



Middleton City Council

Findings of Facts, Conclusions of Law & Order

In the Matter of the Request of the City of Middleton (the “Applicant”) for amendment to the following Comprehensive Plan Maps: (1) Transportation, Schools, and Recreation Map, (2) Transit Map, (3) Functional Classification Map, and (4) Future Acquisitions Map:

A. Findings of Fact: The City Council reviewed the facts as outlined in the staff report for the hearing date of May 1, 2024, (which Report is attached hereto as Exhibit “A” and incorporated herein by the reference), considered public testimony at the May 1, 2024, public hearing, and considered all Idaho State Statutes and City ordinances, standards and codes relevant to the application.

1. Hearing Facts: See Staff Report for the Public Hearing of May 1, 2024 (Exhibit “A”) and the City Council further noted:
 - i. That traffic congestion on SH44 is an issue for the City, and City Council desires an effective solution to relieve the traffic congestion.
 - ii. That members of the City Council have been engaging and working with the Idaho Transportation Department (“ITD”) and will continue to work with ITD to find a reasonable and good solution for the current traffic congestion.
 - iii. That neither the discrete dotted line nor the wide swathe shown on the proposed and “alternate” proposed Comprehensive Plan maps sufficiently portrayed a potential SH44 bypass south of current Hwy 44, and, instead, create ambiguities that could adversely affect commercial development, homeowners, and local construction developers.
 - iv. That the ITD PEL Study is still in its infancy and a specific route for the ITD improvements has not been finalized or determined.
 - v. That it would be more judicious to wait for ITD to advance further with the PEL Study before City Council considers placing any new SH44 Alternate Route or improvement on the Comprehensive Plan Maps. More information and facts are needed before City Council will be in a position to make a reasoned decision on a matter that will greatly affect the City and region at large.
 - vi. ITD stated that the current pace of the PEL Study will not be affected by the SH44 bypass showing on the Comprehensive Plan Maps or not showing on the Comprehensive Plan Maps. However, ITD noted that delays could ensue if the SH44 alternate route is not on the Comprehensive Plan Maps at the time that ITD commences the NEPA environmental studies after the PEL Study is completed. In light of this timeline, City Council will have time to reconsider this application to add the SH44 Bypass to the Comprehensive Plan

Maps before the NEPA/environmental studies are triggered.

2. Procedural Status: See Staff Report for the May 1, 2024, Public Hearing (Exhibit “A”)
3. Application Facts: See Staff Report for the May 1, 2024, Public Hearing (Exhibit “A”)

B. Conclusions of Law: Based upon the findings of fact, the Middleton City Council finds the following conclusions of law:

1. That the City Council has the authority to exercise the powers conferred upon it by the “Local Land Use Planning Act of 1975,” codified at Chapter 65, Title 67, Idaho Code (I.C. §67-6503).
2. That the City Council exercised said authority.
3. That due consideration has been given to the comments received from the governmental subdivisions providing services in the City of Middleton planning jurisdiction and comment(s) from the public received in written form and through public testimony.
4. That notice of the application and public hearing was given according to law.
5. That the City Council’s public hearing was conducted according to law, and the City has kept a record of the application and related documents.
6. That the codes and standards applicable to the application are the Idaho State Statute, Title 67, Sections 6508, 6509, 6517, 6525, and 6526 together with Middleton City Code 1-14, 1-15, 1-16, 5-1, 5-2, 5-3, and 5-4.

C. Decision and Order:

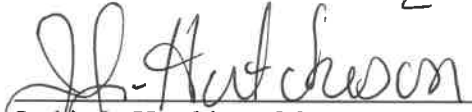
Pursuant to the City Council’s authority as provided in Middleton City Code 1-5-2, and based upon the Findings of Fact and Conclusions of Law, the Middleton City Council makes the following Order:

The Application of the City of Middleton to amend the Comprehensive Plan’s (1) Transportation, Schools, and Recreation Map, (2) Transit Map, (3) Functional Classification Map, and (4) Future Acquisitions Map is denied.

Once the PEL Study is nearing completion and more information or facts regarding specific SH44 Improvements or alternate routes are known, City Council will consider the application to add the SH44 improvements/alternate route to the City’s Comprehensive Plan after following the public hearing requirements found in the Idaho State Code, Title 67, Chapter 65 and

Middleton City Code.

WRITTEN ORDER APPROVED ON: May 15, 2024.



Jackie L. Hutchison, Mayor
City of Middleton

Attested by:



Roberta Stewart,
Middleton Planning & Zoning Official

Exhibit "A"

Staff Report

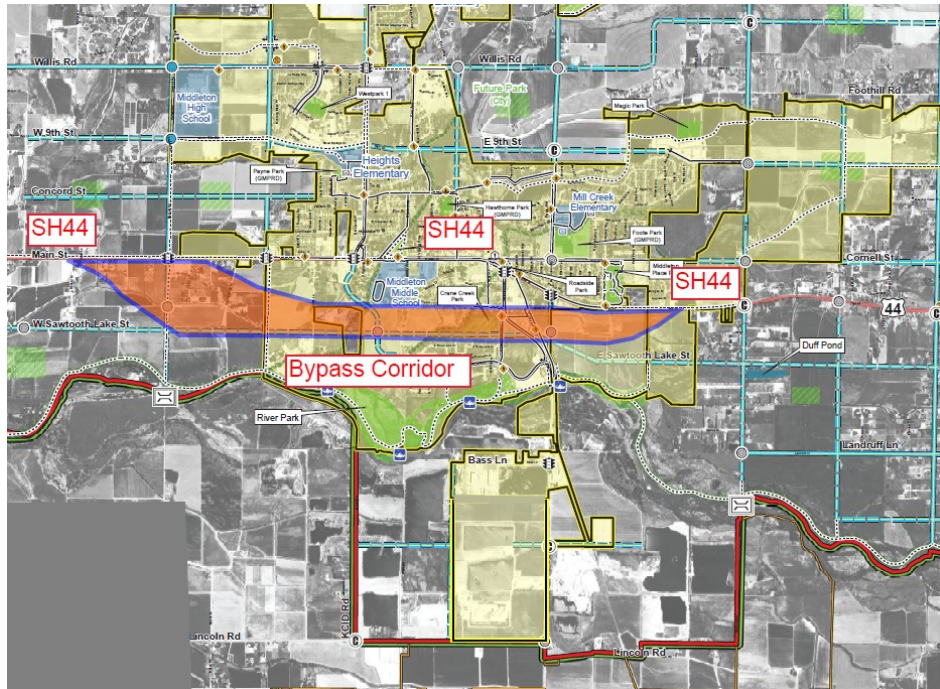


STAFF REVIEW AND REPORT

Middleton City Council

Application for Comprehensive Plan Map Amendments

(Addition of State Hwy 44 Alternate Route on Transportation Planning Maps)



- A. **City Council Public Hearing:** May 1, 2024
- B. **Application Requests:** Proposed amendment to the Comprehensive Plan Maps to add the State Hwy 44 Alternate Route to the planning maps. The four maps to be changed are: (1) Transportation, Schools, and Recreation Map, (2) Transit Map, (3) Functional Classification Map, and (4) Future Acquisitions Map.
- C. **History & Purpose of Updates:** ITD has contemplated an alternate route (or bypass) through the City of Middleton south of Hwy 44 since approximately 1999. In 2021, the former City Administration applied to the governing boards to remove the SH 44 bypass from the Comprehensive Plan Maps. City Council approved that application, and the SH 44 bypass was removed as requested. Shortly thereafter, City Administration began planning the River Walk Concept Plan in the area of the former Bypass.

Current City Administration is applying to the governing boards to consider placing the SH 44 Bypass back into the transportation planning Maps in order to relieve the traffic congestion that currently exists on the Hwy 44 traffic corridor. Additionally, once the bypass is constructed, ITD will transfer ownership of Hwy 44 to the City, and the City will have control over Main Street from that point forward. City Administration's goal is to create a more quaint and charming Main Street that would have a traditional and historic look more fitting of a small

town. Failure to add the SH44 Bypass may result in Middleton’s Main Street looking like the five-lane highway currently running through the City of Star.

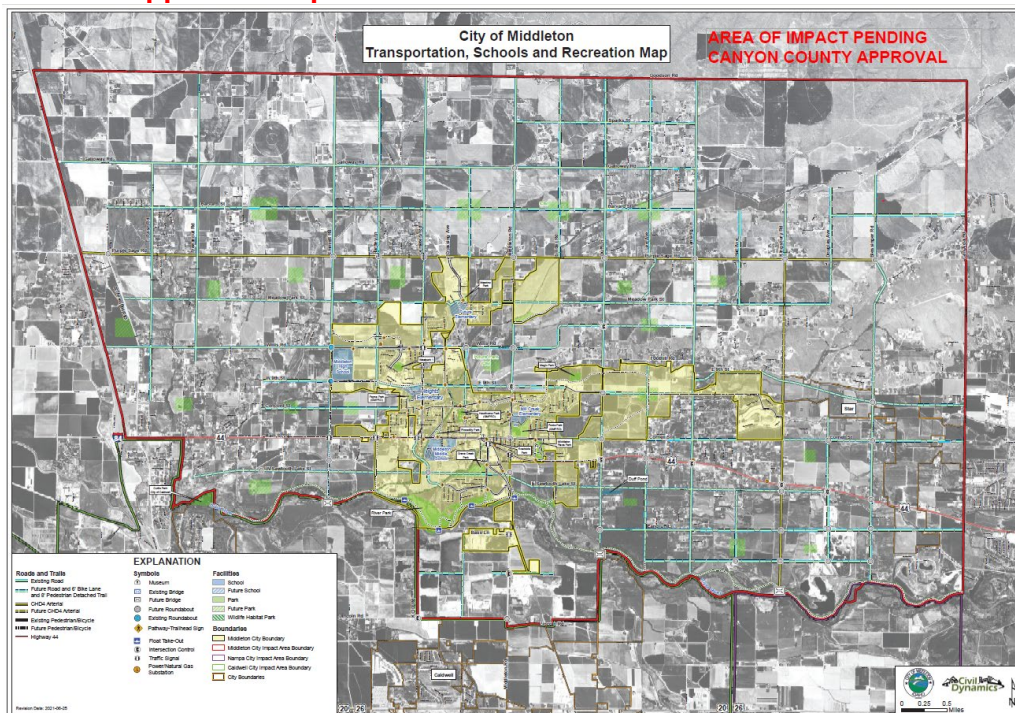
Also to be considered is the Planning and Environmental Linkage Study (or PEL Study) recently commissioned by ITD. The purpose of the PEL Study is to identify “feasible and reasonable” alignments of SH 44 between I-84 and Star Road. Five to six alternate routes may be identified, and one of the routes will ultimately be chosen for further environmental study. The conclusion of the environmental studies will then trigger the funding for the Hwy 44 improvements. The public is highly involved in the process through multiple public workshops and outreach media. ITD is about six months into the process, with another 10 to 15 months to go. The ultimate route revealed by the PEL Study may or may not comport with the City’s approved Comp Plan Maps.

D. Map Amendment Details: A brief description of proposed changes to each Map is on the following pages. Staff intended the pink dotted line shown on each proposed Map to show a broad and conceptual alignment for the proposed bypass. However, the Planning & Zoning Commission did not like how distinct the line was drawn when they considered the Maps on April 8, 2024. The Commission requested, instead, that a broader corridor be shown on the maps. Therefore, you will see below copies of the current maps, the proposed maps with the pink line that were shown to the P&Z Commission, and alternate proposed maps showing a broader corridor as requested by the Commission.

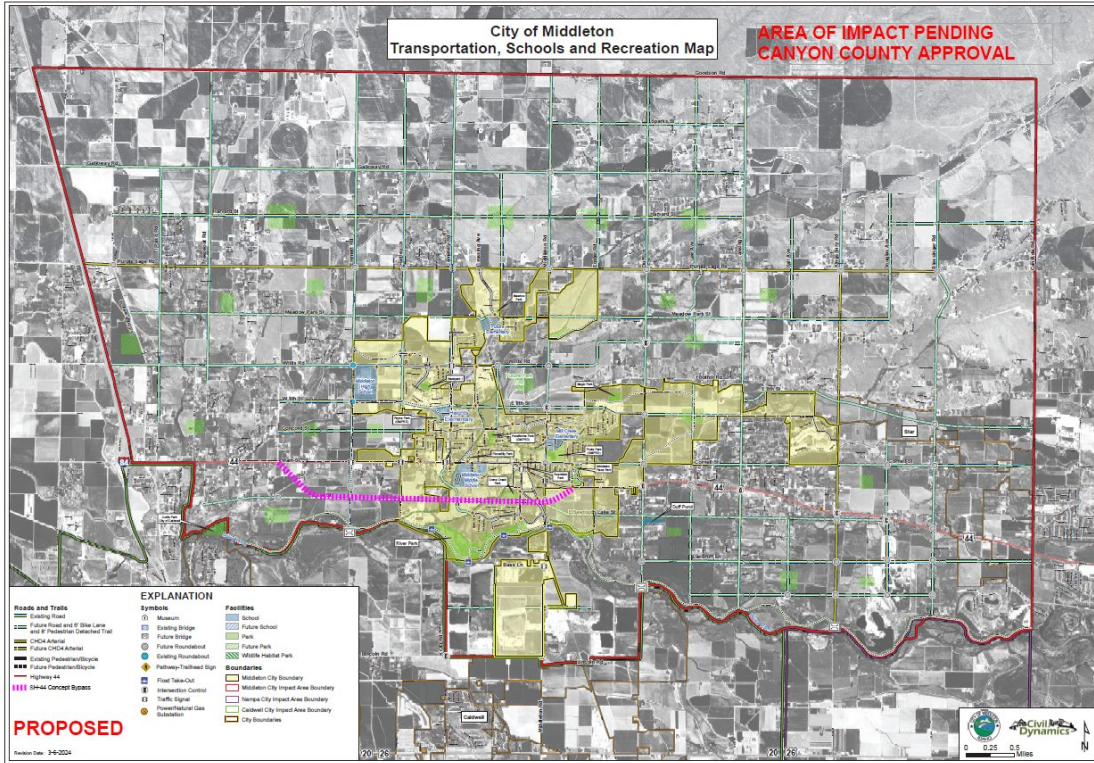
The initial proposed Maps shown to the Commission and the “alternate” Maps are intended to show the same concept. They just show the same concept in different ways.

