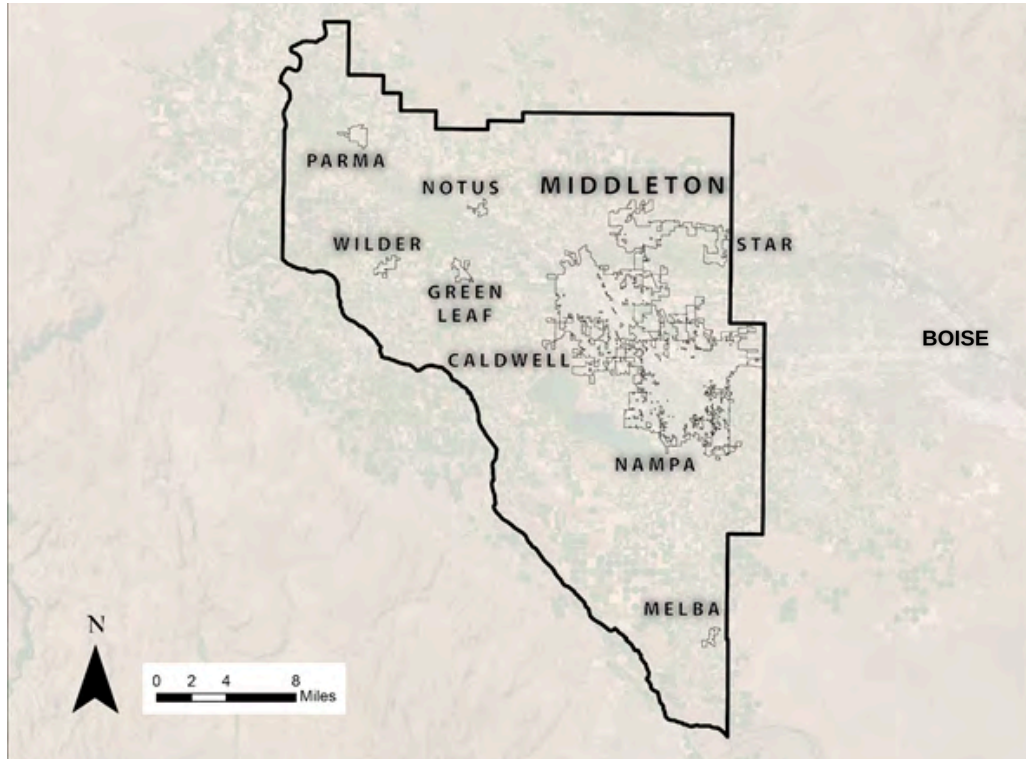




PLAN INTRODUCTION

02



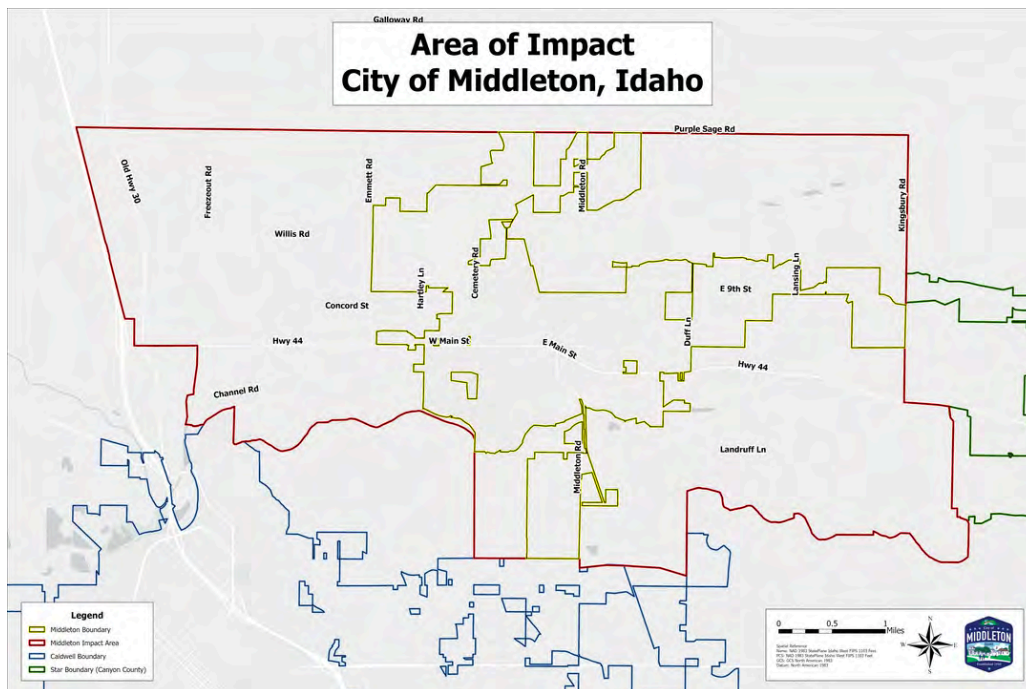
Map X: City of Middleton, ID Context Map - Canyon County (2024)

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.

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.



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



EXISTING CONDITIONS ANALYSIS

03

Existing Conditions Analysis

Existing Plan Review

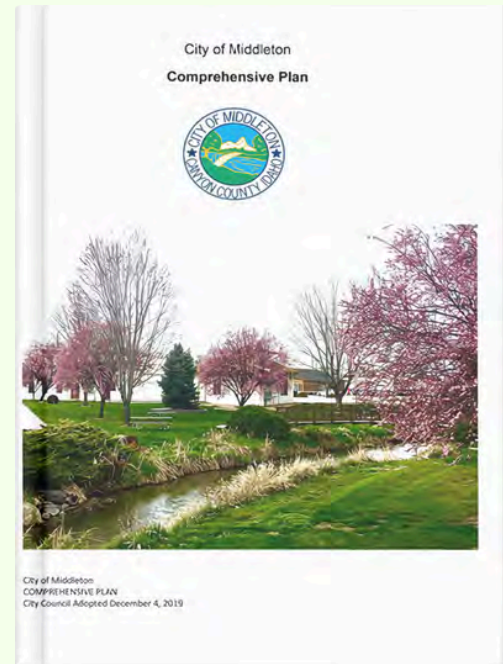
Middleton Comprehensive Plan (2019)

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:

1

Developing a Safe Transportation System

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.

2

Reducing Vehicle Congestion and Promoting Active Transportation

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.

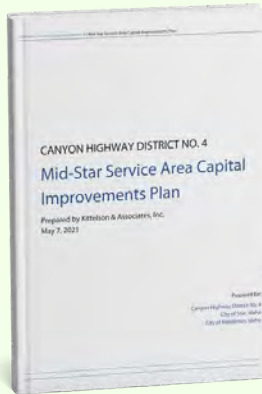
3

Preparing for Effective Transit Use

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.

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 CHD4, 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.

**Click Here
for ORD**



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.

**Click Here
for ORD**



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.

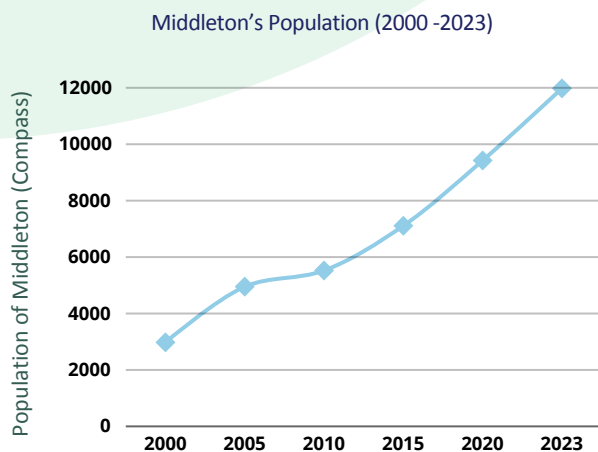


Figure X: Middleton's Population from 2000 - 2023 (COMPASS)

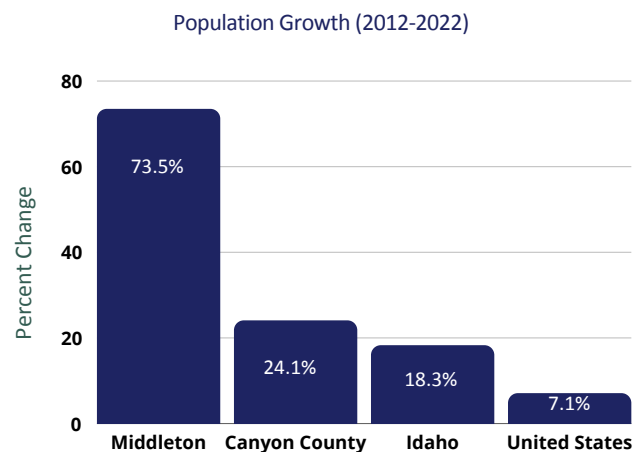


Figure X: Middleton's Population Growth (2012 - 2022 ACS 5-Year Estimate)

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.

