

MIDDLETON

COMPREHENSIVE PLAN



UPDATE

20 25

PREPARED BY



Downtown Redevelopment
Services, LLC








Planning Outpost

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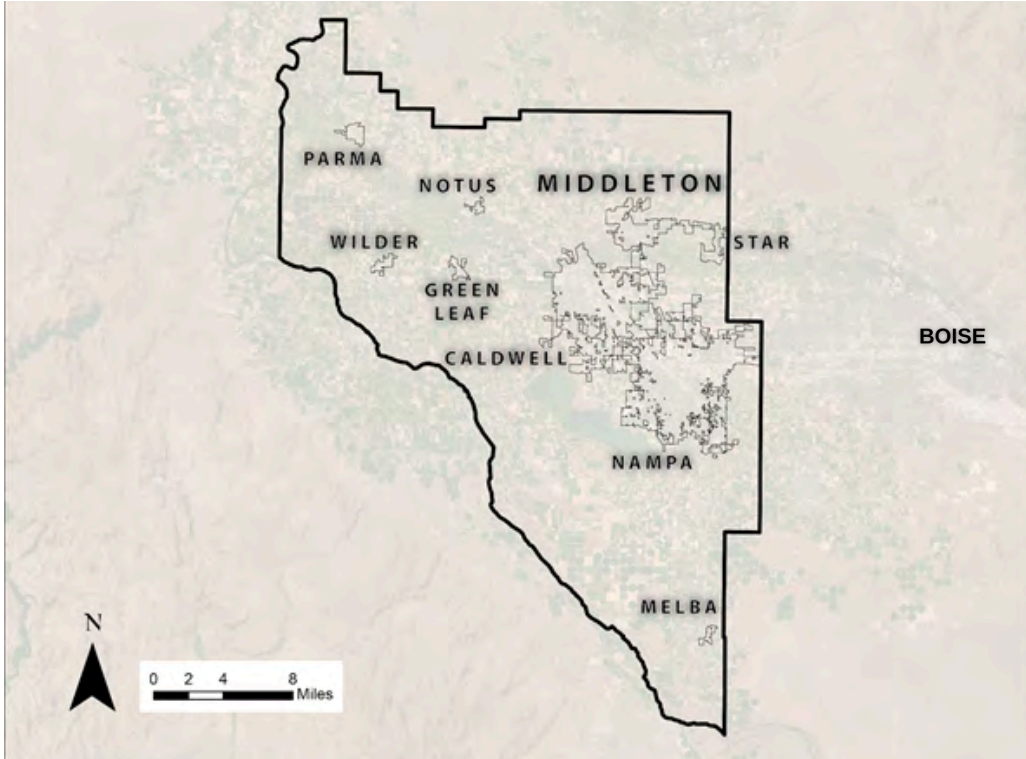
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**PLAN
INTRODUCTION**

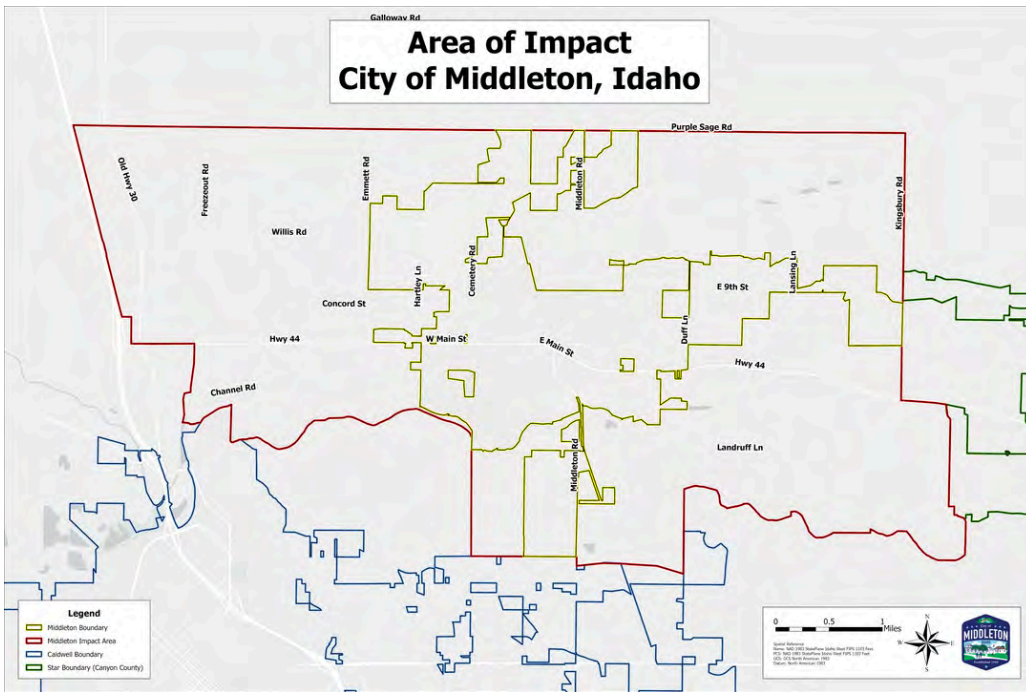
01



Map X: City of Middleton, ID Context Map - Canyon County (2024)

Middleton's proximity to Boise and the surrounding region positions it as a sought-after residential community for those seeking a serene and close-knit community while remaining well-connected to the amenities of the growing metro area.

This balance between quiet and accessibility makes Middleton an ideal haven for those who appreciate the charm of a smaller community without sacrificing the conveniences of urban living.



Map X: City of Middleton, ID Area of Impact (2024)

Among Middleton's proud assets are key landmarks that speak to its history and cultural richness, including the Middleton Lee Moberly Museum, old Middleton Mill, and Trolley Station.

These currently preset attributes are admirable, and the comprehensive plan update aims to preserve and enhance Middleton's unique qualities that make Middleton a place to call home while addressing current and foreseeable challenges.



EXISTING CONDITIONS ANALYSIS

02

Existing Conditions Analysis

Existing Plan Review

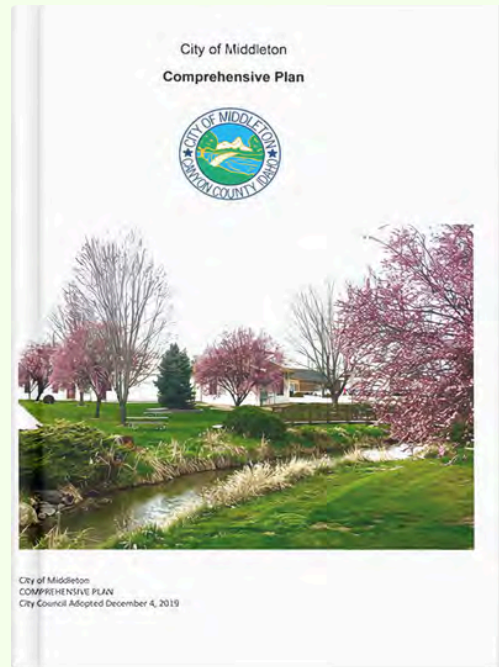
Middleton Comprehensive Plan (2019)

The Comprehensive Plan for the City of Middleton aligns with the requirements of the Local Land Use Planning Act.

It is structured to comply with state law, analyzing seventeen planning elements while excluding certain elements not applicable to Middleton. The plan reflects community values at the time of drafting, and it aims to guide future growth and development based on residents' preferences.

It incorporates input from annual community meetings and surveys and addresses infrastructure needs in alignment with population projections. Emphasizing positive and enabling policies, the plan prioritizes orderly growth, development, and preservation of land for future use.

Each planning element is examined in two sections, providing concise policies for stakeholders. While considering future horizons, the plan focuses on growth policies and principles rather than specific dates. It emphasizes flexibility to adapt to evolving community needs. By fostering coordination between transportation and land-use planning, the plan aimed to minimize conflicts and optimize the use of public funds.





Transportation Element of the 2019 Comprehensive Plan

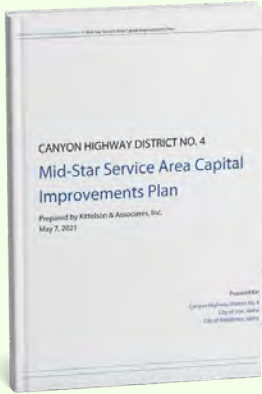
The Transportation Element of the Middleton 2019 Comprehensive Plan articulates a vision for a comprehensive transportation system that enhances safety, efficiency, and connectivity for vehicles, pedestrians, bicycles, and transit within the city. This plan aims to create a diverse and integrated network for all modes of transportation.

The strategies outlined in the plan focus on three main objectives:

<p>1</p> <p>Developing a Safe Transportation System</p> <hr/> <p>Strategies include maintaining and planning roads along specific lines to ensure safety and efficiency, creating pathways as buffers, using roundabouts for safer intersections, and interconnecting different modes of transport. The plan advocates for using existing infrastructure for trails, visually reinforcing separation between bikes and vehicles, orienting roads to reduce glare from the sun, and discouraging cul-de-sacs to improve road connectivity.</p>	<p>2</p> <p>Reducing Vehicle Congestion and Promoting Active Transportation</p> <hr/> <p>The plan seeks to reduce congestion and promote healthier, active modes of transportation by providing multiple travel routes, designing roads without driveway access, and ensuring pedestrian-friendly infrastructure. It also emphasizes creating pathways and sidewalks that are navigable, connected, and safe for all users, alongside providing adequate facilities for bicyclists.</p>	<p>3</p> <p>Preparing for Effective Transit Use</p> <hr/> <p>This includes planning for transit routes and stations, incorporating park-and-ride facilities, ensuring connectivity between local and regional transport systems, and offering resources like bike racks and travel information to facilitate multi-modal travel.</p>
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By updating and expanding upon the strategies from the previous 2016 Middleton Transportation Plan, the Transportation Element demonstrates the city's dedication to enhancing its transportation infrastructure to meet current and future demands for safety, accessibility, and sustainability, ensuring a more connected and efficient environment for residents and visitors alike.

Middleton-Star Capital Improvements Plan (2021)



The Middleton-Star Capital Improvements Plan (Mid-Star Service Area CIP) outlines and prioritizes transportation projects until 2040 within the Canyon County service area.

The plan, which was developed collaboratively by HD4, Canyon County, City of Middleton, and City of Star, utilizes the Community Planning Association of Southwest Idaho's (COMPASS) travel demand model to identify necessary improvements. A Traffic Impact Fee program (TIF) has been established in conjunction with the CIP to fund eligible projects through development impact fees. The development of both the CIP and TIF involved engagement with development impact fee advisory committees from Canyon County, City of Star, and City of Middleton. Additionally, the commitment to addressing existing system deficiencies through non-impact fee revenues, in accordance with Idaho Code, is outlined in the plan.



The Middleton-Star Impact Fee Ordinance, instituted on October 20th, 2021 by Ordinance 591.

Parks & Police - Capital Improvement Plan & Development Impact Fee Study (2023)

This plan evaluates and updates impact fees for city owned parks and police compliant with State law. The report includes methodologies and calculations to generate current level of service and maximum supportable impact fees.



Police & Parks Impact Fee Ordinance, instituted on November 15th, 2023 by Ordinance 686.

Fire - Middleton Rural Fire District Capital Improvement Plan & Development Impact Fee Study (2023)

This plan evaluates and updates the impact fees for the Middleton Rural Fire District compliant with State law in order to meet the new demands generated by new development within the district. The report includes methodologies and calculations used to generate current levels of service and update maximum supportable impact fees.

Fire - Caldwell Rural Fire District and Star Fire Protection District Impact Fees & Capital Improvement Plans

These plan presented impact fees for the Caldwell Rural Fire District and Star Fire Protection District based on City/Districts’ demographic data and infrastructure costs before credit adjustment.

It also calculated the District’s monetary participation; examined the likely cash flow produced by the recommended fee amount; outlined specific fee implementation recommendations; and included a system for credits.



Caldwell Impact Fee Ordinance, instituted on November 14th, 2023 by Ordinance 683.



Middleton Rural Impact Fee Ordinance, instituted on November 14th, 2023 by Ordinance 682.



Middleton Star Impact Fee Ordinance, instituted on September 25th, 2023 by Ordinance 681.

Water System Master Plan (2022)

The Water System Master Plan outlines the water sources and facilities within the City’s water system and its compliance with state and federal requirements and routine sampling procedures to assure a safe drinking water supply.

The plan also assessed the City of Middleton’s (City) water system and provided detailed recommendations for needed future upgrades. Estimates indicate that the water supply and storage capacity is adequate to serve a population in the Middleton area of approximately 26,706. Depending on the location of future population growth additional pipes, booster pumps, pressure reducing valves, wells, or water storage may be necessary to provide service and adequate fire flows to all parts of the City.





Middleton Water Tower. Source: Mike Brown Group

Wastewater Master Plan (2019) & Facility Plan Addendum (2022)



The Wastewater Master Plan outlines the city’s collection system, facilities and treatment processes for the City’s wastewater collection system and treatment plant.

Future anticipated and required upgrades are highlighted based on a 20 year planning horizon to bring treatment capacity on-line as the system’s service connections increase.

Middleton Road Corridor Plan (2016)

A corridor plan for Middleton Road was completed for the City of Middleton, the City of Caldwell, and Canyon Highway District #4 in October of 2016.

The plan developed a long term vision for Middleton Road from SH-44 to Ustick Road. The plan envisioned a divided four-lane roadway with full access limited to public street intersections at approximately ½-mile spacing. The plan also envisioned a realignment of Middleton Road from Sawtooth road to re-align with North Middleton Road at its intersection with SH-44.

SH-44 Traffic Study (2023)

In response to resident and city concerns regarding traffic and intersection improvements along SH-44, the City commissioned a traffic study completed in 2023 of Interim Operational Improvements that could be completed at existing intersections along SH-44.

The study covered the Hwy 44 corridor between Emmett Road and Duff Lane. In January 2024, Highway District 4 completed a similar traffic study of the Hwy 44 corridor between Duff Lane and Can Ada Road.



**Middleton River Walk
Concept Development (2022)**

This concept plan included community workshops for approximately 113 acres of vacant City owned land for future parks and amenity space along the Boise River (between Middleton Road and Whiffin Lane) currently called the Middleton River Walk

Conceptual plans started in 2021 are still subject to revision; however, the most recent concept plan includes a 25 - 40 acre recreational pond with boardwalks, floating dock, and beaches.

The recreational pond will be used for non-motorized water sports, fishing and swimming. The 98 acre natural park surrounding the pond is identified for picnic areas, playgrounds, dog park, miles of trails, (including a greenbelt trail along the Boise River that connects to the six mile River Walk Loop trails along the Kennedy Drain), river raft drop-off and pick-up areas, and river front swimming areas. Integrated into the River Walk Loop will be a connection to Crane Creek Plaza, a 20 acre parcel to be developed into a public/private City Village involving outdoor gathering spaces, entertainment, restaurants, retail shopping, and possible live/work units.



Demographic Analysis

The information outlined in this section is a synopsis of the past and current socio-economic conditions. Multiple datasets were consulted to prepare this section of the document. Sources included the US Census Bureau, COMPASS of Southwest Idaho data, and ESRI figures.

Population

Middleton’s population has grown significantly over the past four census counts, climbing from 2,978 in 2000 to 9,425 in 2020, representing an average yearly increase of 10.82% within 10 years, well above the national average. While the 2020 census marked a banner year for the community’s growth, the headcount is now several years old, with significant growth since. Therefore, this Comprehensive Plan will rely on population figures provided by the Community Planning Association of Southwest Idaho (COMPASS). Other than the population figures, demographic figures will draw from the ACS 2017 - 2022 5-Year Estimate. The COMPASS population estimate shows the 2022 population at 11,980.

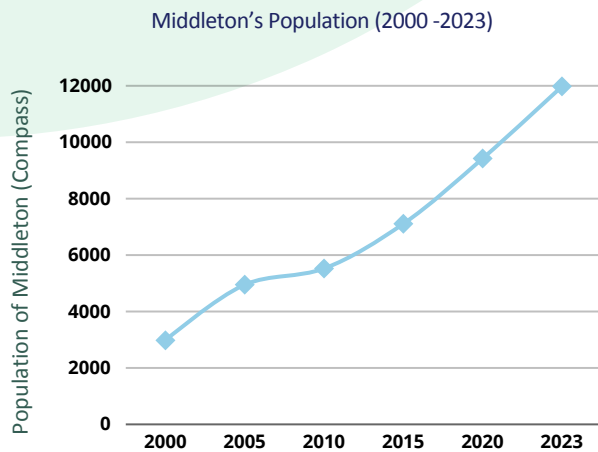


Figure X: Middleton’s Population from 2000 - 2023 (COMPASS)



Figure X: Middleton’s Population Growth (2012 - 2022 ACS 5-Year Estimate)

The city has grown precipitously in the past five years, far outpacing the county, state, and nation. While Canyon County grew by an impressive 18.3%, the City of Middleton grew even faster at 30.4%, nearly doubling in size in the past five years. Similar growth is expected in the coming years as the Boise metro area continues to grow. The purpose for this growth is suburban expansion and migration from surrounding states/areas. However, this growth will be hindered over the next decade as the City approaches buildout limitations.

The city’s racial makeup is 81.4% White, 1.2% Asian, 0.4% Black or African American, 0.21% Pacific Islander, and 0.55% Native American. Of the remainder, 9.2% are of another race, and 7.1% are of two or more races. The population is 88.1% non-Hispanic and 11.9% Hispanic, growing from 8.6% Hispanic in 2012 due to significant in-migration in recent years. The vast majority of Middleton’s Hispanic residents are of Mexican heritage.

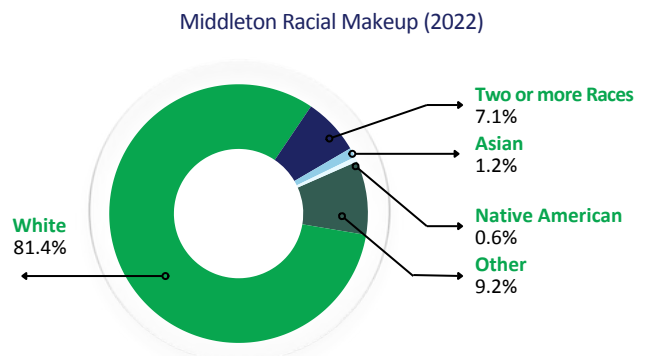


Figure X: Middleton’s Racial Make-Up (2022 ACS 5-Year Estimate)

Moreover, the in-migration has resulted in the community boasting a high multilingual percentage, representing 12.74% who speak a non-English language at home, predominantly Spanish.

Approximately 51.4% of residents are male, and 48.6% are female, a near-even split consistent with most communities. The median age is 34.9 years, slightly lower than the state and national medians and on par with the county median. Immigration has occurred across nearly all age cohorts; however, there are key cohorts with large increases in population from 2012 to 2022. The five cohorts experiencing the largest increases are: 15 to 19 years, 40 to 44 years, 65 to 69 years, 55 to 59 years, and 70 to 74 years. These figures demonstrate that Middleton is especially popular with grown families and older individuals.

White	81.37%
Asian	3.29%
Black or African American	2.14%
Pacific Islander	0.78%
Native American	0.62%
Other Race	0.48%
Two or more Races	4.26%
Non-Hispanic	88.07%
Hispanic	11.93%

Table X: Middleton Racial Makeup (2022 ACS 5-Year Estimate)

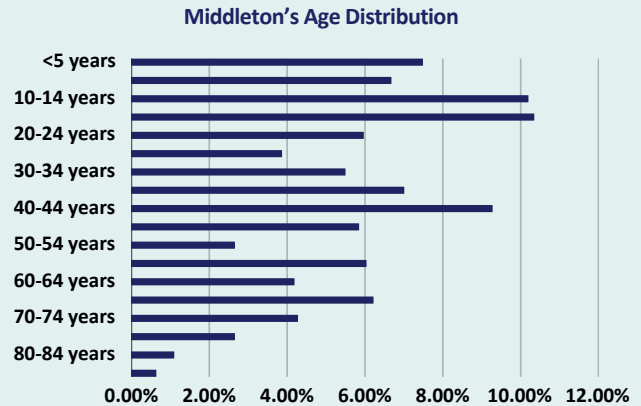


Figure X: Middleton Age Distribution (2022 ACS 5-Year Estimate)

Middleton’s median age and trends are sustainable and are characteristic of a family-friendly community. Moreover, the city’s age distribution shows promise of sustained population growth with a large percentage of minors and young adults. As those above 55 years continue to age and immigration continues, there will be a need for supportive services such as increased healthcare, assisted living, and disability access.

Middleton residents are highly educated, with 95.3% having a high school degree or higher and 30.45% having a bachelor’s degree or higher. Figures in the table below outline percentages and total assumed calculations of educational attainment for residents age 25 or older.

Compared to county, state, and national educational attainment figures, the City of Middleton performs exceedingly well for high school diploma or GED attainment. Moreover, it is on par with state figures for college diploma attainment, outperforming county figures.

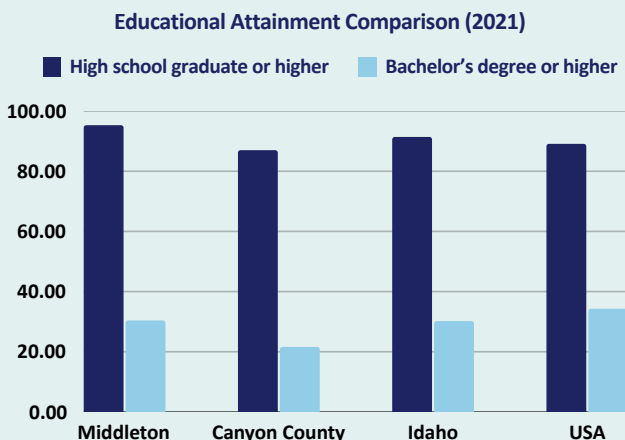


Figure X: Middleton Comparative Educational Attainment (ACS 2022 5-Year Estimate)

Educational Attainment	Percentage
Less than High School	4.70%
High school graduate / GED	20.29%
Some college, no degree	35.37%
Associate's degree	9.19%
Bachelor's degree	20.17%
Graduate or professional degree	10.28%
High school graduate or higher	95.30%
Bachelor's degree or higher	30.45%

Table X: Middleton Educational Attainment (ACS 2022 5-Year Estimate)

Population Forecasting

Middleton is approaching build-out within the current City limits, meaning there will be limited opportunities for greenfield development inside of the existing City limits in the coming years.

Historically, Middleton’s growth has been driven by increases in regional land values for single family residential creating a disincentive for continued agricultural land use.

As agricultural land is converted to other uses, annexation of the property to an adjacent City in order to receive water and sewer utility service typically maximizes the value of the property. This dynamic has led to Middleton’s rapid growth. It is unlikely this economic dynamic will significantly change in the near future.

The most uncertain aspect of this conversion from agricultural to suburban land use is the question of under what jurisdiction the land use conversion will occur in. Idaho’s emphasis on property rights and relatively relaxed regulations relating to Area of Impacts make it difficult to project how much of the land development adjacent to Middleton will result in a corresponding increase to Middleton’s population.

The average growth rate for the past three years has been 8.40% per year. Assuming this continues through the end of 2030, the population in 2030 will be 19,024.

To account for the anticipated build-out, continuation of similar zoning rules; and ambiguity in land development patterns immediately adjacent to the City, the growth rate for the 2030 decade is projected between 46.03% and 110.25% over the ten years, resulting in a forecasted 2040 population of between 27,781 and 39,998.

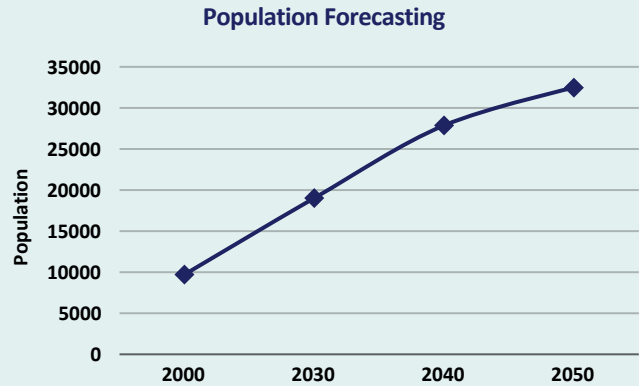


Figure X: Middleton Population Forecasting (2019 - 2050)

These figures can change based on numerous factors, including regional economic growth trends, Middleton zoning rules, and annexation policies. However, given the available information, this forecast offers a reasonable insight into the projected population of Middleton.

Employment

Among residents aged 16 years and over, 4,559 are in the civilian labor force and experience an unemployment rate of 2.5%.

The unemployment rate is down from 16.4% in 2012 due to the national rebound from the Great Recession. Middleton’s labor force participation has decreased slightly from 67.8% to 63.7% from 2012 to 2022, pointing to some leaving the labor force for various, unknown reasons. For city residents, the following NAICS sectors are ranked from most common to least common for industry employers.

The median earnings in Idaho for the respective industry for the past 12 months are listed in the right column, including part-time and full-time employees. These figures do not include individuals who work inside the city and live elsewhere, but only those living in the city.

The three most common sectors in Middleton are construction (17.03%); health care and social assistance (13.59%); and retail trade (13.32%).

Industry	No. of Employees	%age	Idaho Industry Median Earnings
Construction	757	17.03%	\$45,505.00
Health care and social assistance	604	13.59%	\$38,017.00
Retail trade	592	13.32%	\$27,623.00
Accommodation and food services	361	8.12%	\$14,991.00
Manufacturing	302	6.79%	\$49,982.00

Table X: Middleton Residents' Employment by Sector

The figures below represent the number of Middleton residents employed in each occupation. Idaho median earnings are in the furthest right column for each NAICS category. These figures are a cumulative earnings average over 12 months, including part-time and full-time employees.

The three most common occupations in Middleton are office and administrative support occupations (17.91%); construction and extraction occupations (10.57%); and management occupations (9.56%).

Occupation	No. of Employees	%age	Idaho Occupational Median Earnings
Office and administrative support occupations	796	17.91%	\$45,505.00
Construction and extraction occupations	470	10.57%	\$41,949
Management occupations	425	9.56%	\$66,156
Food preparation and serving related occupations	325	7.31%	\$13,454
Material moving occupations	314	7.06%	\$25,081

Table X: Middleton Residents' Employment by Occupation

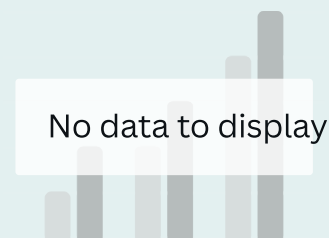
Income and Poverty

Middleton's median household income is \$68,947, higher than Parma, Emmett, and Caldwell. Though, it is lower than Star's median household income.

The same is true for the mean household income which is \$82,564 for Middleton. As for per capita income, Middleton is in the middle of these four comparable cities at \$28,518.

Income Comparisons (ACS 2022)

■ Median Household Income ■ Mean Household Income ■ Per Capita Income



The median income is \$86,739 for families and \$45,227 for non-family households. While Middleton's median household income is lower than in nearby communities and the state, the poverty rate is notably low.

The poverty rate in Middleton of 9.8% is lower than the state's 11.0%, the county's 10.2%, and the nation's 12.5%. While the City's poverty rate is much lower than the nation, the 9.8% of residents living in poverty demonstrates a mixture of various socio-economic conditions within the community.

Commuting and Transportation Habits

Commuting patterns in 2022 were heavily auto-dependent, with 90.4% of Middleton residents commuting by driving, of which 82.8% drove alone and 7.6% carpooled. Approximately 7.4% of residents worked from home, 0.6% walked to work, 0.0% commuted via public transit, and 1.6% commuted via rideshare/taxi, motorcycle, or other means.

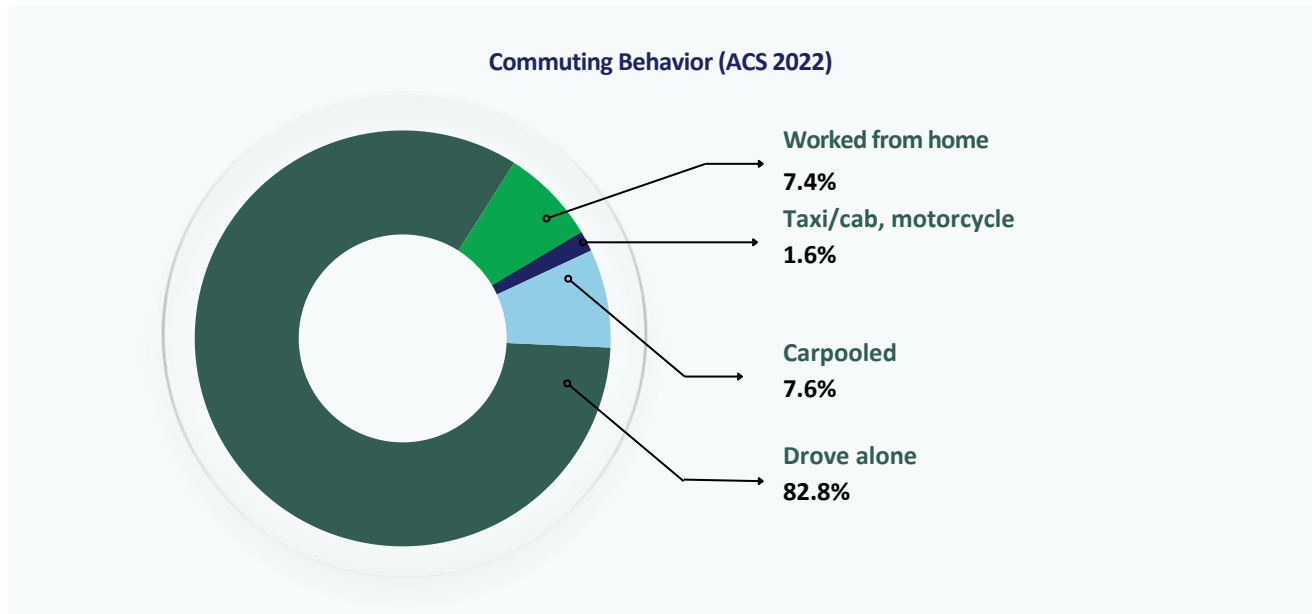
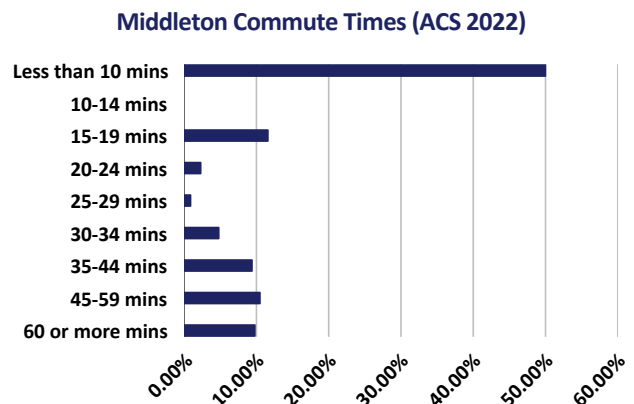


Figure X: Middleton Commuting Behaviors (ACS 2022 5-Year Estimate)

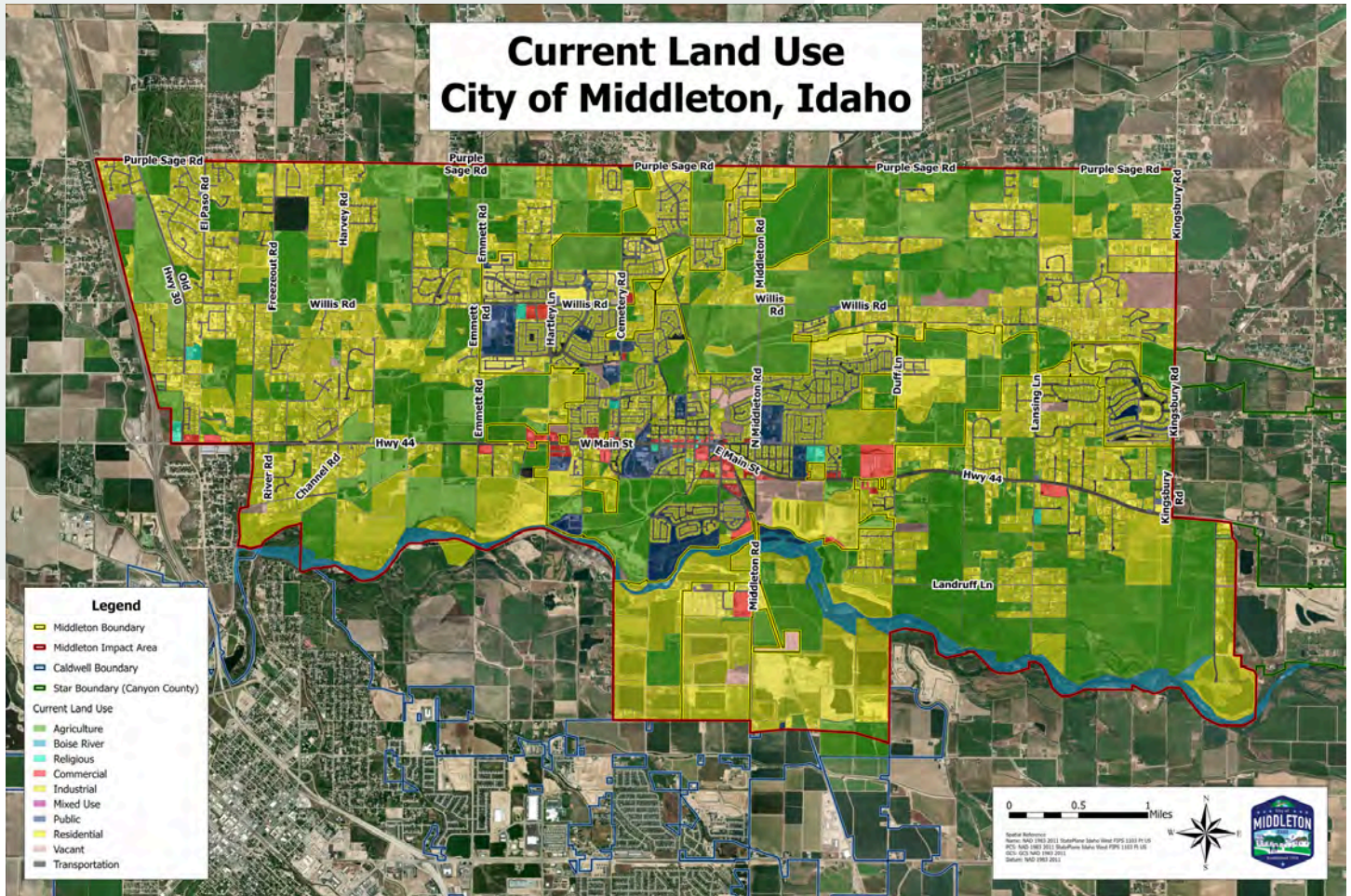
Residents’ average commute to work is 28.3 minutes, higher than the county, state, and national averages. The figures below show the breakdown of commute times among Middleton residents.

Less than 10 minutes	50.1%
10 to 14 minutes	0.0%
15 to 19 minutes	11.7%
20 to 24 minutes	2.4%
25 to 29 minutes	1.0%
30 to 34 minutes	4.9%
35 to 44 minutes	9.5%
45 to 59 minutes	10.6%
60 or more minutes	9.9%

Table X: Middleton Commute Time Breakdown



Land Use & Agriculture Analysis



The current land use map was developed by analyzing tax parcel data and assigning each parcel to one of nine land use categories: Agriculture, Boise River, Religious, Commercial, Industrial, Public, Residential, Transportation, or Vacant. The process began with reviewing tax parcel information, including property use codes, assessor descriptions, and aerial imagery, to determine the most likely primary use of each parcel. When possible, property-specific information such as zoning and development patterns was also considered to ensure accurate classification.

Each parcel was carefully assigned to a category based on its predominant use. For example, parcels with active farming operations were classified as Agriculture, while those with churches or associated facilities were categorized as Religious. Some parcels required closer evaluation, particularly mixed-use properties or parcels where aerial imagery and assessor data were inconclusive. In such cases, the most logical assignment was made based on available data and the primary purpose of the property.

The primary purpose of this exercise was to estimate the current allocation of land across the nine categories, providing a baseline for understanding existing land uses. This information will be used to guide future development decisions, helping to balance growth with the community’s needs and ensuring sustainable land use planning. While the map is approximate, it serves as a valuable tool for analysis and decision-making.

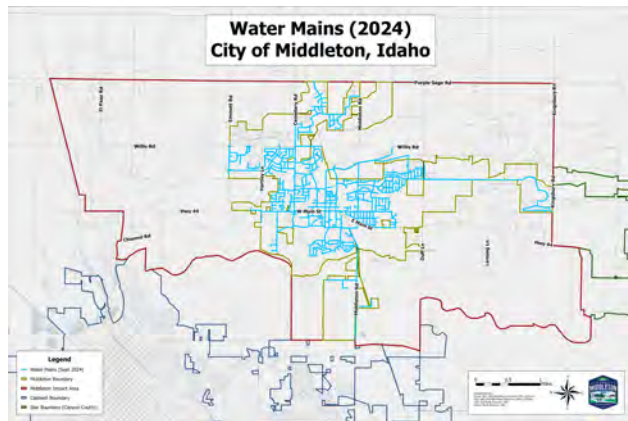
Current Land Use Designation	Explanation of the Current Land Use Designation	Acres of CLU within the City Boundary	Percentage of CLU within the City Boundary	Acres of CLU within the AOI	Percentage of CLU within the AOI
Agriculture	Parcels primarily used for farming, ranching, or other agricultural activities, reflecting the community's rural and productive land base.	931.6	22.4%	6170.1	38.1%
Boise River	Parcels encompassing the Boise River and adjacent riparian areas, supporting natural ecosystems, recreation, and floodplain management.	3.6	0.1%	425.5	2.6%
Religious	Parcels occupied by places of worship, associated facilities, or community-focused activities conducted by religious organizations.	21.8	0.5%	40.3	0.2%
Commercial	Parcels dedicated to retail, office, and service-oriented uses, contributing to the local economy and providing amenities to residents and visitors.	164.9	4.0%	193.3	1.2%
Industrial	Parcels used for manufacturing, warehousing, and other industrial activities that support local and regional economic development.	258.9	6.2%	726.8	4.5%
Public	Parcels housing government buildings, schools, and public service facilities that provide essential services and infrastructure for the community.	338.7	8.1%	362.0	2.2%
Residential	Parcels developed for housing, including single-family, multi-family, and other forms of residential uses that accommodate the community's population.	1748.8	42.0%	6896.7	42.6%
Transportation	Parcels containing roadways, railways, and other infrastructure that supports the movement of people and goods throughout the area.	539.9	13.0%	1066.9	6.6%
Vacant	Parcels that are currently undeveloped or unoccupied, offering potential opportunities for future development or preservation.	159.4	3.8%	311.4	1.9%

Public Services, Facilities, and Utilities

Water System

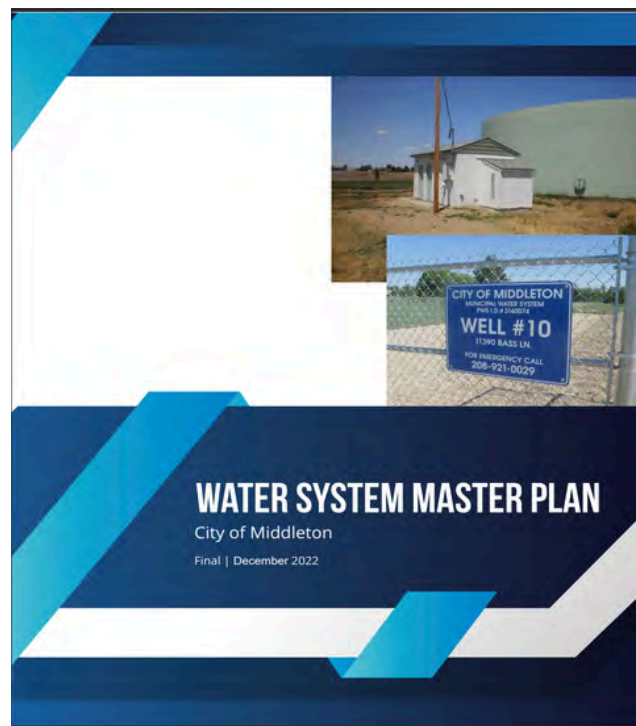
Middleton has a domestic water system that is supplied by wells and pumping stations based on water rights from the Snake River Aquifer. Due to the proximity to the Boise River, groundwater is readily available. The system provides water for residential, commercial, and industrial uses along with a supply of water available for fire fighting purposes.

At the time of the 2022 Water System Master Plan, the system served approximately 3,578 equivalent dwelling units. The system includes seven well sources, one 2-million-gallon storage tank, two booster pump stations, two pressure reducing valve stations and approximately 62.3 miles of distribution piping over three pressure zones across the city. The water lines are generally located within the public rights of way. The City’s water system complies with state and federal requirements and samples are routinely tested to assure a safe drinking water supply.



The 2022 Water System Master Plan assessed the City of Middleton’s (City) water system and provided detailed recommendations for needed future upgrades. Estimates indicate that the water supply and storage capacity is adequate to serve a population in the Middleton area of approximately 26,706.

Depending on the location of future population growth additional pipes, booster pumps, pressure reducing valves, wells, or water storage may be necessary to provide service and adequate fire flows to all parts of the City.



Middleton Rural Fire District and the City of Middleton are in the process of analyzing and updating the City’s fire flow capacity. The City expects to have updated and accurate data by late Spring 2025.

Sewer System

Middleton's wastewater system serves on the north and south sides of the Boise River.

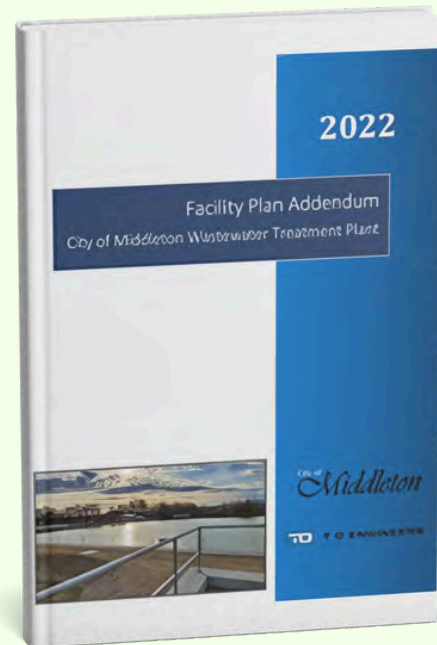
At the time of the 2019 Wastewater Master Plan, the city's collection system consisted of 64.1 miles of gravity sewer pipe, eight lift stations with 3.5 miles of force main, and 1,004 manholes.

The majority of the collection pipes are plastic (86.9%) and the remainder are clay or concrete (13.1%) primarily located in the older parts of the city. The collection pipes are located within the public rights of way and ultimately routed to the Waste Water Treatment Plant.

At the plant, wastewater is treated by passing through screens, grit separator, sequencing batch reactor (SBR) basins, a post treatment equalization basin, and UV disinfection. The treated effluent is discharged into the Mill Slough approximately 450 feet upstream from its confluence with the Boise River under Idaho Pollutant Discharge Elimination System (IPDES) Permit ID0021831.

The Waste Water Treatment Plant processes about one million gallons per day with a slight increase in flows experienced in the summer. The existing plant has an identified capacity limit of 8,064 Equivalent Dwelling Units (EDU's).

The 2019 Wastewater Master Plan and 2022 Facility Plan Addendum outline the master plan for the City's wastewater collection system and treatment plant. The City anticipates substantial upgrades to the Waste Water Treatment Plant and the creation of a system to land-apply recycled wastewater on agricultural land. This will likely be necessitated by the more stringent discharge requirements to be included in the re-issuance of the IPDES permit.



Those upgrades are being designed based on a 20 year planning horizon. The construction of the plant is likely to be constructed in multiple phases that bring treatment capacity on-line as the system's service connections increase.

The wastewater collection gravity mains and the system's eight sanitary sewer lift stations each have a finite capacity. The capacity of the conveyance system and downstream lift stations should be checked with each development.

It is likely, based on findings in the 2022 facility plan, that the 21" trunk main running along Highway 44, the 30" trunk line from SH44 to the WWTP, the Boise River Lift Station, and the Prospector Lift Station may need increased capacities based on land use zoning in place at the time the facility plan was completed.

¹ T-O Engineerings, Middleton WWTP 2022 Declining Balance memorandum dated 4/29/2022. See also FCS Group's City of Middleton Sanitary Sewer Rate Study and Connection Fee Update dated September 2024.

Stormwater

The City of Middleton currently is authorized to discharge stormwater from all portions of the City located within the Nampa Urbanized Area into waters of the United States under IPDES Permit ID028100.

This permit requires the City to operate a municipal separate storm sewer system (MS4). The City operates a utility for the purpose of complying with the requirements of this permit that imposes a fee on all utility customers currently served by the City’s water or sewer utilities.



Due to a remapping of the Nampa Urbanized Area that excluded all of Middleton north of the Boise River, it is not clear if the City will continue to be regulated under an individual permit or whether it will be classified as a small MS4 and regulated through a general permit issued by the State of Idaho. Under either regulatory scenario, it is likely that regulatory requirements will require increased efforts to ensure permit compliance.

