

## 6. Land Use Plan

This section describes the recommended on-Airport land use plan and identifies strategies for developing an off-Airport land use plan to ensure long-term land use compatibility.

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### 6.1 On-Airport Land Use Plan

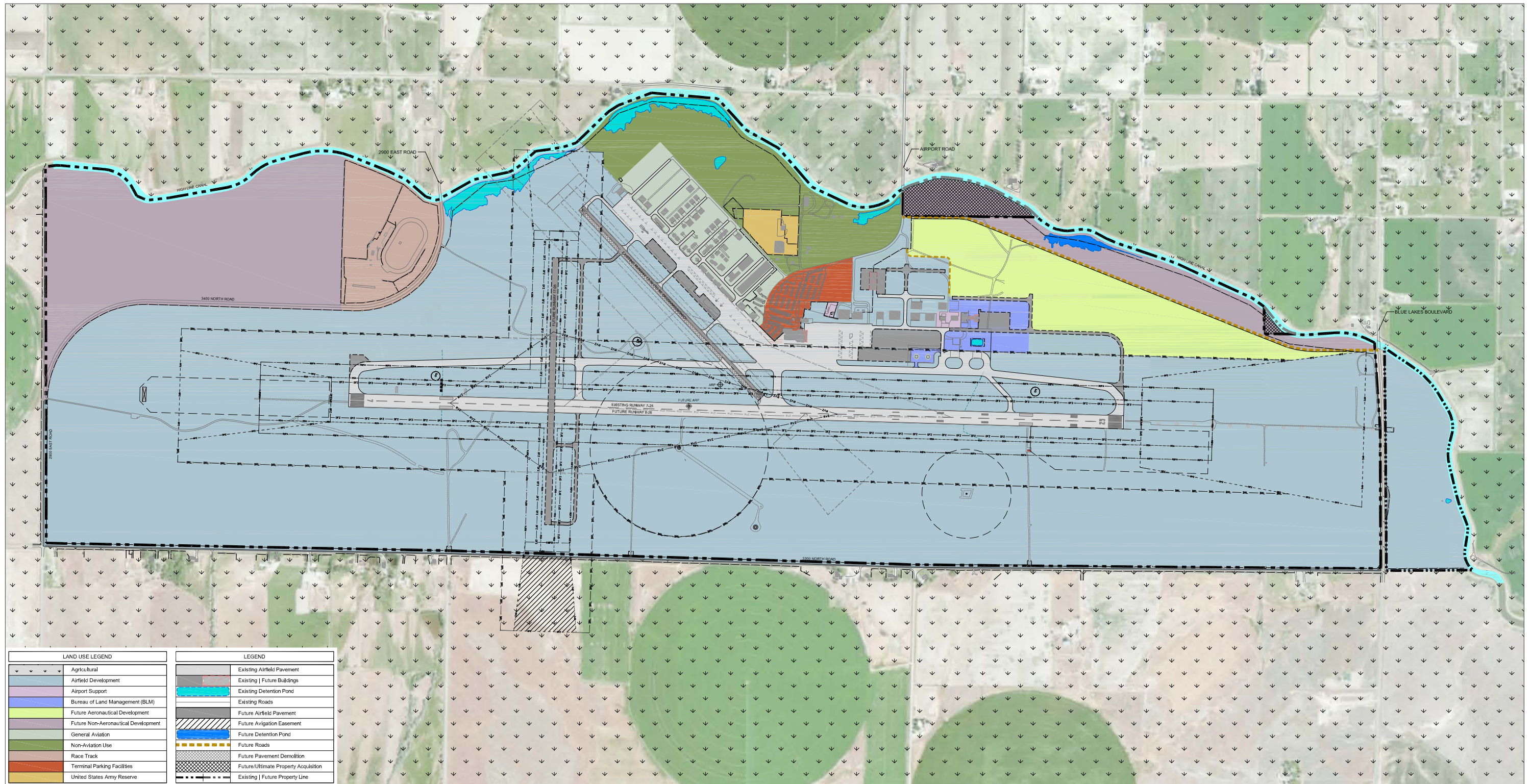
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The Airport encompasses approximately 1,400 acres of land. Previous sections of this report describe existing Airport facilities located within Airport property, as well as the development of recommended future facilities. To facilitate orderly development of the Airport, a land use plan has been developed in consideration of existing and potential future development on the Airport. The recommended on-Airport land use plan is presented on **Exhibit 6-1**.