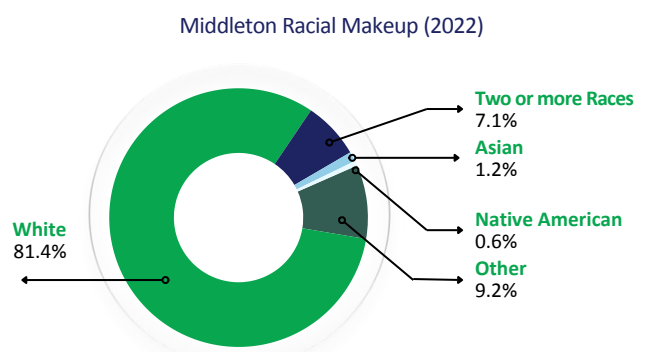


Figure X: Middleton's Racial Make-Up (2022 ACS 5-Year Estimate)

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)

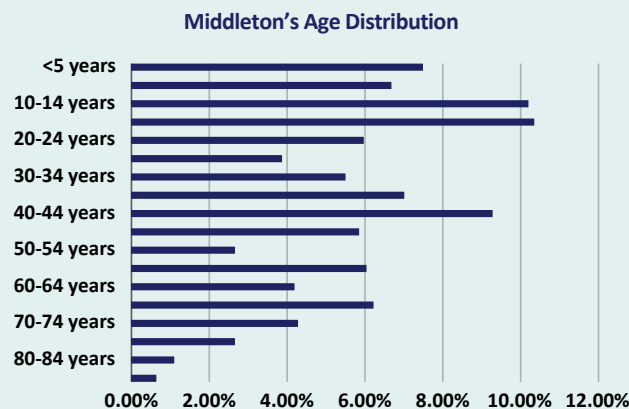


Figure X: Middleton Age Distribution (2022 ACS 5-Year Estimate)

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.

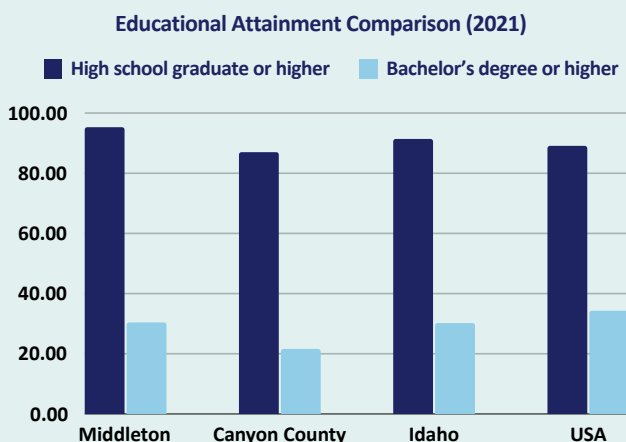


Figure X: Middleton Comparative Educational Attainment (ACS 2022 5-Year Estimate)

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.

Population Forecasting

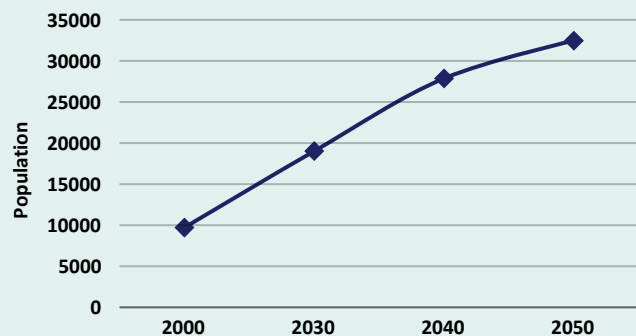


Figure X: Middleton Population Forecasting (2019 - 2050)

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

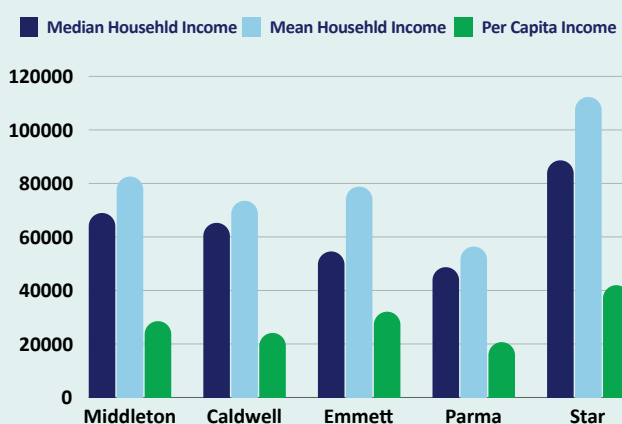
Table X: Middleton Residents' Employment by Occupation

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)



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.

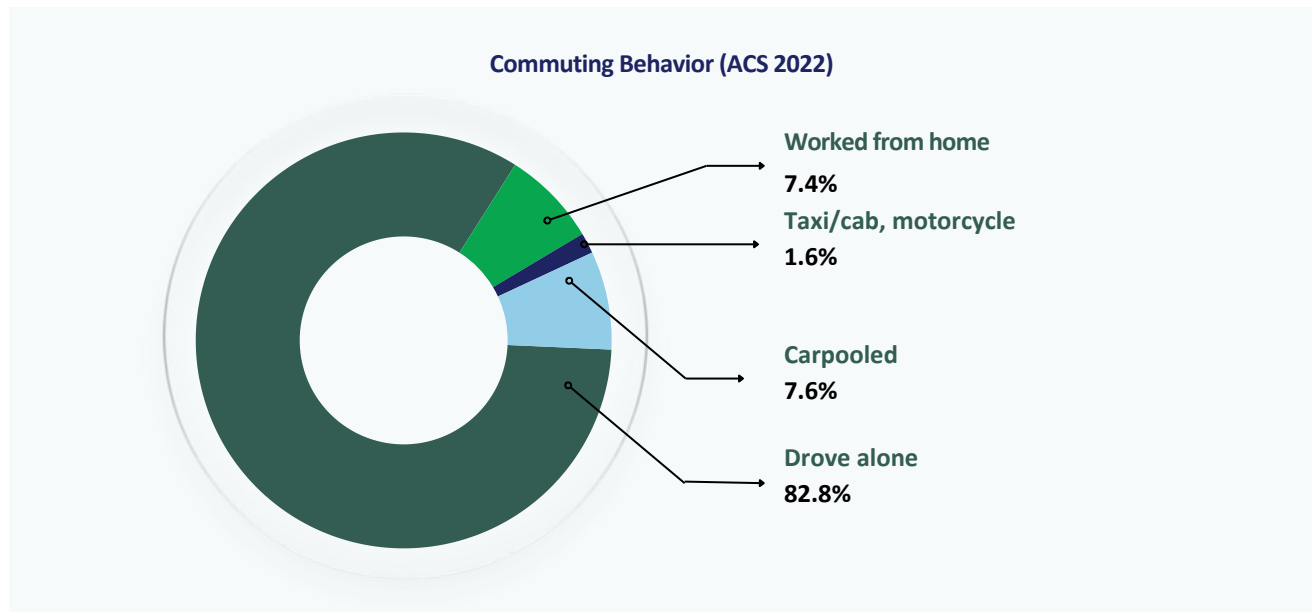
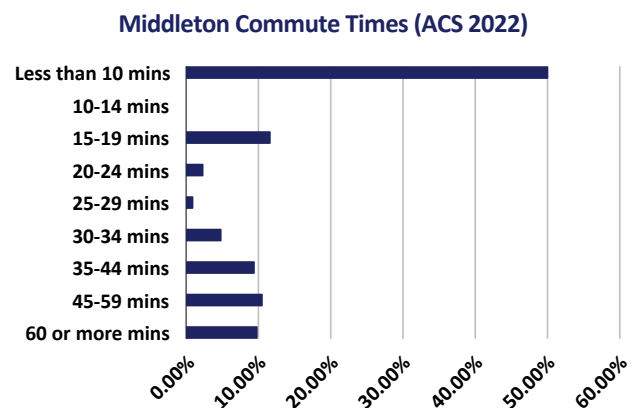


Figure X: Middleton Commuting Behaviors (ACS 2022 5-Year Estimate)

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



**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

Source: Aerial Imagery, 2013; StatePlane Idaho NAD 83 12000 FIPS 12000
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 2013: NAD 83 12000 FIPS 12000 StatePlane Idaho NAD 83 12000 FIPS 12000

MIDDLETON
 Idaho

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		931.6	22.4%	6170.1	38.1%
Boise River		3.6	0.1%	425.5	2.6%
Religious		21.8	0.5%	40.3	0.2%
Commercial		164.9	4.0%	193.3	1.2%
Industrial		258.9	6.2%	726.8	4.5%
Public		338.7	8.1%	362.0	2.2%
Residential		1748.8	42.0%	6896.7	42.6%
Transportation		539.9	13.0%	1066.9	6.6%
Vacant		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.