A key component of future stormwater management by the City will be to ensure that any future development be financially responsible for the maintenance and operation of stormwater facilities created to serve that development. [A map of the stormwater sewer lines can be found in the Appendix.](#)

Irrigation and Drainage

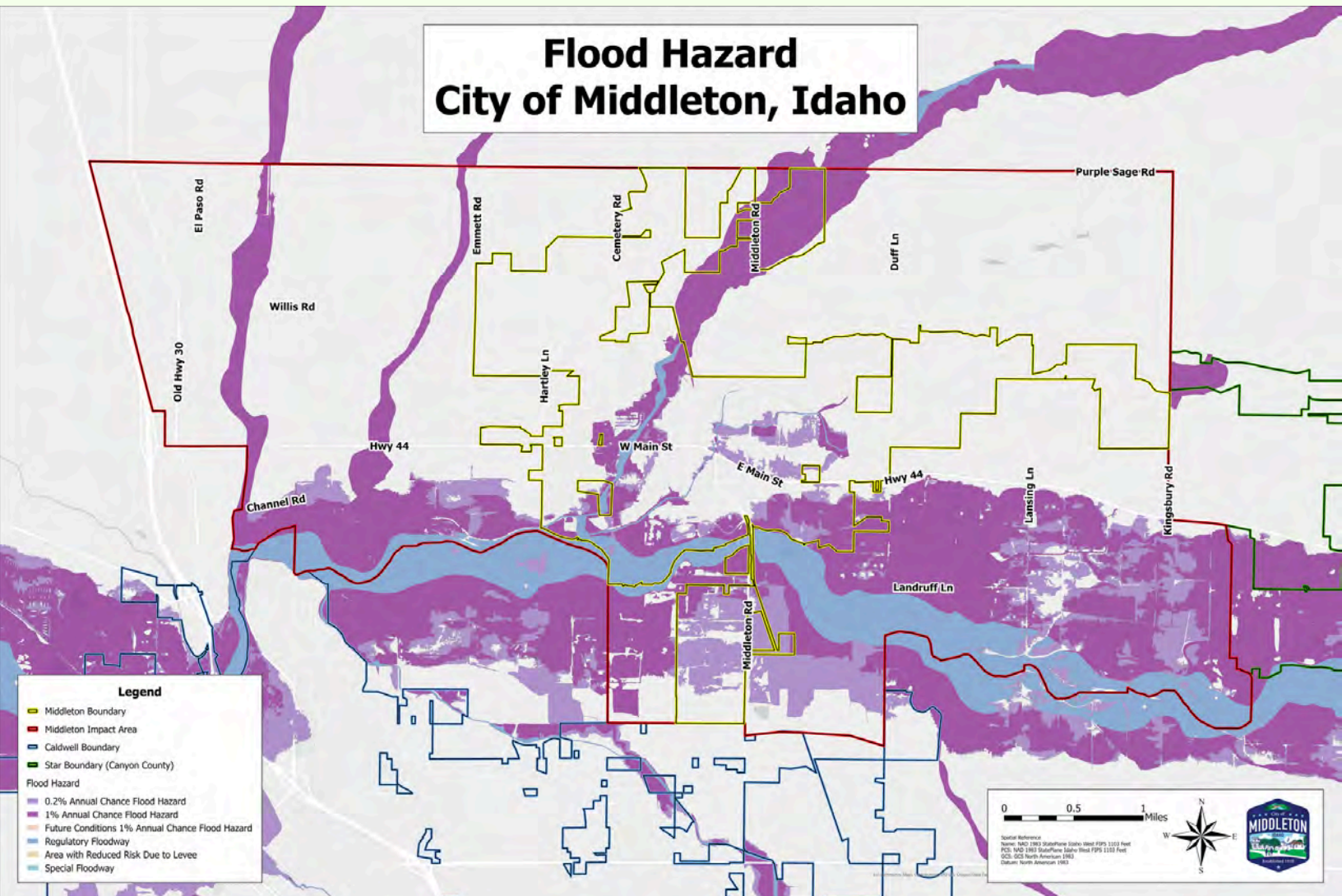
Separate districts, companies and lateral operators within the Middleton area are responsible for delivering irrigation water through more than 137 miles of irrigation and drainage open and closed-ditch waterways in the Middleton area.



Floodplain

The City acts as a floodplain reviewing agency for the Federal Emergency Management Agency (FEMA). Through the adoption of regulations and enforcement of standards meeting FEMA standards, City residents within mapped flood hazard areas are able to obtain federally backed flood insurance.

Floodplain regulations generally map areas into three classifications. The Floodway (also known as the Special Flood Hazard Area (SFHA)) which includes the river channel and adjacent lands reserved to discharge flood waters from a 100-year flood (1 percent chance flood), where very limited development is allowed. The Floodplain Fringe (also known as the floodplain) which includes the area between the floodway and the outside boundary of the 100-year flood (1 percent chance flood), where filling is allowed to raise the structures to be constructed above the base flood elevation.



The third flood area includes land outside of the 1 percent chance flood and flood areas with a recurrence rate of 0.2 to 0.05 (500-year flood). Within special flood hazard areas, Middleton City code requires new residential structures or substantial improvements to be raised 1' above the base flood elevation and all non-residential construction to be 2' above the base flood elevation.

There is the possibility that federal requirements are requiring some residential structures to be 2' above the identified base flood elevation to qualify for HUD loan eligibility.

There is also support being given to using modeling efforts that incorporate climate change to determine the base flood and/or use of the 500' flood event to determine the base flood as a conservative approach to allow for climate change impacts. While the City may not have a specific desire to adopt these recommendations, it will likely be in the interest of the City residents to maintain compliance with federal recommendations to the extent that it allows residents to maintain eligibility for federally backed flood insurance and so that properties are eligible for federally backed loans.

Communication

Several internet and cable providers provide commercially available phone, internet, and TV services throughout the City.

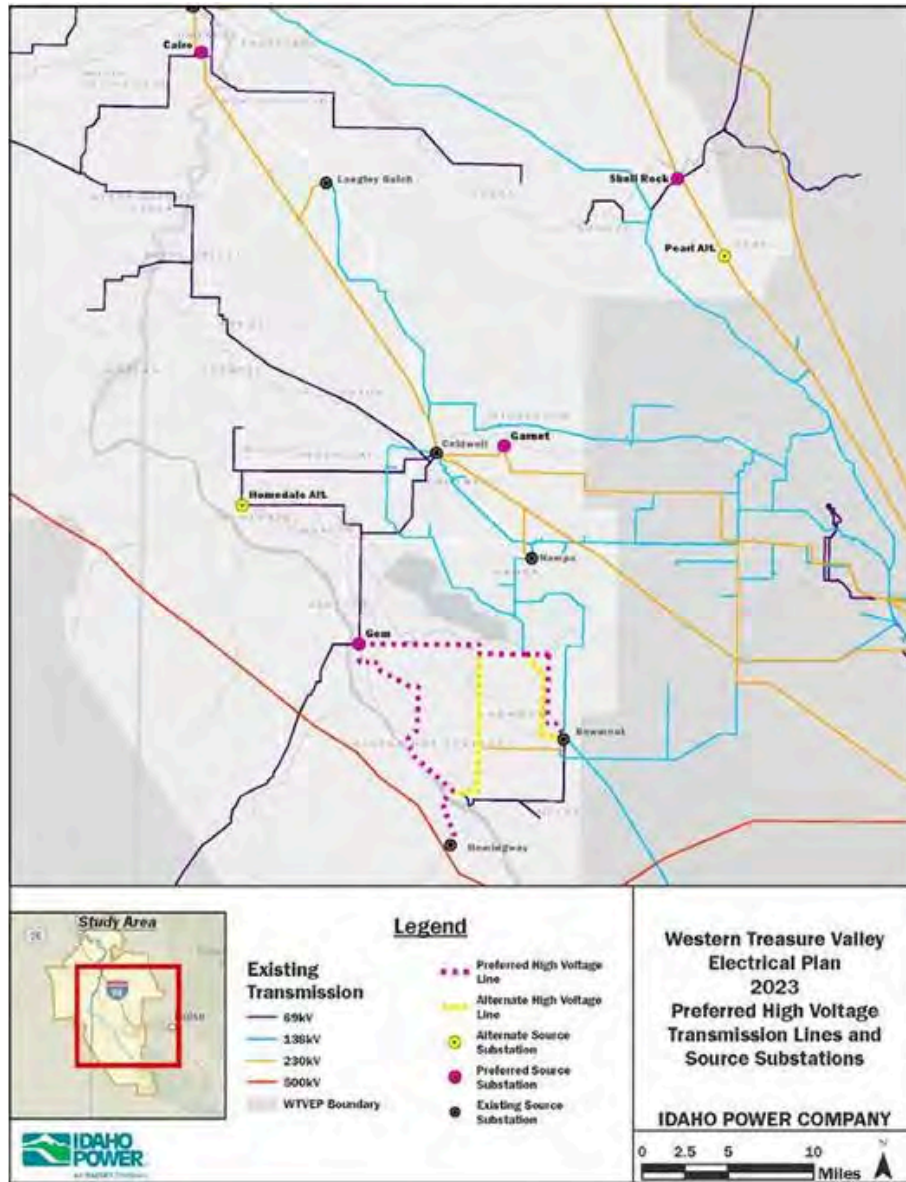
The City has a franchise agreement in place with Cableone/Sparklight. The City requires conduits to be installed with developments suitable to install fiber optic communication cables. Apart from verifying their presence at the time of development acceptance, the City has no involvement in the ownership, maintenance, management, or utilization of these conduits.

Power

There are no National Interest Electric Transmission Corridors (NIETC) in the City of Middleton as of September 2024. However, there is an existing 138kW transmission line that transects Middleton.

In addition to existing infrastructure, Idaho Power recently published the 2022-2023 Western Treasure Valley Electrical Plan in July 2023 to plan for future infrastructure. The following text are separate excerpts from the Electrical Plan that discuss proposed infrastructure throughout Middleton.

High Voltage Transmission Lines and Source Substations
Source: Idaho Power



Preferred Source Substation Locations: Garnet Source

The Committee opted to co-locate the Garnet source substation with the future Garnet distribution substation northeast of the city of Caldwell, south of the Boise River, and east of Middleton Road on a parcel owned by Idaho Power.

Preferred Substation Locations: Distribution Substation 13 (Sub 13)

To be located east of Middleton Road and north of Lincoln Road on a parcel of land owned by Idaho Power. To be co-located with the Garnet Source Substation.

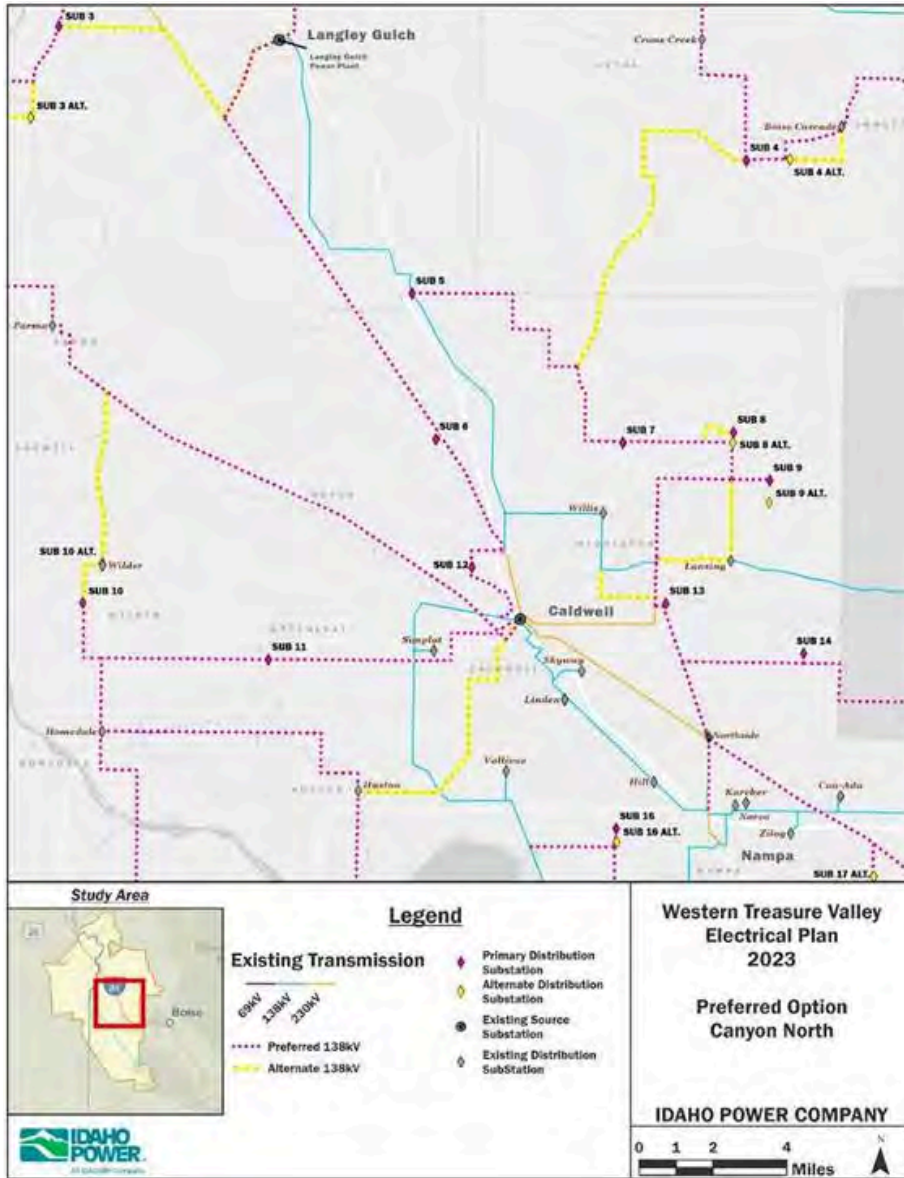
Alternate Options: Sub 9 to Sub 13

Follow the preferred route to the intersection of Purple Sage Road and Lansing Lane. Construct a new 138-kV transmission line south along Lansing Lane to Lansing Substation. Construct a double circuit transmission along the existing 138-kV transmission line from Lansing Substation to Willis Substation, turning south and following the remainder of the preferred route at the intersection of Highway 44 and Middleton Road.

Preferred 138-kV Transmission Line Routes: Sub 9 to Sub 13

Use the double circuit 138-kV transmission line described in Sub 8 to Sub 9 connection, constructing a new 138-kV transmission line west along Purple Sage Road to the intersection with Middleton Road. Construct a new 138-kV transmission line south along Middleton Road, continuing south along Murphy Avenue and connecting back with Middleton Road before crossing the Boise River. Continue south along Middleton Road to the intersection with the existing 230-kV transmission line from Caldwell Substation to Garnet Substation. Head east into Sub 13.

Preferred Option Canyon North
Source: Idaho Power



Preferred Substation Locations: Distribution Substation 7 (Sub 7)

To be located on the southeast corner of Cemetery Road and Galloway Road.

Preferred Substation Locations: Distribution Substation 13 (Sub 13)

To be located east of Middleton Road and north of Lincoln Road on a parcel of land owned by Idaho Power. To be co-located with the Garnet Source Substation.

Preferred 138-kV Transmission Line Routes: Sub 9 to Sub 13

Previously mentioned.

Alternate Options: Sub 9 to Sub 13

Previously mentioned.

Gas

The Intermountain Gas Company services the City of Middleton's natural gas needs. It recently published its Integrated Resource Plan 2023 - 2028 in mid-2023. This Plan identified five Areas of Interest (AOI); the City of Middleton is served by the State Street Lateral AOI.

The following text is an excerpt from the IRP 2023-2028 regarding the State Street Lateral AOI.

“The State Street Lateral is a sixteen mile stretch of high pressure, large diameter main that begins in Middleton and runs east along State Street serving the towns of Star, north Meridian, Eagle and into northern Boise. The lateral is fed directly from a gate station along with a back feed from another high-pressure pipeline from the south. Much of the pipeline is closely surrounded by residential and commercial structures that create a difficult situation for construction and/or large land acquisition, thus making a compressor station or Liquefied Natural Gas (LNG) equipment less favorable.” (Source: IRP 2023-2028)

Solid Waste

The city contracts with Republic Services to provide weekly solid waste pick-up and recycling pick-up every-other-week, services to city residents.

Fire and Ambulance Emergency Services

The city is served by the Middleton Rural Fire District north of the Boise River and west of Star Fire Protection District. The Caldwell Fire Protection District serves the areas that are south of the Boise River. The Star Fire Protection District serves the areas east of the Middleton Rural Fire District (east of Whisper Creek Drive). Canyon County Ambulance District serves the area in and around the City. [A map of the districts of Middleton Rural Fire and Star Fire Protection is provided in the Appendix.](#)



Middleton Rural Fire District

Encompassing approximately 110 square miles, services provided include fire suppression (Structure & Wildland), fire prevention, hazardous materials operations, rescue, extrication, and emergency medical services. The District responds to over 1,500 requests for service annually.

Middleton Rural Fire District is classified as a Combination Department with 12 Full-Time Firefighters, 5 Reserve Firefighters, 1 Battalion Chief, and shares a Fire Chief, District Administrator, Deputy Chief of Operations, Deputy Chief of Health & Safety, and an Administrative Assistant with the Star Fire Protection District pursuant to the Star/Middleton Interagency Coordinated Governmental Services Contract.

The District operates 9 pieces of equipment that include: Two Structural Engines, two Water Tenders, two Brush Trucks, two Command Vehicles and one utility vehicle. The District also maintains mutual-aid agreements with all surrounding jurisdictions for response to incidents.

The District operates out of Fire Station No. 53, built in 2000, located in downtown Middleton, and the current Administrative Headquarters for the Fire District is shared with the Star Fire Protection District located at 11665 W. State Street, Suite B, Star, ID 83669. Fire Station No. 54 is approximately two miles northwest of downtown and is in the path of residential growth.

This station allows for storage of vehicles and is planned for remodel and full time staffing due to growth in the District.

Caldwell Rural Fire Protection District

Encompassing approximately 85 square miles, services are provided by the City of Caldwell Fire Department, pursuant to a Firefighting and Life Preservation Service Agreement [Joint Exercise of Power and Interagency Agreement] by and between the Fire District and the City of Caldwell which includes fire suppression (Structure & Wildland), fire prevention, hazardous materials technician response, rescue, extrication, and emergency medical services throughout the Fire District.

The Caldwell Fire Department responds to over 7,500 requests for service annually with approximately 1,200 located within the Fire District.

The Caldwell Fire Department is currently considered a Career Department with over 60 career staff. The Caldwell Rural Fire Protection District is working on the development of a part-time program with the goal to go to 24 part-time personnel. This combined effort is the most cost-effective way to meet the needs of those in Caldwell Rural Fire Protection District's communities.

The Caldwell Fire Department operates 6 Type I Structural Engines, 1 Aerial Ladder, One 3,000-gallon water tender, 2 BLD Squads, Regional Hazardous Material Response Team, Technical Rescue Operations, and multiple staff vehicles. The Fire Department and Fire District also maintain mutual-aid agreements with all surrounding jurisdiction for response to incidents.

The Caldwell Fire Department has 3 stations strategically located within the City of Caldwell while the Fire District currently has 1 located in the City of Notus.

Star Fire Protection District



Encompassing approximately 55 square miles, services provided include fire suppression (Structural and Wildland), fire prevention, hazardous materials operations, rescue, extrication, and emergency medical services. The District responds to over 1,100 requests for service annually.

Star Fire Protection District is classified as a Full Time Department with 21 Full-Time Firefighters, 2 Battalion Chiefs, and shared a Fire Chief, District Administrator, Deputy Chief of Operations, Deputy Chief of Health & Safety, and an Administrative Assistant with the Middleton Rural Fire District pursuant to the Star/Middleton Interagency Coordinated Governmental Services Contract. The District operates 13 pieces of equipment that include; one 107' Aerial Ladder Truck, two Structural Engines, one Training Engine, one



Water Tender, two Brush Trucks, one Water Rescue Boat, three Command Vehicles and two utility vehicles. The District also maintains mutual and auto-aid agreements with all surrounding jurisdictions for response to incidents. The District operates out of two fully staffed Fire Stations, Station 51 located at 11665 W State Street, Star, ID 83669, and includes the Administrative Headquarters for the Fire District that is shared with the Middleton Rural Fire District administrative staff. Station 52 is located at 22585 Kingsbury Road, Middleton, ID 83644, and is ½ mile from the east side of the Middleton City Limits and automatically responds to over 100 calls in Middleton per year. Station 52 also includes a training ground and live fire training facility that is utilized by both the Middleton and Star Fire Districts.

Law Enforcement

The Middleton Police Department located at 6 N Dewey Ave provides law-enforcement services in city limits, with back up assistance from Canyon County Sheriff's office, the Idaho State Police, and other agencies pursuant to an existing mutual aid agreement.



The Middleton Police Department has one chief and thirteen officers for serving 9,000 people, which meets the strategy to provide one patrol officer per 1,000 residents. Canyon County performs all facets of law enforcement outside city limits, and the Idaho State Police is responsible for law-enforcement on State Highway 44. Even so, Middleton Police respond to most incidents on State Highway 44 within city limits and is often the first on scene outside city limits due to proximity. The Canyon County jail and courts are located in Caldwell, Idaho, approximately 10 miles south of Middleton. The county provides felony investigation and prosecutorial services, public defense and all court related services according to state law.

Other Facilities

Middleton City Hall contains the administrative offices for the city, and is located at 1103 W Main Street. Middleton Library is located in the heart of downtown at 307 Cornell Street and provides the community access to literature, audiovisual materials and wifi hotspots. Programming includes classes and events tailored to all ages. The Trolley Station is located downtown next door to the Library at 310 Cornell Street and is available to rent for meetings and events such as weddings, receptions and other similar celebrations. The Lee Moberly Museum is also located at the opposite end of the building from the Trolley Station and is operated by the Middleton Historical Society.



Health & Welfare

Middleton is located within the area served by the Southwest District Health Department. Southwest District Health delivers the core functions of public health services while also monitoring and addressing emerging health threats. Their nearest location in Caldwell serves as a hub for people to receive care, connect and inspire each other through free classes, events and programs.

The Middleton Food Pantry was established in 2005 for the purpose of assisting citizens in the community with food insecurity.

Today they are supported by a volunteer workforce of over 50 community members to serve over 8,000 people, with an average of nine new households per month. Middleton Food Pantry operates as an independent, self-governing, non-profit organization defined under the Idaho Nonprofit Corporation Act and partner to the Idaho Food Bank.

The Middleton Food Bank was established by Pat and Reverend Hugo Sayre in 1975 after noticing a growing need for food assistance in the community.

Initially started from their own home, operations moved to the basement of the Middleton Bible church as need and community involvement grew. Middleton Food Bank is a self-sustaining charity dedicated to helping the local community. They provide fresh produce every week and non-perishables once a month, totalling over 10,000 pounds of food every month.

Occasionally hygiene, dental and clothing items are provided during the winter months. Two benefit yard sales are also held each year with items donated. All staff, including directors, are unpaid and volunteer their time and gasoline.



Transportation



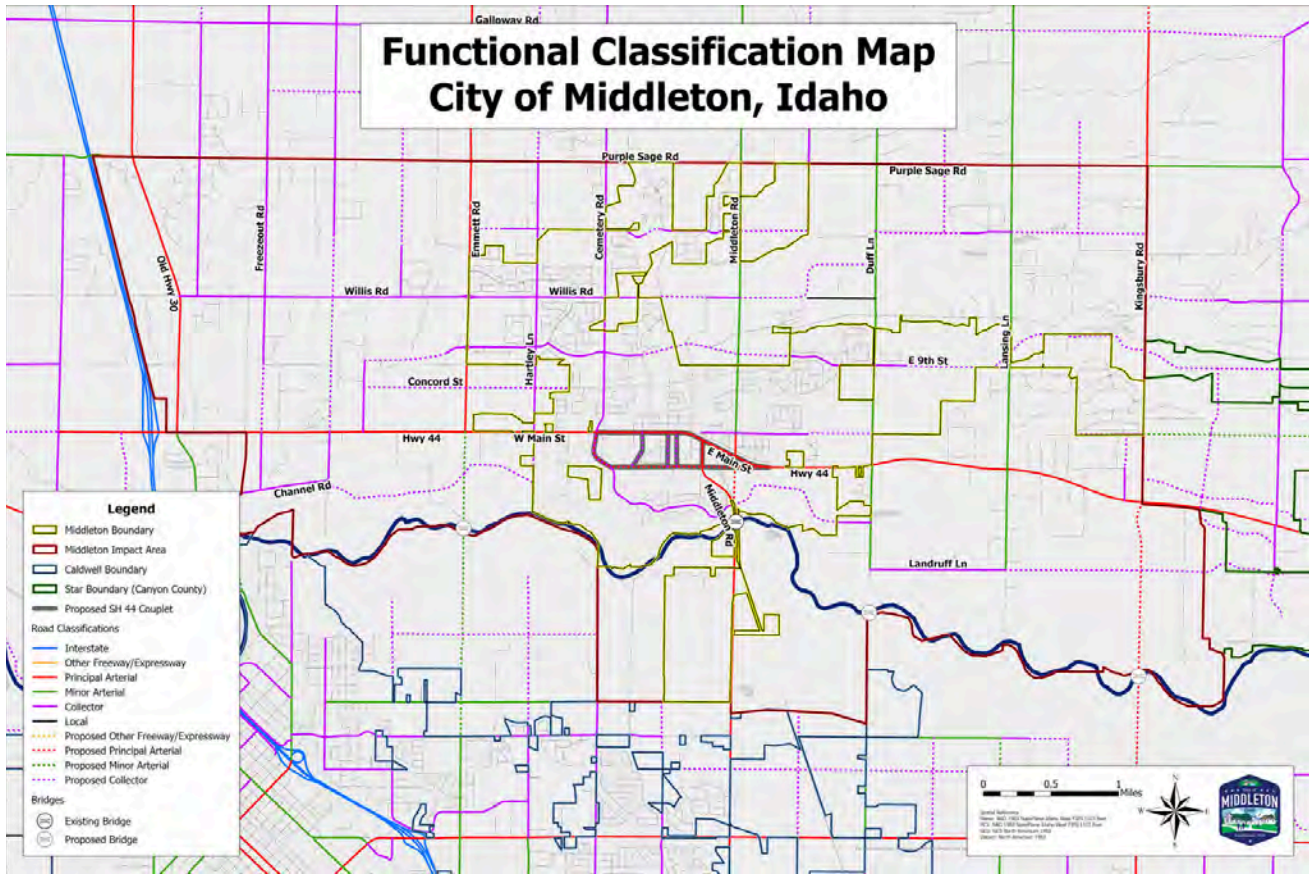
In the City of Middleton and the surrounding impact area, there are three jurisdictions responsible for roadways: the City of Middleton Public Works Department for roads within City limits, Canyon Highway District Number 4 (HD4) for roads outside city limits surrounding Middleton, and the Idaho Transportation Department (ITD) for State Highway 44.

The control of the roads between HD4 and Middleton is governed by an Exchange Maintenance Agreement originally executed in 2006 (10/18/2006) and updated most recently in 2018 (11/27/2018).

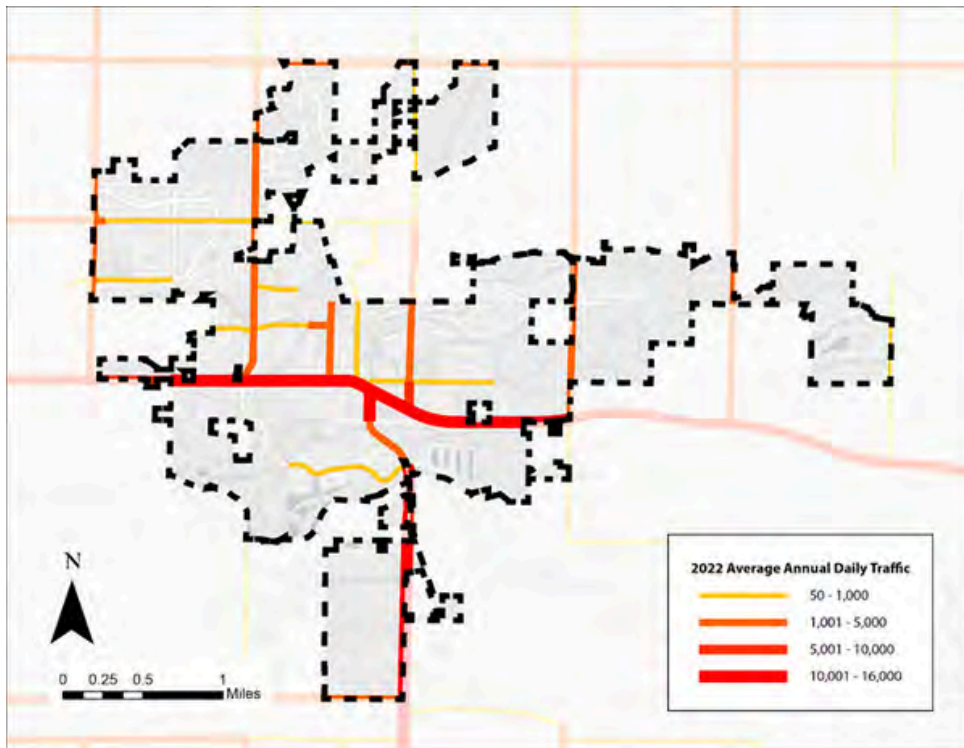
The City has some maintenance responsibilities for the shoulders of SH-44 as described in the 11/16/09 Cooperative Agreement for Maintenance of State Highway 44 Through Middleton, Idaho.

Appendix C of the City of Middleton Comprehensive Plan, adopted November 2023 outlines the most recent Capital Improvement Plan (CIP) for the city transportation system. The 2021 Mid-Star Service Area Capital Improvements Plan identifies, plans and prioritizes transportation projects through the year 2040 within the HD4 Subdistrict No. 1 planning area.

Middleton's road infrastructure is well-developed and plays a crucial role in regional connectivity. The city is served by State Highway 44, which links Middleton to Interstate 84 at exit 25, three miles to the west. The City of Star is six miles to the east on SH-44. State Highway 16 from Interstate 84 to Chinden Boulevard and US 20/26 from Interstate 84 to Middleton Road in the Treasure Valley are also significant regional connections. A Pavement Management Plan for the City of Middleton's roads was updated in 2023.



Map X: Middleton Functional Classification Map



Map X: Middleton 2022 Average Annual Daily Traffic (AADT)

The 2022 Average Annual Daily Traffic (AADT) map below depicts the 2022 traffic figures for arterial, collector, and local roads within the City of Middleton as reported by the Idaho Transportation Department (ITD).

Existing Plans & Studies Underway

Various corridor specific plans have been completed through the years and are covered in detail within the Existing Plan Review section of this document. These include the Middleton Road Corridor Plan (2016), the SH-44 Traffic Study (2023) and Impact Fee Study & Capital Improvement Plan for Transportation System (2019). Many of these detailed plans include long term visions for the corridor and specific analysis for interim solutions.

The Idaho Transportation Department (ITD) is currently studying SH-44 from I-84 to Star Road to evaluate needs and identify transportation improvements to enhance safety, operations, and multimodal connectivity to meet current and future travel demands. Utilizing the Federal Highway Administration’s Planning and Environmental Linkage (PEL) process, open houses have been hosted concurrently with the preparation of this Comprehensive Plan.

The study has advanced four concepts that consist of an alignment following the existing SH-44 alignment, a southern realignment of SH-44 from Canyon Lane to Middleton Place Park, a southern realignment of SH-44 from Cemetery Road to Middleton Place Park, and a one way couplet utilizing the existing alignment and the existing Boise Street alignment. Once the PEL process has been concluded , ITD is planning to advance one or more of the alternatives into a National Environmental Policy Act (NEPA) review phase which is anticipated to be initiated as early as the fourth quarter of 2025. City Council has opted to add the one-way couplet as depicted on page 198 of the Appendix to the Transportation maps that are a part of this Comprehensive Plan update.

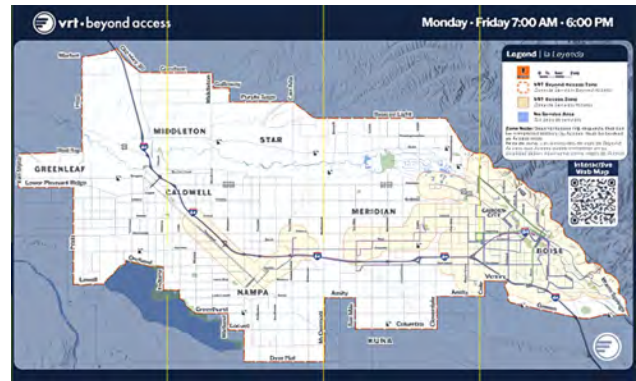
Airport

As for airport infrastructure, Middleton does not have its own airport. The nearest major airport is Boise Airport (BOI / KBOI), which has domestic flights from Boise, Idaho and is 27 miles from the center of the city. A small landing strip exists immediately outside of the City’s current Area of Impact.



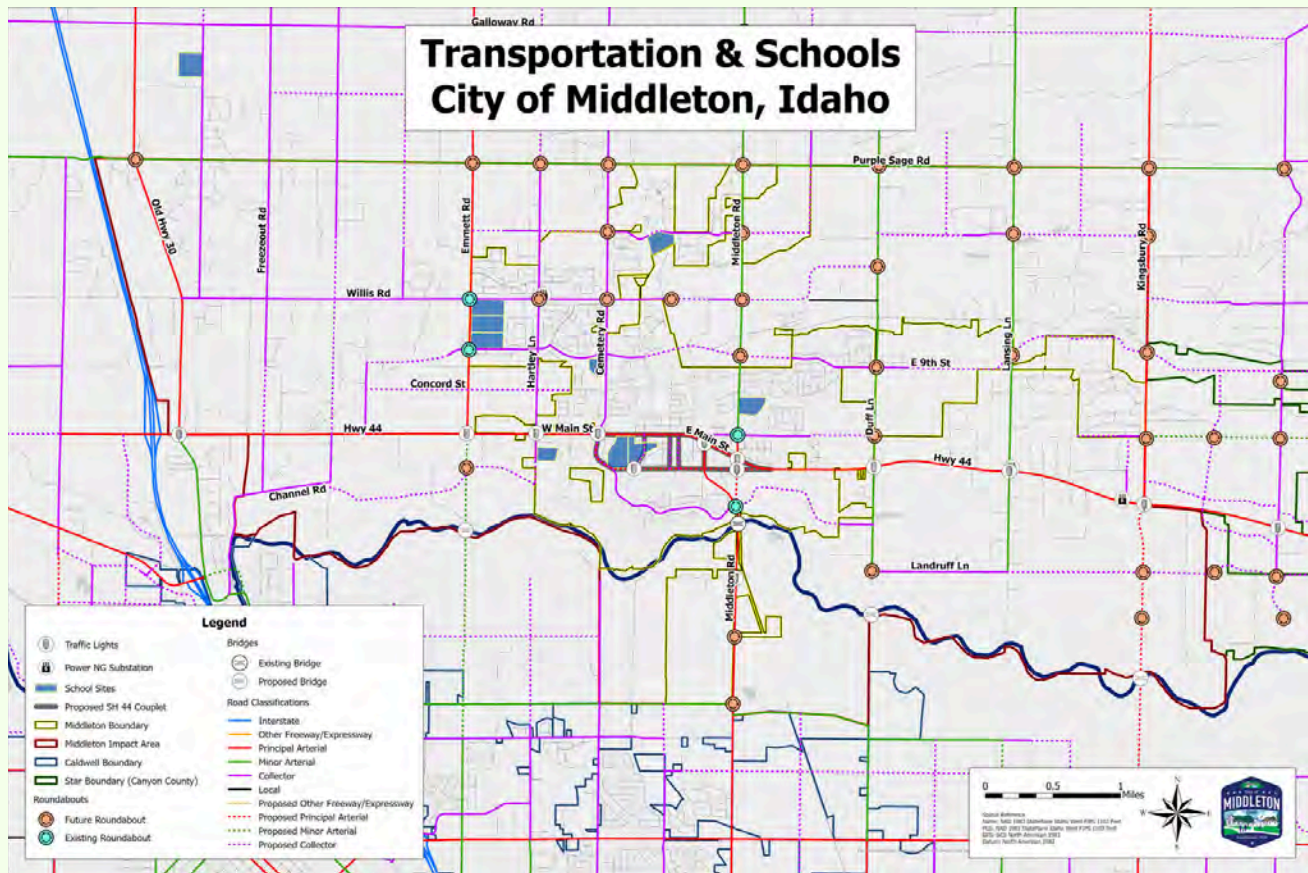
Transit

Middleton’s transit infrastructure is limited but is served by the Valley Regional Transit (VRT) through its Beyond Access service, which was launched on January 2, 2024. This is a free regional, shared ride, curb-to-curb service for older adults and persons with disabilities.



Schools

The Middleton School District includes approximately 100 square miles in northeast Canyon County. Middleton School District #134 comprises three existing elementary schools (Mill Creek, Heights and Purple Sage Elementary Schools), one middle school (Middleton Middle School), one high school (Middleton High School) and one alternative high school (Middleton Academy). Five of the six schools are within Middleton City Limits. Purple Sage Elementary is within Canyon County. Public charter school, Sage International School, is also located within Middleton City Limits, currently offering K-12th grade.



Map X: Transportation & Schools Map

Middleton School District contracted with Davis Demographics in the fall of 2021 to develop and analyze demographic data relevant to the district’s facility planning efforts. Their report concluded that “if the enrollment at all elementary schools were to grow by an estimated 250 or more in the next five years our elementary schools, as a whole, would be at 125% of capacity.” Recent development growth has remained consistent with this prediction as Middleton School District has reported 2 of the 3 elementary schools are over capacity while the middle and high school are nearing capacity but not superseded. School capacity is typically increased through capital investments made possible by a school bond. The voters within the Middleton School District have not passed a school bond for over 15 years despite multiple initiatives having been placed on the ballot. The City of Middleton passed Ordinance 693 in April of 2024 which included expanding development permitting application criteria to include a letter from the Middleton School District indicating that schools serving the development are not above 110% capacity.

Housing



Middleton’s housing stock consists of 3,412 units (2022) compared to 2,043 in 2012, a 67.0% increase. The city’s housing supply is primarily occupied (97.0%), with only 3.0% (102) of the units being vacant. Of the 3,310 occupied units, 2,857 (86.30%) are owner-occupied and 453 (13.7%) are renter-occupied, demonstrating a large long-term population.

These units are predominantly single family detached homes, constituting 84.6% of the housing supply. The next most common housing type is mobile homes (10.8%) with multifamily residential constituting 4.5% inclusive of the 3-4 units, 5-9 units, and 10-19 units housing types. There are no reported single family attached homes (townhomes), although three new preliminary plat entitlements involve single family attached homes.

Housing Unit by Type (ACS 2022)

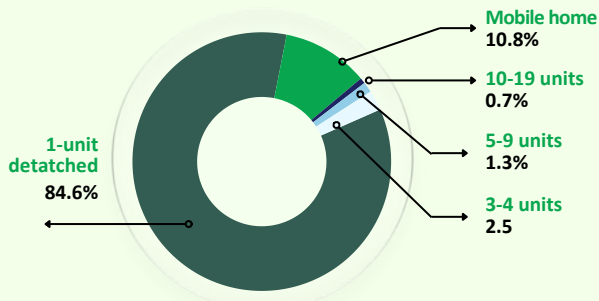


Figure X: Middleton Housing Units by Type (ACS 2022 5-Year Estimate)

Housing Unit by Number of Bedrooms (ACS 2022)

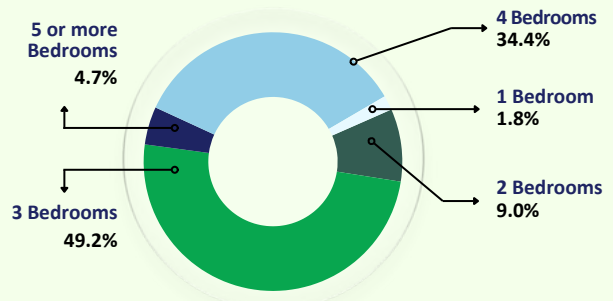


Figure X: Middleton Housing Units by Number of Bedrooms (ACS 2022 5-Year Estimate)

Zillow’s observed rent index was only available at the Canyon County level. In December 2023, the ZORI was \$1,519, an increase of \$529 or 64.04% since December 2017.² Zillow’s home value index for December 2023 was \$461,123, an increase of \$233,138 or 102.26% since December 2017.³ These steady increases represent a housing market with scarce vacancies and rising demand.

² Zillow Observed Rent Index (ZORI): A smoothed measure of the typical observed market rate rent across a given region. ZORI is a repeat-rent index that is weighted to the rental housing stock to ensure representativeness across the entire market, not just those homes currently listed for-rent. The index is dollar-denominated by computing the mean of listed rents that fall into the 40th to 60th percentile range for all homes and apartments in a given region, which is once again weighted to reflect the rental housing stock.

³ Zillow Home Value Index: A measure of the typical home value and market changes across a given region and housing type. It reflects the typical value for homes in the 35th to 65th percentile range. The provided value is a smoothed, seasonally adjusted measure.

As prices continue to rise, Middleton households continue to be further strained. The US Department of Housing and Urban Development (HUD) considers any household that spends more than 30% of its income on housing to be cost burdened. The chart below demonstrates that renter households are much more likely to be cost burdened, especially in the lower income brackets.

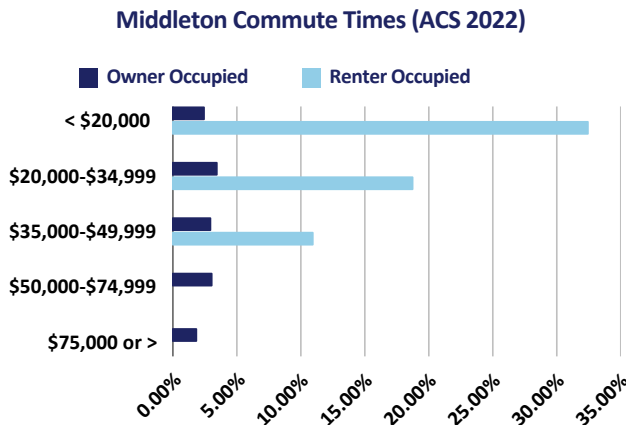


Figure X: Middleton Households with Housing Costs Exceeding 30% of Income

This is also the threshold for affordable housing, which can have different definitions based on the percentage of the area median income (AMI) that is being discussed.

The table below outlines the 2023 area median income for various household sizes as well as various percentages of that AMI. To be considered affordable for a respective family, annual housing costs should not exceed 30% of those figures.

FY 2023 Income Limits Summary

FY 2023 Income Limit Area	Median Family Income	FY 2023 Income Unit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Boise City, ID HUD Metro FMR Area	\$98,300	Very Low (50%) Income Limits (\$)	31,200	35,650	40,100	44,550	48,150	51,700	55,250	58,850
		Extremely Low Income Limits (\$)*	18,750	21,400	24,860	30,000	35,140	40,280	45,420	50,560
		Low (80%) Income Limits (\$)	49,950	57,050	64,200	71,300	77,050	82,750	88,450	94,150

Figure X: HUD FY 2023 Income Limits

According to ACS 2022 5-Year Estimate data, 62.25% of Middleton renting households are spending more than 30% of their household income on rent, and 37.31 of renting households are spending more than 50% of their income. As for owning households, an estimated 13.93% are spending more than 30% of their income, while 4.80% are spending more than 50% of their income on selected monthly owner costs; the majority of these cost-burdened and severely cost-burdened owner-occupied households are those with a mortgage.

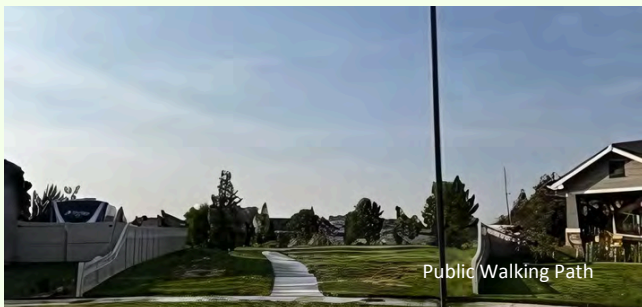
Recreation

There are two entities in Middleton that own and maintain public parks in various stages of improvement: the City of Middleton and the Greater Middleton Parks and Recreation District (GMPRD).

The City of Middleton owns and maintains approximately 22.2 acres of improved parks. The City is taking steps to acquire and improve park land as population increases and city boundaries expand so residents can enjoy and benefit from the physical and mental benefits received from nature, leisure and athletic parks. A recent implementation of a parks capital improvement plan and impact fee of city owned parks will help bolster recreational assets and ensure proper maintenance.

Greater Middleton Parks and Recreation District is a taxing entity separate from the City and has a governing board of five Commissioners. The District provides fields for organized youth baseball and soccer sports. District boundaries are the same as the Middleton School District boundaries, which covers approximately 80 square miles in the northeast corner of Canyon County.

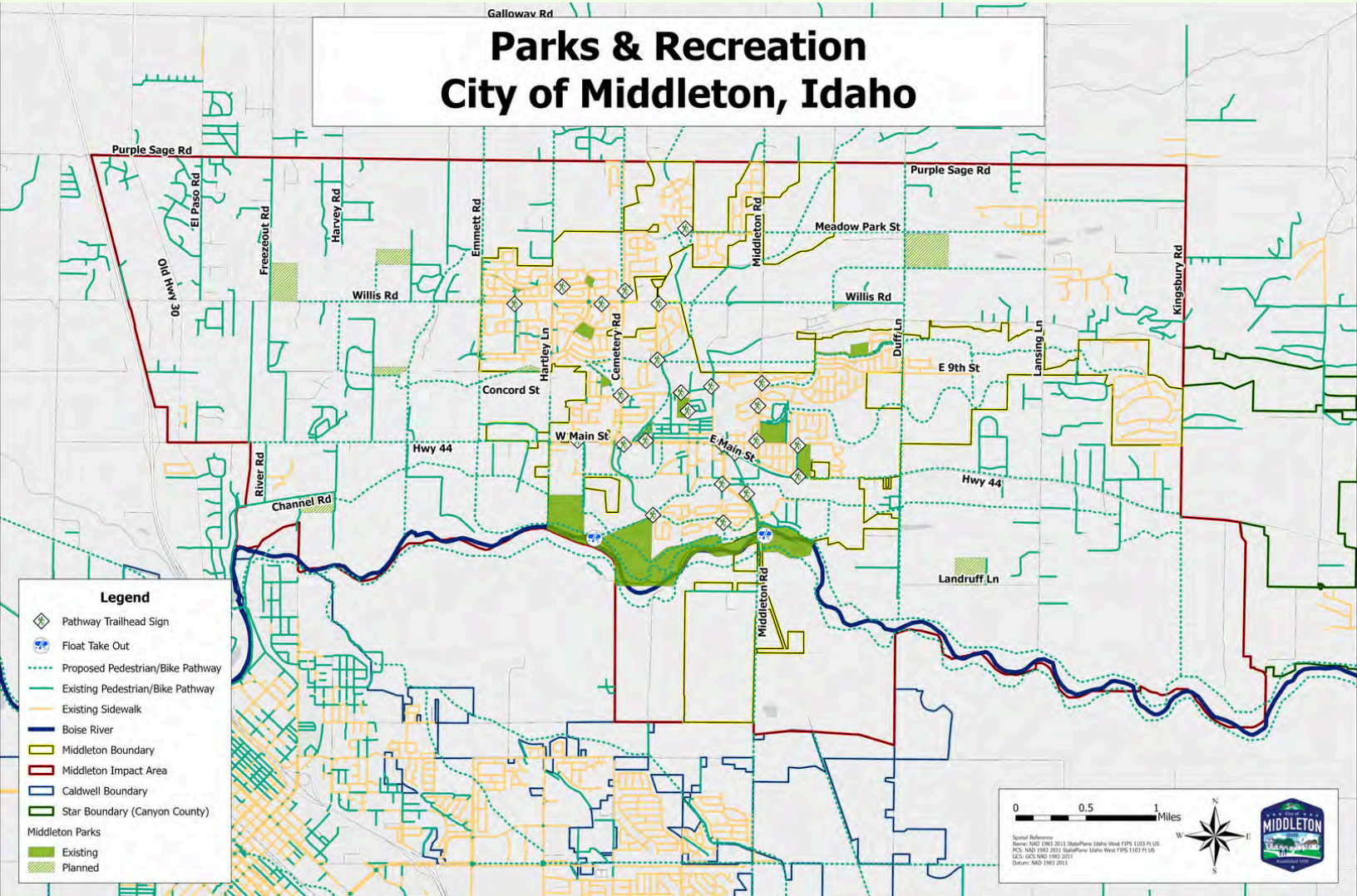
GMPRD also owns and operates recreation soccer and little-league baseball fields. GMPRD owns and maintains approximately 38.6 acres of improved parks. Currently the Hillside Park is owned by the City and leased to GMPRD. There is also a potential for a future lease of the West Park to GMPRD, should access issues be resolved.



