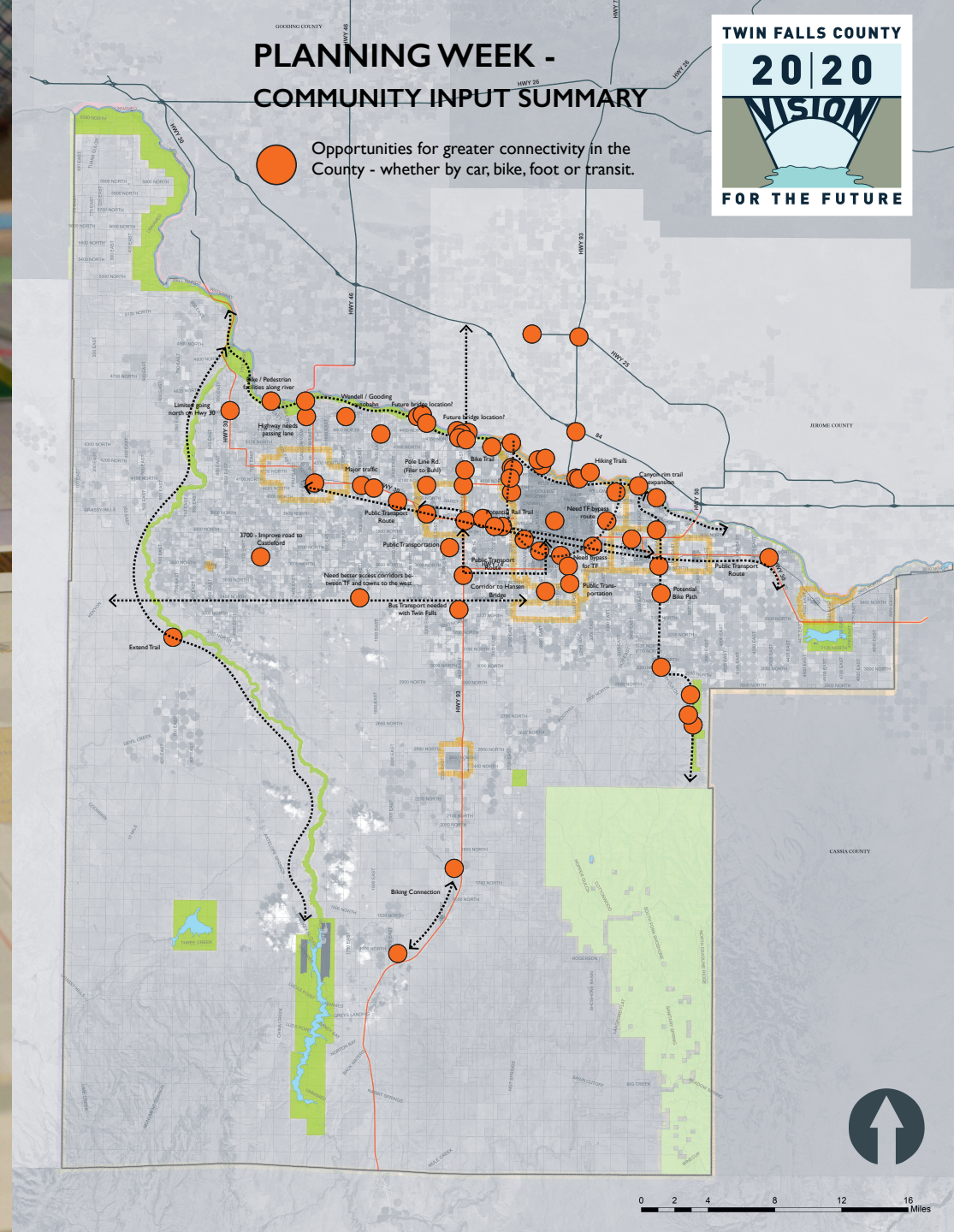
At a Glance: Public Outreach

- 100+ participants engaged during planning week
- 317 community survey responses
- 70+ participants engaged in draft roll-out
- 251 goals and objectives survey responses



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?







Core Planning Principles

- *Balance private property rights with the community's vision.*
 - *Preserve the rural character of Twin Falls County through conscientious land use and community design.*
 - *Support the County's agricultural base while seeking opportunities for industry diversification.*
 - *Protect and expand access to open spaces and recreational assets for residents and visitors.*
 - *Improve connectivity between people and places to enable the efficient movement of goods and services throughout the County and beyond.*
 - *Advance economic diversity by seeking new opportunities and supporting existing industry, building on core strengths while exploring new and innovative pursuits.*
 - *Support sustainable and fiscally responsible growth by utilizing existing community resources, infrastructure, utilities and service delivery.*
 - *Encourage housing attainability and promote choice for all residents by expanding options and eliminating barriers in appropriate zones.*
 - *Ensure a safe, clean, and healthy environment for all residents of Twin Falls County.*
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A COMPREHENSIVE PLAN FOR TWIN FALLS COUNTY'S FUTURE
FINAL DRAFT
February 2021

TWIN FALLS COUNTY 20|20



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

What you'll find....