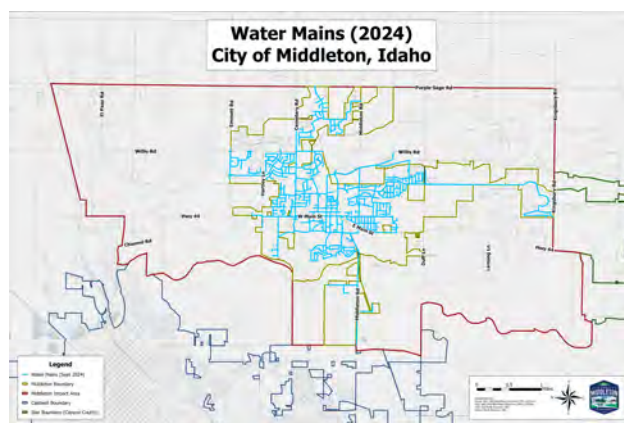
At the time of the 2022 Water System Master Plan, the system served approximately 3,578 equivalent dwelling units. The system includes seven well sources, one 2-million-gallon storage tank, two booster pump stations, two pressure reducing valve stations and approximately 62.3 miles of distribution piping 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.

Water for fire fighting purposes is generally available at 1,500 gpm for 2 hours throughout the system. This represents a level suitable for residential development. Some localized areas have fire flows less than 1,500 gpm which still meets fire code for some one and two family dwellings.

Commercial and industrial areas often have fire flow requirements specifying higher volume flows extending over longer durations. The City's existing system is capable of providing some areas with higher flows, particularly along the Main Street area. Specific areas should be reviewed on a case by case basis to assure fire flows are adequate for the type of development envisioned prior to rezoning or re-development.

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.



Fire Flow Availability

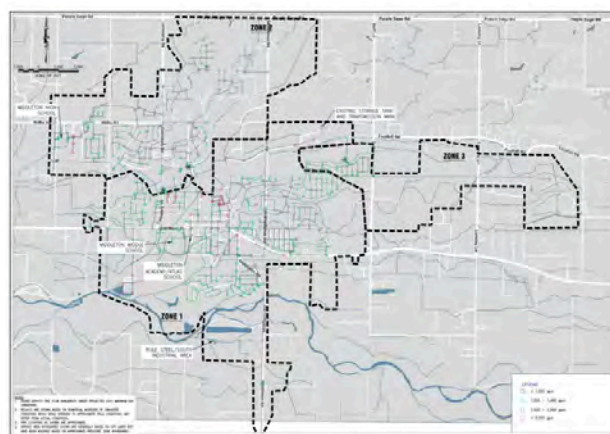


Figure 5-5 Simulated Available Fire Flow (2021)

Public Services, Facilities, and Utilities

Water System - Fire Flow Availability

Table 5-15. Simulated Fire Flow Deficiencies

Location	Pipe Length (ft)	Simulated Available Fire Flow (gpm)
Southwell Ct	*	1475
Castle Rock Ave	*	1104
Fairhaven Rd	*	1302
Kennedy Ct	*	1117
Homesteader St./Voyager Rd	*	1410
Pilgrim Way	*	1455
Voyager St	*	1469
Summit Ave	210	1439
Mountain Loop St	*	1058
Meadow Ct	390	901
Creekside Ct	*	1276
Bridgewater Wy	*	1397
Cobblestone Ct	*	1204
Harmon Way	*	1397
Mulligan St	*	1472
Condor Dr	*	1142
Stage Line Pl	*	1420
Forty Niner Ct	*	1102
The LDS church south of Willis Rd west of Hartley Ln	**	972
Commercial Dev N Main St w/ Cemetery Rd (1028 W Main St)	*	1322
W 4th St N	260	282
N 7th Ave W	260	412
Cedar St (W 5th St N)	500	837
Cemetery Rd (W Concord St to 9th St)	770	1354
S Middleton Rd (E Idaho Rd to Star Rd)	330	1331
W 2nd St N (Jasper Ave to N Viking Ave)	380	1293
6th St/Duke Ave/4th St	950	170
Wilfin Ln	1050	1357
Kennedy Dr to N Dewey Ave	590	1417

* Resolved by proposed CIP improvements.

** Resolved by 12-inch transmission main in Willis Rd from Hartley Ln to Emmet Rd (by future developers)

5.9.4. High Fire Flow Areas

Certain commercial areas in town have fire flow requirements greater than 3,500 gpm due to the larger size of the structures or building material.

Available fire flows calculated by the model in school, commercial, and industrial areas are shown in Table 5-16. Per Middleton Rural Fire District, fire flow requirements may be met using multiple nearby hydrants. The South Industrial Park hydrants did not meet the minimum fire flow requirements.

Table 5-16. Available Fire Flows at School and Commercial Areas

Hydrant	Fire Flow Requirement (gpm)	Available FF (gpm)
Middle School 1	2,500	3,400
Middle School 2		2,717
Middle School 3		1,731
The Academy/ Atlas School Hydrant 1	4,000	3,533
The Academy/ Atlas School Hydrant 2		4,000
High School 1	2,500	2,510
High School 2	2,500	2,680
High School 3	2,500	2,678
High School 4	2,500	2,765
South Industrial Park	3,500	2,139

Available fire flows at the Atlas School and Middle School area are shown in Figure 5-6. The maximum velocity at 10.82 ft/s is in the 8-inch line in the intersection of W Main St and S Viking Ave north of the hydrant.

Sewer System

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

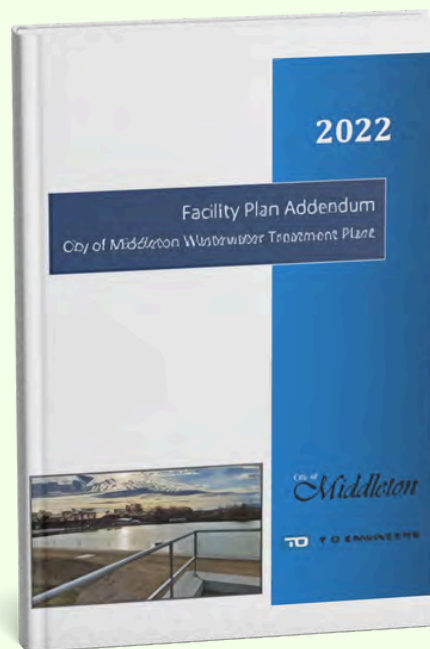
At the time of the 2019 Wastewater Master Plan, the city's collection system consisted of 64.1 miles of gravity sewer pipe, eight lift stations with 3.5 miles of force main, and 1,004 manholes.