1. Transportation, Schools & Recreation Map: This map shows the proposed location of all future streets, parks, and schools. The SH44 Bypass concept has been added to the proposed *Transportation, Schools & Recreation Map*:

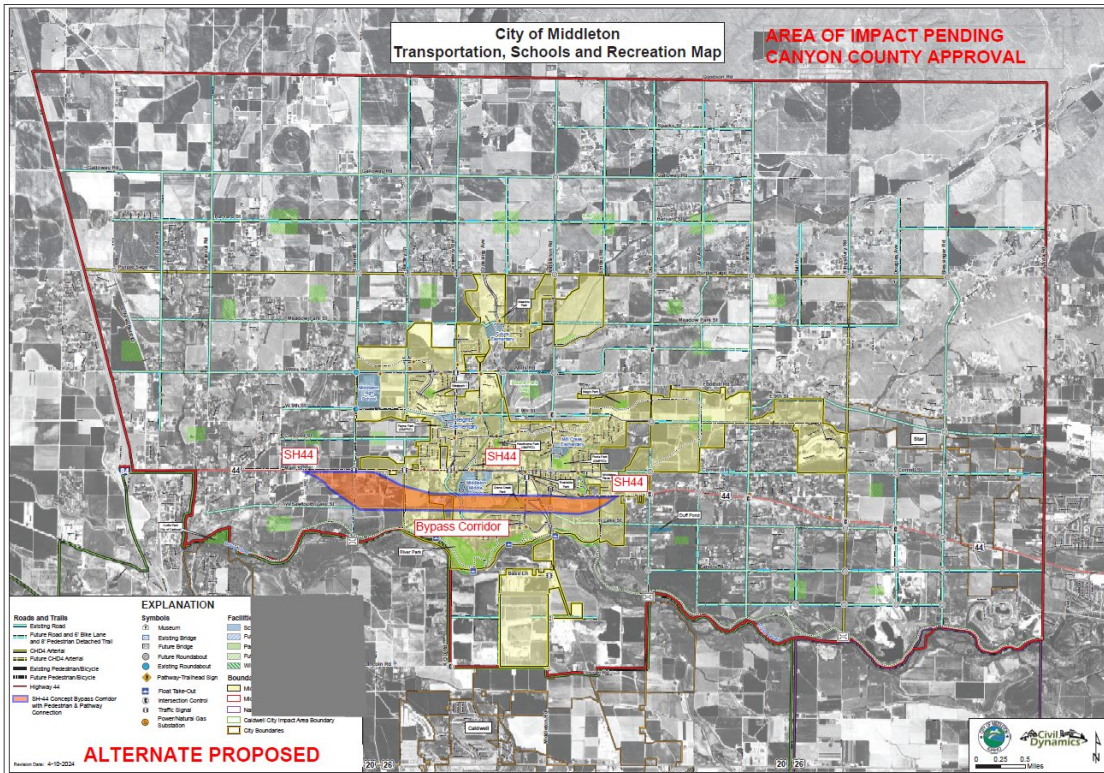
Current approved Map:



Initially Proposed Map:



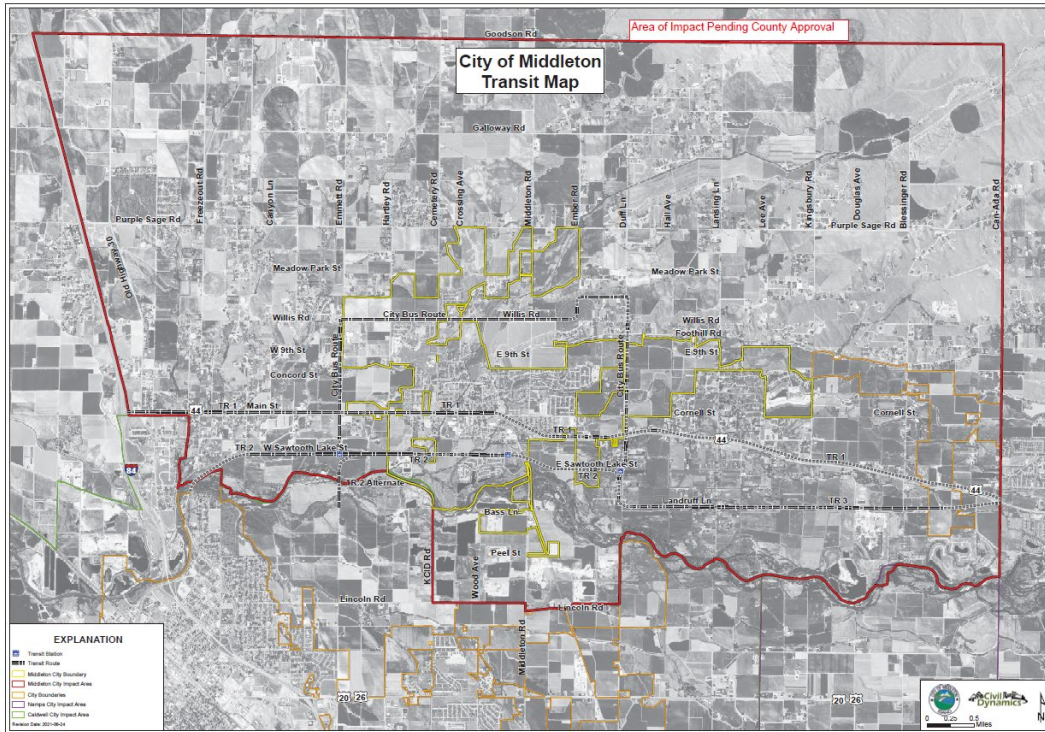
Alternate Proposed Map:



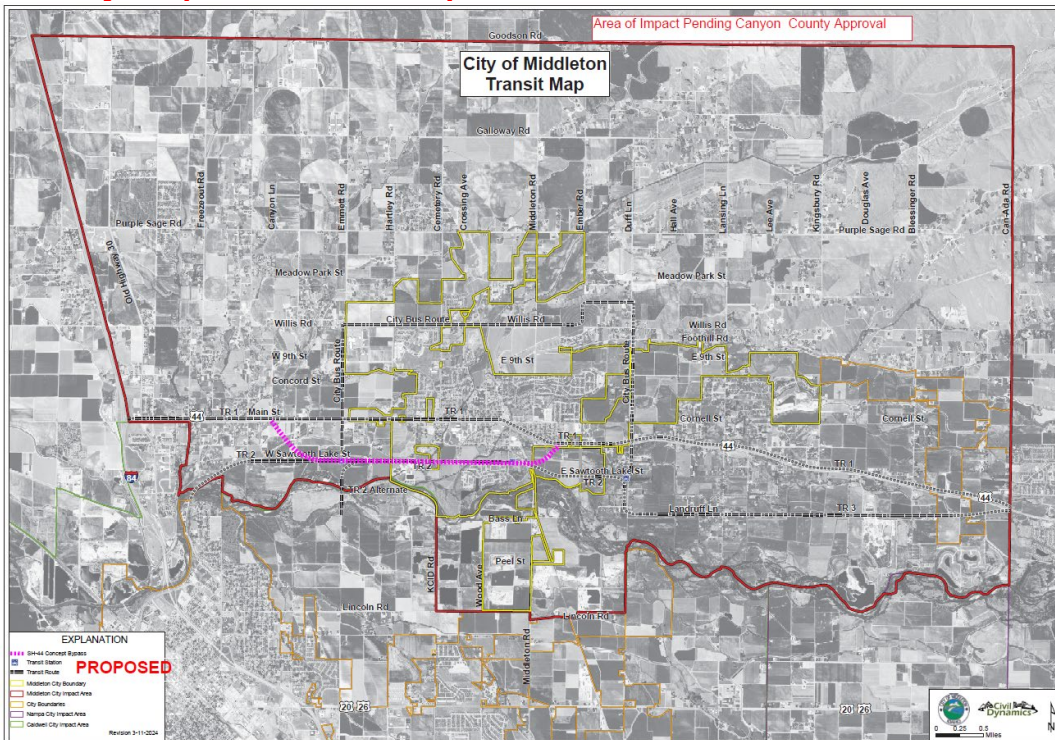
(11x17 copies of the Maps are attached as Exhibit "A")

2. **Transit Map:** The Transit Map shows the planned transportation system along with routes for public transportation services. The SH44 Bypass concept plan has been added to the proposed Map.

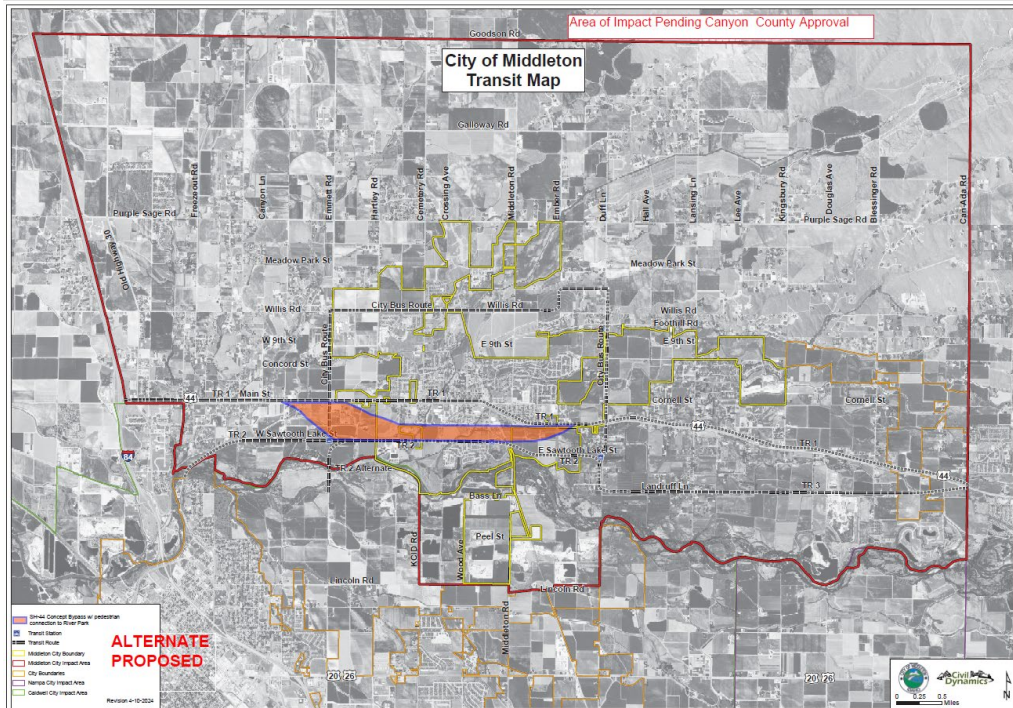
Current Transit Map



Initially Proposed Transit Map:



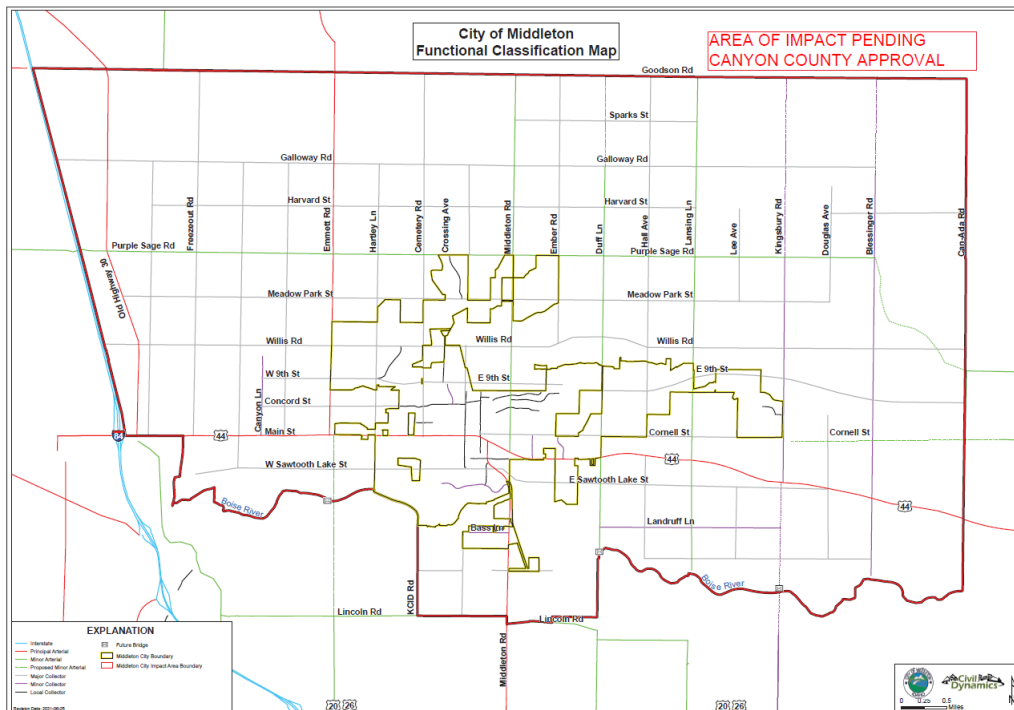
Alternate Proposed Transit Map:



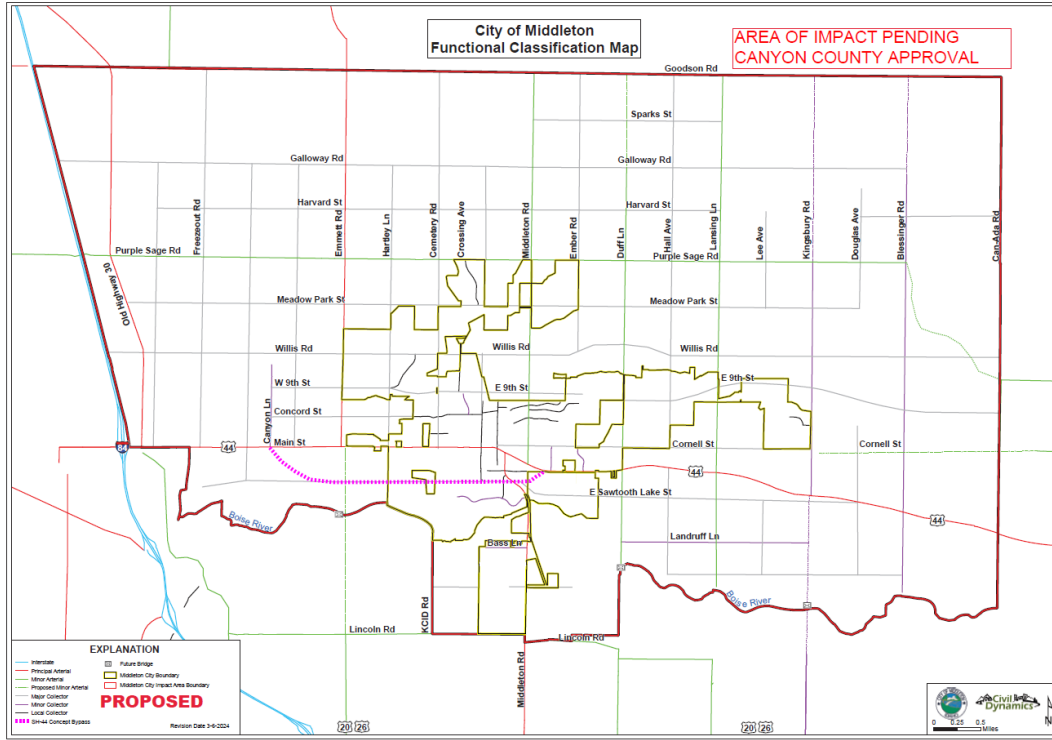
[11x17 Copies of the Maps are attached as Exhibit B]

- 3. Functional Classification Map (“FCM”):** This Comp Plan map shows the current roadways built and the future roadways to be built. It also shows the classification of each roadway, e.g., “collector”, “arterial”...etc. The proposed FCM has been changed to add the SH44 Bypass.

