TWIN FALLS

GROW WITH US

Public Draft, July 2016

SPECIAL APPRECIATION IS GIVEN TO THE COMMUNITY OF TWIN FALLS

Thank you to all who participated in stakeholder interviews, attended Plan meetings and events, completed surveys, and provided their comments throughout this process.

ACKNOWLEDGMENTS

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OVERVIEW OF TWIN FALLS COMPREHENSIVE PLAN | *GROW WITH US*

With a thirty percent increase in population between 2000 and 2014, we are rapidly growing. According to the Twin Falls Community Strategic Plan 2030, population growth is expected to accelerate toward 66,500 by 2030. This Comprehensive Plan outlines ways we, City residents and community leaders, can direct this growth to strengthen and build upon the values of Twin Falls. A common theme throughout GROW WITH US is development choices should be intentional and value-based.

GROW WITH US has been specifically developed to address the values and interests of people living and working in Twin Falls. It establishes our priorities for public action that will help direct private decisions. As the Comprehensive Plan for Twin Falls, this document provides policy-level guidance for City government decisions. At a minimum, this plan should serve as a broad reference for all planning done within the City. GROW WITH US contains three types of information: Documentation of the process in preparing this Plan, information relevant to community planning in Twin Falls, and policy recommendation and implementation strategies to help guide future development in the City.

Implementing GROW WITH US will establish a framework of policies that will shape physical and economic development for years to come. To stay relevant and increase effectiveness, the Plan will be reviewed, revised, and updated on a regular basis in order to reflect the changing economy, environment, and development patterns. GROW WITH US is closely aligned with and informs other City planning initiatives, such as the Strategic Plan and the Development Code. These other two initiatives are the primary ways the Plan should be implemented and regularly updated.

A common theme throughout GROW WITH US is that development choices should be intentional and value-based.

GROW WITH US builds on the past ideas and framework of Twin Falls Vision 2030, A Comprehensive Plan for a Sustainable Future and will, in turn, provide a foundation for more detailed implementation strategies. The Plan incorporates information, ideas, and proposals contained in the Parks and Recreation Master Plan, and the Transportation Master plan, among others. GROW WITH US is not intended to replace these master plans, but to complement them.

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1 INTRODUCTION

BACKGROUND

Twin Falls is centrally located between Boise and Salt Lake City on I-84. While Twin has a small-town feel and philosophy, its daily population grows to over 75,000 as it is the regional medical, educational, retail, and services hub for the 250,000 regional population. The City of Twin Falls is home to half the population of Twin Falls County, and because the City is surrounded primarily by agriculture, Twin Falls provides big city services to a very large area, extending beyond the Magic Valley into Nevada and Utah.

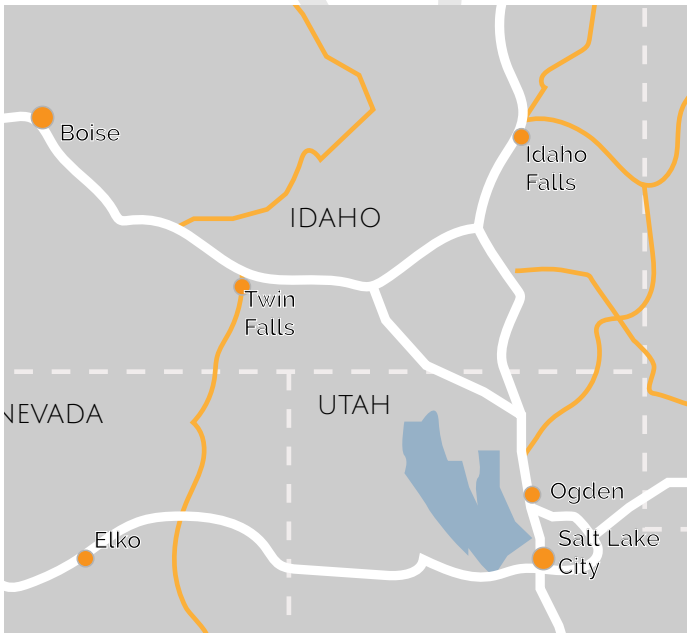
Twin Falls has an interesting ancient settlement history dating back as long as 14,500 years. During the mid-19th century the Twin Falls region was heavily traveled by pioneers moving west on the Oregon Trail. Modern Twin Falls began as an agricultural center, then eventually becoming a food processing center. Twin Falls is the largest city in the region, the seventh largest in the state, and is the principal city of the Twin Falls Micropolitan Statistical Area. Twin Falls is served by U.S. Highway 30, U.S. Highway 93 and is just south of Interstate 84. The Snake River Canyon forms the City's northern limits, separating it from Jerome County. Twin Falls has enjoyed a recent period of growth and prosperity. Despite the recent growth it has retained a small-town feel and ambiance.

The City of Twin Falls hosts some of the nation's largest food processors such as Glanbia Cheese, ConAgra Foods, and the Amalgamated Sugar Company. It is also the home of the largest yogurt manufacturing facility in the world, which is part of the growing Chobani yogurt company. In addition, Twin is currently home to Jayco RV Manufacturing, C3 Connect, Seastrom Manufacturing, Clif Bar & Company, and many other industry leaders.

PLAN PURPOSE

In the State of Idaho, comprehensive plans are advisory documents used to guide land development decisions. Because the plans are derived from public input about what people desire for their community, the goals and future land use designations of the Comprehensive Plan have an important role in many regulatory decisions the City makes. These decisions surround land use, such as rezoning, and updates to City codes and standards. When a development proposal is submitted to the City, the Comprehensive Plan is referenced and staff recommendations are expected to be consistent with the goals of the Comprehensive Plan. When undertaking updates to its codes, the City uses the Comprehensive Plan for guidance to ensure the codes are consistent with Comprehensive Plan goals. Each section of the Plan contains specific goals and objectives that pertain to land uses and can be found at the end of each section within Chapter 3: Framework.

MAP 1: REGIONAL CONTEXT



PLAN DEVELOPMENT

Developing the Plan relied on broad public input, aspiring to be truly representative of public interest and desires. The process was designed to extract core interests, desires, and concepts, directly from community members, about how Twin Falls should develop in the coming years. These ideas were instrumental in confirming and developing the community vision. In addition to clarifying the community's vision for the desired future of Twin Falls, public input was instrumental in identifying new opportunities and projects for the future.

The City used a variety of methods to gain the broadest possible participation and input from residents and stakeholders. Early in the project, the team held one-on-one and small-group interviews with a cross section of over 25 community leaders and

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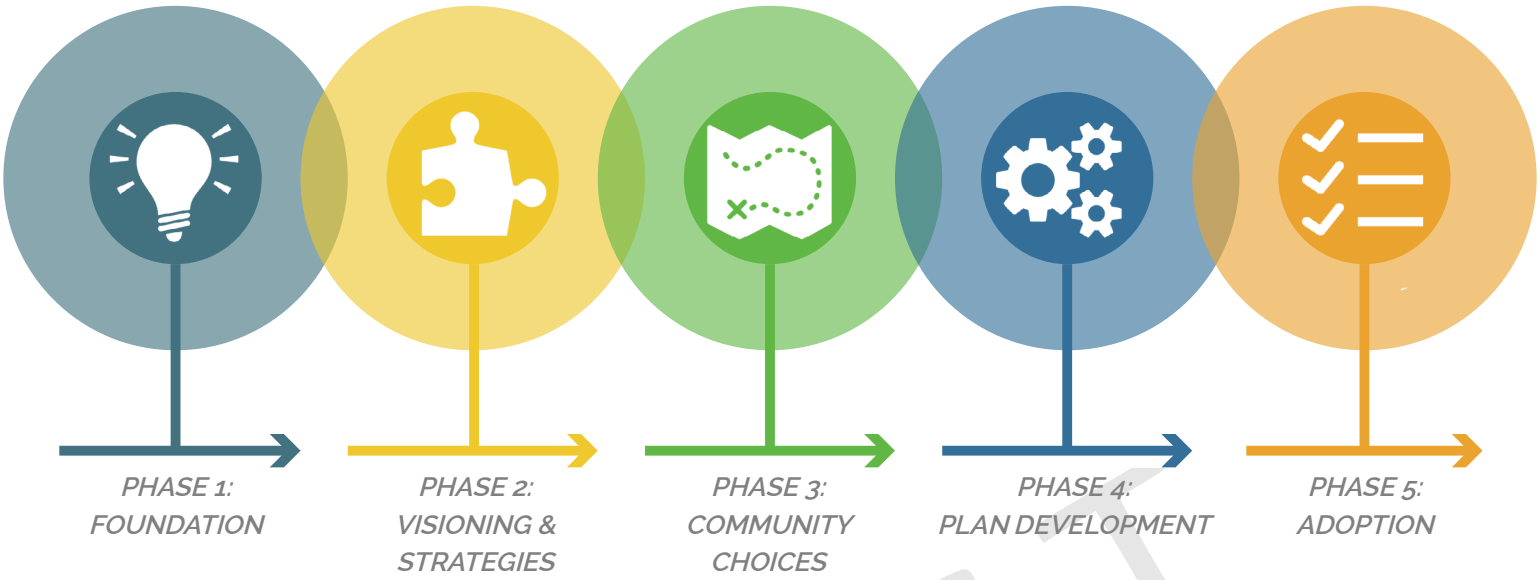
FIGURE 1: PROCESS PHASES



Phase 1; Foundation
This initial phase introduced the comprehensive plan; generated public awareness and interest surrounding the project efforts; laid the framework for meaningful community engagement; and established the Advisory Committee (AC) to help guide the process.

Phase 2: Visioning & Strategies
Phase 2 provided overall direction for the entire plan and process -- goals and policies are developed to support the community vision. Multiple public workshops were held throughout the community to establish community values and priorities.

Phase 3: Community Choices
Phase 3 focused on strategic community choices and pivotal questions related to growth management, development, and amenities which helped shape the policies and strategies defined in Chapter 3.

Phase 4: Plan Development
Phase 4 refined choices determined by input received from the stakeholders, public, and City Council. The public will have the opportunity to review and comment on the Draft Plan during a month-long review period.

Phase 5: Adoption
After the public comment period, final revisions will be made to the Plan to account for comments, and an updated version will be formally presented to Planning Commission and City Council for adoption.

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representatives. A 12-person Advisory Committee was formed to offer feedback on project events, brainstorm ideas, and review draft materials. Throughout the project, the City focused on engaging the public through non-traditional venues held at community events around the City, such as the Summer Concert Serices, City Fair and City Fair 2.0 events, Oktoberfest, September's Wings n' Things, and January's Death by Chocolate. During these events, the City engaged with as many members of the community as possible to bring diverse perspective to the process. In tandem with each of these events were supporting online surveys and questionnaires, which helped to achieve response rates nearing 1000 participants. See Chapter 2 for a complete summary of the public involvement process.

City Council Members and Planning Commissioners directed the development of the Plan. Joint study sessions provided direction for the plan vision. Separate study sessions on the Preliminary Draft Plan gave the Council and Commission members the opportunity to identify and address any areas of concern, as well as recommended revisions for the Final Plan. The Planning Commission will hold a public hearing to adopt, adopt with changes, or deny the Plan. City Council will hold a subsequent City Council public hearing to ratify the Planning Commission's decision.

PLAN ORGANIZATION

The Comprehensive Plan is designed to be both an aspirational statement of the vision of the City's residents and a practical tool to guide future decision-making by City staff and officials. The Plan is organized into four chapters.

Chapter 1: Introduction: Introduces the purpose of the Comprehensive Plan and describes the process used to develop the Comprehensive Plan.

Chapter 2: Community Vision: Describes the public outreach process and articulates the community vision.

Chapter 3: Framework: Set in eight plan elements, each element highlights existing conditions and trends; expands on the vision for that element; and establishes goals and policies.

Chapter 4: Implementation: Describes the implementation actions and projects the City will undertake to achieve the Comprehensive Plan goals and the City's vision.

HOW TO USE THIS PLAN

The Comprehensive Plan document, which contains the vision, goals, policies, and implementation strategies for the Plan, consists of an introduction and eight Plan elements, each of which addresses an aspect of planning for the future of the Twin Falls. The Appendix contains the public involvement summaries, statistical information, and data supporting the development of the Comprehensive Plan.

The eight elements of this Plan address and incorporate the vision and desired outcomes the community identified. They address the aspects of Twin Falls that are important for maintaining the high quality of life and vitality as the City grows. Each Plan element begins with a vision statement; describes the current and future conditions relevant to that element; and recommends a series of goals and policies to inform future decision-making in a manner to achieve the community's vision. Also provided are implementation actions proposed to achieve the desired outcomes.

Goals describe the vision-based outcomes desired by City residents.

Policies are statements related to particular goals of the principles Twin Falls will rely on in future decision-making.

Implementation describes the strategies and actions the City proposes to undertake to achieve Plan policies. Implementation strategies and actions reach across departments and divisions to identify what should be initiated to support the implementation of the Comprehensive Plan, and will be directly coordinated with the planned updates to the City's Strategic Plan.

Maps are provided for reference throughout the Comprehensive Plan.

The goals for this plan were developed through the work of residents, businesses, and community organizations, which were partners in the planning process.

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RELATIONSHIP TO OTHER PLANS

The Twin Falls Comprehensive Plan is supported by independent advisory documents. These elements provide further guidance on development of the City and integrate and support land-use policies as established by this Plan. Each supporting element is in further detail below.

Strategic Plan 2012-2030

The City's priorities, goals, and objectives through 2030 are contained in its Strategic Plan. The City's Strategic Plan is used to guide its decision making process. The Strategic Plan is also used as a benchmark of how well the individual departments are performing as well as determining how well the City is meeting our community's needs and expectations. The City will use the Strategic Plan to guide the budgetary process and allocate resources to achieve the vision of this Comprehensive Plan.

Master Transportation Plan

Twin Falls is at a critical point as the population nears 50,000. Twin Falls is on the threshold for metropolitan plan organization status. The Master Transportation Plan reviews the 1993 transportation plan and looks forward to transportation needs until 2030. The Update to the Master Transportation Plan is expected to be initiated at the beginning of 2017.

Airport Master Plan

The Airport Master Plan Update provides a recommended long-term development plan involving all functional areas of the Airport, including runways/taxiways/aprons, passenger terminal, general aviation, support facilities, and ground access. Specific focus was on the need to realign the Airport's crosswind runway to provide adequate crosswind coverage for small aircraft operating at the Airport, as specified in FAA planning guidelines. A key recommendation of the Master Plan is to further define facility requirements, feasible expansion options, and funding opportunities for potential modification of the passenger terminal building.

2015 Parks and Recreation Master Plan

The Parks and Recreation Master Plan identifies the recreation amenities that are currently offered in the City and projects what additional recreation programs and facilities might be required in the future. It establishes a base line of service, and quantifies the types of recreational improvements needed to maintain that base level of service. This master plan serves as an organized and thoughtful approach to recommending park and trail improvements, recreation priorities, and identifying the citizens' perceptions and desires for passive and active recreation. The Parks and Recreation Master Plan is anticipated to begin the adoption process in late summer 2016.

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2 COMMUNITY VISION

CREATING THE COMMUNITY VISION THROUGH ENGAGEMENT

Meaningful public input is essential to the success of any planning effort and is the foundation of a representative plan. Achieving meaningful input goes beyond simply giving the opportunity to comment at public hearings. Residents and stakeholders provide guidance to the plan, determine priorities, and ensure successful implementation strategies by revealing the community vision, priorities, and consensus on important issues. We believe the people who live and work in Twin Falls are the experts on what is and is not working in the City. Their knowledge strengthens ideas and refines the assumptions made about planning goals. Our process focused on gathering community input by attending public events to develop a truly representative public involvement process.

Kickoff

The process started in summer of 2015 with two days of one-on-one stakeholder interviews and kickoff events at the City Fair and City Fair 2.0 events to introduce the project and explain its goals, process, and opportunities to get involved. In addition, the public was also asked to help identify preliminary key values and opportunities for the City. The resulting input led to the beginning of articulating elements of the community vision.

City Fair and City Fair 2.0 were held inside the Banner Building, as part of an exhibition showcasing a number of ongoing city projects. The event was held prior to, and during, the Twin Falls' Concert Series. Approximately 300 people were reached through these events and the coordinating online survey.

Vision

As part of the Optimist Club's Annual Wings n' Things event and annual Downtown Merchants' Oktoberfest event in early fall, the public confirmed values, identified opportunities, and articulated the elements of the community vision. This event had two components, a social component to engage families and children through a large block Lego exercise, and a formal component for those wanting to dive in with maps and traditional presentation boards. Participants stated their love for the City, offered ideas for improvement, and refined the initial community vision. Nearly 500 people were engaged during these two events, and associated online survey.

Opportunities

At the third round of public events, City staff stationed themselves at the Library, Senior Center, and the Rotary Club's annual Death by Chocolate event to discuss key opportunities and priorities that were highlighted in the visioning process. Public feedback was also received on a range of policy and future land use choices. These meetings built off the results of the visioning outreach phase conducted at prior outreach activities. These meetings enlisted the support and collaboration of residents to help identify catalyst projects, describe the future desired condition, and refine specific recommendations. Again, nearly 500 people engaged through these events or online survey.

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Public Facilities
Land Use

WE
ARE
THE FUTURE

Cheerleading
O'leary
SOFTBALL
FOOD
KAYAKING
RSMS Bears!
Fine Dining
NORDSTROMS
THE CANYON
The Swings
CARL'S JR
POPYES
Khol's
Red Robin
Red Lobster
Hot Springs
Snow Wolves
WOLFS
THE PARKS
Cat
Potato
CSI

BRANDING
OUTREACH
bicycles
pedestrian

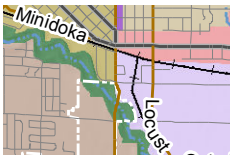
WHAT WE LOVE ABOUT OUR COMMUNITY

The following word cloud was created by the people of Twin Falls during the public events as part of this Comprehensive Plan update process. The words depicted are the ***values*** important for Twin Falls moving forward - elements and aspects of the community that should remain, or be preserved and enhanced in the future. These are often the first things mentioned when describing the City, and are the features of Twin Falls that keep residents here. (The larger the word, the more often it was listed as a response.)

THE FUTURE OF OUR COMMUNITY

The following word cloud was created by the people of Twin Falls during the public events as part of this Comprehensive Plan update process. The words depicted are ***opportunities*** for Twin Falls moving forward. As the City looks to the future, vision cannot solely be based on foundational values, but must also address future needs. The vision allows the City to adapt to these changing needs while addressing the character that the City wants to preserve. (The larger the word, the more often it was listed as a response.)

OUR COMMUNITY VISION



Land Use...

... that encourages infill in town; creates great neighborhoods with a wider range of housing types, mix of uses, and amenities; and echoes densities and patterns reminiscent of the historic downtown neighborhoods.

Community Design and Character...

... that retains the friendly, safe, family-oriented, and small-town community feel; protects and preserves the canyon rim environment and their vistas; and promotes the high quality of life and outdoor activities.

Housing...

... that provides a range of housing options for current and future residents; promotes the rehabilitation and restoration of older buildings and neighborhoods; and increases housing options Downtown.

Economic Development...

... that reestablishes and revitalizes Downtown as the heart of the community and drives proactive engagement and support of businesses that are compatible with community values, while working with private partners to build a place that attracts and keeps talent.

Park Recreation, Open Space, and Trails...

... that continue to provide and expand the range of parks and recreational activities and facilities; and develops and connects the sidewalk and trails network.

Transportation...

... that improves circulation along primary roads, especially Blue Lakes Boulevard, and additional facilities to encourage walking and bicycling, through both on and off-street facilities.

Public Facilities and Services...