1864



1870'S



1890



1904



1905



PLANNING MILESTONES

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 completed.
- 1927 – Twin Falls-Jerome Intercounty Bridge opens to traffic.
- 1935 – Idaho Power Company dammed southern two cataracts for hydro power.
- 1960s – The I-84 freeway is completed the canyon.
- 1964 – The College of Southern Idaho established in Twin Falls.
- 1974 – The daredevil Evel Knievel attempt to jump across the Snake River Canyon a steam-powered rocket.
- 1976 – The Perrine Bridge finished construction and is officially dedicated, replacing the former Intercounty Bridge the Snake River.
- 1987 – First documented BASE jump from Perrine Bridge.
- 1990 – The County begins to experience growth in the tech industry, including IT 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 residents.
- 2012 – Chobani Yogurt Company opens world's largest yogurt manufacturing plant state-of-the-art processing facility in Twin Falls.
- 2013 – The County West building renovation completed in what was previously the land.
- 2016 – Cliff Bar completes construction facility in Twin Falls.

CHAPTER 1 - INTRODUCTION



Why We Plan

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

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

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 rural and towns that make up the County's overall geography. It looks twenty years and considers 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, a vision and the actions necessary to realize shared goals. It is as much about the future as it is about the present, focusing on the nuts and bolts that make so invaluable by identifying partnerships, prioritizing action, and approaching the County's future potential with an eye towards incremental and achievable progress. The plan serves to inspire residents toward the change they themselves have articulated in this comprehensive planning process.

CH.4

THE COMMUNITY'S PLAN



THE IMPORTANCE OF PUBLIC INPUT

The cornerstone of every great plan is robust and ongoing public input. There is no “one public” in any community, including Twin Falls County. The County is composed of a diverse group of people, viewpoints, and interests. Early, continuous, and broad public engagement helped to ensure that the plan incorporated that diversity and feedback into each stage of the process.

Diverse and inclusive public engagement in the planning process fuels innovation, it improves communication across the County, and it helps the County respond more successfully to a rapidly changing world. By involving many different stakeholders, from residents to business owners to non-profits to governmental agencies and representatives, the process followed in this plan built broad consensus which will hopefully lead to better, faster, and more successful plan implementation.

Twin Falls County 2020 – Vision for the Future is the result of the hard work of many individuals, staff, boards, and the project Steering Committee. This plan is an update of the **2008 Twin Falls County Comprehensive Plan** and is significantly different in terms of content and organization. However, it provides continuity between the plans by bringing forward ideas and information from 2008 and building on concepts that are still important. The 2020 plan adds detail, a new, more expressive, and aspirational vision, and creates an entirely new implementation element to assist the County in moving forward strategically.



COLLECTOR ROADS

Description: Collector roads are designed to carry traffic from local streets to arterial streets, at lower speeds than arterials and in trips that are shorter in length. Collectors often provide access to residential areas, public and quasi-public institutions, parks and schools, and serve as a regional travel facility connecting employment and community centers. Cyclists and pedestrians may be safely accommodated through protected bike lanes and sidewalks. Collector roads are typically four or more lanes in width and found in more densely developed areas with a mix of commercial, residential, and industrial uses.

DESIGN ELEMENT	DESCRIPTION	RECOMMENDED DIMENSIONS
Lanes	4 to 5 (max.)	12' (min.)
Surface	Paved	
Median	Landscaped with turn bays	16'-22'
Parking	Permitted only along access lanes in multi-way configuration	8' (min.)
Shoulder	Planting strips with street trees	18'-22'
Bicycle Facilities	Protected bike lane or striping (at minimum)	One-way: 7' lane + 3' separator Two-way: 12' lane + 4' separator
Sidewalks	Preferred	10' (min.)
Target Speed	35 mph	n/a
Drainage	Closed (curb and gutter) or open swale	n/a
Right-of-way	Collector requirements per highway department	78'

FIGURE 5-2 COLLECTOR ROAD CROSS SECTION



ARTERIAL ROUTES

Description: Streets that carry the greatest volume of through or long distance travel are known as arterials. Arterials often connect other high volume traffic generators and high volume travel corridors where vehicles move at higher speeds. The width of these existing arterial roadways varies from 30 foot sections up to 120 feet on Poleline Road. Allowable widths directly impact level of service, as larger widths generally allow for increased traffic flow and greater capacity. An arterial route is a regional travel facility that typically consists of commercial frontage with multiple intersections and access to businesses. Cyclists and pedestrians can be safely accommodated through separated shared use paths as opposed to on-street facilities.

