



Board of County Commissioners
Hearing Date: October 16, 2025
Canyon County Development Services Department

PLANNING DIVISION STAFF REPORT

CASE NUMBER: OR2025-0011
APPLICANT/REPRESENTATIVE: City of Nampa
ANALYST: Michelle Barron, Amber Lewter, & Arbay Mberwa

REQUEST:

The applicant, City of Nampa, requests an ordinance update to comply with State Law 67-6526, by confirming the existing Area of Impact. The City of Nampa requests that the Canyon County Board of Commissioners confirm and reestablish Nampa’s existing Impact Area boundary that is roughly bound by the Boise River to the north between Madison Rd. and N. Can Ada Rd., the county line to the east, Lake Shore Dr. to the south, and Lake Lowell and Caldwell’s previously established Impact Area boundary to the west.

The City of Nampa is requesting their Area of Impact to be confirmed to the North although the City of Star is also requesting the area just South of the Boise River be added to their Area of Impact.

PUBLIC NOTIFICATION:

Full Political Notice:	August 20, 2025
Public Notification:	None- no change requested
Newspaper Notice published on:	August 27, 2025

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1. BACKGROUND:

The Idaho State Statute 67-6526 regarding Area of Impact for cities within the counties was updated with the 2024 Idaho State Legislature. Each city was directed to work with the county jurisdiction to either confirm the current Area of Impact, expand the Area of Impact or reduce the size of the Area of Impact based on meeting five (5) criteria that were put in place with the updated State Statute. Canyon County has worked with each city to bring forward at public hearing the evidences to support their requested Area of Impact. A deadline for compliance with the updated Idaho Code 67-6526 is December 31, 2025.

In 2024, Idaho State Statute 67-6526 regarding Areas of Impact for cities within the counties was updated. It states: “The legislature finds that areas of impact are properly under the jurisdiction of the county because the elected representatives of citizens in areas of impact are county officials, not city officials. While cities should receive notice of, and may provide input on, applications brought to the county in

an area of impact, cities do not govern or control decisions on those applications. County commissioners make the final determination regarding area of impact boundaries within their county.”

“An area of impact is where growth and development are expected to occur. Areas of impact should be planned for growth and development and should not be used to stop growth and development that conforms to applicable plans and ordinances. Areas of impact should be established, modified, or confirmed based on the ability and likelihood of a city or cities to annex lands within that area of impact in the near future.”

*“Counties and cities shall review their area of impact boundaries at least every five (5) years to determine if modifications are needed or to confirm existing boundaries and may pursue modification of an established area of impact more frequently than every five (5) years.” See **Exhibit B1** for details on the state law.*

Each city was directed to work with the county jurisdiction to either confirm the current Area of Impact or update the Area of Impact based on meeting five (5) criteria that were put in place with the updated State Statute. Canyon County has worked with each city to bring forward at public hearing the evidences to support their requested Area of Impact. A deadline for compliance with the updated Idaho Code 67-6526 is December 31, 2025.

City of Nampa provided a draft staff report regarding the proposed area of impact boundary and a proposed area of impact boundary map on August 15, 2025 (**Exhibit A**) An updated staff report from Nampa was submitted on September 26, 2025 as well as their presentation (**Exhibit A4**)

2. HEARING BODY ACTION:

OPTIONAL MOTIONS:

Approval of the Application: “I move to approve OR2025-0011, City of Nampa, finding the application **does** meet the required criteria for approval under State Law 67-6526, **finding that:** [*Cite reasons for approval*].

Denial of the Application: “I move to deny OR2025-0011, City of Nampa finding the application **does not** meet the criteria for approval under State Law 67-6526, **finding that** [*cite findings for denial based on the express standards outlined in the criteria & the actions, if any, the applicant could take to obtain approval (ref.ID.67-6519(5))*].

Table the Application: “I move to continue OR2025-0011, City of Nampa, to a [*date certain or uncertain*]

3. HEARING CRITERIA

Table 1. Ordinance Criteria Analysis

<p>HEARING CRITERIA (CCCO §07-06-01(4)B) - Zoning Ordinance Changes: If an amendment to a zone or zone boundary is approved, then the approved amendment shall be effective immediately upon written approval and shall be established and clearly indicated, as soon as practicable, on the zoning map or maps adopted as part of this chapter. The board shall, when considering an application for an amendment to the zoning ordinance, consider the comprehensive plan and other evidence gathered through the public hearing process.</p>
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<p>Idaho Code §67-6511(2)(c): The governing board shall analyze proposed changes to zoning ordinances to ensure that they are not in conflict with the policies of the adopted comprehensive plan. If the request is found by the</p>

governing board to be in conflict with the adopted plan, or would result in demonstrable adverse impacts upon the delivery of services by any political subdivision providing public services, including school districts, within the planning jurisdiction, the governing board may require the request to be submitted to the planning or planning and zoning commission or, in absence of a commission, the governing board may consider an amendment to the comprehensive plan pursuant to the notice and hearing procedures provided in section 67-6509, Idaho Code. After the plan has been amended, the zoning ordinance may then be considered for amendment pursuant to paragraph (b) of this subsection.

Compliant			County Ordinance and Staff Review	
Yes	No	N/A	Code Section	Analysis
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CCCO §07-06-01(4)B (Idaho Code §67-6511(2)(c))	Is the amendment generally in conformance with the comprehensive plan?
			Staff Analysis	<p>The proposed area of impact is generally in conformance with the Comprehensive Plan.</p> <p>“Area of City Impact boundaries exist around cities in the County where city limits may grow and annex (Pg. 23, 2030 Comprehensive Plan).” See Exhibit A2 for Nampa’s proposed Area of Impact boundary. See areas of impact criteria analysis contained in Table 2 detailing the analysis of the request.</p> <p>The proposal is aligned with, but not limited to, the following goals and policies of the 2030 Comprehensive Plan:</p> <p><u>Chapter 1: Property Rights Goals and Policies</u></p> <p>P1.01.03 Ordinances and land-use decisions should avoid imposing unnecessary conditions or procedures on development approvals.</p> <p><u>Chapter 2: Population Goals and Policies</u></p> <p>G2.01.00 Incorporate population growth trends & projections when making land-use decisions.</p> <p>P2.01.01 Plan for anticipated population and households that the community can support with adequate services and amenities.</p> <p><u>Chapter 3: Economic Development Goals and Policies</u></p> <p>G3.01.00 Promote a healthy and sustainable regional economy by retaining, expanding, and recruiting businesses to favorable locations.</p> <p>P3.01.01 Direct business development to locations that can provide necessary services and infrastructure.</p> <p>P3.01.02 Support suitable sites for economic growth and expansion compatible with the surrounding area.</p> <p>G3.05.00 Support a diverse economy in Canyon County and recognize that residential, commercial, and industrial uses are necessary components of overall economic stability.</p> <p><u>Chapter 4: Land Use and Community Design Goals, Policies & Actions</u></p>

			<p>A4.01.01b Coordinate land-use planning with adjoining counties, cities, and other agencies and groups.</p> <p>P4.01.01 Maintain a balance between residential growth and agriculture that protects the rural character.</p> <p>P4.02.01 Consider site capability and characteristics when determining the appropriate locations and intensities of various land uses.</p> <p>G4.04.00 Concentrate future higher density residential growth in appropriate areas in and around existing communities while preserving and enhancing the County's agricultural and rural character.</p> <p>P4.04.01 Support development in locations where services, utilities, and amenities are or can be provided. (may delete)</p> <p>P4.04.02 Align planning efforts in areas of city impact.</p> <p>A4.04.02a Evaluate and update area of impact agreements with the cities as the state statute requires. Expand or reduce areas of city impact according to each city's trade area, geographic factors, water and sewer service areas, and areas that can reasonably be expected to be annexed to the city in the future. Idaho Code § 67-6526(b).</p> <p>A4.04.02b Coordinate County and city planning through collaborative planning processes, mutual agreements, and updated impact area agreements.</p> <p><u>Chapter 7: Public Services, facilities and Utilities Goals and Policies</u></p> <p>G7.01.00 Endeavor to continue providing reliable public services, public safety facilities, & public utilities that support existing developed areas and future growth.</p> <p>P7.01.01 Encourage the extension of sewer infrastructure and wastewater treatment in areas of city impact.</p> <p>P7.01.02 Encourage annexations within city impact areas where municipal services can be provided.</p> <p><u>Chapter 8: Transportation Goals and Policies</u></p> <p>P8.01.01 Coordinate land use and transportation planning to locate development near appropriate transportation corridors and services.</p> <p><u>Chapter 12: Agriculture Goals and Policies</u></p> <p>P12.01.02 Encourage non-agricultural related development to the cities, areas of city impact, and other clearly defined and planned development areas.</p>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Idaho Code §67-6511(2)(c)	<p>The amendment shall not result in demonstrable adverse impacts upon the delivery of services by any political subdivision providing public services, including school districts, within the planning jurisdiction.</p>
			Staff Analysis	<p>A political subdivision is “a county, city, school district, highway district, irrigation district, fire district, or other district recognized by the Idaho Code (CCCO §07-02-03).”</p> <p>A full political notice was sent to Nampa School District, Kuna School District, Vallivue School District, Nampa Fire, Kuna Fire, Star Fire, Canyon County Emergency Services, Nampa Highway District No. 1, Highway District No. 4, Idaho Transportation Department, Boise Project Board of Control, Pioneer Irrigation, and Boise Kuna Irrigation District on August 20, 2025. Comments were received by Highway District No. 4 and Idaho Transportation District. See analysis regarding public services within Table 2 of this document.</p> <p>The request to keep the City of Nampa’s current area of impact is not anticipated to adversely impact the delivery of services by any political subdivision providing public services, including school districts, within the planning jurisdiction.</p>

Table 2. Areas of Impact Criteria Analysis

<p>HEARING CRITERIA (Idaho Code §67-6526(3) - Modification or confirmation of area of impact boundaries: Any modifications to or confirmation of an area of impact boundary must be adopted by an ordinance approved by the board of county commissioners of the applicable county, following the notice and hearing procedures provided in section 67-6509, Idaho Code, and in accordance with the requirements for defining an area of impact as set forth in subsection (4) of this section.</p> <p>(4) Provisions applicable to areas of impact.</p> <p>(a) In defining an initial area of impact or in modifying or confirming an existing area of impact, the criteria set forth in this subsection shall be considered:</p>				
Compliant			County Ordinance and Staff Review	
Yes	No	N/A	Code Section	Analysis
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	67-6526(4)(a)(i)	<p>Anticipated commercial and residential growth.</p>
			Staff Analysis	<p>City of Nampa’s current area of impact reflects where the city anticipates to grow in the next 5 years.</p> <p>According to the presentation slides, “The City of Nampa is growing in several directions – primarily to the north and southwest. Land ownership indicates that most of the undeveloped land in the impact area is positioned for this type of growth.” (Exhibit A4)</p> <p>Per Canyon County Comprehensive Plan and COMPASS forecasted growth, Nampa is projected to increase their population to 168,140 residents by 2050 and Nampa is projected to increase their jobs by 31,150 jobs by 2050 (Exhibit B3.1).</p>

				<p>The letter of intent states, “Highway 20/26 is a major commerce corridor between Caldwell and Boise, and commuter highway with the potential for vital commercial and economic development. Highway 16 will be completed in 2027. This corridor with its two off ramps at Franklin Blvd. and Ustick Rd. provides significant economic development opportunities.” (Exhibit A1.1)</p> <p>According to the Letter of Intent, some pockets of County residential development throughout the current impact area have aging infrastructure that will eventually require access to City utilities. North Nampa and Highway 16 are well-positioned for high density housing adjacent to Ustick Road near services, commercial areas, entertainment and educational facilities. (Exhibit A1.1)</p> <p>The City has their Area of Impact divided into 7 sections that have different levels of development currently happening and several on the horizon. See Exhibit A1.1, pages 3-17 (pages 68-82 of this report) for details for each area.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	67-6526(4)(a)(ii)	Geographic factors.
			<i>Staff Analysis</i>	<p>The City of Nampa’s area of impact is relatively flat with varying levels of rolling hills, a bluff drops off along the Boise River and fairly rocky terrain along the Southeastern border. (Exhibit B2.6).</p> <p>To the Southwest, lies Lake Lowell, just outside of the proposed Area of Impact. The proposed Area of Impact abuts the County line to the east adjoining to Ada County and the City of Kuna’s Area of Impact within Ada County. They border the City of Caldwell’s area of impact to the West and Northwest, the City of Middleton’s area of impact to the North as well as the City of Star’s current area of impact. (Exhibit A2)</p> <p>According to the applicant’s Letter of Intent, “The common borders with the National Wildlife Refuge places Nampa in a position to participate in the protection of the refuge through codes and legislative actions.” (Exhibit A1.1, page 67 of this report)</p> <p>The “Lake Lowell Section” of the Nampa’s Impact area has multiple points where Nampa city limits abut the Impact Area boundary. (Exhibit A1.1, page 7 8 of this report)</p> <p>Areas near Lake Lowell and the Boise River are planned to have reduced densities to reduce impacts of development on those natural areas. (Exhibit A 4, page 126 of this report)</p> <p>See Exhibit A1.1, pages 3-17 (pages 68-82 of this report) for details regarding t he geographic factors for</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	67-6526(4)(a)(iii)	Transportation infrastructure and systems, including connectivity;
			<i>Staff Analysis</i>	<p>Transportation infrastructure and critical connections planned in the Nampa Transportation Master Plan are in process. (Exhibit A4, page 126).</p> <p>Within the proposed City of Nampa’s Area of Impact, State Highway 20/26 runs east/west in the northern section, I-84 runs through several sections, State Highway 16 is being extended south through the Eastern area into the Southeast area. (Exhibit A2)</p>

			<p>There are several projects that are in process or studies are being started or completed according to the applicant's Letter of Intent (Exhibit A1.1)</p> <p>Important arterial and collector roads connect Nampa to Highway 20/26 and a future Franklin Road Bridge over the Boise River. (Exhibit A1.1, page 1) (page 66 of this report)</p> <p>Highway 20/26 was identified by COMPASS as a Critical Urban Freight Corridor to Middleton Road. Idaho Transportation Department has advanced funding for widening Highway 20/26 from two lanes to an ultimate six lane section. (Exhibit A1.1, page 5) (page 70 of this report)</p> <p>Plans are in the works to begin environmental clearances for extending Franklin Boulevard north, bridging over the Boise River. (Exhibit A1.1, page 5) (page 70 of this report)</p> <p>The City of Nampa's Transportation Master Plan focuses on a safe roadway network including roads, highways, sidewalks and bicycle lanes. (Exhibit A1.1, page 17) (page 82 of this report)</p> <p>See Exhibit A1.1, pages 3-17 (pages 68-82 of this report) for details regarding the Transportation and Infrastructure Systems for each section of the proposed Area of Impact.</p>
			<p>67-6526(4)(a)(iv) Areas where municipal or public sewer and water are expected to be provided within five (5) years.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Staff Analysis</p> <p>The City of Nampa anticipates providing municipal water and sewer to the proposed area of impact within the next five (5) years.</p> <p>Please see the Utility Map for the Nampa Impact Area on page 23 of Exhibit A 1.1. (page 88 of this report) Nampa's letter makes the following comments about each of their AOI's areas.</p> <p>North Area: Currently municipal water is planned for extension north on Franklin to Joplin Road. Sewer is currently located on Linden Road west of Madison Road and is in the process of being extended north on Franklin Road and east on Ustick Road.</p> <p>Northeast: Much of this area is serviced by City utilities. Utilities are being extended down Ustick Road.</p> <p>East: City water and sewer serve a portion of this area already specifically county developments, specifically developments west of McDermott Road and north and south of Victory Road. These developments have agreements to annex into the City limits once they become contiguous. The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the</p>

				<p>improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.</p> <p>Southeast: The City’s Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City’s Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.</p> <p>South: City water and sewer serve a portion of this area already specifically county developments, specifically the developments shown on the map to be service by City utilities. These developments have agreements to annex into the city limits once they become contiguous. The City’s Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City’s Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.</p> <p>Lake Lowell Section: The City’s Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City’s Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.</p> <p>West: The City’s Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City’s Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.</p> <p>Staff finds the City of Nampa will be able to provide services to the proposed Area of Impact within five (5) years based on the Utility Map and the plans for maintenance and expansion noted in each area above.</p>
			67-6526(4)(a)(v)	Other public service district boundaries.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff Analysis	<p>School Facilities: School Districts within Nampa’s proposed area of impact, shown on Exhibit B3.2, were notified of the request August 20, 2025. No comments were received. It’s not anticipated for school districts to be negatively impacted by the proposed area of impact boundary.</p> <p>Police/Fire/Emergency Services: Nampa Fire District, Canyon County Sherriff’s Department, Canyon County paramedics and EMS were notified of the request August 20, 2025. No comments were provided. Due to no changes to the area of impact boundary, police, fire and emergency services are not anticipated to be negatively impacted.</p> <p>Highway District: Highway District No. 4 (HD4) was notified of the request August 20, 2025. HD4 provided comments on September 11, 2025, stating the highway district maintains the public highway systems outside of city limits. Near city limits the highway district will have an agreement with the city as to</p>

			<p>who’s responsibility the maintenance will be under as land gets annexed into the city. Transportation impacts from growth should be mitigated via impact fees, right of way dedication and improvements. See Exhibit C2 for the full comment letter.</p> <p>The North area is serviced in part by Nampa and Star Fire Protection Districts, Vallivue School District, Pioneer Irrigation District, Nampa & Meridian Irrigation District, Highway District #4, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p> <p>The Northeast area is serviced by Nampa Fire District, Vallivue School District, Nampa School District, Meridian Joint School District, Pioneer Irrigation District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p> <p>The East area is serviced by Nampa Fire District, Nampa School District, Kuna School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p> <p>The Southeast area is serviced by Nampa Fire District, Nampa School District, Kuna Joint School District, Nampa/Meridian Irrigation District, Nampa Highway District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p> <p>The South area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p> <p>The Lake Lowell area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p> <p>The West area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.</p>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>67-6526(4)(b)</p> <p>In addition to the criteria set forth in paragraph (a) of this subsection, an area of impact shall not exceed the areas that are very likely to be annexed to the city within the next five (5) years. Except as otherwise provided in this paragraph, an area of impact shall not extend more than two (2) miles from existing city limits. An area of impact boundary shall not divide county recognized parcels of land. If only a portion of a recognized parcel falls within the two (2) mile limit, then the boundary may extend beyond two (2) miles on that parcel so that it encompasses the entire parcel. Adjustments to an area of impact may be proposed and considered at any time following the initial establishment of the area of impact.</p>
			<p>Staff Analysis</p> <p>The City of Nampa’s letter of intent states the area of impact does not exceed two miles outside of Nampa’s city limits except for one parcel that is enclaved by a parcel that does meet the two-mile limit, see Exhibit A1.1, page 80 of this report). According to State Code 67-6526(4)(b), “Except as otherwise provided in this paragraph, an area of impact shall not extend more than two (2) miles</p>

				from existing city limits.”; this parcel should be excluded. (Exhibit B1, page 1 57 of this report).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	67-6526(4)(c)	Areas of impact may cross county boundaries only by approval of the governing board of county commissioners after following the procedures and complying with the requirements for modification or confirmation of an area of impact boundary.
			Staff Analysis	The proposed impact area does not cross county boundary lines (Exhibit A2).
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	67-6526(4)(d)	Areas of impact shall not overlap.
			Staff Analysis	<p>The proposed impact area does overlap with the proposed area of impact for the City of Star. (Exhibit A2) The area is referenced as the North section in the applicant’s letter of intent. (Exhibit A1.1) See Exhibit B2.9 for reference of the area.</p> <p>According to page 4 of the letter of intent (Exhibit A1.1), “With exception to Star, all other bordering jurisdictions have indicated that they have no intent of expanding their impact areas into the current boundaries of Nampa’s Impact Area. Star has been non- communicative with Nampa about their intentions for several years. This area is important for Nampa due to access to the Boise River and potential roadway access on Franklin Rd. over the Boise River.”</p> <p>The City of Nampa will be providing information related current and proposed improvements that are earmarked for the North section of their proposed Area of Impact in the presentation. A preview can be seen on pages 14 – 22 of Exhibit A4. (pages 132-144 of this report)</p>

For additional support documentation, pages 17 – 19 of Exhibit A1.1 (pages 82-84 of this report) has a list of links to documents that the applicant used for their analysis and presentation.

4. AGENCY COMMENTS:

A full political was sent out to all of Canyon County’s partner agencies on August 19, 2025, notifying them of the subject application. See the full list of agencies notified in **Exhibit C1**.

Staff received agency comments from Idaho Transportation Department (ITD) and Department of Environmental Quality (DEQ). Both agencies stated that they had no comments or concerns at this time. All agency comments received by the aforementioned materials deadline are located in **Exhibit C**.

Pursuant to Canyon County Ordinance 01-17-07B Materials deadline, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

5. PUBLIC COMMENTS:

Public notice was not required to be mailed to property owners because there were no proposed changes to the established area of impact; therefore, there were no property owners who may be affected by the proposed area of impact. A newspaper notice was published on August 27, 2025, notifying of the subject application.

Staff received twenty-nine (29) total written public comments by the materials deadline of September 26, 2025. The comments received, two (2) were in support, two (2) were informational and twenty-five (25) were in opposition. The majority of the opposition letters were opposed to a specific area plan within the City. There was also concern about removing agricultural lands out of production for potential development. All public comments received by the aforementioned materials deadline are located in Exhibit D.

Pursuant to Canyon County Ordinance 01-17-07B Materials deadline, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

6. SUMMARY & RECOMMENDATION:

In consideration of the application and supporting materials, staff concludes that the proposed zoning ordinance map amendment is **compliant** with Canyon County Ordinance 07-06-01.4a and State Law 67-6526. A full analysis is detailed within the staff report.

A decision will need to be made after both the City of Nampa and the City of Star have presented their applications and provided their evidences as to which city, if any, will be allowed to retain the area North of Nampa and South of the Boise River in their Area of Impact.

7. EXHIBITS:

A. Application Packet & Supporting Materials

1. Letter of Intent
 - 1.1 Updated Letter of Intent
2. Proposed Area of Impact Map
3. Scheduling Letter
4. City of Nampa's Presentation slides

B. Supplemental Documents

1. State Law 67-6526
2. Case Maps/Reports
 - 2.1. Zoning & Classification Map
 - 2.2. Subdivision Map
 - 2.3. Dairy, Feedlot, & Gravel Pit Map
 - 2.4. Soil Map
 - 2.5. Prime Farm Land Map
 - 2.6. Slope Map
 - 2.7. Canyon County Future Land Use Map
 - 2.8. City of Nampa – Two Mile Buffer Map
 - 2.9. Map of proposed area of impact overlap for Nampa and Star
3. Canyon County Comprehensive Plan 2030 Maps
 - 3.1. Forecasted Population and Job growth Data
 - 3.2. School Districts Map

C. Agency Comments Received by: September 26, 2025

1. Full Political Notice sent August 20, 2025

2. DEQ; Received: August 25, 2025
3. ITD; Received: August 25, 2025
4. HD4; Received: September 11, 2025

D. Public Comments Received by: September 26, 2025 (Materials Deadline that was noticed)

1. Alan Hochhalter – Opposition; Received: September 25, 2025
2. Allyson Bilello – Opposition; Received April 27, 2025
3. Arlene Youngblood – Opposition; Received April 28, 2025
4. Belinda McBurney – Opposition; Received September 26, 2025
5. Char Caine Clark – Opposition; Received September 19, 2025
6. Cheryl Higley – Informational; Received September 18, 2025
7. Cheryl Higley – Opposition; Received September 26, 2025
8. Christine Williams – Opposition; Received September 25, 2025
9. Dan and Rayne Holly – Opposition; Received September 26, 2025
10. Dana and Warren Miller – Opposition; Received September 25, 2025
11. Darl Bruner – Opposition; Received September 26, 2025
12. Gail Christiancy – Opposition; Received September 25, 2025
13. Growing Together – Opposition; Received September 26, 2025
14. James Lee Haner – Opposition; Received September 26, 2025
15. James Vander Schaaf – Opposition; Received September 26, 2025
16. Jennifer Cockburn – Opposition; Received September 25, 2025
17. Jill Hallows – Opposition; Received September 25, 2025
18. Jo Dee Arnold – Opposition; Received September 25, 2025
19. Kam Wheeler – Opposition; Received September 26, 2025
20. Leslie Harrier – Opposition; Received April 28, 2025
21. Linda & Jerry Steele – Opposition; Received September 26, 2025
22. Linda Egnal – Opposition; Received September 26, 2025
23. David M. Thoene, Red Hawk Ridge Owner's Association – Opposition; Received 9/25/25
24. Virginia Ernsberger – Opposition; Received September 26, 2025
25. Todd Lakey – Opposition; Received September 26, 2025

Public Comments Received by: October 6, 2025 (10 days prior to hearing)

26. Adam Husney - Support; Received October 3, 2025
27. Growing Together, Keri Smith – Informational; Received October 2, 2025
28. Mike Arduino - Support; Received September 30, 2025
29. Scott Bailey, CEN Farms - Support; Received October 2, 2025

EXHIBIT A
Application Packet & Supporting Materials

CITY OF NAMPA PLANNING & ZONING DEPARTMENT

NAMPA IMPACT AREA BOUNDARY CONFIRMATION AND REESTABLISHMENT

PUBLIC HEARING BEFORE THE CANYON COUNTY BOARD OF COUNTY COMMISSIONERS

Nampa Staff Presenting: Rodney Ashby, Director
Doug Critchfield, Principal Planner
Breanna Son, Senior Planner
Daniel Badger, City Engineer
Crystal Craig, Director of Transportation

Letter of Intent:

The City of Nampa requests that the Canyon County Board of Commissioners confirm and reestablish Nampa's existing Impact Area Boundary that is roughly bound by the Boise River to the north between Madison Rd and N Can Ada Rd, the county line to the east, Lake Shore Dr to the south, and Lake Lowell and Caldwell's previously established Impact Area Boundary to the west (see Exhibit A). The City of Nampa proposes this action based on the following findings:

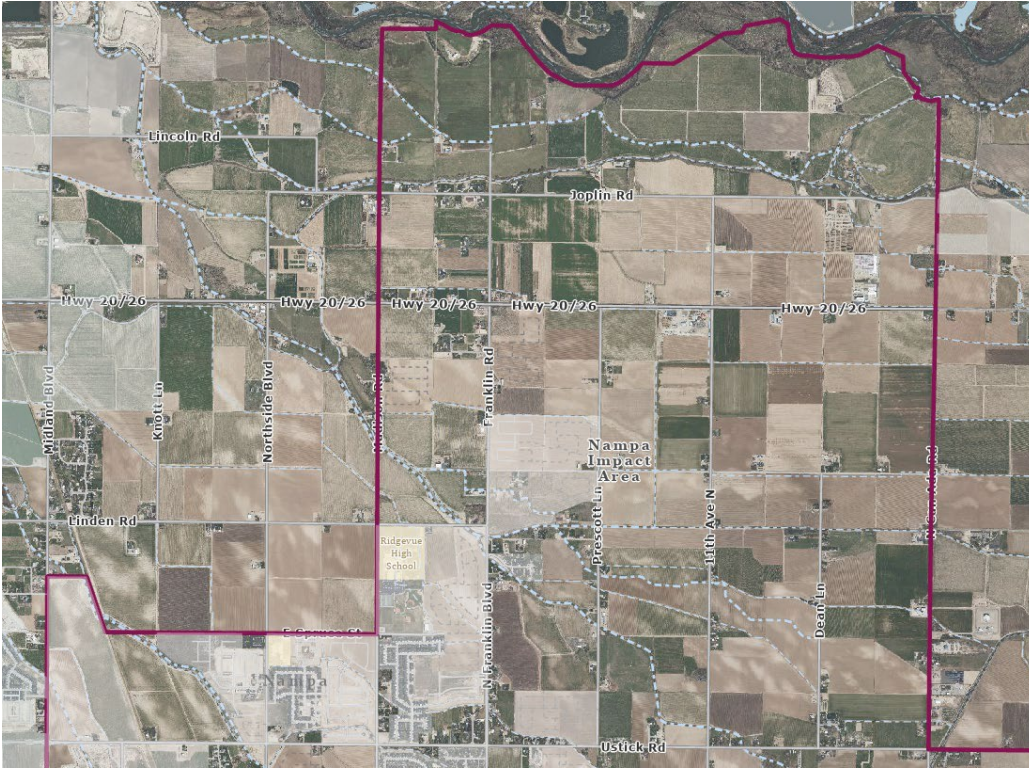
1. Nampa's Impact Area boundary was established in 2005, extending to the Boise River to the north, the county line to the east, Lake Shore Dr to the south, and Midway Rd. to the west. (Nampa Ordinance No. 3452)
2. Nampa's Impact Area boundary was extended in 2016 to include Midway Park and small portions adjacent to the City of Caldwell's Impact Area that the City of Nampa negotiated with the City of Caldwell. (Nampa Ordinance No. 4278, Canyon County Ordinance No. 16-010)
3. Nampa's Impact Area is expanded to include what is known as "Southwest Nampa" (area west of Midway to Indiana Ave adjacent to Caldwell's Impact Area) and areas along Lake Lowell. (Nampa Ordinance No. 4780, Canyon County Ordinance No. 24-005)
4. Access to the Boise River and water resources are strategically significant for Nampa.
5. 20/26 is a major commerce corridor between Caldwell and Boise, and commuter highway with the potential for vital commercial and economic development.
6. Important arterial and collector roads connect Nampa to Highway 20/26 and a future Franklin Road Bridge over the Boise River.
7. Star's expansion into Middleton's Impact Area caused confusion and created inefficiency in the delivery of services. Star has shown similar aggression in their Comprehensive Plan map over Nampa's Impact Area.

8. Highway 16 will be completed in 2027. This corridor with its two off ramps at Franklin Blvd and Ustick Road provides significant economic development opportunities.
9. Much of the Highway 16 area has already annexed into the City of Nampa and is developing.
10. Nampa is in the process of working with landowners and developers to bring utilities to the Highway 20/26 and Highway 16 areas with significant financial investments and agreements.
11. North Nampa and Highway 16 are well-positioned for high density housing adjacent to Ustick Road near services, commercial areas, entertainment, and educational facilities
12. Development in higher densities within the Nampa Impact Area reduces urban sprawl into agricultural lands outside of the Nampa Impact Area.
13. Meridian, Caldwell, Middleton and Kuna have indicated in writing that they will not be extending their impact areas into Nampa's Impact Area.
14. Meridian, Caldwell, and Star city limits are abutting, or nearly abutting Nampa's impact area demonstrating a high demand for development in this area.
15. Thueson has indicated that the development of their properties will likely be denser development or industrial. They are working with the City of Nampa about the role City utilities will play in future development near Interstate 84, Airport Road, and Robinson Road.
16. Nampa School District is anticipating growth in outlying locations within the Nampa Impact Area, including east Nampa and Southwest Nampa.
17. ITD is in discussions with Nampa about extending Highway 16 south of I-84 and recognizes the need for this access point to east Nampa and to the south.
18. Some pockets of County residential development throughout the current impact area have aging infrastructure that will eventually require access to City utilities.
19. Robinson Road and McDermott are major transportation corridors that will attract denser development.
20. As urbanization approaches Lake Lowell, the current future land uses reflect a reduction of density.
21. The common borders with the National Wildlife Refuge places Nampa in a position to participate in the protection of the refuge through codes and legislative actions.
22. Residential properties have been developed in Canyon County near Lake Lowell. The impact area designation in Southwest Nampa allows Nampa to manage growth to improve compatibility with these subdivisions, the National Wildlife Refuge, and approaching urbanization of the area.
23. Caldwell, Canyon County, and the City of Nampa contemplated the future of Southwest Nampa for several years prior to the approval by Canyon County for Nampa to expand into this area in 2023 (See Board of County Commissioners Findings of Fact, Conclusions of Law and Order [Exhibit F], and Canyon County ordinances 24-005 [Exhibit G], and 24-078 [Exhibit H]). Land uses in this area have been projected in the Nampa Future Land Use Map since 2012.

Report Format:

For the purpose of providing clarity, the Nampa Impact Area is divided into seven sections, north, northeast, east, southeast, south, Lake Lowell area, and west, collectively making up Nampa's existing Impact Area. Details are provided for each area.

NORTH SECTION

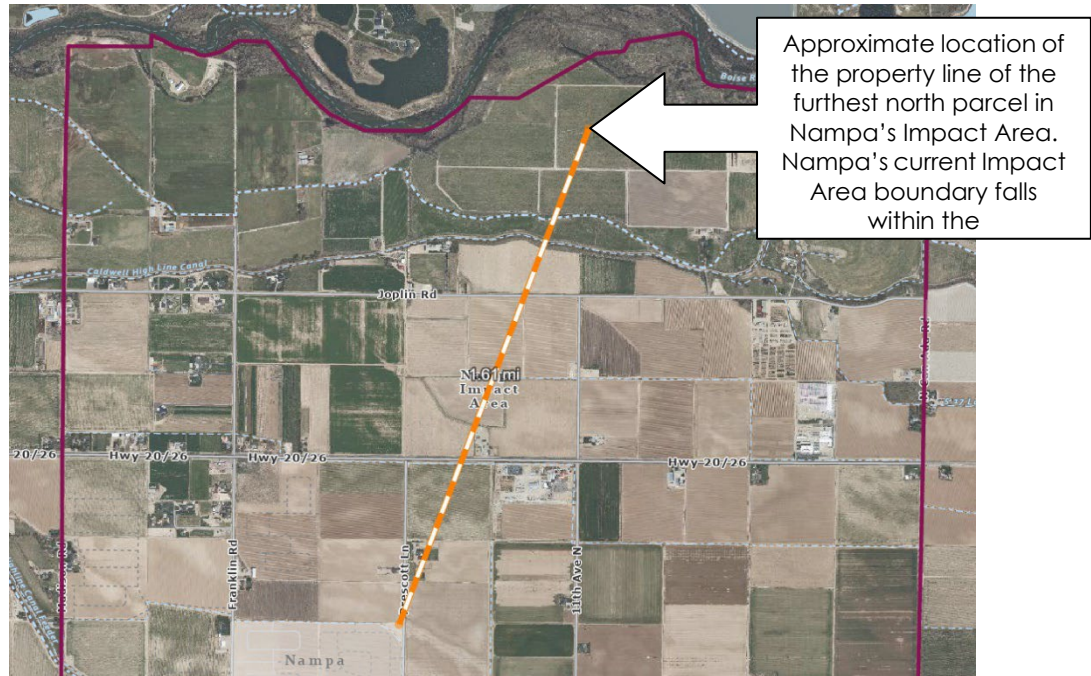


Location:

The "North Section" is located from existing City limits (approximately 1/2 mile north of Linden Rd along Franklin Rd) to the Boise River, between Madison Rd and N Can Ada Rd.

Distance from Existing City Limits:

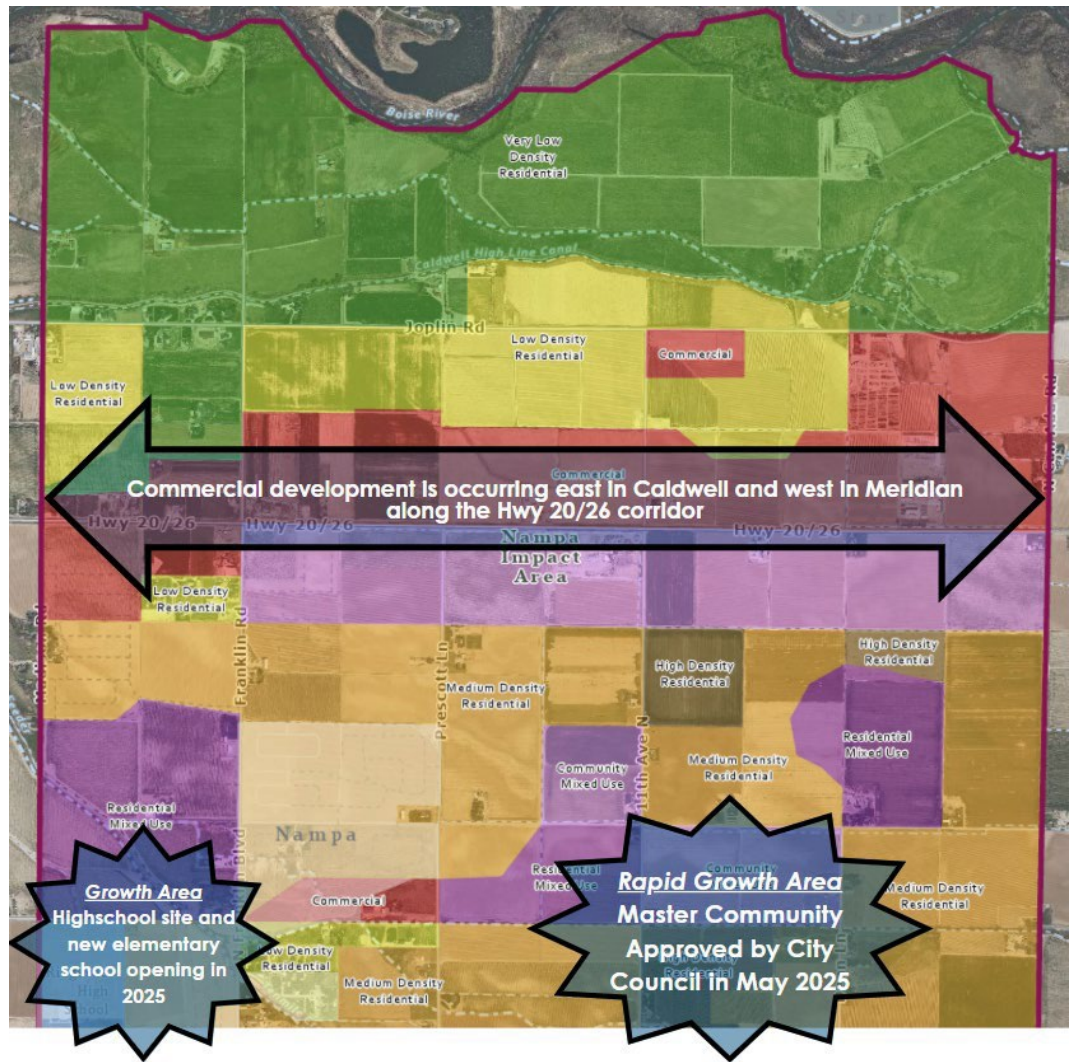
A 2-mile radius buffer map for the Impact Area is provided as Exhibit B. Nampa's Impact Area boundary in the north section falls within the 2-mile distance as required by State Code.



Anticipated Commercial and Residential Growth:

In 2023, the City of Nampa adopted the Hwy 20/26 Specific Area Plan. The plan boundary makes up the entirety of the north section of Nampa's Impact Area. This was done in response to development pressures occurring along the 20/26 and Ustick corridors.

ITD is currently widening Hwy 20/26 from I-84 to Middleton Road. The section between Middleton and Star Road is anticipated in 2026-27. Upon completion, 20/26 will become a major corridor flanked by regional retail, office buildings, and high-density residential development.



Geographic Factors:

This area sits between the Caldwell, Meridian, Middleton, and Star Impact Areas. With exception to Star, all other bordering jurisdictions have indicated that they have no intent of expanding their impact areas into the current boundaries of Nampa's Impact Area. Star has been non-communicative with Nampa about their intentions for several years. This area is important for Nampa due to access to the Boise River and potential roadway access on Franklin Rd. over the Boise River.

The terrain is lightly rolling from south to north, with a bluff drop off just north of Joplin to the Boise River. The Boise River creates a natural northern boundary for Nampa's Impact Area, as well as the County line to the east. The Boise River area is within the floodway. Much of the area between Joplin and the floodway is in the 100-year floodplain. A smaller portion of this area is in 500-year floodplain. The Highway 20/26 Specific Area Plan identifies a regional trail along the Boise River that has the potential to join with the Boise River Trail from Boise to Caldwell. Canyon County has identified the Boise River Greenbelt as a Priority Investment Area.

The area is experiencing significant development interest. Much of the property in this area is owned by development corporations. A master planned community was recently approved off 11th Ave and Elm Lane. Ridgevue High School has attracted several single-family residential developments. The future improvements on Highway 20/26 are attracting commercial development interest.

Transportation Infrastructure Systems (including connectivity):

Highway 20/26 was identified by COMPASS as a Critical Urban Freight Corridor to Middleton Road. The Idaho Transportation Department has advanced funding for widening Highway 20/26 from two lanes to an ultimate six lane section. It is assumed that with the expansion of 20/26 that this freight corridor will be extended to Highway 16 through this section. Plans are in the works to begin environmental clearances for extending Franklin Boulevard north, bridging over the Boise River. Staff is seeking grant funds currently to complete the concept. Highway 20/26 and Ustick Road have direct connections to the new Highway 16 project. Highway 16 is anticipated to be completed in 2027. With its completion, the Highway 20/26 and Highway 16 corridors are anticipated to bring in additional development. The Highway 20/26 Specific Area Plan identified Franklin Blvd., 11th Ave, and Canada Road as primary N/S corridors that will connect the Boise River area, Highway 20/26, and Ustick Road throughout this area.

Municipal Sewer and Water (within 5 years):

Currently municipal water is planned for extension north on Franklin to Joplin Road. Sewer is currently located on Linden Road west of Madison Road and is in the process of being extended north on Franklin Road and east on Ustick Road.

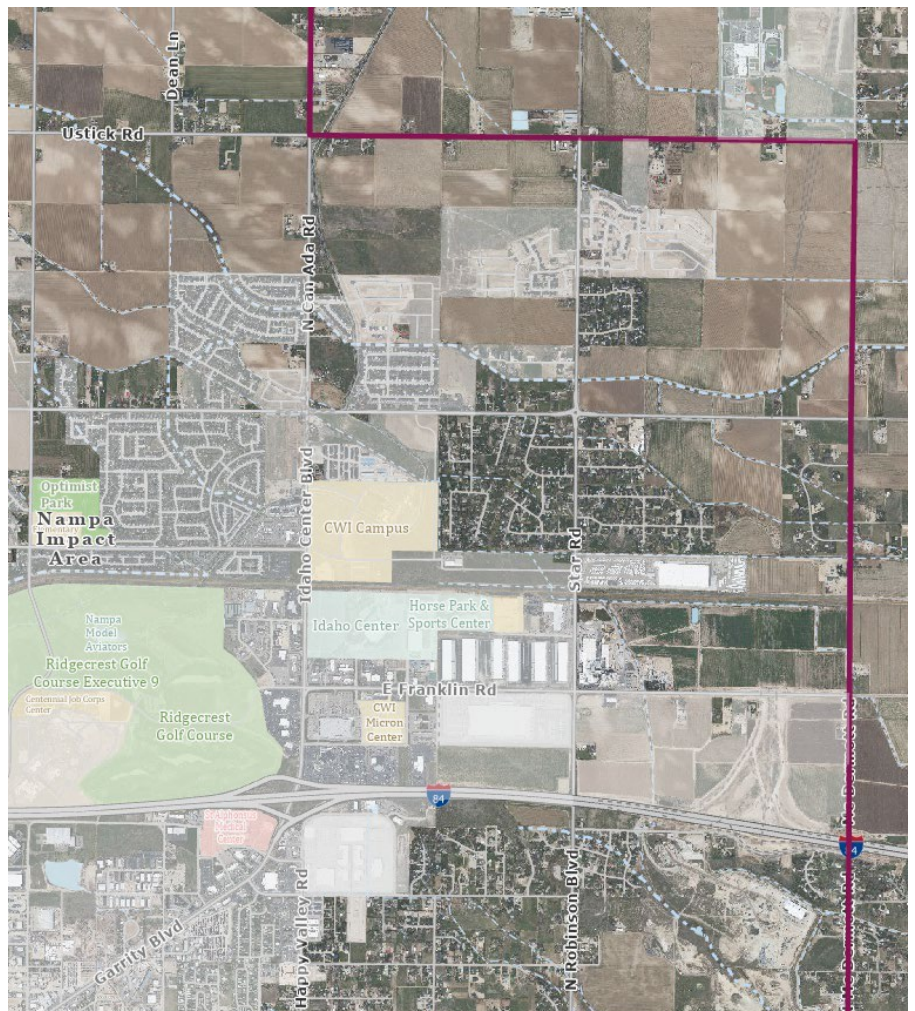
Other Public Service District Boundaries:

The area is serviced by Nampa Fire Protection District, Vallivue School District, Pioneer Irrigation District, Nampa & Meridian Irrigation District, Highway District #4, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

NORTHEAST SECTION

Location:

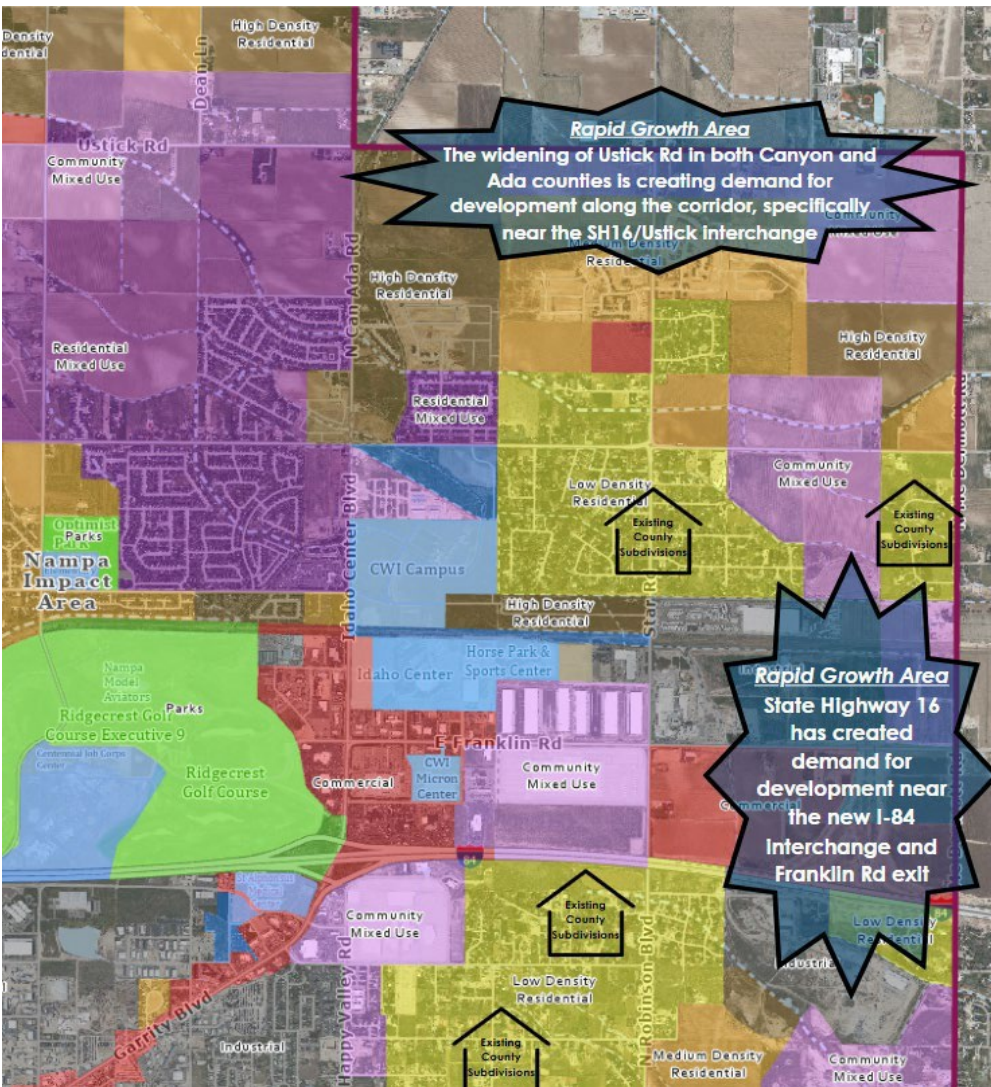
The “Northeast Section” is located approximately from Ustick Rd to the north, McDermott Rd to the east, I-84 to the south, and current city limits to the west.



Distance from Existing City Limits:

This section of Nampa's Impact Area has two points, one to the north and one to the east, where Nampa city limits are abutting the Impact Area boundary. Much of this area has been annexed into the City of Nampa, with additional annexations anticipated in the near future.

Anticipated Commercial and Residential Growth:



Geographic Factors:

This area is relatively flat with some undulations in the terrain. Ten Mile Creek traverses this area and is scheduled to become a major regional non-motorized transportation trail in the future. There is a mix of residential, commercial and industrial development in this area. The new Highway 16 corridor is slated to bring significant development interest with much higher densities. The Idaho Center, College of Western Idaho, and the regional commercial area off Idaho Center Blvd. and Franklin Rd. largely define this area. It is anticipated that this area will be annexed into the City of Nampa in a few years.

Transportation Infrastructure Systems (including connectivity):

Highway 16 dominates the eastern portion of this area.

Land around Highway 16 has been acquired in anticipation of the commerce and new access points to Highway 16 from Franklin Road and Ustick Road. This area has significant value to the City of Nampa, and investments have been made in transportation corridors on Franklin Road, Idaho Center Blvd., Garrity Blvd., and Star Road. A \$25M project is currently underway to widen Ustick Road from two lanes to five lanes, with completion anticipated in 2027. Access to I-84 is off Idaho Center Blvd., and will be available from the new Highway 16 flyover due to be completed in 2027.

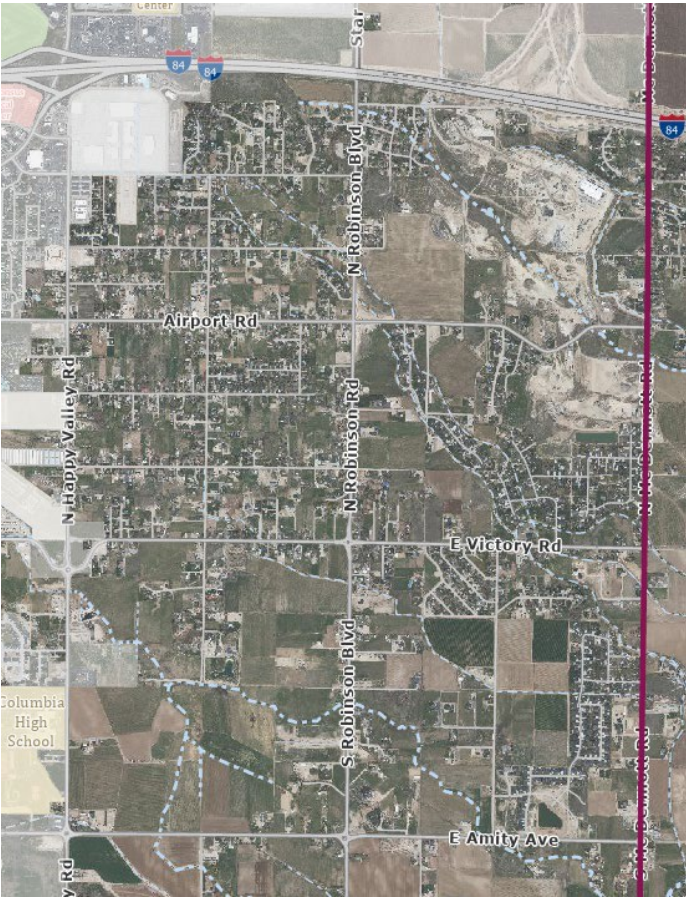
Municipal Sewer and Water (within 5 years):

Much of this area is serviced by City utilities. Utilities are being extended down Ustick Road.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Valivue School District, Nampa School District, Meridian Joint School District, Pioneer Irrigation District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

EAST SECTION

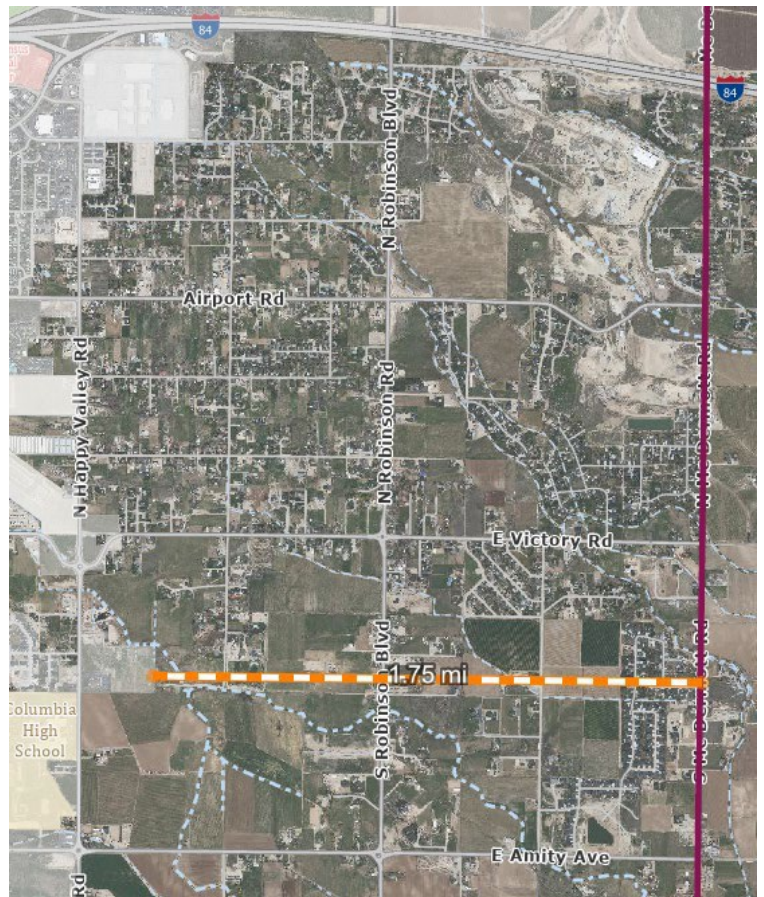


Location:

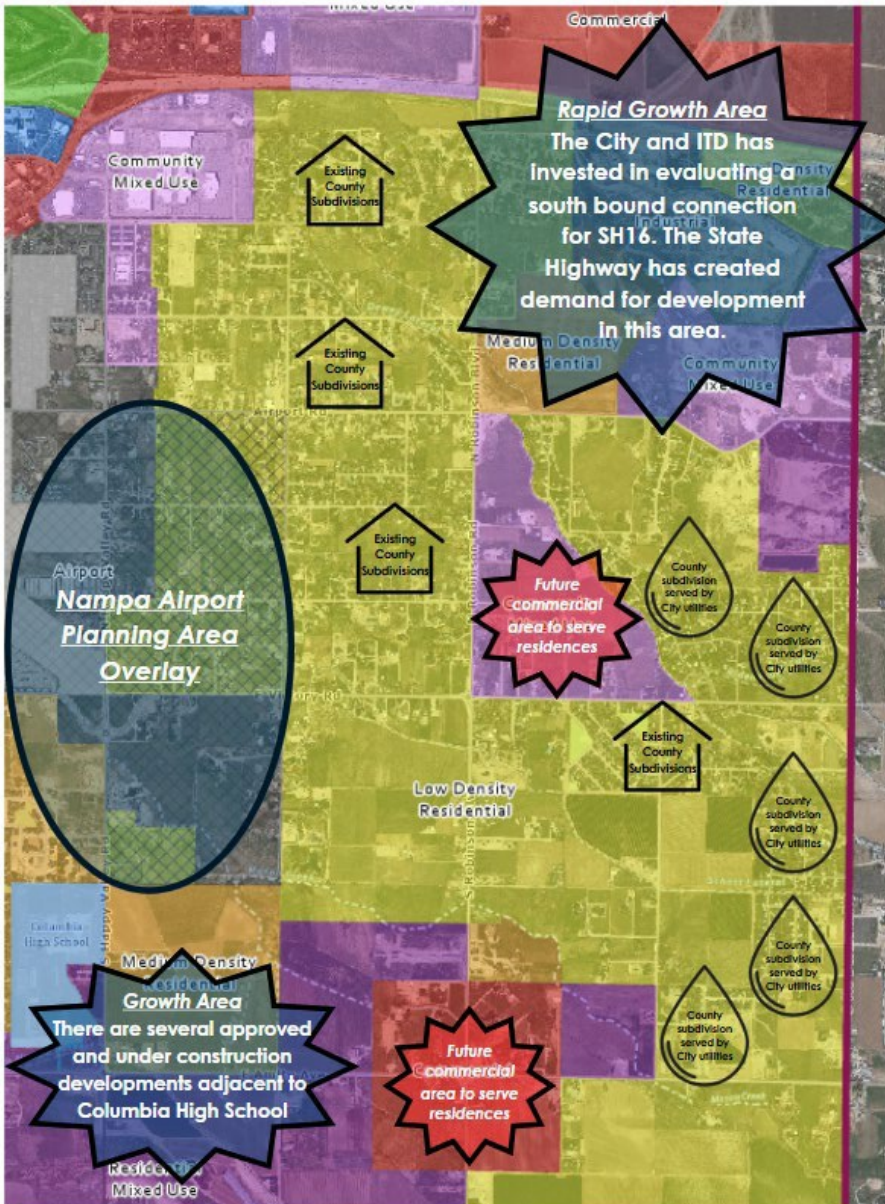
The "East Section" is located approximately from I-84 to the north, McDermott Rd to the east, Amity Ave to the south, and current city limits to the west.

Distance from Existing City Limits:

Nampa's Impact Area boundary in the east section falls within the 2-mile distance as required by State Code. The furthest east parcel between Victory Rd and Amity Ave is approximately 1.75 miles from the Impact Area boundary along McDermott Rd.



Anticipated Commercial and Residential Growth:



Geographic Factors:

The terrain in this area is mildly rolling landscape with some rocky terrain to the southeast. Access to I-84 can be made from arterial streets. There are strong transportation connections to the City of Nampa and 12th Ave Rd. along several collectors and arterial roads. Much of this area was developed as Canyon County subdivisions several years ago. Some wells and septic systems are beginning to fail and will likely need to be annexed into the City of Nampa when they become contiguous. The Nampa Airport has impact on the west side of this area. Much of this side is industrial and mixed residential. The growth areas are on the western side of this area at Alma Lane and Amity Rd. The areas around Columbia High School are growing with residential subdivisions. The Future Land Use Map calls for additional commercial development in a mixed-use setting.

Transportation Infrastructure Systems (including connectivity):

While Highway 16 terminates at I-84 to the south, studies are currently underway to expand the connection through the east section to south Nampa.

Additionally, the City completed a

corridor study on Robinson Blvd that projected an approximately 300% increase in traffic by the year 2050. This corridor study has kicked off design improvements for widening Robinson Blvd from Airport Road moving south.

Municipal Sewer and Water (within 5 years):

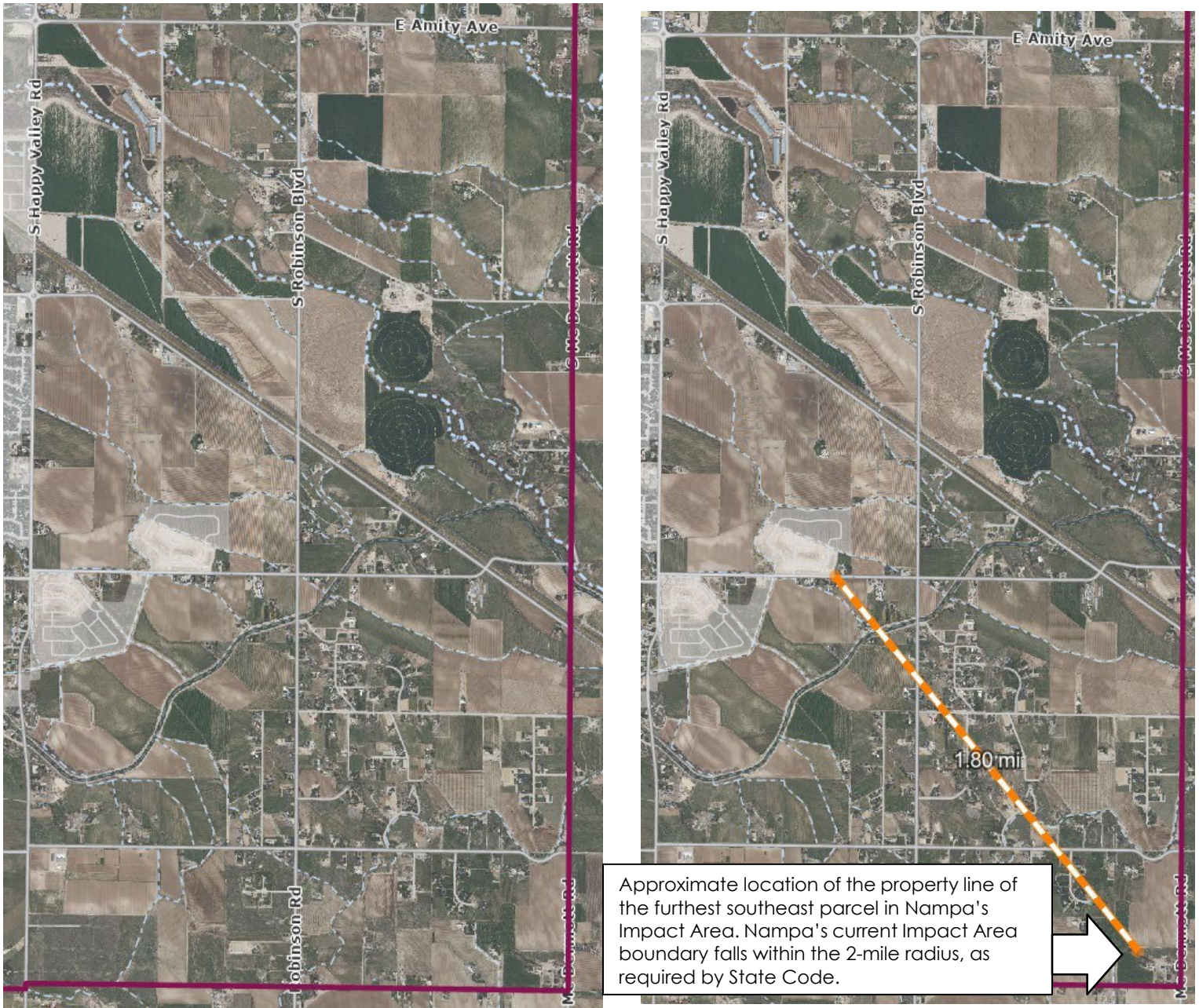
City water and sewer serve a portion of this area already specifically county developments, specifically developments west of McDermott Road and north and south of Victory Road. These developments have agreements to annex into the City limits once they become contiguous. The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Kuna School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

SOUTHEAST SECTION

Location: The "Southeast Section" is located approximately from Amity Ave to the north, McDermott Rd to the east, Dye Ln, the current Impact Area boundary, to the south, and Happy Valley Rd and current city limits to the west.



Distance from Existing City Limits: Nampa's Impact Area boundary in the southeast section falls within the 2-mile distance as required by State Code. The furthest east parcel along Locust Ln is approximately 1.8 miles from the property line of the furthest southeast parcel within the Impact Area boundary.

Anticipated Commercial and Residential Growth:



Geographic Factors:

This area is mildly rolling hills with shallow rocky soils. Much of the land use in this area is agricultural with County subdivisions. Some of the County subdivisions are supported by municipal water supplied by the City of Nampa. This area lies in the path of growth, however due to the shallow rocky terrain, the placement of utilities can be challenging. The mix of County residential development and agriculture is leading to spotty development patterns. Kuna's Impact Area borders the eastern boundary of this area, and some of this area is served by Kuna Joint School District.

Transportation Infrastructure Systems (including connectivity):

While Highway 16 terminates at I-84 to the south, studies are currently underway to expand the connection through the east section to south Nampa. Additionally, the City completed a corridor study on Robinson Blvd that projected an approximately 300% increase in traffic by the year 2050. This corridor study has kicked off design improvements for a \$40M railroad overpass near the intersection of Robinson Blvd and Greenhurst Rd. This includes receiving a \$1.5M grant from the Federal Rail Administration for a new railroad overpass at that same intersection.