In addition, West Highlands Homeowners Association Inc. is an association of individuals and entities owning lots in the West Highlands Ranch Subdivision that was approved in 2009 for a total of 962 residential lots. The developer proposed, and city council accepted, a condition of approval to make 15.1 acres of improved parkland in the subdivision open to the public at no cost and on the same terms as subdivision residents. Among other things, the developer formed the Association to operate and maintain the parks and amenities in the subdivision. These parks are referred to as W. Highlands Parks 1-3 and are open to the public for use.

Park Name	Entity	Park Type	Size (Acres)	Amenities
Centennial Grove	City	Pocket	0.5	Shelter, walking path, slide
Middleton Place Park	City	Local	15	Restrooms, playground, walking path, tennis courts, large shelter, small shelter, baseball field, sand volleyball and tumbling/sledding hill
Piccadilly Park	City	Local	5.4	Skate park, splash pad, playground, amphitheater, restrooms, walking path, outdoor workout stations, picnic tables and shelter, market facilities
Davis Park	City	Pocket	0.2	Picnic table, shade structure
Roadside Park	City	Pocket	1.1	Restrooms, playground, walking path, shelter, BBQs, picnic tables and horseshoe pits
Hawthorne Park	GMPRD	Regional	7.3	Baseball and soccer fields, playground, restrooms, concession stand
Foote Park	GMPRD	Regional	23	Soccer fields, baseball fields, disc golf course, splash pad, restrooms, concession stand, volleyball pit
Payne Park	GMPRD	Local	4.4	Open space, baseball, soccer and football fields
Hillside Park (coming 2024)	GMPRD	Local	3.9	Soccer fields
Not Named (south of Stonehaven Subdivision)	City	Local	6	Natural paths and possible connection to future regional park to the south
W. Highlands parks Nos. 1-3	HOA controlled and maintained	Local	16	Soccer fields, play lots, picnic areas

The Middleton Community Center facility is centrally located downtown and provides indoor sports recreation facilities, classrooms and event rental space. This facility is truly the heartbeat of the greater Middleton Parks and Recreation District, hosting regular community events and educational opportunities to keep citizens active and engaged with one another.



Map X: Middleton, ID Parks & Recreation Map

Boise River

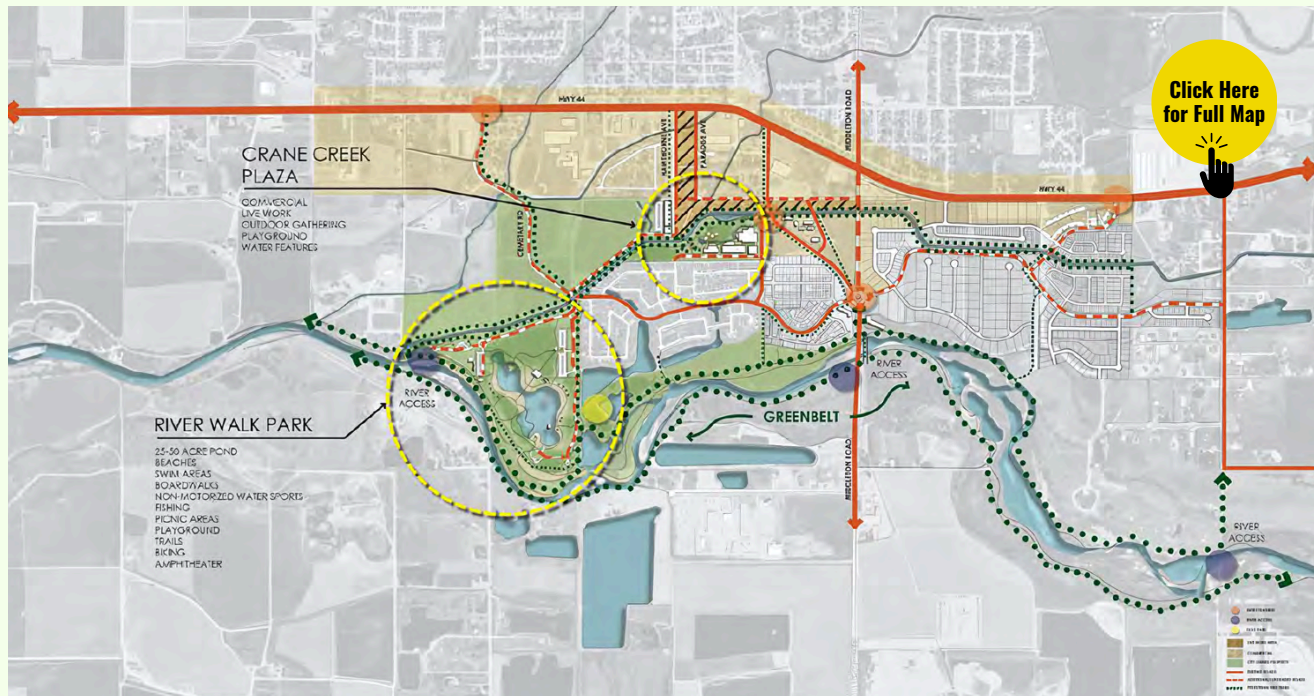
The Boise River is a precious resource and natural amenity located approximately one mile south of downtown. The river area is habitat to deer, coyotes, raccoons, upland game birds, wild turkeys, and waterfowl. The river corridor is used by avid sportsman and recreationalist via several informal access pathways.

The Comprehensive Plan Update Maps from 2021 include planned pathways, trailheads, float take-outs and parks to build upon this amenity and connect it to the expanded City-wide pathway network.

River Walk Park & Crane Creek Plaza

The City owns approximately 113 acres of vacant land for future parks and amenity space along the Boise River (between Middleton Road and Whiffin Lane) currently called the Middleton River Walk. Conceptual plans started in 2021 are still subject to revision; however, the most recent concept plan includes a 25 - 40 acre recreational pond with boardwalks, floating dock, and beaches. The recreational pond will be used for non-motorized water sports, fishing and swimming.

The 98 acre natural park surrounding the pond is identified for picnic areas, playgrounds, dog park, miles of trails (including a greenbelt trail along the Boise River that connects to the six mile River Walk Loop trails along the Kennedy Drain), river raft drop-off and pick-up areas, and river front swimming areas. Integrated into the River Walk Loop will be a connection to Crane Creek Plaza, a 20 acre parcel to be developed into a public/private City Village involving outdoor gathering spaces, entertainment, restaurants, retail shopping, and possible live/work units. In 2023, the City conveyed an option to the Middleton Urban Renewal Agency to purchase the Crane Creek Plaza acreage in order to develop the property through a request for proposal process.



Overall Vision

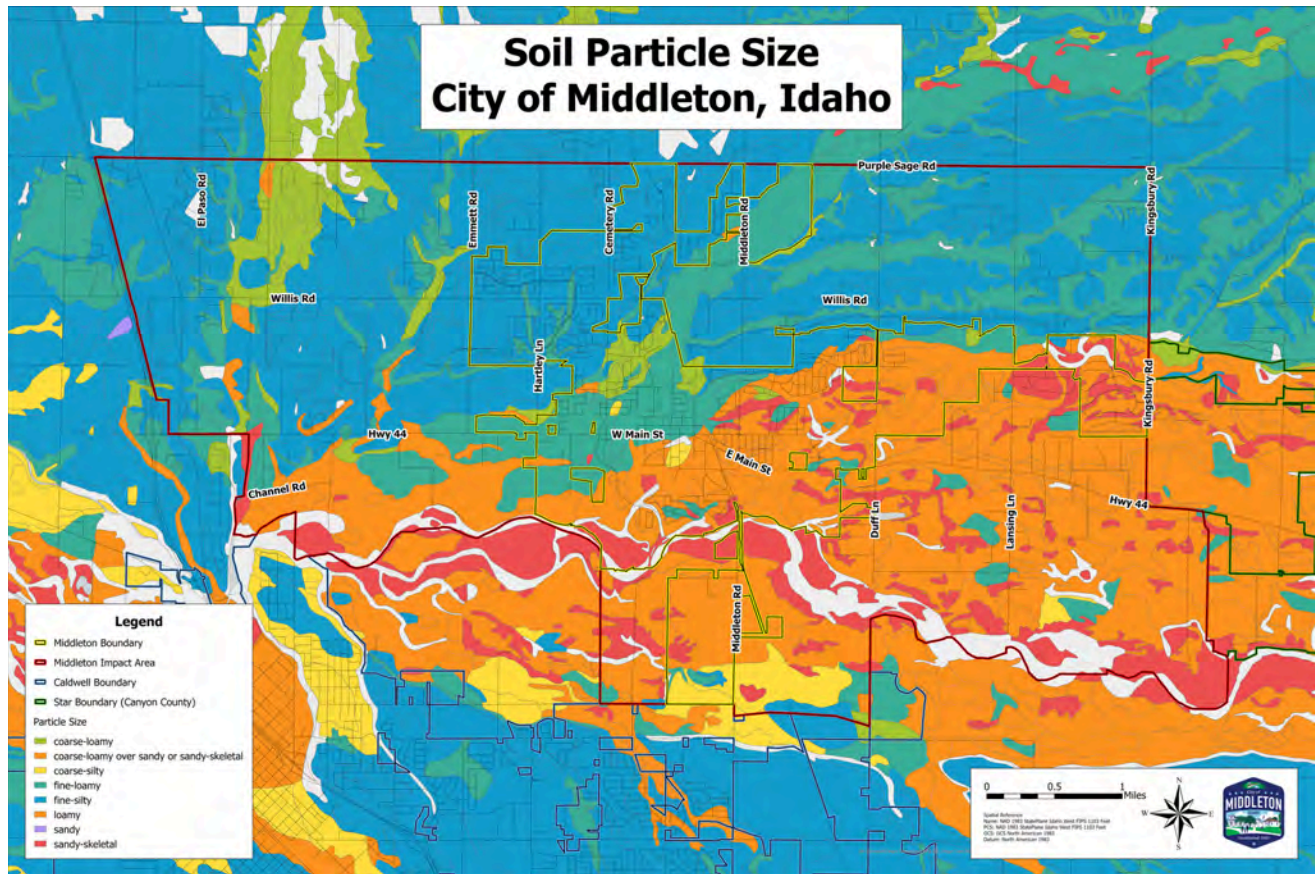
Natural Resources

Surface Waterways

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



Soil



Soil (Continued)

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

Based upon the Idaho Geology Society’s Geologic Map of the Boise Valley and Adjoining Area, Western Snake River Plain, Idaho, and the United States Department of Agriculture Soil Conservation Service, July 1972, the City of Middleton and area of impact have the following soils and slopes.

<p>Qas: SANDY ALLUVIUM OF SIDE-STREAM VALLEYS AND GULCHES</p>	<p>Medium to coarse sand interbedded with silty fine sand and silt. Sediment mostly derived from weathered granite and reworked tertiary sediments. Thickness variable. Minor pedogenic clay and calcium carbonate.</p>
<p>Qwg: GRAVEL OF WHITNEY TERRACE</p>	<p>Sandy pebble and cobble gravel. Second terrace above floodplain. Thickness 16-80 feet; thickest to the east. Mantled with 3 to 6 feet of loess.</p>
<p>Qbg: GRAVEL OF THE BOISE TERRACE</p>	<p>Sandy pebbles and cobble gravel. First terrace above the floodplain. Thickness 3-14 meters (10-45 feet) Mostly mantled with thin loess.</p>
<p>Qa: ALLUVIUM OF BOISE AND SNAKE RIVER</p>	<p>Sandy cobble gravel upstream grading to sandy pebble gravel downstream. Mostly channel alluvium of the Boise and Snake Rivers. Thickness 20 to 46 feet. No pedogenic clay.</p>
<p>MuA: MOULTON FINE SANDY LOAM, saline, 0 to 1 percent slopes</p>	<p>This soil is near the edges of drainage ways and undulating areas. It is slightly saline and has few alkali spots.</p>

Soils immediately adjacent to the Boise River are particularly well suited for recycled water land application since they have a high groundwater table that is considered hydraulically connected to the Boise River without any domestic wells between the fields and the River.

Minerals

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

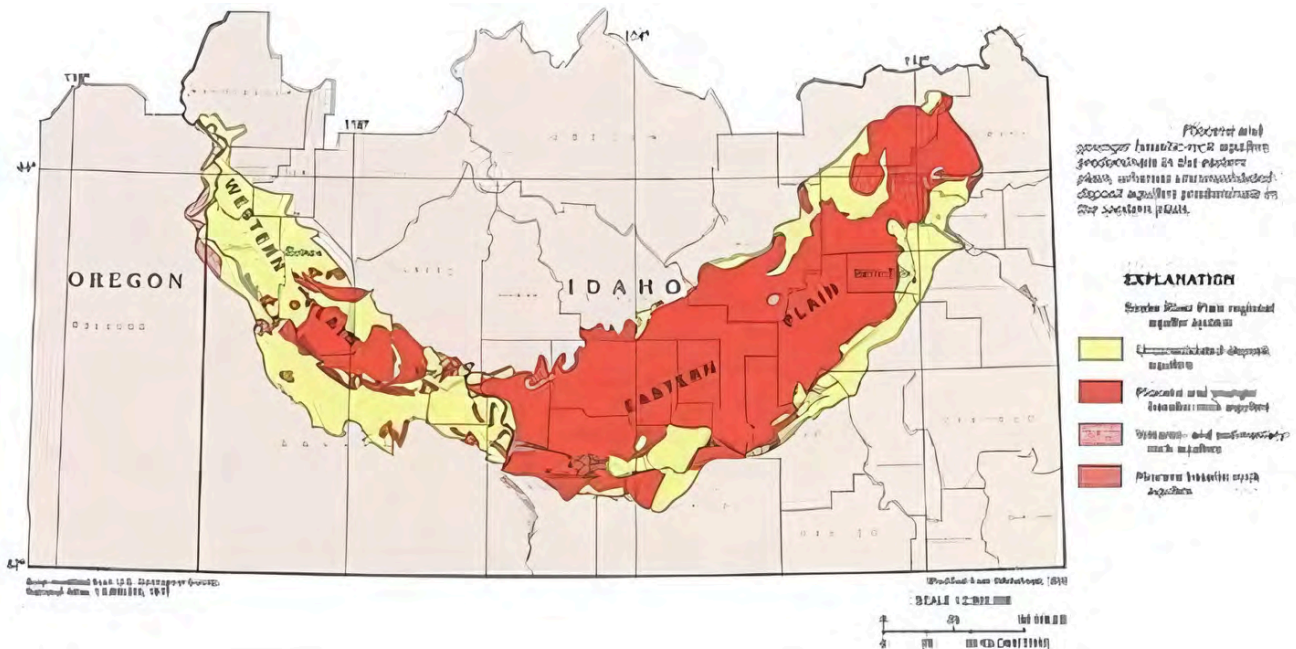
Vegetation

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



Groundwater

The source of domestic water used by residents is the Snake River aquifer. The water is abundant. Domestic well depths surrounding Middleton vary from about 28 to 200 feet deep, with many artesian wells, most of which are documented at the Idaho Department of Water Resources, which is the permitting agency.



Groundwater levels have increased in some Middleton areas while slightly decreasing in others during the past three decades, during which time the population has more than doubled.

Results of city water quality samples of groundwater taken at municipal well sites have historically and consistently demonstrated few pollutants as defined by federal and state water-quality regulations. Minimal treatment of groundwater is necessary by the city to provide desirable potable water for drinking from the tap and other domestic uses

The groundwater source, quantity and quality in the area are found in plentiful supply and excellent condition. The city's future population projection, assuming an annual average of five percent, will remain consistent with trends and patterns witnessed over the past 40 years. Based on historical and recent water measurements and sample-testing, all indications are that the groundwater source, quantity and quality in the area will maintain as long as farms remain in the upper watershed. Pursuant to Idaho Code 67-6537(4), the effect the amended comprehensive plan has on the source, quantity and quality of domestic water supplies in the area is anticipated to be negligible for the foreseeable future.

Climate, Precipitation, and Temperatures

The City of Middleton is located approximately 2398 feet above sea level, and enjoys a mild climate. Middleton has an annual average precipitation of less than 10.25 inches. Most of the precipitation occurs during the non-growing season of October to April. Killing frosts come at the end of September in the fall, and extend to the first part of May in the spring. This provides for a relatively long growing season.

Special Sites

An analysis of areas, sites or structures of historical, archaeological, architectural, ecological, wildlife, or scenic significance.

- **Boise River and River Walk recreational area**

The Boise River is significant to the community of Middleton, Idaho, as it supports local agriculture through irrigation, provides essential wildlife habitats, and offers recreational opportunities like fishing, kayaking, and walking trails, enriching residents' quality of life. Historically, it sustained Native American tribes and early settlers, contributing to the town's agricultural roots. Economically, it helps attract visitors and residents, fostering tourism and recreation. As Middleton grows, balancing development with river conservation is key to preserving the environment, maintaining the town's unique character, and supporting its long-term sustainability.

The Boise River Walk is significant to the community of Middleton, Idaho, as it envisions enhancing community connection with the Boise River through improved accessibility, recreation, and conservation. By developing walkways, parks, and public spaces along the river, the concept strengthens the town's identity, promotes outdoor activities, and supports a healthy lifestyle for residents.

Additionally, it aligns with efforts to preserve the natural environment and wildlife habitats along the river while offering economic benefits through increased tourism and local business growth. This concept also fosters community engagement and year-round events, creating a unique and appealing space that could make Middleton a more attractive destination for both residents and visitors.

- **Trolley Station & Lee Moberly Museum**

The Trolley Station is significant to the community of Middleton, Idaho, as it represents a key piece of the town's historical heritage and serves as a symbol of its early development. Starting in 1907, the Trolley Station was part of the Interurban Railway line that ran from Boise to Caldwell. Middleton and Star were the substation stops along the way.

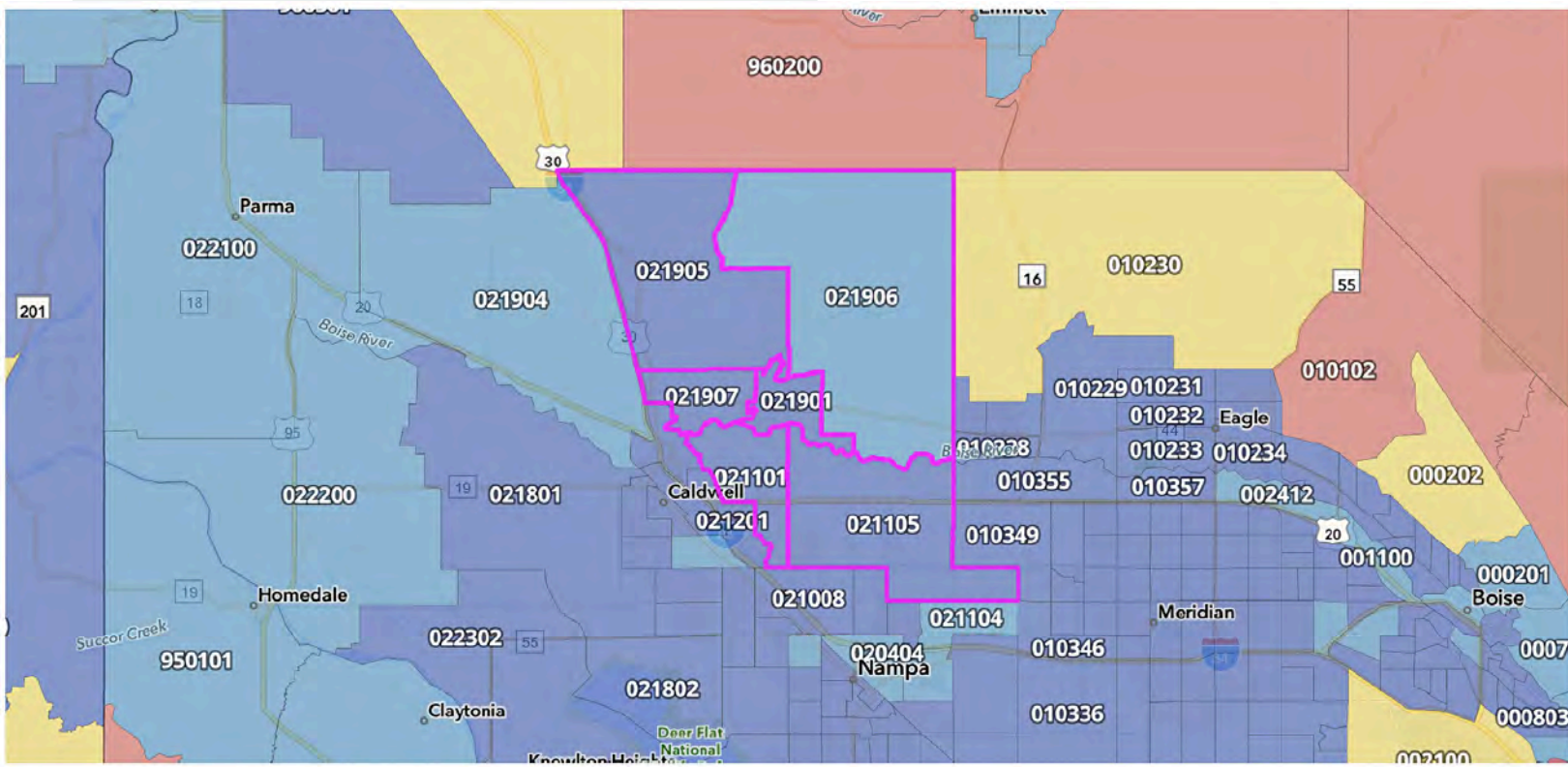
Today, the Trolley Station is a nostalgic landmark that fosters community pride. Since being remodeled and restored, the Trolley Station has become a valuable meeting place and venue for residents. It is the location of numerous weddings, meetings, and holiday events each year. Closely tied to the Trolley Station is the Lee Moberly Historical Museum. Once the 1912 Idaho Power substation, it has been incorporated into the Trolley Station building and houses a myriad of historical items pertinent to Middleton and Idaho. With the help of the Historical Society of Middleton, the Museum is preserving Middleton's past for future generations.

*Original Townsite/Centennial Grove Centennial Grove Park marks the location of the original Middleton townsite. When Middleton was first settled, the community was located nearer to the Boise River until a flood occurred that cut-off the downtown area from the main road to the old Boise Fort (Hwy 44/Main Street). When the floodwaters subsided, the City placed the downtown buildings on sleds and moved them to the location of the current downtown.

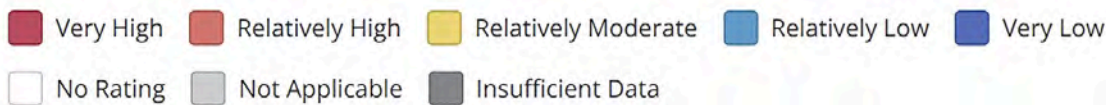
*Old Mill Site Middleton is famous for the Middleton Flour Mill. During the 1870s, the Middleton Flour Mill attracted farmers from many miles away so they could grind loads of wheat at the mill or trade for wheat already ground. The flour mill existed from 1871 to 1899, when the owner dismantled the Mill and reassembled it in Caldwell. The original site of the mill is marked with a sign on N. Dewey Avenue and a few old outbuildings.

Risk and Resilience

The City of Middleton contains or partially contains six census tracts - 021901, 021905, 021906, 021907, 021101, and 021105. The map below depicts the location of these. For reference, the heart of Middleton is located in Tract 021901. FEMA regularly updates the National Risk Index map for each tract to show how vulnerable it is to various natural disasters and its ability to recover due to social vulnerability and community resilience.^{4 5}



Risk Index Legend



⁴ **Social vulnerability** is the susceptibility of social groups to the adverse impacts of natural hazards, including disproportionate death, injury, loss, or disruption of livelihood. As a consequence enhancing risk component of the National Risk Index, a Social Vulnerability score and rating represent the relative level of a community’s social vulnerability compared to all other communities at the same level. A community’s Social Vulnerability score measures its national rank or percentile. A higher Social Vulnerability score results in a higher Risk Index score.

⁵ **Community resilience** is the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. As a consequence reduction risk component of the National Risk Index, a Community Resilience score and rating represent the relative level of a community’s resilience compared to all other communities at the same level. A community’s Community Resilience score measures its national rank and is inversely proportional to a community’s risk. A higher Community Resilience score results in a lower Risk Index score.

In January 2024, a full report was run for these six census tracts; it can be found in the Appendix of this comprehensive plan. A summary of the census tracts is provided below using the Risk Index Score, “the percentile ranking among all other communities at the same level for Risk, Expected Annual Loss, Social Vulnerability and Community Resilience. For example, if a given Census tract’s Risk Index percentile for a hazard type is 84.32, then its Risk Index value is greater than 84.32% of all US Census tracts (Source: FEMA).”

	Tract 1101	Tract 1105	Tract 1901	Tract 1905	Tract 1906	Tract 1907
Overall Risk Index Score (RIS)	13.24	13.31	25.92	13.31	58.37	5.01
Cold Wave RIS	75.64	74.1	78.02	76.94	80.9	65.08
Drought RIS	82.49	86.35	77.9	87.75	86.18	79.2
Earthquake RIS	9.74	70.67	76.42	70.66	71.73	57.57
Hail RIS	59.54	56.74	61.99	59.7	63.08	46.88
Heat Wave RIS	86.6	78.67	89.5	81.31	83.38	69.57
Ice Storm RIS	72.54	63.38	76.09	65.95	68.12	52.75
Landslide RIS	40.84	No Rating	No Rating	45.58	72.06	43.22
Lightning RIS	79.55	69.2	88.71	74.2	75.01	57.48
Riverine Flooding RIS	48.01	47.89	70.91	45.14	63.08	46.96
Strong Wind RIS	35.03	29.08	38.99	30.75	32.96	23.63
Tornado RIS	13.56	9.97	18.24	11.04	14.18	5.88
Wildfire RIS	70.11	55.2	67.93	88.13	98.14	87.98
Winter Weather RIS	81.3	72.03	84.55	74.59	76.41	62.75

The most concerning hazard types for the city are the following:

Heat wave (RIS ranging from 69.59 to 89.5)

Drought (RIS ranging from 77.9 to 87.75)

Lightning (RIS ranging from 57.48 to 88.71)

Wildfire (RIS ranging from 55.2 to 98.14)

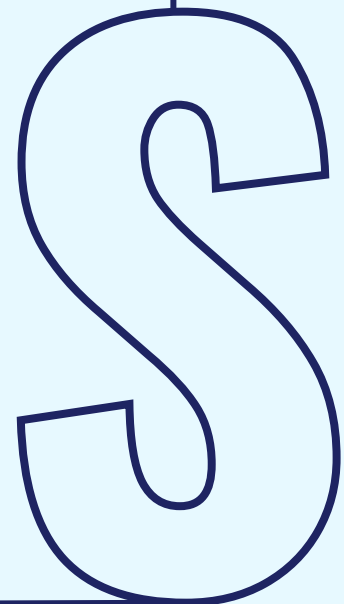
Per FEMA, the following hazard types are not applicable to Middleton: avalanches, coastal flooding, hurricanes, tsunamis, and volcanic activity.

SWOT Assessment

The SWOT (Strengths, Weaknesses, Opportunities, Threats assessment) analysis provides a high level assessment of the current conditions that Middleton is facing. This review focuses on both internal and external pressures, each playing a part in shaping the overall Community. This valuable tool serves to help create a baseline of conditions, expanding the understanding of past surface issues and identifying factors that may impact future growth and development.

STRENGTHS

- ◆ The historic downtown corridor and community agrarian roots offer genuine small-town charm and a sought-after quality of life character.
- ◆ Recent development pressures have created community-supporting design and lifestyle locations within the city.
- ◆ Ample small business diversity within the community, providing opportunities for economic growth.
- ◆ Excellent access to recreation options and high quality parks facilities places Middleton ahead of many peers.
- ◆ The historic canal network and Boise River proximity have shaped the community fabric over time, including the development of significant pathways.
- ◆ Bike path network & roundabout facilities
- ◆ Close access to interstate 84 (I-84) ensures a steady flow of traffic and visitors and makes the City a gateway to the Northwest areas of Canyon County.
- ◆ The geographic area of the City allows it to serve as a gateway to the Northwest areas of Canyon County.
- ◆ The City has an established transportation network and large proportion of relatively new road construction.
- ◆ The City's infrastructure investments, suitable reserves, and existing IPDES permit have positioned it for healthy growth and development in the future.



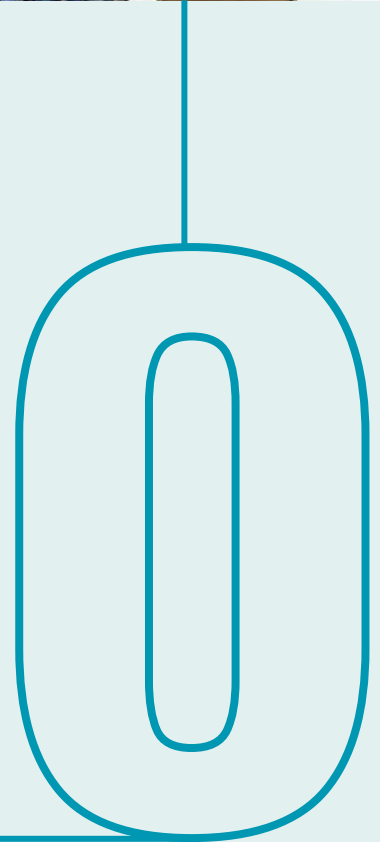
WEAKNESSES

- ◆◆ Lack of diversity of regional employers within city limits contributes to many residents commuting to work by necessity in other cities.
- ◆◆ While recreation and open space amenities provide strong appeal, other Third Space cultural amenity types such as theaters and plazas remain underrepresented.
- ◆◆ City branding, gateway entry, and parkland monument signage lacks a strong, unified design standard/identity.
- ◆◆ Environmental regulations associated with the Boise River and adjacent riverine habitats are creating increasingly stringent treatment requirements for the City's sanitary and storm water utilities.
- ◆◆ Shared use paths abound in Middleton, but many key trail connections remain incomplete and some older areas lack sidewalks and sufficient street lighting.
- ◆◆ Limited diversity of housing segments reinforces unmet Missing Middle housing needs while increasing future utility maintenance cost burdens.
- ◆◆ State limitations on municipal taxing authority is causing a lack of ability to increase services within the community, hindering reinvestment in aging infrastructure.



OPPORTUNITIES

- ◆ Canyon County’s population growth rate of 8.6% in 2022 holds to an ongoing trend; future growth will add to the city tax base, and strategic comprehensive and downtown planning can capitalize on this.
- ◆ Infill redevelopment and removing obstacles to an incremental housing approach while increasing diversification of housing types and mixture of uses can strengthen downtown neighborhoods.
- ◆ Recreational development potential exists along the river including for trails, boat launches, fishing access, and campsites
- ◆ With future growth and concerted revitalization efforts, downtown can flourish as an attractive small business incubator while preserving and enhancing its small-town character.
- ◆ Economic conditions are creating market pressures to convert farmland adjacent to and in the vicinity of Middleton into urban and suburban uses. This makes expansion and growth of the City a viable possibility.



THREATS

- ◆ With ITD planning significant revisions to the SH-44 corridor through the existing downtown area along SH-44 and a lack of clarity about when those revisions might be made, attracting business investment to the downtown corridor is challenging given the uncertainty that currently exists.
- ◆ County residential subdivisions and expansion by the Cities of Star and Caldwell into Middleton’s Area of Impact may stymie or completely hinder Middleton’s future growth.
- ◆ Middleton’s limitation of land suitable for industrial uses may adversely affect the tax base of Middleton.
- ◆ So long as individuals with relative wealth are seeking to move into the area, it seems unlikely that demand pressures for housing are likely to subside.
- ◆ Active transportation use is limited by facilities where the level of comfort is low (arterial roadways and high speed crossings), such as crossings at wide higher speed road designs.
- ◆ New home builder amenity design standards are setting a higher bar than the standards being enforced in downtown Middleton.
- ◆ Rising housing costs, overdevelopment of single-family housing, and near-term buildout within city limits will likely restrict home ownership attainability.
- ◆ Neighboring cities’ stronger draw factors such as Nampa’s Ford Idaho Center and Caldwell’s Indian Creek Plaza may outcompete Middleton’s downtown business appeal.
- ◆ Neighboring cities’ less restrictive development factors such as zoning restrictions, utility connection fees, and impact fees may make development annexing into an adjacent municipality within the City’s Area of Impact more attractive than annexing into Middleton.





PUBLIC INPUT SYNOPSIS

03

Public Input Synopsis

1. Community Input Meetings

Public meetings gathered feedback around



Gathering Spaces



Architecture



Housing



Traffic



Walking & Biking



Middleton's Identity

Public meetings explored the community values of



Community Driven Growth



Community Cohesion and Quality of Life



Heritage and Innovation



Environment and Infrastructural Sustainability



Neighborhoodly and Engaged Community

Feedback Trends

Maintain small town character & manage growth wisely.

Residents expressed repeated desires across all public meetings to maintain Middleton's small town charm, manage growth wisely, support local businesses, and increase access to a variety of amenities.



Maintain Middleton's Small Town Charm



Manage Growth Wisely




Support Local Businesses



Increase Access to a Variety of Amenities

2. Surveys

69.9%
like Middleton's
Quality of Life




41.9%
want higher
density housing
near commercial
centers



906
Responses for
Survey 1




83.4%
leave Middleton
for Dining options



69.6%
want improved
retail & services




72
Responses for
Survey 2




89.7%
said the city faces
traffic issues



91%
said the city has
congestion on
major roads



66.8%
said more signals
are needed



3. Council Workshops

Council Workshops were held to further the development of the Comprehensive Plan in areas of key importance. Focus was put on:



Middleton's Vision & Values



Future Land Use Map

4. Newspaper Articles

Information was distributed through the Middleton Gazette to increase public awareness of upcoming events. Articles were also intended to provide information on where to find periodic updates on the Comprehensive Plan's progress.

**CITY OF MIDDLETON
COMPREHENSIVE PLAN UPDATE 2024**

Visioning Open House

March 21st | 5 - 8pm
City Council Chambers
1103 W. Main Street

Interactive workshop on Vision & Values for the future of Middleton.
Come and go as you please.

www.MiddletonCompPlan.com



**CITY OF MIDDLETON
COMPREHENSIVE PLAN UPDATE 2024**

Take a quick survey to share your vision and values for Middleton.

tinyurl.com/MiddletonSurvey1



**MIDDLETON COMPREHENSIVE PLAN
VISION & MISSION REVIEW**

When? May 21st | 11a - 2p & 4p - 7p
Where? Trolley Station | 310 Cornell St.

Review Middleton's vision and mission statement with a short presentation followed by an open forum.

Follow along on our project website
MiddletonCompPlan.com



Middleton Comprehensive Plan
GOALS & STRATEGIES REVIEW

WHEN? FOURTH OF JULY, 9AM - 2PM
WHERE? MIDDLETON PLACE PARK

Review Middleton's draft goals and strategies for its Comprehensive Plan update.

Follow along on our project website
MiddletonCompPlan.com



VISION & VALUES

ENGAGEMENT

Online Surveys



Existing Conditions



Community Workshops



Stakeholder Meetings



Community Tours



THEMES

1

Community-Driven Growth

2

Community Cohesion & Quality of Life

3

Heritage & Innovation

4

Environmental & Infrastructural Sustainability

5

Neighborhoodly & Engaged Community

PRINCIPLES

1. We value development that reflects our community's character and integrates seamlessly with our small-town spirit.
2. We support local businesses and entrepreneurial initiatives that bolster our economic vitality.
3. We believe in sustainable growth through active partnerships among residents, developers, and community leaders.

1. We are dedicated to building coalitions to improve safety throughout our community.
2. We prioritize the tranquility and close-knit bonds that define Middleton.
3. We commit to enhancing law enforcement and first responder services to meet residents' evolving needs and maintaining high standards of living.

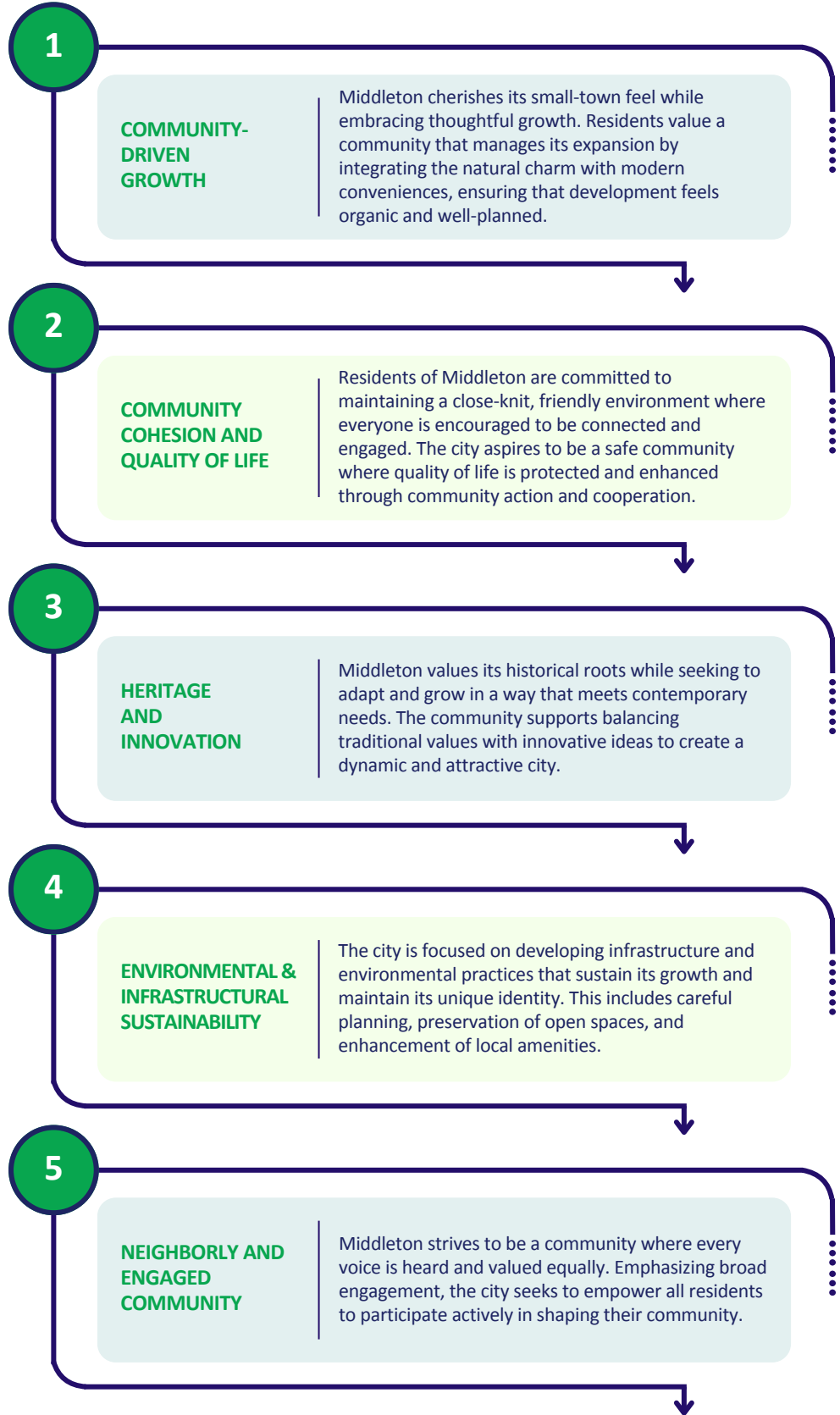
1. We cherish our historical roots and are committed to preserving our landmarks and traditions, integrating them with modern advancements.
2. We strive to balance our rich heritage with innovative policies and strategies.
3. We encourage civic efforts that celebrate our history and prepare us for future challenges.

1. We are committed to developing infrastructure that anticipates future needs while addressing current concerns, such as traffic and public services.
2. We advocate for recreational spaces and facilities that enhance community well-being and respect our natural environment.
3. We strive to be good stewards of the environment and promote ecological health.

1. We strive for a neighborhoodly community where every voice is heard and matters in shaping our city.
2. We ensure that all community development efforts are equitable and accessible to everyone, fostering a sense of belonging and participation.
3. We encourage open dialogue and collective problem-solving, empowering residents to participate in community life actively.



CORE VISIONING THEMES





**GOALS, STRATEGIES &
RECOMMENDATIONS**

04



RECOMMENDATIONS



Property Rights



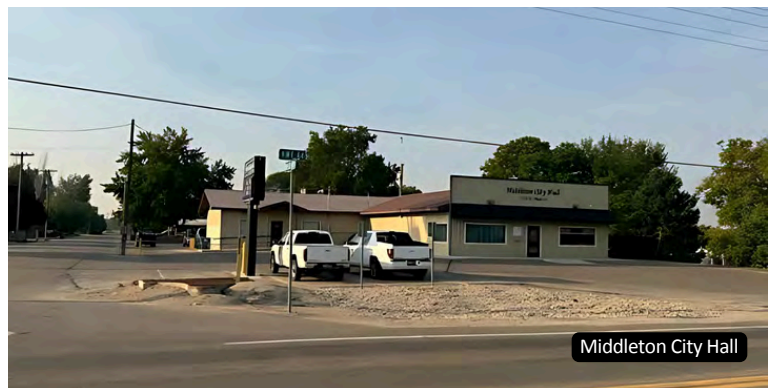
High-Level Goals

- 1. Ensure land use policies respect private property rights.**
- 2. Foster transparency and accountability in land use decisions.**
- 3. Provide strategies for mitigating personalities in land use conflicts.**
- 4. Ensure compliance with Chapter 80, Title 67, Idaho Code.**

Supportive Strategies

1. Ensure land use policies respect private property rights.

- 1.1. Engage in public workshops and other public outreach sessions to educate the community and governing boards on land use regulations and private property rights
 - 1.1.1. Improve or create a marketing standard (including social media) outlining the method and frequency to get the word out to residents about events/meetings.
 - 1.1.2. Host workshops (State of the City) to educate the public and governing boards on land use regulations and private property rights.
- 1.2. Strictly adhere to the notice and hearing requirements of LLUPA to engage property owners and the community in the planning process and to ensure their concerns and rights are considered.
 - 1.2.1. Create flyers, flow charts and/or web pages to help educate the public and applicants on the requirements and processes for a land use application submitted pursuant to LLUPA.
 - 1.2.2. Continue to make all relevant documents, plans, and supporting materials available to the public via the City’s website before the hearings.
- 1.3. Simplify the permitting process for property developments to reduce bureaucratic hurdles and delays.
 - 1.3.1. Provide detailed checklists of required documents and steps for municipal approvals or permitting processes via the City’s website and City Hall.



Middleton City Hall

- 1.3.2. Provide a guide with answers to FAQs on the permitting process via the City’s website and City Hall.

2. Foster transparency and accountability in land use decisions.

- 2.1. Ensure all land use decisions are made through a transparent public process, with opportunities for property owner input.
 - 2.1.1. Continue to adhere to the public meeting requirements set forth by the LLUPA.
- 2.2. Publish Findings of Facts, Conclusions of Law & Orders (“FCOs”) to create transparency and to ensure accountability and compliance with LLUPA.
 - 2.2.1. Publish all findings on a dedicated, easy-to-locate page of the City’s website.
 - 2.2.2. Respond, in a timely manner, to all Public Records Requests regarding public hearing documents and materials.
 - 2.2.3. Draft and publish minutes of all meetings of the governing boards, including public hearings.
- 2.3. Begin developing a public portal where property owners can track the status of land use applications and decisions.
 - 2.3.1. Form a dedicated team comprising members from the County departments, City’s new GIS department, and Middleton’s Planning and Zoning department.
 - 2.3.2. Create a site/portal for the public to interact with and access information on the status of land use applications and decisions.
 - 2.3.3. Collaborate with developers and the Canyon County GIS office to capture a more comprehensive set of GIS data that will be useful to the public. This will ensure GIS data is more accurate and based on as-built conditions.
- 2.4. Solicit feedback from the community on the effectiveness of land use policies.
 - 2.4.1. Encourage members of the public to use the “Public Comment” portion of P&Z and City Council Meetings to share their opinions on land use policies.



3. Provide strategies for mitigating conflicts in land use applications and processes.

3.1. Ensure respectful and regular City public meetings/hearings.

- 3.1.1. Review and possibly revise, update and/or enhance current Code of Conduct for public meetings to ensure all voices are heard equally and respected.
- 3.1.2. Hold regular workshops regarding proper procedures for public meetings and hearings.
- 3.1.3. Publicly post the adopted Code of Conduct on the City’s website and at applicable locations where individuals sign up for agenda consideration.
- 3.1.4. Publish, announce and communicate public meeting Code of Conduct guidelines at all public meetings.

3.2. Host regular community forums to discuss land use issues and foster a cooperative atmosphere among residents.

- 3.2.1. Facilitate moderated Q&A sessions where community members can ask questions and express concerns.
- 3.2.2. Utilize a digital survey hosted on the City’s website to gain feedback from residents and stakeholders who are unable to attend in-person meetings regarding land use issues, not including land use public hearings under LLUPA.

4. Ensure compliance with Chapter 80 by consulting regularly with legal experts

4.1. Regularly consult with legal experts to ensure land use policies comply with state and federal property rights laws such as Chapter 80, Title 67 of the Idaho Code.

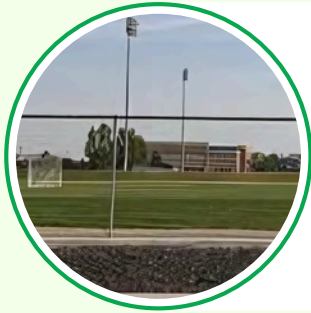
- 4.1.1. Conduct a periodic legal review of the city’s planning and zoning processes and codes to ensure they comply with LLUPA and other relevant laws and standards.

4.2. Provide training for local government officials and staff on the requirements of Chapter 80, Title 67, Idaho Code.

- 4.2.1. Hold occasional trainings for all city officials and planning and zoning staff.
- 4.2.2. Ensure compliance for the Attorney General’s Checklist Criteria from the Idaho Regulatory Takings Act Guidelines (2023) in reviewing the potential impact of a regulatory or administrative action on specific property.

The background of the page is a photograph of an outdoor sports field, likely a soccer or football field, with a green grassy area and a black fence. In the distance, there are school buildings and tall stadium lights. A large, semi-transparent green shape is overlaid on the right side of the image, containing the main title text.

School Facilities & Transportation



High-Level Goals

- 1. Align future development with the capacity of public school facilities to the extent possible.**
- 2. Promote efficient and safe transportation options for students.**
- 3. Ensure new school facilities are integrated into the community effectively.**

Supportive Strategies

- 1. Align future development with the capacity of public school facilities to the extent possible.**

- 1.1. Facilitate communication between the City, residents, developers, and the Middleton School District to monitor school capacity and transportation considerations associated with future development.
 - 1.1.1. Invite the school district staff to provide regular updates on school capacity at City Council.
 - 1.1.2. Promote cross recognition and cooperation of information to ensure educated decision making by both parties. This will ensure all participants are kept up to date with practices and decisions.
- 1.2. Encourage school district comments on development proposals, particularly regarding capacity and neighborhood improvements needed.
 - 1.2.1. Solicit school feedback on development proposals in a timely manner and pursuant to the timeline set forth in LLUPA.
 - 1.2.2. Regularly update the governing board and possibly the school district with information pertinent to management, growth, and level of service for school systems.
- 1.3. Incorporate school capacity considerations into the city’s development review process to ensure new developments do not overwhelm existing schools.
 - 1.3.1. Update development submittal checklists to request school district feedback on development proposals.
 - 1.3.2. Solicit information and guidance from the School District, within the confines of LLUPA, to address large developments’ impacts, ensuring adequate capacity is available.
- 1.4. Educate citizens on the Idaho school funding process and the available options for funding new school construction through regular School District updates to City Council.
 - 1.4.1. Invite the school district staff to provide regular updates on school funding options at City Council.