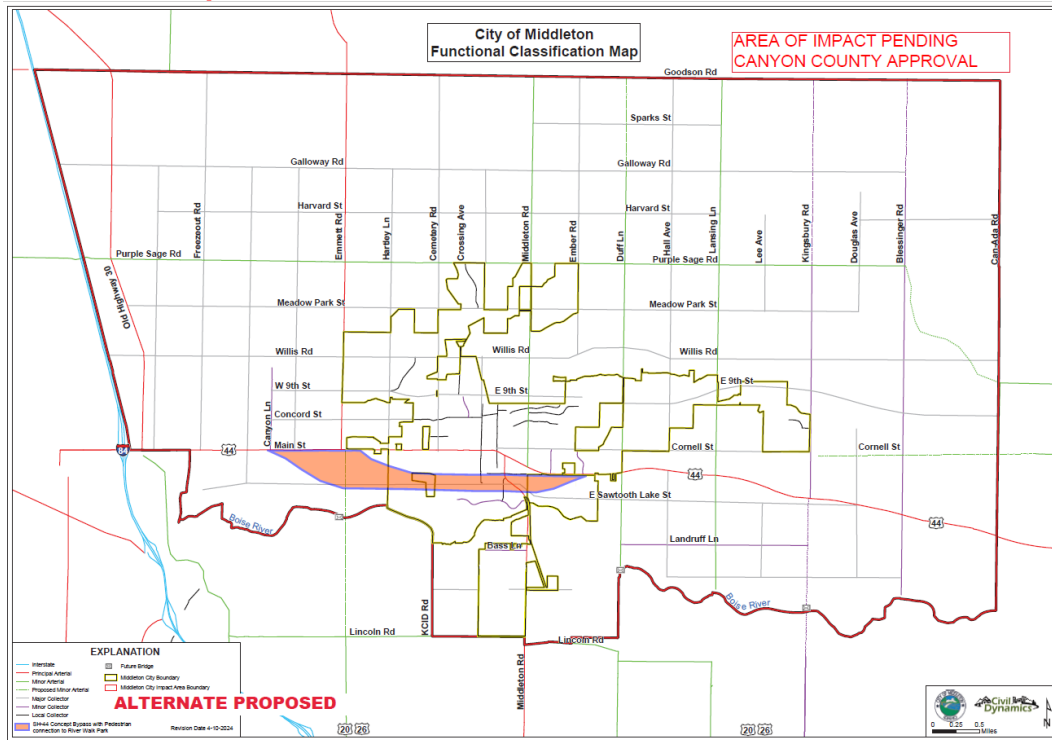
Current FCM:



Initially Proposed FCM:



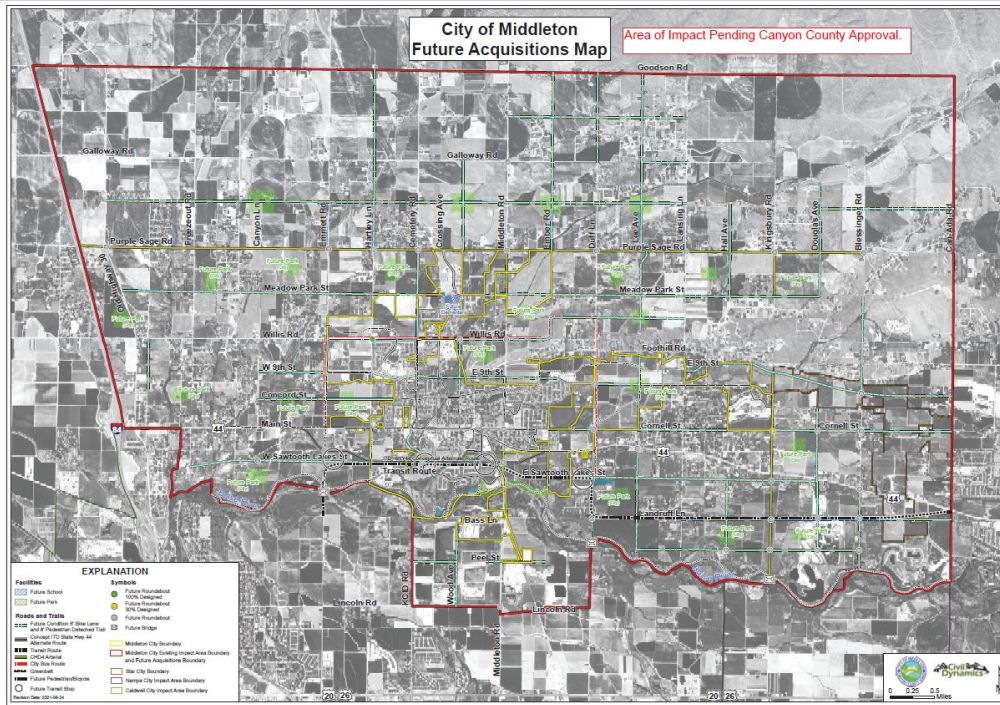
Alternate Proposed FCM:



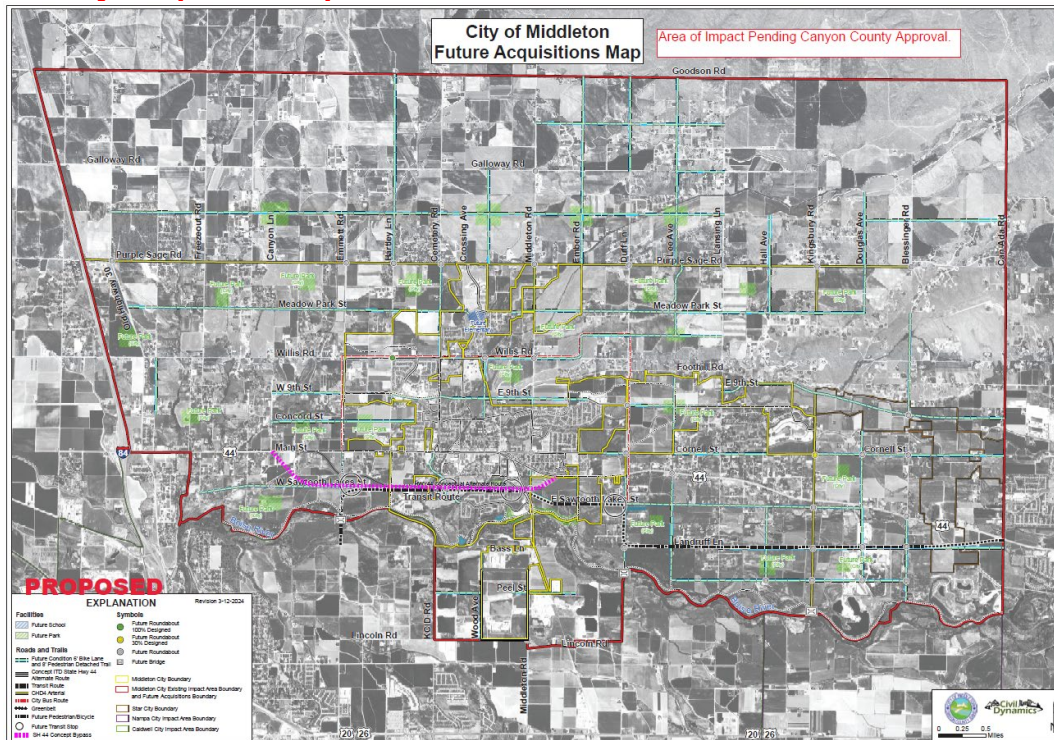
[11x17 Copies of the Map are attached as Exhibit C]

4. **Future Acquisitions Map:** This map shows the location of future public improvements such as parks, schools and roads that may be the subject of an annexation application or acquisition process. The change proposed for the Map is the addition of the SH44 Bypass.

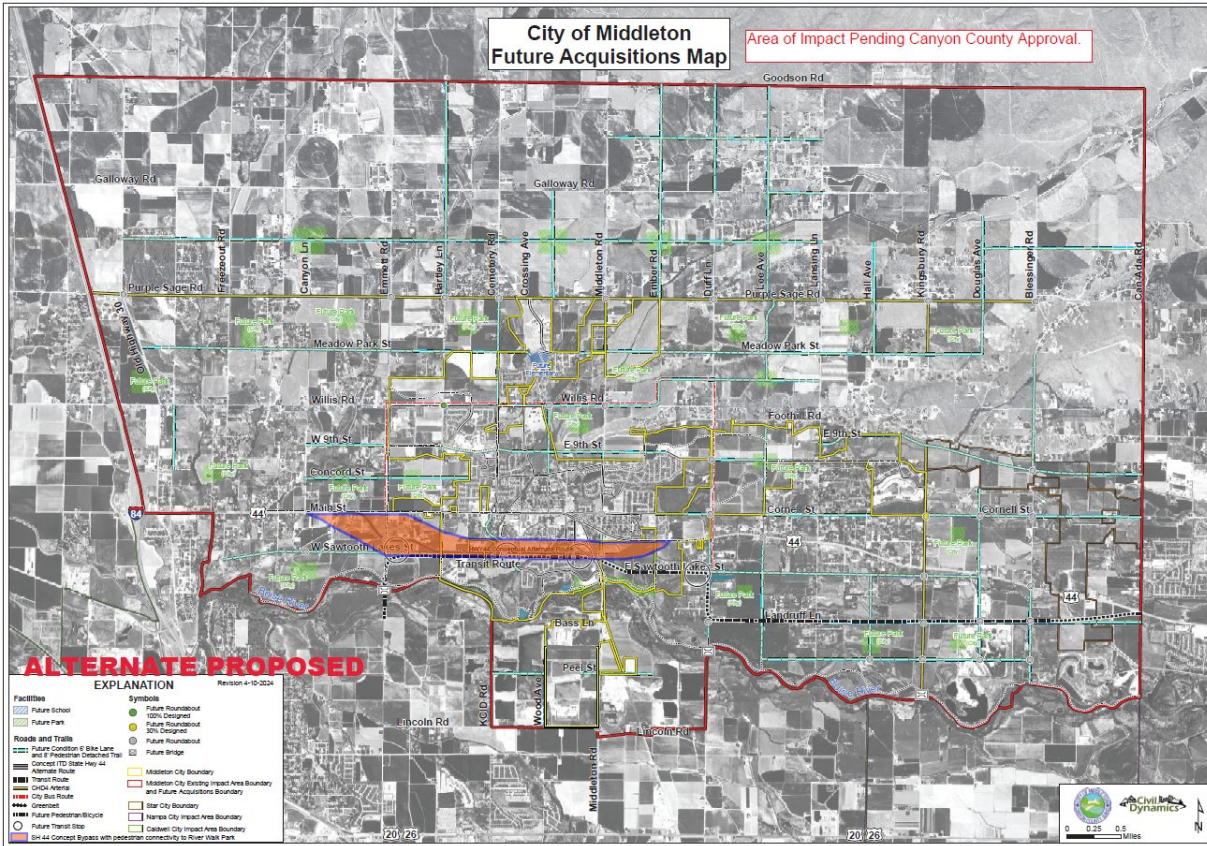
Current Future Acquisitions Map



Initially Proposed Map



Alternate Proposed Map:

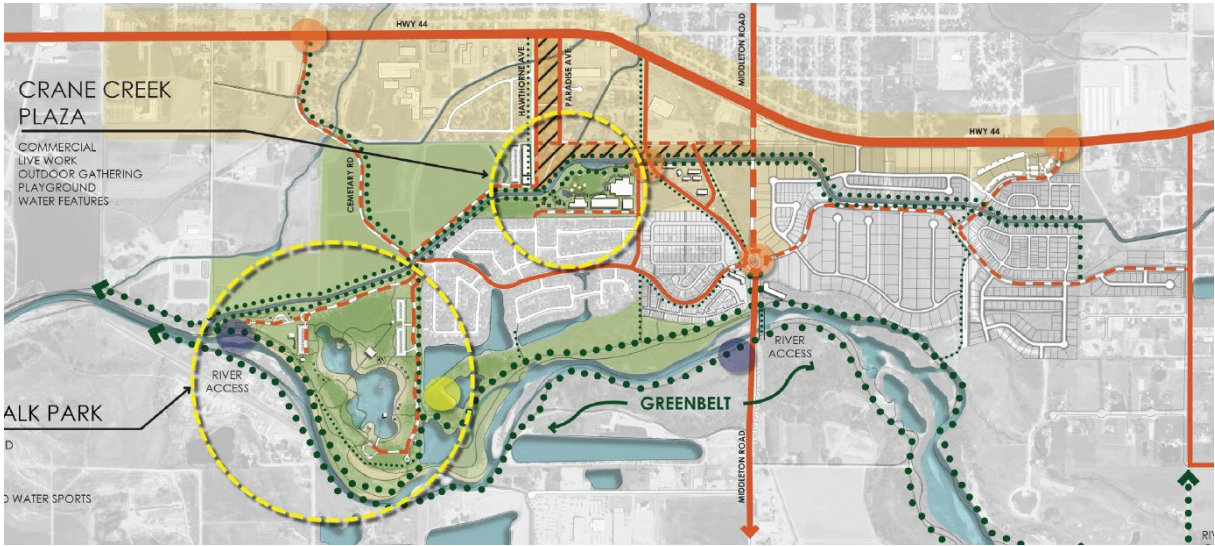


[11x17 copies of the Maps are attached as Exhibit D.]