... that reduce impacts to the natural environment, while retaining the high-quality service and future infrastructure needs of the community, and supporting educational and cultural components.

Public Airport Facilities...

... that are safe, high-quality, and regionally accessible with the leadership, operating skills and financial strength for continuous economic development and to accommodate future aviation activity.

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3 FRAMEWORK

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INTRODUCTION

The following sections of the Plan discuss the eight topic elements that comprise the Plan. Each topic section begins with a narrative detailing the existing situation and trends that influence policy direction and is followed by the broad vision for that particular element. Each topic element then identifies several goals, followed by broad policies and specific action steps to accomplish the goal. The eight functional elements in order are:

- Land Use
- Community Design and Character
- Housing
- Economic Development
- Parks, Recreation, Open Space, and Trails
- Transportation
- Public Facilities and Services
- Public Airport Facilities

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LAND USE

This element examines historical and current patterns of land use development and growth trends in Twin Falls. This element also describes the preferred future land uses as supported by public input, and establishes the goals and policies to achieve the desired outcomes. Land use decisions affect all aspects of life in Twin Falls, including: traffic, air quality, housing, economic development, and public facilities and services. The City's carrying capacity in terms of traffic, water supply, wastewater treatment, air quality, recreation, and commercial activity are all important factors when considering practical limitations on growth and maintaining a desirable quality of life. With this in mind, the goals and policies of this Plan have been specifically developed to address the values and interests of the people living and working in Twin Falls.

EXISTING CONDITIONS OVERVIEW

The City of Twin Falls corporate limits cover close to 20 square miles, and the Area of Impact (AOI) covers an additional 27.5 square miles. Dominant land uses within the past Vision 2030 Comprehensive Plan included Medium-Density Housing (24%) and Agriculture (17%, primarily located within the AOI), with most of the undeveloped area anticipated as Rural Residential and Medium-Density Residential with some Commercial/ Retail and Industrial.

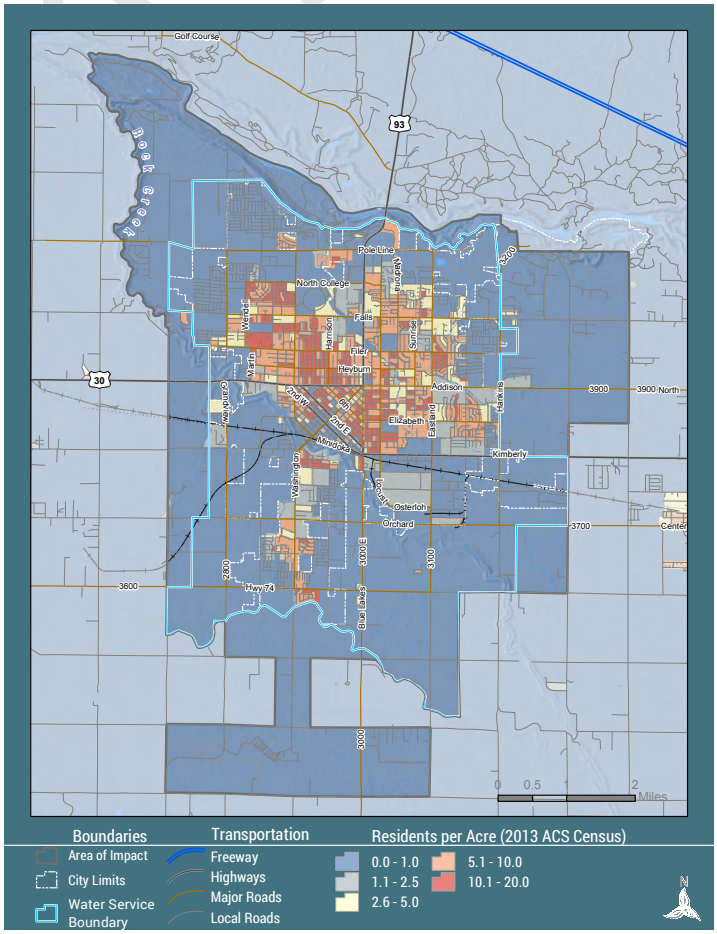
Similar to the ratio of future land use, the predominant zoning designation within the city is currently residential (Residential Single-Household, Residential Single or Duplex, Residential Medium-Density, Residential Multi-Household, and Mobile Home Overlay) making up roughly 42% of the total land area.

Growth Management

Since 2000, the total population of Twin Falls has grown by 25%. Nearly a third of this increase consists of residents between the ages of 20 and 35 and almost a quarter of this increase is residents that are 55 and older. As people continue to discover the thriving job market, family-oriented living conditions, and diverse recreation opportunities, the population of Twin Falls will continue its rapid growth. As illustrated on the population map, the majority of the population density is centered north and east of Downtown, and around the College of Southern Idaho (CSI). However, the Washington Street South Corridor is starting to increase in population density as well.

The growing population has created concerns regarding the capacity of city infrastructure and services. With the greatest population growth expected to occur along the Snake River in the northeast part of the City, the northwest Pole Line corridor, and just south of Downtown, the Goals and Polices of this plan attempt to anticipate the demand for services such as schools, higher density housing, recreational facilities, utilities, employment, and

MAP 2: POPULATION DENSITY



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increased security in these areas. Strategically placed local services, retail and recreational opportunities will have the potential to minimize the lengths of trips and to facilitate walking and bicycling as alternatives to auto use. Additionally, services and accessibility for seniors are of specific importance.

The overall land use goals of this Plan are not significantly different from those of past plans. The principles and implementation steps, however, are intended to be more specific and targeted than in past plans to enable effective implementation and achievement of the Plan's objectives. In general, future land uses and patterns should be efficient and sustainable; should support a multimodal transportation network, should provide more mixed use developments; should provide housing choices so that families may age in place, should minimize conflicts between incompatible uses; and should integrate new development with existing and planned infrastructure, while preserving the character of Twin Falls.

Hazards

The multi-jurisdiction All Hazard Mitigation Plan for Twin Falls County assesses the five primary potential natural and community hazards. Primary natural hazards include wildfire, flood, canal failure, avian and insect borne diseases, and hazardous materials. Falling rock within the canyon, and flooding pose two of the more severe hazards in the City of Twin Falls.

Regulations that lead to development constraints in potentially hazardous areas are defined in the Canyon Rim Overlay District, the Wellhead Protection Overlay Zone, and the Open Space District. These protected districts and zones help to ensure water quality and quantity, and public access to the features that make Twin Falls such a desirable place to live and play.

Future Land Use

The Future Land Use (FLU) map, (Map #3), illustrates desired locations for land use within the city limits, as well as in the AOI. Clear future land use guidance is one of the most critical functions of the Comprehensive Plan. Since land uses can either support or undermine one another, identifying the most appropriate locations for different land uses is essential to a growing city.

The FLU Map establishes preferred development patterns by designating land use categories for specific geographical locations. The land use designations work to implement the overall goals and policies described throughout the Comprehensive Plan document. It is worth noting that the land use designations do not preempt the City's zoning regulations. Unless otherwise specified, the land use designations are not intended to depict either parcel specific locations or exact acreage for specific uses.

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MAP 3: FUTURE LAND USE MAP

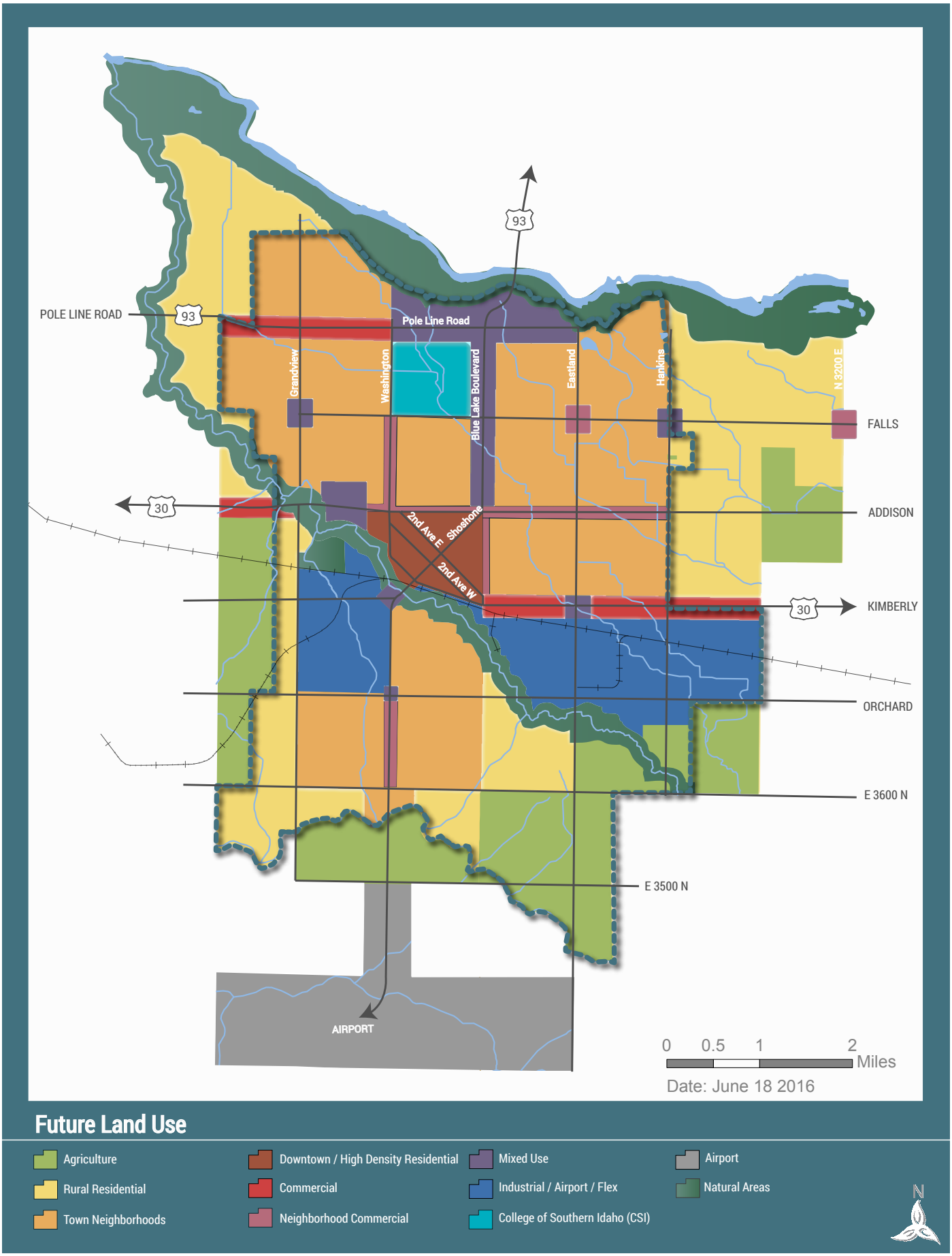

TABLE 1: FUTURE LAND USE CATEGORIES

Future Land Use Category	Defining Characteristics	Land Use Mix	Gross Density/Size
Rural Residential	• Large-lot residential with integrated agricultural/ open space uses • Provides transition from agricultural land located on the outskirts of the City • Homes might not be served by public water and/or wastewater system	• Single-family detached • Agriculture • Open space • Multiuse trails	Residential lots > 1 acre
Town Neighborhoods	• Primarily residential in character • Lot sizes are smaller than found in Rural Residential • Contiguous, and clustered development to maximize open space and community gathering areas	• Single-family attached and detached • Duplexes, triplexes, and townhomes • Parks and recreation facilities • Schools • Civic facilities	2 - 10 DU per Acre
Downtown / High Density Residential	• Central business district serving the local and regional area • Diverse mix of land use, including restaurants, retail, community and civic facilities, and residential • Encourages redevelopment and infill • Scaled to create a functional, walkable, pedestrian friendly environment • Civic and community facilities that are open to the public • Regional and local educational and community serving facilities	• Retail and services • Offices • Hotels • Entertainment, arts, and culture • Plazas and parks • Vertical, mixed use housing • Government buildings • Schools • Recreation facilities	8 - 25 DU per acre
Neighborhood Commercial	• Provides supporting services and small-scale commercial for the surrounding neighborhood • Designed to complement the neighborhoods character	• Neighborhood-serving commercial • Townhomes • Condominiums • Apartments • Senior /student housing • Small-scale office and retail • Civic and community facilities	6 - 12 DU per acre
Mixed Use	• Serves local and regional commercial • Siting at intersections of major arterials • Typically anchored by a grocery store, civic, or entertainment uses • Allows high-intensity mixed use development in a compact, pedestrian oriented environment. • Pedestrian activity is the highest priority; buildings should be located close to the street. Wide sidewalks, street furniture, and other amenities are strongly encouraged	• Retail • Office • Restaurants • Civic • Entertainment, , arts, and culture • Vertical, mixed use • Townhomes • Condominiums • Apartments • Senior /student housing • Hotels • Plazas and parks	10 - 20 DU per acre

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Future Land Use Category	Defining Characteristics	Land Use Mix	Gross Density/Size
Commercial	• Highway-oriented, large-format retail, hotels, restaurants, and other retail	• Retail • Office • Restaurants • Hotels • Plazas and parks	N/A
Industrial/ Flex/ Employment	• Non-retail employment • Supporting uses, such as hotels, restaurants, and other retail are integrated into the land use • Suitable sites have excellent access to regional roads • Adjacent to the railway	• Office parks • Corporate campus • Warehousing • General manufacturing • Food processing • Industrial campus	N/A
Airport	• Airport support facilities, including the ATCT, the ARFF station, and the sand storage facility. • Existing runways, taxiways, aprons, associated safety areas, and supporting equipment (e.g., lights and navigational aids.) • Short-term and long-term public parking lots, existing/future overflow parking lots, and rental car parking lots. • Areas that could support future facilities or business operations that are not necessarily related to aviation, but that could benefit from being located on the Airport and provide additional revenue opportunities for the Airport	• Airfield development • Support facilities • Future aeronautical development (hangars, FBOs, air cargo, etc.) • Future nonaeronautical development • General aviation • Non-aviation use • Race track (Magic Valley Speedway) • Terminal parking facilities • United States Army Reserve	N/A
College of Southern Idaho	• Civic and community facilities that are open to the public • Regional and local educational and community serving facilities	• Government buildings • Schools • Recreation facilities • Employment	N/A
Parks and Recreation *In the Rock Creek Canyon areas, the Open Space designation is intended to extend 100' from the Canyon Rim so as to protect this natural environment from encroachment of industrial and commercial activities.	• Provides important viewsheds and buffers • Maintains natural character with minimal disturbances • Serve as important habitat areas and ecological zones • Provides opportunities for passive and active recreation • Integrated into neighborhoods and connected to the city-wide trail system • Provides spaces for community events	• Natural areas • Environmentally-sensitive lands • Parks • Playgrounds • Multiuse trails • Golf courses • Cemeteries	N/A
Agriculture	• Community-supported agricultural production and sales • Supports agritourism and agricultural education • Protects viewsheds and provides an important community buffer	• Agriculture • Agricultural production • Farm sales • Multi-use trails • Equestrian facilities	N/A

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VISION

Land Use that encourages infill in town; creates great neighborhoods with a wider range of housing types, mix of uses, and amenities; and echoes densities and patterns reminiscent of the historic Downtown neighborhoods.

GOALS + POLICIES

Land Use Goal 1: Participate in regional strategies to capitalize on the interaction of jobs, housing balance, and transportation issues.

Land Use Policy 1.1: Through coordination with Twin Falls County and to continue to respond to growth, allow for the expansion of the Area of Impact boundary, as necessitated.

Land Use Goal 2: Transition from high-density in Downtown to low-density at the city edges to rural and agriculture within the Area of Impact and beyond.

Land Use Policy 2.1: Protect and enhance the agricultural open space surrounding the City. Such protection is not limited to the physical protection of land, but includes the retention and development of working farms.

Land Use Policy 2.2: Consolidate development on rural land to preserve agricultural and open lands. Developments on rural land should be be contiguous to and compatible with existing development, compact, and should result in the conservation of unbuilt land. They should also be located to avoid prime farmland.

Land Use Action 2.2-1: Encourage voluntary farmland preservation and provide incentives for the dedication of land into land trusts.

Land Use Action 2.2-2: Develop land contiguously, and in the form of cluster subdivisions with large areas of open space to accommodate buffers between residential and existing industrial and/or agricultural uses.

Land Use Action 2.2-3: Work with land trusts and other agencies to develop appropriate conservation easements. In addition, develop policies that ensure urbanized land and working farmland do not interfere with each other. Such arrangements may include buffers against odor and runoff and community-supported agriculture.

Land Use Policy 2.3: Investigate the development of disclosure notices for residential areas adjacent to industrial and agricultural production areas. Investigate code enhancements for transition and buffer requirements between such uses.

Land Use Goal 3: Encourage mixed use developments that provide the benefits of more compact, denser development with a mix of living, shopping, and working environments that keeps the densities and patterns of historic downtown neighborhoods.

Land Use Policy 3.1: Encourage pedestrian connections within mixed use development areas, to adjacent development, and to existing and proposed trails.

Land Use Policy 3.2: Encourage structures and site layout within mixed use developments that are more

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adaptable to change of use and change over time.

Land Use Policy 3.3: Encourage a suitable minimum level of development compactness and density within mixed use developments to increase opportunities for shared parking facilities, the creation of public gathering spaces and open lands.

Land Use Action 3.3-1: Update zoning code to allow higher density in appropriate zones.

Land Use Goal 4: Preserve and restore historic neighborhoods and buildings.

Land Use Policy 4.1: Encourage new developments to respond to the positive qualities of the place where they are proposed and to enhance that place through elements of their development. Developers should consider the character-enhancing role played by the use of materials and color.

Land Use Policy 4.2: Respect the fabric of established neighborhoods when undertaking infill development projects.

Land Use Policy 4.3: While accommodating increased density, build on the historic qualities and features that distinguish the area.

Land Use Policy 4.4: Define and develop Twin Fall's cultural and historic assets as important marketing and image-building tools of the city's business districts and neighborhoods.

Land Use Goal 5: Create great neighborhoods with a wider range of housing types, mix of uses, and amenities.

COMMUNITY DESIGN AND CHARACTER

The intent of the Community Character element is to (1) identify the existing physical characteristics of the community; (2) evaluate the implications of future development on the existing structure; and (3) suggest actions that will enhance the livability and design qualities of Twin Falls.

Community Character not only deals with the physical structure of the City. It concerns both the built, unbuilt, and natural environment – buildings and structures, the spaces between them such as streets, yards, parks and open spaces; and the natural vistas and views, such as the Canyon Rim. Community Character also deals with the connections between people and places, the built fabric of the City, and the relationships between diverse elements that define city spaces. When successful, the results are often defined as having created a "sense of place".

EXISTING CONDITIONS OVERVIEW

The main natural features shaping Twin Falls are the Snake River and Rock Creek Canyons. As scenic and distinctive local features, they provide two recognizable boundaries, along with the expanse of agricultural land at the City edge.

Downtown Twin Falls, particularly Main Avenue, is attractive and comfortable due to its pedestrian scale, tree-lined streets, and architectural interest. As the population increases, Downtown will likely experience infill development and densification. Recent beautification and revitalizations efforts have commenced and will continue to improve the vitality of Downtown and the adjacent Warehouse District through repurposing and investment.

Historic neighborhoods surround Downtown, many built in the early 1900's, with shady tree-lined streets and a diversity of housing character and size. Residential growth continued outward in concentric circles expanding north over the past century, surrounding these original neighborhoods. Older homes on large lots, primarily outside of the city limits, illustrate the long agricultural history in the area. The majority of recent residential development has occurred in northern Twin Falls in close proximity to the Canyon Rim, in subdivisions to the South, and small pockets of redevelopment in and around Downtown.

