

Chapter 15

COMMUNITY DESIGN AND LAND USE

LAND USES

The most prevalent kinds of land uses occurring in the County are crop farms, dairy, beef, calf, and other kinds of animal farms, residential, commercial, recreational, tourism, airports, major state and interstate corridors, railroad thoroughfares, and incorporated municipalities. These uses can be separated into the five categories of Agriculture, Residential, Commercial, Municipality, and Travel (highways, airports, and railroads). Except for Airports, the County does not have jurisdiction over the uses in the Municipality and Travel Categories. Nonetheless, these categories have a profound effect upon the County's development. Therefore, these categories and the uses contained within are included in this section--along with those that are within the County's jurisdiction--for County planning purposes. All the uses identified here should be zoned in accordance with this Plan, which will not only separate and minimize conflicting land uses, but will also allow individuals to know what areas of the County are well suited for a particular kind of use and where such can be developed. For a map of Future Land Use, refer to Appendix B: 15-1.

AGRICULTURAL USES

Agriculture is the single most valuable industry in Jerome County and a vital part of the Magic Valley's long-standing agricultural success. An ample water supply and wide open spaces of land leads to this success and allows for all types of agricultural operations. These would include row crop farming, aquaculture, livestock operations, dairy production, agricultural manufacturing, and food processing. Of these, it is the crop fields and livestock operations that utilize the County's agricultural lands and serve as the foundational activities for all the others.

Crop fields are generally considered to be congenial with most other kinds of land uses. However, certain maintenance or harvesting practices of these fields may not be. Aerial and other forms of crop spraying are an example of a practice that might not be compatible with other kinds of uses. Large livestock operations are another example of a use that typically needs to be isolated from most other kinds of activities. Given these varying levels of compatibility, some agricultural uses may not be appropriate in the same areas. Therefore, a single agricultural zone may not adequately serve the County, and multiple zones for the varying degrees of agricultural activities may prove more appropriate and beneficial to its needs.

RESIDENTIAL USES

There are currently four primary kinds of residential uses being utilized in Jerome County: Farmhouse, Rural, Areas of City Impact, and City. A fifth, less predominant category is the "Special Sites" residential use.

Farmhouse

The first kind of residential use is classified as a "Farmhouse" use, as it is characterized by single dwelling homes that are sparsely scattered throughout the County in a non-uniformed manner. Most of these homes are located on large parcels of land, the primary purpose of which is to support some kind of agricultural use. These homes should be the secondary use of the land—one that is designed to support the primary, agricultural activity.

Rural

The second kind of residential use can be classified as a "Rural Residential" use. It is characterized by the organized arrangement of homes in tightly clustered subdivisions that are linked with a common network of roads. These homes are typically occupied by individuals who want to engage in rural living, but not necessarily be involved with agriculture beyond a personal level. The expected lifestyle of these individuals is not always in line with the agricultural activities that may also operate in the region. This conflict stems from these individuals residing in the area precisely because they desire the rural setting it offers, but don't desire or expect their lives to be intruded upon by the attributes of certain agricultural activities. These could include the noise, odor, etc. produced by livestock operations and the application of chemicals to crop fields. Consequently, the conflict often creates difficulty and occasionally, financial burden on surrounding agricultural activities. To prevent this conflict, but still allow for this kind of lifestyle, zones should be established where these homes can locate and be buffered from the less favorable features of the more intense agricultural operations.

Before moving on to the third classification of residential use, it should first be noted that there are several small areas within the County that are being used in such a manner as to have both Farmhouse and Rural characteristics. The homes in these "hybrid" areas may or may not support agricultural uses and are more tightly grouped than those of the farmhouse classification. However, they are not as densely numbered as the homes found in the rural residential setting and certainly not in a designed subdivision with a common network of roads. Caution should be taken in letting these "hybrid" areas expand or sprout elsewhere in the County. To do otherwise would jeopardize this Plan's primary goal of preserving agricultural lands. Housing not intended to directly support agricultural uses or activity should not be allowed in agricultural areas or zones, but rather should be directed to those areas designed to accommodate the non-agricultural intent behind such housing. The mere existence of these "hybrid" areas, with their moderate clustering of homes, should not be allowed or viewed as justification for more homes coming into these areas; or perhaps at least not until they are overtaken by a neighboring Municipality or Rural residential zone.