#### 6.1.1 LAND USE CLASSIFICATIONS

The land use classifications depicted on the on-Airport land use plan are defined as follows:

- **Airfield Development** – This classification is designated for areas that comprise existing runways, taxiways, aprons, associated safety areas, and supporting equipment (e.g., lights and navigational aids), as well as areas determined to be most suitable for future development of such infrastructure. This classification helps to ensure that any new facilities or modifications to existing facilities will not compromise the safety of aircraft operating on the airfield.
- **Airport Support** – This classification is designated for areas encompassing Airport support facilities, including the ATCT, the ARFF station, and the sand storage facility. Also included would be the area encompassing the future snow removal equipment facility.
- **Bureau of Land Management** – This classification includes all land areas that support BLM fire-fighting operations, except for the fire retardant loading pads and future apron area, which are designated as airfield pavement.
- **Future Aeronautical Development** – This classification is designated for areas that are ideally situated to support future aeronautical development, such as hangars, FBOs, air cargo, etc.
- **Future Nonaeronautical Development** – This classification is designated for 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.



SOURCE: Ricondo & Associates, Inc., August 2012; Riedesel Engineering, Inc., August 2012.  
 PREPARED BY: Ricondo & Associates, Inc., August 2012.

EXHIBIT 6-1



On-Airport Land Use Plan

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- **General Aviation** – This classification specifically relates to the west general aviation area, which is anticipated to see additional general aviation-related development (i.e., hangars), through the planning period. This area differs from those designated as “Airfield Development” or “Future Aeronautical Development” in that the area is specifically set aside and optimized for general aviation development, while other areas may support a mix of general aviation and/or other aeronautical uses.
- **Non-Aviation Use** – Non-aviation land uses at the Airport contain facilities such as the fuel farm, water well/pump infrastructure, and rental car wash facilities. Much of this area that is not already developed contains a portion of the former County Landfill and is not favorable for significant future facility development. In particular, aeronautical development is not recommended in this area.
- **Race Track** – This classification includes the Magic Valley Speedway. All development within this area is and should continue to be in support of the Magic Valley Speedway, so long as the facility continues to operate as designated.
- **Terminal Parking Facilities** – All parking facilities that support the passenger terminal are included in this classification. These facilities include the existing short-term and long-term public parking lots, existing/future overflow parking lots, and the rental car parking lot.
- **United States Army Reserve** – This classification includes all facilities/development related to the U.S. Army Reserve and its associated operations at the Airport.

## 6.1.2 KEY LAND USE PLAN ELEMENTS

Key elements of the on-Airport land use plan include future airfield development, future aeronautical and nonaeronautical development, and land acquisition. These elements are described in the following subsections.

### 6.1.2.1 Future Airfield Development

Recommended airfield development concepts are described in Section 5. The on-Airport land use plan depicts a composite of those concepts to clearly define areas of recommended future airfield development at TWF. Notable among such development is the future replacement crosswind runway (Runway 17-35) and associated taxiways, as well as taxiway, taxilane, and apron development on the east side of the Airport.

### 6.1.2.2 Future Aeronautical and Nonaeronautical Development

A significant feature of the recommended land use plan is the designation of a large area of land (approximately 83 acres) on the east side of the Airport for future aeronautical and nonaeronautical development. Construction of a new/secondary access road through this area, as described in Section 5, would serve as the impetus for such development. It is intended that this area could be developed in such a way as to meet future facility demands at the Airport, while enabling and maximizing potential long-term revenue generating opportunities.

#### *Future Aeronautical Development*

As shown on Exhibit 6-1, future aeronautical development would be accommodated south of the new access road. This area, which comprises approximately 57 acres, has been identified as prime land for aeronautical

development. The area is located adjacent to existing and planned aeronautical development, making this area a logical and practical extension of such development. The new access road would facilitate vehicle access to the area, while planned taxiway/taxilane construction would enable airfield access for aircraft.

Future development in this area could include air cargo facilities, aircraft maintenance/restoration/paint shops, general aviation/corporate aircraft hangars, FBO facilities, and other types of aeronautical-related development. As potential future aeronautical development continues pushing eastward on the Airport, the reserving of this land for such uses is critical for serving the long-term aeronautical needs of the Airport, beyond the planning period of this Master Plan Update.

