



SPECIAL JOINT MEETING AGENDA

**WEDNESDAY, MAY 25, 2016
12:00 PM TO 2:00 PM**

**CITY COUNCIL CHAMBERS
305 3RD AVENUE EAST
TWIN FALLS, ID 83301**



**PLANNING & ZONING WORK SESSION
&
COMPREHENSIVE PLAN ADVISORY COMMITTEE**

"A QUORUM OF THE CITY COUNCIL MAY BE PRESENT"

Anticipated Attendees

Planning & Zoning Commission

Danielle Dawson
Ed Musser
Tom Frank
Kevin Grey
Gerardo "Tato" Munoz
Christopher Reid
Jolinda Tatum
Ryan Higley
Steve Woods

City of Twin Falls

Renée V Carraway-Johnson, *Zoning & Development Manager*

Jonathan Spendlove, *Zoning & Development, Planner I*
Kelly Weeks, *Zoning & Development, Planner I*
Mitch Humble, *Deputy City Manager*

Advisory Committee

Dr. Cindy Bond, *CSI/Chamber of Commerce, Past Chair/Past Chair URA*
Kevin Dane, *Selection Committee/Local Businessman*
Brady Dickinson, *Twin Falls School District*
Nancy Duncan, *City of Kimberly City Council*
Ryan Higley, *City Planning & Zoning/AOI-County*
Laura Wilson, *County Planning & Zoning staff*
Kevin Mahler, *Selection Committee/Local Business Owner*
Nikki Boyd, *City Council*
Tato Munoz, *City Planning & Zoning/Local Businessman*
Dan Olmstead, *Idaho Power/SIEDO*
Laura Stewart, *Chamber of Commerce/St. Luke's*
Brad Wills, *Selection Committee/Developer/URA Member/Builders Advisory Committee*
Greg Lanting, *City Council*

Consultant Team

Bruce Meighen, *Logan Simpson*
Megan Moore, *Logan Simpson*
Krissy Gillmore, *Logan Simpson*

AGENDA

- I. Welcome Call Meeting To Order:**
- II. Approval of Minutes: [April 6, 2016 & December 2, 2015](#)**
- III. Comprehensive Plan Update:**
- IV. General Public Input:**
- V. Adjourn Meeting:**



SPECIAL JOINT MEETING AGENDA

**WEDNESDAY, APRIL 6, 2016
12:00 PM TO 2:00 PM**

**CITY COUNCIL CHAMBERS
305 3RD AVENUE EAST
TWIN FALLS, ID 83301**



**PLANNING & ZONING WORK SESSION &
COMPREHENSIVE PLAN ADVISORY COMMITTEE**

"A QUORUM OF THE CITY COUNCIL MAY BE PRESENT"

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City of Twin Falls

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Manager*

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Kelly Weeks, Zoning & Development, Planner I

Mitch Humble, Deputy City Manager

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URA*

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Ryan Higley, City Planning & Zoning/AOI-County

Greg Lanting, City Council

Laura Wilson, County Planning & Zoning staff

Kevin Mahler, Selection Committee/Local Business Owner

Nikki Boyd, City Council

Gerardo "Tato" Munoz, City Planning & Zoning/Local Businessman

Dan Olmstead, Idaho Power/SIEDO

Laura Stewart, Chamber of Commerce/St. Luke's

Brad Wills, Selection Committee/Developer/URA

Member/Builders Advisory Committee

Consultant Team

Bruce Meighen, Logan Simpson

Megan Moore, Logan Simpson

Krissy Gilmore, Logan Simpson

AGENDA

I. Call Meeting to Order

II. Approval of Minutes: December 2, 2015

III. Comprehensive Plan Update

A. Outreach Update + Opportunities Survey Results

B. Land Use Plan Examples

C. Overall Plan Outline

D. Next Steps

IV. Adjourn Meeting

Si desea esta información en español, llame Leila Sanchez al (208) 735-7287

Any person(s) needing special accommodations to participate in the above noticed meeting should contact Lisa A. Strickland at 208-735-7267 at least two (2) working days before the meeting.



SPECIAL JOINT MEETING MINUTES

**WEDNESDAY, DECEMBER 2, 2015
12:00 PM TO 2:00 PM**

**CITY COUNCIL CHAMBERS
305 3RD AVENUE EAST
TWIN FALLS, ID 83301**



PLANNING & ZONING WORK SESSION

&

COMPREHENSIVE PLAN ADVISORY COMMITTEE

"A QUORUM OF THE CITY COUNCIL MAY BE PRESENT"

Anticipated Attendees

Planning & Zoning Commission

Nikki Boyd

Jason Derricott
Tom Frank
Kevin Grey
Gerardo "Tato" Munoz
Christopher Reid

Jolinda Tatum
Ryan Higley
Steve Woods

City of Twin Falls

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Laura Stewart, *Chamber of Commerce/St. Luke's*
Brad Wills, *Selection Committee/Developer/URA Member/Builders Advisory Committee*

Consultant Team

Bruce Meighen, *Logan Simpson*
Megan Moore, *Logan Simpson*

Attendance

Commission/Committee Attendees:

Boyd, Frank, Grey, Munoz, Higley, Woods, Dane, Dickinson, Duncan, Lanting, Mills Sojka, Olmstead, Stewart, Wills

Staff:

Carraway-Johnson, Humble, Spendlove, Strickland

Consultant Team:

Megan Moore-Conference Call

AGENDA

I. Welcome + Introductions

Zoning & Development Manager Carraway-Johnson welcomed both the Comprehensive Plan Advisory Committee to the meeting and introduce Megan Moore, Login-Simpson representative on the overhead conference phone.

II. Comprehensive Plan Update

A. Process Overview

Megan Moore reviewed the process and events they have used to gather information from the public with regards to Land Use, Community Character, Housing, Economic Development, Parks Recreation Open Space & Trails, Transportation, & Public Facilities. She explained that they have had several opportunities for public engagement and summarize those opportunities with participation estimates.

She explained the steps for the update process and explained where in the process the project is currently.



