
**MIDDLETON CITY COUNCIL
NOVEMBER 15, 2023**

The Middleton City Council Meeting was called to order on November 15, 2023, at 5:35 p.m. by Mayor Steve Rule.

Roll Call:

City Council: Council President Kiser and Council Members Huggins, Murray and O'Meara were all present.

Mayor Rule, City Attorney Mr. Waterman, City Administrator Ms. Crofts, Public Works Director Mr. Van Gilder, and Deputy Clerk Ms. Reynolds were present.

Pledge of Allegiance, Invocation: Taylor Golightly

Action Items

A. Approve Amended Agenda

Motion: Motion by President Kiser to approve the Amended Agenda posted November 15, 2023, 10:30 a.m. Motion seconded by Council Member O'Meara and approved unanimously.

Information Item:

1. Discussion about utility billing methodology and rates - Mr. Van Gilder

Mr. Van Gilder presented information about the city moving to a tiered rate structure for utility billing. He will bring back an action plan at a future date.

2. Discuss liquor by the drink ordinance and license application - Legal Counsel

City Attorney Mr. Waterman explained the next step is to get an ordinance drafted that can be brought before City Council for approval. Mayor Rule stated this process will not be done quickly.

Action Item:

1. Consent Agenda (items of routine administrative business)

- a. Consider approving minutes for City Council November 1, 2023, Regular meeting.
- b. Consider ratifying payroll for November 3, 2023, in the amount of \$111,702.52.
- c. Consider approving accounts payable through November 15, 2023, in the amount of \$343,879.03.

Mayor Rule called the item and President Kiser reviewed the accounts payable with the Council.

Motion: Motion by President Kiser to approve Consent Agenda Items 1 a, b and c. Motion seconded by Councilman O'Meara and approved unanimously.

2. Consider approving Special Event Permit for Middleton Chamber of Commerce Christmas Parade held on December 9, 2023 and waive the fee. – Ms. Zimmerman

Mayor Rule called the item and Ms. Crofts presented the application in Ms. Zimmerman's absence.

Motion: Motion by Council President Kiser to approve the Special Event Permit for Middleton Chamber of Commerce Christmas Parade held on December 9, 2023 and waive the fee. Motion seconded by Council Member O'Meara and approved unanimously.

3. Public Hearing: Consider approving Resolution No. 499-23: A RESOLUTION AMENDING THE CURRENT FEE SCHEDULE TO, INCREASE BY MORE THAN 5% PARK IMPACT FEES, POLICE IMPACT FEES, AND PROVIDING AN EFFECTIVE DATE. – Mr. McAweeney (Tischler Bise)

Mayor Rule opened the Public Hearing at 5:54 p.m.

City Attorney Mr. Waterman stated that Mr. McAweeney is going to give his presentation for this hearing. Because the presentation is the same and would be a repeat, we will incorporate by reference this presentation for the 2nd hearing and then the Ordinance.

Mr. McAweeney of TischlerBise-Galena presented the Park and Police Impact fees and the Comprehensive Plan, and Capital Improvement Plans. (Exhibit A – PowerPoint. Exhibit B – CIP)

Council Member Murray asked what numbers were used for the population estimate.

Mr. McAweeney stated the numbers are from COMPASS.

Mayor Rule opened public comment at 6:20 p.m.

No public comment

Mayor Rule closed the public comment at 6:20 p.m.

Motion: Motion by President Kiser to approve Resolution No. 499-23: A RESOLUTION AMENDING THE CURRENT FEE SCHEDULE TO, INCREASE BY MORE THAN 5% PARK IMPACT FEES, POLICE IMPACT FEES, AND PROVIDING AN EFFECTIVE DATE. Motion seconded by Council Member O'Meara and approved unanimously by Roll Call Vote.

Kiser – Yes, Huggins – Yes, Murray – Yes, O'Meara – Yes.

Mayor Rule closed the public hearing at 6:21 p.m.

4. Public Hearing: Consider approving Resolution No. 500-23: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF MIDDLETON, IDAHO ADOPTING THE PARKS AND POLICE CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEE STUDIES AND AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF MIDDLETON TO UPDATE THE CAPITAL IMPROVEMENT PLAN FOR THE MIDDLETON PARKS IMPACT FEES AND TO ADD A CAPITAL IMPROVEMENT PLAN FOR THE MIDDLETON POLICE IMPACT FEES. – Mr. McAweeney (Tischler Bise)

Mayor Rule opened the public hearing at 6:21 p.m.

City Attorney Mr. Waterman stated that the previous presentation given by Mr. McAweeney can be incorporated by reference unless the high school student who arrived to the public hearing late wanted to see the entire presentation again.

(No name given) The student stated on the record that he did not need Mr. McAweeny to redo the presentation.

Mr. McAweeny did not have anything to add to the presentation.

No public comment

Mayor Rule closed public comment at 6:23 p.m.

Motion: Motion by President Kiser to approve Resolution No. 500-23: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF MIDDLETON, IDAHO ADOPTING THE PARKS AND POLICE CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEE STUDIES AND AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF MIDDLETON TO UPDATE THE CAPITAL IMPROVEMENT PLAN FOR THE MIDDLETON PARKS IMPACT FEES AND TO ADD A CAPITAL IMPROVEMENT PLAN FOR THE MIDDLETON POLICE IMPACT FEES. Motion seconded by Council Member O'Meara and approved unanimously by Roll Call Vote.

Kiser – Yes, Huggins – Yes, Murray – Yes, O'Meara – Yes.

Mayor Rule closed the public hearing at 6:24 p.m.

5. Consider approving Ordinance 686: AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 1, CHAPTER 16, SECTION 01-16-4, OF THE MIDDLETON CITY CODE IS HEREBY AMENDED BY UPDATING THE IMPACT FEES FOR THE MIDDLETON PARKS IMPACT FEES; AMENDING TITLE 1, CHAPTER 22, SECTION 01-22-4, OF THE MIDDLETON CITY CODE IS HEREBY AMENDED BY UPDATING THE IMPACT FEES FOR THE MIDDLETON POLICE IMPACT FEES; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH. – Mr. McAweeny (Tischler Bise)

City Attorney Mr. Waterman stated this is the ordinance to codify the changes approved. The ordinance will be published and fees will go into effect 30 days from the date of approval.

Motion: Motion by President Kiser to read Ordinance 686 by title only. Motion seconded by Council Member O'Meara and approved unanimously by Roll Call Vote.

Kiser – Yes, Huggins – Yes, Murray – Yes, O'Meara – Yes.

President Kiser read Ordinance 686 by title only.

Consider approving Ordinance 686: AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 1, CHAPTER 16, SECTION 01-16-4, OF THE MIDDLETON CITY CODE IS HEREBY AMENDED BY UPDATING THE IMPACT FEES FOR THE MIDDLETON PARKS IMPACT FEES; AMENDING TITLE 1, CHAPTER 22, SECTION 01-22-4, OF THE MIDDLETON CITY CODE IS HEREBY AMENDED BY UPDATING THE IMPACT FEES FOR THE MIDDLETON POLICE IMPACT FEES; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH.

Motion: Motion by President Kiser to waive the 3-reading rule and adopt Ordinance 686. Motion seconded by Council Member O'Meara and approved unanimously by Roll Call Vote.

Kiser – Yes, Huggins – Yes, Murray – Yes, O'Meara – Yes.

6. Consider authorizing the mayor to execute an Additional Services Authorization with Ardurra Group, Inc. (formerly T-O Engineers) in the amount not to exceed \$418,750 for incorporating revisions into the Wastewater Treatment Plant Upgrade design not anticipated with the original professional services contract. - Mr. Van Gilder

Mayor Rule called the item and Mr. Van Gilder explained the item.

Discussion by Mr. Van Gilder, Mayor and Council regarding the upgrade design and need for it due to the federal regulations coming down from DEQ. The current plant design will not address some of those requirements and could not have been anticipated with the original contract.

Motion: Motion by President Kiser to authorize the mayor to execute an Additional Services Authorization with Ardurra Group, Inc. (formerly T-O Engineers) in the amount not to exceed \$418,750 for incorporating revisions into the Wastewater Treatment Plant Upgrade design not anticipated with the original professional services contract. Motion seconded by Council Member O'Meara and approved unanimously by Roll Call Vote.

Kiser – Yes, Huggins – Yes, Murray – Yes, O'Meara – Yes.

7. Consider a motion to adopt revisions to the Middleton Supplement to the ISPMC. - Mr. Van Gilder

Mayor Rule called the item and Mr. Van Gilder presented the revisions proposed to the ISPMC.

Motion: Motion by President Kiser to adopt revisions to the Middleton Supplement to the ISPMC. Motion seconded by Council Member O'Meara and approved unanimously.