Municipal Sewer and Water (within 5 years):

The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

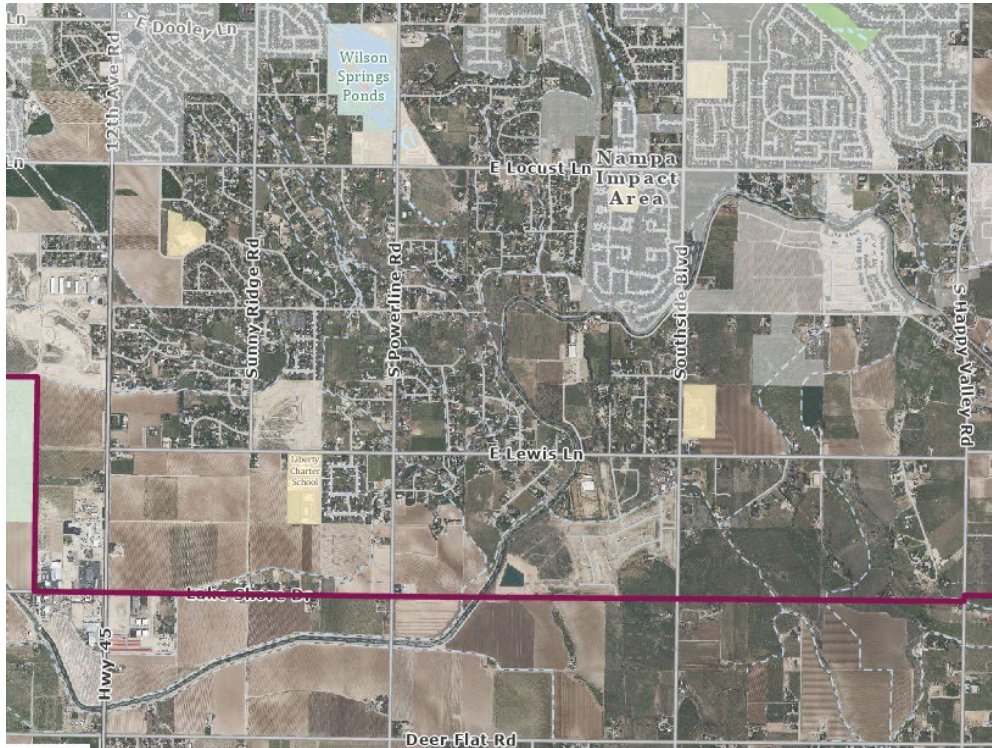
Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Kuna Joint School District, Nampa/Meridian Irrigation District, Nampa Highway District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

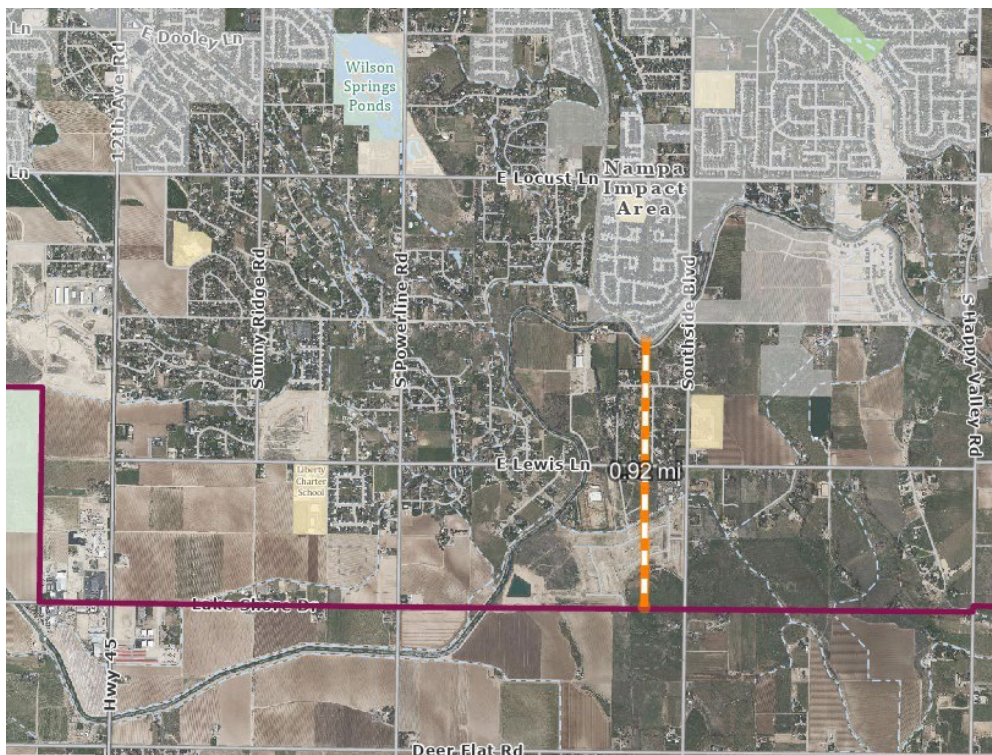
SOUTH SECTION

Location:

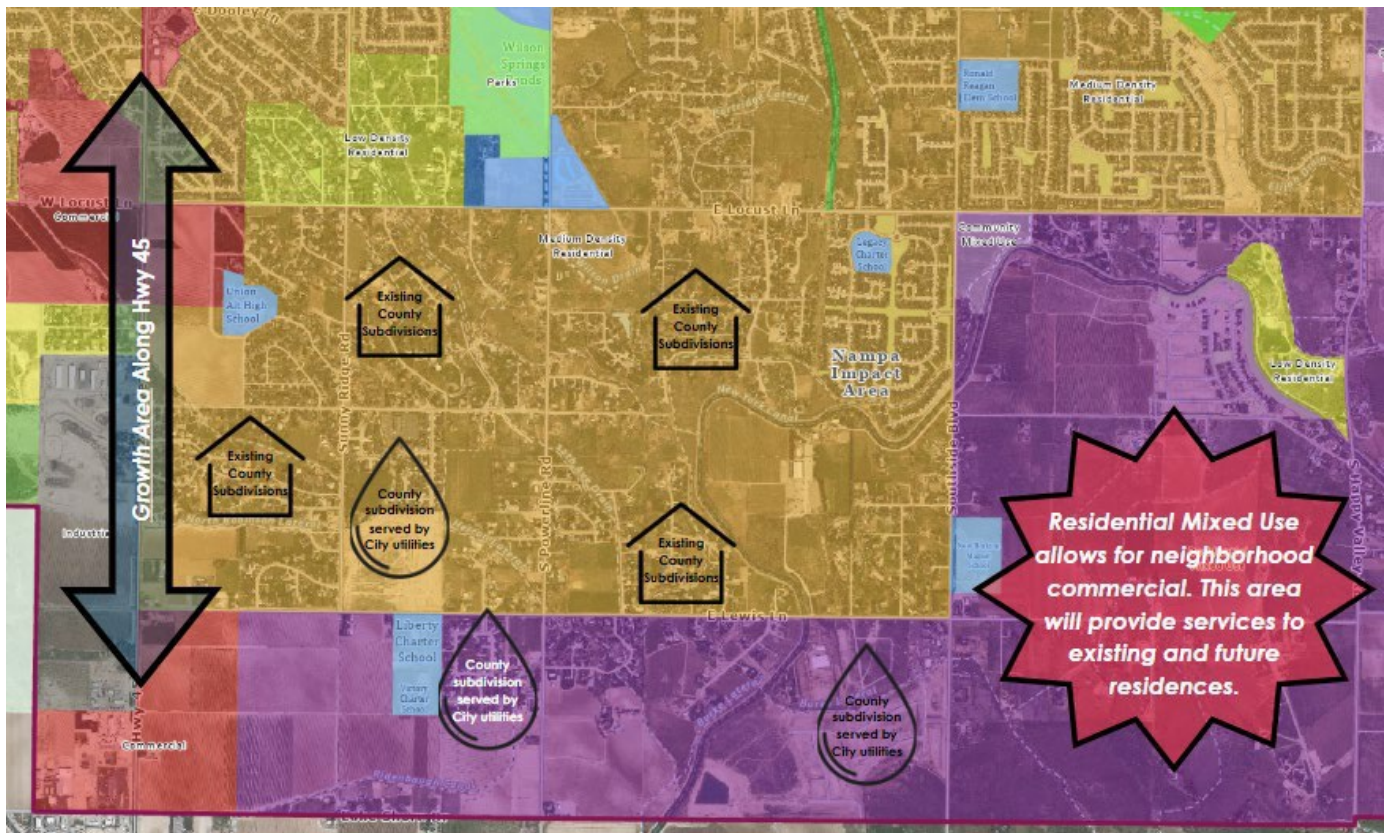
The "South Section" is located approximately from current city limits to the north, Happy Valley Rd to the east, Lake Shore Dr, the current Impact Area boundary, to the south, and 12th Ave Rd to the west.



Distance from Existing City Limits: Nampa's Impact Area boundary in the south section falls within the 2-mile distance as required by State Code. The furthest south parcel along Southside Blvd is approximately 0.92 miles from the existing Impact Area boundary.



Anticipated Commercial and Residential Growth:



Geographic Factors:

This area has gentle rolling terrain with a drop off to the south. Access to services is on Highway 45 (12th Ave Rd.) from E/W collectors. The area is a mix of existing County subdivisions, and some developments supported by city-supplied water resources. The area has potential to grow southward on the east side and along Highway 45. The soils are shallow and somewhat rocky. There is some agriculture in the area. The southern border established for the Impact Area was based on an agreement with the Board of County Commissioners that sought to preserve agricultural land in lieu of more density within the Area of Impact. The farming community worked with the City to establish this boundary to protect the seed growing and dairy operations that have been in operation for several decades.

Transportation Infrastructure Systems (including connectivity):

The city completed a corridor study on Robinson Blvd that projected an approximately 300% increase in traffic by the year 2050. This corridor is being widened from I-84 south to Bowmont Road.

Municipal Sewer and Water (within 5 years):

City water and sewer serve a portion of this area already specifically county developments, specifically the developments shown on the map to be service by City utilities. These developments have agreements to annex into the city limits once they become contiguous. The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

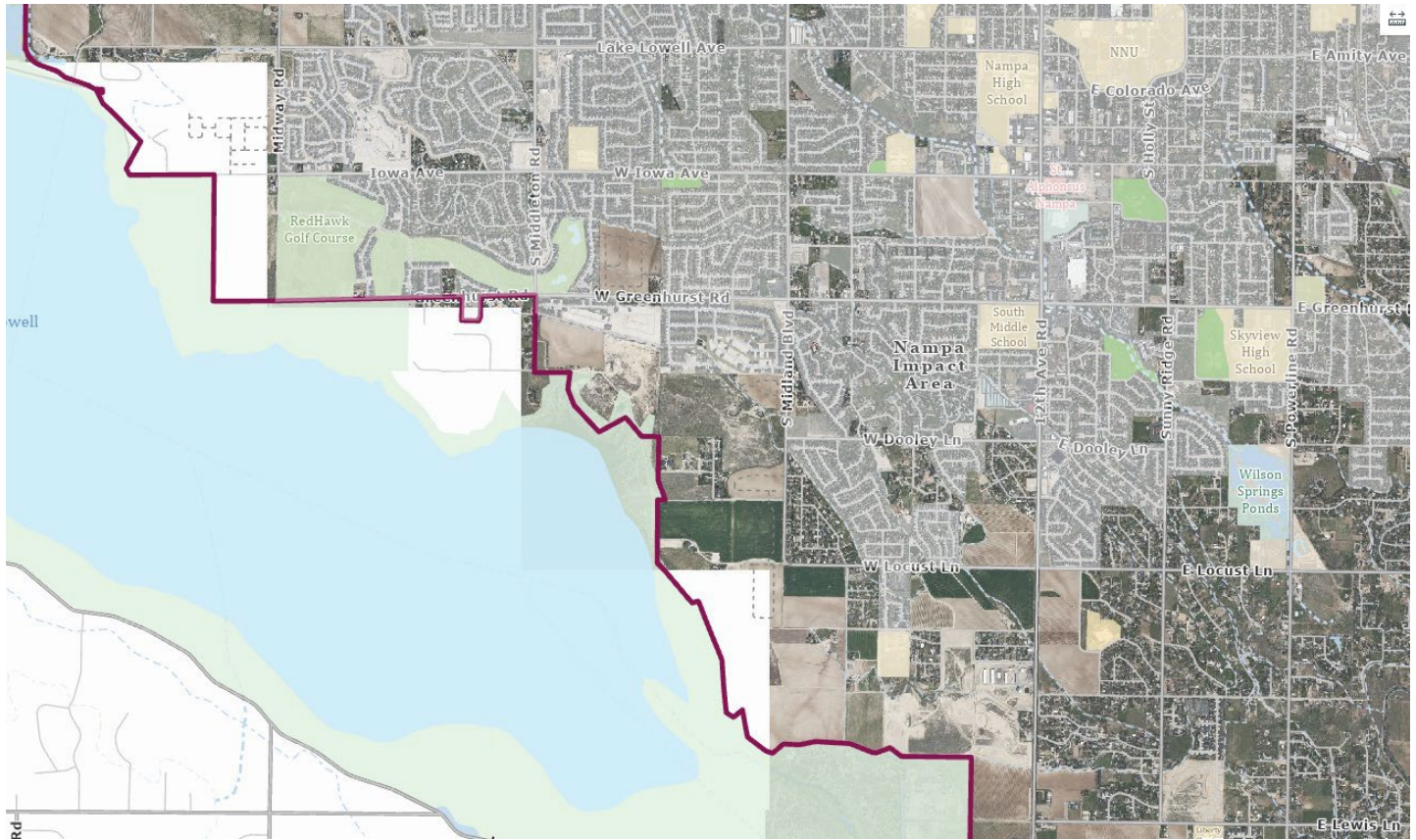
Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

LAKE LOWELL SECTION

Location:

The "Lake Lowell" section is located between current city limits and Lake Lowell.



Distance from Existing City Limits:

This section of Nampa's Impact Area has multiple points where Nampa city limits is abutting the Impact Area boundary.

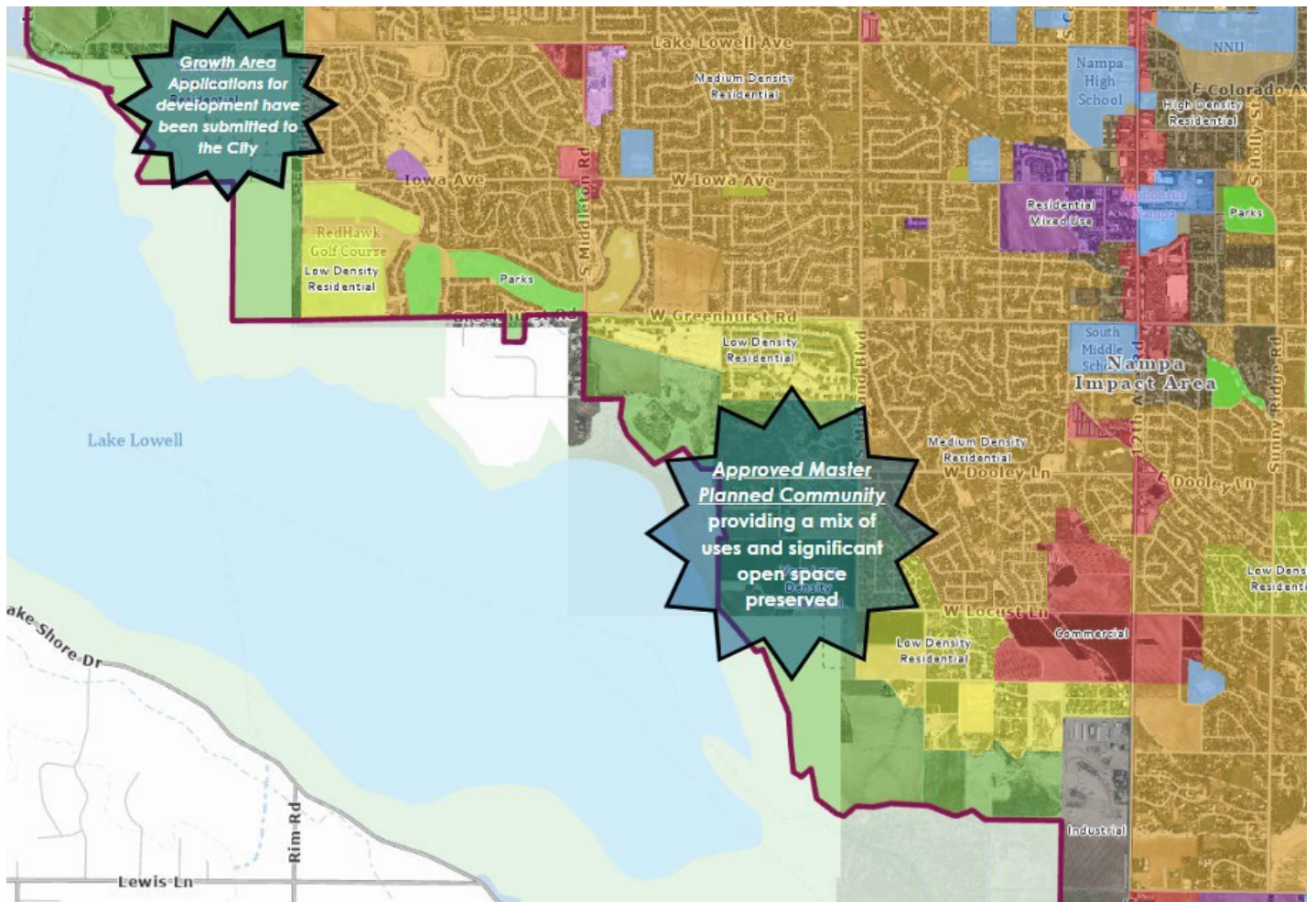
Geographic Factors:

The terrain in this area is rolling with agricultural fields, urban development, and County subdivisions. Most of the urban development is single-family detached residential with some commercial uses on the N/S corridors. Density increases as it approaches Northwest Nazarene University. Commercial development along 12th Ave Rd defines this corridor with Nampa High School and St. Alphonsus Hospital providing campus environments. Lake Lowell flanks the southwestern border of this area.

Transportation Infrastructure Systems (including connectivity):

While most of the roadway infrastructure has already been built out in this section of Nampa, the City has revitalized it's focus on improving safety and reducing congestions. 12th Ave has been awarded two separate grants that look at reducing speeding, installing signals, and improving pedestrian access and connectivity in this region.

Anticipated Commercial and Residential Growth:



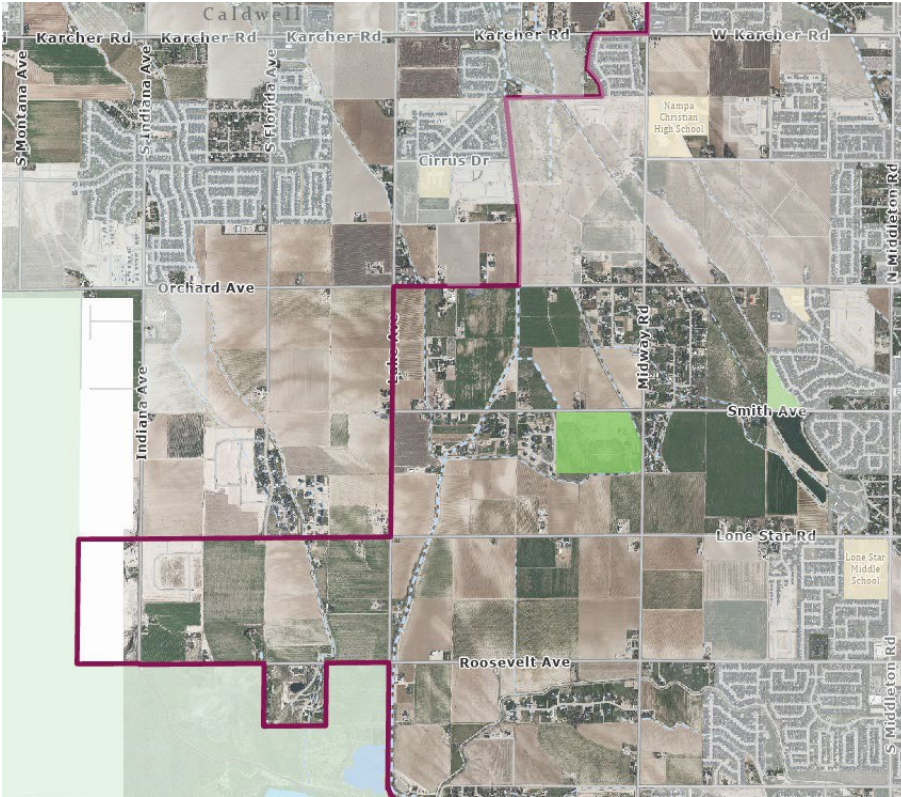
Municipal Sewer and Water (within 5 years):

The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

WEST SECTION



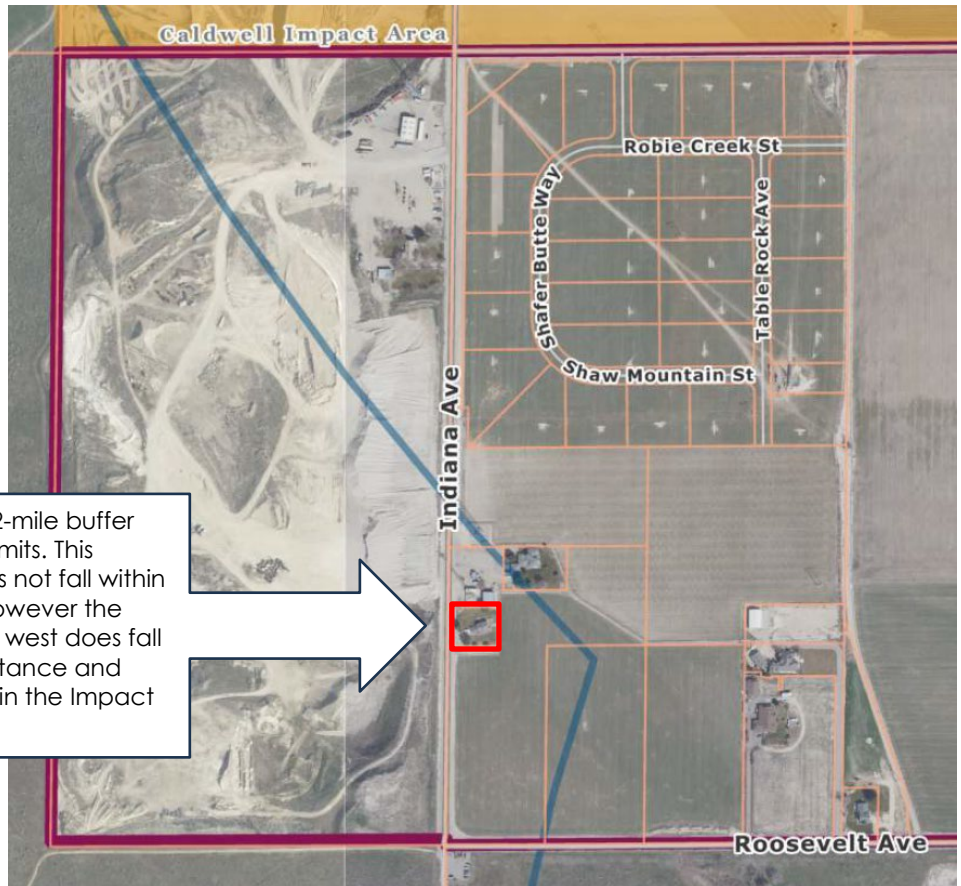
Location:

The "West Section" is located approximately from Karcher Rd to north, Middleton Rd to the east, Lake Lowell Ave to the south, and Caldwell's city limits and Impact Area boundary to the west.

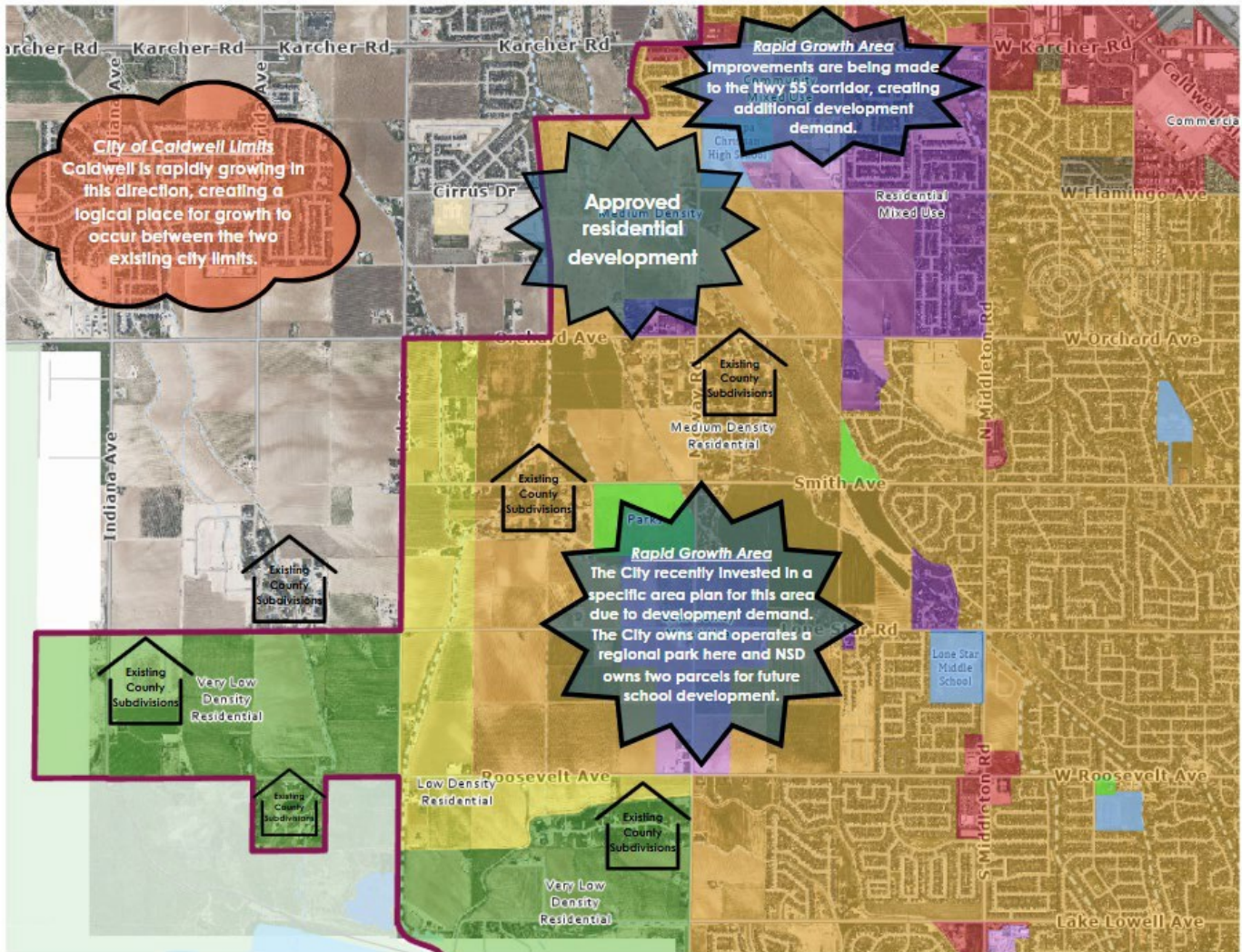
Distance from Existing City Limits:

The furthest west parcel in Nampa's Impact Area falls within the 2-mile distance as required by State Code. However, there is one parcel, slightly more east, that does not fall within the 2-mile distance as required by State Code. State Code does not specify in this scenario what should be done, when an "island" is created, as is the case here.

The blue line is the 2-mile buffer from Nampa City Limits. This singular parcel does not fall within the 2-mile buffer, however the parcel direct to the west does fall within the 2-mile distance and would be included in the Impact Area.



Anticipated Commercial and Residential Growth:



Geographic Factors:

The Southwest Nampa area was recently added to the Impact Area, which fills the gap between Nampa's and Caldwell's Impact areas. Development in both communities is approaching the Deer Flat National Wildlife Refuge. The Specific Area Plan for Southwest Nampa addresses this by indicating Very Low Density Residential for the areas around the refuge with a gradual increase of density away from the refuge. The plan recommends a no-build setback abutting the refuge.

From SW to NE, the terrain flows away from the Deer Flat Wildlife Refuge and Indiana Avenue to Midway Rd. This area provides a vantage point for the areas to the NE. Several County subdivisions have developed in this area. The developed properties vary in size from smaller .5 acre to 2-acre residential lots. These subdivisions are spread throughout the area and are adjacent to agricultural fields. Much of the larger parcels are in the possession of owners with development interests. Denser urban development is moving west from the City of Nampa. There are few services in this area with travel times north on arterial corridors to reach services at Karcher Road. Nampa School District owns property on Midway and Roosevelt for a new Nampa High School. They also own property off Lonestar Rd. west of Midway Rd. for a new elementary school. The Southwest Nampa Specific Area Plan seeks to provide pedestrian access between these campuses, Midway Park and a core residential area to minimize vehicular traffic and to provide needed services in the area. Traffic is currently a concern for residents who live in City subdivisions to the south of Roosevelt Ave. and Lake Lowell Ave. This is due in part to the limited access that these residents have to services necessitating lengthy drive times. Currently Midway Road is a two-way road with stop signs at intersections.

Transportation Infrastructure Systems (including connectivity):

Middleton Road has been designated as a priority corridor for the City of Nampa. Widening this impact fee eligible corridor is currently underway with improvements happening adjacent to the enclave parcels between Flamingo Rd and Karcher Rd. Focusing on improving this corridor will allow connectivity between the West Section of Nampa and the Interstate and activity hubs.

Municipal Sewer and Water (within 5 years):

The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

Links:

[Nampa 2040 Comprehensive Plan](#)

[Nampa Transportation Master Plan and Bike and Pedestrian Master Plan](#)

[Nampa Parks Master Plan](#)

[Nampa Engineering Plans and Studies](#)

[Nampa Highway 16 Specific Area Plan](#)

[Highway 20/26 Specific Area Plan](#)

[SW Nampa Specific Area Plan](#)

[Gateway District Specific Area Plan](#)

[Midland Boulevard Corridor Study](#)

[Lake Lowell Area Bicycle and Pedestrian Access Plan](#)

Exhibit A: Current Nampa Impact Area Outline

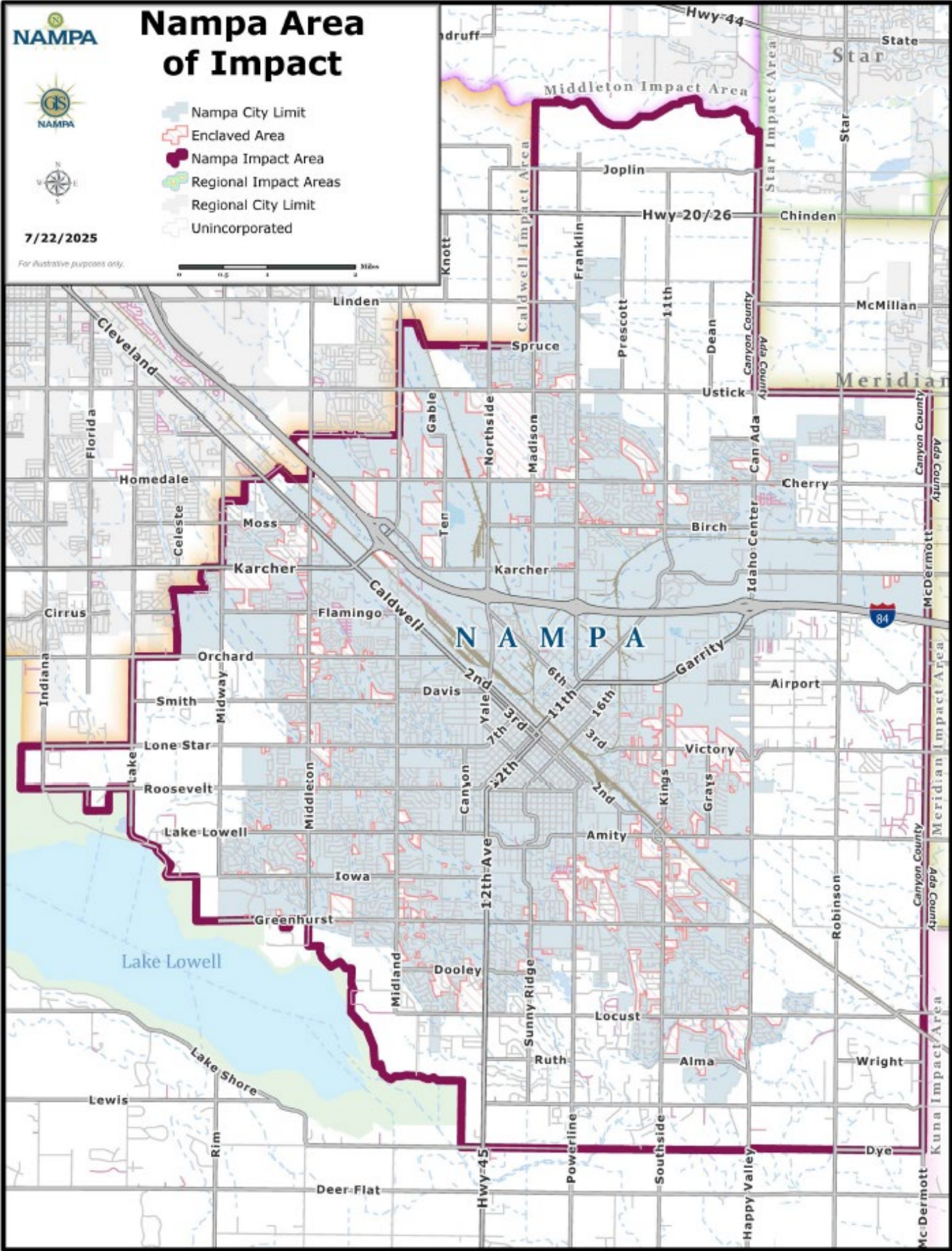


Exhibit B: Current Nampa Future Land Use Map

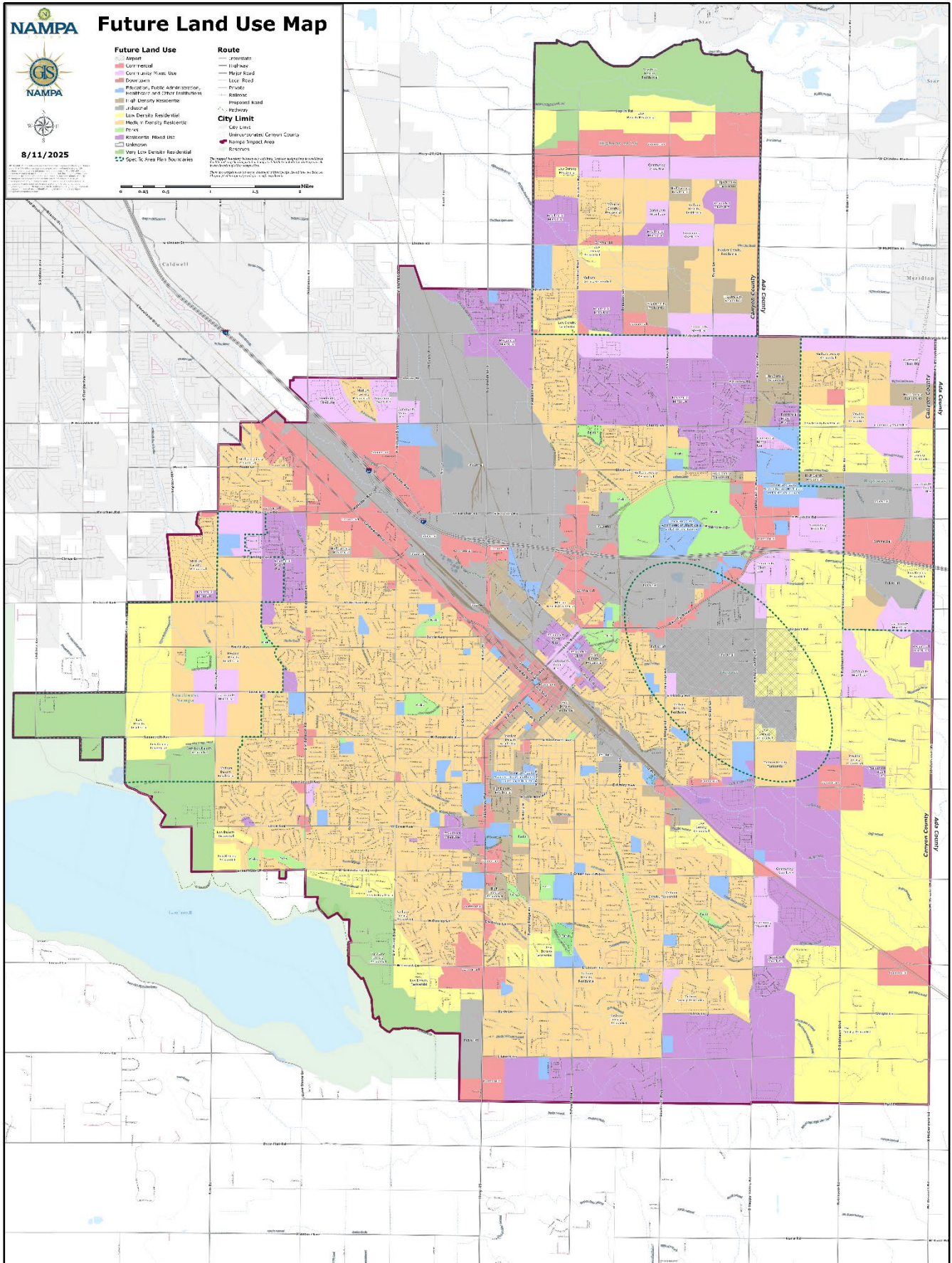


Exhibit C: Two-Mile Radius from City Limits

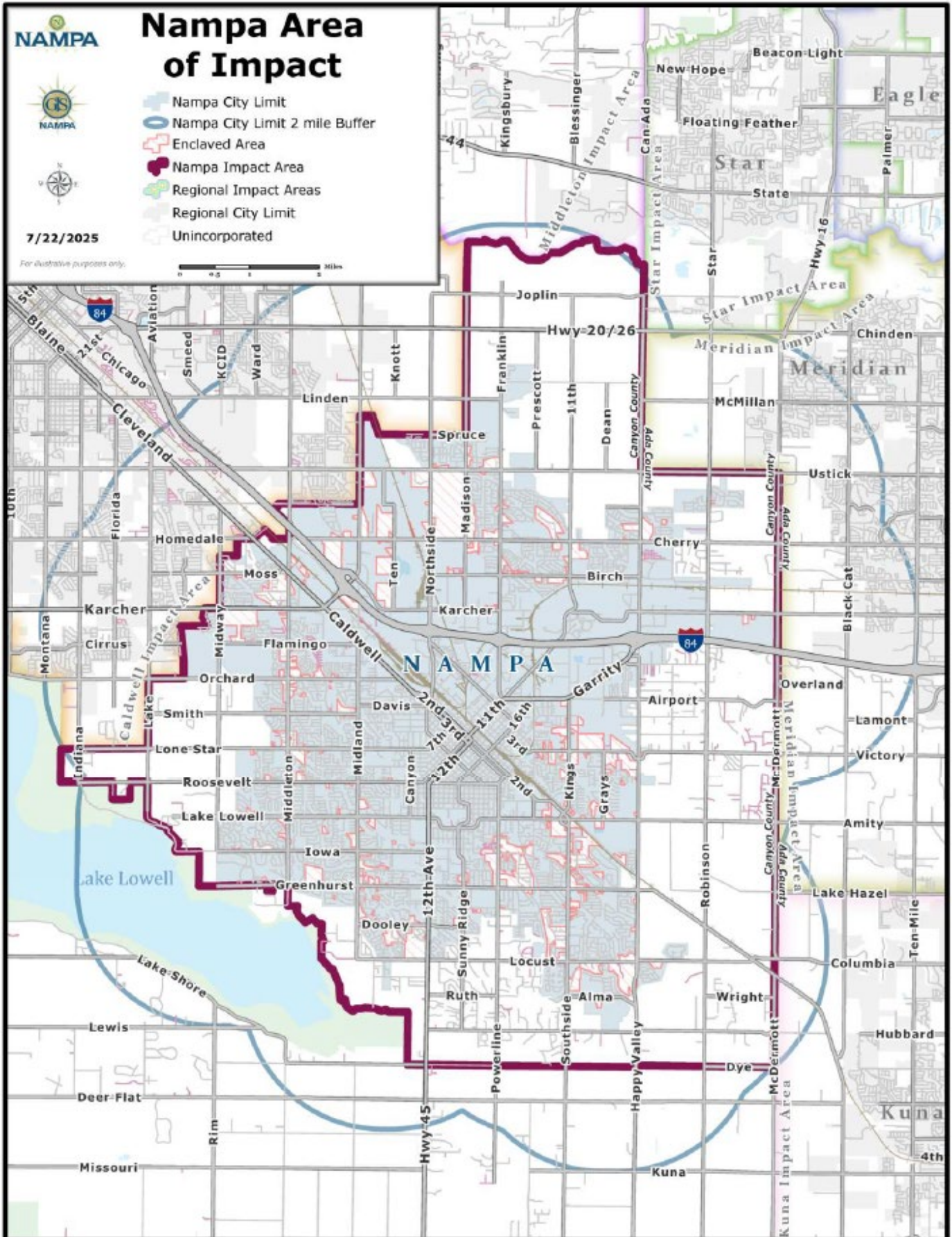


Exhibit D: Utility Map – Nampa Impact Area

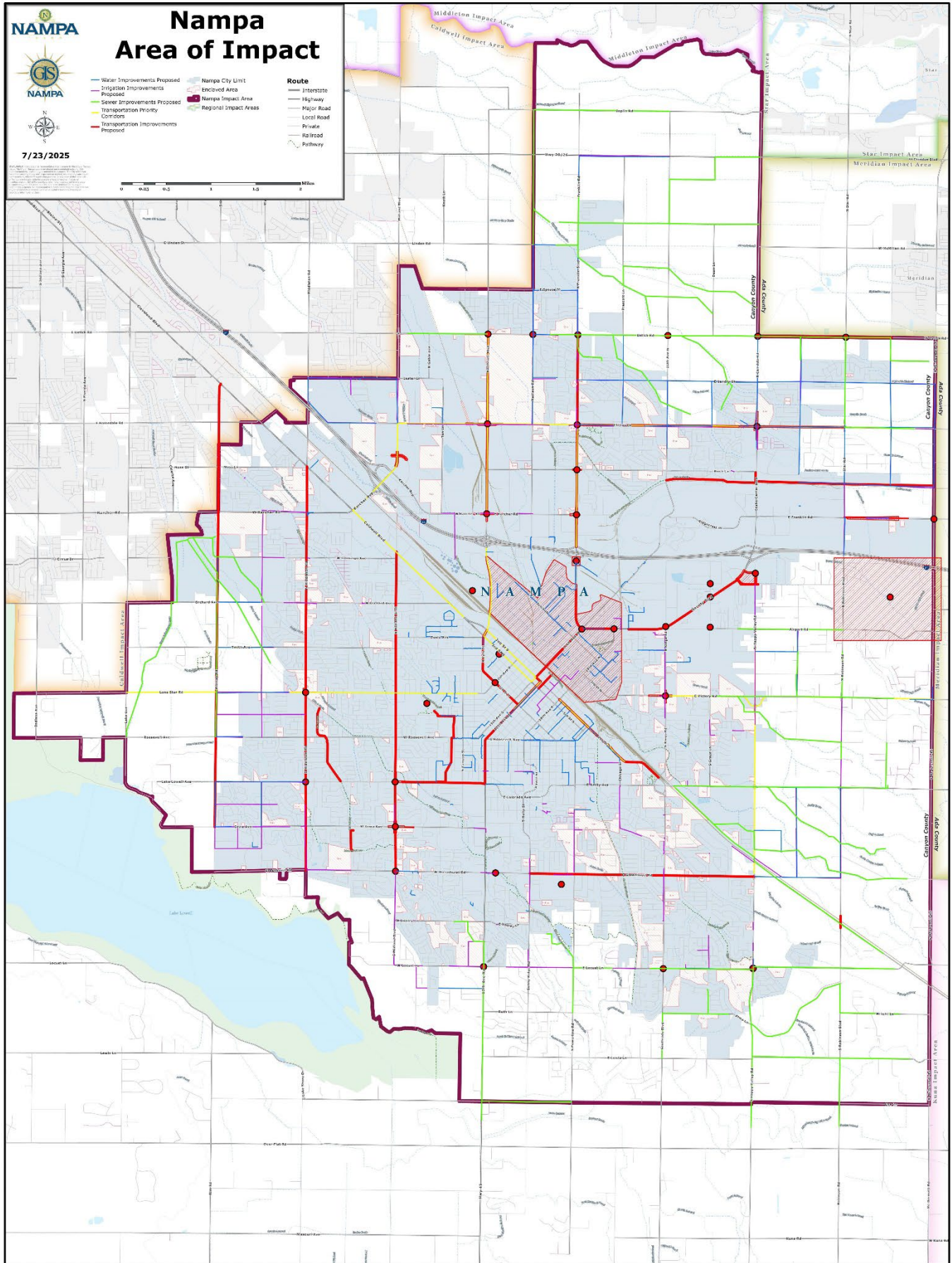


Exhibit E: Letters from Adjacent Communities Supporting the Status Quo of Current Impact Area Boundaries



COMMUNITY DEVELOPMENT DEPARTMENT Planning & Zoning Division

Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 | Phone: 208-455-3021
<https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division>

June 25, 2025

Rodney Ashby
Director
Planning and Zoning Department
City of Nampa
500 12th Ave. S.
Nampa, ID 83651

Re: Verification of Area of Impact

Rodney:

We received your letter dated June 5, 2025, regarding the process of fulfilling the State of Idaho mandate to reestablish the Area of Impact for the cities within Canyon County per Title 67§6526.

We appreciate the relationship we have had with the City of Nampa to honor each other's boundaries and the communication and collaboration that goes along with projects that are close to or alongside each jurisdiction's planning areas.

This letter is to confirm that Caldwell intends to maintain the status quo on our common Area of Impact border into the foreseeable future. Additionally, Caldwell is not proposing any changes to our current Area of Impact boundaries on the north, south, east or west side.

We look forward to our continued partnership with the City of Nampa to help grow our communities in a way that compliments each city.

Sincerely,

Robin Collins, PCED, CBO
Director & Building Official
Community Development Department
City of Caldwell
205 S 6th Ave.
Caldwell, ID 83605
rcollins@cityofcaldwell.org

From: Doug Hanson <dhanson@kunaaid.gov>
Sent: Monday, June 16, 2025 7:02 AM
To: Rodney Ashby <ashbyr@cityofnampa.us>
Subject: Verification of Area of Impact Response

CAUTION: This email originated OUTSIDE the City of Nampa domain. DO NOT click on links or open attachments unless you recognize the sender or are sure the content is safe. Highlight the suspect email and send using the Outlook Phish Alert Report button or call the IT Helpdesk at (208) 468-5454.

Good morning Rodney,

It is the intention of the City of Kuna to maintain the status quo on our common Area of Impact border with the City of Nampa.

Please let me know if this e-mail response will suffice, or you need something more formal.

Best,



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Doug Hanson
Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@kunaaid.gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.



Mayor Robert E. Simison
City Council Members:
Luke Cavener, President
Liz Strader, Vice President
Brian Whitlock
Doug Taylor
John Overton
Anne Little Roberts

June 24, 2025

Rodney Ashby
Director, Planning & Zoning
City of Nampa
500 12th Ave. S.
Nampa, ID 83651

RE: Area of City Impact

Rodney,

We are in receipt of your letter dated June 5, 2025, inquiring about the status of Meridian's Area of City Impact (AOCI), particularly along our shared boundary. The City of Meridian is presently in process of re-establishing our AOI to be consistent with Idaho Code §67-6526, as amended last legislative session. Part of that process includes proposing to the Ada County Board of Commissioners the removal of lands that are currently further than two (2) miles away from existing city limits. All of the lands affected by the subject AOI amendment are on the Ada County side of the Ada-Canyon County line.

The City of Meridian values our relationship with the City of Nampa and intends to maintain the status quo; we have no intention of crossing into Canyon County with our AOI. Please feel free to share this information with your Mayor, Council and the Canyon County Board of Commissioners, as appropriate.

Let me know if you have any questions or want to coordinate further on planning for lands along our shared, common border.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Hood".

C. Caleb Hood
Deputy Director, Community Development Department
City of Meridian

Cc: Bruce Freckleton, Director

Community Development Department • 33 E. Broadway Avenue, Suite 102, Meridian, ID 83642
Phone 208-884-5533 • www.meridiancity.org

From: Roberta Stewart <rstewart@middletoncity.org>
Sent: Wednesday, June 25, 2025 2:42 PM
To: Rodney Ashby <ashbyr@cityofnampa.us>
Cc: Jackie Hutchison <jhutchison@middletoncity.org>
Subject: Nampa and Middleton Areas of Impact

CAUTION: This email originated OUTSIDE the City of Nampa domain. DO NOT click on links or open attachments unless you recognize the sender or are sure the content is safe. Highlight the suspect email and send using the Outlook Phish Alert Report button or call the IT Helpdesk at (208) 468-5454.

Hi Rodney: Thank you for reaching out about Middleton's Area of Impact abutting Nampa's AOI. Luckily we're on the same page. We would like to maintain the current border shown below. Our AOI border in that area will be changed a little after a meeting with Star's Mayor Chadwick, but that does not impact our current border with Nampa. Once our GIS department finishes a first draft of our proposed AOI, I will send you a copy so you can confirm that we intend to stay with our current Middleton/Nampa border. Thanks again,

(Note: Nampa reached out to Star for verification of their intentions regarding Star's Impact Area but received no response)

**Exhibit F: Ordinance 4780 (Nampa), BOCC Findings for Impact Area Expansion
In SW Nampa (Canyon County – [Exhibit B])**

ORDINANCE NO. 4780

AN ORDINANCE OF THE CITY OF NAMPA, IDAHO ADOPTING AND APPROVING THE AMENDMENTS TO THE NAMPA AREA OF CITY IMPACT BOUNDARIES AND CORRESPONDING MAP; AMENDING TITLE 10 CHAPTER 30 REGARDING THE GEOGRAPHIC AREA PERTAINING TO THE NAMPA AREA OF CITY IMPACT; PROVIDING FOR RECORDATION; INSTRUCTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO UPDATE THE OFFICIAL AREA OF IMPACT MAP AND OTHER AREA AND PLANNING MAPS OF THE CITY; ALLOWING FOR A SUMMARY OF THIS ORDINANCE TO BE PUBLISHED; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY AND REPEALING ALL ORDINANCES, RULES AND REGULATIONS, AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE MAYOR AND THE COUNCIL OF THE CITY OF NAMPA, CANYON COUNTY, STATE OF IDAHO;

SECTION 1. Following notice and public hearing in accordance with Idaho Code Sections 67-6526 and 67-6509, the Nampa City Council at its meeting on February 6, 2023 approved the proposed expansion and amendments to the Nampa Area of City Impact Boundary for presentation to the Canyon County Commissioners. The Canyon County Commissioners considered and approved the City of Nampa's proposed amendments to the Nampa Area of City Impact at its meeting on September 7, 2023 and issued their written decision on December 19, 2023 (Exhibit B). This amended Nampa Area of City Impact is depicted and more specifically described in Exhibit A attached hereto and incorporated herein. The City of Nampa hereby adopts and approves the boundaries and map for the amended Area of City Impact for the City of Nampa as provided in Exhibit A.

SECTION 2. Title 10, Chapter 30 of the Nampa City Code, specifically Section 10-30-3 is amended as follows:

10-30-3. - Geographic area. The officially adopted geographic area of city impact is shown on Exhibit A, attached to Ordinance No. 4780 and adopted by reference.

SECTION 3. That the recordation of this ordinance shall be deemed for all intents and purposes as an amendment to the zoning ordinance and area of city impact map of the City of Nampa. The City Engineer and Planning and Zoning Director are instructed to update the official Nampa City Area of Impact Map and other planning and use maps of the City of Nampa so they reflect and are consistent with the approved map in Exhibit A.

NAMPA CITY ORDINANCE NO. 4780

SECTION 4. The provisions of this ordinance are severable; should any action or provision of this ordinance be deemed invalid by a court of competent the validity of the remainder shall not be impacted and said remainder of the ordinance shall remain in full force and effect. This ordinance shall be in full force and effect from and after its passage, approval, publication, and recordation according to law.

SECTION 5. All ordinances, rules and regulations, and parts thereof, in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF NAMPA, IDAHO, THIS 16TH DAY OF JANUARY 2024.

APPROVED BY THE MAYOR OF THE CITY OF NAMPA, IDAHO, THIS 16TH DAY OF JANUARY 2024.

Attest:



Mayor Debbie Kling



City Clerk

State of Idaho)

Canyon County)

On this 16th day of January 2024, before me, the undersigned, a Notary Public in and for said State, personally appeared Debbie Kling known to be the Mayor and Charlene Tim known to be the City Clerk of the City of Nampa, a municipal corporation, who executed the foregoing instrument.

In Witness Thereof, I have hereunto set my hand and affixed by official seal, the day and year in this certificate first above written.



Residing at: Nampa, Canyon County, Idaho
My Commission Expires: 9-11-2029



EXHIBIT A

Nampa Area of City Impact Description

Commencing at point that is 282 feet south of the NE corner of 4n2w24, to the **Point of Beginning**;

Thence following the south boundary of Snake River accretion ground to a point of intersection of the east boundary of the current Snake River and south boundary of Snake River accretion ground in Section 4n2w14;

Then west following the south boundary of the Snake River accretion ground to a point that is north 1,428 feet of the SE corner of Section 4n2w15 and the intersection of the south boundary of Snake River accretion ground;

Thence west following the south boundary of the Snake River accretion ground to a point that is 1,324 feet north of the south quarter corner of Section 4n2w1S;

Thence south 1,324 feet to the south quarter corner of Section 4n2w15;

Thence south 2,613 feet to the intersection of Joplin Rd and Madison Rd;

Thence south along Madison Rd to the intersection of HWY 20/26 and Madison Rd;

Thence south along Madison Rd to the intersection of Linden Rd and Madison Rd;

Thence south along Madison Rd to the intersection of the center quarter corner of Section 4n2w34;

Thence west 6,563 feet to the west boundary of Union Pacific Railroad;

Thence northwest 1,470 feet to a point that is south 1,327 feet and west 946 feet of the NW corner of Section 4n2w33;

Thence west 946 feet to a point on Midland Blvd, also being the NW corner of the SW1/4 of the NW1/4 of Section 4n2w33;

Thence south along Midland Blvd to the intersection of Ustick Rd and Midland Blvd;

Thence south along Midland Blvd to the intersection of Laster Street, also being the east quarter corner of Section 3n2w05;

Thence west along the Laster Street to the west quarter corner of Section 3n2w05;

Thence west 840 feet, thence south 169 feet, thence west 200 feet, thence south 478 feet to the north boundary line of Interstate I-84;

Thence southeast along the north boundary line of Interstate I-84 to the intersection of the north boundary line of Interstate I-84 and N Middleton Rd;

Thence south along N Middleton Rd to the SE corner of Section 3n2w06;

Thence west 1,311 feet to the most south SE corner of Lot 11 of Bensonhurst Subdivision;

thence north 161 feet along the east lot line of Lot 11 of Bensonhurst Subdivision; thence northwest 760 ft to the SE corner of Hoffman Lane right-of-way;

Thence southwest 1,064 feet to a point that is 70 feet west and 17 feet north of the north quarter corner of Section 3n2w07;

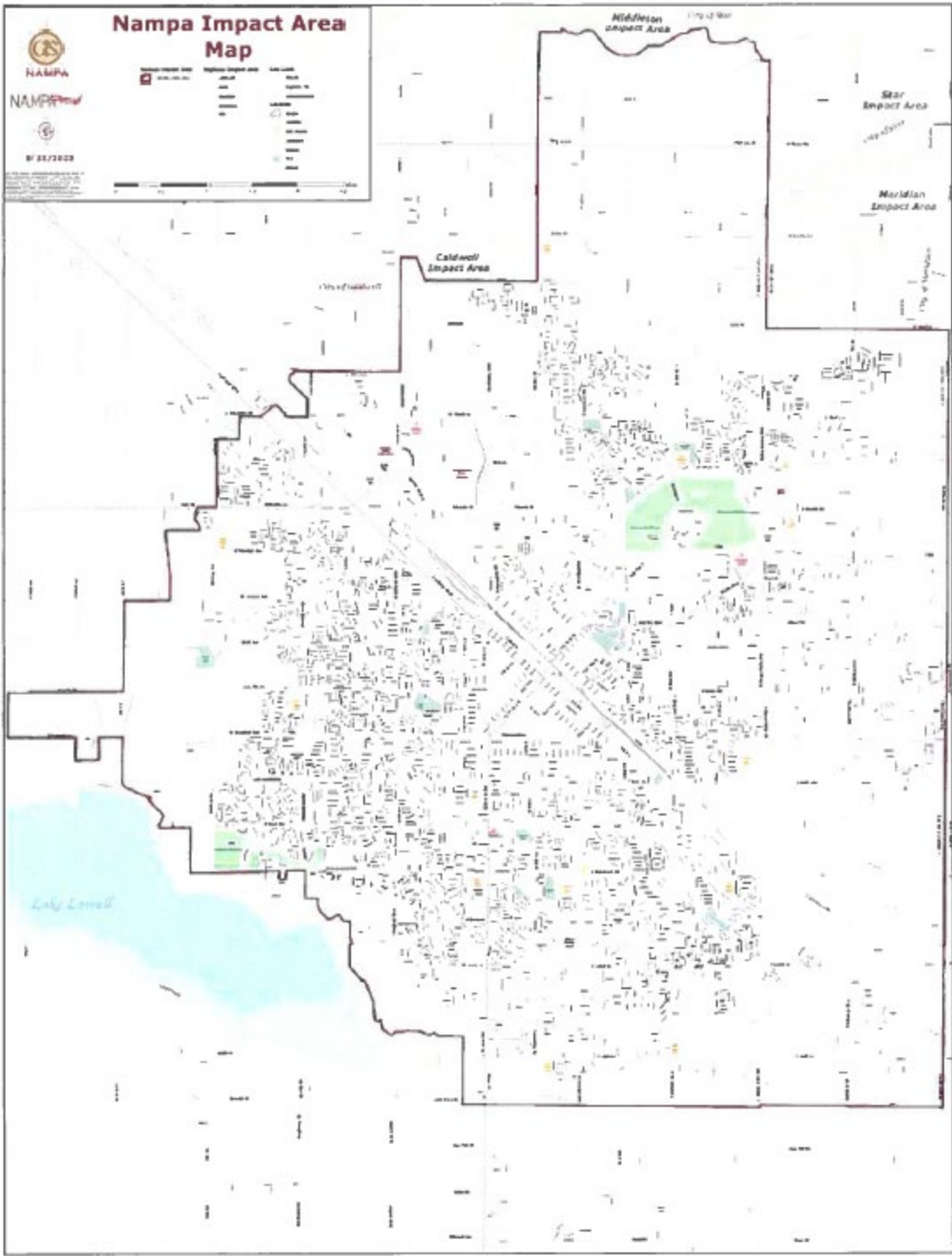
Thence south 17 feet to a point that is 70 feet west of the north quarter corner of Section 3n2w07;

Thence west along the north boundary line of Section 3n2w07 to the NW corner of the Portner

Subdivision, also being the NW corner of the NE1/4 of the NW1/4 of Section 3n2w07;
Thence south along the westerly boundary of the Portner Subdivision to the NE corner of Burnie Subdivision, also being the SW corner of the NE1/4 of the NW1/4 of Section 3n2w07;
Thence west along the northerly boundary of Burnie Subdivision to the centerline of Midway Rd, also being the NW corner of the SW1/4 of the NW1/4 of Section 3n2w07;
Thence south 3,964 feet along Midway Rd to the intersection of Midway Rd and W Karcher Rd;
Thence west 1,121 feet to the intersection of Stone Lateral and W Karcher Rd;
Thence southwest and southeasterly along the centerline of the Stone Lateral to a point that is south 1,327 feet and west 941 feet of the NE corner of Section 3n3w13;
Thence west 2,042 feet to the SE boundary of Canyon View Estates Subdivision and centerline of the Upper Embankment Drain;
Thence southeast 2,661 feet along the Upper Embankment Drain to the NW corner of the SW1/4 of the SE1/4 of Section 3n3w13;
Thence south 1,322 feet along the Upper Embankment Drain to its intersection with Orchard Ave, also being the south quarter corner of Section 3n3w13;
Thence west along Orchard Ave to the intersection of Lake Ave, also being the NW corner of Section 3n3w24;
Thence south along Lake Ave, also being the westerly boundary of Section 3n3w24, to the intersection of Lone Star Rd, also being the SW corner of Section 3n3w24;
Thence west along Lone Star Road, also being the northerly boundary of Section 3n3w26, to the intersection of Indiana Ave, also being the NW corner of Section 3n3w26;
Thence west 1,252 feet along the northerly boundary of Section 3n3w27 to the boundary of Deer Flat National Wildlife Refuge;
Thence along said Refuge boundary south 2,635 feet to a point, and east 1,256 feet to the Indiana Ave and Roosevelt Ave intersection, also being the west quarter corner of Section 3n3w26;
Thence east along said Refuge boundary and Roosevelt Ave to the center quarter corner of Section 3n3w26;
Thence along said Refuge boundary south 1,326 feet to a point, east 1,324 feet to a point, and north 1,326 feet to a point on Roosevelt Ave approximately 1,318 feet west of the east quarter corner of Section 3n3w26;
Thence east 1,318 feet along said Refuge boundary and Roosevelt Avenue to the intersection of Lake Ave, also being the east quarter corner of Section 3n3w26;
Thence south along said Refuge boundary and Lake Ave, also being the west boundary to the NW corner of Section 3n3w36;
Thence meandering in a southeasterly direction along said Refuge boundary to a point on Iowa Ave being approximately 442 feet west of the center quarter corner of Section 3n3w36;
Thence east 1,765 feet along said Refuge boundary and Iowa Ave to a point, also being the NW corner of the NE1/4 of the SE1/4 of Section 3n3w36;
Thence south 2,744 feet along said Refuge boundary and the 1/16th line to a point, also being the SW

corner of the SE1/4 of the SE1/4 of Section 3n3w36;
Thence east along said Refuge boundary to a point on W Greenhurst Rd, also being the SE corner of Section 3n3w36;
Thence east 3,903 feet along Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to a point;
Thence south 498 feet to a point approximately 1,538 feet west of S Middleton Rd, thence east 364 feet to a point approximately 512 feet south of W Greenhurst Road, thence north 59 feet to a point approximately 1,174 feet west of S Middleton Rd, thence east 30 feet to a point approximately 455 feet south of W Greenhurst Rd, thence north 455 feet to a point on W Greenhurst Rd approximately 1,144 feet west of the NE corner of Section 2n2w06;
Thence east 1,146 feet along W Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to the intersection of S Middleton Rd, also being the NE corner of Section 2n2w06;
Thence south 1,608 feet along S Middleton Rd, also being the westerly boundary of Section 2n2w05, to the intersection of Coyote Cove Road and the boundary of Deer Flat National Wildlife Refuge, also being the SW corner of the NW1/4 of the NW1/4 of Section 2n2w05;
Thence meandering in a southeasterly direction along the Refuge boundary to the NW corner of the SE1/4 of the SE1/4 of Section 2n2w09;
Thence south 1,326 feet to the SW corner of the SE1/4 of the SE1/4 of Section 2n2w09;
Thence south 2,648 feet to a point on Lake Shore Dr, also being the SW corner of the SE1/4 of the NE1/4 of Section 2n2w16;
Thence east 6,641 feet along Lake Shore Dr to S Powerline Rd, also being the west quarter corner of Section 2n2w14;
Thence continuing east along the quarter section lines of Sections 2n2w14 and 2n2w13 to the east quarter corner of Section 2n2w13;
Thence north 108 feet along S Happy Valley Rd to the west quarter corner of Section 2n1w18;
Thence east along the quarter section lines of Sections 2n1w18 and 2n1w17 to the intersection of Dye Lane and S McDermott Rd, also being the east quarter corner of Section 2n1w18;
Thence north along S McDermott Rd and N McDermott Rd, also being and Canyon County, Idaho boundary line, to the intersection of N McDermott Rd and Ustick Rd, also being the NE corner of Section 3n1w05;
Thence west along Ustick Rd and the Canyon County, Idaho boundary line to the intersection of Ustick Rd and N Can Ada Rd, also being the NW corner of Section 3n1w06;
Thence north along N Can Ada Rd and the Canyon County, Idaho boundary line to the SE corner of Section 4n2w24;
Thence north along the N Can Ada Rd and the Canyon County, ID boundary line to the **Point of Beginning**.
Containing 74.61 square miles, more or less.

NAMPA CITY ORDINANCE NO. 4780



NAMPA CITY ORDINANCE NO. 4780

EXHIBIT B



BOARD OF COUNTY COMMISSIONERS FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of:

**City of Nampa Area of City Impact Boundary
Expansion – OR2023-0002**

The Canyon County Board of County Commissioners
heard the following:

1. The City of Nampa is requesting to expand their impact area boundary in accordance with Idaho Code §67-6526 and Canyon County Code §09-11-27. The expansion area is approximately 2,600 acres located north and east of Lake Lowell that includes:
 - a. Area approximately 1,996 acres: The east boundary is Nampa's current impact area boundary line, Midway Road through Parcel R33124010 (approx. 3 miles); the west boundary is a portion of Indiana Road (approx. 0.5 miles) and a portion of Lake Avenue (approx. 1.5 miles); the northern boundary is adjacent to Caldwell's impact area, a portion of Lonestar Road (approx. 1 mile) and a portion of Orchard Road (approx. 1 mile) and includes a 20-acre area on the northwest corner of Orchard Avenue and Midway Road; and the southern boundary including portions of Roosevelt Avenue including development in and around Lake View Subdivision, approximately 40 acres (approx. 1.5 miles), Iowa Avenue (approx. 1.3 miles) and a portion of Greenhurst Road (approx. 0.25 miles);
 - b. Parcels R29303266 and R29303265A, approximately 4 acres, located along Greenhurst Road already annexed into the City of Nampa; and
 - c. Area approximately 600 acres (see below): The east boundary is a portion of Midland Boulevard (approx. 1 mile); the west boundary is a portion of Middleton Road (approx. 0.5 miles); the northern boundary is Nampa's current impact boundary, a portion of Greenhurst Road (approx. 1 mile); and the southern boundary is mostly adjacent to Lake Lowell (approx. 1.2 miles) and area approximately 5,000 feet from West Locust Lane (approx. 0.75 miles).

Summary of the Record

The record is comprised of the following:

- A. The record includes all testimony, the staff report, exhibits, and documents in Case File OR2023-0002.
1. Attachments and exhibits include:
 - Attachment A: Request by City of Nampa – March 1, 2023:
 - Exhibit 1: E-mail;
 - Exhibit 2: Letter dated February 27, 2023;
 - Exhibit 3: Nampa City Council Approval dated February 6, 2023;
 - Exhibit 4: Nampa Future Land Use Map dated February 22, 2023; and
 - Exhibit 5: Impact Area Update Map dated March 2, 2023.
 - Attachment B: Board of County Commissioners (BOCC) Workshop – April 24, 2023:
 - Exhibit 1: BOCC Agenda;
 - Exhibit 2: Commissioners Minutes; and
 - Exhibit 3: Nampa’s PowerPoint Presentation
 - Attachment C: Idaho Code Section 67-6526
 - Attachment D: Canyon County Code, Chapter 9, Article 11: Nampa Area of City Impact (Plans and Ordinance/Map) Ordinance.
 - Attachment E: Letter of Intent:
 - Exhibit 1: Letter of Intent dated June 22, 2023;
 - Exhibit 2: Impact Area Update Map dated March 2, 2023
 - Exhibit 3: Nampa City Council Approval dated February 6, 2023;
 - Exhibit 4: Neighborhood Notification, September 1, 2021;
 - Exhibit 5: Area of City Impact Informational;
 - Exhibit 6: Area of City Impact FAQs;
 - Exhibit 7: Area of City Impact Expansion Timeline.
 - Attachment F: PowerPoint Presentation for the July 6, 2023 Hearing
 - Attachment G: County Maps:
 - Exhibit 1: 2020 Future Land Use Map;
 - Exhibit 2: Existing Subdivision Map;
 - Exhibit 3: Existing Residential Zones Map;
 - Exhibit 4: Existing Conditional Use Permit Map; and
 - Exhibit 5: 2030 Future Land Use Map.
 - Attachment H: Emails - Nampa’s Involvement with the 2030 Comprehensive Plan Review
 - Attachment I: ITD E-mail dated May 26, 2023.
 - Attachment J: Canyon Soils Conservation District

Applicable Law

The following laws and ordinances apply to this decision:

1. Idaho Code §67-6526 (Attachment C); and
2. Canyon County Code Chapter 9, Article 11 (Attachment D).
3. CCZO Section 07-02-03 defines an Area of City Impact as follows:

“As defined by Idaho Code section 67-6526 and requires that cities and counties adopt a map identifying an Area of City Impact within the unincorporated area of the County. The Area of City Impact shall be defined considering the trade area of the city, geographic factors and areas that can be reasonably expected to be annexed to the city in the future. The enabling legislation provides three (3) options of planning and regulating development within the Area of City Impact including exclusive use of the city plan and ordinances, exclusive uses of the County plan and ordinances, or application of any mutually agreed upon plan and ordinances.”