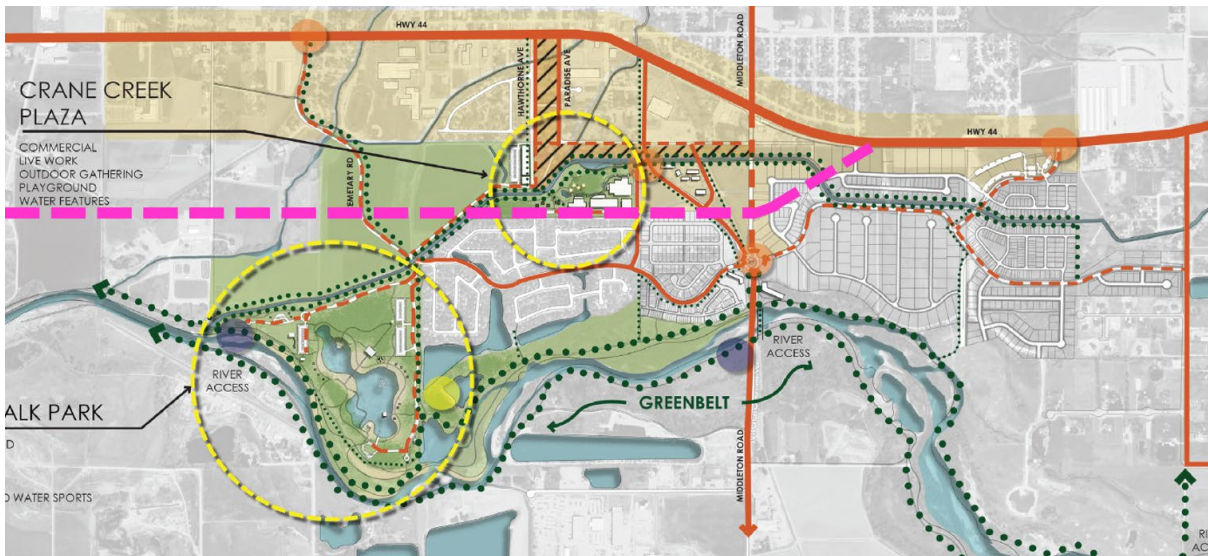
E. Comprehensive Plan & Land Use Map: In order for City Council to approve the Comprehensive Plan Map Amendments, the Council must find that the requested revisions are in harmony with the Comprehensive Plan and its “Goals, Objectives, and Strategies.”

Planning Staff finds that the proposed Map amendments are in harmony with the Comprehensive Plan’s “Transportation Section” and Goals 3,4,6, and 20 because the Bypass will enhance traffic circulation and safety and also create a unique small-town character along Main Street.

However, it should be noted that the corridor for the SH44 Bypass is shown in the area of the planned River Walk Park and Plaza area. The current concept for the River Walk Loop shows almost 6 miles of connected pathways that intersect a new 22 acre City Plaza and the 93 acre Park along the Boise River.



The proposed Bypass concept applied to River Walk could look like the rendering below. However, ITD has informed City Administration that any bypass south of Hwy 44 will include pedestrian connectivity to the River Walk Park and Village Plaza.



- F. Comments Received from Public:** All comments received to date are attached as Exhibit “E”
- G. Comments from Agencies:** Agency comments are attached as Exhibit “F”.
- H. Notices & Neighborhood Meeting:**

	Dates:
Idaho Press Newspaper Notification	04/14/2024
Circulation to Agencies	04/12/2024

Website Notice & Application Packet posted

04/12/2024

Middleton Gazette Notification

March & April Editions

I. Applicable Codes and Standards:

Idaho State Statute Title 67, Chapter 65 and Middleton City Code 1-14, 1-15, 1-16, 5-1, 5-2, 5-3, and 5-4.

J. P&Z Recommendation:

The Planning & Zoning Commission considered this application at a public hearing held on April 8, 2024. The Commission denied the application but stated that approval could be gained by changing the delineation of the Bypass on the maps from a discrete dotted line to a broader corridor for the bypass, which corridor should extend from Emmett Road to Duff Lane south of Hwy 44. Additionally, the Maps should show a bypass that would not impede the development of the River Walk Park and Pathway Concept.

K. Conclusions and Recommended Conditions of Approval:

Any land use decision made by the governing boards should be based upon findings of facts and conclusions of law. (Idaho State Statute, Title 67, Chpt., 65.) Staff has presented findings of facts above in italics. As to conclusions of law, Staff finds that the Council has the authority to approve or deny the proposed Comprehensive Plan Map amendments. Additionally, Planning Staff finds that all public notice requirements were met. Planning Staff further set forth the portions of the Idaho State Code and Middleton City Code to be considered in making a decision on the application.

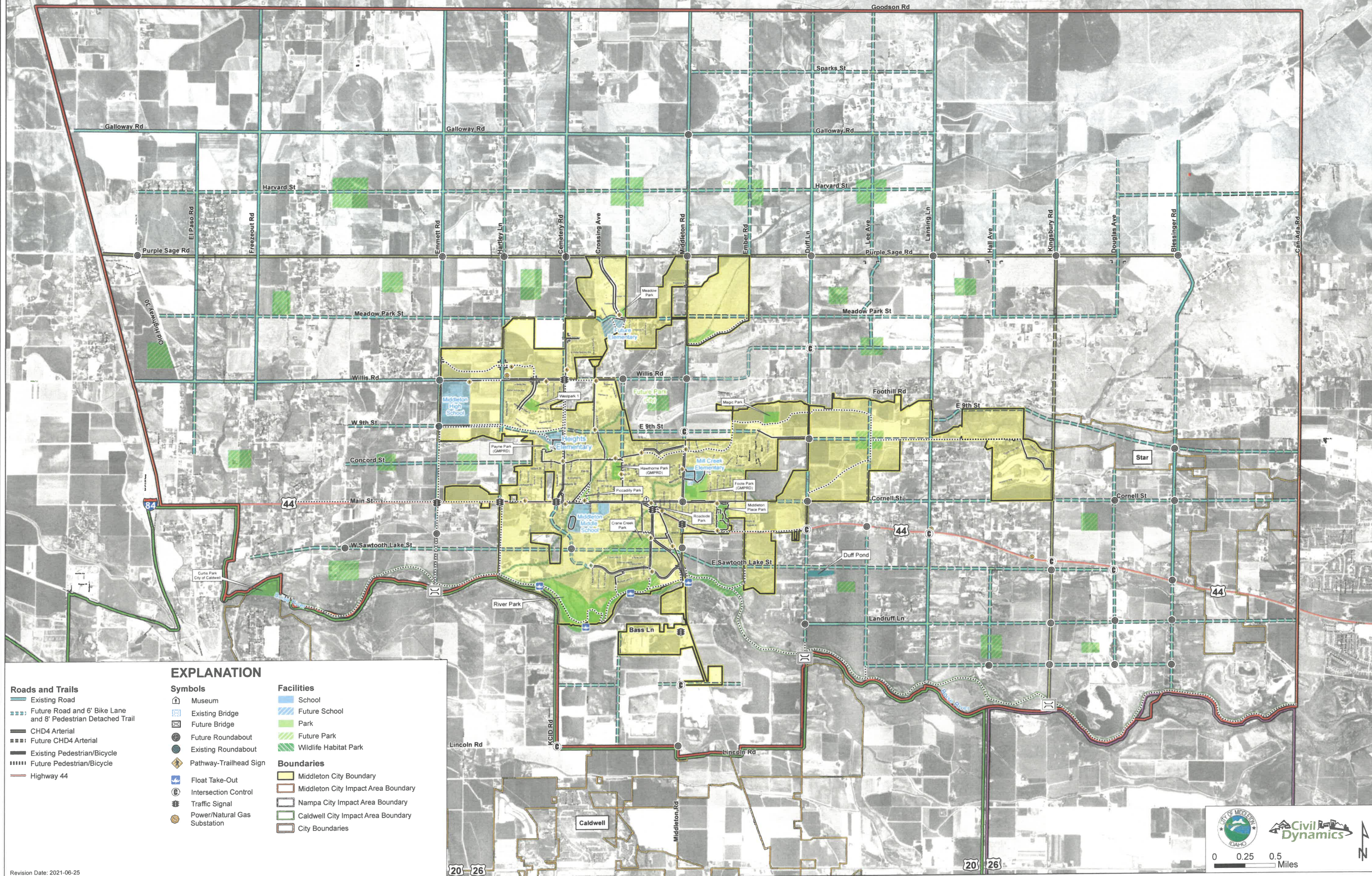
If the Council is inclined to approve the request, Staff does not recommend any conditions of approval. If Council denies the application, Council should state what changes Applicant can make, if any, to gain approval.

EXHIBIT A

Current, Proposed and alternate Transportation, Schools & Recreation Map

City of Middleton Transportation, Schools and Recreation Map

AREA OF IMPACT PENDING
CANYON COUNTY APPROVAL



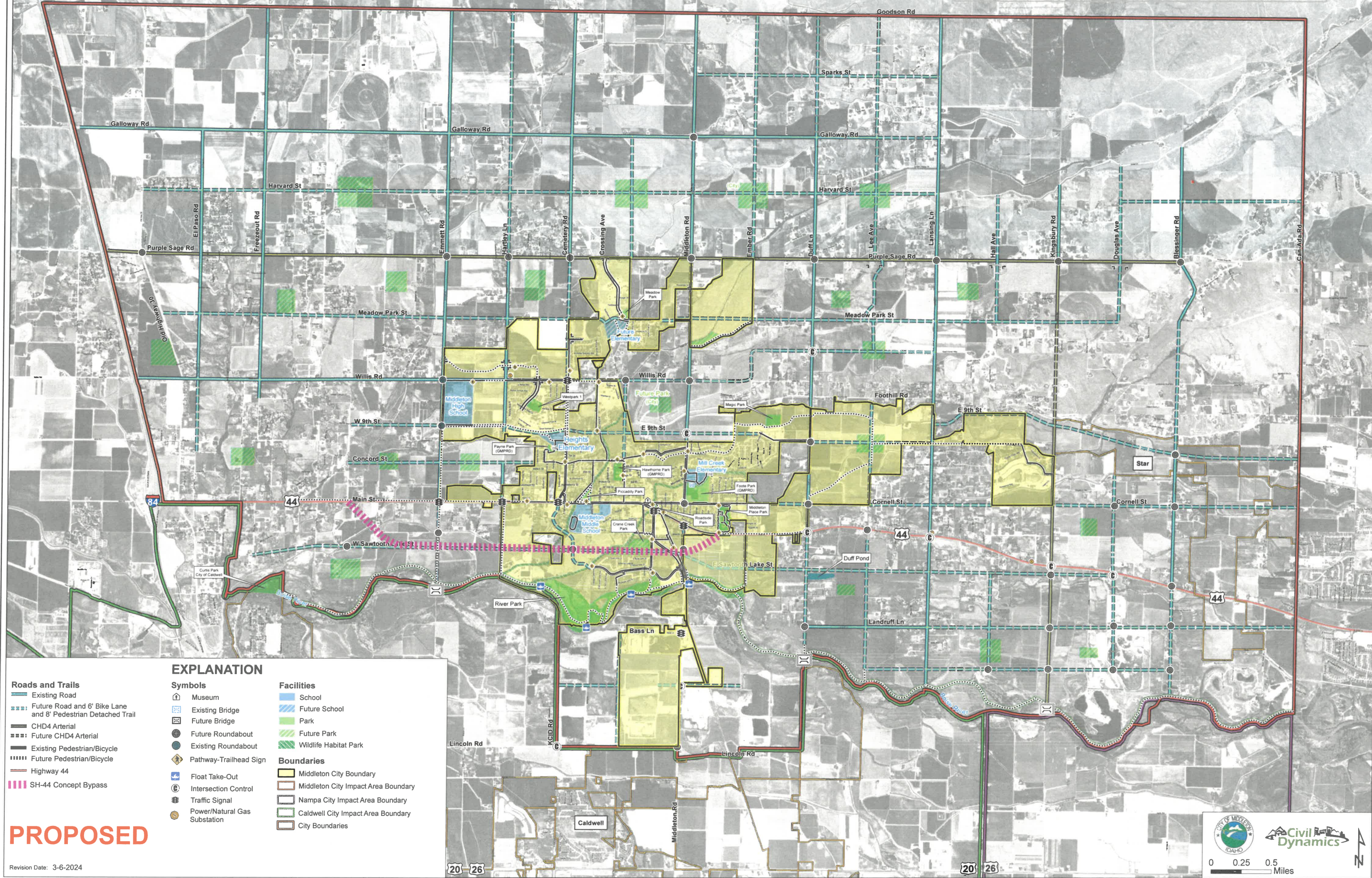
EXPLANATION		
Roads and Trails	Symbols	Facilities
Existing Road	Museum	School
Future Road and 6' Bike Lane and 8' Pedestrian Detached Trail	Existing Bridge	Future School
CHD4 Arterial	Future Bridge	Park
Future CHD4 Arterial	Future Roundabout	Future Park
Existing Pedestrian/Bicycle	Existing Roundabout	Wildlife Habitat Park
Future Pedestrian/Bicycle	Pathway-Trailhead Sign	
Highway 44	Float Take-Out	Boundaries
	Intersection Control	Middleton City Boundary
	Traffic Signal	Middleton City Impact Area Boundary
	Power/Natural Gas Substation	Nampa City Impact Area Boundary
		Caldwell City Impact Area Boundary
		City Boundaries