City

The third type of residential use occurring within Jerome County occurs within the County's three incorporated municipalities. This kind of use is characterized by a highly dense cluster of residential structures. Although it is recognized that these areas are outside the County's jurisdiction, they should be given consideration nonetheless that they often press up against areas that are within the County's control--divided only by the municipality's outer boundary line (the city limit). Given this close proximity, those areas that are under the County's control should be regulated so as to "match", as much as possible, with the residential development occurring in the neighboring city.

It is recognized that the current residential uses permitted under the Farmhouse and Rural classifications do not allow for the "city-like" development called for above. Residential development of the Farmhouse or Rural nature would effectively prevent a municipality's growth and expansion if such development were not allowed around the outer boundaries of that particular city. This primarily results from neither Farmhouse nor Rural development being conducive to city annexation. This problem highlights the need for a fourth kind of residential use that is described below.

City Impact

The fourth type of residential use occurs in areas that are essentially designated for future annexation into an incorporated city. Regulations should be implemented that would allow for residential development in these areas that mirror, as much as possible, the kind of residential development and density commonly found in municipalities. This will enable these lands to be easily annexed by a neighboring city. The location of this fourth kind of residential use should be limited (zoned) to those areas within close proximity of a particular city and city services.

Special Sites

Jerome County has many scenic features that tend to attract and be appropriate for residential homes. These include: the Snake River, the Snake River Canyon, Wilson Lake Reservoir, and Milner Lake Reservoir. Examples of this kind of use would include the residential subdivision of Country Club Estates--in the canyon, just above Shoshone Falls and North Rim Fairways, overlooking the river from on top of the canyon. Another example might be in the interest shown in placing residential homes on the lands to the south of Wilson Lake Reservoir.

It is noted that even though the County deems the scenic residential development to be an appropriate use, much of the lands surrounding the identified scenic sites are under the control of the federal or state governments and not Jerome County. Nevertheless, the County should implement regulations to allow privately owned lands in these areas to develop in a manner consistent with this Plan. Such regulations would be similar to those governing the Rural Residential use, with the only difference being the neighboring scenic feature.

The regulations established for this kind of residential use should be pursuant to all the components of this Plan, but particular attention should be given to the environmental

section so as to ensure the scenic areas are not unduly saturated with such things as homes, people, septic tanks/leach fields, etc. It is also noted that the scenic areas have been deemed appropriate for certain commercial-recreational uses. If these uses tend to conflict with residential ones, then regulations should be established that separate and buffer the two uses by way of corresponding zones or some other like manner.

EFFECTS OF POPULATION ON RESIDENTIAL USES

Below is a discussion of the relevant population characteristics as they apply to land use regulations and actions.

Growth

The County's future growth of residence should be viewed in light of the Plan's primary objective to protect and preserve farmland. This view argues that only those individuals intending to engage in crop or livestock production, or in the support thereof, be permitted to live in agricultural areas. If this occurs, the future increase of farmers should roughly parallel the future increase of Farmhouses. Those individuals not seeking a trade in agriculture should be allowed to find housing in any other area of their choosing, and which best accommodates their individual preferences or lifestyles.

Hispanic Culture

The Hispanic Culture requires additional consideration of the County's land uses. As of the 2010 census, the Hispanic and Latino population consisted of 32% of the overall number of Jerome County residents. This was a 119.97% increase from the census taken just a decade earlier (<http://censusviewer.com/county/ID/Jerome>). Refer to Appendix A: 4-3 for current population race and origin totals. Although not confined to this group alone, a desirable practice of this ethnicity is for all extended family members to live in separate homes on the same piece of land (e.g. the typical scenario involves aging parents living in a house located on the same parcel that already holds the house of one of their adult children). Additionally, the agricultural operators may find a convenience in housing employees nearby. The conflict this practice produces however is that most often the "shared" parcel is in agricultural lands where housing is intended to be relatively sparse.