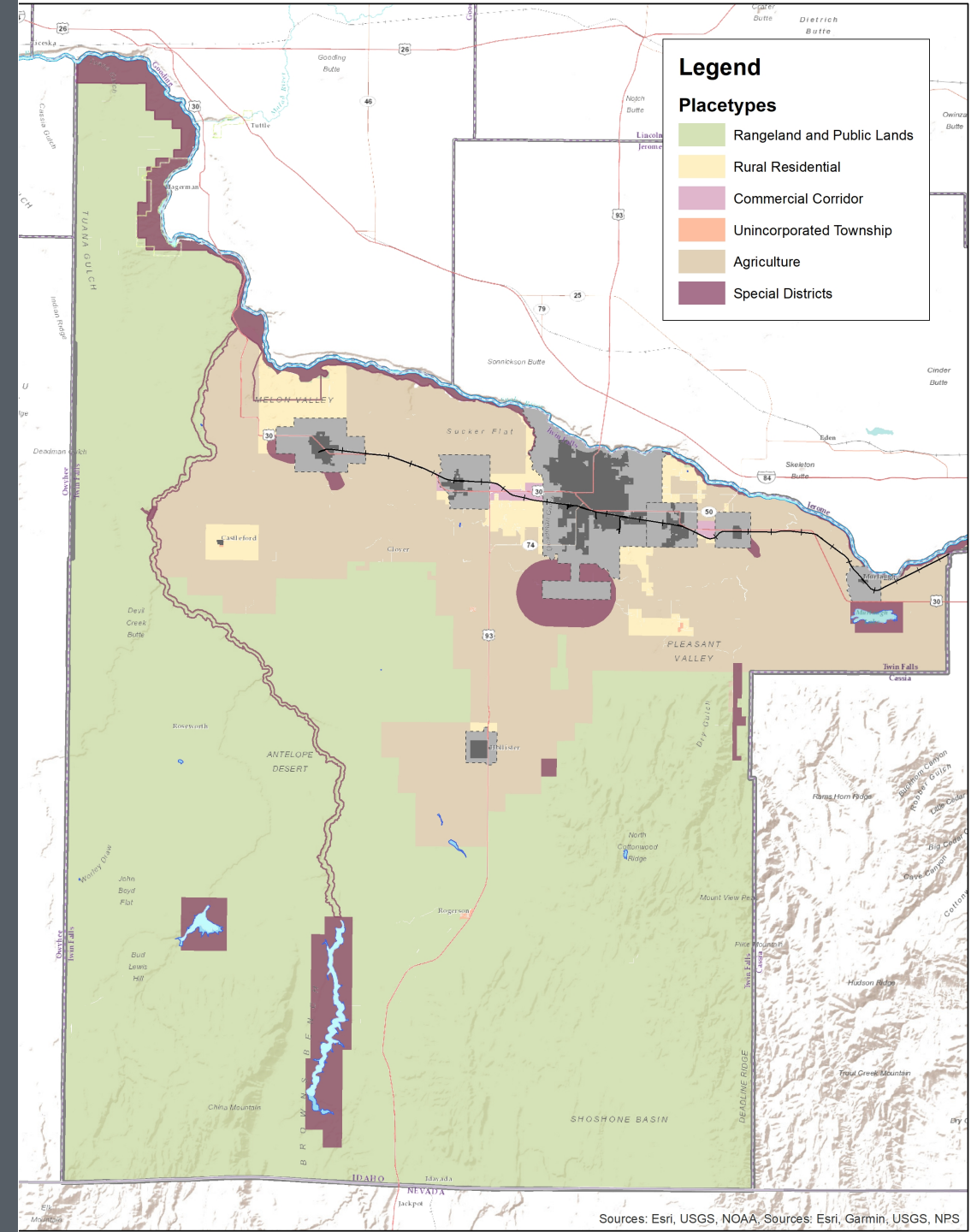
DESIGN ELEMENT	DESCRIPTION	RECOMMENDED DIMENSIONS
Lanes	4 to 6 (max.); additional 2 lanes permitted with access roads	12' (main lane); 10' (access lane)
Surface	Paved	
Median	Not typical	6'-8'
Parking	Not permitted	8'
Shoulder	Landscaped or open swale (rural); landscaped with street trees (urban, areas of impact)	18'-22'
Bicycle Facilities	Separated shared use path or protected bike lane	One-way: 7' lane + 3' separator Two-way: 12' lane + 4' separator Shared use path: 12' (min.)
Sidewalks	Not required where shared use path present	10' (min.)
Target Speed	40 mph and higher	n/a
Drainage	Closed (curb and gutter) or natural swale	n/a
Right-of-way	Arterial requirements per highway department	92'

FIGURE 5-3 ARTERIAL ROUTE CROSS SECTION



FUTURE LAND USE

- Rangeland and Public Lands
- Agriculture
- Rural Residential
- Unincorporated Township
- Commercial Corridor



