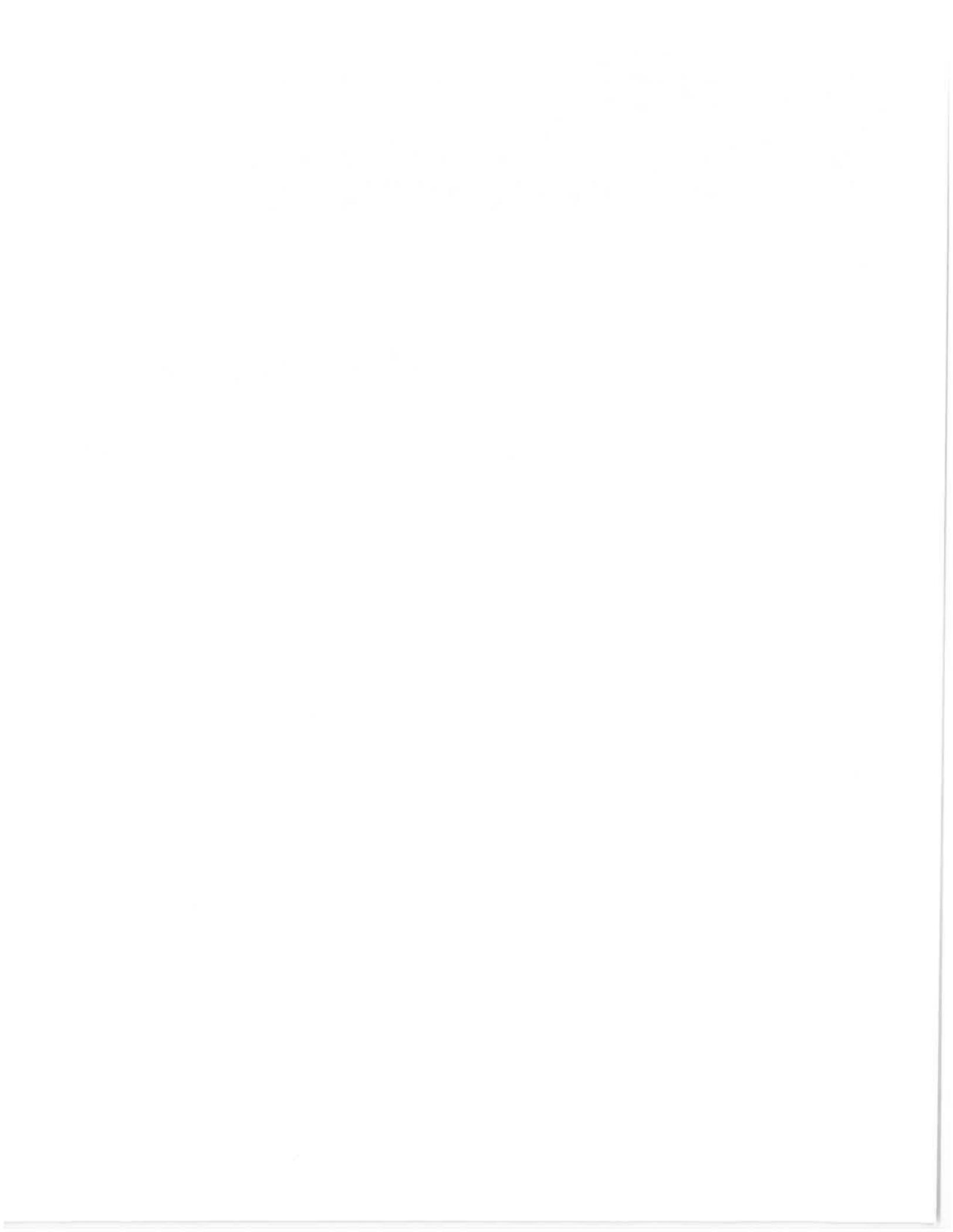


2009



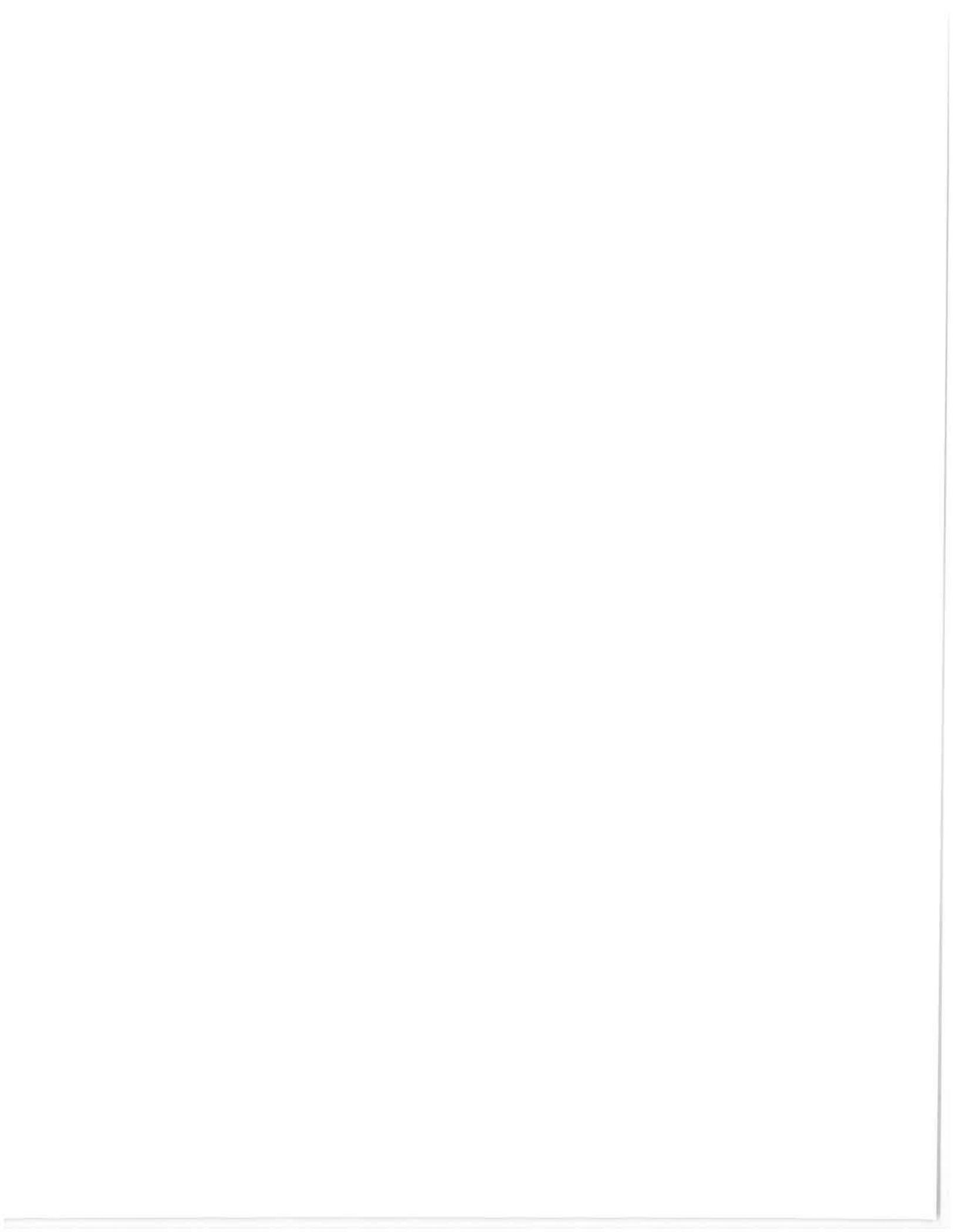
Middleton City Comprehensive Plan

City of Middleton
PO Box 487
Middleton, ID 83644
(208) 585-3133



Comprehensive Plan Adoption and Amendments

<u>Resolutions</u>	<u>Adoption Date</u>	<u>Description</u>
180-04	July 21, 2004	Comprehensive Plan
256-08	February 6, 2008	Comprehensive Plan Maps
287-09	December 2, 2009	Amended Chapter 4, Transportation Chapter 10, Parks, Recreation and Open Space, Street Circulation Master Map, and Parks, Pathways and Greenbelt Plan Map



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Mayor and City Council

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Frank McKeever, Mayor
Fred Betzold
Steve Rule
Vicki Thurber
Daren Ward
Jared Waltman

2008

Vicki Thurber, Mayor
Loni Parry
Michelle Sandstrum
Lori Sprattley
Jared Waltman

Planning and Zoning Commission

2004

Denise Baigrie
Terrie Cada
Jim Grieve
Kurt McKean
Becky O'Meara
Max Schmitz
Merle Smith
Don Sprattley
Travis Tabb
Darin Taylor

2008

Jim Grey
Janet Gregory
Pam Golden
Steve Holloway
Sandy McWhorter
Becky O'Meara
Travis Tabb

Staff

2004

Mary Berent, Planning & Zoning Official
Ellen Smith, City Clerk

2008

Wendy I Howell, Planning & Zoning Official
Ellen Smith, City Clerk
Vern Brewer, Holladay Engineers Co.
Mike Davis, Holladay Engineers Co.
Sai Sarepalli, Holladay Engineers Co.

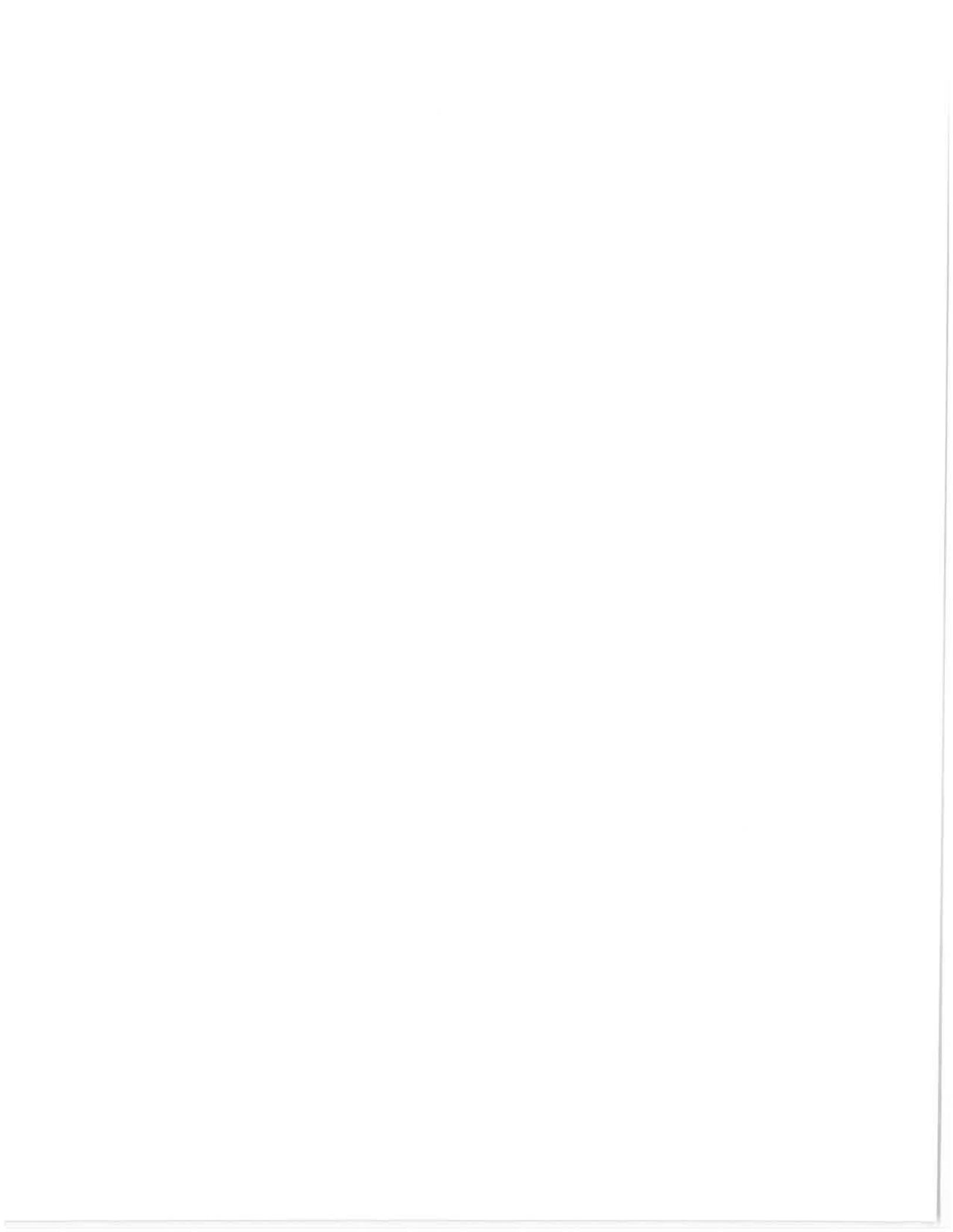
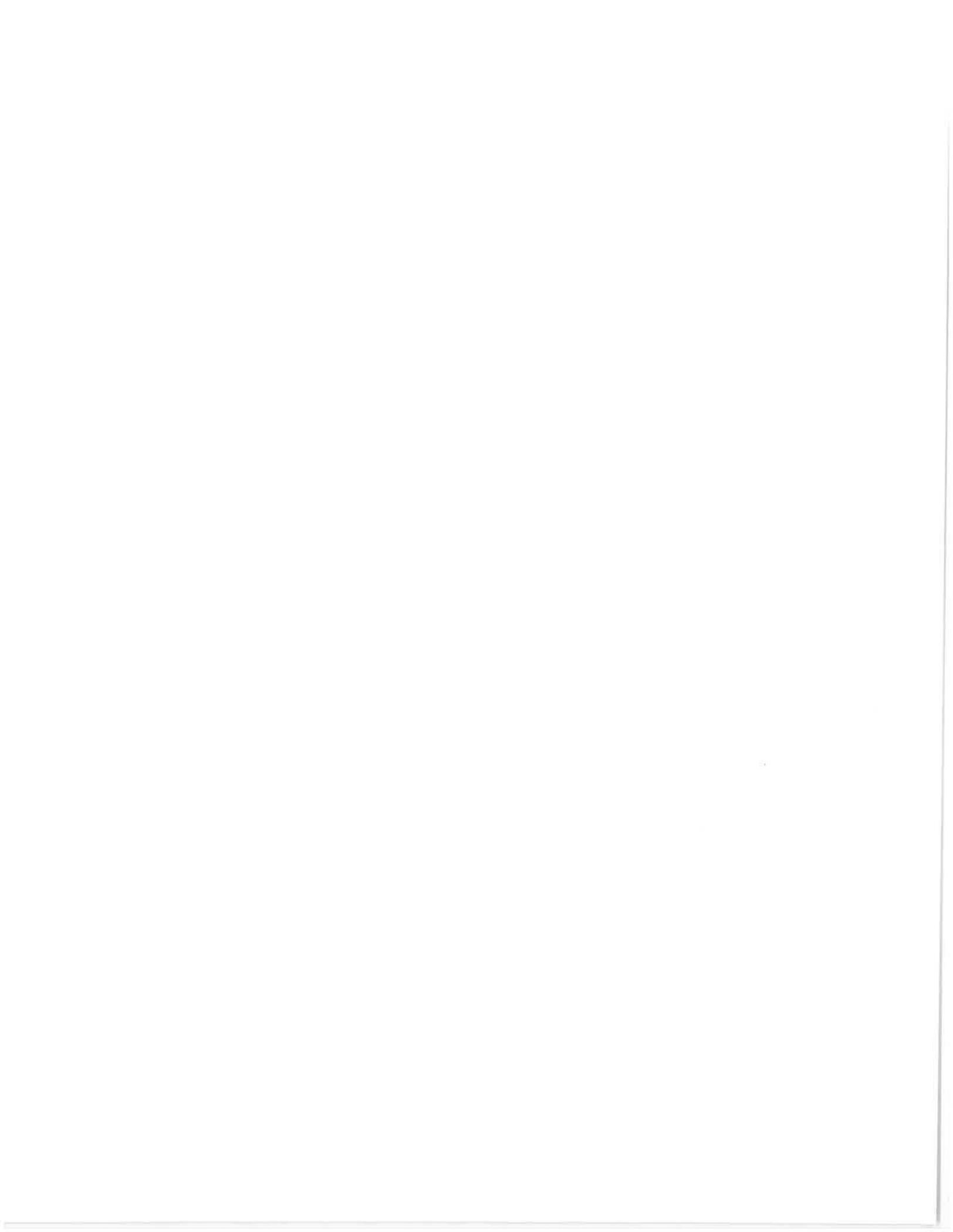
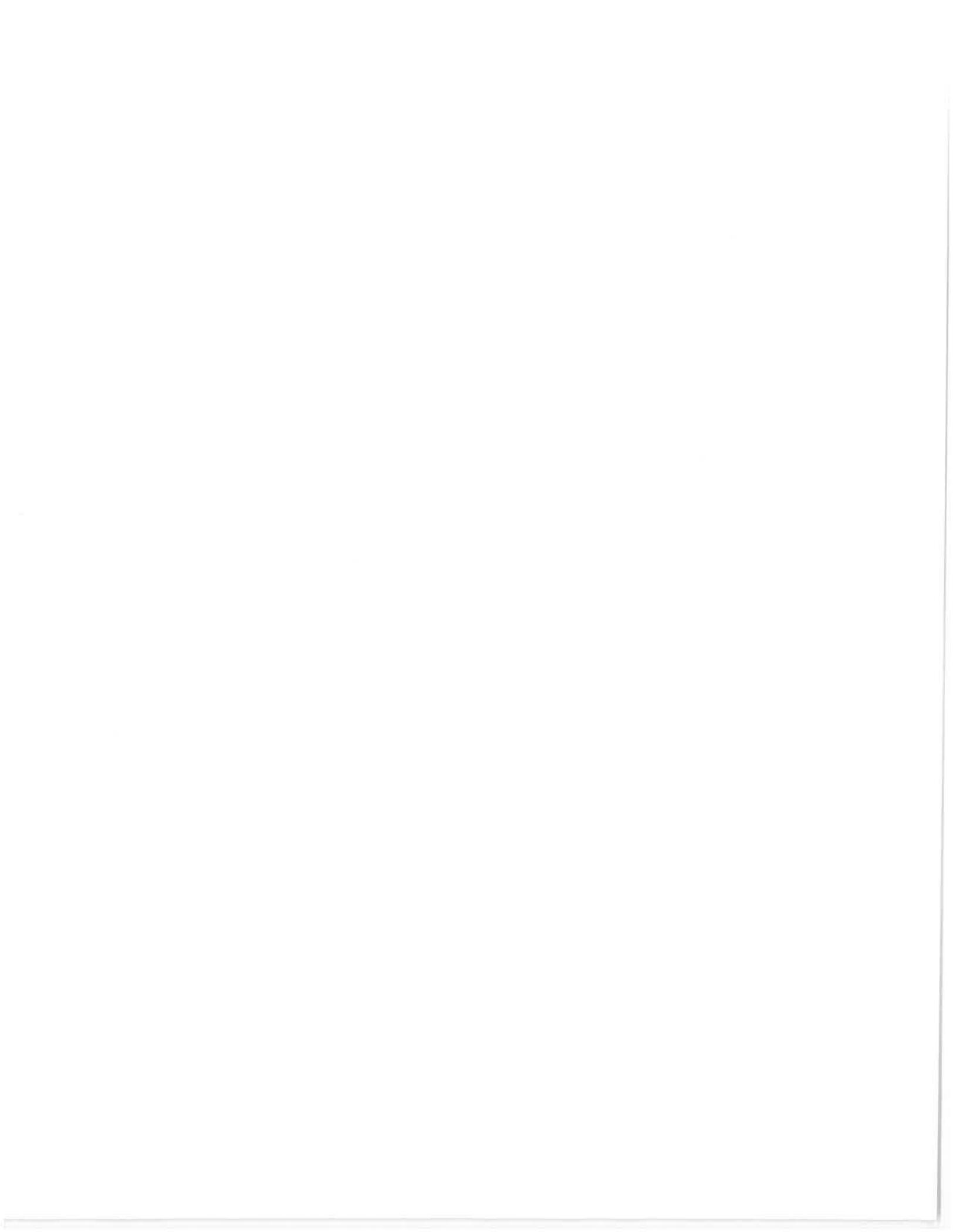