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 Engineering, 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

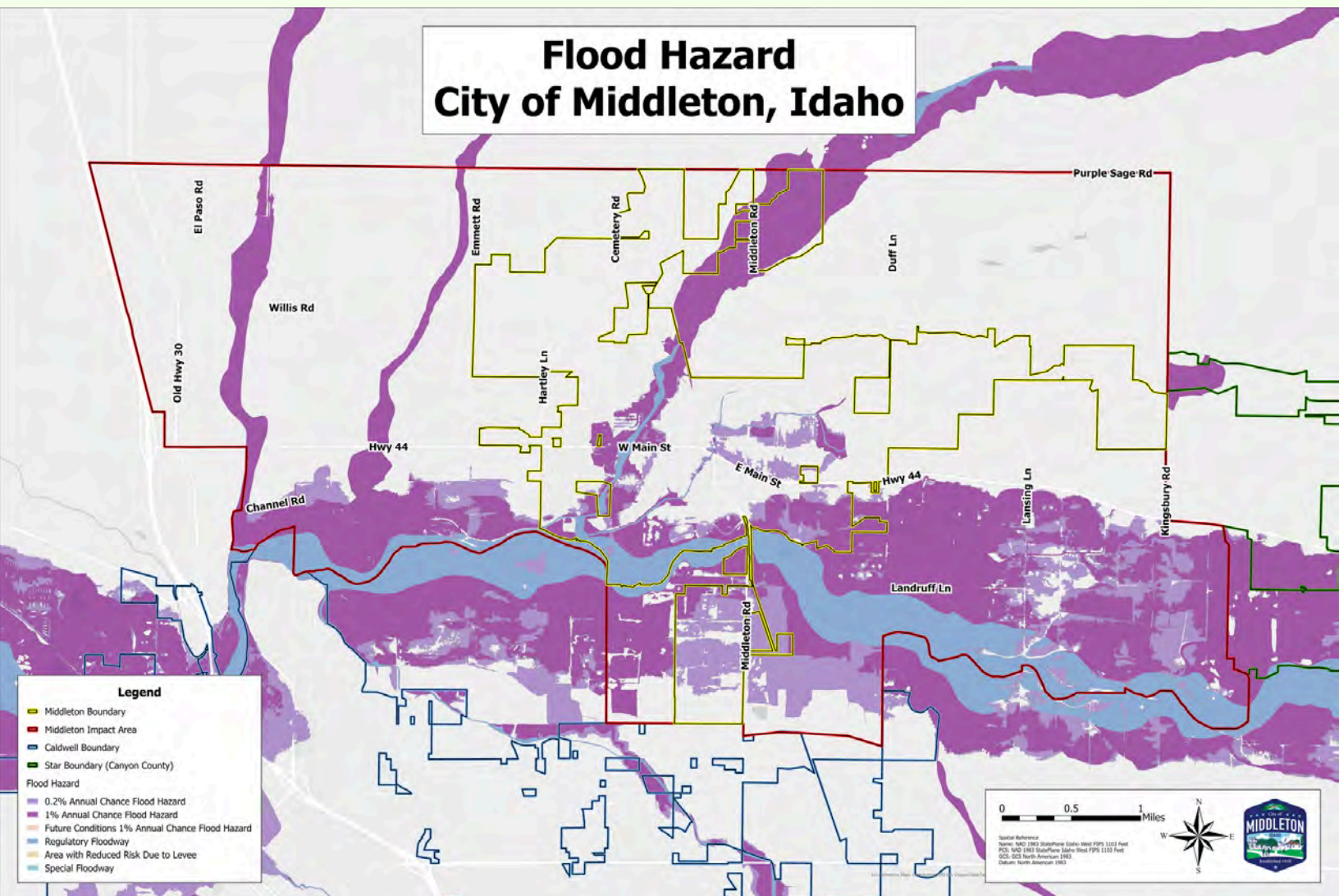
Separate districts, companies and lateral operators within the Middleton area are responsible for delivering irrigation water through more than 137 miles of irrigation and drainage open and closed-ditch waterways in the Middleton area.



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.

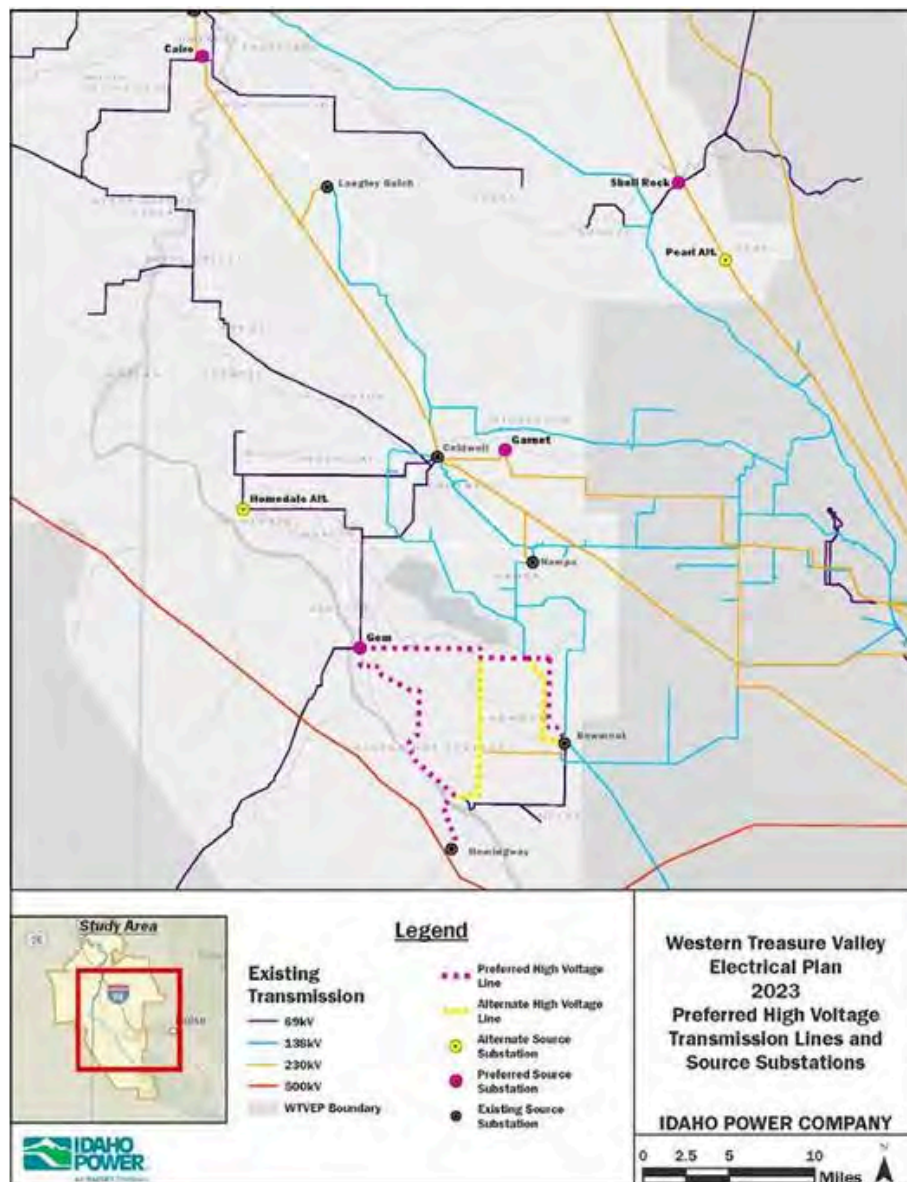
The City has a franchise agreement in place with Cableone/Sparklight. The City requires conduits to be installed with developments suitable to install fiber optic communication cables. Apart from verifying their presence at the time of development acceptance, the City has no involvement in the ownership,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



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 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.