2. Promote efficient and safe transportation options for students.

2.1. Collaborate with school districts, the community and transportation authorities to improve safety and expand facilities by developing and maintaining safe routes to school, including pedestrian and bicycle path treatments and other transportation initiatives.

2.1.1. Work with the community to Identify projects and apply for Safe Routes to School grants to improve gaps in the network.



2.1.2. Work with the School District and Community to develop improved school drop-off and pick-up locations.



2.2. Support policies that encourage the inclusion of school transportation considerations in new development plans.

2.2.1. Update the development code standards to require bus stop consideration and school transportation network updates when adjacent to schools.

3. Ensure new school facilities are integrated into the community effectively.



3.2. Promote the design of school facilities that support neighborhood compatibility and community cohesion.

- 3.2.1. Update development code standards for new schools to include perimeter fencing requirements and adequate pathway locations to promote walking to school from adjacent neighborhoods.

3.1. Encourage the placement of new school facilities near parks and other community amenities to enhance their accessibility and integration into neighborhoods.

- 3.1.1. Provide feedback on School District plans for future facilities to encourage siting of schools near parks and other amenities.
- 3.1.2. Update the development code standards to allow for community amenities near school.

3.3. Ensure new schools have adequate infrastructure with adequate on-site queuing for drop-off and pick-up, reducing the impact on roadway traffic.

- 3.3.1. Require that roads and utilities be stubbed to future school sites as development occurs so the cost burden does not fall on the school district or the city when the time comes to open a new school.



Economic Development



Recent Commercial Development



Historic Commercial Development



Recent Commercial Development

High-Level Goals

1. Strengthen and diversify the local economy through financial incentives, workforce development, and infrastructure investments.
2. Improve access to average wage or higher income jobs for residents.
3. Support local businesses and entrepreneurs through partnerships, marketing campaigns, and development incentives.
4. Enhance and improve infrastructure to ensure commercial and industrial sites are ready to support economic growth.
5. Foster a business-friendly environment.

Supportive Strategies

1. Strengthen and diversify the local economy through financial incentives, workforce development, and infrastructure investments.
 - 1.1. Actively promote the development of ‘ready’ sites with existing infrastructure, offering attractive employment opportunities.
 - 1.1.1. Regularly review and change City Code to create zoning and development standards that allow flexibility in developing commercial and industrial subdivisions, especially for larger projects that require a large expanse of time and future unknowns.



Recent commercial development in Middleton

- 1.2. Use the development opportunities of the Urban Renewal Plan for the Downtown District and East District, with particular emphasis on developing the infrastructure needed for intensive industrial uses south of the Boise River.
 - 1.2.1. Assist in funding the proposed redevelopment actions identified in the Urban Renewal Plan in a tiered approach to maximize the City of Middleton's ROI for general revenue.
 - 1.2.2. Identify and implement necessary infrastructure upgrades allowing for the maximum number of potential development sites.
- 1.3. Encourage entrepreneurship through supporting groups, agencies and/or programs that promote business incubators, mentoring programs, and access to capital.
 - 1.3.1. Support and possibly fund in-part a remote non-profit business incubator that compiles regional and state resources (e.g., SBDC) and connects with start-ups and small businesses in Middleton.
 - 1.3.2. Collaborate with local banks and credit unions to assist them in their efforts to create specialized loan programs and financial products tailored for startups and small businesses.
 - 1.3.3. As funding and engagement with the business incubator grows, explore opportunities to establish a physical presence in the Downtown area or another central location in Middleton to centralize the programming and resources that the entity offers.



- 1.4. Explore the potential for a Business Improvement District (BID) in the City of Middleton, as allowed by Idaho statutes.
 - 1.4.1. Investigate the opportunities for one or multiple boundaries for a BID in the City, and create a ranked list of preferred boundaries for BIDs.
 - 1.4.2. Engage with business owners to identify the appetite for the creation of a BID.

1.5. Encourage agri-tourism and other agricultural-related businesses that support and sustain the agricultural heritage of the area.

1.5.1. Organize and promote events and festivals that celebrate the local agricultural heritage, such as harvest festivals, farm tours, farmers’ markets, and food and wine tastings.



2. Improve job opportunities and income levels for residents.

2.1. Partner with local listing agents to market and attract development in the commercial, industrial, or mixed-use zones.

- 2.1.1. If the budget permits, hire an economic development staff member to assume the duty of serving as a dedicated city liaison for listing agents to streamline communication and support.
- 2.1.2. Work with listing agents to conduct joint research on the needs and preferences of potential developers and businesses.
- 2.1.3. Hold bi-annual meetings with the Middleton Chamber of Commerce to discuss strategies to attract and retain a variety of sectors.



Source: Middleton Chamber of Commerce

2.2. Promote tourism and recreation industries that are distinctly Middleton, by developing local attractions and marketing campaigns. Specifically, develop Crane Creek Plaza and the connected River Walk Park to create a Treasure Valley “destination” that will drive the creation of retail shops, restaurants and hotels around the River Walk and Plaza area.

- 2.2.1. Outline, prioritize, and begin work on the key steps in the development of the Crane Creek Plaza and the connected River Walk Park.
- 2.2.2. Develop Crane Creek Plaza and River Walk branding materials to begin marketing efforts.



Natural landscape along an irrigation canal

2.3. Develop partnerships with the Boise Valley Economic Partnership to leverage resources and attract investment.

- 2.3.1. Establish an economic development staff role to liaise with the Boise Valley Economic Partnership to streamline communication and support.
- 2.3.2. Set up regular forums or meetings with Boise Valley Economic Partnership to discuss goals, opportunities, and challenges.

3. Support local businesses and entrepreneurs.

3.1. Support the Idaho Small Business Development Center (SBDC) in offering resources, training, and advice for entrepreneurs.

- 3.1.1. Advertise and market SBDC resources and training materials on the City’s website and social media account(s).
- 3.1.2. Partner with the Idaho SBDC to host events in Middleton to encourage local participation.



Source: Idaho SBDC



Local restaurant in Middleton

3.2. Promote buy-local campaigns to encourage residents to support local businesses.

3.2.1. Launch campaigns, in partnership with the Middleton Chamber of Commerce and/or the Southwest Idaho Travel Association, for events like "Shop Local Week" or "Restaurant Week" where residents are encouraged to patronize local businesses.

3.2.2. Host events such as local markets, building on the seasonal Middleton Market, to showcase local businesses and provide opportunities for residents to shop and engage with vendors directly.

4. Enhance infrastructure to support economic growth.



Middleton gateway signage along the current SH 44 route

4.1. Invest in transportation infrastructure improvements to facilitate business operations and logistics.

4.1.1. Prioritize the South Middleton Road corridor south of the Boise River for maintenance and construction in order to serve industrial sites and other sites that are or have the potential to be large employers.

4.1.2. Prepare local roads to service new commercial and mixed-use development sites to promote connection with the existing grid, consider logistic needs (e.g., deliveries), and ensure efficiency with the overall circulation network.

4.1.3. Invest in repairing and maintaining existing infrastructure.

4.1.4. Continue to investigate and study options for ITD's potential long term investment by ITD in the SH-44 route.

4.2. Work with developers and high-speed internet providers to establish high-speed internet access throughout the community to support modern business needs and remote working situations.

4.2.1. Engage in conversations with internet service providers and developers to identify opportunities to expand broadband in existing and new developments using private funding.

4.3. Promote infrastructure development to ensure long-term economic resilience and environmental health.

4.3.1. Apply smart growth principles in the areas designated as the Main Street Core and Transitional Core on the future land use map to encourage compact, walkable, and diverse developments.



5. Foster a business-friendly environment.

5.1. Simplify and streamline the permitting and regulatory processes to make it easier for businesses to start and expand.

5.1.1. As staffing capacity allows, explore the options for a low-maintenance online permitting portal where applicants can submit permit applications, track their status, and manage documentation electronically.

5.2. Develop clear and transparent communication channels between the local government and businesses.

5.2.1. As staffing resources allow, develop a digital survey embedded in the City's website to serve as an open feedback forum for the business community to provide comments at their convenience that the business community can easily reach the City.

5.2.2. Host forums or workshops with the Middleton Chamber of Commerce to ensure that the two groups can communicate with each other in-person

5.3. Help establish a voluntary business liaison to assist businesses in navigating local regulations and resolving issues.

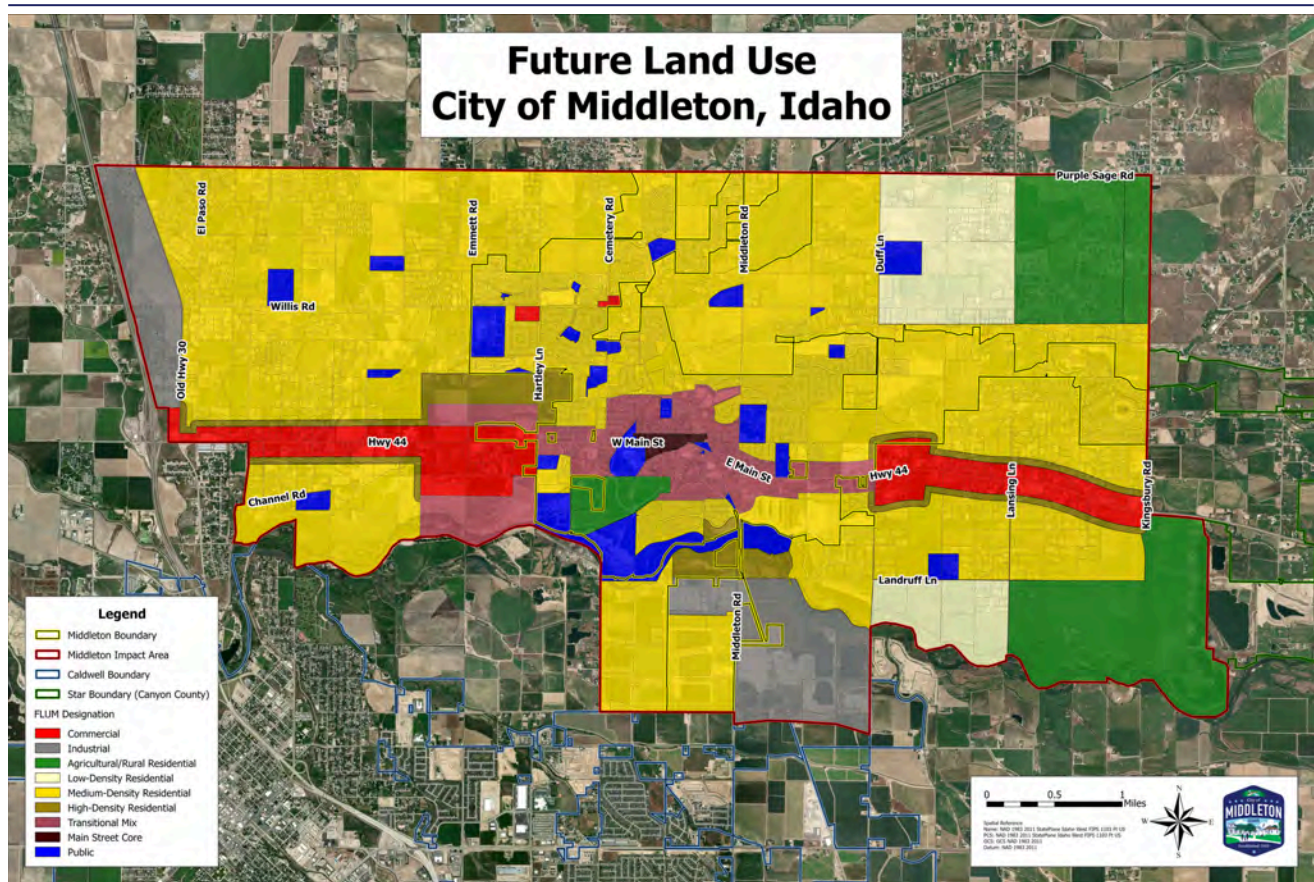
5.3.1. Develop a clear outline of the liaison's role, including terms and specific duties such as facilitating communication with city staff, and assisting with problem resolution.

5.3.2. Publicize the availability of the business liaison program through various channels, such as city websites, newsletters, and local business associations.



Land Use

Example of residential development influenced by zoning

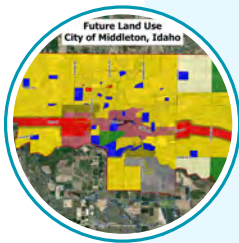


FLUM Designation	Purpose of the FLUM Designation	%age of Land in FLU Map	Accompanying / recommended zoning districts
Commercial	The Commercial designation supports business growth with retail, services, and entertainment, boosting economic activity and job creation, while enhancing the city's appeal through well-designed commercial corridors.	5.4%	C-1, C-2, C-3 and MU
Industrial	The Industrial designation accommodates manufacturing, warehousing, and distribution, promoting economic growth and job creation, while minimizing conflicts with residential areas and ensuring efficient operations.	6.5%	M-1 & M-2
Public	The Public designation includes parks, schools, public/private projects, and government buildings, supporting social, educational, and recreational needs, ensuring residents' access to essential services and enhancing community well-being.	4.2%	M-U, C-1, C-2, C-3, M-F, R-1, R-2, R-3, M-1, and M-2
Main Street Core	The Main Street Core designation fosters a pedestrian-friendly, mixed-use downtown with residential, commercial, and office spaces, creating a lively, walkable district that supports local businesses.	0.2%	C-1, C-2, MU, C-3, and M-F
Transitional Mix	The Transitional Mix designation integrates higher density residential with medium commercial activities, promoting walkability and vibrant, mixed-use environments where people can live, work, and play.	5.3%	M-U, M-F, C-1 and C-2
Agricultural / Rural residential	The Agricultural / Rural Residential designation preserves rural character, supporting farming and low-density residential development, maintaining rural landscapes, and balancing development with agricultural preservation.	11.0%	A-R
Low-density residential	The Low Density Residential designation supports single-family homes on spacious lots, creating suburban neighborhoods with green spaces, parks, and a quieter living environment.	6.1%	R-1 & R-2
Medium-density residential	The Medium Density Residential designation supports small-lot single-family homes creating compact, walkable neighborhoods near amenities.	57.8%	R-3
High-density residential	The High Density Residential designation supports dense single-family housing, multi-family housing, and neighborhood commercial promoting more dense areas with easy access to transportation, jobs, and services.	3.5%	M-F, C-1, M-U

The State of Idaho Local Land Use Planning Act Title 67-6508(e) requires “a map be prepared indicating suitable projected land uses for the jurisdiction.” As such the included Future Land Use Map (2024) was prepared to plan for a coordinated pattern of growth within the Area of City Impact during the next 10 to 20 years. Future zone changes should generally adhere to the land use categories shown on the Future Land Use Map, but flexibility in interpretation of the boundary may be granted. In summary, the map highlights the Main Street Core designation along SH-44 in the heart of the existing downtown area moving into Transitional Mix to support the Downtown core. Commercial areas are identified along the east/west entrances of town. A High-Density Residential area is also identified as a transition from commercial uses along SH-44 to residential uses north and south of the corridor. The Public designation is focused on the City of Middleton land anticipated for the future Middleton River Walk project along with other City properties, parks, existing and future school sites. Agricultural/Rural Residential uses are identified along the easterly boundary adjacent to City of Star’s Impact Area north/south of SH-44 with Low-Density Residential abutting as you move westward. The remaining areas are designated as Medium-Density Residential in order to accommodate future growth needs over time. It is important to note great care and public participation was taken in the production of this map. Consensus acknowledged that the adjacent jurisdictions impact areas (Caldwell, Star, Nampa) limited Middleton’s ability to absorb future growth within City limits to the south and east. As such, the City identified north of Downtown as the only key direction growth could be accommodated. The Land Use Map outlines land use categories and their accompanying recommended zoning districts.

High-Level Goals

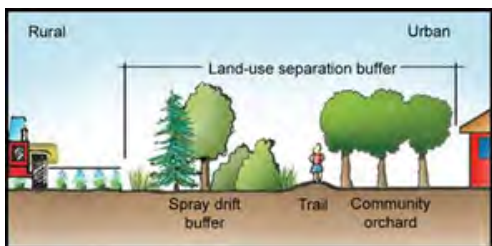
1. **Ensure future land use and development practices balance the preservation of the area’s natural landscapes with new growth.**
2. **Encourage growth that harmonizes with Middleton’s small-town character.**
3. **Develop land use strategies that improve local and regional connectivity by aligning with the regional roadway functional classification map.**
4. **Safeguard Middleton’s natural resources through proactive planning while protecting property rights and ensuring the Local Land Use Planning Act is correctly applied**
5. **Promote land use and development policies that bolster local businesses, attract new investment, and support localized entrepreneurial initiatives.**
6. **Establish development that pays, through impact fees and/or property taxes, for the public services it receives when infrastructure is installed and thereafter.**



Supportive Strategies

1. Ensure future land use and development practices prioritize preserving the area’s natural landscapes.

- 1.1. Adapt current zoning ordinances to help reasonably balance the protection of natural and open space with the growth of the City.
 - 1.1.1. Establish natural buffer zones or transitional development buffer zones between natural landscapes/open space and more urbanized development areas utilizing the future land use map and zoning map.



Depiction of land use buffers | Source: USDA

- 1.1.2. Prioritize infill development to reduce the pressure to expand into natural landscape and open space areas through amendments to the future land use map, zoning map, and zoning ordinances.



- 1.2. Promote the use of cluster development, which allows for greater density in certain areas while preserving open space.

- 1.2.1. Allow and encourage conservation subdivisions in the areas on the future land use map denoted as 'Agricultural / Rural Residential' or 'Low-Density Residential.'



- 1.2.2. Modify zoning codes to facilitate conservation subdivisions and other cluster development by allowing flexibility in lot sizes, setbacks, and other development standards.



1.3. Recognize that each land use application is unique and that agricultural and non-agricultural uses may be compatible and co-exist in the same area and in some instances may require conditions of approval to promote compatibility.

1.3.1. Utilize special use permits (SUPs) to assess and approve specific land use applications on a case-by-case basis in areas denoted as ‘Agricultural / Rural Residential’ on the future land use map.



Imagery of rural areas in Middleton

1.3.2. Work with Canyon County staff to develop best practices and advisory design guidelines that facilitate the smooth migration of the infrastructure, rights of way, and pathways constructed within the City Area of Impact into the City when it becomes contiguous to the City and thereby eligible for annexation. This is likely to include pre-annexation agreements, pre-payment of applicable impact fees, and construction of infrastructure to City standards.

2. Encourage growth that harmonizes with Middleton’s small-town character.

2.1. Develop and enforce forming and massing guidelines that will promote similar architectural styles present and support the small-town character of Middleton.

2.1.1. Develop a detailed set of design guidelines for the downtown area and the River Walk District that clearly outline the preferred architectural styles, building materials, colors, rooflines, and façade treatments that reflect the small-town character of Middleton.

Sec. 3.6. DT-MU: Downtown Mixed-Use

3.6.1. Purpose

The purpose of this district is to provide for a variety of residential housing, commercial, and civic options along major corridors leading to the Downtown Core.

3.6.2. Building Types Allowed
The following building types are allowed:

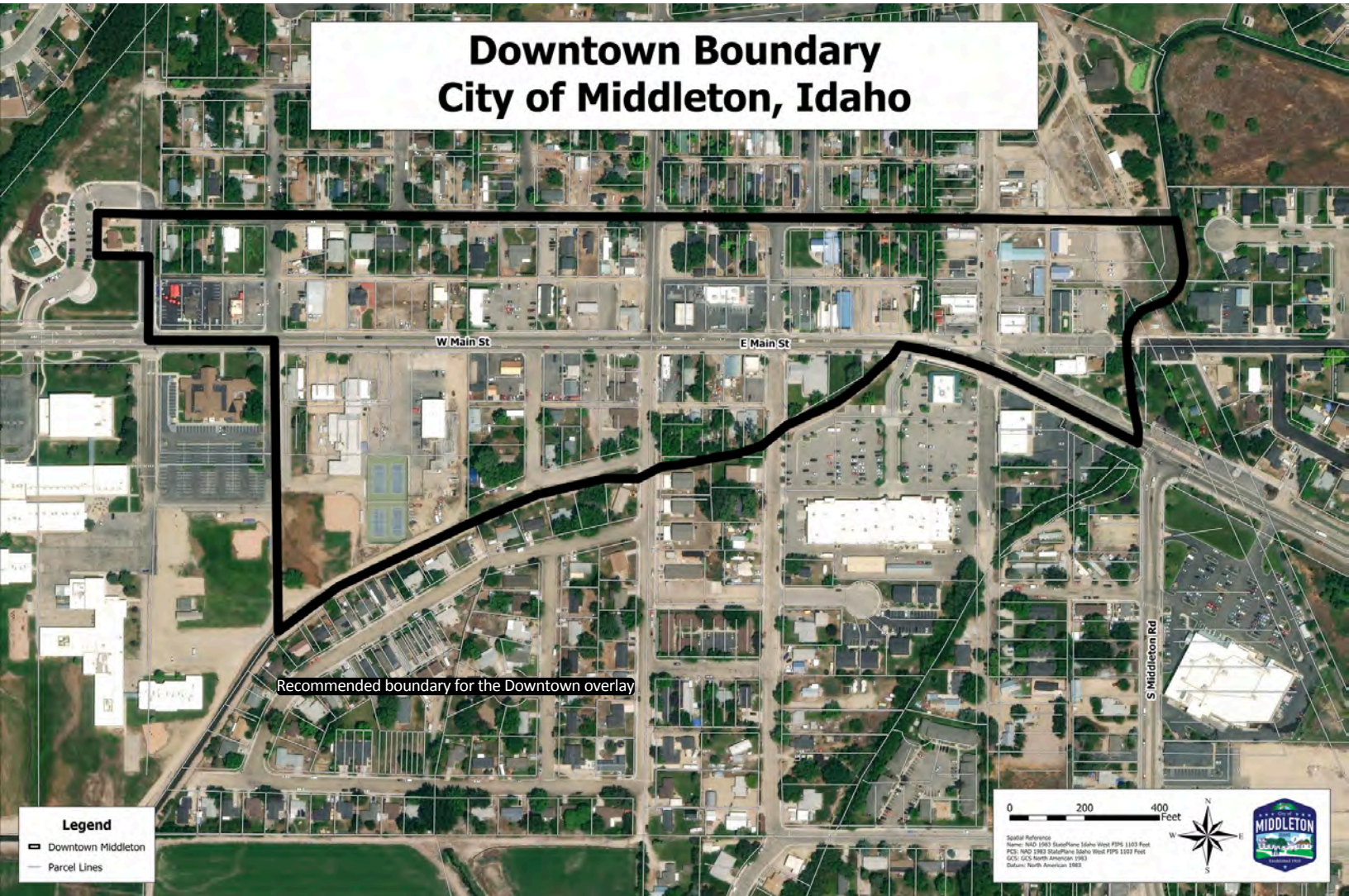
- A. Detached House
- B. Carriage House
- C. Semi-Detached House
- D. Townhouse
- E. Cottage Court
- F. Walk-Up Flat
- G. Stacked Flat
- H. Commercial House
- I. Shopfront
- J. Flex Building
- K. Mixed-Use Building
- L. General Building
- M. Civic Building

3.6.3. Dimensional Standards

Site Standards for All Sites	
Residential Density (per Conditional Use Permit)	10 u/sf
Residential Density (with Conditional Use Permit)	As approved by City Council
Min. Amenity Space Requirements	10% of site
Additional Standards for Sites Over 5 Acres	
Min. Open Space Requirements	10% of site
Lot Standards	
	ⓐ Area ⓑ Width
Detached House:	2,500 sf min., 25 ft min.
Carriage House:	Same as principal structure
Semi-Detached House:	2,500 sf min., 25 ft min.
Townhouse:	900 sf min., 20 ft min.
Cottage Court:	1,200 sf min., 20 ft min.
All other Building Types:	No min., 20 ft min.
Lot Coverage	
All Building Types:	80% max.

Sample Downtown Design Guidelines | Source: City of Alpharette, GA

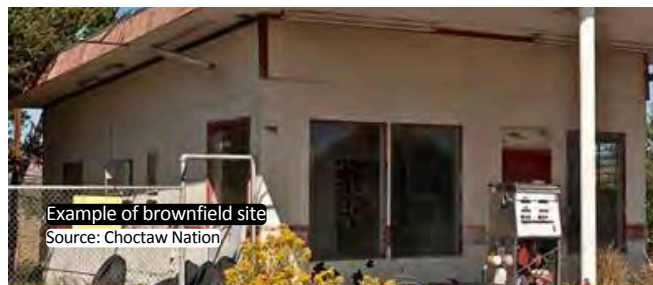
- 2.1.2. Create an overlay zone for the downtown area and the River Walk District that enforces desired development standards and other standards desired for the areas.



- 2.1.3. Review forming and massing requirements across all the zoning districts to ensure that they represent and support the small-town character of Middleton without forcing sprawl.

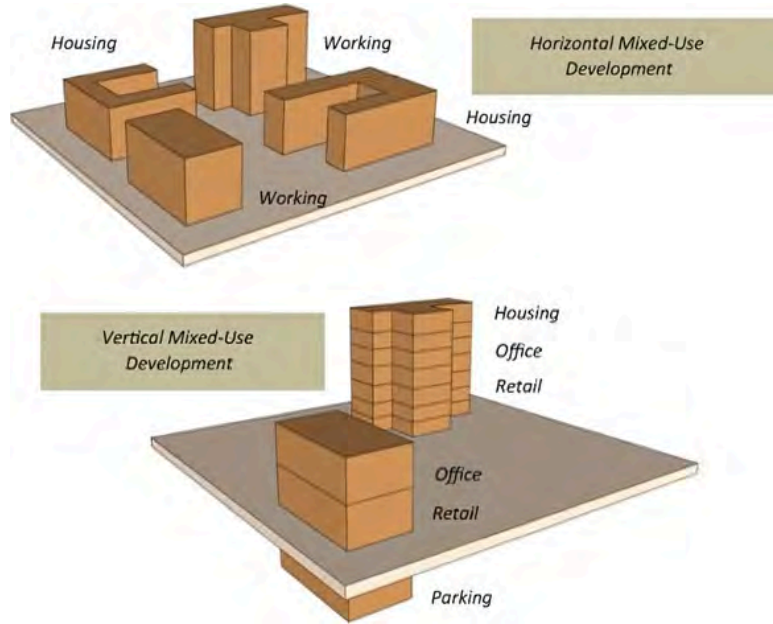
2.2. Where possible, encourage infill development and the reuse of existing structures to minimize impacts on the area’s existing open spaces and maintain the community’s compact form.

- 2.2.1. Provide bonus densities or other alternative compliance allowances for projects that seek to redevelop greyfields or brownfields to make these projects more profitable rather than building on greenfields.



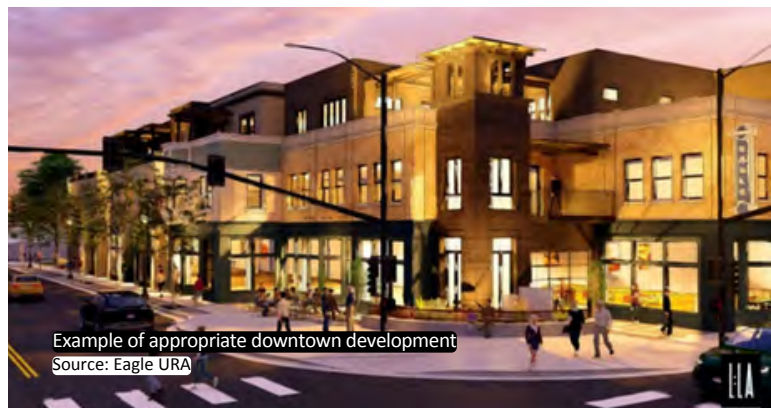
2.3. Promote mixed-use developments in central areas that combine residential, commercial, and civic spaces to create vibrant neighborhoods that reflect the city’s spirit.

2.3.1. Utilize an overlay zone for the downtown area and River Walk District that allows and encourages mixed-use developments, whether vertical or horizontal.



Visual explanation of vertical and horizontal mixed-use | Source: ISPRS Journal of Photogrammetry and Remote Sensing

2.3.2. Encourage the most density in the downtown area and River Walk District while still ensuring that it is compatible with the city’s character.



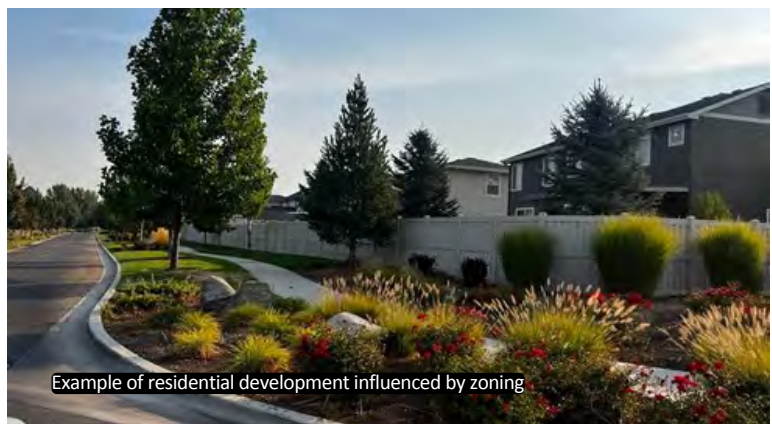
2.3.3. Consider using urban renewal monies from the Downtown Urban Renewal District and the East District Urban Renewal District to help pay for public infrastructure in the Downtown and River Walk Areas.

- 2.3.4. Explore forming a Local Improvement District (LID) to help pay for communal infrastructure items such as sidewalks, utility upgrades, and other items critical to commercial expansion to the west in the direction of the I-84 interchange.



2.4. Engage the community in future planning processes to ensure new developments align with residents’ values and preferences.

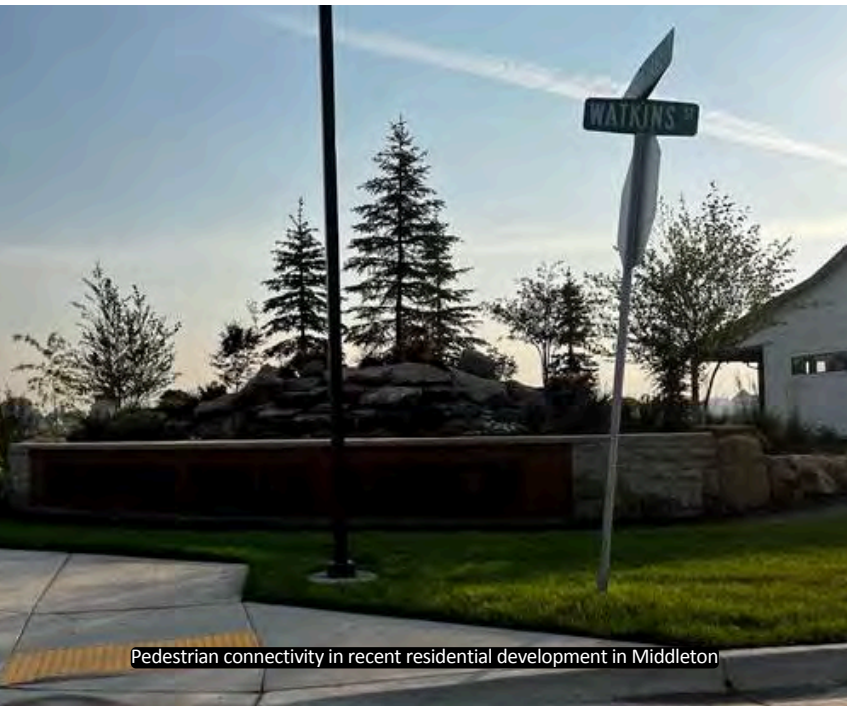
- 2.4.1. Organize an annual workshop or design charrette where community members can collaborate with Planning & Zoning and provide feedback on the types of development occurring throughout the city.
- 2.4.2. Continue to utilize the City’s social media accounts and website to reach a wider audience as a means to create a more transparent process.
- 2.4.3. Clearly publicize the development timelines, decision-making criteria, and method for which progress updates are made with the community.
- 2.4.4. Review the zoning-based development guidelines, specifically, setbacks, density, and height; to ensure they support the community vision and values statements.



- 2.4.5. Conduct regular reviews to analyze the current impact of existing zoning guidelines on community development. This can include examining how setbacks, density, and height regulations affect traffic, green space, and the local economy.

3. Develop land use strategies that improve local and regional connectivity and consistency between jurisdictional plans.

- 3.1. Encourage the development of neighborhoods with varied density, housing typologies, and neighborhood commercial uses that support walkability.
 - 3.1.1. Allow medium-density residential uses, medium commercial (C-2), and multi-family residential in zoning districts that intersect with areas designated as ‘High-Density Residential.’
 - 3.1.2. Allow high-quality vertical mixed-use developments via a zoning district that supports the downtown area and River Walk District.



Pedestrian connectivity in recent residential development in Middleton

- 3.2. Prioritize and support development along trail-based corridors for higher-density housing.
 - 3.2.1. Develop an overlay for designated heavy-recreation zones such as greenbelts, off-street paths, and the Boise River Park to further recreation-oriented development that includes active frontages, pedestrian-friendly designs, and access to the recreational amenities.
 - 3.2.2. Identify priority parks and trails to develop and maintain public amenities that serve nearby residents and local visitors to the recreational amenities.
 - 3.2.3. Consider a slight increase in dwelling unit density bonus for developments that allow for multi-use trail integration into their master planned development.

- 3.3. Encourage land within the area of impact to be annexed into the city or constructed so that it can be annexed into the City when contiguous instead of developing with county standards that make the likelihood of annexation into the City unlikely at a future time.
 - 3.3.1. Establish pre-annexation agreements with property owners and developers to annex properties in an efficient manner.
 - 3.3.2. Continue to collaborate with COMPASS, Canyon County Planning & Zoning, and other cities to ensure Middleton’s land use plans align with broader regional connectivity and development goals.
 - 3.3.3. Strengthen the City Code, including the zoning ordinance, to incentivize developers to annex into, and develop within, the City rather than develop in the County.

4. Safeguard Middleton’s natural resources through proactive planning and policies that prevent overdevelopment while protecting private property rights and ensuring the Local Land Use Planning Act is correctly applied in processes.

4.1. Implement zoning regulations that limit the density and scale of new developments in sensitive environmental areas.

4.1.1. Partner with the Idaho Coalition of Land Trusts to promote the use of conservation easements in sensitive areas to permanently limit the type and scope of development allowed on a property to protect its ecological value.



Source: Idaho Coalition of Land Trusts

4.1.2. Develop and enforce local ordinances that require erosion control measures for construction projects, agricultural activities, and other land-disturbing activities.

4.1.3. Review zoning ordinances to ensure federal and state setback requirements along environmentally sensitive resources such as the Boise River, creeks, wetlands, and steep slopes are not impacted by local ordinances.



Site of ongoing residential development in Middleton

5. Promote land use and development policies that bolster local businesses, attract new investment, and support localized entrepreneurial initiatives.

5.1. Designate specific nodes for commercial and industrial development as Activity Centers to support the growth of local businesses and attract new investment. Adopt future policies specific to those areas to enable redevelopment.

5.1.1. Identify areas that are prioritized for Activity Centers as population and commercial demand grows throughout Middleton.

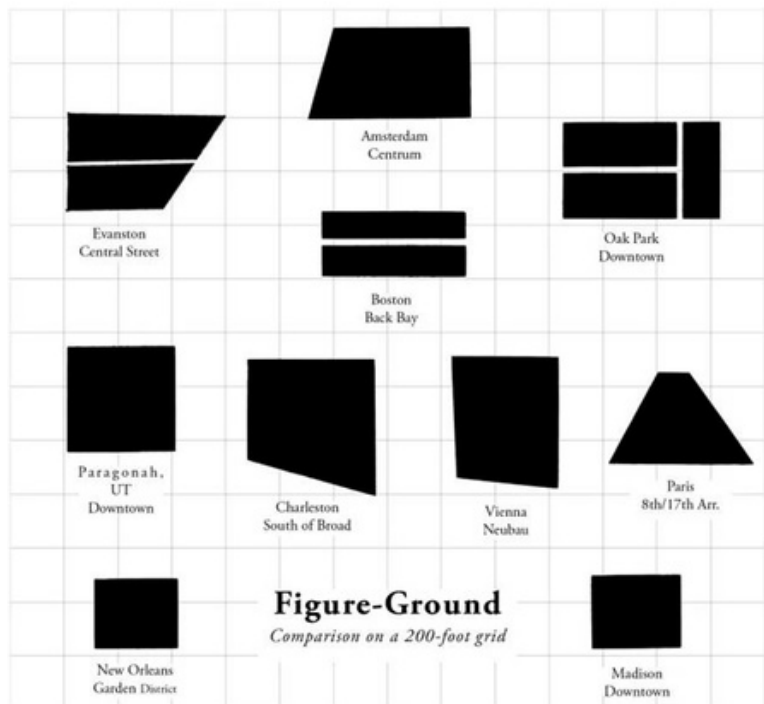
5.1.2. Develop small area plans for each designated Activity Center, outlining the vision, goals, and specific strategies for growth and redevelopment, and adopt the Small Area Plans through amendment to the Comprehensive Plan.

5.1.3. Once the Small Area Plan and the development is ready to begin, establish a Master Developer Agreement to simplify the permitting and approval processes for developments within Activity Centers.



5.2. Ensure that land use policies facilitate the development of infrastructure and amenities that attract and improve the quality of life.

- 5.2.1. Build upon the Functional Classification Map to identify preferred routes for local roads to ensure that circulation patterns are efficient throughout the city and minimize traffic congestion on collector and arterial roads.
- 5.2.2. Update zoning codes and land use regulations to set standards around ingress/egress points for large developments and maximum block sizes.



Idealistic block sizes | Source: The Urban Form Standard

- 5.2.3. Use impact fees collected from new developments to fund infrastructure projects, as allowable by state law.

5.3. Recognize that utility infrastructure such as sewer treatment facilities, water reservoirs, and pump stations are vital to locate throughout the City in order to ensure reliable utility services. Such facilities should not be prohibited or restricted by land use regulation so that their construction is as efficient and economical to the community as possible.

5.3.1. Develop and regularly update comprehensive utility master plans that identify current and future needs for sewer treatment facilities, water reservoirs, and pump stations.

5.3.2. Identify and designate specific utility corridors or locations within the city's land use plan where critical infrastructure can be developed. These zones should be strategically located to optimize service delivery and minimize disruptions.

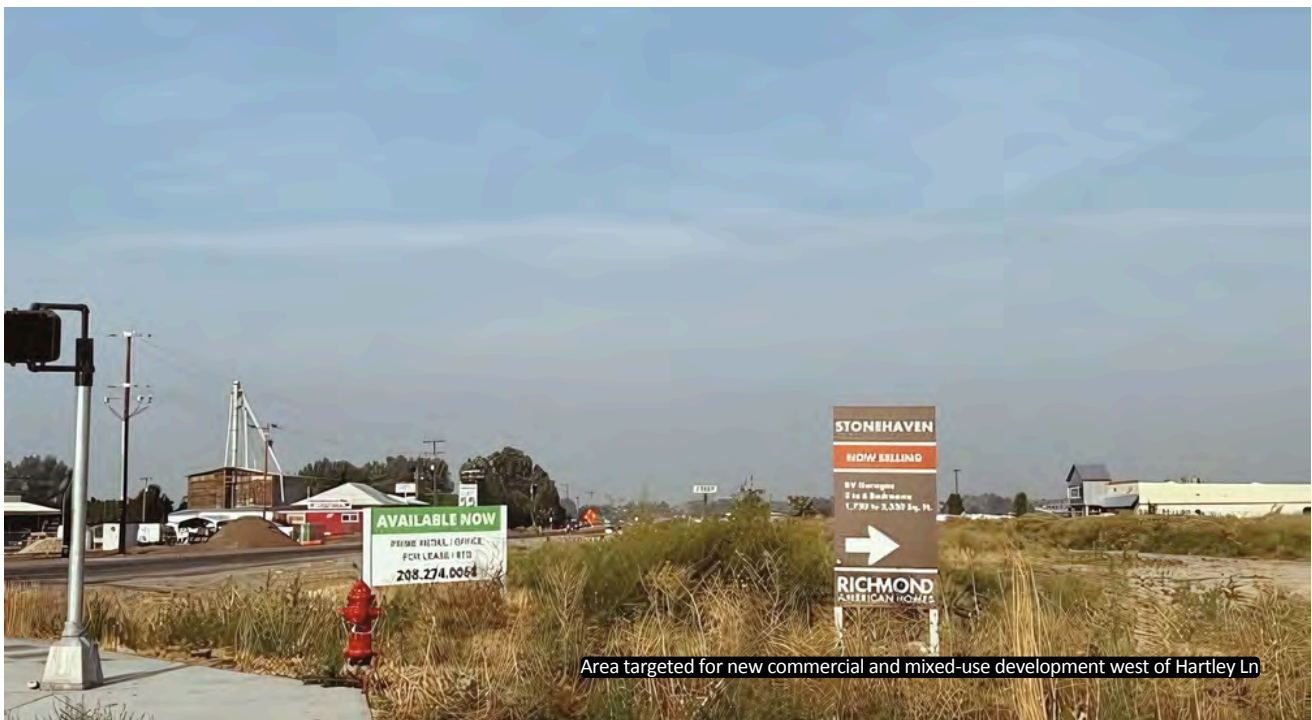
5.4. Create desirable areas for new commercial development without detracting from existing businesses by expanding areas of new intensive commercial development along SH 44 west of Hartley Lane and east of N. Middleton Road.

5.4.1. Designate these areas for targeted commercial and mixed-use development in the future land use and zoning maps.

5.4.2. Adjust the zoning regulations accordingly for this area to entice development of the appropriate style and density.

5.4.3. Utilize the information from Boise Valley Economic Partnership to market and find larger retail and office projects for the area.

5.4.4. Communicate with the private landowners in the western expansion area to inform them of economic and commercial opportunities appropriate for their land.



6. Establish development that pays, through impact fees, for the public services it requires.

- 6.1. Encourage orderly development of areas that can be easily provided with city utility services.
 - 6.1.1. Develop and maintain capital improvement plans that prioritize infrastructure investments in areas designated for growth.
 - 6.1.2. Use impact fees and other relevant revenue to fund infrastructure improvements in designated growth areas.

- 6.2. Discourage extension of City's public water and sewer systems outside of the municipal boundaries unless the property to be served is annexed, or in the path of annexation within the foreseeable future and the City determines by written agreement with the landowner that the extension would be in the City's best interest.
 - 6.2.1. Enforce policies that require properties to be annexed into the city or enter into a pre annexation agreement with the City before they can receive public water and sewer services.

- 6.3. Review growth patterns and negotiate with Canyon County for new area-of-city-impact boundaries when growth patterns show the need for such changes.
 - 6.3.1. Establish formal agreements with the county to outline procedures for negotiating and updating area-of-impact boundaries and the application of City Standards within the area-of-impact. These agreements can include guidelines for data sharing, joint planning sessions, and conflict resolution mechanisms.

- 6.4. Establish practices of collecting parks and police impact fees from County lots that could potentially be annexed into the City in the future.
 - 6.4.1. Establish MOUs between the city and county that specify the collection of impact fees for parks and police services from developments on county lots that may be annexed in the future.



New residential development in the City of Middleton



Natural Resources



High-Level Goals

1. **Preserve and protect the community’s abundant natural resources.**
2. **Ensure sustainable use and management of water resources.**
3. **Preserve land to maintain ecological balance and community character.**
4. **Foster community engagement and educational awareness about natural resource conservation.**
5. **Conserve ecologically significant areas and wildlife habitats.**

Supportive Strategies

1. **Preserve and protect the community’s natural resources.**

1.1. Encourage landowners to participate in conservation programs

- 1.1.1. Help publicize the services of the Land Trust of the Treasure Valley to connect property owners interested in the conservation easement programs.



Source: Land Trust of the Treasure Valley

2. **Ensure sustainable use and management of water resources.**

2.1. Implement water conservation measures to reduce excessive consumption and to protect water quality in rivers, lakes, and watersheds.

- 2.1.1. Promote the use of drought-tolerant plants and xeriscaping techniques in landscaping for existing developments.
- 2.1.2. Partner with developers to promote the use of drought-tolerant plants and xeriscaping techniques in landscaping for new developments.



2.2. Promote best practices to prevent pollution and contamination of water bodies and groundwater aquifers from agricultural and residential sources.

- 2.2.1. Partner with the USDA to perform educational seminars on proper fertilization practices.
- 2.2.2. Disseminate regular literature to Middleton households on ways to prevent run-off pollution from fertilizers through mailers and/or utility bill announcements.



2.3. Promote the use of green infrastructure, such as rain gardens and permeable pavements, to manage stormwater and reduce runoff.

- 2.3.1. Identify and prioritize opportunities to install green infrastructure in existing public rights-of-way such as areas that regularly flood, including low-lying areas and areas nearby waterways.



2.4. Educate the community about water conservation practices and the importance of protecting water resources.

- 2.4.1. Utilize regular announcements in utility bills to highlight key water conservation tips, the benefits of protecting water resources, and practical steps residents can take.

3. Preserve land to maintain ecological balance and community character.

- 3.1. Designate open spaces and green connectors in land use planning to help maintain the rural character and ecological balance of the community.

- 3.1.1. Continue to develop a network of parks, greenways, and wildlife corridors to connect different parts of the city and integrate natural features into the urban fabric.



4. Foster community engagement in natural resource conservation.

- 4.1. Organize community events, such as clean-up days and tree-planting activities, to promote local involvement in conservation efforts.

- 4.1.1. Organize clean-up days where residents come together to clean parks, streets, or waterways. Provide necessary supplies, such as gloves and trash bags, and coordinate with waste management services for disposal.



- 4.1.2. Support community garden projects where residents can contribute to creating and maintaining public garden spaces. Host planting days, gardening workshops, and harvest festivals to engage the community and promote local food production.



- 4.2. Encourage volunteer programs that allow community members to participate in conservation projects and monitor local natural resources.
 - 4.2.1. Promote existing volunteer programs through local media, social media, community newsletters, and public events. Highlight the impact of volunteering, provide success stories, and include clear instructions on how to get involved.
- 4.3. Host or facilitate community conservation activities for school-aged children, bolstering their current curriculum.
 - 4.3.1. Work with the Middleton School District to align conservation activities with existing science and environmental curricula. Educators can help design activities that complement what students are learning in the classroom, making the experience more relevant and impactful.
- 4.4. Develop partnerships with local businesses, organizations, and governments to support and enhance community conservation efforts.
 - 4.4.1. Partner with local businesses, environmental organizations, and government agencies to co-sponsor conservation events such as clean-up days, tree-planting activities, or recycling drives.
 - 4.4.2. Encourage businesses to contribute in-kind resources such as materials, equipment, or volunteer time. For instance, a landscaping company might provide trees and planting supplies, or a printing business might donate flyers and promotional materials for conservation events.