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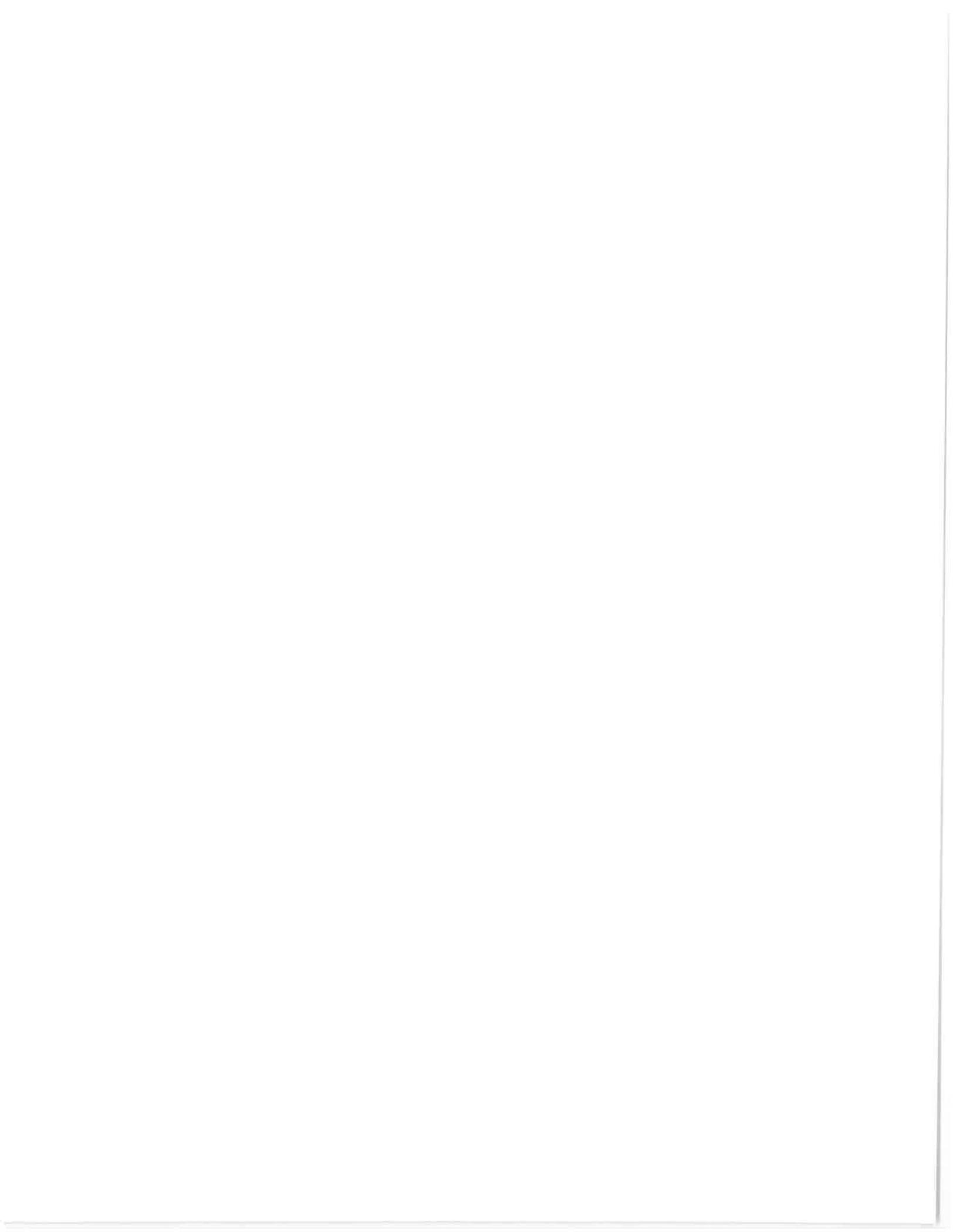


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FORWARD and INTRODUCTION

Comprehensive Planning for the next 20 years is an involved process that reflects the needs and desires of the community. A plan should give the public, business and government agencies a clear understanding of the City's intentions and desires regarding its future development, which will lead to greater cooperation and minimize potential conflicts. The plan is intended to be set of positive, rather than restrictive statements concerning what Middleton wishes to be and accomplish and to introduce long-range consideration into the determination of short-range actions.

Although the year 2020 is used as a planning reference date in the plan it is related more to circumstances than to a specific future date. Because of the incremental, gradual and often unpredictable nature of community development, no fixed date can apply to all the goals, policies and proposals expressed in a plan.

Planning is a continuous process. As conditions change and new information becomes available, objectives and properties of the City may change and goals and policies may be modified. This plan is intended to be the public policy growth of Middleton and as such, must be responsive to change, forward-looking, understood and publicly supported. It should be regularly reviewed and revised, if necessary, to reflect the community's changing attitudes and desires.

The comprehensive plan should not be viewed as a final statement of the City's vision. With time, its population will change, its goals may be redefined and the physical environment in which its residents live and work will be altered. The plan simply represents a consensus at a particular time on planning issues and policies. As a result, it is recommended that the plan be periodically revised to respond to and reflect changing conditions.

The Comprehensive plan contains a narrative element of thirteen planning components, each with goal, policy and implementation statements, and a graphic element of plan maps depicting land use and vehicular circulation. This plan is intended to facilitate the land use decision-making process by covering the major categories of physical development in relation to the needs of the citizens. Each Comprehensive Plan element contains the following subsections:

The Goals, Objectives and Implementation (Policies) Strategies

GOALS: Goals usually are stated in broad terms to reflect community wide values. The ultimate purpose of a goal is stated in a way that is general in nature and immeasurable. They provide the community a direction in which to travel, not a location to reach.

OBJECTIVES: *The objectives statement defines the meaning of the goal; describes how to accomplish the goal, and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.*



IMPLEMENTATION (POLICIES) STRATEGIES: Policies are specific statements that guide actions, imply clear commitment and express the manner in which future actions will be taken. They are, however, flexible rules that can adapt to different situations and circumstances.

Thirteen Elements of the Comprehensive Plan

A Comprehensive Plan is the official statement of a jurisdiction, setting forth its major goals and policies concerning desirable future physical development. The broad scope of the plan is reflected in its various elements – population, land use, economic development, housing, natural and cultural resources, and many more - all combined into one planning document. The Comprehensive Plan includes the following thirteen elements as required by law.

Private Property Rights: the property rights interpretation of this element is that of a warning to government and property owners of private property rights.

Population and Growth: is an analysis of past, present and future trends in population.

School Facilities and Transportation: this element requires cities and counties to consider school capacities, facilities and transportation needs.

Economic Development: examines trends and presents policies for maintaining a positive growth rate, including employment, industries, jobs and income levels.

Land Use: an inventory of current land use, a physical description of a community and an indicator of future land use patterns.

Natural Resources: an analysis of the uses of waters, forests, ranges and soils.

Hazardous Areas: an analysis of known hazards as may result from seismic activity, landslides or mudslides, floodplain hazards and man-made hazards.

Public Services, Facility and Utilities: an analysis showing general plans for sewage, water supply, fire stations, public safety facilities, library, energy and related services.

Transportation: an analysis showing the community's transportation infrastructure that addresses efficient mobility of people, goods and services.

Parks and Recreation: ensures the provision of permanent open and recreational spaces and identifies future facilities.

Housing: identifies housing needs and plans for improvement of housing standards and safe, sanitary and adequate housing.

Cultural and Historic Sites: an analysis of areas, sites or structures of historical, archaeological, architectural or scenic significance.

Community Design: an analysis of landscaping, site design, beautification, signage and uniformity in residential development.

Implementation / Policies: an analysis of specific actions needed to implement and support the Comprehensive Plan.

Format for the Comprehensive Plan

The Middleton Comprehensive Plan is printed in a standard format. The goals are **bold and underlined** and the objectives are *italic*, while the policies/implementation is in plain text. For convenience, each of the thirteen elements is outlined as a separate chapter, and the glossary of terms is an appendix in the back of the Comprehensive Plan.

The Planning Area in Perspective

The Middleton Area of Impact is located in northeast Canyon County roughly described by Duff Lane on the East; Willis Road on the North; Emmett Road, the Boise River and KCID on the West and Lincoln Road on the South (see *Land Use Designation Map*). The southwest corner of the Middleton Area of Impact is contiguous to the Caldwell Area of Impact at two points. This current Area of Impact was negotiated with Canyon County in 2000. The City Limits extend to the Area of Impact boundary in several places.

The City of Middleton has done long range planning for areas lying outside the Area of Impact where regional planning is necessary for transportation systems, water systems and sewer systems. Land use, too, has been considered and planned outside the boundaries of the Area of Impact. All of these issues are important to Middleton's future, and sound-planning practices will maintain Middleton's preparedness into the new century.

History of Middleton

Middleton is one of the oldest communities in the State of Idaho. William N. Montgomery drew up the original town plat in 1863. Middleton was originally in Ada County, as Canyon County was not founded until 1892. A post office was established in 1866 and the first school was reportedly operating about 1869. Middleton was so named because it was located approximately half way between Boise and the original Fort Boise near the mouth of the Boise River. From 1871 to 1899 there was a flourmill in Middleton. In 1907, the Boise and Interurban Company brought improved transportation to Middleton in the form of electric-powered streetcars. A large substation, now Middleton's Trolley Station, was built to house the equipment necessary to convert alternating current to direct current for the streetcars. Many of the historic buildings are still in use in Middleton. (*Information from "Middleton in Picture and Story"*)

The City of Middleton Statement of Purpose

The City of Middleton Comprehensive plan is an official policy document identifying policies to guide future development within the City of Middleton and the Area of Impact. The Comprehensive Plan is the primary tool in identifying the direction of growth that community residents' desire. This is a dynamic document that has been updated over the past 20 years to reflect the growing and changing community of Middleton.

The purpose of the Middleton Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Middleton and its Impact Area as follows:

- To protect property rights and enhance property values.
- To ensure that adequate public facilities and services are provided to the people at reasonable cost.
- To ensure that the economy of the City of Middleton and its Impact
- To ensure that the important environmental features of the City and its impact Area are protected and enhanced.
- To encourage urban and urban-type development within the incorporated City.
- To avoid undue concentration of population and overcrowding of land.
- To ensure that the development of land is compatible with the physical characteristics of the land.
- To protect life and property in areas subject to natural hazards and disasters.
- To protect fish, wildlife, and recreation resources.
- To encourage the local school district to participate in the community planning and development process to address public school needs.

The Comprehensive Plan is divided into chapters that generally correspond to the requirements of the Local Planning Act.

CHAPTER ONE

PROPERTY RIGHTS

Land use regulations or actions must not be unduly restrictive so as to cause a “taking” of landowner’s property without just compensation. The Fifth Amendment to the United States Constitution states “nor shall private property be taken for public use, without just compensation.” In the land-use control context, the argument is that if the land-use ordinance, regulation or decision is so restrictive as to deprive the owner of economically viable use of the property, then the property has for all practical purposes been taken by “inverse condemnation.”

Federal Standards

Whether or not a land-use decision amounts to “a taking”, prohibited by the Fifth Amendment to the United States Constitution, it has been a difficult task for the courts, including the U.S. Supreme Court, to resolve. Determining when a government action amounts to a taking, requiring either compensation or invalidation of the action for violation of due process, is not a simple undertaking. The U.S. Supreme Court itself has candidly admitted that it has never been able to develop a “set formula” to determine when “justice and fairness” require that economic injuries caused by public action be compensated by the government, rather than remain disproportionately concentrated on a few persons.” (Penn Central Transportation Co.v. New York City, 436 U. S. 104 124 [1978]). Instead, the high court has observed that “whether a particular restriction will be rendered invalid by the government’s failure to pay for any losses proximately caused by it depends largely upon the particular circumstances [in that] case” (id. at 488). The question of whether a regulation has gone too far and a taking has occurred has been an ad hoc, factual inquiry (id.).