The request, OR2023-0002, was presented at a public hearing before the Canyon County Board of County Commissioners on September 7, 2023. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, the Board decides as follows:

AREA OF CITY IMPACT CRITERIA

- 1. In accordance with Idaho Code section 67-6526(d), the City of Nampa or the Board of Canyon County Commissioners may request, in writing, the renegotiation of any provision of this article at any time. Within thirty (30) days of receipt of such written request by either party, an initial meeting between the two (2) jurisdictions should occur (Canyon County Code §09-11-27(1)).**

Conclusion: The City of Nampa requested an area of city impact expansion on March 1, 2023. On April 24, 2023, after a joint meeting between the County and the City of Nampa, the County agreed to begin the hearing process for the requested expansion.

- Findings:**
- (1) On March 1, 2023, Canyon County received a written request from the City of Nampa to amend their existing area of city impact boundary in accordance with Idaho Code §67-6526 and Canyon County Code §09-11-27 (Attachment A).
 - (2) Pursuant to Idaho Code §67-6526(d), an initial meeting was held between the Board of County Commissioners and the City of Nampa on April 24, 2023. The meeting concluded with the Board directing the Development Services Department to begin the hearing process for the requested amendment (Attachment B).

- 2. In defining an area of city impact, the following factors shall be considered: (1) trade area; (2) geographic factors; and (3) areas that can reasonably be expected to be annexed to the city in the future (Idaho Code §67-6526(b)).**

Conclusion: Information defining a trade area, geographic factors, and the ability to annex the requested area to the city in the future was provided.

- Findings:**
- (1) **Trade Area:** The proposed expansion area provides important access routes to Nampa amenities, services, and job centers 2-6 miles away (12th Avenue/Caldwell Boulevard). The area includes a city park (Midway Park) and two properties owned by the Nampa School District for future school expansion. Therefore, residential and commercial development opportunities should be near these amenities and services (Attachment E & F).
 - (2) **Geographic Factors:** Lake Lowell ultimately creates a natural boundary for the proposed expansion. The largest area is between Midway Road and Indiana Avenue which is limited to the west and south by Lake Lowell/Deer Flat Wildlife Refuge and north by Caldwell's impact area (Attachment E & F).
 - (3) **Annexation in the Future:** Development and annexation are moving in the direction of expansion. City limits border the expansion in several locations where development exists, is currently being constructed, or is in the permitting process (Attachment E & F).

Prior to the adoption of the 2030 Comprehensive Plan, the future use of the area had been residential (Attachment G – Exhibit 1). Due to the residential designation, the area contains existing residential rezones and subdivision development (Attachment G - Exhibits 2-4). The following are examples of properties that require the area of city impact expansion:

- a. **Parcel R32989/R32989010 (40 acres, northwest corner of Lonestar Road and Midway Road):** The rezone and subdivision were denied due to a lack of city services and the need for density to be located adjacent to Nampa School District properties and city park. The developer agreed to a city service extension but requires the property to be located within Nampa's impact area (Essex Holdings – RZ2020-0023).
- b. **Parcels R33017/R33019010 (62 acres, Northwest corner of Lake Lowell Road and Midway Road):** The applicant withdrew the application for rezone and subdivision due to the Nampa impact boundary expansion taking too long (MRCT LLC – CR2022-0001/SD2022-0006).

- c. Parcels R29292010/R29293/R29294 (200 acres, between Midland Boulevard and Lake Lowell): The Kido family has been working with the City of Nampa regarding a master plan that would include potentially a park with a large pond, lake access, winery/associated commercial retail, dwellings/townhouses and college extension (possibly CWD). The property currently was approved for a special events facility in 2020 (CU2018-0023).
- (4) The 2030 Comprehensive Plan designated the area as “agricultural” (Attachment G – Exhibit 5). County staff worked with the City of Nampa regarding the change of designation from “residential” to “agricultural” to better protect the area until growth in the area could be planned (Attachment H). Approval will allow the City of Nampa to begin the development of a specific plan for the 1,996-acre area between Midway Road and Indiana Avenue, and to continue to work with the County regarding aligning definitions and plans via an area of city impact agreement (Attachment F & K).
 - (5) Political subdivision and newspaper notices were completed on May 26, 2023, and July 28, 2023. Nampa and Caldwell JEPAs notices were completed on May 26, 2023
 - (6) The request is required to be in general conformance with the Canyon County Comprehensive plan (CCZO Section 09-11-17). The 2030 Canyon County Comprehensive Plan is the appropriate planning document for this review because of the timing of when the application was filed. The Board finds request aligns with the following goals, policies, and objectives of the 2030 Canyon County Comprehensive Plan:

- Land Use and Community Design Component:

G4.04.00	Concentrate future higher density residential growth in appropriate areas in and around existing communities while preserving and enhancing the County’s agricultural and rural character.
P4.04.01	Support development in locations where services, utilities, and amenities are or can be provided.
P4.04.02	Align planning efforts in areas of city impact.
A4.04.02a	Evaluate and update area of impact agreements with the cities as the state statute requires. Expand or reduce areas of city impact according to each city’s trade area, geographic factors, water and sewer service areas, and areas that can reasonably be expected to be annexed to the city in the future. Idaho Code § 67-6526(b).
A4.04.02b	Coordinate County and city planning through collaborative planning processes, mutual agreements, and updated impact area agreements.
P4.04.04	Where city services are available, encourage land adjacent to city limits to annex instead of developing inconsistently within the County.

- Public Services, Facilities, and Utilities Component:

G7.01.00	Endeavor to continue providing reliable public services, public safety facilities, & public utilities that support existing developed areas and future growth.
P7.01.01	Encourage the extension of sewer infrastructure and wastewater treatment in areas of city impact.
P7.01.02	Encourage annexations within city impact areas where municipal services can be provided.

- Housing Component:

P11.02.01	Encourage subdivisions to locate where adequate services and infrastructure exists or can be provided.
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- Agriculture Component:

P12.01.02	Encourage non-agricultural related development to the cities, areas of city impact, and other clearly defined and planned development areas.
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- (7) On July 6, 2023, the Planning and Zoning Commission recommended the Board approve the request and included the following actions are part of the approval (Attachment K):
 - a. Signing a resolution to amend the 2030 Canyon County Comprehensive Plan to amend the impact boundary on all maps; and

- b. Signing an Ordinance amending Canyon County Code Section 09-11-11(1):
The Nampa area of city impact is hereby established as described in ordinance _____ (number to be provided by Board), a map entitled "Nampa Area of City Impact", which is officially made a part hereof by reference. The Nampa area of city impact being established and the map being specifically adopted by the city of Nampa municipal ordinance _____ (number to be provided by Nampa).

3. Amendments to this article shall be processed using the notice and hearing requirements of Idaho Code section 67-6509 (Canyon County Code §09-11-27(3)).

Conclusion: Notice of the public hearing was provided in accordance with Idaho Code §67-6509.

- Findings:** (1) Political subdivision and newspaper notices were completed on May 26, 2023, and July 28, 2023. Nampa and Caldwell's JEPA notices were completed on May 26, 2023.
- a. An e-mail was received from ITD (Idaho Transportation Dept.) that states the department has no comments or concerns (Attachment I).
 - b. Canyon Soils Conservation District states that the 2,000 acres north of Lake Lowell consist of 28% best-suited soils (Class 2) and 66% moderately suited soils (Attachment J).
 1. The letter states the request as annexation. The request is not annexation, but the city's ability to plan for future development, amenities, and infrastructure in an area reasonably expected to be annexed in the future.
 - c. No comments were received from the public.

Order

Pursuant to Canyon County Code Section 09-11-27(1), the hearings to enact the amendment must be heard by the Planning and Zoning Commission with ultimate approval resting with the Board of County Commissioners. On July 6, 2023, after considering the staff's analysis and all public testimony, the Planning and Zoning Commission recommended the Board approve the request.



Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Board of County Commissioners **approve** Case #OR2023-0002, Nampa city impact area expansion of approximately 2,600 acres north of Lake Lowell. The decision includes the following Board actions:

1. The Board requests that the City of Nampa and Canyon County continue negotiation of impact area ordinance provisions that will 1) minimize light-industrial development in the agricultural zoned impact areas and 2) resolve conflicts between definitions of agriculture in City and County ordinances.
2. Signing a resolution to amend the 2030 Canyon County Comprehensive Plan to amend the impact boundary on all maps; and
3. Signing an Ordinance amending Canyon County Code Section 09-11-11(1):
 - a. *The Nampa area of city impact is hereby established as described in ordinance _____ (number to be provided by Board), a map entitled "Nampa Area of City Impact", which map is officially made a part hereof by reference. The Nampa area of city impact being established and the map being specifically adopted by the city of Nampa municipal ordinance ____ (number to be provided by Nampa).*

DATED this 19th day of December, 2023.

CANYON COUNTY BOARD OF COMMISSIONERS

- Motion Carried Unanimously
- Motion Carried/Split Vote Below
- Motion Defeated/Split Vote Below

	Yes	No	Did Not Vote
_____ Commissioner Leslie Van Beek	_____	_____	_____
 _____ Commissioner Brad Holton	X	_____	_____
 _____ Commissioner Zach Brooks	X	_____	_____

Attest: Chris Yamamoto, Clerk

By: J. Ross
Deputy

Date: 12.19.23

**ORDINANCES OF THE CITY OF NAMPA
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 4780**

AN ORDINANCE OF THE CITY OF NAMPA, IDAHO AMENDING TITLE 10 OF THE NAMPA CITY CODE; THIS ORDINANCE AMENDS TITLE 10 CHAPTER 30 REGARDING THE CITY AREA OF IMPACT BOUNDARIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR A SAVINGS CLAUSE; ALLOWING FOR A SUMMARY OF THIS ORDINANCE TO BE PUBLISHED; PROVIDING FOR AN EFFECTIVE DATE; AND REPEALING ALL ORDINANCES, RULES AND REGULATIONS, AND PARTS THEREOF, IN CONFLICT HEREWITH.

Section 1: The ordinance amends the specified Nampa City Code provisions contained in Title 10, Chapter 30. These amendments come after the Canyon County Commissioners considered these amendments to the impact area at its meeting on September 7, 2023, issuing its written decision on December 19, 2023, approving the city impact area. The amendments are contained more fully in Exhibit A which is attached to the ordinance and incorporated by reference therein. The following is a general description of the content of the applicable Title and Chapters: Title 10 Chapter 30 specifies the geographic area of the city impact boundaries. The geographical boundaries of the city impact area are visually represented in the corresponding map illustrating each impact area boundary line.

Sections 2 through 5: Provide that this ordinance shall be in full force and effect from and after its passage, approval and for publication according to law; provide for severability and savings clauses and repeal conflicting ordinances, resolutions, and orders.

Ordinance No. 4780 shall be effective on its date of publication, which shall be on the 23rd day of January 2024. Ordinance No.4780 was passed by the Council and approved by the Mayor on the 16th day of January 2024. The full text of the Ordinance is available at Nampa City Hall, 411 3rd Street South, Nampa, Idaho 83651. The Mayor and City Council approved the foregoing summary on the 16th day of January 2024, for publication on the 23rd day of January 2024 pursuant to Idaho Code § 50-901A.



Mayor

Attest:


City Clerk

Exhibit G: Resolution 24-005 (Canyon County) Ordinance Amending Chapter 9, Areas of City Impact, Nampa, Adopting a Revised Are of Impact and Providing an Effective Date



2024-013237

RECORDED

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RICK HOGABOAM

CANYON COUNTY RECORDER

Pgs=11 MBROWN

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ORDINANCE

CANYON COUNTY

**Canyon County
Recorder's Office
Document
Cover Sheet**



ORDINANCE NO. 24-005

ORDINANCE AMENDING CHAPTER 9, AREAS OF CITY IMPACT, NAMPA,
ADOPTING A REVISED AREA OF IMPACT AND PROVIDING AN EFFECTIVE
DATE

BE IT ORDAINED by the Canyon County Board of County Commissioners as follows:

SECTION 1. TITLE: This ordinance shall be known and cited as Canyon County's 2023 Area of City Impact Amendments to Chapter 9, Article 11: Nampa.

SECTION 2. STRUCTURE: Titles and subtitles of this ordinance are only used for organization and structure and the language in each paragraph of this ordinance should control with regard to determining the legislative intent and meaning of the Board of County Commissioners.

SECTION 3. PURPOSE: The purpose of this ordinance is to adopt a revised area of impact map and boundary pursuant to the authority and procedures of Title 67, Chapter 65 of the Idaho Code, the Local Land Use and Planning Act.

SECTION 4. AUTHORITY: This ordinance amending Chapter 9, Areas of City Impact, is enacted pursuant to the authority conferred by Title 67, Chapter 65 of the Idaho Code, the Local Land Use and Planning Act, and Idaho Code §§ 31-714, 31-801 and 31-828.

SECTION 5: Chapter 9, Article 11, Section 9 Area of Impact Defined is understood to refer to the city impact boundary map adopted in this ordinance.

SECTION 6: Chapter 9, Article 11, Section 11 Geographic Area of City Impact Established is amended as follows:

(1) The Nampa area of city impact is hereby established as described in Exhibit A attached to ordinance ~~16-010~~ 24-005, a map entitled "Nampa Impact Area Map ~~area of city impact~~", which map is officially made a part hercof by reference. The Nampa Impact Area ~~area of city impact~~ is being established and the map is being specifically adopted by the City of Nampa municipal ordinance ~~4278~~ 4780.

(2) The Nampa area of city impact may be reevaluated by the city and Canyon County at such times as they may agree upon, in accordance with Idaho Code section 67-6526, as amended, to consider possible changes in the geographic area affected and/or other provisions of this article.

SECTION 7. SEVERABILITY: Should any action or provision of this ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the article as a whole or a part thereof other than the part declared to be unconstitutional or invalid.

SECTION 8. EFFECTIVE DATE: This ordinance shall be and is hereby declared to be in full force and effect upon its passage, approval, and publication as provided by law in one issue of the Idaho Press-Tribune and as provided for in Idaho Code Sections 31-715 and 31-715A.

Adopted and Approved this 1st day of MAY, 2024.



BOARD OF COUNTY COMMISSIONERS

Brad Holton
Brad Holton, Chairman

Leslie Van Beek, Member

Zach Brooks, Member

ATTEST: RICK HOGABOAM, CLERK

By: Monica Reyes
Deputy Clerk

Date: 5-1-24

EXHIBIT "A"

**CITY OF NAMPA AREA OF IMPACT
BOUNDARY EXTENSION AREA LEGAL DESCRIPTIONS**

The City of Nampa Area of Impact boundary extension areas are described as follows:

Area 1: Being a part of Sections 13, 24, 25, 26, 27, and 36, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, more particularly described below.

Beginning at the intersection of Orchard Ave and Midway Road, also being the northeast corner of said Section 24;

Thence south along the centerline of Midway Road, also being the westerly boundary of Township 3 North, Range 3 West, to the intersection of Midway Road and the Joseph Drain, located approximately 657 feet south of the intersection of Smith Ave and Midway Road;

Thence northwest 99-feet along the centerline of the Joseph Drain to a point that is 73 feet west and 590 feet south of the intersection of Smith Ave and Midway Road;

Thence northwest 638 feet along the centerline of the Joseph Drain to a point on the Smith Ave centerline that is 327 feet west of the of the intersection of Smith Ave and Midway Road;

Thence west 1,511 feet along Smith Ave;

Thence south 1,324 feet;

Thence east 1,836 feet to a point on the Midway Rd centerline, also being the northeast corner of the SE1/4 of the SE1/4 of said Section 24;

Thence south along Midway Road, also being the westerly boundary of Township 3 North, Range 3 West, to the southeast corner of said Section 36;

Thence west along the boundary of Deer Flat National Wildlife Refuge, also being the southerly boundary of said Section 36, to the southwest corner of the SE1/4 of the SE1/4 of said Section 36;

Thence north 2,744 feet along said Refuge boundary and the 1/16th line to a point on Iowa Avenue, also being the northwest corner of the NE1/4 of the SE1/4 of said Section 36;

Thence west 1,765 feet along said Refuge boundary and Iowa Ave to a point;

Thence meandering in a northwesterly direction along said Refuge boundary to the northwest corner of said Section 36;

Thence north along said Refuge boundary and the centerline of Lake Ave, also being the west boundary of said Section 25, to Roosevelt Ave and the west quarter corner of said Section 25;

Thence west 1,318 feet along said Refuge boundary and Roosevelt Avenue to the northeast corner of the NW1/4 of the SE1/4 of said Section 26;

Thence south 1,326 feet along said Refuge boundary to the southeast corner of the NW1/4 of the SE1/4 of said Section 26;

Thence west 1,324 feet along said Refuge boundary to the southwest corner of the NW1/4 of the SE1/4 of said Section 26;

Thence north 1,326 feet along said Refuge boundary to the northwest corner of the NW1/4 of the SE1/4 of said Section 26;

Thence west along said Refuge boundary and Roosevelt Ave to Indiana Ave and the west quarter corner of said Section 26;

Thence west 1,256 feet along said Refuge boundary to the southwest corner of the SE1/4 of the NE1/4 of said Section 27;

Thence north 2,635 feet along said Refuge boundary to the northwest corner of the NE1/4 of the NE1/4 of said Section 27;

Thence east 1,252 feet to the northeast corner of said Section 27, also being the intersection of Indiana Ave and Lone Star Road;

Thence east along Lone Star Road, also being the northerly boundary of said Section 26, to the intersection of Lake Ave and Lone Star Road, also being the southwest corner of said Section 24;

Thence north along Lake Ave, also being the westerly boundary of said Section 24, to the intersection of Lake Ave and Orchard Ave, also being the northwest corner of said Section 24;

Thence east 3,978 feet along Orchard Ave, also being the northerly boundary of said Section 24, to the southwest corner of the SE1/4 of the SE1/4 of said Section 13;

Thence north 684 feet to a point approximately 1,326 feet west of Midway Road;

Thence east 1,326 feet to a point on Midway Road approximately 684 feet north of Orchard Ave;

Thence south 684-feet along Midway Road, also being the easterly boundary of said Section 13, to the **Point of Beginning**.

Containing 3.14 square miles, more or less.

Area 2: Being a part of Section 6, Township 2 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described below.

Commencing at the intersection of S Middleton Road and W Greenhurst Road, also being the northeast corner of said Section 6;

Thence west 1,146 feet along the W Greenhurst Road, also being the northerly boundary of said Section 6, to the **Point of Beginning**;

Thence south 455 feet to a point approximately 1,144 feet west of S Middleton Road;

Thence west 30 feet to a point approximately 453 feet south of W Greenhurst Road;

Thence south 59 feet to a point approximately 1,174 feet west of S Middleton Road;

Thence west 364 feet to a point approximately 498 feet south of W Greenhurst Road;

Thence north 498 feet to a point on W Greenhurst Road approximately 1,536 feet west of S Middleton Road;

Thence east 392 feet along W Greenhurst Road, also being the northerly boundary of said Section 6, to the **Point of Beginning**;

Containing 4.53 acres, more or less.

Area 3: Being a part of Sections 5, 8, and 9, Township 2 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described below.

Commencing at the intersection of S Middleton Road and W Greenhurst Road, also being the northwest corner of said Section 5;

Thence south 383 feet along S Middleton Road, also being the westerly boundary of said Section 5, to the centerline of the Thacker Lateral and the **Point of Beginning**;

Thence in a southeast direction 2,721 feet along the Thacker Lateral to a point on the north quarter Section Line of said Section 5 approximately 1,053 feet south of W Greenhurst Road;

Thence south 542 feet along the north quarter Section Line of said Section 5 to the northwest corner of the SW1/4 of the NE1/4 of said Section 5;

Thence east 2,650 feet to a point on S Midland Blvd, also being the northeast corner of the SE1/4 of the NE1/4 of said Section 5;

Thence south along S Midland Blvd and the easterly boundary of said Section 5 to the intersection of W Locust Lane, also being the southeast corner of said Section 5;

Thence in a southeast direction to a point where Tio Lane and the projected alignment of Ruth Lane intersect, also being the northwest corner of the NE1/4 of the SW1/4 of said Section 9;

Thence east 2,647 feet to the northeast corner of the NW1/4 of the SE1/4 of said Section 9;

Thence south 1,321 feet to the southeast corner of the NW1/4 of the SE1/4 of said Section 9;

Thence meandering in a northwesterly direction along the boundary of Deer Flat National Wildlife Refuge to the intersection of S Middleton Road and Coyote Cove Road, also being the southwest corner of the NW1/4 of the NW1/4 of said Section 5;

Thence north 1,225 feet along S Middleton Road, also being the westerly boundary of said Section 5, to the **Point of Beginning**.

Containing 0.97 square miles more or less.



2030 Comprehensive Plan Map Amendment – Nampa AOCI Boundary (OR2023-0002)

**CITY OF NAMPA AREA OF IMPACT
OVERALL BOUNDARY LEGAL DESCRIPTION**

New City of Nampa Area of Impact boundary including extension areas:
Commencing at point that is 282 feet south of the NE corner of 4n2w24, to the Point of Beginning;
Thence following the south boundary of Snake River accretion ground to a point of intersection of the east boundary of the current Snake River and south boundary of Snake River accretion ground in Section 4n2w14;
Then west following the south boundary of the Snake River accretion ground to a point that is north 1,428 feet of the SE corner of Section 4n2w15 and the intersection of the south boundary of Snake River accretion ground;
Thence west following the south boundary of the Snake River accretion ground to a point that is 1,324 feet north of the south quarter corner of Section 4n2w15;
Thence south 1,324 feet to the south quarter corner of Section 4n2w15;
Thence south 2,613 feet to the intersection of Joplin Rd and Madison Rd;
Thence south along Madison Rd to the intersection of HWY 20/26 and Madison Rd;
Thence south along Madison Rd to the intersection of Linden Rd and Madison Rd;
Thence south along Madison Rd to the intersection of the center quarter corner of Section 4n2w34;
Thence west 6,563 feet to the west boundary of Union Pacific Railroad;
Thence northwest 1,470 feet to a point that is south 1,327 feet and west 946 feet of the NW corner of Section 4n2w33;
Thence west 946 feet to a point on Midland Blvd, also being the NW corner of the SW1/4 of the NW1/4 of Section 4n2w33;
Thence south along Midland Blvd to the intersection of Ustick Rd and Midland Blvd;
Thence south along Midland Blvd to the intersection of Laster Street, also being the east quarter corner of Section 3n2w05;
Thence west along the Laster Street to the west quarter corner of Section 3n2w05;
Thence west 840 feet, thence south 169 feet, thence west 200 feet, thence south 478 feet to the north boundary line of Interstate I-84;
Thence southeast along the north boundary line of Interstate I-84 to the intersection of the north boundary line of Interstate I-84 and N Middleton Rd;
Thence south along N Middleton Rd to the SE corner of Section 3n2w06;
Thence west 1,311 feet to the most south SE corner of Lot 11 of Bensonhurst Subdivision; thence north 161 feet along the east lot line of Lot 11 of Bensonhurst Subdivision; thence northwest 760 ft to the SE corner of Hoffman Lane right-of-way;
Thence southwest 1,064 feet to a point that is 70 feet west and 17 feet north of the north quarter corner of Section 3n2w07;
Thence south 17 feet to a point that is 70 feet west of the north quarter corner of Section 3n2w07;
Thence west along the north boundary line of Section 3n2w07 to the NW corner of the Partner

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Subdivision, also being the NW corner of the NE1/4 of the NW1/4 of Section 3n2w07;

Thence south along the westerly boundary of the Portner Subdivision to the NE corner of Burnie Subdivision, also being the SW corner of the NE1/4 of the NW1/4 of Section 3n2w07;

Thence west along the northerly boundary of Burnie Subdivision to the centerline of Midway Rd, also being the NW corner of the SW1/4 of the NW1/4 of Section 3n2w07;

Thence south 3,964 feet along Midway Rd to the intersection of Midway Rd and W Karcher Rd;

Thence west 1,121 feet to the intersection of Stone Lateral and W Karcher Rd;

Thence southwesterly and southeasterly along the centerline of the Stone Lateral to a point that is south 1,327 feet and west 941 feet of the NE corner of Section 3n3w13;

Thence west 2,042 feet to the SE boundary of Canyon View Estates Subdivision and centerline of the Upper Embankment Drain;

Thence southeast 2,661 feet along the Upper Embankment Drain to the NW corner of the SW1/4 of the SE1/4 of Section 3n3w13;

Thence south 1,322 feet along the Upper Embankment Drain to its intersection with Orchard Ave, also being the south quarter corner of Section 3n3w13;

Thence west along Orchard Ave to the intersection of Lake Ave, also being the NW corner of Section 3n3w24;

Thence south along Lake Ave, also being the westerly boundary of Section 3n3w24, to the intersection of Lone Star Rd, also being the SW corner of Section 3n3w24;

Thence west along Lone Star Road, also being the northerly boundary of Section 3n3w26, to the intersection of Indiana Ave, also being the NW corner of Section 3n3w26;

Thence west 1,252 feet along the northerly boundary of Section 3n3w27 to the boundary of Deer Flat National Wildlife Refuge;

Thence along said Refuge boundary south 2,635 feet to a point, and east 1,256 feet to the Indiana Ave and Roosevelt Ave intersection, also being the west quarter corner of Section 3n3w26;

Thence east along said Refuge boundary and Roosevelt Ave to the center quarter corner of Section 3n3w26;

Thence along said Refuge boundary south 1,326 feet to a point, east 1,324 feet to a point, and north 1,326 feet to a point on Roosevelt Ave approximately 1,318 feet west of the east quarter corner of Section 3n3w26;

Thence east 1,318 feet along said Refuge boundary and Roosevelt Avenue to the intersection of Lake Ave, also being the east quarter corner of Section 3n3w26;

Thence south along said Refuge boundary and Lake Ave, also being the west boundary to the NW corner of Section 3n3w36;

Thence meandering in a southeasterly direction along said Refuge boundary to a point on Iowa Ave being approximately 442 feet west of the center quarter corner of Section 3n3w36;

Thence east 1,765 feet along said Refuge boundary and Iowa Ave to a point, also being the NW corner of the NE1/4 of the SE1/4 of Section 3n3w36;

Thence south 2,744 feet along said Refuge boundary and the 1/16th line to a point, also being the SW

corner of the SE1/4 of the SE1/4 of Section 3n3w36;

Thence east along said Refuge boundary to a point on W Greenhurst Rd, also being the SE corner of Section 3n3w36;

Thence east 3,903 feet along Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to a point;

Thence south 498 feet to a point approximately 1,538 feet west of S Middleton Rd, thence east 364 feet to a point approximately 512 feet south of W Greenhurst Road, thence north 59 feet to a point approximately 1,174 feet west of S Middleton Rd, thence east 30 feet to a point approximately 455 feet south of W Greenhurst Rd, thence north 455 feet to a point on W Greenhurst Rd approximately 1,144 feet west of the NE corner of Section 2n2w06;

Thence east 1,146 feet along W Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to the intersection of S Middleton Rd, also being the NE corner of Section 2n2w06;

Thence south 1,608 feet along S Middleton Rd, also being the westerly boundary of Section 2n2w05, to the intersection of Coyote Cove Road and the boundary of Deer Flat National Wildlife Refuge, also being the SW corner of the NW1/4 of the NW1/4 of Section 2n2w05;

Thence meandering in a southeasterly direction along the Refuge boundary to the NW corner of the SE1/4 of the SE1/4 of Section 2n2w09;

Thence south 1,326 feet to the SW corner of the SE1/4 of the SE1/4 of Section 2n2w09;

Thence south 2,648 feet to a point on Lake Shore Dr, also being the SW corner of the SE1/4 of the NE1/4 of Section 2n2w16;

Thence east 6,641 feet along Lake Shore Dr to S Powerline Rd, also being the west quarter corner of Section 2n2w14;

Thence continuing east along the quarter section lines of Sections 2n2w14 and 2n2w13 to the east quarter corner of Section 2n2w13;

Thence north 108 feet along S Happy Valley Rd to the west quarter corner of Section 2n1w18;

Thence east along the quarter section lines of Sections 2n1w18 and 2n1w17 to the intersection of Dye Lane and S McDermott Rd, also being the east quarter corner of Section 2n1w18;

Thence north along S McDermott Rd and N McDermott Rd, also being and Canyon County, Idaho boundary line, to the intersection of N McDermott Rd and Ustick Rd, also being the NE corner of Section 3n1w05;

Thence west along Ustick Rd and the Canyon County, Idaho boundary line to the intersection of Ustick Rd and N Can Ada Rd, also being the NW corner of Section 3n1w06;

Thence north along N Can Ada Rd and the Canyon County, Idaho boundary line to the SE corner of Section 4n2w24;

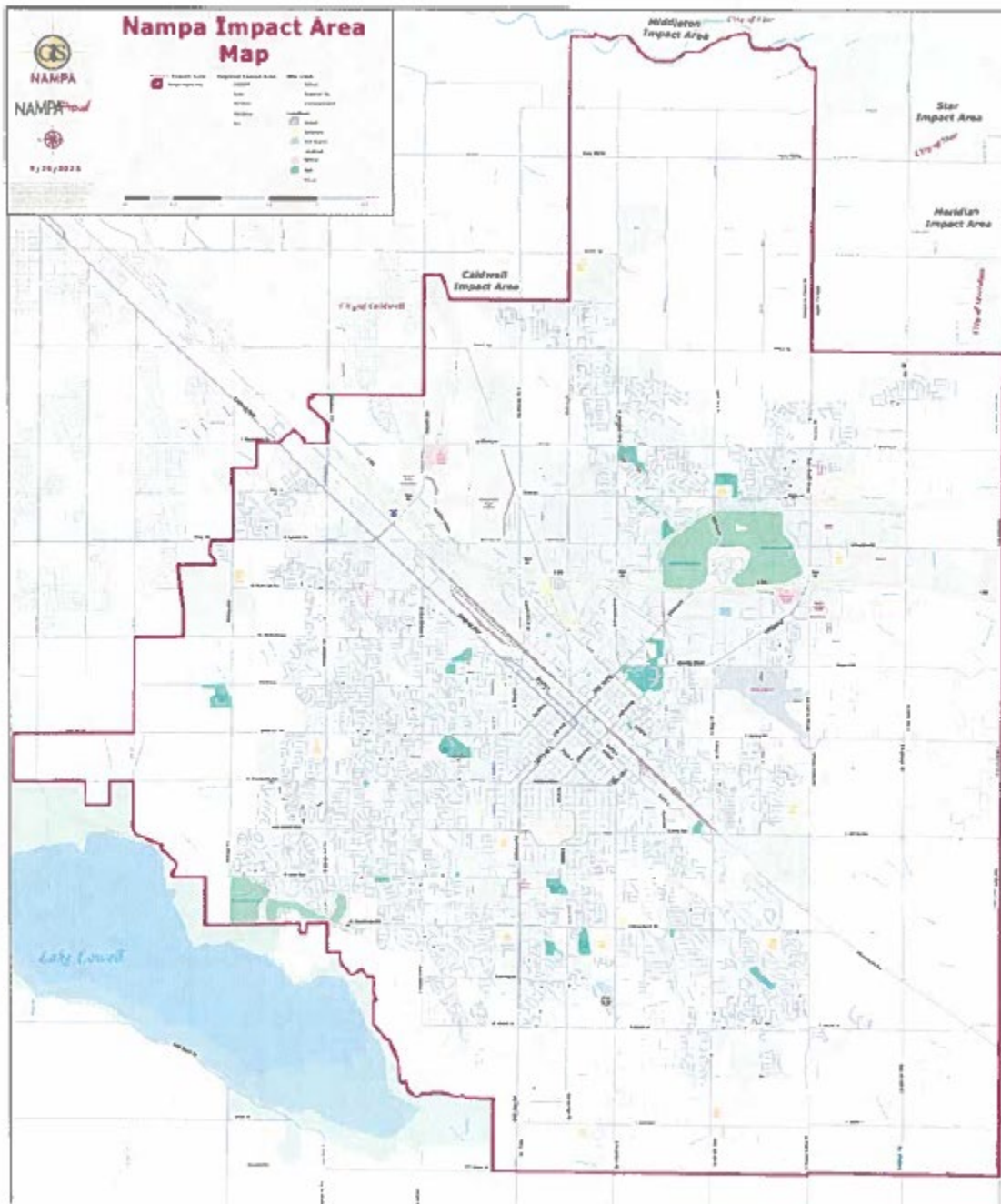
Thence north along the N Can Ada Rd and the Canyon County, ID boundary line to the **Point of Beginning**.

Containing 74.61 square miles, more or less.

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ORDINANCE AMENDING
 CANYON COUNTY CODE
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Ord. No. 24005

Exhibit H: Resolution 24-078 (Canyon County) Amending the Nampa Area of City Impact Boundaries on All Maps in the 2030 Canyon County Comprehensive Plan

RESOLUTION NO. 24-078

A RESOLUTION AMENDING THE NAMPA AREA OF CITY IMPACT BOUNDARIES ON ALL MAPS IN THE 2030 CANYON COUNTY COMPREHENSIVE PLAN PURSUANT TO CASE NO. OR2023-0002

The following Resolution was considered and adopted by the Canyon County, Idaho Board of County Commissioners (the "Board") on the 1 day of May, 2024.

Upon the motion of Commissioner Van Beek and the second by Commissioner Brooks, the Board resolves as follows:

WHEREAS, on or about March 2, 2023, The City of Nampa (the "Applicant") submitted a request to expand the Nampa area of city impact boundaries as described in Exhibit "A" and incorporated herein (Case No. OR2023-0002); and

WHEREAS, on July 6, 2023, the Canyon County Planning and Zoning Commission conducted a public hearing on the request, Case No. OR2023-0002, and voted to recommend approval of the request; and

WHEREAS, on July 6, 2023, the Canyon County Planning and Zoning Commission issued its Order recommending approval of the request, Case No. OR2023-0002; and

WHEREAS, on September 7, 2023, the Board conducted a public hearing on the request, Case No. OR2023-0002 and at the end of the hearing voted to approve the expansion of the Nampa area of city impact boundaries; and

WHEREAS, on December 19, 2023, the Board issued its Findings of Fact, Conclusions of Law, and Order approving the expansion of the Nampa area of city impact boundaries as described in Exhibit "A" and incorporated herein which includes amending the area of city impact boundaries on all maps in the 2030 Canyon County Comprehensive Plan as provided in Exhibit "B" and incorporated herein (Case No. OR2023-0002).

NOW THEREFORE, pursuant to the authority conferred by Canyon County Zoning Ordinance Chapter 7, Article 6; the Idaho Constitution, Article 17, Section 11; and Idaho Code §§67-6509, 31-714, 31-801, and 31-828; the 2030 Canyon County Comprehensive Plan maps, as amended, shall be and is hereby amended as follows:

The Nampa area of city impact boundaries on all maps in the 2030 Canyon County Comprehensive Plan, as amended, shall be and are amended as described in the attached Exhibit "A" and "B" which are incorporated by reference herein.

RESOLUTION: 24-078
2030 Comprehensive Plan Map Amendment – Nampa AOCI Boundary (OR2023-0002)

IT IS FURTHER ORDERED that this Resolution shall be effective the 1 day of MAY, 2024.

- Motion Carried Unanimously
- Motion Carried/Split Vote Below
- Motion Defeated/Split Vote Below

	Yes	No	Did Not Vote
<u>Commissioner Leslie Van Beek</u>	<u> </u>	<u> </u>	<u> </u>
<u>Brad Holton</u> Commissioner Brad Holton	<u>X</u>	<u> </u>	<u> </u>
<u>Zach Brooks</u> Commissioner Zach Brooks	<u>X</u>	<u> </u>	<u> </u>

Attest: Rick Hogaboam, Clerk
Monica Reeves
 Deputy
 Date: 5-1-24

RESOLUTION: 24-078
 2030 Comprehensive Plan Map Amendment – Nampa AOC1 Boundary (OR2023-0002)

(Res 24-078 Exhibits match Res 24-005 – not included to avoid redundancy)

**CITY OF NAMPA
PLANNING & ZONING DEPARTMENT**

NAMPA IMPACT AREA BOUNDARY CONFIRMATION AND REESTABLISHMENT

**PUBLIC HEARING
BEFORE THE CANYON COUNTY BOARD OF COUNTY COMMISSIONERS**

Nampa Staff Presenting: Rodney Ashby, Director
Preston Rutter, City Attorney
Doug Critchfield, Principal Planner
Breanna Son, Senior Planner
Daniel Badger, City Engineer
Crystal Craig, Director of Transportation

Letter of Intent:

The City of Nampa requests that the Canyon County Board of Commissioners confirm and reestablish Nampa's existing Impact Area Boundary that is roughly bound by the Boise River to the north between Madison Rd and N Can Ada Rd, the county line to the east, Lake Shore Dr to the south, and Lake Lowell and Caldwell's previously established Impact Area Boundary to the west (see Exhibit A). The City of Nampa proposes this action based on the following findings:

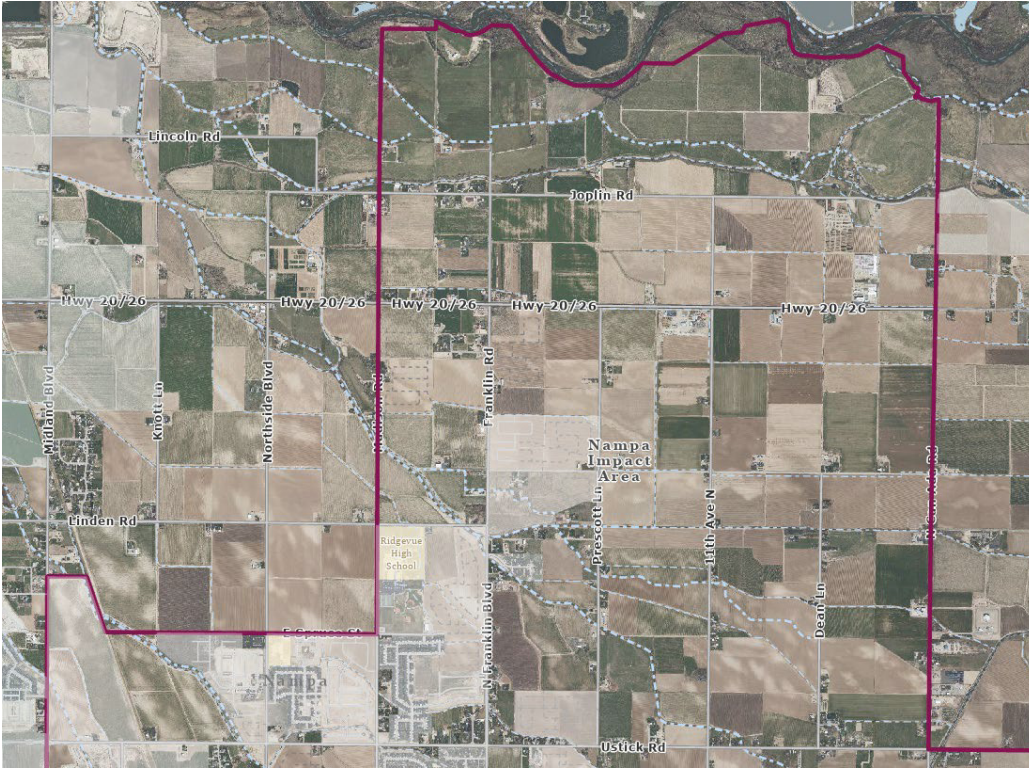
1. Nampa's Impact Area boundary was established in 2005, extending to the Boise River to the north, the county line to the east, Lake Shore Dr to the south, and Midway Rd. to the west. (Nampa Ordinance No. 3452, Canyon County Ordinance No. 05-014)
2. Nampa's Impact Area boundary was extended in 2016 to include Midway Park and small portions adjacent to the City of Caldwell's Impact Area that the City of Nampa negotiated with the City of Caldwell. (Nampa Ordinance No. 4278, Canyon County Ordinance No. 16-010)
3. Nampa's Impact Area is expanded to include what is known as "Southwest Nampa" (area west of Midway to Indiana Ave adjacent to Caldwell's Impact Area) and areas along Lake Lowell. (Nampa Ordinance No. 4780, Canyon County Ordinance No. 24-005)
4. Access to the Boise River and water resources are strategically significant for Nampa.
5. 20/26 is a major commerce corridor between Caldwell and Boise, and commuter highway with the potential for vital commercial and economic development.
6. Important arterial and collector roads connect Nampa to Highway 20/26 and a future Franklin Road Bridge over the Boise River.
7. Star's expansion into Middleton's Impact Area caused confusion and created inefficiency in the delivery of services. Star has shown similar aggression in their Comprehensive Plan map over Nampa's Impact Area.

8. Highway 16 will be completed in 2027. This corridor with its two off ramps at Franklin Blvd and Ustick Road provides significant economic development opportunities.
9. Much of the Highway 16 area has already annexed into the City of Nampa and is developing.
10. Nampa is in the process of working with landowners and developers to bring utilities to the Highway 20/26 and Highway 16 areas with significant financial investments and agreements.
11. North Nampa and Highway 16 are well-positioned for high density housing adjacent to Ustick Road near services, commercial areas, entertainment, and educational facilities
12. Development in higher densities within the Nampa Impact Area reduces urban sprawl into agricultural lands outside of the Nampa Impact Area.
13. Meridian, Caldwell, Middleton and Kuna have indicated in writing that they will not be extending their impact areas into Nampa's Impact Area.
14. Meridian, Caldwell, and Star city limits are abutting, or nearly abutting Nampa's impact area demonstrating a high demand for development in this area.
15. Thueson has indicated that the development of their properties will likely be denser development or industrial. They are working with the City of Nampa about the role City utilities will play in future development near Interstate 84, Airport Road, and Robinson Road.
16. Nampa School District is anticipating growth in outlying locations within the Nampa Impact Area, including east Nampa and Southwest Nampa.
17. ITD is in discussions with Nampa about extending Highway 16 south of I-84 and recognizes the need for this access point to east Nampa and to the south.
18. Some pockets of County residential development throughout the current impact area have aging infrastructure that will eventually require access to City utilities.
19. Robinson Road and McDermott are major transportation corridors that will attract denser development.
20. As urbanization approaches Lake Lowell, the current future land uses reflect a reduction of density.
21. The common borders with the National Wildlife Refuge places Nampa in a position to participate in the protection of the refuge through codes and legislative actions.
22. Residential properties have been developed in Canyon County near Lake Lowell. The impact area designation in Southwest Nampa allows Nampa to manage growth to improve compatibility with these subdivisions, the National Wildlife Refuge, and approaching urbanization of the area.
23. Caldwell, Canyon County, and the City of Nampa contemplated the future of Southwest Nampa for several years prior to the approval by Canyon County for Nampa to expand into this area in 2023 (See Board of County Commissioners Findings of Fact, Conclusions of Law and Order [Exhibit F], and Canyon County ordinances 24-005 [Exhibit G], and 24-078 [Exhibit H]). Land uses in this area have been projected in the Nampa Future Land Use Map since 2012.

Report Format:

For the purpose of providing clarity, the Nampa Impact Area is divided into seven sections, north, northeast, east, southeast, south, Lake Lowell area, and west, collectively making up Nampa's existing Impact Area. Details are provided for each area.

NORTH SECTION

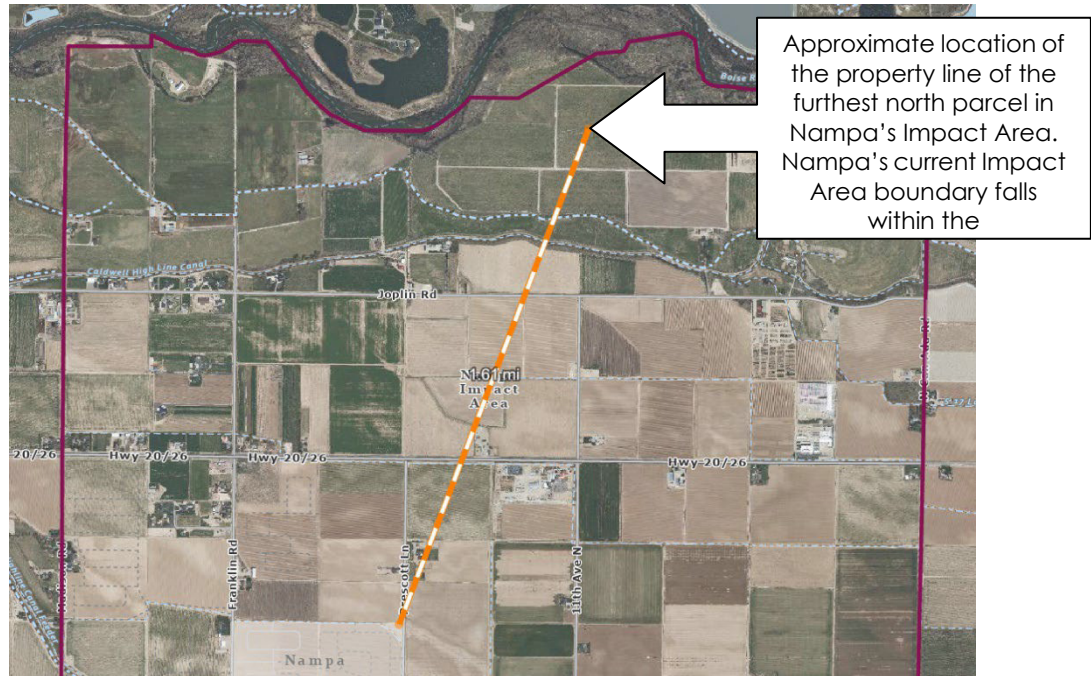


Location:

The "North Section" is located from existing City limits (approximately 1/2 mile north of Linden Rd along Franklin Rd) to the Boise River, between Madison Rd and N Can Ada Rd.

Distance from Existing City Limits:

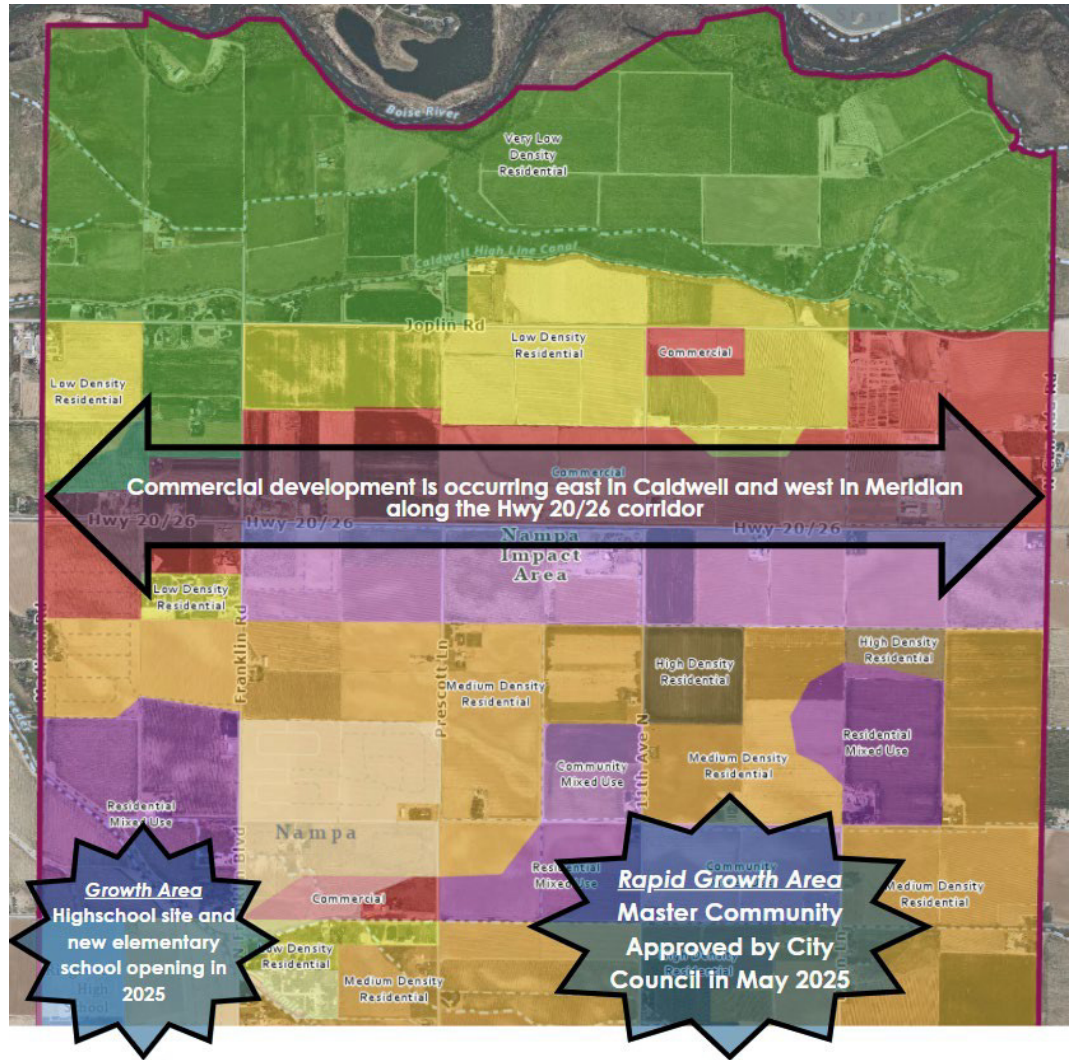
A 2-mile radius buffer map for the Impact Area is provided as Exhibit B. Nampa's Impact Area boundary in the north section falls within the 2-mile distance as required by State Code.



Anticipated Commercial and Residential Growth:

In 2023, the City of Nampa adopted the Hwy 20/26 Specific Area Plan. The plan boundary makes up the entirety of the north section of Nampa's Impact Area. This was done in response to development pressures occurring along the 20/26 and Ustick corridors.

ITD is currently widening Hwy 20/26 from I-84 to Middleton Road. The section between Middleton and Star Road is anticipated in 2026-27. Upon completion, 20/26 will become a major corridor flanked by regional retail, office buildings, and high-density residential development.



Geographic Factors:

This area sits between the Caldwell, Meridian, Middleton, and Star Impact Areas. With exception to Star, all other bordering jurisdictions have indicated that they have no intent of expanding their impact areas into the current boundaries of Nampa's Impact Area. Star has been non-communicative with Nampa about their intentions for several years. This area is important for Nampa due to access to the Boise River and potential roadway access on Franklin Rd. over the Boise River.

The terrain is lightly rolling from south to north, with a bluff drop off just north of Joplin to the Boise River. The Boise River creates a natural northern boundary for Nampa's Impact Area, as well as the County line to the east. The Boise River area is within the floodway. Much of the area between Joplin and the floodway is in the 100-year floodplain. A smaller portion of this area is in 500-year floodplain. The Highway 20/26 Specific Area Plan identifies a regional trail along the Boise River that has the potential to join with the Boise River Trail from Boise to Caldwell. Canyon County has identified the Boise River Greenbelt as a Priority Investment Area.

The area is experiencing significant development interest. Much of the property in this area is owned by development corporations. A master planned community was recently approved off 11th Ave and Elm Lane. Ridgevue High School has attracted several single-family residential developments. The future improvements on Highway 20/26 are attracting commercial development interest.

Transportation Infrastructure Systems (including connectivity):

Highway 20/26 was identified by COMPASS as a Critical Urban Freight Corridor to Middleton Road. The Idaho Transportation Department has advanced funding for widening Highway 20/26 from two lanes to an ultimate six lane section. It is assumed that with the expansion of 20/26 that this freight corridor will be extended to Highway 16 through this section. Plans are in the works to begin environmental clearances for extending Franklin Boulevard north, bridging over the Boise River. Staff is seeking grant funds currently to complete the concept. Highway 20/26 and Ustick Road have direct connections to the new Highway 16 project. Highway 16 is anticipated to be completed in 2027. With its completion, the Highway 20/26 and Highway 16 corridors are anticipated to bring in additional development. The Highway 20/26 Specific Area Plan identified Franklin Blvd., 11th Ave, and Canada Road as primary N/S corridors that will connect the Boise River area, Highway 20/26, and Ustick Road throughout this area.

Municipal Sewer and Water (within 5 years):

Currently municipal water is planned for extension north on Franklin to Joplin Road. Sewer is currently located on Linden Road west of Madison Road and is in the process of being extended north on Franklin Road and east on Ustick Road.

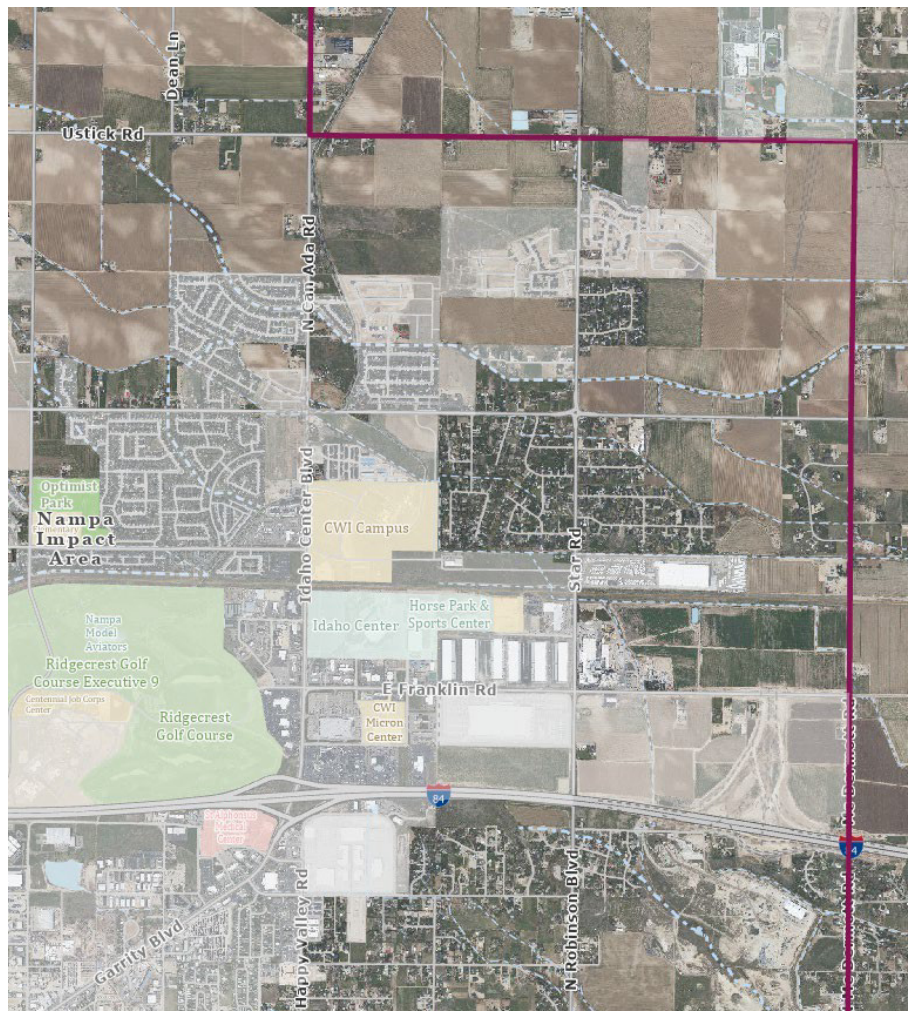
Other Public Service District Boundaries:

The area is serviced in part by Nampa and Star Fire Protection Districts, Vallivue School District, Pioneer Irrigation District, Nampa & Meridian Irrigation District, Highway District #4, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

NORTHEAST SECTION

Location:

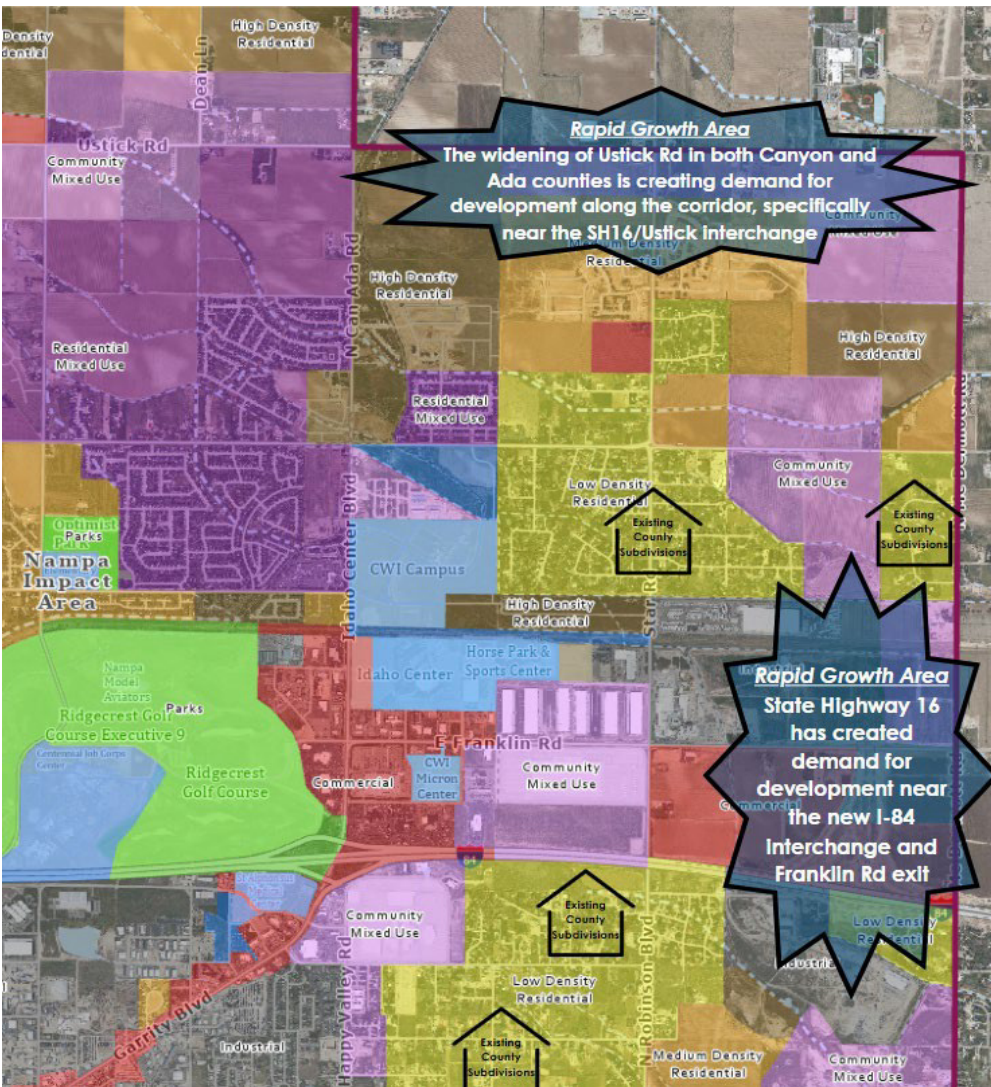
The “Northeast Section” is located approximately from Ustick Rd to the north, McDermott Rd to the east, I-84 to the south, and current city limits to the west.



Distance from Existing City Limits:

This section of Nampa's Impact Area has two points, one to the north and one to the east, where Nampa city limits are abutting the Impact Area boundary. Much of this area has been annexed into the City of Nampa, with additional annexations anticipated in the near future.

Anticipated Commercial and Residential Growth:



Geographic Factors:

This area is relatively flat with some undulations in the terrain. Ten Mile Creek traverses this area and is scheduled to become a major regional non-motorized transportation trail in the future. There is a mix of residential, commercial and industrial development in this area. The new Highway 16 corridor is slated to bring significant development interest with much higher densities. The Idaho Center, College of Western Idaho, and the regional commercial area off Idaho Center Blvd. and Franklin Rd. largely define this area. It is anticipated that this area will be annexed into the City of Nampa in a few years.

Transportation Infrastructure Systems (including connectivity):

Highway 16 dominates the eastern portion of this area.

Land around Highway 16 has been acquired in anticipation of the commerce and new access points to Highway 16 from Franklin Road and Ustick Road. This area has significant value to the City of Nampa, and investments have been made in transportation corridors on Franklin Road, Idaho Center Blvd., Garrity Blvd., and Star Road. A \$25M project is currently underway to widen Ustick Road from two lanes to five lanes, with completion anticipated in 2027. Access to I-84 is off Idaho Center Blvd., and will be available from the new Highway 16 flyover due to be completed in 2027.

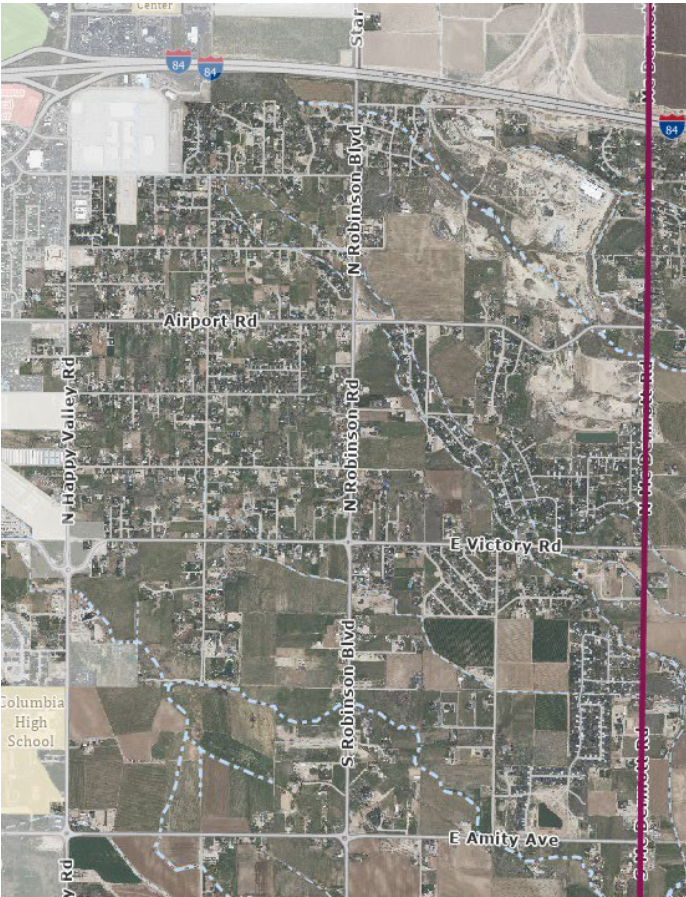
Municipal Sewer and Water (within 5 years):

Much of this area is serviced by City utilities. Utilities are being extended down Ustick Road.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Valivue School District, Nampa School District, Meridian Joint School District, Pioneer Irrigation District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

EAST SECTION

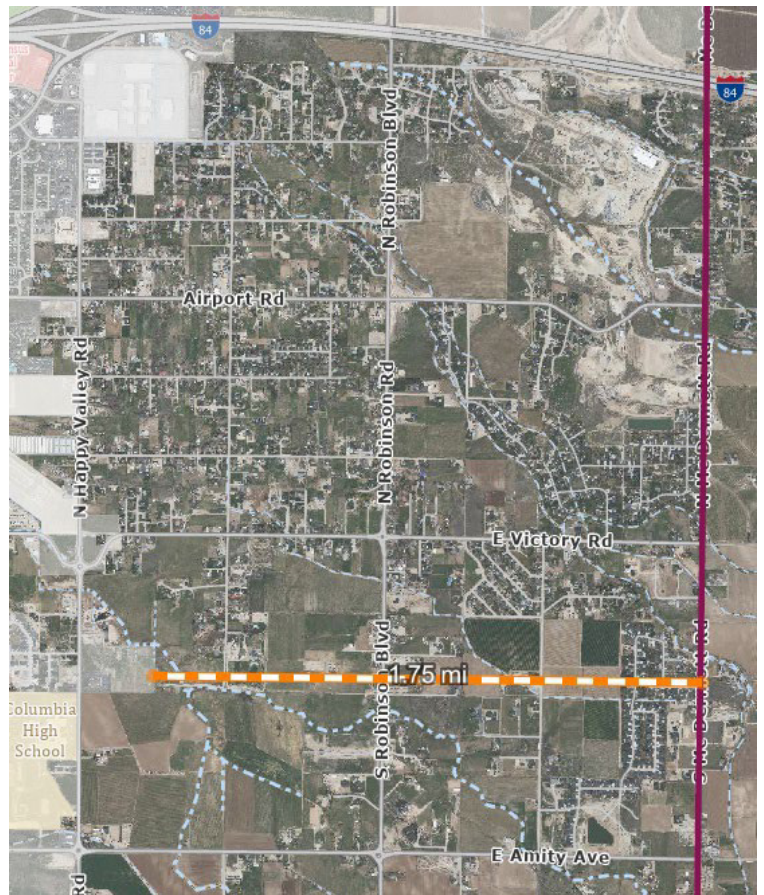


Location:

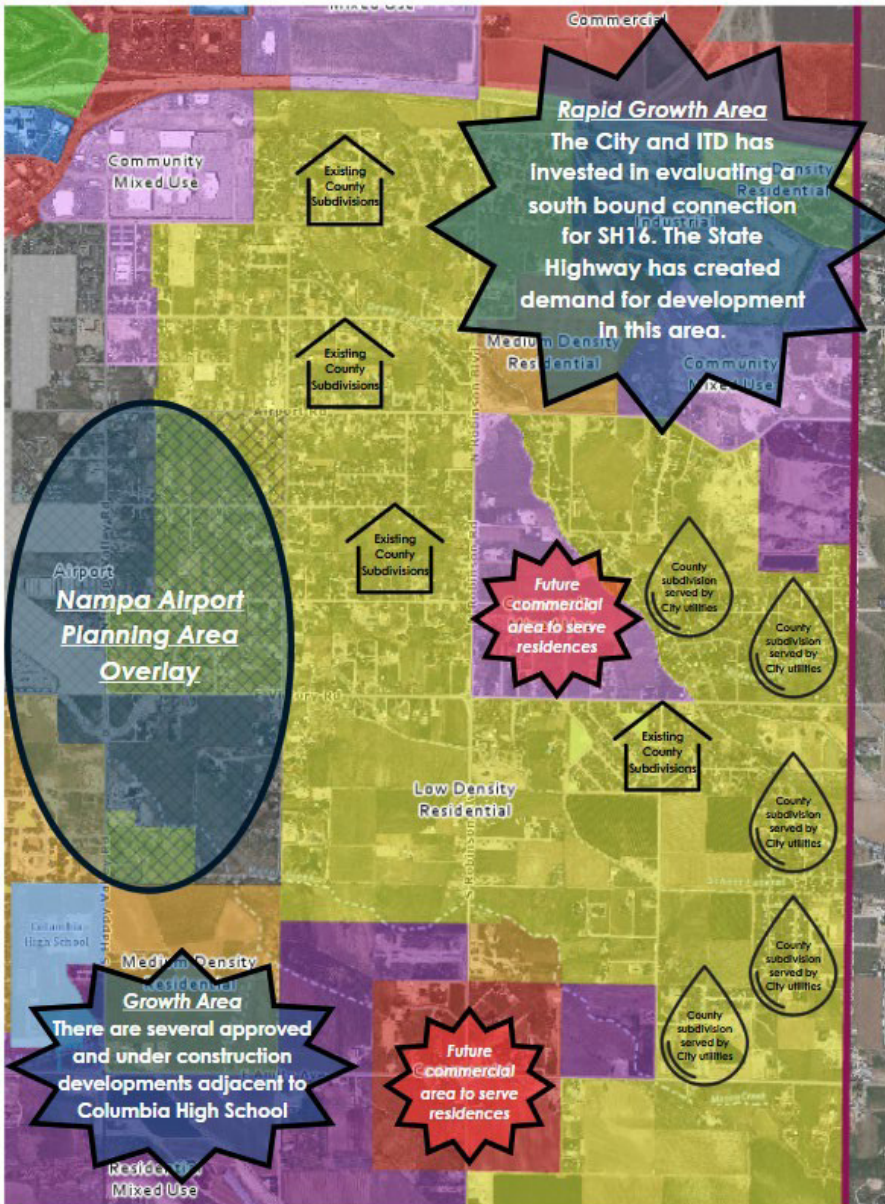
The "East Section" is located approximately from I-84 to the north, McDermott Rd to the east, Amity Ave to the south, and current city limits to the west.

