

SUPPLEMENTAL STAFF REPORT

Middleton Planning and Zoning Commission

Stonehaven – Preliminary Plat

A request by WTW Development to approve a preliminary plat for Stonehaven Subdivision consisting of 222 residential lots and 11 common lots on approximately 78.25 acres west of Hartley Lane, south of Willis Road, east of Emmett Road, and mostly north of Canyon Hill Canal.

Applicants: WTW Development LLC

Representatives: Jay Walker (All Terra)

1. **APPLICATION:** The application was received and accepted by the City on February 15, 2018.
2. **NOTICE OF PUBLIC HEARING:**
Published notice Idaho Press Tribune: February 24, 2018
Letters to 300' Property Owners: February 16, 2018
Letters to Agencies: February 16, 2018
Property Posted: March 2, 2018
3. **APPLICABLE CODES AND STANDARDS:**
Middleton City Code, Title 5, Chapters 2, 3 & 4
Middleton City Code, Title 6, Chapters 1, 2, 3, & 4
4. **CITY STAFF COMMENTS:**
Land use and zoning for surrounding properties are:

South: Vacant land, zoned County AG (Agricultural);
East: West Highlands subdivision, zoned R-3;
North: Vacant land, zoned R-3 (Single-family residential); and
West: Church, Middleton High School, vacant residential, zoned R-3 (Single-family residential) and County R-1 (Residential).

The request is to approve a preliminary plat application for Stonehaven Subdivision consisting of 222 residential lots and 11 common lots on approximately 78.25 acres. The applicant has significantly revised their original application. The applicant no longer wishes to rezone the land totaling 42.96 acres (23815 Hartley Lane and 0 Hartley Lane) from R-3 (Single Family Residential) to M-U (Mixed Use), and the 12.48 acres that is currently zoned C-1 (Neighborhood Commercial) and was requested to be rezoned M-U is no longer part of

this application. The applicant has also revised the preliminary plat. The preliminary plat now shows 222 residential lots (253 residential lots in the original application) and there is no connection to Willis Road, but there is an access to Hartley Lane via Clydes Bank Street.

Traffic Impact Study

A Traffic Impact Study (TIS) was submitted by the applicant on March 2, 2018, which was prepared in 2006 and based on the Canyon Ridge Subdivision development that was proposed at the time. The city required an updated traffic study, which the applicant provided on April 5, 2018.

The TIS is for the proposed Stonehaven subdivision and the general scope of this TIS is updating the original study for Canyon Creek, prepared by Thompson Engineers in 2006. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, the development is estimated to generate approximately 2,087 trips per day, 164 trips during the AM peak hour and 219 trips during the PM peak hour. Level of Service is rated on a A to F scale, with A being the best and F being the worst.

The updated traffic study identifies the following intersections operate at a Level of Service (LOS) below A and B, which the city has set as a standard, with existing 2018 traffic, and with 2025 background traffic: Hartley Lane and Willis Road – LOS D, SH 44 and Emmett Road – LOS E, and SH 44 and Hartley Lane – LOS E.

The traffic study identifies the following improvements that will improve the level of service at intersections to meet the city’s standard.

1. A single lane roundabout at Wills Road/Hartley Lane.
2. A right turn lane from southbound Hartley Lane on to SH 44.
3. A signal or roundabout at SH 44/Emmett Road or SH 44/Hartley Lane.

Stonehaven’s proportionate share of traffic attributed to each intersection by the Traffic Impact Study Engineers are as follows (on page 2 of Traffic Study).

Intersection	% Site Traffic of 2025 Total Traffic		
	AM Peak	PM Peak	Average
Emmett Road /SH 44	3.3%	5.1%	4.2%
Hartley Lane/Willis Road	3.1%	5.5%	4.5%
Hartley Lane/SH 44	3.3%	5.7%	4.5%
Hartley Lane/Clydesbank Street	5.8%	25.1%	15.4%

Compliance with Future Land Use Map and Transportation, Schools and Recreation Map

The Future Land Use Map shows the subject site as residential. The applicant is requesting residential uses throughout the site.