State Requirements

In 1994, the Idaho State Legislature amended Section 67-6508 of the Idaho Code to include “an analysis of provisions which may be necessary to insure that land-use policies, restrictions, conditions and fees do not violate private property rights, adversely impact values or create unnecessary technical limitations on the use of property.” [67-6508 (a)]. Although a comprehensive plan that contains such language does not provide an absolute defense to a taking claim, some courts give weight to comprehensive plans when they consider “taking” problems. They are impressed by a municipality’s efforts to plan and the usual planning process that strives to comprehensively balance land-use opportunities throughout a given community.

Office of the Attorney General Checklist

In an effort to provide guidance with regards to “takings,” the Office of the Attorney General of the State of Idaho has prepared the following checklist in reviewing the potential impact of regulatory or administrative actions upon specific property.

1. **Does the regulation or action result in a permanent/temporary physical occupation or private property?**

Regulation or action resulting in a permanent or temporary physical occupation of all or a portion of private property will generally constitute a “taking.” For example, a regulation that required landlords to allow the installation of cable television boxes in their apartments was found to constitute a “taking” (see *Loretto v. Teleprompter Manhattan CATV Corp.*, 458 U.S. [1982]).

2. Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?

Carefully review all regulations requiring the dedication of property or granting of an easement. The dedication of property must be reasonably and specifically designed to prevent or compensate, for adverse impacts of the proposed development. Likewise, the magnitude of the burden placed on the proposed development should be reasonably related to the adverse impacts created by the development. The court will also consider whether the action in question substantially advances a legitimate state interest. For example, the United State Supreme Court determined in *Nollan v. California Coastal Commission* 483 U.S. 825 (1987) that compelling an owner of waterfront property to grant a public easement across his property that does not substantially advance the public’s interest in beach access, constitutes a “taking.”

Likewise, the United States Supreme Court held that compelling a property owner to leave a public green way, as opposed to a private one, did not substantially advance protection of a floodplain, and was a “taking.” (*Dolan v. City Tigard*, 114 U.S. 2309 [June 24, 1994]).

3. Does the regulation deprive the owner of all economically viable uses of the property?

If a regulation prohibits all economically viable or beneficial uses of the land, it will likely constitute a “taking.” In this section, the agency can avoid liability for just compensation only if it can demonstrate that the proposed uses are prohibited by the laws of nuisances or other pre-existing limitation on the use of the property. (See *Lucas v. South Carolina Coastal Council*, 112 S. Ct. 2886 [1992]).

It is important to analyze the regulation’s impact on the property as a whole, and not just the impact on a portion of the property. It is also important to assess whether there is any profitable use of the remaining property available. (See *Florida Rock Industries, Inc. v United States*, 18 F. 3d 1560 [Fed. Cir. 1994]). The remaining use does not necessarily have to be the owner’s planned use, a prior use, or the highest and best use of the property. One factor in this assessment is the degree to which the regulatory action interferes with a property owner’s reasonable investment-backed expectations.

Carefully review regulations requiring that the entire particular parcel of land be left substantially in its natural state. A prohibition of all economically viable uses of the property is vulnerable to a takings challenge. In some situations, however, there may be pre-existing limitations on the use of property that could insulate the government from takings liability.

4. Does the regulation have a significant impact on the landowner's economic interest?

Carefully review regulations that have a significant impact on the owner's economic interest. Courts will often compare the value of property before and after the impact of challenged regulations. Although a reduction in property value alone may not be a "taking," a severe reduction in property value often indicates a reduction or elimination of reasonably profitable uses. Another economic factor courts will consider is the degree to which the challenged regulation impacts any development rights of the owner. These economic factors are normally applied to the property as a whole.

5. Does the regulation deny a fundamental attribute of ownership?

Regulations that deny the landowner a fundamental attribute of ownership - including the right to possess, exclude others and dispose of all or a portion of the property - are potential takings.

The United States Supreme Court recently held that requiring a public easement for recreation purposes where the harm to be prevented was to flood plain was a "taking." In finding this to be a "taking," the Court stated:

The City never demonstrated why a public greenway, as opposed to a private one, was required in the interest of flood control. The difference to the petitioner, of course, is the loss of her ability to exclude others.... This right to exclude others is "one of the most essential sticks in the bundle of rights that are commonly characterized as property."

Dolan v. City of Tigard, 114 U.S. 2309 (June 24, 1994). The United States Supreme Court has also held that barring in inheritance (an essential attribute of ownership) of certain interest in land held by individual or by members of an Indian tribe constituted a "taking." (See Hodel v. Irving, 481 U.S. 704 [1987]).

6. Does the regulation serve the same purpose that would be served by directly prohibiting the use or action; and does the condition imposed substantially advance the purpose?

A regulation may go too far and may result in a takings claim where it does not substantially advance a legitimate governmental purpose. (Nollan v. California Coastal Commission, 107 S CT. 3141 [1987]; Dolan v. City of Tigard, 114 U.S. 2309 [June 24, 1994]).

In Nollan, the United States Supreme Court held that it was an unconstitutional "taking" to condition the insurance of a permit to landowners on the grant of an easement to the public to use their beach. The Court found that since there was no indication that the Nollan's house plans interfered in any way with the public's ability to walk up and down the beach, there was no "nexus" between any public interest that might be harmed by the construction of the house, and the permit condition. Taking this connection, the required easement was just as unconstitutional as it would be if imposed outside the permit context.

Likewise, regulatory actions that closely resemble, or have effects of a physical invasion or occupation of property, are more likely to be found to be takings. The greater the deprivation of use, the greater the likelihood that a “taking” will be found.

GOALS: Preserve and protect private property rights as required per the provision of Idaho Code 67-6508A

OBJECTIVES:

Ensure that all land use regulations and review procedures pertain to the protection of public health, safety and welfare and do not constitute a violation of due process of law.

POLICIES:

1. The City should conduct a periodic review of all applicable land use regulations or ordinance.
2. Ensure that all review of development and/or land use proposals are in accordance with the Attorney General’s checklist.

CHAPTER TWO POPULATION and GROWTH

Since its incorporation as the Village of Middleton in 1910, and later changed to the City of Middleton in 1967, the City and surrounding area has for the most part enjoyed a steady population increase.

The planning process for the City of Middleton should promote policies to compliment the desirable features of the community. A stable population, with a slow growth factor, would be the ideal characteristic that the community most desires. A managed growth pattern would help to ensure the consistency of educational opportunities, the quality of sport and recreation opportunities, and the continuation of the essential City services such as water, sewer, ambulance, police and fire protection.

The normal factors that effect populations are births, death, and migration, where migration is defined as a movement into or out of a community. Large changes in population over a short time span (up to five years) can and will create many problems. This is why the land use plan should provide for the possibility of greater changes or fluctuations than would normally be expected. This could increase or decrease the population base of the community.

In 1970, the population of Middleton was 1,228 people, over the next ten years the population grew to 1,820 people. The 1990 census showed a decrease in population to 1897 people. The population changes correlate to the migration of people in and out of the community depending on the job opportunities.

Population History

TABLE 1: Population History

	1970	1980	1990	2000
Middleton	730	1,902	1,851	2,978
Canyon County	61,288	83,756	90,076	131,441
State of Idaho	713,015	944,129	1,006,73	1,293,953

TABLE 2: Population Change Percent

	1970-80	1980-90	1990-00
Middleton	157.2	-2.6	60.8
Canyon County	36.7	7.5	45.0
State of Idaho	32.4	6.6	28.5

Source: Idaho Department of Commerce, U. S. Census Bureau 2000

TABLE 3: Percent Migration

	1970-80	1980-90	1990-99
Middleton	na	na	na
Canyon County	23.3	-2.2	42.0
State of Idaho	18.1	-4.4	19.0

Source: Idaho Department of Commerce, U. S. Census Bureau 2000

Population Projections

Compared to other communities within an 84-mile radius of Boise City, Middleton has had a 10.9 per cent increase since 1990.

TABLE 4: Population Projections

	1990	2000	2010	2020
Middleton	1,851	2,978	4002*	5378*
Canyon County	90,076	131,441	151,122**	173,790****
State of Idaho	1,006,734	1,293,953	1,358,651***	1,494,516****

* Increase Percent of 3% per year

** Increase Percent of 15% per decade

*** Increase Percent of 5% per decade

**** Community Planning Association of Southwest Idaho (COMPASS) forecasts for Canyon County Population in the 2020 is 192,738.

Source: Idaho Department of Commerce, U. S. Census Bureau 2000

TABLE 5: Households and Household Size, 2000

	Number of Households	Persons per Households
Middleton	1,017	2.83
Canyon County	na	2.85
State of Idaho	na	2.69

Source: Idaho Department of Commerce, U. S. Census Bureau 2000

Age Distribution and Household Size

TABLE 6: Population by Age Groups, 2000

Age	Middleton	%	Canyon County	%	State of ID	%
under 5 years	330	11.1	11,986	9.1	97,643	7.5
6-9	380	10.3	11,570	8.8	100,756	7.8
10-14	270	9.1	10,676	8.1	104,608	8.1
15-19	188	6.9	10,590	8.1	110,858	8.6
20-24	233	7.8	9,927	7.6	73,954	7.3
25-34	591	17.8	19,035	14.5	169,433	13.1
35-44	420	14.1	18,141	13.8	192,968	14.9
45-54	307	10.3	15,175	11.5	170,248	13.2
55-59	97	3.9	5,590	4.3	60,024	4.6
60-64	57	2.2	4,290	3.3	47,505	3.7
65-74	131	4.4	7,170	5.5	75,970	5.9
75-84	67	2.9	5,346	4.1	51,289	4.0
85 years & over	10	0.9				
Total	1771		131,441			

Source: Idaho Department of Commerce, U. S. Census Bureau 2000

Age Distribution and Household

TABLE 7: Demographic Component Changes - Median Age , Population 5-17, Population Age 65 and Over, 2000

	Percent Age Median Age	Percent Age Under 18 years	Percent Age 18-64	Percent Age 65+
Middleton	27.7	8.3	N/A	N/A
Canyon County	30.5	30.9	58.0	11.1
State of Idaho	33.2	28.5	60.2	11.3

Minority Population

TABLE 8: Minority Status in Canyon County and City of Middleton, 1990

	Middleton	%	Canyon County	%
One race	2,890	97.0	127,995	97.4
White	2,730	91.7	109,225	83.1
Black or African American	9	0.3	321	0.3
Asian	7	0.2	1056	0.
Asian, Indian	1	0	103	0.1
Chinese	1	0.1	175	0.1
Filipino	3	0.1	157	0.1
Japanese	3	0.1	326	0.2
Korean	0	0	74	0.1
Vietnamese	0	0	104	0.1
Other Asian (1)	0	0	117	0.1
Native Hawaiian and Other Pacific Islander	7	0.2	176	0.1
Native Hawaiian	3	0.1	39	0
Guamanism or Chamorro	0	0	17	0
Samoaan	0	0	16	0
Some other Pacific Islander (2)	4	0.1	107	0.1
American Indian, Alaska Native	32	1.1	1120	0.9
Some other race	108	3.5	15997	12.2
Two or more races	80	3.0	3448	2.8
Race alone or in combination with one or more other race two or more races (3)				
White	2517	94.6		
Black or African American	12	0.4	698	0.5
American Indian, Alaska Native	81	2.7	2216	1.7
Asian	17	0.8	1705	1.3
Native Hawaiian and Other Pacific Islander	8	0.3	875	0.3
Some other race	199	4.5	17,712	13.5

HISPANIC OR LATINO AND RACE

Total population	2978	100.0	131,441	100
Hispanic/Latino (of any race)	304	10.2	24,455	18.6
Mexican	250	8.4	19,558	14.9
Puerto Rican	10	0.3	168	0.1
Cuban	0	0	32	-
Other Hispanic/Latino	44	1.5	4677	3.6
Not Hispanic or Latino	2674	82.8	105,966	81.4
White Alone	2564	36.1	102,428	77.9

- (1) Other Asian alone, or two or more Asian categories
- (2) Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.
- (3) In combination with one or more of the other races listed. The six numbers may add to more than the total population and its percentages may add to more than 100 percent, because individuals may report more than one race.

Summary

Population forecasting is not an exact science and economic conditions frequently change, significantly influencing population levels. It is recommended that an update of the demographic data is revised on an annual basis thereafter. Based on population forecast, significant additional infrastructure and community facilities and services will be required to maintain quality of life standards in the community.

GOAL: Provide for the population growth that is consistent with community goals and objectives as expressed in the Comprehensive Plan, and enhance the quality and character of the community while providing and improving amenities and services.

OBJECTIVES:

1. *Coordinate with Canyon County regarding planning for areas within the Area of City Impact addressing regional growth and supporting the Middleton Comprehensive Plan.*
2. *Unimproved and unutilized land within the Middleton City limits and impact area should be utilized in order to curtail urban sprawl and protect existing agriculture lands from unnecessary encroachment.*

POLICIES:

1. Population forecasts from the Idaho Department of Commerce, which is based upon the US Census, should be one of the tools to guide the development of service needs. Other tools, which are available, are Census Tracts, Census Block Group and Traffic Analysis Zones.
2. Monitor changes in population demographics by regularly reviewing relevant indicators (building permits, census data) and providing an annual report.

CHAPTER THREE LAND USE

This element of the plan deals with land use and the projected patterns for use of land. These future changes account for concerns by area residents, as physical changes begin to change the land use patterns of the City. The purpose of land use planning is to reduce land use conflicts, reduce costs of providing services, and have control of development in and around City limits. Managing growth and channeling it into orderly community development is the key element of land use planning. Unplanned growth results in undesirable land use patterns.

Land use is an integral part of every other element in a comprehensive plan. Effective land use planning is essential for numerous reasons: reserves areas well suited for types of business or industry that may require special access, allows for large areas or special site conditions, provides efficient movement of goods and people among interdependent land uses (e.g., employees to work, resources to industry, children to school). A well-integrated and coordinated mixture of residential, commercial and other types of land uses creates a more dynamic and compact community.

The goal of the comprehensive plan is to assist in the arrangement of existing and future land use in order to make them harmonious with each other and with the policies of the comprehensive plan. Achievement of this goal will result in more favorable conditions that stabilize and enhance the land use patterns of the City.

The analysis of existing land use is an important process in developing a basis for the comprehensive plan. This is particularly significant in the urban and fringe areas of the City. It is also significant in the agricultural areas where agriculture versus urbanization becomes pertinent.

Current Land Use Patterns

Agricultural Uses

Agricultural land/farm is defined as real property used for crops or livestock comprising at least 20 contiguous acres, all of which is held under single ownership. Parcels smaller than 20 acres may be considered agricultural, if it can be clearly demonstrated that the land will be used for agricultural purposes. Middleton recognizes agricultural land as a major natural resource important to the economy of the area and will continue to encourage the maximum amount of agricultural land to be used for farm use.

Land Use Regulations

Land use zoning regulations generally state that, no building or structure shall be erected or structurally altered or used, unless otherwise provided in the zoning ordinance. The exception is when the regulations allow for conditional or special use permits to allow a use or alteration based upon special conditions. In addition, the specific purposes of each zoning district shall

guide the development of land uses that are of similar purpose or are compatible. The regulations of the subdivision ordinance provide directions to develop residential and other land use development in an orderly fashion with the key word of “compatibly”. The Comprehensive Plan sets the foundation in developing these ordinances.

The Middleton Zoning Ordinance gives specific requirements for all zoning designations including densities, permitted uses and development requirements.

Agricultural Residential. All land in the agricultural residential area is situated in the impact area. Private disposal and water systems may be permitted, subject to approval by the Southwest District Health Department.