Distance from Existing City Limits:

Nampa's Impact Area boundary in the east section falls within the 2-mile distance as required by State Code. The furthest east parcel between Victory Rd and Amity Ave is approximately 1.75 miles from the Impact Area boundary along McDermott Rd.



Anticipated Commercial and Residential Growth:



Geographic Factors:

The terrain in this area is mildly rolling landscape with some rocky terrain to the southeast. Access to I-84 can be made from arterial streets. There are strong transportation connections to the City of Nampa and 12th Ave Rd. along several collectors and arterial roads. Much of this area was developed as Canyon County subdivisions several years ago. Some wells and septic systems are beginning to fail and will likely need to be annexed into the City of Nampa when they become contiguous. The Nampa Airport has impact on the west side of this area. Much of this side is industrial and mixed residential. The growth areas are on the western side of this area at Alma Lane and Amity Rd. The areas around Columbia High School are growing with residential subdivisions. The Future Land Use Map calls for additional commercial development in a mixed-use setting.

Transportation Infrastructure Systems (including connectivity):

While Highway 16 terminates at I-84 to the south, studies are currently underway to expand the connection through the east section to south Nampa.

Additionally, the City completed a

corridor study on Robinson Blvd that projected an approximately 300% increase in traffic by the year 2050. This corridor study has kicked off design improvements for widening Robinson Blvd from Airport Road moving south.

Municipal Sewer and Water (within 5 years):

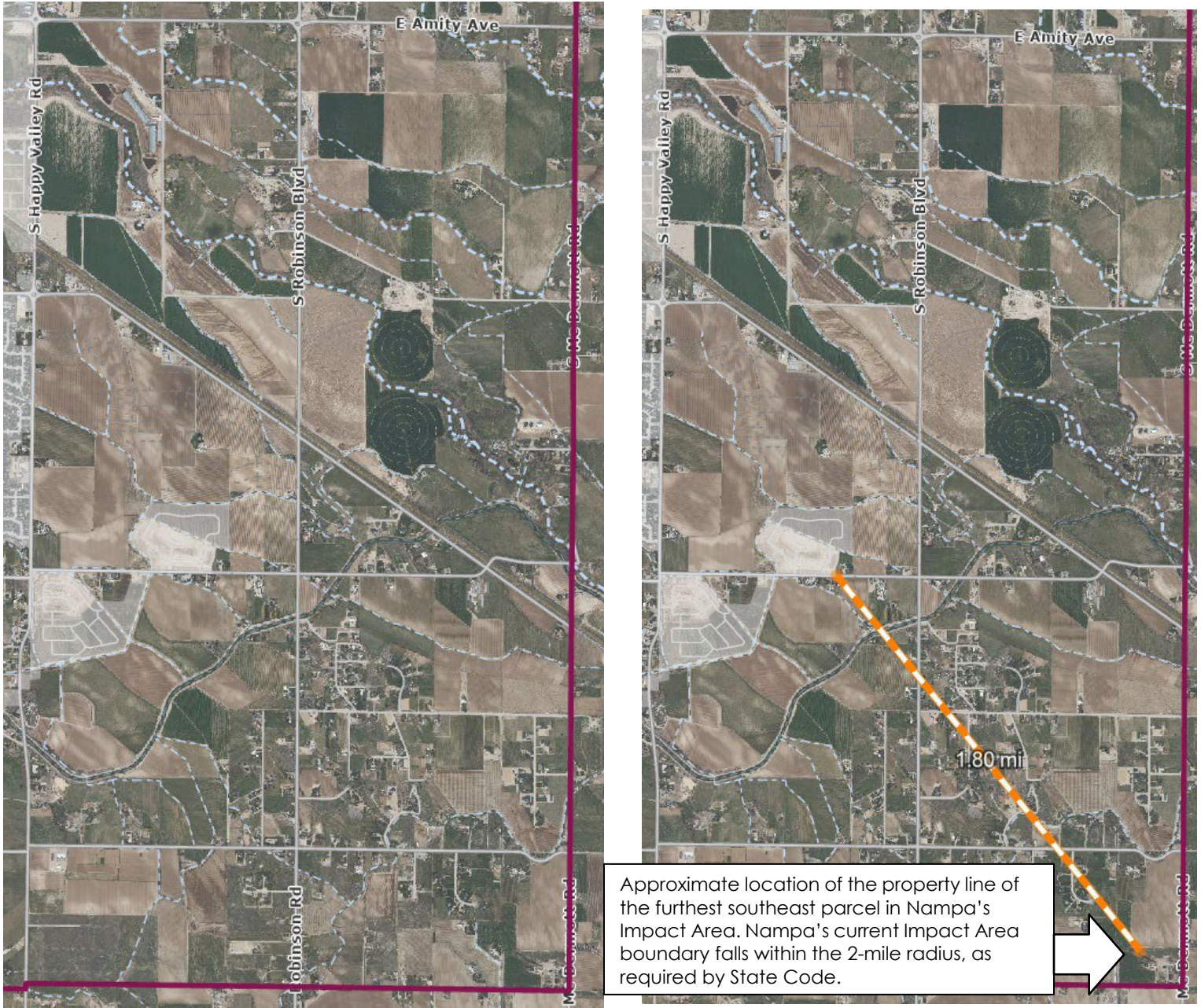
City water and sewer serve a portion of this area already specifically county developments, specifically developments west of McDermott Road and north and south of Victory Road. These developments have agreements to annex into the City limits once they become contiguous. The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Kuna School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

SOUTHEAST SECTION

Location: The "Southeast Section" is located approximately from Amity Ave to the north, McDermott Rd to the east, Dye Ln, the current Impact Area boundary, to the south, and Happy Valley Rd and current city limits to the west.



Distance from Existing City Limits: Nampa's Impact Area boundary in the southeast section falls within the 2-mile distance as required by State Code. The furthest east parcel along Locust Ln is approximately 1.8 miles from the property line of the furthest southeast parcel within the Impact Area boundary.

Anticipated Commercial and Residential Growth:



Geographic Factors:

This area is mildly rolling hills with shallow rocky soils. Much of the land use in this area is agricultural with County subdivisions. Some of the County subdivisions are supported by municipal water supplied by the City of Nampa. This area lies in the path of growth, however due to the shallow rocky terrain, the placement of utilities can be challenging. The mix of County residential development and agriculture is leading to spotty development patterns. Kuna's Impact Area borders the eastern boundary of this area, and some of this area is served by Kuna Joint School District.

Transportation Infrastructure Systems (including connectivity):

While Highway 16 terminates at I-84 to the south, studies are currently underway to expand the connection through the east section to south Nampa. Additionally, the City completed a corridor study on Robinson Blvd that projected an approximately 300% increase in traffic by the year 2050. This corridor study has kicked off design improvements for a \$40M railroad overpass near the intersection of Robinson Blvd and Greenhurst Rd. This includes receiving a \$1.5M grant from the Federal Rail Administration for a new railroad overpass at that same intersection.

Municipal Sewer and Water (within 5 years):

The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

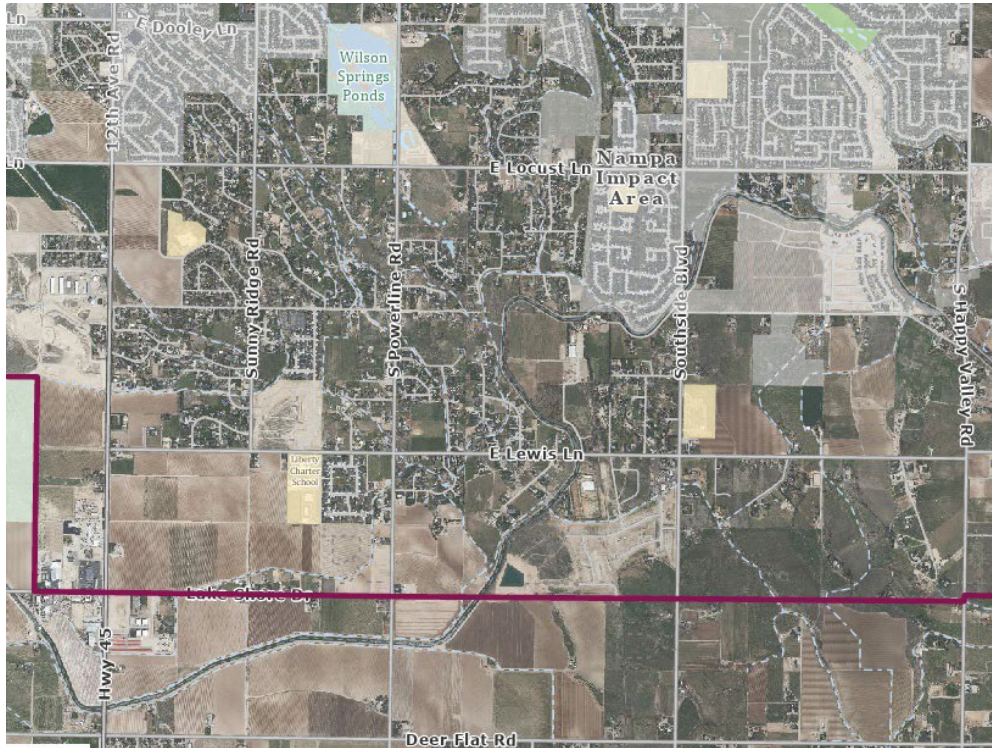
Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Kuna Joint School District, Nampa/Meridian Irrigation District, Nampa Highway District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

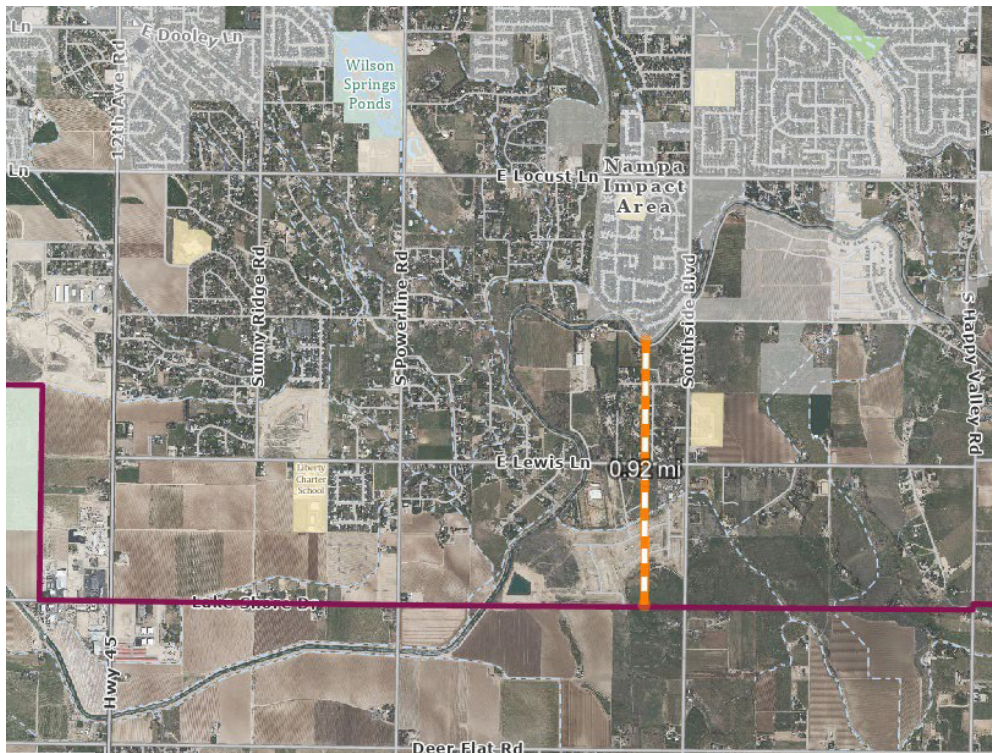
SOUTH SECTION

Location:

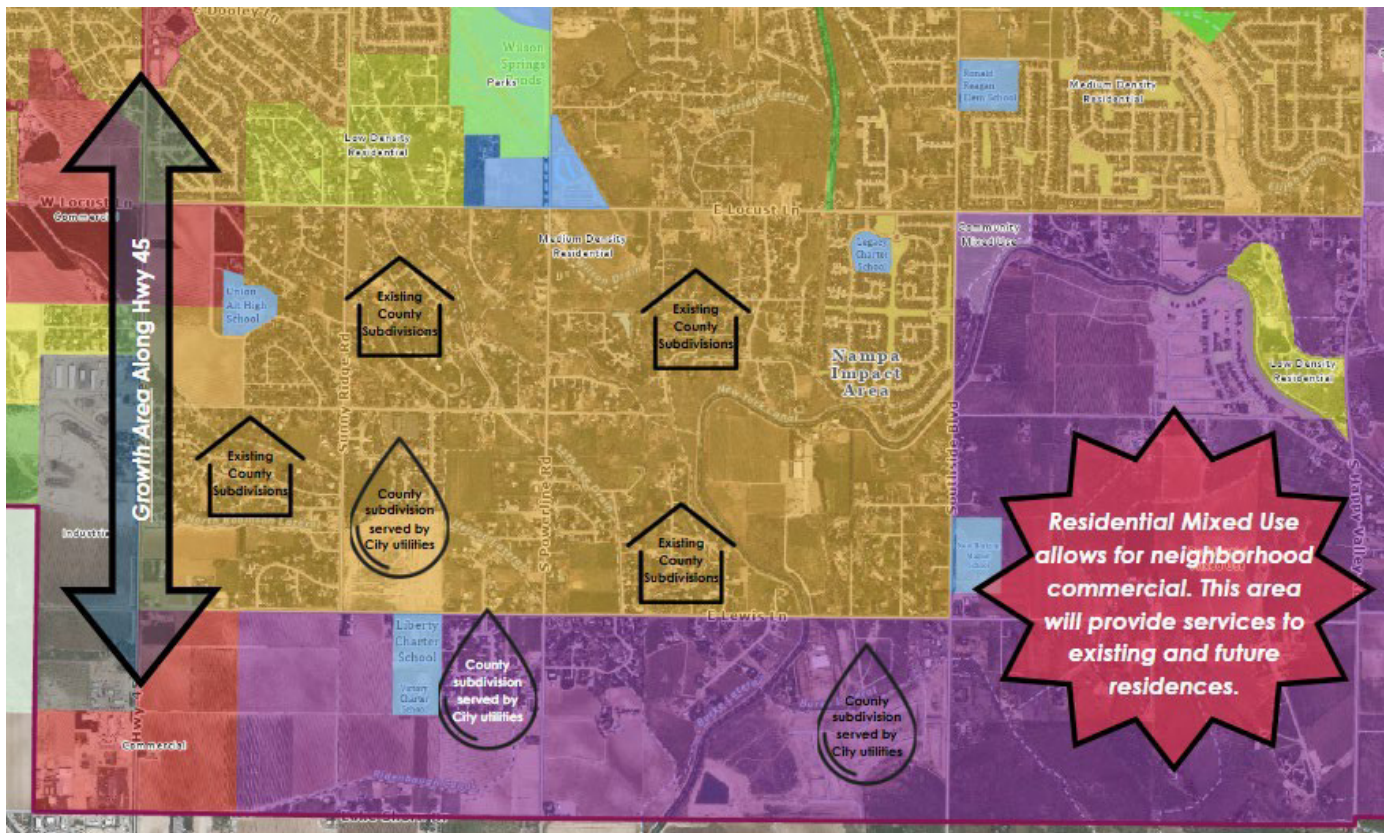
The "South Section" is located approximately from current city limits to the north, Happy Valley Rd to the east, Lake Shore Dr, the current Impact Area boundary, to the south, and 12th Ave Rd to the west.



Distance from Existing City Limits: Nampa's Impact Area boundary in the south section falls within the 2-mile distance as required by State Code. The furthest south parcel along Southside Blvd is approximately 0.92 miles from the existing Impact Area boundary.



Anticipated Commercial and Residential Growth:



Geographic Factors:

This area has gentle rolling terrain with a drop off to the south. Access to services is on Highway 45 (12th Ave Rd.) from E/W collectors. The area is a mix of existing County subdivisions, and some developments supported by city-supplied water resources. The area has potential to grow southward on the east side and along Highway 45. The soils are shallow and somewhat rocky. There is some agriculture in the area. The southern border established for the Impact Area was based on an agreement with the Board of County Commissioners that sought to preserve agricultural land in lieu of more density within the Area of Impact. The farming community worked with the City to establish this boundary to protect the seed growing and dairy operations that have been in operation for several decades.

Transportation Infrastructure Systems (including connectivity):

The city completed a corridor study on Robinson Blvd that projected an approximately 300% increase in traffic by the year 2050. This corridor is being widened from I-84 south to Bowmont Road.

Municipal Sewer and Water (within 5 years):

City water and sewer serve a portion of this area already specifically county developments, specifically the developments shown on the map to be service by City utilities. These developments have agreements to annex into the city limits once they become contiguous. The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

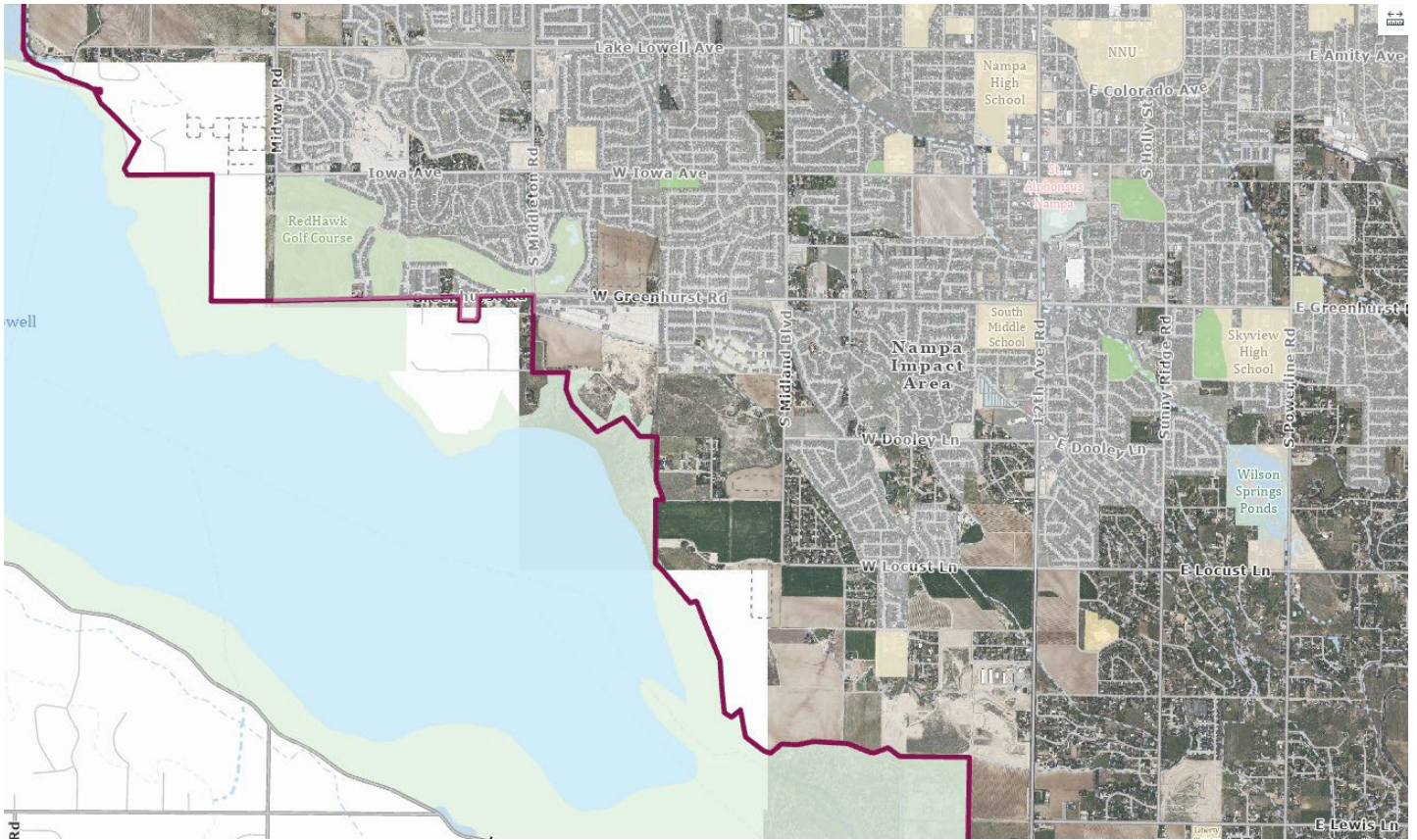
Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

LAKE LOWELL SECTION

Location:

The "Lake Lowell" section is located between current city limits and Lake Lowell.



Distance from Existing City Limits:

This section of Nampa's Impact Area has multiple points where Nampa city limits is abutting the Impact Area boundary.

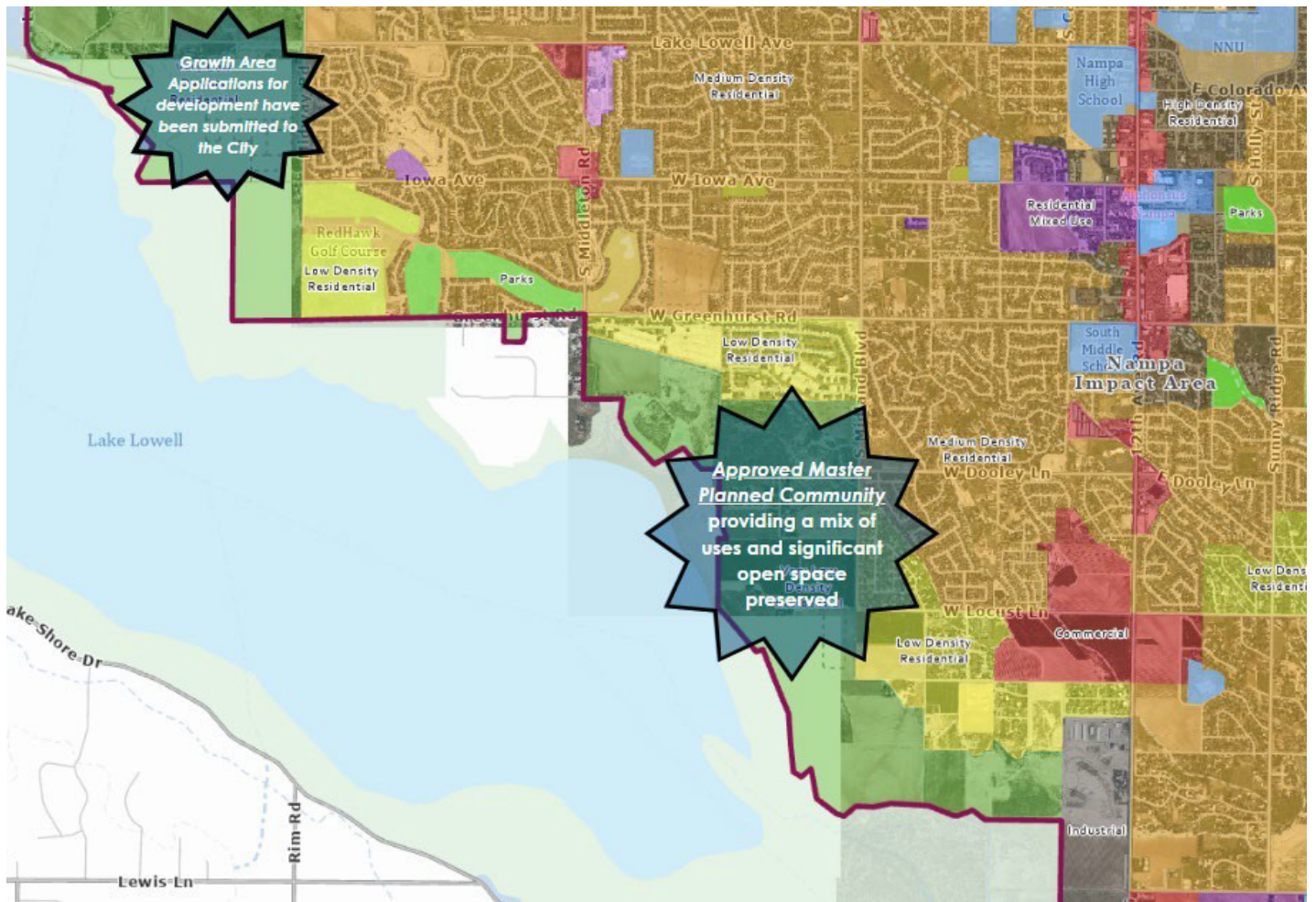
Geographic Factors:

The terrain in this area is rolling with agricultural fields, urban development, and County subdivisions. Most of the urban development is single-family detached residential with some commercial uses on the N/S corridors. Density increases as it approaches Northwest Nazarene University. Commercial development along 12th Ave Rd defines this corridor with Nampa High School and St. Alphonsus Hospital providing campus environments. Lake Lowell flanks the southwestern border of this area.

Transportation Infrastructure Systems (including connectivity):

While most of the roadway infrastructure has already been built out in this section of Nampa, the City has revitalized it's focus on improving safety and reducing congestions. 12th Ave has been awarded two separate grants that look at reducing speeding, installing signals, and improving pedestrian access and connectivity in this region.

Anticipated Commercial and Residential Growth:



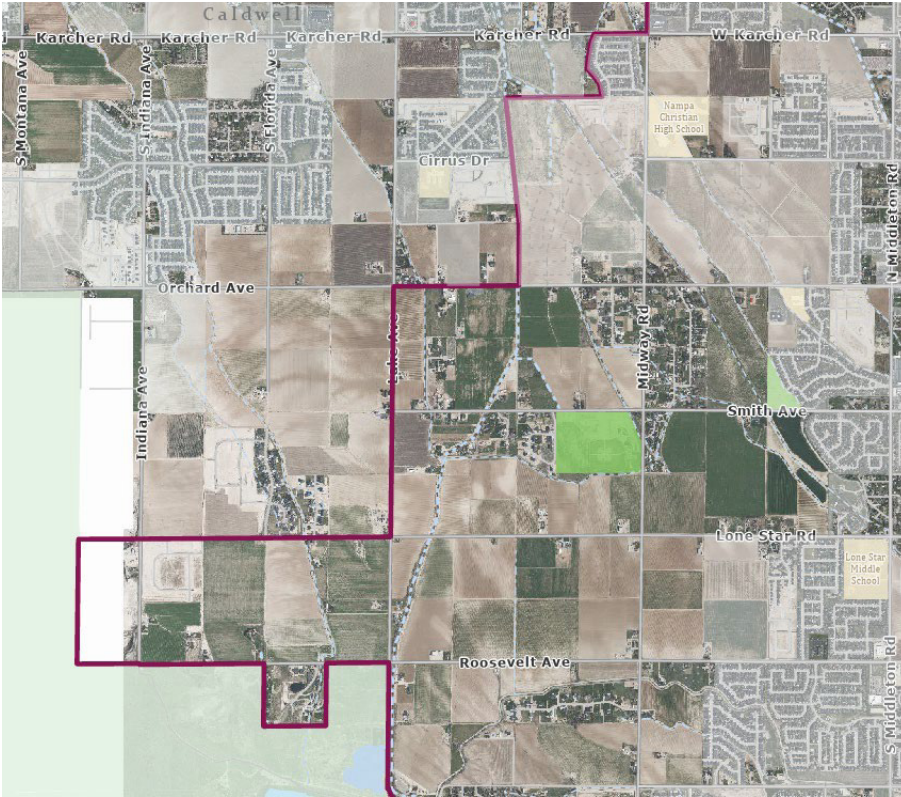
Municipal Sewer and Water (within 5 years):

The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

WEST SECTION



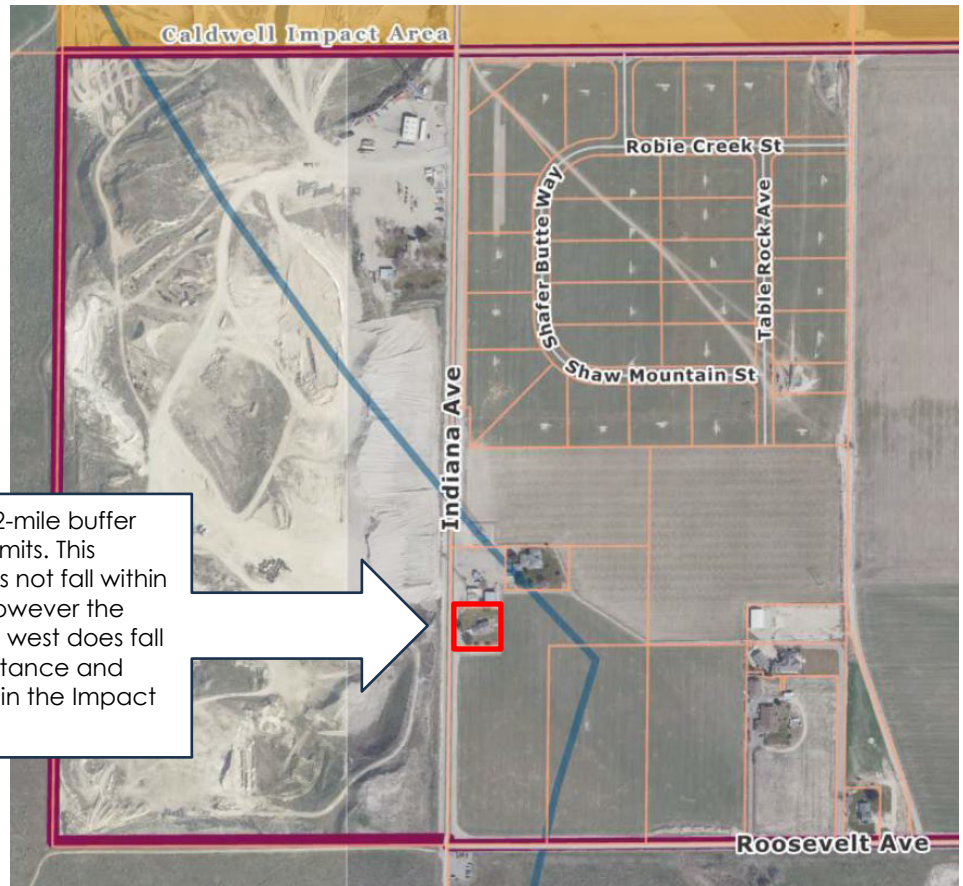
Location:

The "West Section" is located approximately from Karcher Rd to north, Middleton Rd to the east, Lake Lowell Ave to the south, and Caldwell's city limits and Impact Area boundary to the west.

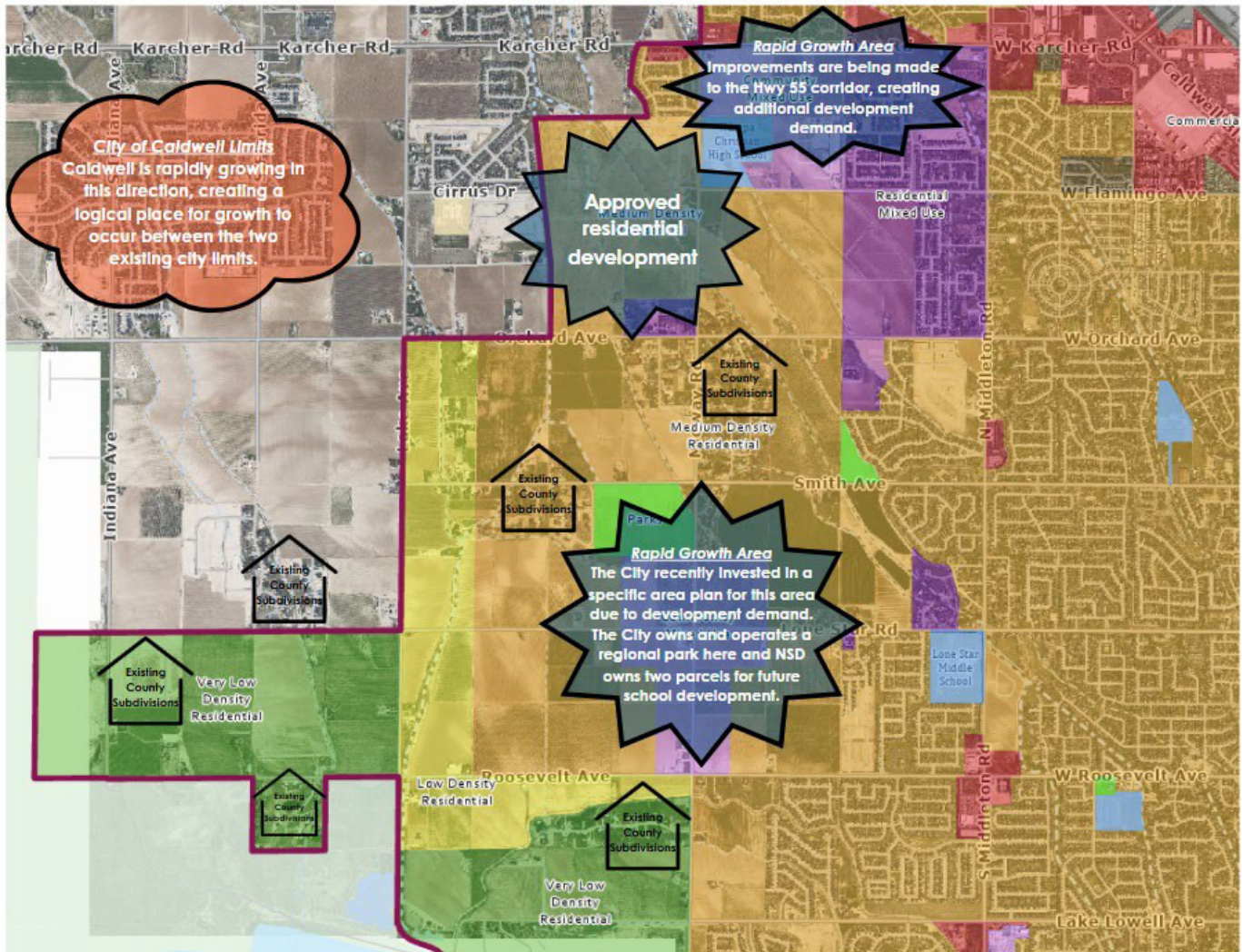
Distance from Existing City Limits:

The furthest west parcel in Nampa's Impact Area falls within the 2-mile distance as required by State Code. However, there is one parcel, slightly more east, that does not fall within the 2-mile distance as required by State Code. State Code does not specify in this scenario what should be done, when an "island" is created, as is the case here.

The blue line is the 2-mile buffer from Nampa City Limits. This singular parcel does not fall within the 2-mile buffer, however the parcel direct to the west does fall within the 2-mile distance and would be included in the Impact Area.



Anticipated Commercial and Residential Growth:



Geographic Factors:

The Southwest Nampa area was recently added to the Impact Area, which fills the gap between Nampa's and Caldwell's Impact areas. Development in both communities is approaching the Deer Flat National Wildlife Refuge. The Specific Area Plan for Southwest Nampa addresses this by indicating Very Low Density Residential for the areas around the refuge with a gradual increase of density away from the refuge. The plan recommends a no-build setback abutting the refuge.

From SW to NE, the terrain flows away from the Deer Flat Wildlife Refuge and Indiana Avenue to Midway Rd. This area provides a vantage point for the areas to the NE. Several County subdivisions have developed in this area. The developed properties vary in size from smaller .5 acre to 2-acre residential lots. These subdivisions are spread throughout the area and are adjacent to agricultural fields. Much of the larger parcels are in the possession of owners with development interests. Denser urban development is moving west from the City of Nampa. There are few services in this area with travel times north on arterial corridors to reach services at Karcher Road. Nampa School District owns property on Midway and Roosevelt for a new Nampa High School. They also own property off Lonestar Rd. west of Midway Rd. for a new elementary school. The Southwest Nampa Specific Area Plan seeks to provide pedestrian access between these campuses, Midway Park and a core residential area to minimize vehicular traffic and to provide needed services in the area. Traffic is currently a concern for residents who live in City subdivisions to the south of Roosevelt Ave. and Lake Lowell Ave. This is due in part to the limited access that these residents have to services necessitating lengthy drive times. Currently Midway Road is a two-way road with stop signs at intersections.

Transportation Infrastructure Systems (including connectivity):

Middleton Road has been designated as a priority corridor for the City of Nampa. Widening this impact fee eligible corridor is currently underway with improvements happening adjacent to the enclave parcels between Flamingo Rd and Karcher Rd. Focusing on improving this corridor will allow connectivity between the West Section of Nampa and the Interstate and activity hubs.

Municipal Sewer and Water (within 5 years):

The City's Sewer Collection System and Domestic Water System Master Plans identify the improvements needed to serve the City's Impact Area. Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years.

Other Public Service District Boundaries:

The area is serviced by Nampa Fire District, Nampa School District, Nampa/Meridian Irrigation District, Nampa Highway District, Intermountain Gas, Lumen/CenturyLink, and Idaho Power.

Links:

[Nampa 2040 Comprehensive Plan](#)

<https://www.cityofnampa.us/DocumentCenter/View/10618/2040-Comprehensive-Plan-for-City-of-Nampa-Updated-January-2025?bidId>

The Nampa Comprehensive Plan was approved by Nampa City Council in March 2020, and updated in December 2023. The plan includes an overview of city services, community features, economic development, transportation, schools, and other elements required by Idaho State Code §67-6508. The plan includes goals and objectives for each of the elements in the plan. Nampa is in the process of updating the comprehensive plan for 2050.

[Nampa Transportation Master Plan and Bike and Pedestrian Master Plan](#)

<https://www.cityofnampa.us/522/Nampa-Transportation-Master-Plan>

The Transportation Master Plan is the City's blueprint for managing a safe roadway network in Nampa – including roads, highways, sidewalks and bicycle lanes. Nampa's original transportation plan was adopted by the City Council in 2012. The City of Nampa is in the process of updating its long-term Transportation Master Plan concurrently with the development of the Comprehensive Plan. The updated Plan will reflect and accommodate Nampa's growing population, burgeoning economy, and critical transportation needs.

[Nampa Parks Master Plan](#)

<https://www.nampaparksandrecreation.org/DocumentCenter/View/4747/Nampa-Parks-and-Rec-Master-Plan-2024>

This Recreation and Parks Master Plan (Master Plan) provides an assessment of the City of Nampa's (City) parks and recreation system through an evaluation of the parks, recreation programs, open space, trails, facilities, amenities, and departmental operations. The Master Plan provides a road map for helping to ensure an appropriate balance of facilities and amenities throughout the community for the next 10 years.

Nampa Engineering Plans and Studies

<https://www.cityofnampa.us/459/Plans-Studies>

This site is a collection of plans that have been completed for several engineering projects throughout the Nampa Impact Area since 2002. Nampa has made significant investments to planning utility, engineering, and transportation systems within city limits and throughout the Nampa Impact Area over the last 25 years.

Nampa Highway 16 Specific Area Plan

<https://www.cityofnampa.us/DocumentCenter/View/16462/HWY-16-SAP---Adopted-22023>

The Nampa Highway 16 Specific Area Plan addresses community growth in Nampa in the vicinity of the new State Highway 16 (SH-16). This new major transportation corridor will impact motorists and residents of nearby communities, providing a new I-84 interchange and increasing overall accessibility from north to south, while simultaneously limiting accessibility at east-west overpasses at McMillan Road and Cherry Lane. SH-16 is anticipated to affect surrounding areas in multiple ways – its size creates a visual and aesthetic impact, and the volume of traffic it carries will forever change a previously agricultural landscape, providing access to new development. The plan was adopted in February 2023.

Highway 20/26 Specific Area Plan

<https://www.cityofnampa.us/DocumentCenter/View/16436/Hwy-20-26-Plan-Adopted-22023>

The Highway 20/26 Specific Area Plan encompasses the northern-most Nampa Area of City Impact and is bound by Ustick Road to the south, the Boise River to the north, N. Can Ada Road to the east and Madison Road to the west. This plan provides a detailed look at future land uses of this fast-growing area. The intent of this plan is to fulfill the overall goals and objectives of the City of Nampa Comprehensive Plan for this area: to grow the economic base; build high-quality neighborhoods; provide regional commercial opportunities along the Highway 20/26 Corridor, Ustick Road, Franklin Blvd., and 11th Avenue N. The plan is designed to achieve these goals through the implementation of an improved transportation network; promoting compatibility with the communities that border Nampa's Impact Area; identifying potential school locations; and encouraging outstanding recreational opportunities along the Boise River. The plan was adopted in February 2023.

SW Nampa Specific Area Plan

www.cityofnampa.us/DocumentCenter/View/19447/Southwest-Nampa-Specific-Area-Plan-92023

The southwest area of Nampa was brought into the Nampa Area of Impact in December 2023 through an approval action by the Canyon County Board of Commissioners. This area is one of three specific plan areas in the Nampa Impact Area that is currently in the pathway of growth. The City of Nampa believes it is expedient to plan now for future growth appropriate to the area. Anticipated new development includes homes, businesses, schools, parks, and other community amenities. The Southwest Specific Area plan was vetted through property owner interviews, surveys, an open house, and workshops with the Board of Canyon County Commissioners and Nampa City Council prior to approval.

Gateway District Specific Area Plan

<https://www.cityofnampa.us/DocumentCenter/View/5570/NE-Nampa-Gateway-District-SA-Plan>

The Northeast Nampa Gateway District Plan provides a vision for the district that focuses on future land use while touching on transportation and design. The plan proposes changes to the future land use map that capitalize on existing incentives for companies, largely office style developments, to locate in the Northeast Nampa Gateway District. Changes also accommodate restaurants, bars and other entertainment-oriented businesses desired by area students, workers, and patrons. These changes shift future land uses from primarily Highway Commercial to Business Park Mixed Use. The plan was adopted in April 2017.

Midland Boulevard Corridor Study

<https://www.cityofnampa.us/DocumentCenter/View/18901/Midland-Boulevard-Corridor-Study-July-2023>

The City of Nampa Public Works Department prepared a concept design to improve multimodal transportation along Midland Boulevard from Caldwell Boulevard to Greenhurst Road. The concept adds a side path on both sides of the roadway with a landscape buffer and plans enhanced crossings at two future pathway locations. Additionally, the concept installs traffic signals at the Davis Avenue, Smith Avenue, and Sunny Lane intersections, and converts the Greenhurst Road intersection to a single-lane roundabout, to be expanded to a multi-lane roundabout in the future. This concept provides five vehicle travel lanes (two north lanes, two south lanes, and one, two-way left-turn lane in the center). To achieve this, existing on street parking along the corridor would be removed. The plan includes a review of land uses along the corridor. The plan was adopted in July 2023.

Lake Lowell Area Bicycle and Pedestrian Access Plan

<https://www.cityofnampa.us/DocumentCenter/View/6087/Lake-Lowell-Area-Bicycle-and-Pedestrian-Access>

The Lake Lowell Area Bicycle and Pedestrian Access Plan identifies short- and long-range bicycle and pedestrian facilities that will provide the public with safer and more convenient access to the area around Lake Lowell and the Refuge, which is currently served by higher speed rural roads with narrow shoulders. The increased use of non-motorized transportation connections to the Lake Lowell area and recreation sites within the Refuge enhances the safety and visitor experience, while minimizing the need to widen rural roads. The plan also increases connectivity to and from the cities of Nampa and Caldwell and around Canyon County and provides real and effective travel mode choices. The plan was adopted in October 2016.

Exhibit A: Current Nampa Impact Area Outline

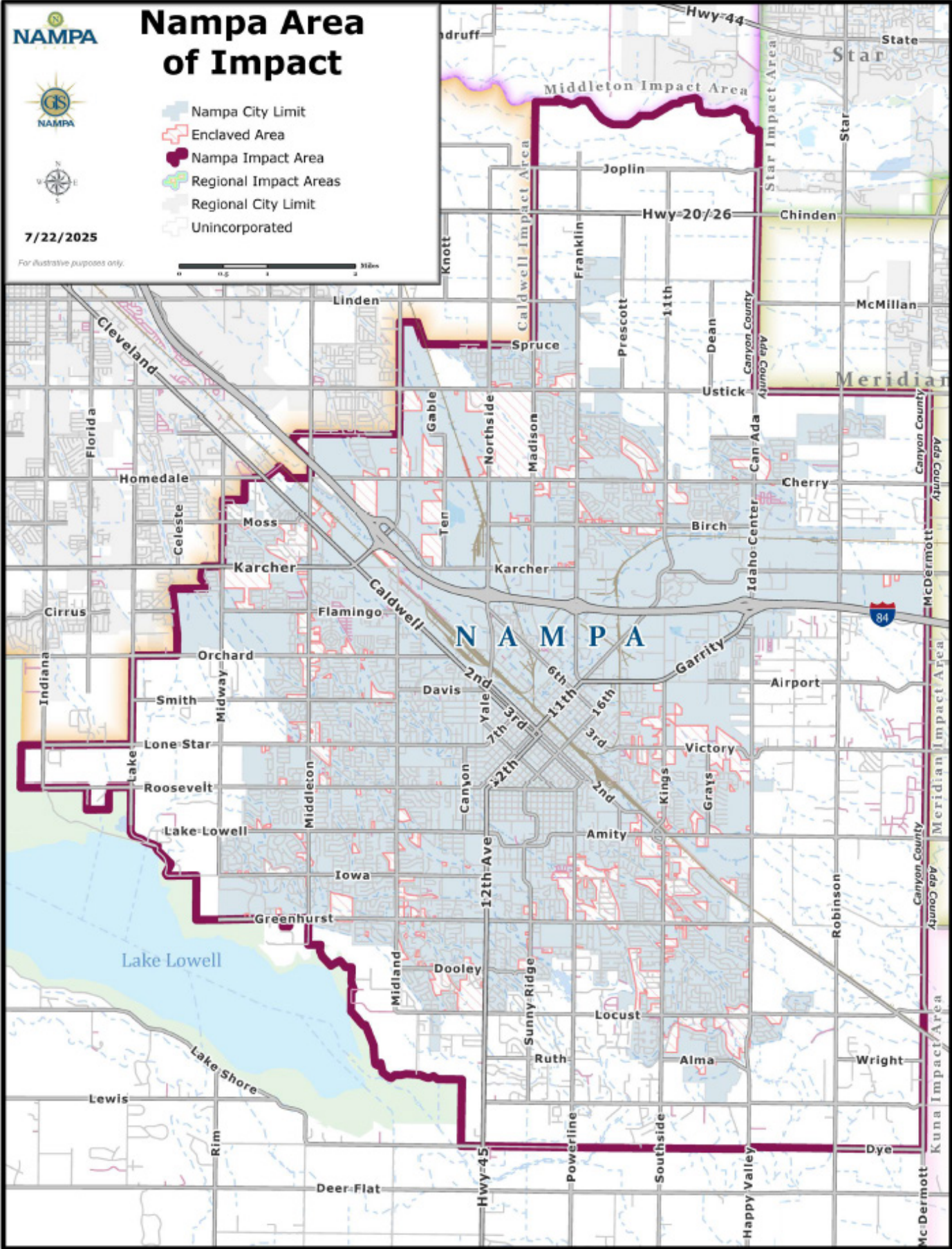


Exhibit B: Current Nampa Future Land Use Map

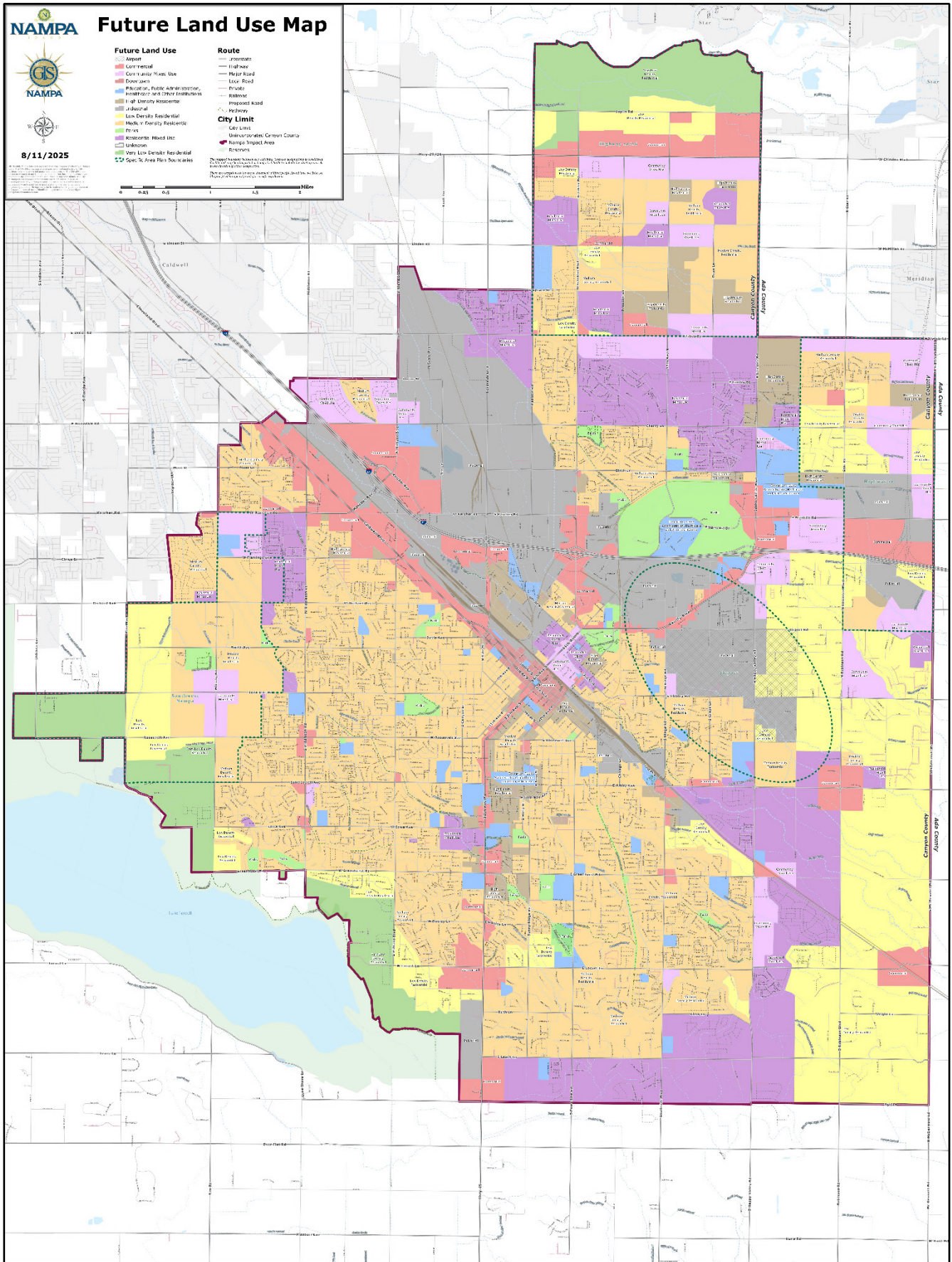


Exhibit C: Two-Mile Radius from City Limits

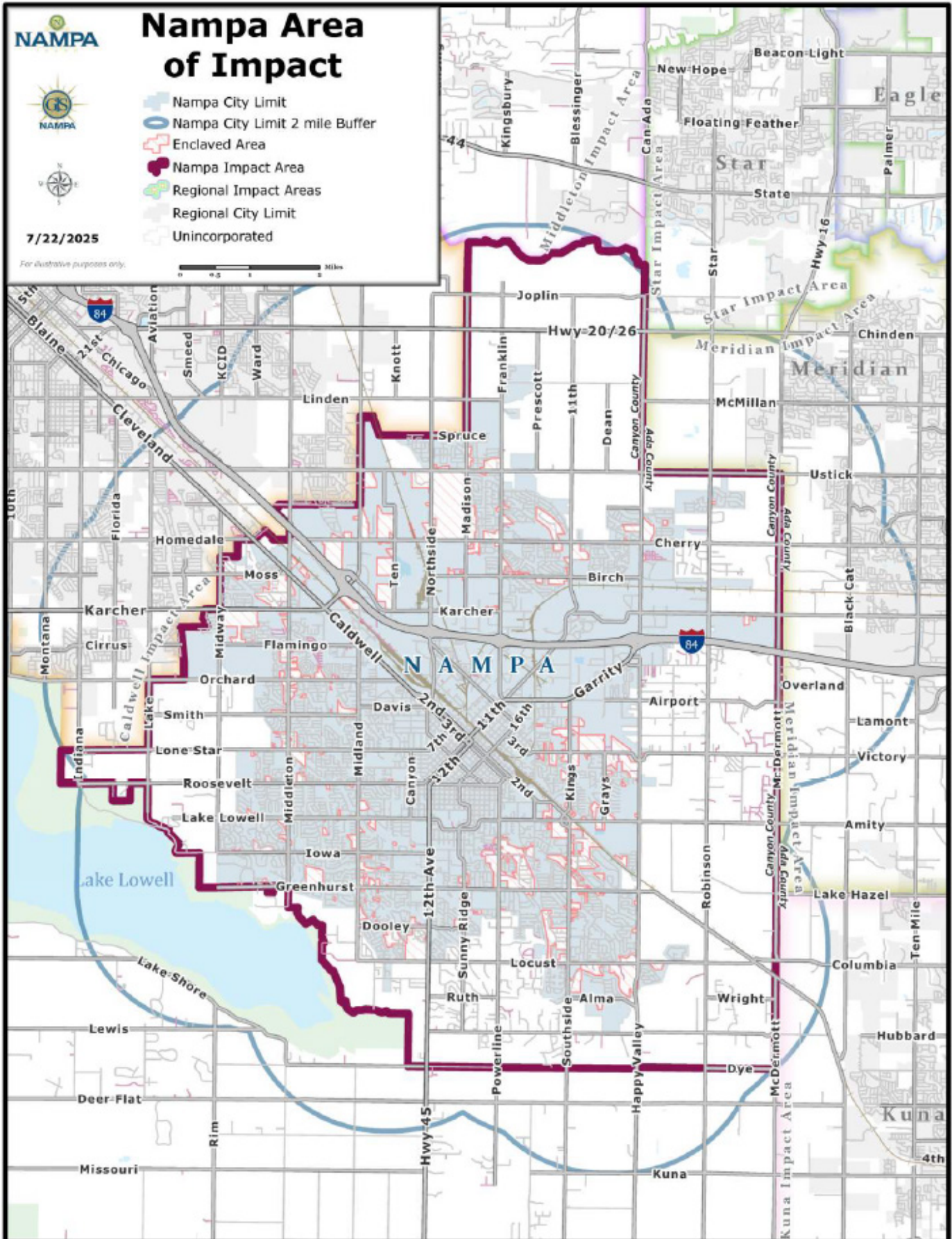


Exhibit D: Utility Map – Nampa Impact Area

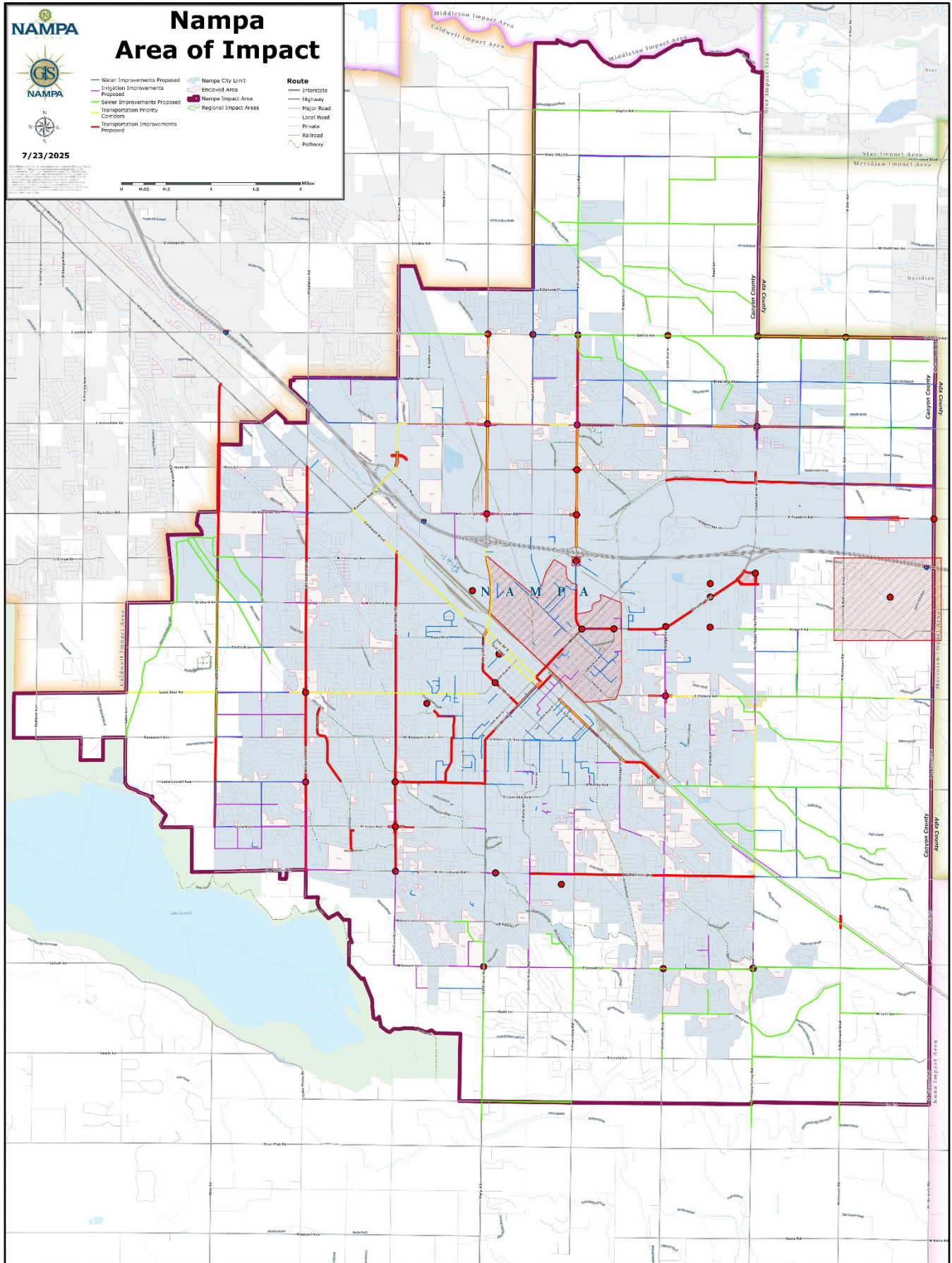


Exhibit E: Letters from Adjacent Communities Supporting the Status Quo of Current Impact Area Boundaries



COMMUNITY DEVELOPMENT DEPARTMENT Planning & Zoning Division

Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 | Phone: 208-455-3021
<https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division>

June 25, 2025

Rodney Ashby
Director
Planning and Zoning Department
City of Nampa
500 12th Ave. S.
Nampa, ID 83651

Re: Verification of Area of Impact

Rodney:

We received your letter dated June 5, 2025, regarding the process of fulfilling the State of Idaho mandate to reestablish the Area of Impact for the cities within Canyon County per Title 67§6526.

We appreciate the relationship we have had with the City of Nampa to honor each other's boundaries and the communication and collaboration that goes along with projects that are close to or alongside each jurisdiction's planning areas.

This letter is to confirm that Caldwell intends to maintain the status quo on our common Area of Impact border into the foreseeable future. Additionally, Caldwell is not proposing any changes to our current Area of Impact boundaries on the north, south, east or west side.

We look forward to our continued partnership with the City of Nampa to help grow our communities in a way that compliments each city.

Sincerely,

Robin Collins, PCED, CBO
Director & Building Official
Community Development Department
City of Caldwell
205 S 6th Ave.
Caldwell, ID 83605
rcollins@cityofcaldwell.org

From: Doug Hanson <dhanson@kunaaid.gov>
Sent: Monday, June 16, 2025 7:02 AM
To: Rodney Ashby <ashbyr@cityofnampa.us>
Subject: Verification of Area of Impact Response

CAUTION: This email originated OUTSIDE the City of Nampa domain. DO NOT click on links or open attachments unless you recognize the sender or are sure the content is safe. Highlight the suspect email and send using the Outlook Phish Alert Report button or call the IT Helpdesk at (208) 468-5454.

Good morning Rodney,

It is the intention of the City of Kuna to maintain the status quo on our common Area of Impact border with the City of Nampa.

Please let me know if this e-mail response will suffice, or you need something more formal.

Best,



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Doug Hanson
Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@kunaaid.gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.



Mayor Robert E. Simison
City Council Members:
Luke Cavener, President
Liz Strader, Vice President
Brian Whitlock
Doug Taylor
John Overton
Anne Little Roberts

June 24, 2025

Rodney Ashby
Director, Planning & Zoning
City of Nampa
500 12th Ave. S.
Nampa, ID 83651

RE: Area of City Impact

Rodney,

We are in receipt of your letter dated June 5, 2025, inquiring about the status of Meridian's Area of City Impact (AOCI), particularly along our shared boundary. The City of Meridian is presently in process of re-establishing our AOI to be consistent with Idaho Code §67-6526, as amended last legislative session. Part of that process includes proposing to the Ada County Board of Commissioners the removal of lands that are currently further than two (2) miles away from existing city limits. All of the lands affected by the subject AOI amendment are on the Ada County side of the Ada-Canyon County line.

The City of Meridian values our relationship with the City of Nampa and intends to maintain the status quo; we have no intention of crossing into Canyon County with our AOI. Please feel free to share this information with your Mayor, Council and the Canyon County Board of Commissioners, as appropriate.

Let me know if you have any questions or want to coordinate further on planning for lands along our shared, common border.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Hood".

C. Caleb Hood
Deputy Director, Community Development Department
City of Meridian

Cc: Bruce Freckleton, Director

Community Development Department • 33 E. Broadway Avenue, Suite 102, Meridian, ID 83642
Phone 208-884-5533 • www.meridiancity.org

From: Roberta Stewart <rstewart@middletoncity.org>
Sent: Wednesday, June 25, 2025 2:42 PM
To: Rodney Ashby <ashbyr@cityofnampa.us>
Cc: Jackie Hutchison <jhutchison@middletoncity.org>
Subject: Nampa and Middleton Areas of Impact

CAUTION: This email originated OUTSIDE the City of Nampa domain. DO NOT click on links or open attachments unless you recognize the sender or are sure the content is safe. Highlight the suspect email and send using the Outlook Phish Alert Report button or call the IT Helpdesk at (208) 468-5454.

Hi Rodney: Thank you for reaching out about Middleton's Area of Impact abutting Nampa's AOI. Luckily we're on the same page. We would like to maintain the current border shown below. Our AOI border in that area will be changed a little after a meeting with Star's Mayor Chadwick, but that does not impact our current border with Nampa. Once our GIS department finishes a first draft of our proposed AOI, I will send you a copy so you can confirm that we intend to stay with our current Middleton/Nampa border. Thanks again,

(Note: Nampa reached out to Star for verification of their intentions regarding Star's Impact Area but received no response)

**Exhibit F: Ordinance 4780 (Nampa), BOCC Findings for Impact Area Expansion
In SW Nampa (Canyon County – [Exhibit B])**

ORDINANCE NO. 4780

AN ORDINANCE OF THE CITY OF NAMPA, IDAHO ADOPTING AND APPROVING THE AMENDMENTS TO THE NAMPA AREA OF CITY IMPACT BOUNDARIES AND CORRESPONDING MAP; AMENDING TITLE 10 CHAPTER 30 REGARDING THE GEOGRAPHIC AREA PERTAINING TO THE NAMPA AREA OF CITY IMPACT; PROVIDING FOR RECORDATION; INSTRUCTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO UPDATE THE OFFICIAL AREA OF IMPACT MAP AND OTHER AREA AND PLANNING MAPS OF THE CITY; ALLOWING FOR A SUMMARY OF THIS ORDINANCE TO BE PUBLISHED; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY AND REPEALING ALL ORDINANCES, RULES AND REGULATIONS, AND PARTS THEREOF, IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE MAYOR AND THE COUNCIL OF THE CITY OF NAMPA, CANYON COUNTY, STATE OF IDAHO;

SECTION 1. Following notice and public hearing in accordance with Idaho Code Sections 67-6526 and 67-6509, the Nampa City Council at its meeting on February 6, 2023 approved the proposed expansion and amendments to the Nampa Area of City Impact Boundary for presentation to the Canyon County Commissioners. The Canyon County Commissioners considered and approved the City of Nampa's proposed amendments to the Nampa Area of City Impact at its meeting on September 7, 2023 and issued their written decision on December 19, 2023 (Exhibit B). This amended Nampa Area of City Impact is depicted and more specifically described in Exhibit A attached hereto and incorporated herein. The City of Nampa hereby adopts and approves the boundaries and map for the amended Area of City Impact for the City of Nampa as provided in Exhibit A.

SECTION 2. Title 10, Chapter 30 of the Nampa City Code, specifically Section 10-30-3 is amended as follows:

10-30-3. - Geographic area. The officially adopted geographic area of city impact is shown on Exhibit A, attached to Ordinance No. 4780 and adopted by reference.

SECTION 3. That the recordation of this ordinance shall be deemed for all intents and purposes as an amendment to the zoning ordinance and area of city impact map of the City of Nampa. The City Engineer and Planning and Zoning Director are instructed to update the official Nampa City Area of Impact Map and other planning and use maps of the City of Nampa so they reflect and are consistent with the approved map in Exhibit A.

NAMPA CITY ORDINANCE NO. 4780

SECTION 4. The provisions of this ordinance are severable; should any action or provision of this ordinance be deemed invalid by a court of competent the validity of the remainder shall not be impacted and said remainder of the ordinance shall remain in full force and effect. This ordinance shall be in full force and effect from and after its passage, approval, publication, and recordation according to law.