Discussion Followed:

Commissioner Frank raised some concerns with the approach being used to gather information. He understands that the events are very good places to gather information but is concerned that there is a large part of the population that is not being reached because they don't attend these events or they don't use computers to access information. He asked if there are any efforts being made to reach this portion of the population. Education and public involvement in a project like this makes it much more successful and he would like a bigger effort made toward using local media and not just internet.

Planner I Spendlove explained that there are informational flyers that are going to be located at different businesses throughout town to try and reach other people in the community. He asked that the Commission and the Advisory Committee participate in his efforts to spread the word and to communicate with as many people and businesses as possible to get the information to the public.

B. Public Engagement to Date

1. What We've Heard (Loves/ Improves)
2. What We've Heard (Vision Statements)

After some discussion on how to expand the community involvement Ms. Moore reviewed the outcome from the public that they have received up to this point and listed a brief summary of their findings for each of the following categories.

Land Use:

- Create great neighborhoods with a wider range of housing types, mix of uses and amenities.
- Encourage a transition to lower-density and cluster development at the edges of the city.
- Encourage urban housing types and infill in town, with densities and patterns reminiscent of historic downtown neighborhoods.
- Preserve and restore older neighborhoods and buildings.

Community Character:

- Retain the friendly, safe, family oriented and small town community feel.
- Protect and preserve the canyon and rim environments and their vistas, while promoting the high quality of life and outdoor activities.
- Preserve the City's character and history through the designation of additional historic districts.
- Enhance the maintenance and walkability of existing neighborhoods.
- Encourage infill and development patterns that preserve and enhance the existing appearance, character and mobility of the community.
- Preserve surrounding agricultural land.

Housing:

- Promote the rehabilitation and restoration of older buildings and neighborhoods.
- Provide a wide range of housing choices for current and future residents.
- Increase housing options Downtown, to include higher densities, and high quality rentals, condos and live/work options.
- Diversify housing types and address housing needs for the growing number of millennials and baby boomers.
- Add affordable housing downtown.

Economic Development:

- Reestablish and revitalize Downtown as the heart of the community; a thriving neighborhood, business hub, and tourist/event destination.
- Continue to attract and support the high-tech food industry, while looking to diversify the overall economic base of the community.
- Foster relationships with and recognize locally-owned and small businesses as a vital part of the community.
- Support existing industries by working to identify necessary community amenities to help attract and keep a skilled and vibrant workforce.
- Capitalize on the number of in-commuters by expanding dining and shopping options and daily services near employment centers.
- Expand the Magic Valley Regional Airport through the preservation of surrounding agricultural and industrial land and roadway connections.

Parks, Recreation, Open Space + Trails:

- Expand and connect the sidewalk and trail network within neighborhoods, across arterials, and to parks and schools
- Provide Twin Falls residents with access to a recreation center and aquatic center.
- Continue to provide and expand the range of parks and recreation activities and facilities.
- Continue to offer a wide range of community events and activities.

Transportation:

- Visually connect Downtown to the canyon rim along Blue Lakes Boulevard.
- Improve circulation along primary roads, especially Blue Lakes Boulevard.
- Provide additional facilities to encourage walking and bicycling, through both on and off-street facilities.
- Expand airport service with increased destinations.
- Enhance streetscapes and beautify gateways.
- Expand and enhance the existing bus system with regular stops and schedules

Public Facilities:

- Integrate cultural and artistic opportunities into community spaces
- Reduce impacts to the natural environment, while retaining the high- quality service and future infrastructure needs of the community.
- Support the College of Southern Idaho as an amenity, a job base, and a cultural center for Twin Falls.
- Continue to support the high-quality school system.

Discussion Followed:

Commissioner Woods stated that he would like to make sure that water conservation is an item of consideration in this plan. He understands growth will happen however he would like to make sure that there is some plans for water management along the way to sustain our future.

Zoning & Development Manager Carraway-Johnson explained that utilities will be a consideration when planning for the future growth for the City. Currently, the consultants are still in the gathering stage of the process, this will be a discussion in the future.

Committee Member Stewart explained that with regards to getting the word out about the update, the Chamber of Commerce will be having a meeting in approximately 2 weeks which could provide city staff an opportunity for them to provide some education to the public and make connections with local businesses that might help spread the information to the public.

Commissioner Munoz suggested that the Youth Council has a float in the Parade of Lights, this might be an event where the flyers could be passed out to the public and another opportunity to involve the public.

Zoning & Development Manager Carraway-Johnson explained that if the Commission or the Advisory Committee have any suggestions for events to please contact her or Jonathan. The next big event that staff would like to attend is "Death by Chocolate", this is a well-attended event and should be a good place to get the information to the public.

Commissioner Frank stated that this community is not as knowledgeable with the internet as some other communities and he doesn't want to have a group of people that may be interested in this document be missed because they don't access the information electronically.

Councilperson Mills Sojka explained that her recommendation would be to make some minor adjustments to the hand out so that people know we are looking for feedback from them. She also asked that when the pamphlets are left at local businesses if there could be a poster with event dates posted so that people know when and where they can attend meetings and events to offer input.

Commissioner Boyd agreed and stated the pamphlets are nice but they need to have more eye catching instructions so that people will know that we are looking for input and give them ways to respond.

Committee Member Wills asked for clarification as to the purpose of the pamphlets it seems that information has been gathered and the message seems to be coming through from the citizens. How much more information is the group looking for the move forward.

Commissioner Frank explained it is not so much the message that is the concern, his concern is that the people that may have an interest but don't attend these events are being missed and those are the ones that show up later to public meetings stating they had no idea this was the plan. He wants to make sure that word gets out to people that don't get out for events or go online for information.

Commissioner Munoz explained public education about this process and the plan is essential for its success. We as a group need to reach out to people as much as possible so that we know efforts have been made to reach the public.

C. Next Steps

Ms. Moore explained that the next step has begun, there is a second Survey that has been posted for public participation. This survey focuses on Vision Statement Prioritization. There will be other events that will be used as an opportunity to refine the priorities and plans for her group to be back in town to assist in the process. In the mean time she would like to emphasize that the Advisory Board Members are going to have to be facilitators for getting the word out to the community.