5. Conserve ecologically significant areas and wildlife habitats.

- 5.1. Create interpretative signage and information to educate residents about wildlife, including endangered wildlife, or habitat areas.
 - 5.1.1. Work with Idaho Fish and Game and other partners to prepare an interpretive, educational signage plan for educating residents on wildlife, endangered or otherwise, and habitat areas.
 - 5.1.2. Outline critical locations for signage placement, including along nature trails, along the Boise River, and in park and recreation areas.
 - 5.1.3. Identify opportunities and secure funding for signage implementation.

Example of nature interpretive signage
Source: Pulse Design





Particular Areas or Sites

Historic community bank in downtown Middleton



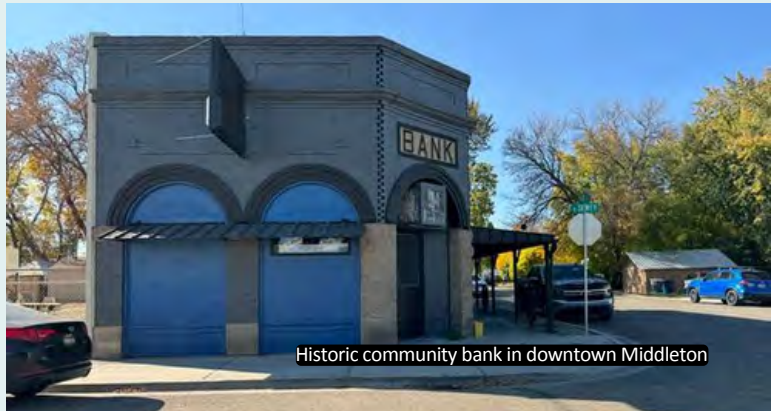
High-Level Goals

1. **Preserve and protect areas of historical and architectural significance.**
2. **Create working solutions to protect areas of archaeological or historical significance.**
3. **Promote development that conserves ecologically significant areas and wildlife habitats**
4. **Enhance and protect scenic areas and landscapes.**
5. **Promote community involvement in the preservation of significant sites and Historical Society of Middleton**

Supportive Strategies

1. Preserve and protect areas of historical and architectural significance.

- 1.1. Engage the Canyon County Historic Preservation Commission (HPC) and Historical Society of Middleton to oversee and advocate for protecting significant or designated historical and architectural sites.
 - 1.1.1. Facilitate meetings with HPC to discuss ongoing and opportunities for new partnerships for the preservation of critical structures.
- 1.2. Encourage state and regional agencies and the Historical Society of Middleton to provide financial incentives, such as grants or tax credits, to property owners for the restoration and maintenance of historic structures.
 - 1.2.1. Engage with the Canyon County HPC and Idaho SHPO to conduct research to identify potential funding resources or incentives for historic property rehabilitation.



Historic community bank in downtown Middleton

2. Identify and protect areas of archaeological significance.

- 2.1. Collaborate with state and local archaeological organizations to ensure proper excavation, documentation, and preservation of artifacts.
 - 2.1.1. Conduct an assessment to identify sites of archaeological significance when required by external funding requirements.

3. Enhance and protect scenic areas and landscapes.

- 2.2. Establish procedures for providing information to the state agency responsible for recording and protecting discovered archaeological sites during construction and development activities.
 - 2.2.1. When required by necessity, conform to state or federal reporting requirements.
 - 2.2.2. Create an inadvertent discovery plan to ensure compliance with state and federal guidelines.

- 3.1. Promote the preservation of open spaces and natural landscapes that contribute to the community’s scenic beauty.
 - 3.1.1. Working from publicly available data, identify sensitive areas or land of outstanding natural beauty.
 - 3.1.2. Prepare strategies for preservation of each area that do not impact existing property rights.
 - 3.1.3. Detail out a public use or purpose for each area, outlining the civic impact.

- 3.2. Encourage community events to clean and maintain scenic areas, fostering a sense of pride and stewardship among residents.
 - 3.2.1. Support a community-wide clean up day for spring clean-ups, in partnership with organizations like the Middleton School District and Middleton Chamber of Commerce.
 - 3.2.2. Facilitate a community recycling day where dumpsters, shredding, and other services are provided free of charge.



Example of community recycling day | Source: Town of Manchester, CT

4. Promote community involvement in the preservation of significant sites.

- 4.1. Encourage volunteer programs and community groups dedicated to the preservation and maintenance of historical, archaeological, and ecological sites.
 - 4.1.1. Create and develop a volunteer program where local residents who are concerned about the community can volunteer and host events to also involve their neighbors on issues they care about.

- 4.2. Promote educational programs and materials to inform residents about the significance of local sites and how they can contribute to their protection.
 - 4.2.1. Partner with the Middleton School District to identify integration opportunities, facilitating on the ground educational programs.
 - 4.2.2. Partner with the Middleton Historical society to obtain information and materials for the educational programs.

- 4.3. Develop partnerships with schools, local businesses, and organizations to support preservation efforts through funding, resources, and volunteerism.
 - 4.3.1. Utilize local curriculum to highlight the need for student participation in community clean-ups.
 - 4.3.2. Define partnerships for volunteerism with the City, Middleton School District, Middleton Chamber of Commerce, and other regional organizations.



Piccadilly Park



WELCOME TO THE
CANYON COUNTY COURTHOUSE

Hazardous Areas



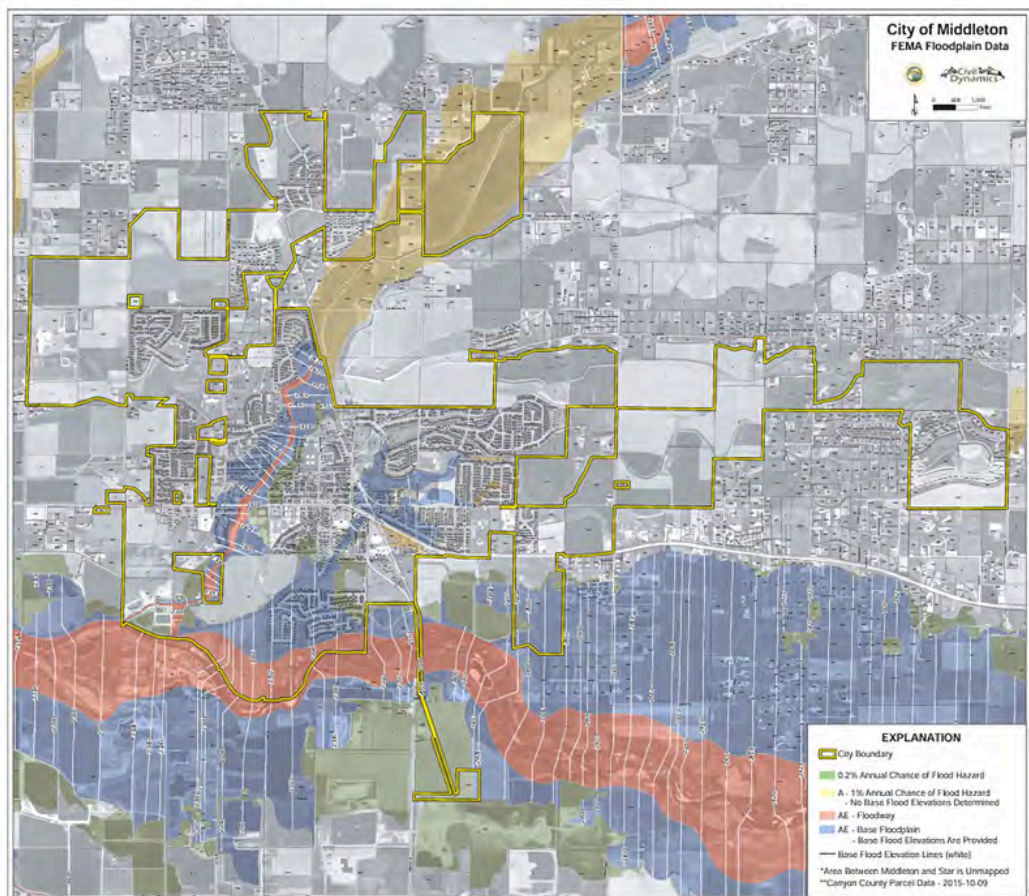
High-Level Goals

1. Identify and map hazardous areas to help inform smart development decisions.
2. Implement land use policies and regulations that minimize risk in hazardous areas.
3. Promote community awareness and preparedness for natural hazards.
4. Enhance infrastructure resilience to withstand natural hazards.
5. Foster collaboration and coordination for effective hazard mitigation.

Supportive Strategies

1. Identify and map hazardous areas to inform development decisions.

- 1.1. Partner with the Canyon County GIS office to create a comprehensive GIS database that integrates riverine flooding and hillside slope hazard data.
 - 1.1.1. Collect the currently available GIS data on areas prone to riverine flooding and landslides.
 - 1.1.2. Prepare a publicly available data site for updated GIS files to convey the information to the public and property owners.
 - 1.1.3. Regularly update riverine flooding and hillside hazard maps to reflect new data and changes in environmental conditions.



City of Middleton Floodplains

2. Implement land use policies and regulations that minimize risk in hazardous areas.

2.1. Continue to enforce FEMA floodplain construction requirements in flood-hazard areas to prevent flood damage and allow the federal flood insurance program to continue.

2.1.1. Identify parcels that are mapped as having a special flood hazard area by the FEMA floodplain maps.

2.1.2. Place a special designation or review process on these parcels to ensure development happens above the floodplain.

2.2. Continue to enforce adequate buffer zones around hazardous areas where necessary to mitigate potential impacts from adjacent developments.

2.2.1. Regularly review and update, as necessary, hazardous area buffering standards that will mitigate the impact of flooding and landslides.

3. Promote community awareness and preparedness for natural hazards.

3.1. Promote and distribute materials and educational resources to ensure community preparedness.

3.1.1. Prepare a community hazards assessment flyer and questionnaire.

3.1.2. Partner with Canyon County Emergency Management to provide emergency response training.

3.1.3. Raise awareness of natural disaster processes and procedures.

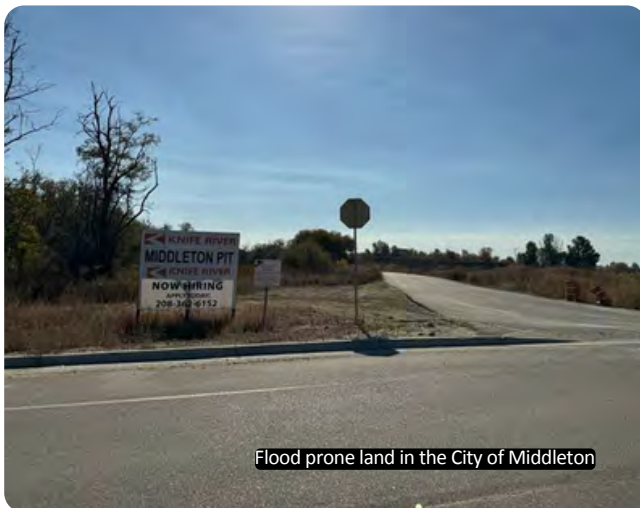
3.2. Bolster local emergency response capabilities to coordinate community preparedness efforts and provide support during emergencies.

3.2.1. Engage with Canyon County Emergency Management to identify best approaches and practices to developing a local hazard response team.

3.2.2. Partner with Canyon County Emergency Management to raise awareness of personal or family emergency plans.

3.2.3. Partner with Canyon County Emergency Management on key preparedness messaging as having a unified and clear message helps to ensure the message is spread correctly.

3.2.4. Hold an annual training session about family disaster planning.



Flood prone land in the City of Middleton

4. Enhance infrastructure resilience to withstand natural hazards.

4.1. Construct infrastructure upgrades to meet current building codes.

4.1.1. Conduct an assessment of infrastructure systems that are being substantially modified and ensure that they are reconstructed to meet current building codes.

4.2. Upgrade the stormwater infrastructure to minimize local stormwater ponding and comply with IPDES permitting requirements.

4.2.1. Identify deficiencies in the stormwater system in terms of capacity and service areas.

4.2.2. Partner with the Idaho Department of Environmental Quality to identify funding opportunities for upgrades to the City’s stormwater utility.

4.2.3. Work with Council to expand the City’s stormwater utility to adequately address permitting requirements, fund operations and maintenance of existing facilities, fund reserves capable of replacing existing facilities, develop and fund a capital improvement plan, and perform code compliance enforcement.

5. Foster collaboration and coordination for effective hazard mitigation.

5.1. Grow partnerships with local, regional, and state agencies to coordinate hazard mitigation, response, and recovery efforts and share resources.

5.1.1. Further develop relationships with Canyon County Emergency Management and state and regional agencies that can help with the City’s mitigation efforts.

5.1.2. Continue involvement with IdWARN and mutual aid assistance with other agencies.

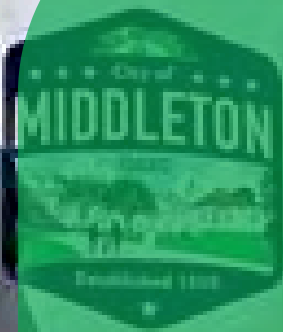
5.2. Continue to support the Canyon County Emergency Operations Plan.

5.2.1. Hold an annual meeting with Canyon County emergency operations to ensure compliance.

5.2.2. Update the information on the Canyon County emergency plan as development happens locally.



Example of retention pond for stormwater management in Middleton



Public Services, Facilities, and Utilities



High-Level Goals

1. Provide reliable public services and facilities to support community well-being.
2. Ensure sustainable and resilient utility infrastructure.
3. Enhance public safety and emergency services.
4. Promote integrated and strategic planning for public infrastructure.
5. Foster vibrant and accessible civic spaces.

Supportive Strategies

1. Provide reliable public services and facilities to support community well-being.

- 1.1. Regularly assess and upgrade existing public facilities to ensure they remain functional and efficient for existing customers and planned growth within the City’s area of impact.
 - 1.1.1. Create and implement a fiscally responsible Capital Improvement Plan (CIP) to prioritize and fund necessary infrastructure projects.
 - 1.1.2. Ensure developments pay their own way through impact fees for the public services needed to maintain current levels of services.
 - 1.1.3. Develop infrastructure plans that align with forecasts of future service needs.
 - 1.1.4. Conduct regular evaluations of impact fees to ensure they are proportional to the development impact.



2. Ensure sustainable and resilient utility infrastructure.

- 2.1. Coordinate with utility providers and irrigation districts to develop and maintain plans for services and facilities that ensure service for current and future residents.
 - 2.1.1. Regularly update and communicate population estimates and large-scale development permits with utility providers so that they can accurately anticipate future demand.

2.2. Implement infrastructure upgrades and maintenance plans to improve the resilience and sustainability of city-provided utility services, including expansion of stormwater utilities to preserve natural resources and remain in compliance with anticipated EPA/IDEQ permitting requirements.

2.2.1. Prepare a stormwater master plan, outlining necessary projects or system changes.

2.2.2. Perform periodic reviews for compliance with permitting requirements.

2.2.3. Prepare, document, and adopt an emergency response plan for each of the municipal utility services.

2.3. To the extent possible, use technologies and practices in utility infrastructure projects, including wastewater treatment to minimize impacts to the Boise River.

2.3.1. Continue developing a wastewater effluent agricultural land application system.

2.3.2. Require proper site water management to reduce non-point source pollution to waterways.

2.4. Promote annexation of county subdivisions into the city to utilize city water and prevent an over reliance on on-site septic systems, which have potential impact to area ground water supplies quality and quantity and lack adequate fire flows creating increased risk.

2.4.1. Submit written comment on County subdivision within the Area of Impact application stating the impact of County development on on-site septic systems.

2.4.2. Negotiate pre-annexation agreements for County subdivisions where appropriate.

3. Enhance public safety and emergency services.

3.1. Conduct necessary police training and updates to remain relevant with state and federal standards.

3.1.1. Regularly update City Council on police staffing needs.

3.1.2. Establish police facilities in strategic locations to ensure quick response times and effective service delivery.

3.2. Plan for and acquire necessary land for police service expansion as the city grows.

3.2.1. Provide adequate law enforcement to serve the community and agreed-upon service areas effectively.

3.2.2. Evaluate police facility locations in a Facility Master Plan and plan for future police facilities within the community and areas anticipated for growth.

3.3. Promote community engagement and education programs to enhance public awareness of safety, health, and welfare services.

3.3.1. Regularly host local events with police officers such as Coffee with a Cop, Block Parties, sporting events, Citizen Police Academies, volunteer and charity drives.



(Fire Department 5th of July Safety Tip Ad, City of Middleton Instagram)

- 3.4. Regularly assess and upgrade police and fire equipment and facilities to maintain high standards of service.
 - 3.4.1. Develop and regularly update a Facility and Equipment Maintenance Plan to identify the timing of critical improvements for inclusion in the City’s budget
 - 3.4.2. Enact development impact fee ordinances, adopt capital improvement plans, and enter into intergovernmental agreements to assure that new development pays for improvements needed because of that development’s impact on infrastructure systems and services provided by the city, and by the fire and paramedic districts that provide services within the City.

- 3.5. Maintain collaborative agency agreements to ensure adequate Fire District serviceability is provided and encourage Fire District comments on development proposals.
 - 3.5.1. Perform annual review of fire and EMT level of service or call volume.
 - 3.5.2. Negotiate or alter joint service agreement as needed to maintain required LOS as new development occurs.



(Groundbreaking ceremony for traffic signal at SH-44 & Cemetery Rd, City of Middleton Instagram)

4. Promote integrated and strategic planning for public infrastructure.

- 4.1. Establish regular coordination with local and regional agencies to ensure integrated planning and development of public transportation infrastructure.
 - 4.1.1. Participate in COMPASS workgroups and committees to adequately represent Middleton's needs within the larger regional planning system.
 - 4.1.2. Regularly coordinate with ITD regarding system plans and project impacts to Middleton.
- 4.2. Develop joint infrastructure projects with local agencies to maximize resources and improve service delivery.
 - 4.2.1. Highlight areas where joint projects would be mutually beneficial which may include the following:
 - 4.2.1.1. Extension of City infrastructure (including sanitary sewer and domestic water service) in conjunction with ITD's reconstruction of the SH-44 corridor to allow for dense retail and commercial redevelopment
 - 4.2.1.2. Consider the formulation of a Local Improvement District for the purpose of extending sewer and domestic water mains along the SH-44 corridor.
 - 4.2.1.3. Conduct a study of fireflow capabilities to serve the western portion of SH-44 with flow volumes appropriate for commercial development.
 - 4.2.1.4. Implement capital improvements necessary to supply adequate fire flows to the western portion of SH-44.
 - 4.2.2. Negotiate terms and maintenance of joint infrastructure systems.
- 4.3. Create a comprehensive GIS database to map and manage public infrastructure, including roads, utilities, and public facilities.
 - 4.3.1. Ensure City staff have access and continued education for GIS needs and a procedure for how often databases should be regularly updated.
- 4.4. Secure funding and technical support from local, regional, and federal agencies for infrastructure projects.
 - 4.4.1. Partner with necessary agencies to gain technical expertise for project implementation
 - 4.4.2. Identify partners who can fund infrastructure projects.

5. Foster vibrant and accessible civic spaces.

5.1. Plan for and develop civic centers and public buildings that serve as hubs for community activities and services.

- 5.1.1. Create a civic center master plan which includes necessary service improvements and a plan for growth as the city expands.
- 5.1.2. Identify potential costs for civic center creation
- 5.1.3. Engage the public about needs, wants, and desires for new civic center spaces.

5.2. Encourage public-private partnerships to fund and develop civic spaces.

- 5.2.1. Create a proforma stack that leverages private funding or rents to subsidize the civic center creation
- 5.2.2. Prepare guidelines for public/private partnerships.

5.3. Promote community programs and events that utilize civic spaces to foster neighborly interaction and community engagement.

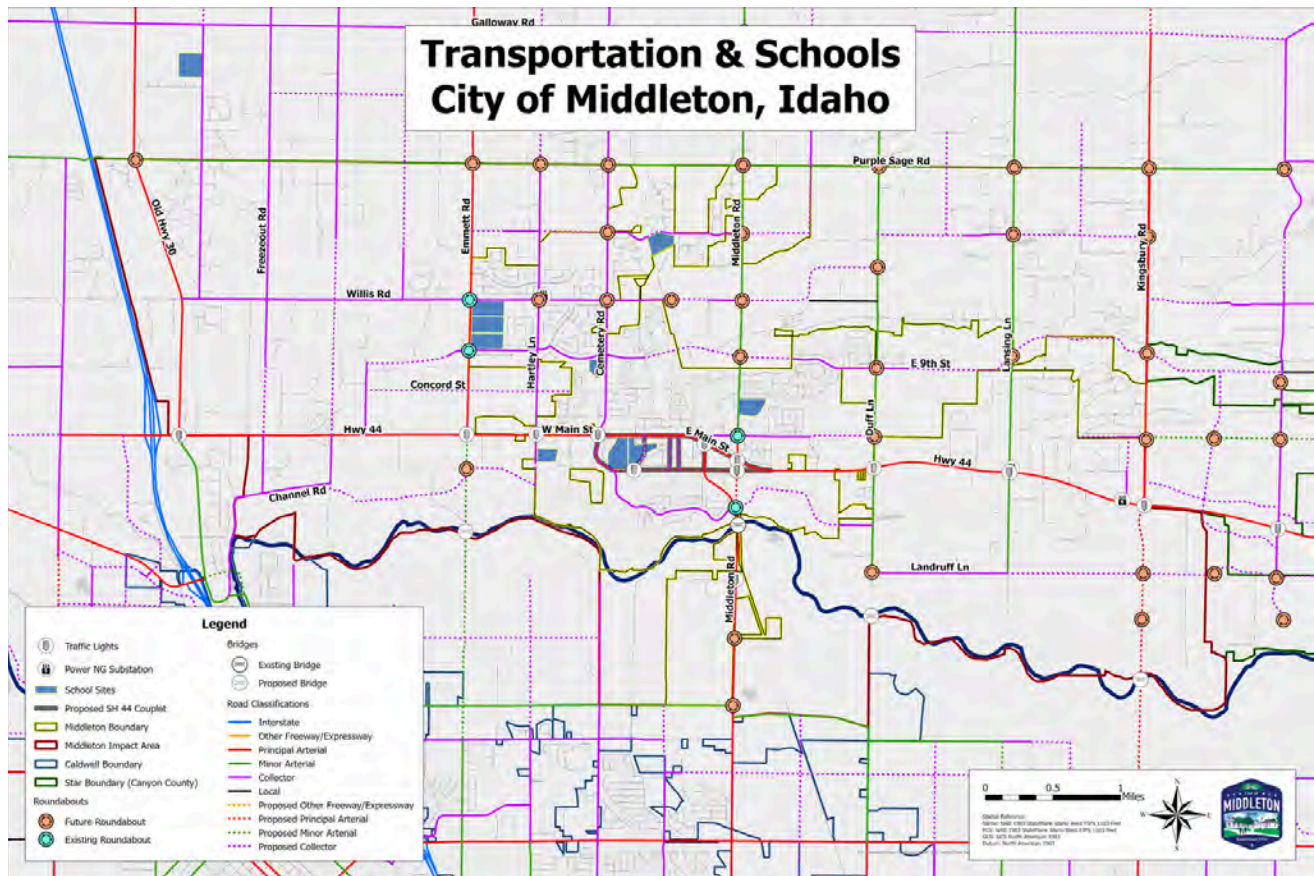
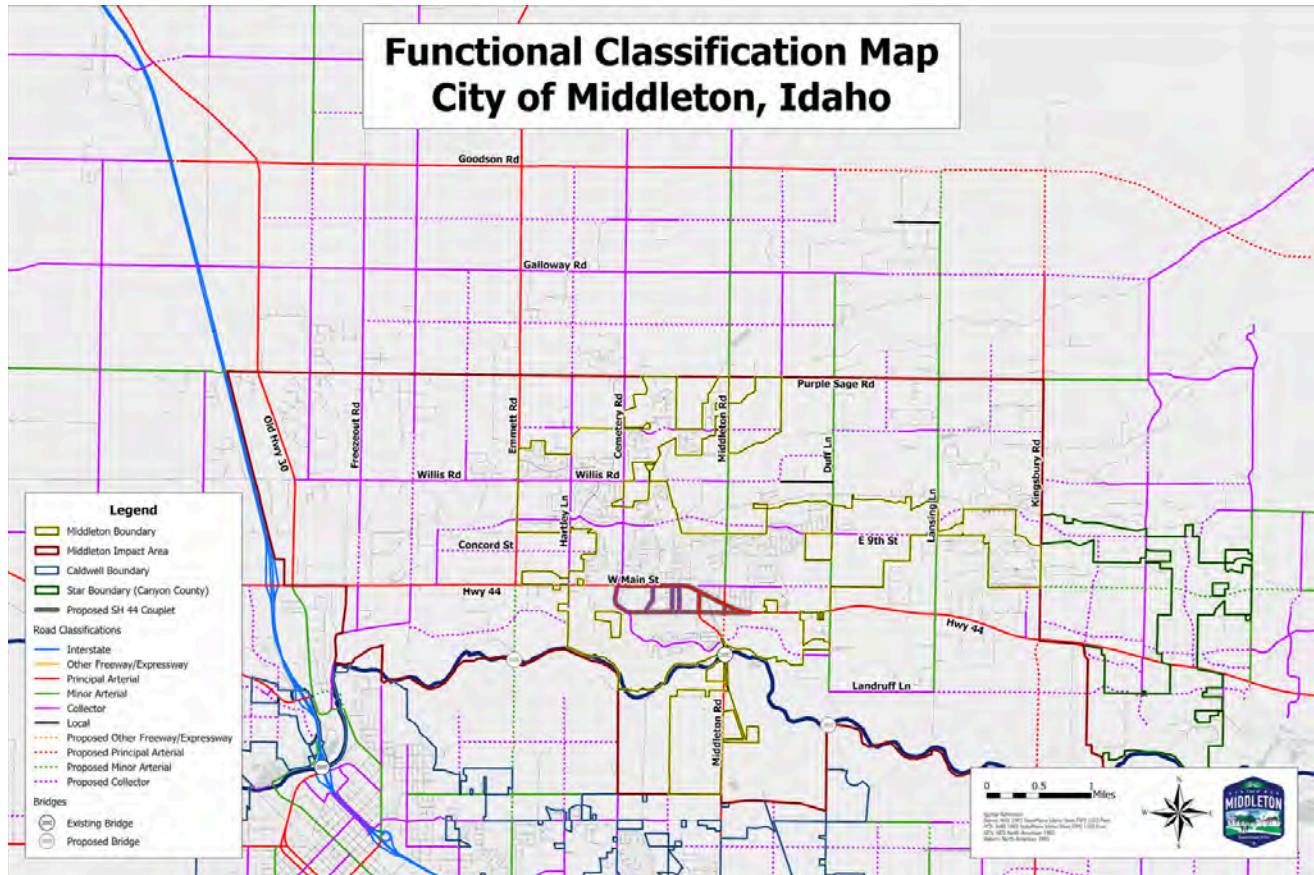
- 5.3.1. Use utility bill inserts and other City social media to help advertise community events that promote community interaction and sharing.



(Utility Bill Brochure, City of Middleton Website)



Transportation





High-Level Goals

1. **Develop a safe and efficient transportation system for all community members.**
2. **Promote resilient transportation infrastructure.**
3. **Foster connectivity and accessibility throughout the community.**
4. **Enhance coordination with local and state transportation agencies for comprehensive planning.**
5. **Ensure strategic development of transportation infrastructure.**
6. **Provide a variety of safe transportation services and facilities throughout the City for vehicles, pedestrians, bicycles, and transit.**

Supportive Strategies

1. **Develop a safe and efficient transportation system for all community members.**

- 1.1. **Develop a safe and accessible transportation network that accommodates vehicles, pedestrians, and bicyclists.**

- 1.1.1. Regularly update the City, ITD, HD4 Transportation Master Plans and Functional Classification Maps to reflect needed improvements as the community changes over time.
- 1.1.2. Create a Parks, Pathways and Open Space Master Plan to expand routes for alternative transportation within the City, including a Capital Improvement Plan for infrastructure upgrades. Consider revising the parks impact fee or devise some other program to better implement the Open Space and Pathway plans.



Example of pathways in the City of Middleton

2. Promote sustainable and resilient transportation infrastructure.

3. Foster connectivity and accessibility throughout the community.

1.2. Consider traffic calming measures and safety enhancements to reduce accidents and improve the overall safety of the transportation system.

1.2.1. Periodically consult with City’s traffic engineer regarding traffic enhancements or changes to promote safety and traffic calming measures.



2.1. Develop and implement a comprehensive transportation asset management system to effectively manage the maintenance and repair of the existing transportation network.

2.1.1. Maintain a GIS database system to manage roadway asset conditions and maintenance.
2.1.2. Prepare a transportation project prioritization schedule.

2.2. Secure additional funding through grants, bonds, and public-private partnerships to support transportation projects.

2.2.1. Partner with regional authorities and state agencies for cost-sharing transportation projects.
2.2.2. Work with COMPASS to get critical community projects on the state transportation improvement program (STIP).

3.1. Establish a system of interconnected sidewalks and shared-use pathways connecting key destinations.

3.1.1. Ensure development code regulations require sidewalks and shared-use pathways be constructed in a consistent manner across all new projects.



4. Enhance coordination with local transportation agencies for comprehensive planning.

3.2. Develop and maintain a comprehensive plan for interconnected pathways that enhance mobility and accessibility for all residents.

3.2.1. Update development code requirements for trails or connector integration.

3.3. Ensure that new developments include accessible and connected pathways as part of the Development Code.

3.3.1. Update development code regulations to require construction of pathways consistent with a Parks, Pathways and Open Space Master Plan.

3.3.2. Encourage developments with paved pathways along the canals and drains.

3.3.3. Execute a Master Pathways agreement with the irrigation and drainage districts to allow their right-of-way to be utilized as community pathways.

3.4. Coordinate with local transportation agencies to integrate pathways and greenbelts into regional transportation planning.

4.1. Engage in regular communication with local transportation agencies, including ITD, COMPASS, LHTAC, Highway District 4, and VRT, to discuss transportation planning and projects.

4.1.1. Participate in monthly meetings of the COMPASS’s Regional Transportation Advisory Committee (RTAC) and the Alternative Transportation Subgroup.

4.1.2. Collaborate on the development of transportation corridors, and grade separations to improve connectivity and efficiency.



Valley Regional Transit Logo | Source: Valley Regional Transit



Local Highway Technical Assistance Council Logo | Source: LHTAC



COMPASS Logo | Source: Community Planning Association of Southwest Idaho



Highway District 4 Logo | Source: Highway District 4



Idaho Department of Transportation | Source: Idaho Department of Transportation

5. Ensure strategic development of transportation infrastructure.

- 5.1. Review and update building line setback regulations to support safe and efficient traffic flow and pedestrian movement.
 - 5.1.1. Ensure all developments allow for future roadway expansion identified on the adopted functional classification map.
- 5.2. Develop access control measures to minimize traffic conflicts and enhance the safety of all classes of roads.
 - 5.2.1. Update development code regulations to prohibit the construction of new access points and consolidate existing access points where possible for new developments.
 - 5.2.2. Encourage cross-access easements and shared parking agreements in commercial developments where appropriate.
- 5.3. Require substantial development projects to provide traffic impact studies to ensure adequate capacity and outline necessary system upgrades to maintain a safe and efficient transportation system.
- 5.4. Ensure new development pays for necessary improvements needed to mitigate the development's impact on infrastructure systems and services provided by the city.
 - 5.4.1. Review impact studies for necessary infrastructure upgrades.
 - 5.4.2. Create standards, in compliance with State Law, showing how proportional share fees are calculated.

6. Provide a variety of safe transportation services and facilities throughout the City for vehicles, pedestrians, bicycles, and transit.

- 6.1. Create or maintain roads on section and quarter-section lines.
 - 6.1.1. Update development code regulations to require new development construct necessary new collector and arterial roadways adjacent to and through projects.
- 6.2. Develop pathways detached from section and quarter-section line roads as a buffer to separate pedestrians from moving vehicles
 - 6.2.1. Update development code regulations to require new development construct detached pathways with buffers along arterial and collector roadways.
- 6.3. Minimize vehicle delays and the number and severity of accidents at intersecting section and quarter-section line roads
 - 6.3.1. Utilize round-a-bouts for intersection control at locations other than SH-44 intersections.
 - 6.3.2. Develop spacing standards for road access points on collector roads.



Recreation



High-Level Goals

1. **Ensure access to high-quality parks and recreational areas are available to all citizens.**
2. **Foster the development and preservation of parks.**
3. **Promote a connected and accessible greenbelt and pathway system.**
4. **Support the health and well-being of residents through recreational opportunities.**
5. **Enhance economic vitality through the development of regional recreation destinations.**

Supportive Strategies

1. **Ensure access to high-quality parks and recreational areas available to all citizens.**
 - 1.1. **Develop new parks and enhance existing ones to ensure all residents have access to park space.**
 - 1.1.1. Develop a Facilities Maintenance Plan to plan for the enhancement and maintenance of City parks.
 - 1.1.2. Develop a Parks, Pathways, Master Plan in collaboration with Greater Middleton Parks and Recreation District to plan for new parks and ensure adequate service for area residents.
 - 1.1.3. Annually assess the Parks Impact Fee CIP to ensure the impact fees collected are appropriate to help fund the future Parks and Pathways planned. Update the Parks CIP as needed.
 - 1.2. **Expand the walking and bicycle network adjacent to parks to improve accessibility and promote active lifestyles.**
 - 1.2.1. Update development code regulations to require connectivity to adjacent parks to be constructed within new developments.
 - 1.3. **Coordinate park plan implementation through public land investment, partnerships with private developments, and the Greater Middleton Parks and Recreation District.**
 - 1.3.1. Update development code regulations to require park amenities be included in new development proportional to the size of the project.
 - 1.3.2. Provide incentives for additional development or density based parks.

1.4. Promote community events and programs that encourage use of parks and recreational areas.

- 1.4.1. Regularly host events within parks such as the Farmers Market, Rake Up Middleton, National Night Out, Concerts in the Park, Car Shows, Motor Meets, dances, craft fairs, and community breakfasts.



2. Foster development and preservation of parks.

2.1. Plan for sustainable development and conservation efforts simultaneously.

- 2.1.1. Maintain a comprehensive Parks Inventory and Needs Assessment to understand current resources and identify gaps in service.
- 2.1.2. Maintain the recommended Parks, and Pathways Master Plan by conducting regular reviews and updates.

2.2. Update development code regulations for open space to include and address key elements.

- 2.2.1. Define a minimum size for parks within new developments, encouraging developers to aggregate parks in one large area rather than dispersing it into smaller pieces.
- 2.2.2. Coordinate with developers to create more impactful parks between different developments.
- 2.2.3. Construct parks consistent with pathways plans to ensure community access.

3. Promote a connected and accessible greenbelt and pathway system.

3.1. Establish a greenbelt vision and pathways plan for the Boise River corridor, supporting the Boise Trails Coalition vision of a connected pathway along the Boise River from Lucky Peak Dam to the Snake River.

- 3.1.1. Prepare a master plan for the greenbelt that includes cost estimates and a funding acquisition plan.
- 3.1.2. Conduct necessary property acquisition or easements.
- 3.1.3. Continue to work with the Foundation for Ada/Canyon Trail Systems (FACTS) to further close the gaps in the Boise River greenbelt trail system from Lucky Peak Dam to the Snake River confluence.

3.2. Expand the walking and bicycle network to connect parks, schools, and key community destinations.



3.2.1. In collaboration with the Parks and Pathways Master plan, develop a Capital Improvement Plan to identify estimated costs and sequencing of critical projects for future incorporation within City budgets.

3.3. Strengthen requirements for pathway development within the Development Code to ensure all new large-scale developments include recreation-oriented accessible and connected pathways.

3.3.1. Update development code requirements to include standard pathway dimensions and features by typology and require consistency with the Parks and Pathway Master Plan.

3.4. Develop signage and wayfinding systems to enhance the usability and connectivity of the greenbelt and pathways network.

3.4.1. Create signage standards for parks and recreational amenities.

3.4.2. Incorporate the signage standards within the Parks and Pathways Master plan.

4. Support the health and well-being of residents through recreational opportunities.

4.1. Promote the development of diverse recreational facilities, including playgrounds, sports fields, and community centers, to support active and healthy lifestyles.

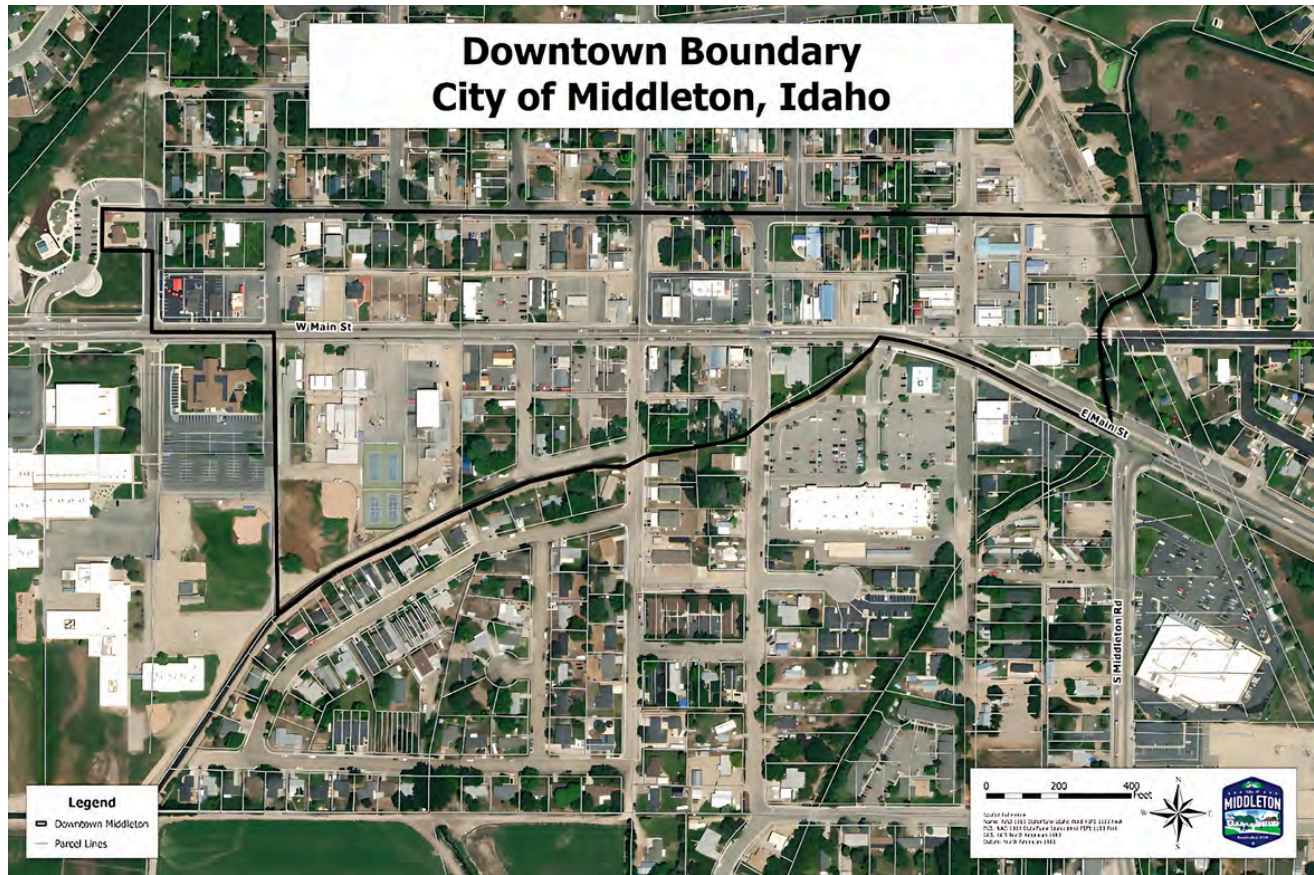


- 4.1.1. Support increased recreational sport and cultural programming from GMPRD.
 - 4.1.2. Allow local health providers to facilitate local and regional health initiatives.
 - 4.1.3. Examine the need for additional recreational facilities, such as parks, open air theaters, and connector pathways.
- 4.2. Strive towards recreational facilities that are accessible to all residents, including those with disabilities.
- 4.2.1. Include accessibility upgrades as a facility upgrade criteria recommendation for future city projects.
 - 4.2.2. Ensure public spaces are designed with safety in mind, including adequate lighting, clear visibility, and play areas for children.
- 4.3. Incorporate natural features into the design of public spaces to create serene and visually appealing environments.
- 4.3.1. Identify and define “passive” vs. “active” park requirements within the city.
 - 4.3.2. Create a policy for creating new passive park amenities within existing parks, as the budget allows.
- 5. Enhance economic vitality through the development of regional recreation destinations.**
- 5.1. Identify and prioritize improvements to specific regional recreation destinations.
- 5.1.1. Master plan the River Walk Park, a 93 acre park south of Hwy 44 and north of the Boise River between Middleton Road and Hartley Lane to serve as a signature park and regional attraction. Include a Capital Impact Plan to establish a phasing plan and cost estimates for improvements.
 - 5.1.2. Develop basic infrastructure and amenities to support increased visitation, such as parking and restrooms.
 - 5.1.3. Include the River Walk Park CIP within Impact Fee updates to dedicate appropriate funding towards construction.
- 5.2. Identify opportunities to establish regional public sports facilities.
- 5.2.1. Identify the current and projected demand and supply for regional sports facilities, such as tournament-sized ball fields.
 - 5.2.2. Identify lands that would suit the development of regional sports facilities.
 - 5.2.3. Work with the GMPRD to support the development of regional sports facilities by adding it to the City’s CIP.





Downtown Revitalization



High-Level Goals

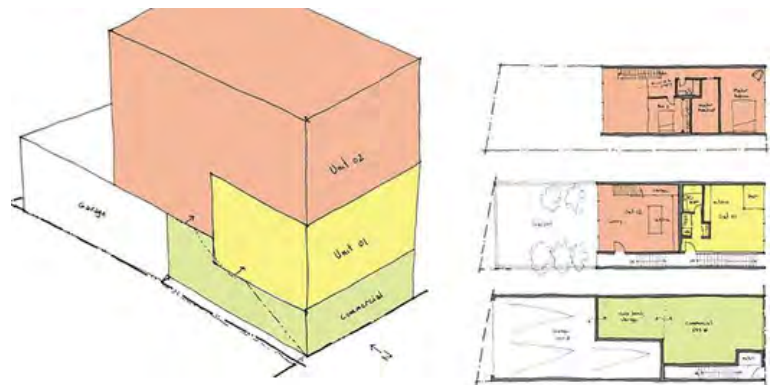
1. Ensure the downtown area supports a thriving local economy through strategic mixed-use developments and business support initiatives.
2. Enhance the visual appeal and functionality of downtown Middleton to create inviting and engaging public spaces.
3. Promote strong community engagement and participation in the planning and revitalization of the downtown area.
4. Strengthen infrastructure and transportation networks to support downtown growth and accessibility.
5. Foster a safe and welcoming downtown environment for all community members.

Supportive Strategies

1. Ensure the downtown area supports a thriving local economy through strategic mixed-use developments and business support initiatives.

1.1. Develop a mixed-use zoning ordinance to integrate residential, commercial, and office spaces within the downtown area.

1.1.1. Prepare content for a mixed use zoning district, including building typology, uses, and forming/massing requirements.



Example of Mixed-Use building uses and massing | Source: Moss Design

1.1.2. Draft a mixed-use zoning ordinance, and facilitate required public hearings that provide context and explanation.

1.1.3. Adopt and refine the downtown zoning district over time as constraints and opportunities change and become clearer.

1.2. Create a local business directory and marketing campaign to promote downtown businesses and attract visitors.

1.2.1. Partner with the Middleton Chamber of Commerce to gather information about existing businesses.

1.2.2. Create a municipal database of local business and property owners.

1.3. Review the zoning and building codes to ensure that well-intentioned codes are not creating adverse operating environments for entrepreneurs and businesses.

1.3.1. Perform a detailed assessment of current zoning and building codes for compliance with modern standards.

1.3.2. Planning & Zoning staff, Planning Commission, and the City Council should hold workshops/meetings as needed to draft and adopt changes to the zoning and building codes.



Example of new construction with more historic architecture

Source: ArcSatio Designs

2. Enhance the visual appeal and functionality of downtown Middleton to create inviting and engaging public spaces.

2.1. Develop and enforce architectural design guidelines that reflect Middleton's small-town character and historical heritage, ensuring new developments are visually cohesive and respectful of the town's identity.

2.1.1. Perform an architectural and community design public input process, involving residents, property owners, and business owners in or near the downtown area.

2.1.2. Draft design guidelines for built form and public space design that are informed by public input and feedback. Once drafted and reviewed, the City should adopt and enforce the final document.

2.1.3. Utilize the funds available in the Downtown Urban Renewal Project to improve public amenities and infrastructure in the Downtown District.

2.2. Partner with Greater Middleton Parks and Recreation to increase public park space on or near their Community Center facility in town by converting publicly owned lots.

2.2.1. Meet with Greater Middleton Parks and Recreation to discuss their current assets in the downtown area, the future of those assets, and opportunities for expanding parks and recreation in the downtown area.

2.2.2. Facilitate discussions about growth and development in progress to allow Greater Middleton Parks and Recreation to plan accordingly.

2.3. Prepare and implement appropriate streetscape amenities to attract a vibrant mixture of pedestrian centric businesses in downtown.

2.3.1. Identify an appropriate intensity of site amenities along the state-owned Main Street (SH 44) and municipal rights-of-way.

2.3.2. Create an implementation plan for fulfilling underserved site amenities.

2.3.3. Place a modest allocation in the municipal annual budget for placement of missing amenities.

3. Promote strong community engagement and participation in the planning and revitalization of the downtown area.

- 3.1. Host town hall meetings/workshops to gather input from residents on major downtown revitalization projects.
 - 3.1.1. Provide an annual ‘State of the Downtown’ to update the community residents about recent development and revitalization projects
 - 3.1.2. Gather feedback about the downtown’s existing conditions and trajectory, defining a vision for the future of the area and its impact on the community.
- 3.2. Utilize social media platforms and the city’s official website to regularly update residents on downtown projects, upcoming community events, and opportunities for involvement.