### *Future Nonaeronautical Development*

Identification of nonaeronautical revenue opportunities was a goal established during the Strategic Planning Initiative. Such opportunities are critical for maximizing revenue opportunities and moving toward financial self-sufficiency.

One of the specific objectives defined to meet the goal of identifying nonaeronautical revenue opportunities is to identify land on the Airport that is suitable for nonaeronautical development. As such, the portion of land depicted north of the proposed new access road has been designated for future nonaeronautical development. This area comprises approximately 26 acres and could accommodate a variety of potential types of development that may or may not be aviation-related. Nonaeronautical development is advantageous in this area because the new access road would provide direct access to/from Blue Lakes Boulevard, which serves as the primary commercial roadway running between the CBD and the Airport. In addition, the land use plan recommends that the area adjacent to the Magic Valley Speedway be reserved for nonaeronautical development. However, it is anticipated that development on the east side will be prioritized.

For purposes of this Master Plan Update, specific nonaeronautical development opportunities are not proposed. Examples of nonaeronautical development that have been successful at other airports are presented in **Table 6-1**. As discussed in Appendix A, it is recommended that a marketing plan be developed to guide development in the identified areas. The marketing plan should assess opportunities to develop strategic partnerships with surrounding businesses, institutions, and industries, identify target businesses and industries, identify feasible land uses given current site/market limitations, identify capital improvement needs and develop and implement a capital improvement program, and consider the role of development incentives.

#### **6.1.2.3 Land Acquisition**

Exhibit 6-1 depicts two areas of proposed land acquisition. A 10.5-acre parcel located along the High Line Canal and adjacent to Airport Road is anticipated to be acquired within the planning period. Acquisition of this area would prevent future development on the land that could be incompatible with Airport operations and could be used for future nonaeronautical development. A second parcel comprising less than one acre and located along the High Line Canal is proposed for ultimate acquisition beyond the planning period. Acquisition of this parcel would establish a continuous northern property line along the High Line Canal.

**Table 6-1 Nonaeronautical Development Examples**

TYPE OF DEVELOPMENT	EXAMPLE AIRPORT(S)
Industrial/office park	Rickenbacker International Airport (Columbus, OH) – LCK Lincoln Airport (Lincoln, NE) – LNK New Century AirCenter Airport (Olathe, KS) – IXD
Foreign Trade Zone	Lackland Air Force Base/Kelly Field (San Antonio, TX) – SKF Rickenbacker International Airport (Columbus, OH) – LCK
Aviation-related office park	Scottsdale Airport (Scottsdale, AZ) – SDL
Hotel/restaurant/convention center	Many airports
Corporate offices	O’Hare International Airports (Chicago, IL) – ORD New Century AirCenter Airport (Olathe, KS) – IXD
Logistics, freight forwarders	Rickenbacker International Airport (Columbus, OH) – LCK
Multi-modal transportation center	Lincoln Airport (Lincoln, NE) – LNK Lackland Air Force Base/Kelly Field (San Antonio, TX) – SKF
Photovoltaic solar power plant	Denver International Airport (Denver, CO) – DEN Fresno Yosemite International Airport (Fresno, CA) – FAT
Community college adjunct campus	Castle Airport (Atwater, CA) – MER
Air museum	Chino Airport (Chino, CA) – CNO Forbes Field Airport (Topeka, KS) – FOE Willow Run Airport (Detroit, MI) – YIP Castle Airport (Atwater, CA) – MER
Target shooting range	Dayton International Airport (Dayton, OH) – DAY
Oil and gas wells	Dallas/Fort Worth International Airport (Dallas-Fort Worth, TX) – DFW

SOURCE: Ricondo & Associates, Inc., August 2010.  
PREPARED BY: Ricondo & Associates, Inc., August 2010.

#### 6.1.2.4 Other Key Elements

Other notable elements of the land use plan include a new stormwater detention pond on the east side of the Airport and a proposed avigation easement south of 3300 North Road, described as follows:

- Stormwater detention pond** – New pavement areas on the east side of the Airport associated with future taxiway/taxilane, apron, roadway, and other potential development will increase stormwater runoff in this area. Currently, no stormwater detention facilities are located in this area to adequately contain the anticipated runoff. Therefore, a new stormwater detention pond is proposed along the High Line Canal.
- Avigation easement** – As described in Section 5, the recommended crosswind runway realignment concept would require acquisition of an avigation easement in the portion of the RPZ that extends south of 3300 North Road, beyond the existing Airport property line. The avigation easement would ensure that the approach and departure paths of aircraft taking off to or landing from the south remain free of obstacles.