8. Consider Approving Summary and Publication of Summary of Ordinance 681: AN ORDINANCE AMENDING THE CITY OF MIDDLETON CITY CODE BY THE ADDITION OF A NEW CHAPTER 23 TO TITLE 1 PROVIDING FOR STAR FIRE PROTECTION DISTRICT DEVELOPMENT IMPACT FEES, PROVIDING FOR:

- **SHORT TITLE, APPLICABILITY, FINDINGS AND PURPOSE;**
- **DEFINITIONS;**
- **IMPOSITION OF THE FIRE DISTRICT IMPACT FEE;**
- **COLLECTION OF FIRE DISTRICT IMPACT FEES;**
- **EXEMPTIONS;**
- **PROCESS FOR INDIVIDUAL ASSESSMENT;**
- **DEVELOPER CREDITS AND REIMBURSEMENTS;**
- **METHODOLOGY FOR CALCULATION OF FIRE DISTRICT IMPACT FEES;**
- **EXTRAORDINARY IMPACTS;**
- **FEE PAYER REFUNDS;**

-
- ESTABLISHMENT BY THE FIRE DISTRICT OF AN IMPACT FEE TRUST FUND AND TRUST ACCOUNTS;
 - USE AND EXPENDITURE OF FIRE DISTRICT IMPACT FEES;
 - APPEAL, PROTEST AND MEDIATION;
 - PERIODIC REVIEWS OF THE CAPITAL IMPROVEMENTS PLAN;
 - ANNUAL AUDIT;
 - THE DEVELOPMENT IMPACT FEE ADVISORY STANDING COMMITTEE;
 - ENFORCEMENT AND COLLECTION;
 - THE CITY AND FIRE DISTRICT INTERGOVERNMENTAL AGREEMENT;
 - MISCELLANEOUS PROVISIONS;
 - PUNISHMENT FOR VIOLATIONS OF THE ORDINANCE;
 - CONSTRUCTION OF ORDINANCE INTENT;
 - PROVIDING AN EFFECTIVE DATE AND PUBLICATION;

Mayor Rule called the item. Mr. Waterman stated that the Ordinance had been passed yesterday at the previous meeting, this is to approve the Summary of the Ordinance and for its publication.

Motion: Motion by President Kiser to approve the Summary and Publication of Summary of Ordinance 681. Motion seconded by Council Member O'Meara and approved unanimously by Roll Call Vote.

Kiser – Yes, Huggins – Yes, Murray – Yes, O'Meara – Yes.

Public Comments:

Benjamin Denoh: Discussed walkways and sidewalks and the need to keep our pathways intact. He was concerned to hear that the pathway by Ridley's was being sold.

Mayor Rule: There was an auction held today and Ridley's bought the property for \$226,000. The easement will stay in place and the pathway will stay the same.

Ms. Crofts: The city typical road section places the sidewalk next to the curb and gutter. However on the larger roads the sidewalk or pathway is built a bit back away from the road for safety. The City will continue to grow, it will take time to get everything in place, but keeping pathways is key.

Mayor Rule: The city auctioned the property because a bank kiosk came in for a building permit, and it didn't seem fair to taxpayers for the city to allow this on city leased property.

Mikel Galloway: Didn't understand why a late person could cause the need for an entire presentation to be given again.

City Attorney Mr. Waterman explained the obligation for any hearing is that all who come to the hearing are entitled to hear the record. Someone who is late is entitled to hear the record. The smallest things can make a public hearing repeat.

Mayor, Staff and Council Comments:

Mayor Rule: Middleton came out fine in the auction of the parcel at Ridley's.


Council comments:

O'Meara: Would like to see a walkway connection along the Middleton Bridge connecting the north to the south.

Ms. Crofts: Mr. Van Gilder has been working very hard on the ITD initiatives grant a \$1.9 million request to build a light at S. Cemetery and SH44. He just got news that we have made the draft recommended list. If approved, we could break ground in March.

Adjourn: Mayor Rule adjourned the meeting at 7:02 p.m.

ATTEST:


Jennica Reynolds, Deputy Clerk
Minutes Approved: December 6, 2023


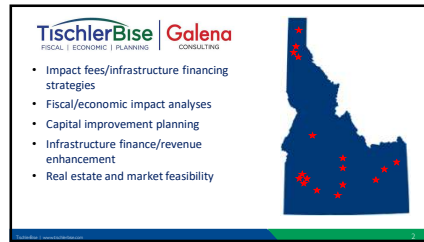

Steve Rule, Mayor



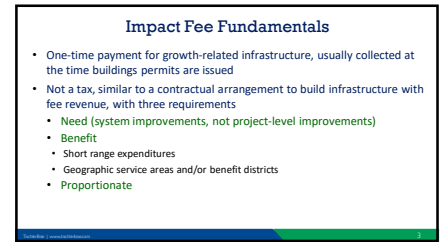
EXHIBIT “A”



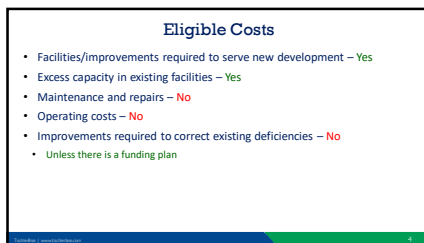
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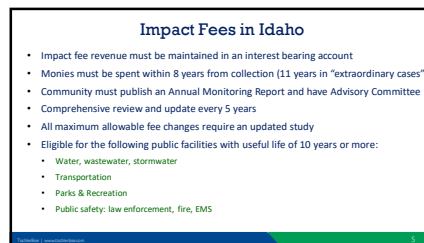
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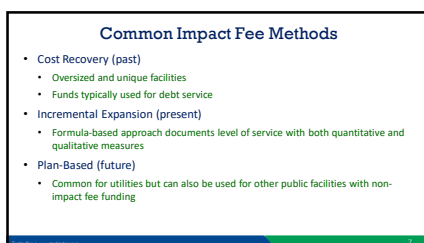
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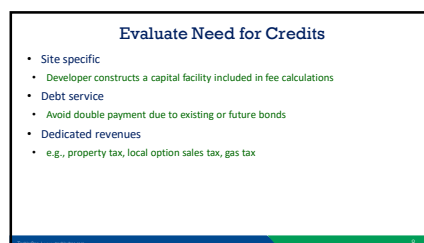
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Parks & Recreation

- 10-Year Park Growth-Related Needs @ Current LOS

Year	Population	Park Size	Park Cost	Total Cost
2022	10,000	1.0	\$10,000	\$10,000
2023	10,100	1.0	\$10,100	\$10,100
2024	10,200	1.0	\$10,200	\$10,200
2025	10,300	1.0	\$10,300	\$10,300
2026	10,400	1.0	\$10,400	\$10,400
2027	10,500	1.0	\$10,500	\$10,500
2028	10,600	1.0	\$10,600	\$10,600
2029	10,700	1.0	\$10,700	\$10,700
2030	10,800	1.0	\$10,800	\$10,800
2031	10,900	1.0	\$10,900	\$10,900
Total	108,000	10.0	\$1,080,000	\$1,080,000

Available Fund Balance for Parks: \$1,080,000

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Parks & Recreation

- 10-Year Pathway Growth-Related Needs @ Current LOS

Year	Population	Pathway Size	Pathway Cost	Total Cost
2022	10,000	1.0	\$10,000	\$10,000
2023	10,100	1.0	\$10,100	\$10,100
2024	10,200	1.0	\$10,200	\$10,200
2025	10,300	1.0	\$10,300	\$10,300
2026	10,400	1.0	\$10,400	\$10,400
2027	10,500	1.0	\$10,500	\$10,500
2028	10,600	1.0	\$10,600	\$10,600
2029	10,700	1.0	\$10,700	\$10,700
2030	10,800	1.0	\$10,800	\$10,800
2031	10,900	1.0	\$10,900	\$10,900
Total	108,000	10.0	\$1,080,000	\$1,080,000

Available Fund Balance for Pathways: \$1,080,000

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Parks & Recreation

- Parks Capital Plan

Item	Cost
Park Land Development	\$1,000,000
Park Improvements	\$100,000
Pathways	\$100,000
Chase of Future Studies	\$100,000
Total	\$1,300,000

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Parks & Recreation

- Pathway Capital Plan

Item	Cost
Pathway Land Development	\$1,000,000
Pathway Improvements	\$100,000
Chase of Future Studies	\$100,000
Total	\$1,200,000

Cost per Linear Mile: \$150

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Parks & Recreation

- Credit for existing fund balance

Item	Cost
City of Middleton	\$713,223
Parks Impact Fee Fund	\$713,223
Parks Capital Plan	\$713,223
Available Fund Balance % of Plan	100%

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Parks & Recreation

- Maximum Supportable Impact Fee

Item	Cost
Park Land Development	\$1,000,000
Park Improvements	\$100,000
Pathways	\$100,000
Chase of Future Studies	\$100,000
Total	\$1,300,000

Cost per Linear Mile: \$150

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Parks & Recreation

- 10-Year Projected Revenue

Year	Population	Park Size	Park Cost	Total Cost
2022	10,000	1.0	\$10,000	\$10,000
2023	10,100	1.0	\$10,100	\$10,100
2024	10,200	1.0	\$10,200	\$10,200
2025	10,300	1.0	\$10,300	\$10,300
2026	10,400	1.0	\$10,400	\$10,400
2027	10,500	1.0	\$10,500	\$10,500
2028	10,600	1.0	\$10,600	\$10,600
2029	10,700	1.0	\$10,700	\$10,700
2030	10,800	1.0	\$10,800	\$10,800
2031	10,900	1.0	\$10,900	\$10,900
Total	108,000	10.0	\$1,080,000	\$1,080,000

Projected Revenue: \$1,080,000

Total Expenses: \$1,080,000

Non-impact Fee Funding: \$1,080,000

Funding gap is the result of the credit for existing balance

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Middleton Impact Fee Study

- Fee Comparison

Item	Cost
Park & Recreation Impact Fee	\$7,999
Single Family	\$7,999
Boiler - Average*	\$2,813
Kula	\$2,813
Maui	\$2,813
Middleton - Maximum Draft	\$2,813
Mendocino	\$2,813
Star	\$2,813
Middleton - Current	\$1,726
Engle	\$1,440
Calhoun	\$1,190

*Single family home between 2,501 and 3,200 square feet

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Middleton Impact Fee Study

- Growth Projections
- Parks & Recreation
- Police
- Summary

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EXHIBIT “B”



Capital Improvement Plan and Development Impact Fee Study

Submitted to:
City of Middleton, Idaho

June 26, 2023

Prepared by:



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Impact Fee Study City of Middleton, Idaho

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EXECUTIVE SUMMARY

The City of Middleton, Idaho, retained TischlerBise, Inc. to update its development impact fee program. It is the intent of the City of Middleton to evaluate and update impact fees for: (1) parks, and (2) police. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and update of impact fees in the City of Middleton.