Seven key concepts for improving community design and enhancing Twin Falls' sense of place were identified in the 2009 Comprehensive Plan:

- Protect and Preserve the Canyon Rim Experience
- Improve the Sense of Arrival into the Community
- Improve the Circulation Experience along Primary Roads
- Enhance and Strengthen the "Sense of Place" within Individual Neighborhoods
- Protect and Preserve the Traditional Landscape at Rural Fringes
- Link the Canyon Rim and Downtown via Blue Lakes Boulevard
- Enhance the "Sense of Increasing Density" from Rural Fringe to Downtown

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Gateways and Viewsheds

Twin Falls setting provides opportunities for spectacular views of the Canyon, Shoshone Falls, Dierkes Lake, and the expansive agriculture land located on the edges of the community. Residents feel an important aspect of creating a sense of place includes maintaining the sense of arrival at gateways and preserving the open view corridors at key points within the City. Residents reported not wanting development to be obtrusive or to unduly compromise these views. Gateway areas can also buffer the transition of land uses from agricultural land to more urban development areas.

The Canyon Rim area has changed significantly in recent years. As one enters Twin Falls from the north via Perrine Bridge, the "touchdown" area is generally well-designed and understated, creating a positive first impression that is grounded by the dynamic canyon walls and the surrounding landscape. As one proceeds south, the rush of the Blue Lakes traffic and the "commercial strip" dominates, severely diminishing the initial "welcoming" experience at the bridge. The miles-long "strip" that follows makes orientation difficult for the first-time visitor, and provides no clues that a Historic Downtown and other unique destinations await.

The Canyon Rim

A major contributor to the character of Twin Falls is the Canyon Rim. Development along the Canyon Rim is a key issue mentioned by the public in relation to Community Character. Development near the Canyon Rim should be carefully considered, helping to ensure the preservation of unique resources provided by the unique and iconic landscape. Retail development along the Canyon Rim threatens the appeal and natural quality of the Rim. The Canyon Rim is an important natural feature and viewpoint, a striking visual landscape, and a coveted recreational site. In order to ensure that the integrity of the Canyon Rim is preserved, a balance between acceptable developmental uses and necessary preservation should prevail.

Image Source: http://kellyjonesbooks.com/images/gallery/canyon_rim_trail.jpg

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Historic Preservation

Twin Falls has a rich cultural heritage. As expected, a bulk of Twin Fall's historic features is concentrated around the Original Townsite. In addition to the unique layout of the Original Townsite Plan itself, the Downtown area is rife with a variety of significant historic features and structures, including numerous commercial, civic, and residential buildings.

According to, and due to, the work of the Twin Falls Historic Preservation Commission, there are four historic districts that are recognized by the National Park Service. Each district is located in the greater Downtown area, together encompassing 2,500 acres of land, or 8.5% of the total land area for the City as a whole. Design guidelines have been prepared for the Historic Warehouse, Downtown, and City Park Districts. Other important historic features in Twin Falls include the Perrine Bridge, the various canals, and other waterworks that were constructed during the establishing of agriculture in the Magic Valley at the turn of the twentieth century.

- Park Historic District: When added to the National Register of Historic Places in 1978, the district was bounded by 2nd North, 2nd East and Shoshone Streets, 4th and 6th Avenues. The district encompasses 25 acres and contains 14 historic buildings, and 1 structure.
- Twin Falls Downtown Historic District: When added to the National Register of Historic Places in 2000, the district was roughly bounded by 2nd Avenue North, 2nd Street East, 2nd Street West, 2nd Street South, 3rd Avenue South, and 3rd Street West. The district encompasses 20 acres and includes 75 historic buildings.
- Twin Falls Original Townsite Residential Historic District: When added to the National Register of Historic Places in 2001, the district was roughly bounded by Blue Lakes Avenue, Addison Avenue, 2nd Avenue East, and 2nd Avenue West. This is the largest district, encompassing 2,64 acres and containing 919 historic buildings, making it one of the largest residential historic districts in the United States.
- Twin Falls Warehouse Historic District: When added to the National Register of Historic Places in 1997, the district was roughly bounded by 2nd Avenue, 4th Street South and West, and Minidoka Avenue. The District encompasses 41acres, 43 historic buildings, and 2 historic structure.

Historic landscapes, sites, structures, buildings and features are essential components of the city's identity. The preservation of historic places, including both individual landmarks and neighborhoods, helps to maintain a connection to the community's heritage. This has been a fundamental part of the preservation movement in Twin Falls since its beginning.

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When historic buildings occur in sets within a block, they create a street scene that is "pedestrian friendly," thus encouraging walking and neighborly interaction. This enhances the livability of the community and also helps to sustain its cultural values. Decorative architectural features also contribute to a sense of identity. This sense of place reinforces desirable community social patterns and contributes to a sense of security, which enhances the quality of life for all. Historic properties also provide direct links to the history of Twin Falls. They convey information about earlier ways of life that help current residents anchor their sense of identity with the community, which is a key ingredient in cultural sustainability.

Neighborhood and Downtown Character

Preserving existing neighborhoods and older buildings helps retain the social fabric of the city. Older neighborhoods in Twin Falls are relatively compact and lend themselves to walking. Walkability also supports healthy living initiatives that enhance the quality of life for the city's residents. In addition, revitalization and preservation of historic Downtown is essential to the economy of Twin Falls. Downtown should be a vibrant place, with thriving businesses, restaurants and anchor retail stores.

VISION

Community design and character that retains the friendly, safe, family-oriented, and small-town community feel; protects and preserves the canyon rim environment and their vistas; and promotes the high quality of life and outdoor activities.

GOALS + POLICIES

Community Character Goal 1: Protect the historic, natural, and recreational resources of the Snake River.

Community Character Policy 1.1: Identify areas with environmental sensitivity and design programs and facilities that will provide interaction without impacting the resources.

Community Character Policy 1.2: Protect and maintain important habitat areas for rare, threatened, endangered, or protected plant and animal species.

Community Character Policy 1.3: Maintain, restore and/or enhance the natural environment, where appropriate, to improve the quality of natural resources and support biodiversity of plant and animal species.

Community Character Policy 1.4: Develop management strategies for the unique natural resource areas of the Snake River.

Community Character Goal 2: Preserve the Canyon Rim.

Community Character Policy 2.1: Continue to protect the Canyon Rim through enforcement of current City Code and ordinances that balance private property rights and the desire for public access to the Canyon Rim Trail System.

Community Character Goal 3: Enhance walkability in existing neighborhoods. (Also see Transportation Goal 5)

Community Character Policy 3.1: Design and implement pedestrian streetscape improvements in existing neighborhoods.

- Elements of a pedestrian streetscape could include: brick paver terraces; street trees in planters with ornamental railings; historic period benches and trash/recycling receptacles; intersection bump-outs and mid-block crossings for increased pedestrian safety and convenience; bike racks; informational kiosks; bollards; banners; floral planters; and wayfinding signage.

Community Character Policy 3.2: Utilize a variety of traffic calming and speed reduction methods, such as street trees, to slow traffic on collector routes and on adversely impacted local residential streets.

Community Character Goal 4: Support small and local businesses within Downtown.

Community Character Policy 4.1: Develop and maintain a relationship between the City and existing and future local businesses to foster growth and development that is mutually beneficial to the City and its businesses.

Community Character Policy 4.2: Discourage big-box retail in Downtown that conflicts with the City's

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identity and desired character. Encourage retail and commercial development in appropriate areas and at a scale that is compatible with the City's character.

Community Character Goal 5: Protect and expand public facilities and programmed events that promote and enhance the quality of life.

Community Character Policy 5.1: Strengthen organizations that sponsor and support public activities, local businesses, and social networks. Support new programmed events, such as fairs, festivals, markets, and performing arts events in the City.

Community Character Policy 5.2: Encourage the development of public spaces and plazas within commercial developments that can accommodate cultural and social events and function as community gathering areas.

Community Character Policy 5.3: Encourage the vitality of Downtown by locating new and existing events along Main Street.

Community Character Goal 6: Expand the College of Southern Idaho (CSI) Campus north of North College Road.

Community Character Policy 6.1: Ensure impacts to surrounding areas are minimized while also encouraging the growth of post-secondary education opportunities for city residents.

Community Character Goal 7: Enhance community gateways with streetscape beautification and clear directional signage to local destinations.

Community Character Policy 7.1: Use landscaping, open spaces, interpretive and wayfinding signage, gateway monuments, public art, and appropriate lighting at entrances to welcome visitors and establish the character of the City.

Community Character Action 7.1-1: Create and establish a Gateway Overlay Zone to manage development and right of way enhancements in identified gateway areas. Investigate code recommendations to ensure quality and consistency in streetscape, signage, pedestrian safety and amenities, and planting materials, including the use of low-water and low-maintenance species and other landscape materials.

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HOUSING

EXISTING CONDITIONS OVERVIEW

Demographics

Population growth drives demand for new housing, and Twin Falls' population is growing quickly. According to the Census estimates, Idaho was the 13th fastest growing state from 2010 to 2014 and the 4th fastest growing state from 2000 to 2010. Twin Falls County is the sixth fastest growing county in Idaho, increasing from 68,309 residents in 2004 to 80,914 in 2014, for an annual growth rate of 1.7 percent in that 10-year span (Idaho Department of Labor). The growth rate for Twin Falls County for the four-year period of 2010 to 2014 has outpaced both state and national averages.

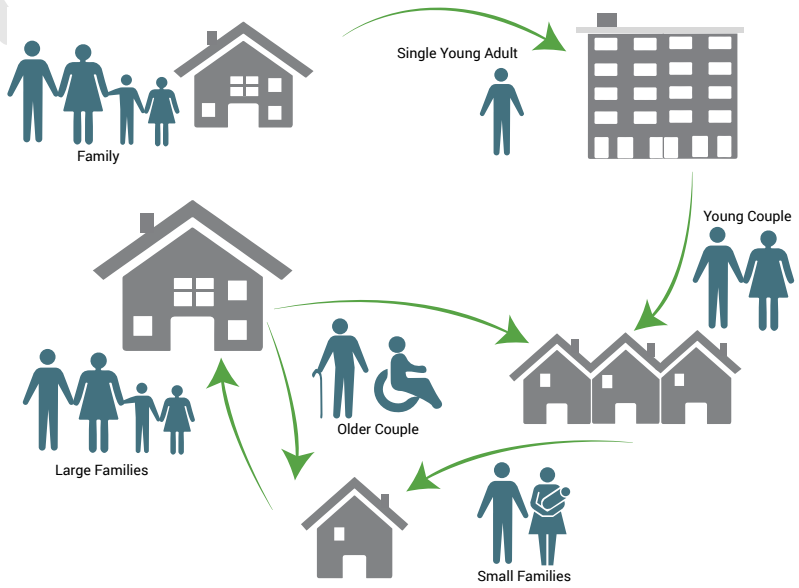
Twin Falls is a stable, family friendly community that continues to grow and modernize. In many ways, the community's population in coming decades will be similar to its current population. However, the demographics of the City, County, and Magic Valley are changing in some ways that should be taken into account when planning for downtown's future.

Some basic facts about Twin Falls City demographics, which will affect future housing needs, are:

- Twin Falls is expected to continue to grow in the near future (about 1.38 percent, see Figure 4 on next page), though not as quickly as in the recent past;
- About 35 percent of households have children; about 60 percent of households are small--one or two person households;
- The fastest-growing part of Twin Falls' population is the 65+ age group—aging Baby Boomers;
- Twin Falls' population is of a similar age as the County and State population, though there are a few more 25 to 35 year olds in Twin Falls.

Demographics drive housing choices throughout residents' lifecycle, and therefore, a range of housing is needed to accommodate different households (Figure 2). Most children, of course, live with their parents. As young adults "form" new households by leaving the nest, they often rent, and are more predisposed to less-expensive multifamily housing. Ownership rates of single family homes typically increase as residents age, start families, and secure higher incomes. Twin Falls is currently seeing a shortage in the multi-family housing and senior housing options. With the expanding job market for young professionals and an increasing elderly population, ensuring a mixed housing inventory will be critical.

FIGURE 2: LIFECYCLE HOUSING CONCEPT DIAGRAM



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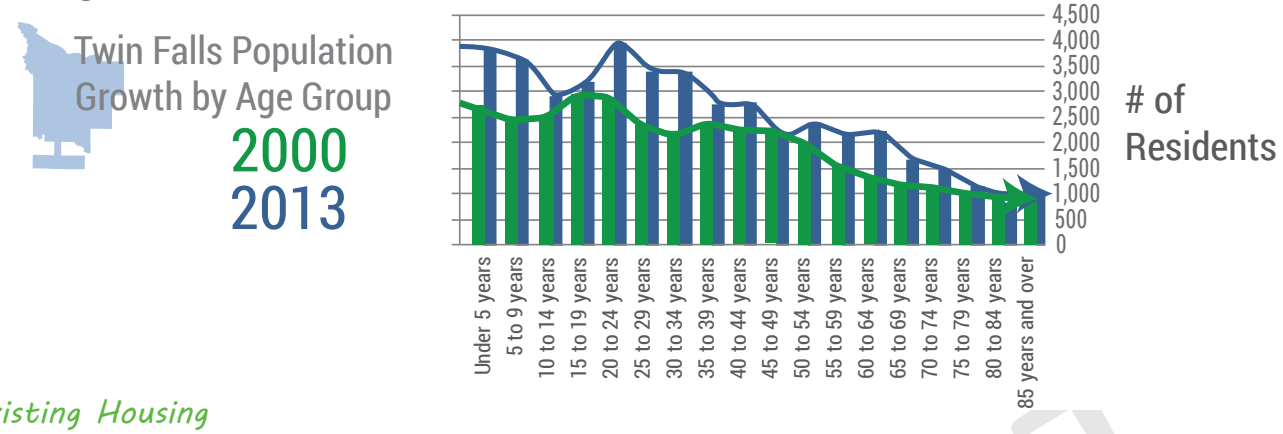
Aging Population

The population aged 65+ and older is expected to grow from 14.2 to 15.2 percent of the total population or around 851 actual residents by 2020, and has been the fastest growing age group since 2000 (Figure 3). This is the fastest-changing age cohort in Twin Falls. The 45-to-54 year old cohort is expected to lose population as there are fewer people moving into that age bracket.

FIGURE 3: POPULATION GROWTH BY AGE GROUP



Existing Housing

Nearly all of the housing built over the last decade has been single-family. After the housing bubble burst and during the subsequent recession (beginning in 2009), many Western cities experienced a surge in apartment construction due to demographic pressures and recession impacts. Twin Falls did not experience this surge in multifamily development; instead, multifamily housing reached a peak in 2005 at 17% of the total units permitted. Very few apartments have been permitted or built since that time, although a few units were permitted in 2013 and 2014. Total housing permits have not exceeded the 10-year average since 2006, indicating that the housing market may not yet have recovered fully from the recession.

Building permits are an early indication of housing activity, although housing does not always get built in the same year, and some not at all. Actual new home sales since 2005 total 2,337 single-family homes. The median sales price surpassed the pre-recession peak in 2013 and is currently around $179,000. The median lot size and median home size also increased after the recession. As in many communities, post-recession new homes have been targeted toward well-capitalized buyers that demand larger homes. Financing requirements, low re-sale values, and concerns about job security have kept many buyers on the sidelines. 2015 numbers indicate a move back toward pre-recession norms.

Housing Potential

There are several annual growth rates that could be used to project future growth for the City of Twin Falls. Using a middle growth rate of 1.38% (Figure 4), approximately 2,700 new housing units will be needed to meet the demand from new households over the next decade. Nearly 1,200 of them are likely to be rental units and a little over 1,500 ownership housing units.

The 2015 median new home price of around $170,000 would be affordable to those households in the upper end of the $35,000 to $50,000 annual household income range and beyond. The $50,000 to $75,000 range has the largest share of households (21 percent) in Twin Falls, followed by the $35,000 to $50,000 range. It seems that the sales prices of new homes are generally in line with the incomes of residents.

The net acreage needed to accommodate the new housing demand over the next

FIGURE 4: CITY OF TWIN FALLS GROWTH RATE COMPARISON

Rate	*Source*
1.08%	***ESRI 2015 - 2019***
1.38%	***Census Estimates, Twin Falls City, 2010 Census to July 1, 2013 Estimates***
1.71%	***Twin Falls County Historical Growth Rate (2004 - 2014)***

SOURCE: ESRI, CENSUS, IDAHO DEPARTMENT OF LABOR, LELAND CONSULTING GROUP

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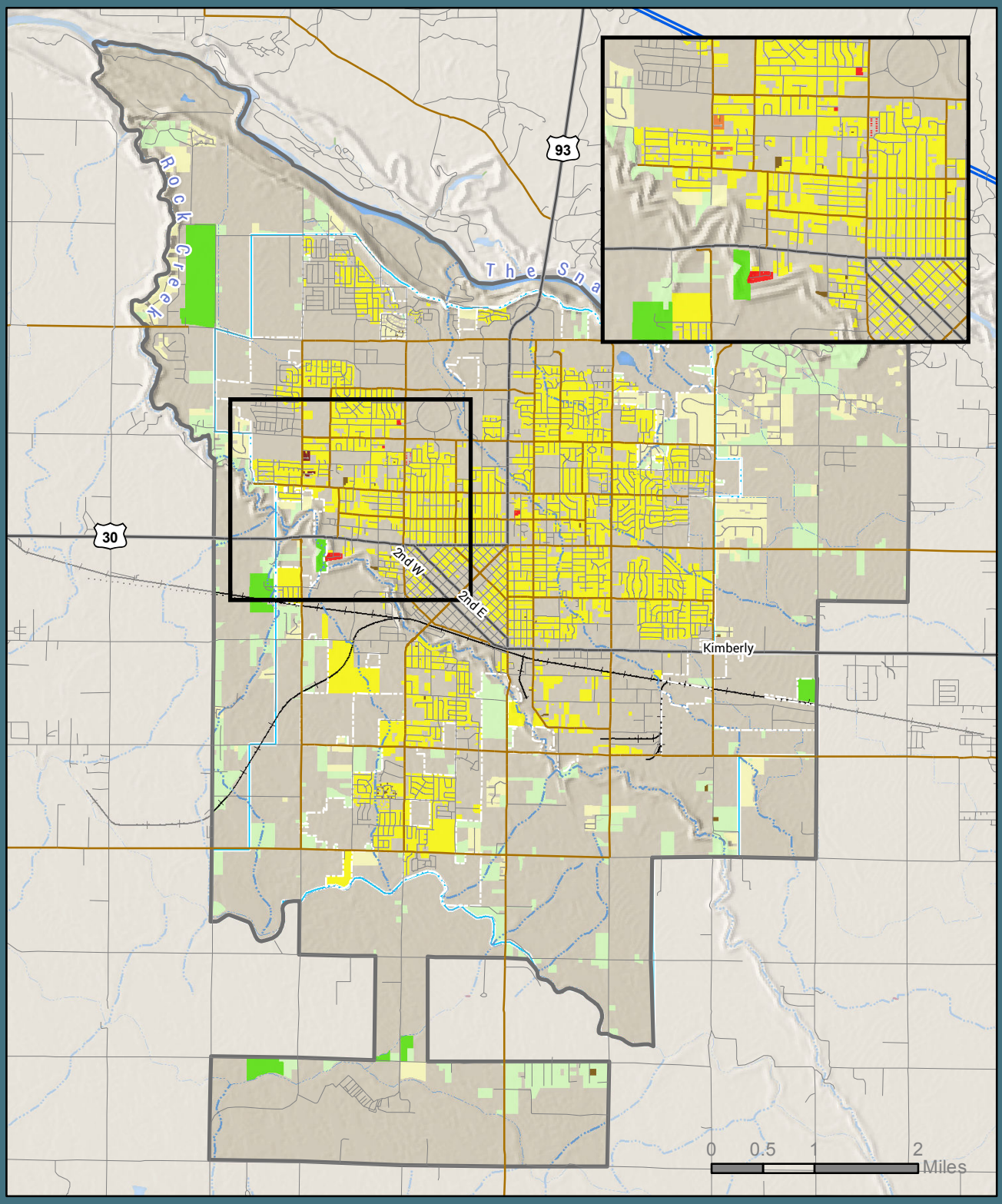
MAP 4: HOUSING TYPE