The Transportation, Schools and Recreation Map shows W. 9th Street at Emmett Road connecting to a roundabout (30% designed) at Hartley Lane and continuing through West Highlands subdivision along W. Highlands Parkway. The preliminary plat shows W. 9th Street continuing on North Sea Avenue and then onto Clydes Bank Street, which exits on Hartley Lane. W. 9th Street does not continue on a straight east-west line to line up with W. Highlands Parkway on the east side of Hartley Lane. In order to be consistent with the Transportation, Schools and Recreation Map, and to provide a consistent east-west route from Emmett Road to Kingsbury Road, the connection from W. 9th Street at Emmett Road to the proposed roundabout at Hartley Lane needs to follow the proposed east-west alignment as shown on the Transportation, Schools and Recreation Map.

Compliance with Comprehensive Plan

City staff examined the request with policies contained in the Comprehensive Plan.

Transportation

The request meets the following policies:

- Transportation Goal 2: Provide a variety of safe transportation services and facilities throughout the City for vehicles, pedestrians, bicycles and transit.
 - Objective B: Reduce vehicle congestion and encourage walking and bicycling.
 - Strategy 3: Establish sidewalks in subdivision and provide pedestrian crossings at intersections.

Sidewalks and bicycle lanes are shown along North Sea Avenue and Clydes Bank Street (City of Middleton Local Collector Road Section), which would help to encourage walking and bicycling. Sidewalks are provided throughout the subdivision on each road and a pedestrian connection to the high school are shown on Lots 15 and 21, Block 2 on the preliminary plat.

Parks and Recreation

The request meets Parks and Recreation Goal 9.

- Parks and Recreation Goal 9: Locate and design parks, open spaces, recreational facilities and public facilities that encourage physical activity.

The request does not meet Parks and Recreation Goal 9, Objective B, Strategy 4.

- Objective B, Strategy 3: When planning new development, aggregate open space in one large area rather than dispersing into smaller pieces.

The applicant is currently showing open space in smaller pieces throughout the site (Lots 15 and 21, Block 2, Lot 10, Block 3, Lot 11, Block 7 and Lot 40, Block 5). Some of these lots

provide important pedestrian connections to the high school; however, no access agreement has yet been completed between the applicant and the high school (although one is proposed in the amended development agreement and the Middleton Superintendent of schools stated in an email on April 6, 2018 that he would prefer walkers and bikers to take the paths proposed in the Stonehaven subdivision to connect to Middleton High School rather than walking and biking on Willis Road). Per the amended development agreement the applicant is now proposing to have two parks (referred to as Triangle Park and Canyon Canal Park) connect to each other via Lot 11, Block 7 and Lot 40, Block 5.

City Code states the following concerning open space, "For developments that do not include parks as shown on the Middleton Connects master plan, developers shall include five percent open space in one location, agreed to with the city, with amenities identified in Middleton supplemental specifications" (6-3-9). Currently, the parcel of land along North Sea Avenue shown as open space (Lot 7, Block 7) and referred to in the amended development agreement as Triangle Park is only 56,901 square feet or 1.3 acres. The parcel of land referred to as Canyon Canal Park in the amended development agreement is 3.86 acres. The two proposed parks add up to over 5 acres and over 5 percent open space; however, the land referred to as Canyon Canal Park is currently outside of city limits (and would require annexation and rezoning), is not really in just one location and would also be required to have amenities. This request to combine park land between two different parks would have to be agreed to with the city in a development agreement.

Housing

The request meets the following policies:

- Housing Goal 10: Allow dwelling types that match residents' lifestyles.
 - Objective A: Provide a variety of housing types and lot sizes for residents.
- Housing Goal 10: Allow dwelling types that match residents' lifestyles.
 - Objective B: Promote in-fill housing developments.
- Housing Goal 11: Prevent homelessness in Middleton.
 - Objective B: Promote affordable housing for residents with a range of income levels.