The purpose of this study is to demonstrate the City's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization (Idaho Code 67-8202(1-4)), it is the intent of the City of Middleton to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements.

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for all fees is the City of Middleton. The Parks & Recreation fees are based on residential demand, while the Police fees are calculated for both residential and nonresidential development.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for the City of Middleton, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as $A \times B = C$. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., $A = C \div B$). By using existing infrastructure standards to determine the need for growth-related capital improvements, the City of Middleton ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs

attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

FEE METHODOLOGIES

The following table summarizes the method(s) used to derive the impact fee for each type of public facility in Middleton.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Parks & Recreation	Citywide		Park Land Development, Park Improvements, Pathways	Prof./Engineering Studies	Persons
Police	Citywide		Police Station, Vehicle, Equipment	Impact Fee Study	Persons, Nonres Vehicle Trips

A summary of the capital plan for each infrastructure category included in the study is provided below:

PARKS & RECREATION CAPITAL PLAN

The Parks & Recreation development impact fee is based on the existing level of service provided for park improvements. To serve projected growth at current levels of service the City will need to develop 34 park acres and provide 16 new park improvements over the next ten years. Listed in Figure 2 are the capital improvement plans for park expansion of the next ten years. The improvements planned are consistent with growth-related needs to continue providing the current level of service.

Figure 2. Parks & Recreation Capital Improvement Plan

Parks & Recreation Capital Improvement Plan	
Park	Cost
River Walk Park	
Master Planning	\$20,000
Topographic Surveys	\$20,000
Flood planning	\$130,000
Engineering Support	\$300,000
Environmental Mitigation	\$373,746
East Road	\$437,500
Northern Roadway	\$289,100
Parking Lots	\$1,568,160
Dog Park	\$57,000
Beach Sand	\$94,500
Landscaping	\$100,000
Boardwalk	\$100,000
Additional Docks	\$285,000
Restrooms	\$850,000
Picnic Shelters	\$200,000
Emergency Services Shed	\$30,000
Utilities Extensions	\$603,000
Pond Pumps	\$30,000
Site Preparation	\$200,000
Middleton Place Park	
Pickleball Courts	\$90,000
Inclusive Playground	\$100,000
Irrigation Pump	\$15,000
Roadside Park	
Irrigation Pump	\$15,000
Grove Park	
Irrigation Pump	\$15,000
Total	\$5,923,006

The pathway analysis is based on the existing level of service. To serve projected growth at current levels of service the City will need to provide 1.8 new pathway miles over the next ten years. Listed in Figure 3 are the capital improvement plans for pathway expansion. The projects from the plan are consistent with growth-related needs to continue providing the current level of service.

Figure 3. Pathway Capital Improvement Plan

Future Planned Pathway Expansions		
Pathways	Linear Feet	Cost
Northern Pathway River Walk Park 8'	4,255	\$172,500
Southern Pathway River Walk Park 12'	4,326	\$624,815
Internal Pathways River Walk Park 8'	8,086	\$300,000
East Border River Walk Park	6,384	\$153,000
Piccadilly Park	1,110	\$75,000
Total	24,161	\$1,325,315

POLICE CAPITAL PLAN

The police analysis is based on the existing level of service for the police station, provided vehicles, and equipment. To serve projected growth at current levels of service the City will need to provide 1,586 new square feet for the police station, 5.4 new vehicles, and 47.3 new units of equipment over the next ten years. Listed in Figure 4 are the capital improvement plans for the police department. The projects from the plan are consistent with growth-related needs to continue providing the current level of service.

Figure 4. Police Capital Improvement Plan

Type of Capital Infrastructure	Total Cost	% Attributed to Growth	Growth's Cost
Facility – New Police Department	\$2,550,000	50%	\$1,275,000
Additional Vehicles (8)	\$584,000	100%	\$584,000
Additional Vehicle Computers (9)	\$13,500	100%	\$13,500
Additional Officer Equipment Set (8)	\$96,000	100%	\$96,000
Additional Body Worn Cameras (8)	\$8,000	100%	\$8,000
Additional Desktop Computers w/monitors	\$2,500	100%	\$2,500
Additional AED	\$1,900	100%	\$1,900
Replace current patrol vehicles (9)	\$540,000	0%	\$0
Replace current Officer Equipment Set (9)	\$108,000	0%	\$0
Thermal Imager	\$18,000	50%	\$9,000
Animal control/Code enforcement vehicle	\$60,000	100%	\$60,000
Animal control officer equipment	\$12,000	100%	\$12,000
Drone	\$3,500	50%	\$1,750
Plates/Carriers/Shield/Helmet	\$46,400	50%	\$23,200
Detective Vehicle	\$25,000	50%	\$12,500

MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE

Figure 5 provides a schedule of the maximum supportable development impact fees by type of land use for the City of Middleton. The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based the housing type. For nonresidential development, the fees are assessed per square foot of floor area. Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Figure 5. Summary of Maximum Supportable Development Impact Fees by Land Use

Development Type	Parks & Recreation	Police	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit)					
Single Family	\$2,313	\$337	\$2,650	\$2,030	\$620
Multifamily	\$2,361	\$344	\$2,705	\$2,030	\$675
Nonresidential (per 1,000 square feet)					
Retail	-	\$422	\$422	\$150	\$272
Office	-	\$163	\$163	\$150	\$13
Industrial	-	\$73	\$73	\$150	(\$77)
Institutional	-	\$293	\$293	\$150	\$143

CAPITAL IMPROVEMENT PLANS

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the fees are based. Each infrastructure category is discussed in turn.

First, Figure 6 and Figure 7 lists the projected growth over the next ten years in Middleton. Overall, there is an estimated 49.5 percent increase in residential development (5,303 new peak population residents and 1,840 new housing units) and a 23.7 percent increase in nonresidential development (301 new jobs and 243,000 square feet of development). Further details can be found in the Appendix B. Demographic Assumptions.

Figure 6. Ten-Year Projected Residential Growth

City of Middleton, ID	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Population [1]	10,720	11,250	11,781	12,311	12,841	13,371	13,902	14,432	14,962	15,493	16,023	5,303
Percent Increase		4.9%	4.7%	4.5%	4.3%	4.1%	4.0%	3.8%	3.7%	3.5%	3.4%	49.5%
Housing Units [2]												
Single Family	3,592	3,770	3,948	4,126	4,304	4,482	4,660	4,838	5,016	5,194	5,372	1,780
Multifamily	130	136	142	148	154	160	166	172	178	184	190	60
Total Housing Units	3,722	3,906	4,090	4,274	4,458	4,642	4,826	5,010	5,194	5,378	5,562	1,840

[1] Population projections are based on housing growth and PPHU factors

[2] Housing projections are based on building permit trends

Figure 7. Ten-Year Projected Nonresidential Growth

Industry	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Jobs [1]												
Retail	363	366	369	372	383	394	405	417	429	439	449	86
Office	108	109	110	111	114	117	121	124	128	131	134	26
Industrial	92	93	94	94	97	100	103	106	109	111	114	22
Institutional	706	712	718	724	745	766	788	811	834	854	874	168
Total	1,269	1,280	1,291	1,302	1,339	1,377	1,417	1,458	1,499	1,534	1,570	301
Percent Increase		0.8%	0.8%	0.8%	2.9%	2.9%	2.9%	2.9%	2.9%	2.3%	2.3%	23.7%
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	171	172	174	175	180	186	191	196	202	207	212	41
Office	33	33	34	34	35	36	37	38	39	40	41	8
Industrial	59	59	60	60	62	64	65	67	69	71	73	14
Institutional	760	766	772	779	801	824	848	872	897	918	940	180
Total	1,022	1,031	1,040	1,049	1,079	1,110	1,141	1,174	1,208	1,236	1,265	243

[1] Source: Community Planning Association of Southwest Idaho (Compass) job growth rate for greater Middleton

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

PARKS & RECREATION CAPITAL IMPROVEMENT PLAN

The City has maintained a level of service of 6.36 acres and 2.99 park improvements per 1,000 residents. The Parks & Recreation development impact fee is based on the existing level of service provided for park improvements. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

Based on the 10-year population projection there is a growth-related need for 33.8 park acres developed and 16 park improvements totaling \$3,713,700 capital cost. Figure 8 identifies the Parks & Recreation capital plans for the next ten years. The improvements planned are consistent

with growth-related needs to continue providing the current level of service. Shown in the figure, the park improvement capital expansion plans meet or exceed the projected need to accommodate growth.