The County has attempted in the past to permit this practice by allowing the "extra" homes on the condition that they are only temporary and removed when no longer needed. That is, if the purpose of the second home is to house an aging parent, that home is to be removed once that parent either moves or becomes deceased. The County's past attempts, however, have not been successful because once these temporary homes are allowed, they seldom leave. This end result not only causes small pockets of "permanent" homes to be placed in agricultural lands, but creates a foothold for future development to argue it should be allowed on the basis that multiple homes are already in the area. To further the negative effects, increasing residential density away from populated areas stretches County resources to accommodate residences that are further from services--such as transportation to schools, health care,

fire protection, and law enforcement. Nevertheless, if a solution can be found that reconciles the County's policies with this practice of the Hispanic Culture, such should be considered in an attempt to accommodate this rather large and continually growing segment of the County's population.

Aging Population

Persons age 65 and older makes up a small percentage of the County's total population. This percentage is just slightly down from the 2000 census, but up significantly from the 1990 census (<http://censusviewer.com/county/ID/Jerome>). Typically, the aging population has no bearing on the Plan's attempt to preserve farmland--except occasionally with retiring farmers. One of two things typically happens: the retiring farmer may desire to retain ownership of the farmhouse and sell the farm ground separately, or sell everything to someone else who may or may not intend to continue farming. This conflict sometimes arises when such farmers view their prior farmlands as one of their retirement investments. That is, some farmers seek to obtain financial security in their retirement years by liquidating their agricultural lands to the highest bidder; most often developers of residential subdivisions. The primary focus of these retiring farmers is not on whether the lands are properly zoned for the buyer's intended use, but rather on which buyer is willing to pay the most. Because this practice is in conflict with the Plan's primary objective, the County's zoning ordinances should guard against it.

COMMERCIAL USES

Agriculture, manufacturing, light and heavy industrial, processing, wholesale distribution, retail, service, and public facilities and utilities are the standard forms of commercial activity present in Jerome County. Some County public services--such as schools, fire stations, and solid waste disposal sites--also share the same attributes and characteristics as the above standard commercial activity and should therefore be included in a commercial use analysis.

The County's primary role in regard to commercial uses is to create an atmosphere wherein each business can operate without being unduly hindered by the operational characteristics of another kind of business. For example, a retail store would be negatively affected by the operational characteristics – the smell, noise, etc. – of a neighboring dairy or an asphalt manufacturing plant. The best method for preventing such an operational hindrance is to keep like-uses next to one another and away from those with dissimilar characteristics.

The first step in achieving such a method is to identify the features of the County that make a particular area conducive to a certain kind of commercial use. That location should then be preserved for such use and any others that are similar to it. Regulating these uses to the identified areas will not only corral businesses in favorable locations, but will prevent them from drifting out into the vital open spaces of the County.

INFLUENTIAL FEATURES CONCERNING COMMERCIAL GROWTH**Farmlands**

Agriculture is the industry that drives commerce in Jerome County. Over half of the County's privately owned land mass is used for commercial crop farming and animal production. Existing areas designated for agriculture have been established specifically to protect this type of use from the encroachment of incompatible uses and conversion for non-agricultural purposes. A majority of commercial activities do not support the primary purpose of agricultural areas; however, certain types of commercial uses could be considered for these areas if they are low impact and directly support or augment the primary purpose of the zone.

Crop Farms

Although crop farming is most prevalent in the outer rural areas of the County, it routinely exists on every parcel throughout the County that is not otherwise developed in some other fashion, and should be permitted in any open space not otherwise developed. Consideration should be given to the harvesting and transporting of the crops during certain time periods--some of which are immediately removed and transported while others must be stored for later distribution.