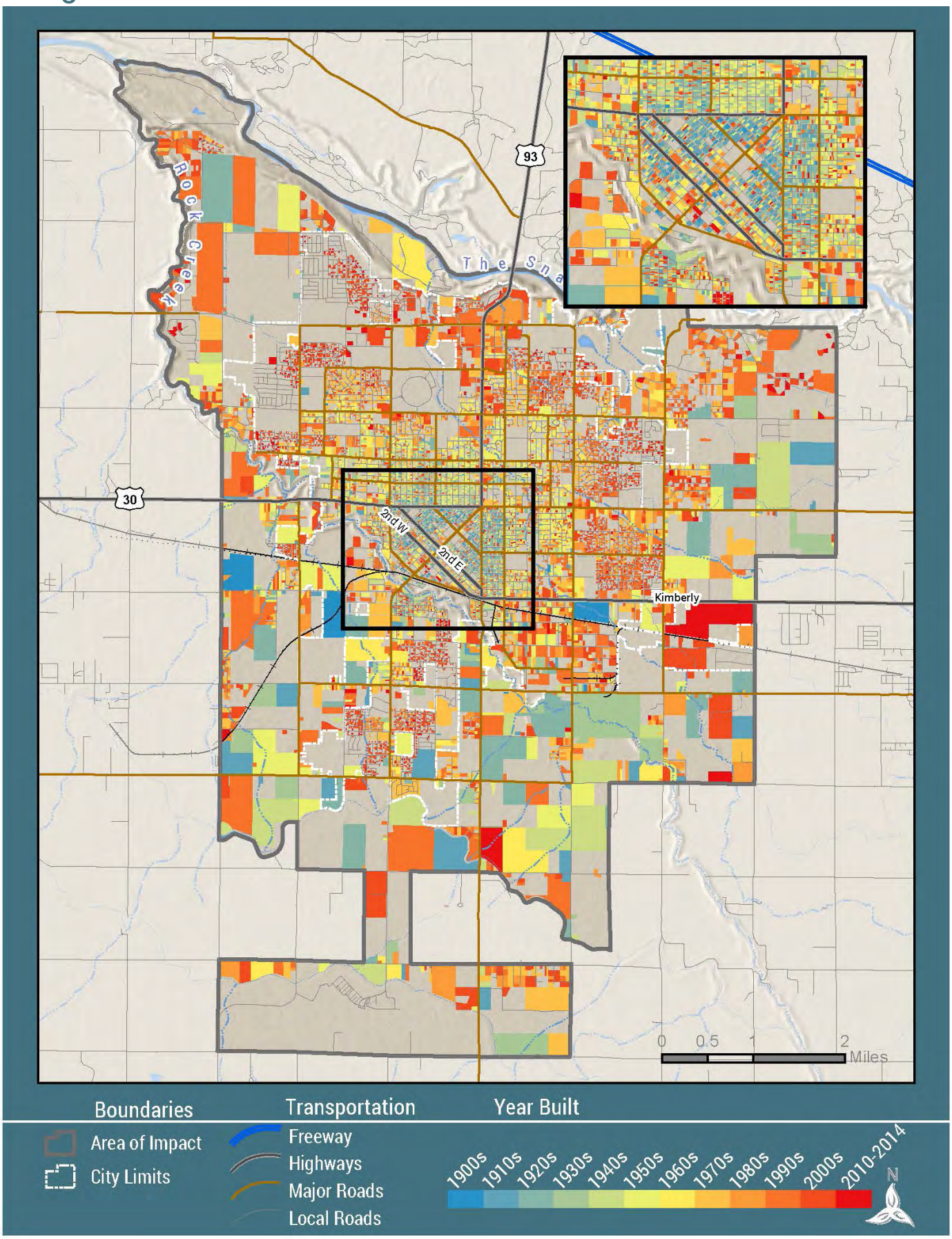
Boundaries
- Area of Impact
- City Limits
- Water Service Boundary

Transportation
- Freeway
- Highways
- Major Roads
- Local Roads

Residential Lot Type
- Speculative homesite
- Agricultural homesite
- Rural residential
- Rural subdivisions
- Residential city lots
- Condo/ Townhouse
- Condominium
- Manufactured housing
- Mobile Home

N

MAP 5: YEAR BUILT



10 to 20 years, with current new homes averaging lot size of around 9,000 square feet, Twin Falls would be averaging five dwelling units per acre. At that rate, the City will need over 500 acres to meet the demand for new housing over the next decade. If more infill development occurs or more multifamily housing with a higher number of dwelling units per acre is built, that number could be substantially lower.

Urban Housing Trends

When thinking about population growth, there can be a tendency to assume that this growth will be driven by "traditional" family households that consist of a married couple with children. However, this type of household has become less prevalent over time, while most other "non-traditional" household types have increased in its share of the population over time. The other household types tend to be smaller, and more open to a wider variety of housing types. Four demographic groups that have seen the highest rate of growth in recent decades and are expected to continue growing in the coming decades: seniors, singles, single-parent households, and starter households (e.g., the married couples without children, and unmarried couples). This national trend is fairly consistent with households in the City of Twin Falls and other market areas.

Recent trends have shown a desire to return to downtowns and Main Streets with a significant number of people wanting to live within walking distance of restaurants, shops, cultural events, and other amenities. According to an Urban Land Institute (ULI) survey and report on housing, transportation, and community, people are least satisfied with the range of housing to choose from. Low-income people in rural/small-towns report the highest level of dissatisfaction, with 26 percent unhappy with their community's range of housing options. In general, people are largely happy with their communities, quality of life, and size and quality of their homes.

The survey also asked people about their preference for living in an urban location, suburbs, or small towns. As shown in Figure 5 people across all generations would prefer to live in rural communities or small towns than currently live in them. The opposite is true for people who live in urban areas, with more people currently living in urban areas than desire to live there. Figure 6 shows that the greatest share of respondents would like to live in a suburban neighborhood with a mix of houses, shops, and businesses. Given the dichotomy of dissatisfaction with the range of housing choices and the desire to be in small towns or suburban neighborhoods, there is a great opportunity for small towns and rural communities to attract more residents by giving residents a broader range of housing choices that would meet their lifestyle throughout all stages of life.

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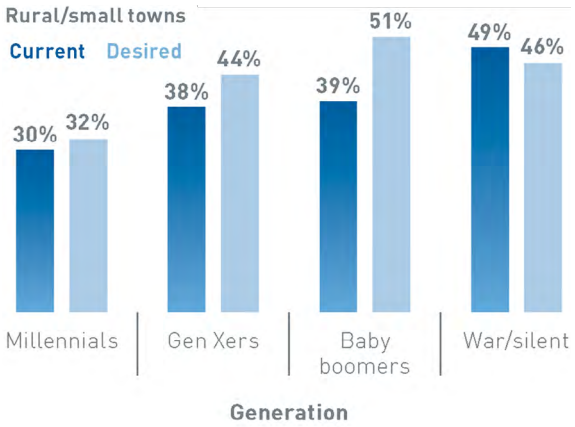
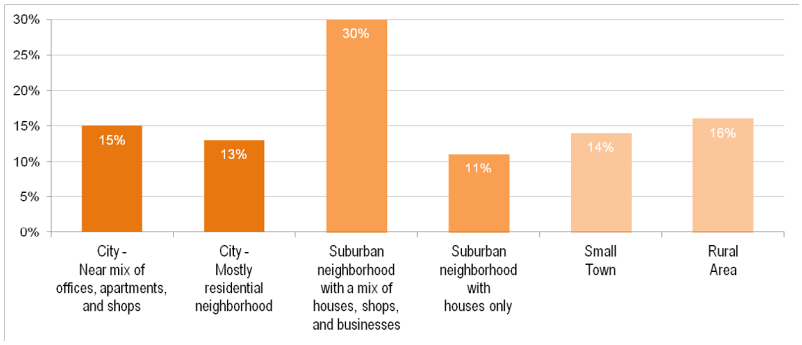
FIGURE 5: IF YOU COULD LIVE ANYWHERE, WHERE WOULD YOU LIVE?



Source: ULI, America in 2015

FIGURE 6: IN WHICH OF THE FOLLOWING LOCATIONS WOULD YOU MOST LIKE TO LIVE?



Source: National Community Preference Survey, National Association of Realtors, October 2013.

Housing Typology

The desire for walkable neighborhoods, especially those in smaller towns, and the unique housing needs of increasingly diverse household types across the country is being met by a broad variety of housing types. Figure 7 illustrates some of the housing types that might fit the size and scale of the City of Twin Falls and its close-in neighborhoods.

FIGURE 7: HOUSING TYPOLOGY

ACCESSORY DWELLING UNITS

Individual "mother-in-law apartment," smaller than the main home, with separate entrance. Can be a converted garage or basement or a separate unit. Can accommodate young or aging family members or renters.

COTTAGE HOUSING

Smaller, single-family homes surrounding a common area. Parking is typically accommodated on-street or behind units. Popular with down-sizing households.

ROWHOUSE/TOWNHOME

Individual housing units with separate entrances that share a side wall. Parking can be on-street, tuck-under, or surface parked.

MIXED-USE MID-RISE

Ground-floor retail or commercial space with apartments or condominiums above. Parking can be on-street, tuck-under, or surface parked.

VISION

Housing that provides a range of options for current and future residents; promotes the rehabilitation and restoration of older buildings and neighborhoods; and increases housing options in Downtown.

GOALS + POLICIES

Housing Goal 1: Expand the variety of housing opportunities to allow for more choices in types and locations of residences. This includes providing for a mixture of housing sizes, types, and affordability.

Housing Policy 1.1: When selecting sites for affordable housing consider proximity to workplaces and services.

- For many people, transportation is second only to housing in cost. Public transportation and proximity to work, shopping, and amenities can reduce transportation costs – and make the combination of transportation and housing more affordable.

Housing Policy 1.2: Encourage the development of higher density housing in and around the Downtown area.

Housing Policy 1.3: Investigate designating higher residential zoning in specific areas of Downtown and the area adjacent to it.

Housing Policy 1.4: Assist with the conceptual planning of areas that will be added to the City's edge in the future, and ensure that future expansion areas have a mix of housing types, adequate infrastructure, and are well connected to other parts of the City

Housing Goal 2: Create urban village/urban infill nodes with mixed uses and higher densities.

Housing Policy 2.1: Evaluate current code language and investigate potential code language to allow for a range of housing types, potentially including accessory dwelling units, duplexes, and attached homes, all of which are affordable to middle-income households and suitable for seniors looking to downsize.

Housing Policy 2.2: Review development code to adjust setbacks to allow for remodels, expansions, secondary structures on single lots, increased height limits, and rezoning to allow attached units.

Housing Policy 2.3: Guide redevelopment towards vacant and underused properties to promote infill development.

Housing Action 2.3-1: Create a list of vacant and underused properties and identify potential barriers to infill development on those sites. Work with property owners to overcome such barriers.

Housing Action 2.3-2: Conduct an evaluation of publicly owned property in order to determine if these properties could be redeveloped or renovated.

Housing Policy 2.4: Encourage the provision of attractively designed small-to-medium scale neighborhood centers that offer convenience goods and services for the daily needs of nearby neighborhoods, and can serve as gathering places.

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Housing Goal 3: Maintain and improve the quality of the existing housing stock in the City, and revitalize the physical and social fabric of neighborhoods that are in decline.

Housing Policy 3.1: Incentivize the retention and rehabilitation of buildings with historic merit, and for adaptive reuse of older buildings in all zones, including the designated historic district.

Housing Action 3.1-1: Consider establishing a stand-alone homeownership and home repair revolving loan fund that is or is not restricted based upon income.

Housing Action 3.1-2: Educate and inform citizens of the many programs currently available to assist in purchasing, financing, rehabilitating, and repairing a home, particularly in older neighborhoods.

Housing Action 3.1-3: Develop incentives to encourage residents to reinvest in their homes, particularly in older neighborhoods, such as reductions or credits to taxes and fees.

Housing Policy 3.2: Create a "redevelopment district" overlay and corresponding plan to preserve, rehabilitate, revitalize, and/or redevelop housing. Seek federal, state, and local funding at a level adequate to meet this need.

Housing Policy 3.3: Work to link housing objectives with economic development initiatives (i.e. TIF, RDA financing, etc.).

Housing Policy 3.4: Encourage the use of tools and programs that improve neighborhood safety and quality, such as safe routes to school, safe pedestrian crossings, and strong neighborhood associations.

Housing Goal 4: Promote Downtown as a great place to live and increase the available housing options.

Housing Policy 4.1: In keeping with Downtown's role as a place for all residents of Twin Falls, encourage a range of housing options, from affordable to high-end housing, housing that appeals to young and old residents, and ranging from moderate to high densities.

Housing Action 4.1-1: Encourage Downtown housing that is affordable to low, middle, and high income households; in particular, encourage rental housing that is affordable to low and middle income households.

Housing Policy 4.2: Encourage a live-work environment by allowing live-work units, and by encouraging both housing and a variety of employment opportunities.

Housing Policy 4.3: Pursue new development and redevelopment opportunities and encourage a mix of uses within Downtown to promote a live-work environment.

Housing Action 4.3-1: Assist one or more downtown "pilot projects" through the design and permitting process to demonstrate how Downtown housing can be done right.

Housing Action 4.3-2 Review local funding sources (e.g., Tax Increment Financing) and external funding sources (e.g. Community Development Block Grants) that could be used to encourage the development of underutilized properties.

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Housing Policy 4.4: Encourage Downtown housing that is moderate- to high-density, in order to establish a concentration of residents who can support future transit operations and reduce vehicle miles traveled.

Housing Policy 4.5: Support the provision of active senior and retirement housing in or near Downtown, along with supporting services and amenities to support and promote this sector of the population.

Housing Policy 4.6: Encourage clusters of services, retail, and amenities in close proximity to new housing in order to reinforce the walkability of Downtown.

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ECONOMIC DEVELOPMENT

The general practice of economic development encompasses a broad array of tactics including, but not limited to: workforce development, higher-education commercialization, entrepreneurship, business retention and expansion, and talent retention and attraction. These are all equally important and are delivered most effectively by different stakeholders. With so many different tactics, it is important for local jurisdictions to define their role in economic development. Cities are important stakeholders in the following roles regarding economic development, which guide the Goals for this Chapter.

1. Create a place that business and talent will stay and thrive.
2. Maintain resilient infrastructure that supports the efficient movement of people, goods, and information through community.
3. Develop partnerships to diversity industry base and foster a culture of creativity and entrepreneurship.

There are many ways to measure economic development in order to assess a city's progress over time. What to measure and track depends in large part on the community's values, and what kind of city Twin Falls wants to be. The metrics should be tied to the big ideas and the values that make Twin Falls special.

EXISTING CONDITIONS OVERVIEW

As a job center for the region, Twin Falls is currently experiencing significant manufacturing investments and steady population growth. Nearly 18,000 employed residents live in Twin Falls, with over 10,500 of them both living and working in Twin Falls. As shown in Figure 8, more employees commute into Twin Falls for work than leave for other places. The City has recently attracted key food processing facilities such as Chobani and Clif Bar, while other major employers such as St. Luke's Medical Center and Glanbia have made significant expansions in the downtown core.

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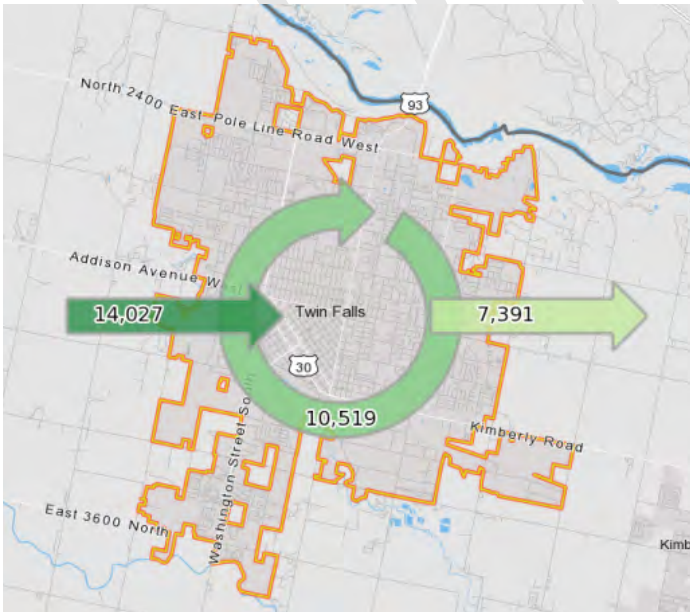
FIGURE 8: TWIN FALLS EMPLOYMENT INFLOW AND OUTFLOW, 2012



Employment Inflow/Outflow	*2012*
Total Employment in Twin Falls	*24,546*
Living in Twin Falls	*17,910*
Living and Employed in Twin Falls	*10,519*
Living in Twin Falls but Employed Elsewhere	*7,319*
Employed in Twin Falls but Living Elsewhere	*14,027*

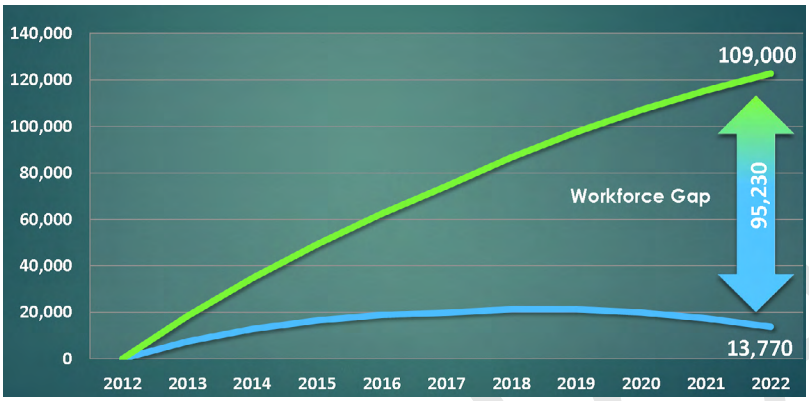
SOURCE: US CENSUS LED ONTHEMAP, LELAND CONSULTING GROUP

Growth and Employment

Communities that are thriving today are those that develop, retain, and attract talent. However, some communities have hit a tipping point in this growth and are now facing significant and complex problems regarding traffic congestion with limited public transit and lack of affordable housing. These issues contribute to higher costs of living that are forcing employers to now look elsewhere for growth opportunities. This dynamic clearly shows why thoughtful long-range planning for transportation and land use is critical for a community's vitality and serves as a competitive advantage.

Idaho is one of the fastest growing states in the country, with overall employment projected to grow at an annualized rate of 1.5 percent from 2012 to 2022, according to the Idaho Department of Labor. This is faster than the national projected annual employment growth rate of 1%. As a result, Idaho is expected to have a major workforce gap over the next decade. Figures 9 and 10 show that as employment opportunities continue to grow, older workers retire, and fewer people of workforce age (15 to 64) are available to fill the gap, there will be a labor shortage of roughly 95,000 workers.