If a parcel is subdivided into smaller tracts and is contiguous to the City limits, it is eligible for annexation, and connection to City facilities will be required. When a subdivision is planned where connection to City services is not practicable, private systems may be installed. Proposed water supplies, sewage disposal systems, storm drains, irrigation, and other improvements must be approved by local authorities before development takes place. Agriculture and agricultural-related activities are appropriate for this land use designation.

Low Density Residential. This land use is predominantly for single-family residential structures, including manufactured homes that meet the criteria established in the zoning ordinance.

Medium Density Residential. This designation anticipates zoning that will allow for well designed duplexes, triplexes and four-plexes, as well as single-family homes, where adequate square footage is available to meet off-street parking and lot coverage requirements. Medium density areas are properly located near shopping, recreational, cultural and other community facilities.

High Density Residential. High-density areas are intended to create transition and buffer zones between uses of varying levels of intensity, such as low density residential and commercial, as well as providing for convenient and necessary multi-family housing. Because of potential traffic, multi-family development must be interrelated with the thoroughfare system and other land use requirements. These high-density areas are intended to create transition and buffer zones between uses of varying levels of intensity, such as low density residential and commercial. Clustering techniques may be utilized to encourage open space and recreational opportunities and to allow for higher density as part of a planned unit development.

Commercial, Civic, Religious Land Use

Commercial. This land use primarily serves to provide local commercial services and daily needs. As development becomes more automobile dependent, this type of development should be located on major arterials.

Central Business District. Main Street divides the City in half with various commercial, civic, religious and residential land uses. The Main Street corridor also defines the City's central business district, where there is a mixture of businesses, residences and vacant land and buildings.

Mixed Use. The Mixed Use land use designation is a combination of all land uses within the comprehensive Plan. The appropriateness of specific projects and developments will be evaluated on location, orientation, and design. This designation is intended to deliberately and creatively mix uses for the betterment of the project as a whole. Developments might include industrial or business parks, mixed density residential and mixtures of commercial and residential. Mixed use developments will be encouraged in Middleton.

Industrial Uses

Location and public facilities are of prime importance in setting aside land for industrial development to assure that the uses will not be detrimental to any adjacent commercial or residential uses.

Other Industrial Uses. The sewage treatment plant is situated in the land use area designated as heavy industrial.

High Technical. The City of Middleton is located in the center of the Treasure Valley. With the influx of High-Technical development in the Treasure Valley, it would seem that Middleton would be prime for High-Tech spin-off development. High-Tech spin off development is usually clean development and would be a benefit for employment opportunities for Middleton residents.

Area of City Impact

Pursuant to Idaho Code Section 67-6526, Area of City Impact - Negotiation Procedures: "a separate ordinance providing for application of plans and ordinances of the area of City impact shall be adopted. Subject to the provisions of Section 50-222, Idaho Code, an area of City impact must be established before a City may annex adjacent territory." In defining an area of City impact, the following factors should be considered:

- (1) Trade Areas;
- (2) Geographic factors;
- (3) Areas that can reasonably be expected to be annexed to the City in the future.

The City of Middleton shall have an agreement in place with Canyon County for land use decisions in pre-defined impact areas surrounding the City. The boundaries of the area of City impact are contingent upon negotiations with Canyon County. Both parties, in a timely fashion, on all matters regarding the public good, should reach consensus.

Land Use Component

The Planning and Zoning Commission, Mayor, City Council, citizens and developers are involved in questions of physical development. During Planning and Zoning Commission meetings and City Council meetings, development decisions are made concerning annexation, rezoning, subdivision development, conditional use permits and variances. Due to this responsibility, it is necessary for the City to adopt polices and guidelines that provide a framework for making these decisions. It is the Comprehensive Plan that provides this framework.

It is important to keep in mind the Comprehensive Plan is a representation of the future of Middleton. It must also be emphasized that while the land use component may represent a combination of other components within this plan, it is only one of the components to be considered when determining whether a particular proposal is consistent with the comprehensive plan. When determining what the comprehensive plan requires or permits, each component must be considered and then a decision can be made.

In 2002, the City of Middleton had a total of approximately 1150 acres. Of that actual zoning breakdown is:

- 963 acres is residential (84%)
- 75 acres is Commercial (6%)
- 66 acres is Industrial (6%)
- 44 acres is park land (4%)

GOAL: **To identify appropriate and sufficient areas that will accommodate a range of residential, commercial, industrial and high technical development to satisfy the needs of all citizens of the community and encourage an orderly transitional pattern from agricultural to urban use.**

OBJECTIVES:

1. *Foster close cooperation with Canyon County to maintain the density objectives of Middleton's Comprehensive Plan within the impact areas.*
2. *Stress aesthetics around the entrances to the City and along Main Street.*
3. *Provide appropriate tables in the zoning ordinance that promote development of retail and service related businesses in the commercial areas.*
4. *Discourage the mixing of incompatible uses in the commercial areas.*
5. *Avoid extension of strip commercial development.*
6. *Concentrate community commercial uses in the central core area.*
7. *Encourage aesthetically pleasing building designs and landscaping.*
8. *Encourage neighborhood involvement in considering and acting upon requests that may impact the neighborhood.*
9. *Encourage development of business and professional services commensurate with the needs of community residents.*

10. *Permit home sites related to rural areas under conditions that will assure adequate living and health standards for residences and protection for agriculture and the environment.*
11. *Encourage pressurized irrigation systems.*
12. *Protect agricultural activities from land use conflicts or undue interference created by residential, commercial or industrial development.*
13. *Minimize environmental conflicts in areas possessing both rural and urban functions.*
14. *Amend Zoning Ordinance to include "Mixed Use" and "High Technical" zoning designations.*

POLICIES:

1. Require all new development, except agriculture residential, to be connected to City services.
2. Require all new subdivisions to be provided with sidewalks, curb and gutter, street improvements, street lighting, and irrigation systems approved by the proper district.
3. Be prepared when the opportunity arises to provide large tracts of land properly serviced and located to accommodate industrial development.
4. Provide adequate access for all development land uses.
5. Require adequate off-street parking.

CHAPTER FOUR TRANSPORTATION

Transportation planning is an integral component of the City's Comprehensive Plan. The City of Middleton has experienced significant growth and development in the past decade and is planning for continued growth over the next twenty years. Transportation planning, particularly in the area of corridor preservation, looks beyond the twenty year horizon to full build-out within the Middleton's Impact Area.

The general function of an integrated, multimodal transportation system within the City and in the surrounding Area of City Impact is to:

1. Provide for safe and efficient movement of motorized and non-motorized vehicles.
2. Provide a network of road classes to integrate the transportation system with land uses.
3. Provide for redundant traffic routes for users and vehicles.
4. Provide for rapid emergency vehicle access to identified locations.
5. Minimize delays caused by congestion which result in loss of production, increased fuel consumption and air pollution.

Secondary functions of a transportation system include access for major utility corridors, demographic and planning unit identity, and non-motorized transportation route sharing.

Existing Transportation System

In the City of Middleton and the surrounding Middleton impact area there are three jurisdictions responsible for streets and roadways: the City Public Works Department for the streets within the incorporated area of the City, Canyon Highway District Number 4 (CHD4) for roads within the non-incorporated district boundary within the County, and the Idaho Transportation Department (ITD) for the state highway system. Land use within the non-incorporated Middleton Impact Area is under the jurisdiction of Canyon County and City opinions affecting transportation and land use are routinely exchanged with the County.



The City of Middleton is served regionally by State Highway 44 (SH44). This highway, classified as a principal arterial, extends through the Middleton Impact Area and the City in a west-east direction for approximately 9.56 miles. The other major roadways within the area are Middleton Road, Purple Sage Road, Emmett Road, Old Highway 30, and Kingsbury Lane.

SH44 is the major route of commute for the City residents who work in the Eagle and Boise area. Middleton Road is the major commute route for the City residents who work in the Caldwell and Nampa area. Emmett Road connects the cities of Emmett and Middleton and is a major agricultural product route between the Emmett Valley and Canyon County. Surrounding the City at one mile intervals is the county road grid framework under the jurisdiction of the CHD4. This grid will continue to provide an essential high volume network of access as the City expands. The incorporated area of Middleton has a total of 31.5 miles of paved roads and 4,700 feet of gravel roads, including alleys.

The Role of the Transportation Master Plan

In 2007, a Master Transportation Plan (MTP) was completed by Holladay Engineering Company for the City. The Plan analyzes existing and future transportation conditions and provides a policy framework to guide development of projects, programs and funding for the City to pursue in order to meet its expected transportation needs and goals. The MTP is incorporated by reference into the Comprehensive Plan and is available on the City's website: www.middletonidaho.us.



Functional Classification

Functional classification is the process of grouping roadways into classes according to the character of service they are intended to provide. There are three basic categories of roadways: arterials, collectors, and local roads. This is the hierarchy in which the roadway system interacts with the land use system. Arterials function as corridors to move traffic between cities and states. They have limited access to individual land uses. Collectors are the funnels or connectors in the roadway system. They predominantly serve to connect the local road network to commercial, public or high traffic destinations and higher intensity land uses. Local roads provide access to land uses and serve many localized purposes.

The City in conjunction with CHD4, COMPASS, the Regional Planning Association and ITD, prepares and adopts a map of road classifications. Road classifications are selected on the basis of projected service consistent with roadway capacity guidelines prepared by various regional, federal and state agencies. The following Table 1 lists the functional classification of major roadways within Middleton Impact Area and the City. This table represents the 2009 update of Table 11 in the MTP which was completed in 2007.

TABLE 9: Functional Classification

Functional Classification	Road-Street-Highway
Regional Principal Arterial	SH44
Minor Arterial	Emmett Road
Major Collector	Middleton Road north of SH44
Minor Collector	Concord Street
	Harvey Street

Design standards, right-of way requirements, and levels of service (LOS) at key intersections within Middleton Impact Area are presented in the MTP, Chapter 3, Existing Transportation System. Selected design and planning criteria for road class designations are presented in Table 2, below. Additional design standards may be found in the Idaho Standards for Public Works Construction (ISPWC) and in the current Middleton Addendum to the ISPWC.

TABLE 10: Design and Planning Criteria

Functional Classification	Existing Right-of-way	Proposed Right-of-way	Travel Lanes	Restricted Access	Min. Design Speed	Planning Volumes at LOS C
Regional/Principal Arterial	120 feet or more	200 feet	Four or more	Yes	50 mph	12500 to 33000
Minor Arterial	100 feet	100 feet	Three or more	Yes	40 mph	5000 to 25000
Major Collector	80 feet	* 80 feet	Two or three	Yes	30 mph	1500 to 8000
Minor Collector	60 feet	* 60 feet	Two	No	30 mph	500 to 2500
Local Street	60 feet	60 feet	Two	No	30 mph	Less than 1000

* Note: Minimum right-of-way for major and minor collectors shall be 100 feet at intersections with streets of the same classification or higher for a distance of 300 feet from centerline of an intersection.

Traffic Count Update

Traffic count data is an important factor in analyzing traffic patterns and behavior of drivers, and in analyzing changes over time. The following table shows the average daily traffic (ADT) based on data collected in 2006 in comparison to ADT's gathered in 2009. Due to the economic downturn the traffic count is less in 2009. However, as the economy makes its recovery the traffic counts are expected to return to the 2006 counts or exceed them.

Table 11: Average Daily Traffic on City Streets:

Segment Code	Street Name	Location	ADT 2006	ADT 2009
015871	N. Middleton Road	115 ft North of SH44	3762	3639
004700	Middleton Road	187 ft South of SH44	8562*	5644
012094	Cemetery Road	248 ft North of SH44	2411	2590
013518	Hawthorne Drive	162 ft North of SH44	1620	1982
012086	Hartley Lane	385 ft South of Willis Rd.	340	514

(Note: *Traffic counts obtained from CHD4)

Middleton Road south of SH44 carries significant traffic compared to other streets within the City. Middleton Road is a collector within the City limits and changes to an arterial designation linking the areas of Middleton, Caldwell and Nampa. North Middleton Road is a collector that serves the north side of the City and funnels traffic flow to SH44. The other major route to the north is Cemetery Road, classified as a collector, which serves the northwest area of the City and funnels traffic to SH44. Hartley Drive is designated as a collector due to its role with respect to new developments for the area.

The Idaho Transportation Department has been monitoring traffic counts on the SH44 for many years. As of 2007, the annual ADT along SH44 between Interstate 84 and Can-Ada Road varies from 8300 to 13630 with peak traffic volume at Middleton Road. During the period of 2000-2005, many intersections experienced significant increase in traffic, up to 40% along the highway.

Future Transportation System and Needs

Future transportation needs and the system improvements needed to meet the future demand on key roadways within the City were forecasted in the MTP using the COMPASS regional travel demand forecast model. These forecasts are based on a series of inputs such as population, households, jobs, trip characteristics, and the roadway system. From this forecast, a Street Circulation Plan was developed which serves as a guide for decision-makers in preserving rights-of-way and required development standards. A sub-regional transportation model is currently under development specific to Middleton Impact Area. When completed, it will allow an assessment of the cumulative impacts of development along the system of collectors and arterials.

The Street Circulation Plan from the MTP is available to the public on Middleton's website. This 2007 plan is currently being reviewed and updated by the respective agencies having jurisdiction over roads in the Middleton Impact Area. The key elements of the Street Circulation Plan were:

- Alternate SH44 location was identified.
- Options for potential Boise River crossing were identified.
- Functional Classification of Purple Sage Road, Kingsbury Road and Old Highway 30 were changed from major collector to minor arterial.
- The potential locations for traffic controls within the study area were identified.
- The potential bike route compatible with the bike path and greenbelt plan was identified.
- Future local roads and major collectors were identified.

Since adoption of the Street Circulation Plan, as an outcome of discussions with the City of Caldwell and CHD4, an additional future crossing of the Boise River was identified as the extension of Emmett Road from SH44 south to the City of Caldwell.

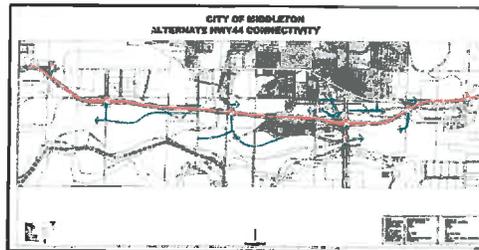
State Highway 44

The City of Middleton supports the relocation of SH44 south of the City between downtown Middleton and the Boise River per the City of Middleton Traffic Circulation Study. COMPASS and Idaho Transportation Department (ITD) did further analysis as part of the corridor study. In March of 2000, the City, with the assistance of COMPASS, undertook a long range plan to identify an alternate route to channel flow-through highway traffic from SH44 around the downtown core. Due in large part to significant local peak hour congestion ITD and COMPASS identified a need to protect SH44 as a regional transportation corridor between I-84 and the City of Eagle. The City identified a corridor for the proposed alternate SH44 route between the developed portion of the City and the Boise River, approximately connecting between Emmett Road and Duff Lane.

The proposed alternate SH44 route corridor will be included in the ongoing SH44 Corridor Preservation Study. The scope of work of this study includes analysis of the alternate SH44 in Middleton from alignment and environmental perspectives. A map showing the proposed alternate SH44 corridor is provided in Attachment B.

Advantages of the proposed alternate SH44 route:

- Reduces congestion between Emmett Road and Duff Lane on SH44.
- Enhances safety to pedestrians and school-going children.
- Reduces through and truck traffic through the City's Central Business District.
- Increases mobility and speed of through traffic.
- Reduces travel time between Emmett Road and Duff Lane and decreases total travel time for commuters.
- Encourages commercial developments along the corridor and improves the City's economy.



Projected Traffic Volumes

The ADT for future years has been projected with the COMPASS regional model and using average growth rates for the major streets within the City. This information is presented in the MTP in Chapter 4, Future Transportation Needs and System.

Projected Signalization Schedule for Key Intersections

Planning for traffic control measures at key intersections has been based on ADT projections using the COMPASS regional model and average growth rates for the major streets within the City. This information is presented in the MTP in Chapter 4, Future Transportation Needs and System. There are a number on interim steps for traffic control including signage and speed reduction that may be employed prior to actual construction of signals. These will be evaluated as traffic volumes and travel conditions change.