III. General Public Input

Public Comment: Opened

- Jill Skeem, citizen of Kimberly, stated she has been part of this process before and she understands this is not an easy assignment. She did suggest that the population Mr. Frank is referring to does access their information through local media and especially the newspaper. She would recommend possibly putting a survey in the paper people could cut out and send in or possibly providing an article to the paper to publish asking for public input. She also asked that water conservation as well as urban sprawl be a consideration when planning for the future.
- Ken Stutzman, citizen of Kimberly, stated that he has an interest in this process as well. He has been involved in trying to develop neighborhood commercial projects that would move people off of Blue Lakes Boulevard and provide services closer to neighborhoods. However when the plan gets presented it has not been approved. He asked that the Commission keep an open mind about the plans for the future and be flexible with the Comprehensive Plan.

- Jack McCall citizen of Twin Falls, stated that he would like some clarification on the agricultural statements that have been provided in the presentation. He also stated that he understands that the public wants certain amenities, like trails and bike lanes however those amenities cost money and if the public is not willing to fund the improvements and incomes can't support these types of expenses then this discussion is irrelevant. He would also like to make sure that changes are not made that will infringe upon his rights as a property owner.

Public Comment: Closed

Zoning & Development Manager Carraway-Johnson explained that staff will work with the consultants to improve the pamphlet. Staff will distribute the pamphlets and will work on providing some public presentations to help spread the word about this project. The next big event staff will be working on attending is the "Death by Chocolate" event, with hopes that there will be a large amount of input from the public. She will continue to keep the Commission and the Advisory Committee updated on this project and will let everyone know as soon as things get scheduled.

IV. Adjourn Meeting

Commissioner Frank adjourned the meeting at 1:20 pm.

Lisa A Strickland
Administrative Assistant
Planning & Zoning Department

DRAFT

DRAFT



TWIN FALLS

GROW WITH US

ACKNOWLEDGEMENTS

CITY COUNCIL

Shawn Barigar, *Mayor*
Suzanne Hawkins, *Vice –mayor*
Nikki Boyd, *Councilwoman*
Don Hall, *Councilman*
Greg Lanting, *Councilman*
Rebecca Mills-Sojka, *Former City Council*
Ruth Pierce, *Councilwoman*
Chris Talkington, *Councilman*

PLANNING AND ZONING COMMISSION

Nikki Boyd, *Former Commissioner*
Danielle Dawson
Jason Derricott, *Former Commissioner*
Tom Frank
Kevin Grey
Ryan Higley
Gerardo “Tato” Munoz
Ed Musser
Christopher Reid
Jolinda Tatum
Steve Woods

CITY STAFF

Travis Rothweiler, *City Manager*
Mitch Humble, *Community Development Director*
Renée Carraway Johnson, *Planning and Zoning Manager*
Jonathan Spendlove, *Planner*
Lisa Strickland
Kelly Weeks
Joshua Palmer

ADVISORY COMMITTEE

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Rebecca Mills-Sojka, *City Council*
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Dan Olmstead, *Idaho Power, SIEDO*
Laura Stewart, *Chamber of Commerce, St. Luke’s*

CONSULTANTS

Bruce Meighen, *Logan Simpson*
Megan Moore, *Logan Simpson*
Kristy Bruce, *Logan Simpson*
Krissy Gilmore, *Logan Simpson*
Alisa Pyszka, *Leland Consulting Group*
Brian Vanneman, *Leland Consulting Group*
Chris Pomeroy, *CH2M Hill*
Lane Wintermute, *Emergency Services Consulting International*

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- D. Housing
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- F. Parks, Recreation, Open Space, and Trails
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- I. Public Facilities & Services
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- B. Implementation
- C. Action Plan

Chapter 1: Introduction

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

With a thirty percent increase in population between 2000 and 2014, Twin Falls is growing quickly. According to the Community Strategic Plan 2030, growth is expected to continue to accelerate to 66,500 by 2030. This Comprehensive Plan outlines ways that City residents and community leaders can use this growth to strengthen and build upon the values of Twin Falls. A common theme throughout *GROW WITH US* is that 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 priorities for public action that will in turn direct private decisions. As the Comprehensive Plan for Twin Falls, this document provides policy-level guidance for City government. 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 to prepare this Plan, information that is relevant to community planning in Twin Falls, and policy recommendation and implementation strategies that would be used 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. The Plan should be revised 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 two are the primary ways of which the Plan be implemented and should be regularly updated over time.

GROW WITH US builds on the 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 a number of existing and complementary plans. *GROW WITH US* is not intended to replace these other plans, but to complement them.

BACKGROUND

Twin Falls is centrally located between Portland and Denver 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 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, 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, and has yet retained a small-town feel and ambience.

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, and many other industry leaders, and will serve as the future home of Clif Bar & Company.

PLAN PURPOSE

In the State of Idaho, comprehensive plans, sometimes called general plans, are advisory documents used to guide land development decisions. Because they are derived from public input about what people want for their community, the goals and future land use plan designations of the Comprehensive Plan have an important role to play in many regulatory decisions the City makes surrounding 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. The Plan will act as an advisory document, used to guide policy and land use development decisions in the City as well as manage growth and the provision of services. 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 the Chapter 3: Framework.

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 drill down to core interests, desires, and concepts 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 new priority 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 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 events held at community events around the City, such as the summer's City Fair and City Fair 2.0 events, Oktoberfest, September's Wings n' Things, and January's Death by Chocolate, to engage as many members of the community as possible and 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 _____. See Chapter 2 for a complete summary of the public involvement process.

City Council and Planning Commission 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 annual update 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.

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.

Downtown Master Landscape Plan

The City of Twin Falls and Business Improvement District (BID) developed guidelines in a Downtown Master Landscape Plan to produce a downtown core that will strengthen the pedestrian experience and attract business.

Five-Year Projection Document

The City of Twin Falls has developed a five-year financial forecasting model. The financial forecast model will assist the city staff, volunteers, and elected officials in developing sustainable action plans.

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.