Figure 8. Parks & Recreation Capital Improvement Plan

Parks & Recreation Capital Improvement Plan	
Park	Cost
River Walk Park	
Master Planning	\$20,000
Topographic Surveys	\$20,000
Flood planning	\$130,000
Engineering Support	\$300,000
Environmental Mitigation	\$373,746
East Road	\$437,500
Northern Roadway	\$289,100
Parking Lots	\$1,568,160
Dog Park	\$57,000
Beach Sand	\$94,500
Landscaping	\$100,000
Boardwalk	\$100,000
Additional Docks	\$285,000
Restrooms	\$850,000
Picnic Shelters	\$200,000
Emergency Services Shed	\$30,000
Utilities Extensions	\$603,000
Pond Pumps	\$30,000
Site Preparation	\$200,000
Middleton Place Park	
Pickleball Courts	\$90,000
Inclusive Playground	\$100,000
Irrigation Pump	\$15,000
Roadside Park	
Irrigation Pump	\$15,000
Grove Park	
Irrigation Pump	\$15,000
Total	\$5,923,006

PATHWAY CAPITAL IMPROVEMENT PLAN

The City has maintained a level of service of 0.34 miles per 1,000 residents. The pathway development impact fee is based on the existing level of service provided for pathways. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related infrastructure.

The growth-related need for pathways based on the 10-year projected growth is 1.8 miles, totaling \$522,000 capital cost. Listed in Figure 9 are the capital improvement plans for pathway expansion identified by City staff. The projects from the plan are consistent with growth-related needs to continue

providing the current level of service. Shown in the figure, the pathway capital expansion plans meet or exceed the projected need to accommodate growth.

Figure 9. Pathway Capital Improvement Plan

Future Planned Pathway Expansions		
Pathways	Linear Feet	Cost
Northern Pathway River Walk Park 8'	4,255	\$172,500
Southern Pathway River Walk Park 12'	4,326	\$624,815
Internal Pathways River Walk Park 8'	8,086	\$300,000
East Border River Walk Park	6,384	\$153,000
Piccadilly Park	1,110	\$75,000
Total	24,161	\$1,325,315
Cost per Linear Foot		\$55
Cost per Mile		\$290,000

POLICE CAPITAL IMPROVEMENT PLAN

The police development impact fee is based on the existing level of service for the police station, provided vehicles, and equipment. The use of existing standards means there are no existing infrastructure deficiencies. New development is only paying its proportionate share for growth-related needs.

The growth-related need for new police facilities based on the 10-year projected growth is 1,586 square feet, totaling \$222,102. The growth-related need for new police vehicles is 5.4 units, totaling \$398,948 capital cost. The growth-related need for new police equipment is 47.3 units totaling \$94,529 capital cost. Listed in Figure 10 are the capital improvement plans for police infrastructure identified by the City of Middleton. Shown in the figure, the facility, vehicle, and equipment capital expansion plans meet or exceed the projected need to accommodate growth.

Figure 10. Police Capital Improvement Plan

Type of Capital Infrastructure	Total Cost	% Attributed to Growth	Growth's Cost
Facility – New Police Department	\$2,550,000	50%	\$1,275,000
Additional Vehicles (8)	\$584,000	100%	\$584,000
Additional Vehicle Computers (9)	\$13,500	100%	\$13,500
Additional Officer Equipment Set (8)	\$96,000	100%	\$96,000
Additional Body Worn Cameras (8)	\$8,000	100%	\$8,000
Additional Desktop Computers w/monitors	\$2,500	100%	\$2,500
Additional AED	\$1,900	100%	\$1,900
Replace current patrol vehicles (9)	\$540,000	0%	\$0
Replace current Officer Equipment Set (9)	\$108,000	0%	\$0
Thermal Imager	\$18,000	50%	\$9,000
Animal control/Code enforcement vehicle	\$60,000	100%	\$60,000
Animal control officer equipment	\$12,000	100%	\$12,000
Drone	\$3,500	50%	\$1,750
Plates/Carriers/Shield/Helmet	\$46,400	50%	\$23,200
Detective Vehicle	\$25,000	50%	\$12,500
Total Cost of Infrastructure	\$4,068,800		\$2,099,350

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the City to fund growth-related projects for Parks & Recreation and Police infrastructure.

With that said, the City of Middleton has existing balances in its impact fee funds. These funds will be used in the future to fund the City's CIP. To ensure that the impact fees are only capturing the cost burden to the City's budget, a credit is included to account for these revenue sources. Further details can be found in the body of the report.

PARKS & RECREATION DEVELOPMENT IMPACT FEE ANALYSIS

The Parks & Recreation development impact fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report. Parks & Recreation capital improvements are allocated 100 percent to residential development. Per the Idaho Act, the service unit is a person.

The Parks & Recreation infrastructure components included in the impact fee analysis are:

- Park land development
- Park improvements
- Park pathways
- Share of the development impact fee

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there is an existing fund balance in the Parks & Recreation Impact Fee which will be used towards the capital improvement plan. To ensure that the impact fees are only capturing the cost burden to the City's budget, a credit is included to account for these revenue sources. Further details can be found below in this chapter.

PARKS & RECREATION LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

PARK LAND DEVELOPMENT & IMPROVEMENTS

Listed in Figure 11, there are a total of 68.2 acres and 32 improvements within the parks. With a population of 5,303, the level of service is found to be 6.36 acres per 1,000 persons and 2.99 park improvements per 1,000 persons. The level of service is combined with the average cost to develop a park acre and improvement to find the capital cost per person. Park land development costs are based on anticipated future costs that include site preparation, environmental mitigation, irrigation, utilities, and roadways. The average improvement cost is based on the replacement costs of the current improvements at each park.

As a result, the capital cost per person is \$534 for land development (6.36 acres per 1,000 persons x \$84,000 per acre = \$534 per person) and \$164 for park improvements (2.99 improvements per 1,000 persons x \$55,000 per improvement = \$164 per person).

Figure 11. Park Level of Service & Cost Analysis

Parks	Park Land (acres)	Park Improvements
Davis Park	0.2	1
Piccadilly Park	5.4	14
Middleton Place Park	15.0	11
Grove Park	0.5	2
Roadside Park	1.1	4
Hillside Park [2]	3.9	0
Green Belt Park [3]	42.0	0
Total	68.2	32

Level-of-Service Standards	Land Dev	Improvements
Residential Share	100%	100%
Share of Acres/Improvements	68.2	32
2022 Population	10,720	10,720
Acres/Improvements per 1,000 Persons	6.36	2.99

Cost Analysis	Land Dev	Improvements
Acres/Improvements per 1,000 Persons	6.36	2.99
Average Cost per Acre/Improvement [1]	\$84,000	\$55,000
Capital Cost per Person	\$534	\$164

Source: City of Middleton

[1] Land dev costs are based on anticipated future costs and improvement cost is based current insurance valuation

[2] Leased park, improvements completed by GMPRD

[3] City-owned acres, not utility-owned

PATHWAYS

Listed in Figure 12, there is a total of 3.66 pathway miles that are providing citywide benefit to the residents. With a population of 10,720, the level of service is found to be 0.34 miles per 1,000 persons. The level of service is combined with the average cost per mile to find the capital cost per person. Based on current project estimates in Middleton, the average cost to construct a mile is \$290,000. As a result, the pathway capital cost per person is \$99 (0.34 miles per 1,000 persons x \$290,000 per mile = \$99 per person, rounded).

Figure 12. Pathway Level of Service & Cost Analysis

Pathways	Miles
Park and Citywide Trails/Pathways	3.66
Total	3.66

Level-of-Service Standards	Miles
Residential Share	100%
Share of Miles	3.66
2022 Population	10,720
Miles per 1,000 Persons	0.34

Cost Analysis	Miles
Miles per 1,000 Persons	0.34
Average Cost per Mile [1]	\$290,000
Capital Cost per Person	\$99

Source: City of Middleton

[1] Average cost per mile in City's Capital Plan

PROFESSIONAL & ENGINEERING STUDIES

Under the Idaho enabling legislation, the City of Middleton is able to recover the cost of needed professional, engineering, and master planning related to park development and the impact fee study through the collection of future fees. Listed in Figure 13 there is a total cost of \$496,800 for all needed studies. The City anticipates conducting these reviews over the next ten years. Thus, the capital cost per person is found by comparing the total cost to the ten-year increase in population. As a result, shown in Figure 13, the cost per person is \$94.

Figure 13. Parks & Recreation Professional & Engineering Studies

10-Year Need for Prof/Engineering Studies		Cost of Prof. Studies [1]	Residential Share	Residential Cost
Master Planning	\$20,000	\$496,880	100%	\$496,880
Topographic Surveys	\$20,000			
Flood planning	\$130,000			
Engineering Support	\$300,000			
Impact Fee Studies (2)	\$26,880			
Total Cost	\$496,880			
		Residential Growth Share	Ten-Year Population Increase	Capital Cost per Person
		100%	5,303	\$94

[1] Master Plan, topographic surveys, flood planning, engineering support, and impact fee studies (2)

PARKS & RECREATION CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of existing infrastructure and estimated costs over a specified period needed to maintain levels of service for expected unit increases.