TABLE 12: Projected Priority Year for Traffic Signals at Key Intersections

Priority	Intersection
1	SH 44 / S. Middleton Rd
2	SH 44 / Cemetery Rd
3	SH 44 / Duff Lane
4	SH 44 / Hartley Road
5	SH 44 / Emmett Road
6	SH 44 / Blessinger Rd
7	SH 44 / Can-Ada Road
8	Purple Sage / Middleton Rd
9	Emmett Road / Willis Road
10	Cemetery Rd / Willis Road
11	Cemetery Rd / Purple Sage Rd
12	Alternate SH 44 / Middleton Road
13	Middleton Road / Sawtooth Road

The intersections of South Middleton Road and Cemetery Road with SH44 are considered “high priority” intersections for traffic signals. These two intersections are operating at capacity level with existing traffic conditions. The traffic impact studies submitted by various developers indicate that these two intersections will operate beyond capacity level by 2010 and leading to excessive delay statewide economic developments and funding changes have led to some revisions of priorities that are reflected in the discussion of the Capital Improvement Plan.

Public Transit

The City of Middleton is an active member of Valley Ride, the Regional Transportation Authority, and encourages public transit to help reduce vehicular traffic and provide transportation access to jobs and services for all residents and employees.

Valley Regional Transit (VRT) provides a bus service on SH44 called Route 44 Express. This bus service serves the cities of Caldwell, Middleton, Star, Eagle and Boise. As per VRT sources, the morning bus service originates in Caldwell and terminates in Boise, and another afternoon run originates in Boise and terminates in Caldwell.



A continuing effort is needed to expand public transit. Transit will not only help reduce vehicular traffic, but also provide transportation access to jobs and services for all residents and employees, including the young, elderly, physically challenged, and those who do not have access to a private vehicle. The City is committed to creating transit opportunities that will blend into the system developed by VRT. These include planning for “park and ride” areas and transit

stop locations that fit with businesses and public needs for points of entry for the system. The City of Middleton supports Valley Ride's continued effort to maintain a viable transit system.

Pedestrian Pathways and Bike Routes

Middleton encourages safe pedestrian and bicycle travel by promoting sidewalks and pathways, especially around and near schools, parks and residential areas. The City supports developing a continuous pathway network within the City that connects to the regional greenbelt system. The City developed a master bike and pathway plan along with the street circulation plan to provide continuity and connection to the regional greenbelt system. The master bike and pathway plan is included in the Comprehensive Plan (see Attachment C). This plan helps the City achieve goals and objectives in developing a safe pedestrian and bicycle travel system to interconnect parks, schools, and the greenbelt with the City Center and essential public services. The pathways network plan minimizes the potential for pedestrian-vehicle conflicts by locating pathways on collectors and local roads to the extent feasible and avoiding higher speed arterials. When arterial crossing is required, the plan envisions a future signalized intersection for safety.



The City is also an active member of the Boise River Trail Coalition. The shared vision is to provide a continuous pathway system along the Boise River from Lucky Peak Dam to the Snake River that connects Treasure Valley Communities with a 63-mile system of pedestrian pathways and water trails. The plan envisions community designed, connected pathways for walking, bicycling, horseback riding, bird watching, river paddling, fishing and other non-motorized outdoor activities while respecting private property rights. This plan will help grow the Treasure Valley's present river trail network, reaching more people and neighborhoods, and linking our communities. Boise River Trails Coalition is a successful partnership between local governments, civic clubs and nonprofit partners which Middleton has been a partner in including signing the plan in 2009.

Capital Improvement Plans

A Capital Improvement Plan (CIP) is a major planning tool for systematically inventorying and prioritizing a community's major capital improvement projects within a proposed time frame. The CIP lists the projects and improvements needed, sets priorities, identifies available funding options and indicates the agency responsible for implementation. Middleton has two CIP's developed around potential funding sources. The first CIP is a list of planned projects developed within the context of the MTP for the entire Middleton Impact Area that use a variety of funding sources to complete. A more complete discussion of the plan may be found in the MTP, Chapter 6, Capital Improvement Plan. A representative but incomplete list of general transportation projects is presented below with potential funding sources identified.

TABLE 13: Capital Improvement Plans, All Funding Sources

Priority	Project Name	Projected Funding Source	City's Goal	Projected Construction Year
1	S. Cemetery Rd. from SH 44 to Sawtooth Lake Dr.	STP – Urban and Impact Fee funds	2011	2013
2	Signalize S. Middleton Rd. and Intersection with SH 44	Urban Renewal funds	2011	2011
3	Murphy Ave. Realignment to S. Middleton Road	STP – Urban and Impact Fee funds	2012	2015
4	SH 44 Pedestrian Pathway Improvement	Safe Routes to Schools	2010	2011
5	Signalize Intersection Hwy 44 and Cemetery Road	Impact Fee funds	2014	2015
6	Signalize Intersection Hwy 44 and Emmett Road	Local and Impact Fee funds	2014	2015
7	N. 2 nd Ave from 3 rd St. to Concord	Local, LID and CMAQ funds	2011	2011
8	Alternate Way from S. Cemetery to Mill Slough	STP - Urban	2015	2017
9	Main Street Revitalization from 1 st Ave. E. to 2nd Ave. W.	Urban Renewal funds	2012	2014
10	Local Improvement Project; Harmon Way, Villa Dr. and Canyon Dr.	Local and LID funds	2013	2013

A second CIP was developed specifically for funding through impact fees. This list of projects was determined to be directly attributable to growth and the need for increased capacity of roadways and intersections and the demands for additional equipment and facilities required by growth. BBC Research & Consulting working with City staff and an Impact Fee Committee performed the requisite studies and developed a City of Middleton - Parks and Streets Impact Fee Study, 2008, with accompanying technical appendices. The identified projects and costs will undergo periodic evaluation by the Impact Fee Committee to maintain relevant and focused on new development by the City. Funds from this CIP cannot be used for maintaining existing streets or for correcting deficiencies in the street system.

TABLE 14: Transportation Capital Improvement Plan 2008-2017, Impact Fee Funded

Type of Capital Improvement	CIP Value	times	Growth Portion	times	Shared Facility (% in fee)	equally	Amount to Include in Fee
Traffic Signals							
Cemetery Road Signal	\$450,000		100%		100%		\$450,000
Middleton Road Signal	\$450,000		100%		100%		\$450,000
Emmett Road Signal	\$450,000		100%		100%		\$450,000
Duff Lane Signal	\$450,000		100%		100%		\$450,000
Bridge/Culverts							
Willis Road Bridge – Willow Creek	\$450,000		100%		100%		\$450,000
Roadways ⁽³⁾							
New Construction							
9 th Street (Emmett Road to Duff Lane)	\$3,720,000 ⁽⁴⁾		100%		100%		\$3,720,000
Willis Road (Cemetery Road to Middleton Road)	\$1,240,000 ⁽⁴⁾		100%		100%		\$1,240,000
Main Street (Greenlinks to Duff Lane)	\$372,000 ⁽⁴⁾		100%		100%		\$372,000
Middleton Road Realignment (Boise Street to Boise River)	\$372,000 ⁽⁵⁾		100%		100%		\$372,000
Rebuilt/Widening							
Cemetery Road (Hwy 44 to Purple Sage)	\$3,720,000 ⁽⁵⁾		50%		100%		\$1,860,000
N. Middleton Road (Hwy 44 to Purple Sage)	\$6,200,000 ⁽⁶⁾		50%		100%		\$3,100,000
Hawthorne Avenue (Concord to 8 th Street)	\$558,000 ⁽⁵⁾		50%		100%		\$279,000
Dewey Avenue (3 rd Street to Foothill Road)	\$930,000 ⁽⁵⁾		50%		100%		\$465,000
Murphy Avenue (Hwy 44 to Boise Street)	\$372,000 ⁽⁵⁾		50%		100%		\$186,000
Facilities/Equipment ⁽¹⁾							
Expanded streets/parks shop to support growth; 1,200 sf ⁽²⁾	\$370,000		100%		95%		\$351,500
Backhoe	\$85,000		50%		100%		\$42,500
5 yd dump truck	\$65,000		0%		100%		\$0
12 yd dump truck	\$140,000		100%		100%		\$140,000
Street sweeper	\$185,000		50%		100%		\$92,500
Tractor with mower/sprayer	\$40,000		100%		100%		\$40,000
Crack filler	\$35,000		100%		100%		\$35,000
Water truck	\$75,000		100%		100%		\$75,000
Pickups – 2 replacement, 2 new	\$80,000		50%		100%		\$40,000
Total Infrastructure	\$20,809,000						\$14,667,500
Plus Cost of Fee-Related Research							
Impact Fee Study	\$20,000		100%		50%		\$10,000
Grand Total	\$20,829,000						\$14,677,500

Each of the CIP's serves as a guideline. There can be changes in the plans and order of projects identified because of many reasons. Estimated costs for the projects and available funds can fluctuate as a result of changing economic conditions or shifts in public policy and hence CIP projects should be reviewed and updated annually. Project priorities may be adjusted depending on the need and funding availability.

The Middleton Streets Department has plans to purchase \$21.6 million in infrastructure over the next ten years, \$15.4 million of which is impact fee-eligible. The City should consider spending approximately \$6.13 million for Streets capital improvements in addition to impact fee receipts. Approximately \$6.07 million of the \$6.13 million will be required in order to keep the CIP intact as that amount covers the non-growth related portion of impact fee eligible expenses.

Access Management

The goals of access management are to enhance the safety, function, and capacity of designated arterials and collectors. As major traffic routes, these thoroughfares represent significant community investments, and contribute to public health, safety and welfare. They provide access to jobs, schools, facilitate delivery of emergency services, support the movement of goods and services, and enhance economic development.

An excerpt from the Access Management Toolkit, Compass, 2008 notes the following:

“Research in the last 50 years has consistently shown that Access Management increases roadway safety. As outlined in the Access Management Manual of the Transportation Research Board (TRB), the reduction of traffic conflict points, higher design standards for access points, and increased awareness/response time for drivers has improved safety on the nation’s highways and arterials.”

The City of Middleton, CHD4, Canyon County, and ITD are currently engaged in preparing an inter-jurisdictional Access Control Memorandum. When adopted by all jurisdictions, it will become the governing document for access management within the City’s Impact Area.

GOALS: Continue to increase efficiency of the transportation system with improvements to the existing facilities and services or construction of new facilities and services to relieve congestion, traffic bottlenecks and to identify additional needs to meet the future transportation demands of Middleton.

OBJECTIVES:

1. *To provide a transportation system that provides an efficient and convenient circulation for traffic including emergency vehicles to reach their destinations safely.*
2. *To provide transportation facilities that are compatible with land use plans.*
3. *To promote various modes of transportation, this will reduce air and noise pollution and fuel consumption.*
4. *To preserve and protect future transportation corridor right-of-way through continued communication and coordination with the Idaho Transportation Department, CHD4 and COMPASS.*

POLICIES:

1. The transportation facilities and system improvements shall be compatible with land use plans in order to provide efficient and convenient circulation patterns for through traffic, local traffic and emergency vehicles.
2. The transportation system shall seek to minimize conflict between high volume roadways by appropriately classifying the road system to planned land uses.
3. Limit direct access to arterial and collector streets from residential lots where possible.
4. Encourage safe pedestrian and bicycle travel by promoting interconnectivity of sidewalks, pathways and greenbelts, especially around and near schools, parks, and residential areas.
5. Allow innovative street designs for local streets where waterways make development difficult.
5. Support the efforts of COMPASS and ITD in the development and implementation of the SH44 Corridor Study.
6. Encourage frontage and/or backage roads along SH44 in order to control access.
7. Encourage park and ride lots near and along SH44.
8. Encourage alternative transportation modes such as public buses, carpooling, bicycling and walking.
9. As development occurs, adequate street improvements should be made to existing streets.

IMPLEMENTATION STRATEGIES:

1. The City will modify its standards and codes as needed to include the planning and design standards identified and recommended in the Master Transportation Plan.
2. The City will involve ITD in its development review process for parcels adjacent to the SH44 including the corridor identified on the Street Circulation Master Plan or developments that place a significant amount of additional traffic onto the State Highway System.
3. The City shall require interconnectivity with existing and future developments, pathways, greenbelts, and bicycle routes.
4. Implement the provisions of the Capital Improvement Plan, and update the plan on a regular basis.
5. Update the Master Transportation Plan as needed to keep the information current.
6. Develop in coordination with ITD, CHD4, Canyon County and COMPASS a transportation access plan for SH44 from Interstate 84 to Can-Ada Road.
7. Maximize funding sources for transportation system improvements and maintenance.

CHAPTER FIVE COMMUNITY DESIGN

Based on the natural and developed environment of the City, the Community Design element describes the visual impact of development in the community. Reviewing the visual and natural environment will allow the community to assess both the positive and negative features of the area and determine what, if any, changes need to be made. Community design deals with existing and future development patterns of the City. These would include, but not be limited to, business districts, industrial areas, and residential neighborhoods. Protecting gateways into the City, landscaping, setbacks, on-street and off-street lighting, traffic access, sign standards, beautification of streets, parking lots and impacts of state highways and by-passes are some of the issues that may have design impacts. In addition, the type, intensity and arrangement of buildings are a reflection of the social and cultural values of its citizens and its economic base. As a community begins to transition from a rural to an urban-rural community, the City will assess and identify design elements for new residential and commercial development, while preserving existing neighborhoods.

Elements of the Middleton community design include: (1) an urban-rural transitional community; (2) development of a by-pass of State Hwy 44, (3) the Boise River with wildlife and recreation opportunities; and (4) existing community with limited commercial and industrial development.

GOAL: **Encourage though community design a functional and aesthetically pleasing community, with a mixture of land uses and types that are not disruptive to adjacent uses.**

OBJECTIVES:

1. *Strengthen the visual character of the City's gateways to clarify the City's structure and improved Citywide identity.*
2. *Encourage the creation and enhancement of landscaping throughout the City.*
3. *Discourage proliferation of visual clutter along public right-of- ways, such as billboards, signs, dumpsters and dilapidated buildings.*
4. *Maintain and create visual and functional links between City parks and open space.*
5. *Develop a lighting program for safe traffic circulation.*
6. *Encourage the creation and enhancement of landscaping throughout the City.*
7. *Encourage landowners to preserve large trees and plant additional trees.*
8. *Encourage development design guidelines for residential, commercial and industrial development.*

POLICIES:

1. Achieve the goals of community design by updating existing development ordinances.
2. Promote annual cleanup campaigns.
3. Encourage the development of a program to renovate/construct sidewalks, curb, gutter and pedestrian ramps throughout the City.
4. Develop buffer areas between conflicting types of land uses.

CHAPTER SIX

CULTURAL and HISTORICAL SITES

This component of the Plan considers areas of historic, archeological, ecological, wildlife and scenic significance.

Historical Background

Middleton is the oldest town in Canyon County and one of the oldest in the State. The town plat was drawn in 1863 by William Montgomery and filed in 1865. The small village was located approximately a quarter of a mile north of the Boise River, southeast of the present site, and consisted of 5 original home sites. Speculation is that settlers passing through on the Oregon Trail, part of which lays south of the Boise River, decided to stay.

Thirty residents were identified in the 1870 census.

The village was so named because it was located approximately half way between Boise and the mouth of the Boise River where it enters the Snake River near Parma.

In early 1872, the Boise River flooded its banks and opened up a new channel. The village and some farmland became a large island, separating inhabitants from the flourmill that was an important industry at the time. People were compelled to ferry back and forth across the river. Subsequently, in 1880-81, citizens moved the City across the river to a new site in the vicinity of the grade school on the north side of Main Street where they would not be cut off from the mill.

In commemoration of the first settlers, signs have recently been placed on both sides of S. Middleton Road showing the approximate location of the Original Townsite.