Airport Master Plan

The 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 to meet the City's growth needs. 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 recreation and recreation programming.

Chapter 2: Community Vision

CREATING THE COMMUNITY VISION THROUGH ENGAGEMENT

Meaningful public input is key 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. The people who live and work in Twin Falls are the true experts on what is and is not working. Their knowledge strengthens ideas and refines the assumptions made about planning goals. Therefore, this process focused on going out into the community and 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, which 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 and present and receive public feedback 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.

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 and rim environments 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 fosters relationships with and recognizes locally-owned and small businesses as a vital part of the community.

Park Recreation, Open Space, and Trails...

...amenities 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.

DRAFT

Chapter 3: Framework

The following sections of the Plan discuss the 7 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 7 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

LAND USE

This element examines historical and current patterns of land use development, as well as growth trends, in Twin Falls, and 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 other aspects of 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, and recreation and commercial activity are all important considerations for practical limitations on growth and the maintenance of the quality of life in the City. With this in mind, the goals and policies of this Plan have been specifically developed to address the values and interests of people living and working in Twin Falls.

Existing Conditions Overview

The City of Twin Falls city limits cover close to 20 square miles, and the Area of Impact (AOI) covers an additional approximately 27.5 square miles.

Dominant land uses within the 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 combine to make up roughly 42% of the total land area.

Growth Management

Since 2000, the 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, west, and just south of downtown, the Goals and Policies of this plan attempt to will anticipate the demand for services such as schools, higher density housing, recreational facilities, utilities, employment, and increased security in these areas. Strategically placed local services, retail and recreation 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 to achieve 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.

Future Land Use

The **Future Land Use (FLU) map, (Map #1)**, 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. The land use designations also are not intended to depict either parcel specific locations or exact acreage for specific uses.

Land Use Plan

Future Land Use Category	Defining Characteristics	Land Use Mix	Gross Density/Size Description
Downtown	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Retail and Services Offices Hotels Entertainment, Arts, and Culture Plazas and Parks Vertical Mixed-Use Housing Government buildings Schools 	8 - 25 DU Per Acre

	<ul style="list-style-type: none"> • Civic and community facilities that are open to the public • Regional and local educational and community serving facilities 	<ul style="list-style-type: none"> • Recreation Facilities 	
Neighborhood Residential	<ul style="list-style-type: none"> • Primarily residential in character • Typically, lot sizes are smaller than found in Low-Density and Rural Density • Clustered development to maximize open space and community gathering areas 	<ul style="list-style-type: none"> • Single Family Detached • Single Family Attached • Duplexes • Triplexes • Townhomes • Parks and Recreation Facilities • Schools • Civic Facilities 	2 – 10 DU per Acre
Rural Residential/ Agriculture	<ul style="list-style-type: none"> • Large lot residential with integrated agricultural/open space uses • Provides transitions from agricultural land located on the outskirts of the City • Homes might not be served by a public-water and/or wastewater system • Community supported agricultural production and sales • Supports agritourism and agricultural education • Protects viewsheds and provides an important community buffer 	<ul style="list-style-type: none"> • Single Family Detached • Agriculture • Open Space • Agricultural Production • Farm Sales • Multi-Use Trails • Equestrian Facilities 	Residential lots 1 or more acres in size
Mixed Use	<ul style="list-style-type: none"> • 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, so building should be located close to the street. Wide sidewalks, street furniture, and other amenities are strongly encouraged 	<ul style="list-style-type: none"> • Retail • Office • Restaurants • Civic • Entertainment, Cultural, and Arts • Vertical Mixed Use • Townhomes • Condominiums • Apartments • Senior Housing/Student Housing • Hotels • Plazas and Parks 	10 - 20 DU Per Acre

Neighborhood Commercial/Mixed Use	<ul style="list-style-type: none"> • Provides supporting services and small-scale commercial for the surrounding neighborhood • Designed to complement the neighborhoods character 	<ul style="list-style-type: none"> • Neighborhood Serving Commercial • Townhomes • Condominiums • Apartments • Senior Housing/Student Housing • Small-Scale Office and Retail • Civic and Community Facilities 	6 - 12 DU/Acre
Commercial	<ul style="list-style-type: none"> • Highway-oriented, large-format retail, hotels, restaurants, and other retail 	<ul style="list-style-type: none"> • Retail • Office • Restaurants • Hotels • Plazas and Parks 	
Industrial/Airport/Employment/Flex	<ul style="list-style-type: none"> • 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 and Rock Creek Canyon • 	<ul style="list-style-type: none"> • Office Parks • Corporate Campus • Warehousing • General Manufacturing • Food Processing • Industrial Campus 	N/A
Airport	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Airfield Development • Support Facilities • BLM Land Areas • 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	<ul style="list-style-type: none"> • Civic and community facilities that are open to the public • Regional and local educational and community serving facilities 	<ul style="list-style-type: none"> • Government buildings • Schools • Recreation Facilities • Employment 	N/A
Parks/Open Space	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Natural Areas • Environmentally Sensitive Lands • Parks • Playgrounds • Multi-Use Trails • Golf Courses • Cemeteries 	N/A

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 address the interaction of jobs, housing balance, and transportation issues.

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

Land Use Policy 2.1: Protect and enhance the 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 compact, and should result in the conservation of unbuilt land. They should also be located to avoid prime farmland.

Land Use Policy 2.3: Encourage Voluntary Farmland Preservation and provide incentives for the dedication of land for land trusts.

Land Use Policy 2.4: Develop land in the form of cluster subdivisions with at least 40% open space.

Land Use Policy 2.5: Work with the Southern Idaho Land Trust to develop appropriate conservation easements. In addition, develop policies that ensure that 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 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 adaptable to change of use and change over time.

Land Use Policy 3.3: Encourage an acceptable 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 Goal 4: Preserve and restore historic neighborhoods and buildings. (cross reference to Housing Goal 3)

Land Use Policy 4.1: Encourage new developments to respond to the positive qualities of the place where they are to be built and to enhance that place through 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 that distinguish the area.