Revision Date: 2021-06-25

0 0.25 0.5 Miles

City of Middleton Transportation, Schools and Recreation Map

**AREA OF IMPACT PENDING
CANYON COUNTY APPROVAL**



EXPLANATION

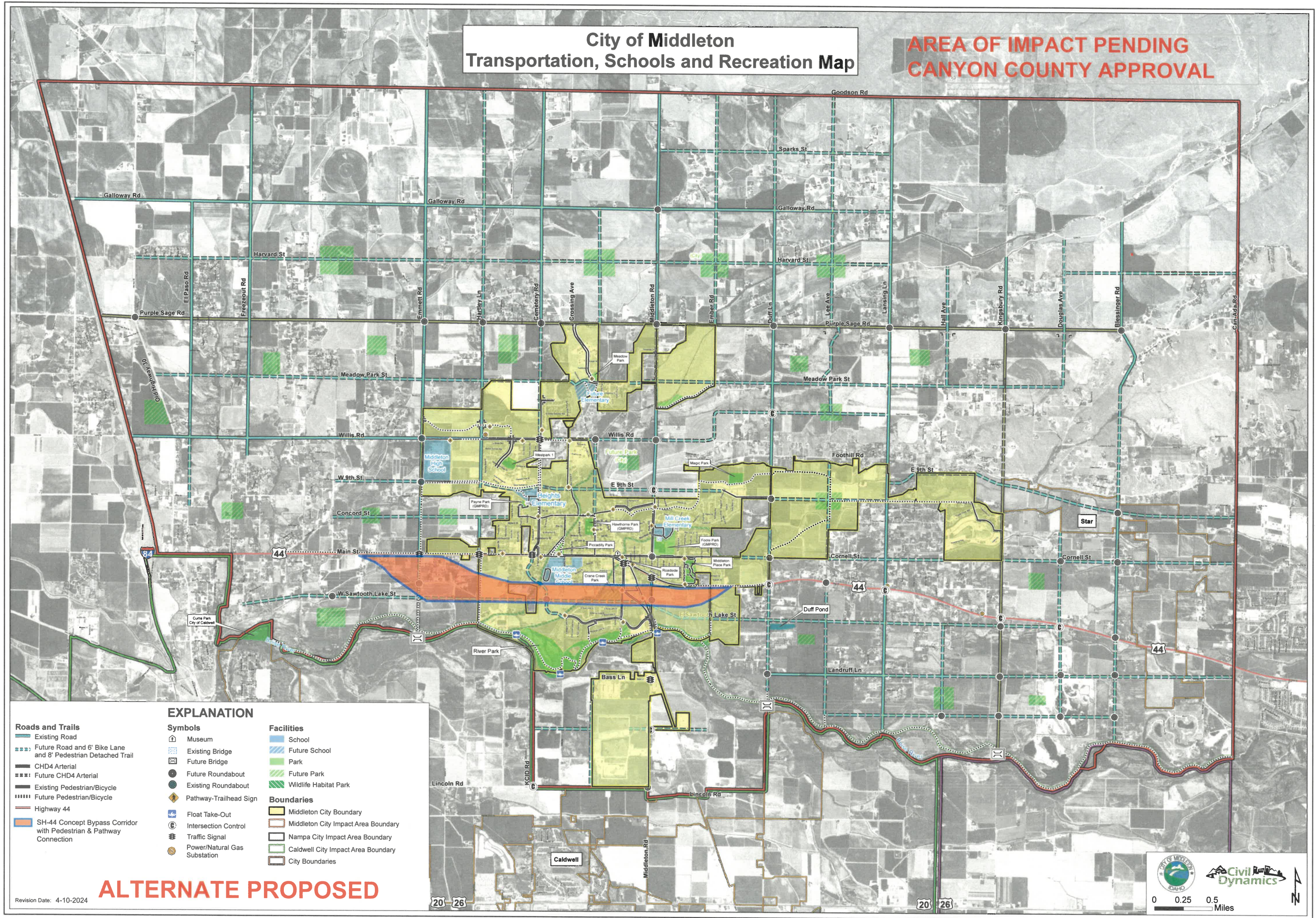
<p>Roads and Trails</p> <ul style="list-style-type: none"> Existing Road Future Road and 6' Bike Lane and 8' Pedestrian Detached Trail CHD4 Arterial Future CHD4 Arterial Existing Pedestrian/Bicycle Future Pedestrian/Bicycle Highway 44 SH-44 Concept Bypass 	<p>Symbols</p> <ul style="list-style-type: none"> Museum Existing Bridge Future Bridge Future Roundabout Existing Roundabout Pathway-Trailhead Sign Float Take-Out Intersection Control Traffic Signal Power/Natural Gas Substation 	<p>Facilities</p> <ul style="list-style-type: none"> School Future School Park Future Park Wildlife Habitat Park <p>Boundaries</p> <ul style="list-style-type: none"> Middleton City Boundary Middleton City Impact Area Boundary Nampa City Impact Area Boundary Caldwell City Impact Area Boundary City Boundaries
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PROPOSED

Revision Date: 3-6-2024

City of Middleton Transportation, Schools and Recreation Map

**AREA OF IMPACT PENDING
CANYON COUNTY APPROVAL**



EXPLANATION

- | | | |
|--|--|---|
| Roads and Trails
Existing Road
Future Road and 6' Bike Lane and 8' Pedestrian Detached Trail
CHD4 Arterial
Future CHD4 Arterial
Existing Pedestrian/Bicycle
Future Pedestrian/Bicycle
Highway 44
SH-44 Concept Bypass Corridor with Pedestrian & Pathway Connection | Symbols
Museum
Existing Bridge
Future Bridge
Existing Roundabout
Future Roundabout
Pathway-Trailhead Sign
Float Take-Out
Intersection Control
Traffic Signal
Power/Natural Gas Substation | Facilities
School
Future School
Park
Future Park
Wildlife Habitat Park
Boundaries
Middleton City Boundary
Middleton City Impact Area Boundary
Nampa City Impact Area Boundary
Caldwell City Impact Area Boundary
City Boundaries |
|--|--|---|

ALTERNATE PROPOSED

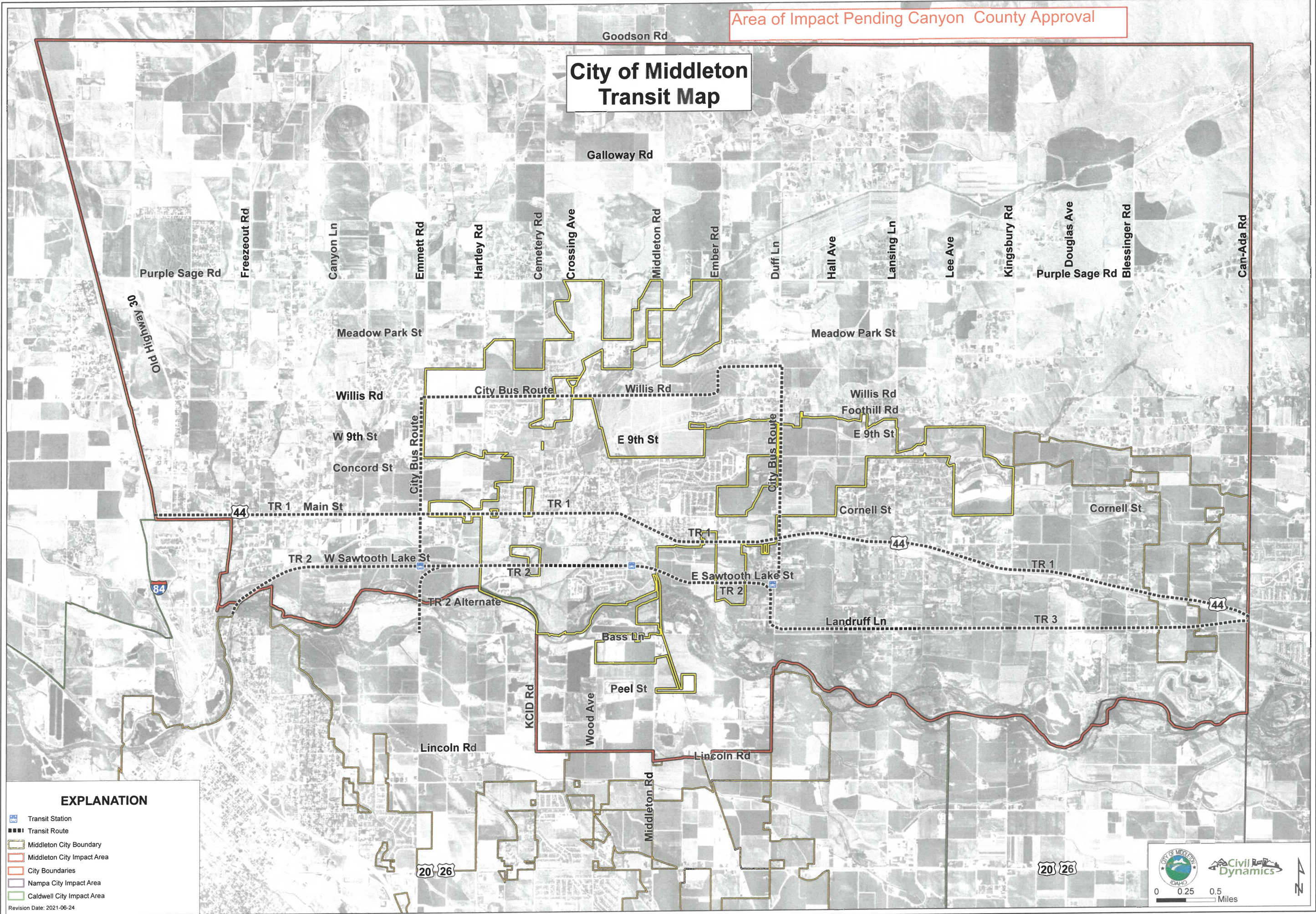
Revision Date: 4-10-2024

EXHIBIT B








Current, proposed and alternate Transit Map



Area of Impact Pending Canyon County Approval

City of Middleton Transit Map




EXPLANATION

-  Transit Station
 -  Transit Route
 -  Middleton City Boundary
 -  Middleton City Impact Area
 -  City Boundaries
 -  Nampa City Impact Area
 -  Caldwell City Impact Area
- Revision Date: 2021-06-24

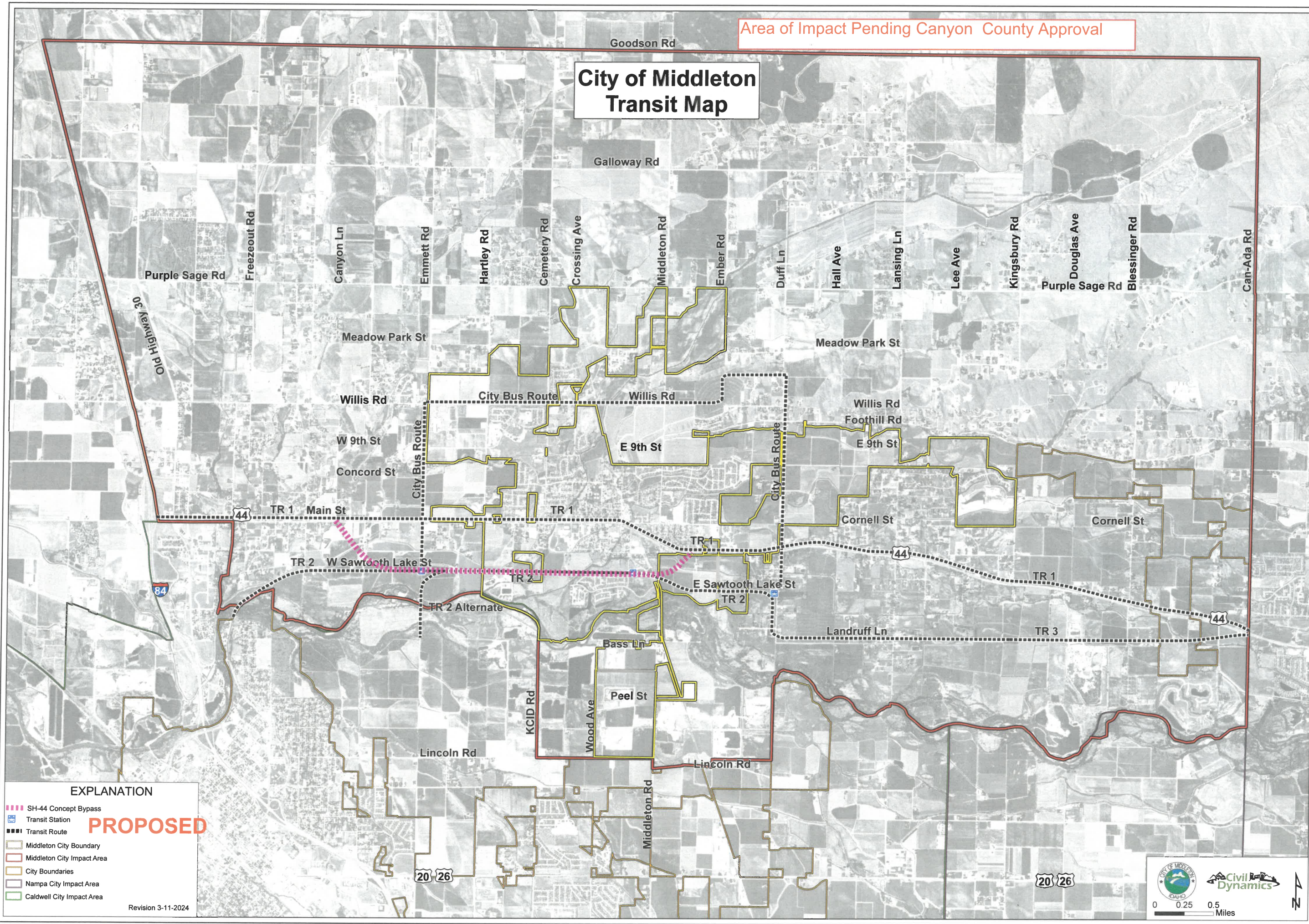



0 0.25 0.5 Miles



Area of Impact Pending Canyon County Approval

City of Middleton Transit Map



EXPLANATION

- SH-44 Concept Bypass
- Transit Station
- Transit Route
- Middleton City Boundary
- Middleton City Impact Area
- City Boundaries
- Nampa City Impact Area
- Caldwell City Impact Area