Livestock Farms

Livestock farming, also referred to as Livestock Confinement Operations (LCO's) is another major component of the agricultural industry that thrives in Jerome County. Unlike crop farms however, livestock farms are not always conducive with other forms of development. A heavily dense livestock farm that generates a significant amount of noise, odors, dust, fumes, light, and other conditions associated with an agricultural operation or an agricultural facility is not going to be welcomed in areas with city-like development; whereas a less intense one--one having only a few animals--may be. For this reason, a "one size fits all" zone for the regulation of livestock farms may not be ideal; whereas multiple zones that correspond to the varying degrees of livestock use would better manage the situation.

RURAL RESIDENTIAL AREAS

The County's primary rural residential zone consists of a large region to the south of Jerome City, with several smaller ones found near the cities of Eden and Hazelton. Residents often find that their quality of life can be enhanced by having certain kinds of businesses, and the products or services they provide, located close to their homes. These kinds of businesses--such as child-care facilities, small grocery/convenience stores, etc.--can be beneficial if they support the daily life activities of the residents in a manner that is harmonious with the residential neighborhood. For this reason, businesses such as these could be properly permitted to be a compatible use in the rural residential zones.

SPECIAL SITES

Jerome County possesses a multitude of undeveloped sites of scenic and historic significance. Many of these sites are lacking the identifiers, markers, amenities, and ease of access to be a source of significant tourism or commercial activity. These sites, if adequately developed by a private enterprise or a public/private partnership, would become tourist destinations and cultural centers for the local community. At that time, these areas and adjacent lands would become well suited for value-added commercial uses. These types of sites should be identified for long-term planning and future development.

Snake River Canyon/Perrine Bridge

The Snake River Canyon is a prominent feature of Jerome County that gained national attention in the 1970's when Evel Knievel attempted to jump it in his Skycycle X-2. The Perrine Bridge carries U.S. Route 93 over the canyon and serves as Jerome County's main link to the south rim and the city of Twin Falls. Present day popularity is related to the Perrine Bridge being the only bridge in the United States where BASE¹ jumping is allowed year round without a permit.

Although commercial development from the city of Twin Falls pushes up against the south rim, the north rim of the canyon--in Jerome County--remains virtually undeveloped. This stems from the majority of land sitting on the north side of the river east of the Perrine Bridge and west of the Hansen Bridge being under the control of the federal and state governments. However, recent negotiations with the BLM have allowed a good portion of these lands to be leased to Jerome County for the purpose of maintaining a public recreational area. This area, or park, provides a site for outdoor enthusiasts to enjoy many ventures including but not limited to the following: off-road vehicle usage, hiking, shooting, and horseback riding; the popularity of which will grow as the park is developed.

The Idaho State Department of Lands has also begun showing some indication of wanting to sell the property it owns in the area. If it does so, the buyers will most certainly be private entrepreneurs who will want to either commercially develop the land or subdivide it for residential purposes. The possible transfer of state lands into private ownership makes it necessary for Jerome County to plan accordingly and ensure that if such does occur, the ensuing development is in-line and consistent with the scenic and recreational features of the area. Commercial development that accommodates tourism, recreationists, and the traveling public is ideal for this area--as would be various pockets of residential homes.

Snake River

The Snake River makes up the County's entire southern boundary. Major features of the river include: the Twin Falls, Shoshone Falls, Pillar Falls, Auger Falls, and Cauldron Linn "Star Falls". Adjacent to the County, the river is walled back by Milner Dam which in turn

¹ BASE is an acronym that stands for four categories of fixed objects from which one can parachute off of: buildings, antennas, spans (bridges) and earth (cliffs).

creates the reservoir of the same name. Nearly 300 species of birds can be observed along the river in this area. These include golden eagles which are frequently seen along the canyon walls and bald eagles who are winter visitors. The river itself is home to a variety of fish--making it a popular fishing area. A majority of the river along this County is steeped by canyon walls. At various points on the eastern side of the County it flows openly and freely and essentially at ground level. The river is quite accessible at these locations making them ideal for certain recreational uses such as camping facilities and other outdoor activities. West of the Perrine Bridge the majority of the property to the County Line is privately owned with pockets of state and federally owned land. Access to the River is limited to three roads: Blue Lakes Grade, Yingst Grade, and Scotts Pond access road. There is a mix of residential, agricultural, and commercial uses throughout this area. A large commercial fish hatchery is located on the river--accessed by Blue Lakes Grade.