FIGURE 9: IDAHO'S SUPPLY OF LABOR: JOBS AND WORKFORCE GROWTH



Source: Projections of Idaho Jobs by Industry and Occupation, 2012 to 2022, Idaho Department of Labor

FIGURE 10: POPULATION GROWTH

Source: Projections of Idaho Jobs by Industry and Occupation, 2012 to 2022, Idaho Department of Labor

Employment in Twin Falls is quite diverse. Construction is projected to grow the fastest, but Healthcare/Social Services is projected to have the greatest number of net new jobs, followed by Retail Trade and Leisure/Hospitality. The top three largest employment sectors (health care, retail trade, and leisure and hospitality) are also three of the State's projected top employment growth sectors by net new jobs.

Industry Clusters

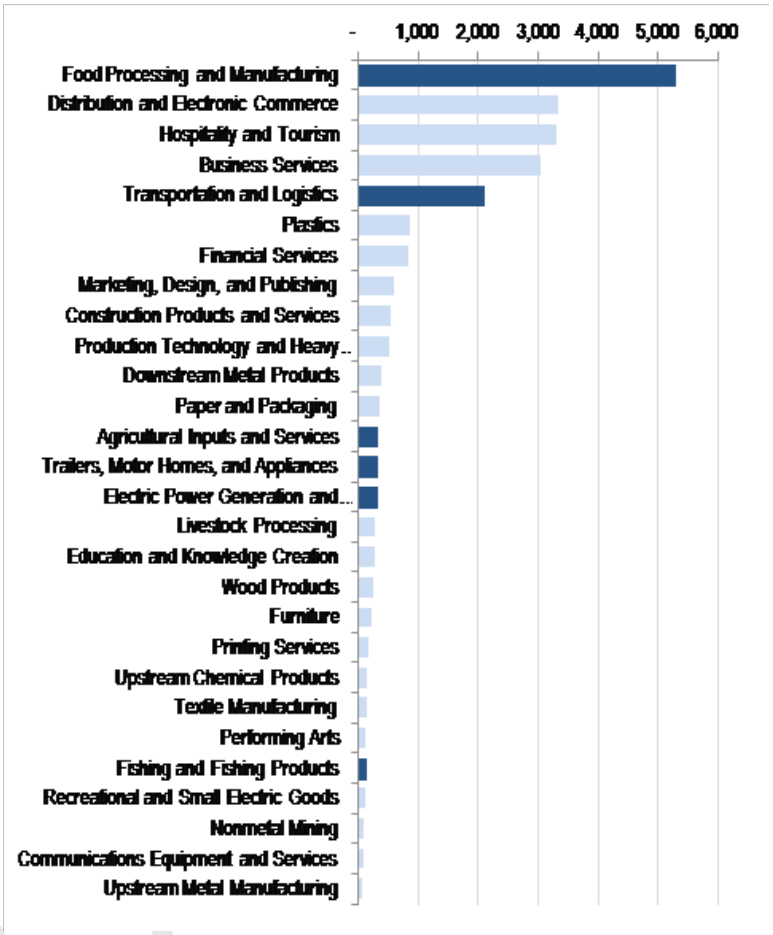
Industry clusters are important to economic regions because they define the unique character of a community and the assets that can be leveraged for economic growth. Industry clusters are made up of traded sector businesses, which include industries and employers who produce goods and services that are consumed outside the region where they are made (e.g., manufacturing, fishing, software). Workers in the traded sector tend to be better educated, work more hours, and earn higher average wages than local sector business. In addition, a healthy traded sector can lead to the formation and growth of small, local businesses. As the traded sector increases employment and wages, it also encourages entrepreneurs to start new businesses. For these reasons, it is important that Twin Falls focus economic development efforts on traded sector industries.

As shown in Figure 11, food processing and manufacturing continues to be the core economic cluster in the South Central Idaho Region and was strong throughout the recession. Dairy production continues to attract milk processors and cheese companies including Brewster Dairy, Glanbia Foods, Gossner Cheese, Commercial

Creamer, Idaho Milk Products, Jerome Cheese, High Desert Milk and the newest additions of Chobani Greek Yogurt and Clif Bar Bakery which located in Twin Falls. Other food processing subcategories that are strong in Twin Falls include packaged fruit and vegetables, milling and refining of sugar, and farm wholesalers, as shown in Figure 12. In order to further support this strong industry cluster, the City plays a critical role in providing adequate infrastructure and land to ensure new companies have a place to land. Such investments are vital in conveying to industry leaders that the City is making necessary investments for them to also stay and invest.

Twin Falls has an opportunity to work with local stakeholders, such as the college, to diversify this agriculture and food processing economy with the introduction of technology and research and development (R&D) sectors. For example, precision agriculture is an emerging industry that uses IT and data analytics to monitor crop fertilization and irrigation needs to reduce costs but increase crop yields. Such industries are apt to locate in the downtown core and do not require the same amount of land or infrastructure as the existing agriculture and food processing industries. This would provide significant diversification in the economy.

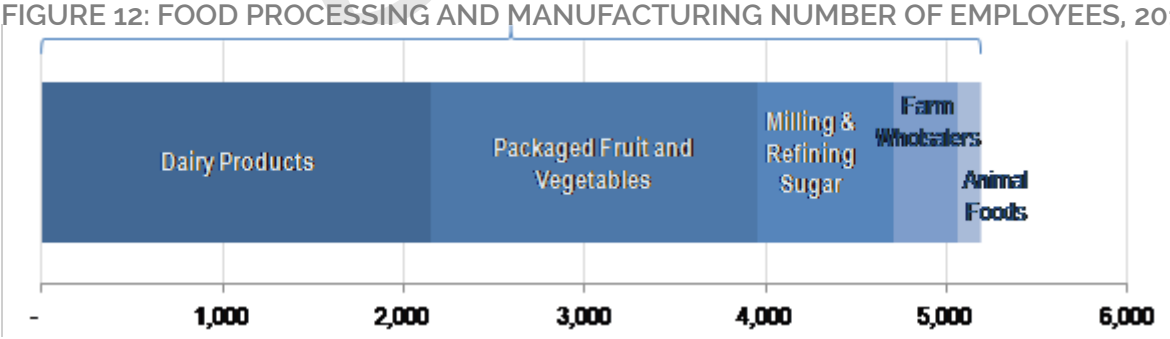
FIGURE 11: EMPLOYMENT CLUSTERS IN THE TWIN FALLS ECONOMIC AREA, 2013



Note: Strong Clusters, defined by those having a high employment specialization in the region, are shown in dark blue.

Source: ClusterMapping

FIGURE 12: FOOD PROCESSING AND MANUFACTURING NUMBER OF EMPLOYEES, 2013



Source: ClusterMapping

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THE IMPORTANCE OF PLACE

Downtown

Employers in all industries are striving to attract and retain talent. A vibrant downtown core is important as a younger workforce wants to live and work near accessible and dependable transportation (including transit lines and bikeways), restaurants, and leisure activity opportunities. At the same time, employees with families, perhaps not living Downtown, still desire unique entertainment experiences on the weekends and a vibrant environment during the week. This demand heavily influences the kinds of investment cities make in their downtowns. Placemaking that targets mixed use development, transit-rich environments, and pedestrian/ bicycle amenities are all part of investing in the success of Downtown. All these investments, in turn, contribute to the success of the region's economy.

Outdoors

The Twin Falls area has great access to outdoor adventure, with everything from zip line tours to base jumping, and canyon to canyon access from the Snake River to Rock Creek. The Sun Valley area has great skiing, hiking, cycling, and other outdoor adventures only an hour away. These amenities are major assets to attracting new employees and should be continued.

VISION

Economic Development that drives proactive engagement and support of businesses that are compatible with community values, while working with private partners to build a place that attracts and keeps talent.

GOALS + POLICIES

Economic Development Goal 1: Create a place where business and talent will stay and thrive.

Economic Development Policy 1.1: Maintain and enhance the Downtown area as the central business district of the City, with a mix of commercial, civic, cultural, recreational, and residential uses.

Economic Development Action 1.1-1: Prepare design guidelines that recognizes the regional and historical importance of the area and reinforces its pedestrian character.

Economic Development Action 1.1-2: Support business infill and redevelopment through storefront improvement programs or TIF investments in Downtown with architectural characteristics consistent with the historic character.

Economic Development Action 1.1-3: Revise City development codes to allow for ADUs and infill development.

Economic Development Action 1.1-4: Work with local businesses to encourage later store hours to increase downtown vitality and capture in-commuters business/patronage after working hours.

Economic Development Policy 1.2: Develop a consistent, high-quality commercial area along Blue Lakes Boulevard.

Economic Development Action 1.2-1: Leverage City resources (e.g., TIF, Enterprise Zone) to promote highest and best use for properties along Blue Lakes Boulevard.

Economic Development Action 1.2-2: Densify and, where appropriate, promote mixed-use development along Blue Lakes Boulevard.

Economic Development Action 1.2-3: Identify recommended zoning code changes for new development and redevelopment, and aesthetic enhancements on along Blue Lakes Boulevard.

Economic Development Policy 1.3: Continue to support and promote agriculture and food processing industries.

Economic Development Action 1.3-1: Create a master plan for an industrial employment hub where adequate utility and transportation infrastructure exists.

Economic Development Action 1.3-2: Ensure adequate water infrastructure is provided to serve these industries.

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Economic Development Goal 2: Develop and maintain resilient infrastructure that allows people, goods, and information to move efficiently through the community.

Economic Development Policy 2.1: Invest in transportation infrastructure to provide convenient access via multiple modes to goods and services throughout the community.

Economic Development Action 2.1-1: Support bike and pedestrian infrastructure and amenities to enhance low-cost, active transportation options.

Economic Development Action 2.1-2: Support freight movement so all areas of the City have access to goods and services.

Economic Development Action 2.1-3: Support investments that improve connectivity of the airport to freight and rail networks.

Economic Development Policy 2.2: Support widespread access to high-quality communication systems in order to maximize flexibility for prospective customers, businesses, and industries.

Economic Development Goal 3: Capitalize on outdoor recreation assets and reputation.

Economic Development Policy 3.1: Consider tourists as potential employees or employers.

Economic Development Action 3.1-1: Promote the Visitor Center as a hub that provides tours and transit to local attractions and is familiar with economic development investments as well.

Economic Development Action 3.1-2: Work with the Chamber of Commerce to explore the feasibility of a public/private partnership to build a conference center/ hotel to support major employers as well as tourists.

Economic Development Policy 3.2 Market the outdoors as an asset to help attract and retain talent.

Economic Development Action 3.2-1: Develop relationships with and work with existing employers and/or focus groups to determine what assets attract and retain talent then promote those assets as testimonials on economic development website.

Economic Development Goal 4: Diversify the traded-sector industry base.

Economic Development Policy 4.1: Diversify the employment base with high-tech industry close to Downtown.

Economic Development Policy 4.2: Collaborate with the College of Southern Idaho (CSI) and other education and training providers to assure that resources to provide career-building skills and opportunities remain in the City to encourage entrepreneurship.

Economic Development Policy 4.3: Explore the feasibility of an outdoor recreation product/gear industry cluster.

DRAFT

PARKS, RECREATION, OPEN SPACE, AND TRAILS

Twin Falls adopted the City of Twin Falls Parks and Recreation Master Plan (PRMP) in summer 2016. This Master Plan should be referred to in conjunction with this element. General recommendations outlined in the PRMP for improving recreation service in Twin Falls include:

- Consider providing an indoor recreational facility that can provide gym space, swimming, walking track, and classroom space.
- Continue to use impact fees to provide for neighborhood parks as subdivisions develop.
- Focus on ways to develop community parks by actively exploring opportunities for public/private partnerships with school districts, businesses, and other public entities.

EXISTING CONDITIONS OVERVIEW

The City's surrounding environment has a huge impact on the sense of place economically, physically, and socially. The most prominent feature is the Snake River and the Falls, after which Twin Falls was named. The 212-foot Shoshone Falls, which attracts over 300,000 visitors annually, flows at an amazing rate of 3,200 cubic feet per second at its peak. The Snake River Canyon and Falls also present the only real environmental hazard within the area. Preserving the Canyon and Canyon Rim are of high importance to maintain the viability of recreational opportunities, viewshed, wildlife habitat, and the mitigation of hazards.

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Parks, Recreation, and Trails

The City of Twin Falls boasts a great diversity of parks and recreational amenities including sports complexes, a boat launch, conservation areas, and an ever expanding trail network. One of the most popular amenities is the Twin Falls Golf Club, demonstrated by the number of visitors it attracts annually; 27,000 rounds of golf were played in 2014. In addition to the 1,300 acres of neighborhood and regional parks the city maintains, there are ample outdoor opportunities within a short drive of the City. With its proximity to the Snake River and Sawtooth National Forest, Twin Falls caters to mountain biking, skiing, kayaking, paddle boarding, rafting, fishing, base jumping, snowmobiling, and more.

The City has been very proactive in requiring park development along with new development, ensuring that most residents are within a short distance of parks or open space. Currently 83% of homes are within a 1/2-mile walk distance from parks or open space, which does not include future planned parks.

The Canyon Rim Trail system has nearly 19 miles of continuous pathways for pedestrians and cyclists. Throughout the area, mountain bikers have worked with the City to create an integrated network of 20 miles of trails. Other collaborations include the extension of trails into surrounding Bureau of Land Management (BLM) lands. With the mission to "Provide diverse recreational opportunities that are easily accessible to the public," there are several city-sponsored recreational programs offered for all ages. These programs are well used by the community, with over 8,000 participants in 2014. Activities include baseball, softball, wrestling, soccer, basketball, football, golf, disk golf, bowling, martial arts and karate, sewing, quilting, swimming, pottery, tennis, dancing, and flag football. Special recreational opportunities afforded by the Snake River waterway system include kayaking, canoeing, boat demo day, swimming and scuba diving.

Many of the activities listed are in partnership with the two Twin Falls YMCAs which house group workout facilities, a swimming pool, tennis center, XR Zone, and childcare, in addition to a number of other programs. The YMCA pool alone has 60,000 visitors each year.

In order to extend accessibility to recreational opportunities, Twin Falls has developed a recreation scholarship for youth who would not be able to participate without financial assistance. There are plans for expanding additional recreation opportunities, though the location, proposed amenities, and design have yet to be set.

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Needs Analysis

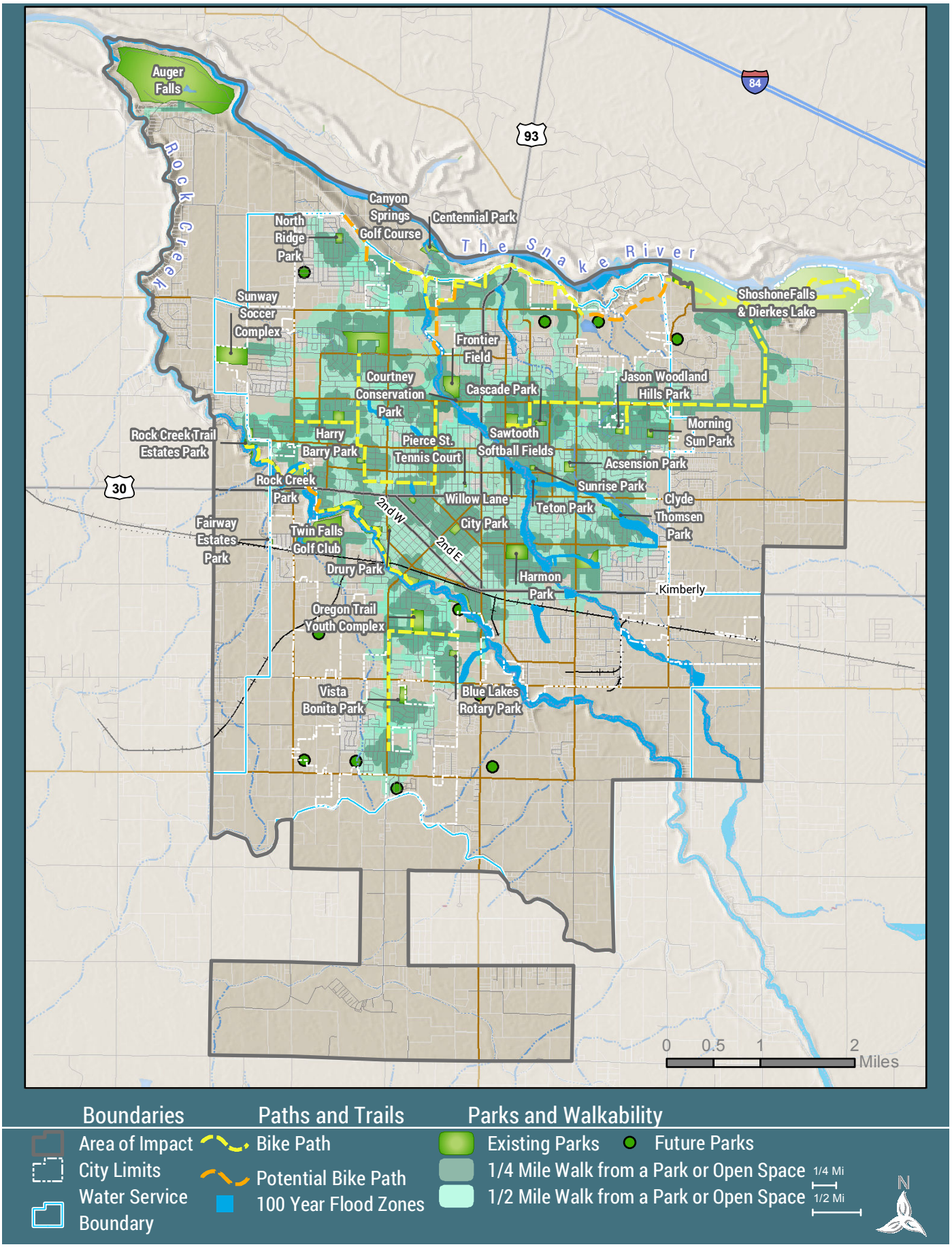
According the PRMP, the City of Twin Falls currently offers a wide range of recreational opportunities and amenities to its citizens. Its level of service is 3.42 acres per 1,000 population. The City has the ability to maintain that level of service but it will require the City to plan for future land acquisition and other development expenses. With careful planning and execution, the City can add the recommended improvements that will connect important facilities and create a uniquely versatile and appealing recreation experience for its citizens.

FIGURE 13: AMENITIES AVAILABLE WITHIN EACH PARK

PARK NAME	ACRES	BALL/ SOFTBALL	BASKETBALL	BIKING	POTABLE WATER	ELECTRICITY	FISHING	HORSE SHOES	OPEN SPACE	GRILLS
Ascension	8				■				■	
Auger Falls	681			■			■		■	
Blue Lakes Rotary	4								■	■
CSI/ City Tennis Courts	2				■				■	
Cascade	4		■		■	■			■	■
City Park	5.5				■	■			■	
Clyde Thomsen	13	■		■	■	■			■	■
Community Swimming Pool	4								■	
Courtney Conservation	1									
Dierkes Lake	190			■	■	■	■		■	■
Dennis J. Bower Park	.25				■	■			■	
Drury	1				■			■	■	
Fairway Estates	2								■	
Frontier Field	19	■			■					
Harmon	24	■	■		■	■		■	■	■
Harrison	2	■	■						■	
Harry Barry	3	■	■		■	■		■	■	■
Jason's Woodland Hills Park	3								■	
Morning Sun	3								■	
Northern Ridge	4				■	■			■	■
Oregon Trail Youth Complex	20.5		■		■				■	
Pierce Street Tennis Court	.5		■							
Rock Creek Canyon Parkway	46.5			■			■			
Rock Creek Trail Estates	5								■	
Sawtooth Softball Fields	3	■			■	■			■	
Shoshone Falls	218			■	■		■		■	■
Sunrise	2	■	■						■	■
Sunway Soccer Complex	39				■				■	
Teton	4								■	
Vista Bonita	8.5	■	■	■	■	■		■	■	■
Willow Lane	.5								■	
	1,316.25									

BENCHES	PICNIC AREA	PLAYGROUND	RESTROOMS	SHELTER	SOCCER FIELD	SWIMMING	TENNIS COURT	TRAILS	OTHER FACILITIES
■		■	■		■				
								■	
		■	■	■					
			■				■		
■	■	■	■	■			■		
■	■	■	■						Band Shell
■	■	■	■	■				■	Sledding Hill
						■			
									Conservation Park
	■	■	■	■		■		■	
■									
	■	■	■						
	■	■	■	■			■	■	
■	■	■	■	■			■	■	
	■	■							
	■	■	■	■	■				
		■							
	■	■	■	■					
	■	■	■		■		■		
	■						■		
■	■							■	No Motorized Vehicles
								■	
			■						
	■		■				■		
	■	■		■					
			■		■				
■	■	■	■	■				■	Sledding Hill

MAP 6: PARKS, RECREATION, OPEN SPACE, AND TRAILS



Boundaries
- Area of Impact
- City Limits
- Water Service Boundary

Paths and Trails
- Bike Path
- Potential Bike Path
- 100 Year Flood Zones

Parks and Walkability
- Existing Parks
- Future Parks
- 1/4 Mile Walk from a Park or Open Space (1/4 Mi)
- 1/2 Mile Walk from a Park or Open Space (1/2 Mi)

N

VISION

Parks, recreation, open space, and trails that continue to provide and expand the range of parks and recreational activities and facilities; and develops and connects the sidewalk and trails network.