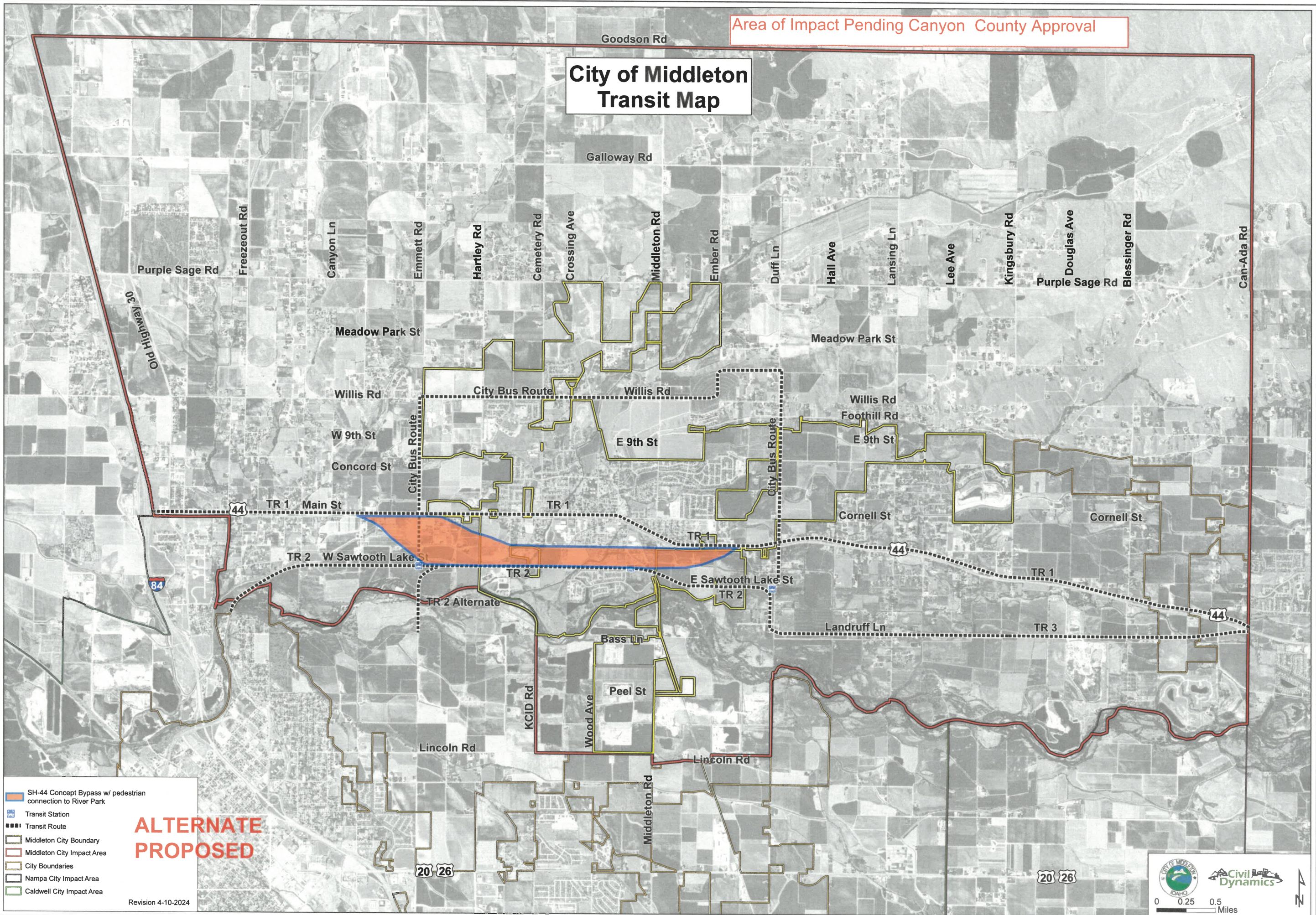
PROPOSED

Revision 3-11-2024

0 0.25 0.5 Miles

Area of Impact Pending Canyon County Approval

City of Middleton Transit Map



**ALTERNATE
PROPOSED**

- SH-44 Concept Bypass w/ pedestrian connection to River Park
- Transit Station
- Transit Route
- Middleton City Boundary
- Middleton City Impact Area
- City Boundaries
- Nampa City Impact Area
- Caldwell City Impact Area

Revision 4-10-2024

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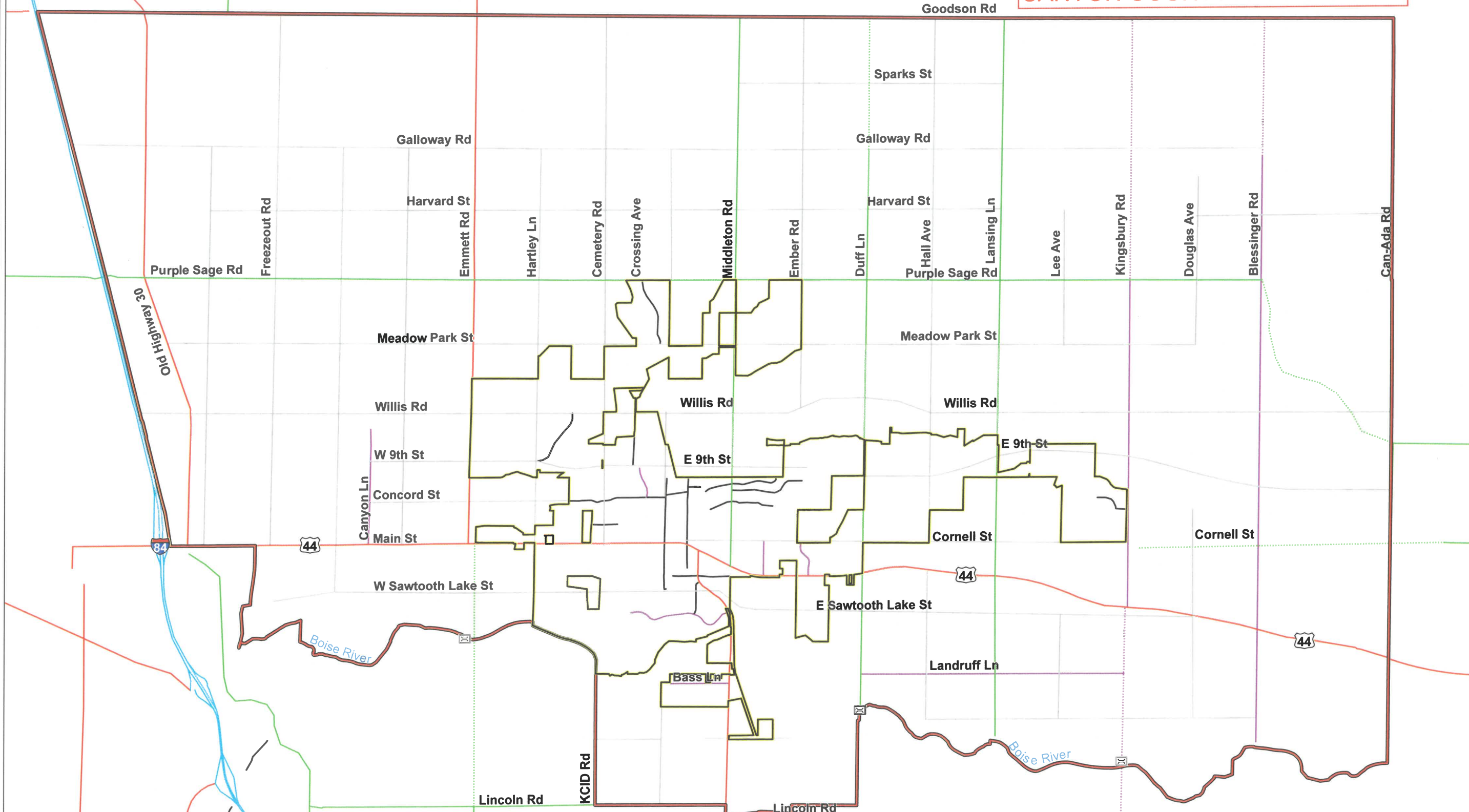
Civil Dynamics

EXHIBIT C

Current, proposed and alternate Functional Classification Map

City of Middleton Functional Classification Map

AREA OF IMPACT PENDING
CANYON COUNTY APPROVAL



EXPLANATION

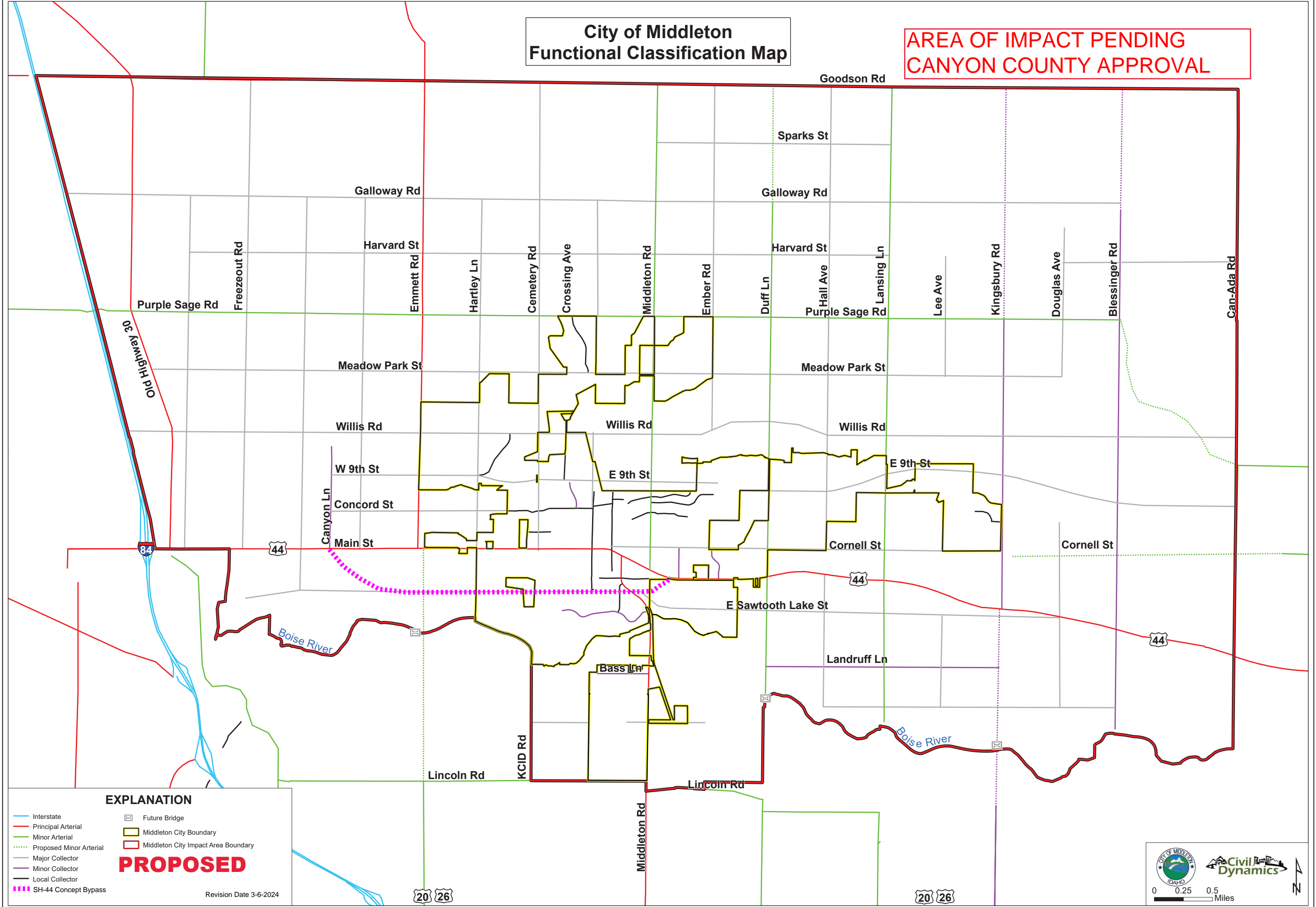
Interstate	Principal Arterial	Minor Arterial	Proposed Minor Arterial	Major Collector	Minor Collector	Local Collector	Future Bridge	Middleton City Boundary	Middleton City Impact Area Boundary
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Revision Date: 2021-06-25

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City of Middleton Functional Classification Map

**AREA OF IMPACT PENDING
CANYON COUNTY APPROVAL**



EXPLANATION

- Interstate
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Local Collector
- - - SH-44 Concept Bypass
- Future Bridge
- Middleton City Boundary
- Middleton City Impact Area Boundary

PROPOSED

Revision Date 3-6-2024

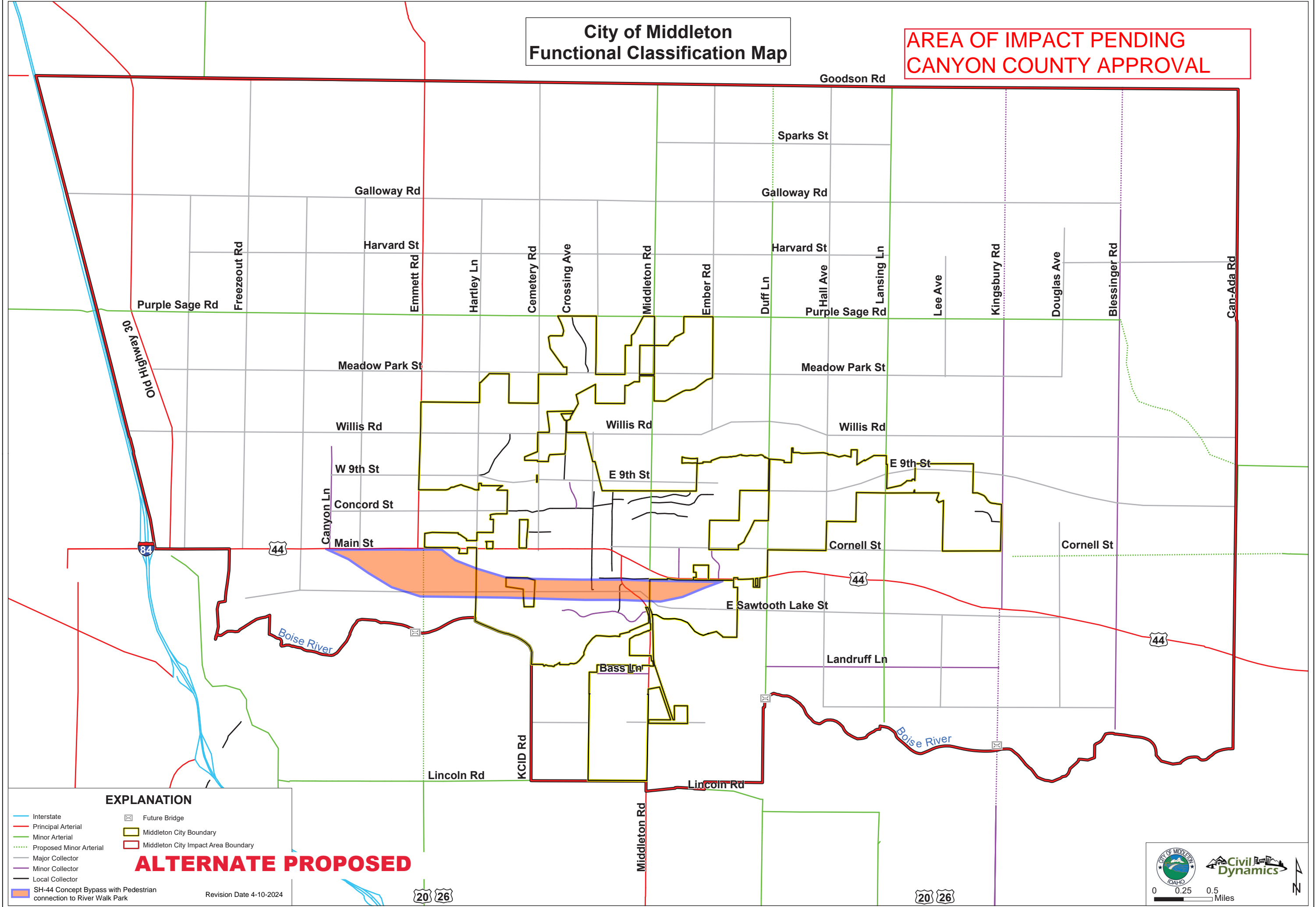
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20 26