Land Use Policy 4.4: Define and develop Twin Falls'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 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 that shape Twin Falls are the Snake River and Rock Creek. As scenic and distinctive local features, they provide two obvious boundaries within the City, 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 already 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 and many 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 up to the canyon rim, in small 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, and include the following:

- 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 of “Sense of Increasing Density” from Rural Fringe to Downtown Core

Gateways and Viewsheds

Twin Falls setting provides opportunities for spectacular view of the Canyon, Shoshone Falls and Dierkes Lake, and the expansive agriculture land located on the edges of the community. Residents feel that 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 do not want 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. It should be managed... 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.

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 of the districts 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 Original Townsite Districts. Other important historic features in Twin Falls include the Perrine Bridge, and the various canals and waterworks that were constructed during the stablishing of agriculture in the Magic Valley at the turn of the twentieth century.

- Park Historic District: Added to the National Register of Historic Places in 1978, the district is bounded by 2nd North, 2nd East and Shoshone Streets, 4th and 6th Avenues. The district encompasses 250 acres and contains fourteen historic buildings.
- Twin Falls Downtown Historic District: Added to the National Register of Historic Places in 2000, the district is 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 200 acres and includes 42 historic buildings.
- Twin Falls Original Townsite Residential Historic District: Added to the National Register of Historic Places in 2001, the district is roughly bounded by Blue Lakes Avenue, Addison Avenue, 2nd Avenue East, and 2nd Avenue West. This is the largest district, encompassing 2,640 acres and containing 624 historic buildings.
- Twin Falls Warehouse Historic District: Added to the National Register of Historic Places in 1997, the district is roughly bounded by 2nd Avenue, 4th Street South and West, and Minidoka Avenue. The district encompasses 410 acres, 31 historic buildings and one historic structure.

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

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 helps 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. Many are also within convenient access to public transportation systems, thereby reducing miles traveled by car. 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.

Talk about incorporating opportunities for public art

Vision

Community design and character that retains the friendly, safe, family-oriented, and small-town community feel; protects and preserves the canyon and rim environments 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 in the Snake River bottom.

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 areas important as habitat for rare, threatened, endangered or protected plant and animal species and community types.

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 bottom.

Community Character Goal 2: Preserve the Canyon rim.

Community Character Policy 2.1: Restrict development on the Canyon rim...

Community Character Goal 3: Enhance walkability in existing neighborhoods.

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 Downtown that conflicts with the City's identity and desired character. Encourage retail and commercial development within the City 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, business, 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 that can function as community gathering areas.

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

Community Character Policy 6.1: Work with the College of Southern Idaho and adjacent land owners to explore a plan of action for expanding the campus.

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 each entrance to welcome visitors and establish the character of the City.

Community Character Action 7.1-1: Establish a Gateway Overlay Zone to manage development in identified gateway areas, and establish overlay zone boundaries at each of the gateways. Establish design standards for development in the overlay zone areas.

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 for the four year period between 2010 to 2014 has outpaced both state and national averages.

Demographics drive housing choices throughout one's lifecycle. Ownership rates typically increase with age and income. Renters are more likely to choose multifamily housing, while the choice of single-family housing is closely aligned with income. 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.

Aging Population

The population aged 65+ and older is expected to grow from 14.2 to 15.2 percent or around 851 residents by 2020. 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.

Demographics are fundamental to real estate development. Demographics (residents' age, marital and family status, incomes, household size) and "psychographics" (consumers' preferences, values, and lifestyles) drive the types of goods and services they will purchase and places they will seek. Tapestry segments show community types using demographic information such as age, race, families, income level, and whether they live in urban or rural areas. They provide a way to categorize populations in a more intuitive way that goes beyond raw numbers. Three of Twin Falls' most common demographic "tapestry segments" are described here.

Middleburg

23.5% of city population
4,000+ households

"Middleburg" is Twin Falls' largest tapestry segment. This is a middle-income segment dominated by families who are raising children, working in white- and blue-collar jobs, and have traditional values; this is a population that people often identify closely with Twin Falls. It is important that the goods, services, and experiences that downtown offers appeal to this group; for example, downtown should provide dining and shopping options that are family-friendly and provide good value at a reasonable price. Middleburg residents may work downtown, but they are less likely to live within the blocks surrounding Main Avenue.

Bright Young Professionals

10.6% of city population
1,800 households

Twin Falls' new and expanding employers, such as Glanbia, St. Luke's, Chobani, and Clif Bar are bringing additional young, well-educated professionals to the City. These new residents may be interested in downtown shops and entertainment like those they've experienced in other cities.

Old and Newcomers

8% of city population
1,400 households

These senior and young adult populations are of particular interest to downtown revitalization, since young and “move-down” households—due to their smaller household size and interest in being close to shops, restaurants, and healthcare—are the most likely to live in or near downtown.

Existing Housing

Nearly all of the housing built over the last decade has been single-family. After the housing bubble burst and the subsequent recession, most communities 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, as shown in Table 4. 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 as financing requirements, low re-sale values, and concerns about job security 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. Table 6 shows three annual growth rates from different sources, as a way of starting the discussion. The household demand analysis in Table 7 uses the middle rate of 1.38 percent, based on Census estimates over the past three years.

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 (shown in Table 4) 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 10 to 20 years. With current new homes averaging a lot size of around 9,000 square feet (as shown in Table 4), 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, then 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, as Figure 12 shows, this type of household has been becoming less prevalent over time, while most other “non-traditional” household types have increased as a share of the population over time. The other household types tend to be smaller than families with children, and tend to be open to a wider variety of housing types. One writer has identified four

demographic “S 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 shown below, and unmarried couples). This national trend is fairly consistent with households in the City of Twin Falls and other market areas, as shown in Figure 13.

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, America in 2015, people are least likely to be satisfied with the range of housing to choose from, among a series of questions regarding community satisfaction. 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 14, more 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. As shown in Figure 15, another survey 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.

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. The following is a brief overview of some of the housing types that might fit the size and scale of the City of Twin Falls and its close-in neighborhoods.

Vision

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.

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

Housing Policy 2.1: Create an “urban village” overlay zone to allow for and manage Accessory Dwelling Units.