GOALS + POLICIES

PROST Goal 1: Support the development and improvement of recreational amenities along the Canyon Rim Trail, such as restrooms, picnic areas, interpretive signage, and viewpoint infrastructure.

PROST Policy 1.1: Provide additional amenities (e.g., interpretive/educational signs, an observation deck, benches, etc.) along the Canyon Rim Trail to enhance key viewpoints.

PROST Policy 1.2: Look for ways to expand the nature hikes, nature trails, and general exposure to the uniqueness of the Canyon (birding, kayaking and rafting, rock climbing, etc.).

PROST Goal 2: Connect walking and bike paths to circulate through the City, capitalizing on major drainages, and connecting Downtown to the Canyon Rim, schools, parks, and community facilities.

PROST Policy 2.1: Develop a city-wide pathway and trail network with pathways that connect individual neighborhoods or subdivisions to the greater active transportation network.

PROST Goal 3: Explore the feasibility of a community recreation center that provides gymnasium space, swimming, walking track, and classroom space.

PROST Goal 4: Develop a neighborhood park within one half-mile of the City's residential areas.

PROST Policy 4.1: Continue to develop new parks within one half-mile of residents within the city limits.

PROST Action 4.1-1: Actively explore opportunities for public/private partnerships with school districts, businesses, and other public entities.
• Community parks will require the most effort to develop and will need the most lead time to acquire land and construction funding, so begin immediately to secure opportunities.

PROST Action 4.1-2: Examine and re-evaluate the current park dedication policy within Code.

PROST Goal 5: Continue to provide and expand the diversity of recreational and community programs for residents and visitors.

PROST Policy 5.1: Continue to provide City sponsored events (concerts in the park, movies in the park, etc.).

PROST Action 5.1-1: Improve the function of City-sponsored programs.

PROST Policy 5.2: Expand recreational and leisure services for the community.

PROST Policy 5.3: Explore the feasibility of a kayak park at Rock Creek Canyon or Auger Falls.

DRAFT

TRANSPORTATION

EXISTING CONDITIONS OVERVIEW

Twin Falls prepared the Master Transportation Plan (MTP) in 2009. This plan should be reference in conjunction with this element. According to the MTP, the primary goals of the transportation system are:

1. Clear and efficient connectivity of transportation facilities.
2. Develop and implement appropriate design and operation standards.
3. Provide sufficient roadway capacity to meet current and future needs.

Metropolitan Planning Considerations

As the City reaches a critical population mark of 50,000, Twin Falls will be eligible for Metropolitan Planning Organization (MPO) status. Federal funding for transportation projects are channeled through the MPO process providing Twin Falls with an exciting opportunity for future improvements. Inherent to the organization of an MPO is the need for Twin Falls City, Twin Falls County, and the Idaho Transportation Department to work together to solve mutual planning needs.

Regional Influence and Connections

Twin Falls is strategically located in the Magic Valley and is highly accessible via I-84, Blue Lake Boulevard (US-93), Kimberly Road (US-30), and the airport. These roadways fall under the jurisdiction of the Idaho Transportation Department (ITD), but are an integral part and influence of the Twin Falls transportation system. With the City being a major regional center for the Magic Valley it is imperative that the City transportation system provide functionality with surrounding transportation systems. Connectivity between the City, County, and State roadways system is essential to providing an efficient transportation system. These connections are limited in capacity by the ability to cross the Snake River Canyon on the Perrine Bridge on US-93 and the Hansen Bridge on SH-50.

Continued coordination between the City, County, and State is essential to ensure connectivity for the region. Twin Falls is a major thoroughfare for interstate truck traffic. According to the Twin Falls Master Transportation Plan, 11% of the traffic on Highway 93 is large trucks transporting goods. Currently the only truck routes in Twin Falls are its state highways.

Currently, there are numerous stop sign controlled intersections in areas with low daily traffic demand, in addition to traffic signals on roadways of high traffic. The public expressed desire that additional traffic controls are needed, such as round-a-bouts or medians to visually and functionally slow traffic.

Internal City Connectivity

Overall network connectivity is important to a healthy transportation system. Downtown Twin Falls is defined by a highly connected street grid network. As seen in the average daily trips highlighted in Map 7, Transportation, and Traffic, the majority of the traffic is focused on Highways 30 and 93 crossing through the middle of Twin Falls and north across the Snake River Bridge to I-84. Very little traffic passes through the southern part of the City.

Additional north-south routes, in addition to Blue Lakes Boulevard, are needed to facilitate enhanced mobility in Twin Falls. 2nd West and 2nd EastThe 2nd Avenues could also facilitate enhanced mobility by moving transforming into a two-way system on each road instead of one-ways. Of course this would require the movement of Highway 30 off these roadways.

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Alternative Transportation + Public Transit

Neighborhood livability is closely linked to transportation. Twin Falls neighborhoods are more livable when they have active transportation (pedestrian and bicycle) links to amenities such as parks, churches, schools, and shopping areas that are compatible with vehicle traffic. It is important to ensure a connected network to mitigate effects of traffic, and to provide pedestrian-scale street design. Likewise, with an increased senior population, an active transportation network is crucial to their quality of life.

There are currently 19 miles of existing bike routes and 3 miles of proposed bike routes that follow the Canyon Rim Trail and connect to the street network in town. This facilitates both commuting and recreation use. There are plans to expand the current bike network as part of the 2030 Strategic Plan. The updated bicycle facilities map was created using citizen input regarding their thoughts and their current cycling habits to gauge future demand and necessary connections.

Current public transportation in Twin Falls is the Trans IV Shuttle Bus, which provides a variety of services including Dial-A-Ride. Their routes and schedules are flexible and change seasonally. This is an on-demand service with no fixed routes available to anyone, but is especially important to students, elderly, commuters, and those with disabilities.

Other services available are the Magic Valley Ride Share, providing a carpool program, Rocky Mountain Trailways, and Salt Lake Express, which provide services to Salt Lake City. Greyhound bus service also offers connections from Twin Falls to Boise, Pocatello, and Salt Lake City.

Streetscapes

There is a great diversity of design in residential and public developments in Twin Falls. Although residents value the ability to build and design their homes as they desire, they would like to see more consistency in the design of public structures and facilities. Twin Falls' street system includes a fairly uniform rural design in the lower-density fringe neighborhoods, moving to more urban neighborhood streets. The rural roadways (paved surface, dirt shoulder, and irrigation ditches) lead to rural neighborhood streets and then urban downtown streets. Over time, residents would like to see consistent standards and patterns for pedestrian ways, bike paths, signage, and other road-related features. The needs of pedestrians should be a specific consideration in streetscape design, such as for bike lanes and sidewalk or pathway widths. Street lighting, landscape design, and streetscape design are elements for which the public desires to see more coordinated and consistent design in order to provide visually appealing connections among City neighborhoods and to enhance safety. Improved maintenance and curb and gutters are also desired within older neighborhoods.

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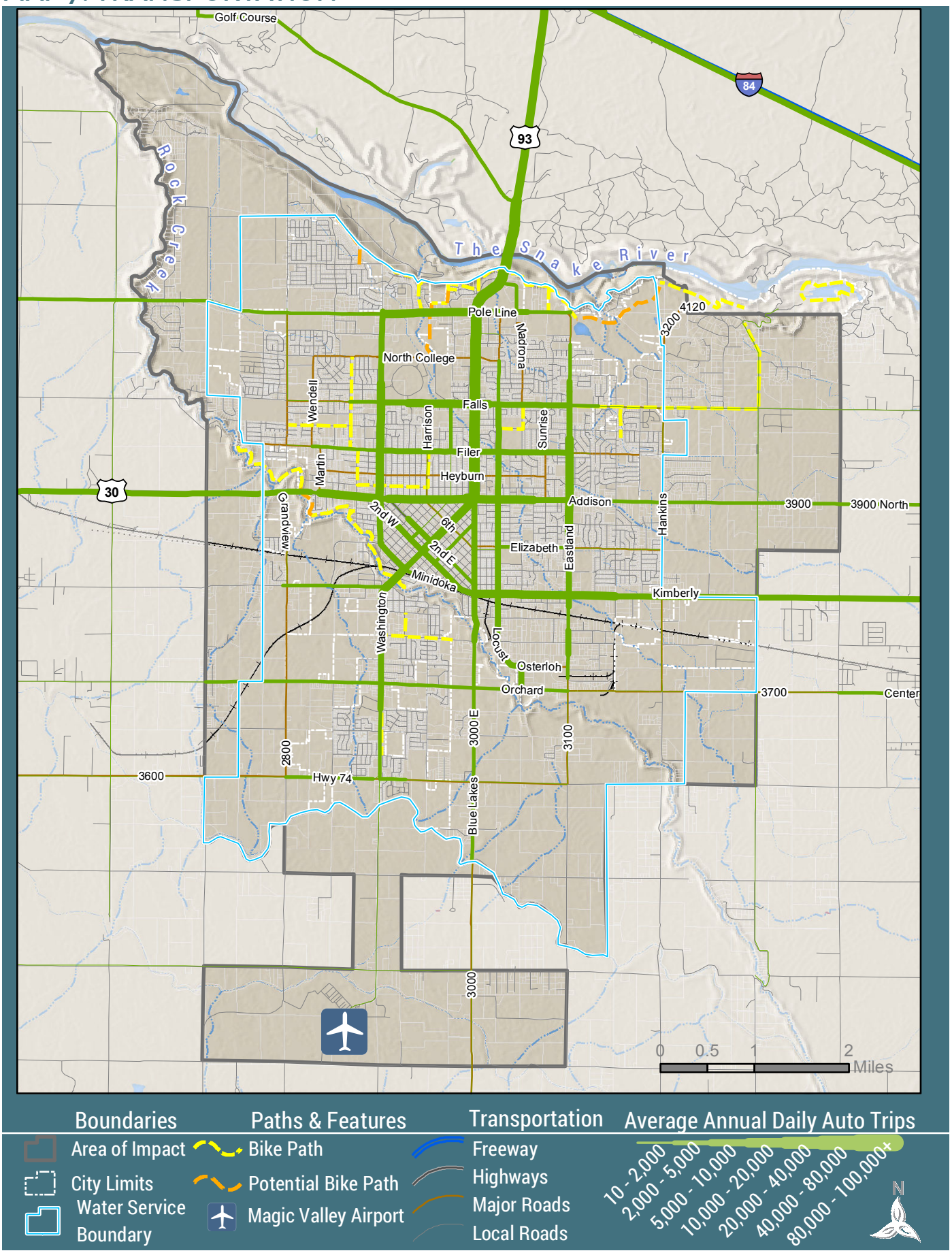
MAP 7: TRANSPORTATION



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VISION

Transportation that improves circulation along primary roads, especially Blue Lakes Boulevard, and additional facilities to encourage walking and bicycling, through both on and off-street facilities.

GOALS + POLICIES

Transportation Goal 1: Address the development of public transportation system facilities and services as needed to meet demand.

Transportation Policy 1.1: Create a transit circulator that provides access to the visitor center, the mall, CSI, Downtown, St. Luke's, and industrial hub

Transportation Policy 1.2: Develop transit service with connections to Greyhound, the local circulator bus and a shuttle to Magic Valley Airport.

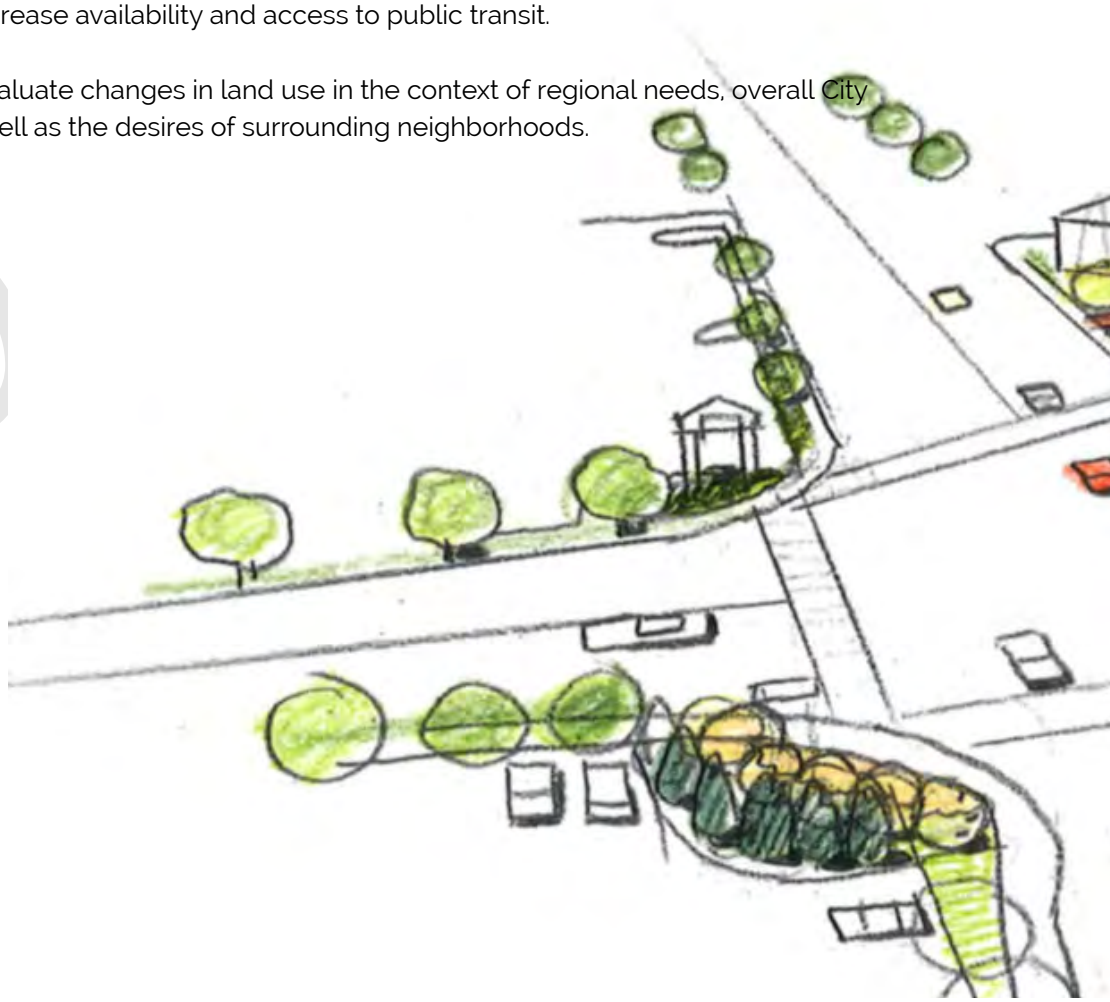
Transportation Action 1.2-1: Prepare and pursue a transit circulation and connection plan.

Transportation Action 1.2-2: Identify potential public transportation pick up and drop off locations as needed and appropriate to meet demand.

Transportation Goal 2: Develop transit opportunities for commuters from neighboring communities.

Transportation Policy 2.1: Coordinate street, intersection, and transit stop improvements with regional transportation patterns to increase availability and access to public transit.

Transportation Policy 2.2: Evaluate changes in land use in the context of regional needs, overall City welfare, and objectives, as well as the desires of surrounding neighborhoods.



Transportation Goal 3: Maintain clear and efficient connectivity for vehicles, pedestrians, and bicycle travel across the community.

Transportation Policy 3.1: Provide facilities and programs that support the safe "walkability" and "bikeability" of the community.

Transportation Action 3.1-1: Develop complete streets along major arterials to ensure vehicular, transit, bicycle, and pedestrian mobility throughout the City. Increase bicycle and pedestrian access between neighborhoods and activity centers.

Transportation Action 3.1-2: Develop, adopt, and enforce appropriate street, bicycle, and pedestrian facility standards to meet City needs.

Transportation Policy 3.2: Continually monitor and evaluate the road system to ensure that proposed and existing road designs will adequately meet the demands of the community.

Transportation Action 3.2-1: Convert one-way streets to two-way streets with parking.

Transportation Action 3.2-2: Investigate opportunities for accommodating differing modes of travel within existing curb-to-curb widths.

Transportation Policy 3.3: Provide safe truck access into, around, and though the community.

Transportation Action 3.3-1: Develop a Trucking Access Plan to identify appropriate locations to reroute trucks that improve safety and support community design and function.

PUBLIC FACILITIES AND SERVICES

Twin Falls is one of the fastest growing cities in the State of Idaho. This once small farming community has grown into a community with significant business interests including large corporations and industry. The growth in business and industry has provided the area with a strong economic base allowing for significant growth in population. The population boom brings with it many new opportunities and challenges for the community. One challenge Twin Falls faces is providing utility facilities that support the recent and anticipated growth in the area.

Twin Falls' public facilities, services, and amenities are a point of pride for the community. Public services and facilities play an important role in adding to the quality of life in a city. Public facilities are focused on the maintenance and enhancement of infrastructure, such as water, sewer, and drainage, as well as public structures, services and programs. Excellence in public works services is a hallmark of the City along with a clear commitment to customer service. Public Facilities, Services, and Amenities refer to existing and planned systems/locations with emphasis on public safety, water and sewer service, and public buildings.

EXISTING CONDITIONS OVERVIEW

Schools

There are more than 7,700 students within the Twin Falls School District, with two high schools, two middle schools, and seven elementary schools. In addition, Twin Falls has several private schools, many of which combine elementary and middle schools or middle and high schools. Due to the expanding population, Twin Falls is building three new schools expected to begin classes in 2016 and 2017. The current schools are located within walking distance of 50% of the housing locations within the area of impact, not counting the three schools under construction.

Twin Falls high schools have an average graduation rate of 85.3% - nearly aligned with the national average of 86%. Schools offer a wide variety of sports programs, and offer extracurricular actives like performing arts and robotics competitions, and they take advantage of their outdoor setting to provide school-related outdoor challenges.

The College of Southern Idaho (CSI) has increased their enrollment by 23% since 2002 and currently has about 9,000 students. They offer traditional Associate of Arts and Bachelor of Arts degree programs, professional-technical courses, health sciences, and alternative energy programs. For students who wish to attain both bachelors and master's degrees, CSI works with Boise State University, the University of Idaho, and Idaho State University among others. The Twin Falls School District and CSI collaborate to provide dual-credit courses and professional–technical training. CSI also collaborates with local employers, such as Glanbia Foods and Chobani, on employee training through customized courses. With the addition of St. Luke's Hospital, the medical oriented programs have seen a marked increase in enrollment.