PARK LAND DEVELOPMENT AND PARK IMPROVEMENTS

The current level of service of 6.36 acres per 1,000 persons is combined with the population projections to illustrate the need for new park land development. Also shown in Figure 14, over the next ten years, there is a need for 33.8 acres to be developed. The average cost per acre (\$84,000) is multiplied by the need (33.8 acres) to find the projected capital need from growth (\$2,839,200).

Additionally, the current level of service of 2.99 improvements per 1,000 persons is combined with the population projections to illustrate the need for new park improvements. Shown in Figure 14, over the next ten years, there is a need for 15.9 park improvements. The average cost per improvement (\$55,000) is multiplied by the need (15.9 park improvements) to find the projected capital need from growth (\$874,500).

Figure 14. Project Demand for Park Improvements and Land

Infrastructure		Level of Service		Cost/Unit
Parks		6.36 Acres	per 1,000 persons	\$84,000
		2.99 Improvements	per 1,000 persons	\$55,000

Growth-Related Need for Parks				
Year		Population	Park Dev Acres	Park Improvements
Base	2022	10,720	68.1	32.0
Year 1	2023	11,250	71.5	33.6
Year 2	2024	11,781	74.9	35.2
Year 3	2025	12,311	78.2	36.8
Year 4	2026	12,841	81.6	38.3
Year 5	2027	13,371	85.0	39.9
Year 6	2028	13,902	88.4	41.5
Year 7	2029	14,432	91.7	43.1
Year 8	2030	14,962	95.1	44.7
Year 9	2031	15,493	98.5	46.3
Year 10	2032	16,023	101.9	47.9
Ten-Year Increase		5,303	33.8	15.9
Projected Expenditure			\$2,839,200	\$874,500

Growth-Related Expenditures for Parks			\$3,713,700
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PATHWAYS

The current level of service of 0.34 miles per 1,000 persons is combined with the population projections to illustrate the need for new pathway miles. Shown in Figure 15 over the next ten years, there is a need for 1.8 new miles. The average cost per mile (\$290,000) is multiplied by the need to find the projected capital need from growth (\$522,000).

Figure 15. Project Demand for Pathways

Infrastructure	Level of Service			Cost/Unit
Pathways	0.34	Miles	per 1,000 persons	\$290,000

Growth-Related Need for Pathways			
Year		Population	Trail Miles
Base	2022	10,720	3.6
Year 1	2023	11,250	3.8
Year 2	2024	11,781	4.0
Year 3	2025	12,311	4.1
Year 4	2026	12,841	4.3
Year 5	2027	13,371	4.5
Year 6	2028	13,902	4.7
Year 7	2029	14,432	4.9
Year 8	2030	14,962	5.0
Year 9	2031	15,493	5.2
Year 10	2032	16,023	5.4
Ten-Year Increase		5,303	1.8
Projected Expenditure			\$522,000

Growth-Related Expenditures for Pathways	\$522,000
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PARKS & RECREATION CAPITAL IMPROVEMENT PLANS

Based on the 10-year population projection there is a growth-related need for 34 park acres developed and 16 park improvements totaling \$3,713,700 capital cost. Figure 16 identifies the Parks & Recreation capital plans for the next ten years. The improvements planned are consistent with growth-related needs to continue providing the current level of service.

Figure 16. Parks & Recreation Capital Improvement Plan

Parks & Recreation Capital Improvement Plan	
Park	Cost
River Walk Park	
Master Planning	\$20,000
Topographic Surveys	\$20,000
Flood planning	\$130,000
Engineering Support	\$300,000
Environmental Mitigation	\$373,746
East Road	\$437,500
Northern Roadway	\$289,100
Parking Lots	\$1,568,160
Dog Park	\$57,000
Beach Sand	\$94,500
Landscaping	\$100,000
Boardwalk	\$100,000
Additional Docks	\$285,000
Restrooms	\$850,000
Picnic Shelters	\$200,000
Emergency Services Shed	\$30,000
Utilities Extensions	\$603,000
Pond Pumps	\$30,000
Site Preparation	\$200,000
Middleton Place Park	
Pickleball Courts	\$90,000
Inclusive Playground	\$100,000
Irrigation Pump	\$15,000
Roadside Park	
Irrigation Pump	\$15,000
Grove Park	
Irrigation Pump	\$15,000
Total	\$5,923,006

The growth-related need for pathways based on the 10-year projected growth is 1.8 miles, totaling \$522,000 capital cost. Listed in Figure 17 are the capital improvement plans for pathway expansion identified by City staff. The projects from the plan are consistent with growth-related needs to continue providing the current level of service.

Figure 17. Pathway Capital Improvement Plan

Future Planned Pathway Expansions		
Pathways	Linear Feet	Cost
Northern Pathway River Walk Park 8'	4,255	\$172,500
Southern Pathway River Walk Park 12'	4,326	\$624,815
Internal Pathways River Walk Park 8'	8,086	\$300,000
East Border River Walk Park	6,384	\$153,000
Piccadilly Park	1,110	\$75,000
Total	24,161	\$1,325,315
Cost per Linear Foot		\$55
Cost per Mile		\$290,000

PARKS & RECREATION IMPACT FEE CREDIT ANALYSIS

The Parks & Recreation Capital Improvement Plan (CIP) totals \$7,233,321. Currently, there is \$713,223 in the City's Parks & Recreation Impact Fee Fund for future projects in the CIP. The impact fee fund accounts for 10 percent of the total CIP. To ensure the impact fees are only capturing the growth-related costs to the City's budget, the percent of the current fee funding of the CIP is applied as a credit.

Figure 18. Parks & Recreation Impact Fee Credit

City of Middleton	FY22
Parks Impact Fee Fund	\$713,223
Parks Capital Plan	\$7,233,321
Available Fund Balance % of Plan	10%

PARKS & RECREATION INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 19 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person of park improvements, acres, pathways, and the impact fee study. The Parks & Recreation impact fee is the product of persons per housing unit multiplied by the total net cost per person. Fees are based on the persons per housing unit based on housing unit type.

The fees represent the highest supportable amount for each type of applicable land use and represent new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 19. Parks & Recreation Maximum Supportable Impact Fees

Fee Component	Cost per Person
Park Land Development	\$534
Park Improvements	\$164
Pathways	\$99
Share of Future Studies	\$94
Gross Total	\$891
Credit for Fund Balance (10%)	(\$88)
Net Total	\$803

Residential

Development Type	Persons per Housing Unit	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit)				
Single Family	2.88	\$2,313	\$1,726	\$587
Multifamily	2.94	\$2,361	\$1,726	\$635

CASH FLOW PROJECTIONS FOR PARKS & RECREATION MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to the City of Middleton if the Parks & Recreation development impact fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

At the top of Figure 20 are the growth-related cost by infrastructure type over the next ten years, totaling \$4,732,580. Shown at the bottom of the figure, the maximum supportable Parks & Recreation impact fee is estimated to cover 90 percent of growth-related capital costs. The gap in funding is the result of a 10 percent credit due to existing impact fee monies already collected.

Figure 20. Projected Revenue for Parks & Recreation Maximum Supportable Impact Fee

Infrastructure Costs for Park Facilities

	Total Cost	Growth Cost
Park Land Development	\$2,839,200	\$2,839,200
Park Improvements	\$874,500	\$874,500
Pathways	\$522,000	\$522,000
Share of Future Studies	\$496,880	\$496,880
Total Expenditures	\$4,732,580	\$4,732,580

Projected Development Impact Fee Revenue

		Single Family \$2,313 per unit	Multifamily \$2,361 per unit
Year		Housing Units	Housing Units
Base	2022	3,592	130
1	2023	3,770	136
2	2024	3,948	142
3	2025	4,126	148
4	2026	4,304	154
5	2027	4,482	160
6	2028	4,660	166
7	2029	4,838	172
8	2030	5,016	178
9	2031	5,194	184
10	2032	5,372	190
Ten-Year Increase		1,780	60
Projected Revenue		\$4,117,140	\$141,660
Projected Revenue =>		\$4,259,000	
Total Expenditures =>		\$4,733,000	
Non-Impact Fee Funding =>		\$474,000	

POLICE DEVELOPMENT IMPACT FEES

The Police Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The Police infrastructure components included in the impact fee analysis are:

- Police facilities
- Police vehicles
- Police equipment
- Share of the development impact fee

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land use trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for Police from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Police Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there is an existing fund balance in the Police Development Impact Fee Fund which will be used towards the capital improvement plan. To ensure that the impact fees are only capturing the cost burden to the City's budget, a credit is included to account for these revenue sources. Further details can be found below in this chapter.

COST ALLOCATION FOR POLICE INFRASTRUCTURE

Both residential and nonresidential developments increase the demand on Police services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the city through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Middleton are assigned 14

hours to residential development and 10 hours to nonresidential development. Residents that work outside the city are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the city working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 81 percent of the functional population, while nonresidential development accounts for 19 percent.