RANGELAND AND PUBLIC LANDS

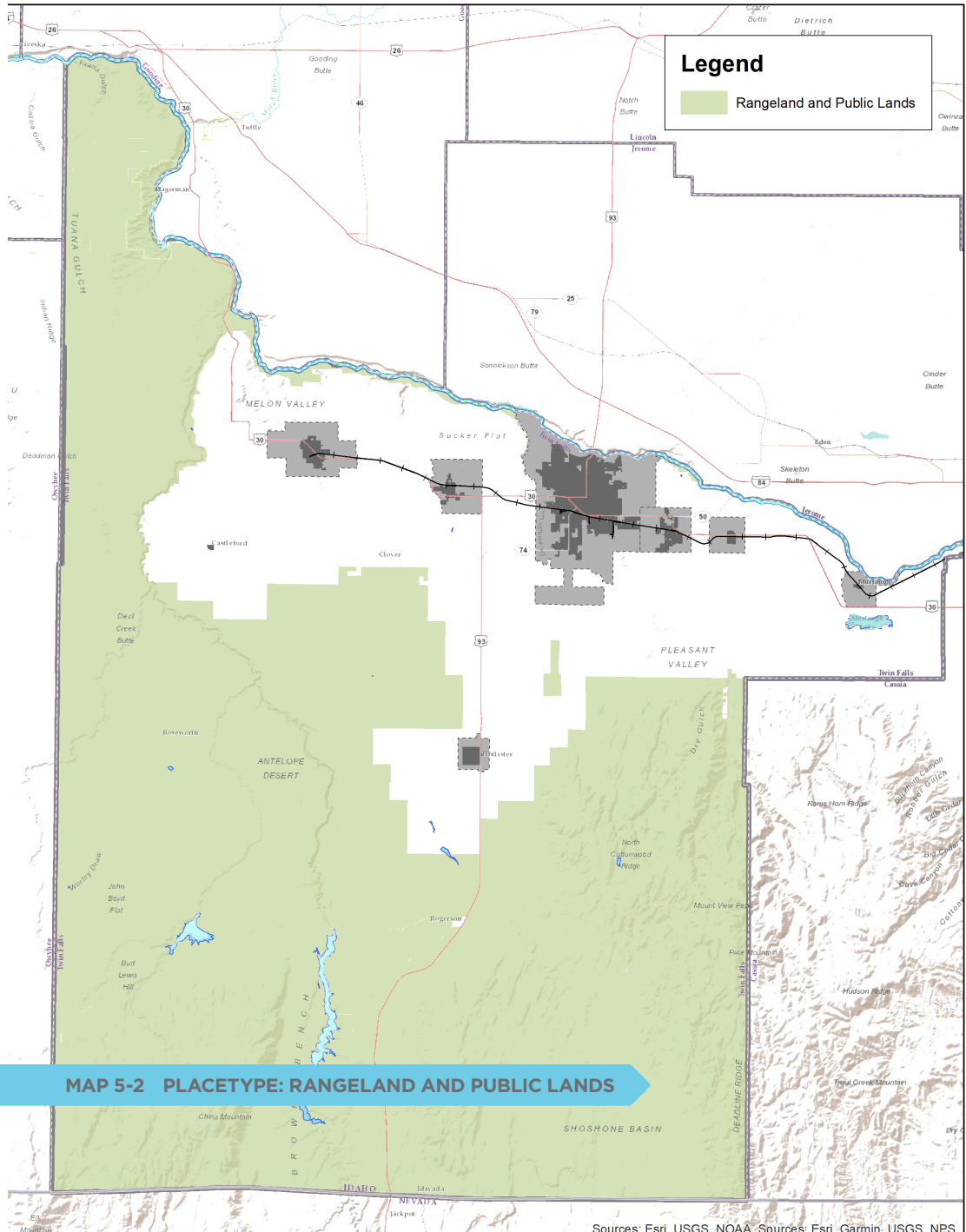
Description: The Rangeland and Public Lands placetype includes a mix of federal, state and local land held in perpetuity for public recreation, resource cultivation and limited extraction. The lands include those owned by the U.S. Forest Service, Bureau of Land Management, State of Idaho and Twin Falls 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. Rangeland and Public 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.