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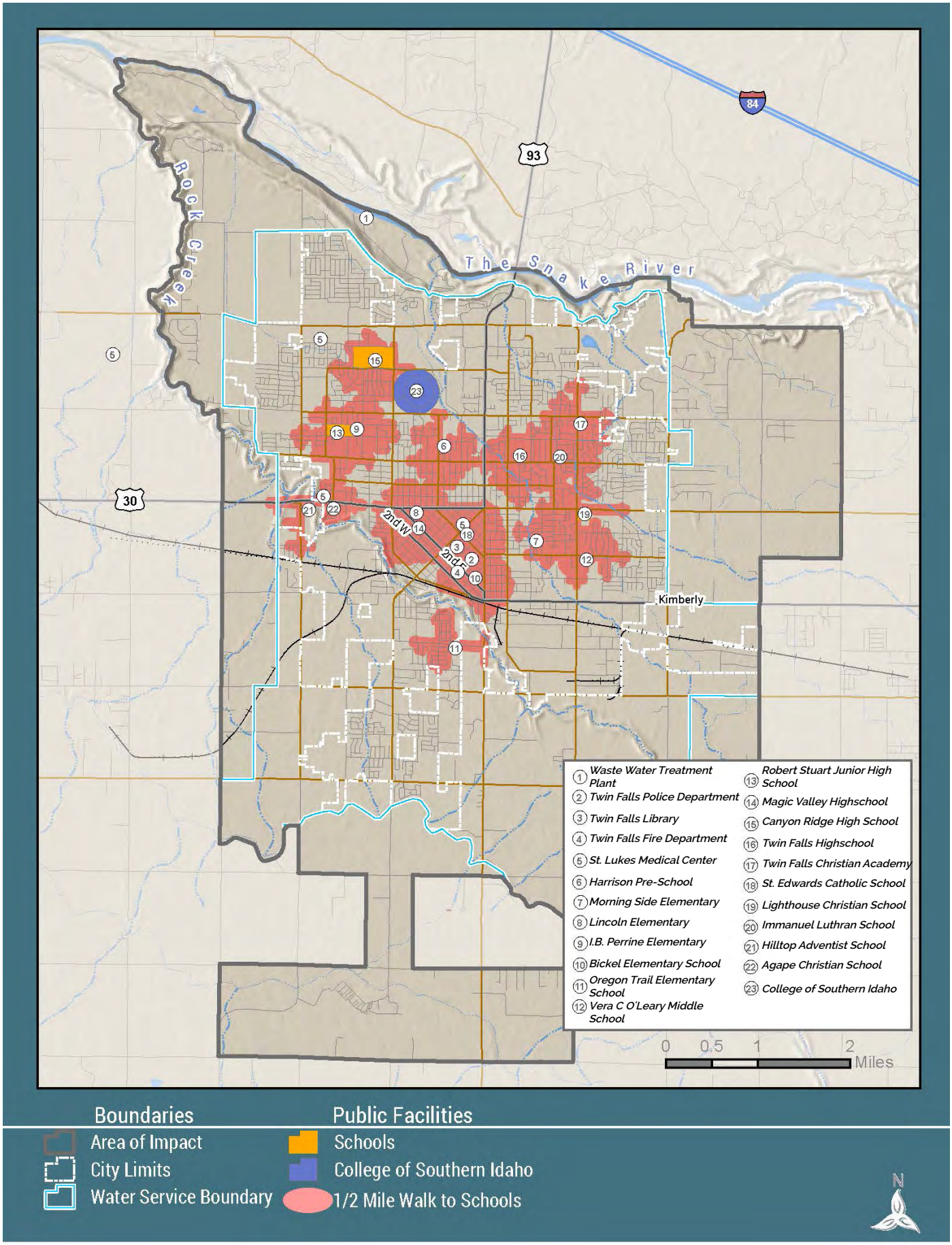
MAP 8: FACILITIES



Twin Falls City Facilities

Twin Falls provides and maintains facilities to serve the community. Facilities that serve some of the more visible and significant community services are described below, but this is not a complete list.

City Hall and Public Safety Complex

In February 2015, the City approved the expansion of City Hall and its Public Safety Complex, the first since the City moved into its current City Hall in 1943. The project will involve a significant remodel of the former Banner Furniture building located at 201 Main Ave. East, which will house the future Twin Falls City Hall and City Council Chambers, and will also entail remodeling the existing City Hall into an expanded Public Safety Complex. Both projects will involve the repurposing of existing facilities, which will reduce costs, re-use existing buildings, and continue the City's efforts to revitalize Historic Downtown Twin Falls. However, its primary purpose is to provide modern facilities that will accommodate growth of City services and staff more than 50 years into the future.

Senior Community Center

Twin Falls Senior Center, located at 530 Shoshone Street West, serves the community of senior citizens in Twin Falls and neighboring cities with many services and activities. The Senior Center provides nutritional meals to home-bound seniors and individuals at the center, promotes socialization by providing activities that enhance the quality of life and the mental, emotional, and physical health of individuals while allowing them to remain independent and in their own homes.

Twin Falls Public Library

The Twin Falls Public Library, located in the heart of Downtown at 201 4th Avenue East, provides access to information, materials, and services that enhances quality of life, builds community, and encourages a love of reading and lifelong learning. The library provides services including a full-scale library, a bookmobile, computer/internet access, monthly book club, computer classes, Saturday movies, and kid and teen activities. In 1909, the Library owned 150 books; the Library now owns close to 200,000 items and is continuing to expand.

Cultural Facilities

Besides the current facilities, residents mentioned a desire for a museum to be located in Twin Falls. Recreation facilities are referred to in the Parks and Recreation section.

Public Works

Twin Falls provides for a variety of construction and maintenance services for the City. Major responsibilities include streets, parks, utilities, solid waste, buildings, and fleet operations.

Public Safety

Police

Twin Falls is serviced by the Twin Falls Police Department. Aside from their law enforcement roles, police officers attend community picnics, have a presence in the schools, and provide safe road crossing for school children. The Twin Falls Police Department promotes community-based crime prevention programs, include those that operate within the community and involve community residents actively working with the police department to address issues contributing to crime, delinquency, and disorder. Community members are encouraged to play key roles in problem identification and planning solutions to problems in their communities.

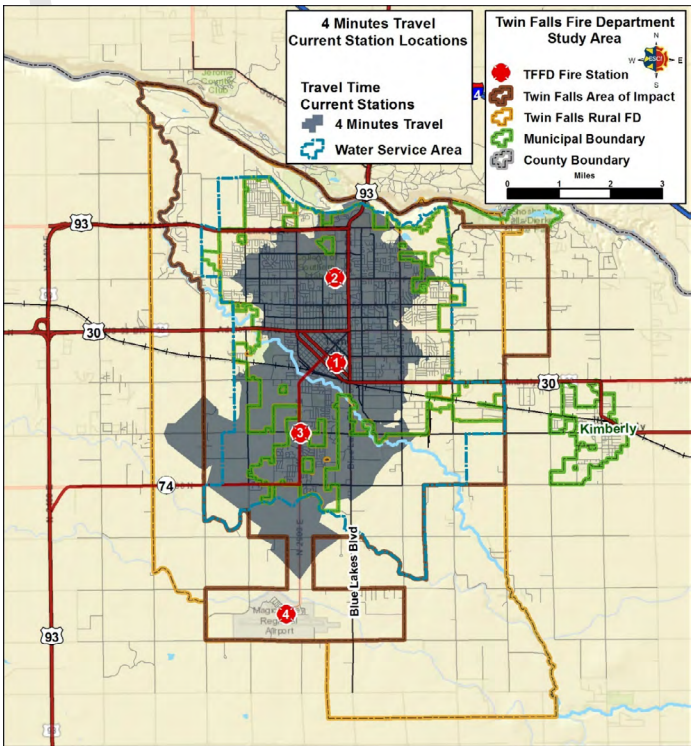
Fire Service

Emergency Services Consulting International was retained to complete a Fire Department Service Delivery and Station Location Analysis for the Twin Falls Fire Department (TFFD or Department) as an element of a comprehensive planning process. The study compiles a review of current service delivery and response performance and infrastructure, followed by an assessment of future service demand projections and delivery system approaches. The complete study is located in Appendix A.

Based on information obtained throughout this process, TFFD is functioning at a level commensurate with community expectations and is providing services in line with adopted objectives. Approximately 92 percent of current service demand occurred within the Water Service Area and 87 percent of that demand was within four minutes travel of a TFFD fire station. Figure 14 displays four-minute travel time from the current stations. However, increased population and development will eventually necessitate additional facilities, apparatus, and personnel.

The Fire Department Service Delivery and Station Location Analysis presents several options that should be considered for long-term strategies to deal with the forecasted increased population and development in the Twin Falls Fire Department service area. Since procuring funding, acquiring land, building facilities, and recruiting personnel can take years to accomplish, planning should begin now. If the TFFD moves forward with a station construction plan, the department should ensure that stations are designed to meet current industry best practices for essential facilities. Additionally, facilities should be large enough to house multiple apparatus and sufficient personnel to meet future needs.

FIGURE 14: FOUR MINUTES TRAVEL TIME, CURRENT STATION LOCATIONS



Source: Emergency Services Consulting International

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Water Service

One of the biggest concerns for City residents and stakeholders is water supply. The community has worked hard to maintain compliance with regulations for water and sewer systems. In 2015, the Council passed a 1% increase to the water rate to support system maintenance and future needs. Water and sewer capacity exists to support strategic industrial and residential expansion. Current water supply figures support an average growth rate of 2% for a 20 year planning horizon. The Water Systems Facilities Plan adopted in 2009 should be referenced in conjunction with this Comprehensive Plan.

The existing water system is supplied by water rights drawn from 4 wells out of the Eastern Snake River Plain Aquifer and 6 wells from the South Well Field. In total, the City has 22.5 million gallons of storage capacity. The current Systems Facilities Plan identifies a current need for an additional 10 Million Gallons of storage. To meet a 20 year planning horizon an additional 5 million gallons of storage would also be needed. The City has also identified a 2% decline in the aquifer supplying the Blue Lakes Well Field, and a 0.5% decline in the aquifer supplying the South Well Field.

Analysis of the current water system model indicates a weak main-line backbone in the Northwest section of Twin Falls City. Possible solutions to this issue would include a major trunk line improvement. Resources should be dedicated to addressing this deficiency.

Pressurized Irrigation

For approximately fifteen years, the City has required all new commercial and residential developments to install pressure irrigation systems. These systems draw from the Twin Falls Canal Company System through strategically placed pump stations. Pressurized canal water is then delivered to each property owner throughout the subdivision for landscaping use. This assists in alleviating the strain on existing potable water sources. There are isolated instances where developments are using culinary water by cross connecting the pressure irrigation system to the culinary water system. These instances are under observation and are reviewed bi-annually for possible retrofitting to non-potable water.

Reducing the amount of potable water used for irrigation purposes is a high priority for the City of Twin Falls. However, there are older parts of town where pressure irrigation infrastructure does not exist. Twin Falls has and will continue to evaluate these areas for Pressurized Irrigation expansion to determine if they are feasibly serviceable in the future.

Storm water

The City of Twin Falls long term storm drain philosophy has been to limit the concentration of storm water whenever possible. Twin Falls requires new developments to handle the 25-year storm water generated on that development before release and to pass the flow generated from the 100-year storm event. Generally this event is passed on using the historic drainage channels or new roads and eventually ends up in the coulees throughout town which are the historic runoff channels. The City encourages developers to work together to generate regional retention facilities that can also act as a mini-park for the community. Storm water generated on state highways is collected into various storm drain system elements installed by the Idaho Transportation Department (ITD).

At the present time developers and contractors are required to submit Best Management Practices and Storm Water Pollution Plans for construction activities to the EPA.

Waste Water

It is essential within any community that sewer treatment be adequate and efficient in order to provide a safe and sanitary living environment. Twin Falls treats the City's municipal and industrial wastewater, along with wastewater from the city of Kimberly, prior to discharge into the Snake River. The existing facility includes preliminary

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treatment, primary treatment, secondary treatment, disinfection, solids handling, solids stabilization, and solids disposal. Three pretreatment facilities are part of the overall sewer system monitored by the City. These provide a level of industrial pretreatment for large load users. Two facilities use an up flow anaerobic sludge blanket (UASB) and one facility uses a Moving Bed Biofilm Reactor (MBBR). The largest sewer contributor in Twin Falls is Con-Agra, which supplies approximately half of the city sewage load. Twin Falls is also under contract to provide a defined amount of sewer service for the City of Kimberly.

Currently the City requires developers to install sewer main lines throughout new developments. Developers can transfer the sewer to a treatment facility using existing lines if they do not cause the wastewater to rise more than one (1) foot over the top of the underground pipe. If that capacity is exceeded, then another transmission line is required. Portions of the existing sewer system are at capacity and in need of upgrades. These upgrades would include transmission lines and lift stations.

In March 2013, citizens of the City of Twin Falls approved a $38 million bond to pay for the expansion of the wastewater treatment facility and portions of its collection lines. Construction of the expansion is nearing completion, and will provide for capacity well into the next 20 year planning horizon. As part of the project, contractors have constructed new clarifier aeration tanks and integrated fixed film activated sludge (IFAS) process, which nearly doubles the capacity of the plant from 9.6 million gallons per day to 16 million gallons per day.

Electrical Service

The existing power services for the City of Twin Falls are supplied from Idaho Power. The power is transferred to the City along existing transmission corridors located on Washington Street, across the College of Southern Idaho Campus, and along the railroad facilities accessing Twin Falls. The transmission lines deliver power to substations located at Harrison Street and Filer Avenue, South Park, Lamb Weston, and the Eastland/Highland Avenue intersection area.

The Twin Falls substation located at the intersection of Harrison Street and Filer Avenue supplies electricity to the Downtown area, the Northwest section of town, and portions of the East side of town. The remaining east half of town is serviced by the Eastgate substation located at the intersection of Eastland and Highland Avenue. The industrial section of town is serviced by the Lamb Weston substation while the Southwest section of town is serviced by the South Park substation. Most of the power distribution is via overhead power lines. New or relocated distribution lines are installed underground.

The existing electrical system is meeting the current power supply needs. However, the system is near or at capacity and existing substations and transmission lines will require upgrades to meet future demands. According to the 2009 Magic Valley Electrical Plan, The Magic Valley electric load – or demand on the system – increases by about 10 megawatts annually; equivalent to adding a city the size of Gooding each year. In the near future, this growth will begin to strain our system. If no energy supply additions are made, it can result in power outages when we have relatively minor emergencies on the Idaho Power system.

Additional substations will also be necessary to accommodate the anticipated growth in Twin Falls City. The 2009 Magic Valley Electrical Plan recommends 21 substations and 9 new distribution substations within the Valley along with the necessary interconnecting transmission be installed in the next 20 years.

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VISION

Public facilities and services that reduce impacts to the natural environment, while retaining the high-quality service and future infrastructure needs of the community, and supporting educational and cultural components.

GOALS + POLICIES

Public Facilities Goal 1: Continue working with the school district to achieve its goal of providing a quality education necessary for students to be successful in life.

Public Facilities Policy 1.1: Work with the school district to ensure that future school sites are located in areas of rapid development.

Public Facilities Action 1.1-1: Identify future school sites prior to development of the surrounding area

Public Facilities Goal 2: Complete and improve the sidewalk network in the City.

Public Facilities Policy 2.1: Partner with stakeholders to develop a "safe walks to school" program to identify priority sidewalk projects.

Public Facilities Goal 3: Increase the frequency of snow removal in the City.

Public Facilities Goal 4: Work to preserve, identify, and develop additional sources of potable water for the City.

Public Facilities Policy 4.1: Develop and upgrade facilities for the pressure irrigation system to free up water for culinary uses.

Public Facilities Policy 4.2: Identify and acquire additional water rights to add to the City's water system.

Public Facilities Policy 4.3: Complete mainline replacement and upgrades based on the reconstruction of the Wills Booster Station.

Public Facilities Policy 4.4: Investigate the development of waterwise standards or other alternatives in order to reduce potable water usage for landscaping.

Public Facilities Policy 4.5: Investigate water reuse practices and solutions for large-scale industrial users.

Public Facilities Goal 5: Continue to maintain City wastewater collection and treatment facilities to provide sewer service as the City grows.

Public Facilities Policy 5.1: Complete upgrades to the City's wastewater treatment plan, and sewer mainlines and collection lines.

Public Facilities Goal 6: Continue to provide an environmentally beneficial solid waste disposal program in the City.

Public Facilities Policy 6.1: Continue the City's curbside recycling program.

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Public Faculties Goal 7: Adequately plan and coordinate so that all utilities within the city are reliable and support existing developed areas and future growth.

Public Facilities Policy 7.1: Work with Idaho Power to ensure future distribution stations, substations, and transmission lines are planned to adequately serve residents and other stakeholders as the City continues to grow.

Public Facilities Policy 7.2: Review and update utility plans on a regular basis for existing and new growth areas.

Public Facilities Action 7.2-1: Periodically update the 2009 Water Systems Facilities Plan and the 2010 Wastewater Treatment Plant Facilities Plan, incorporating the goals, policies, and final Land Use Map of this 2016 Comprehensive Plan.

Public Facilities Policy 7.3: Evaluate the feasibility of providing public Wi-Fi service in public spaces Downtown.

Public Facilities Policy 7.4: Ensure the Twin Falls Fire District is adequately planning for forecasted increased population and development in the Twin Falls Fire Department service area.

Public Facilities Action 7.4-1: Complete a Fire Station Construction Plan.

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PUBLIC AIRPORT FACILITIES

EXISTING CONDITIONS OVERVIEW

Joslin Field – Magic Valley Regional Airport (TWF) is located approximately four miles south of the central business district (CBD) of the city. The airport is located within the City's Area of Impact. TWF was initially developed at its original site in 1947 and was activated in 1948 and remains the only public use airport in the city. The airport is jointly owned by the City and Twin Falls County under a joint service agreement and is operated, maintained, and managed by the City.

Airport elevation is 4,145 feet above Mean Sea Level (MSL). Primary airport facilities include two Runways; Runway 8-26 and Runway 12-30. Runway 8-26 is the airport's primary runway and is 8,700 ft. long and 150 ft. wide and is capable of supporting large aircraft up to 250,000 lbs. (based on landing gear configuration). It is also equipped with an Instrument Landing System allowing aircraft to land in bad weather. Runway 12-30 is the secondary/crosswind runway and is 3,207 ft. long and 75 ft. wide. The runway is capable of supporting aircraft up to 19,000 lbs. which limits use of this runway to smaller aircraft. The runway is not equipped with any instrument landing systems and can only be used in visual conditions. Other key airport facilities include taxiway systems, aircraft parking ramps, passenger terminal building, and hangars to store general aviation aircraft.

TWF plays an important role in the national, state, and local air transportation systems. The airport is recognized as a Primary Commercial Service (Nonhub) in the Federal Aviation Administration's (FAA) national airport system plan known as the National Plan of Integrated Airport Systems (NPIAS). TWF is also recognized in the Idaho Transportation Department (ITD) – Aeronautics Division 2010 Idaho Airport System Plan (IASP) as one of 75 core public-use airports in the state but only one of seven Commercial Service airports in Idaho providing air service to Idaho residents. Lastly, the airport is the only public-use airport in the City of Twin Falls and one of only two public-use airport in Twin Falls County the other being a small general aviation airport (no air service), Buhl Municipal Airport, in Buhl, Idaho, located approximately 17.5 miles to the west-northwest of TWF.