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

Housing Policy 2.3: Manage redevelopment of 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 Policy 2.4: Encourage mixed use development within Downtown. Businesses are provided support by including housing over ground floor retail and office uses. The densest housing should be focused in and around Main Street. Density should be high enough to initiate transit service.

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: Develop incentives for 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: Continue to educate and inform citizens of the many programs currently available to assist in purchasing, financing, rehabilitating, and repairing a home.

Housing Policy 3.2: Develop 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 Goal 4: Promote a live/work neighborhood that offers quality residential and employment opportunities on and nearby Main Street.

Housing Policy 4.1: Pursue redevelopment opportunities and allow a vertical mix of uses within Downtown to promote a life-work environment.

Housing Policy 4.2: Encourage efficient transportation services that reduce vehicle miles traveled and promote a live/work balance, such as through increased densities, infill and cluster development, mixed uses, maximum parking ratios, and circulation systems that reduce out-of-direction travel

Housing Goal 5: Support an active retirement community in close proximity to Downtown.

Housing Policy 5.1: Support the development of more affordable rental housing in appropriate locations, within Downtown, near transit, retail commercial, schools, and recreational amenities.

Housing Policy 5.2: Provide for 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.

Economic Development

Existing Conditions Overview

This section provides an analysis of the economic base of Twin Falls, including employment, industries, jobs, and income levels. There are many different definitions of economic development and different theories behind the success of cities. What defines success for the future of Twin Falls is the essential subject of this comprehensive plan, as it will guide political and financial decisions over the short and long-term. 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.

Commuting Patterns

Twin Falls is a job center for the region. As shown in Figure 23, more employees commute into Twin Falls to work than leave for other places. Nearly 18,000 employed residents live in Twin Falls, with over 10,500 of them both living and working in Twin Falls.

Employment

Employment in Twin Falls is quite diverse. 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. Employment in the professional services sector is expected to increase as a total of statewide employment, but is not represented as much in Twin Falls.

Idaho is one of the fastest growing states, 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%. Figure 16 shows the fastest growing employment sectors. The size of the bubble shows the relative size of the net new jobs by 2022. 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.

Manufacturing is a strong sector in financial terms; even though automation has reduced job growth, it has increased production and corporate financial health.

Industries

As shown in Figure 17, food processing and manufacturing continues to be the core economic cluster in the South Central Idaho area 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 addition 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 18.

Clusters are important to economic regions because those industries tend to experience higher growth in new business formation, start-ups, and other innovation. Firms can share knowledge, experienced employees, suppliers, and other drivers of success.

New construction projects include a CSI building, apartment complex, a clinic in Kimberly, health care provider offices, Clif Bar's new plants, and Glanbia's corporate headquarters and cheese innovation center. Recent

completions include a \$250 million hospital in Twin Falls, a new Health Science Building at the College of Southern Idaho, the new Chobani yogurt plant and six hotels with a total of over 400 rooms.¹

Jobs and Growth

Idaho is expected to have a major workforce gap over the next decade. Figure 19 and Figure 20 show that as employment opportunities continue 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.

The small town feel and access to the outdoors is a major asset to attracting new residents. It is important that those features be preserved to continue to attract quality employers and keep the same level of quality of life for existing and future residents. 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 Canyon. The Sun Valley has great skiing, hiking, cycling and other outdoor adventures. An additional quality of life measure that is important to the local economy is keeping Twin Falls family friendly. Throughout the planning process, we heard consistently that an attractor to the City is that it is a great place to raise a family. Twin Falls will continue to be a family-oriented community. Change will come from new households and shifting demographics leading to older households as well as a greater diversity of households.

Revitalization of Downtown is essential to the economy of Twin Falls. Downtown should be a vibrant place, with thriving businesses, restaurants and anchor retail stores. Twin Falls' economy is expanding beyond its traditional bases in trade and agriculture. The City has attracted key new businesses such as Chobani and Clif Bar, while other major business such as St. Luke's Medical Center and Glanbia have made significant expansions. Collectively these expansions show that Twin Falls' economy

Vision

Economic Development that reestablishes and revitalizes Downtown as the heart of the community; and fosters relationships with and recognizes locally-owned and small businesses as a vital part of the community.

Goals + Policies

Economic Development Goal 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. Promote quality design that recognizes the regional and historical importance of the area and reinforces its pedestrian character.

Economic Development Goal 2: Develop a consistent, high-quality commercial area along Blue Lakes Boulevard.

Economic Development Policy 2.1: Leverage City resources (e.g., TIF, Enterprise Zone) to promote highest and best use for properties along Blue Lakes Boulevard.

Economic Development Policy 2.2: Density and, where appropriate, promote mixed-use development along Blue Lakes Boulevard.

Economic Development Policy 2.3: Prepare design guidelines for new development and redevelopment on Blue Lakes Boulevard.

Economic Development Goal 3: Promote the Visitor Center as a hub that provides tours and transit to local attractions.

Economic Development Goal 4: Capitalize on in-commuters with supportive retail businesses.

Economic Development Policy 4.1: Work with local businesses to encourage later store hours to capture in-commuters business/patronage after working hours.

Economic Development Goal 5: Encourage development that promotes a diverse mix of commercial, residential housing and industrial uses. Carefully plan for growth within the City, ensuring that development occurs in suitable locations and can be efficiently served over the long term.

Economic Development Policy 5.1: Create a master plan for an industrial employment hub.

Economic Development Goal 6: Build a hotel/conference center in Downtown to support major employers.

Economic Development Policy 6.1: Work with the Chamber of Commerce to explore feasibility of a public/private to build a conference center hotel.

Economic Development Goal 7: Support business infill and redevelopment in Downtown with architectural characteristics consistent with the historic character.

Economic Development Policy 7.1: Create architectural design guidelines for commercial development Downtown.

Economic Development Policy 7.2: Revise City development codes to allow for ADUs and infill development.

Economic Development Goal 8: Diversify the employment base with a high-tech industry close to Downtown.

Economic Development Policy 8.1: 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.