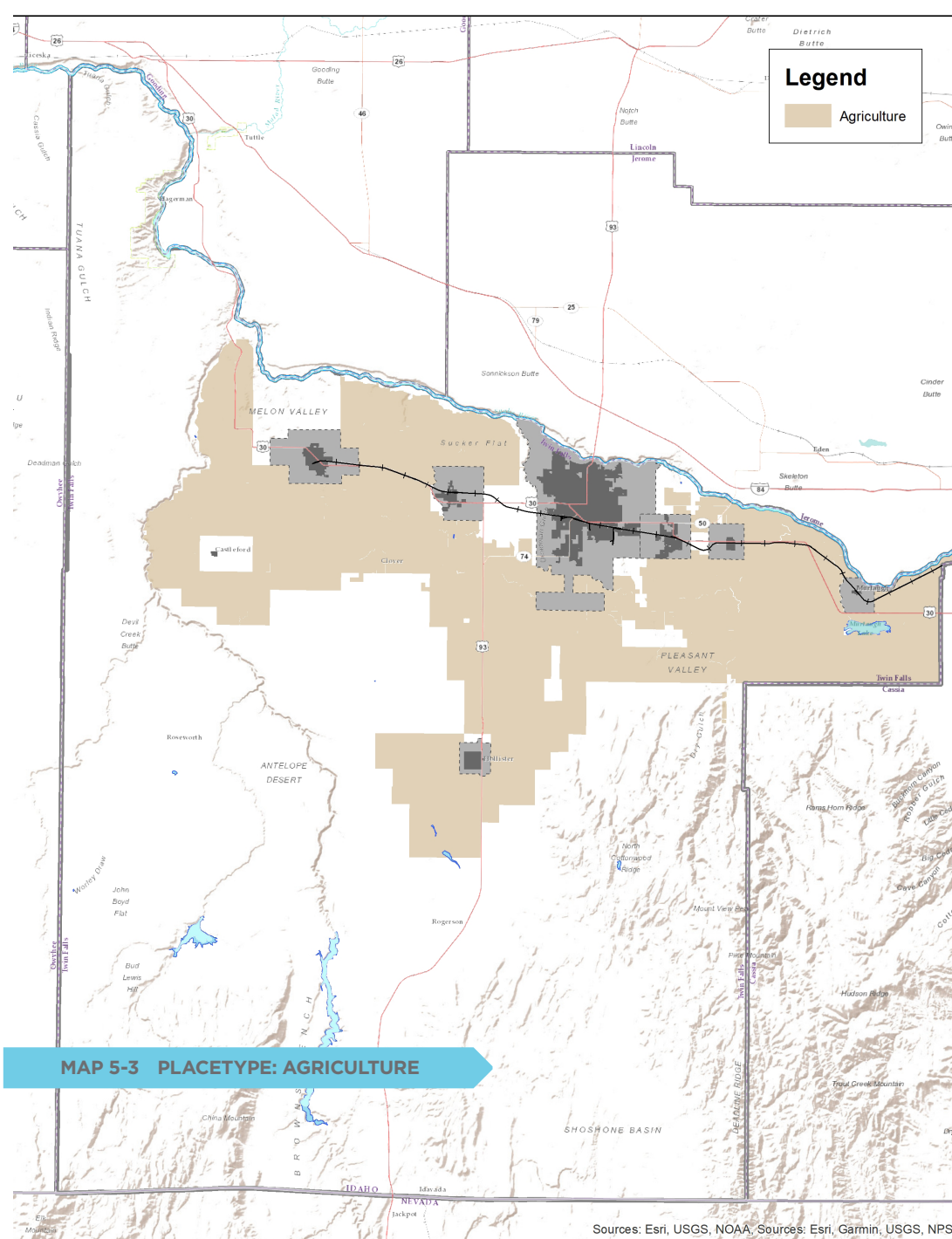
EXISTING CONDITIONS

Land Use	<ul style="list-style-type: none"> Federal, state, and county-owned land Passive recreation Resource extraction Limited agricultural activities such as grazing
Environment	<ul style="list-style-type: none"> Western prairie Arid, high desert landscape South Hills Remote, undeveloped Small streams and watercourses; dammed lakes
Mobility and Connectivity	<ul style="list-style-type: none"> Primitive road network Limited access
Infrastructure	<ul style="list-style-type: none"> Impermanent Few to no services
Current Zoning	<ul style="list-style-type: none"> Agricultural Preservation

FUTURE CHARACTERISTICS

Primary Land Use	<ul style="list-style-type: none"> Federal, state, and county-owned land Passive recreation
Secondary Land Use	<ul style="list-style-type: none"> Resource extraction Limited agricultural activities Recreational rentals (primitive camping) Residential (as part of primary land use)
Development Policy	<ul style="list-style-type: none"> Conservation easement Riparian setbacks
Public and Private Amenities	<ul style="list-style-type: none"> Trailheads and trail networks for motorized and non-motorized recreation Primitive campsites Primitive boat launches/blueway access