City of Middleton Functional Classification Map

**AREA OF IMPACT PENDING
CANYON COUNTY APPROVAL**



EXPLANATION

- Interstate
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Minor Collector
- Local Collector
- SH-44 Concept Bypass with Pedestrian connection to River Walk Park
- Future Bridge
- Middleton City Boundary
- Middleton City Impact Area Boundary

ALTERNATE PROPOSED

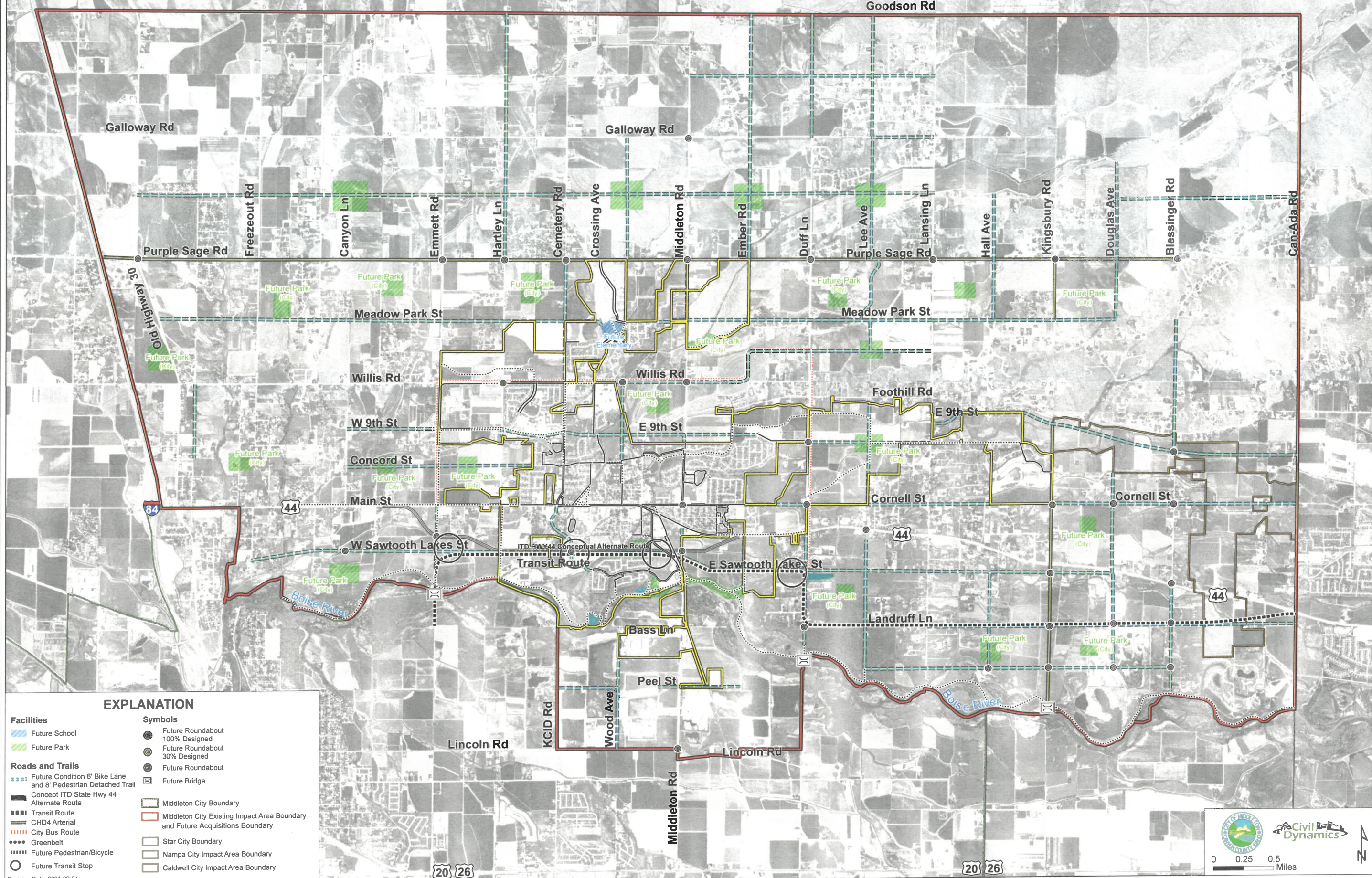
Revision Date 4-10-2024

EXHIBIT D

Current, proposed and alternate Future Acquisitions Map

City of Middleton Future Acquisitions Map

Area of Impact Pending Canyon County Approval.



EXPLANATION

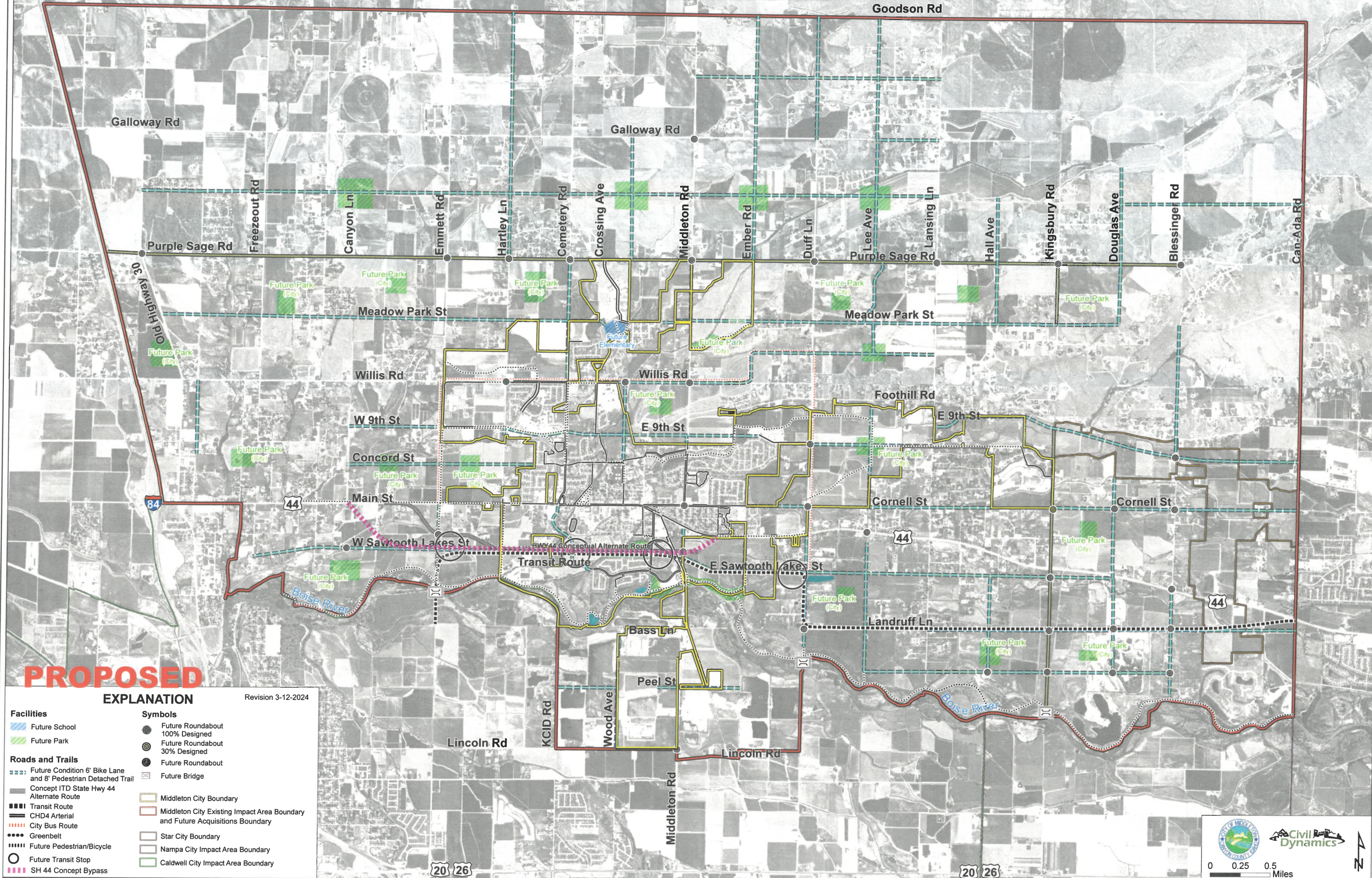
- | | |
|--|---|
| Facilities | Symbols |
| Future School | Future Roundabout 100% Designed |
| Future Park | Future Roundabout 30% Designed |
| Roads and Trails | Future Roundabout |
| Future Condition 6' Bike Lane and 8' Pedestrian Detached Trail | Future Bridge |
| Concept ITD State Hwy 44 Alternate Route | Middleton City Boundary |
| Transit Route | Middleton City Existing Impact Area Boundary and Future Acquisitions Boundary |
| CHD4 Arterial | Star City Boundary |
| City Bus Route | Nampa City Impact Area Boundary |
| Greenbelt | Caldwell City Impact Area Boundary |
| Future Pedestrian/Bicycle | |
| Future Transit Stop | |

Revision Date: 2021-06-24

0 0.25 0.5 Miles

City of Middleton Future Acquisitions Map

Area of Impact Pending Canyon County Approval.



PROPOSED EXPLANATION

Revision 3-12-2024

- | | |
|--|---|
| Facilities | Symbols |
| Future School | Future Roundabout 100% Designed |
| Future Park | Future Roundabout 30% Designed |
| Roads and Trails | Future Roundabout |
| Future Condition 6' Bike Lane and 8' Pedestrian Detached Trail | Future Bridge |
| Concept ITD State Hwy 44 Alternate Route | Middleton City Boundary |
| Transit Route | Middleton City Existing Impact Area Boundary and Future Acquisitions Boundary |
| CHD4 Arterial | Star City Boundary |
| City Bus Route | Nampa City Impact Area Boundary |
| Greenbelt | Caldwell City Impact Area Boundary |
| Future Pedestrian/Bicycle | |
| Future Transit Stop | |
| SH 44 Concept Bypass | |

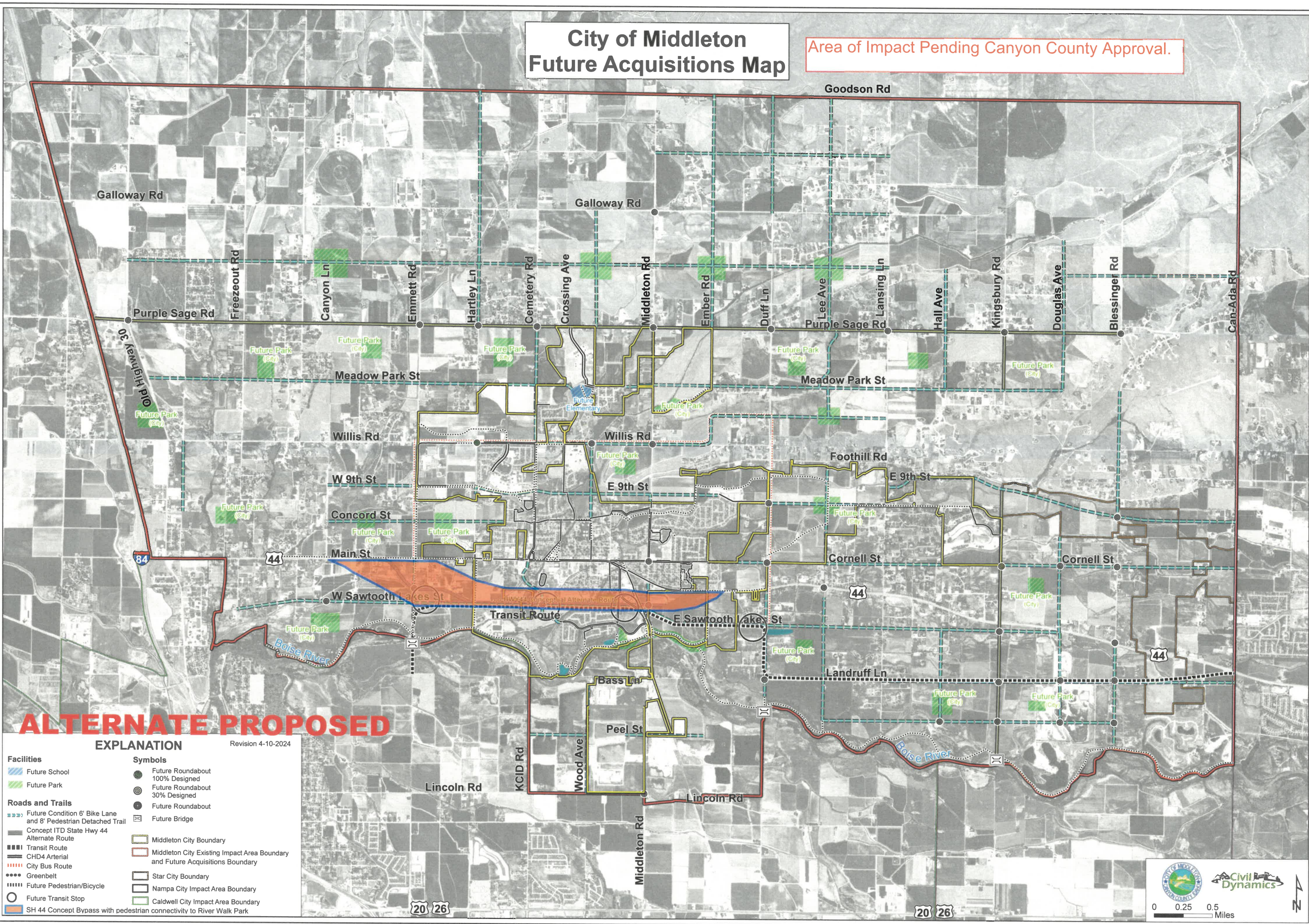



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City of Middleton Future Acquisitions Map

Area of Impact Pending Canyon County Approval.