Figure 21. Middleton Functional Population

City of Middleton (2019)			
<i>Residential</i>		<i>Demand Hours/Day</i>	<i>Person Hours</i>
Population*	7,556		
Residents Not Working	4,702	20	94,040
Employed Residents	2,854		
Employed in Middleton	166	14	2,324
Employed outside Middleton	2,688	14	37,632
Residential Subtotal			133,996
Residential Share =>			81%
<i>Nonresidential</i>			
Non-working Residents	4,702	4	18,808
Jobs Located in Middleton	1,231		
Residents Employed in Middleton	1,065	10	10,650
Non-Resident Workers (inflow commuters)	166	10	1,660
Nonresidential Subtotal			31,118
Nonresidential Share =>			19%
TOTAL			165,114

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

POLICE LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

POLICE FACILITIES

Listed in Figure 22, the Police Department facility is 3,559 square feet with an estimated replacement cost of \$500,000, or \$140 per square foot. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages seen above. As a result, 2,883 square feet are attributed to residential demand and 676 square feet are attributed to nonresidential demand. The current level of service is found by comparing the attributed vehicle units to the current population and nonresidential vehicles trips. As a result, there are 268.9 square feet per 1,000 residents and 66.7 square feet per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$38 per person and \$9 per vehicle trip (268.9 square feet per 1,000 persons x \$140 per square foot = \$38 per person, rounded).

Figure 22. Police Facilities Level of Service & Cost Analysis

Facility	Square Feet	Replacement Cost
Police Station	3,559	\$500,000
Total	3,559	\$500,000

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	81%	19%
Share of Square Feet	2,883	676
2022 Population/Nonres. Vehicle Trips	10,720	10,140
Square Feet per 1,000 Persons/Vehicle Trips	268.9	66.7

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	268.9	66.7
Average Cost per Square Foot	\$140	\$140
Capital Cost per Person/Vehicle Trip	\$38	\$9

Source: City of Middleton

POLICE VEHICLES

Listed in Figure 23, the Police department currently has a total of 12 vehicles in the fleet. The replacement cost of these vehicles averages \$74,500 per unit. The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages seen above. As a result, 10 vehicles are attributed to residential demand and 2 vehicles are attributed to nonresidential demand. The current level of service is found by comparing the attributed vehicle units to the current population and nonresidential vehicles trips. As a result, there are 0.91 vehicles per 1,000 residents and 0.22 vehicles per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$68 per person and \$16 per vehicle trip (0.91 units per 1,000 persons x \$74,500 per unit = \$68 per person, rounded).

Figure 23. Police Vehicle Level of Service & Cost Analysis

Vehicles	Units
Chevrolet Tahoe	4
Dodge Charger	8
Total	12

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	81%	19%
Share of Fleet	10	2
2022 Population/Nonres. Vehicle Trips	10,720	10,140
Units per 1,000 Persons/Vehicle Trips	0.91	0.22

<i>Cost Analysis</i>	Residential	Nonres
Units per 1,000 Persons/Vehicle Trips	0.91	0.22
Average Cost per Unit	\$74,500	\$74,500
Capital Cost per Person/Vehicle Trip	\$68	\$16

Source: City of Middleton

POLICE EQUIPMENT

Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, “‘Capital improvements’ means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility.” Listed in Figure 24 are Police equipment that have a useful life of ten or more years qualifying to be impact fee-eligible.

The proportionate share between residential and nonresidential demand of the facility is found by applying the functional population percentages. As a result, 86 units are attributed to residential demand and 20 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the current peak population and nonresidential vehicles trips. As a result, there is 8.01 units per 1,000 residents and 1.99 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$16 per person and \$4 per vehicle trip (8.01 per 1,000 persons x \$2,000 per unit = \$16 per person, rounded).

Figure 24. Police Equipment Level of Service & Cost Analysis

Equipment	Units	Total Replacement
Equipment [1]	106	\$195,708
Total	106	\$195,708

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	81%	19%
Share of Equipment	86	20
2022 Population/Nonres. Vehicle Trips	10,720	10,140
Units per 1,000 Persons/Vehicle Trips	8.01	1.99

<i>Cost Analysis</i>	Residential	Nonres
2022 Population/Nonres. Vehicle Trips	8.01	1.99
Average Cost per Unit	\$2,000	\$2,000
Capital Cost per Person/Vehicle Trip	\$16	\$4

Source: City of Middleton

[1] Equipment w/10-Year usefullife

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Middleton is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the two infrastructure categories, resulting in the Police's share being \$13,440. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population and nonresidential vehicle trips. As a result, the cost per person is \$4 and the cost per vehicle trip is \$3.

Figure 25. Police's Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
\$13,440	81%	19%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,886	2,651	\$4

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$2,554	866	\$3

POLICE CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

POLICE FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new Police facilities. Shown in Figure 26, over the next ten years, there is a need for 1,586 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$222,102).

Figure 26. Projected Demand for Police Facilities

Infrastructure		Level of Service			Cost/Unit
Police Station		268.9	square feet	per 1,000 persons	\$140
		66.7		per 1,000 trips	

Growth-Related Need for Police Station						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2022	10,720	10,140	2,883	676	3,559
Year 1	2023	11,250	10,226	3,025	682	3,707
Year 2	2024	11,781	10,313	3,168	688	3,856
Year 3	2025	12,311	10,400	3,310	694	4,004
Year 4	2026	12,841	10,699	3,453	714	4,167
Year 5	2027	13,371	11,006	3,596	734	4,330
Year 6	2028	13,902	11,322	3,738	755	4,493
Year 7	2029	14,432	11,647	3,881	777	4,658
Year 8	2030	14,962	11,982	4,023	799	4,823
Year 9	2031	15,493	12,261	4,166	818	4,984
Year 10	2032	16,023	12,547	4,309	837	5,145
Ten-Year Increase		5,303	2,407	1,426	161	1,586
Projected Expenditure				\$199,629	\$22,473	\$222,102

Growth-Related Expenditures for Police Station				\$222,102
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POLICE VEHICLES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new Police vehicle units. Shown in Figure 27, over the next ten years, there is a need for 5.4 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$398,948).

Figure 27. Projected Demand for Police Communication System

Infrastructure		Level of Service			Cost/Unit
Vehicles		0.91	units	per 1,000 persons	\$74,500
		0.22		per 1,000 trips	

Growth-Related Need for Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2022	10,720	10,140	9.8	2.2	12.0
Year 1	2023	11,250	10,226	10.2	2.2	12.5
Year 2	2024	11,781	10,313	10.7	2.3	13.0
Year 3	2025	12,311	10,400	11.2	2.3	13.5
Year 4	2026	12,841	10,699	11.7	2.4	14.0
Year 5	2027	13,371	11,006	12.2	2.4	14.6
Year 6	2028	13,902	11,322	12.7	2.5	15.1
Year 7	2029	14,432	11,647	13.1	2.6	15.7
Year 8	2030	14,962	11,982	13.6	2.6	16.3
Year 9	2031	15,493	12,261	14.1	2.7	16.8
Year 10	2032	16,023	12,547	14.6	2.8	17.3
Ten-Year Increase		5,303	2,407	4.8	0.5	5.4
Projected Expenditure				\$359,503	\$39,445	\$398,948

Growth-Related Expenditures for Vehicles				\$398,948
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POLICE EQUIPMENT

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new Police equipment units. Shown in Figure 28, over the next ten years, there is a need for 47.3 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$94,529).

Figure 28. Projected Demand for Police Equipment

Infrastructure		Level of Service			Cost/Unit
Equipment		8.01	units	per 1,000 persons	\$2,000
		1.99		per 1,000 trips	

Growth-Related Need for Equipment						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2022	10,720	10,140	85.9	20.2	106.0
Year 1	2023	11,250	10,226	90.1	20.3	110.5
Year 2	2024	11,781	10,313	94.4	20.5	114.9
Year 3	2025	12,311	10,400	98.6	20.7	119.3
Year 4	2026	12,841	10,699	102.9	21.3	124.1
Year 5	2027	13,371	11,006	107.1	21.9	129.0
Year 6	2028	13,902	11,322	111.4	22.5	133.9
Year 7	2029	14,432	11,647	115.6	23.2	138.8
Year 8	2030	14,962	11,982	119.8	23.8	143.7
Year 9	2031	15,493	12,261	124.1	24.4	148.5
Year 10	2032	16,023	12,547	128.3	25.0	153.3
Ten-Year Increase		5,303	2,407	42.5	4.8	47.3
		Projected Expenditure		\$84,951	\$9,578	\$94,529

Growth-Related Expenditures for Equipment		\$94,529
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POLICE CAPITAL IMPROVEMENT PLAN

The growth-related need for new police facilities based on the 10-year projected growth is 1,586 square feet, totaling \$222,102. The growth-related need for new police vehicles is 5.4 units, totaling \$398,948 capital cost. The growth-related need for new police equipment is 47.3 units totaling \$94,529 capital cost. Listed in Figure 29 are the capital improvement plans for police infrastructure identified by the City of Middleton. Shown in the figure, the facility, vehicle, and equipment capital expansion plans meet or exceed the projected need to accommodate growth.