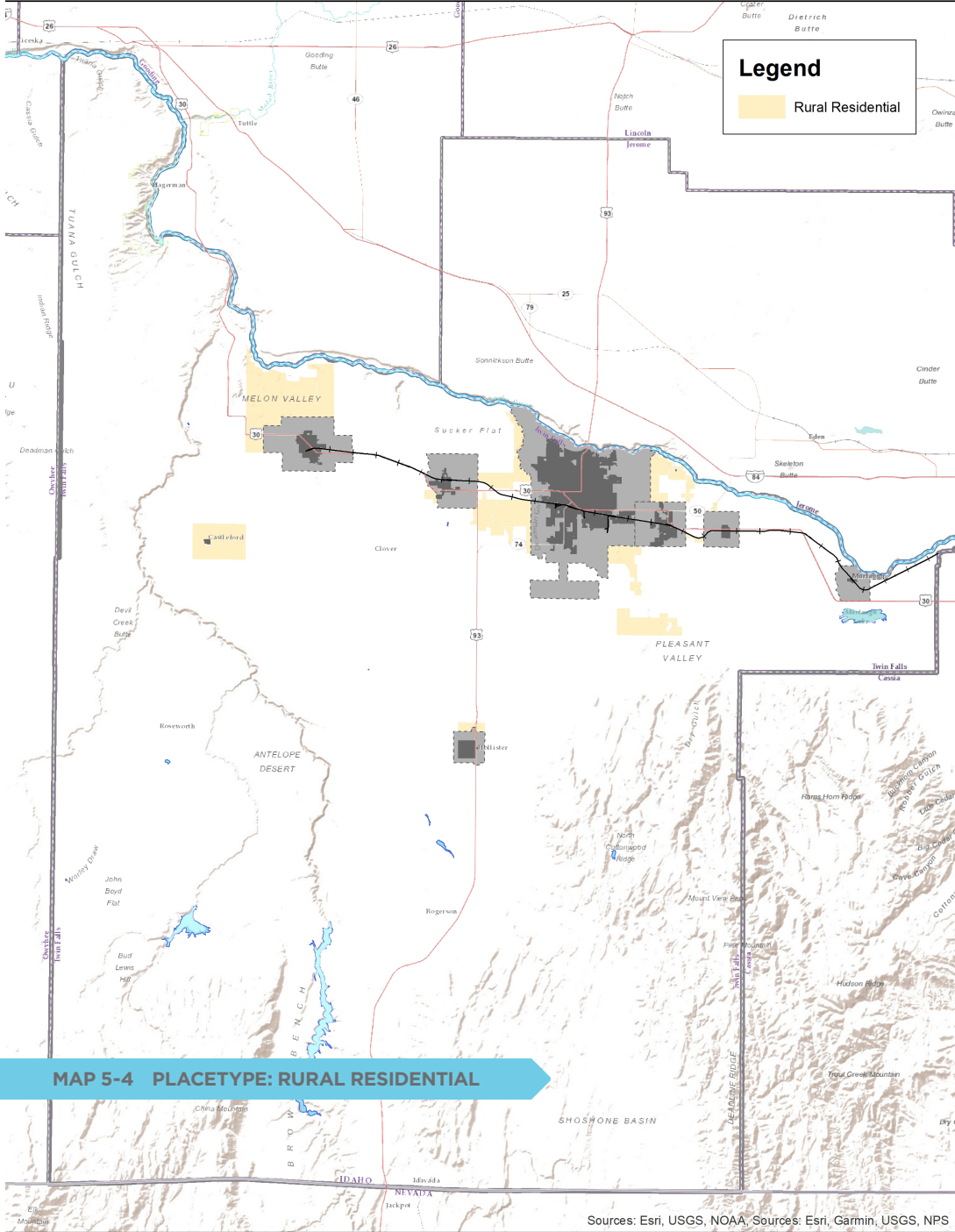


DESIGN CHARACTER

Building Placement	<ul style="list-style-type: none"> Deep setbacks (typically 30 feet or greater) for both primary and secondary structures
Building Frontage	<ul style="list-style-type: none"> No requirement
Building Height	<ul style="list-style-type: none"> 35 ft. is typical of residential structures Unlimited for agricultural structures
Parking	<ul style="list-style-type: none"> Gravel, unimproved
Access	<ul style="list-style-type: none"> Limited pavement Typically dust abated
Landscaping	<ul style="list-style-type: none"> No requirement
Buffering	<ul style="list-style-type: none"> Buffers required in residential development when sited adjacent to an active agricultural activity Riparian setbacks

MOBILITY

Street Type	<ul style="list-style-type: none"> May be primitive/undeveloped Variable depending on the location within the county
Multi-modal Infrastructure	<ul style="list-style-type: none"> Greenway connectivity where possible