SECTION 5. All ordinances, rules and regulations, and parts thereof, in conflict herewith are repealed.

PASSED BY THE COUNCIL OF THE CITY OF NAMPA, IDAHO, THIS 16TH DAY OF JANUARY 2024.

APPROVED BY THE MAYOR OF THE CITY OF NAMPA, IDAHO, THIS 16TH DAY OF JANUARY 2024.

Attest:



Mayor Debbie Kling



City Clerk

State of Idaho)

Canyon County)

On this 16th day of January 2024, before me, the undersigned, a Notary Public in and for said State, personally appeared Debbie Kling known to be the Mayor and Charlene Tim known to be the City Clerk of the City of Nampa, a municipal corporation, who executed the foregoing instrument.

In Witness Thereof, I have hereunto set my hand and affixed by official seal, the day and year in this certificate first above written.



Residing at: Nampa, Canyon County, Idaho
My Commission Expires: 9-11-2029



EXHIBIT A

Nampa Area of City Impact Description

Commencing at point that is 282 feet south of the NE corner of 4n2w24, to the **Point of Beginning**;

Thence following the south boundary of Snake River accretion ground to a point of intersection of the east boundary of the current Snake River and south boundary of Snake River accretion ground in Section 4n2w14;

Then west following the south boundary of the Snake River accretion ground to a point that is north 1,428 feet of the SE corner of Section 4n2w15 and the intersection of the south boundary of Snake River accretion ground;

Thence west following the south boundary of the Snake River accretion ground to a point that is 1,324 feet north of the south quarter corner of Section 4n2w1S;

Thence south 1,324 feet to the south quarter corner of Section 4n2w15;

Thence south 2,613 feet to the intersection of Joplin Rd and Madison Rd;

Thence south along Madison Rd to the intersection of HWY 20/26 and Madison Rd;

Thence south along Madison Rd to the intersection of Linden Rd and Madison Rd;

Thence south along Madison Rd to the intersection of the center quarter corner of Section 4n2w34;

Thence west 6,563 feet to the west boundary of Union Pacific Railroad;

Thence northwest 1,470 feet to a point that is south 1,327 feet and west 946 feet of the NW corner of Section 4n2w33;

Thence west 946 feet to a point on Midland Blvd, also being the NW corner of the SW1/4 of the NW1/4 of Section 4n2w33;

Thence south along Midland Blvd to the intersection of Ustick Rd and Midland Blvd;

Thence south along Midland Blvd to the intersection of Laster Street, also being the east quarter corner of Section 3n2w05;

Thence west along the Laster Street to the west quarter corner of Section 3n2w05;

Thence west 840 feet, thence south 169 feet, thence west 200 feet, thence south 478 feet to the north boundary line of Interstate I-84;

Thence southeast along the north boundary line of Interstate I-84 to the intersection of the north boundary line of Interstate I-84 and N Middleton Rd;

Thence south along N Middleton Rd to the SE corner of Section 3n2w06;

Thence west 1,311 feet to the most south SE corner of Lot 11 of Bensonhurst Subdivision;

thence north 161 feet along the east lot line of Lot 11 of Bensonhurst Subdivision; thence northwest 760 ft to the SE corner of Hoffman Lane right-of-way;

Thence southwest 1,064 feet to a point that is 70 feet west and 17 feet north of the north quarter corner of Section 3n2w07;

Thence south 17 feet to a point that is 70 feet west of the north quarter corner of Section 3n2w07;

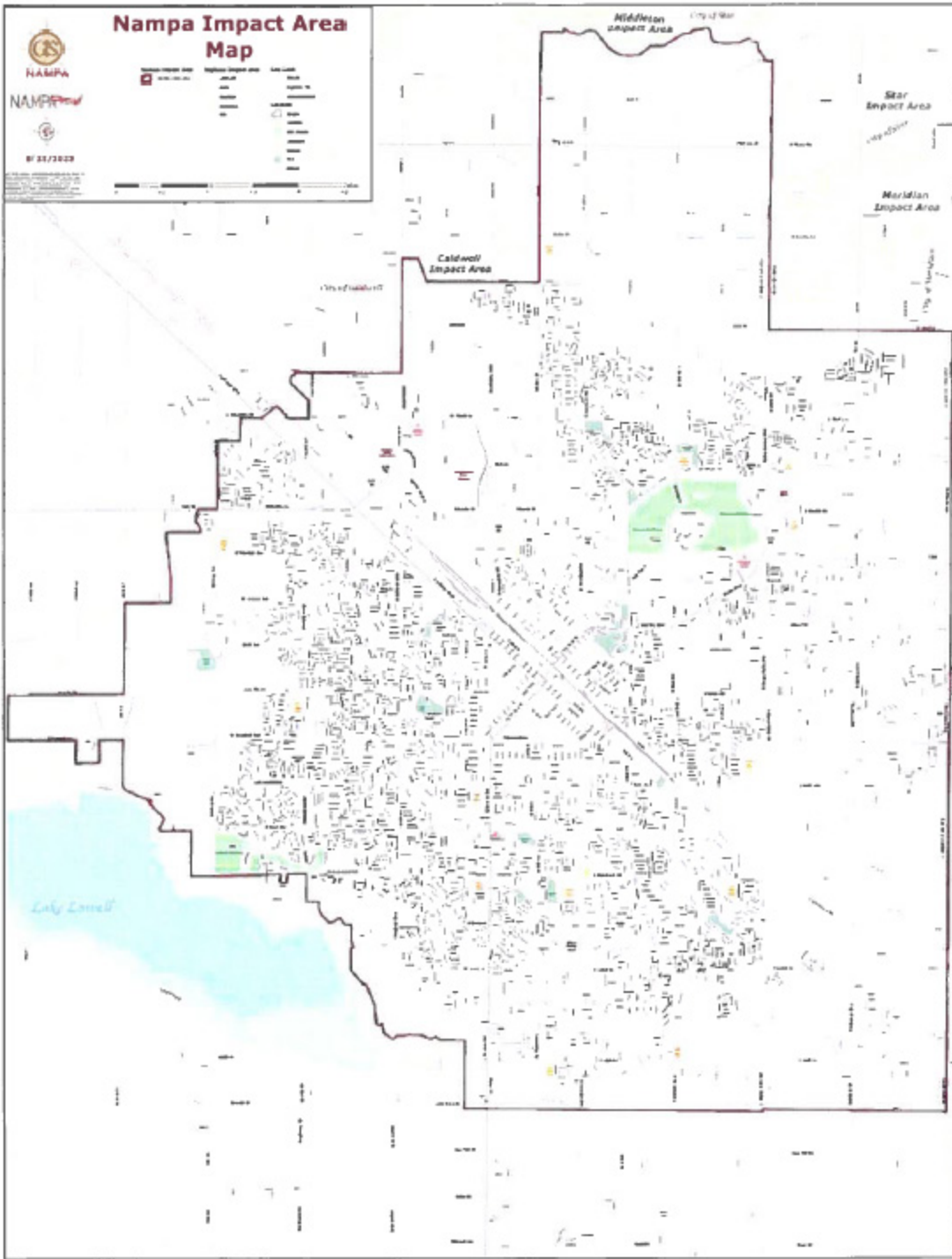
Thence west along the north boundary line of Section 3n2w07 to the NW corner of the Portner

Subdivision, also being the NW corner of the NE1/4 of the NW1/4 of Section 3n2w07;
Thence south along the westerly boundary of the Portner Subdivision to the NE corner of Burnie Subdivision, also being the SW corner of the NE1/4 of the NW1/4 of Section 3n2w07;
Thence west along the northerly boundary of Burnie Subdivision to the centerline of Midway Rd, also being the NW corner of the SW1/4 of the NW1/4 of Section 3n2w07;
Thence south 3,964 feet along Midway Rd to the intersection of Midway Rd and W Karcher Rd;
Thence west 1,121 feet to the intersection of Stone Lateral and W Karcher Rd;
Thence southwest and southeasterly along the centerline of the Stone Lateral to a point that is south 1,327 feet and west 941 feet of the NE corner of Section 3n3w13;
Thence west 2,042 feet to the SE boundary of Canyon View Estates Subdivision and centerline of the Upper Embankment Drain;
Thence southeast 2,661 feet along the Upper Embankment Drain to the NW corner of the SW1/4 of the SE1/4 of Section 3n3w13;
Thence south 1,322 feet along the Upper Embankment Drain to its intersection with Orchard Ave, also being the south quarter corner of Section 3n3w13;
Thence west along Orchard Ave to the intersection of Lake Ave, also being the NW corner of Section 3n3w24;
Thence south along Lake Ave, also being the westerly boundary of Section 3n3w24, to the intersection of Lone Star Rd, also being the SW corner of Section 3n3w24;
Thence west along Lone Star Road, also being the northerly boundary of Section 3n3w26, to the intersection of Indiana Ave, also being the NW corner of Section 3n3w26;
Thence west 1,252 feet along the northerly boundary of Section 3n3w27 to the boundary of Deer Flat National Wildlife Refuge;
Thence along said Refuge boundary south 2,635 feet to a point, and east 1,256 feet to the Indiana Ave and Roosevelt Ave intersection, also being the west quarter corner of Section 3n3w26;
Thence east along said Refuge boundary and Roosevelt Ave to the center quarter corner of Section 3n3w26;
Thence along said Refuge boundary south 1,326 feet to a point, east 1,324 feet to a point, and north 1,326 feet to a point on Roosevelt Ave approximately 1,318 feet west of the east quarter corner of Section 3n3w26;
Thence east 1,318 feet along said Refuge boundary and Roosevelt Avenue to the intersection of Lake Ave, also being the east quarter corner of Section 3n3w26;
Thence south along said Refuge boundary and Lake Ave, also being the west boundary to the NW corner of Section 3n3w36;
Thence meandering in a southeasterly direction along said Refuge boundary to a point on Iowa Ave being approximately 442 feet west of the center quarter corner of Section 3n3w36;
Thence east 1,765 feet along said Refuge boundary and Iowa Ave to a point, also being the NW corner of the NE1/4 of the SE1/4 of Section 3n3w36;
Thence south 2,744 feet along said Refuge boundary and the 1/16th line to a point, also being the SW

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corner of the SE1/4 of the SE1/4 of Section 3n3w36;
Thence east along said Refuge boundary to a point on W Greenhurst Rd, also being the SE corner of Section 3n3w36;
Thence east 3,903 feet along Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to a point;
Thence south 498 feet to a point approximately 1,538 feet west of S Middleton Rd, thence east 364 feet to a point approximately 512 feet south of W Greenhurst Road, thence north 59 feet to a point approximately 1,174 feet west of S Middleton Rd, thence east 30 feet to a point approximately 455 feet south of W Greenhurst Rd, thence north 455 feet to a point on W Greenhurst Rd approximately 1,144 feet west of the NE corner of Section 2n2w06;
Thence east 1,146 feet along W Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to the intersection of S Middleton Rd, also being the NE corner of Section 2n2w06;
Thence south 1,608 feet along S Middleton Rd, also being the westerly boundary of Section 2n2w05, to the intersection of Coyote Cove Road and the boundary of Deer Flat National Wildlife Refuge, also being the SW corner of the NW1/4 of the NW1/4 of Section 2n2w05;
Thence meandering in a southeasterly direction along the Refuge boundary to the NW corner of the SE1/4 of the SE1/4 of Section 2n2w09;
Thence south 1,326 feet to the SW corner of the SE1/4 of the SE1/4 of Section 2n2w09;
Thence south 2,648 feet to a point on Lake Shore Dr, also being the SW corner of the SE1/4 of the NE1/4 of Section 2n2w16;
Thence east 6,641 feet along Lake Shore Dr to S Powerline Rd, also being the west quarter corner of Section 2n2w14;
Thence continuing east along the quarter section lines of Sections 2n2w14 and 2n2w13 to the east quarter corner of Section 2n2w13;
Thence north 108 feet along S Happy Valley Rd to the west quarter corner of Section 2n1w18;
Thence east along the quarter section lines of Sections 2n1w18 and 2n1w17 to the intersection of Dye Lane and S McDermott Rd, also being the east quarter corner of Section 2n1w18;
Thence north along S McDermott Rd and N McDermott Rd, also being and Canyon County, Idaho boundary line, to the intersection of N McDermott Rd and Ustick Rd, also being the NE corner of Section 3n1w05;
Thence west along Ustick Rd and the Canyon County, Idaho boundary line to the intersection of Ustick Rd and N Can Ada Rd, also being the NW corner of Section 3n1w06;
Thence north along N Can Ada Rd and the Canyon County, Idaho boundary line to the SE corner of Section 4n2w24;
Thence north along the N Can Ada Rd and the Canyon County, ID boundary line to the **Point of Beginning**.
Containing 74.61 square miles, more or less.

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EXHIBIT B



BOARD OF COUNTY COMMISSIONERS FINDINGS OF FACT, CONCLUSION OF LAW AND ORDER

In the matter of the application of:

**City of Nampa Area of City Impact Boundary
Expansion – OR2023-0002**

The Canyon County Board of County Commissioners
heard the following:

1. The City of Nampa is requesting to expand their impact area boundary in accordance with Idaho Code §67-6526 and Canyon County Code §09-11-27. The expansion area is approximately 2,600 acres located north and east of Lake Lowell that includes:
 - a. Area approximately 1,996 acres: The east boundary is Nampa's current impact area boundary line, Midway Road through Parcel R33124010 (approx. 3 miles); the west boundary is a portion of Indiana Road (approx. 0.5 miles) and a portion of Lake Avenue (approx. 1.5 miles); the northern boundary is adjacent to Caldwell's impact area, a portion of Lonestar Road (approx. 1 mile) and a portion of Orchard Road (approx. 1 mile) and includes a 20-acre area on the northwest corner of Orchard Avenue and Midway Road; and the southern boundary including portions of Roosevelt Avenue including development in and around Lake View Subdivision, approximately 40 acres (approx. 1.5 miles), Iowa Avenue (approx. 1.3 miles) and a portion of Greenhurst Road (approx. 0.25 miles);
 - b. Parcels R29303266 and R29303265A, approximately 4 acres, located along Greenhurst Road already annexed into the City of Nampa; and
 - c. Area approximately 600 acres (see below): The east boundary is a portion of Midland Boulevard (approx. 1 mile); the west boundary is a portion of Middleton Road (approx. 0.5 miles); the northern boundary is Nampa's current impact boundary, a portion of Greenhurst Road (approx. 1 mile); and the southern boundary is mostly adjacent to Lake Lowell (approx. 1.2 miles) and area approximately 5,000 feet from West Locust Lane (approx. 0.75 miles).

Summary of the Record

The record is comprised of the following:

- A. The record includes all testimony, the staff report, exhibits, and documents in Case File OR2023-0002.
1. Attachments and exhibits include:
 - Attachment A: Request by City of Nampa – March 1, 2023:
 - Exhibit 1: E-mail;
 - Exhibit 2: Letter dated February 27, 2023;
 - Exhibit 3: Nampa City Council Approval dated February 6, 2023;
 - Exhibit 4: Nampa Future Land Use Map dated February 22, 2023; and
 - Exhibit 5: Impact Area Update Map dated March 2, 2023.
 - Attachment B: Board of County Commissioners (BOCC) Workshop – April 24, 2023:
 - Exhibit 1: BOCC Agenda;
 - Exhibit 2: Commissioners Minutes; and
 - Exhibit 3: Nampa’s PowerPoint Presentation
 - Attachment C: Idaho Code Section 67-6526
 - Attachment D: Canyon County Code, Chapter 9, Article 11: Nampa Area of City Impact (Plans and Ordinance/Map) Ordinance.
 - Attachment E: Letter of Intent:
 - Exhibit 1: Letter of Intent dated June 22, 2023;
 - Exhibit 2: Impact Area Update Map dated March 2, 2023
 - Exhibit 3: Nampa City Council Approval dated February 6, 2023;
 - Exhibit 4: Neighborhood Notification, September 1, 2021;
 - Exhibit 5: Area of City Impact Informational;
 - Exhibit 6: Area of City Impact FAQs;
 - Exhibit 7: Area of City Impact Expansion Timeline.
 - Attachment F: PowerPoint Presentation for the July 6, 2023 Hearing
 - Attachment G: County Maps:
 - Exhibit 1: 2020 Future Land Use Map;
 - Exhibit 2: Existing Subdivision Map;
 - Exhibit 3: Existing Residential Zones Map;
 - Exhibit 4: Existing Conditional Use Permit Map; and
 - Exhibit 5: 2030 Future Land Use Map.
 - Attachment H: Emails - Nampa’s Involvement with the 2030 Comprehensive Plan Review
 - Attachment I: ITD E-mail dated May 26, 2023.
 - Attachment J: Canyon Soils Conservation District

Applicable Law

The following laws and ordinances apply to this decision:

1. Idaho Code §67-6526 (Attachment C); and
2. Canyon County Code Chapter 9, Article 11 (Attachment D).
3. CCZO Section 07-02-03 defines an Area of City Impact as follows:

“As defined by Idaho Code section 67-6526 and requires that cities and counties adopt a map identifying an Area of City Impact within the unincorporated area of the County. The Area of City Impact shall be defined considering the trade area of the city, geographic factors and areas that can be reasonably expected to be annexed to the city in the future. The enabling legislation provides three (3) options of planning and regulating development within the Area of City Impact including exclusive use of the city plan and ordinances, exclusive uses of the County plan and ordinances, or application of any mutually agreed upon plan and ordinances.”

The request, OR2023-0002, was presented at a public hearing before the Canyon County Board of County Commissioners on September 7, 2023. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, the Board decides as follows:

AREA OF CITY IMPACT CRITERIA

1. In accordance with Idaho Code section 67-6526(d), the City of Nampa or the Board of Canyon County Commissioners may request, in writing, the renegotiation of any provision of this article at any time. Within thirty (30) days of receipt of such written request by either party, an initial meeting between the two (2) jurisdictions should occur (Canyon County Code §09-11-27(1)).

Conclusion: The City of Nampa requested an area of city impact expansion on March 1, 2023. On April 24, 2023, after a joint meeting between the County and the City of Nampa, the County agreed to begin the hearing process for the requested expansion.

- Findings:**
- (1) On March 1, 2023, Canyon County received a written request from the City of Nampa to amend their existing area of city impact boundary in accordance with Idaho Code §67-6526 and Canyon County Code §09-11-27 (Attachment A).
 - (2) Pursuant to Idaho Code §67-6526(d), an initial meeting was held between the Board of County Commissioners and the City of Nampa on April 24, 2023. The meeting concluded with the Board directing the Development Services Department to begin the hearing process for the requested amendment (Attachment B).

2. In defining an area of city impact, the following factors shall be considered: (1) trade area; (2) geographic factors; and (3) areas that can reasonably be expected to be annexed to the city in the future (Idaho Code §67-6526(b)).

Conclusion: Information defining a trade area, geographic factors, and the ability to annex the requested area to the city in the future was provided.

- Findings:**
- (1) Trade Area: The proposed expansion area provides important access routes to Nampa amenities, services, and job centers 2-6 miles away (12th Avenue/Caldwell Boulevard). The area includes a city park (Midway Park) and two properties owned by the Nampa School District for future school expansion. Therefore, residential and commercial development opportunities should be near these amenities and services (Attachment E & F).
 - (2) Geographic Factors: Lake Lowell ultimately creates a natural boundary for the proposed expansion. The largest area is between Midway Road and Indiana Avenue which is limited to the west and south by Lake Lowell/Deer Flat Wildlife Refuge and north by Caldwell's impact area (Attachment E & F).
 - (3) Annexation in the Future: Development and annexation are moving in the direction of expansion. City limits border the expansion in several locations where development exists, is currently being constructed, or is in the permitting process (Attachment E & F).

Prior to the adoption of the 2030 Comprehensive Plan, the future use of the area had been residential (Attachment G – Exhibit 1). Due to the residential designation, the area contains existing residential rezones and subdivision development (Attachment G - Exhibits 2-4). The following are examples of properties that require the area of city impact expansion:

- a. Parcel R32989/R32989010 (40 acres, northwest corner of Lonestar Road and Midway Road): The rezone and subdivision were denied due to a lack of city services and the need for density to be located adjacent to Nampa School District properties and city park. The developer agreed to a city service extension but requires the property to be located within Nampa's impact area (Essex Holdings – RZ2020-0023).
- b. Parcels R33017/R33019010 (62 acres, Northwest corner of Lake Lowell Road and Midway Road): The applicant withdrew the application for rezone and subdivision due to the Nampa impact boundary expansion taking too long (MRCT LLC – CR2022-0001/SD2022-0006).

- c. Parcels R29292010/R29293/R29294 (200 acres, between Midland Boulevard and Lake Lowell): The Kido family has been working with the City of Nampa regarding a master plan that would include potentially a park with a large pond, lake access, winery/associated commercial retail, dwellings/townhouses and college extension (possibly CWD). The property currently was approved for a special events facility in 2020 (CU2018-0023).
- (4) The 2030 Comprehensive Plan designated the area as “agricultural” (Attachment G – Exhibit 5). County staff worked with the City of Nampa regarding the change of designation from “residential” to “agricultural” to better protect the area until growth in the area could be planned (Attachment H). Approval will allow the City of Nampa to begin the development of a specific plan for the 1,996-acre area between Midway Road and Indiana Avenue, and to continue to work with the County regarding aligning definitions and plans via an area of city impact agreement (Attachment F & K).
 - (5) Political subdivision and newspaper notices were completed on May 26, 2023, and July 28, 2023. Nampa and Caldwell JEPAs notices were completed on May 26, 2023
 - (6) The request is required to be in general conformance with the Canyon County Comprehensive plan (CCZO Section 09-11-17). The 2030 Canyon County Comprehensive Plan is the appropriate planning document for this review because of the timing of when the application was filed. The Board finds request aligns with the following goals, policies, and objectives of the 2030 Canyon County Comprehensive Plan:

- Land Use and Community Design Component:

G4.04.00	Concentrate future higher density residential growth in appropriate areas in and around existing communities while preserving and enhancing the County’s agricultural and rural character.
P4.04.01	Support development in locations where services, utilities, and amenities are or can be provided.
P4.04.02	Align planning efforts in areas of city impact.
A4.04.02a	Evaluate and update area of impact agreements with the cities as the state statute requires. Expand or reduce areas of city impact according to each city’s trade area, geographic factors, water and sewer service areas, and areas that can reasonably be expected to be annexed to the city in the future. Idaho Code § 67-6526(b).
A4.04.02b	Coordinate County and city planning through collaborative planning processes, mutual agreements, and updated impact area agreements.
P4.04.04	Where city services are available, encourage land adjacent to city limits to annex instead of developing inconsistently within the County.

- Public Services, Facilities, and Utilities Component:

G7.01.00	Endeavor to continue providing reliable public services, public safety facilities, & public utilities that support existing developed areas and future growth.
P7.01.01	Encourage the extension of sewer infrastructure and wastewater treatment in areas of city impact.
P7.01.02	Encourage annexations within city impact areas where municipal services can be provided.

- Housing Component:

P11.02.01	Encourage subdivisions to locate where adequate services and infrastructure exists or can be provided.
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- Agriculture Component:

P12.01.02	Encourage non-agricultural related development to the cities, areas of city impact, and other clearly defined and planned development areas.
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- (7) On July 6, 2023, the Planning and Zoning Commission recommended the Board approve the request and included the following actions are part of the approval (Attachment K):
 - a. Signing a resolution to amend the 2030 Canyon County Comprehensive Plan to amend the impact boundary on all maps; and

- b. Signing an Ordinance amending Canyon County Code Section 09-11-11(1):
The Nampa area of city impact is hereby established as described in ordinance _____ (number to be provided by Board), a map entitled "Nampa Area of City Impact", which is officially made a part hereof by reference. The Nampa area of city impact being established and the map being specifically adopted by the city of Nampa municipal ordinance _____ (number to be provided by Nampa).

3. Amendments to this article shall be processed using the notice and hearing requirements of Idaho Code section 67-6509 (Canyon County Code §09-11-27(3)).

Conclusion: Notice of the public hearing was provided in accordance with Idaho Code §67-6509.

- Findings:** (1) Political subdivision and newspaper notices were completed on May 26, 2023, and July 28, 2023. Nampa and Caldwell's JEPA notices were completed on May 26, 2023.
- a. An e-mail was received from ITD (Idaho Transportation Dept.) that states the department has no comments or concerns (Attachment I).
 - b. Canyon Soils Conservation District states that the 2,000 acres north of Lake Lowell consist of 28% best-suited soils (Class 2) and 66% moderately suited soils (Attachment J).
 1. The letter states the request as annexation. The request is not annexation, but the city's ability to plan for future development, amenities, and infrastructure in an area reasonably expected to be annexed in the future.
 - c. No comments were received from the public.

Order

Pursuant to Canyon County Code Section 09-11-27(1), the hearings to enact the amendment must be heard by the Planning and Zoning Commission with ultimate approval resting with the Board of County Commissioners. On July 6, 2023, after considering the staff's analysis and all public testimony, the Planning and Zoning Commission recommended the Board approve the request.

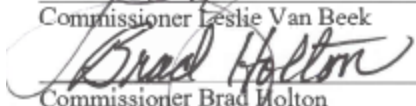

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Board of County Commissioners **approve** Case #OR2023-0002, Nampa city impact area expansion of approximately 2,600 acres north of Lake Lowell. The decision includes the following Board actions:

1. The Board requests that the City of Nampa and Canyon County continue negotiation of impact area ordinance provisions that will 1) minimize light-industrial development in the agricultural zoned impact areas and 2) resolve conflicts between definitions of agriculture in City and County ordinances.
2. Signing a resolution to amend the 2030 Canyon County Comprehensive Plan to amend the impact boundary on all maps; and
3. Signing an Ordinance amending Canyon County Code Section 09-11-11(1):
 - a. *The Nampa area of city impact is hereby established as described in ordinance _____ (number to be provided by Board), a map entitled "Nampa Area of City Impact", which map is officially made a part hereof by reference. The Nampa area of city impact being established and the map being specifically adopted by the city of Nampa municipal ordinance ____ (number to be provided by Nampa).*

DATED this 19th day of December, 2023.

CANYON COUNTY BOARD OF COMMISSIONERS

- Motion Carried Unanimously
- Motion Carried/Split Vote Below
- Motion Defeated/Split Vote Below

	Yes	No	Did Not Vote
_____ Commissioner Leslie Van Beek	_____	_____	_____
 _____ Commissioner Brad Holton	X	_____	_____
 _____ Commissioner Zach Brooks	X	_____	_____

Attest: Chris Yamamoto, Clerk

By: J. Ross
Deputy

Date: 12.19.23

**ORDINANCES OF THE CITY OF NAMPA
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 4780**

AN ORDINANCE OF THE CITY OF NAMPA, IDAHO AMENDING TITLE 10 OF THE NAMPA CITY CODE; THIS ORDINANCE AMENDS TITLE 10 CHAPTER 30 REGARDING THE CITY AREA OF IMPACT BOUNDARIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR A SAVINGS CLAUSE; ALLOWING FOR A SUMMARY OF THIS ORDINANCE TO BE PUBLISHED; PROVIDING FOR AN EFFECTIVE DATE; AND REPEALING ALL ORDINANCES, RULES AND REGULATIONS, AND PARTS THEREOF, IN CONFLICT HEREWITH.

Section 1: The ordinance amends the specified Nampa City Code provisions contained in Title 10, Chapter 30. These amendments come after the Canyon County Commissioners considered these amendments to the impact area at its meeting on September 7, 2023, issuing its written decision on December 19, 2023, approving the city impact area. The amendments are contained more fully in Exhibit A which is attached to the ordinance and incorporated by reference therein. The following is a general description of the content of the applicable Title and Chapters: Title 10 Chapter 30 specifies the geographic area of the city impact boundaries. The geographical boundaries of the city impact area are visually represented in the corresponding map illustrating each impact area boundary line.

Sections 2 through 5: Provide that this ordinance shall be in full force and effect from and after its passage, approval and for publication according to law; provide for severability and savings clauses and repeal conflicting ordinances, resolutions, and orders.

Ordinance No. 4780 shall be effective on its date of publication, which shall be on the 23rd day of January 2024. Ordinance No.4780 was passed by the Council and approved by the Mayor on the 16th day of January 2024. The full text of the Ordinance is available at Nampa City Hall, 411 3rd Street South, Nampa, Idaho 83651. The Mayor and City Council approved the foregoing summary on the 16th day of January 2024, for publication on the 23rd day of January 2024 pursuant to Idaho Code § 50-901A.



Mayor

Attest:



City Clerk

Exhibit G: Resolution 24-005 (Canyon County) Ordinance Amending Chapter 9, Areas of City Impact, Nampa, Adopting a Revised Are of Impact and Providing an Effective Date



2024-013237

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RICK HOGABOAM

CANYON COUNTY RECORDER

Pgs=11 MBROWN

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ORDINANCE

CANYON COUNTY

**Canyon County
Recorder's Office
Document
Cover Sheet**



ORDINANCE NO. 24-005

ORDINANCE AMENDING CHAPTER 9, AREAS OF CITY IMPACT, NAMPA,
ADOPTING A REVISED AREA OF IMPACT AND PROVIDING AN EFFECTIVE
DATE

BE IT ORDAINED by the Canyon County Board of County Commissioners as follows:

SECTION 1. TITLE: This ordinance shall be known and cited as Canyon County's 2023 Area of City Impact Amendments to Chapter 9, Article 11: Nampa.

SECTION 2. STRUCTURE: Titles and subtitles of this ordinance are only used for organization and structure and the language in each paragraph of this ordinance should control with regard to determining the legislative intent and meaning of the Board of County Commissioners.

SECTION 3. PURPOSE: The purpose of this ordinance is to adopt a revised area of impact map and boundary pursuant to the authority and procedures of Title 67, Chapter 65 of the Idaho Code, the Local Land Use and Planning Act.

SECTION 4. AUTHORITY: This ordinance amending Chapter 9, Areas of City Impact, is enacted pursuant to the authority conferred by Title 67, Chapter 65 of the Idaho Code, the Local Land Use and Planning Act, and Idaho Code §§ 31-714, 31-801 and 31-828.

SECTION 5: Chapter 9, Article 11, Section 9 Area of Impact Defined is understood to refer to the city impact boundary map adopted in this ordinance.

SECTION 6: Chapter 9, Article 11, Section 11 Geographic Area of City Impact Established is amended as follows:

(1) The Nampa area of city impact is hereby established as described in Exhibit A attached to ordinance ~~16-010~~ 24-005, a map entitled "Nampa Impact Area Map ~~area of city impact~~", which map is officially made a part hercof by reference. The Nampa Impact Area ~~area of city impact~~ is being established and the map is being specifically adopted by the City of Nampa municipal ordinance ~~4278~~ 4780.

(2) The Nampa area of city impact may be reevaluated by the city and Canyon County at such times as they may agree upon, in accordance with Idaho Code section 67-6526, as amended, to consider possible changes in the geographic area affected and/or other provisions of this article.

SECTION 7. SEVERABILITY: Should any action or provision of this ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the article as a whole or a part thereof other than the part declared to be unconstitutional or invalid.

SECTION 8. EFFECTIVE DATE: This ordinance shall be and is hereby declared to be in full force and effect upon its passage, approval, and publication as provided by law in one issue of the Idaho Press-Tribune and as provided for in Idaho Code Sections 31-715 and 31-715A.

Adopted and Approved this 1st day of MAY, 2024.



BOARD OF COUNTY COMMISSIONERS

Brad Holton
Brad Holton, Chairman

Leslie Van Beek, Member

Zach Brooks, Member

ATTEST: RICK HOGABOAM, CLERK

By: Monica Reyes
Deputy Clerk

Date: 5-1-24

EXHIBIT "A"

**CITY OF NAMPA AREA OF IMPACT
BOUNDARY EXTENSION AREA LEGAL DESCRIPTIONS**

The City of Nampa Area of Impact boundary extension areas are described as follows:

Area 1: Being a part of Sections 13, 24, 25, 26, 27, and 36, Township 3 North, Range 3 West, Boise Meridian, Canyon County, Idaho, more particularly described below.

Beginning at the intersection of Orchard Ave and Midway Road, also being the northeast corner of said Section 24;

Thence south along the centerline of Midway Road, also being the westerly boundary of Township 3 North, Range 3 West, to the intersection of Midway Road and the Joseph Drain, located approximately 657 feet south of the intersection of Smith Ave and Midway Road;

Thence northwest 99-feet along the centerline of the Joseph Drain to a point that is 73 feet west and 590 feet south of the intersection of Smith Ave and Midway Road;

Thence northwest 638 feet along the centerline of the Joseph Drain to a point on the Smith Ave centerline that is 327 feet west of the of the intersection of Smith Ave and Midway Road;

Thence west 1,511 feet along Smith Ave;

Thence south 1,324 feet;

Thence east 1,836 feet to a point on the Midway Rd centerline, also being the northeast corner of the SE1/4 of the SE1/4 of said Section 24;

Thence south along Midway Road, also being the westerly boundary of Township 3 North, Range 3 West, to the southeast corner of said Section 36;

Thence west along the boundary of Deer Flat National Wildlife Refuge, also being the southerly boundary of said Section 36, to the southwest corner of the SE1/4 of the SE1/4 of said Section 36;

Thence north 2,744 feet along said Refuge boundary and the 1/16th line to a point on Iowa Avenue, also being the northwest corner of the NE1/4 of the SE1/4 of said Section 36;

Thence west 1,765 feet along said Refuge boundary and Iowa Ave to a point;

Thence meandering in a northwesterly direction along said Refuge boundary to the northwest corner of said Section 36;

Thence north along said Refuge boundary and the centerline of Lake Ave, also being the west boundary of said Section 25, to Roosevelt Ave and the west quarter corner of said Section 25;

Thence west 1,318 feet along said Refuge boundary and Roosevelt Avenue to the northeast corner of the NW1/4 of the SE1/4 of said Section 26;

Thence south 1,326 feet along said Refuge boundary to the southeast corner of the NW1/4 of the SE1/4 of said Section 26;

Thence west 1,324 feet along said Refuge boundary to the southwest corner of the NW1/4 of the SE1/4 of said Section 26;

Thence north 1,326 feet along said Refuge boundary to the northwest corner of the NW1/4 of the SE1/4 of said Section 26;

Thence west along said Refuge boundary and Roosevelt Ave to Indiana Ave and the west quarter corner of said Section 26;

Thence west 1,256 feet along said Refuge boundary to the southwest corner of the SE1/4 of the NE1/4 of said Section 27;

Thence north 2,635 feet along said Refuge boundary to the northwest corner of the NE1/4 of the NE1/4 of said Section 27;

Thence east 1,252 feet to the northeast corner of said Section 27, also being the intersection of Indiana Ave and Lone Star Road;

Thence east along Lone Star Road, also being the northerly boundary of said Section 26, to the intersection of Lake Ave and Lone Star Road, also being the southwest corner of said Section 24;

Thence north along Lake Ave, also being the westerly boundary of said Section 24, to the intersection of Lake Ave and Orchard Ave, also being the northwest corner of said Section 24;

Thence east 3,978 feet along Orchard Ave, also being the northerly boundary of said Section 24, to the southwest corner of the SE1/4 of the SE1/4 of said Section 13;

Thence north 684 feet to a point approximately 1,326 feet west of Midway Road;

Thence east 1,326 feet to a point on Midway Road approximately 684 feet north of Orchard Ave;

Thence south 684-feet along Midway Road, also being the easterly boundary of said Section 13, to the **Point of Beginning**.

Containing 3.14 square miles, more or less.

Area 2: Being a part of Section 6, Township 2 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described below.

Commencing at the intersection of S Middleton Road and W Greenhurst Road, also being the northeast corner of said Section 6;

Thence west 1,146 feet along the W Greenhurst Road, also being the northerly boundary of said Section 6, to the **Point of Beginning**;

Thence south 455 feet to a point approximately 1,144 feet west of S Middleton Road;

Thence west 30 feet to a point approximately 453 feet south of W Greenhurst Road;

Thence south 59 feet to a point approximately 1,174 feet west of S Middleton Road;

Thence west 364 feet to a point approximately 498 feet south of W Greenhurst Road;

Thence north 498 feet to a point on W Greenhurst Road approximately 1,536 feet west of S Middleton Road;

Thence east 392 feet along W Greenhurst Road, also being the northerly boundary of said Section 6, to the **Point of Beginning**;

Containing 4.53 acres, more or less.

Area 3: Being a part of Sections 5, 8, and 9, Township 2 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described below.

Commencing at the intersection of S Middleton Road and W Greenhurst Road, also being the northwest corner of said Section 5;

Thence south 383 feet along S Middleton Road, also being the westerly boundary of said Section 5, to the centerline of the Thacker Lateral and the **Point of Beginning**;

Thence in a southeast direction 2,721 feet along the Thacker Lateral to a point on the north quarter Section Line of said Section 5 approximately 1,053 feet south of W Greenhurst Road;

Thence south 542 feet along the north quarter Section Line of said Section 5 to the northwest corner of the SW1/4 of the NE1/4 of said Section 5;

Thence east 2,650 feet to a point on S Midland Blvd, also being the northeast corner of the SE1/4 of the NE1/4 of said Section 5;

Thence south along S Midland Blvd and the easterly boundary of said Section 5 to the intersection of W Locust Lane, also being the southeast corner of said Section 5;

Thence in a southeast direction to a point where Tio Lane and the projected alignment of Ruth Lane intersect, also being the northwest corner of the NE1/4 of the SW1/4 of said Section 9;

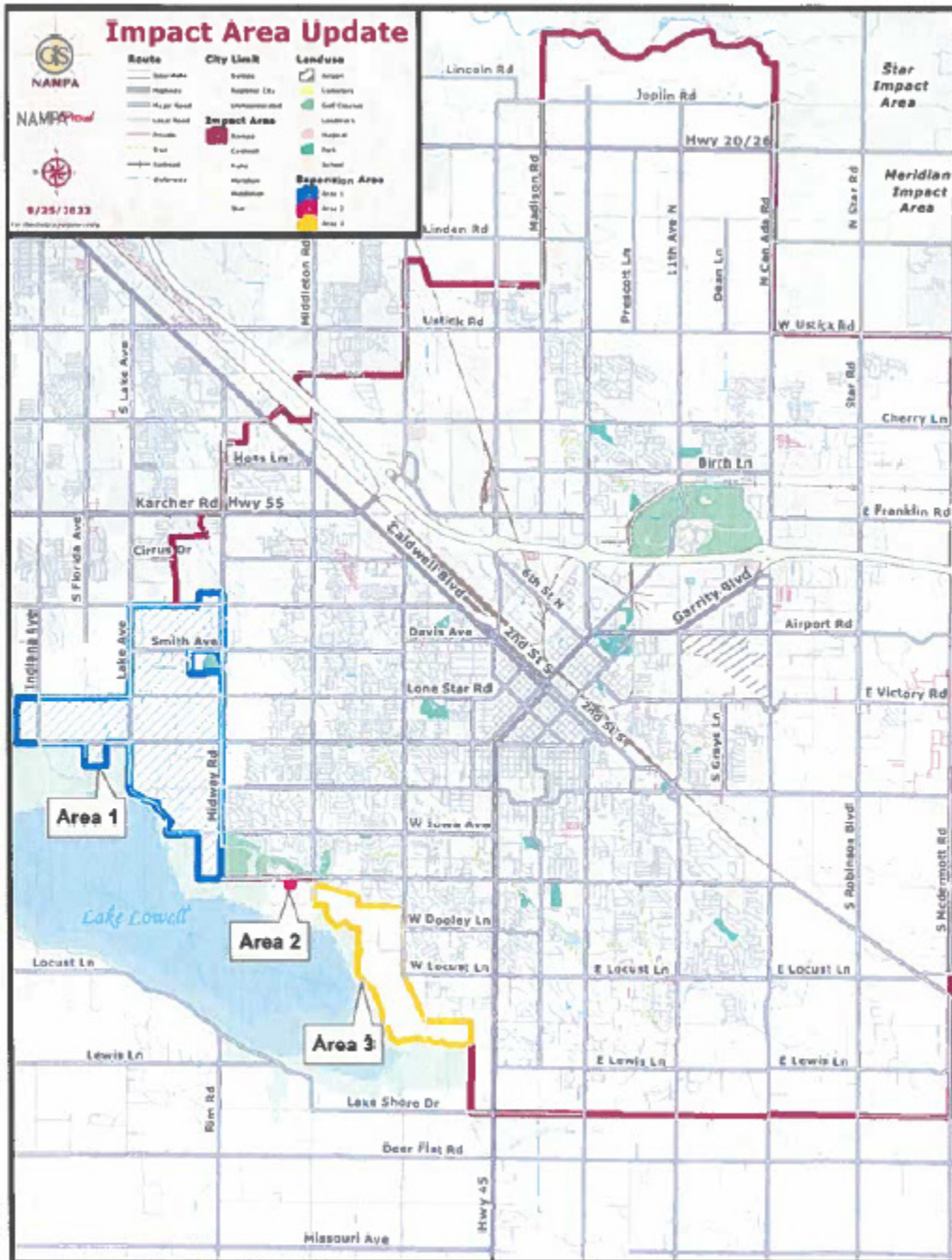
Thence east 2,647 feet to the northeast corner of the NW1/4 of the SE1/4 of said Section 9;

Thence south 1,321 feet to the southeast corner of the NW1/4 of the SE1/4 of said Section 9;

Thence meandering in a northwesterly direction along the boundary of Deer Flat National Wildlife Refuge to the intersection of S Middleton Road and Coyote Cove Road, also being the southwest corner of the NW1/4 of the NW1/4 of said Section 5;

Thence north 1,225 feet along S Middleton Road, also being the westerly boundary of said Section 5, to the **Point of Beginning**.

Containing 0.97 square miles more or less.



2030 Comprehensive Plan Map Amendment – Nampa AOCI Boundary (OR2023-0002)

**CITY OF NAMPA AREA OF IMPACT
OVERALL BOUNDARY LEGAL DESCRIPTION**

New City of Nampa Area of Impact boundary including extension areas:

Commencing at point that is 282 feet south of the NE corner of 4n2w24, to the Point of Beginning;

Thence following the south boundary of Snake River accretion ground to a point of intersection of the east boundary of the current Snake River and south boundary of Snake River accretion ground in Section 4n2w14;

Then west following the south boundary of the Snake River accretion ground to a point that is north 1,428 feet of the SE corner of Section 4n2w15 and the intersection of the south boundary of Snake River accretion ground;

Thence west following the south boundary of the Snake River accretion ground to a point that is 1,324 feet north of the south quarter corner of Section 4n2w15;

Thence south 1,324 feet to the south quarter corner of Section 4n2w15;

Thence south 2,613 feet to the intersection of Joplin Rd and Madison Rd;

Thence south along Madison Rd to the intersection of HWY 20/26 and Madison Rd;

Thence south along Madison Rd to the intersection of Linden Rd and Madison Rd;

Thence south along Madison Rd to the intersection of the center quarter corner of Section 4n2w34;

Thence west 6,563 feet to the west boundary of Union Pacific Railroad;

Thence northwest 1,470 feet to a point that is south 1,327 feet and west 946 feet of the NW corner of Section 4n2w33;

Thence west 946 feet to a point on Midland Blvd, also being the NW corner of the SW1/4 of the NW1/4 of Section 4n2w33;

Thence south along Midland Blvd to the intersection of Ustick Rd and Midland Blvd;

Thence south along Midland Blvd to the intersection of Laster Street, also being the east quarter corner of Section 3n2w05;

Thence west along the Laster Street to the west quarter corner of Section 3n2w05;

Thence west 840 feet, thence south 169 feet, thence west 200 feet, thence south 478 feet to the north boundary line of Interstate I-84;

Thence southeast along the north boundary line of Interstate I-84 to the intersection of the north boundary line of Interstate I-84 and N Middleton Rd;

Thence south along N Middleton Rd to the SE corner of Section 3n2w06;

Thence west 1,311 feet to the most south SE corner of Lot 11 of Bensonhurst Subdivision; thence north 161 feet along the east lot line of Lot 11 of Bensonhurst Subdivision; thence northwest 760 ft to the SE corner of Hoffman Lane right-of-way;

Thence southwest 1,064 feet to a point that is 70 feet west and 17 feet north of the north quarter corner of Section 3n2w07;

Thence south 17 feet to a point that is 70 feet west of the north quarter corner of Section 3n2w07;

Thence west along the north boundary line of Section 3n2w07 to the NW corner of the Partner

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Subdivision, also being the NW corner of the NE1/4 of the NW1/4 of Section 3n2w07;
Thence south along the westerly boundary of the Portner Subdivision to the NE corner of Burnie Subdivision, also being the SW corner of the NE1/4 of the NW1/4 of Section 3n2w07;
Thence west along the northerly boundary of Burnie Subdivision to the centerline of Midway Rd, also being the NW corner of the SW1/4 of the NW1/4 of Section 3n2w07;
Thence south 3,964 feet along Midway Rd to the intersection of Midway Rd and W Karcher Rd;
Thence west 1,121 feet to the intersection of Stone Lateral and W Karcher Rd;
Thence southwesterly and southeasterly along the centerline of the Stone Lateral to a point that is south 1,327 feet and west 941 feet of the NE corner of Section 3n3w13;
Thence west 2,042 feet to the SE boundary of Canyon View Estates Subdivision and centerline of the Upper Embankment Drain;
Thence southeast 2,661 feet along the Upper Embankment Drain to the NW corner of the SW1/4 of the SE1/4 of Section 3n3w13;
Thence south 1,322 feet along the Upper Embankment Drain to its intersection with Orchard Ave, also being the south quarter corner of Section 3n3w13;
Thence west along Orchard Ave to the intersection of Lake Ave, also being the NW corner of Section 3n3w24;
Thence south along Lake Ave, also being the westerly boundary of Section 3n3w24, to the intersection of Lone Star Rd, also being the SW corner of Section 3n3w24;
Thence west along Lone Star Road, also being the northerly boundary of Section 3n3w26, to the intersection of Indiana Ave, also being the NW corner of Section 3n3w26;
Thence west 1,252 feet along the northerly boundary of Section 3n3w27 to the boundary of Deer Flat National Wildlife Refuge;
Thence along said Refuge boundary south 2,635 feet to a point, and east 1,256 feet to the Indiana Ave and Roosevelt Ave intersection, also being the west quarter corner of Section 3n3w26;
Thence east along said Refuge boundary and Roosevelt Ave to the center quarter corner of Section 3n3w26;
Thence along said Refuge boundary south 1,326 feet to a point, east 1,324 feet to a point, and north 1,326 feet to a point on Roosevelt Ave approximately 1,318 feet west of the east quarter corner of Section 3n3w26;
Thence east 1,318 feet along said Refuge boundary and Roosevelt Avenue to the intersection of Lake Ave, also being the east quarter corner of Section 3n3w26;
Thence south along said Refuge boundary and Lake Ave, also being the west boundary to the NW corner of Section 3n3w36;
Thence meandering in a southeasterly direction along said Refuge boundary to a point on Iowa Ave being approximately 442 feet west of the center quarter corner of Section 3n3w36;
Thence east 1,765 feet along said Refuge boundary and Iowa Ave to a point, also being the NW corner of the NE1/4 of the SE1/4 of Section 3n3w36;
Thence south 2,744 feet along said Refuge boundary and the 1/16th line to a point, also being the SW

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corner of the SE1/4 of the SE1/4 of Section 3n3w36;

Thence east along said Refuge boundary to a point on W Greenhurst Rd, also being the SE corner of Section 3n3w36;

Thence east 3,903 feet along Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to a point;

Thence south 498 feet to a point approximately 1,538 feet west of S Middleton Rd, thence east 364 feet to a point approximately 512 feet south of W Greenhurst Road, thence north 59 feet to a point approximately 1,174 feet west of S Middleton Rd, thence east 30 feet to a point approximately 455 feet south of W Greenhurst Rd, thence north 455 feet to a point on W Greenhurst Rd approximately 1,144 feet west of the NE corner of Section 2n2w06;

Thence east 1,146 feet along W Greenhurst Rd, also being the northerly boundary of Section 2n2w06, to the intersection of S Middleton Rd, also being the NE corner of Section 2n2w06;

Thence south 1,608 feet along S Middleton Rd, also being the westerly boundary of Section 2n2w05, to the intersection of Coyote Cove Road and the boundary of Deer Flat National Wildlife Refuge, also being the SW corner of the NW1/4 of the NW1/4 of Section 2n2w05;

Thence meandering in a southeasterly direction along the Refuge boundary to the NW corner of the SE1/4 of the SE1/4 of Section 2n2w09;

Thence south 1,326 feet to the SW corner of the SE1/4 of the SE1/4 of Section 2n2w09;

Thence south 2,648 feet to a point on Lake Shore Dr, also being the SW corner of the SE1/4 of the NE1/4 of Section 2n2w16;

Thence east 6,641 feet along Lake Shore Dr to S Powerline Rd, also being the west quarter corner of Section 2n2w14;

Thence continuing east along the quarter section lines of Sections 2n2w14 and 2n2w13 to the east quarter corner of Section 2n2w13;

Thence north 108 feet along S Happy Valley Rd to the west quarter corner of Section 2n1w18;

Thence east along the quarter section lines of Sections 2n1w18 and 2n1w17 to the intersection of Dye Lane and S McDermott Rd, also being the east quarter corner of Section 2n1w18;

Thence north along S McDermott Rd and N McDermott Rd, also being and Canyon County, Idaho boundary line, to the intersection of N McDermott Rd and Ustick Rd, also being the NE corner of Section 3n1w05;

Thence west along Ustick Rd and the Canyon County, Idaho boundary line to the intersection of Ustick Rd and N Can Ada Rd, also being the NW corner of Section 3n1w06;

Thence north along N Can Ada Rd and the Canyon County, Idaho boundary line to the SE corner of Section 4n2w24;

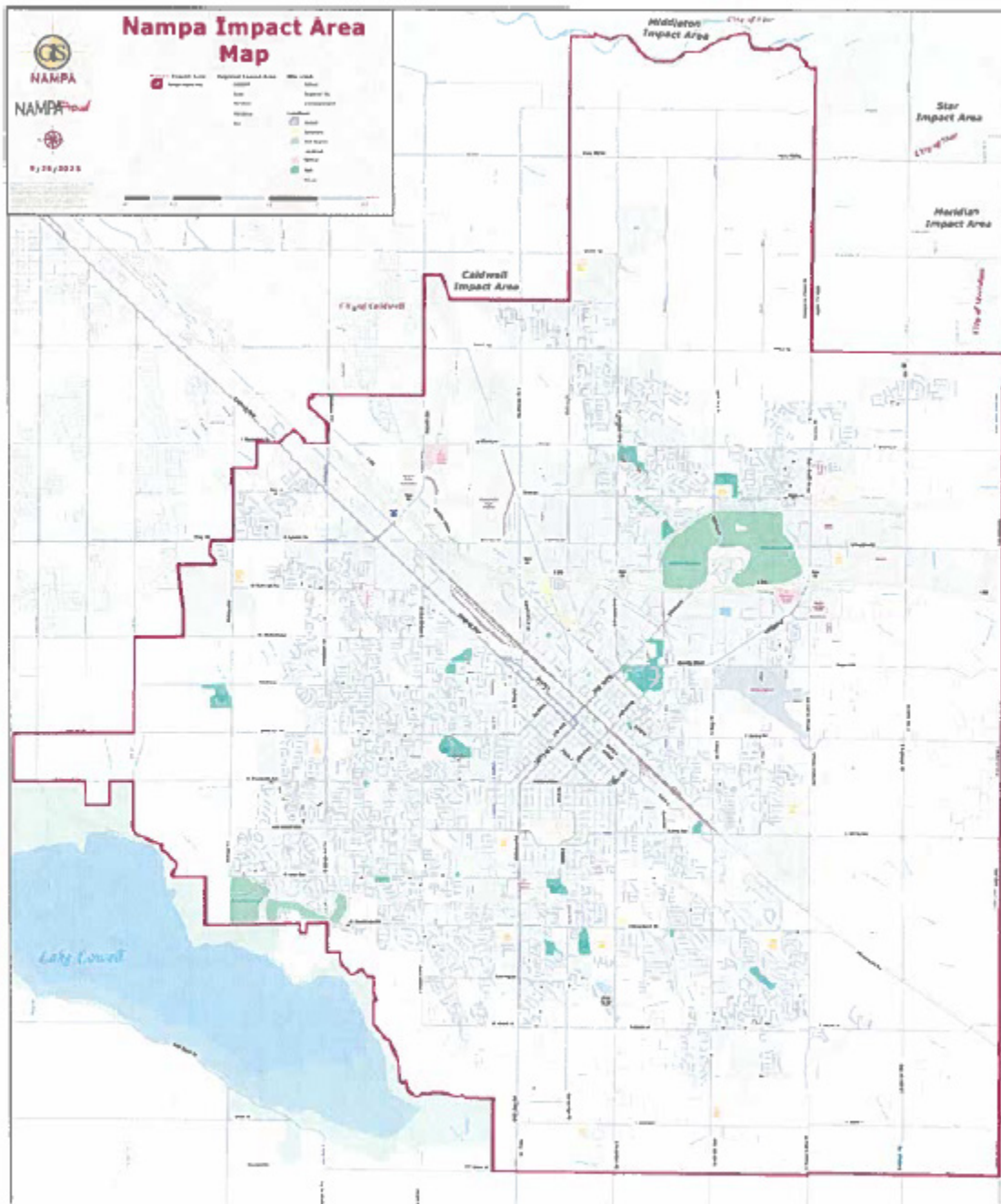
Thence north along the N Can Ada Rd and the Canyon County, ID boundary line to the **Point of Beginning**.

Containing 74.61 square miles, more or less.

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ORDINANCE AMENDING
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Ord. No. 24005

Exhibit H: Resolution 24-078 (Canyon County) Amending the Nampa Area of City Impact Boundaries on All Maps in the 2030 Canyon County Comprehensive Plan

RESOLUTION NO. 24-078

A RESOLUTION AMENDING THE NAMPA AREA OF CITY IMPACT BOUNDARIES ON ALL MAPS IN THE 2030 CANYON COUNTY COMPREHENSIVE PLAN PURSUANT TO CASE NO. OR2023-0002

The following Resolution was considered and adopted by the Canyon County, Idaho Board of County Commissioners (the "Board") on the 1 day of May, 2024.

Upon the motion of Commissioner Van Beek and the second by Commissioner Brooks, the Board resolves as follows:

WHEREAS, on or about March 2, 2023, The City of Nampa (the "Applicant") submitted a request to expand the Nampa area of city impact boundaries as described in Exhibit "A" and incorporated herein (Case No. OR2023-0002); and

WHEREAS, on July 6, 2023, the Canyon County Planning and Zoning Commission conducted a public hearing on the request, Case No. OR2023-0002, and voted to recommend approval of the request; and

WHEREAS, on July 6, 2023, the Canyon County Planning and Zoning Commission issued its Order recommending approval of the request, Case No. OR2023-0002; and

WHEREAS, on September 7, 2023, the Board conducted a public hearing on the request, Case No. OR2023-0002 and at the end of the hearing voted to approve the expansion of the Nampa area of city impact boundaries; and

WHEREAS, on December 19, 2023, the Board issued its Findings of Fact, Conclusions of Law, and Order approving the expansion of the Nampa area of city impact boundaries as described in Exhibit "A" and incorporated herein which includes amending the area of city impact boundaries on all maps in the 2030 Canyon County Comprehensive Plan as provided in Exhibit "B" and incorporated herein (Case No. OR2023-0002).



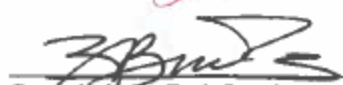
NOW THEREFORE, pursuant to the authority conferred by Canyon County Zoning Ordinance Chapter 7, Article 6; the Idaho Constitution, Article 17, Section 11; and Idaho Code §§67-6509, 31-714, 31-801, and 31-828; the 2030 Canyon County Comprehensive Plan maps, as amended, shall be and is hereby amended as follows:

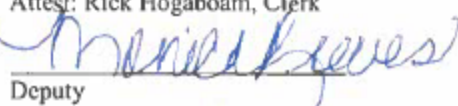
The Nampa area of city impact boundaries on all maps in the 2030 Canyon County Comprehensive Plan, as amended, shall be and are amended as described in the attached Exhibit "A" and "B" which are incorporated by reference herein.

RESOLUTION: 24-078
2030 Comprehensive Plan Map Amendment – Nampa AOCI Boundary (OR2023-0002)

IT IS FURTHER ORDERED that this Resolution shall be effective the 1 day of MAY, 2024.

- Motion Carried Unanimously
- Motion Carried/Split Vote Below
- Motion Defeated/Split Vote Below

	Yes	No	Did Not Vote
 _____ Commissioner Leslie Van Beek	_____	_____	_____
 _____ Commissioner Brad Holton	X	_____	_____
 _____ Commissioner Zach Brooks	X	_____	_____

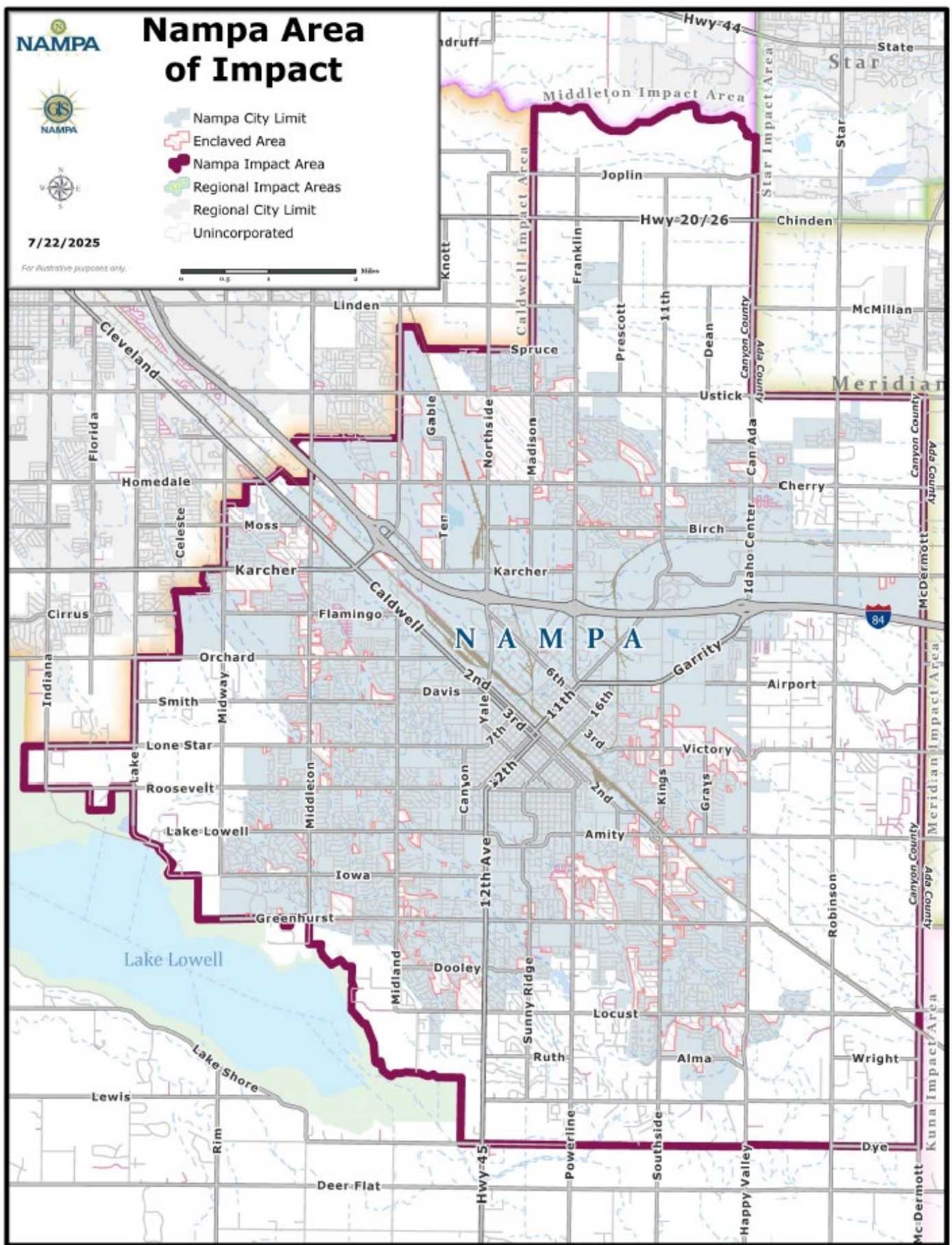
Attest: Rick Hogaboam, Clerk


Deputy
Date: 5-1-24

RESOLUTION: 24-078
2030 Comprehensive Plan Map Amendment – Nampa AOC1 Boundary (OR2023-0002)

(Res 24-078 Exhibits match Res 24-005 – not included to avoid redundancy)

Exhibit A: Current Nampa Impact Area Outline





CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Ave., Ste. 310, Caldwell, ID 83605 | Office: 208-402-4164

<https://www.canyoncounty.id.gov/elected-officials/commissioners/development-services/>

HEARING SCHEDULE

Date: August 22, 2025

Re: **AOI – City of Nampa – OR2025-0011**

To the applicant on file:

The above-referenced application has been scheduled for a public hearing. The meeting schedule and materials deadline are listed below:

Board of County Commissioners – Public Hearing: October 16, 2025; 1:30 pm

Location: Public Meeting Room

(1st floor of Canyon County Administration Building, 111 N. 11th Ave., Caldwell, ID 83605)

The staff report and exhibits will be posted on the Land Hearings website (<https://www.canyoncounty.id.gov/land-hearings/>) approximately 7 days prior to the subject hearing.

Materials Deadline: September 26, 2025

The term “materials” broadly refers to any written comments, documents, exhibits, visual presentations, or similar items that are to be transmitted to the presiding party as evidence for review, regardless of format.

In accordance with Canyon County Ordinance §01-17-07(2) all materials to be transmitted to the Presiding Party to be relied on as part of the record must be received by the materials deadline, which shall be at a minimum of ten (10) days prior to the public hearing. Materials received by the deadline will be automatically made a part of the record. This deadline is to provide ample time for inclusion in the staff report packet, hearing body review, full transparency, and access for the public. The submission of late documents or other materials does not allow all parties time to address the material or allow sufficient time for public review.

Presentation:

You should come prepared to present your request before the hearing body and stand for questions. A presentation (PowerPoint, PDF, reference board) brought on the day of the meeting will not be accepted and must be submitted by the aforementioned materials deadline.

As the applicant or representative, you will be presenting your application to the hearing body prior to staff and public testimony. In order to testify you will need to sign in prior to the start of the hearing. Generally, you will be allotted ten minutes to present your application and after all testimony is received, you will be allotted an additional five minutes for rebuttal.

Sincerely,

The AOI Team: Michelle Barron, Arbay Mberwa, and Amber Lewter

Canyon County Development Services Department

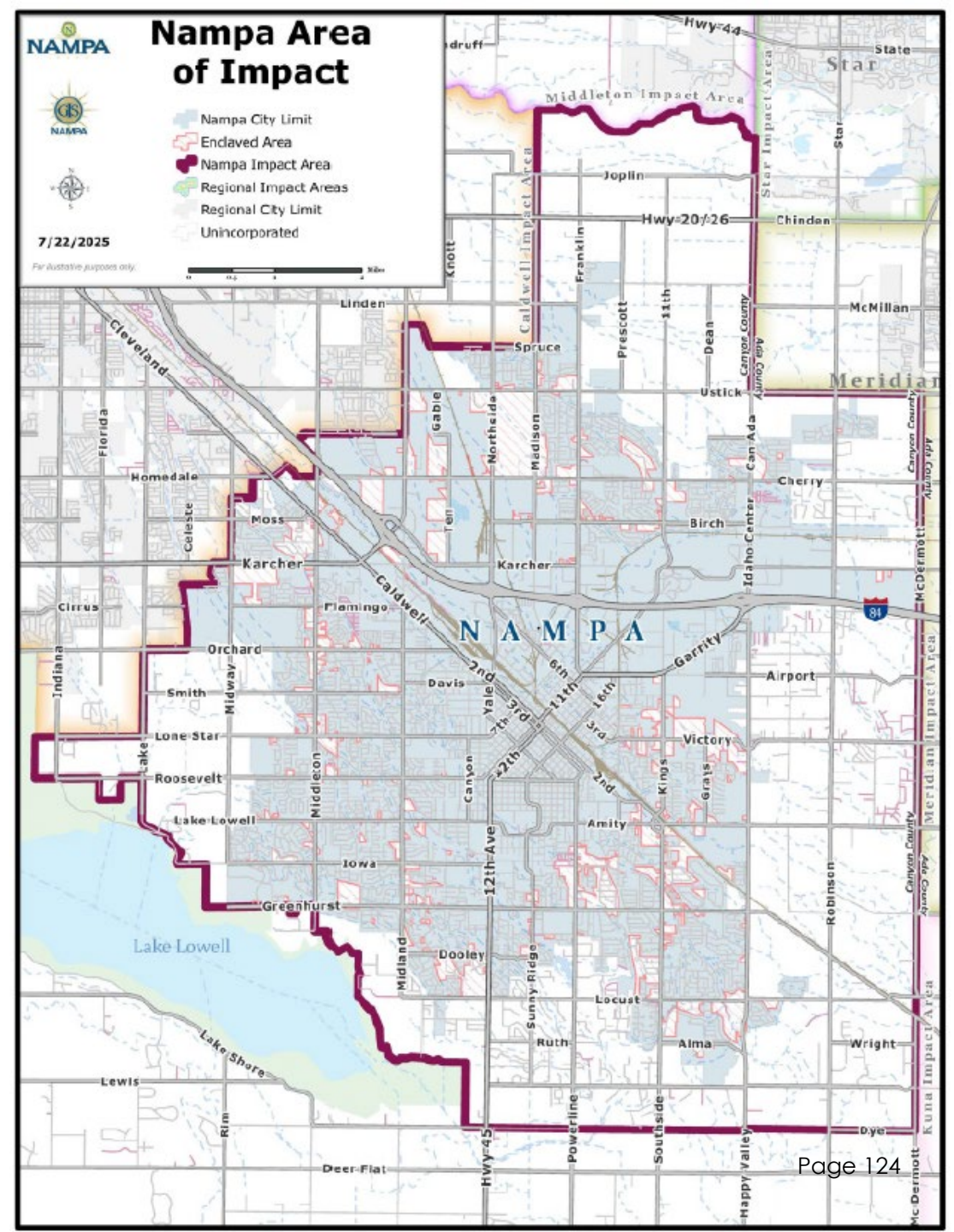


City of Nampa Impact Area

Before the Board of Canyon County Commissioners
October 16, 2025

Request:

The City of Nampa requests that the Canyon County Board of Commissioners confirm and reestablish Nampa's existing Impact Area Boundary that is roughly bound by the Boise River to the north between Madison Rd and N Can Ada Rd, the county line to the east, Lake Shore Dr to the south, and Lake Lowell and Caldwell's previously established Impact Area Boundary to the west.