Given all these attributes, the private lands bordering the river are ideal for tourism and other kinds of recreational development. These could include business catering to activities such as golfing, lodging, camping, boating, fishing, bird watching, hiking, horseback riding, off-road vehicle usage, etc. Accordingly, the areas that sit along the northern shores of the river should be designated appropriate for these kinds of commercial-recreational uses. It is recognized, however, that the Snake River has been identified as a scenic feature found by this Plan to be suitable for certain kinds of residential homes as well. Therefore, this section must be read simultaneously with that portion of the Plan so as to ensure "riverside" commercial uses do not conflict with "riverside" residential uses. Separate zones may be required in order to provide the necessary buffering. Currently, the largest non-agricultural commercial use along the Snake River is the hydroelectric power plants--located at Twin Falls: operated on the south side of the river in Twin Falls County, and at Shoshone Falls: operated on the north side of the river in Jerome County. Both plants are owned by Idaho Power.

Wilson Lake Reservoir

Wilson Lake is a 600 acre reservoir with the primary function and purpose as an irrigation water regulating facility. Secondarily, it is a seasonal recreation area located approximately one mile north of Hazelton. A boat ramp, parking, fuel, and camp sites are present at the reservoir. Its shores fall almost entirely under the control of the BLM but there are a few areas to the south that fall within the County's jurisdiction. These areas are also a part of Hazelton's impact area and development that is consistent with the city's expectations should be planned for in these areas.

Buttes

There are several buttes in Jerome County that provide ideal localities for the placement of radio and other kinds of signal towers. The most predominant example would be the butte located east of the Jerome County Airport where several towers are currently in operation. Rarely are the physical attributes of these buttes conducive to other operational activities. Even vegetative crops are intermittent on these buttes, their presence typically determined by the amount of rocky terrain and lack of irrigation

water located at each particular butte.

For these reasons, signal towers should be allowed on the County's buttes free of any zoning restrictions unless located in or near airport overlay zones. Such towers may be appropriately placed in other locations as well, but their placement in these other areas may require a permitting process so as to ensure the towers do not conflict with other uses in the region. Alternative energy sources, such as wind or solar power, may be appropriate but should also require a permitting process to prevent or mitigate potential conflicts.

THOROUGHFARES

Highways, railroads, and airports are commonplace features of the County--the kind that attract and benefit commercial development. This is because such corridors provide exposure of nearby business to their potential customers as well as customer access to them. They provide a readily available means for manufacturers to import raw materials and export their finished products. They also bring travelers who are in need of varying degrees of commercial services.

Roadways

Although there are several important highways in the County, two are of major significance--Interstate 84 and U.S. Route 93. These two roadways are the major east-west and north-south transportation routes through the region. Interstate 84 crosses the southern portion of the County, linking the Pacific Coast to eastern destinations. This route is a source of substantial commercial activity at a national level. U.S. Route 93 passes through central Jerome County, connecting I-84 with destinations as far north as the U.S./Canadian border and as far south as Arizona. Two major tourist destinations--Sun Valley, Idaho and the Sawtooth Mountains--are accessed via I-84 and U.S. Route 93. Other highways having an impact in the County include State Highways 25 and 50. State Highway 25 connects the cities of Jerome, Eden, and Hazelton together and provides all three of them access to I-84. Highway 50 also provides I-84 access, but may be more importantly recognized as--aside from U.S. Route 93--Jerome County's only other access across the Snake River Canyon.

Railroad

The Eastern Idaho Railroad Company provides national freight service to the County and its three municipalities. The railway travels along the north side of the cities of Hazelton and Eden and in the west and south sides of Jerome City. Away from the cities, the tracks venture into open space; often running parallel with the edge created where agricultural lands abut BLM property. The land in these areas may be suitable for heavy or light industrial uses, given that such rely on railway transportation.