Transit	<ul style="list-style-type: none"> Not typically served



RURAL RESIDENTIAL

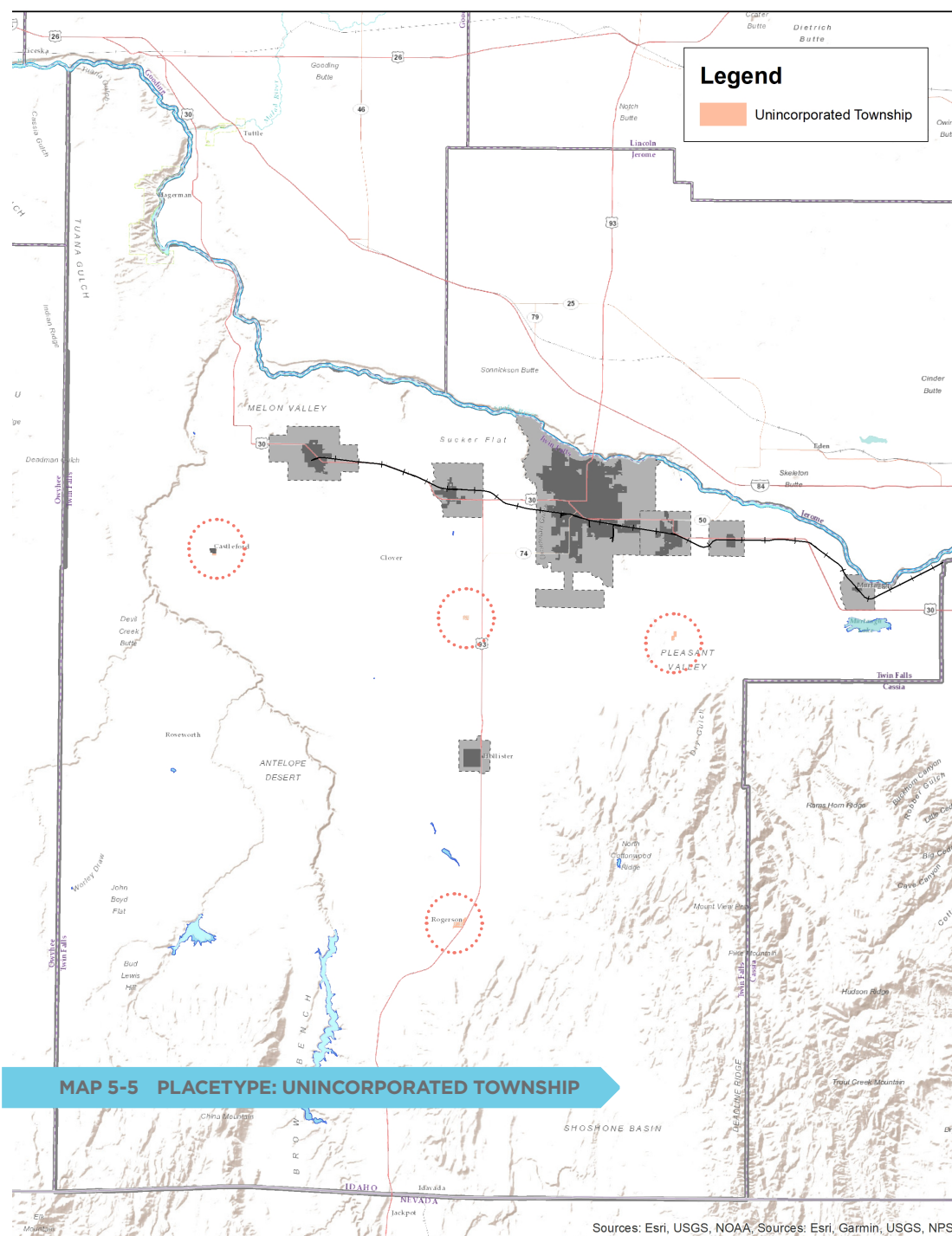
Description: The Rural Residential placetype creates a buffer between agricultural operations present in the Agriculture designation and areas that may have established infrastructure and are closer to service delivery, making them more desirable for residential development. These lands are typically in smaller tracts ranging from one to five acres that have been previously divided from miscellaneous plats of record, are close to areas of impact, or exhibit varied development patterns where prime agricultural soils are not present. These lands are typically served by limited infrastructure (gravel roads, individual well and septic, etc.). Smaller-scale agricultural activities may be present in the Rural Residential placetype. This placetype is 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 applied to personal property that support the area placetype.