The request provides a variety of housing types and lots sizes for residents and provides in-fill housing with a range of income levels; however, many of the lots (37) do not meet the requirements of an R-3 zone for minimum 8,000 square foot lots, and 136 of the lots do not meet the 75 foot minimum lot width.

Community Design

The request partially meets the following policy:

- Community Design Goal 19: Preserve and enhance the unique small-town character

of Middleton.

The request would result in smaller minimum lot sizes, lot widths, and reduced setbacks than is allowed in an R-3 zone. Noise, odor, light and vibrations are more intense when homes are closer together, which could disturb the peace, quiet, comfort and well-being of future residents in this subdivision. People generally regard Middleton as a small town with minimal traffic and a little more elbow room than Meridian, Boise, Nampa or Caldwell. These features are part of the small town charm of Middleton, and are what generally attracts residents to this community.

Neighborhood Meeting

A neighborhood meeting was held on February 8, 2018 at the Heights Elementary School at 611 Cemetery Road from 6:00 – 7:00 p.m. Regarding the neighborhood meeting, the agent stated the following in the application letter to the city: “From the neighborhood meeting minor comments were received and incorporated into the preliminary plat and no opposition was encountered for the proposed rezone or preliminary plat other than concern at the immediate commercial corner on Willis/Hartley - residential and commercial uses were agreeable.” The comment sheet included with the neighborhood meeting included the following comments: “I live at the corner of Willis and Hartley and don’t want a gas station on the corner or anything that is lit up all night long, it should be moved closer to the church;” “Did not receive timely notice, not many specifics, zoned C-1 or M-U not clear if how zoned, lack of green space, gas fumes;” and “Who is builder? Is neighborhood going to be fenced? Sidewalks on Emmett Road? Average price of homes? Opposed to multi-family complexes.”

A second neighborhood meeting was held on March 6, 2018 from 6:30 – 7:30 p.m. at the public hearing room at 6 N. Dewey Avenue.

5. WRITTEN AGENCY RESPONSES RECEIVED TO DATE: none.

6. ADJACENT PROPERTY OWNERS RESPONSES RECEIVED TO DATE: A letter of support was received from Michro Investments LLC on March 1, 2018 and another letter of support was received from Jordan Koyle on March 9, 2018. A letter recommending denial from Joseph and LaDonna Carson was received on March 11, 2018. On February 28, March 5, and March 6, 2018 the City received signatures for a “I vote no on rezone” petition, which was signed by 136 people (the majority were located in the adjacent West Highlands subdivision). However, the rezone to M-U is no longer requested as part of this application.

7. STAFF RECOMMENDATIONS:

City staff recommends approval of the preliminary plat application with the following conditions:

1. The preliminary plat comply with existing R-3 zoning regulations as shown in

Table 2, Height, Setback and Coverage Schedule (5-2-3), these regulations include front setbacks of 25 feet, rear setbacks of 20 feet, side setbacks of 10 feet, side street setbacks of 20 foot, minimum interior lot area of 8,000 square feet, an minimum lot widths of 75 feet;

2. The preliminary plat comply with the Transportation, Schools and Recreation Map for W. 9th Street alignment;
3. The preliminary plat comply with open space requirement in City Code (6-3-9) that requires five percent open space in one location, agreed to with the city, with amenities identified in Middleton supplemental specifications;
4. Make changes as shown in letter from City Engineer see attached letter dated April 9, 2018;
5. Prior to the City issuing a building permit in the subdivision, construct a right turn lane from southbound Hartley Lane on to SH 44;
6. Before the City has issued building permits for 25% of the residential lots in the approved preliminary plat, construct a single lane roundabout at Wills Road/Hartley Lane; and
7. Pay to the City, before the City has issued building permits for 50% of the residential lots in the approved preliminary plat, 5.7% (applicant's proportionate share of traffic impact at SH 44/Hartley Lane) of \$500,000 (the city transportation engineer's estimate to construct a roundabout at SH 44/Hartley Lane, including right-of-way acquisition).