Aviation Activity

Skywest/Delta Airlines currently provides all the commercial air service at the airport operating three flights daily to/from Salt Lake City, Utah. According the FAA, the airport accounted for approximately 28,678 enplaned passengers in 2014. On average, approximately 25,000-30,000 take-offs and landings occur at the airport annually. Mix of aircraft using TWF includes commercial, general aviation, and military aircraft. The fleet includes small single and multi-engine propeller and jet aircraft up to large multi-engine corporate, commercial, military turboprops, jets, and helicopters. Aviation activities include commercial air service, aerial firefighting (BLM Base), agricultural spraying, life flight, cargo (FedEx), and business. The airport is currently home to over 100 based aircraft including single engine, multi-engine, jets, and helicopters. An annual airshow is hosted by the airport and is a popular community event.

Economic Activity

TWF serves as an important economic engine for the city, region, and state. According to the 2010 Idaho Airport Economic Impact Study commissioned by ITD Aeronautics, TWF accounts for 719 jobs, $22,034,900 in total payroll and $71,087,100 in total economic benefit to the local, regional, and state economy.

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Airport Master Plan

As an airport that receives FAA Airport Improvement Funds, the FAA requires the airport maintain and update an Airport Master Plan every five to seven years. Comparable to an airport specific comprehensive plan, the Airport Master Plan includes detailed information about the airport over a 20 year planning period including existing conditions, forecasts of aviation activity, future facility requirements, development alternatives, and short, mid, and long-term Capital Improvement Plans. The last master plan competed at TWF was in 2012. The document can be found at the following link for additional details about the airport: http://www.tfid.org/index.aspx?NID=398

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VISION

Public Airport Facilities that are safe, high-quality, and regionally accessible with the leadership, operating skills and financial strength for continuous economic development and to accommodate future aviation activity.

GOALS + POLICIES

Public Airport Facilities Goal 1: Continue to be proactive in protecting the health, safety, and general welfare of both airport users and surrounding neighbors.

Public Airport Facilities Policy 1.1: Operate, maintain, and develop the airport to ensure safe and efficient aeronautical facilities for all aviation users per city and FAA standards and requirements.

Public Airport Facilities Policy 1.2: Operate and develop the airport in such a manner that it remains a safe and good neighbor by establishing compatible land uses around the airport.

Public Airport Facilities Goal 2: Maintain and improve air service at the airport.

Public Airport Facilities Policy 2.1: Continue proactive efforts with the airlines and community to maintain and improve air service options.

Public Airport Facilities Goal 3: Continually monitor and plan for future aeronautical and land use needs of the airport.

Public Airport Facilities Policy 3.1: Adhere to the current Airport Master Plan and associated approved Airport Layout Plan.

Public Airport Facilities Action 3.1-1: Update the Airport Master Plan and associated Airport Layout Plan every five to seven years or as demand or need warrants.

Public Airport Facilities Goal 4: Continue to integrate the airport into city transportation infrastructure and planning.

Public Airport Facilities Policy 4.1: As a mode of transportation that provides critical commercial air service and other aviation services to the community, incorporate the airport into the City's Master Transportation Plan (MTP).

Public Airport Facilities Goal 5: Compatible land use planning for areas around the airport should be proactive while keeping in mind private property owner's rights and concerns.

Public Airport Facilities Policy 5.1: Maintain existing agricultural ground and open space in the vicinity of the airport especially in key areas off the runway approach and departure corridors to reduce the safety risks for people and property on the ground and in the air.

Public Airport Facilities Policy 5.2: Discourage high-density residential development and encourage commercial and industrial uses in the proximity of the airport that benefit from and do not conflict with aircraft operations.

Public Airport Facilities Policy 5.3: Adopt a combination of applicable criteria, standards, and zoning techniques that will protect the airport, aviation users, and surrounding neighbors from incompatible development and potential airport impacts.

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Public Airport Facilities Action 5.3-1: Develop special airport overlay zoning, height restrictions, building restrictions, and siting criteria for evaluating land uses or activities in key areas adjacent to the airport.

Public Airport Facilities Action 5.3-2: Require Fair Disclosure Notification for new or substantial redevelopment of lots, buildings, structures, and certain activities near the airport notifying of the potential of low overhead flights, noise, dust, fumes, and other potential aviation impacts.

Public Airport Facilities Action 5.3-3: Prohibit uses in areas around the airport which attract birds and/or other wildlife, create visual hazards, and emit transmissions which may interfere with aircraft communication or navigation, or otherwise obstruct or conflict with airport operations.

Public Airport Facilities Policy 5.4: Continue to partner and coordinate with Twin Falls County regarding land use planning and development around the airport.

Public Airport Facilities Action 5.4-1: Establish a formal coordination process with Twin Falls County to create an agreed upon Airport Influence Area and consistent development guidelines and regulations that utilize local, state, and federal/FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport.

Public Airport Facilities Action 5.4-2: Notify each other of the intent to adopt or revise the comprehensive and other land use plans that may impact the airport including the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to the airport.

Public Airport Facilities Action 5.4-3: Incorporate consistent, agreed upon language regarding compatible land use planning practices in both the city and county comprehensive plan documents.

Public Airport Facilities Goal 6: Planning and development on and around the airport should account for the current and future economic benefit to the community.

Public Airport Facilities Policy 6.1: Encourage aviation related economic development opportunities in appropriate locations on or surrounding the airport.

Public Airport Facilities Policy 6.2: In general, allow uses on and around the airport that promote the efficient mobility of goods and services consistent with regional economic development and transportation goals.

Public Airport Facilities Goal 7: Planning and development of the airport should continue to provide facilities that support services such as aerial firefighting, aerial agricultural spray operations, life flight, and business activity that are valued by the community.

Public Airport Facilities Policy 7.1: Coordinate with current and potential future users to understand their facility needs so they can be accommodated.

Public Airport Facilities Goal 8: Remain compliant with FAA and state Grant Assurances and sponsor obligations.

Public Airport Facilities Policy 8.1: Review and understand the various Grant Assurances and sponsor obligations when accepting FAA and state grants.

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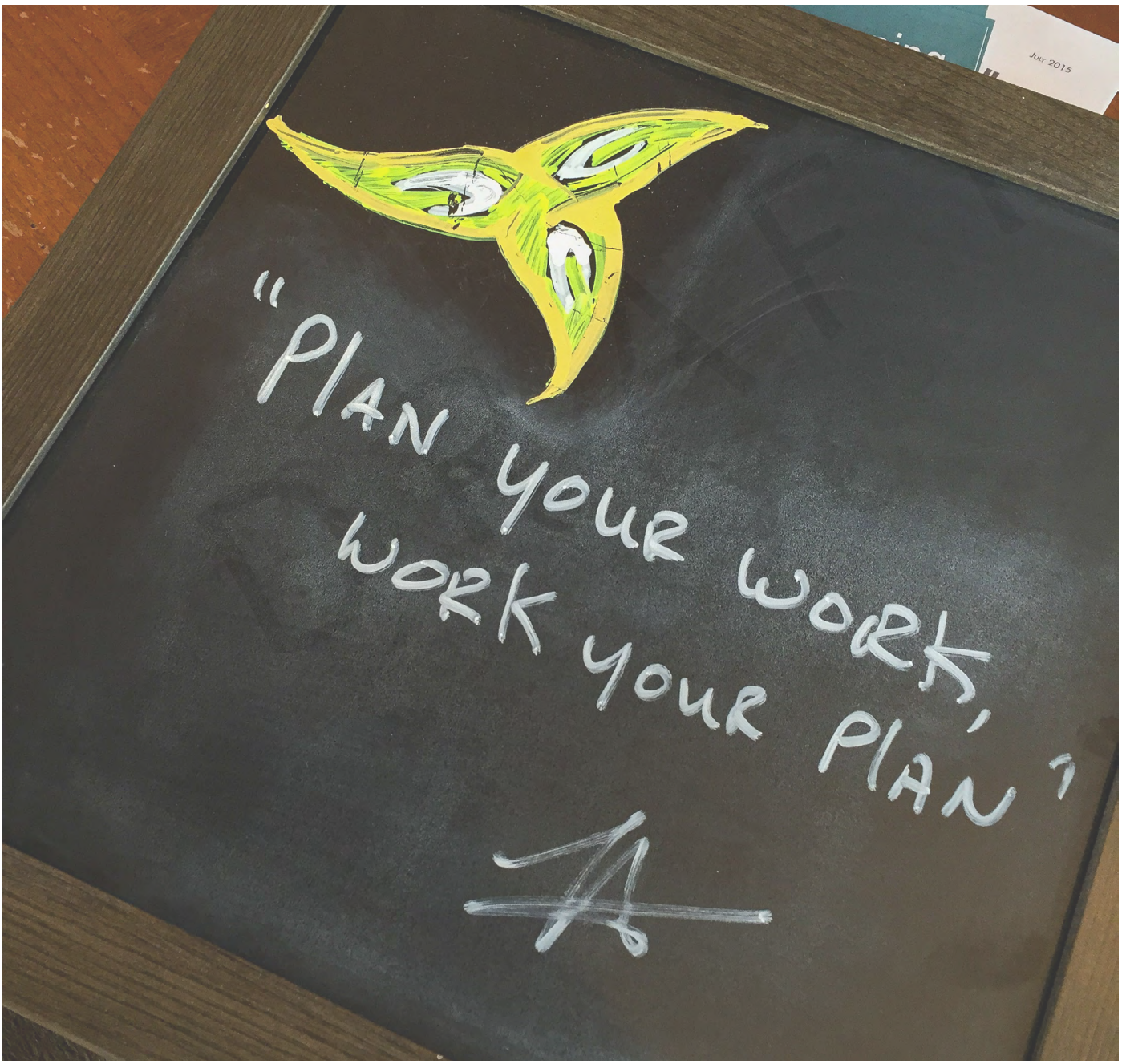
4 IMPLEMENTATION

INTRODUCTION

Implementation strategies must be relevant, adaptive, and decisive in order to realize the vision, goals, and objectives of the Plan. This means recognizing the evolution of market trends, regional opportunities, and emerging technologies. The key strategies and projects listed in the table below are intended to influence future zoning and regulation changes, suggest potential financing tools, establish and leverage new partnerships, prioritize capital investments, and redefine land development patterns while being tied to the Twin Falls Community Strategic Plan. The resources and partnerships required for each strategy will be considered in conjunction with annual budgeting and capital planning.



ACTION PLAN

Element	Action	Time Frame	Responsibility	Resources
Land Use	LU Action 2.2-1: Encourage voluntary farmland preservation and provide incentives for the dedication of land into land trusts.	0 – 5 years	Planning Division	Staffing
	LU Action 2.2-2: Develop land contiguously, and in the form of cluster subdivisions with large areas of open space to accommodate buffers between residential and existing industrial and/or agricultural uses.	0 – 2 years	Planning Division	Staffing
	LU Action 2.2-3: Work with land trusts and other agencies to develop appropriate conservation easements. In addition, develop policies that ensure urbanized land and working farmland do not interfere with each other. Such arrangements may include buffers against odor and runoff and community-supported agriculture.	0 – 5 years	Planning Division	Staffing, Capital
	LU Action 3.3-1: Update zoning code to allow higher density in appropriate zones.	0 – 2 years	Planning Division	Staffing
Community Design and Character	CDC Action 7.1-1: Create and establish a Gateway Overlay Zone to manage development and right of way enhancements in identified gateway areas. Investigate code recommendations to ensure quality and consistency in streetscape, signage, pedestrian safety and amenities, and planting materials, including the use of low-water and low-maintenance species and other landscape materials.	0 – 2 years	Planning Division	Staffing, Capital

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Element	Action	Time Frame	Responsibility	Resources
Housing	HS Action 2.3-1: Create a list of vacant and underused properties and identify potential barriers to infill development on those sites. Work with property owners to overcome such barriers.	0 – 2 years	Planning Division	Staffing, Capital
	HS Action 2.3-2: Conduct an evaluation of publicly owned property in order to determine if these properties could be redeveloped or renovated.	0 – 5 years	Planning Division	Staffing, Capital
	HS Action 3.1-1: Consider establishing a stand-alone homeownership and home repair revolving loan fund that is or is not restricted based upon income.	0 – 5 years	Planning Division	Staffing, Capital
	HS Action 3.1-2: Educate and inform citizens of the many programs currently available to assist in purchasing, financing, rehabilitating, and repairing a home, particularly in older neighborhoods.	0 – 2 years	Planning Division	Capital
	HS Action 3.1-3: Develop incentives to encourage residents to reinvest in their homes, particularly in older neighborhoods, such as reductions or credits to taxes and fees.	0 – 10 years	Planning Division	Staffing, Capital
	HS Action 4.1-1: Encourage Downtown housing that is affordable to low, middle, and high income households; in particular, encourage rental housing that is affordable to low and middle income households.	0 – 5 years	Planning Division	Staffing
	HS Action 4.3-1: Assist one or more Downtown "pilot projects" through the design and permitting process to demonstrate how Downtown housing can be done right.	0 – 5 years	Engineering Division	Staffing
	HS Action 4.3-2: Review local funding sources (e.g., Tax Increment Financing) and external funding sources (e.g. Community Development Block Grants) that could be used to encourage the development of underutilized properties.	0 – 2 years	City Manager	Staffing

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Element	Action	Time Frame	Responsibility	Resources
Economic Development	ED Action 1.1 -1: Prepare design guidelines that recognize the regional and historical importance of the area and reinforce its pedestrian character.	0 – 2 years	Planning Division	Staffing, Capital
	ED Action 1.1-2: Support business infill and redevelopment through storefront improvement programs or TIF investments in Downtown with architectural characteristics consistent with the historic character.	0 – 5 years	Economic Development	Capital
	ED Action 1.1 -3: Revise City development codes to allow for ADUs infill development.	0 – 2 years	Planning Division	Staffing
	ED Action 1.1-4: Work with local businesses to encourage later store hours to increase Downtown vitality and capture in-commuters business/ patronage after working hours.	0 – 5 years	Economic Development Division	Staffing
	ED Action 1.2-1: Leverage City resources (e.g., TIF, Enterprise Zone) to promote highest and best use for properties along Blue Lakes Boulevard.	0 – 10 years	City Manager	Capital
	ED Action 1.2-2: Densify and, where appropriate, promote mixed use development along Blue Lakes Boulevard.	0 – 10 years	Planning Division	Capital
	ED Action 1.2-3: Identify recommended zoning code changes for new development and redevelopment, and aesthetic enhancements along Blue Lakes Boulevard.	0 – 5 years	Planning Division	Staffing, Capital
	ED Action 1.3-1: Create a master plan for an industrial employment hub where adequate utility and transportation infrastructure exists.	0 – 10 years	Planning Division	Capital
	ED Action 1.3-2: Ensure adequate water infrastructure is provided to serve these industries.	0 – 10 years	Public Works	Capital

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Element	Action	Time Frame	Responsibility	Resources
	ED Action 2.1-1: Support bike and pedestrian infrastructure and amenities to enhance low-cost, active transportation options.	0 – 2 years	Public Works Division	Staffing, Capital
	ED Action 2.1-2: Support freight movement so all areas of the City have access to goods and services.	0 – 20 years	Public Works Division	Staffing
	ED Action 2.1-3: Support investments that improve connectivity of the airport to freight and rail networks.	0 – 10 years	Public Works Division	Staffing
	ED Action 3.1-1: Promote the Visitor Center as a hub that provides tours and transit to local attractions and is familiar with economic development investments as well.	0 – 5 years	Economic Development Division	Capital
	ED Action 3.1-2: Work with the Chamber of Commerce to explore the feasibility of a public/private partnership to build a conference center/hotel to support major employers as well as tourists.	0 – 2 years	Economic Development Division	Staffing
	ED Action 3.2-1: Develop relationships with and work with existing employers and/or focus groups to determine what assets attract and retain talent then promote those assets as testimonials on economic development website.	0 – 2 years	Economic Development Division	Staffing
Parks, Recreation, Open Space, and Trails	PROST Action 4.1-1: Actively explore opportunities for public/private partnerships with school districts, businesses, and other public entities.	0 – 2 years	Parks and Recreation Division	Staffing
	PROST Action 4.1-2: Examine and re-evaluate the current park dedication policy within Code.	0 – 2 years	Parks and Recreation Division	Staffing
	PROST Action 5.1-1: Improve the function of City-sponsored programs.	0 – 5 years	Parks and Recreation Division	Staffing

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Element	Action	Time Frame	Responsibility	Resources
Transportation	TR Action 1.2-1: Prepare and pursue a transit circulation and connection plan.	0 – 2 years	Public Works	Staffing, Capital
	TR Action 1.2-2: Identify potential public transportation pick up and drop off locations as needed and appropriate to meet demand.	0 – 5 years	Planning Division	Staffing
	TR Action 3.1-1: Develop complete streets along major arterials to ensure vehicular, transit, bicycle, and pedestrian mobility throughout the City. Increase bicycle and pedestrian access between neighborhoods and activity centers.	0 – 10 years	Engineering Division	Staffing, Capital
	TR Action 3.1-2: Develop, adopt, and enforce appropriate street, bicycle, and pedestrian facility standards to meet City needs.	0 – 2 years	Engineering Division	Staffing, Capital
	TR Action 3.2-2: Investigate opportunities for accommodating differing modes of travel within existing curb-to-curb widths.	0 – 2 years	Engineering Division	Staffing
	TR Action 3.3-1: Develop a Trucking Access Plan to identify appropriate locations to reroute trucks that improve safety and support community design and function.	0 – 5 years	Public Works Division	Staffing

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Element	Action	Time Frame	Responsibility	Resources
Public Facilities and Services	PFS Action 1.1-1: Identify future school sites prior to development of the surrounding area.	0 – 2 years	Planning Division	Staffing
	PFS Action 7.2-1: Periodically update the 2009 Water Systems Facilities Plan and the 2010 Wastewater Treatment Plant Facilities Plan, incorporating the goals, policies, and final Land Use Map of this 2016 Comprehensive Plan.	0 – 5 years	Engineering Division	Staffing
	PFS Action 7.4-1: Complete a Fire Station Construction Plan.	0 – 2 years	Fire Department	Capital
	PAF Action 3.1-1: Update the Master Plan and associated Airport Layout Plan every five to seven years or as demand or need warrants.	0 – 10 years	Airport Division	Capital
	PAF Action 5.3-1: Develop special airport overlay zoning , height restrictions building restrictions, and siting criteria for evaluating land uses or activities in key areas adjacent to the airport.	0 – 10 years	Planning Division	Staffing
	PAF Action 5.3-2: Require Fair Disclosure Notification for new or substantial redevelopment of lots, buildings, structures, and certain activities near the airport notifying of the potential of low overhead flights, noise, dust, fumes and other potential aviation impacts.	0 – 2 years	Planning Division	Staffing
	PAF Action 5.3-3: Prohibit uses in areas around the airport which attract birds and/or other wildlife, create visual hazards, and emit transmissions which may interfere with aircraft communication or navigation, or otherwise obstruct or conflict with airport operations.	0 – 2 years	Planning Division	Staffing

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Element	Action	Time Frame	Responsibility	Resources
	PAF Action 5.4-1: Establish a formal coordination process with Twin Falls County to create an agreed upon Airport Influence Area and consistent development guidelines and regulations that utilize local, state, and federal/FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport.	0 – 5 years	Airport Division	Staffing
	PAF Action 5.4-2: Notify each other of the intent to adopt or revise the comprehensive and other land use plans that may impact the airport including the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to the airport.	0 – 20 years	Planning Division	Staffing
	PAF Action 5.4-3: Incorporate consistent, agreed upon language regarding compatible land use planning practices in both the city and county comprehensive plan documents.	0 – 5 years	Planning Division	Staffing

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