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## 6.2 Off-Airport Land Use Plan

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Land uses surrounding the Airport are described in Section 2 and consist primarily of agricultural uses, with some sporadic single-family residential development located near the Airport that is mostly related to agricultural use. As the Airport continues to be developed and aircraft operations increase, steps should be taken to ensure long-term land use compatibility of surrounding land uses. Land use compatibility includes factors such as noise compatibility, safety, and airspace protection. The following subsections provide background on the authority and guidance for airport land use compatibility planning and zoning in Idaho and summarize recommendations for developing similar guidance for TWF.

### 6.2.1 BACKGROUND

State law authorizes the Idaho Department of Transportation to establish airport zoning regulations in “hazard areas” around airports in the state (I.C. §21-501 et seq.). This provision relates to the protection of airspace and the avoidance of other potential hazards to aircraft. Rather than imposing zoning regulations itself, however, it is the policy of the Idaho Transportation Board to encourage local governments to establish airport hazard and compatibility zoning under the general planning and zoning powers granted to them by the state legislature.<sup>1</sup>

The Local Land Use Planning Act (I.C. §67-6501 et seq.) requires local governments to undertake planning and zoning. This grant of authority is quite broad and is sufficient to enable local governments to prepare airport land use compatibility plans and zoning regulations.

The 2010 *Idaho Aviation System Plan* includes Draft Appendix C, Airport Land Use Guidelines. The guidelines are comprehensive, including a review of state law, a discussion of airport land use compatibility principles, advice on undertaking an airport land use compatibility planning program, and model ordinances and forms. The guidelines advocate the consideration of all factors having a bearing on airport land use compatibility, including airspace protection and flight safety, noise, the safety of persons on the ground, and overflights. The guidelines also advocate the incorporation of airport land use compatibility policies into local comprehensive plans and the adoption of ordinances to establish and enforce regulations.

### 6.2.2 RECOMMENDATIONS FOR LAND USE COMPATIBILITY PLANNING AND ZONING

In September 2011, a technical memorandum was prepared for the Airport Manager defining the scope of a comprehensive airport land use compatibility planning and zoning program for the TWF environs.<sup>2</sup> The purpose of the proposed program is as follows:

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<sup>1</sup> Idaho Department of Transportation, Division of Aeronautics, *Idaho Airport System Plan*, Appendix C, Airport Land Use Guidelines (Draft), 2010, p. C-10. (Note: Technical Reports for the 2010 Idaho Airport System Plan were completed in 2008).

<sup>2</sup> Ricondo & Associates, Inc., *Airport Land Use Compatibility Planning Considerations and Recommendations – Joslin Field, Magic Valley Regional Airport Master Plan Update*, September 21, 2011.

- Ensure the long-term viability of the Airport.
- Ensure that future development in the environs is compatible with Airport operations and the associated impacts of aircraft activity.
- Encourage implementation of the recommended Master Plan Update development program, as well as off-Airport development that is sustainable, attractive, and convenient for employees, customers, and residents, and that presents a strong and positive image of the Twin Falls community.

Implementation of the program could be phased using the above purposes as order of priority. That is, the highest priority is to protect the viability of the Airport through enhanced airspace protection zoning. The second priority is to ensure that future development in the environs is compatible with the Airport. The third priority is to encourage the emergence of a sustainable, high quality built environment as the Airport and the surrounding area continue to be developed.

The following subsections summarize the recommendation for developing and implementing the land use compatibility planning and zoning program, as detailed in the technical memorandum.

#### 6.2.2.1 Update Existing Zoning Ordinance

The County has airport overly zoning regulations that apply within Airport Zone, which is defined as the outer edge of the 14 CFR Part 77 horizontal surfaces. The existing ordinance provides for limited airspace and flight safety protections, but it could be enhanced. It is recommended that the City and County coordinate to establish a comprehensive airport land use compatibility policy and establish a common airport overall zoning ordinance that both could adopt and apply with their respective jurisdiction. Ideally, the policy should be incorporated into the comprehensive plans for each jurisdiction.