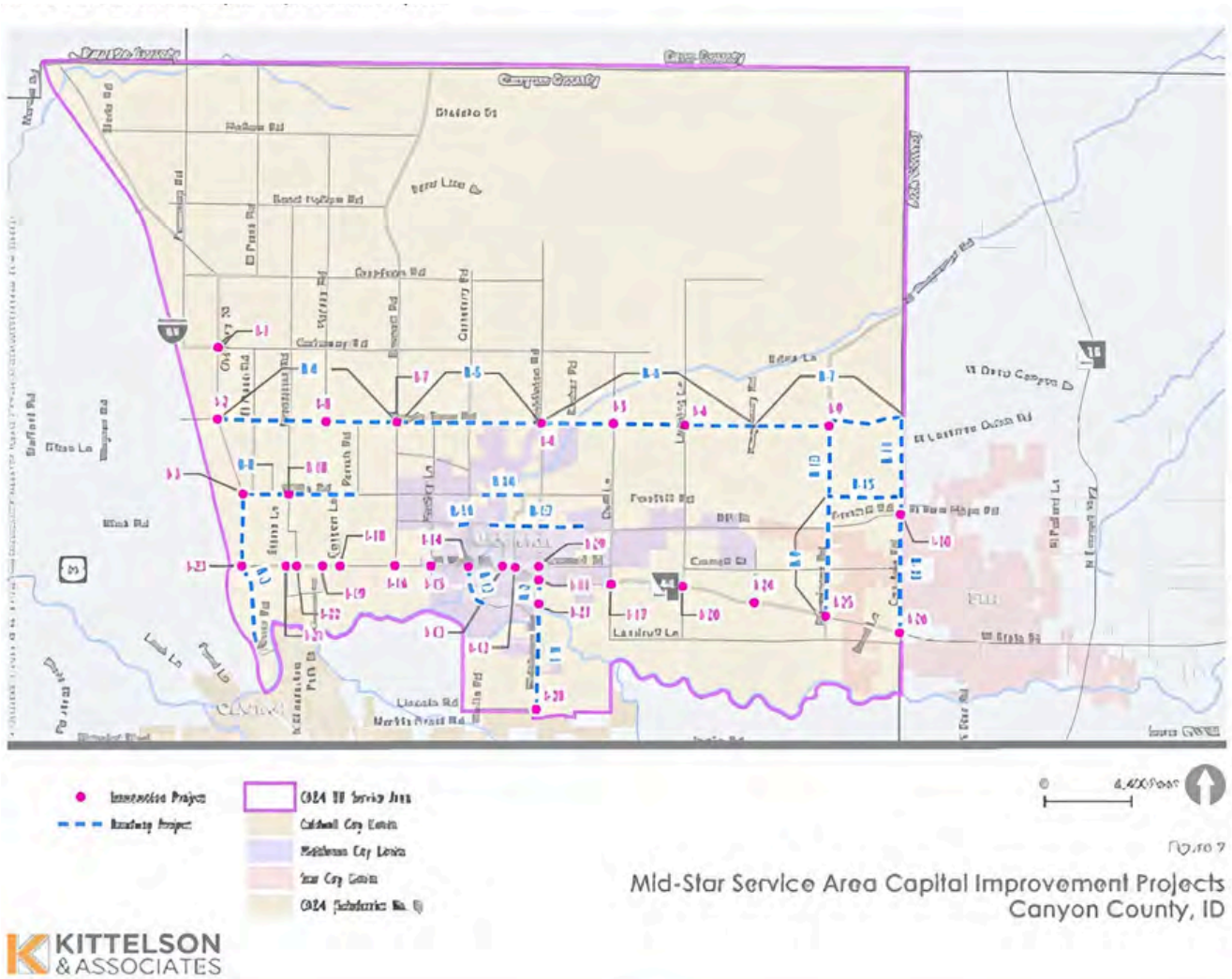
- 3.2.1. Enable and support a low-maintenance community calendar on the city’s website that is useful for both residents and visitors.
- 3.2.2. Share the new community calendar on utility bills and the website, or other high-visibility locations
- 3.3. Explore creating a Main Street program to enable volunteer opportunities for community members to participate in downtown revitalization efforts.
 - 3.3.1. Engage with the Idaho Department of Commerce to facilitate an ‘Introduction to Main Street’ community visit.

4. Strengthen infrastructure and transportation networks to support downtown growth and accessibility.

4.1. Upgrade and maintain downtown infrastructure, including roads, sidewalks, and utilities, by prioritizing projects in the city’s Capital Improvement Plan (CIP) and seeking state and federal grants.

4.1.1. Develop a network of planned or upgraded alleyways and multi-use paths throughout downtown, aimed at decreasing the block size and improving pedestrian and bicycle circulation.

4.1.2. Working from the CIP, identify attainable projects for downtown infrastructure improvement.



Mid-Star Service Area Capital Improvement Project Map | Source: Mid-Star Service Area Capital Improvement Plan

4.1.3. Develop an implementation calendar, and share the projects’ schedule with the public.

4.1.4. Facilitate an engagement effort to ensure disturbances or impacts are known by all local businesses.

4.2. Explore opportunities for shared off-street parking facilities, public or private, within the downtown.

- 4.2.1. Develop and adopt an ordinance that enables a simple process of entering into a shared-parking agreement.
- 4.2.2. Create necessary forms to apply for and enter into shared parking agreements.
- 4.2.3. Create and publicize guidelines for downtown area businesses and other tenants that details the benefits and process of shared parking agreements, per the adopted ordinance.



Shared Parking Graphic | Source: Nelson/Nygaard

4.3. Pursue east-west bicycle and pedestrian infrastructure along the southern border of the downtown area and along 1st Street to facilitate safer and more comfortable non-vehicle activity away from State Route 44.

- 4.3.1. Work with ITD to identify preferred alignments for bike and pedestrian infrastructure to intersect and run parallel with state-owned right-of-way. These routes should enable thorough and safe circulation for all modes of transportation.
- 4.3.2. Work with ITD to move through all phases of work for various projects, including approvals and necessary upgrades to both municipal and state-owned infrastructure.
- 4.3.3. Identify opportunities and apply for grant funding such as SS4A or Multimodal Transportation Funds for implementation.

- 4.4. Coordinate with the Idaho Transportation Department to improve multimodal traffic flow and safety along State Route 44, ensuring any changes support the downtown revitalization efforts.
- 4.4.1. Continue to work with ITD to outline safe and efficient multimodal transportation along state-owned corridors.
- 4.4.2. Continue to work with ITD on the potential alignments and construction of a municipal bypass that benefits both Middleton and regional traffic. In this context, the recommendation is to consider the potential effects on transportation within downtown and the effects on multimodal transportation.
- 4.5. Design and install wayfinding signage to help residents and visitors navigate the downtown area and find key destinations easily.



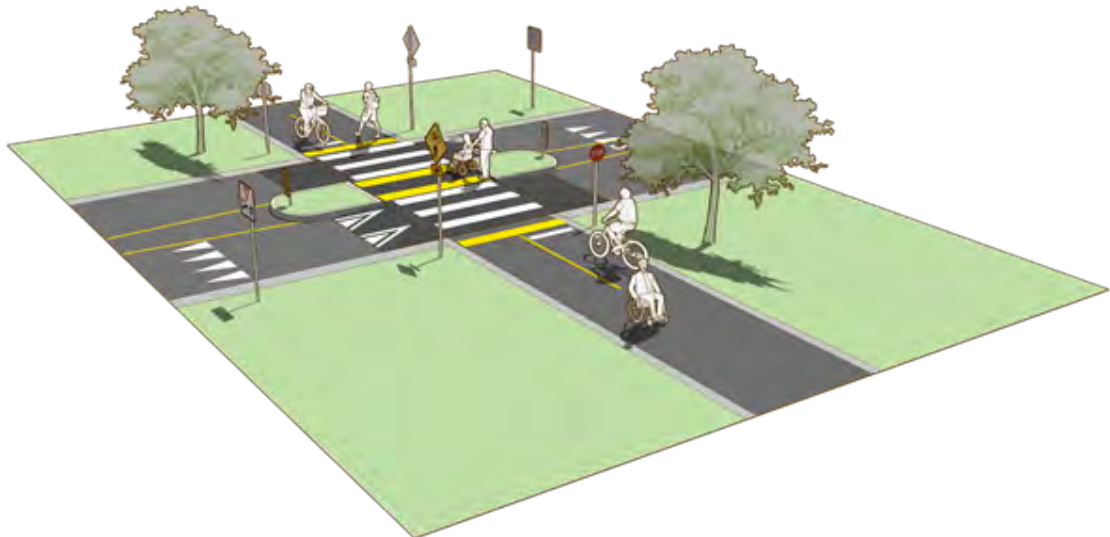
- 4.5.1. Develop a wayfinding signage plan that is specific to downtown, addressing signage that caters to vehicles and to bicyclists and pedestrians.
- 4.5.2. Develop designs and identify locations for pedestrian/bicycle-scale wayfinding signage. These are signs that are smaller displays, smaller fonts, and more elaborate designs.
- 4.5.3. Develop designs and identify locations for vehicular-scale wayfinding signage. These are signs that read well for drivers passing by at speeds of 35 mph, featuring elements such as large displays, large fonts, and simpler designs.
- 4.5.4. As necessary, work with property owners to obtain necessary easements or with ITD to gain approval for placing signs in their right-of-way.
- 4.5.5. Implement a modest budget, as supported by the City's revenue, to support wayfinding signage development and placement. A minimum budget of \$25,000 is recommended for the first year to place a gateway sign and a post-it sign. Money should also be earmarked for ongoing maintenance and updates to these signs.

5. Foster a safe and welcoming downtown environment for all community members.

- 5.1. Coordinate with the Middleton School District to discover more efficient and safe drop-off and pick-up locations and procedures for the Middleton Middle School located along Hwy 44/Main Street.
- 5.2. Work with local law enforcement to increase patrols during peak hours and community events to ensure a safe environment.
- 5.2.1. Work with Middleton Police to identify the high and low times of service calls for the downtown area and increase presence during the high-reporting timeframes.
- 5.2.2. Review and analyze the impact to determine if schedule changes should be permanent or temporary.

5.3. Implement traffic calming measures, such as speed bumps and raised crosswalks, to ensure pedestrian safety along non-state routes in the downtown.

- 5.3.1. Identify and prioritize opportunities for traffic calming roadway designs based on traffic injury/fatality data, crash data, and the concentration of pedestrians in the area.
- 5.3.2. Develop tactical urbanism interventions, i.e., temporary installations, for each of these projects to test the proposed solution. If the intervention does not work, then the City should go back to the 'drawing board' to identify a solution that does address the need in a cost-effective manner.
- 5.3.3. Design and implement permanent traffic calming measures in priority areas throughout the downtown area.
- 5.3.4. Apply for state and federal transportation grants that will help cover part or all of the traffic calming measures design and implementation.



Raised crosswalk | Source: Rural Design Guide



Housing

Under construction residential development



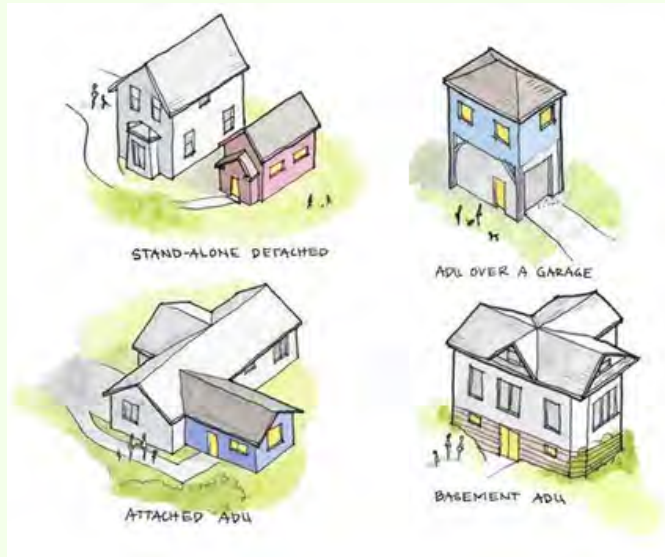
High-Level Goals

1. **Develop policies that provide a range of housing options to meet full-cycle housing for all individuals and families to age in place.**
2. **Encourage housing developments that embody the character of the community.**
3. **Address future housing demands by planning for a variety of housing types that cater to different stages of life.**

Supportive Strategies

1. **Develop policies that provide a range of housing options to meet the needs of all community members.**
 - 1.1. Offer code-based alternatives, bonuses, or incentives for the development of attainable and affordable housing in critical areas of the city. Affordable housing is generally defined, by HUD, as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. This general rule applies to all household income levels.
 - 1.1.1. Establish clear guidelines that specify the range of allowable housing types and densities within each zoning district to ensure a balanced and diverse housing stock that meets the community's needs. This approach will facilitate the inclusion of attainable and affordable housing options within the city's zoning framework.
 - 1.1.2. Identify and promote the development of housing typologies that are currently underrepresented, such as duplexes, townhomes, or small massing multi-family units, by offering incentives like density bonuses or reduced fees in suitable zoning districts. This strategy will help address the need for attainable and affordable housing in critical areas of the city.
 - 1.1.3. Modify zoning regulations in critical areas to allow for higher density, smaller lot sizes, or reduced setbacks when a development includes affordable housing. Additionally, reduce or modify parking requirements for developments near transit or walkable area or in blighted and depressed areas to lower costs and to make the project more viable.
 - 1.1.4. Establish an expedited review and approval process for projects that include affordable housing in critical areas. Prioritize these projects in the permitting queue, reducing the time and costs associated with the approval process.
 - 1.1.5. Create incentive programs that promote the rehabilitation of dilapidated housing and neighborhoods.

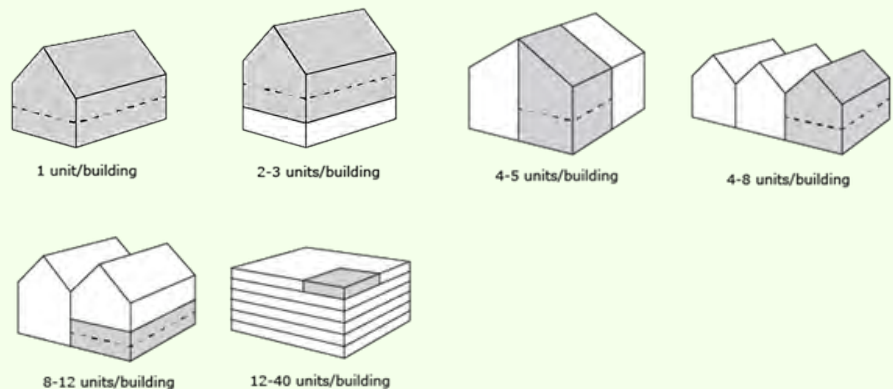
1.2. Simplify the permitting process for accessory dwelling units (ADUs) and duplexes to provide additional affordable housing options, in part to comply with Idaho House Bill 166 (2023).



Types of ADUs | Source: Housing Solution Network

- 1.2.1. Develop a simplified application specifically for ADUs. This application should consolidate all necessary information, reduce redundancy, and eliminate unnecessary documentation to expedite the approval process.
- 1.2.2. Modify zoning regulations to allow ADUs and duplexes to be built “by-right” in certain higher density residential zones, meaning that property owners can develop these units without needing a special permit or variance, provided they meet basic requirements.
- 1.2.3. Develop an online permitting portal that allows homeowners to submit ADU and duplex applications digitally. The portal should include step-by-step guidance, a checklist of required documents, and the ability to track the status of the application in real-time. Through this streamlined process, the burden on the City will be reduced, and expectations with owners will be set from the beginning of the process.

1.3. Encourage the development of a variety of housing typologies.



Types of Housing Typologies | Source: Next.cc

- 1.3.1. Amend targeted zoning districts to allow for a broader range of housing typologies, including single-family homes, duplexes, townhomes, apartments, and mixed-use developments. Encourage diverse housing types within the same zoning district to cater to different income levels and family sizes, while maintaining community character.
 - 1.3.2. Foster partnerships between the city and private developers to co-invest in infrastructure and public amenities that support and grow diverse housing developments. These partnerships can reduce costs for developers and make projects that include various housing types more feasible.
 - 1.3.3. Conduct regular housing needs assessments to identify gaps in the current housing market and forecast future needs based on population growth. Use this data to guide policy decisions and prioritize the development of housing typologies that meet local demands.
 - 1.3.4. Promote infill development and the redevelopment of underutilized or vacant properties to create opportunities for diverse housing types. Offer incentives such as expedited permitting or reduced fees for infill projects that fill these gaps with a mix of housing options.
 - 1.3.5. Establish developments that pay their own way through impact fees and/or property taxes for the public services they receive when infrastructure is installed and will be needed in the future.
- 1.4. Update zoning regulations to allow for more diverse housing types, including smaller lot sizes and higher-density housing.**
- 1.4.1. Amend zoning regulations to reduce minimum lot size requirements in designated residential zones. This will allow for the development of smaller, more affordable homes and increase the variety of housing options available, such as cottages, patio homes, and townhomes.
 - 1.4.2. Update zoning codes to permit higher-density housing, such as multi-family units, townhomes, and duplexes. This can include increasing the maximum number of units per acre or reducing minimum square footage requirements for each unit.
 - 1.4.3. Implement flexible zoning categories that allow a mix of housing types within the same zone, such as single-family homes, duplexes, townhomes, and small apartment buildings. This approach encourages diverse and inclusive neighborhoods while maintaining community character.
 - 1.4.4. Modify setback and parking requirements to accommodate higher-density housing and smaller lot sizes. For example, reduce front and side yard setbacks to allow for more buildable area on smaller lots, and lower parking requirements in the downtown area.



Types of Housing Typologies |
Source: Next.cc



Historical Architecture in Middleton

2. Encourage housing developments that maintain the character of the community.

2.1. Develop and enforce design guidelines that ensure that multifamily and mixed-use developments are in harmony with the community's architectural style and character.

- 2.1.1. Create a set of detailed design guidelines that reflect the community's architectural style and character. These guidelines should cover aspects such as building materials, rooflines, façades, color schemes, window and door styles, landscaping, signage, and street frontage.
- 2.1.2. Engage the community in the development of the design guidelines through public workshops, surveys, and open houses. Ensure that the guidelines reflect the preferences and values of residents, preserving the character of the community while accommodating growth.
- 2.1.3. Make it a requirement that all new multifamily and mixed-use developments comply with the design guidelines as part of the approval process. Developments should demonstrate how their design is in harmony with the surrounding architectural context.
- 2.1.4. Establish a formal design review process as part of the development application procedure. Require developers, regardless of development size, to submit detailed design plans, including; elevations, renderings, and material samples, which the City will evaluate for compliance with the guidelines.
- 2.1.5. Implement a post-construction review process to ensure that completed developments adhere to the approved design plans. If deviations from the approved design are found, enforce corrective actions to bring the development into compliance.
- 2.1.6. Recognize and showcase developments that successfully embody the community's architectural style and character. This can be done through awards, feature articles in city newsletters, or public tours, setting a benchmark for future developments.

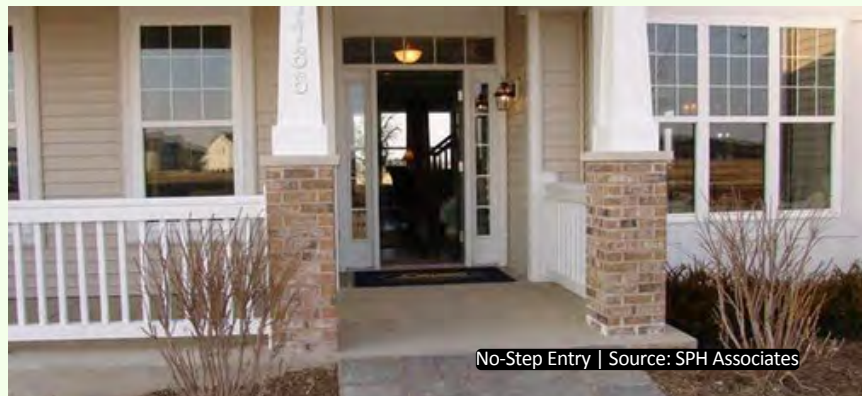
2.2. Require larger new developments to include green spaces and landscaping that enhance the community's aesthetic appeal and reflect the area's or city's nature or character.

- 2.2.1. Implement a minimum tree canopy requirement for larger developments to ensure that a significant portion of the area is shaded and aesthetically pleasing. Developers should be required to plant and maintain a certain number of trees based on the size of the development.
- 2.2.2. Provide density bonuses or other incentives to developers who go beyond the minimum requirements for green spaces, landscaping, and trail connections. This could include additional units in exchange for creating larger or more elaborate green spaces.
- 2.2.3. Require developers to submit a long-term maintenance plan for green spaces and landscaping within larger developments. The plan should detail how the spaces will be maintained, who will be responsible, and how it will be funded to ensure that these areas remain attractive and usable over time without impacting the City's limited resources for park and right-of-way maintenance.

3. Address future housing demands by planning for a variety of housing types that cater to different stages of life.

3.1. Promote the development of aging-in-place housing stock that provide appropriate services and amenities for older adults.

- 3.1.1. Update zoning codes and design guidelines to include aging-in-place standards for new housing developments. These standards should focus on features such as single-level living, no-step entries, wider doorways, lever-style door handles, and accessible bathrooms that make homes safe and functional for older adults. Through this process the community will not only allow aging in place, but also correct the stagnant housing cycle currently present in the Greater Idaho region.



- 3.1.2. Encourage the creation of senior cohousing communities where older adults can live independently while sharing common spaces and resources. These communities often include shared kitchens, gardens, and social spaces that foster a sense of community and mutual support.
- 3.1.3. ADUs offer a flexible housing option that allows older adults to live independently while staying close to family members who can provide support.

- 3.1.4. Advocate for the use of universal design principles in all new housing developments. Universal design creates environments that are accessible to people of all ages and abilities, ensuring that homes can accommodate residents as they age without the need for major modifications.
- 3.2. **Encourage the construction of family-friendly housing units, such as homes with multiple bedrooms and access to schools and parks.**
 - 3.2.1. Update zoning codes to require that a certain percentage of new residential developments include family-friendly housing units, such as homes with three or more bedrooms. These requirements can ensure that new developments meet the needs of families.
 - 3.2.2. Encourage developers to design neighborhoods that cater to families, with features such as safe pedestrian pathways, bike lanes, playgrounds, and community centers. These neighborhoods should be located within walking or biking distance of schools and parks.
 - 3.3. **Enable and promote a wide variety of housing stock to accommodate families of varied household income levels.**
 - 3.3.1. Encourage developers to access state and federal affordable housing programs, such as Low-Income Housing Tax Credits (LIHTC) or the HOME Investment Partnerships Program. Collaborate with private developers and non-profit organizations to develop affordable housing.
 - 3.4. **Support the creation of affordable starter homes for young adults and first-time homebuyers.**
 - 3.4.1. Encourage the inclusion of starter homes in mixed-use developments, where residential units are integrated with commercial and retail spaces. This can reduce transportation costs for young adults and first-time buyers by providing easy access to amenities and employment opportunities.
 - 3.4.2. Encourage private developers and non-profit organizations to build affordable starter homes. Such partnerships can leverage public land, funding, or infrastructure support to make it more feasible to develop housing that is affordable for young adults and first-time buyers. Partnerships can include organizations like Habitat for Humanity and regional non-collegial trades based programs, each of which are looking for building opportunities for on-the-job training.



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- 3.4.3. Promote infill development in established neighborhoods as a way to create affordable starter homes. Infill development can make use of vacant or underutilized land in areas with existing infrastructure, reducing development costs and making homes more affordable.
 - 3.4.4. Help connect young adults and first-time buyers to state and federal programs that offer financial assistance, such as the Federal Housing Administration (FHA) loans or Idaho first-time homebuyer programs. Provide information in applying for these programs.
- 3.5. Incorporate long-term population and demographic trends into housing policies to ensure the community is prepared for future growth and changes in housing needs while maintaining the city’s heritage and style.**
- 3.5.1. Use population projections to guide housing policies, ensuring that the city plans for adequate housing supply across different income levels, household sizes, and life stages. This includes planning for a mix of housing types, from single-family homes to multi-family units and senior housing.
 - 3.5.2. Create a flexible zoning framework that can adapt to changing demographic trends while preserving the city’s heritage and architectural style. This could include zoning districts that allow for a mix of housing types.
 - 3.5.3. Ensure that growth and housing policies prioritize the preservation of the city’s historic buildings and neighborhoods. Develop guidelines that balance new development with the need to maintain the architectural character and cultural heritage of the community.
 - 3.5.4. Plan for the development of workforce housing near key employment centers to accommodate future job growth and ensure that housing is available for workers of all income levels. This strategy can help reduce commuting times and support local businesses.



Community Design



High-Level Goals

1. Promote design standards that enhance the aesthetic appeal of Middleton.
2. Develop design guidelines that foster a cohesive community identity.
3. Advocate for design practices that ensure long-lasting, durable, and well-maintained community spaces.
4. Ensure community design standards prioritize safety and accessibility.
5. Strive to enhance the quality and safety of existing and new developments

Supportive Strategies

1. Promote design standards that enhance the aesthetic appeal of Middleton.

- 1.1. Create and codify standards for minimum landscaping in new housing developments and along traffic buffer areas.
- 1.2. Update and enforce signage regulations that promote appropriately scaled, cohesive, and unobtrusive signage throughout the community.
 - 1.2.1. Conduct an assessment of the existing signage ordinances governing non-residential properties.
 - 1.2.2. Amend the regulations based on an assessment of the process, program, and amount of required variances.
 - 1.2.3. Implement a new set of signage regulations to meet current demands.
- 1.3. Promote the use of public art installations, such as murals and sculptures, to beautify key community areas and reflect local culture.
 - 1.3.1. Identify the style and format of public art that is congruent with the community character.
 - 1.3.2. Develop and adopt a public arts ordinance to govern public art and ensure its proper maintenance.



Public Art Installation
Source: Boise City Department of Arts & History

2. Develop design guidelines for higher-intensity land uses that foster a cohesive community identity.

2.1. Create a community design handbook that outlines preferred architectural elements, color palettes, and materials for new constructions and renovations.

- 2.1.1. Identify and form character districts within the community.
- 2.1.2. Conduct an architectural and community character assessment, outlining elements for each character district.
- 2.1.3. Highlight prevailing or prominent styles of architecture, material/color palettes, and overall forming and massing.
- 2.1.4. Document the results of that study in a streamlined report for each character district, representing the design elements required.

2.2. Require mixed-use or more dense than average developments to incorporate community gathering spaces, such as plazas and courtyards, to foster social interaction and civic pride.

- 2.2.1. Review open space requirements for multi-family residential and mixed use developments.
- 2.2.2. Draft and adopt new open space requirements to require a greater percentage of open space, e.g., no less than 15%.



Community Gathering Spaces Example
Source: Community Design Collaborative



Example of community branded wayfinding signage
Source: University Place, WA

2.3. Encourage developments to incorporate place-making into projects.

- 2.3.1. Undergo a placemaking and branding strategy to highlight a character that is unique to the City of Middleton.
- 2.3.2. In concert with the downtown wayfinding signage plan, the City should also design and implement a city-wide wayfinding signage plan that is consistent with the city's character.

3. Advocate for design practices that ensure long-lasting, durable, and well-maintained community spaces.

- 3.1. Implement standards for high-quality, durable building materials that reduce long-term maintenance costs and enhance building longevity.
 - 3.1.1. Identify and codify a series of acceptable materials for building exteriors, based on longevity and community character matching.
 - 3.1.2. Prepare an accessibility audit for newly permitted buildings (part of approval process)
 - 3.1.3. Ensure City standards incorporate established national standards for determining compliance with ADA requirements.

4. Ensure community design standards prioritize safety and accessibility.

- 4.1 Design streetscape standards that include pedestrian- and cyclist-friendly infrastructure and traffic-calming measures to enhance safety for all users.
 - 4.1.1 Create streetscape, sidewalk, and active play area standards for the City.
 - 4.1.2 Define necessary amenities and spacing or intervals for ADA accessible amenities.
 - 4.1.3 Ensure City standards refer to appropriate national standards for determining ADA compliance.



ADA Compliant crossings and Sidewalk in Middleton

5. Strive to enhance the quality and safety of existing and new developments.

- 4.2. **Require new developments to include adequate lighting to enhance safety and visibility in public areas.**
 - 4.2.1. Set a new lighting standard (through code) for minimum light output and spacing.
 - 4.2.2. Define the style and materiality of lighting for projects within the City
- 4.3. **Establish clear wayfinding signage throughout the community to help residents and visitors navigate public spaces easily and safely.**
 - 4.3.1. Require new developments to comply with the previously mentioned wayfinding and signage plan.
 - 4.3.2. Outline standards for gateway, roadway, and other signage within each new development.
- 4.4. **Encourage the development of neighborhoods with varied uses that reduce the need for long commutes, promoting walkability and reducing traffic congestion.**
 - 4.4.1. Require trail and sidewalk connectivity for new developments, ensuring walkability for school children.
 - 4.4.2. Prepare a first/last mile study that outlined critical trail connections, prioritizing municipal projects in these locations.
- 5.1. **Strengthen enforcement of updated building codes and standards to ensure new constructions are safe and high-quality.**
 - 5.1.1. Implement a digital system for scheduling, tracking, and documenting building inspections. This system should allow for real-time updates and communication between inspectors, contractors, and property owners, improving transparency and efficiency.
 - 5.1.2. Review and refine a clear penalty structure for violations of updated building codes and standards, including fines, stop-work orders, and other enforcement actions. Ensure that penalties are consistently applied to deter non-compliance and promote adherence to safety standards.
 - 5.1.3. Establish an annual review process to evaluate the effectiveness of building code enforcement procedures. Use feedback from inspectors, contractors, and the public to update and improve enforcement practices, ensuring that they remain effective in promoting safety and quality in construction.



5.2. Enhance and improve the City’s Code Enforcement activities to ensure neighborhoods are safe, attractive, and compliant with the code.

- 5.2.1. As funding allows, hire additional staff to fulfill duties of a building inspector and code enforcement officer to ensure that there are sufficient resources to monitor and enforce compliance with updated building codes and standards. Consider offering specialized training for staff to stay current with the latest construction practices and technologies.
- 5.2.2. Ensure City Code provides a sufficient legal basis for applying and enforcing fines in addition to criminal penalties.
- 5.2.3. Establish a program that encourages residents to take an active role in maintaining their neighborhoods. This could include initiatives like neighborhood clean-up events, volunteer code compliance ambassadors, or incentive programs for neighborhoods that maintain high levels of compliance.
- 5.2.4. Identify opportunities to improve coordination between code enforcement and other city departments, such as public works, police, and planning and zoning. This collaboration will help address broader issues that may contribute to code violations, such as illegal dumping, abandoned properties, or public safety concerns.
- 5.2.5. Develop programs that provide logistical support to property owners who are struggling to comply with codes, such as partnerships with local businesses for discounted services, or access to community volunteers.



Agriculture



High-Level Goals

1. **Support and minimize conflicts with farming-related businesses and activities within city limits and on the borders of City limits.**
2. **Encourage the celebration of agricultural heritage.**
3. **Ensure agricultural lands are integrated and properly provisioned for in community planning.**

Supportive Strategies

1. **Support and minimize conflict with farming-related businesses and activities.**

- 1.1. Consider measures to minimize conflicts between a long-standing farming parcel and a new subdivision by considering the irrigation needs of the farmland, need to move heavy equipment around local roads, noise levels and need for buffers.
 - 1.1.1. Require new developments adjacent to agricultural parcels to implement buffer zones, such as greenways, to mitigate noise and dust while maintaining adequate access for farming equipment.
- 1.2. Encourage partnerships between local farmers and restaurants, schools, and other institutions to promote the use of locally grown produce.
 - 1.2.1. Partner with local organizations to host regular workshops that connect farmers with restaurants, schools, and institutions interested in sourcing local produce.
- 1.3. Promote participation at local farmers markets and the Middleton Market among local growers through the City's website, utility mailers, and social media.
 - 1.3.1. Develop a seasonal calendar of local farmers markets and feature it on the City's website and in utility mailers, highlighting opportunities for local growers to participate.
- 1.4. Support agri-tourism initiatives that allow farmers to diversify their income and educate the public about agriculture.
 - 1.4.1. Collaborate with farm operators to create a directory of local farms offering agri-tourism experiences, including farm tours, U-pick operations, and seasonal events, and promote it through city channels.
- 1.5. Facilitate a discussion between local growers and other service providers and the Middleton School District, encouraging the purchase of local goods.
 - 1.5.1. Help organize an annual forum that brings together local growers, school district officials, and food service providers to explore opportunities for incorporating locally grown produce into school meals.

- 1.6. Work with the multiple Irrigation Districts within City limits to Develop infrastructure improvements that benefit agricultural operations and related businesses and benefit the subdivisions and projects dependent on pressurized irrigation.
 - 1.6.1. Include Irrigation Districts in all aspects of new subdivision entitlement applications to ensure sufficient water exists for the new subdivision, irrigation facilities are not compromised, and downstream users are protected.
 - 1.6.2. Continue to promote and protect irrigation water based distribution systems that meet the growing demand for agricultural uses and irrigation for residential and commercial projects. This task will require projection of demand and locations to ensure access for all agricultural and subdivision needs.
 - 1.6.3. Continue to work with Irrigation Districts and Project Developers to ensure a high-quality volume of water is available for agriculture uses and subdivision irrigation throughout the community. As demand grows, so will the required volume of water for use. It is important to project these demand requirements out for a long-term future and plan accordingly.
 - 1.6.4. Continue to support Drainage District studies that are studying how irrigation waters are affected by growth and change to ensure that irrigation water is optimized to the greatest extent possible.
- 1.7. Prioritize infill projects and redevelopment to ensure the best use of land before affecting surrounding agricultural land.



2. Encourage the celebration of agricultural heritage.

- 2.1. Support community events, such as farm tours and agricultural fairs, to celebrate and promote local farming traditions.
 - 2.1.1. Encourage the development of a tour of local farms to raise awareness of these community assets.
 - 2.1.2. Engage with the Middleton Chamber of Commerce and the County to encourage agri-tourism within the City.



Middleton Chamber of Commerce Logo | Source: Middleton Chamber of Commerce

2.2. Support the preservation and restoration of historical farm buildings and structures.

- 2.2.1. Work with property owners to educate them about the benefits of historic barn structures.
- 2.2.2. Identify potential funding sources or partnerships that will allow for preservation of historic farm structures.

2.3. Support local historical societies in their endeavor to document and preserve the stories and contributions of local farming families.

- 2.3.1. Facilitate connections between the Historical Society of Middleton, the Idaho State Historical Society, and local farmers.



Lee Moberly Museum



APPENDIX

05

Galloway Rd

Area of Impact City of Middleton, Idaho

Purple Sage Rd

Old Hwy 30

Freezeout Rd

Willis Rd

Emmett Rd

Hartley Ln

Concord St

Hwy 44

W Main St

E Main St

Duff Ln

E 9th St

Hwy 44

Lansing Ln

Landruff Ln

Channel Rd

Middleton Rd

Middleton Rd

Kingsbury Rd

- Legend**
- Middleton Boundary
 - Middleton Impact Area
 - Caldwell Boundary
 - Star Boundary (Canyon County)

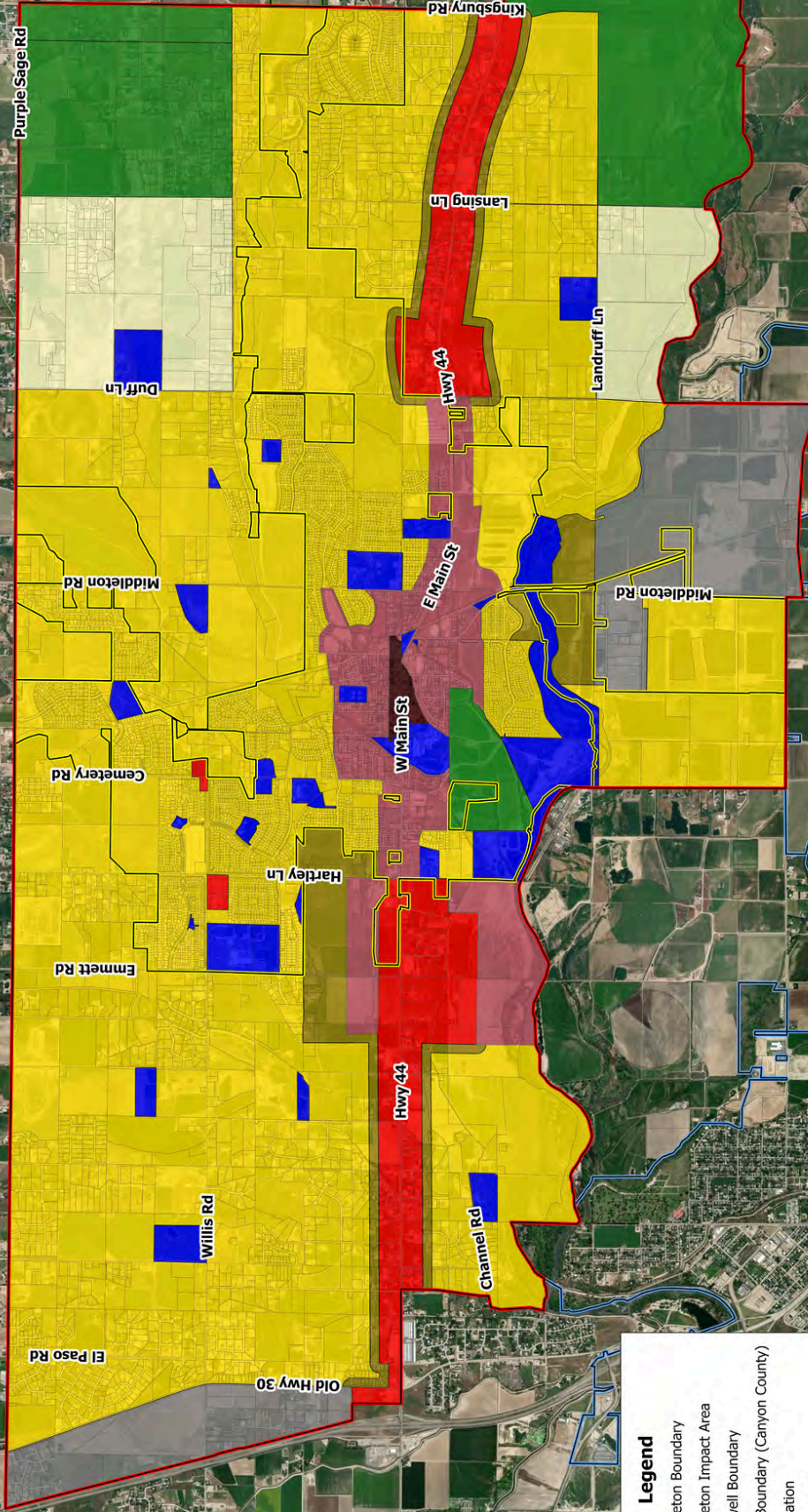


0 0.5 1 Miles

Spatial Reference:
 Name: NAD 1983 StatePlane Idaho West FIPS 11011 Feet
 CRS: GCS North American 1983
 Datum: North American 1983



Future Land Use City of Middleton, Idaho




Legend

- Middlemton Boundary
- Middlemton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)
- FLUM Designation
 - Commercial
 - Industrial
 - Agricultural/Rural Residential
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Transitional Mix
 - Main Street Core
 - Public



0 0.5 1 Miles



Spatial Reference:
Name: NAD 1983 Idaho West FIPS 1109 PLUS
Datum: Idaho West FIPS 1109 PLUS
GCS: NAD 1983
Datum: NAD 1983

Functional Classification Map City of Middleton, Idaho

0 0.5 1 Miles

Scale Reference:
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 Feet: 1:19,000
 Datum: North American 1983

Legend

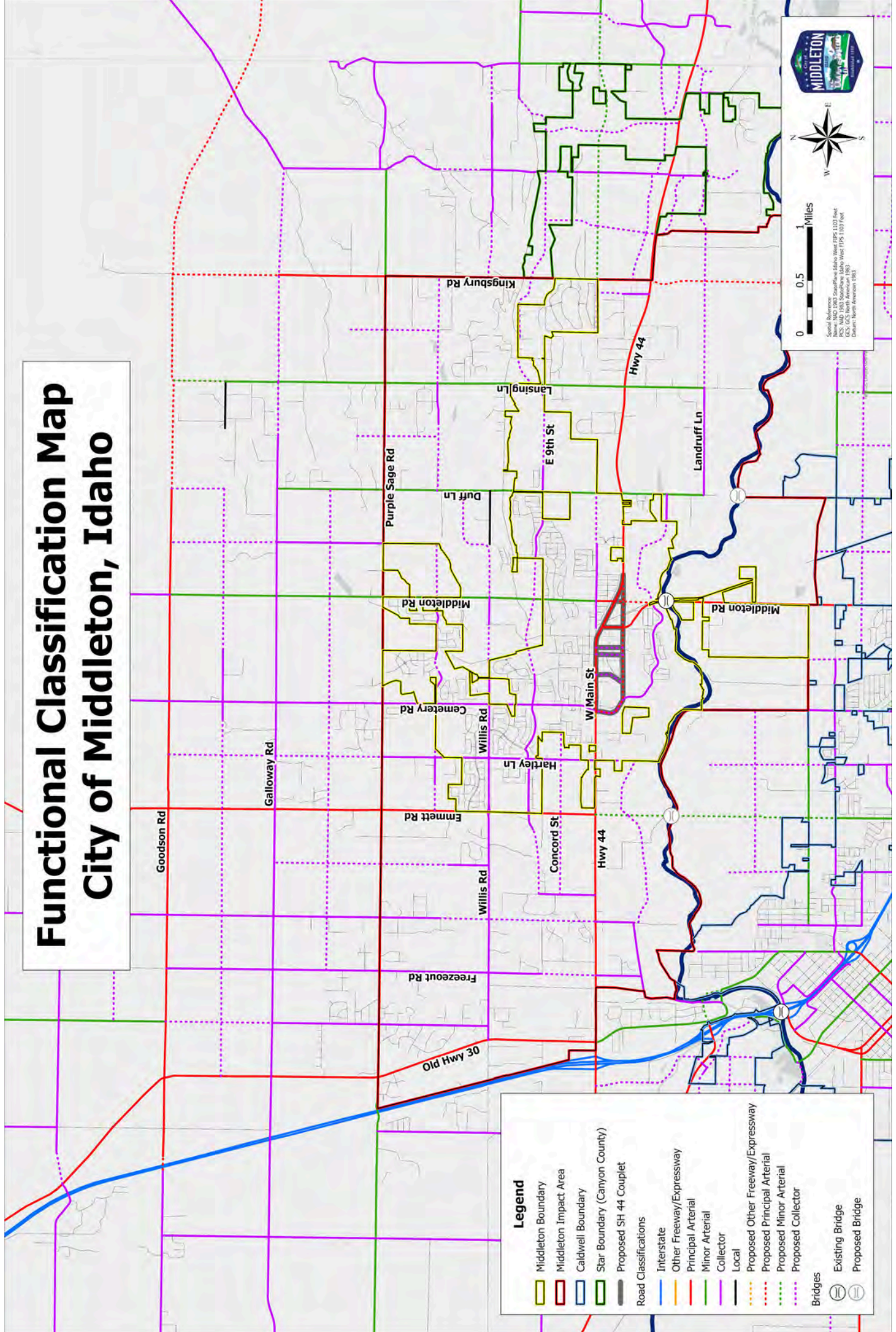
- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)
- Proposed SH 44 Couplet

Road Classifications

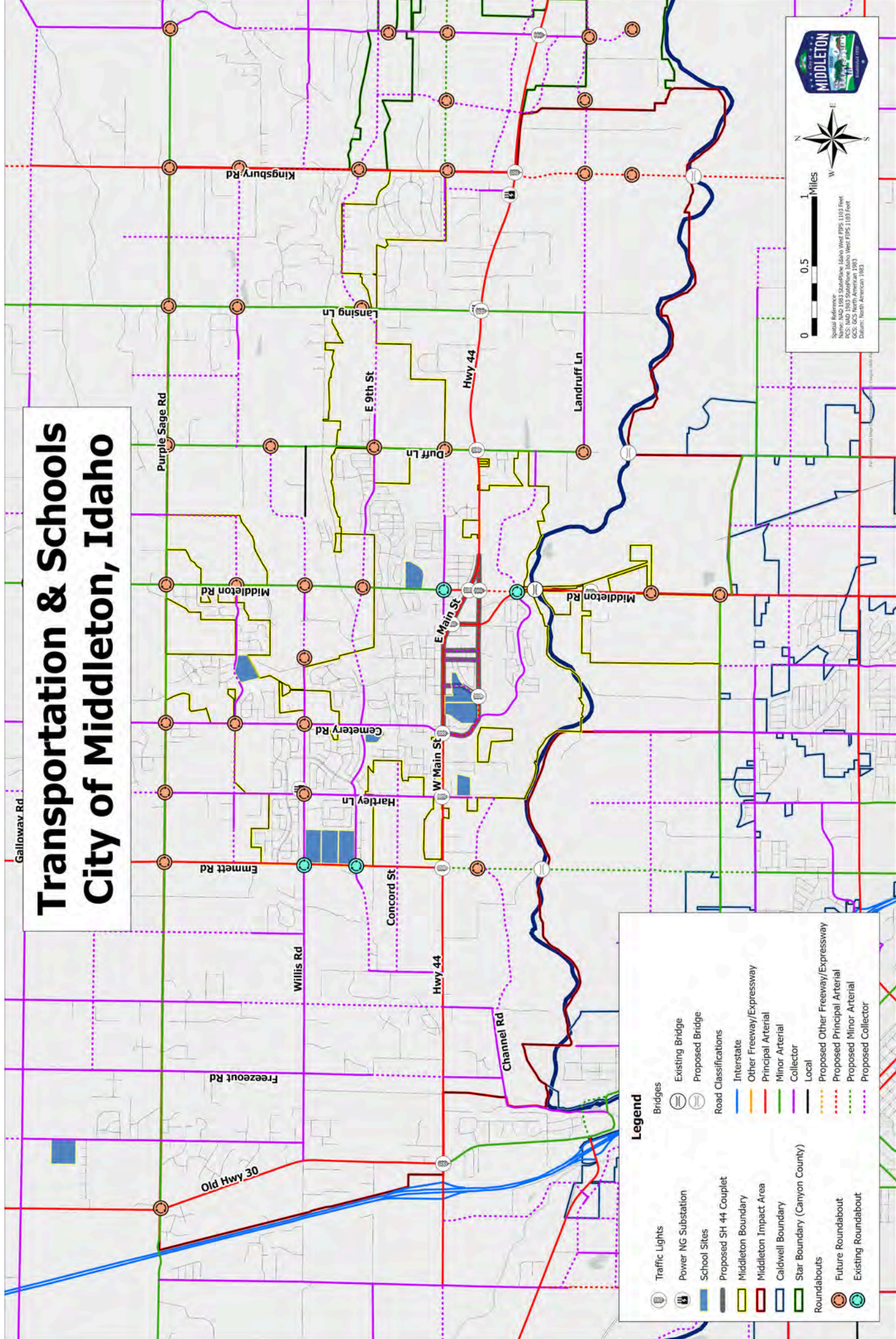
- Interstate
- Other Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Collector
- Local
- Proposed Other Freeway/Expressway
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Collector

Bridges

- Existing Bridge
- Proposed Bridge



Transportation & Schools City of Middleton, Idaho



Legend

Traffic Lights	Existing Bridge
Power NG Substation	Proposed Bridge
School Sites	Road Classifications
Proposed SH 44 Couplet	Interstate
Middleton Boundary	Other Freeway/Expressway
Middleton Impact Area	Principal Arterial
Caldwell Boundary	Minor Arterial
Star Boundary (Canyon County)	Collector
Roundabouts	Local
Future Roundabout	Proposed Other Freeway/Expressway
Existing Roundabout	Proposed Principal Arterial
	Proposed Minor Arterial
	Proposed Collector

0 0.5 1 Miles

Spatial Reference
Name: NAD 1983 StatePlane Idaho West FIPS 1100 Feet
Authority: Idaho State Plane
CRS: GCS North American 1983
Datum: North American 1983