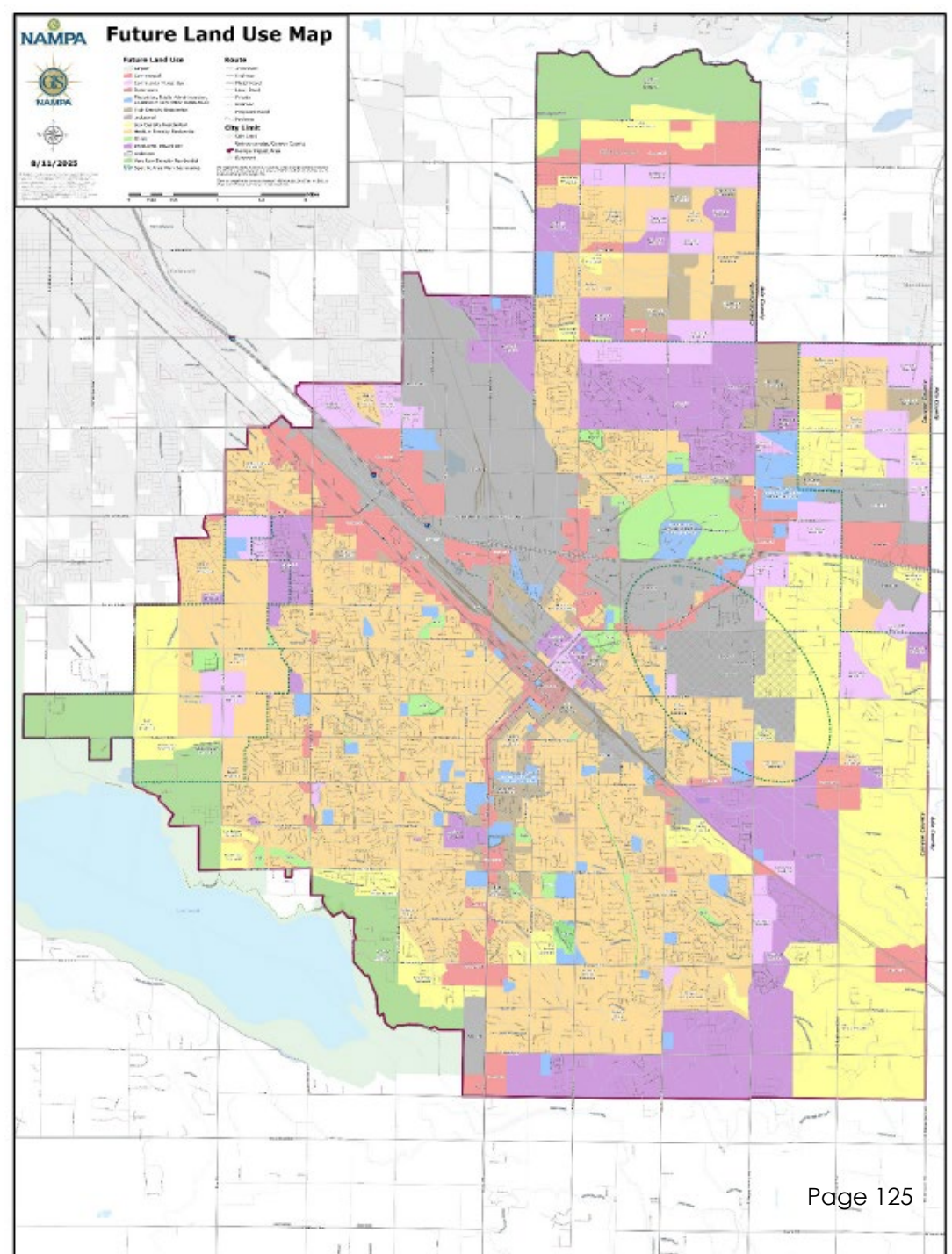


Background:

1. Nampa's current Impact Area boundary was established in 2005, extending to the Boise River to the north, the county line to the east, Lake Shore Dr to the south, and Midway Rd. to the west. (Nampa Ordinance No. 3452, Canyon County Ordinance No. 05-014)

2. Nampa's Impact Area boundary was extended in 2016 to include Midway Park and small portions adjacent to the City of Caldwell's Impact Area that the City of Nampa negotiated with the City of Caldwell. (Nampa Ordinance No. 4278, Canyon County Ordinance No. 16-010)

3. Nampa's Impact Area was expanded in 2023 to include what is known as "Southwest Nampa" (area west of Midway to Indiana Ave adjacent to Caldwell's Impact Area) and areas along Lake Lowell. (Nampa Ordinance No. 4780, Canyon County Ordinance No. 24-005)



Nampa has met the criteria required in Idaho State Code section 67-6526:

1. Anticipated and Residential Growth: As stated in the staff report, Nampa is growing in several directions – primarily to the north and southwest. Land ownership indicates that most of the undeveloped land in the impact area is positioned for this type of growth.

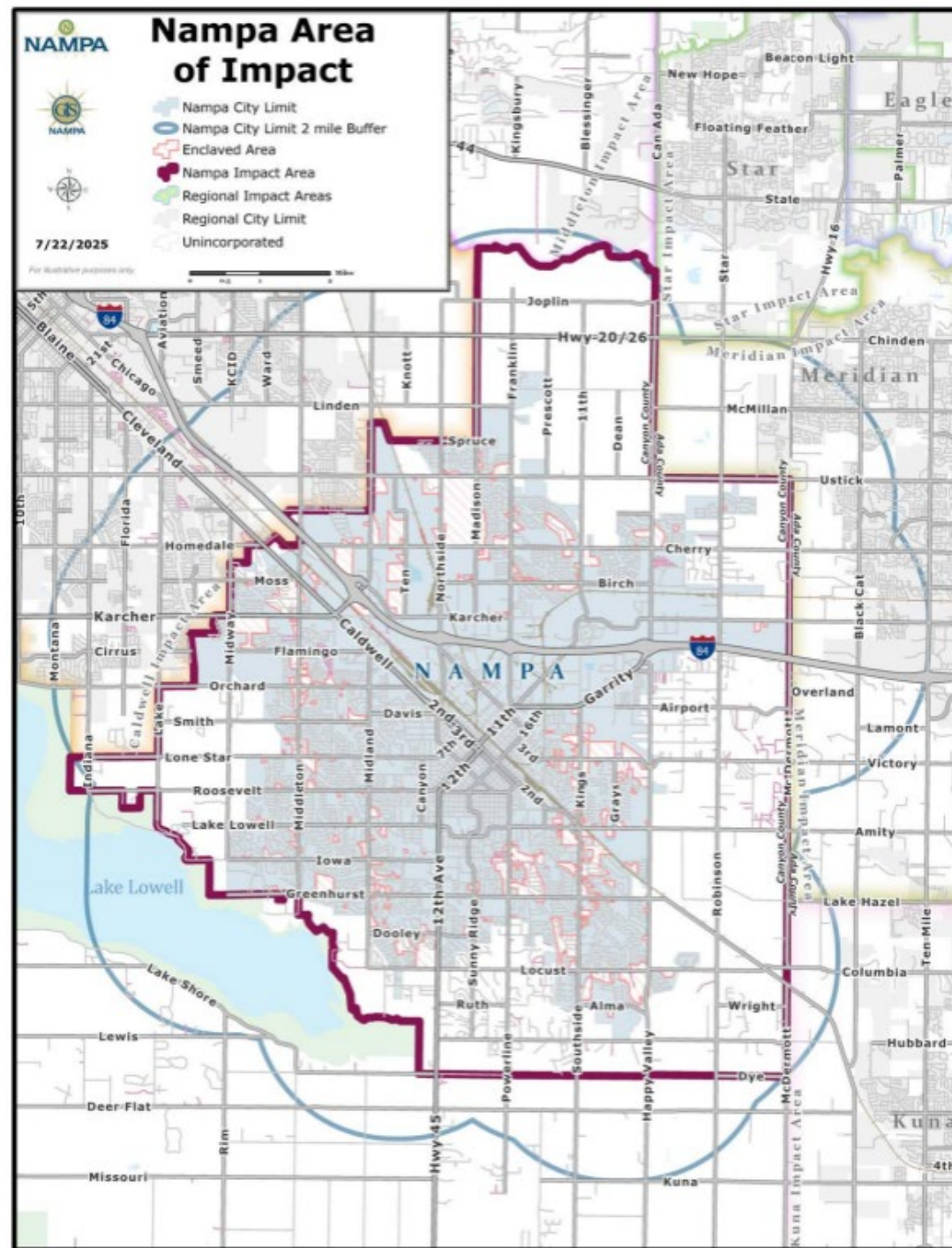
2. Geographic Factors: As stated in the staff report, the geographic factors in the Nampa area are favorable to the accommodation of future growth. Areas near Lake Lowell and the Boise River have reduced densities to reduce impacts of development on these natural areas.

3. Transportation Infrastructure and Systems, Including Connectivity: As stated in the staff report, transportation infrastructure and critical connections planned in the Nampa Transportation Master Plan are in process.

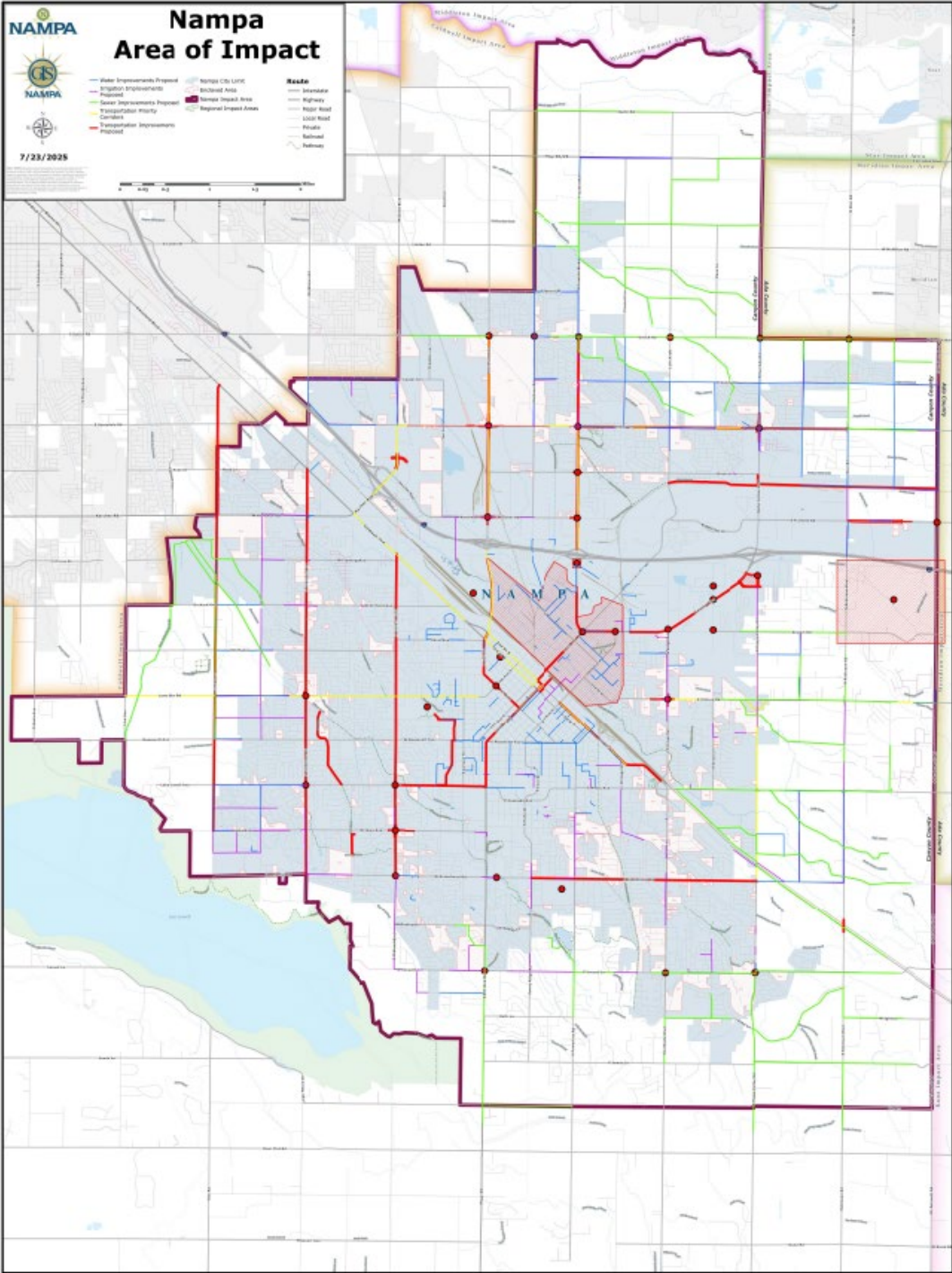
4. Areas where municipal sewer and water are expected to be provided in the next 5 years: The staff report indicates the City has the capacity to serve the Impact Area as development occurs within the next five years.

5. Public Service District Boundaries: The staff report indicates that the Nampa Impact Area is served by districts that provide the necessary services.

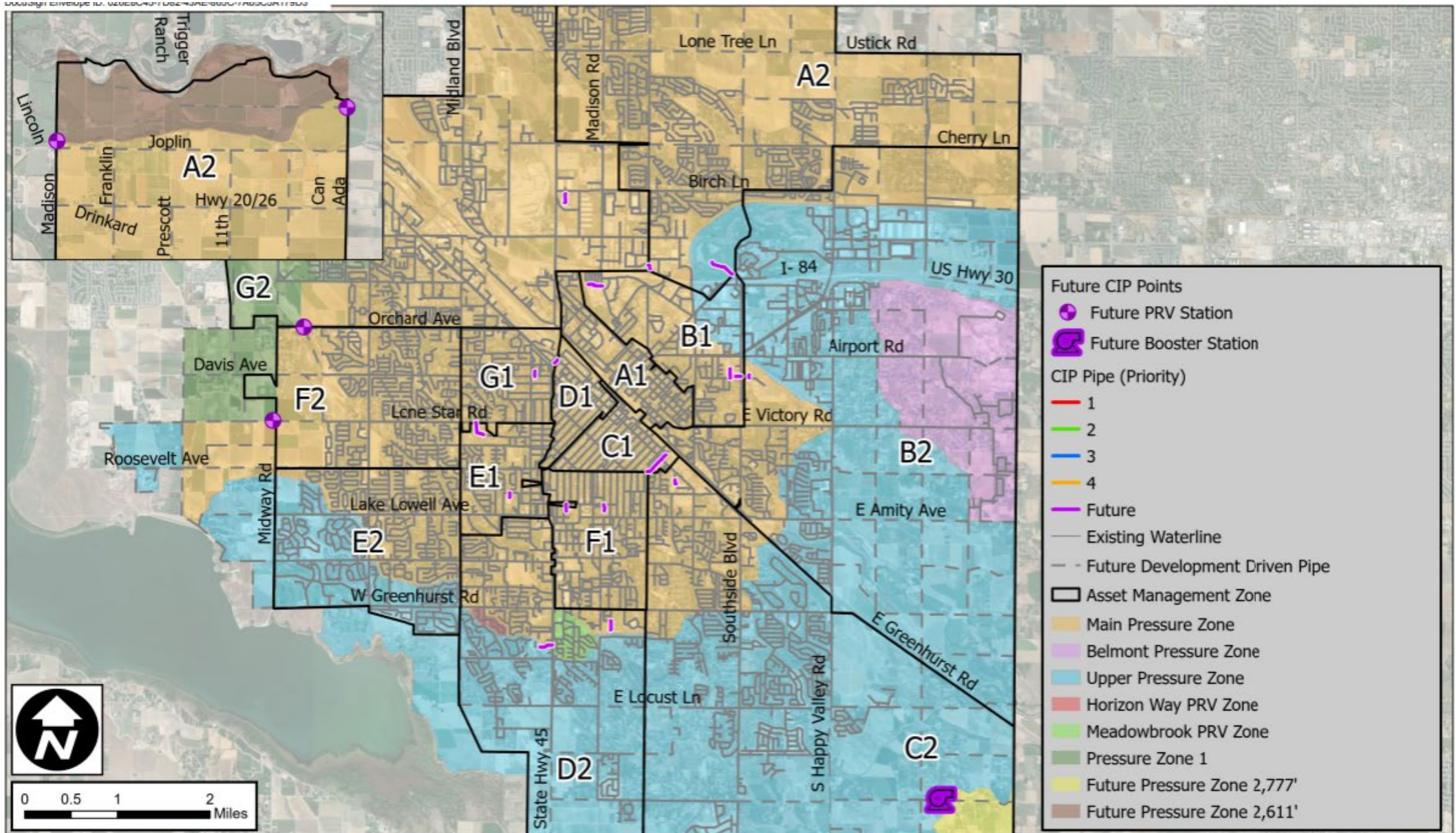
Two-mile radius from City Limits



Utility Master Plan



Nampa Water Master Plan

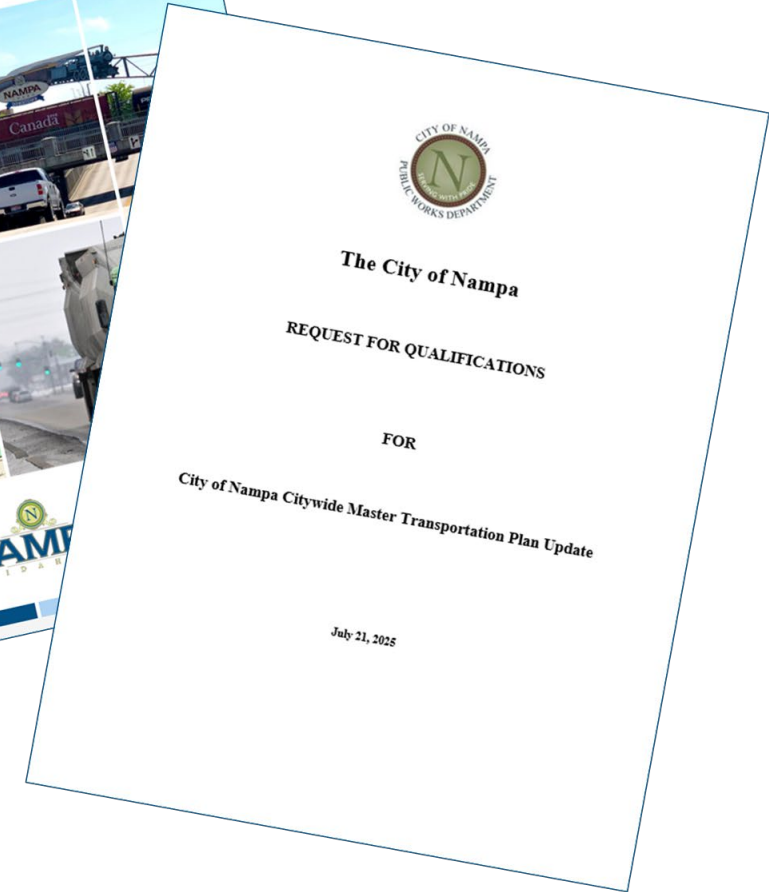


Transportation Master Plan

Published Master Plan 2019

New Master Plan Update will Include:

- Integrate projects from the City's Five-Year Transportation Plan and the Capital Work Plan for budget planning
- Identify regional connections with new shared-use paths and transit stops
- Improve resident quality of life by providing access to food, jobs, and healthcare
- ITS Master Plan
- Passenger Rail



North Nampa Impact Area



Mayor:
Trevor A. Chadwick

Council:
Kevin Nielsen
Jennifer Salmonsens
Kevan Wheelock
David Hershey

Canyon County Development Services
Attention Michelle Barron
111 North 11th Ave Suite 140
Caldwell, ID 83605

August 20, 2025

Dear Development Services:

Please accept this request by the City of Star for an ordinance update to amend Chapter 9, Article 19, Subsection 11 and 13 of the Canyon County Code to confirm the existing area of city impact boundaries for the City of Star, in compliance with Idaho Code 67-6526. Attached please find a boundary map indicating the Star Area of City Impact.

The area recognized on the exhibit map meets the required criteria set forth in 67-6526, Modification or Confirmation of Area of Impact Boundaries by:

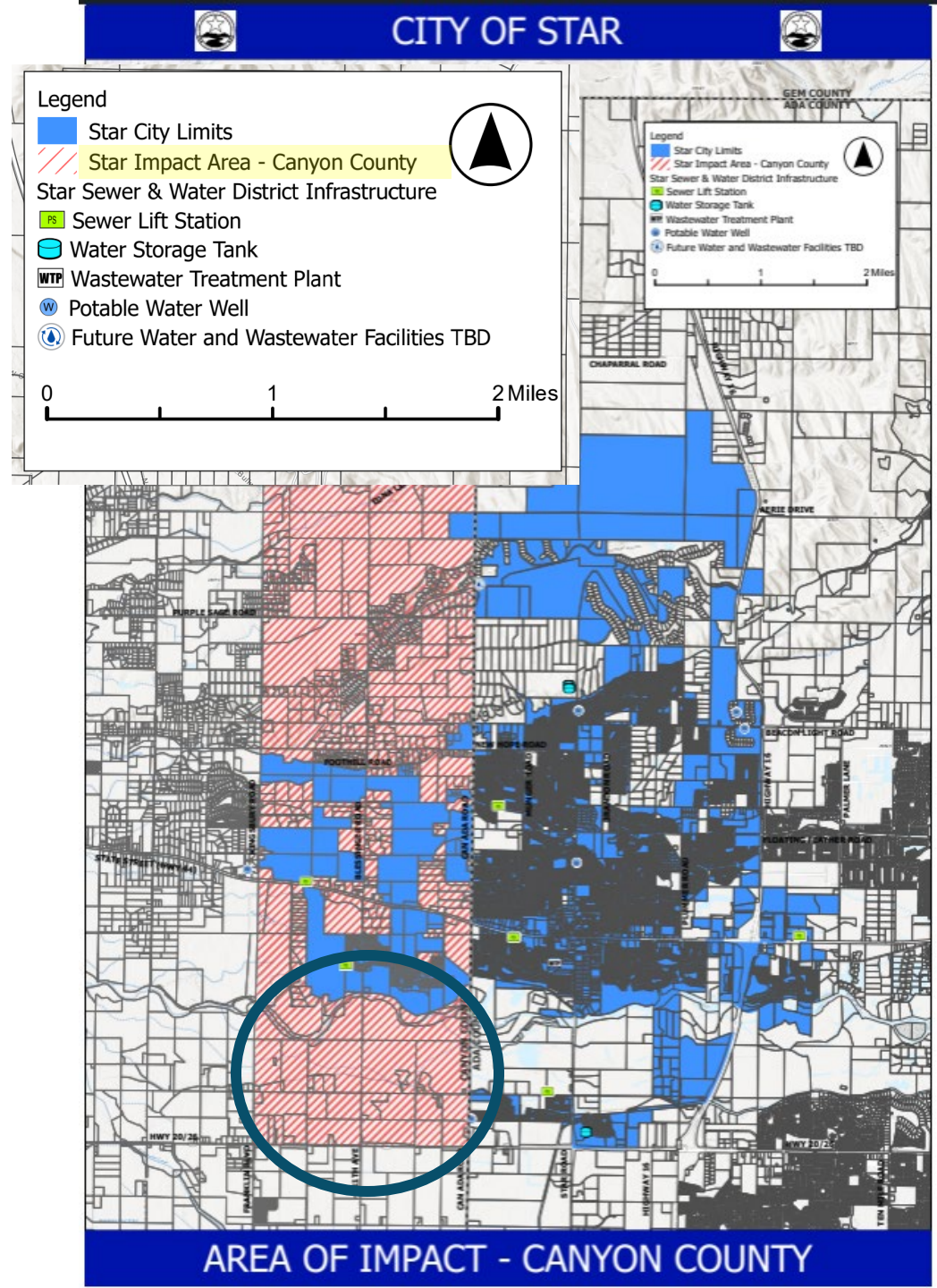
- i. Showing the continued growth of commercial and residential of the City of star within Canyon County;
- ii. Geographic factors including proximity to the Boise River, State Highways and the foothill areas to the north of the City limits;
- iii. Transportation infrastructure and systems, including connectivity, as it relates to Highways 44 and 20/26, along with Kingsbury Road, Blessinger Road and Can Ada Road;
- iv. Areas where municipal or public sewer and water are expect to be provided with five (5) years, including existing Star Sewer and Water District sewer lift station on Joplin Road just east of the Canyon County line in the southern area of the AOI, and currently constructing water well on Can Ada Road north of Hwy 20/26;

The recognized area also meets the criteria that the city will likely annex this area within the next five (5) years, and the area designated is within the two (2) mile radius of existing city limits

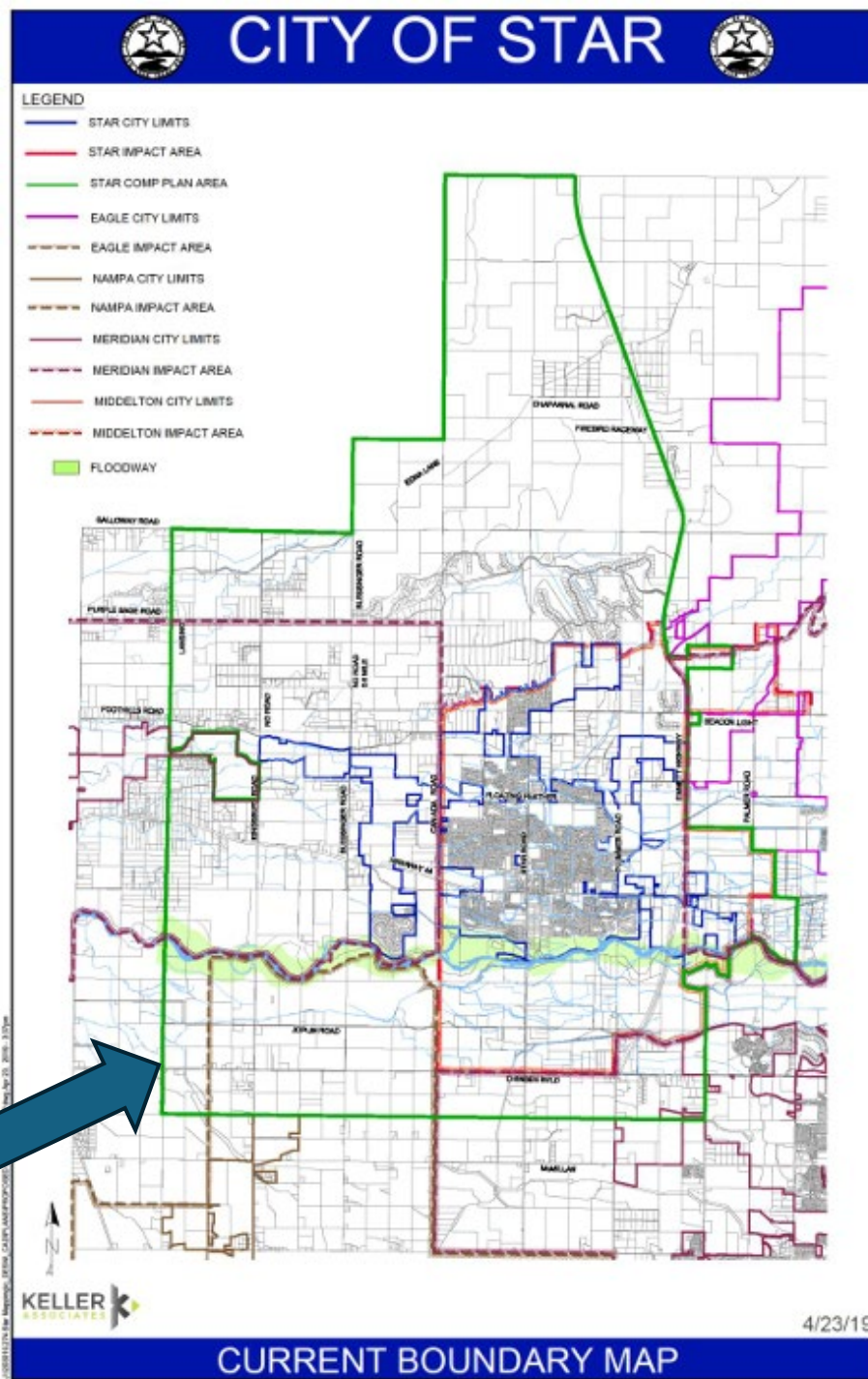
Thank you for the opportunity to provide this request and information to the Canyon County Commissioners. Please do not hesitate to contact me if you have any questions.

Sincerely,

Shawn L. Nickel
Planning Director and Zoning Administrator

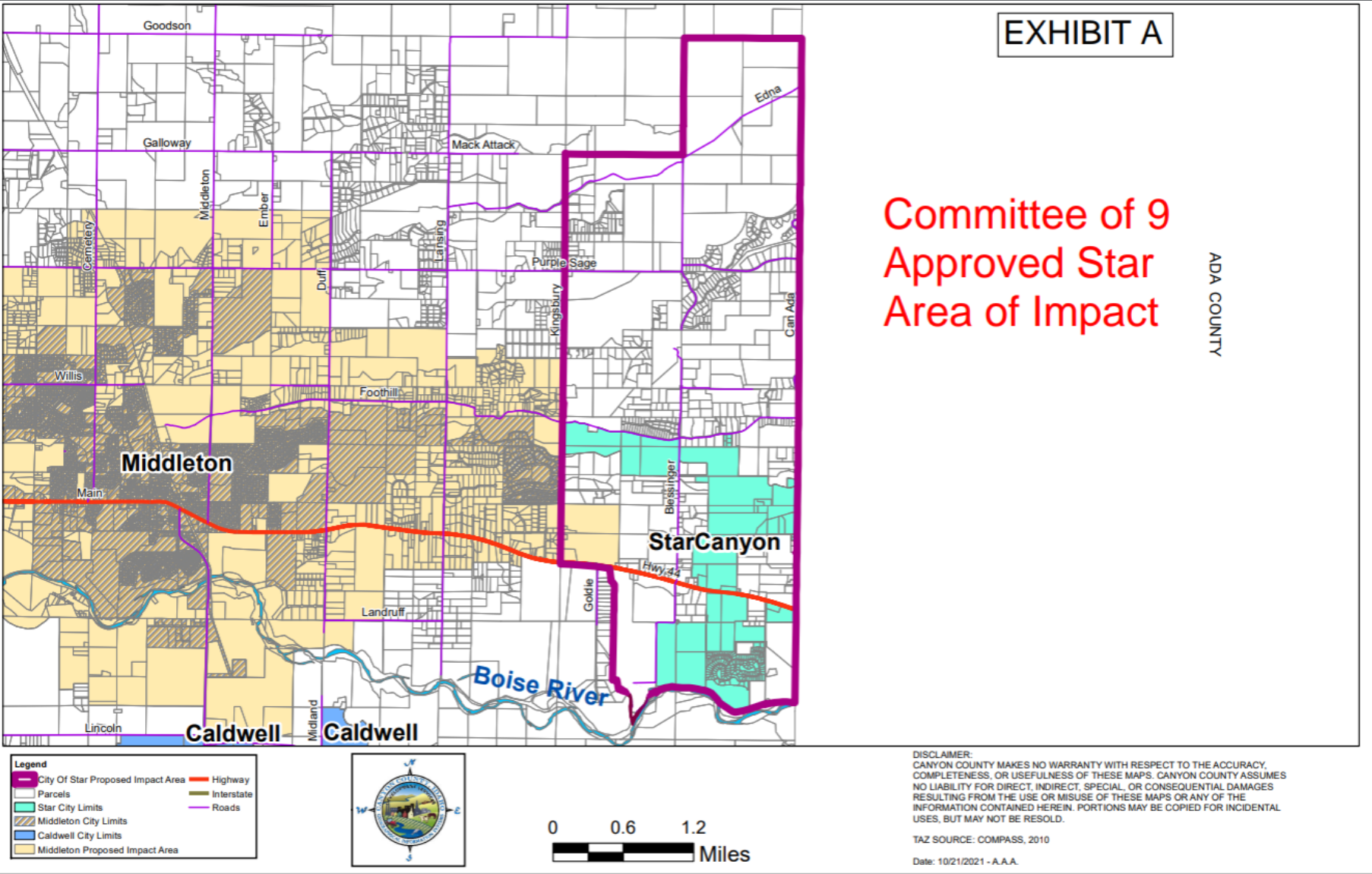


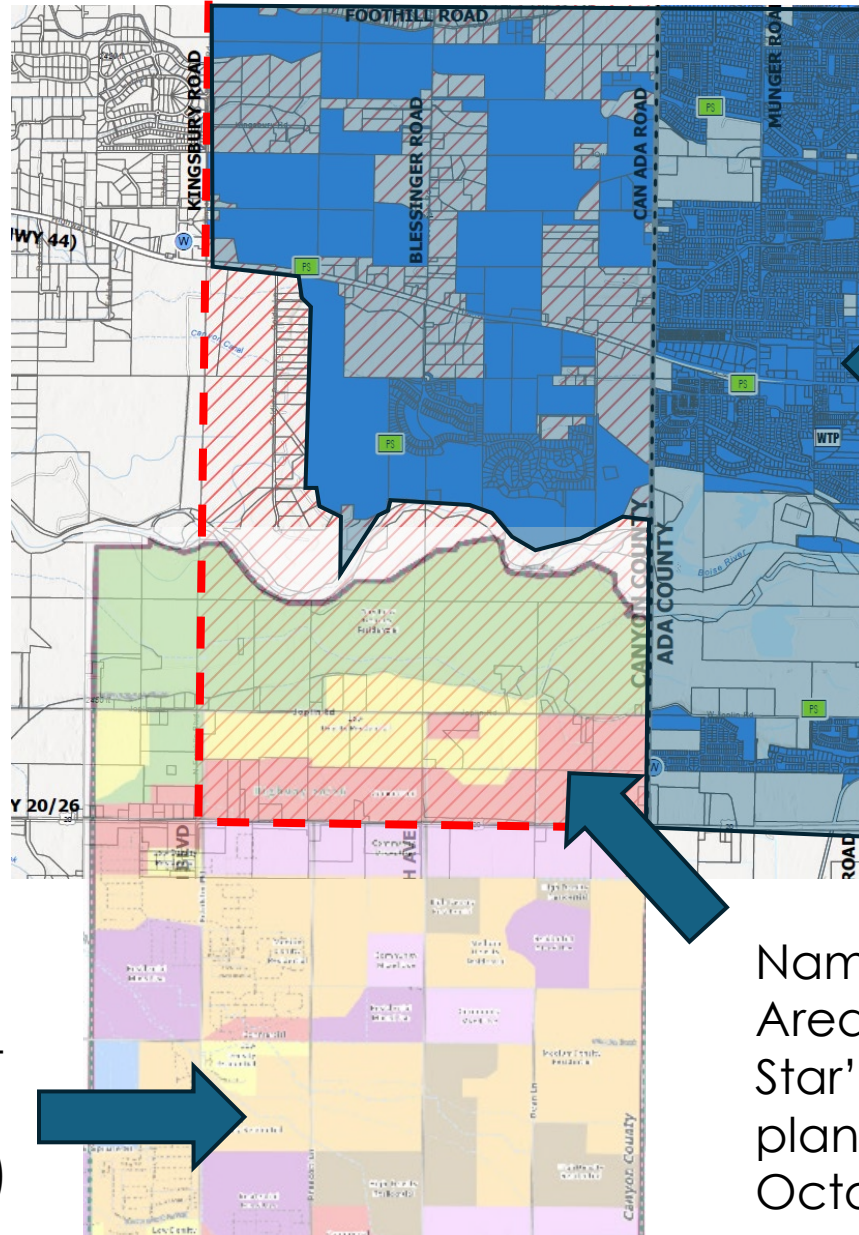
Star's Current Comprehensive Plan



Star's current comprehensive plan map shows this as a "Comprehensive Plan Area" – not an "Impact Area" boundary

Committee of 9
approved Star
Impact Area
Expansion





Star's current Impact Area as of October 3, 2025

Nampa's current Impact Area with land use designations (since 2004)

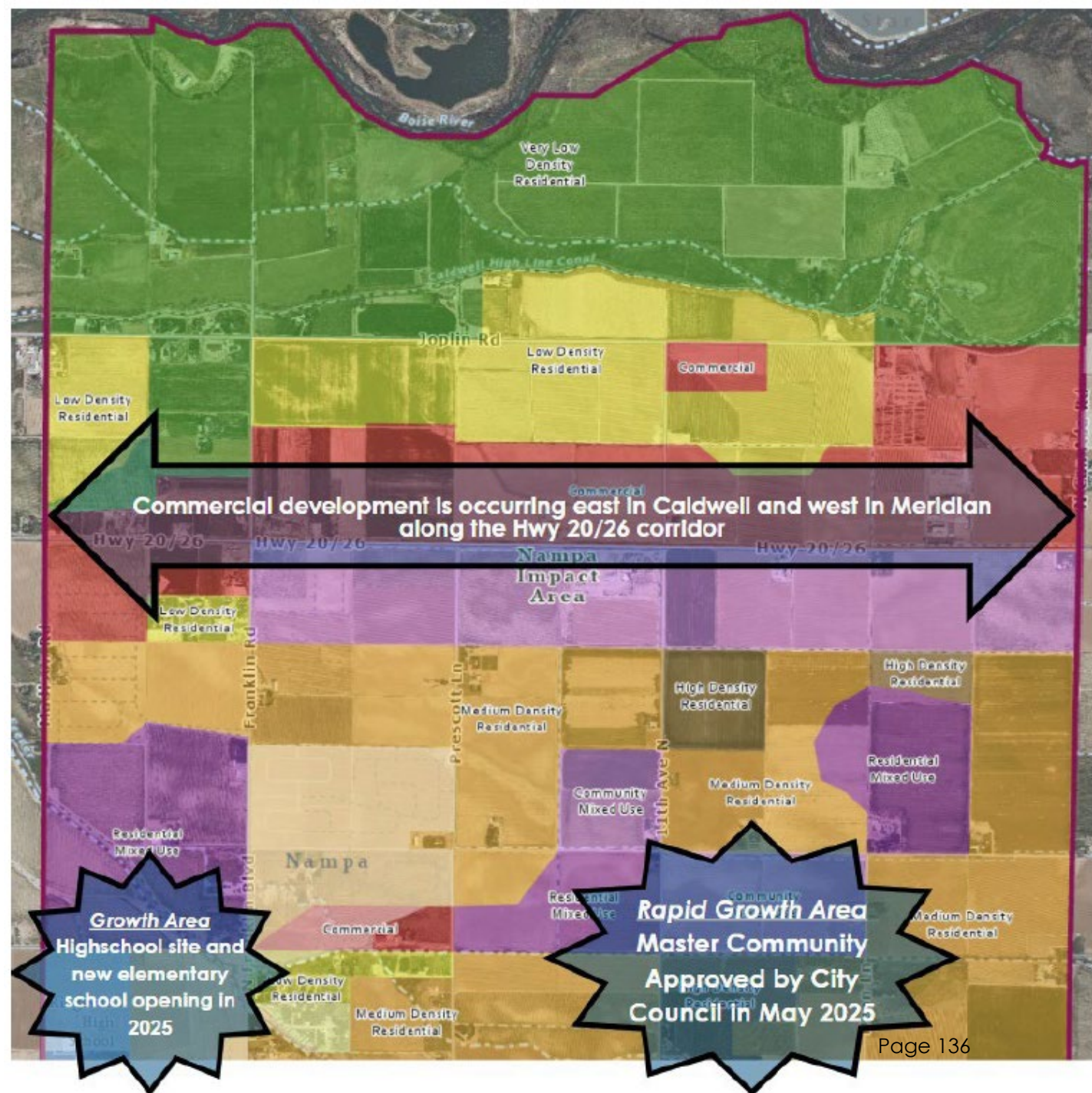
Nampa's current Impact Area (since 2004) with Star's comprehensive plan overlay as of October 3, 2025

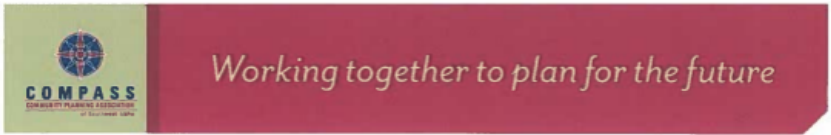
North Nampa:

Access to the Boise River and its resources are strategically significant for Nampa.

Highway 20/26 is a major commerce and commuter corridor. It is a vital commercial and economic development corridor for Nampa.

Important arterial and collector roads connect Nampa to Highway 20/26 and a future Franklin Road Bridge over the Boise River.





Transportation – Franklin Bridge

Highlights of COMPASS letter

February 6, 2025

U.S. Department of Transportation
The Honorable Sean Duffy, Secretary
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Nampa, Idaho, Boise River Crossing Planning and Environmental Linkages (PEL) Study PROTECT Planning Grant

Dear Secretary Duffy:

The Community Planning Association of Southwest Idaho (COMPASS), the metropolitan planning organization for Ada and Canyon Counties, Idaho, supports the City of Nampa, Idaho's, PROTECT planning grant application for a PEL study to evaluate an additional Boise River crossing at Franklin Boulevard in the City of Nampa. This project is identified in the regional long-range transportation plan as a priority study.

The PEL study will serve as a critical catalyst to advance regional goals relating to safety, resiliency, and connectivity along a significant local route between two heavily used regional routes, State Highway 44 and US Highway 20/26.

The PEL study will identify a new bridge crossing location and concept to provide the following benefits:

- Increased transportation network redundancy and safety by providing additional travel route options when a hazard event or crash creates detours, road closures, and/or congestion.
- Improved access to essential goods and services.
- An enhanced rural transportation network for all modes across the barrier of the Boise River with connectivity along a significant local route between State Highway 44 and US Highway 20/26.
- Enhanced resiliency in the event of natural disasters.

This project is aligned with the goals of the regional long-range transportation plan, including:

- Improve safety and security for all transportation modes and users.
- Develop a regional transportation system that connects communities.
- Support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.
- Promote freight accessibility and mobility via truck and rail improvements to support the efficient movement of goods and encourage economic development.
- Promote transportation systems and land use patterns that enhance public health, protect the environment, and improve the quality of life.

COMPASS supports this \$2,165,000 request and the benefits it will create with improved safety, resiliency, and connectivity in the City of Nampa and for the region. Your serious consideration is greatly appreciated.

Sincerely,

Matthew J. Stoll
Executive Director

c: Honorable Debbie Kling, Mayor, City of Nampa
Crystal Craig, Director of Transportation, City of Nampa
Shelia Gibson, Grant Writer, City of Nampa

1. Priority Study
2. Regional Transportation system that connects communities
3. Improved safety, resilience, and connectivity in the City of Nampa and for the region

Transportation – Franklin Bridge



HIGHWAY DISTRICT No.4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607
TELEPHONE 208.454.8135
FAX 208.454.2008

Highlights of HD4 letter

1. The crossing has been included on regional planning maps for more than 15 years, and is supported by the cities of Middleton, Star, Caldwell, and Nampa as a significant regional corridor.

January 29, 2025

Mayor Debbie Kling
City of Nampa
411 3rd Street South
Nampa, ID 83651

Re: Franklin Blvd / Kingsbury Rd Crossing of the Boise River

Dear Mayor Kling,

We are writing to offer our full support for the City of Nampa's Franklin Blvd / Kingsbury Rd Crossing of the Boise River Project via the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program application, and for any future funding pursuits.

We are excited to advance this project that will significantly improve regional mobility and connectivity, develop multi-modal accessibility between Nampa and the Middleton/Star area, and reduce travel times for all users.

A Boise River crossing connecting Franklin Blvd on the south and Kingsbury Rd on the north has been planned for many years to provide resiliency to the existing public road system in Canyon County. The additional connection would reduce detour lengths at the existing Middleton Rd and Star Rd river crossings from 12 miles to 6 miles, and reduce typical north-south trip lengths in northeastern Canyon County by up to 3 miles. This crossing has been included on regional planning maps for more than 15 years, and is supported by the cities of Middleton, Star, Caldwell, & Nampa as a significant regional corridor.

Highway District No. 4 has begun acquiring right-of-way sufficient to develop both Kingsbury Rd north of the Boise River, and Franklin Blvd south of the river as principal arterial corridors, and has required developments along these alignments to make provisions to accommodate this community improvement.

Please use this letter as proof of our support as needed. We strongly urge funding programs to give the Franklin Rd/Kingsbury Rd Crossing of the Boise River all due consideration.

Sincerely,

Highway District No. 4 Board of Commissioners


Jay Gibbons, Chairman


Rick Youngblood, Commissioner


Patrick Reed, Commissioner

Transportation – Franklin Bridge



CITY OF MIDDLETON
1103 W. MAIN STREET, MIDDLETON, ID 83644
208-585-3133, 208-585-9601 FAX
WWW.MIDDLETONCITY.COM

March 17, 2025

Susan Wilson
Rural and Tribal Assistance Pilot Program
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Support for Boise River Crossing at Franklin Boulevard PEL Study

Dear Susan Wilson:

The City of Middleton would like to express our support for the City of Nampa as they pursue federal funding for this important Planning and Environmental Linkages (PEL) Study for a Boise River Crossing at Franklin Boulevard (the Project). The improvements identified by this Project will be a critical catalyst to advance local and regional goals in safety, resiliency, and connectivity along a significant local route between two heavily utilized regional routes, SH-44 and HWY 20/26.

The project would extend Franklin Boulevard to the north, across the Boise River, and tie into SH-44 at the existing Kingsbury Road intersection. Given the anticipated growth in the Kingsbury Road area and the associated increases in congestion along SH44 through the City of Middleton, this location would be ideally located between the two existing river crossings located 3 miles to the east and west at Middleton Road and Star Road.

Of particular importance to the City of Middleton, the proposed river crossing at Franklin Boulevard offers strategic redundancy to maintain effective and efficient transportation network performance during a closure of the Middleton Road Bridge, while also filling a gap in multimodal connectivity. This project strongly supports recommendations of current planning projects related to enhancing resiliency to this area associated with a rapidly expanding population.

A Boise River Crossing at Franklin Boulevard can also be a focal point of a trail network along the Boise River that the City of Middleton is actively building. This trail network will promote active healthy lifestyles throughout the area, increase opportunities for non-motorized connections between Middleton and Caldwell, and create a natural buffer against infrastructure failures attributable to Boise River flooding events anticipated with increased temperatures and shifting precipitation patterns.



CITY OF MIDDLETON

The benefits to the safety, resiliency, and connectivity of our region's motorized and non-motorized transportation infrastructure brought about by an additional Boise River bridge at this location are eagerly anticipated. The City of Middleton looks forward to partnering in the comprehensive planning effort and supports the City of Nampa's efforts in advancing this project.

Sincerely,

A handwritten signature in black ink that reads 'Jackie L. Hutchison'.

Mayor Jackie L. Hutchison
City of Middleton

cc: Crystal Craig, Director of Transportation, City of Nampa

Transportation – Franklin Bridge

City of Star



Mayor:
Trevor A. Chadwick

Council:
Kevin Nielsen
Jennifer Salmonsens
Kevan Wheelock
David Hershey

10769 W. State Street
P.O. Box 130
Star, Idaho 83669
208-286-7247
Staridaho.org

The Honorable Sean Duffy, Secretary
Susan Wilson, Grantor
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

March 25, 2025

RE: Rural and Tribal Assistance Pilot Planning Grant: Boise River Crossing at Franklin Blvd PEL Study

Dear Mr. Duffy and Ms. Wilson:

As Mayor of the great City of Star, I am writing to express my strong support for the City of Nampa as they pursue federal funding for this important Planning and Environmental Linkages (PEL) Study for a Boise River Crossing at Franklin Boulevard (the Project). The improvements identified by this Project will be a critical catalyst to advance local and regional goals in safety, resiliency, and connectivity along a significant local route between two heavily utilized regional routes, SH-44 and HWY 20/26.

Franklin Boulevard currently starts at approximately Joplin Road, north of HWY 20/26, and runs south directly into the heart of Nampa. The project would extend Franklin Boulevard to the north, across the river, and tie into SH-44. The only existing river crossings in the area are on Middleton Road and Star Road, which are spaced six miles apart. The proposed crossing would be strategically located between these existing bridges, reducing the distance to three miles between each crossing to substantially improve overall resiliency and redundancy of the transportation system based on spacing and number of crossings over Boise River.

The proposed river crossing at Franklin Boulevard offers strategic redundancy to maintain effective and efficient transportation network performance during bridge closures or weather-induced events, while also filling a gap in multimodal connectivity. This Project strongly supports recommendations of current planning projects related to enhancing resiliency to this area to meet the needs of the growing population.

This Project will document the clear connection between weather events, natural disasters, and the vulnerabilities of the transportation network with the Boise River as a travel barrier. The Project will provide a comprehensive planning effort that will focus on developing a more resilient and redundant transportation network across the Boise River, mitigating the effects of infrastructure failures and closures caused by flooding events, increased temperatures, shifting precipitation patterns, wildfires, and regional earthquakes. The study will follow the FHWA PEL process to support early agency coordination and efficient decision-making to ultimately accelerate delivery of this critical link in the Treasure Valley transportation system.

We appreciate your consideration and respectfully request USDOT to prioritize funding to support this worthy proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read "Trevor A. Chadwick".

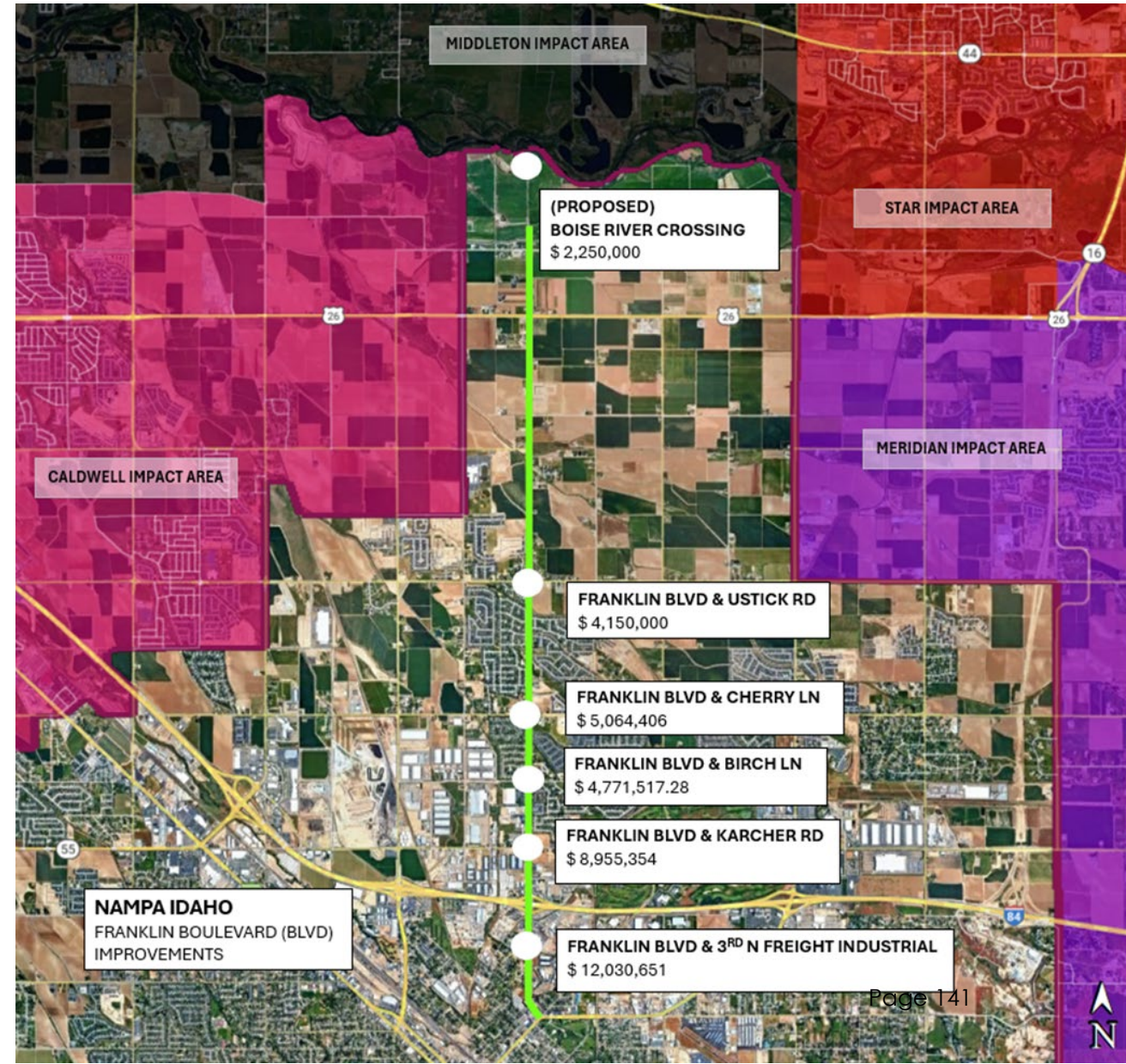
Trevor A. Chadwick
Mayor, City of Star, Idaho

Highlights of the Star letter

1. Franklin Boulevard currently starts at approximately Joplin Road, north of HWY 20/26, and runs south directly into the heart of Nampa.

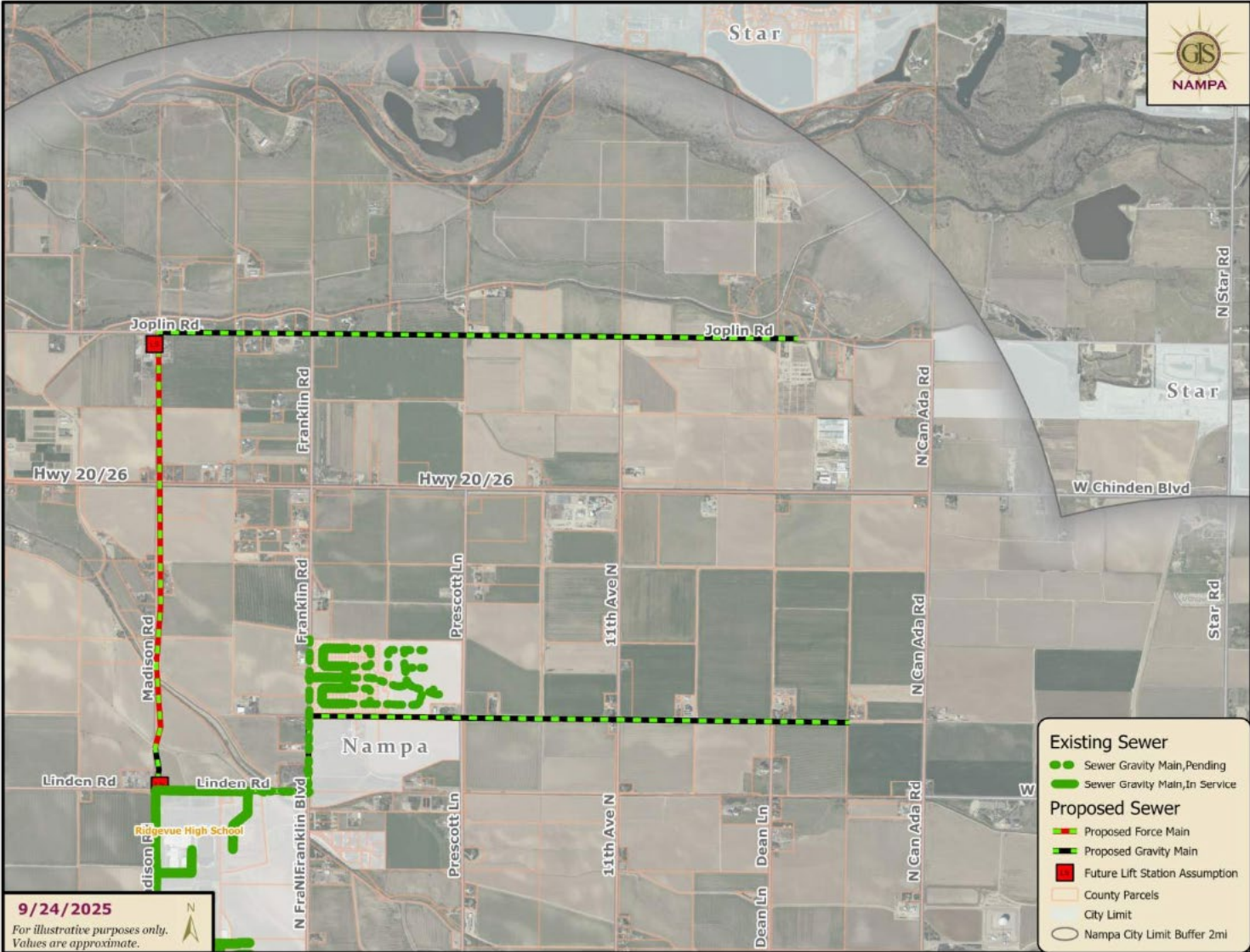
North Nampa Transportation Investment

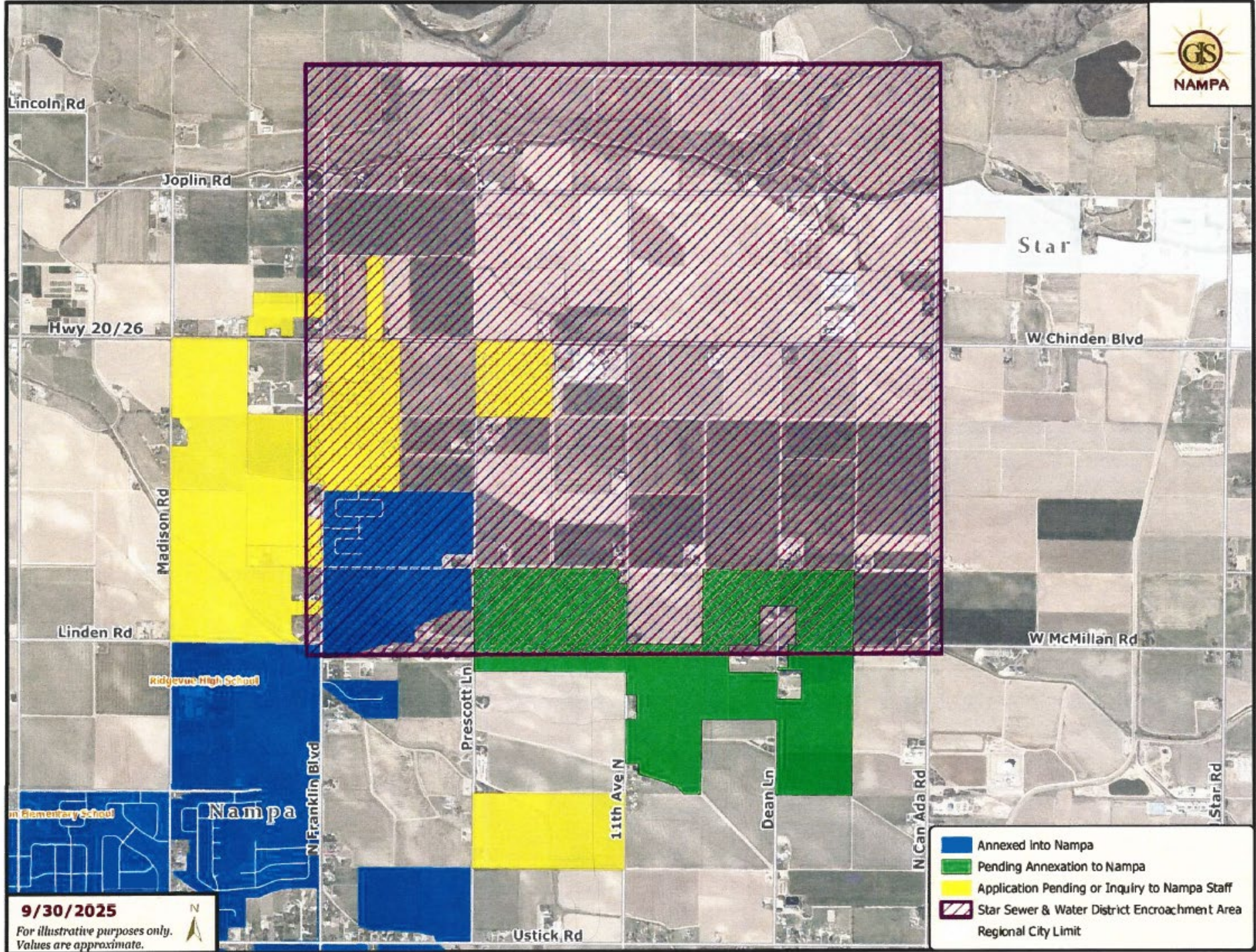
- \$35M in roadway improvements in ~5 years
- Long term plans for future Boise River Crossing
 - Support from HD4, Middleton, Star, COMPASS
- Signal management and connectivity
 - Traffic Management Center will coordinate and operate signals



Current Sewer Plans – North Nampa Impact Area

- 30% design plans complete from existing sewer
- \$1 million spent on design plans to date
- Nampa’s design minimizes the number of lift stations by utilizing a downhill flow through sewer service areas

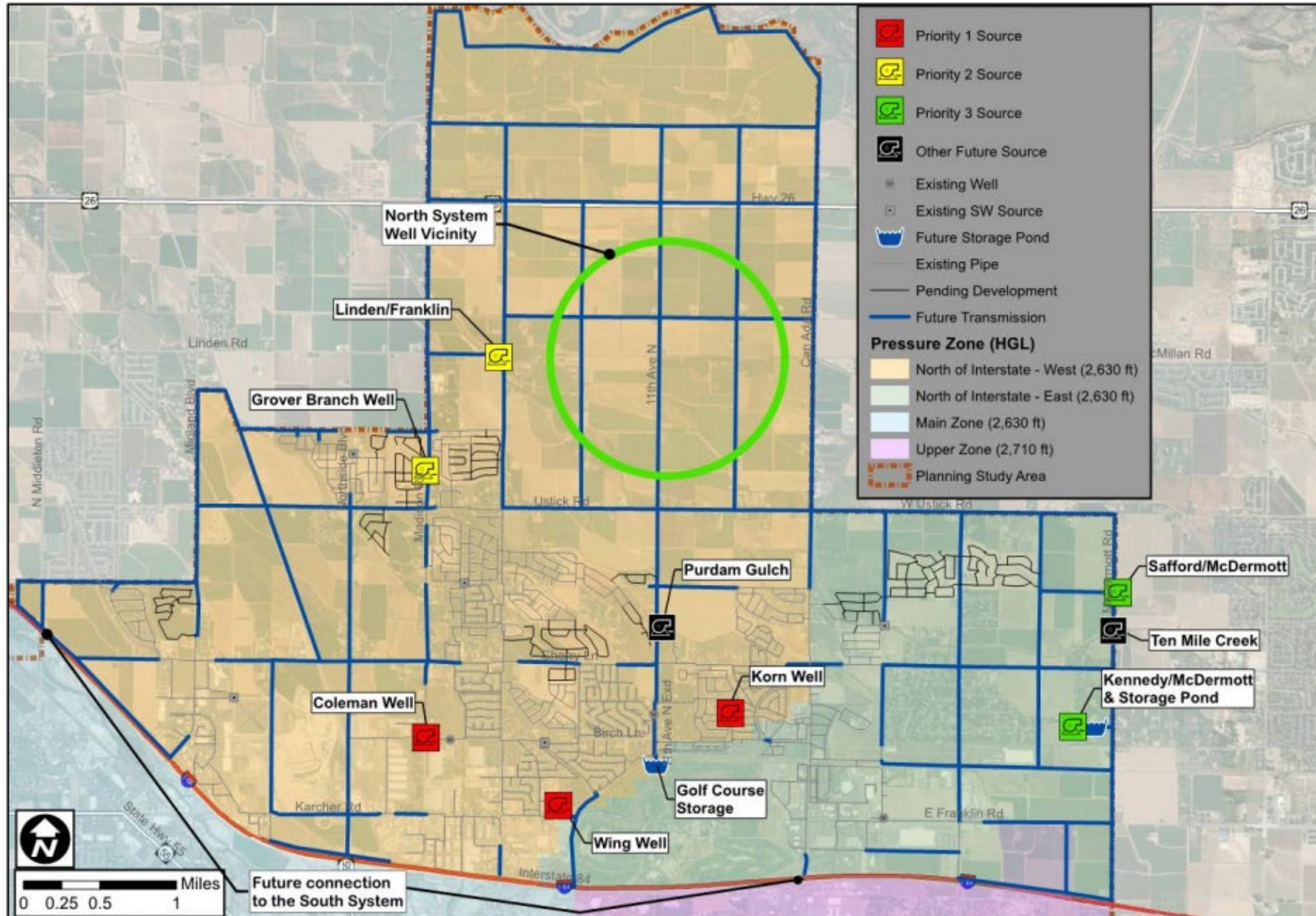




9/30/2025
 For illustrative purposes only.
 Values are approximate.