ALTERNATE PROPOSED

EXPLANATION Revision 4-10-2024

- | | |
|--|---|
| Facilities | Symbols |
| Future School | Future Roundabout 100% Designed |
| Future Park | Future Roundabout 30% Designed |
| Roads and Trails | Future Roundabout |
| Future Condition 6' Bike Lane and 8' Pedestrian Detached Trail | Future Bridge |
| Concept ITD State Hwy 44 Alternate Route | Middleton City Boundary |
| Transit Route | Middleton City Existing Impact Area Boundary and Future Acquisitions Boundary |
| CHD4 Arterial | Star City Boundary |
| City Bus Route | Nampa City Impact Area Boundary |
| Greenbelt | Caldwell City Impact Area Boundary |
| Future Pedestrian/Bicycle | |
| Future Transit Stop | |
| SH 44 Concept Bypass with pedestrian connectivity to River Walk Park | |

EXHIBIT E
Public Comments

Subject: FW: The bypass, "yes" please.

From: Teresa Porter <teresaleeporter@gmail.com>
Sent: Monday, March 11, 2024 5:11 PM
To: CITMID <citmid@middletoncity.com>
Subject: The bypass, "yes" please.

Please go for the bypass. It will keep our town crime free and sweet.
No big box stores, and no extra lanes on main Street. Be kid friendly for their walks to school.

It will bring in crime like it did for Portland when they ripped up neighborhoods while I lived there with mass transportation and horrible traffic with more lanes.
Drugs, rapes, murders, thieves, homeless, all destructive for families.

It never was peaceful again.

That's why we love Middleton just as it is!!!! To get away from liberal ideas.

Teresa

From: [Roberta Stewart](#)
To: tarkowj@yahoo.com
Subject: FW: Highway 44 bypass
Date: Thursday, February 29, 2024 11:09:00 AM

Hi Mr. Tarkowski: We received your comments on the Hwy 44 bypass. We will ensure your comment is attached to the application that will shortly be before City Council. Thanks,

Roberta L. Stewart

PLANNING & ZONING OFFICIAL
City of Middleton, Planning & Zoning
1103 W. Main St.
P.O. Box 487
Middleton, ID 83644

Tele - (208) 585-3133
Fax – (208) 585-9601
rstewart@middletoncity.com

www.middleton.id.gov

-----Original Message-----

-----Original Message-----

From: Joe <tarkowj@yahoo.com>
Sent: Sunday, February 11, 2024 7:33 PM
To: Becky Crofts <bcrofts@middletoncity.com>
Subject: Highway 44 bypass

Hello, I live in Middleton and want to vote for widening the current 44 road/route thru town. Building a bypass thru or on the several proposed routes Ive seen posted would lead to too much disruption thru the sawtooth lakes and middleton lakes subdivisions. As long as the state already owns the dirt both sides of the current 44 that should be widened first since they will pay for it. There is already a semi bypass from 44 west to middleton road south by way of cemetary road and sawtooth lake drive. There is also the planned connector routes from the new middleton road round about to eastbound 44 off of middleton road from the south. Let the state fix the current 44. I keep hearing people against this claim it will destroy historic middleton thats just plain dumb. Even if you build a larger bypass thru those neighborhoods with all the new houses and people coming in over the next few years without widening the current 44 route its going to turn into a parking lot. Fix the current 44 first and finish those 2 other roads off the new middleton road roundabout.

Joe Tarkowski

From: [Tyler Hess](#)
To: [Roberta Stewart](#)
Subject: Re: RW
Date: Wednesday, January 31, 2024 4:57:28 PM

Gotcha. Yep. That's what I would like to do. Thanks. Please see below.

To our City, P&Z and City Council. I would like to present a few options that we have discussed with ITD and the potentials of putting the bypass back on the comp plan. These are a few options that would benefit all involved as this won't impact the downtown corridor as well as not be the 55 mph bypass that was originally designed and removed cutting off any commercial growth opportunities or access to the greatest benefit the river access for Middleton.

We bought the Watkins farm after knowing of the removal of the bypass and now have an approved plat, not only approved but phase 1 is completed and homes being built with phase 2 under construction and phase 3 plans approved. We have LOI's for 1/2 the commercial lots under contract as well as all the patio homes under contract.

We would like to work with the city, ITD and fellow citizens to look at other options that are viable and in the best interest for all involved.

We have drawn a few options, one being a culpit road with a one way using the existing downtown and o take traffic west and then coming off of sawtooth with a one way heading east using Boise ave that would tie into our project and on the back of the gas stations. Option 2 is a shorter bypass that would impact our approved roads and it would be slower to like a 35-45 mph with options to expand.

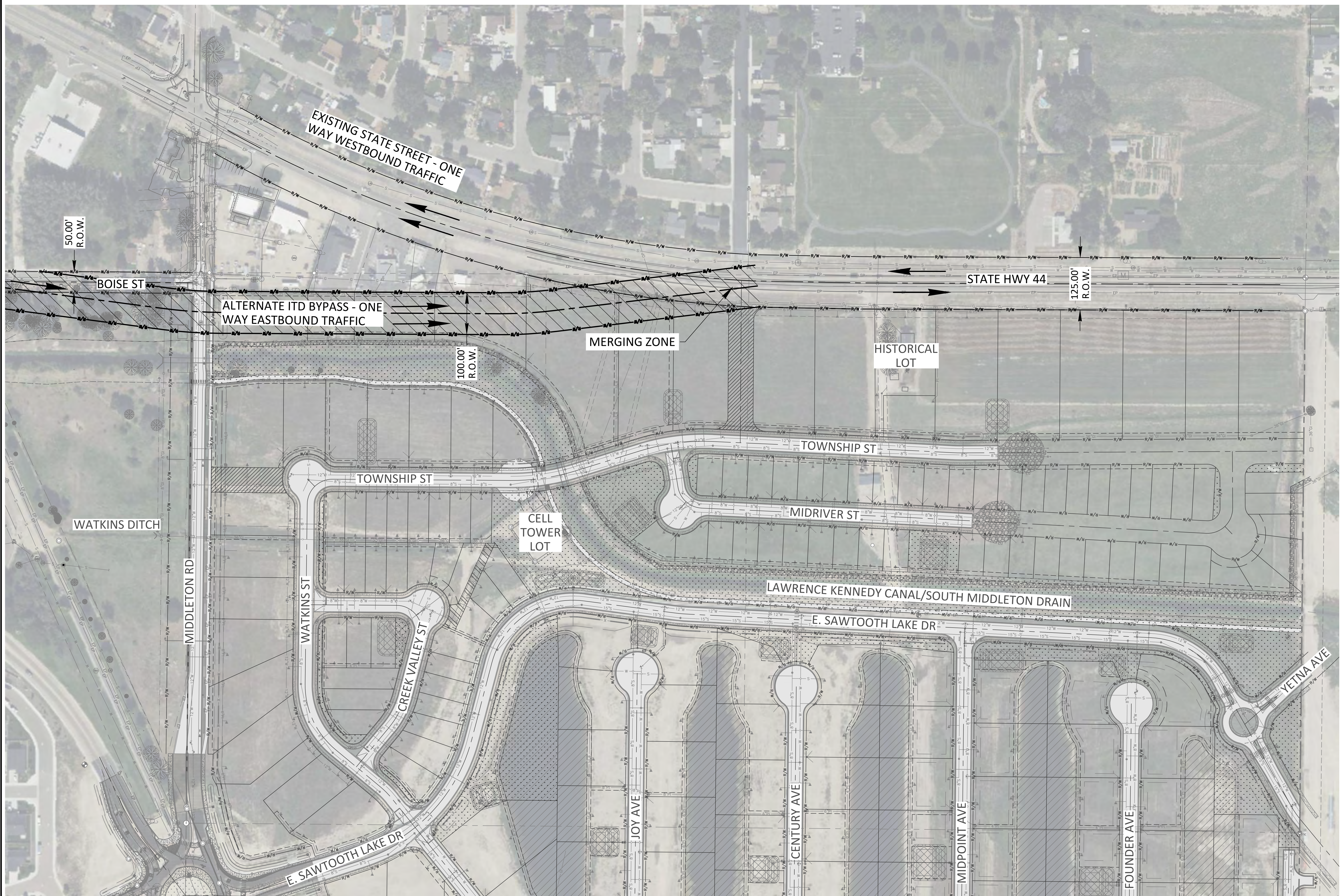
Please consider all that are involved and the impact prior to any decisions, as we have millions of dollars in infrastructure on a plat that was approved by the city and have builders that are looking to build and sell higher end tax producing homes.

we were under the impression with our meetings with ITD that they wanted to work on 3 options and present those to the city. Not just jumping right back to adding it back in the comp plan. Thank you for your time and consideration from a long time Middleton resident and land holder.

Tyler L. Hess
(208) 409-0864
Sent from my iPhone

On Jan 31, 2024, at 4:34 PM, Roberta Stewart <rstewart@middletoncity.com> wrote:

Hey Tyler: So it sounds like this is an idea you want the P&Z and City Council to consider at the Comp Plan amendment application regarding the ITD bypass. If you want me to add it to the staff report as a "public comment", then you need to write an actual comment and then I can make it an exhibit to the staff report. Let me know what you would like to do.

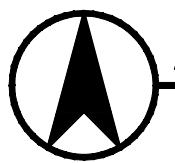


NO.	REVISIONS	DATE

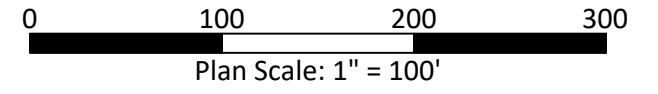
RIVER WALK CROSSING SUBDIVISION
 MIDDLETON, IDAHO
 ALTERNATE ITD BYPASS EXHIBIT
 BOISE ST CONNECTION



DESIGN BY:	JNP
DRAWN BY:	DMZ
CHECKED BY:	JNP
DATE:	1/30/24
PROJECT:	19-053
SHEET NO.	



ALTERNATE ITD BYPASS EXHIBIT - BOISE ST CONNECTION



P:\19-053\ADVERTISING\PHASE 3\19-053-ITD BYPASS EXHIBIT - BOISE ST CONNECTION.DWG, DAVID ZABARETA, 1/30/2024, DWG TO PDF PLOT, 24081 [IPW]



ITD BYPASS EXHIBIT - NORTH OF TOWNSHIP ST



1" = 100'

From: [Joe](#)
To: [Roberta Stewart](#)
Subject: Highway 44 Bypass
Date: Sunday, February 11, 2024 7:29:22 PM

Hello, I live in Middleton and want to vote for widening the current 44 road/route thru town. Building bypass thru or on the several proposed routes Ive seen posted would lead to too much disruption thru the sawtooth lakes and middleton lakes subdivisions. As long as the state already owns the dirt both sides of the current 44 that should be widened first since they will pay for it. There is already a semi bypass from 44 west to middleton road south by way of cemetary road and sawtooth lake drive. There is also the planned connector routes from the new middleton road round about to eastbound 44 off of middleton road from the south. Let the state fix the current 44. I keep hearing people against this claim it will destroy historic middleton thats just plain dumb. Even if you build a larger bypass thru those neighborhoods with all the new houses and people coming in over the next few years without widening the current 44 route its going to turn into a parking lot. Fix the current 44 first and finish those 2 other roads off the new middleton road roundabout.

Thanks
Joe Tarkowski

From: [Barbara Karman](#)
To: [Roberta Stewart](#)
Subject: Bypass
Date: Thursday, April 25, 2024 12:07:22 PM

To Whom It May Concern,

I am writing to express my concern about the proposed bypass going through downtown Middleton. I am a resident of Middleton and have lived here since 2020. I have been a resident of Idaho for the past 35 years. I am unable to attend the meeting, but would like to express my concern about the impact on our community, especially small business owners. I would encourage you to find an alternative solution that does not impact the small town character of our community and the potential of the Riverwalk. Thank you for your consideration.

Barbara Yerger

Sent from my iPhone

From: [Stephanie Sanders](#)
To: [Roberta Stewart](#)
Subject: Bypass
Date: Thursday, April 25, 2024 4:19:53 PM

Good day.

I would like my voice to be heard about the widening State St. Highway 44 through Middleton. This is dangerous and an ill thought out plan. Please reconsider the bypass. There are hard working businesses along main street that would lose their businesses. The middle school is dangerous enough without 5 lanes of traffic to cross. No more holiday parades. This town is special. Please keep it that way.
Stephanie Sanders

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

EXHIBIT F
Agency Comments

BLACK CANYON IRRIGATION DISTRICT

NOTUS, IDAHO

February 2, 2024

City of Middleton
Planning and Zoning Department
1103 W Main St
Middleton, ID 83644
(208) 454-7458

RE: Comprehensive Plan Map Amendments
Applicant: City of Middleton
Planner: Roberta Stewart

Black Canyon Irrigation District (District) has reviewed the application by the City of Middleton (City) to amend the Comprehensive Plan Maps that show the Idaho Transportation Department (ITD) exhibits A through D.

The proposed ITD's bypass route (revised on Jan 18, 2024) does not directly impact District's infrastructure. However, any future roadway corridors north of Highway 44, as indicated on the exhibits, will inevitably cross District infrastructure. The District has the following comments to this notice:

- The designer and engineers must communicate with the District regarding any future construction to reduce and eliminate negative impacts on the irrigation infrastructure and District's patrons. All construction shall take place during the District's irrigation offseason.
- All design and construction within the District's right-of-way shall follow the District's standards.
- Any work within the District's or Bureau of Reclamation (BOR) rights-of-way will require license agreements to be in place prior to commencing work.
- The District requests that any work shall follow District's procedures and steps as outlined on their website.
- If any of the District's infrastructure or right-of-way require relocation, the District will need to review and approve the plans prior to project construction. A license agreement will be required with BOR.

Thank You,

Donald Popoff

Donald Popoff P.E.
District Engineer
Black Canyon Irrigation District