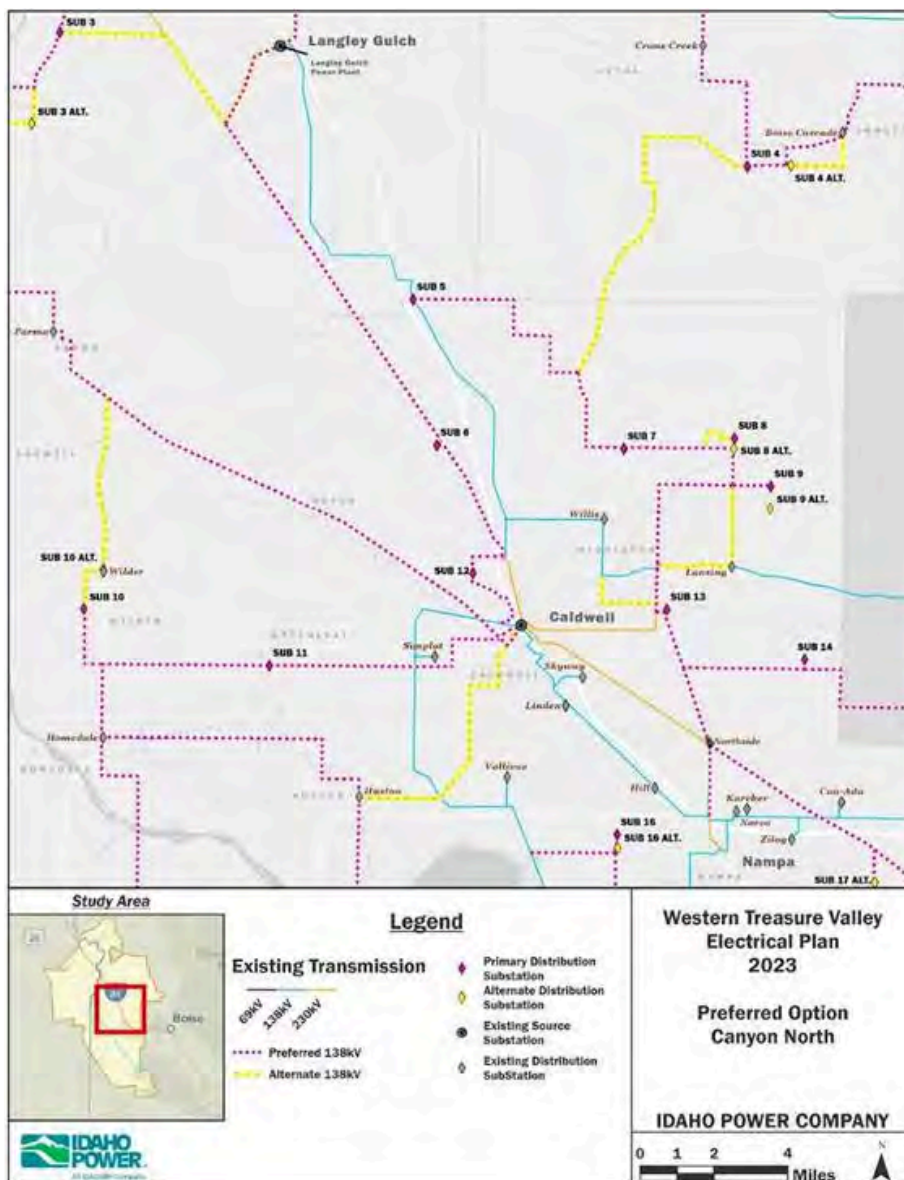
Preferred Substation Locations: Distribution Substation 13 (Sub 13)

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 Option Canyon North



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.

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



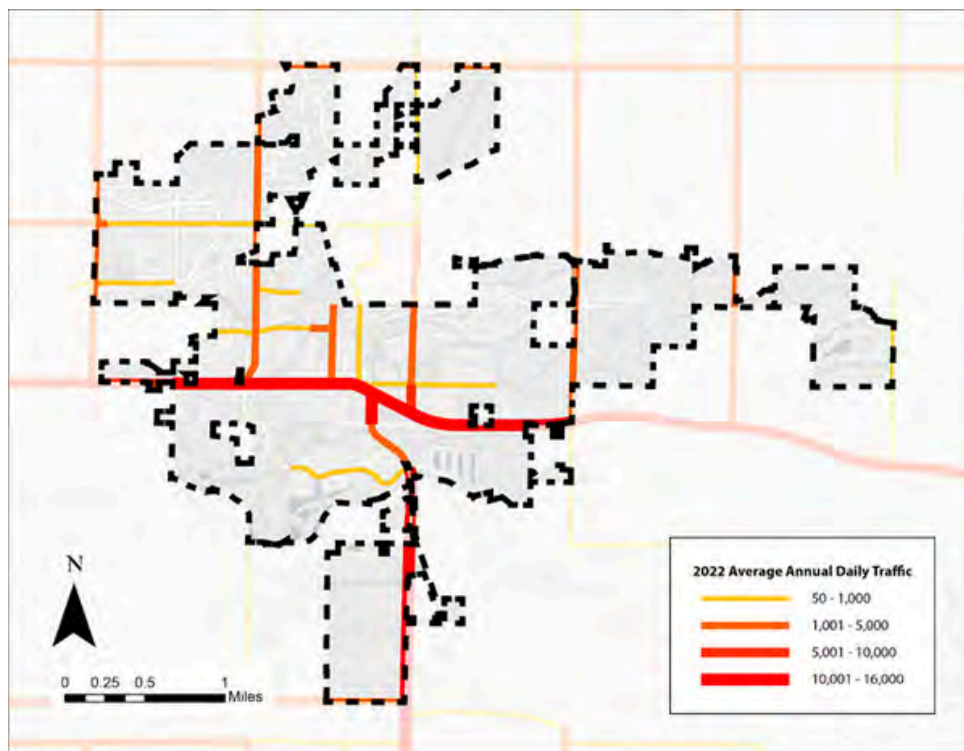
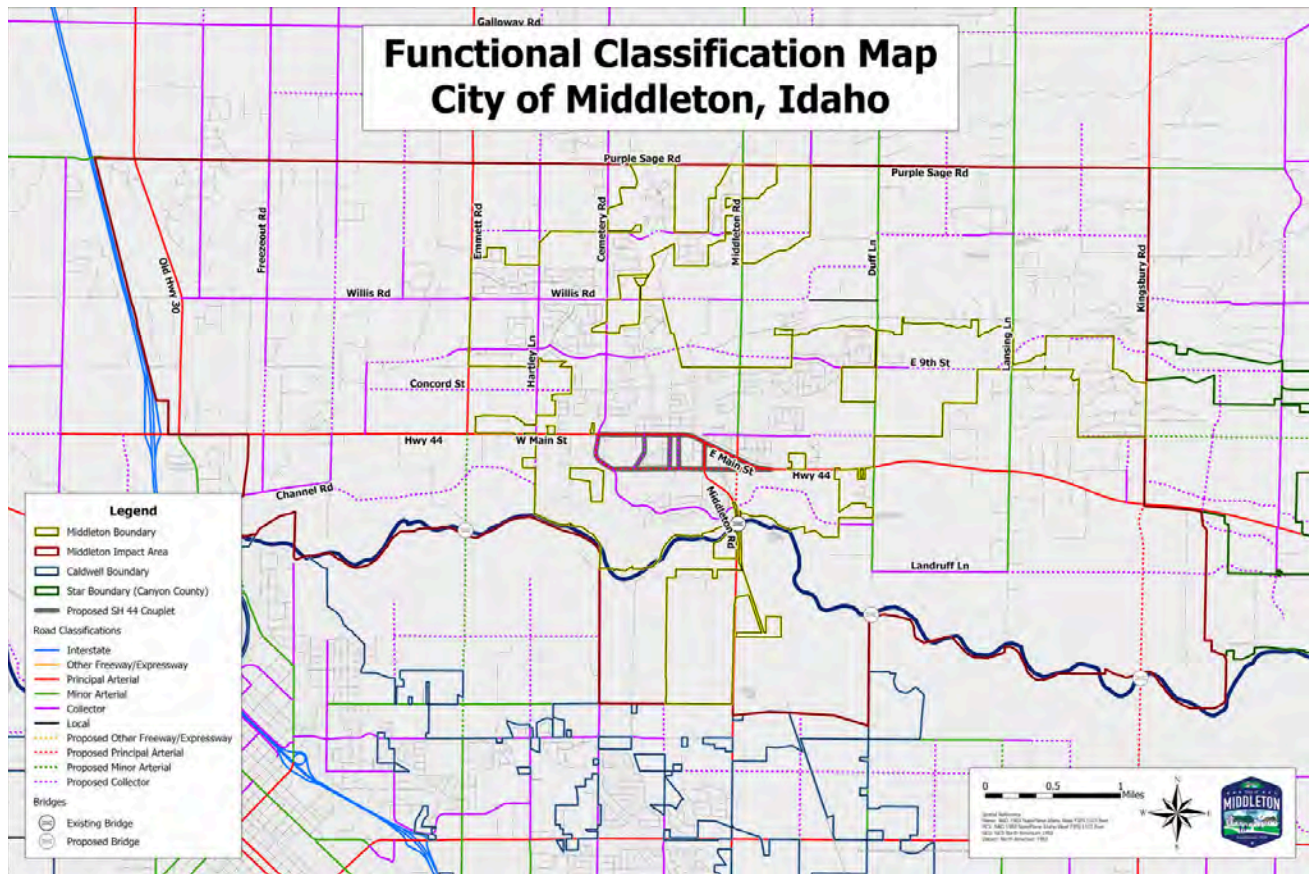
In the City of Middleton and the surrounding impact area, there are three jurisdictions responsible for roadways: the City of Middleton Public Works Department for roads within City limits, Canyon Highway District Number 4 (CHD4) for roads outside city limits surrounding Middleton, and the Idaho Transportation 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 CHD4 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.