Middleton has been the site of many thriving businesses in the past. The Middleton flourmill was built in 1871 and operated until 1899, drawing trade from 150 miles away. In addition, at various times the village supported hotels, general stores, pharmacies, blacksmith shops, a newspaper, lumber and coal companies, banks, a tonsorial parlor, meat shop, livery stables, harness shop, agriculture-related businesses, real estate offices and a fruit products plant. The coming of the railroad in the first decade of the 20th century brought a real estate boom to the village.

Several of the early structures are still in existence. The present Civic Center, constructed in 1912 and used as an Idaho Power Substation, is listed on the National Register of Historic Buildings.

Some of the original buildings still in existence are:

1. 208 W. Main Street. Residence built for Emma McKenzie in 1900.
2. 3 E. Minot Street. Built by or for Frank Crockett in 1904.

3. 205 N. Hawthorne Avenue. Second home of Jacob Plow head and later his son William Plow head. Mr. Plow head sold his first home on South King Avenue in 1881 and was living at the Hawthorne Street location in 1885.
4. 21 N. Dewey Avenue. Bank building constructed in 1906.
5. 9 N. Dewey Avenue. The building was constructed with Middleton brick and faced with white stone. The building is currently Pro Hardware.
6. 6 N. Dewey Avenue. The Compton Building built in 1910.
7. 3 N. Dewey Avenue. The Flint building built on the site after the hotel burned in 1914. The Chaparral Bar is the north room of the Flint building.
8. 23 E. 1st Street N. Residence built in 1908 or 1909 for Mr. Flint.
9. 208 N. 2nd Avenue W. L. H. Lee house built in 1923.
10. 111 E. Main Street. This building was built as a restaurant to feed the workers who constructed the Interurban Rail tracks through Middleton. The Interurban service began in 1907.
11. 1 and 5 E. 1st Street N. The Barney house on the corner of 1st and Hawthorne and the former Willard Cox house which was originally located at 206 E. Main Street and is now beside the Barney house were both built in 1907.

Wildlife

The Boise River basin near Middleton is a significant scenic area rich in wildlife habitats, recreational uses, and potential for greenbelt development. The area should be designated for conservation and integrated into design of future development. Among its recognized attributes is that of a wintering habitat for bald eagles. It also serves as a habitat for mule deer, wintering waterfowl, blue heron, Canadian geese, several species of ducks, osprey, owl, hawks and the spotted bat, among others.

Ecological

The Boise River has been designated by the Idaho Department of Water Resources as a wild and scenic river.

See Map *Historic Buildings, Attachment G*

GOAL: Maintain, enhance and improve where possible historical sites, special areas, monuments, and structures of architectural significance in the City and its impact area.

OBJECTIVES:

1. *Conduct a reconnaissance survey to identify and determine the location and significance of historic places and structures.*
2. *Review and update the City's historical preservation program by identifying any new special areas or sites.*

POLICIES:

1. Promote conservation and efficient management of all special areas and sites.
2. Develop policies for the preservation of historic areas and architecturally significant structures.
3. Develop an oral, written and pictorial history of Middleton.
4. Identify and establish an inventory of historic, architectural, archeological, scenic and ecological sites.
5. Form a citizen committee to review and make recommendations to the City Council regarding the inventory of historic, architectural, archeological, scenic and ecological sites.

CHAPTER SEVEN ECONOMIC DEVELOPMENT

The economic development element of the Comprehensive Plan is to provide decision makers with goals, objectives and policies that recognize the necessity of economic development, while retaining those attributes that make Middleton a desirable community. It focuses on the economic base of the area including business, industries and income levels.

History of Middleton

Historically, the economy of the Middleton area has been based on agriculture: the production of crops and related activities. Currently, eighty-five percent of the land in Middleton is identified as residential based land use, while eight percent is identified as commercial and seven percent is industrial. There is a shortage of commercial and industrial land in the City of Middleton. The Middleton Economic Development Association (MEDA) is aware of this need and they were formed to assist the City in strengthening the Middleton economic base. In establishing the new commercial and industrial areas, it will be important that buffers and transitional land uses be provided that will reduce the undesirable impact of incompatible land uses.

Existing Conditions

Many residents of the City are employed on farms or in agricultural-based industries in the valley. Middleton has been a rural community for many years, where the residents worked in nearby communities such as Nampa, Caldwell and Boise in professional, technical, sales, service and industrial jobs. There are a number of local businesses and a few industries.

Employer	Number of Employees
Diamond Z	95
Middleton School District #134	194
Ridley's Food and Drug	30
Rule Steel	32
Silver Wings	17
Pro Hardware	5
J&R Lumber	8
Lindbloom Realty	10
Sunrise Café	15
Idadiv Credit Union	4

The 2000 census shows a variety of occupations in the civilian labor force for Middleton. Of 1,451 persons in the labor force age 16 and older, 1,412 were employed. Of these, 1,109 were private wage and salary workers, 215 were government employees, 91 were self-employed. The median household income in 2000 was \$32,665; median family income, \$34,734; Community residents responded in a survey taken for the Gem Communities project that identified the need for more manufacturing and retail jobs to move into the community. Local

economic growth would provide a wider distribution of the tax burden, offer more shopping capabilities and increase wages, thereby decreasing the necessity for inhabitants to commute outside of the area in order to make a living.

The Middleton Economic Development Association (MEDA) is working to attract new commercial and industrial development to Middleton. A grant has been received to write a long-term Middleton Economic Development Plan. When completed, this plan will be incorporated within this Comprehensive Plan. In 2002, Cable One Company installed fiber optic and high-speed Internet connection in the greater Middleton area, making the community a great candidate for high tech businesses and work-at-home employees. Middleton has an advantageous location in the Treasure Valley, possibly the fastest growing area in the state, which should make it an appealing site for growth industries.

Availability to the interstate, access to air and rail service, upgraded public facilities and proximity to the greater urban area of Boise are all promotional attributes.

GOALS: **Encourage the retention, expansion of existing and relocation of new businesses to the City of Middleton and diversify the economy by providing new and diversified employment opportunities.**

OBJECTIVES:

1. *Develop an atmosphere to retain, expand and create business development.*
2. *Encourage the expansion of the economic base.*
3. *Encourage the establishment of spin-off businesses, which will expand the City's economic base.*
4. *Pursue commercial and industrial development, which will provide employment opportunities for residents.*

POLICIES:

1. Continue the partnership with the Middleton Economic Development Association to encourage the expansion of the economic base.
2. Expand commercial and industrial zoning classifications and include high-tech development.
3. Develop and maintain economic growth programs. Encourage further development of local shopping, cultural activities, and health services in the City to encourage patronization of local business by current residents.
4. Work with the State Department of Commerce to identify business and industry that may be interested in locating in the area.

CHAPTER EIGHT HAZARDOUS AREAS

Floodplain

The identified hazardous areas in Middleton and the impact area are those lands located in the floodplains of the Boise River, Mill Slough and Willow Creek.

The normal channel of the Boise River is south of the southernmost corporate limits of the City and runs east to west. A portion lies in the City's impact area. Willow Creek enters Middleton from the north, runs through the northern and western parts of Middleton and joins the Boise River near the Middleton sewer plant. Mill Slough enters the City Limits on the east side of Middleton and runs through residential neighborhoods and land proposed for residential development until it joins the Boise River, also near the sewer plant. There are additional waterways in Middleton and the Area of Impact including 15 Mile Creek.

Flooding from the Boise River results primarily from spring snow melt in the upper watershed. Flooding of Willow Creek and Mill Slough is caused by a combination of a heavy winter rainstorm associated with a warm air mass, melting snow and frozen ground.

The Corps of Engineers and the U. S. Geological Survey have studied these three waterways in depth, with priority given to all known flood hazard areas and areas of projected development or proposed construction. Results of these studies and subsequent revisions have been made available to City and county officials and the general public. The City has also adopted a Flood Hazard Protection Ordinance that establishes guidelines and restrictions for the flood way and flood way fringe.

Natural Resources

Air Quality

The U.S. Environmental Protection Agency has developed air quality standards to help quantify air quality. Any area that does not exceed the federal air quality standards is considered an "attainment area" for a particular component or total air quality. Middleton is within acceptable air quality standards and is considered an attainment area.

There is air quality monitoring equipment located in Middleton and maintained by the Department of Environmental Quality. The air quality numbers can be checked daily at <http://www.deq.state.id.us/>.

Noise

The U.S. Department of Housing and Urban Development (HUD) has developed criteria to assess noise levels and their degree of undesirability. The three components of noise are

frequency, intensity and duration. For analysis purposes, HUD uses the day-night average sound level system which is denoted as LDN. The LDN is an average noise level of a 24-hour period and weighting it by the addition of 10 decibels for noises occurring between 10:00 pm and 7:00 am. Any areas with noise levels below 65 LDN are considered acceptable.

GOALS: **Provide a safe living environment for residents which minimizes the loss of life and property from natural disasters and hazards**

OBJECTIVES:

1. *Preserve the existing natural flood way of the Boise River and other waterways in Middleton in a natural state as greenbelt, wildlife habitat, open space and recreation and nature areas.*
2. *Protect the health and safety of Middleton residents while offering types of land uses that are appropriate to development in the floodplain areas.*

POLICIES

1. Coordinate efforts with other municipalities and counties in compiling a comprehensive development plan for the Boise River Greenbelt Project.
2. Join with county and state disaster services to develop and maintain an adequate emergency plan.
3. Enhance emergency preparedness through public education, training, drills and exercises, and develop a contingency plan.
4. Provide information regarding environmental problems or hazard areas to citizens.
5. Continue use of development permits before construction or development can begin within area of special flood hazard. These permits need engineering certification for approval.
6. Ensure that Middleton's flood prevention and floodplain development standards and practices provide satisfactory safeguards for the public and private sectors.

CHAPTER NINE PUBLIC SERVICES and FACILITIES

Public facilities are services that meet the need of the public at large and that are not normally provided by individual residents. The provision, location, and efficiency of these services are strong determining factors for the quality of life and development in the Middleton Area of Impact.

Water

Middleton's domestic water is supplied by wells. Three of its five wells are in use at the present time, pumping ample water to serve the residents of the town. The supply is adequate to serve additional population growth in the next ten years. A 2,000,000-gallon water storage tank is in operation. Construction is underway to extend water service across the Boise River, providing municipal drinking water for developing and existing industrial areas along South Middleton Road.

The water system has been upgraded and is available to nearly every property in the City. New regulations and formerly adopted laws now being implemented will require sampling and testing of the drinking water to assure a safe drinking water supply. City officials will put these procedures into place and continue to monitor water quality.

Sewage Treatment Plant

A recently completed upgrade of the sewage treatment plant has greatly increased the available capacity to 600,000 gallons per day. In the summer, approximately 500,000 gallons per day may be treated and in the winter, around 250,000 gallons per day. Nearly every property in the City has sewer available.

Plans are proceeding to extend sewer service lines south of the Boise River to service developing and existing industrial users on the south side of the river. This river crossing has the potential to serve the east half of the expanded area of impact south to Lincoln Road and east to Duff Lane (extended).

The treatment plant is located in the southwest quadrant of the City. The present system is adequate to handle domestic waste for the next ten years; however, any plans for wet industries that may be interested in locating in Middleton should be evaluated for treatment needs.

Fire Protection And Emergency Services

The City of Middleton is served by the Middleton Rural Volunteer Fire Department and by the Middleton Quick Response Unit. The Middleton Rural Fire District encompasses 200 square miles and includes the communities of Sand Hollow and Notus. The services provided include fire suppression, fire prevention, hazardous materials operations, rescue, extrication, and emergency medical services. The District responds to about 700 calls annually.

Staffing for the District is provided by approximately 50 paid on call personnel augmented by two salaried personnel for administrative and fire prevention duties. Future plans call for the addition of full-time salaried personnel as funds become available.

The District operates 13 pieces of apparatus including six class "A" structural engines, two tenders, three wild land engines, and two ambulances equipped for BLS out of three fire stations. The District also maintains mutual aide and automatic aide agreements with all surrounding jurisdictions for response to major incidents.

Future plans for the District will be dictated by the population growth. Station One in downtown Middleton has been completely rebuilt and apparatus upgrades are in the works. Other long range goals include the purchase of equipment to increase capabilities on buildings taller than two stories in height.

Irrigation

Separate districts within the urban and rural areas supply irrigation water.

Solid Waste Management

Solid waste disposal is managed through a private company. The service is provided to all residents and businesses and billed through the City as part of water and sewer billing. The contract runs through 2009.

Police Protection

Police protection and patrol is provided by Canyon County Sheriff's Office. The Sheriff's Office is under contract to provide 24 hours, seven days a week service to the City of Middleton. As a part of the rebuilt fire Station One, there is a satellite office for the Sheriff's Deputy on duty. That satellite office was dedicated in April of 2003. Canyon County has the ability to perform all facets of law enforcement from investigation, forensics, detainment and prosecution of crimes and criminals.

Other City Facilities

City Hall, located at 6 North Dewey, is approximately 3000 square feet. It contains the office of the Mayor, the City Clerk's office, the Planning and Zoning Official, the Building Inspector's office, and Public Works. This building was acquired in 2003 and has room for expansion of City offices.

The Civic Center, located at 314 E. Main Street can accommodate small groups. The Center may be rented for meetings and activities.

Trolley Station located at 310 East Main is the new location for the City Council Chambers and the Planning and Zoning Commission meetings. It is used for most public hearings, public health screenings, and voting. It may also be rented by the public for events such as weddings.

The Middletown Public Library is located at 311 E. Main Street. The goal is to provide excellent library services to all present and future citizens. The library is in immediate need of more space.

GOAL: **Plan and develop public facilities and services to serve as a framework for urban development**

OBJECTIVES:

1. *Encourage the reduction of overlapping services*
2. *Provide an efficient, cost-effective and environmentally sound central sewer collection and treatment system and insure that these facilities are upgraded as needed.*
3. *Meet or exceed Environmental Protection Agency standards for sewage collection treatment and discharge in the Middletown area.*
4. *Maintain effective police, fire and emergency medical services.*

POLICIES:

1. Participate in Pure Drinking Water Act programs and provisions.
2. Require all new construction within the corporate limits to connect to the City water and sewer systems.
3. Construct a community center and senior citizen's center when funding can be obtained.
4. All new or expanded utilities shall be underground.
5. Approve new developments only when there is sufficient sewer and water capacity.
6. The cost of extending City services should be borne by development.

CHAPTER 10 PARKS, RECREATION & OPEN SPACE

The purpose of this component of the Plan is to identify the need and locations for the pursuit of leisure time activities. Citizens of the northwest are endowed with plentiful open spaces, forests and rivers, accompanied by an "outdoor attitude" that demands easily accessible recreational facilities.



The City of Middleton recognizes the necessity of setting aside land for recreation and development programs for all ages. As recommended by the Idaho Parks and Recreation Department, the common acreage standard for parklands is 10-acres for each 1,000 population. This guideline is used in achieving a complete and well-balanced system of parks, open spaces and recreational facilities.

Recreational Facilities

City Parks

The City of Middleton has a Parks Department that maintains Davis Park, Roadside Park and Middleton Place Park, in addition to City Hall and other City owned property.

Middleton Place Park is a City-owned, neighborhood park, approximately 12 acres located on the eastern City boundary in Middleton Place Subdivision. The land and primary irrigation system were donated. Long-range development of the park includes jogging track, horseshoe pits, playground equipment, safety fencing, drinking fountains, bike racks and lighting. The restrooms, tennis courts, two basketball courts, sand volleyball, baseball field, picnic facilities, asphalt parking lot, play equipment and a park shelter have been completed.



Roadside Park is a small City-owned park with a picturesque creek running through it. The park is located on Highway 44 and is a welcome stop for travelers on their way through town. Facilities include restrooms, picnic facilities, the Sherman Tank donated to the City in 1968 by the United States Department of Army, play equipment, horseshoe pits, shelter and attractive landscaping. Also on the grounds of the park are Trolley Station and the Middleton Civic Center, both are City-owned buildings used for public functions.

Davis Park is a small City-owned park along Mill Slough Creek and has picnic facilities with a shelter. Davis Park is located on the southwest corner of Highway 44 and South Middleton Road.