Economic Development Policy 8.2: Continue to recognize partnership opportunities with the College of Southern Idaho (CSI).

Parks and Recreation

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.

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.

Parks, Recreation + Trails

The City of Twin Falls boasts a great diversity of parks and recreational amenities including sports complexes, a boat launch, conservation areas, and city events. 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, 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 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 an additional recreation center, though the location and proposed amenities and design have yet to set.

PARK NAME	ACRES	BALL/ SOFTBALL	BASKETBALL	BIKING	POTABLE WATER	ELECTRICITY	FISHING	HORSE SHOES	OPEN SPACE	GRILLS	BENCHES	PICNIC AREA	PLAYGROUND	RESTROOMS	SHELTER	SOCCER FIELD	SWIMMING	TENNIS COURT	TRAILS	OTHER FACILITIES	
Ascension	8																				
Auger Falls	681																				
Blue Lakes Rotary	4																				
CSI/ City Tennis Courts	2																				
Cascade	4																				
City Park	5.5																				
Clyde Thomsen	13																				Band Shell Sledding Hill
Community Swimming Pool	4																				
Courtney Conservation	1																				Conservation Park
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																				No Motorized Vehicles
Rock Creek Trail Estates	5																				
Sawtooth Softball Fields	3																				
Shoshone Falls	218																				
Sunrise	2																				
Sunway Soccer Complex	39																				
Teton	4																				
Vista Bonita	8.5																				Sledding Hill
Willow Lane	.5																				

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: Provide additional nodes along the canyon trail to enhance key viewpoints

PROST Policy 1.1: Support the development and improvement of recreational amenities along the canyon trail, such as public facilities, like restrooms and picnic areas, interpretive signage, and viewpoint infrastructure.

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 gym space, swimming, walking track, and classroom space.

PROST Goal 4: Continue to develop new parks within one half-mile of residents within the city limits.

PROST Policy 4.1: 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 Goal 5: Explore the feasibility of a kayak park along Rock Creek.

Transportation

Existing Conditions Overview

Master Transportation Plan

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 #6, 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 East could also facilitate enhanced mobility by moving to a two-way system on each road instead of one-ways.

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.

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

Transportation Policy 1.1: Prepare and pursue a transit circulation plan...

Transportation Goal 2: Improve circulation along major roadways.

Transportation Policy 2.1: Continually monitor and evaluate the road system to ensure that proposed and existing road designs will adequately meet the demands of the community.

Transportation Policy 2.2: 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 Policy 2.3: Convert one-way streets to two-way streets with parking.

Transportation Goal 3: Develop transit opportunities for commuters from neighboring communities

Transportation Policy 3.1: Coordinate street, intersection, and transit stop improvements with regional transportation patterns to increase availability and access to public transit.

Transportation Policy 3.2: 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 4: Expand airport services to other major destinations

Transportation Policy 4.1: Work with the airport to explore the feasibility of expanding services to other major destinations.

Transportation Policy 4.2: Create a circulator plan to respond to anticipated increased traffic demand the airport may experience with increased service.

Transportation Goal 5: Develop transit service with connections to Greyhound, the local circulator bus and a shuttle to Magic Valley Airport.

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 activities 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 bachelor's 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.

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. It will also entail the remodel of 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.

The Streets Division maintains City roads and coordinates work with County and State Agencies. They take care of all roadways, sidewalks, curb and gutters, traffic signals, street signs, roadway paint stripping and street lighting including snow plowing, street sweeping and pothole patching. There are more than 630 miles of city streets to be plowed and/or sanded when a storm moves in. Additionally, a top concern expressed by residents was the need for more sidewalks and sidewalk connections in the City.

The Utilities Division maintains all City billing for water, sewer and sanitation services. The Water Division operates and maintains all city wells and pumps, water storage reservoirs, transmission and distribution waterlines, fire hydrants, valves and water meters. They clean and televise all sanitary sewer lines, manholes, lift stations, storm drainage pipes, inlet grates, boxes and detention basins. The Wastewater Collection Department is responsible for maintaining the city's sewer main piping. They perform inspections, repairs, replacement of piping, root control, and routine cleaning.

The Parks Division has responsibility for City parks and cemetery facilities. They mow, fertilize and water lawns, trim shrubs and trees, plant flowers, clean restrooms, remove graffiti, maintain the main park bowery and amphitheater, sell grave sites, maintain cemetery records, dig graves and coordinate funeral activities. There are also dozens of roadway park-strips and landscaping areas that are maintained as part of the parks system.

Public Safety

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.

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 their water and sewerage systems but continuing changes in standards has created facility and cost pressures. In 2015, the Council passed a 1% increase to the City's adopted water rate to support water related functions. Water and sewer capacity does not currently exist to support either industrial or significant residential expansion. The City adopted the Water Systems Facilities Plan in October 2009. This Plan should be referenced in conjunction with this Comprehensive Plan.

The existing water system is supplied by groundwater from 10 wells out of the Snake River Plain aquifer. Water supplies for 2015 were drawn from the Blue Lakes Well Field, the South Wells and reservoir system and the Southeast Wells and reservoir system. The Blue Lakes Well Field consists of four wells that supply the Harrison Station's five million gallon storage reservoir and the Arsenic Blending Station to South Reservoirs and Hankins Reservoirs; the South Wells and reservoir system consists of four wells that supply two storage reservoirs, which are also five million gallons each; and the Southeast Wells and reservoir system consists of two wells that supply a two million gallon storage reservoir and a 5 million gallon storage reservoir. At these storage points water is disinfected and tested before distribution into our system. Twin Falls has identified consistent decreases in the amount of water that these major sources can produce.

The ability to provide pressures and flows to meet fire code has further limited the growth in the south section of Twin Falls. Booster stations have been upsized in the past to accommodate the required flows. In the past ten years Twin Falls has required new developments to install pressure irrigation distribution systems as part of a plan to use non-potable water for irrigation rather than the potable water that has been traditionally used. A majority of these pressure irrigation distribution systems receive water supply via cross connections to the potable water system. The water system also includes booster stations to generate the minimum pressures required to provide services to portions of the water system.