Parks & Recreation City of Middleton, Idaho

Galloway Rd

Purple Sage Rd

El Paso Rd

Freezeout Rd

Harvey Rd

Willis Rd

Emmett Rd

Hartley Ln

Concord St

Hwy 44

W Main St

Cemetery Rd

Middleton Rd

E Main St

Duff Ln

Willis Rd

Meadow Park St

Purple Sage Rd

Kingsbury Rd

Lansing Ln

E 9th St

Hwy 44

Landruff Ln

Channel Rd

River Rd

Legend

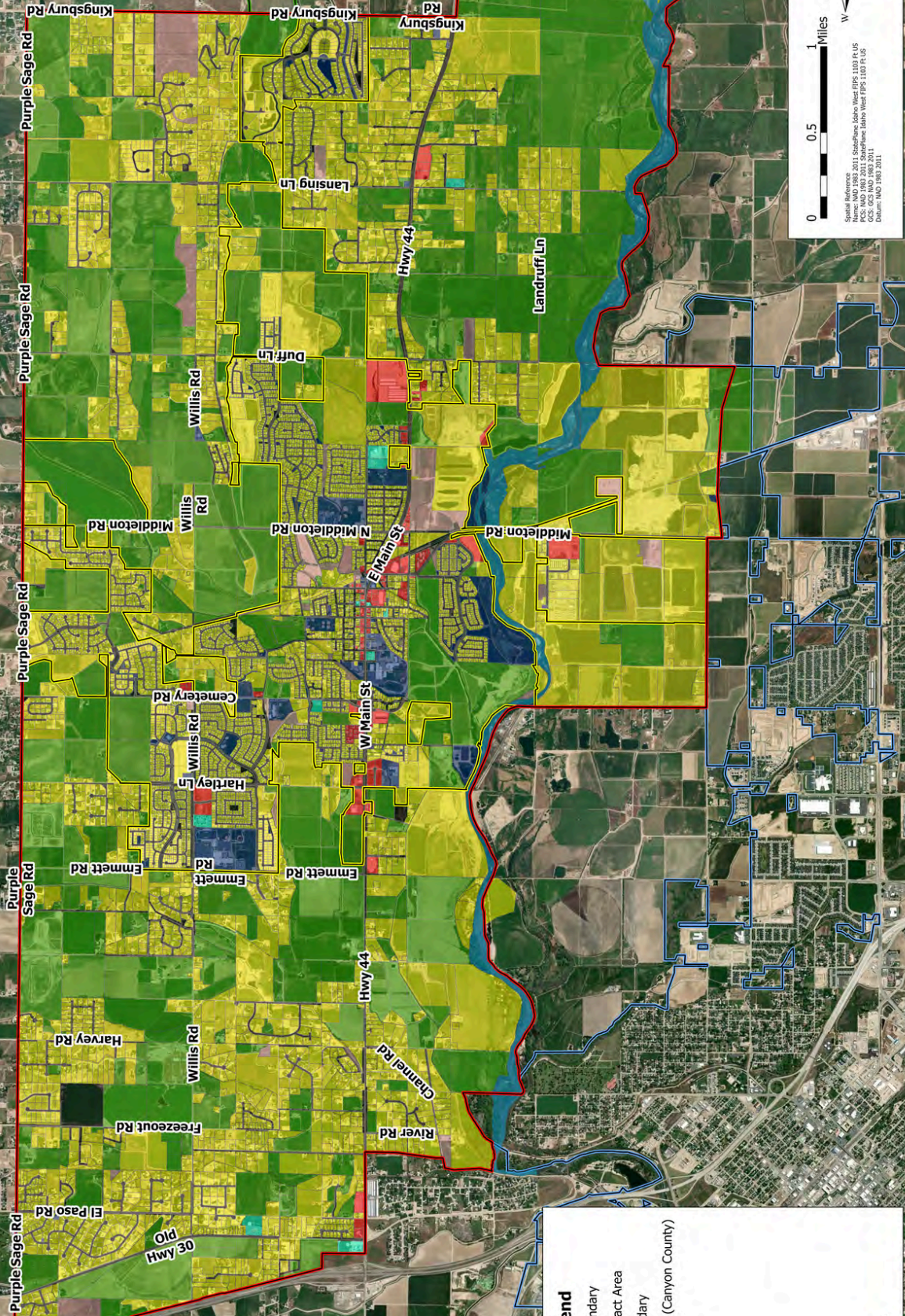
- Pathway Trailhead Sign
- Float Take Out
- Proposed Pedestrian/Bike Pathway
- Existing Pedestrian/Bike Pathway
- Existing Sidewalk
- Boise River
- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)
- Middleton Parks
- Existing
- Planned





Scale Reference:
 North: NAD 1983, 2011 StatePlane Idaho West EPS: 1108 PLUS
 GCS: GCS_NAD_1983_2011
 Datum: NAD 1983 2011

Current Land Use City of Middleton, Idaho



Legend

- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)

Current Land Use

- Agriculture
- Boise River
- Religious
- Commercial
- Industrial
- Mixed Use
- Public
- Residential
- Vacant
- Transportation

0 0.5 1 Miles

Spatial Reference:
Name: IAD 1983 2011 StatePlane Idaho West FIPS 1109 FUS
Datum: Idaho State Plane West FIPS 1109 FUS
Units: US Feet
Projection: NAD 1983
Datum: NAD 1983 2011

Downtown Boundary City of Middleton, Idaho

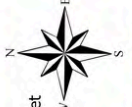
W Main St

E Main St

S Middleton Rd





0 200 400 Feet






Spatial Reference
Name: NAD 1983 StatePlane Idaho West FIPS 1103 Feet
SRID: 3143
Datum: North American 1983
GCS: GCS North American 1983
Units: Feet

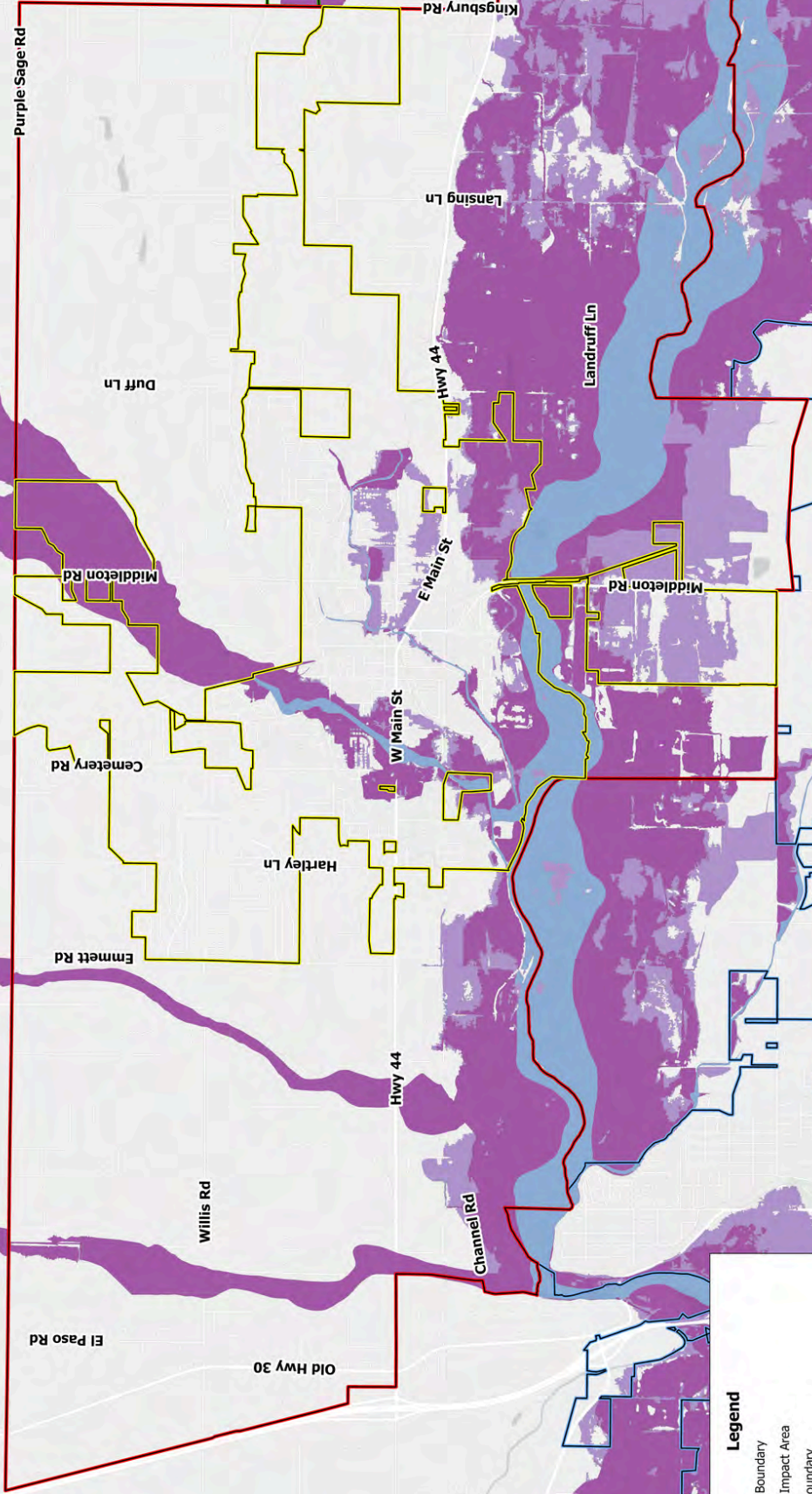
Legend

-  Downtown Middleton
-  Parcel Lines

Flood Hazard City of Middleton, Idaho

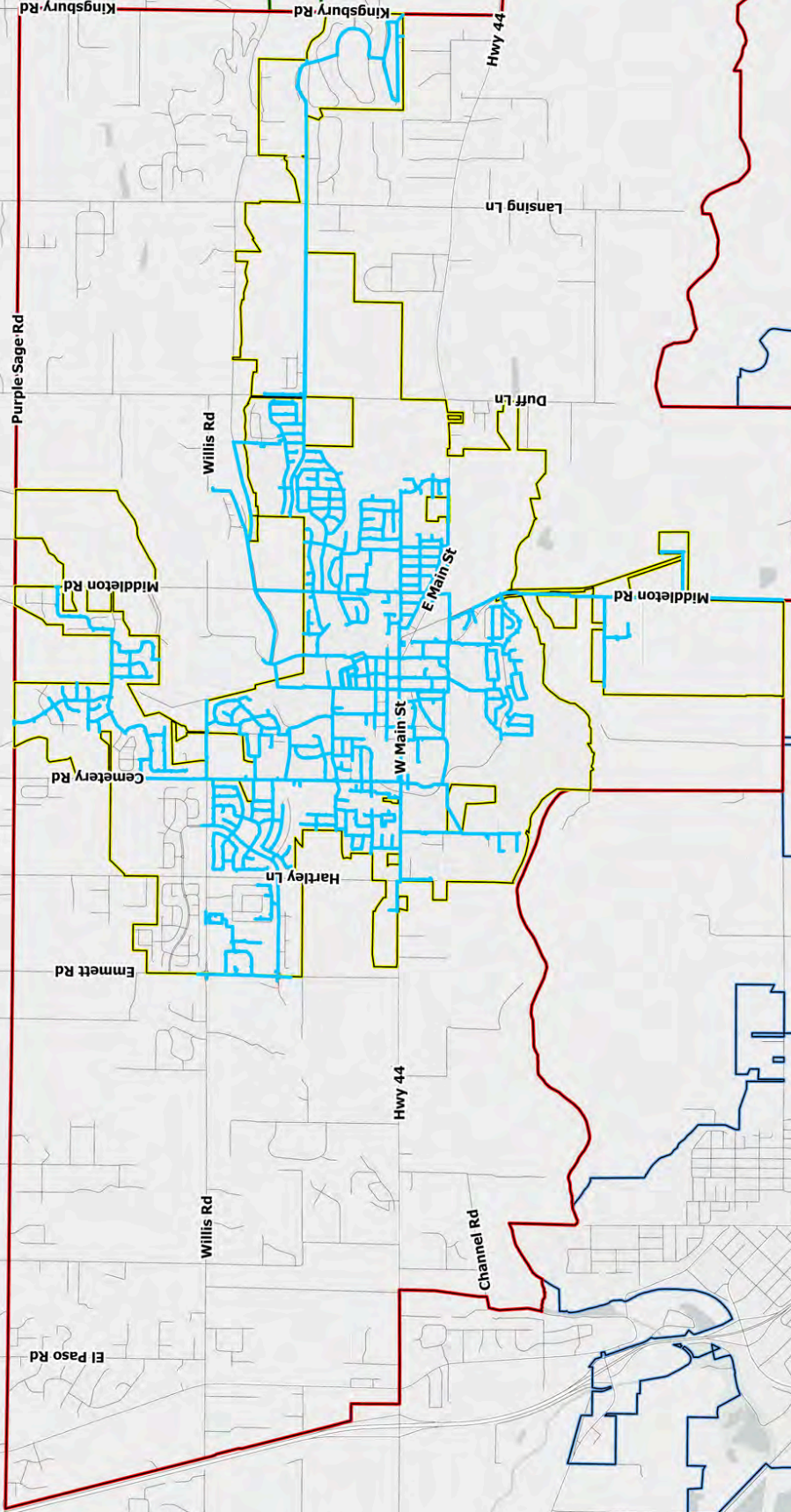
Spatial Reference:
Name: IMA 1983 StatePlane Idaho West FIPS 1103 Feet
SRID: 3143
Authority: ESRI
CRS: GCS North American 1983
Datum: North American 1983
Units: Meter
Projection: Oregon State Plane



Legend

- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)
- Flood Hazard**
- 0.2% Annual Chance Flood Hazard
- 1% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Area with Reduced Risk Due to Levee
- Special Floodway

Water Mains (2024) City of Middleton, Idaho



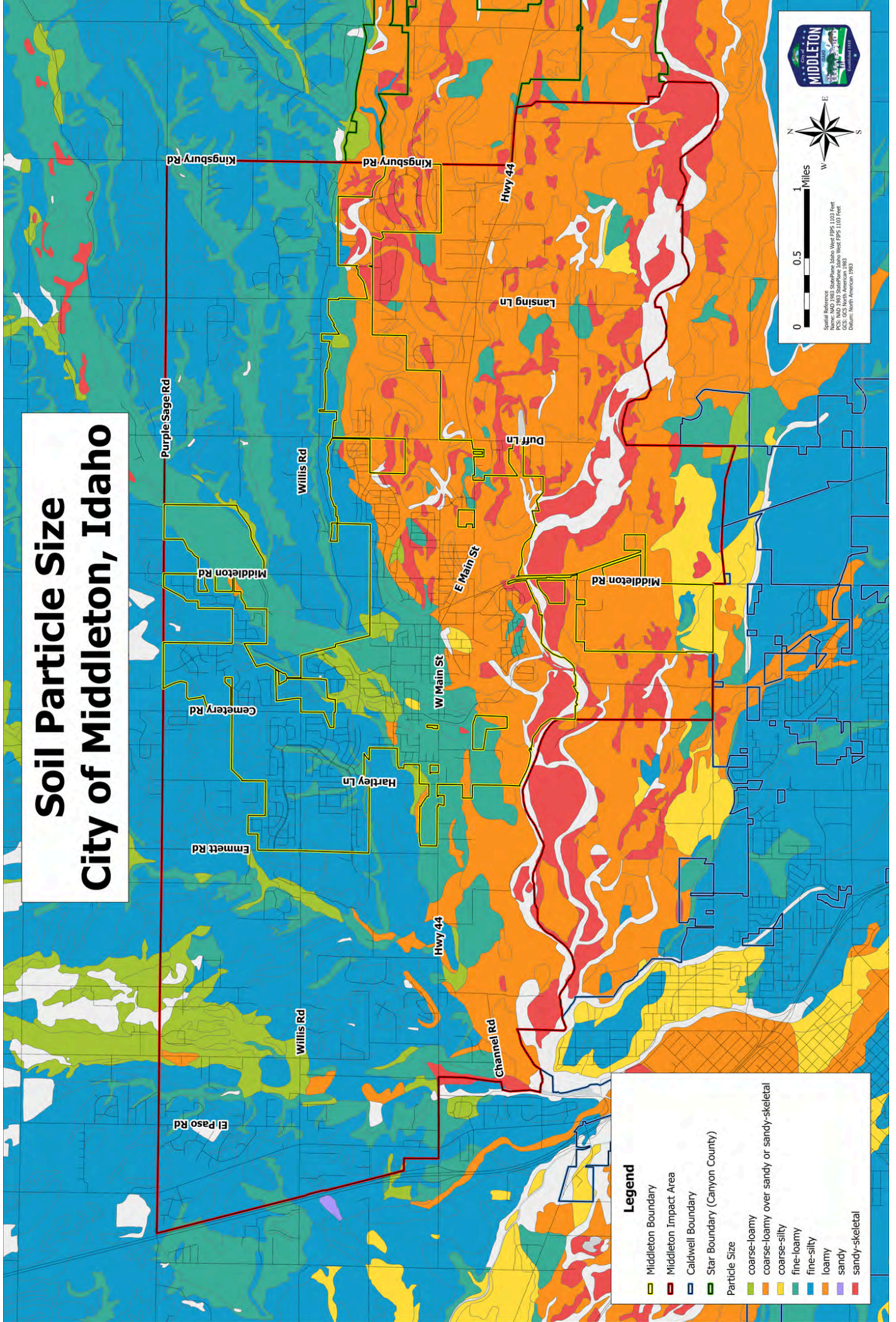
0 0.5 1 Miles

Spatial Reference:
Name: IMA 1983 StatePlane Idaho West FIPS 1103 Feet
Authority: FIPS 1103 Feet 1103 Feet
CRS: GCS North American 1983
Datum: North American 1983


Legend

- Water Mains (Sept 2024)
- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)


Soil Particle Size City of Middleton, Idaho



- Legend**
- █ Middleton Boundary
 - █ Middleton Impact Area
 - █ Caldwell Boundary
 - █ Star Boundary (Canyon County)
- Particle Size**
- █ coarse-loamy
 - █ coarse-loamy over sandy or sandy-skeletal
 - █ coarse-silty
 - █ fine-loamy
 - █ fine-silty
 - █ loamy
 - █ sandy
 - █ sandy-skeletal

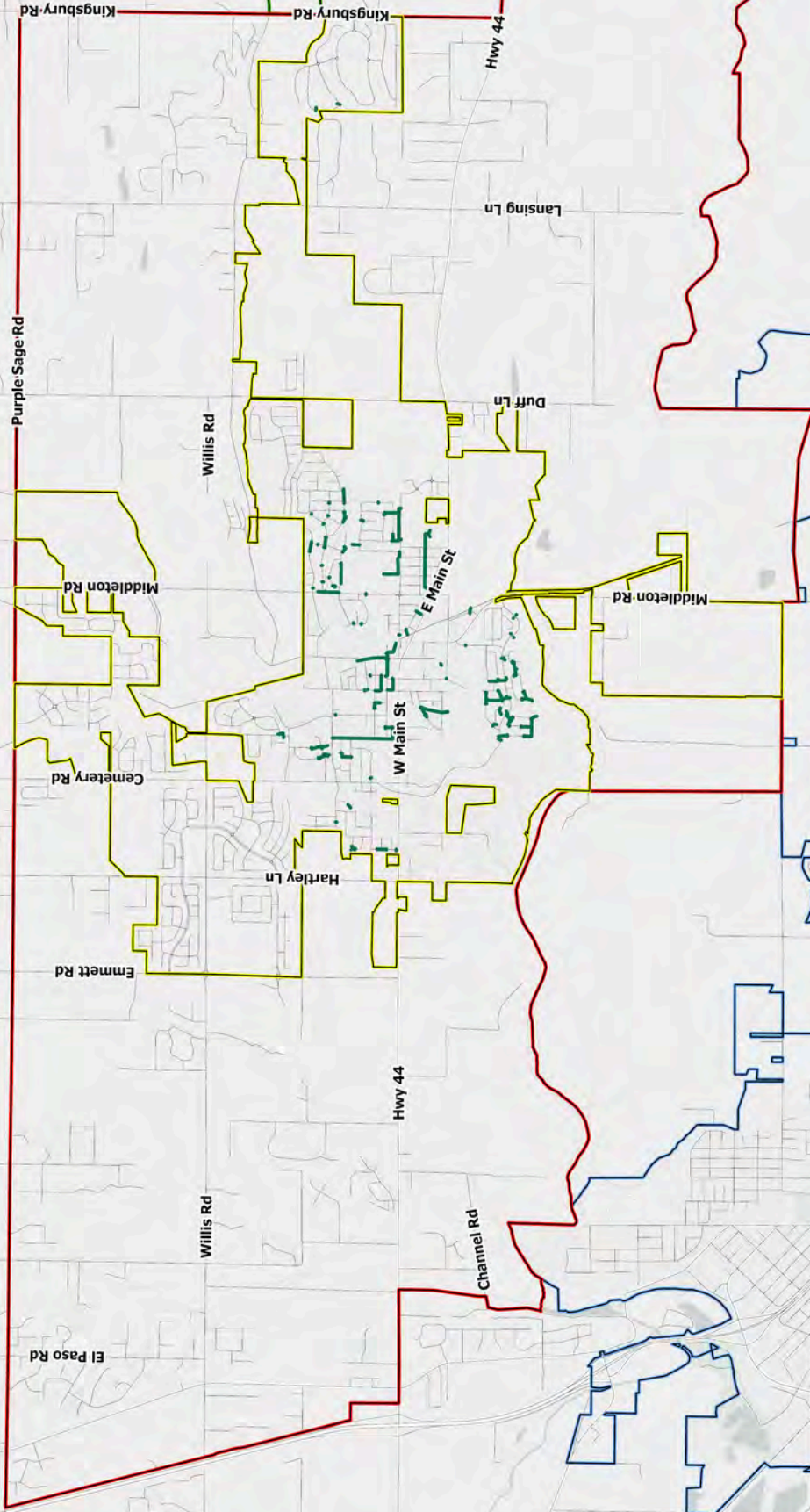


0 0.5 1 Miles



Spatial Reference:
Name: IMAI 1983 StatePlane Idaho West FIPS 1102 Feet
SRID: 3143
Datum: North American 1983
Units: Feet 1102 Feet

Storm Sewers (2024) City of Middleton, Idaho



Legend

- Storm Sewers
- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)



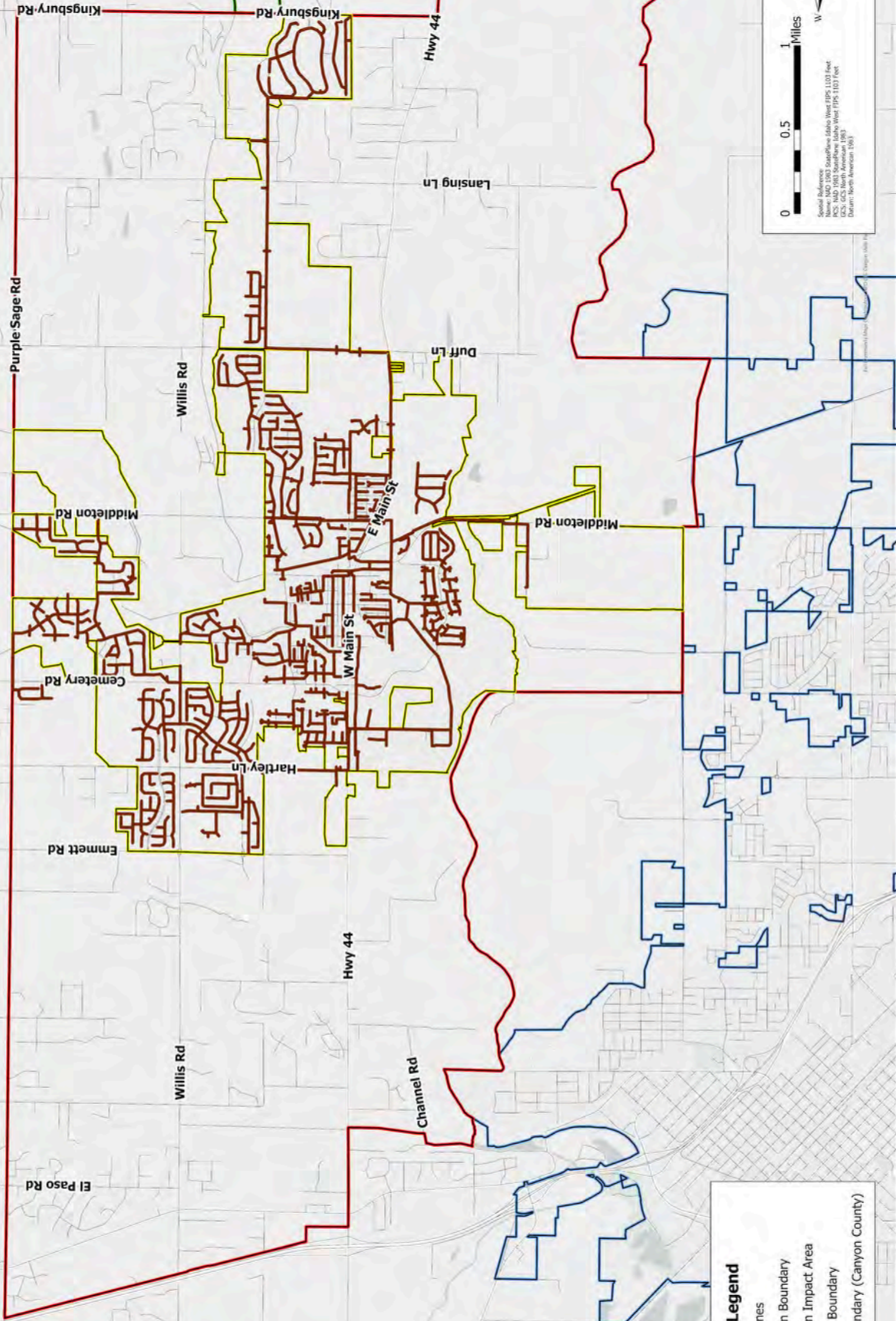
Scale: 0, 0.5, 1 Miles

North Arrow

Special Reference:
 Name: MCD 2024 Sanitary Sewer Asset GIS 11/27/24
 Date: 11/27/24
 Projection: NAD 83
 Datum: North American 1983

City of Middleton, Idaho

Sewer Lines (2024) City of Middleton, Idaho



MIDDLETON
City of Middleton, Idaho

0 0.5 1 Miles

North Arrow

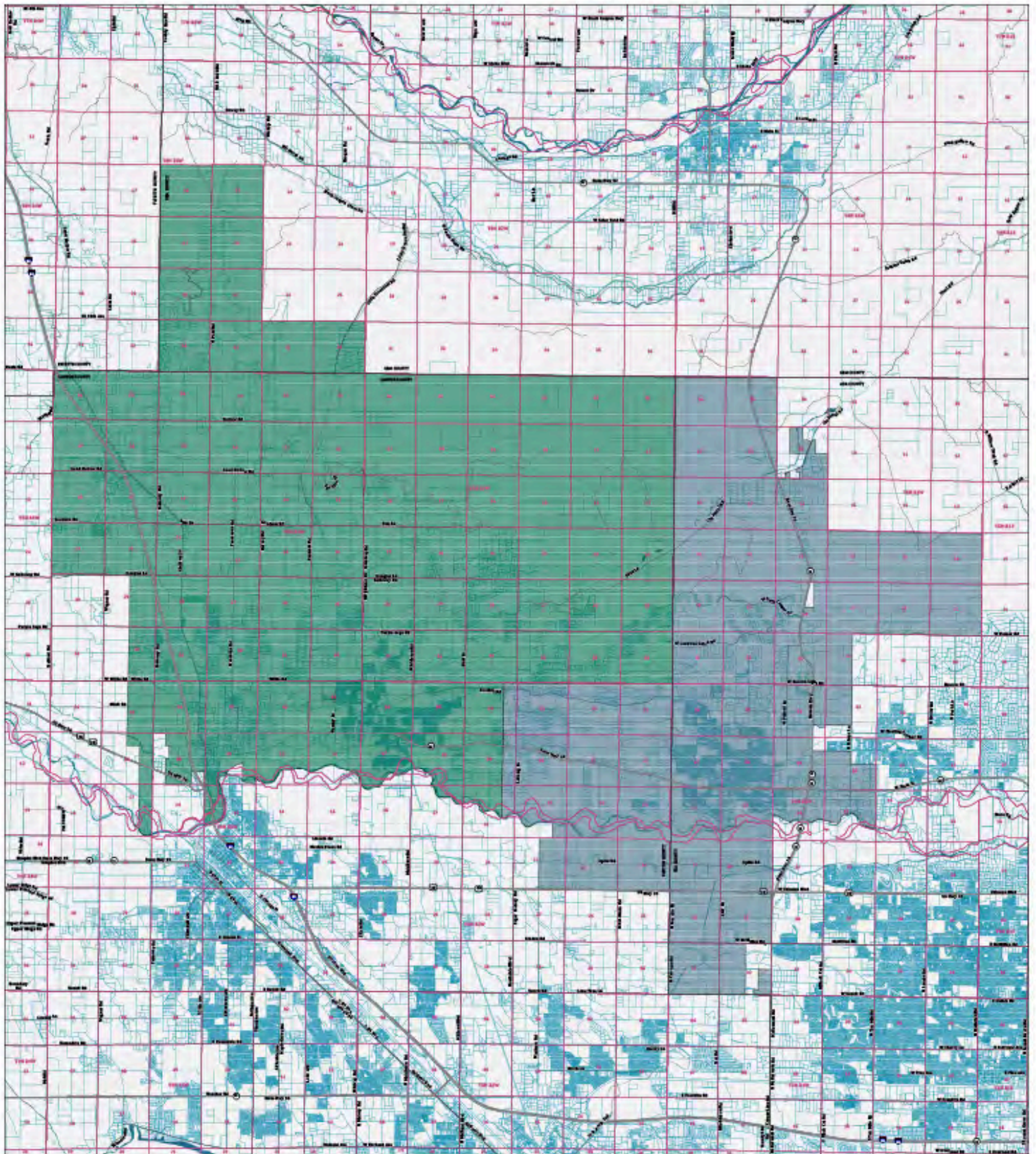
Scale: 1 inch = 1 mile

Source: GIS Data: 2023. Source: Idaho State GIS (2023).
 Datum: North American 1983
 Projection: North American 1983


Legend

- Sewer Lines
- Middleton Boundary
- Middleton Impact Area
- Caldwell Boundary
- Star Boundary (Canyon County)

Middleton Rural Fire and Star Fire Protection Taxing Districts 2020



Legend

- | | | | |
|---|----------------------|---|------------|
|  | Middleton Rural Fire |  | Sections |
|  | Star Fire Protection |  | Interstate |
|  | Counties |  | Highway |
|  | Parcels |  | Street |
|  | Township | | |



Data from Topographical Map
 Date: 12/1/2000
 Coordinate System: NAD 83
 Projection: UTM
 Datum: North American 1983
 Units: Meter
 Date: 12/1/00

This map is only a representation of taxing district boundaries and should not be used for legal or zoning applications.



NOTICE AND PUBLISHED SUMMARY

CITY OF MIDDLETON - ORDINANCE NO. 681

***STAR FIRE PROTECTION DISTRICT
DEVELOPMENT IMPACT FEES***

[PURSUANT TO IDAHO CODE § 50-901(A)]


Ordinance No. 681 was considered by the City Council of the City of Middleton, Canyon County, Idaho, and passed at its Joint Meeting of the Middleton City Council, Star Fire Protection District Board of Commissioners, the Middleton Rural Fire District, and the Caldwell Rural Fire Protection District Board of Commissioners on the 14th day of November, 2023. Said ordinance amends the Middleton City Code by the addition of a new Chapter 23 to Title 1, providing for:

Star Fire Protection District Development Impact Fees; Short Title, Applicability, Findings and Purpose, Definitions; Collection of Fire District Impact Fees, Imposition of Fire District Impact Fee within the area of the City which is also within the boundaries of the Middleton Rural Fire District; 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 Impacts Fees; Appeals, Protest and Mediation; Periodic Reviews of the Capital Improvements Plan; Annual Audit; Development Impact Fee Advisory Committee, Enforcement and Collection; the City and Fire District Intergovernmental Agreement; Miscellaneous Provisions; Punishment for Violations of the Ordinance; Construction of Ordinance Intent; and Effective Date and Publication.

Declaring validity and providing that this ordinance shall be in full force and effect as required by Idaho Code Section 67-8206(6), shall be in full force and effect on the 30th day following its passage and approval and publication shall occur within one month of its passage and approval.

Interested persons may view the full text of this ordinance which is available for inspection at City Hall, City of Middleton, 1103 West Main Street, Middleton, Idaho during business hours, Monday through Friday, from 9:00 a.m. to noon and 1:00 p.m. to 5:00 p.m., excepting holidays.

City of Middleton
Mayor and City Council

By: 
Jennica Reynolds, Deputy City Clerk

ORDINANCE NO. 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.

BE IT ORDAINED by the Mayor and Council of the City of Middleton, County of Canyon, State of Idaho:

Section 1. That Title 1, Chapter 16, Section 1-16-4 of the Middleton City Code is hereby amended, as follows:

1-16-4: IMPOSITION AND COMPUTATION OF IMPACT FEES:

A. The development impact fee reflects the need for capital improvements to public facilities created by new development. Any application for a building permit enabling the construction and, in the case of construction that does not require a building permit, any building that takes place on or after the effective date hereof shall be subject to the imposition of impact fees in the manner and amount set forth in this chapter. The methodology adopted for the purpose of determining City parks impact fees shall be based upon the assumptions set forth in the impact fee study and pursuant to the following:

...

4. Based upon the foregoing, the current parks impact fees for the city of Middleton are ~~is~~ as follows:

<u>Single Family Residential:</u>	<u>\$2.313/EDU</u>
<u>Multifamily Residential</u>	<u>\$2.361/EDU</u>

~~One thousand, seven hundred and twenty five dollars, and no cents, (\$1,725) per Equivalent Dwelling Unit.~~

Section 2. That Title 1, Chapter 14, Section 1-14-3 of the Middleton City Code is hereby amended, as follows:

1-22-4: IMPOSITION AND COMPUTATION OF IMPACT FEES:

A. The development impact fee reflects the need for capital improvements to public facilities created by new development. Any application for a building permit enabling the construction and, in the case of construction that does not require a building permit, any building that takes place on or after the effective date of this chapter shall be subject to the imposition of impact fees in the

manner and amount set forth in this chapter. The methodology adopted for the purpose of determining city police impact fees shall be based upon the assumptions set forth in the impact fee study and pursuant to the following:

...

4. Based upon the foregoing, the current police impact fees for the City of Middleton are as follows:

<u>New Single Family Residential (per EDU)</u>	<u>\$337</u>
<u>New Multifamily Residential</u>	<u>\$344</u>
<u>Nonresidential (per 1,000 square feet)</u>	
<u>Retail</u>	<u>\$422</u>
<u>Office</u>	<u>\$163</u>
<u>Industrial</u>	<u>\$73</u>
<u>Institutional</u>	<u>\$293</u>

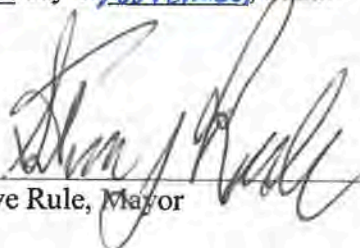
Section 3. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 4. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 5 . All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

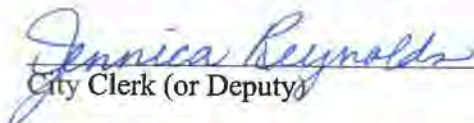
PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, this 15 day of November 2023.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, this 15 day of November 2023.



Steve Rule, Mayor

ATTEST:



Jennica Reynolds
City Clerk (or Deputy)



AMENDED AND RESTATED ORDINANCE NO. 591

AN ORDINANCE ENACTED BY THE MIDDLETON CITY COUNCIL AMENDING TITLE 1 OF THE MIDDLETON CITY CODE BY THE ADDITION OF A NEW CHAPTER, CHAPTER 20, SECTIONS 1-20-1 THROUGH 1-20-12, ADOPTING A TRANSPORTATION IMPACT FEE FOR THE CITY OF MIDDLETON; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That Middleton City Code, Title 1, is hereby amended by the addition of a new Chapter, Chapter 1, Sections 1-20-01 through 1-20-12, as follows:

1-20-1: FINDINGS:

The City Council of the City of Middleton, Idaho, finds that:

A. Based on the City of Middleton comprehensive plan adopted by the City pursuant to title 67, chapter 65, Idaho Code, including, but not limited to, the capital improvements element of the comprehensive plan, and the general governmental goal of protecting the health, safety, and general welfare of the citizens of the City, and its area of City impact, it is necessary that the City's public facilities for City transportation accommodate new growth and development within the City.

B. New residential, commercial, and industrial growth and development imposes and will impose increasing and excessive demands upon the transportation facilities.

C. The revenues generated from new residential, commercial, and industrial growth and development often do not generate sufficient funds to provide the necessary improvements to these transportation facilities to accommodate new growth and development.

D. New growth and development are expected to continue and will place ever increasing demands on the City to provide and expand the transportation facilities to serve new growth and development.

E. The City has planned for the improvement of the transportation facilities in the capital improvements plan, duly made part of the City of Middleton's Comprehensive Plan.

F. The creation of an equitable impact fee system for transportation impact fees would enable the City to impose a proportionate share of the costs of needed improvements to the public transportation facilities to accommodate new growth and development, and would assist the City in implementing the capital improvements element of the comprehensive plan.

G. In order to implement an equitable impact fee system for the public facilities, the City retained Kittelson & Associates, Inc. to prepare an impact fee study for these types of transportation facilities. The resulting document (the "impact fee study") is on file in the Office of the City Clerk of the City of Middleton.

H. The impact fee study is consistent with the City of Middleton comprehensive plan and the levels of service set forth in the impact fee study are hereby adopted.

I. The impact fee study sets forth reasonable methodologies and analyses for determining the impacts of new residential, commercial, and industrial growth and development on the public

transportation facilities and determines the cost of acquiring or constructing the improvements necessary to meet the demands for such public facilities created by new growth and development.

J. The impact fee study uses a calculation methodology that is a net of credits for the present value of revenues that will be generated by new growth and development based on historical funding patterns and that are reasonably anticipated to be available to pay for system improvements including user fees, debt service payments, taxes, assessments, intergovernmental transfers, and all other available sources of funding such system, and included consideration of the following factors:

1. The cost of existing system improvements within the service area or areas;
2. The means by which existing system improvements have been financed;
3. The extent to which the new development will contribute to the cost of system improvements through taxation, assessment, or developer or landowner contributions, or has previously contributed to the cost of system improvements through developer or landowner contributions;
4. The extent to which the new development is required to contribute to the cost of existing system improvements in the future;
5. The extent to which the new development should be credited for providing system improvements, without charge to other properties within the service area or areas;
6. Extraordinary costs, if any, incurred in serving the new development;
7. The time and price differential inherent in a fair comparison of fees paid at different times; and
8. The availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.

K. The impact fees are based on the impact fee study, and do not exceed the costs of system improvements for the public facilities to serve new development that will pay the impact fees.

L. The City transportation infrastructure included in the calculation of impact fees in the impact fee study will benefit all new growth and development throughout the City, and it is therefore appropriate to treat all areas of the City as a single service area for purposes of calculating, collecting and spending the impact fees collected.

M. There is both a rational nexus and a rough proportionality between the development impacts created by each type of development covered by this chapter and the impact fees that such development will be required to pay.

N. This chapter creates a system by which impact fees paid by new growth and development will be used to finance, defray or to provide capital improvements for the public facilities in ways that benefit the development for which impact fees were paid.

O. This chapter creates a system under which impact fees shall not be used to correct existing deficiencies in public facilities, or to replace or rehabilitate existing public facilities, or to pay for routine operation or maintenance of those public facilities.

P. This chapter creates a system under which there shall be no double payment of impact fees, in accordance with Idaho Code section 67-8204(19).

Q. This chapter is consistent with all applicable provisions of title 67, chapter 82, Idaho Code, concerning impact fee ordinances.

R. This chapter shall not be deemed invalid because payment of an impact fee may result in an incidental benefit to others within the service area other than the fee payer.

1-20-2: AUTHORITY, APPLICABILITY, AND EFFECTIVE DATE:

A. This chapter is enacted pursuant to the City's general police powers pursuant to the authority granted to the City by title 50, Idaho Code, and pursuant to the authority granted to the City by section 67-8201 et seq., Idaho Code.

B. The provisions of this chapter shall apply to all territory within the limits of the City.

1-20-3: INTENT:

A. The intent of this chapter is to promote the health, safety and general welfare of the residents of the City and its area of City impact.

B. The intent of this chapter is to be consistent with those principles for allocating a fair and proportionate share of the cost of capital improvements to public facilities to serve new development in compliance with the provisions set forth in section 67-8201 et seq., Idaho Code. The provisions of this chapter shall be interpreted, construed and enforced in accordance with the provisions set forth in section 67-8201 et seq., Idaho Code.

C. The intent of this chapter is that impact fees should be charged, collected, and expended for City transportation capital improvements to increase the service capacity of those public facilities, which capital improvements are included in approved capital improvements plans that list the capital improvements that may be funded with impact fees.

D. The intent of this chapter is to ensure that: public facilities are available to serve new development; new development bears a proportionate share of the cost of City transportation capital improvements to such public facilities; to ensure that such proportionate share does not exceed the cost of the capital improvements to such public facilities required to serve new development; and to ensure that the funds collected from new development are used for capital improvements for public facilities that benefit new development.

E. It is not the intent of this chapter to collect any monies from new development in excess of the actual amount necessary to offset new demands for capital improvements to public facilities created by such new development.

F. It is not the intent of this chapter that the impact fees be used to remedy any deficiency in existing City transportation facilities on the effective date hereof, or ever be used to replace, rehabilitate, maintain and/or operate any public facilities.

G. It is not the intent of this chapter that any monies collected from an impact fee deposited in an Impact Fee Fund ever be commingled with monies from a different fund, or ever be used for capital improvements that are different from those for which the impact fee was paid.

H. It is not the intent of this chapter that impact fees be used for:

1. Construction, acquisition or expansion of public facilities other than capital improvements identified in the capital improvements plan.

2. Repair, operation or maintenance of existing or new capital improvements.

3. Upgrading, updating, expanding or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental or regulatory standards.

4. Upgrading, updating, expanding or replacing existing capital improvements to serve existing development to provide better service to existing development.

5. Administrative and operating costs of the City unless such costs are attributable to development of the capital improvements plan used to determine impact fees by a surcharge imposed by ordinance on the collection of an impact fee, which surcharge shall

not exceed a development's proportionate share of the cost of preparing the capital improvements plan.

6. Principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the City to finance capital improvements identified in the capital improvements plan.

1-20-4: IMPOSITION AND COMPUTATION OF IMPACT FEES:

A. The development impact fee reflects the need for capital improvements to public transportation facilities created by new development. Any application for a building permit enabling the construction and, in the case of construction that does not require a building permit, any building that takes place on or after the effective date hereof shall be subject to the imposition of impact fees in the manner and amount set forth in this chapter. The methodology adopted for the purpose of determining City transportation impact fees shall be based upon the assumptions set forth in the impact fee study and pursuant to the following:

1. The development impact fee shall not exceed the proportionate share of the costs incurred or the costs that will be incurred by the City in the provision of system improvements to serve new development.
2. The proportionate share is the cost attributable to the new development after consideration by the City of the following factors:
 - a. Any appropriate credit, offset or contribution of money, dedication of land, or construction of system improvements;
 - b. Payments reasonably anticipated to be made by or as a result of a new development in the form of user fees and debt service payments;
 - c. That portion of general tax and other revenues allocated by the jurisdiction to system improvements; and
 - d. All other available sources of funding such system improvements.
3. In determining the proportionate share of the cost of system improvements to be paid by the developer, the following additional factors shall be considered:
 - a. The cost of existing system improvements within the service area or areas;
 - b. The means by which existing system improvements have been financed;
 - c. The extent to which the new development will contribute to the cost of system improvements through taxation, assessment, or developer or landowner contributions, or has previously contributed to the cost of system improvements through developer or landowner contributions;
 - d. The extent to which the new development is required to contribute to the cost of existing system improvements in the future;
 - e. The extent to which the new development should be credited for providing system improvements, without charge to other properties within the service area or areas;
 - f. Extraordinary costs, if any, incurred in serving the new development;
 - g. The time and price differential inherent in a fair comparison of fees paid at different times; and
 - h. The availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental

transfers, and special taxation. The governmental entity shall develop a plan for alternative sources of revenue.

4. The current transportation impact fees for the City of Middleton are set forth in Title 1, Chapter 20, Section 1-16-12, Middleton City Code.

B. Impact fees shall be required as a condition of approval of all residential, commercial, and industrial development in the service area for which a building permit is required and shall be payable prior to the issuance of any building permit (or installation permit in the case of a manufactured home) for a dwelling unit. Except as otherwise provided herein, after the effective date hereof, no building permit shall be issued until the impact fees described in this chapter have been paid, unless the development for which the permit is sought is exempted or approved credits are used to cover the impact fee. The City shall have the authority to withhold a building permit, stop construction, withhold utility services or impose liens as the case may be, until the appropriate impact fee has been collected.

C. After payment of the development impact fees or execution of an agreement for payment of development impact fees, additional development impact fees or increases in fees may not be assessed unless the number of service units increases or the scope or schedule of the development changes. In the event of an increase in the number of service units or schedule of the development changes, the additional development impact fees to be imposed are limited to the amount attributable to the additional service units or change in scope of the development.

D. A fee payer required to pay an impact fee may choose to have the amount of such impact fee determined pursuant to either the fee schedule (whereupon such payment shall be recognized as full and complete payment of the development's proportionate share of system improvement costs, except as provided in Idaho Code section 67-8214(3)) or subsections E through G of this section. If the fee payer chooses to have the amount of such impact fee determined pursuant to subsections E through G of this section, such impact fee shall be subject to the adjustment described in this section, if applicable. If the project is a mix of those uses listed on the fee schedule, then the impact fees shall be determined by adding up the impact fees that would be payable for each use as if it were a freestanding use pursuant to the fee schedule.

E. Individual assessment of impact fees is permitted in situations where the fee payer can demonstrate by clear and convincing evidence that the established impact fee is inappropriate for the project. Written application for individual assessment shall be made to the City at any time prior to receiving building permit(s). Late applications for individual assessment of impact fees may be considered for a period of sixty (60) days after the receipt of a building permit only if the fee payer makes a showing that the facts supporting such application were not known or discoverable prior to receipt of a building permit and that undue hardship would result if said application is not considered. Such independent impact fee calculation study for the fee payer's development shall be prepared at the fee payer's cost by a qualified professional and contain studies, data and other relevant information and be submitted to the City for review. Any such study shall be based on the same methodology and the same level of service standards, improvements and costs used in the impact fee study, and must document the methodologies and assumptions used. The City may hire a professional consultant to review any independent impact fee calculation study on behalf of the City, and may charge the reasonable costs of such review to the fee payer.

F. Any independent impact fee calculation study submitted by a fee payer may be accepted, rejected or accepted with modifications by the City as the basis for calculating impact fees. The City shall not be required to accept any study or documentation the City reasonably deems to be

inaccurate or unreliable, and shall have the authority to request that the fee payer submit additional or different documentation for consideration in connection with review of any independent impact fee calculation. If such additional or different documentation is accepted or accepted with modifications as a more accurate measure of the impact fees due in connection with fee payer's proposed development than the applicable impact fees set forth in the fee schedule, then the impact fee due under this chapter shall be calculated according to such documentation.