- Annexed into Nampa
- Pending Annexation to Nampa
- Application Pending or Inquiry to Nampa Staff
- Star Sewer & Water District Encroachment Area
- Regional City Limit

North Nampa Pressure Irrigation System Plan



Southwest Nampa Impact Area

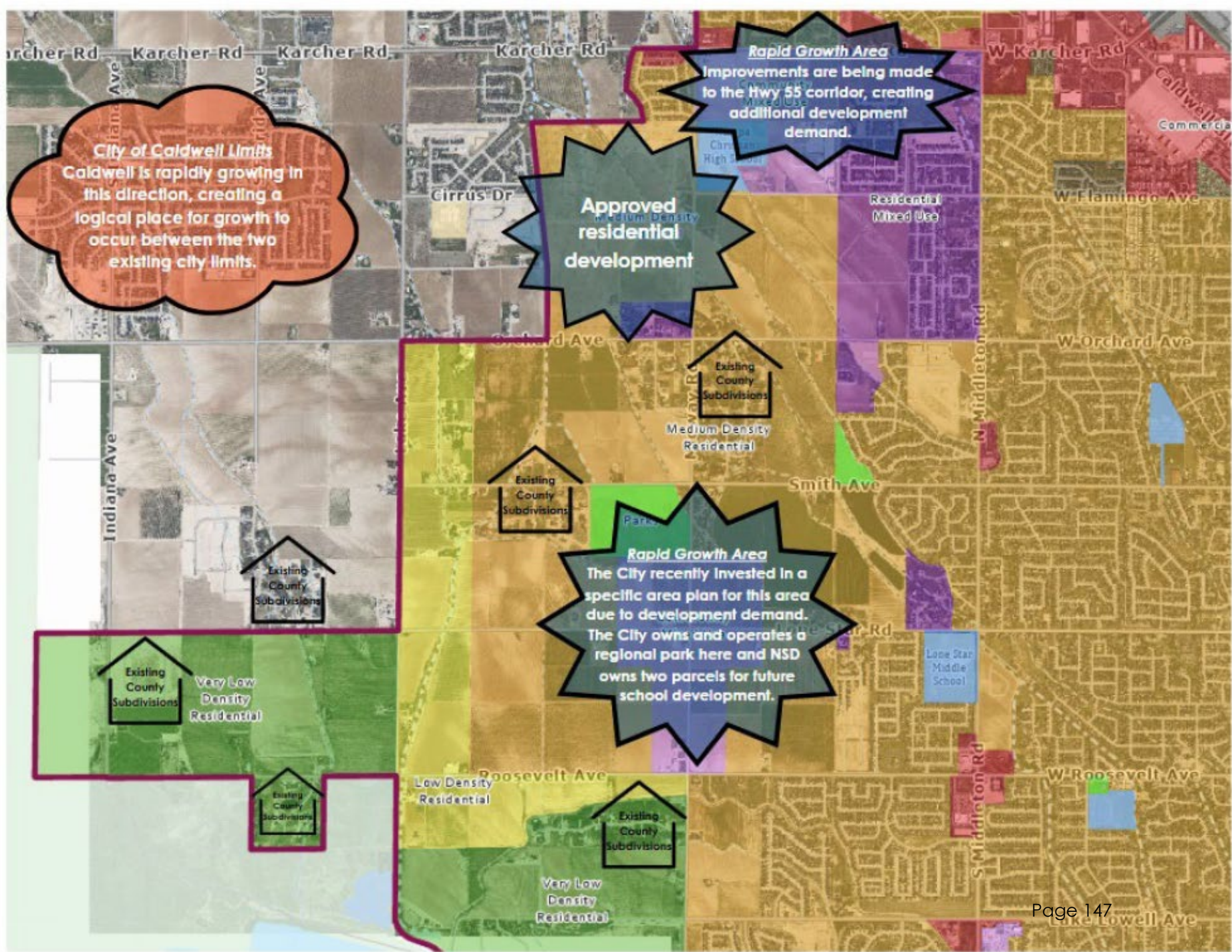
Southwest Nampa:

Caldwell, Canyon County, and the City of Nampa contemplated the future of Southwest Nampa for several years prior to the approval by Canyon County for Nampa to expand into this area in 2023 (Canyon County ordinances 24-005 and 24-078).



Southwest Nampa:

This is a growing area in Nampa. Land uses in this area have been projected in the Nampa Future Land Use Map since 2012.



Meridian, Caldwell, Middleton and Kuna have indicated in writing that they will not be extending their impact areas into Nampa's Impact Area (see following letters). Star did not respond to Nampa's request for verification of their intentions.



COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 | Phone: 208-455-3021
<https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division>

June 25, 2025

Rodney Ashby
Director
Planning and Zoning Department
City of Nampa
500 12th Ave. S.
Nampa, ID 83651

Re: Verification of Area of Impact

Rodney:

We received your letter dated June 5, 2025, regarding the process of fulfilling the State of Idaho mandate to reestablish the Area of Impact for the cities within Canyon County per Title 67§6526.

We appreciate the relationship we have had with the City of Nampa to honor each other's boundaries and the communication and collaboration that goes along with projects that are close to or alongside each jurisdiction's planning areas.

This letter is to confirm that Caldwell intends to maintain the status quo on our common Area of Impact border into the foreseeable future. Additionally, Caldwell is not proposing any changes to our current Area of Impact boundaries on the north, south, east or west side.

We look forward to our continued partnership with the City of Nampa to help grow our communities in a way that compliments each city.

Sincerely,

Robin Collins, PCED, CBO
Director & Building Official
Community Development Department
City of Caldwell
205 S 6th Ave.
Caldwell, ID 83605
rcollins@cityofcaldwell.org

Highlights of the Caldwell letter

1. We appreciate the relationship that we have had with the City of Nampa to honor each other's boundaries and the communication that goes along with projects that are close to or alongside each jurisdiction's planning areas.

From: Doug Hanson <dhanson@kunaid.gov>
Sent: Monday, June 16, 2025 7:02 AM
To: Rodney Ashby <ashbyr@cityofnampa.us>
Subject: Verification of Area of Impact Response

CAUTION: This email originated OUTSIDE the City of Nampa domain. DO NOT click on links or open attachments unless you recognize the sender or are sure the content is safe. Highlight the suspect email and send using the Outlook Phish Alert Report button or call the IT Helpdesk at (208) 468-5454.

Good morning Rodney,

It is the intention of the City of Kuna to maintain the status quo on our common Area of Impact border with the City of Nampa.

Please let me know if this e-mail response will suffice, or you need something more formal.

Best,



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Doug Hanson
Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@kunaid.gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

From: Roberta Stewart <rstewart@middletoncity.org>

Sent: Wednesday, June 25, 2025 2:42 PM

To: Rodney Ashby <ashbyr@cityofnampa.us>

Cc: Jackie Hutchison <jhutchison@middletoncity.org>

Subject: Nampa and Middleton Areas of Impact

CAUTION: This email originated OUTSIDE the City of Nampa domain. DO NOT click on links or open attachments unless you recognize the sender or are sure the content is safe. Highlight the suspect email and send using the Outlook Phish Alert Report button or call the IT Helpdesk at (208) 468-5454.

Hi Rodney: Thank you for reaching out about Middleton's Area of Impact abutting Nampa's AOI. Luckily we're on the same page. We would like to maintain the current border shown below. Our AOI border in that area will be changed a little after a meeting with Star's Mayor Chadwick, but that does not impact our current border with Nampa. Once our GIS department finishes a first draft of our proposed AOI, I will send you a copy so you can confirm that we intend to stay with our current Middleton/Nampa border. Thanks again,



Mayor Robert E. Simison

City Council Members:

Luke Cavener, President
Liz Strader, Vice President
Brian Whitlock
Doug Taylor
John Overton
Anne Little Roberts

June 24, 2025

Rodney Ashby
Director, Planning & Zoning
City of Nampa
500 12th Ave. S.
Nampa, ID 83651

RE: Area of City Impact

Rodney,

We are in receipt of your letter dated June 5, 2025, inquiring about the status of Meridian's Area of City Impact (AOCI), particularly along our shared boundary. The City of Meridian is presently in process of re-establishing our AOI to be consistent with Idaho Code §67-6526, as amended last legislative session. Part of that process includes proposing to the Ada County Board of Commissioners the removal of lands that are currently further than two (2) miles away from existing city limits. All of the lands affected by the subject AOI amendment are on the Ada County side of the Ada-Canyon County line.

The City of Meridian values our relationship with the City of Nampa and intends to maintain the status quo; we have no intention of crossing into Canyon County with our AOI. Please feel free to share this information with your Mayor, Council and the Canyon County Board of Commissioners, as appropriate.

Let me know if you have any questions or want to coordinate further on planning for lands along our shared, common border.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Hood".

C. Caleb Hood
Deputy Director, Community Development Department
City of Meridian

Cc: Bruce Freckleton, Director

Highlights of the Meridian letter

1. The City of Meridian values our relationship with the City of Nampa and intends to maintain the status quo; we have no intention of crossing into Canyon County with our AOI..

Nampa has met the criteria required in Idaho State Code section 67-6526:

1. Anticipated and Residential Growth: As stated in the staff report, Nampa is growing in several directions – primarily to the north and southwest. Land ownership indicates that most of the undeveloped land in the impact area is positioned for this type of growth.

2. Geographic Factors: As stated in the staff report, the geographic factors in the Nampa area are favorable to the accommodation of future growth. Areas near Lake Lowell and the Boise River have reduced densities to reduce impacts of development on these natural areas.

3. Transportation Infrastructure and Systems, Including Connectivity: As stated in the staff report, transportation infrastructure and critical connections planned in the Nampa Transportation Master Plan are in process.

4. Areas where municipal sewer and water are expected to be provided in the next 5 years: The staff report indicates the City has the capacity to serve the Impact Area as development occurs.

5. Public Service District Boundaries: The staff report indicates that the Nampa Impact Area is served by districts that provide the necessary services.

EXHIBIT B
Supplemental Documents



Idaho Statutes

Idaho Statutes are updated to the website July 1 following the legislative session.

TITLE 67
STATE GOVERNMENT AND STATE AFFAIRS
CHAPTER 65
LOCAL LAND USE PLANNING

67-6526. AREAS OF IMPACT. (1) Legislative findings and intent.

(a) The legislature finds that areas of impact are properly under the jurisdiction of the county because the elected representatives of citizens in areas of impact are county officials, not city officials. While cities should receive notice of, and may provide input on, applications brought to the county in an area of impact, cities do not govern or control decisions on those applications. County commissioners make the final determination regarding area of impact boundaries within their county.

(b) An area of impact is where growth and development are expected to occur. Areas of impact should be planned for growth and development and should not be used to stop growth and development that conforms to applicable plans and ordinances. Areas of impact should be established, modified, or confirmed based on the ability and likelihood of a city or cities to annex lands within that area of impact in the near future. A city may adopt a comprehensive plan and conduct infrastructure, capital improvement, and other planning activities that extend beyond its current area of impact. Counties and cities shall review their area of impact boundaries at least every five (5) years to determine if modifications are needed or to confirm existing boundaries and may pursue modification of an established area of impact more frequently than every five (5) years.

(c) Prior to conducting the public hearings required under this chapter to establish, modify, or confirm an area of impact, cities and counties should work together to develop a proposed area of impact to be considered at the public hearing.

(d) Decisions regarding the establishment, modification, or confirmation of areas of impact are legislative actions and are not subject to judicial review or challenge except as provided in subsection (5) of this section.

(2) Establishing an area of impact.

(a) Following the notice and hearing procedures provided in section 67-6509, Idaho Code, and in accordance with the provisions of subsection (4) of this section, the board of county commissioners of each county shall adopt by ordinance a map identifying the area of impact within the unincorporated area of the county for each city located in the county. Written notice of the hearing to be conducted under this subsection shall be provided by the county to each owner of property located within a proposed area of impact. If notice is also published pursuant to section 67-6509, Idaho Code, individual property owners may not challenge the proceeding on the basis that they did not actually receive notice by mail. The cost of the notice shall be

reimbursed to the county by the city whose area of impact is under consideration. The board of county commissioners is not required to receive a recommendation from the planning and zoning commission prior to enacting an ordinance establishing an area of impact. An area of impact must be established before a city may annex adjacent territory pursuant to the provisions of section 50-222, Idaho Code.

(b) If the requirements of paragraph (a) of this subsection are not met in establishing an area of impact, the city may demand compliance with this subsection by providing notice to the board of county commissioners of the demand for compliance. Once a demand has been made, a recommendation committee shall be established. The city and county shall each select a representative to participate on the committee within thirty (30) days of the demand for compliance and the process set forth in this paragraph shall commence.

(i) After the city and county representatives have been selected, they shall in turn select another city representative living within the applicable city and another county representative living in the county and not within any city to serve on the recommending committee. Meetings of the recommending committee may be hosted by the city or county and shall be conducted in accordance with Idaho open meetings law. These four (4) persons shall, by majority vote, provide a written recommendation to the board of county commissioners for an area of impact. The written recommendation shall be submitted to the governing boards within one hundred eighty (180) days after the selection of the recommending committee members.

(ii) If the board of county commissioners fails to enact an ordinance providing for an area of impact within ninety (90) days of receipt of the committee recommendation or expiration of the one hundred eighty (180) days for the committee to make its recommendation, the city may file a petition with the district court to identify the area of impact pursuant to subsection (5) of this section and in accordance with other applicable provisions of this section.

(3) Modification or confirmation of area of impact boundaries.

(a) Modification or confirmation of an existing area of impact boundary may be initiated by a city or cities or the county. If a county is initiating a modification or confirmation of an area of impact, the county shall provide at least thirty (30) days written notice to the applicable city or cities of the hearing on the proposed modification or confirmation. Any modifications to or confirmation of an area of impact boundary must be adopted by an ordinance approved by the board of county commissioners of the applicable county, following the notice and hearing procedures provided in section 67-6509, Idaho Code, and in accordance with the requirements for defining an area of impact as set forth in subsection (4) of this section. At least fifteen (15) days prior to the hearing, written notice of the hearing to be conducted under this paragraph shall be provided by the county to each owner of property located within the portion of the area of impact that is proposed to be modified. If notice is also published pursuant to section 67-6509, Idaho Code, individual property owners may not challenge the proceeding on the basis that they did not actually receive notice by mail. If the modification or confirmation

is proposed by a city, then the cost of the notice shall be reimbursed to the county by such city. If the county is pursuing the modification or confirmation, then the cost of notification shall be borne by the county. The board of county commissioners is not required to receive a recommendation from the planning and zoning commission prior to enacting an ordinance modifying or confirming an area of impact.

(b) Where areas of impact abut each other and adjustments are being proposed, or where areas of impact are proposed to abut each other, the cities involved shall negotiate boundary adjustments to be recommended to the respective city councils. The city council of each city must approve the area of impact or modifications thereto to be proposed to the board of county commissioners. These decisions by the city councils are proposals and not subject to judicial review or challenge. If the cities with impact area boundaries that abut or are proposed to abut each other reach agreement on the proposed boundaries or adjustments thereto, the requested boundaries or adjustments shall be collectively submitted by the cities to the county for consideration in accordance with paragraph (a) of this subsection. If the cities cannot reach agreement, then any or all of the cities involved may submit their requests to the board of county commissioners for consideration pursuant to paragraph (a) of this subsection. In either case, the county shall conduct at least one (1) consolidated public hearing where it considers all such requests together.

(c) The county may accept, reject, or modify a city's requested modification or confirmation regarding an impact area boundary, but if the county does not make a final decision on the request within ninety (90) days of submission of the request, the city may petition the court to make a determination on the request pursuant to subsection (5) of this section.

(4) Provisions applicable to areas of impact.

(a) In defining an initial area of impact or in modifying or confirming an existing area of impact, the criteria set forth in this subsection shall be considered:

- (i) Anticipated commercial and residential growth;
- (ii) Geographic factors;
- (iii) Transportation infrastructure and systems, including connectivity;
- (iv) Areas where municipal or public sewer and water are expected to be provided within five (5) years; and
- (v) Other public service district boundaries.

(b) In addition to the criteria set forth in paragraph (a) of this subsection, an area of impact shall not exceed the areas that are very likely to be annexed to the city within the next five (5) years. Except as otherwise provided in this paragraph, an area of impact shall not extend more than two (2) miles from existing city limits. An area of impact boundary shall not divide county recognized parcels of land. If only a portion of a recognized parcel falls within the two (2) mile limit, then the boundary may extend beyond two (2) miles on that parcel so that it encompasses the entire parcel. Adjustments to an area of impact may be proposed and considered at any time following the initial establishment of the area of impact.

(c) Areas of impact may cross county boundaries only by approval of the governing board of county commissioners after following the procedures and complying with the requirements for modification or confirmation of an area of impact boundary.

(d) Areas of impact shall not overlap.

(e) The applicable county's comprehensive plan and zoning and subdivision ordinances shall apply in the area of impact. The county may adopt individual county comprehensive plan and zoning and subdivision ordinance provisions regarding a specific area of impact.

(f) Following adoption of an area of impact, the board of county commissioners shall provide the city with written notice at least fifteen (15) days in advance of any county public hearings held pursuant to this chapter or to chapter 13, title 50, Idaho Code, involving land within that area of impact.

(g) Areas of impact shall remain fixed until modifications are made pursuant to subsection (3) of this section.

(h) Prior to considering a request to establish, modify, or confirm an area of impact, the governing boards may, but are not required to, submit the request to the planning, zoning, or planning and zoning commission for recommendation. Each commission shall have a reasonable time fixed by its governing board in compliance with all required timelines set forth in this section to make its recommendation to the governing board. The county and the city shall undertake a review of the area of impact at least once every five (5) years and shall consider whether adjustments are in the best interests of the citizenry.

(i) This section shall not preclude annexation or other growth and development in areas of any county within the state of Idaho that are not within the areas of impact provided for herein.

(j) The county's decision establishing, modifying, or confirming the boundaries for an area of impact shall be made in writing and shall contain the reasoning of the board of county commissioners, including application of the facts relied upon by the commissioners and the application of the pertinent requirements and criteria to establish or modify an area of impact.

(k) If the area of impact has been properly established, persons living within the delimited area of impact shall be entitled to representation on the planning, zoning, or the planning and zoning commission of the city of impact. Such representation shall as nearly as possible reflect the proportion of population living within the city as opposed to the population living within the areas of impact for that city. To achieve such proportional representation, membership of the planning, zoning or planning and zoning commission may exceed twelve (12) persons, notwithstanding the provisions of subsection (a) of section 67-6504, Idaho Code. In instances where a city has combined either or both of its planning and zoning functions with the county, representation on the resulting joint planning, zoning or planning and zoning commission shall as nearly as possible reflect the proportion of population living within the impacted city, the area of impact outside the city, and the remaining unincorporated area of the county. Membership on such a joint planning, zoning or planning and zoning commission may exceed twelve (12) persons, notwithstanding the provisions of section 67-6504(a), Idaho Code.

(5) Petitions for review of establishment, modification, or confirmation of area of impact. The decisions by the board of county commissioners regarding the establishment, modification, or confirmation of areas of impact are legislative actions and are not subject to judicial review, declaratory action, or other legal challenge, except as specifically provided in this subsection.

(a)(i) If a county has not complied with the provisions of subsection (2) or (3) of this section, the city seeking the establishment, modification, or confirmation of an area of impact may petition the district court to establish, modify, or confirm an area of impact that meets the criteria and requirements of subsection (4) of this section in accordance with the procedures provided in this subsection. If the modification of an area of impact boundary involves areas of impact boundaries that abut each other or that are proposed to abut each other, then any city whose area of impact abuts or is proposed to abut another area of impact boundary may file a petition challenging the county's determination regarding only those boundaries that abut or that are proposed to abut each other. Any petition regarding a proposed area of impact or portion thereof that is subject to challenge must be filed in the county in which the proposed area of impact or portion thereof is located.

(ii) Before a city may file a petition for review of an area of impact decision made by the county, as provided in paragraph (a) (i) of this subsection, it must first file a request for reconsideration with the board of county commissioners. Such request must be filed within fourteen (14) days of the issuance of the written decision by the board of county commissioners and must specify deficiencies in the decision of the board of county commissioners. Filing a timely request for reconsideration is a prerequisite to the city having standing to file a petition with the district court. The county shall act on and issue a written decision on the request for reconsideration within thirty (30) days of receipt of the request or the request shall be deemed denied. A petition challenging the decision of the county must be filed by the city within twenty-eight (28) days after the issuance of a decision by the county on the request for reconsideration or expiration of the thirty (30) day period for the county to act on the request.

(b) When filing a petition challenging the decision of the board of county commissioners with the clerk of the court, the petitioner shall pay a fee of one hundred dollars (\$100), which fee shall be in full for all clerk's fees except the regular fees provided by law for appeals. The court shall fix a time for the hearing on the petition to be held no less than thirty (30) days and no more than ninety (90) days from the filing of the petition. The petitioner shall serve or cause to be served a copy of the petition and notice of the hearing on the board of county commissioners or county clerk and the mayor or city clerk of such other city whose area of impact boundary is in question pursuant to paragraph (a) of this subsection at least twenty (20) days before the date of the hearing.

(c) No petition, objection, or reply authorized under this subsection need be verified.

(d) The hearing on a petition filed pursuant to this subsection shall be held within the county in which the area of impact or portion thereof is situated. The regular district court reporter shall reduce to writing the testimony and evidence introduced in the same manner as in a trial of civil actions. The judge of the court, either before or after the hearing, may view the lands pertaining to the proposed area of impact, lands on the outside of the city or cities in the same vicinity in which the lands sought to be included in the area of impact are situated, and other lands within the corporate limits of the city that might in any way be affected by the granting of the petition. The judge may consider such modifications as the judge finds in connection with the evidence introduced at the hearing, in making and arriving at a final decision and determination of the matter.

(e)(i) If the court finds that the board of county commissioners did not follow the notice and hearing requirements provided in this subsection, the court shall remand the matter back to the board of county commissioners to comply with the requirements and issue a new decision. If the court finds that the decision of the board of county commissioners was not arbitrary, capricious, or an abuse of discretion, the court shall affirm the decision of the board of commissioners. If the court finds that the decision of the board of county commissioners was arbitrary, capricious, or an abuse of discretion, the court may remand the matter to the board of county commissioners to correct its decision or the court may determine the appropriate boundaries of the area of impact in question before it. It shall not be necessary for the judge of the court to make written findings of fact or conclusions of law unless the court establishes the area of impact boundary. The court may award attorney's fees and costs to the prevailing party in such an action only if it finds that the other party or parties acted without a reasonable basis in fact or law.

(ii) If the court establishes the area of impact boundary, such boundary shall become the area of impact boundary as of the date of the decree establishing the boundary. Within twenty (20) days after the filing of the decree, the petitioner shall file or cause to be filed with the county recorder and with the city clerk a certified copy of the decree. The board of county commissioners shall adopt an ordinance consistent with the court decree within thirty (30) days of the entry of the decree or be subject to contempt and other sanctions or actions deemed appropriate by the court.

(f) Any city or county aggrieved by the decision of the court may appeal from the decision and judgment to the supreme court. The procedure of the appeal shall be the same as the procedure for appeals from final judgment in civil actions.

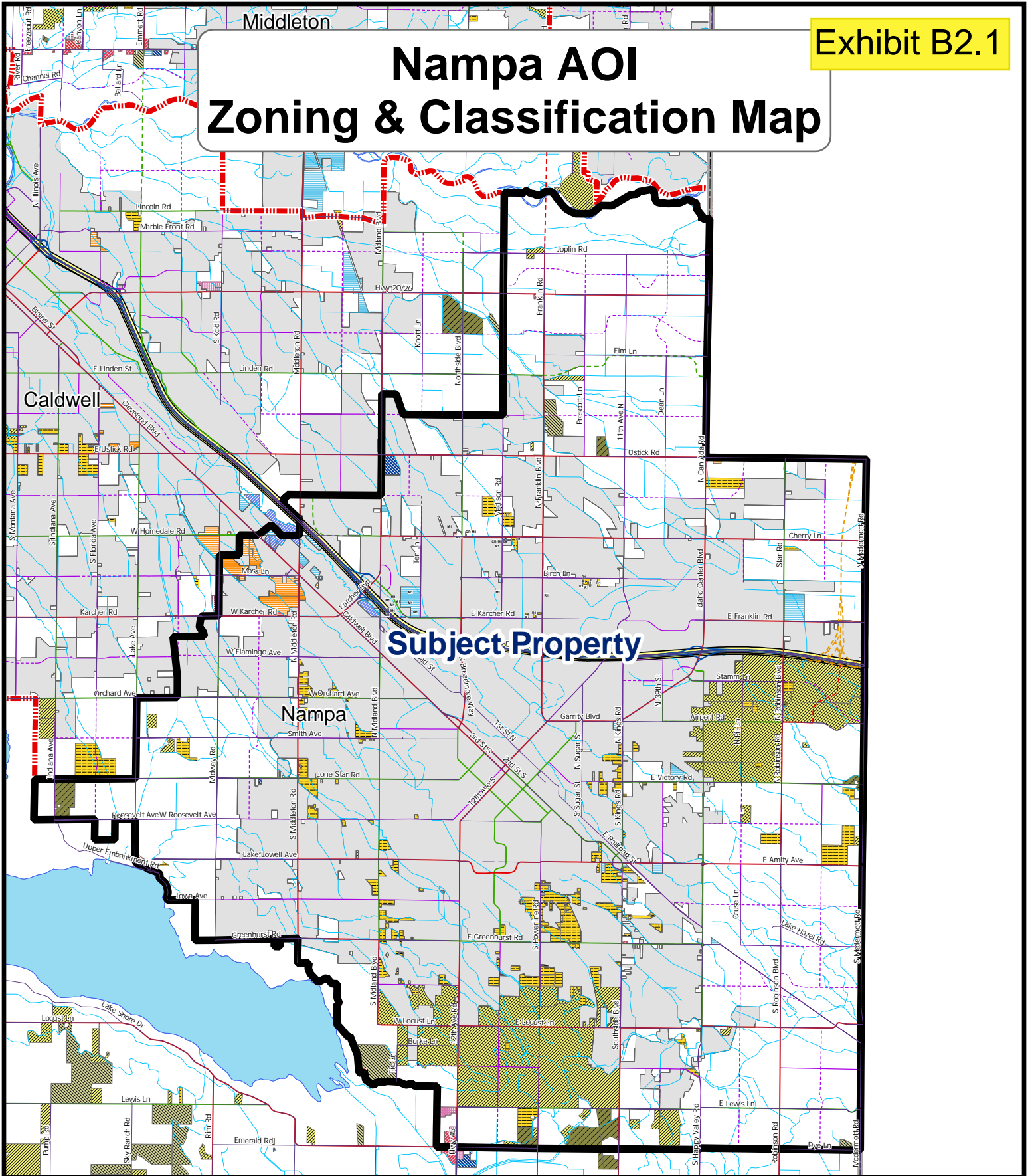
(6) Cities and counties shall review their existing areas of impact and shall reestablish the areas in conformance with the provisions of this section by December 31, 2025. Failure to timely conduct such review and reestablishment shall nullify the current area of impact boundaries and require the city and county to go through the process set forth in subsection (2) of this section.

History:

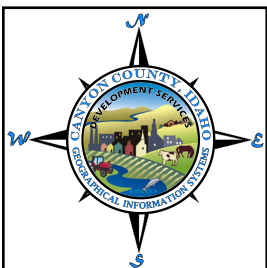
[67-6526, added 1975, ch. 188, sec. 2, p. 515; am. 1977, ch. 155, sec. 1, p. 396; am. 1979, ch. 87, sec. 1, p. 212; am. 1993, ch. 55, sec. 1, p. 150; am. 1995, ch. 118, sec. 97, p. 506; am. 1996, ch. 116, sec. 2, p. 428; am. 1999, ch. 251, sec. 1, p. 651; am. 2002, ch. 333, sec. 6, p. 947.; am. 2024, ch. 227, sec. 2, p. 796.]

How current is this law?

Nampa AOI Zoning & Classification Map



Subject Property



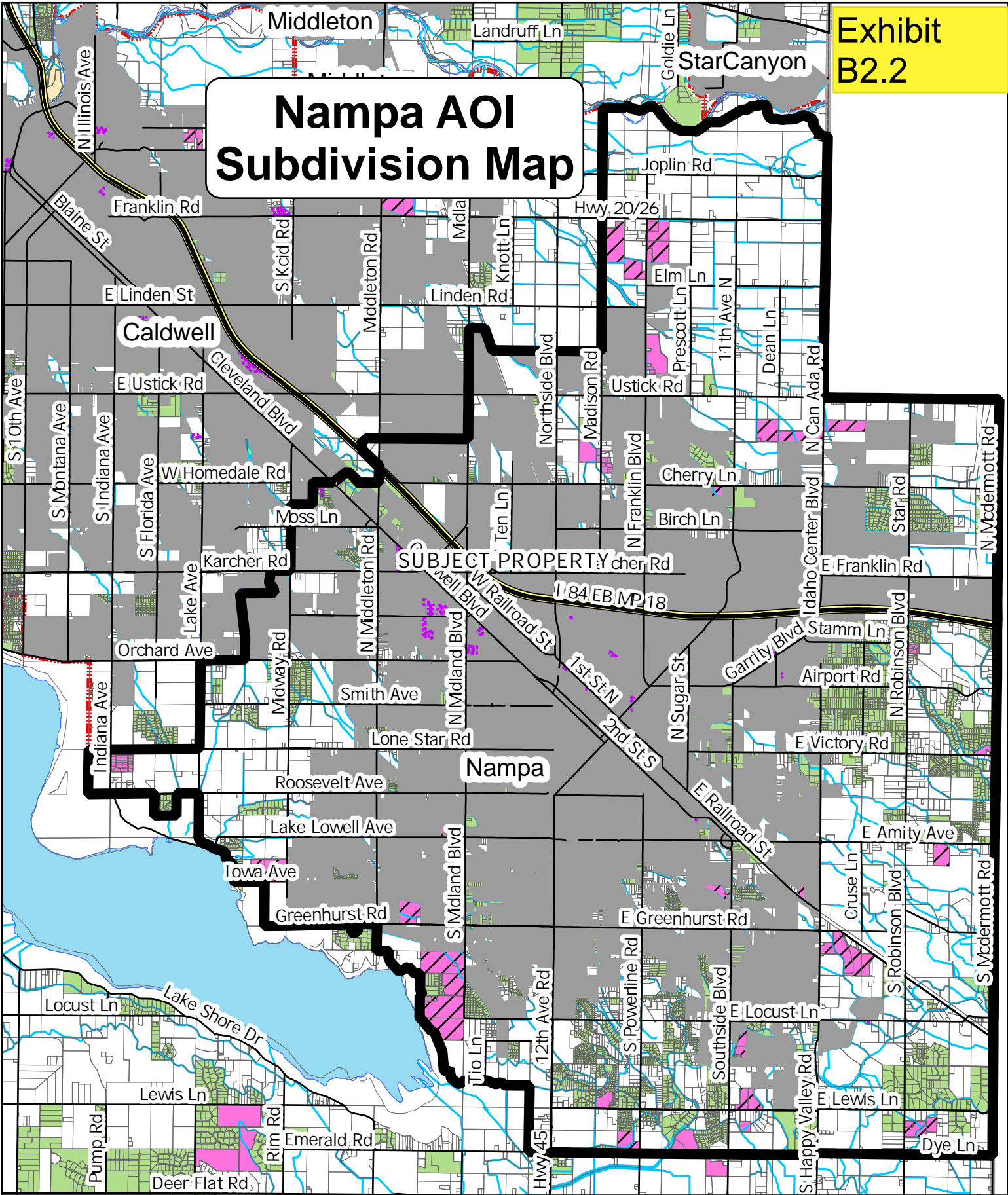
- RR
- CR-RR
- R1
- CR-R1
- R2
- C
- C1
- CR-C1

- C2
- CR-C2
- M1
- CR-M1
- M2
- AG
- INTERSTATE

- OTHER
- FREEWAY/EXPRESSWAY
- PROPOSED OTHER
- FREEWAY/EXPRESSWAY
- PRINCIPAL ARTERIAL

- PROPOSED PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- PROPOSED MINOR ARTERIAL
- COLLECTOR
- PROPOSED COLLECTOR

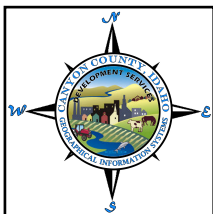
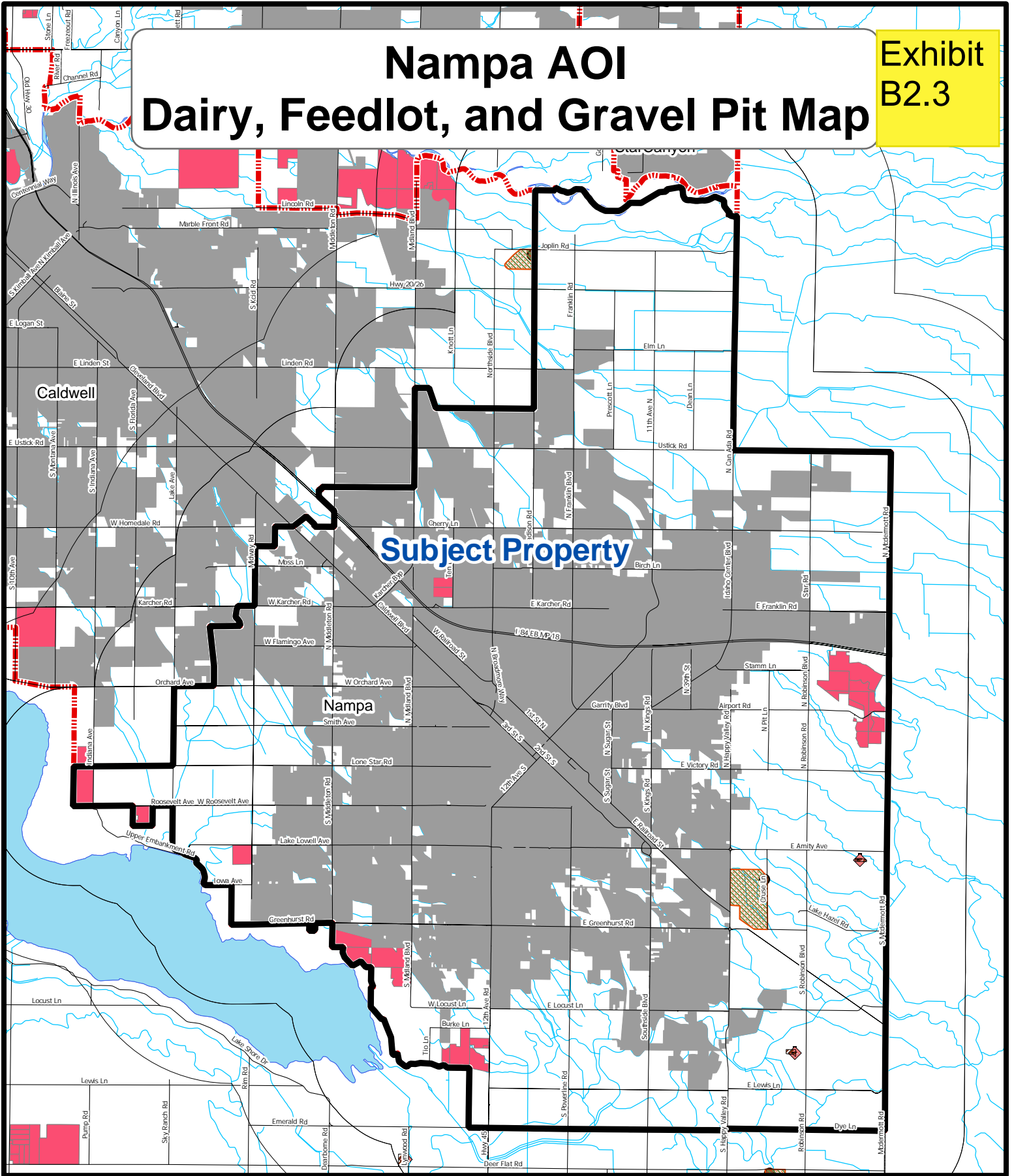
Nampa AOI Subdivision Map






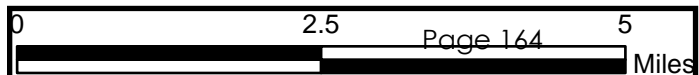
	SUBDIVISIONS
	Plat Type, Plat Status
	Preliminary, Approved
	Preliminary, Pending
	MOBILE HOME PARKS

Nampa AOI Dairy, Feedlot, and Gravel Pit Map

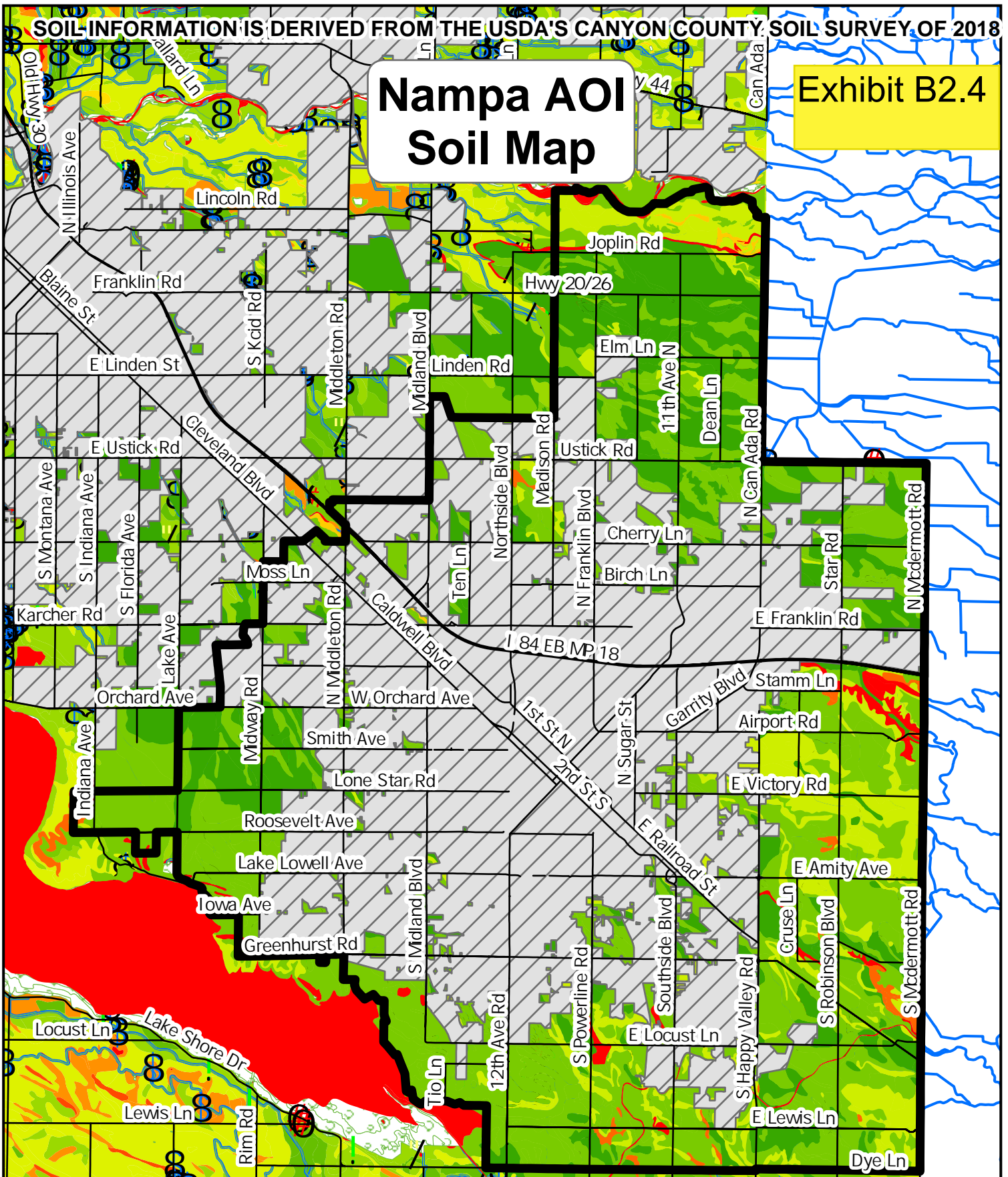
Exhibit
B2.3



	FEEDLOTS
	DAIRIES
	GRAVELPITS

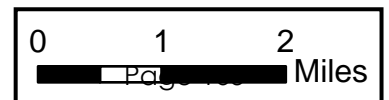


Nampa AOI Soil Map



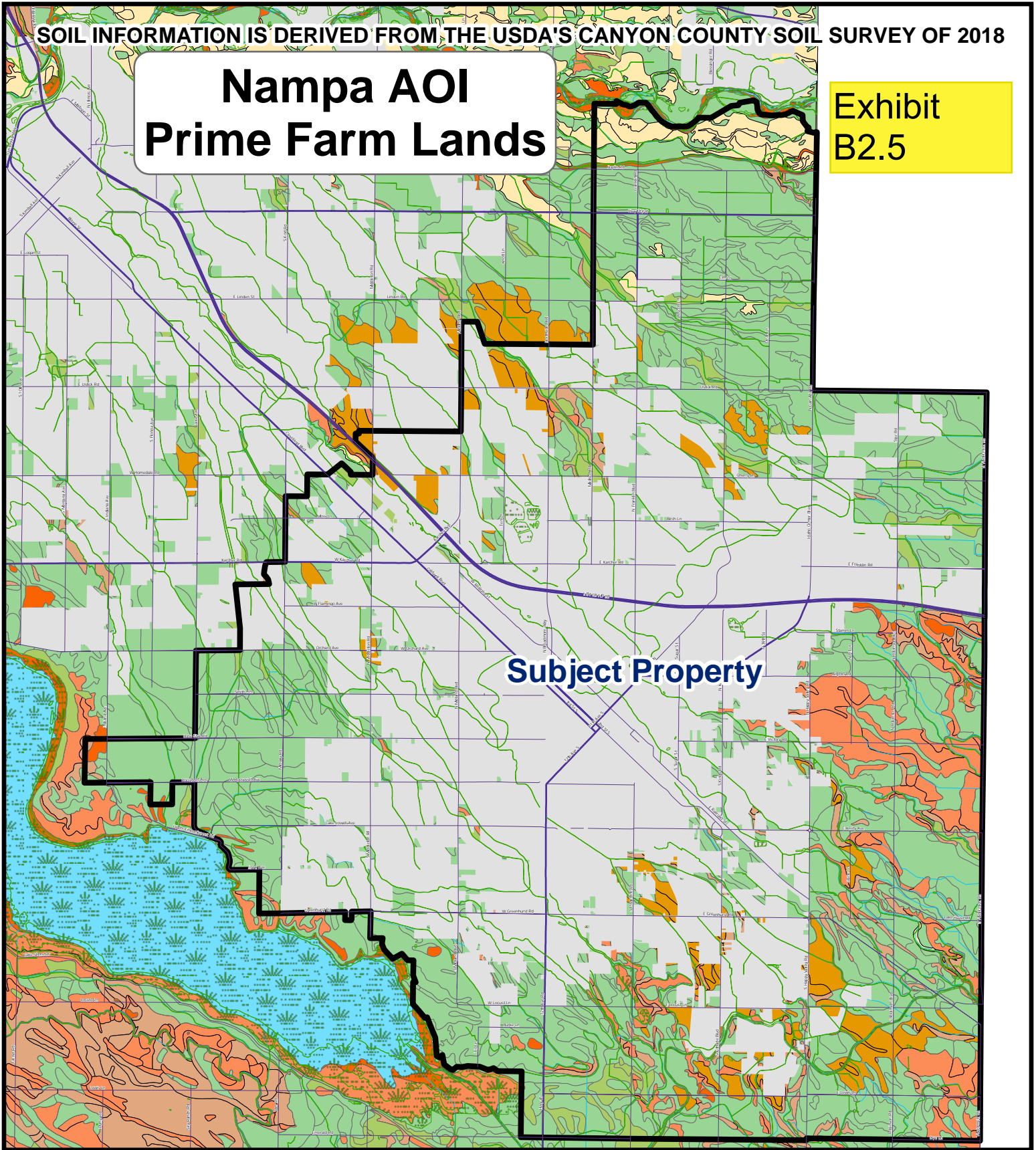
- Nitrate Priority Wells
- 0.005000 - 2.000000
 - 2.000001 - 5.000000
 - 5.000001 - 10.000000
 - 10.000001 - 49.800000

- IDWR_2C_Geothermal_
- Wetlands

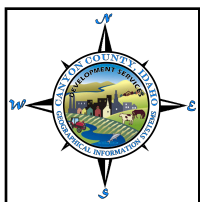


Nampa AOI Prime Farm Lands

Exhibit
B2.5



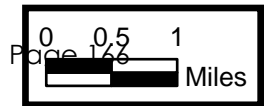
Subject Property



- City Limits
- WETLANDS
- 2C_Hydro

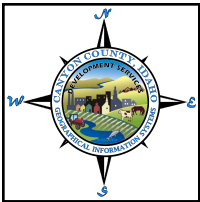
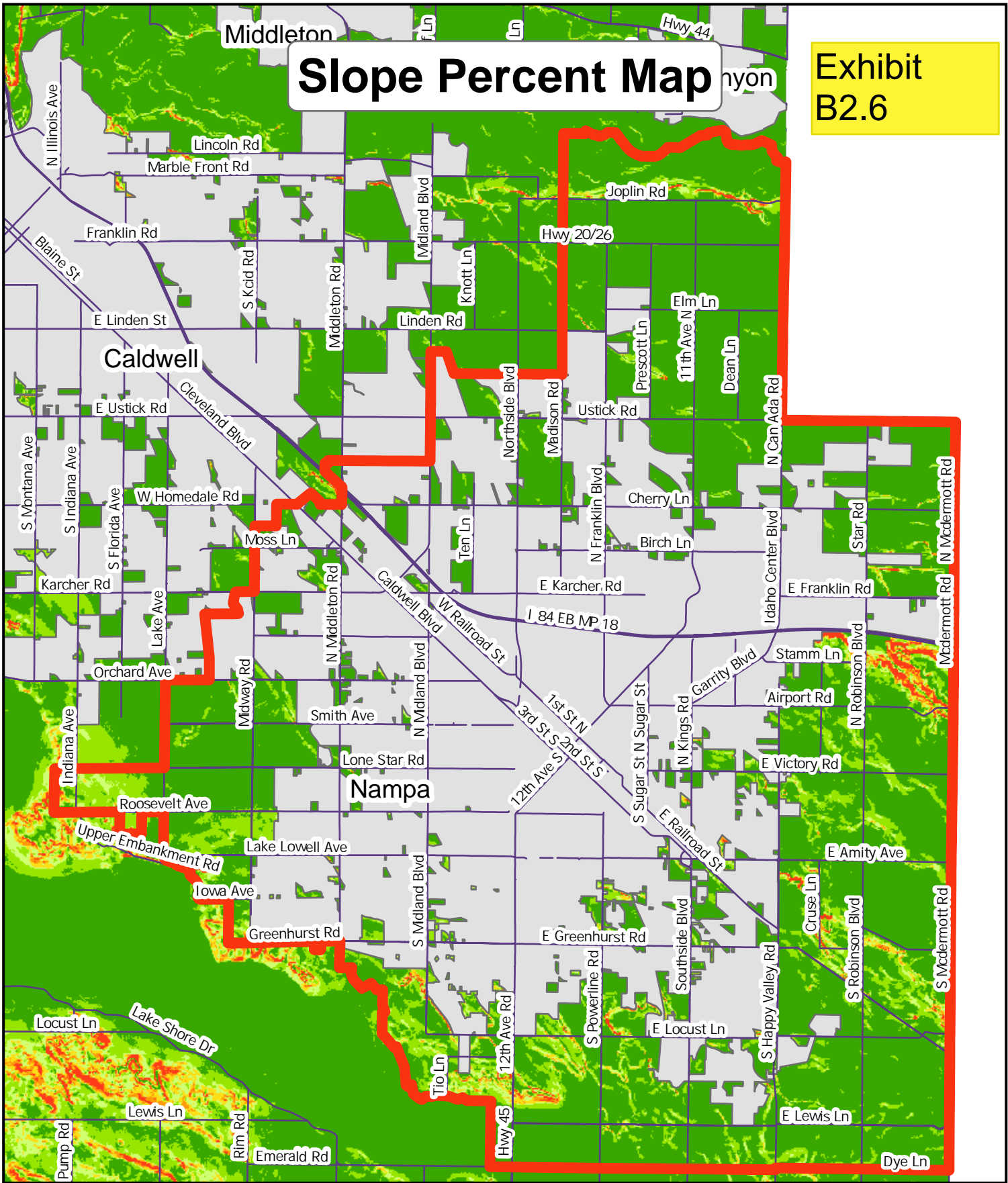
FARMLAND

- Farmland of statewide importance
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Not prime farmland
- Water/Gravel Pit/ Rock outcrop/ Riverwash/ Terrace Escarpments
- Prime farmland if irrigated
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and reclaimed of excess salts and sodium

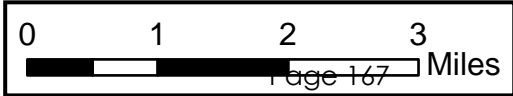


Slope Percent Map

Exhibit
B2.6

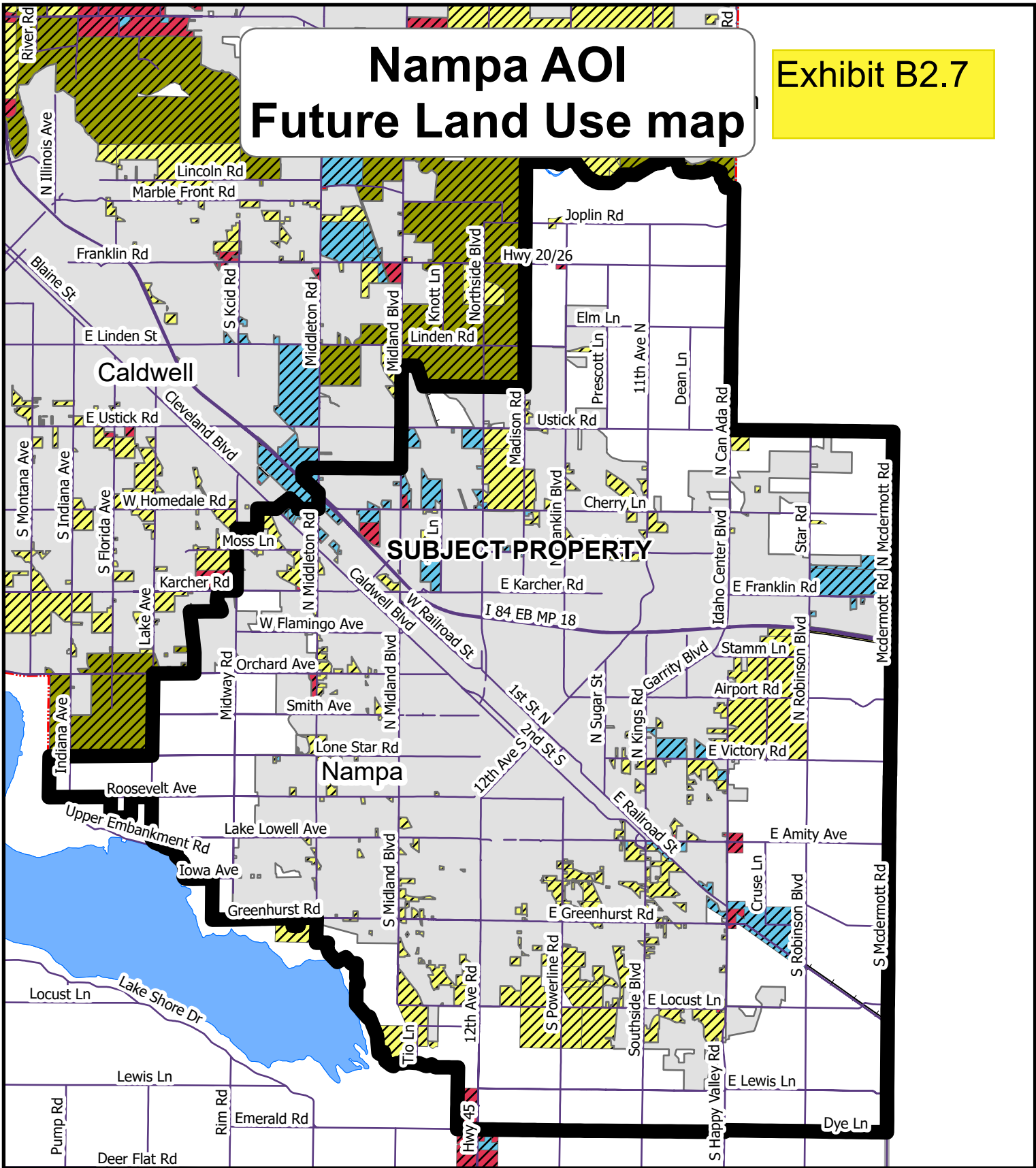


Slope Percent	
0.001 - 3	9.001 - 12
3.001 - 6	12.001 - 14.999
6.001 - 9	15 - 202.718



Nampa AOI Future Land Use map

Exhibit B2.7







SUBJECT PROPERTY

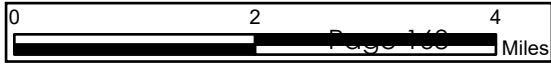
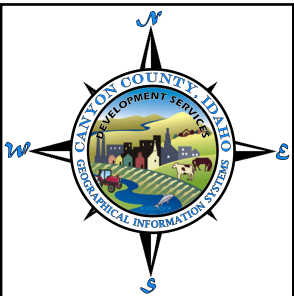
Nampa

Caldwell

Legend

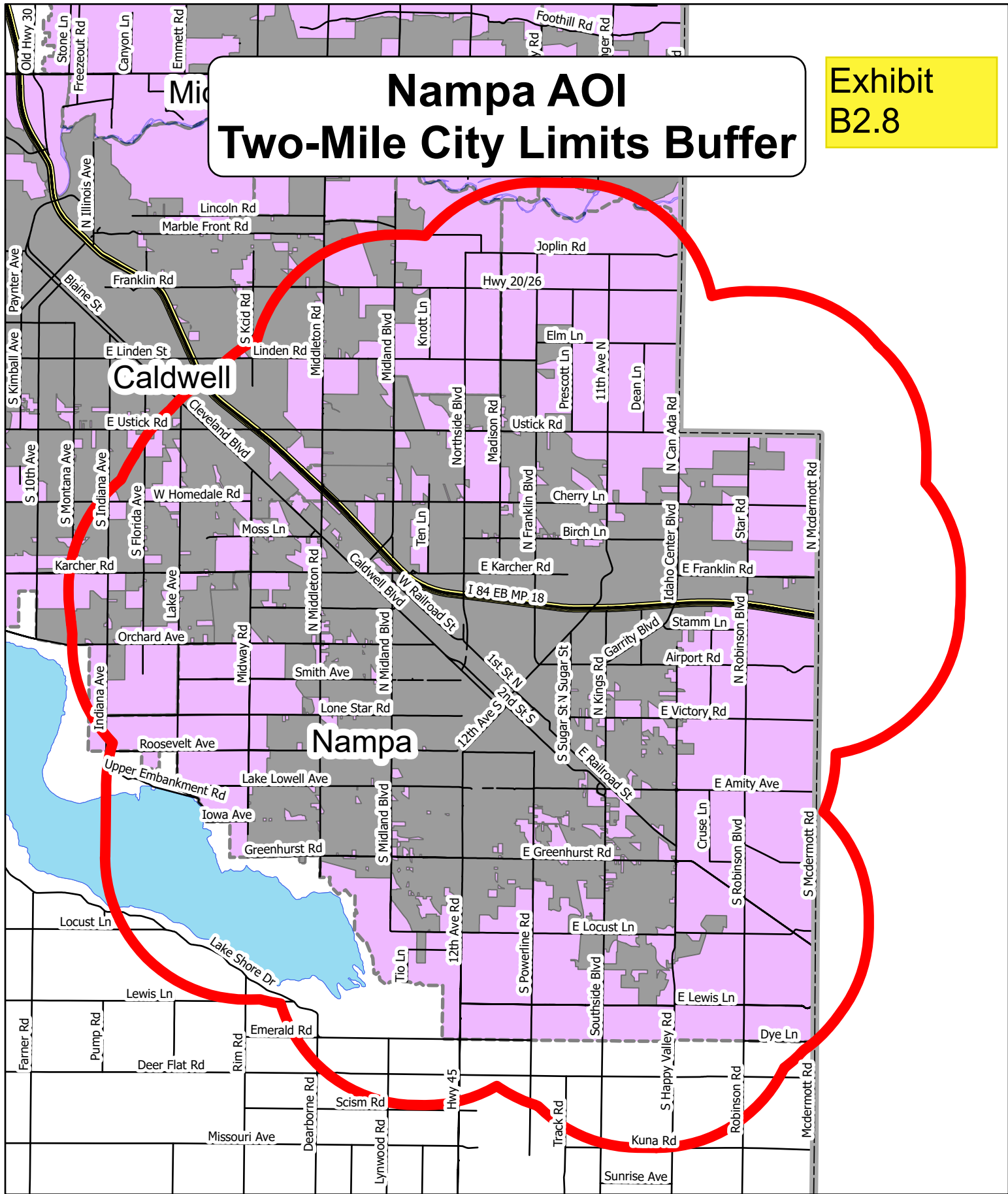
Future Land Use 2030




-  COMMERCIAL
-  INDUSTRIAL
-  RESIDENTIAL
-  RURAL RESIDENTIAL



Nampa AOI Two-Mile City Limits Buffer

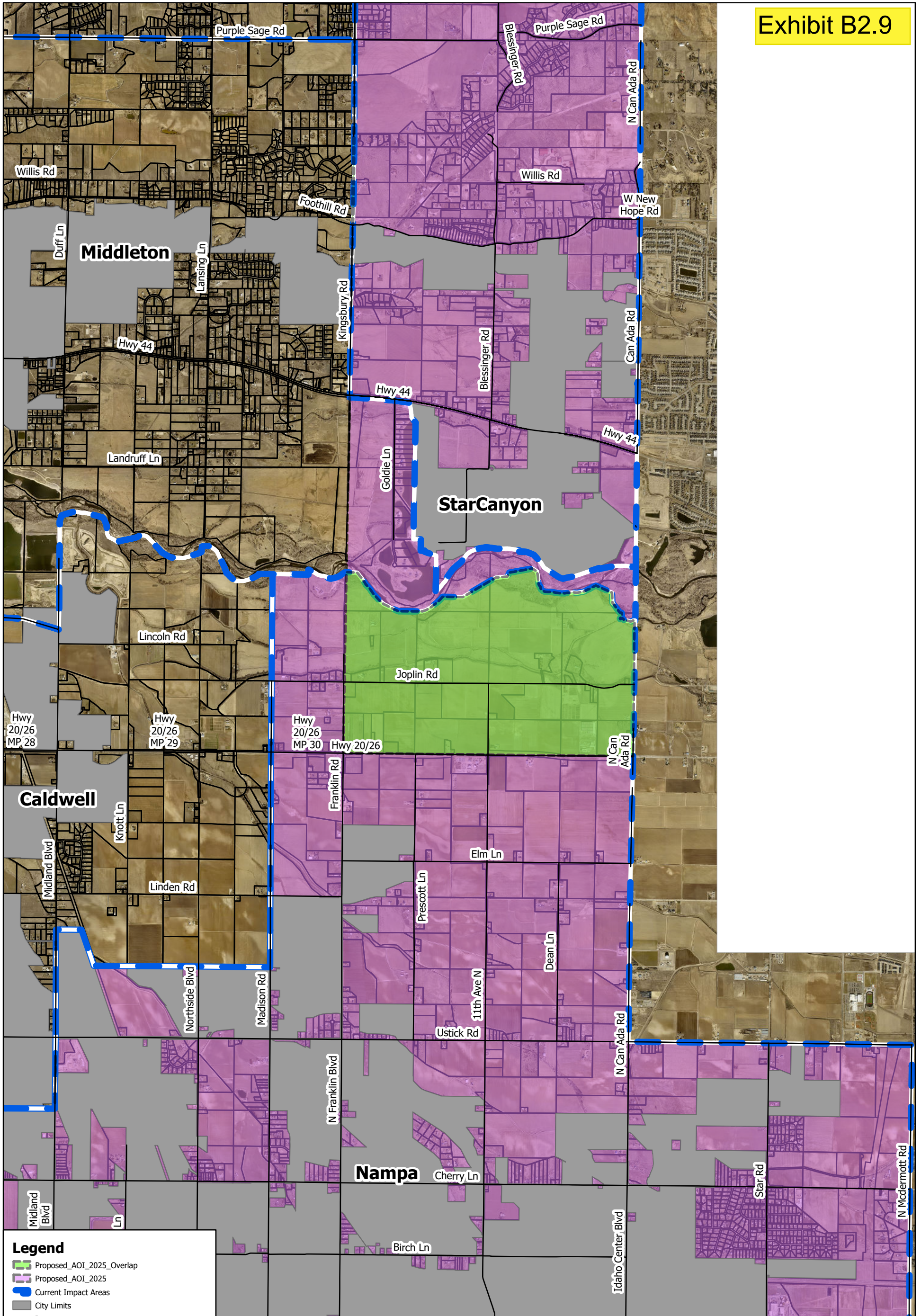
Exhibit
B2.8



-  2 Mile Buffer from City Limits
-  Proposed Impact Areas
-  City Limits

Proposed Nampa & Star Area of Impact Overlap

Exhibit B2.9



DISCLAIMER: CANYON COUNTY MAKES NO WARRANTY WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR USEFULNESS OF THESE MAPS. CANYON COUNTY ASSUMES NO LIABILITY FOR DIRECT, INDIRECT, SPECIAL, OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USE OR MISUSE OF THESE MAPS OR ANY OF THE INFORMATION CONTAINED HEREIN. PORTIONS MAY BE COPIED FOR INCIDENTAL USES, BUT MAY NOT BE RESOLD. THIS MAP HAS NOT YET BEEN APPROVED BY THE BOARD OF COUNTY COMMISSIONERS.

REVISED: Date: 10/9/2025 - MV

Document Path: O:\GIS\I\GIS_P\Projects\ImpactArea2025\CitiesAreaOfImpact2025\CitiesAreaOfImpact2025.aprx



Canyon County Historic Population Estimates

Year	Unincorporated	% Change	Population Estimate	% Change
2022	57,370	10%	192,350	2.6%
2021	52,110	-6.7%	191,270	5.2%
2020	55,788	14%	175,317	2.9%
2019	48,020	2.4%	176,520	3.3%
2018	46,900	-7.5%	170,280	0.8%
2017	50,560	-1.6%	164,870	3.4%
2016	51,360	-4.6%	156,820	0.2%
2015	53,800	-	153,990	-
2010	50,179		138,744	

Based on the above estimates, the population in the County's unincorporated area grew 14.4%, while the population of cities in the County grew 35.24% between 2010 and 2022.¹

Population Projections

COMPASS forecasted population growth and projections for the Treasure Valley and prepared a regional plan called *Communities in Motion*. The plan is updated every four years. The current figures project the County population to be 359,180 by 2050, a thirty-two percent increase from 2020. In the next twenty-eight years, Canyon County expects to add an estimated 128,070 people.

The 2021 population estimate used the 2010 census as a baseline as the 2020 census counts were not available at the time the COMPASS population estimates were released. Population did not decrease between 2020 and 2021; rather, more accurate and up-to-date population figures were used for the 2020 counts and the 2022 estimates.

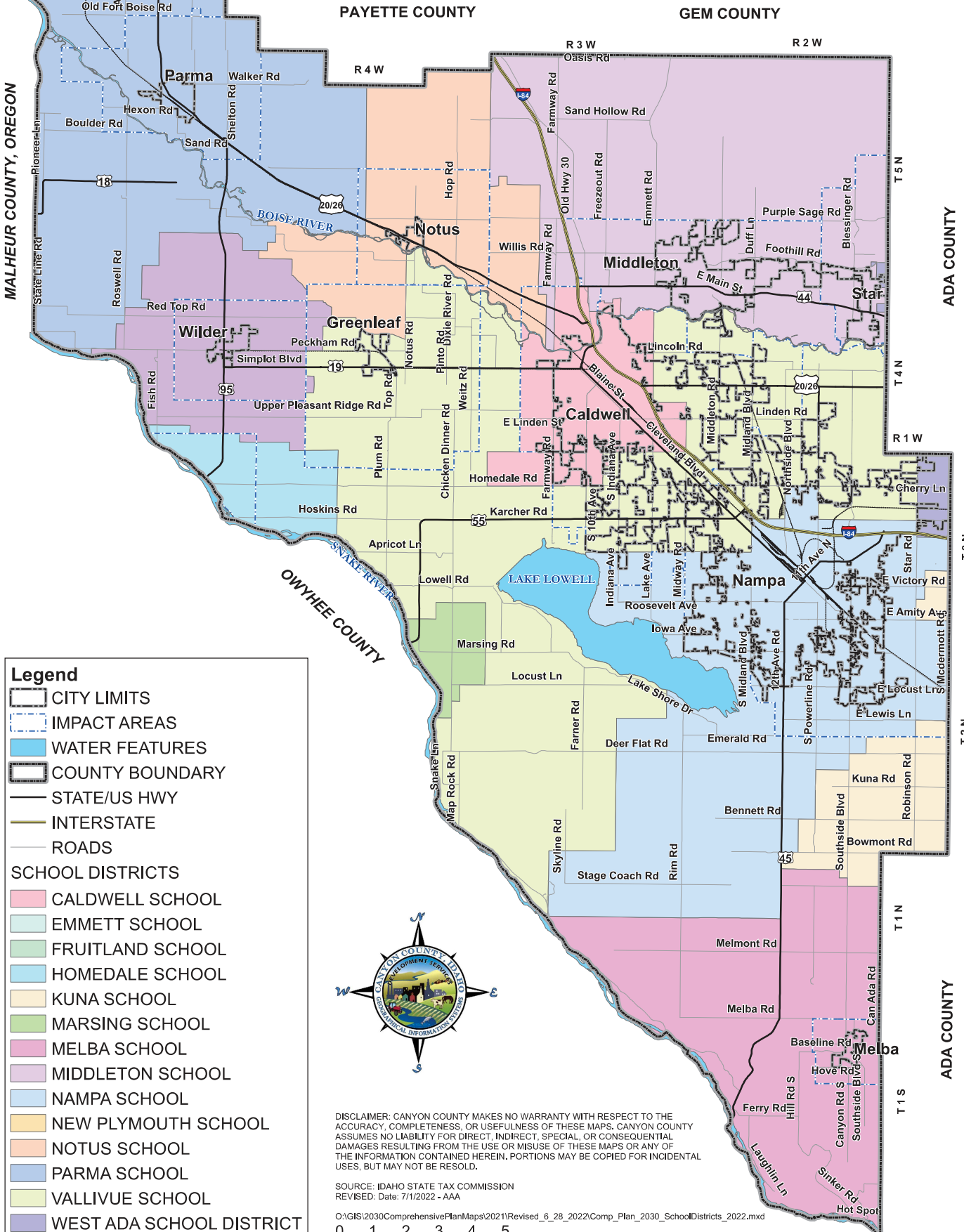
COMPASS Forecasted Growth for Canyon County

	2020 Population	2020 Jobs	2050 Population	2050 Jobs
Caldwell	66,680	18,720	111,190	35,000
Greenleaf	2,910	890	4,170	1,570
Melba	970	200	1,700	420
Middleton	15,660	1,900	40,570	9,750
Nampa	115,860	40,560	168,140	71,710
Notus	990	200	1,460	370
Parma	2,700	890	3,330	1,250
Wilder	5,110	730	3,620	1,850
Canyon County Rural	20,230	3,750	25,000	4,200

Source: Compass Communities in Motion 2050 The figures above are based on areas of city impact as of July 2021 and rounded to the nearest 10.