Jerome County Airport

The Jerome County Airport is located off State Highway 25 and is less than a quarter mile from the intersection of U.S. Route 93 and State Highway 25. Certain commercial uses, such as manufacturing and other non-retail like businesses, are typically

compatible with airports given that they are serviced by them and not disturbed by airplane noises. However, the area around this airport offers the added benefits of close highway access; availability of city sewer and water services; and borders the impact zone of Jerome City. For these reasons, commercial development should be anticipated and planned for around this site.

Hazelton Airport

The Hazelton Airport sits within the impact area of Hazelton, just off the north side of I-84. The principle air traffic utilizing this facility is the crop-dusting industry, which is in turn supported by a chemical plant that operates adjacent to the airport. The airport sits a little over a mile from the I-84/Valley Road interchange and three miles from the I-84/Highway 25 crossover. It has frontage road access to both, making it logistically well located. For these reasons, commercial development should be anticipated and planned for around the County airports.

INTERSECTIONS

As conducive as thoroughfares are to commercial growth, they are even more so at those points where they intersect one another. The ideal nature of these points stem from the double amount of exposure that two thoroughfares can provide to a single site and the business located thereon; the ease of customer access that the interchange provides to the business located nearby; the logistical abilities for businesses to receive materials from and send goods towards all directions; etc. There are several of these points of intersecting thoroughfares in the County.

Interstate 84/U.S. Route 93

The primary interchange within the County is where Interstate 84 crosses over U.S. Route 93. This interchange is anchored by two commercial subdivisions north of the interchange on U.S. Route 93. The interchange, nicknamed "Crossroads", is a major hub of commercial enterprises supporting the transportation industry and travelers. This exit not only creates a key characteristic of the County but is one of the most substantial interchanges in the State of Idaho. It is enhanced by the availability of water and sewer services that are provided by the City of Jerome. Major portions of all other infrastructure (roads, sidewalks, streetlights, etc.) have been put in place and businesses are establishing themselves in the area. A major fuel company recognized the importance of the location in the 80's and established a truck stop and restaurant. This was followed by a hotel and a truck sales and repair facility as well as a truck wash and tire center. Just half a mile further north, a KOA Campground was established. A few small businesses were established within that mile. In 2006, Crossroads Point Business Center PUD was created and is viewed as an ideal location for transportation services and shipping companies--evidenced by the several that are conducting business. It is also home to an equal mix of uses that include restaurants, hotels, business offices, and travel centers.

The area north of the interchange is currently zoned by the County as an area of impact for the City of Jerome. The net effect the area is having on the city is a gradual shift in development towards the south and east. South of the interchange are large parcels of ground either privately owned or owned by the state and federal governments. These large parcels are currently undeveloped with some serving as rangeland for privately owned livestock and others available for recreation for the public.

U.S. Route 93/State Highway 25

Another intersection having a dramatic effect on the growth of the City of Jerome is that of U.S. Route 93 and State Highway 25. This intersection is approximately five miles north of Crossroads and three miles east of Jerome City (Highway 25 actually serving as the city's Main Street while passing through its boundaries). Along the lines of Crossroads, the City of Jerome has begun installing the infrastructure needed to provide this intersection (and areas even further east of it) with city sewer and water services. It is zoned city impact along the south side of Highway 25. Although no major commercial development (other than the airport and agricultural uses) has yet occurred in this area, it is clear that the City of Jerome expects such growth to be prevalent in the near future and the County should thus plan accordingly for it.

Including the I-84/U.S. Route 93 interchange identified above, Jerome County has a total of seven interchanges. This is a relatively large number for one county and should be strongly considered as population and commerce increases.