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 194 of the Appendix to the Transportation maps that are a part of this Comprehensive Plan update.

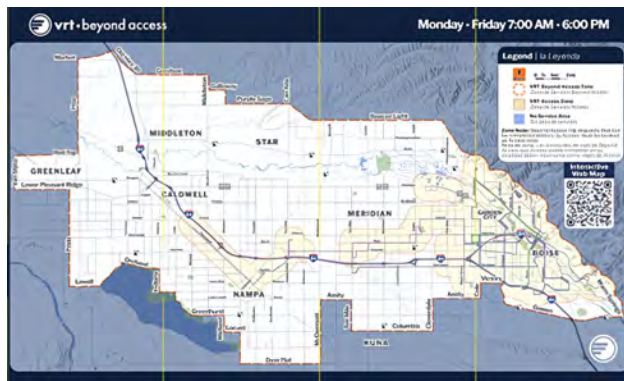
Airport

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.



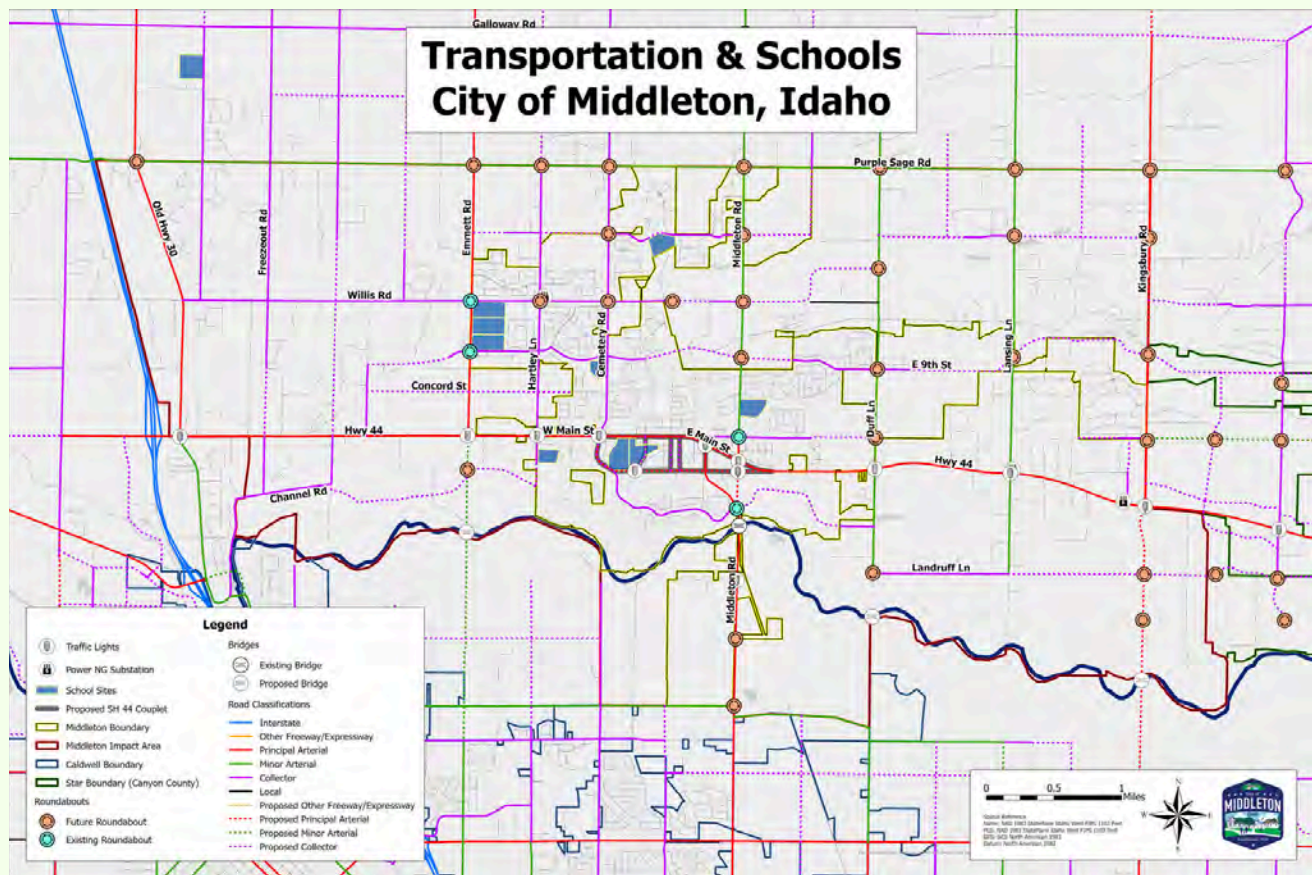
Transit

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)

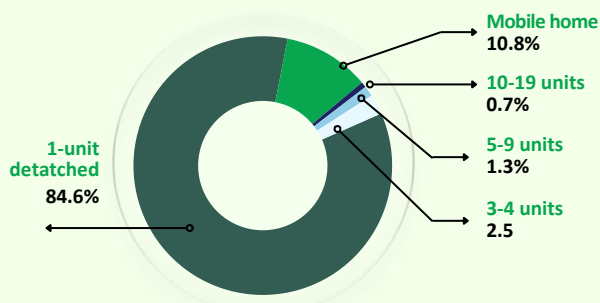


Figure X: Middleton Housing Units by Type (ACS 2022 5-Year Estimate)

Housing Unit by Number of Bedrooms (ACS 2022)

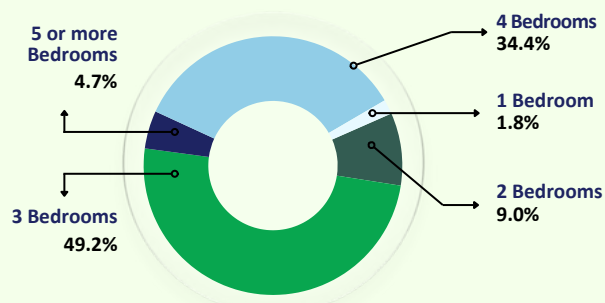


Figure X: Middleton Housing Units by Number of Bedrooms (ACS 2022 5-Year Estimate)

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.

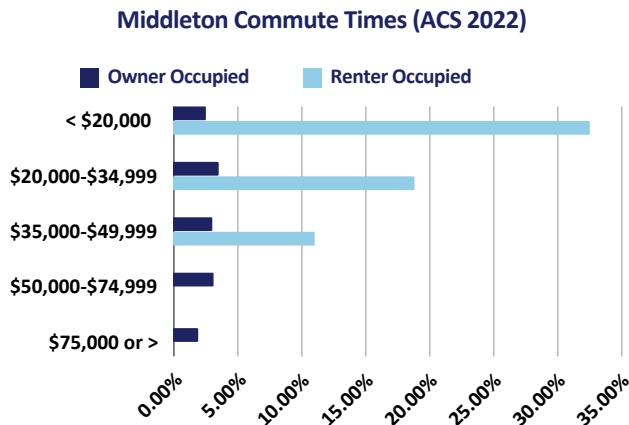


Figure X: Middleton Households with Housing Costs Exceeding 30% of Income

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

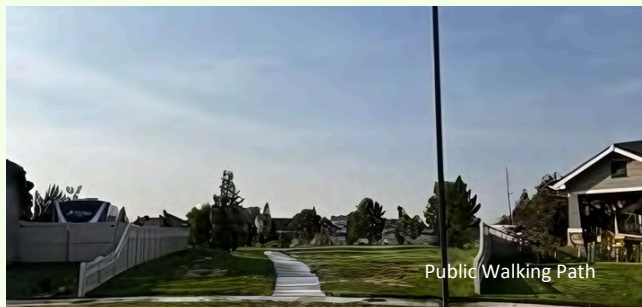
Recreation

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.