Figure 29. Police Capital Improvement Plan

Type of Capital Infrastructure	Total Cost	% Attributed to Growth	Growth's Cost
Facility – New Police Department	\$2,550,000	50%	\$1,275,000
Additional Vehicles (8)	\$584,000	100%	\$584,000
Additional Vehicle Computers (9)	\$13,500	100%	\$13,500
Additional Officer Equipment Set (8)	\$96,000	100%	\$96,000
Additional Body Worn Cameras (8)	\$8,000	100%	\$8,000
Additional Desktop Computers w/monitors	\$2,500	100%	\$2,500
Additional AED	\$1,900	100%	\$1,900
Replace current patrol vehicles (9)	\$540,000	0%	\$0
Replace current Officer Equipment Set (9)	\$108,000	0%	\$0
Thermal Imager	\$18,000	50%	\$9,000
Animal control/Code enforcement vehicle	\$60,000	100%	\$60,000
Animal control officer equipment	\$12,000	100%	\$12,000
Drone	\$3,500	50%	\$1,750
Plates/Carriers/Shield/Helmet	\$46,400	50%	\$23,200
Detective Vehicle	\$25,000	50%	\$12,500
Total Cost of Infrastructure	\$4,068,800		\$2,099,350

POLICE IMPACT FEE CREDIT ANALYSIS

The Police Capital Improvement Plan (CIP) totals \$2,126,230. Currently, there is \$149,315 in the City's Police Impact Fee Fund for future projects in the CIP. The impact fee fund accounts for 7 percent of the total CIP. To ensure the impact fees are only capturing the growth-related costs to the City's budget, the percent of the current fee funding of the CIP is applied as a credit.

Figure 30. Credit for Existing Impact Fee Fund Balance

City of Middleton	FY22
Police Impact Fee Fund	\$149,315
Police Capital Plan	\$2,126,230
Available Fund Balance % of Plan	7%

POLICE INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 31 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Police Development Impact Fees are the product of persons per housing unit by type of housing unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 31. Police Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
Police Station	\$38	\$9
Vehicles	\$68	\$16
Equipment	\$16	\$4
Share of Fee Study	\$4	\$3
Gross Total	\$126	\$32
Credit for Fund Balance (7%)	(\$9)	(\$2)
Net Total	\$117	\$30

Residential

Development Type	Persons per Housing Unit	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Residential (per housing unit)				
Single Family	2.88	\$337	\$304	\$33
Multifamily	2.94	\$344	\$304	\$40

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee	Current Fee	Increase/ (Decrease)
Nonresidential (per 1,000 square feet)				
Retail	14.06	\$422	\$150	\$272
Office	5.42	\$163	\$150	\$13
Industrial	2.44	\$73	\$150	(\$77)
Institutional	9.76	\$293	\$150	\$143

CASH FLOW PROJECTIONS FOR POLICE MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Middleton if the Police Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. The fee for single family, multifamily, and nonresidential units are used in the calculations. Shown at the bottom of the figure, the maximum supportable Police impact fee is estimated to generate \$693,000 in revenue while there is a growth-related cost of \$742,000, which is estimated to cover 93 percent of growth-related capital costs. The gap in funding is the result of a 7 percent credit due to existing impact fee monies already collected.

Figure 32. Cash Flow Summary for Police Impact Fees

Infrastructure Costs for Police Facilities

	Total Cost	Growth Cost
Police Station	\$222,102	\$222,102
Vehicles	\$398,948	\$398,948
Equipment	\$94,529	\$94,529
Share of Fee Study	\$26,880	\$26,880
Total Expenditures	\$742,460	\$742,460

Projected Development Impact Fee Revenue

		Single Family \$337 per unit	Multifamily \$344 per unit	Retail \$422 per unit	Office \$163 per unit	Industrial \$73 per unit	Institutional \$293 per unit
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2022	3,592	130	171	33	59	760
1	2023	3,770	136	172	33	59	766
2	2024	3,948	142	174	34	60	772
3	2025	4,126	148	175	34	60	779
4	2026	4,304	154	180	35	62	801
5	2027	4,482	160	186	36	64	824
6	2028	4,660	166	191	37	65	848
7	2029	4,838	172	196	38	67	872
8	2030	5,016	178	202	39	69	897
9	2031	5,194	184	207	40	71	918
10	2032	5,372	190	212	41	73	940
Ten-Year Increase		1,780	60	41	8	14	180
Projected Revenue		\$599,860	\$20,640	\$17,124	\$1,283	\$1,015	\$52,818
Projected Revenue =>						\$693,000	
Total Expenditures =>						\$742,000	
Non-Impact Fee Funding =>						\$49,000	

PROPORTIONATE SHARE ANALYSIS

Development impact fees for the City of Middleton are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the City in the provision of system improvements to serve new development. The City will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for the City of Middleton are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the City of Middleton. Projects are included in the City's capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, citywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt.
- 5) The City will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvement Plan. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the City. These procedures should be addressed in the development impact fee ordinance. One service area represented by the City of Middleton is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the City formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and City Staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The City must develop and adopt a capital improvement plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The City has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the City should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in,

first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the City's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. The City of Middleton will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes banks, business offices, and veterinarian clinics.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

Lodging: Place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and recreational facilities.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

As part of our Work Scope, TischlerBise has prepared documentation on demographic data and development projections that will be used in the City of Middleton Impact Fee Study. The data estimates and projections are used in the study's calculations and to illustrate the possible future pace of service demands on the City's infrastructure. Furthermore, the memo demonstrates the history of development and base year development levels in Middleton. The demographic assumptions are used in the impact fee calculations to determine current and future levels of service.

The factors provide assumptions for the final impact fee model, and once finalized, this memo will become part of the final report and/or model documentation.

This memo includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

Note: calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on City infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Middleton be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on City facilities and services. Figure 33 shows the US Census American Community Survey 2020 5-Year Estimates data for the City of Middleton. Single family units have a household size of 2.88 persons and multifamily units have a household size of 2.94 persons. Additionally, there is a housing mix of 97 percent single family and 3 percent multifamily.

The estimates in Figure 33 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 33. Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	7,720	2,679	2.88	2,567	3.01	97%
Multifamily [2]	285	97	2.94	97	2.94	3%
Total	8,005	2,776	2.88	2,664	3.00	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Available through the Community Planning Association of Southwest Idaho (Compass), the base year (2022) population is estimated to be 10,720 residents. Since the average PPHU is 2.88 persons per housing unit, there are 3,722 housing units estimated in Middleton (10,720 residents / 2.88 persons per housing unit = 3,722 housing units). Furthermore, applying the housing mix percentages, there are 3,592 single family homes (97 percent) and 130 multifamily homes (3 percent) assumed in the City of Middleton.

Figure 34. Base Year Housing Units

City of Middleton, ID	Base Year 2022
Population [1]	10,720
Housing Units [2]	
Single Family	3,592
Multifamily	130
Total Housing Units	3,722

[1] Source: Community Planning Association of Southwest Idaho (Compass)

[2] Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

POPULATION AND HOUSING UNIT PROJECTIONS

In Figure 35 the past five years of single family and multifamily building permit history in Middleton is listed. Over the past five years the annual average has been 221 housing units. However, there was a boom in construction in 2021 that varies greatly from the other years. Excluding 2021 from the average there has been an annual average of 184 housing units. The average without the peak has been determined to be a more accurate estimate of current housing trends in Middleton.

Figure 35. Residential Building Permit History

Housing Type	2018	2019	2020	2021	2022	Total	5-Year Average	Average w/o Peak 2021
Single Family [1]	170	168	188	367	186	1,079	216	178
Multifamily [2]	0	24	0	0	0	24	5	6
Total	170	192	188	367	186	1,103	221	184

Source: City of Middleton

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

The annual average (without the 2021 peak) of 178 single family units and 6 multifamily units is assumed to continue over the next ten years. As listed in Figure 36, this results in 1,840 new housing units in the city over the next ten years. Population growth is assumed to grow with housing development and PPHU factors. This results in 5,303 new residents, a 50 percent increase from the base year.

Figure 36. Residential Development Projections

City of Middleton, ID	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Population [1]	10,720	11,250	11,781	12,311	12,841	13,371	13,902	14,432	14,962	15,493	16,023	5,303
Percent Increase		4.9%	4.7%	4.5%	4.3%	4.1%	4.0%	3.8%	3.7%	3.5%	3.4%	49.5%
Housing Units [2]												
Single Family	3,592	3,770	3,948	4,126	4,304	4,482	4,660	4,838	5,016	5,194	5,372	1,780
Multifamily	130	136	142	148	154	160	166	172	178	184	190	60
Total Housing Units	3,722	3,906	4,090	4,274	4,458	4,642	4,826	5,010	5,194	5,378	5,562	1,840

[1] Population projections are based on housing growth and PPHU factors

[2] Housing projections are based on building permit trends

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through the U.S. Census OnTheMap web application, in 2019 there were 1,231 jobs in Middleton. Based on the *Compass Communities in Motion Plan* there has been a recent job growth of 0.8 percent annually in the Greater Middleton area, or 3.0 percent between 2019 to 2022. The Greater Middleton area includes the city and the peripheral area just beyond the boundary; thus, it is assumed to be an appropriate approximation of growth in the city. To estimate the jobs in the base year, the 2019 totals are combined with the growth rate. As a result, there are 1,269 jobs in Middleton: 706 institutional jobs, 363 retail jobs, 108 office jobs, and 92 industrial jobs.

Figure 37. Base Year Employment by Industry

Employment Industries	2019 Jobs [1]	Job Growth [2] 3.0%	Base Year 2022	Percent of Total
Retail	352	11	363	29%
Office	105	3	108	9%
Industrial	89	3	92	7%
Institutional	685	21	706	56%
Total Jobs	1,231	38	1,269	100%

[1] Source: U.S. Census, OnTheMap (2019)

[2] Source: Community Planning Association of Southwest Idaho
(Compass) job growth rate for greater Middleton

The base year nonresidential floor area for the industry sectors is calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages, Figure 38. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Elementary School factors are used.