#### 6.2.2.2 Address Airport Compatibility Factors

The airport land use compatibility policy should address all aspects of airport land use compatibility, which are widely recognized as including the following:

- **Airspace and flight safety protection** – The preservation of the airspace required for safe flight in and out of the Airport and the avoidance of potential flight hazards are essential to the long-term viability of the Airport. In an airport land use compatibility plan and zoning ordinance, airspace protection policies should include, at a minimum:
  - Maps of the boundary within which the policies apply. Potential options may include the outer boundary of the 14 CFR Part 77 surfaces for the Airport; the outer boundary of the 14 CFR Part 77, Subpart B, 100:1 notification surface, which extends 20,000 feet from runways over 3,200 feet long; or a distance of 5 statute miles from the outer edge of the AOA.
  - A policy ensuring that sponsors of proposed projects comply with the findings of the FAA's aeronautical study undertaken for proposed construction or alteration projects.
  - Prohibitions on the construction of any structures deemed by the FAA to be hazards to air navigation.

- Prohibitions on the construction or development of land uses or other features that could compromise flight safety in the airport environs.
- **Noise compatibility** – Within the TWF environs, residential development is relatively distant from the Airport and is not directly beneath flight corridors heavily used by low-flying aircraft. A comprehensive airport land use compatibility plan should ensure that this condition is preserved. An airport land use compatibility plan and zoning ordinance for TWF should include the following:
  - Maps defining the boundary within which the noise compatibility policies and regulations should apply. This involves the development of noise contours for a “noise compatibility planning scenario,” which reflects the noise exposure that could occur under a reasonable “worst case” forecast that is based on the highest number of operations and the loudest aircraft fleet considered to be reasonably possible in the future.
  - Land use regulations and policies applying within the noise contours. The DNL 55 dB contour should be established as the threshold above which housing and other noise-sensitive uses are considered incompatible with the Airport.
- **Safety of persons on the ground** – Airport land use compatibility plans and regulations should consider the implications of potential future development patterns for the safety of persons on the ground. An airport land use compatibility plan and zoning ordinance for TWF should include the following:
  - Maps of the boundaries within which safety regulations should apply. To the extent possible, boundaries should be based on varying degrees of accident risk.
  - Land use policies and regulations within the safety zones, with the stringency of the regulations based on the relative degree of accident risk.
- **Overflight notification** – The intent of the overflight compatibility factor is to provide a mechanism for informing prospective property owners of the presence of aircraft in areas where low altitude overflights can be routinely expected. The following overflight considerations should be included in an airport land use compatibility plan:
  - A map of the boundaries of an overflight notification area (often called “airport influence areas”). Such areas may be defined by combining the outer boundaries of the airspace, noise, and safety areas. At small commercial airports, the airspace boundaries typically are much larger than the noise and safety zones, so the airspace (i.e., 14 CFR Part 77) boundaries can be used directly as the airport influence area.
  - A fair disclosure mechanism to inform prospective owners of the presence of aircraft overflights in the airport influence area. Informal disclosure methods include providing brochures and information on a regular basis to local boards of Realtors and posting thorough information on airport websites about the nature of flight operations in the airport environs. Formal disclosure methods could include a requirement, imposed with the issuance of a zoning permit or subdivision plat approval, to record fair disclosure covenants for new residential development within the airport influence area.



### 6.2.2.3 Establish Consistency with Idaho Guidance

The standards and regulations of the updated overlay zoning ordinance, in its complete and final form, should be generally consistent with guidance provided in Draft Appendix C of the 2010 Idaho Airport System Plan, which are, in turn, based on guidance provided by the transportation departments of states with the most active airport land use compatibility programs (e.g., California, Florida, Minnesota, and Washington).

### 6.2.2.4 Integrate Smart Growth Elements

The City and County should include an Airport Smart Growth element in a new airport land use compatibility plan. Smart Growth is a planning and development concept that recognizes the relationship among development patterns, environmental quality, and cost-effective public infrastructure. When applied to airports and their environs, Smart Growth includes land use compatibility considerations.

This plan element would most likely take the form of a guide for the Airport Manager, local planners, and developers, rather than a set of regulations. The guide would provide urban design guidance to ensure that new development is of high quality, accounting for both contemporary sustainability and Smart Growth objectives, as well as airport compatibility.

### 6.2.2.5 Encourage City and County Cooperation

Development and implementation of the airport land use compatibility plan and zoning ordinance should be undertaken jointly by the City and County to ensure cooperation and mutual understanding. Ideally, the final result would be a unified plan and City and County airport overlay zoning ordinances that are essentially identical.