Public Walking Path



Public Walking Path

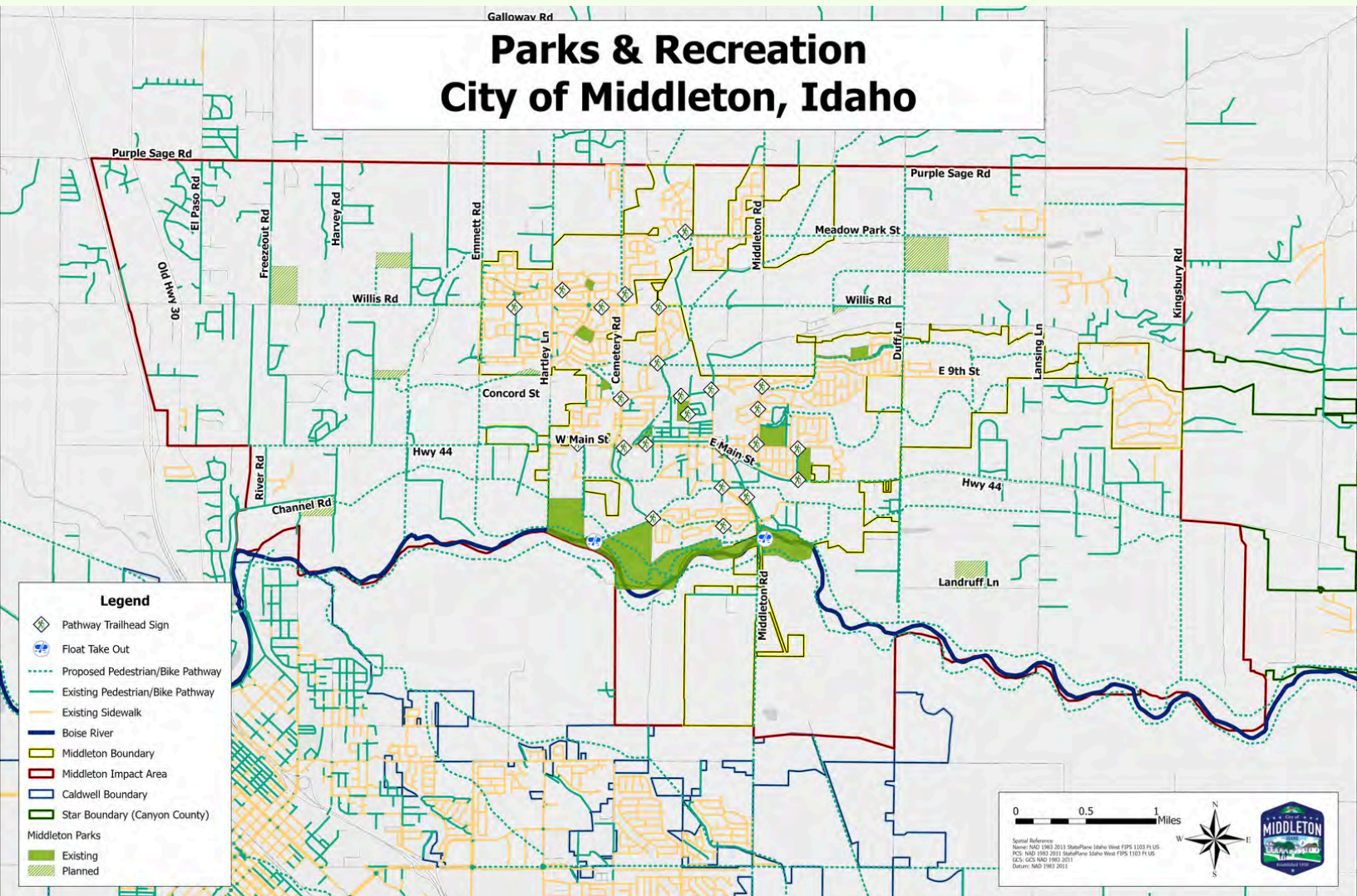


Roadside Park

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

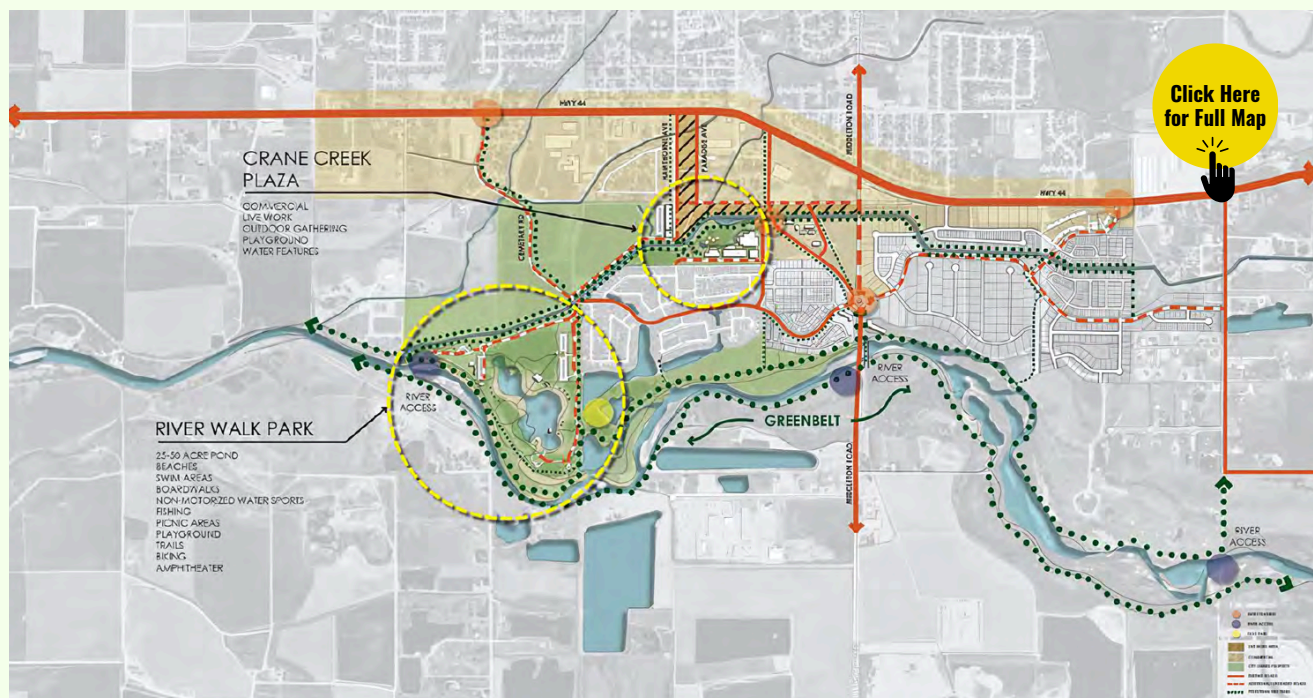
The Boise River is a precious resource and natural amenity located approximately one mile south of downtown. The river area is habitat to deer, coyotes, raccoons, upland game birds, wild turkeys, and waterfowl. The river corridor is used by avid sportsman and recreationalist via several informal access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