Figure 38. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp Per Dmd Unit	Sq Ft Per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	520	Elementary School	1,000 Sq Ft	0.93	1,076

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

By combining the base year job totals and the ITE square feet per employee factors the nonresidential floor area is calculated in Figure 39. There is an estimated total of 1,022,262 square feet of nonresidential floor area in Middleton. Institutional industries accounts for the great share, with approximately 74 percent. Retail accounts for 17 percent, industrial accounts for 6 percent, and office accounts for 3 percent of the total.

Figure 39. Base Year Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Floor Area (sq. ft.)	Percent of Total
Retail	363	471	170,973	17%
Office	108	307	33,156	3%
Industrial	92	637	58,604	6%
Institutional	706	1,076	759,529	74%
Total	1,269		1,022,262	100%

[1] Source: TischlerBise analysis of U.S. Census OnTheMap job estimate and Compass growth rate

[2] Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Available in the Compass *Communities in Motion Plan* are annual growth rates for the Greater Middleton area. It is assumed that growth within the greater area is an accurate estimate for growth within city limits. Shown in Figure 40, employment is projected to grow by an annual growth rate of 0.8 percent through 2025, 2.9 percent through 2030, and 2.3 percent through 2035. These growth rates are used to project employment in Middleton.

Figure 40. Compass Annual Growth Rates

Greater Middleton Annual Growth Rate	2025	2030	2035
Population	2.1%	1.2%	1.1%
Employment	0.8%	2.9%	2.3%

Source: Community Planning Association of Southwest Idaho (Compass) annual growth rate for greater Middleton through the year listed.

As a result, there is an increase of 301 jobs, a 23.7 percent increase from the base year. Institutional development accounts for the greatest share of the increase. The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. Over the next ten years, the nonresidential floor area is projected to increase by 243,000 square feet.

Figure 41. Employment and Nonresidential Floor Area Projections

Industry	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Jobs [1]												
Retail	363	366	369	372	383	394	405	417	429	439	449	86
Office	108	109	110	111	114	117	121	124	128	131	134	26
Industrial	92	93	94	94	97	100	103	106	109	111	114	22
Institutional	706	712	718	724	745	766	788	811	834	854	874	168
Total	1,269	1,280	1,291	1,302	1,339	1,377	1,417	1,458	1,499	1,534	1,570	301
<i>Percent Increase</i>		<i>0.8%</i>	<i>0.8%</i>	<i>0.8%</i>	<i>2.9%</i>	<i>2.9%</i>	<i>2.9%</i>	<i>2.9%</i>	<i>2.9%</i>	<i>2.3%</i>	<i>2.3%</i>	23.7%
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	171	172	174	175	180	186	191	196	202	207	212	41
Office	33	33	34	34	35	36	37	38	39	40	41	8
Industrial	59	59	60	60	62	64	65	67	69	71	73	14
Institutional	760	766	772	779	801	824	848	872	897	918	940	180
Total	1,022	1,031	1,040	1,049	1,079	1,110	1,141	1,174	1,208	1,236	1,265	243

[1] Source: Community Planning Association of Southwest Idaho (Compass) job growth rate for greater Middleton

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on City services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the city through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in the City of Middleton are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the city are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the city working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 81 percent of the functional population, while nonresidential development accounts for 19 percent.

Figure 42. City of Middleton Functional Population

City of Middleton (2019)			
Residential		<i>Demand Hours/Day</i>	<i>Person Hours</i>
Population*	7,556		
Residents Not Working	4,702	20	94,040
Employed Residents	2,854		
Employed in Middleton	166	14	2,324
Employed outside Middleton	2,688	14	37,632
	Residential Subtotal		133,996
	Residential Share =>		81%
Nonresidential			
Non-working Residents	4,702	4	18,808
Jobs Located in Middleton	1,231		
Residents Employed in Middleton	1,065	10	10,650
Non-Resident Workers (inflow commuters)	166	10	1,660
	Nonresidential Subtotal		31,118
	Nonresidential Share =>		19%
	TOTAL		165,114

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.

* Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Middleton. In Figure 43, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 15.23 trip ends and a multifamily unit is estimated to generate 6.09 trip ends on an average weekday.

Figure 43. Customized Residential Trip End Rates by Housing Type

		Households by Structure Type ²			Vehicles per HH by Tenure
Tenure by Units in Structure	Vehicles Available ¹	Single Family	Multifamily	Total	
Owner-Occupied	6,155	2,390	0	2,390	2.58
Renter-Occupied	390	177	97	274	1.42
Total	6,545	2,567	97	2,664	2.46
Housing Units ³		2,679	97	2,776	

Housing Type	Persons in Households ⁴	Trip Ends ⁵	Vehicles by Type of Unit	Trip Ends ⁶	Average Trip Ends	Local Trip Ends per Unit	National Trip Ends per Unit ⁷
Single Family	7,720	21,530	6,418	60,051	40,791	15.23	9.43
Multifamily	285	572	138	611	591	6.09	4.54
Total	8,005	22,101	6,555	60,662	41,382	14.91	

1. Vehicles available by tenure from Table B25046, 2020 American Community Survey 5-Year Estimates.

2. Households by tenure and units in structure from Table B25032, 2020 American Community Survey 5-Year Estimates.

3. Housing units from Table B25024, 2020 American Community Survey 5-Year Estimates.

4. Total population in households from Table B25033, 2020 American Community Survey 5-Year Estimates.

5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $\text{EXP}(0.89 \cdot \text{LN}(\text{persons}) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 14 and the equation result multiplied by 14. For multi-family housing (ITE 221), the fitted curve equation is $(2.29 \cdot \text{persons}) - 64.48$ (ITE 2017).

6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $\text{EXP}(0.92 \cdot \text{LN}(\text{vehicles}) + 2.68)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 25 and the equation result multiplied by 25. For multi-family housing (ITE 221), the fitted curve equation is $(4.77 \cdot \text{vehicles}) - 46.46$ (ITE 2021).

7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture City residents' work bound trips that are outside of the city. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 94 percent of Middleton workers travel outside the city for work. In combination, these factors account for 15 percent of additional production trips ($0.31 \times 0.50 \times 0.94 = 0.15$). Shown in Figure 44, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (15 percent of production trips) for a total of 65 percent.

Figure 44. Residential Trip Adjustment Factor for Commuters

Employed Middleton Residents (2019)	2,854
Residents Working in Middleton (2019)	166
Residents Commuting Outside of Middleton for Work	2,688
Percent Commuting Out of Middleton	94%
Additional Production Trips	15%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	65%

Source: U.S. Census, OnTheMap Application, 2019

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Middleton, the weekday trip end per 1,000 square feet factors listed in Figure 45 are used.

Figure 45. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	520	Elementary School	1,000 Sq Ft	19.52	21.00

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 46, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 46. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	15.23	65%	9.90
Multifamily	220	6.09	65%	3.96
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	520	19.52	50%	9.76

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Citywide, residential land uses account for 36,074 vehicle trips and nonresidential land uses account for 10,140 vehicle trips in the base year (Figure 47).

Through 2032, it is projected that daily vehicle trips will increase by 20,266 trips with the majority of the growth being generated by single family (87 percent) and institutional (9 percent) development.

Figure 47. Vehicle Trip Projections

Development Type	Base Year 2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total Increase
Residential Trips												
Single Family	35,559	37,321	39,083	40,845	42,607	44,370	46,132	47,894	49,656	51,418	53,180	17,621
Multifamily	515	538	562	586	610	633	657	681	705	728	752	238
Subtotal	36,074	37,859	39,645	41,431	43,217	45,003	46,789	48,575	50,361	52,146	53,932	17,859
Nonresidential Trips												
Retail	2,405	2,425	2,446	2,466	2,537	2,610	2,685	2,762	2,841	2,907	2,975	571
Office	180	181	183	184	190	195	201	206	212	217	222	43
Industrial	143	144	145	146	151	155	159	164	169	173	177	34
Institutional	7,413	7,476	7,539	7,603	7,822	8,046	8,277	8,515	8,759	8,964	9,172	1,759
Subtotal	10,140	10,226	10,313	10,400	10,699	11,006	11,322	11,647	11,982	12,261	12,547	2,407
Vehicle Trips												
Grand Total	46,214	48,085	49,958	51,831	53,916	56,009	58,111	60,222	62,342	64,407	66,479	20,266

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



#3

Consider approving Resolution No. 499-23 Resolution amending the current fee schedule
November 15, 2023 - City Council - Public Hearing

Please check

	Name	Address	Phone or Email	In Favor	Neutral	Opposed	Testify
10							
11							
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18							



Consider approving Resolution No. 500-23 An Ordinance enacted by the Middleton city Council amending Title 1 Chapter 16, Section 01-16-4, of the Middleton City Code is hereby amended by updated the impact fees

November 15, 2023 - City Council - Public Hearing

Please check

	Name	Address	Phone or Email	In Favor	Neutral	Opposed	Testify
1							
2							
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Public Comment Sign In

City Council - November 15, 2023

	Name	Address	Phone or Email	Topic/Agenda Item #
1	Benjamin Denzwh	265 N. Dewey Ave	208 585 2788	Middleton walking path by Ridley's
2	MIKELI Galloway	8453 SPRING Creek CLAY MIR	208 -891-5018	Public hearing
3				
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