Analysis of the current water system model shows that the northwest section of Twin Falls City has a weak main line backbone and is in need of major trunk line improvements. The water model also indicates that required fire flows are not achievable without major improvements to the existing system for proposed developments in the south section of town.

Pressurized Irrigation

To relieve the demands for culinary water, Twin Falls has implemented isolated pressure irrigation system elements in new developments. For approximately fifteen years Twin Falls has required new developments to install pressure irrigation main lines and service lines for use in watering the subdivision. This provides an adequate watering system for the subdivision and assists in alleviating the strain on potable water sources. Some of these developments are supplying pressure irrigation water using pump stations that pump water from the Twin Falls Canal Company system into the subdivision's pressure irrigation system. Other developments are using culinary water by cross connecting the pressure irrigation system to the culinary water system.

Reducing the amount of potable water used for irrigation purposes is a high priority for the City of Twin Falls. There are many areas where delivery of non-potable water to existing pressure irrigation distribution systems would relieve the amount of potable water used in these areas. The City of Twin Falls is also encouraging developers to generate regional pressure irrigation systems to provide irrigation water to their developments. There are older parts of town where pressure irrigation infrastructure does not exist. Twin Falls should evaluate these areas to determine how pressure irrigation services can best be provided.

Water Quality

Under the Safe Drinking Water Act (SDWA) amendments of 1996, all states are required by the Environmental Protection Agency (EPA) to assess every source of public drinking water for its relative sensitivity to contaminants regulated by the SDWA. These assessments are completed by the Idaho Department of Environmental Quality (IDEQ) and are based on a land use inventory of the designated assessment areas and the sensitivity factors associated with the wells and aquifers characteristics. The assessments provided our community data to guide our continuing efforts to develop protection strategies for our drinking water supply systems. Pollution prevention activities are generally more time and cost effective to implement than treatment of a public water supply system once it has been contaminated. IDEQ encourages communities to balance resource protection with economic growth and development. Although Twin Falls drinking water meets the current standard for arsenic, it does contain low levels of arsenic. The standard balances the current understanding of arsenic's possible health effects against the costs of removing arsenic from drinking water.

Storm water

Storm water is rain or melting snow that does not immediately soak into the ground. Storm water runs off of land and hard surfaces such as streets, parking lots, and rooftops, and picks up pollutants, such as fertilizers, dirt, pesticides, and oil and grease. Eventually, storm water soaks into the ground or discharges to surface water (usually through storm drains), bringing the pollutants with it. The City of Twin Falls long term storm drain philosophy has been to limit the concentration of storm water whenever possible. Previously, Twin Falls would focus on using sheet flow and infiltration to handle the storm water. The older parts of town use the existing runoff ditches and drainage channels to collect and convey the storm water.

Twin Falls requires new developments to handle the 25-year storm water generated on that development before release. Many developers are using retention ponds and dry well systems to address this storm water drainage requirement. The City of Twin Falls requires developers 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 Twin Falls requires developers and contractors to submit Best Management Practices and Storm Water Pollution Plans for construction activities. The Best Management Practices must meet industry standards.

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 treatment, primary treatment, secondary treatment, disinfection, solids handling, solids stabilization, and solids disposal. A pretreatment facility is also owned by the City, providing a level of industrial pretreatment with an upflow anaerobic sludge blanket (UASB). The largest sewer contributor in Twin Falls is Con-Agra which supplies approximately half of the city sewage load. Based on the limited amount of sewer treatment capacity and water available at this time, the City has opted to not allow any new wet industry. Twin Falls is also under contract to provide a limited amount of sewer service for the City of Kimberly creating additional strain on the existing Twin Falls sewer systems.

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 transmission capacity to exceed 70 percent. If the capacity exceeds 70 percent then another transmission line is required. Portions of the existing

sewer system are at capacity and in need of upgrades. This includes transmission lines, lift stations, and sewer treatment facilities.

In March 2013, citizens of the City of Twin Falls approved a \$38 million bond election to pay for the expansion of the wastewater treatment facility and its collection lines. The treatment plant was nearing maximum capacity and needed to be expanded to accommodate future industrial, commercial and residential growth in the City of Twin Falls and Kimberly. As part of the project, contractors will construct new clarifier and aeration tanks, which will nearly double the capacity of the plant from 9.6 million gallons per day to 16 million gallons per day by April 2016.

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 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 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. That's equal 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.

Throughout the public involvement process, the public expressed a desire for the City to provide free Wi-Fi Downtown to attract people to the area.

Vision

Public facilities and series 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: Establish a “safe walks to school” program and make these sidewalk projects a priority.

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

Public Facilities Goal 4: Work to 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 Goal 5: Continue to expand 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 popular curbside recycling program.

Public Facilities 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 that future distribution stations, substations, and transmission lines are siting and planned for to adequately serve the residents and stakeholders as the City grows.

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

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 Twin Falls providing public Wi-Fi service in public spaces Downtown.

Public Facilities Action 7.3-1: Explore the installation of public Wi-Fi in city-owned plazas, parks, and community facilities.

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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.

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 completed 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>

Vision

Goals + Policies

Chapter 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

Land Use	LU Action 1.1-1: LU Action 1.1-2: LU Action 1.2-1:	Timeframe	Responsibility	Resources
Community Design and Character	CC Action 2.1-:			
Housing	HO 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.			
Parks, Recreation, Open Space, and Trails	PROST Action 1.1-1:			
Transportation	TR Action 1.1-1:			
Public Facilities and Services	PF Action 1.1-1: <u>Identify future school sites prior to development of the surrounding area.</u> PF Action 7.2-1: <u>Periodically update the 2009 Water Systems Facilities Plan and the 2010 Wastewater Treatment Plant Facilities Plan, incorporating the</u>			

	<u>goals, policies, and final Land Use Map of this 2016 Comprehensive Plan.</u>			
	<u>PF Action 7.3-1: Explore the installation of public Wi-Fi in city-owned plazas, parks, and community facilities.</u>	2		
Public Airport Facilities				

Appendices:

Public Outreach/ Event Summaries

Fire Station Siting Study

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