Interstate 84/State Highway 25

This interchange sits directly west of the City of Jerome, and although it is outside the city's limits, it is within its area of impact. Commercial development continues past the boundaries of the city, along State Highway 25, until ending just past I-84 on the west side. Such commercial growth is expected given that the city limits closest to this interchange is zoned "High Density Business". City water and sewer services are at or near this interchange. Impact Area zoning is a mix of commercial and industrial at the interchange. Further enhancing the I-84 and Highway 25 interchange is the presence of a railway that parallels the interstate and crosses over State Highway 25 just before that highway in turn intersects I-84. Heavy industry is typically attracted to railroad access as it is the best means for the import and export of industrial materials and goods. Given all its features, the I-84/Highway 25 interchange is suitable for continued commercial development.

Interstate 84/Golf Course Road/Lincoln Avenue

This interchange crosses through the southern boundary of the City of Jerome and has property inside and outside the city's limits--those areas not in city limits are within its area of impact. Commercial development continues on the frontage roads with a mix of commercial, residential, and agricultural uses west of the interstate. The frontage road east of the interstate hosts several commercial enterprises. Such commercial growth is expected given that the city limits closest to this interchange is zoned "High

Density Business". City water and sewer services are at or near this interchange. Impact area zoning is commercial at the interchange. Lincoln Avenue is north of the interchange and leads into the center of the city with commercial and industrial uses on either side of the road. Golf Course Road traverses south of the interchange and leads to the County's largest rural residentially zoned area. Subdivisions and rural properties with small agricultural uses are in abundance on either side of Golf Course Road after leaving the city limits. Given all of its features, the I-84 and Golf Course/Lincoln Avenue interchange remains apt for continued commercial development around the interchange.

Interstate 84/State Highway 50

The interchange of Interstate 84 and State Highway 50 sits at about the midpoint of the County just north of the southern border. South of the interchange is the Hansen Bridge, the second of the three bridges crossing the Snake River, allowing access south of the river. Although this interchange is not the primary access between I-84 and the city of Twin Falls (that being the exit at Crossroads), the amount of traffic at this interchange continually increases as the cities of Twin Falls, Kimberly, Hansen, Eden, and Hazelton develop and grow. Furthermore, all but the northwest corner is zoned for commercial uses. In accordance with this zoning, several businesses are operating in the area that service the traveling public. For these reasons, the interchange and surrounding areas should be, or should continue to be, designated for commercial growth. Planning should therefore continue in accordance.

Interstate 84/Valley Road

Cutting in between the cities of Eden and Hazelton is Valley Road, a north/south corridor that intersects Interstate 84 to the south of the two cities. This interchange provides access not only to Hazelton and Eden to the north, but also to the south--Cauldron Linn "Star Falls" and the third bridge crossing the Snake River, known as Murtaugh Grade. The interchange created at this crossover provides Eden and Hazelton with the quickest access to I-84. Although no commercial development is yet established in the area, the city of Hazelton includes the eastern half of the interchange in the commercial portion of its impact area. The same expectation that caused the eastern side to be commercially zoned should apply to the western side as well. Therefore, the whole of the interchange should be considered appropriate for commercial growth and accordingly planned for.

Interstate 84 and Ridgeway Road/State Highway 25

In the eastern portion of the County is the junction of I-84 and Ridgeway Road/State Highway 25 (State Highway 25 heads north off the interstate and Ridgeway Road travels south). This area is zoned commercial and businesses have been and currently are in operation in the southwest corner. This interchange provides access to not only these businesses but to Hazelton, Eden, and Wilson Lake Reservoir as well. The interchange's significance will increase as these cities develop and as the reservoir continues to grow in popularity. For all these reasons, but primarily to be in accordance with the desires of Hazelton, the interchange needs to be preserved for future

commercial development, and planning for such should be commenced.

Interstate 84 and 3000 East/Kasota Road/State Highway 25

Sitting on the eastern boundary of the County is the final interchange. The north/south road changes names at the interchange of the interstate, Kasota Road/State Highway 25 is north of the interstate and 3000 East is to the south. The eastern half of the interchange sits in Minidoka County and veering northeast; Kasota Road/State Highway 25 is primarily located in Minidoka County as well. 3000 East runs south along the section line that divides the two counties. The northeast corner has been commercially developed for tourism and recreational activities with continual expansions. As this development continues to expand the whole of the interchange will start experiencing commercial growth. Planning should therefore commence in accordance with this expectation.