EXISTING CONDITIONS

Land Use	<ul style="list-style-type: none"> Mid to small-scale agricultural activities 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 Expectation that development will hook up to City services when available
Current Zoning	<ul style="list-style-type: none"> Rural Residential

FUTURE CHARACTERISTICS

Primary Land Use	<ul style="list-style-type: none"> Mid to small-scale agricultural activities Small-scale or specialized farms Clustered residential
Secondary Land Use	<ul style="list-style-type: none"> 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

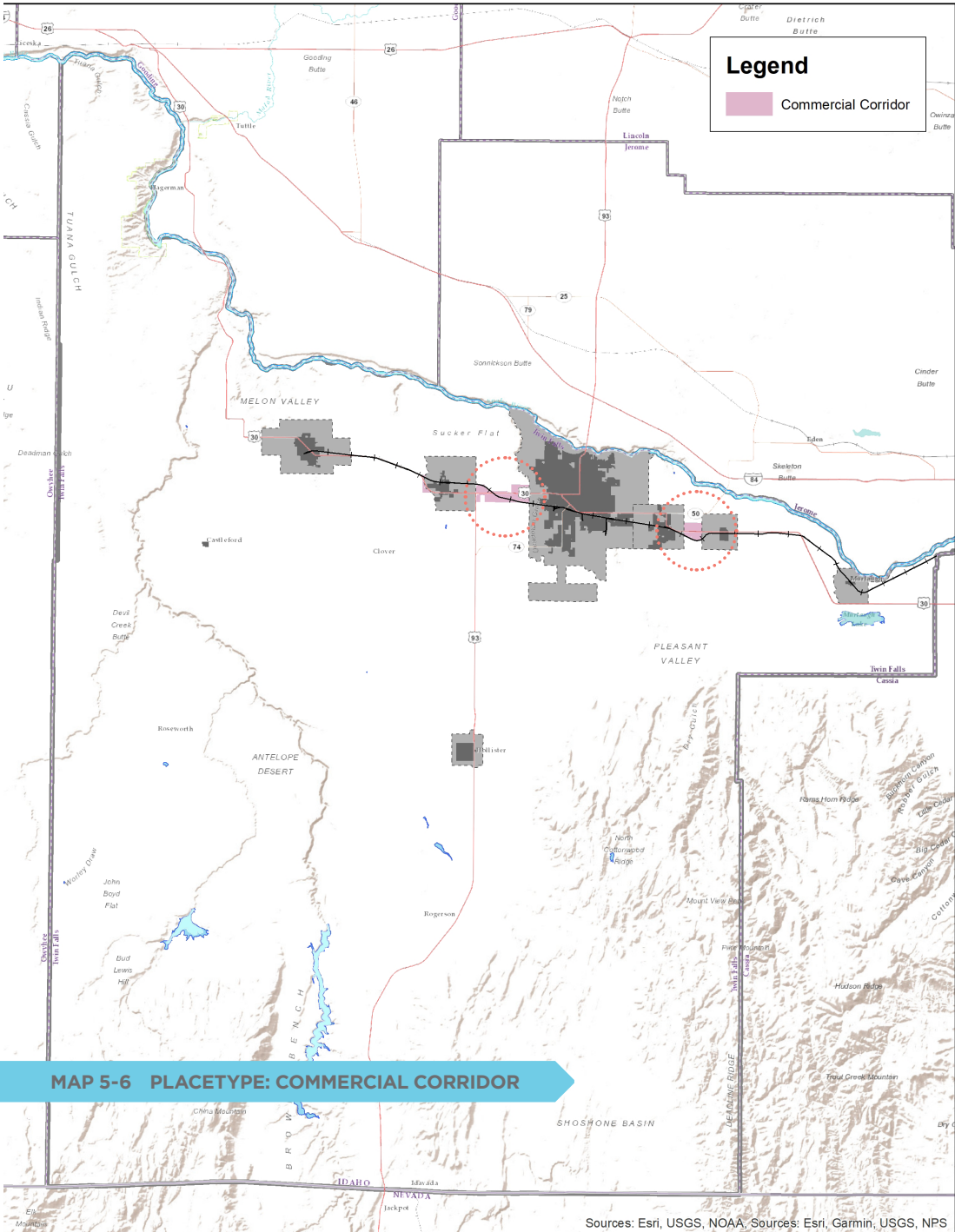


DESIGN CHARACTER

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"> Limit of 35 ft. is typical for all types of structures
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"> Local Streets Residential Streets
Multi-modal Infrastructure	<ul style="list-style-type: none"> Sidewalks common 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



COMMERCIAL CORRIDOR

Description: The Commercial 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 supportive of agricultural commercial, mixed-use commercial, and limited light industrial operations. Commercial Corridors are generally access-oriented but encourage a greater mix of uses, multi-modal connectivity where appropriate, and buildings oriented toward the primary street frontage with parking located to the side or rear. Commercial Corridors support community character through form-based site design standards and other best practices to encourage corridors to grow and change with market demands and community needs over time.

EXISTING CONDITIONS

Land Use	<ul style="list-style-type: none">• Agricultural• Limited 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• Impact Areas

FUTURE CHARACTERISTICS

Primary Land Use	<ul style="list-style-type: none">• Agriculture service and retail• Business office Space
Secondary Land Use	<ul style="list-style-type: none">• Mixed-use commercial• Limited residential
Development Policy	<ul style="list-style-type: none">• Mixed-use development
Public and Private Amenities	<ul style="list-style-type: none">• Shared use paths integrated in development corridors

A close-up, blurred image of a pen writing on a document. The document features a line graph with a dotted trend line and a solid, jagged line. The pen is positioned at the top right, and the lines on the graph extend from the top left towards the bottom right.

Plan Implementation

- Planning principle → goal → objectives → actions and strategies
- Priority – what to focus on first?
- 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
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.	Continue to coordinate transportation planning between all involved agencies.	1	Highway Districts, Idaho Transportation Department, Board of County Commissioners, Greater Twin Falls Transportation Committee	Ongoing	The Greater Twin Falls Transportation Committee continues to serve as a point of coordination for all transportation-related decisions in the County.		67-6508(i) Transportation
		Identify and prioritize development of improvements to future arterial and collector roadways in the County based on current and future growth.	1	Highway Districts, Cities and Towns, Idaho Transportation Department	Immediate	Future infrastructure improvements and maintenance are planned and budgeted for through the CIP process annually.		67-6508(i) Transportation
		Require all new and additional development to have roads in the County to be built to Highway District or Idaho Transportation Department, District IV standards and plans.	1	Community Development, Planning & Zoning Commission	Ongoing	The zoning and subdivision regulations are updated to reflect/ cross-reference these standards.		67-6508(i) Transportation
		Initiate, participate in, and/or support the evaluation and implementation of a third crossing over the Snake River.	1	Board of County Commissioners, Highway Districts, state and Federal Legislators	Immediate	The County is represented and actively participates in ongoing discussions.		67-6508(d) Economic Development 67-6508(i) Transportation
		Develop and adopt appropriate highway district and state site design standards as part of the County zoning code and subdivision regulation update that reinforce site distance and visibility requirements at intersections.	1 or 2	Community Development, Planning & Zoning Commission, Highway Districts, Idaho Transportation Department	Immediate	The zoning and subdivision regulations are updated to reflect/ cross-reference these standards.		67-6508(i) Transportation
		Coordinate utility locations with local transportation departments.	2	Highway Districts, Idaho Transportation Department, Cities and Towns	Ongoing	Internal policy is developed clarifying the process for coordination.		67-6508(h) Public Services, Facilities and Utilities 67-6508(i) Transportation



Tonight!

- Review the placetype boards
- Review the prioritized goals, objectives, and actions
- Ask us questions!
- Provide comment
 - Virtual attendees can comment in the “chat” function - these will be recorded
 - Comment cards for in-person attendees

What's Next?



Draft plan posted online first week of March:

<https://2020.twinfallscounty.org>



Formal public comment period begins



Formal consideration and recommendation by the Planning & Zoning Commission – March 25th



Formal consideration and adoption by the Board of County Commissioners - TBD



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

Feedback



Comment through the website:
<https://2020.twinfallscounty.org>



Email: pandz@co.twin-falls.id.us

TWIN FALLS COUNTY

20|20

VISION FOR THE FUTURE

Visit our webpage for more information:
[HTTPS://2020.TWINFALLSCOUNTY.ORG](https://2020.TWINFALLSCOUNTY.ORG)

THE VISION FOR TWIN FALLS COUNTY

Rooted in the very soil that sustains us, embodying the western spirit of independence, we face the future with resolve. We know that as we grow, we are most successful when we grow together. We recognize that change will come, and our community's resilience requires seizing opportunities to expand our horizon while protecting and supporting the place - and people - that have made us who we are today. Our vision for the future relies on preserving individual freedom while capitalizing on collective strengths; working together towards a common goal through innovation, collaboration, and determination.