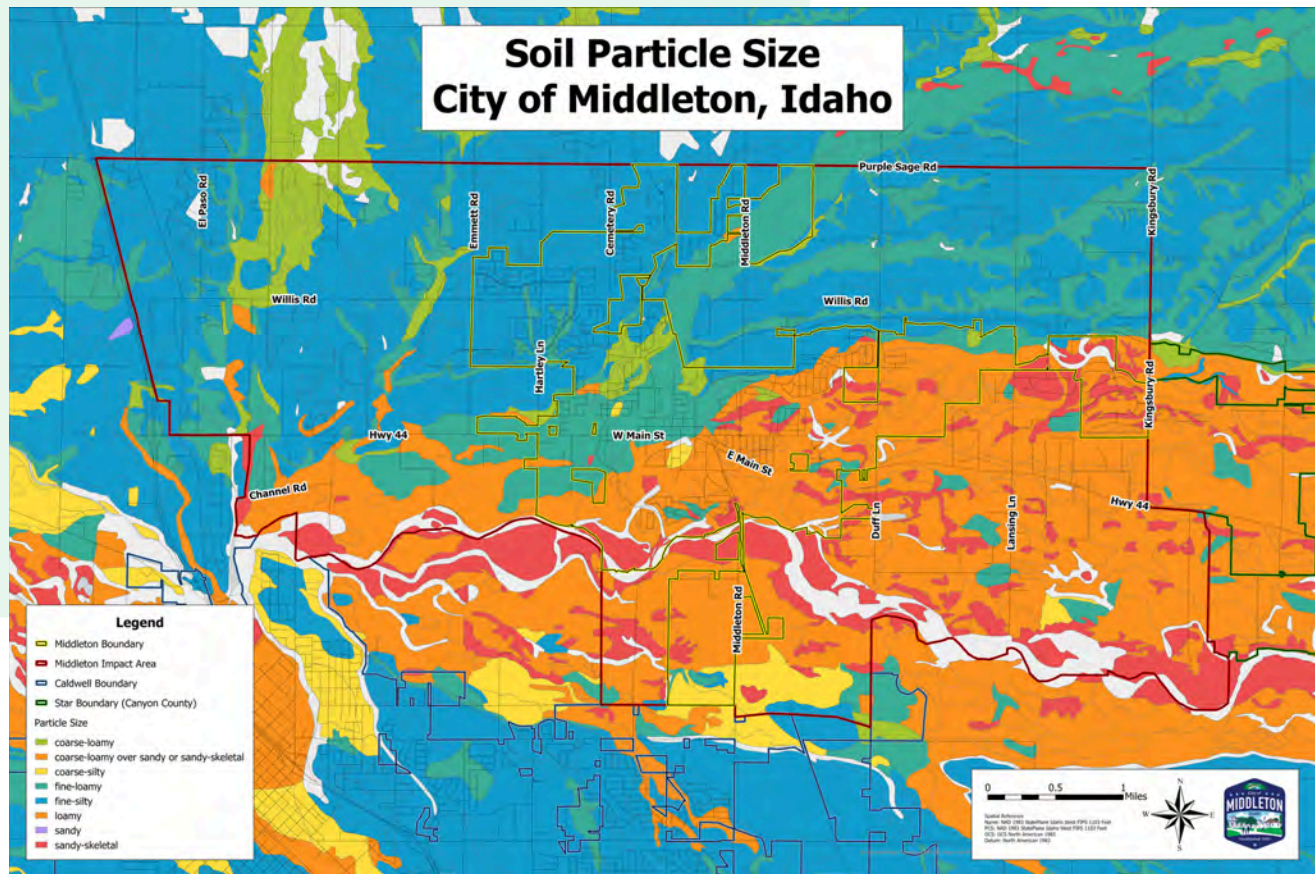
The City owns approximately 113 acres of vacant land for future parks and amenity space along the Boise River (between Middleton Road and Whiffin Lane) currently called the Middleton River Walk. Conceptual plans started in 2021 are still subject to revision; however, the most recent concept plan includes 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

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.

Qas:
SANDY ALLUVIUM OF
SIDE-STREAM VALLEYS
AND GULCHES

Medium to coarse sand interbedded with silty fine sand and silt. Sediment mostly derived from weathered granite and reworked tertiary sediments. Thickness variable. Minor pedogenic clay and calcium carbonate.

Qwg:
GRAVEL OF WHITNEY
TERRACE

Sandy pebble and cobble gravel. Second terrace above floodplain. Thickness 16-80 feet; thickest to the east. Mantled with 3 to 6 feet of loess.

Qbg:
GRAVEL OF THE BOISE
TERRACE

Sandy pebbles and cobble gravel. First terrace above the floodplain. Thickness 3-14 meters (10-45 feet) Mostly mantled with thin loess.

Qa:
ALLUVIUM OF BOISE
AND SNAKE RIVER

Sandy cobble gravel upstream grading to sandy pebble gravel downstream. Mostly channel alluvium of the Boise and Snake Rivers. Thickness 20 to 46 feet. No pedogenic clay.

MuA:
MOULTON FINE SANDY
LOAM, saline, 0 to 1
percent slopes

This soil is near the edges of drainage ways and undulating areas. It is slightly saline and has few alkali spots.

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.

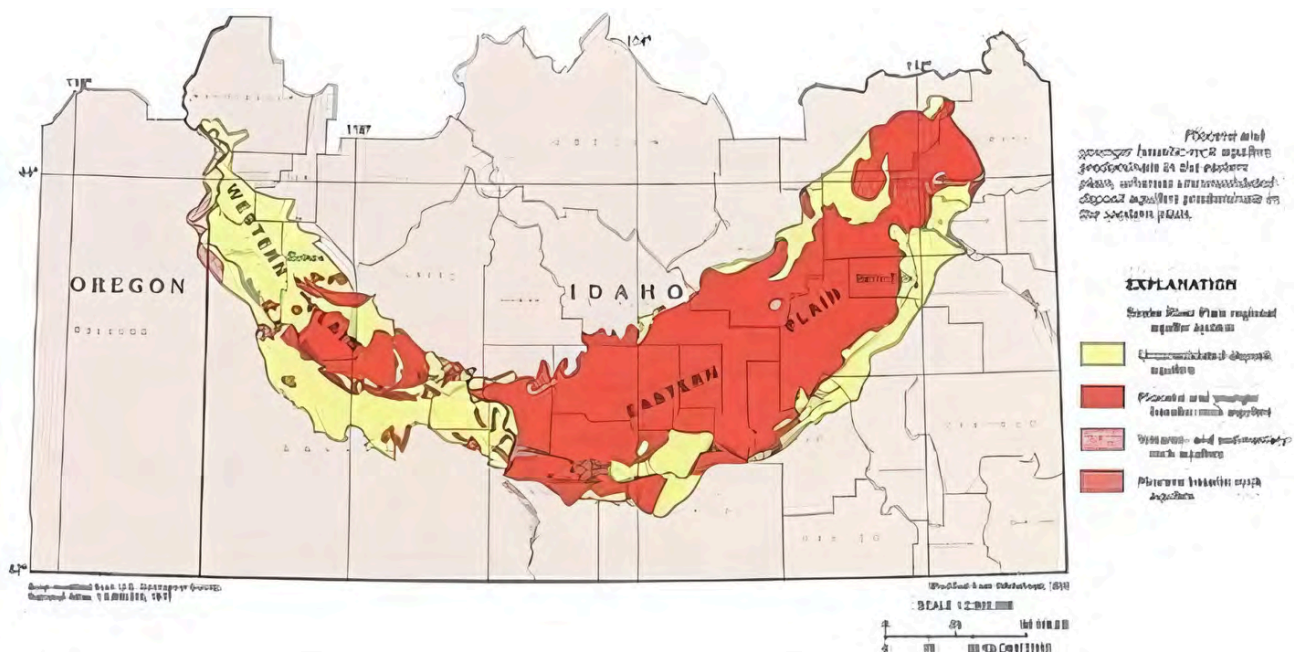
Vegetation

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**

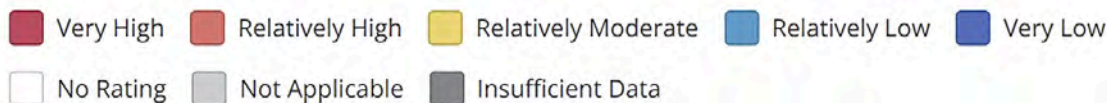
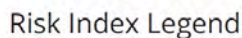
The Trolley Station is significant to the community of Middleton, Idaho, as it represents a key piece of the town's historical heritage and serves as a symbol of its early development. Starting in 1907, the Trolley Station was part of the Interurban Railway line that ran from Boise to Caldwell. Middleton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

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}



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)

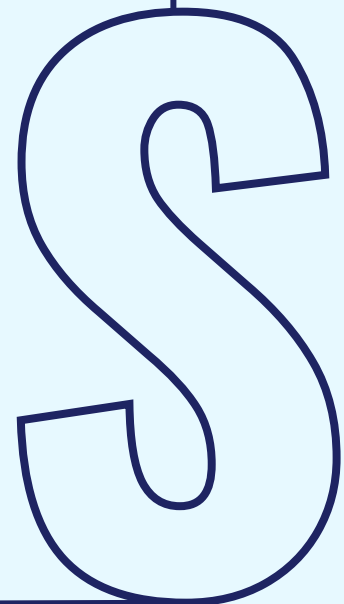
Per FEMA, the following hazard types are not applicable to Middleton: avalanches, coastal flooding, hurricanes, tsunamis, and volcanic activity.

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.



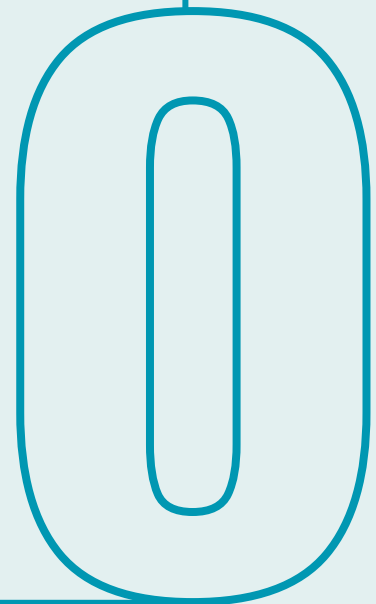
WEAKNESSES

- ❖ 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.