Railroad Crossing of U.S. Route 93

Another important junction is the railroad crossing of U.S. Route 93 that is located in between the Crossroads interchange on I-84 and the U.S. Route 93/State Highway 25 intersection. The intersection has two industrial parks on either side of U.S. Route 93 and south of the tracks with immediate railway access. Both of these parks have existing infrastructure and room for growth; both continue to do so. Industrial shipment and distribution business is the most prevalent use in the area. Additionally, several other businesses supporting the building industry have located in this area.

INCORPORATED MUNICIPALITIES

There are three incorporated municipalities sitting within the boundaries of Jerome County: Eden, Hazelton, and Jerome. Commercial growth thrives in or near incorporated municipalities such as these because of the services they provide (sewer and water) and the workforce/consumers residing therein.

Eden

The city of Eden is one of the communities that helps support the County's eastern agricultural lands. State Highway 25 serves as the city's main thoroughfare, with the railroad running along its northern border. The city's population has remained consistent over the last ten years, and it has signaled that it expects this trend to continue. In recent discussions with the County concerning its area of impact, the city of Eden indicated it did not wish to surround itself with a traditional zone that contemplates strong urban growth, but rather one that is geared more towards rural like development and limited agricultural activities. Only limited agriculture and large residential lot development that accommodates the city's planned growth should be allowed in the areas surrounding the city. Locate Appendix B: 15-2 for a current map of Eden's City Impact Area.

Hazelton

The city of Hazelton is one of the two communities that helps sustain the agricultural

lands located on the eastern side of the County. Through Hazelton, State Highway 25 becomes "Main Street". The railroad parallels State Highway 25 on the north side of Hazelton before heading east towards Minidoka and Cassia Counties and west to the cities of Eden and Jerome. Less than a mile to the south is the Hazelton Airport and I-84. The airport is primarily utilized by businesses that support agricultural activities. In consideration of the importance of this facility to the area, only low-density commercial activities, large residential lot development, and limited agriculture activities should be allowed in the areas surrounding the County airport. The commercial portion of this impact area extends along State Highway 25 and around the I-84/Valley Road interchange. Hazelton intends residential development to spread east and west of the city south of intended commercial zoning on State Highway 25. Heavier commercial activities (light industrial uses) are contemplated north of the city by the sewer treatment plant and between the railway and State Highway 25. Hazelton expects growth as illustrated by its impact area. Only limited agriculture and large residential lot development that accommodates the city's planned growth should be allowed in the areas surrounding the city. Locate Appendix B: 15-3 for a current map of Hazelton's City Impact Area.

Jerome City

The City of Jerome is the largest city in the County. It sits within the triangle created by the intersecting of I-84, U.S. Route 93, and State Highway 25. The city both enjoys and enhances the benefits produced by these three highways and their intersecting points. Its locality is one of the main reasons the city serves as the population and economic center of the County. By extending its service to Crossroads Point and the U.S. Route 93/State Highway 25 intersection, it has signified its intent to grow into the eastern and southeastern portions of the triangle. This intent is also illustrated by the city's impact area. The Jerome County Airport is located on the eastern side of the impact area at the intersection of U.S. Route 93 and State Highway 25. The airport not only supports agricultural activities but also plays an important role in the economic development of the City of Jerome. To maintain this benefit to the city, only low-density commercial activities, large residential lot development, and limited agriculture activities should be allowed in the areas surrounding the airport. The city's growth out towards the south and east will eventually be met by that growth coming off the three highways and extending back towards the city. It is therefore foreseeable that at some point in time, the City of Jerome will encompass much of the region within the triangle. This area should be planned for accordingly. Locate Appendix B: 15-4 for a current map of Jerome City's Impact Area.