G. The City shall render a written decision establishing the impact fees in connection with the individual assessment within thirty (30) days of the date a complete application is submitted. The decision shall include an explanation of the calculation of the impact fees, shall specify the system improvement(s) for which the impact fees are intended to be used, and shall include an explanation of the factors considered pursuant to Idaho Code section 67-8207.

H. Certification of the impact fee for a project may be applied for in the following manner:

1. Written application may be made to the City not later than sixty (60) days after development approval by the City Council. Late applications for certification of the impact fee will not be considered unless the fee payer makes a showing that the facts supporting such application were not known or discoverable until after the time had run and that undue hardship would result if said application is not considered.

2. The City shall provide the fee payer with a written impact fee certification for the project within thirty (30) days of the date a complete application is submitted. The certification provided by the City shall establish the impact fee for the project in question so long as there is no material change to the project as identified in the certification application or the impact fee schedule. The certification shall include an explanation of the calculation of the impact fees, shall specify the system improvement(s) for which the impact fees are intended to be used, and shall include an explanation of the factors considered, which factors are identified in subsection G of this section.

I. Appeals of the City's determination of an individual assessment or certification shall be made to the City as provided further in this chapter.

J. There may be circumstances where the anticipated fiscal impacts of a proposed development are of such magnitude that the City may be unable to accommodate the development without excessive or unscheduled public expenditures that exceed the amount of the anticipated impact fees from such development. If the City determines that a proposed development would create such an extraordinary impact on the City's transportation infrastructure and facilities, the City may refuse to approve the proposed development and/or may recommend to the other affected government agencies that the project not be approved. In the alternative, the City may calculate a pro rata share per dwelling unit, or square feet of nonresidential buildings, of the extraordinary impact and charge a reasonable extraordinary impact fee that is greater than would ordinarily be charged pursuant to the fee schedule.

K. If the City discovers an error in its impact fee formula that results in assessment or payment of more than a proportionate share, City shall, at the time of assessment on a case by case basis, adjust the impact fee to collect no more than a proportionate share or discontinue the collection of any impact fees until the error is corrected by ordinance.

1-20-5: PAYMENT OF IMPACT FEES:

A. After the effective date hereof all fee payers shall pay the impact fees as provided by this chapter to the City following application for a building permit and prior to the issuance of any building permit for a dwelling unit.

B. All impact fees paid by a fee payer pursuant to this chapter shall be promptly deposited in the Impact Fee Fund.

1-20-6: IMPACT FEE FUNDS; REFUNDS OF IMPACT FEES PAID:

A. There is hereby established a City Transportation Impact Fee Fund into which shall be deposited all transportation impact fees for the purpose of ensuring City transportation impact fees collected pursuant hereto are designated for the accommodation of City transportation capital improvements reasonably necessary to serve new development that paid the impact fee.

B. Each fund shall be an interest bearing account which shall be accounted for separately from other impact fee funds and from other City funds. Any interest or other income earned on monies deposited in a fund shall be credited to such fund. Expenditures of impact fees shall be made only for the category of system improvements for which the impact fees were collected and as identified in the capital improvements plan.

C. Except as otherwise provided herein, monies from the fund, including any accrued interest, shall be limited to the financing of acquisition, expansion, and/or improvement of capital improvements, or for principal and interest payments on bonds or other borrowed revenues used to acquire, expand or improve such capital improvements, necessary to serve new development. Impact fees in each fund shall be spent within eight (8) years from the date such impact fees were collected on a first in/first out (FIFO) basis. The City may hold the impact fees longer than the prescribed time period if the City identifies, in writing: 1) a reasonable cause why the impact fees should be held longer; and 2) an anticipated date by which the impact fees will be expended but in no event longer than eleven (11) years from the date the impact fees were collected.

D. The City shall prepare annual reports to be provided to the Advisory Committee and the City Council, which reports shall: 1) describe the amount of all impact fees collected, appropriated or spent for system improvements during the preceding year, as applicable, by category of public facility and service area; and 2) describe the percentage of tax and revenues other than impact fees collected, appropriated or spent for system improvements during the preceding year, as applicable, by category of public facility and service area.

E. Funds shall be deemed expended when payment of such funds has been approved by the City. The fee payer or successor in interest shall be entitled to a refund of the impact fee if:

1. Service is available but never provided;
2. A building permit or permit for installation of a manufactured home is revoked or abandoned;
3. The City, after collecting the impact fee when service is not available, has failed to appropriate and expend the collected impact fees; or
4. The fee payer pays an impact fee under protest and a subsequent review of the impact fee paid or the completion of an individual assessment determines that the impact fee paid exceeded the proportionate share to which the City was entitled to receive.

F. When the right to a refund exists, within ninety (90) days after the City determines that a refund is due, the City shall provide written notice of entitlement to a refund, to the owner of record and the fee payer who paid the impact fees at the address shown on the application for development approval, or to a successor in interest who has notified the City of a transfer of the right or entitlement to a refund and who has provided to the City a mailing address. When the right to a refund exists, the City shall also publish the notice of entitlement to a refund within thirty (30) days after the expiration of the eight (8) year period after the date that the impact fees were collected. Such published notice shall contain the heading "Notice Of Entitlement To Impact Fee Refund".

G. A refund shall include interest at one-half (1/2) the legal rate provided for in section 28-22-104, Idaho Code, from the date on which the impact fee was originally paid.

H. In order to be eligible for a refund, a fee payer, successor in interest or owner of record shall file a written application for a refund with the City within six (6) months of the time such refund becomes payable under subsection C of this section, or within six (6) months of publication of the notice of entitlement to a refund, whichever is later. If a successor in interest claims a refund of impact fees, the City may require written documentation that such rights have been transferred to the claimant prior to issuing the requested refund. Refunds shall be paid within sixty (60) days after the date on which the City determines that a sufficient proof of claim for a refund has been made.

I. Any person entitled to a refund shall have standing to sue for a refund under the provisions of this chapter if there has not been a timely payment of a refund as provided herein.

1-20-7: EXEMPTIONS FROM IMPACT FEES:

A. The following types of land development shall be exempted from payment of the impact fees imposed by this chapter:

1. Rebuilding the same amount of square feet of a dwelling unit or nonresidential structure that was destroyed by fire or other catastrophe, provided that the structure is rebuilt and ready for occupancy within two (2) years of its destruction.

2. Construction of an unoccupied, detached accessory structure, or addition of uses related to a dwelling unit unless it can be clearly demonstrated that the use creates a significant impact on the capacity of system improvements.

3. Remodeling or repairing a dwelling unit or a nonresidential structure in a manner that does not increase the number of service units.

4. Replacing a dwelling unit with another dwelling unit on the same lot, provided that the number of service units does not increase.

5. Placing a temporary construction trailer or office on a lot.

6. Constructing an addition on a residential structure which does not increase the number of service units.

7. Adding uses that are typically accessory to residential uses, such as tennis courts or clubhouse, unless it can be clearly demonstrated that the use creates a significant impact on the capacity of system improvements.

B. An impact fee will be assessed for installation of a modular building, manufactured home or recreational vehicle unless the fee payer can demonstrate by documentation such as utility bills and tax records, either: 1) that a modular building, manufactured home or recreational vehicle was legally in place on the lot or space prior to the effective date hereof; or 2) that an impact fee has been paid previously for the installation of a modular building, manufactured home or recreational vehicle on that same lot or space. Lawful storage of a recreational vehicle shall not be deemed installation for purposes of this chapter. (Ord. 541, 8-6-2014; amd. Ord. 609, 7-3-2018)

1-20-8: CREDITS; REIMBURSEMENTS:

A. No fee payer shall be required to construct, fund or contribute any capital improvement to meet the same need for City transportation for which an impact fee is imposed. All system improvements constructed, funded or contributed over and above the proportionate share of system improvement costs, including such system improvements paid for pursuant to a local improvement district, shall result in either a credit on future impact fees or reimbursement (at the fee payer's

option) for such excess construction, funding or contribution to be paid from impact fees paid by future development that benefits from such system improvements constructed, funded or contributed by the fee payer. However, no credit or reimbursement shall be provided for: 1) project improvements; 2) any construction, funding or contribution not agreed to in writing by the City prior to commencement of such construction, funding or contribution; 3) any construction, funding or contribution of a type of capital improvements not included in the calculation of the applicable impact fee; and 4) any improvement required by an agency other than the City for that agency's development approval.

B. In the calculation of an individual assessment of impact fees for a project, credit shall be given for the present value of all tax and user fee revenue generated by the fee payer within the service area and used by the City for system improvements of the category for which the impact fee is being collected. If the amount of such credit exceeds the impact fee for a project, the fee payer shall receive a credit on future impact fees. The credit may be applied by the fee payer as an offset against future impact fees only in the service area where the credit was generated.

C. In the calculation of impact fees for a project, credit or reimbursement (at the fee payer's option) shall be given for the present value of any construction of system improvements or contribution of land or money required by the City from the developer for system improvements of the category for which the impact fee is being collected, including system improvements paid for through local improvement district assessments. Credit or reimbursement shall not be given for project improvement.

D. If credit or reimbursement is due to the fee payer, the City and fee payer shall enter into a written agreement, negotiated in good faith, prior to the construction, funding or contribution. The written agreement shall include, without limitation: a description of the construction, funding or contribution of system improvements including, in the case of real property, a legal description of the real property; description as to how the system improvements are to be valued; the amount of the credit or the amount, time and form of reimbursement; instructions as to how the capital improvements should be provided to the City to ensure full transfer of ownership; and the circumstances under which the credit or reimbursement is deemed effective. To assist in such reimbursement, the City shall continue to collect impact fees from other developers whose proposed developments will benefit from such construction, funding or contribution, and will promptly transfer such funds to the fee payer. If a successor in interest claims a reimbursement or credit, the City may require written documentation that such rights have been conveyed to the claimant prior to issuing the requested reimbursement or credit.

E. Approved credits may be used to reduce the amount of impact fees in connection with any new development until the amount of the credit is exhausted. Each time a request to use approved credits is presented to the City, the City shall reduce the amount of the applicable impact fee otherwise due from the fee payer and shall note in the City records the amount of credit remaining, if any. Upon request of the fee payer, the City shall issue a letter stating the amount of credit available. If the credit has not been exhausted within eight (8) years of the date of issuance of the first building permit for which an impact fee was due and payable, or within such other time period as may be designated in writing by the City, such credit shall lapse, unless a refund of the remaining credit is applied for.

F. Approved credits or reimbursement shall only be used to reduce the amount of the impact fee of the category for which the impact fee is otherwise due, and shall not be paid to the fee payer in cash or in credits against any other monies due from the fee payer to the City.

G. Credit for land dedications shall, at the fee payer's option, be valued at: 1) one hundred percent (100%) of the most recent assessed value for such land as shown in the records of the Canyon County Assessor; or 2) that fair market value established by a private appraiser reasonably acceptable to the City in an appraisal paid for by the fee payer. Credit for contribution or construction of system improvements shall be valued by the City based on complete engineering drawings, specifications, and construction cost estimates submitted by the fee payer to the City, which estimates shall be revised as actual costs become available. The City shall determine the amount of credit due based on the information submitted, or, if the City determines that such information is inaccurate or unreliable, then on alternative engineering or construction costs reasonably acceptable to the City as a more accurate measure of the value of the offered system improvements to the City.

H. Approved credits for land dedications shall become effective when the land has been conveyed to the City in a form reasonably acceptable to the City at no cost to the City, and has been accepted by the City. Approved credits for contribution or construction of system improvements shall generally become effective when: 1) all required construction has been completed and has been accepted by the City; and 2) all design, construction, inspection, testing, bonding, and acceptance procedures have been completed in compliance with all applicable requirements of the City. Approved credits for the construction of system improvements may become effective at an earlier date if the fee payer posts security in the form of a performance bond, irrevocable letter of credit or escrow agreement in the amount and under terms reasonably acceptable to the City.

I. Credit may only be transferred by a fee payer that has received credit to such fee payer's successor in interest. The credit may be used only to offset impact fees for the same category for which the credit was issued. Credits shall be transferred by any written instrument clearly identifying which credits are being transferred, the dollar amount of the credit being transferred, and the system improvements for which the credit was issued. The instrument of transfer shall be signed by both the transferor and transferee, and a copy of the document shall be delivered to the City for documentation of the transfer before the transfer shall be deemed effective.

J. In the event that a developer intends to contribute or dedicate an interest in land in lieu of paying impact fees or a portion thereof, the following procedures and criteria shall be applied:

1. The City with the advice of the appropriate department head and the City Attorney will determine whether the land proposed for dedication is acceptable based upon the following considerations:

a. Size: The size of the parcel is expressed as a net amount and is exclusive of road right-of-way, existing and proposed easements, borrow pits, lakes, and other manmade or natural conditions which restrict or impede the intended use of such areas.

b. Unity: The land to be dedicated shall form a single parcel of land except where aforesaid review determines that two (2) or more parcels would be in the best public interest.

c. Shape: The configuration of the parcel of land is such as to be usable for public facilities purposes as determined by the City.

d. Location: The land to be dedicated is so located as to serve the needs of the development, by being within the service area public facilities.

e. Access: Appropriate access to the land to be dedicated is provided by improved public road frontage.

f. Utility: Dedicated land should be usable for public facilities purposes and meet the following criteria prior to its final acceptance by the City:

- 1) The property is platted and ready to be developed.
- 2) All utilities are in place and are at the perimeter of the site and include roads, walks, curbs, water lines, sewer lines, electric service lines, and telephone service lines.
- 3) All utilities are of sufficient quality and quantity to adequately service the site.
- 4) The property is filled and compacted to comply with all appropriate Subdivision Codes, Building and Zoning Codes, and flood insurance laws and regulations. The fill and compaction are of sufficient quality to accept the contemplated improvements.

g. Plans: City, regional, and State plans shall be taken into consideration when evaluating land proposals for dedication.

2. Appeals of the City's determination of land suitability shall be made to the City Council by the filing of an appeal with the City Clerk no later than ten (10) days following the date of the decision of the City.

1-20-9: APPEALS:

The decisions of the City may be appealed as provided below:

A. Any fee payer who is or may be obligated to pay an impact fee may appeal a decision made by the City in applying this chapter to the City Council's designee. Such decisions that may be appealed include:

1. The applicability of an impact fee to the development.
2. The amount of an impact fee to be paid for the development.
3. The availability, amount or application of any credit.
4. The amount of any refund, reimbursement or credit.
5. Any discretionary action or inaction by or on behalf of the City.

A fee payer may pay an impact fee under protest in order to obtain a development approval or building permit(s) and, by paying such impact fee, shall not be estopped from exercising the right of appeal provided herein, nor shall the fee payer be estopped from receiving a refund of any amount deemed to have been illegally collected. Upon final disposition of an appeal, the impact fee shall be adjusted in accordance with the decision rendered and, if necessary, a refund paid.

B. In order to pursue an appeal, the fee payer shall file a written notice of appeal with the City Council's designee within fifteen (15) days after the date of the decision being appealed, or the date on which the fee payer submitted a payment of impact fees under protest, whichever is later. Such written application shall include a statement describing why the appellant believes that the decision was in error; together with copies of any documents that the appellant believes supports the claim.

C. The City Council's designee shall notify the fee payer of the hearing date on the appeal, which notice shall be given no less than fifteen (15) days prior to the date of the hearing, and shall hear the appeal within thirty (30) days after receipt of a written notice of appeal. The appellant shall have a right to be present and to present evidence in support of the appeal. The City who made the decision under appeal shall likewise have the right to be present and to present evidence in support of the decision. The burden of proof in any such hearing shall be on the fee payer to

demonstrate that the amount of the impact fee, credit, reimbursement or refund was not properly calculated by the City.

D. The criteria to be used by the City Council's designee shall be whether: 1) the decision or interpretation made by the City; or 2) the alternative decision or interpretation offered by the appellant, more accurately reflects the intent of this chapter that new development in the City pay its proportionate share of the costs of system improvements for public facilities necessary to serve new growth and development. The City Council's designee may affirm, reject or revise the decision of the City, providing written findings of fact and conclusions, within fifteen (15) days after hearing the appeal. The City Council's designee shall modify the amount of the impact fee, credit, refund or reimbursement only if there is substantial evidence in the record that the City erred, based upon the methodologies contained in the impact fee study, this chapter and/or the capital improvements plan. The decision of the City Council's designee shall be final.

E. Upon voluntary agreement by the fee payer and the City, the fee payer and the City may enter into mediation with a qualified independent party to address a disagreement related to the impact fee for proposed development. Costs for the independent mediation service shall be shared equally by the fee payer and the City. Mediation may take place at any time during an appeals process and participation in mediation does not preclude the fee payer from pursuing other remedies.

1-20-10: IMPACT FEE ADVISORY COMMITTEE:

A. The City has established an Advisory Committee. The Advisory Committee shall continue to be composed of not fewer than five (5) members appointed by the City Council. Two (2) or more members of the Advisory Committee shall be active in the business of development, building or real estate. The Advisory Committee shall serve in an advisory capacity to the City Council and is established to:

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

B. The City shall make available to the Advisory Committee, upon request, all financial and accounting information, professional reports in relation to other development and implementation of land use assumptions, the capital improvements plan and periodic updates of the capital improvements plan.

1-20-11: MISCELLANEOUS PROVISIONS:

A. As used in this chapter, masculine, feminine or neuter gender and the singular or plural number shall each be deemed to include the others wherever and whenever the context so dictates; the word shall, will or must is always mandatory; the word may is permissive; and the word should indicates that which is recommended, but not required.

B. Nothing in this chapter shall be construed to create any additional right to develop real property or diminish the power of the City in regulating the orderly development of real property.

C. Nothing in this chapter shall limit or modify the rights of any person to complete any development for which a lawful building permit was issued prior to the effective date hereof.

D. Nothing in this chapter shall prevent the City from requiring a developer to construct reasonable project improvements in conjunction with a project.

E. Nothing in this chapter shall limit the ability of the City to enter into intergovernmental agreements as provided in section 67-8204A, Idaho Code.

F. Nothing in this chapter shall obligate the City to approve any development request that may reasonably be expected to reduce levels of service below minimum acceptable levels established in the development impact fee study.

G. Nothing in this chapter shall obligate the City to approve development which results in extraordinary impact.

H. Notwithstanding any agreement by the fee payer to pay the proportionate share of system improvement costs documented by the supplemental study, nothing in this chapter shall obligate the City to approve development that results in an extraordinary impact.

I. Nothing in this chapter shall work to limit the use by the City of the power of eminent domain or supersede or conflict with requirements or procedures authorized in the Idaho Code for local improvement districts or general obligation bond issues.

J. A development impact fee shall not exceed a proportionate share of the cost of system improvements determined in accordance with section 67-8207, Idaho Code. Development impact fees shall be based on actual system improvement costs or reasonable estimates of such costs.

K. Nothing in this chapter shall be construed to prevent or prohibit private agreements between developers, the City, the Idaho Transportation Department, and/or other governmental entities in regard to the construction or installation of system improvements or providing for credits or reimbursements for system improvement costs incurred by a developer or fee payer, including interproject transfers of credits, or providing for reimbursement for project improvements that are used or shared by more than one development project. If it can be shown that a proposed development has a direct impact on a public facility under the jurisdiction of the Idaho Transportation Department, then the agreement shall include a provision for the allocation of development impact fees collected from the developer or fee payer for the improvement of the public facility by the Idaho Transportation Department.

L. Nothing in this chapter shall restrict or diminish the power of the City: 1) to impose reasonable conditions on the annexation of any property to the City in accordance with Idaho Code, including conditions for recovery of project or system improvement costs required as a result of such voluntary annexation, or 2) to negotiate and execute development agreements that may impose additional conditions on development, including the recovery of project or system improvement costs, either in connection with a proposed annexation or in connection with any other development within the City.

M. The impact fees described in this chapter, and the administrative procedures of this chapter shall be reviewed at least once every five (5) years to ensure that: 1) the demand and cost assumptions and other assumptions underlying such impact fees are still valid; 2) the resulting impact fees do not exceed the actual costs of providing City transportation infrastructure required to serve new development; 3) the monies collected in any Impact Fee Fund have been and are expected to be spent for system improvements of the type for which such impact fees were paid; and 4) such system improvements will benefit those developments for which the impact fees were paid.

N. Violation of this chapter shall be subject to those remedies provided in this Code. Knowingly furnishing false information to any official of the City charged with the administration of this chapter on any matter relating to the administration of this chapter including, without limitation, the furnishing of false information regarding the expected size or use of a proposed development, shall be a violation of this chapter.

O. The captions used in this chapter are for convenience only and shall not affect the interpretation of any portion of the text of this chapter.

1-20-12: IMPACT FEE SCHEDULE:

Land Use Type	ITE Land Use Code	Peak Hour Trip Gen Rate	Trip Gen Unit-Type	Network Adjustment Factor	New Trip Factor (Pass-By)	Average Trip Length (miles) (See Note 2)	VMT Cost (per mile)	Traffic Impact Fee per Unit
Single Family Housing	210	0.495	Per dwelling unit (PDU)	0.317	1.00	11.2	\$2,883	\$5050
Multifamily Housing, Low-Rise	220	0.28	PDU	0.317	1.00	11.2	\$2,883	\$2857
Multifamily Housing, Mid-Rise	221	0.22	PDU	0.317	1.00	11.2	\$2,883	\$2245
Mobile Home	240	0.23	PDU	0.317	1.00	11.2	\$2,883	\$2347
Accessory Dwelling Unit	See Note 1	0.155	PDU	0.317	1.00	11.2	\$2,883	\$1581
Senior Adult Housing-Attached	252	0.13	PDU	0.317	1.00	11.2	\$2,883	\$1326
Senior Adult Housing-Detached	251	0.15	PDU	0.317	1.00	11.2	\$2,883	\$1530
Assisted Living	254	0.13	Per bed	0.317	1.00	11.2	\$2,883	\$1326
Hotel	310	0.3	Per room	0.317	1.00	11.2	\$2,883	\$3061
Motel	320	0.19	Per room	0.317	1.00	11.2	\$2,883	\$1939
Automobile Car Center/Repair	942	1.555	Per 1000 SF	0.317	0.72	2.8	\$2,883	\$2856
Automobile Parts Sales	843	2.455	Per 1000 SF	0.317	0.57	2.8	\$2,883	\$3569
Bank (No Drive-Thru)	911	6.065	Per 1000 SF	0.317	0.65	2.8	\$2,883	\$10056
Bank (With Drive-Thru)	912	10.225	Per 1000 SF	0.317	0.65	2.8	\$2,883	\$16953
Building Materials and Lumber	812	1.03	Per 1000 SF	0.317	1.00	11.2	\$2,883	\$10509
Church	560	0.245	Per 1000 SF	0.317	1.00	5.6	\$2,883	\$1250
Coffee/Donut Shop No Drive-Thru	936	18.155	Per 1000 SF	0.317	0.50	2.8	\$2,883	\$23154
Coffee/Donut Shop with Drive-Thru	937	21.69	Per 1000 SF	0.317	0.50	2.8	\$2,883	\$27663
Coffee shop with Drive-Thru No Indoor Seats	938	41.665	Per 1000 SF	0.317	0.11	2.8	\$2,883	\$11690
Convenience Market (24hrs, No Gas)	851	24.555	Per 1000 SF	0.317	0.49	2.8	\$2,883	\$30690
Day Care	565	5.56	Per 1000 SF	0.317	1.00	2.8	\$2,883	\$14182
Discount Club	857	2.09	Per 1000 SF	0.317	0.63	8.4	\$2,883	\$10076
High-Cube Transload and Short-Term Storage Warehouse	154	0.05	Per 1000 SF	0.317	1.00	11.2	\$2,883	\$510
Drinking Place/Bar	925	5.68	Per 1000 SF	0.317	0.57	2.8	\$2,883	\$8258
Free-standing Discount Store	815	2.415	Per 1000 SF	0.317	0.83	8.4	\$2,883	\$15339
Free Standing Discount Superstore	813	2.165	Per 1000 SF	0.317	0.83	8.4	\$2,883	\$13751
Furniture Store	890	0.26	Per 1000 SF	0.317	0.47	8.4	\$2,883	\$935
Hardware/Paint Store	816	1.34	Per 1000 SF	0.317	0.74	8.4	\$2,883	\$7588
Home Improvement Superstore	862	1.165	Per 1000 SF	0.317	0.58	8.4	\$2,883	\$5171
Hospital	610	0.485	Per 1000 SF	0.317	1.00	8.4	\$2,883	\$3711
Light Industrial	110	0.315	Per 1000 SF	0.317	1.00	11.2	\$2,883	\$3214
Manufacturing	140	0.335	Per 1000 SF	0.317	1.00	11.2	\$2,883	\$3418

Mini-Warehouse (Self Storage)	See Note 1	0.052	Per 1000 SF	0.317	1.00	5.6	\$2,883	\$265
Automobile Sales, New	840	1.215	Per 1000 SF	0.317	1.00	8.4	\$2,883	\$9297
Automobile Sales, Used	841	1.875	Per 1000 SF	0.317	1.00	8.4	\$2,883	\$14348
Pharmacy/Drug Store (No Drive-Thru)	880	4.255	Per 1000 SF	0.317	0.47	2.8	\$2,883	\$5101
Pharmacy/Drug Store (With Drive-Thru)	881	5.145	Per 1000 SF	0.317	0.51	2.8	\$2,883	\$6693
Restaurant-Fast Food (No Drive-Thru)	933	14.17	Per 1000 SF	0.317	0.57	2.8	\$2,883	\$20602
Restaurant - Fast Food (With Drive-Thru)	934	16.335	Per 1000 SF	0.317	0.50	2.8	\$2,883	\$20883
Restaurant- High Turnover	932	4.885	Per 1000 SF	0.317	0.57	2.8	\$2,883	\$7102
Shopping Center	820	1.905	Per 1000 SF	0.317	0.66	5.6	\$2,883	\$6414
Supermarket (Free Standing)	850	4.62	Per 1000 SF	0.317	0.64	2.8	\$2,883	\$7542
Tire Store	848	1.99	Per 1000 SF	0.317	0.72	8.4	\$2,883	\$10964
Variety Store (Dollars Store)	814	3.42	Per 1000 SF	0.317	0.66	8.4	\$2,883	\$17273
Warehousing	150	0.095	Per 1000 SF	0.317	1.00	11.2	\$2,883	\$969
Gas Station with Conv Mkt (Fueling position)	945	6.995	Per fueling position	0.317	0.44	2.8	\$2,883	\$7851
Gas station (fueling Position)	944	7.015	Per fueling position	0.317	0.58	2.8	\$2,883	\$10378
Golf Course (Hole)	430	1.455	Per hole	0.317	1.00	11.2	\$2,883	\$14845
Movie Theater	444	0.045	Per seat	0.317	1.00	8.4	\$2,883	\$344
Public Park	411	0.055	Per acre	0.317	1.00	5.6	\$2,883	\$281
Quick Lubrication	941	2.425	Per servicing positions	0.317	0.58	2.8	\$2,883	\$3588
Self-Service Car Wash	947	2.77	Per stall	0.317	0.58	2.8	\$2,883	\$6098
Sup Conv Mkt/Gas Station >3000 sf and >10 FP	960	11.48	Per fueling position	0.317	0.44	2.8	\$2,883	\$12884
Dental/Vision	See Note 1	1.315	Per 1000 SF	0.317	1.00	8.4	\$2,883	\$10063
General Office	710	0.575	Per 1000 SF	0.317	1.00	8.4	\$2,883	\$4400
Medical	720	1.73	Per 1000 SF	0.317	1.00	8.4	\$2,883	\$13238

*Trip generation data based on local data. Collected by Ada County Highway District (ACHD) through individual assessment process. 2 Vehicle trips generated by commercial land uses typically have lower lengths than trips generated by residential or office land-uses. The U.S. Department of Transportation's Summary of Travel Trends: 2017 National Household Travel Survey states that the average trip length of shopping trips and other family/personal errands are approximately 32% shorter than the average trip lengths for all trips. The COMPASS 2012 Regional Household Travel Survey states that Home-Based-Shop trips are approximately 59% shorter than Home-Based-Work trips. Trip reduction factors of 75% (correlates with 25% decrease), 50%, and 25% were applied to land uses that are expected to have average trip lengths lower than 11.2 miles. These reduction factors were applied based on the guidance in the travel surveys and expected development patterns in the Mid-Star service area. Commercial and office-related development is expected to be centered on the SH 44 corridor and will result in trip lengths significantly shorter than trips that require travel external to the Mid-Star service area.


Section 2. This ordinance shall be in full force and effect after its passage, approval, and publication, according to applicable law.

Section 3. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 4. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, this 20th
day of October, 2021.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, this
20th day of October, 2021.



Steve Rule, Mayor

ATTEST:



City Clerk (or Deputy)



ORDINANCE NO. 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.

BE IT ORDAINED by the Mayor and Council of the City of Middleton, County of Canyon, State of Idaho:

Section 1. That Title 1, Chapter 16, Section 1-16-4 of the Middleton City Code is hereby amended, as follows:

1-16-4: IMPOSITION AND COMPUTATION OF IMPACT FEES:

A. The development impact fee reflects the need for capital improvements to public facilities created by new development. Any application for a building permit enabling the construction and, in the case of construction that does not require a building permit, any building that takes place on or after the effective date hereof shall be subject to the imposition of impact fees in the manner and amount set forth in this chapter. The methodology adopted for the purpose of determining City parks impact fees shall be based upon the assumptions set forth in the impact fee study and pursuant to the following:

...

4. Based upon the foregoing, the current parks impact fees for the city of Middleton are is as follows:

<u>Single Family Residential:</u>	<u>\$2.313/EDU</u>
<u>Multifamily Residential</u>	<u>\$2.361/EDU</u>

~~One thousand, seven hundred and twenty five dollars, and no cents, (\$1,725) per Equivalent Dwelling Unit.~~

Section 2. That Title 1, Chapter 14, Section 1-14-3 of the Middleton City Code is hereby amended, as follows:

1-22-4: IMPOSITION AND COMPUTATION OF IMPACT FEES:

A. The development impact fee reflects the need for capital improvements to public facilities created by new development. Any application for a building permit enabling the construction and, in the case of construction that does not require a building permit, any building that takes place on or after the effective date of this chapter shall be subject to the imposition of impact fees in the

manner and amount set forth in this chapter. The methodology adopted for the purpose of determining city police impact fees shall be based upon the assumptions set forth in the impact fee study and pursuant to the following:

...

4. Based upon the foregoing, the current police impact fees for the City of Middleton are as follows:

<u>New Single Family Residential (per EDU)</u>	<u>\$337</u>
<u>New Multifamily Residential</u>	<u>\$344</u>
<u>Nonresidential (per 1,000 square feet)</u>	
<u>Retail</u>	<u>\$422</u>
<u>Office</u>	<u>\$163</u>
<u>Industrial</u>	<u>\$73</u>
<u>Institutional</u>	<u>\$293</u>

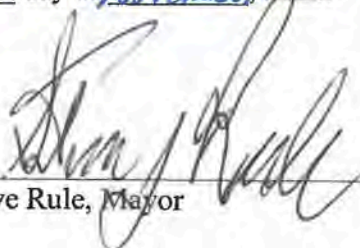
Section 3. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 4. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

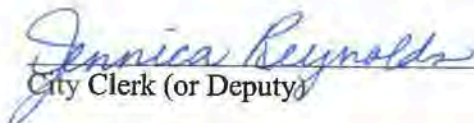
Section 5 . All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, this 15 day of November 2023.

15 APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, this day of November 2023.


Steve Rule, Mayor

ATTEST:


Jennica Reynolds
City Clerk (or Deputy)



CITY OF MIDDLETON
Canyon County, Idaho

ORDINANCE No. 683

AN ORDINANCE AMENDING SECTION 3 CHAPTER 19 TITLE 1 MIDDLETON CITY CODE BY PROVIDING TECHNICAL CHANGES AND BY THE ADDITION OF CALDWELL RURAL FIRE DISTRICT IMPACT FEE SCHEDULE; AND PROVIDING AN EFFECTIVE DATE AND PUBLICATION.

BE IT ORDAINED by the Mayor and City Council of the City of Middleton, Canyon County, Idaho:

Section 1: That Section 3 of Chapter 19, Title 1 the Middleton City Code be and the same is hereby amended to read as follows:

1-19-3
Scribner's
Error - JR
12-4-2023

1-18-3: IMPOSITION OF FIRE DISTRICT IMPACT FEE:

A. Imposition of Impact Fee. A Fire District Impact Fee is hereby imposed on all new Development in the area of the City that is also within the boundaries of the Fire District.

B. Fee Schedule. Fire District Impact Fees shall be calculated in accordance with the following fee schedule which is set forth in ~~Exhibit III-3~~ of the Capital Improvements Plan providing for standard fees based on the total number of dwelling units or square feet of nonresidential space in the Development, unless: (1) the Fee Payer requests an individual assessment pursuant to section 1-19-6 of this Chapter; or (2) the City and the Fire District find the Development will have an Extraordinary Impact pursuant to section 1-19-9 of this Chapter. The methodology for determining the costs per service unit provided for in the fee schedule is set forth in the Capital Improvements Plan.

C. Impact Fee Schedule:

The schedule of development impact fees for the various land uses per unit of development are herein set forth as follows:

<u>Residential (per Single Family per Housing Unit)</u>	<u>\$665.00</u>
<u>Residential (Multi-Family per Housing Unit)</u>	<u>\$665.00</u>
<u>Non-Residential (per square foot)</u>	<u>\$ 0.33</u>

€ D. Developer's Election. A Developer shall have the right to elect to pay a project's proportionate share of System Improvements Costs by payment of Fire District Impact Fee according to the fee schedule as full and complete payment of the Development project's proportionate share of System Improvements Costs, except as provided in Idaho Code § 67-8214(3), as amended.

D E. Procedures:

1. Building Permit. Upon submittal of complete building permit plans for the Development to the City, the City shall calculate the Fire District Impact Fee for the Development within thirty (30) days of submittal unless the Fee Payer requests an individual assessment or the City determines that the Development may have Extraordinary Impact.

2. Exemption. An exemption pursuant to section 1-19-5A of this Chapter must be claimed by the Fee Payer upon application for a Building Permit or manufactured home installation permit. Any exemption not so claimed shall be deemed waived by the Fee Payer.



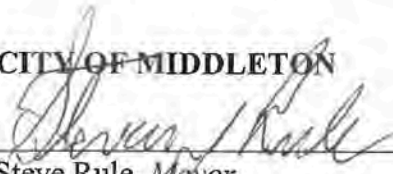
Section 2: Date of Effect and Publication

2.1 This Ordinance, as required by Idaho Code § 67-8206(6), shall be in full force and effect on the 30th day following its passage and approval; and shall be published in full or by summary as provided in Idaho Code §§ 50-901 and 50-901A within one month of its passage and approval all according to law.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, THIS 14
DAY OF November, 2023.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, THIS 14
DAY OF November, 2023.

CITY OF MIDDLETON


Steve Rule, Mayor

ATTEST:


Becky Crofts, City Administrator



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CITY OF MIDDLETON
Canyon County, Idaho

ORDINANCE No. 682

AN ORDINANCE AMENDING SECTION 3 CHAPTER 18 TITLE 1 MIDDLETON CITY CODE BY PROVIDING TECHNICAL CHANGES AND BY THE ADDITION OF MIDDLETON RURAL FIRE DISTRICT IMPACT FEE SCHEDULE; AND PROVIDING AN EFFECTIVE DATE AND PUBLICATION.

BE IT ORDAINED by the Mayor and City Council of the City of Middleton, Canyon County, Idaho:

Section 1: That Section 3 of Chapter 18, Title 1 the Middleton City Code be and the same is hereby amended to read as follows:

1-18-3: IMPOSITION OF FIRE DISTRICT IMPACT FEE:

A. Imposition of Impact Fee. A Fire District Impact Fee is hereby imposed on all new Development in the area of the City that is also within the boundaries of the Fire District.

B. Fee Schedule. Fire District Impact Fees shall be calculated in accordance with the following fee schedule which is set forth in Exhibit III-3 of the Capital Improvements Plan providing for standard fees based on the total number of dwelling units or square feet of nonresidential space in the Development, unless: (1) the Fee Payer requests an individual assessment pursuant to section 1-18-6 of this Chapter; or (2) the City and the Fire District find the Development will have an Extraordinary Impact pursuant to section 1-18-9 of this Chapter. The methodology for determining the costs per service unit provided for in the fee schedule is set forth in the Capital Improvements Plan.

C. Impact Fee Schedule:

The schedule of development impact fees for the various land uses per unit of development are herein set forth as follows:

<u>Residential (per Single Family per Housing Unit)</u>	<u>\$1,481.00</u>
<u>Residential (Multi-Family per Housing Unit)</u>	<u>\$1,123.00</u>
<u>Development Type (per 1,000 Square Feet)</u>	
<u>Retail</u>	<u>\$780.00</u>
<u>Office</u>	<u>\$300.00</u>
<u>Industrial</u>	<u>\$135.00</u>
<u>Institutional</u>	<u>\$541.00</u>

€ D. Developer's Election. A Developer shall have the right to elect to pay a project's proportionate share of System Improvements Costs by payment of Fire District Impact Fee according to the fee schedule as full and complete payment of the Development project's proportionate share of System Improvements Costs, except as provided in Idaho Code § 67-8214(3), as amended.

Ð E. Procedures:

1. Building Permit. Upon submittal of complete building permit plans for the Development to the City, the City shall calculate the Fire District Impact Fee for the Development within thirty (30) days of submittal unless the Fee Payer requests an individual assessment or the City determines that the Development may have Extraordinary Impact.

2. Exemption. An exemption pursuant to section ~~1-18-5A~~ of this Chapter must be claimed by the Fee Payer upon application for a Building Permit or manufactured home installation permit. Any exemption not so claimed shall be deemed waived by the Fee Payer.

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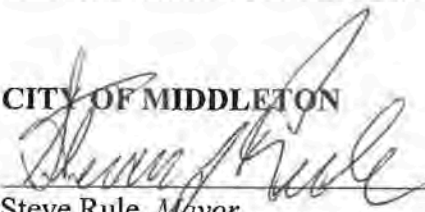
Section 2: Date of Effect and Publication

2.1 This Ordinance, as required by Idaho Code § 67-8206(6), shall be in full force and effect on the 30th day following its passage and approval; and shall be published in full or by summary as provided in Idaho Code §§ 50-901 and 50-901A within one month of its passage and approval all according to law.

PASSED BY THE COUNCIL OF THE CITY OF MIDDLETON, IDAHO, THIS 14
DAY OF November, 2023.

APPROVED BY THE MAYOR OF THE CITY OF MIDDLETON, IDAHO, THIS 14
DAY OF November, 2023.

CITY OF MIDDLETON

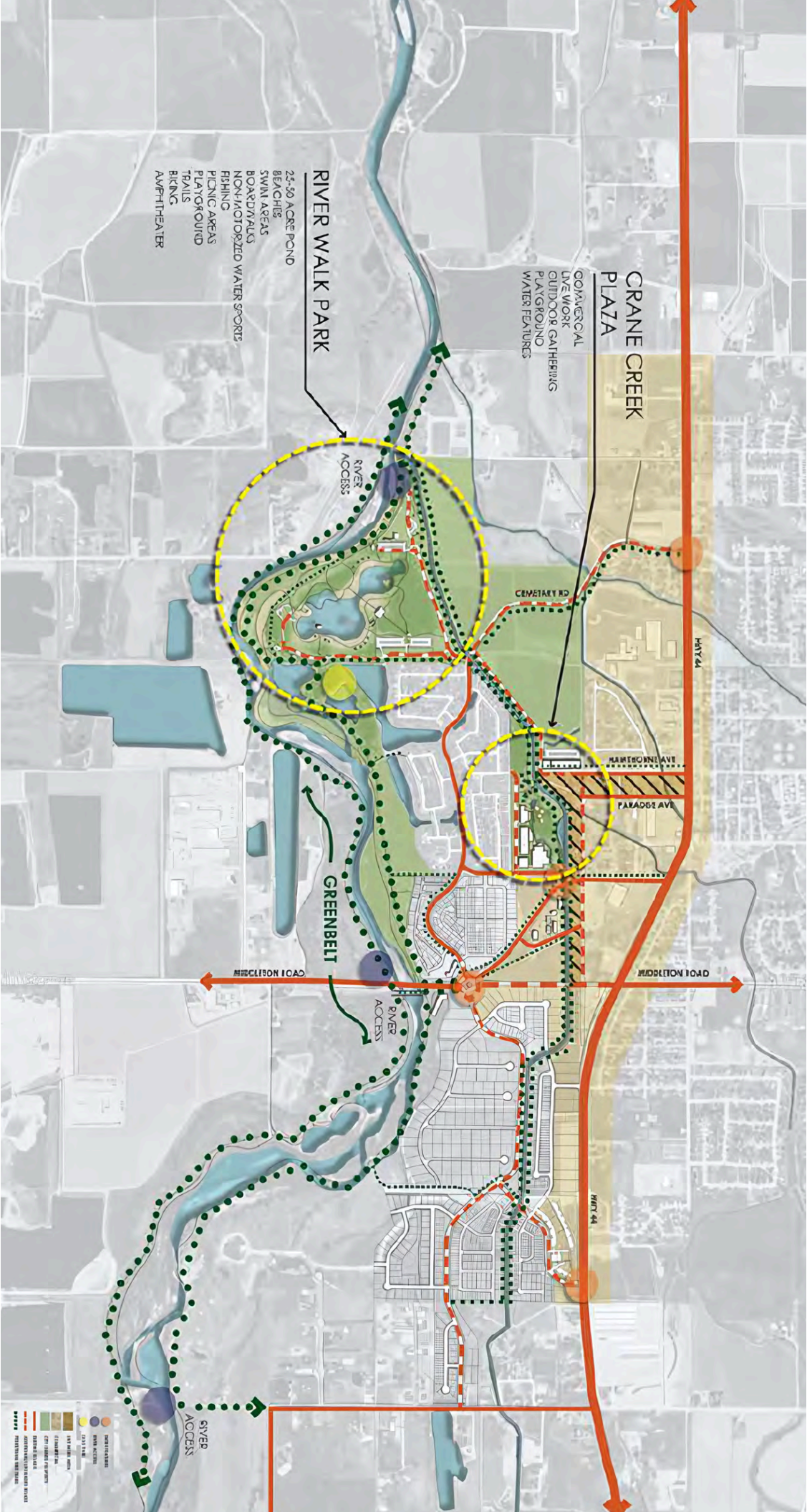

Steve Rule, Mayor

ATTEST:


Becky Crofts, City Administrator



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CRANE CREEK PLAZA

- GOMMESCOAL
- LIVE WORK
- OUTDOOR GATHERINGS
- PLAYGROUND
- WATER FEATURES

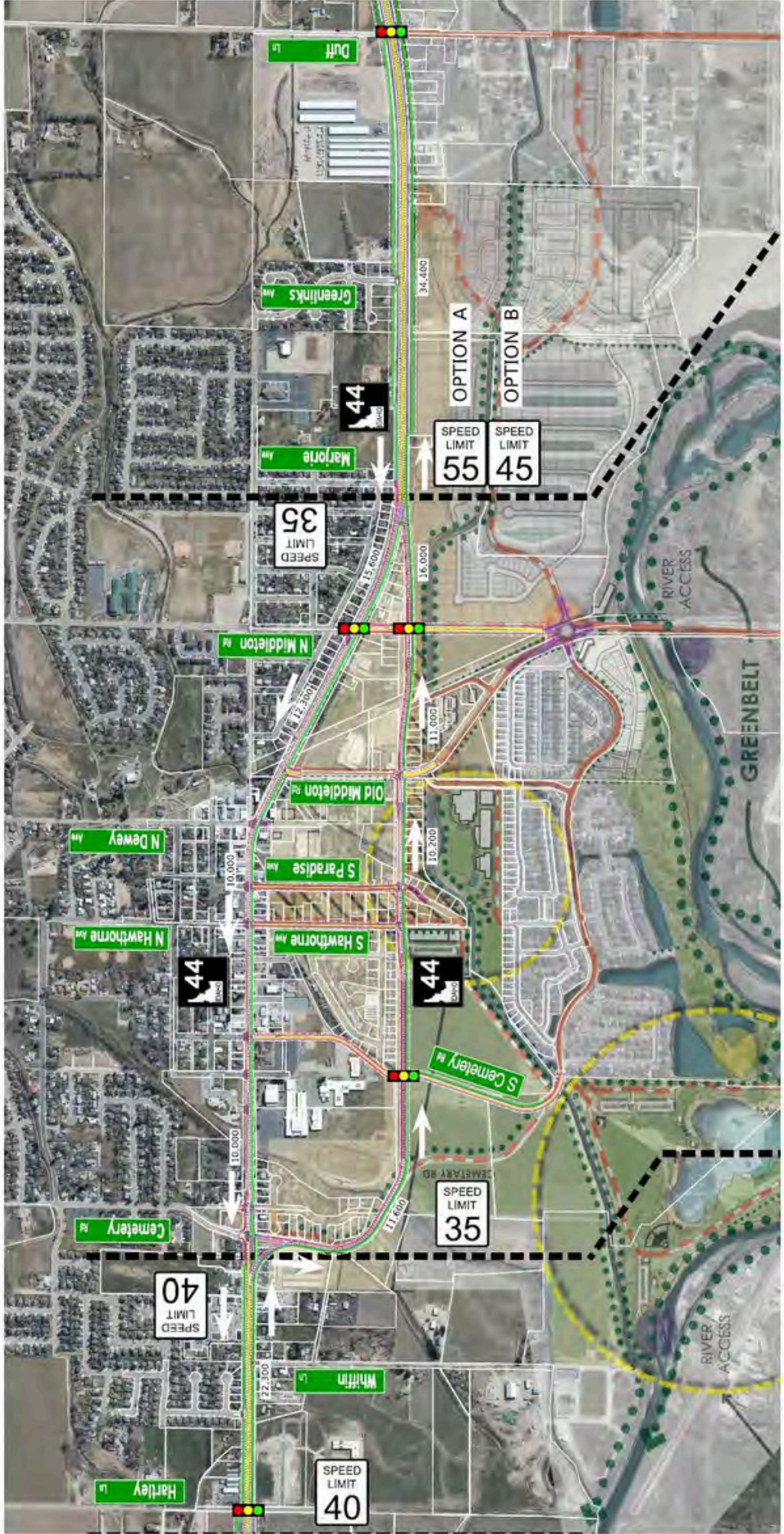
RIVER WALK PARK

- 25-50 ACRE POND
- BEACHES
- SWIM AREAS
- BOARDWALKS
- NON-MOTORIZED WATER SPORTS
- FISHING
- PICNIC AREAS
- PLAYGROUND
- TRAILS
- BIKING
- AWPH/TEA/TER

GREENBELT

- RIVER ACCESS
- GREENBELT
- CEMETERY RD
- HAMERBONE AVE
- PARADISE AVE
- MIDDLETON ROAD
- HWY 44

Transportation Couplet Design (ITD PEL Study 2024)





MIDDLETON

COMPREHENSIVE PLAN

UPDATE
2025

PREPARED BY



Downtown Redevelopment
Services, LLC