Open Spaces

Open spaces and undeveloped lands can be of many forms: agricultural, parks, right-of-way along railroad tracks, roads, waterways, and wetlands. Open space serves as resource conservation and the protection of people and property from natural hazards.

Open spaces in Middleton are lands along the railroad, the agricultural area, the river and creek areas. It is important to keep the lands near the river and creeks as open space and also serves the purpose of

preventing possible flood damage. A view of rolling fields, hills and mountains can be a significant amenity in a community.

Park Classifications

Neighborhood Park – Land intended to serve the recreation needs of people living or working within a one (1) -mile area. Neighborhood parks serve as a neighborhood’s recreational and social focus. Neighborhood parks shall have an area of five to ten (5-10) acres with amenities.

Community Park – Land intended to provide recreational opportunities beyond those supplied by Neighborhood parks. Community parks provide a larger scale of recreational opportunities for the community as a whole. Community parks shall have an area of more than ten (10) acres with amenities.

Capital Improvement Plan

The adoption of a capital improvement plan will assist the City in facilitating an orderly and economical way of obtaining additional parkland to accommodate new growth in the City. The Plan identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan. The achievements, which may be realized and can be expected under the Plan, are dependent on fiscal planning based on cost and revenue considerations. One of the primary responsibilities of local government officials is to preserve, maintain, and improve the community’s infrastructure and amenities for the City. Planning for capital improvements is a matter of prudent financial management as well as sound development practice.

BBC Research & Consulting working with City staff and an Impact Fee Committee performed the requisite studies and developed a City of Middleton-Parks and Streets Impact Fee Study, 2008, with accompanying technical appendices. The identified projects and costs will undergo periodic evaluation by the Impact Fee Committee to maintain relevant and focused on new development by the City. Funds from this CIP cannot be used for maintaining existing streets or for correcting deficiencies in the street system.

TABLE 15: Parks Capital Improvement Plan 2008-2017

Type of Capital Improvement	CIP Value	times	Growth Factor	times	Shared Facility	equals	Amount to Include in Fee
Parks (\$200,000/acre in land acquisition and development costs) ⁽¹⁾							
Neighborhood Parks (minimum of 5 acres each; total of 25 acres)	\$5,000,000		100%		100%		\$5,000,000
Community Parks (minimum of 10 acres each; total of 20 acres)	\$4,000,000		100%		100%		\$4,000,000
Park Lighting	\$50,000		67%		100%		\$33,448
2 Restrooms	\$100,000		100%		100%		\$100,000
Trails (\$200,000/acre in land acquisition and development costs)							
New Trails – to be exacted or donated	\$400,000		0%		100%		\$0
Park Shops (\$100/sq.ft in land and development costs)							
Expanded streets/parks shop on 5 acres to support growth, 1,200 sq ⁽²⁾	\$370,000		100%		5%		\$18,500
Equipment							
2 lawn mowers	\$40,000		100%		100%		\$40,000
1 pickup	\$20,000		100%		100%		\$20,000
Total Infrastructure:	\$9,980,000						\$9,211,948
Plus Cost of Fee-Related Research							
Impact Fee Study	\$20,000		100%		50%		\$10,000
Grand Total:	\$10,000,000						\$9,221,948

Note: (1) To continue existing service level of 4.40 acres per thousand, if the 2017 population is going to be 15,330, approximately 45 acres of parks/trails are impact fee eligible.

(2) The other 95 percent of the cost of this expansion is calculated in the streets impact fee.

Source: City of Middleton, City of Middleton Transportation Plan, Galena Consulting and BBC Research & Consulting.

As shown above, the Middleton Parks Department has plans to purchase \$10 million in infrastructure over the next ten years, approximately \$9.2 million of which is impact fee eligible. The remaining \$800,000 is the price for Middleton to accomplish two goals: 1) correct existing deficiencies, and 2) improve service levels.

The CIP serves as a guideline. There can be changes in the plans and order of projects identified because of many reasons. Estimated costs for the projects and available funds can fluctuate as a result of changing economic conditions or shifts in public policy and hence CIP projects should be reviewed and updated annually. Project priorities may be adjusted depending on the need and funding availability.

Greater Middleton Parks and Recreation District

The Greater Middleton Parks and Recreation District was formed in 1997 by a vote of the people. It is a taxing entity separate from the City and has a governing board of three Commissioners. The District has organized sports for the youth. Their boundaries are the same as the Middleton School District boundaries, which covers approximately 80 square miles in the northeast corner of Canyon County. The District’s mission statement is: *The Greater Middleton Parks and Recreation District was created to serve the current and future needs of our community by acquiring, developing and preserving open space and park facilities. To provide quality, safe and accessible recreational programs, clean facilities and parks that meet the diverse needs of individuals of all ages.*



Hawthorne Park is the largest and most centrally located, containing 7.3 acres on North Hawthorne Drive. The park has softball fields, playground equipment, parking facilities, restrooms and water and sewer infrastructure on land purchased from the school district.

Richard Foote Park is located on the northeast corner of Middleton Road and Main Street and is being developed by the Parks and Recreation District. The plans include ball fields and a future Community Center.



Payne Park was constructed as part of Nottingham Greens Subdivision on the west side of town adjacent to Heights School. The school grounds have available playground equipment and other exercise/play facilities and a track. Current school district policy is that these facilities are available for public use with free access during non-school hours.

Boise River

The Boise River is an asset to the City of Middleton. Located approximately ¼ mile south of the downtown core, the Boise River is an amenity for avid sportsman and recreationalist. The Boise River is a tributary of the Snake River and it is approximately 75-miles long. The watershed encompasses approximately 4,100 square miles of highly diverse habitats, including alpine canyons, forest, rangeland, agricultural lands and urban areas. Middleton has identified a greenbelt along the river connecting the City of Star to Middleton then onto the City of Caldwell.



Middleton is a member of the Boise Trails Coalition. The Coalition's vision is to have a connected system of pathways on land and water on and near the Boise River from Lucky Peak Dam to the Snake River that binds the recreational, educational and economic opportunities of our river communities. Currently, there is a portion of the greenbelt being developed along the Boise River that is within city limits.

Middleton School District #134

The Middleton School District has numerous recreational facilities for school and sports related activities as well as passive, unorganized recreational use at other times. The District has facilities and equipment available for a rental fee to the community.

Middleton Library

The Middleton Library offers a full range of books, DVDs, videos and programs for children and adults.

TABLE: 16 Regional Recreational Activities

Facility/Events	Type of Recreation	Miles to Location
Black Canyon Reservoir	Water Sports, Fishing	29 miles
BLM Land	Recreational	4 miles
Bogus Basin	Snow Skiing, Tubing	40 miles
Boise Art Museum	Museum	29 miles
Brundage Mountain (McCall)	Snow Skiing	124 miles
Caldwell Night Rodeo	Rodeo	7 miles
Canyon County Historical Museum	Museum	8 miles
Discovery Center of Idaho	Hands-On Museum	30 miles
Eagle Island State Park	Water Sports, Picnic Area, Fishing, Trails	11 miles
Firebird Raceway	Auto Racing	14 miles
Fort Boise (Parma)	Historic, Picnic Area	24 miles
Idaho Botanical Garden	Tourism	31 miles
Idaho City	Historic	66 miles
Lake Lowell	Water Sports, Picnic Area, Sportsman Area	14 miles
Lucky Peak Reservoir	Water Sports, Picnic Area, Sportsman Area	38 miles
Meridian Speedway	Auto Racing	19 miles
Old State Penitentiary	Tourism	30 miles
Purple Sage Golf Course	Recreational	6 miles
Roaring Springs/Wahooz	Water Park	19 miles
Silver City	Historic, Snowmobiling	63 miles
Snake River Stampede Rodeo	Rodeo	12 miles
Sun Valley	Snow Skiing, Recreational	197 miles
Zoo Boise	Zoo	29 miles

GOAL: To create ample parks, open spaces, trails and recreation opportunities to satisfy the community's needs.

OBJECTIVES:

1. *Work with Greater Middleton Parks and Recreation District, county, state and federal agencies in coordinating park systems.*
2. *To plan for and acquire sites for needed future parks, open spaces and pathways.*
3. *To design parks for sustainability and conservation of natural resources.*
4. *To develop parks and assist with recreational programs which meet the different needs, interests, and age levels of our community.*
5. *To develop a trail system that will provide linkages between parks, schools, residential neighborhoods and the Boise River.*
6. *To provide a park system where safe and convenient access is utilized.*

POLICIES:

1. Encourage developers to dedicate and develop areas for parks and pathways that provide for interconnectivity between existing and new residential development.
2. Ensure all City parks and pathways are managed and maintained in a cost effective manner for the enjoyment of the public.
3. Plan for and acquire sites for future parks and open spaces that meet the needs of the community. .
4. Acquire and develop parks through a variety of financial resources including but not limited to general taxes, park impact fees, general obligation bonds, public and private partnerships, certificates of participation and private grants and foundations.
5. Encourage and protect wildlife by using practices that preserve and protect habitat areas.

IMPLEMENTATION STRATEGIES:

1. Work with the Greater Middleton Parks and Recreation District, Boise River Trail Coalition, county, state and federal agencies in coordinating park systems and pathways.
2. Develop a Maintenance and Operation Manual for the Middleton parks and pathway system.
3. Aggressively preserve and develop land along the Boise River for recreational use by maintaining and expanding the pathways.
4. Follow the Capital Improvement Plan to maintain the level of service adopted in the Middleton development impact fee ordinance for the park and pathway system.
5. Explore additional funding sources for the park and trail way system maintenance.
6. Create an ordinance that requires developments to install a pathway along the Boise River.

See the map entitled:
Parks, Pathways and Greenbelt Plan, Attachment C

CHAPTER 11

SCHOOL FACILITIES and TRANSPORTATION

School District

The Middleton School District includes approximately 80 square miles in northeast Canyon County.

Middleton School District #134 is comprised of three existing elementary schools, one middle school, one high school and transitional school grades 10 and 11. In November of 2001, a school facility bond was passed for the completion of the third elementary school and remodeling to both the middle school and high school. This bond also provided for the construction of a new gymnasium facility at the existing Heights Elementary School.

This bond also provided for the opportunity to move to a k-5 school system in all three elementary schools. Two of the elementary schools are located within the Middleton City Limits. The third and newest elementary school is located in the County on El Paso Road. This bond also allowed the District to refurbish the remaining portion of a school building built in 1932-1933 into a choir, drama and band facility located in the downtown core of Middleton.

History

The first school building was erected in 1868 just east of the Idaho Northern Railroad off Boise Street. The first attendance records show 26 pupils were enrolled for the opening of that building with 50 students being enrolled by 1881. The first school district was brought into being on September 21, 1885 with the election of a board of trustees. The Vo-Tech Ag building was built in 1951 and is still in use today. The existing high school was built in 1965 with an addition in 1986 and 2003. The middle school was constructed in 1975 with a new addition in 2003.

The first school bus service was started in September of 1939 and the first hot lunch program began in 1940. Student enrollment in the school district was fairly stable through the 1970-1980 periods. Growth began in the late 1980's and continued through the 1990's. The District met this growth challenge with the opening of the Middleton Heights Elementary in 1987 and with the Mill Creek Elementary in 1994. Mill Creek Elementary replaced the building which had previously been located on Highway 44 in the downtown core which was built in 1932-33. The high school also added a gym facility with the passage of a bond in 1994.

Currently the Middleton School District has an enrollment of 2473 students in all k-12 grades. The enrollment figures are as follows:

Elementary k-5	1156
Middleton School 6-8	624
High School 9-12	679
Transition School	14

The average student to teacher ratio in each of these buildings is 20:1. The opening of the new Purple Sage Elementary in 2003 has provided a much needed 10-year growth plan for the District and will provide for lower classroom ratios in all school buildings.

Projected Trends

The District has been experiencing a 3.5% growth rate on average since the 1990 school year. Middleton was the fifth fastest growing District in the State of Idaho in 2001-2002. Projected enrollment k-12 for the year 2010-2011 is 3205 students.

The City of Middleton looks forward to continuing a good working relationship with the Middleton School District in the advancement and education of Middleton youth. The City recognizes the importance of this relationship and will include the District in all future planning needed for the development of the Community.

GOALS: **Provide students with a learning environment that is safe and functional and one that optimizes and enhances academic, social, emotional and physical development.**

OBJECTIVES:

- 1. Protect the integrity of schools so that educational functions are not disrupted by incompatible land uses.*
- 2. Support the maintenance and enhancement of the public educational system and place a strong emphasis on providing quality schools in conjunction with new development.*
- 3. Develop schools that are not only safe and accessible to students, but located and designed to function as focal points for family and community activity.*

POLICIES:

1. Develop and maintain a dialogue with the school district to arrange joint use of public facilities.
2. Develop a cooperative program to expand the use of schools, school land and parks, by the general public as well as students.
3. Coordinate with the school district any school locations that will use existing or future infrastructure.

CHAPTER 12

NATURAL RESOURCES

The purpose of this component is to establish a balance between development and the conservation of the natural resources. Land in and around the community should be used for the purpose for which it is best suited, as defined by a combination of its natural characteristics, location and the goals of the City. The goals stated in this component are intended to establish a balance between development and the conservation of such natural resources as wildlife, soils, clean water and air.

Waterways

The Boise River and streams of significant size are important elements of the City of Middleton's natural resource base. The river and its floodplain provide a habitat for many species of wildlife, ranging from red fox, deer, beaver, raccoon, badger, skunk, muskrat, cottontail, jackrabbit, and various rodents to a wide variety of songbirds, upland game birds and shore birds.

Soil

There are three major soil types that account for the prime agricultural land in the area. The surface and subsurface layers are a fine, sandy loam, silty loam or moderately calcareous silty loam. Substrata are stratified sand and gravel, fine and sandy loam strata and coarse sand or loam. There are strongly alkaline areas but usable farm land predominates.

Based upon the Idaho Geology Society's Geologic Map of the Boise Valley and Adjoining Area, Western Snake River Plain, Idaho, the City of Middleton and Areas of Impact have the following geology. (*See map*)

Qas: SANDY ALLUVIUM OF SIDE-STREAM VALLEYS AND GULCHES—Medium to coarse sand interbedded with silty fine sand and silt. Sediment mostly derived from weathered granite and reworked tertiary sediments. Thickness variable. Minor pedogenic clay and calcium carbonate.

Qwg: GRAVEL OF WHITNEY TERRACE—Sandy pebble and cobble gravel. Second terrace above floodplain. Thickness 16-80 feet; thickest to the east. Mantled with 3 to 6 feet of loess.

Qbg: GRAVEL OF THE BOISE TERRACE – Sandy pebbles and cobble gravel. First terrace above the floodplain. Thickness 3-14 meters (10-45 feet) Mostly mantled with thin loess.

Qa: ALLUVIUM OF BOISE AND SNAKE RIVER – Sandy cobble gravel upstream grading to sandy pebble gravel downstream. Mostly channel alluvium of the Boise and Snake Rivers. Thickness 20 to 46 feet. No pedogenic clay.

Based upon the United States Department of Agriculture Soil Conservation Service, July 1972, the City of Middleton and Areas of Impact have the following soils and slopes. (*See map*)

MOULTON FINE SANDY LOAM, saline, 0 to 1 percent slopes (MuA) – This soil is near the edges of drainage ways and undulating areas. It is slightly saline and has few alkali spots.

Minerals

As the soils and geologic maps indicate, Middleton has sizeable gravel deposits. The responsible development of these resources is important to all the citizens of Middleton and the Area of Impact. Gravel deposits are a significant resource.

Vegetation

Common trees such as willow and cottonwood are scattered through the countryside. Shrubs include sagebrush, rabbit brush and wild raspberries. Natural grasses and forbs representative of desert habitation, including cheat grass, fescue and shepherd's purse are found. Areas adjacent to Willow Creek are mostly pasture and agricultural land.

Groundwater

Groundwater sources for potable water are found in plentiful supply and excellent condition for domestic use. Groundwater levels are high in the Middleton area and need to be protected from contamination.

Climate, Precipitation, And Temperatures

The City of Middleton is located approximately 2398 feet above sea level, and enjoys a mild climate.

Middleton has an annual average precipitation of less than 10.25 inches. Most of the precipitation occurs during the non-growing season of October to April. Killing frosts come at the end of September in the fall, and the first part of May in the spring. This provides for a relatively long growing season.

TABLE 7: Monthly Climate Summary

Period of Record: October 8, 1904 to December 31, 2001

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max Temperature (F)	37.1	45.4	56.3	65.9	74.4	82.6	92.4	90.3	79.7	66.6	50.1	39.2	65.0
Average Min Temperature (F)	20.5	25.7	30.7	36.6	43.7	50.4	55.9	53.0	44.2	35.7	28.0	22.5	37.2
Average Total Precipitation (in)	1.36	1.06	1.09	.97	1.00	.79	.27	.28	.52	.77	1.21	1.27	10.60
Average Total Snowfall (in)	6.8	2.9	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.1	1.5	4.3	16.5
Average Snow Depth (in)	1	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.

Max Temp.: 99.6% Min Temp.: 99.5% Precipitation: 99.4% Snowfall: 97.8% Snow Depth: 94.5% Source: Western Regional Climate Center

GOALS:

1. **Protect and preserve, where practical, the recreation-nature areas in the floodplain of the Boise River, Willow Creek and Mill Creek.**
2. **Protect our surface and groundwater resources for the beneficial use of the citizens of the City of Middleton by requiring sewer and water hook-up for all Middleton businesses and residences. Gravel extraction in designated industrial areas should comply with environmental standards.**

POLICIES:

1. *Give special attention to natural resources in implementing planning and zoning and City council decisions.*
2. *Develop surface water for irrigation, utilizing pressurized systems.*
3. *Encourage responsible gravel extraction in industrial zones.*
4. *Develop a wellhead protection plan and protect wellhead areas to ensure continued use of groundwater for drinking water supply.*
5. *Designate future well locations for drinking water.*

CHAPTER THIRTEEN HOUSING

Treasure Valley growth has heavily impacted every county surrounding it. These counties and cities have in turn been faced with growth pressures and have had to adopt, in some instances, more effective ordinances to regulate the new demands. It is important to design, adopt, update, and enforce planning and zoning ordinances to reduce conflicts, insure safety, and maintain the current lifestyle of Middleton. Such ordinances should also ensure ease of installation and maintenance of utilities and the provision of fire and police protection. The following is the history of the housing stock in Middleton.

TABLE 18: Units in Structures

Type of Structure	City of Middleton	Canyon County
1-unit detached	870	na
1-unit attached	12	
2 units	13	
3 or 4 units	34	
5 to 9 units	11	
10-19 units	19	
20 or more units	-0-	
Mobile/Manufactured Homes	92	
Boat, RV, van, etc.	5	
Total 1,056	47,965	

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

TABLE 19: Housing Stock

Year Structure Built	City of Middleton	Canyon County
	Number of units	
Number of units		
1989 to March 1990	118	14,828
1985 to 1988	235	469
1980 to 1984	60	1,343
1970 to 1979	66	2,822
1960 to 1969	345	11,203
1950 to 1959	8	4,059
1940 to 1949	90	8,481
1939 or earlier	66	4,770
Total	1,068	37,895

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

TABLE 20: Households

Households by Types, Occupancy and Tenure	Number	Percent
Households by Type		
Total Households	1017	100
Family Households (families)	756	74.3
With own children under 18 years	445	43.8
Married-couple family	33	132.5
Female Household, no husband present	118	11.6
With own children under 18 years	79	7.8
Non- Family Households	261	25.7
Householder living alone	188	18.5
Householder 65 years and over	70	6.9
Households with individuals under 18 years	489	48.1
Households with individuals 65 years and older	170	16.7
Households by Occupancy		
Average Household Size	2.93	
Average Family Size	3.35	
Households Tenure		
Total Occupied housing units	1017	100
Owner-occupied housing units	823	80.9
Renter-occupied housing units	194	19.1
Average household size owner-occupied housing units	2.92	
Average family size renter-occupied housing units	2.96	

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

TABLE 21: Cost As A Percentage of Household Income in 1999

Selected Monthly Owners Cost As A Percentage of Household Income in 1999	Number	Percent
Less than 15.0 percent	120	15.9
15.0 to 19.9	127	19.2
20.0 to 24.9	129	18.1
25.0 to 29.9	117	18.4
30.0 to 34.9	56	7.9
35.0 percent or more	153	21.5
Not computed	-0-	-0-

TABLE 22: Gross Rent as a Percentage of Household Income, 1999

Gross Rent As A Percentage of Household Income in 1999	Number	Percent
Less than 15.0 percent	25	13.4
15.0 to 19.9	31	16.6
20.0 to 24.9	23	12.6
25.0 to 29.9	39	20.9
30.0 to 34.9	11	5.9
35.0 percent or more	46	24.5
Not computed	12	6.4

Source: U.S. Department of Commerce, 2000 Census of Housing, Detailed Housing Characteristics

In addition, sixteen households lack complete kitchen facilities, six households lack telephone services and four households use no heating fuels.

GOALS: Residents of the City of Middleton and the Area of Impact should have the opportunity to seek housing of their choice.

OBJECTIVES:

1. *Maintain and/or improve the quality of housing and residential development.*
2. *Provide safe, adequate housing for all citizens of the community.*
3. *Ensure that various types of housing are available to meet the needs and preferences of citizens regardless of age, race, income or family size.*
4. *Provide for areas of different residential densities and types.*

POLICIES:

1. Encourage or require in new residential or commercial development measures to improve appearance, such as street trees, lights, underground utilities, landscaping, harmonious design of buildings, signs and preservation of original structures.
2. Designate areas for mobile homes and selected types of apartments. Mobile homes should provide attractive, safe housing for occupants and be properly related to other development. Preferred locations for these units are mobile home parks, with design standards that will provide for adequate lot space, parking, internal vehicular and pedestrian traffic, open space and facilities to serve the residents.
3. Encourage housing and that utilizes energy saving designs.

Glossary

Accommodate - The ability of the community to adapt to change; particularly the ability of the community to meet the needs of future populations.

Agriculture Land - land primarily devoted to the commercial production of horticultural, viticulture, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, or livestock and land that has long-term commercial significance for agricultural production.

Annexation - The incorporation of a land area into existing Middleton City Limits with a resulting change in the boundaries of that community.

Area of City Impact - State law (§67-6526) requires cities to specify an area outside the City limits which it expects to annex or is part of its trade area. Governing Plans and Ordinances for this area are negotiated between the City and County.

Bikeway - A facility designed to accommodate bicycle travel for recreation or commuting purposes. This is not always a separate facility but can be designed to be compatible with other travel modes.

Buffer - An area designed to provide attractive space or distance, obstruct undesirable views or generally reduce the impact of adjacent development.

Capital Improvement Program - A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost establishments and the anticipated means of financing each project.

Central Business District - The major shopping center within a City usually containing, in addition to retail uses, governmental offices, service uses, professional, cultural, recreational and entertainment establishments and uses, residences, hotels and motels, appropriate industrial activities, and transportation facilities. This area is located within the Downtown area of the City of Middleton.

Circulation - Systems, structures and physical improvements for the movement of people, goods, water, air, sewage, or power by such means as streets, highways, railways, waterways, towers, airways, pipes, and conduits, and the handling of people and goods by such means as terminals, stations, warehouses, and other storage buildings or transshipment points.

Commercial - The distribution, sale, or rental of goods and the provision of other services.

Community - Used interchangeably to speak of the total planning area (verses the City or urban fringe) or an attitude such as "... a sense of community..." which implies a common identification on an issue by a group of citizens.

Community Parks - Community parks are large and intended to provide facilities of general community interest. These parks should provide for active and passive recreation for all ages and for family and organized recreation. They should be centrally located and readily accessible with approximately 3.5 acres per 1,000 people.

Compatible - The ability of different uses to exist in harmony with each other. "Making uses compatible with each other" implies site development standards, which regulate the adverse impact of one use on another.

Comprehensive Plan - A general policy statement of the City, including a general land use map, which integrates all functions, natural systems and activities relating to the use of land, and which is required by state law (§67-6508).

Density - a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential service needs and service capacity. Within his plan the designation for density will be low, medium and high.

Development - Making a material change in the use or appearance of a structure or land, dividing land into two or more parcels, creating or terminating a right of access.

Diversity - Difference. Diversity implies the mixture of land use and /or densities within a given area.

Economic Base - The production, distribution and consumption of goods and services within a planning area.

Comment: Economic base, as used in planning is commonly thought of as the sum of all activities that result in incomes for the area's inhabitants. The definition, however, is significantly broad to include all geographic and functional elements, which may have an impact on the planning area, although not physically part of the area.

Economic Development - The addition of a new economic activity that adds to the economic base of the City.

Environmental Protection Agency (EPA) - EPA is the federal source agency of air and water quality control regulations affecting the community.

Established Areas - An area where the pattern of development has been fixed and where this pattern is anticipated to be valid over the planning period. Generally all developed areas within the City limits are considered to be established at this point in the planning process.

Floodplain - Lands, which are within the floodway and the floodway fringe.

Floodway - The channel of a river or other water course and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

Flood, 100 Year - A flood with a 1% chance of occurring in any given year. This is the flood most commonly used for regulatory purposes.

Freeway - A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is strictly controlled and intersection grade separations are required.

Goal - A statement of intention expressing community values and attitudes intended to provide a guide for action by the community.

Greenway / Greenbelt - An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Group Home - "Group Home" means a small homelike facility staffed by qualified professionals, and designed to fit into the neighborhood. The purpose of the facility is to provide living quarters and services for people having a particular disability.

Impact - The consequences of a course of action; the effect of a goal, guideline, plan, or decision.

Impact Fees - A fee, levied by local government on new development, so that the new development pays a proportionate share of the cost of the facilities needed to service that

development.

Implementation Programs - Actions, procedures, or techniques that carries out the Comprehensive Plan policy through implementing a standard. Each policy is linked to a specific action-oriented implementing program.

Infill Development - *See* Odd-Lot Development.

Infrastructure - Facilities and services needed to sustain industry, commercial and residential activities (e.g. water and sewer lines, streets, roads, fire stations, parks, etc.).

Land Development Regulations - Generally, all ordinances and other tools (policies) used by the City to manage land use.

Land Trust - They are nonprofit organizations whose primary purpose is the preservation of undeveloped open land for conservation value to the community. Land trusts are concerned with all kinds of open space land, or they focus on specific resources, such as farmland, prairie, mountain ridges, watersheds, river corridors, lakes, parks, or community gardens. Land trusts can be rural, suburban, or urban, depending upon the geography they serve.

Land Use – A description of how land is occupied or utilized.

Land Use Map – A map showing the existing and proposed location extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes.

Livability - Those aspects of the community, perceived by residents, which make Middleton a nice place to live.

Long Range - Refers to a time span of more than five years.

Maintain - Support, keeps, or continues in an existing state or condition without decline.

Manufactured Home - A double wide structure with a Department of Housing and Urban Development (HUD) label certifying that it was constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974.

Master Plan - A comprehensive long-range plan intended to guide the growth and development of a community or region and one that includes analysis, recommendations and proposals for the community's population, economy, housing, transportation, community facilities and land use.

Mobile Home – a vehicle or structure constructed with wheels for use on the public highways that has sleeping, cooking and plumbing facilities and is intended for human occupancy and is being used for residential purposes. The term mobile home does not apply to any prefabricated section of a factory-built house to which wheels may be attached for the purpose of moving it to a permanent location where it becomes affixed to the real property.

Multi-Use Building - A building containing two or more distinct uses.

Natural Hazard - A natural characteristic of the land or combination of characteristics which, when developed without proper safeguards, could endanger the public health, safety, or general welfare.

Neighborhood - A local area whose residents are generally conscious of its existence as an entity. In planning literature, a "neighborhood unit" is a planned residential area organized on the principle that elementary schools, parks, playgrounds, churches and shopping are within walking distance of each residence. Heavy traffic is routed around the neighborhood, not through it.

Neighborhood Parks - A neighborhood park is medium sized, containing facilities primarily of interest to the immediate neighborhood. Facilities for a variety of activities should be provided. They should be approximately two acres per 1,000 residents.

Objective - The objective statement defines the meaning of the goal; describes how to accomplish the goal, and suggests a method of accomplishing it. It advances a specific purpose, aim, ambition or element of a goal. It can describe the end state of the goal, its purpose, or a course of action necessary to achieve the goal.

Odd-Lot Development - The development of new housing or other buildings on scattered vacant sites in a built up area.

Off-Street Parking - A temporary storage area for motor vehicle that is directly accessible to an access aisle and which is not located on a dedicated street right-of-way.

On-Street Parking - A temporary storage area for a motor vehicle, which is located on a dedicated street right-of-way.

Open Space - Any parcel of land or water essentially unimproved and set aside, dedicated, or reserved for public use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

Pedestrian Walkway (Sidewalk) - A secured path for walking.

Planning Period - The period of time between 1999 and the year 2020 pertaining to the comprehensive plan.

Planned Unit Development (PUD) - An area of a minimum contiguous size, as specified by ordinance, to be planned and developed as a single entity and containing one or more residential clusters; appropriate commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development.

Policy - A decision-making guideline for actions to be taken in achieving goals. The policy is the official position of the City of Middleton related to a given land use issue. Policies guide actions in recurring situations.

Public Land - Land owned by local, state, or federal government, used for purposes which benefit public health, safety, general welfare and other needs of society.

Public Participation - The active and meaningful involvement of the public in the development of the comprehensive plan.

Public Facility and Utilities - Refers to key facilities, types and levels of the following: fire protection, police protection, schools, libraries, sanitary facilities, storm drainage facilities, government administrative services, energy and other services deemed necessary by the community for the enjoyment of urban life.

Residential Area - A given area of the community in which the predominant character is residential. Uses that support residential activity such as parks, churches, schools, fire stations, and utility substations may also be permitted. In certain instances, existing lots of record and development patterns may exceed comprehensive plan densities.

Review - An inspection or examination for the purpose of evaluation and the rendering of an opinion or decision. Review by the City may involve public hearings, formal approval or denial of development proposals, etc., as provided for in City ordinances.

Right-of-Way (ROW) - The lines that form the boundaries of a right-of-way.

Rural Lands - All lands, that are not within an urban growth area and are not designated as

natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Street, Arterial - A street that functions primarily to move large volumes of traffic and secondarily to provide access to abutting property. It is usually a continuous thoroughfare which connects major traffic generators. Curb cut, driveway and other regulations control access to adjacent properties.

Street, Collector - A street that functions primarily to move traffic from local streets to the arterial street system. It secondarily supplies abutting properties with the same degree of service as a local street.

Street, Local - A street that is intended solely for access to adjacent properties within local areas.

Strip Commercial and Industrial - A development pattern characterized by lots in a continuous manner fronting on streets and resulting in numerous access points to the street.

Study Area - That area within the proposed area of impact boundary.

Subdivision Ordinance - The law (ordinance), which provides the requirements and guidelines for the division of land.

Transfer Development of Rights Program - The transfer of the right to develop or build, expressed in dwelling units per acre, from land in one zoning district to land in another district where such right to develop is permitted.

Comment: Transfer of development rights, or transfer of development credits, is a relatively new land development control tool used to preserve open space, historic sites, and farmland. Presently, the most common use of this method has been for historic preservation in urban areas.

Urban Land - Land that is developed at urban densities or that has urban services.

Urban Service Boundary - That area that can be served economically and efficiently by City of Middleton utilities.

Urbanization - Process of converting land from urbanizable to urban.

Wetlands - areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands, if permitted by the county or the City.

Zone - The smallest geographically designated area for analysis of land use activity. An area or region set apart from its surroundings by some characteristic.

Zoning Map - The maps, which are a part of the zoning ordinance, and delineate the boundaries of zone districts.