¹ COMPASS

CANYON COUNTY COMPREHENSIVE PLAN 2030
 SCHOOL DISTRICTS MAP
 EFFECTIVE 10/27/2022

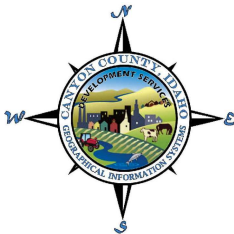


Legend

- CITY LIMITS
- IMPACT AREAS
- WATER FEATURES
- COUNTY BOUNDARY
- STATE/US HWY
- INTERSTATE
- ROADS

SCHOOL DISTRICTS

- CALDWELL SCHOOL
- EMMETT SCHOOL
- FRUITLAND SCHOOL
- HOMEDALE SCHOOL
- KUNA SCHOOL
- MARSING SCHOOL
- MELBA SCHOOL
- MIDDLETON SCHOOL
- NAMPA SCHOOL
- NEW PLYMOUTH SCHOOL
- NOTUS SCHOOL
- PARMA SCHOOL
- VALLIVUE SCHOOL
- WEST ADA SCHOOL DISTRICT
- WILDER SCHOOL



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SOURCE: IDAHO STATE TAX COMMISSION
 REVISED: Date: 7/1/2022 - AAA

O:\GIS\2030ComprehensivePlanMaps\2021\Revised_6_28_2022\Comp_Plan_2030_SchoolDistricts_2022.mxd

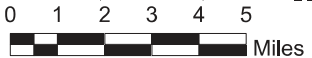


EXHIBIT C

Agency Comments

Received By: September 26, 2025

CERTIFICATE OF LEGAL NOTIFICATION

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, #310, Caldwell, ID 83605

Phone: 208-454-7458



CASE NAME: Nampa AOI

CASE NO: OR2025-0011

HEARING BODY: Board of County Commissioners

I, Caitlin Ross, as the representative of Canyon County Development Services, hereby certify that on this 20th day of August, 2025, I mailed by regular first-class mail, or emailed, a true and correct copy of the notice attached hereto as Exhibit A to those referenced in Exhibit B in accordance with the requirements of the Canyon County Zoning Ordinance § 07-05-01.

- Agencies - Initial Notice for Comment
- JEPA / (City of Nampa)
- Agencies - 30 Day Notice of Hearing Date
- Full Political
- Property Owners

Signed: Caitlin Ross
(Signature of DSD staff who mailed/e-mailed notice)

Date Completed: 8/20/25



Development Services Department



Canyon County, 111 North 11th Avenue, Suite 310, Caldwell, ID 83605

Administration : 208-402-4162 ▪ dsdadmin@canyoncounty.id.gov ▪ www.canyoncounty.id.gov

August 20, 2025

Dear Agencies:

Your agency is being notified pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, to all political subdivisions providing services within the planning jurisdiction of Canyon County, including school districts and media.

Pursuant to the Local Land Use Planning Act, Idaho Code §67-6509, §67-6511, and §67-6512, as applicable, your agency is being notified of an upcoming **Board of County Commissioner’s public hearing on October 16, 2025 at 1:30 p.m.** for the following land use case:

Case No. OR2025-0011: The applicant, City of Nampa, represented by Doug Critchfield, is requesting an ordinance update to amend chapter 9, article 11, subsection 11-1, of Canyon County Code of Ordinance to establish the existing area of city impact boundaries for the City of Nampa, to comply with Idaho Code 67-6526. The subject properties are located within Nampa’s existing area of impact. The application and map can be found at www.canyoncounty.id.gov/land-hearings/ under Ordinance Updates.

To provide comments, please respond by **September 26, 2025**. If the comment deadline is on a weekend or holiday, it will move to close of business 5pm the next business day. *Comments received by the due date will be added to the Staff Report and to the hearing body’s packet. Your agency’s comments are an important part of our decision-making process.* Please visit <https://www.canyoncounty.id.gov/land-hearings/> for hearing details.

Contact the **AOI TEAM** at aoiupdate@canyoncounty.id.gov or 208-455-6033 with any questions or additional agency comments or concerns if applicable.

Respectfully,

Caitlin Ross

Caitlin Ross
Hearing Specialist
Canyon County DSD

Planning • Zoning • Building • Code Enforcement • Engineering • GIS

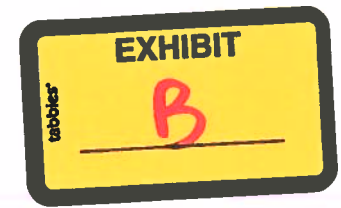


While balancing diverse interests, the Canyon County Development Services Department (DSD) delivers community development services to implement the County’s vision and values, provide stewardship of public resources, and maintain a prosperous future for all.



CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 N. 11TH Ave. Ste 310 ♦ Caldwell, Idaho 83605
Phone (208) 454-7458 ♦ ZoningInfo@canyoncounty.id.gov



LEGAL NOTICE TRANSMITTAL

Case #: OR2025-0010 Transmittal Date: August 20, 2025 Planner: Michelle Barron / AOI Team

Applicant: City of Nampa Applicant's Representative: Doug Critchfield

P&Z Hearing Examiner BOCC

JEPA: _____

FULL POLITICAL

<p>City</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Caldwell <input checked="" type="checkbox"/> Greenleaf <input checked="" type="checkbox"/> Homedale <input checked="" type="checkbox"/> Marsing <input checked="" type="checkbox"/> Melba <input checked="" type="checkbox"/> Middleton <input checked="" type="checkbox"/> Nampa <input checked="" type="checkbox"/> Notus <input checked="" type="checkbox"/> Parma <input checked="" type="checkbox"/> Star <input checked="" type="checkbox"/> Wilder <p>School District</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Caldwell <input checked="" type="checkbox"/> CWI <input checked="" type="checkbox"/> Homedale <input checked="" type="checkbox"/> Kuna <input checked="" type="checkbox"/> Liberty Charter HC <input checked="" type="checkbox"/> Marsing <input checked="" type="checkbox"/> Melba <input checked="" type="checkbox"/> Meridian/West Ada <input checked="" type="checkbox"/> Middleton <input checked="" type="checkbox"/> Nampa <input checked="" type="checkbox"/> Notus <input checked="" type="checkbox"/> Parma <input checked="" type="checkbox"/> Vallivue <input checked="" type="checkbox"/> Wilder <p><input checked="" type="checkbox"/> Southwest District Health</p>	<p>Fire District</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Caldwell <input checked="" type="checkbox"/> Homedale <input checked="" type="checkbox"/> Kuna <input checked="" type="checkbox"/> Marsing <input checked="" type="checkbox"/> Melba <input checked="" type="checkbox"/> Middleton <input checked="" type="checkbox"/> Nampa Fire Dept <input checked="" type="checkbox"/> Parma <input checked="" type="checkbox"/> Star <input checked="" type="checkbox"/> Upper Deer Flat <input checked="" type="checkbox"/> Wilder <input checked="" type="checkbox"/> State Fire Marshal <p>Highway District</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Highway District 4 <input checked="" type="checkbox"/> Golden Gate <input checked="" type="checkbox"/> Nampa <input checked="" type="checkbox"/> Notus-Parma <p>Library District</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Kuna <input checked="" type="checkbox"/> Lizard Butte <input checked="" type="checkbox"/> Wilder HC <p>Utilities</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> CenturyLink <input checked="" type="checkbox"/> Intermountain Gas <input checked="" type="checkbox"/> Idaho Power <input checked="" type="checkbox"/> Ziply Fiber 	<p>Irrigation, Drain & Flood Districts</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Black Canyon Irrigation Dist. <input checked="" type="checkbox"/> Boise-Kuna Irrigation Dist. <input checked="" type="checkbox"/> Boise Project Board of Control <input checked="" type="checkbox"/> Caldwell Water & Sewer HC <input checked="" type="checkbox"/> Canyon County Water Co. <input checked="" type="checkbox"/> Canyon Hill Irrigation District <input checked="" type="checkbox"/> Eureka Irrigation District HC <input checked="" type="checkbox"/> Farmer Cooperative Ditch Co. <input checked="" type="checkbox"/> Farmers Union Ditch Co. <input checked="" type="checkbox"/> Franklin Ditch Co. <input checked="" type="checkbox"/> Lower Center Point HC <input checked="" type="checkbox"/> Mason Creek Ditch Co. HC <input checked="" type="checkbox"/> Middleton Mill Ditch/Irrigation <input checked="" type="checkbox"/> Nampa – Meridian <input checked="" type="checkbox"/> New York <input checked="" type="checkbox"/> Pioneer <input checked="" type="checkbox"/> Pioneer Dixie Ditch <input checked="" type="checkbox"/> Poor Boy Ditch HC <input checked="" type="checkbox"/> Riverside Irrigation District <input checked="" type="checkbox"/> Riverside Ditch <input checked="" type="checkbox"/> Settlers Irrigation <input checked="" type="checkbox"/> Siebenberg Co-op Ditch <input checked="" type="checkbox"/> Star Sewer & Water <input checked="" type="checkbox"/> Wilder Irrigation <input checked="" type="checkbox"/> Drainage Ditch 2 <input checked="" type="checkbox"/> Drainage Ditch 3 <input checked="" type="checkbox"/> Drainage Ditch 4 <input checked="" type="checkbox"/> Drainage Ditch 6 <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Flood District 10 <input checked="" type="checkbox"/> Flood District 11 	<p>Transportation</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> ACHD <input checked="" type="checkbox"/> Brown Bus Company <input checked="" type="checkbox"/> Caldwell Transportation HC <input checked="" type="checkbox"/> COMPASS <input checked="" type="checkbox"/> Idaho Transportation Dept <input checked="" type="checkbox"/> Valley Regional Transit <p>Emergency Services</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Canyon County Sheriff <input checked="" type="checkbox"/> Emergency Mgmt. Coordinator <input checked="" type="checkbox"/> CC Paramedics / EMT <input checked="" type="checkbox"/> Homedale City Ambulance <input checked="" type="checkbox"/> Marsing Ambulance HC <input checked="" type="checkbox"/> Melba Quick Response HC <input checked="" type="checkbox"/> Nampa Police Department <p>Other</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Farm Service Agency HC <input checked="" type="checkbox"/> Fire Code Consultants Northwest <input checked="" type="checkbox"/> Greater Middleton Area Rec <input checked="" type="checkbox"/> Melba Gopher District HC <input checked="" type="checkbox"/> Mosquito Abatement <input checked="" type="checkbox"/> Natural Resource Conservation Dist. <input checked="" type="checkbox"/> Ten-Davis Recreation <input checked="" type="checkbox"/> Destination Caldwell <input checked="" type="checkbox"/> Marathon Pipeline LLC <input checked="" type="checkbox"/> Owyhee County, Dir of Planning <input checked="" type="checkbox"/> US Postal Service _____ <input checked="" type="checkbox"/> Cemetery <u>Wilder</u> HC <input checked="" type="checkbox"/> Media _____ <input checked="" type="checkbox"/> ID State Archaeologist & Director HC <input checked="" type="checkbox"/> West Valley Humane Society HC
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- Canyon County**
- CC Animal Control
 - CC Assessor's Office
 - CC Elections
 - CC Farm Bureau
 - CC Historical Society
 - CC Parks & Recreation
 - CC Soil Conservation District
 - CC Weed & Gopher Control

- Canyon County**
- CC DSD Building Dept.
 - CC DSD Code Enforcement
 - CC DSD Engineering
 - CC DSD GIS Department
 - CC DSD Floodplain Manager
- Government**
- Bureau of Land Management
 - Bureau of Reclamation
 - Deer Flat Natl Wildlife Refuge
 - ID Agricultural Aviation Association
 - Environmental Protection Agency
 - US Army Corps of Engineers

- Government**
- FEMA
 - US Department of Agriculture
 - ID Dept of Water Resources/floodplain
 - ID Dept of Water Resources/water rights
 - Idaho Fish & Game
 - Idaho State Dept of Agriculture
 - Dept of Environmental Quality
 - Dept of Lands/SW Area Mgr. **HC**
 - Energy and Mineral Resources

Caitlin Ross

From: Caitlin Ross
Sent: Wednesday, August 20, 2025 10:15 AM
To: 'rcollins@cityofcaldwell.org'; 'P&Z@cityofcaldwell.org'; 'dgeyer@cityofcaldwell.org'; 'jdodson@cityofcaldwell.org'; 'mbessaw@cityofcaldwell.org'; 'amy@civildynamics.net'; 'alicep@cityofhomedale.org'; 'jgreen@marsingcity.com'; 'mayor@cityofmelba.org'; 'cityclerk@cityofmelba.org'; 'jhutchison@middletoncity.org'; 'mhobbs@middletoncity.org'; 'rstewart@middletoncity.org'; 'sellersr@cityofnampa.us'; 'watkinsk@cityofnampa.us'; 'BadgerD@cityofnampa.us'; 'addressing@cityofnampa.us'; 'critchfieldd@cityofnampa.us'; 'clerks@cityofnampa.us'; 'timc@cityofnampa.us'; 'notuscityclerk@gmail.com'; 'clerk@cityofparmaidaho.org'; 'mayor@cityofparmaidaho.org'; 'publicworks@cityofparmaidaho.org'; 'cityhalladmin@cityofparmaidaho.org'; 'snickel@staridaho.org'; 'jmckillican@cityofwilder.org'; 'kbagley@cityofwilder.org'; 'casanderson@caldwellschools.org'; 'nicmiller@cw.edu'; 'ddenney@homedaleschools.org'; 'bgraves@kunaschools.org'; 'tejensen@kunaschools.org'; 'nstewart@marsingschools.org'; 'sadams@melbaschools.org'; 'Horner.Marci@westada.org'; 'lgrooms@msd134.org'; 'mgee@msd134.org'; 'cstauffer@nsd131.org'; 'dleon@nsd131.org'; 'krantz@notusschools.org'; 'tkelly@parmaschools.org'; 'jenny.titus@vallivue.org'; 'lisa.boyd@vallivue.org'; 'joseph.palmer@vallivue.org'; 'jdillon@wilderschools.org'; 'lrichard@cityofcaldwell.org'; 'aperry@cityofcaldwell.org'; 'homedalefd@gmail.com'; 'tlawrence@kunafire.com'; 'Office@KunaFire.com'; 'marsingfiredistrict@yahoo.com'; 'marsingruralfire@gmail.com'; 'brian.mccormack@melbafire.id.gov'; 'kenny.hoagland@melbafire.id.gov'; 'vislas@starfirerescue.org'; 'permits@starfirerescue.org'; 'eddy@heritagewifi.com'; 'johnsonrl@nampafire.org'; 'prevention@nampafire.org'; 'Jeff@parmafire.us'; 'ParmaRuralFire@gmail.com'; 'permits@starfirerescue.org'; 'eddy@heritagewifi.com'; 'wfdchief@wilderfire.org'; 'jmaloney@wilderfire.org'; 'knute.sandahl@doi.idaho.gov'; 'chopper@hwydistrict4.org'; 'lriccio@hwydistrict4.org'; 'bobw@gghd3.org'; 'office@gghd3.org'; 'eddy@nampahighway1.com'; 'gwatkins@nphd.net'; 'admin1@kunalibrary.org'; 'admin2@kunalibrary.org'; 'lizardbuttlibrary@yahoo.com'; 'brandy.walker@centurylink.com'; 'eingram@idahopower.com'; 'easements@idahopower.com'; 'arobins@idahopower.com'; 'monica.taylor@intgas.com'; 'jessica.mansell@intgas.com'; 'Contract.Administration.Bid.Box@ziply.com'; 'developmentreview@blackcanyonirrigation.com'; 'carl@blackcanyonirrigation.com'; 'dpopoff@rh2.com'; 'aflavel.bkirrdist@gmail.com'; 'tritthaler@boiseproject.org'; 'gashley@boiseproject.org'; 'irr.water.3@gmail.com'; 'kchamberlain.fcdc@gmail.com'; 'office@idcpas.com'; 'fcdc1875@gmail.com'; 'farmers.union.ditch@gmail.com'; 'irr.water.3@gmail.com'; 'wilders04@msn.com'; 'irrigation.mm.mi@gmail.com'; 'tammy.middletonirrigation@gmail.com'; 'nmid@nmid.org'; 'eolvera@nmid.org'; 'nyirrigation@nyid.org'; 'kirk@pioneerirrigation.com'; 'sheepmama25@gmail.com'; 'fcdc1875@gmail.com'; 'fcdc1875@gmail.com'; 'Mack@settlersirrigation.org'; 'kchamberlain.fcdc@gmail.com'; 'mitch.kiester@phd3.idaho.gov'; 'anthony.lee@phd3.idaho.gov'; 'wilderirrigation10@gmail.com'; 'drain.dist.2@gmail.com'; 'bryce@sawtoothlaw.com'; 'scott_sbi@outlook.com'; 'scott_sbi@outlook.com'; 'farmerhouston@gmail.com'; 'projectmgr@boiseriver.org'; 'scott_sbi@outlook.com'; 'testrada@starswd.com'; 'jlucas@achdidaho.org'; 'clittle@achdidaho.org'; 'brentc@brownbuscompany.com'; 'gis@compassidaho.org'; 'D3Development.services@itd.idaho.gov'; 'niki.benyakhlef@itd.idaho.gov'; 'ITDD3PERMITS@ITD.IDAHO.GOV'; 'Airport.Planning@itd.idaho.gov';

To: 'webmaster@valleyregionaltransit.org'; 'smm5156@gmail.com'; 'deb0815@yahoo.com'; 'kunacemetery@gmail.com'; '3tjj@frontiernet.net'; 'melbacemetery@gmail.com'; 'middletoncemdist13@gmail.com'; 'ann_jacops@hotmail.com'; 'prchuston@gmail.com'; Brian Crawford; Christine Wendelsdorf; Michael Stowell; 'tryska7307@gmail.com'; Curt Shankel; Dalia Alnajjar; Lucy Ostyn; Tom Crosby; Code Enforcement; GIS and Addressing Division; Diana Little; Loretta Tweedy; Assessor Website; Elections Clerk; 'roger@amgidaho.com'; Nichole Schwend; Chelsee Boehm; Nichole Schwend; Rick Britton; 'middletown.rich@gmail.com'; Jim Lunders; 'jshoemaker@blm.gov'; 'MGRodriguez@usbr.gov'; 'edward_owens@fws.gov'; 'BRO.Admin@deq.idaho.gov'; 'kenny.huston@oer.idaho.gov'; 'Brenna.Garro@oer.idaho.gov'; 'peter.jackson@idwr.idaho.gov'; 'maureen.oshea@idwr.idaho.gov'; 'file@idwr.idaho.gov'; 'smith.carolyn.d@epa.gov'; 'John.Graves@fema.dhs.gov'; 'idahoaaa@gmail.com'; 'Zlathim@IDL.idaho.gov'; 'brandon.flack@idfg.idaho.gov'; 'Aubrie.Hunt@dhw.idaho.gov'; 'tricia.canaday@ishs.idaho.gov'; 'dan.everhart@ishs.idaho.gov'; 'patricia.hoffman@ishs.idaho.gov'; 'stevie.harris@isda.idaho.gov'; 'laura.johnson@isda.idaho.gov'; 'tate.walters@id.usda.gov'; 'shawn.cafferty@usda.gov'; 'noe.ramirez@usda.gov'; 'cenww-rd-boi-tv@usace.army.mil'; 'laura.j.freedman@usps.gov'; 'Rakesh.N.Dewan@usps.gov'; 'Chad.M.Franklin@usps.gov'; 'Melvin.B.Norton@usps.gov'; 'Tammi.L.Barth@usps.gov'; 'henry.medel@usps.gov'; 'Khrista.M.Holman@usps.gov'; 'Rochelle.Fuquay@usps.gov'; 'leroy.eyler@usps.gov'; 'marc.c.boyer@usps.gov'; 'mhuff@co.owyhee.id.us'; 'gmpprdjennifer@gmail.com'; 'lisaitano@me.com'; 'scott@fccnw.com'; 'srcsbinfo@gmail.com'; 'tottens@amsidaho.com'; 'melvin.b.norton@usps.gov'; 'scott.hauser@usrtf.org'; 'info@destinationcaldwell.com'; 'makline2@marathonpetroleum.com'; 'news@kboi2.com'; 'news@kivitv.com'; 'ktvbnews@ktvb.com'; '670@kboi.com'; Newsroom; 'middletonexpress1@gmail.com'; 'rmorgan@kellerassociates.com'

Subject: Legal Notice OR2025-0011 / Nampa AOI

Attachments: NEW - BOCC Rezone full political agency notice.pdf

Dear Agencies,

Your agency is being notified pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, to all political subdivisions providing services within the planning jurisdiction of Canyon County, including school districts and media.

No response is required from your agency unless you have input on the proposed project.

Contact the **AOI TEAM** at aoiupdate@canyoncounty.id.gov with any questions or additional agency comments or concerns if applicable.

Thank you,



Caitlin Ross

Hearing Specialist

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-7463

Email: Caitlin.Ross@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Development Services Department (DSD)

NEW public office hours

Effective Jan. 3, 2023

Monday, Tuesday, Thursday and Friday

8am – 5pm

Wednesday

1pm – 5pm

****We will not be closed during lunch hour ****

PUBLIC RECORD NOTICE: All communications transmitted within the Canyon County email system may be a public record and may be subject to disclosure under the Idaho Public Records Act and as such may be copied and reproduced by members of the public.

Michelle Barron

From: BRO Admin <BRO.Admin@deq.idaho.gov>
Sent: Monday, August 25, 2025 10:50 AM
To: AOI Update
Cc: Jennifer Lahmon
Subject: [External] RE: Legal Notice OR2025-0011 / Nampa AOI

The Boise Regional DEQ Administration has no comments at this time.

Sincerely,



Carlene Oberg

Administrative Assistant I

Idaho Department of Environmental Quality
 1445 North Orchard Street Boise, Idaho 83706
 P: (208) 373-0550 | www.deq.idaho.gov

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Wednesday, August 20, 2025 10:15 AM
To: 'rcollins@cityofcaldwell.org' <rcollins@cityofcaldwell.org>; 'P&Z@cityofcaldwell.org' <P&Z@cityofcaldwell.org>; 'dgeyer@cityofcaldwell.org' <dgeyer@cityofcaldwell.org>; 'jdodson@cityofcaldwell.org' <jdodson@cityofcaldwell.org>; 'mbessaw@cityofcaldwell.org'; 'amy@civilodynamics.net' <amy@civilodynamics.net>; 'alicep@cityofhomedale.org' <alicep@cityofhomedale.org>; 'jgreen@marsingcity.com' <jgreen@marsingcity.com>; 'mayor@cityofmelba.org' <mayor@cityofmelba.org>; 'cityclerk@cityofmelba.org' <cityclerk@cityofmelba.org>; 'jhutchison@middletoncity.org' <jhutchison@middletoncity.org>; 'mhobbs@middletoncity.org' <mhobbs@middletoncity.org>; 'rstewart@middletoncity.org' <rstewart@middletoncity.org>; 'sellersr@cityofnampa.us' <sellersr@cityofnampa.us>; 'watkinsk@cityofnampa.us' <watkinsk@cityofnampa.us>; 'BadgerD@cityofnampa.us' <BadgerD@cityofnampa.us>; 'addressing@cityofnampa.us' <addressing@cityofnampa.us>; 'critchfieldd@cityofnampa.us' <critchfieldd@cityofnampa.us>; 'clerks@cityofnampa.us' <clerks@cityofnampa.us>; 'timc@cityofnampa.us' <timc@cityofnampa.us>; 'notuscityclerk@gmail.com' <notuscityclerk@gmail.com>; 'clerk@cityofparmaidaho.org' <clerk@cityofparmaidaho.org>; 'mayor@cityofparmaidaho.org' <mayor@cityofparmaidaho.org>; 'publicworks@cityofparmaidaho.org' <publicworks@cityofparmaidaho.org>; 'cityhalladmin@cityofparmaidaho.org' <cityhalladmin@cityofparmaidaho.org>; 'snickel@staridaho.org' <snickel@staridaho.org>; 'jmckillican@cityofwilder.org' <jmckillican@cityofwilder.org>; 'kbagley@cityofwilder.org' <kbagley@cityofwilder.org>; 'casanderson@caldwellschools.org' <casanderson@caldwellschools.org>; 'nicmillier@cw.edu' <nicmillier@cw.edu>; 'ddenney@homedaleschools.org'; 'bgraves@kunaschools.org' <bgraves@kunaschools.org>; 'tejensen@kunaschools.org'; 'nstewart@marsingschools.org' <nstewart@marsingschools.org>; 'sadams@melbaschools.org' <sadams@melbaschools.org>; 'Horner.Marci@westada.org' <Horner.Marci@westada.org>; 'lgrooms@msd134.org' <lgrooms@msd134.org>; 'mgee@msd134.org' <mgee@msd134.org>; 'cstauffer@nsd131.org' <cstauffer@nsd131.org>; 'dleon@nsd131.org' <dleon@nsd131.org>; 'krantz@notusschools.org' <krantz@notusschools.org>; 'tkelly@parmaschools.org' <tkelly@parmaschools.org>; 'jenny.titus@vallivue.org' <jenny.titus@vallivue.org>; 'lisa.boyd@vallivue.org' <lisa.boyd@vallivue.org>; 'joseph.palmer@vallivue.org' <joseph.palmer@vallivue.org>; 'jdillon@wilderschools.org' <jdillon@wilderschools.org>; 'lrichard@cityofcaldwell.org' <lrichard@cityofcaldwell.org>; Alan Perry <aperry@cityofcaldwell.org>; 'homedalefd@gmail.com' <homedalefd@gmail.com>; 'tlawrence@kunafire.com' <tlawrence@kunafire.com>; 'Office@KunaFire.com' <Office@KunaFire.com>; 'marsingfiredistrict@yahoo.com' <marsingfiredistrict@yahoo.com>; 'marsingruralfire@gmail.com'

<marsingruralfire@gmail.com>; 'brian.mccormack@melbafire.id.gov' <brian.mccormack@melbafire.id.gov>;
'kenny.hoagland@melbafire.id.gov' <kenny.hoagland@melbafire.id.gov>; 'vislas@starfirerescue.org'
<vislas@starfirerescue.org>; 'permits@starfirerescue.org' <permits@starfirerescue.org>; 'eddy@heritagewifi.com'
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<eddy@heritagewifi.com>; 'wfdchief@wilderfire.org' <wfdchief@wilderfire.org>; 'jmaloney@wilderfire.org'
<jmaloney@wilderfire.org>; Knute Sandahl <Knute.Sandahl@doi.idaho.gov>; 'chopper@hwydistrict4.org'
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<eddy@nampahighway1.com>; 'gwatkins@nphd.net' <gwatkins@nphd.net>; 'admin1@kunalibrary.org'
<admin1@kunalibrary.org>; 'admin2@kunalibrary.org' <admin2@kunalibrary.org>; 'lizardbuttelibrary@yahoo.com';
'brandy.walker@centurylink.com' <brandy.walker@centurylink.com>; 'eingram@idahopower.com'
<eingram@idahopower.com>; 'easements@idahopower.com' <easements@idahopower.com>;
'arobins@idahopower.com' <arobins@idahopower.com>; 'monica.taylor@intgas.com' <monica.taylor@intgas.com>;
'jessica.mansell@intgas.com' <jessica.mansell@intgas.com>; 'Contract.Administration.Bid.Box@ziply.com'
<Contract.Administration.Bid.Box@ziply.com>; 'developmentreview@blackcanyonirrigation.com'
<developmentreview@blackcanyonirrigation.com>; 'carl@blackcanyonirrigation.com'
<carl@blackcanyonirrigation.com>; 'dpopoff@rh2.com' <dpopoff@rh2.com>; 'aflavel.bkirrdist@gmail.com'
<aflavel.bkirrdist@gmail.com>; 'tritthaler@boiseproject.org' <tritthaler@boiseproject.org>; 'gashley@boiseproject.org'
<gashley@boiseproject.org>; 'irr.water.3@gmail.com' <irr.water.3@gmail.com>; 'kchamberlain.fcfdc@gmail.com'
<kchamberlain.fcfdc@gmail.com>; 'office@idcpas.com' <office@idcpas.com>; 'fcfdc1875@gmail.com'
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<irr.water.3@gmail.com>; 'wilders04@msn.com' <wilders04@msn.com>; 'irrigation.mm.mi@gmail.com'
<irrigation.mm.mi@gmail.com>; 'tammy.middletonirrigation@gmail.com' <tammy.middletonirrigation@gmail.com>;
'nmid@nmid.org' <nmid@nmid.org>; 'eolvera@nmid.org' <eolvera@nmid.org>; 'nyirrigation@nyid.org'
<nyirrigation@nyid.org>; 'kirk@pioneerirrigation.com' <kirk@pioneerirrigation.com>; 'sheepmama25@gmail.com'
<sheepmama25@gmail.com>; 'fcfdc1875@gmail.com' <fcfdc1875@gmail.com>; 'fcfdc1875@gmail.com'
<fcfdc1875@gmail.com>; 'Mack@settlersirrigation.org' <Mack@settlersirrigation.org>; 'kchamberlain.fcfdc@gmail.com'
<kchamberlain.fcfdc@gmail.com>; Mitch Kiester <mitch.kiester@phd3.idaho.gov>; 'anthony.lee@phd3.idaho.gov'
<anthony.lee@phd3.idaho.gov>; 'wilderirrigation10@gmail.com' <wilderirrigation10@gmail.com>;
'drain.dist.2@gmail.com' <drain.dist.2@gmail.com>; 'bryce@sawtoothlaw.com' <bryce@sawtoothlaw.com>;
'scott_sbi@outlook.com' <scott_sbi@outlook.com>; 'scott_sbi@outlook.com' <scott_sbi@outlook.com>;
'farmerhouston@gmail.com' <farmerhouston@gmail.com>; projectmgr <projectmgr@boiseriver.org>;
'scott_sbi@outlook.com' <scott_sbi@outlook.com>; testrada@starswd.com; 'jluucas@achdidaho.org'
<jluucas@achdidaho.org>; 'clittle@achdidaho.org' <clittle@achdidaho.org>; 'brentc@brownbuscompany.com'
<brentc@brownbuscompany.com>; 'gis@compassidaho.org' <gis@compassidaho.org>;
'D3Development.services@itd.idaho.gov' <D3Development.services@itd.idaho.gov>; 'niki.benyakhlef@itd.idaho.gov'
<niki.benyakhlef@itd.idaho.gov>; 'ITDD3PERMITS@ITD.IDAHO.GOV' <ITDD3PERMITS@ITD.IDAHO.GOV>;
'Airport.Planning@itd.idaho.gov' <Airport.Planning@itd.idaho.gov>; 'webmaster@valleyregionaltransit.org'
<webmaster@valleyregionaltransit.org>; 'smm5156@gmail.com' <smm5156@gmail.com>; 'deb0815@yahoo.com'
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<middletoncemdist13@gmail.com>; 'ann_jacops@hotmail.com' <ann_jacops@hotmail.com>; 'prchuston@gmail.com'
<prchuston@gmail.com>; Brian Crawford <Brian.Crawford@canyoncounty.id.gov>; Christine Wendelsdorf
<Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>;
'tryska7307@gmail.com' <tryska7307@gmail.com>; Curt Shankel <shankelc@cityofnampa.us>; Dalia Alnajjar
<Dalia.Alnajjar@canyoncounty.id.gov>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Tom Crosby
<Tom.Crosby@canyoncounty.id.gov>; Code Enforcement <CodeEnforcement@canyoncounty.id.gov>; GIS and
Addressing Division <GISAddressing@canyoncounty.id.gov>; Diana Little <Diana.Little@canyoncounty.id.gov>; Loretta
Tweedy <Loretta.Tweedy@canyoncounty.id.gov>; Assessor Website <2cAsr@canyoncounty.id.gov>; Elections Clerk
<electionsclerk@canyoncounty.id.gov>; 'roger@amgidaho.com' <roger@amgidaho.com>; Nichole Schwend

<Nichole.Schwend@canyoncounty.id.gov>; Chelsea Boehm <Chelsea.Boehm@canyoncounty.id.gov>; Nichole Schwend <Nichole.Schwend@canyoncounty.id.gov>; Rick Britton <Rick.Britton@canyoncounty.id.gov>; 'middletown.rich@gmail.com' <middletown.rich@gmail.com>; Jim Lunders <jlunders@2cmad.org>; 'jshoemaker@blm.gov' <jshoemaker@blm.gov>; 'MGRodriguez@usbr.gov' <MGRodriguez@usbr.gov>; 'edward_owens@fws.gov' <edward_owens@fws.gov>; BRO Admin <BRO.Admin@deq.idaho.gov>; Kenny Huston <kenny.huston@oer.idaho.gov>; Brenna Garro <Brenna.Garro@oer.idaho.gov>; Jackson, Peter <Peter.Jackson@idwr.idaho.gov>; O'Shea, Maureen <Maureen.OShea@idwr.idaho.gov>; IDWR File <file@idwr.idaho.gov>; 'smith.carolyn.d@epa.gov' <smith.carolyn.d@epa.gov>; 'John.Graves@fema.dhs.gov' <John.Graves@fema.dhs.gov>; 'idahoaaa@gmail.com' <idahoaaa@gmail.com>; 'Zlathim@IDL.idaho.gov' <Zlathim@IDL.idaho.gov>; Flack,Brandon <brandon.flack@idfg.idaho.gov>; 'Aubrie.Hunt@dhw.idaho.gov' <Aubrie.Hunt@dhw.idaho.gov>; Tricia Canaday <Tricia.Canaday@ishs.idaho.gov>; Dan Everhart <Dan.Everhart@ishs.idaho.gov>; Patricia Hoffman <Patricia.Hoffman@ishs.idaho.gov>; Stevie Harris <Stevie.Harris@ISDA.IDAHO.GOV>; Laura Johnson <Laura.Johnson@ISDA.IDAHO.GOV>; 'tate.walters@id.usda.gov' <tate.walters@id.usda.gov>; 'shawn.cafferty@usda.gov' <shawn.cafferty@usda.gov>; 'noe.ramirez@usda.gov' <noe.ramirez@usda.gov>; 'cenww-rd-boi-tv@usace.army.mil' <cenww-rd-boi-tv@usace.army.mil>; 'laura.j.freedman@usps.gov' <laura.j.freedman@usps.gov>; 'Rakesh.N.Dewan@usps.gov' <Rakesh.N.Dewan@usps.gov>; 'Chad.M.Franklin@usps.gov' <Chad.M.Franklin@usps.gov>; 'Melvin.B.Norton@usps.gov' <Melvin.B.Norton@usps.gov>; 'Tammi.L.Barth@usps.gov' <Tammi.L.Barth@usps.gov>; 'henry.medel@usps.gov' <henry.medel@usps.gov>; 'Khrista.M.Holman@usps.gov' <Khrista.M.Holman@usps.gov>; 'Rochelle.Fuquay@usps.gov' <Rochelle.Fuquay@usps.gov>; 'leroy.eyler@usps.gov' <leroy.eyler@usps.gov>; 'marc.c.boyer@usps.gov' <marc.c.boyer@usps.gov>; 'mhuff@co.owyhee.id.us' <mhuff@co.owyhee.id.us>; 'gmprdjennifer@gmail.com' <gmprdjennifer@gmail.com>; 'lisaitano@me.com' <lisaitano@me.com>; 'scott@fccnw.com' <scott@fccnw.com>; 'srcsbinfo@gmail.com' <srcsbinfo@gmail.com>; 'tottens@amsidaho.com' <tottens@amsidaho.com>; 'melvin.b.norton@usps.gov' <melvin.b.norton@usps.gov>; 'scott.hauser@usrtf.org' <scott.hauser@usrtf.org>; 'info@destinationcaldwell.com' <info@destinationcaldwell.com>; 'makline2@marathonpetroleum.com' <makline2@marathonpetroleum.com>; 'news@kboi2.com' <news@kboi2.com>; 'news@kivity.com' <news@kivity.com>; 'ktvbnews@ktvb.com' <ktvbnews@ktvb.com>; '670@kboi.com' <670@kboi.com>; Newsroom <newsroom@idahopress.com>; 'middletonexpress1@gmail.com' <middletonexpress1@gmail.com>; 'rmorgan@kellerassociates.com' <rmorgan@kellerassociates.com>

Subject: Legal Notice OR2025-0011 / Nampa AOI

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Dear Agencies,

Your agency is being notified pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, to all political subdivisions providing services within the planning jurisdiction of Canyon County, including school districts and media.

No response is required from your agency unless you have input on the proposed project.

Contact the **AOI TEAM** at aoiupdate@canyoncounty.id.gov with any questions or additional agency comments or concerns if applicable.

Thank you,



Caitlin Ross

Hearing Specialist

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-7463

Email: Caitlin.Ross@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Development Services Department (DSD)

NEW public office hours

Effective Jan. 3, 2023

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8am – 5pm

Wednesday

1pm – 5pm

**We will not be closed during lunch hour **

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Michelle Barron

From: Caitlin Ross
Sent: Monday, August 25, 2025 2:30 PM
To: AOI Update
Cc: 'D3Development.services@itd.idaho.gov'
Subject: FW: [External] RE: Legal Notice OR2025-0011 / Nampa AOI

FYI – thanks!

Caitlin

From: D3 Development Services <D3Development.Services@itd.idaho.gov>
Sent: Monday, August 25, 2025 1:47 PM
To: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Subject: [External] RE: Legal Notice OR2025-0011 / Nampa AOI

Hello,

After careful review of the transmittal submitted to ITD on August 20, 2025 regarding, OR2025-0011/Nampa AOI, the Department has no comments or concerns to make at this time. If you have any questions please contact Niki Benyakhlef at (208) 334-8337/ Niki.Benyakhlef@itd.idaho.gov.

Thank you

Mila Kinakh

D3 Planning and Development

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Wednesday, August 20, 2025 10:15 AM
To: 'rcollins@cityofcaldwell.org' <rcollins@cityofcaldwell.org>; 'P&Z@cityofcaldwell.org' <P&Z@cityofcaldwell.org>; 'dgeyer@cityofcaldwell.org' <dgeyer@cityofcaldwell.org>; 'jdodson@cityofcaldwell.org' <jdodson@cityofcaldwell.org>; 'mbessaw@cityofcaldwell.org' <mbessaw@cityofcaldwell.org>; 'amy@cityofcaldwell.org' <amy@cityofcaldwell.org>; 'alicep@cityofhomedale.org' <alicep@cityofhomedale.org>; 'jgreen@marsingcity.com' <jgreen@marsingcity.com>; 'mayor@cityofmelba.org' <mayor@cityofmelba.org>; 'cityclerk@cityofmelba.org' <cityclerk@cityofmelba.org>; 'jhutchison@middletoncity.org' <jhutchison@middletoncity.org>; 'mhobbs@middletoncity.org' <mhobbs@middletoncity.org>; 'rstewart@middletoncity.org' <rstewart@middletoncity.org>; 'sellersr@cityofnampa.us' <sellersr@cityofnampa.us>; 'watkinsk@cityofnampa.us' <watkinsk@cityofnampa.us>; 'BadgerD@cityofnampa.us' <BadgerD@cityofnampa.us>; 'addressing@cityofnampa.us' <addressing@cityofnampa.us>; 'critchfieldd@cityofnampa.us' <critchfieldd@cityofnampa.us>; 'clerks@cityofnampa.us' <clerks@cityofnampa.us>; 'timc@cityofnampa.us' <timc@cityofnampa.us>; 'notuscityclerk@gmail.com' <notuscityclerk@gmail.com>; 'clerk@cityofparmaidaho.org' <clerk@cityofparmaidaho.org>; 'mayor@cityofparmaidaho.org' <mayor@cityofparmaidaho.org>; 'publicworks@cityofparmaidaho.org' <publicworks@cityofparmaidaho.org>; 'cityhalladmin@cityofparmaidaho.org' <cityhalladmin@cityofparmaidaho.org>; 'snickel@staridaho.org' <snickel@staridaho.org>; 'jmckillican@cityofwilder.org' <jmckillican@cityofwilder.org>; 'kbagley@cityofwilder.org' <kbagley@cityofwilder.org>; 'casanderson@caldwellschools.org' <casanderson@caldwellschools.org>; 'nicmiller@cw.edu' <nicmiller@cw.edu>; 'ddenney@homedaleschools.org' <ddenney@homedaleschools.org>; 'bgraves@kunaschools.org' <bgraves@kunaschools.org>; 'tejensen@kunaschools.org' <tejensen@kunaschools.org>;

'nstewart@marsingschools.org' <nstewart@marsingschools.org>; 'sadams@melbaschools.org' <sadams@melbaschools.org>; 'Horner.Marci@westada.org' <Horner.Marci@westada.org>; 'lgrooms@msd134.org' <lgrooms@msd134.org>; 'mgee@msd134.org' <mgee@msd134.org>; 'cstauffer@nsd131.org' <cstauffer@nsd131.org>; 'dleon@nsd131.org' <dleon@nsd131.org>; 'krantz@notusschools.org' <krantz@notusschools.org>; 'tkelly@parmaschools.org' <tkelly@parmaschools.org>; 'jenny.titus@vallivue.org' <jenny.titus@vallivue.org>; 'lisa.boyd@vallivue.org' <lisa.boyd@vallivue.org>; 'joseph.palmer@vallivue.org' <joseph.palmer@vallivue.org>; 'jdillon@wilderschools.org' <jdillon@wilderschools.org>; 'lrichard@cityofcaldwell.org' <lrichard@cityofcaldwell.org>; 'aperry@cityofcaldwell.org' <aperry@cityofcaldwell.org>; 'homedalefd@gmail.com' <homedalefd@gmail.com>; 'tlawrence@kunafire.com' <tlawrence@kunafire.com>; 'Office@KunaFire.com' <Office@KunaFire.com>; 'marsingfiredistrict@yahoo.com' <marsingfiredistrict@yahoo.com>; 'marsingruralfire@gmail.com' <marsingruralfire@gmail.com>; 'brian.mccormack@melbafire.id.gov' <brian.mccormack@melbafire.id.gov>; 'kenny.hoagland@melbafire.id.gov' <kenny.hoagland@melbafire.id.gov>; 'vislas@starfirerescue.org' <vislas@starfirerescue.org>; 'permits@starfirerescue.org' <permits@starfirerescue.org>; 'eddy@heritagewifi.com' <eddy@heritagewifi.com>; 'johnsonrl@nampafire.org' <johnsonrl@nampafire.org>; 'prevention@nampafire.org' <prevention@nampafire.org>; 'Jeff@parmafire.us' <Jeff@parmafire.us>; 'ParmaRuralFire@gmail.com' <ParmaRuralFire@gmail.com>; 'permits@starfirerescue.org' <permits@starfirerescue.org>; 'eddy@heritagewifi.com' <eddy@heritagewifi.com>; 'wfdchief@wilderfire.org' <wfdchief@wilderfire.org>; 'jmaloney@wilderfire.org' <jmaloney@wilderfire.org>; 'knute.sandahl@doi.idaho.gov' <knute.sandahl@doi.idaho.gov>; 'chopper@hwydistrict4.org' <chopper@hwydistrict4.org>; 'lriccio@hwydistrict4.org' <lriccio@hwydistrict4.org>; 'bobw@gghd3.org' <bobw@gghd3.org>; 'office@gghd3.org' <office@gghd3.org>; 'eddy@nampahighway1.com' <eddy@nampahighway1.com>; 'gwatkins@nphd.net' <gwatkins@nphd.net>; 'admin1@kunalibrary.org' <admin1@kunalibrary.org>; 'admin2@kunalibrary.org' <admin2@kunalibrary.org>; 'lizardbuttelibrary@yahoo.com' <lizardbuttelibrary@yahoo.com>; 'brandy.walker@centurylink.com' <brandy.walker@centurylink.com>; 'eigram@idahopower.com' <eigram@idahopower.com>; 'easements@idahopower.com' <easements@idahopower.com>; 'arobins@idahopower.com' <arobins@idahopower.com>; 'monica.taylor@intgas.com' <monica.taylor@intgas.com>; 'jessica.mansell@intgas.com' <jessica.mansell@intgas.com>; 'Contract.Administration.Bid.Box@ziply.com' <Contract.Administration.Bid.Box@ziply.com>; 'developmentreview@blackcanyonirrigation.com' <developmentreview@blackcanyonirrigation.com>; 'carl@blackcanyonirrigation.com' <carl@blackcanyonirrigation.com>; 'dpopoff@rh2.com' <dpopoff@rh2.com>; 'aflavel.bkirrdist@gmail.com' <aflavel.bkirrdist@gmail.com>; 'tritthaler@boiseproject.org' <tritthaler@boiseproject.org>; 'gashley@boiseproject.org' <gashley@boiseproject.org>; 'irr.water.3@gmail.com' <irr.water.3@gmail.com>; 'kchamberlain.fcdc@gmail.com' <kchamberlain.fcdc@gmail.com>; 'office@idcpas.com' <office@idcpas.com>; 'fcdc1875@gmail.com' <fcdc1875@gmail.com>; 'farmers.union.ditch@gmail.com' <farmers.union.ditch@gmail.com>; 'irr.water.3@gmail.com' <irr.water.3@gmail.com>; 'wilders04@msn.com' <wilders04@msn.com>; 'irrigation.mm.mi@gmail.com' <irrigation.mm.mi@gmail.com>; 'tammy.middletonirrigation@gmail.com' <tammy.middletonirrigation@gmail.com>; 'nmid@nmid.org' <nmid@nmid.org>; 'eolvera@nmid.org' <eolvera@nmid.org>; 'nyirrigation@nyid.org' <nyirrigation@nyid.org>; 'kirk@pioneerirrigation.com' <kirk@pioneerirrigation.com>; 'sheepmama25@gmail.com' <sheepmama25@gmail.com>; 'fcdc1875@gmail.com' <fcdc1875@gmail.com>; 'fcdc1875@gmail.com' <fcdc1875@gmail.com>; 'Mack@settlersirrigation.org' <Mack@settlersirrigation.org>; 'kchamberlain.fcdc@gmail.com' <kchamberlain.fcdc@gmail.com>; 'mitch.kiester@phd3.idaho.gov' <mitch.kiester@phd3.idaho.gov>; 'anthony.lee@phd3.idaho.gov' <anthony.lee@phd3.idaho.gov>; 'wilderirrigation10@gmail.com' <wilderirrigation10@gmail.com>; 'drain.dist.2@gmail.com' <drain.dist.2@gmail.com>; 'bryce@sawtoothlaw.com' <bryce@sawtoothlaw.com>; 'scott_sbi@outlook.com' <scott_sbi@outlook.com>; 'scott_sbi@outlook.com' <scott_sbi@outlook.com>; 'farmerhouston@gmail.com' <farmerhouston@gmail.com>; 'projectmgr@boiseriver.org' <projectmgr@boiseriver.org>; 'scott_sbi@outlook.com' <scott_sbi@outlook.com>; 'testrada@starswd.com' <testrada@starswd.com>; 'jlucas@achdidaho.org' <jlucas@achdidaho.org>; 'clittle@achdidaho.org' <clittle@achdidaho.org>; 'brentc@brownbuscompany.com' <brentc@brownbuscompany.com>; 'gis@compassidaho.org' <gis@compassidaho.org>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; ITDD3Permits <ITDD3Permits@itd.idaho.gov>; Airport Planning <Airport.Planning@itd.idaho.gov>; 'webmaster@valleyregionaltransit.org' <webmaster@valleyregionaltransit.org>; 'smm5156@gmail.com'

<smm5156@gmail.com>; 'deb0815@yahoo.com' <deb0815@yahoo.com>; 'kunacemetery@gmail.com' <kunacemetery@gmail.com>; '3tjj@frontiernet.net' <3tjj@frontiernet.net>; 'melbacemetery@gmail.com' <melbacemetery@gmail.com>; 'middletoncemdist13@gmail.com' <middletoncemdist13@gmail.com>; 'ann_jacops@hotmail.com' <ann_jacops@hotmail.com>; 'prchuston@gmail.com' <prchuston@gmail.com>; Brian Crawford <Brian.Crawford@canyoncounty.id.gov>; Christine Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>; 'tryska7307@gmail.com' <tryska7307@gmail.com>; Curt Shankel <shankelc@cityofnampa.us>; Dalia Alnajjar <Dalia.Alnajjar@canyoncounty.id.gov>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Tom Crosby <Tom.Crosby@canyoncounty.id.gov>; Code Enforcement <CodeEnforcement@canyoncounty.id.gov>; GIS and Addressing Division <GISAddressing@canyoncounty.id.gov>; Diana Little <Diana.Little@canyoncounty.id.gov>; Loretta Tweedy <Loretta.Tweedy@canyoncounty.id.gov>; Assessor Website <2cAsr@canyoncounty.id.gov>; Elections Clerk <electionsclerk@canyoncounty.id.gov>; 'roger@amgidaho.com' <roger@amgidaho.com>; Nichole Schwend <Nichole.Schwend@canyoncounty.id.gov>; Chelsea Boehm <Chelsea.Boehm@canyoncounty.id.gov>; Nichole Schwend <Nichole.Schwend@canyoncounty.id.gov>; Rick Britton <Rick.Britton@canyoncounty.id.gov>; 'middleton.rich@gmail.com' <middleton.rich@gmail.com>; Jim Lunders <jlunders@2cmad.org>; 'jshoemaker@blm.gov' <jshoemaker@blm.gov>; 'MGRodriguez@usbr.gov' <MGRodriguez@usbr.gov>; 'edward_owens@fws.gov' <edward_owens@fws.gov>; 'BRO.Admin@deq.idaho.gov' <BRO.Admin@deq.idaho.gov>; 'kenny.huston@oer.idaho.gov' <kenny.huston@oer.idaho.gov>; 'Brenna.Garro@oer.idaho.gov' <Brenna.Garro@oer.idaho.gov>; 'peter.jackson@idwr.idaho.gov' <peter.jackson@idwr.idaho.gov>; 'maureen.oshea@idwr.idaho.gov' <maureen.oshea@idwr.idaho.gov>; 'file@idwr.idaho.gov' <file@idwr.idaho.gov>; 'smith.carolyn.d@epa.gov' <smith.carolyn.d@epa.gov>; 'John.Graves@fema.dhs.gov' <John.Graves@fema.dhs.gov>; 'idahoaaa@gmail.com' <idahoaaa@gmail.com>; 'Zlathim@IDL.idaho.gov' <Zlathim@IDL.idaho.gov>; 'brandon.flack@idfg.idaho.gov' <brandon.flack@idfg.idaho.gov>; 'Aubrie.Hunt@dhw.idaho.gov' <Aubrie.Hunt@dhw.idaho.gov>; 'tricia.canaday@ishs.idaho.gov' <tricia.canaday@ishs.idaho.gov>; 'dan.everhart@ishs.idaho.gov' <dan.everhart@ishs.idaho.gov>; 'patricia.hoffman@ishs.idaho.gov' <patricia.hoffman@ishs.idaho.gov>; 'stevie.harris@isda.idaho.gov' <stevie.harris@isda.idaho.gov>; 'laura.johnson@isda.idaho.gov' <laura.johnson@isda.idaho.gov>; 'tate.walters@id.usda.gov' <tate.walters@id.usda.gov>; 'shawn.cafferty@usda.gov' <shawn.cafferty@usda.gov>; 'noe.ramirez@usda.gov' <noe.ramirez@usda.gov>; 'cenww-rd-boi-tv@usace.army.mil' <cenww-rd-boi-tv@usace.army.mil>; 'laura.j.freedman@usps.gov' <laura.j.freedman@usps.gov>; 'Rakesh.N.Dewan@usps.gov' <Rakesh.N.Dewan@usps.gov>; 'Chad.M.Franklin@usps.gov' <Chad.M.Franklin@usps.gov>; 'Melvin.B.Norton@usps.gov' <Melvin.B.Norton@usps.gov>; 'Tammi.L.Barth@usps.gov' <Tammi.L.Barth@usps.gov>; 'henry.medel@usps.gov' <henry.medel@usps.gov>; 'Khrista.M.Holman@usps.gov' <Khrista.M.Holman@usps.gov>; 'Rochelle.Fuquay@usps.gov' <Rochelle.Fuquay@usps.gov>; 'leroy.eyler@usps.gov' <leroy.eyler@usps.gov>; 'marc.c.boyer@usps.gov' <marc.c.boyer@usps.gov>; 'mhuff@co.owyhee.id.us' <mhuff@co.owyhee.id.us>; 'gmpredjennifer@gmail.com' <gmpredjennifer@gmail.com>; 'lisaitano@me.com' <lisaitano@me.com>; 'scott@fccnw.com' <scott@fccnw.com>; 'srcsbinfo@gmail.com' <srcsbinfo@gmail.com>; 'tottens@amsidaho.com' <tottens@amsidaho.com>; 'melvin.b.norton@usps.gov' <melvin.b.norton@usps.gov>; 'scott.hauser@usrtf.org' <scott.hauser@usrtf.org>; 'info@destinationcaldwell.com' <info@destinationcaldwell.com>; 'makline2@marathonpetroleum.com' <makline2@marathonpetroleum.com>; 'news@kboi2.com' <news@kboi2.com>; 'news@kivity.com' <news@kivity.com>; KTVB TV <ktvbnews@ktvb.com>; '670@kboi.com' <670@kboi.com>; Idaho Press Tribune <newsroom@idahopress.com>; 'middletonexpress1@gmail.com' <middletonexpress1@gmail.com>; 'rmorgan@kellerassociates.com' <rmorgan@kellerassociates.com>

Subject: Legal Notice OR2025-0011 / Nampa AOI

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Thank you,



Caitlin Ross

Hearing Specialist

Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-7463

Email: Caitlin.Ross@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

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Michelle Barron

From: Chris Hopper <chopper@hwydistrict4.org>
Sent: Thursday, September 11, 2025 4:09 PM
To: Michelle Barron; Arbay Mberwa
Subject: [External] ORD2026-0006 etc...
Attachments: District-Wide_ORD2025-006 Area of Impact.pdf

Arbay & Michelle-
Please see comments attached for the AOI boundary updates for the cities of Caldwell, Nampa, Middleton, & Star.

Respectfully,

Chris Hopper, P.E.
District Engineer



Highway District No. 4
15435 Hwy 44
Caldwell, Idaho 83607
208-454-8135 Ext. 104



HIGHWAY DISTRICT No.4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607

TELEPHONE 208.454.8135
FAX 208.454.2008

September 11, 2025

Canyon County Board of Commissioners and Planning & Zoning Commission
111 N. 11th Street
Caldwell, Idaho 83605
Attention: Arbay Mberwa & Michelle Barron , Planners

RE: ORD2025-006; ORD2025-0010; ORD2025-0011; ORD2025-0014
Area of Impact for Caldwell, Middleton, Nampa, & Star

Dear Commissioners:

Highway District No. 4 has reviewed the applications for updates to the city areas of impact within the highway district boundaries, and offers the following comments:

General

HD4 maintains the public highway system in the areas of impact established for Caldwell, Middleton, and Nampa outside of city limits, and maintains all city street within Canyon County for the city of Star.

Along the boundaries of city limits, and including those within these proposed areas of impact, HD4 and the adjacent city will determine by agreement which agency has responsibility for each roadway segment as the boundaries of city limits expand. HD4 encourages all cities to promote logical and orderly expansion of their city limits and areas of utility service, and to work cooperatively with HD4 to establish practical zones for maintenance of roadways within the area of impact zone.

Transportation Impacts:

Transportation impacts from new growth and developments within these city areas of impact should be mitigated through collection of transportation impact fees, right-of-way dedication, and construction of improvements as needed to implement the Capital Improvement Plans adopted for these areas.

Respectfully,

Chris Hopper, P.E.
District Engineer

File: Development_Canyon County 2025_Cities AOI Boundary Revisions

EXHIBIT D

Public Comments

Received By: September 26, 2025 (Materials Deadline)

And October 6, 2025 (10 days prior to hearing)

Michelle Barron

From: Alan Hochhalter <alanh137@gmail.com>
Sent: Thursday, September 25, 2025 10:20 PM
To: AOI Update
Subject: [External] Comments on the Southwest Nampa Specific Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

I live just South of Lake Lowell Ave west of Midland Boulevard and would like to voice my specific concerns about Nampa's transportation plan for future development to the West.

I see words like "Transportation linkages are strong... 12th Ave Rd/Hwy. 45 can be reached by several east-west collector routes..." Who writes such stuff?

Unless I've missed something, I don't see anything that will help traffic flow on those routes. All of the current east-west roads in the area have single lanes in each direction that seem to be straining under the traffic load as it is at peak times. On Lake Lowell Ave. just west of Midland, the traffic can back up at peak times to the point it is difficult to get in and out on the roads that intersect. Add school bus stops to the mix and it is an even worse mess. I'm really fortunate that I can generally avoid traveling at those times. I see nothing in Nampa's plan that will change any of that since the city doesn't even increase traffic lanes unless they can force a developer to pay for it. Since the properties on all those roads into Nampa are already developed, I see nothing happening for years to come, if ever. Nampa simply doesn't have the money even if the city had the will.

The plan talks about connections to I-84 via Karcher Road/Hwy 55. The Karcher intersection with Nampa-Caldwell Blvd is an abomination! Traffic is already terrible in that area and all that is being done is to add lanes to Hwy 55 west of there so more traffic can rush into an area that can't handle the traffic as it is. It's way too late, but Hwy 55 should have been a limited-access highway with overpasses; especially over Nampa-Caldwell Blvd.

If the future growth was somehow self-contained so people lived, shopped, and worked without leaving the area it would be one thing, but that is wishful thinking.

Is the only answer that at some point this area is completely built-up with traffic so miserable that people decide to move somewhere else leaving those like me who moved away and returned to where I grew up when I retired, remembering life here in the 1960s, and wondering why nobody thought ahead?

Alan Hochhalter

Michelle Barron

From: Jay Gibbons
Sent: Monday, April 28, 2025 10:36 AM
To: Michelle Barron
Subject: FW: [External] Areas of Impact Revocation

Please place in your AOI review file.



Jay A. Gibbons, PLA ASLA

Director
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605
Direct Line: 208-455-5958
Mobile: 208-599-6738
Email: Jay.Gibbons@canyoncounty.id.gov
Website: www.canyoncounty.id.gov
Development Services Department (DSD)

From: Leslie Jansen Van Beek
Sent: Monday, April 28, 2025 10:32 AM
To: Jay Gibbons <Jay.Gibbons@canyoncounty.id.gov>
Subject: FW: [External] Areas of Impact Revocation

FYI for your team.

From: Allyson Bilello <allysonbilello@yahoo.com>
Sent: Sunday, April 27, 2025 9:40 AM
To: BOCC <BOCC@canyoncounty.id.gov>
Subject: [External] Areas of Impact Revocation

We respectfully request the revocation of Nampa and Caldwell areas of impact to preserve agriculture, the wildlife refuge and Canyon County heritage.
It almost seems like a plan to make our city unlivable with no thought given to first improving infrastructure, cost of additional services and on and on.
Respectfully,
Allyson & Tom Bilello

[Yahoo Mail: Search, Organize, Conquer](#)

Michelle Barron

From: Jay Gibbons
Sent: Monday, April 28, 2025 3:50 PM
To: Michelle Barron
Subject: FW: [External] Nampa’s proposed SW subarea plan

Please include the message in the AOI file. Thank you.



Jay A. Gibbons, PLA ASLA

Director
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605
Direct Line: 208-455-5958
Mobile: 208-599-6738
Email: Jay.Gibbons@canyoncounty.id.gov
Website: www.canyoncounty.id.gov
Development Services Department (DSD)

From: Leslie Jansen Van Beek
Sent: Monday, April 28, 2025 11:30 AM
To: Jay Gibbons <Jay.Gibbons@canyoncounty.id.gov>
Subject: FW: [External] Nampa’s proposed SW subarea plan

Jay,
I received the text message (below) from Arlene Youngblood. Please add it to your record.
Thanks

Subject: [External] Nampa’s proposed SW subarea plan

Good morning Leslie. This is Arlene Youngblood. Laurie gave me your cell number. Thank you. I know you’re busy but I would like to voice my concern over what mayor Kling and half of the Nampa city council are trying to do to our southwest area of Canyon County. We appreciate your support and representation in this. We want to stay county. We do not want to be sucked into Nampa city limits and we don’t want the irresponsible building of high density apartments and commercial building out here with no regard for roads, traffic flow or the people who live in the county. Thank you for listening.

From: Belinda McBurney <luvrlabs@yahoo.com>
Sent: Friday, September 26, 2025 5:07 PM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area plan.

Follow Up Flag: Follow up
Flag Status: Flagged

September 26, 2026

Dear County Commissioners.

This letter, information and research is to hopefully have you address and re-evaluate the extreme negative impacts to Southwest Nampa Area plan, focusing on the wildlife refuge and the vital Agricultural lands.

The Nampa planning and zoning, and some city Council members including Mayor Kling, do not seem to care how vital and important this area is. We all realize growth is here and will continue, but I never envisioned much growth aside of one or more acre lots n the opposite side of Midway, due to its close proximity to the Wildlife Refuge and impact to the Pacific migratory path of so many birds.

We citizens have presented this information, and I personally walked and talked with residents, that are close to the refuge. I gave their firsthand accounts and observations of the wildlife that has been pushed to the other side of Midway with all this growth.

The first city meeting about Lakeview development that the county had allowed the city to include in its area of impact, is when I walked that area, and did a very extensive research documentary into the Wildlife Sanctuary. I learned so much more as did our City Council, about the importance of wildlife refuge and how vital it was to keep those agricultural lands to help sustain its wildlife and bird populations.

The developers representatives stated multiple times that there was no vital wildlife on that property. I, along with other citizens and residents who lived there highly disputed these statements.

You see , I live on Iowa, about 300 feet below Midway. We have lived at 11914 Iowa Avenue for 20 years.

I have personally witnessed the disappearance of all wildlife that was surrounding us and my distant neighbors. before Carriage Hill West, five years ago.

I could watch lone or multiple deer, including large Bucks, frequent my property and surrounding fields. Magnificent herds of

20 plus deer trotting down the dirt road behind me, separating the farm fields, on their way back to the wildlife refuge, after having feasted on the recently harvested fields. The farmer down below, always left extra corn and silage specifically for the birds, deer and other wildlife. The fields surrounding me every fall through December were full of hundreds of Canadian geese, also foraging the extra silage, farmers left for them. Geese also rested, nestled together to stay warm, during early snowfalls in those fields, before heading back to the lake, or onto further migration through the Pacific Flyway. The Hawks, Owls and even Bald eagles used to sit on the very tip of my mother’s huge memorial evergreen, as it offered a full sweeping vantage point of the surrounding fields. These birds of prey, found an abundance of food from the agricultural fields. You could watch them suddenly swooping down, grabbing mice, gophers, snakes, voles etc. Flocks of Geese, mallards, Great blue Herons, cranes

and even egrets frequently flew over on the way to the lake. The Quail and the pheasants used to walk through our backyard, even knowing, we had dogs inside barking at them. Swallows would fly low circles diving and catching insects every day at dusk. In the springtime, there were so many Robins hopping on our grass, stopping to hear the movement of worms and snatching one up. Hummingbirds were constant. Our 20+ trees, (although some, 20'plus year old trees, were killed by heavy fine dust from the construction) all had at least 1 nest in each. Now, sadly, we are lucky, if I get two nests. The wildlife was so always so abundant.

The fact is, since Carriage West went up with all their side by side two story homes, and fences, I've not seen any of the wildlife, I just described. Birds do still roost in our trees at sundown in the late spring and summer. Fortunately, I was relieved to learn from my neighbor, on the corner right across Midway, and the other residents, I spoke with that all that wildlife still exists, it just retreated across to the other side of Midway, surrounding the lake. .

Frustrated, I even told Planning and zoning, "if you continue to allow subdivisions to encroach on the refuge, you will push the wildlife right into the lake!!" It fell on deaf ears until the City council voted against it. It is now once again back for reconsideration.

The fact that our Mayor and 3 council members still want to move ahead with the Southwest Nampa area impact plan, after hearing from so many residents, opposing it, on top of being educated, about the vital importance of those area speaks volumes on how little they care, about our wonderful refuge and surrounding agricultural lands.

I strongly believe the County Commissioners did not envision a wall of moderate to high density two story homes and 77 acres of commercial buildings built in such close proximity to the Deer Flat Wildlife refuge and obstructing the vital Pacific Migratory path, when they drafted the agreement.

The last meeting on the impact plan, I reminded Mayor Kling of the words behind her say "In God we trust, and that indeed, God commands us to be good stewards over his wildlife and agricultural lands."

I hope and pray the County, pause to reconsider the transfer use agreements of these vital lands to the City of Nampa and make specific recommendations of no commercial and/or moderate to high density housing on that side of Midway. If we truly want to preserve the agricultural land, refuge and migratory path. The agreement should stipulate that only one or more acre lots can be developed between Midway, highway 55 and the refuge in the future.

Sincerely Belinda McBurney. 208-249-2230

Below please find the Deer Flat Wildlife Refuge Documentary Presentation

I gave to the Nampa City Council on

March 18th 2024.

DEER FLAT NATIONAL WILDLIFE REFUGE

Deer Flat National Wildlife Refuge is one of the oldest refuges in the National Wildlife Refuge System.

It was established on February 25, 1909 by President Theodore Roosevelt, to designate the new irrigation reservoir as a refuge, and breeding grounds for migratory birds and other wildlife. Deer Flat National Wildlife Refuge (11,388 acres) lies just outside the city of Nampa, surrounding the waters of Lake Lowell. This is a perfect resting place for the millions of migrating birds along the Pacific Flyway, including some pretty large concentrations of Canada geese and mallard ducks. The American Bird Conservancy has named Deer Flat NWR a "Globally Important Bird Area."

With over 240 bird species and 30 mammal species. The refuge now serves as an urban oasis for both wildlife and Treasure Valley residents and visitors.

The refuge is also a significant resting and wintering area for birds migrating along the Pacific Flyway, including spectacular concentrations of mallards and Canada geese, including providing one of the few nesting areas for western and Clark's grebes in Idaho (the world's grebes are listed at various levels of conservation concerns—the biggest threats include habitat loss)

Because of its value to birds, Deer Flat National Wildlife Refuge has been declared an [Important Bird Area](#) by the National Audubon Society.

Lake Lowell is now one of the largest off-stream reservoirs in the American west, with the capacity to irrigate over 200,000 acres of land.

In early summer, western grebes dance on Lake Lowell, while resident bald eagles look for food for their young. Visitors can see large numbers of white pelicans on the lake, and large broods of Canada geese in pastures and fields nearby the lake, these pastures and fields are also vital in supporting other birds and wildlife including the mule and whitetail deer.

Duck populations peak in mid-December, with up to 150,000 on Lake Lowell. Geese and ducks roost on the lake at night, their activity usually keeping patches of water open all winter. At dawn, they depart in large flocks to feed in the surrounding area. Visitors can see these feeding flights of ducks and geese at dawn or dusk, or view the large flocks of geese that feed on refuge farm fields during the day. Bald eagles, which move into the area to feed on weak and injured birds, can often be seen around the lake.

With assistance from local growers, the refuge also cooperatively farms 240 acres to provide food for wildlife. Farming at Deer Flat is “for the birds.” Approximately 240 acres of refuge land is irrigated cropland managed to provide food and cover for wildlife. Local farmers grow corn, beans, peas, wheat and alfalfa using modern soil-conservation techniques, such as filter strips, and minimal pesticides and fertilizers. The farmers keep a share of the crop and leave the rest for wildlife. Pheasants, deer and other wildlife feed and nest in these fields. In fall and winter, local Canada geese, migrant geese and other waterfowl from the north, harvest the abundant food available in refuge and surrounding agricultural fields.

Loss, degradation and fragmentation of important migratory bird habitat have been identified as potentially the largest individual threat to migratory birds. Much of this is human caused by development. Over 1 billion birds die in the annual migration of the 4 North American Flyways. Buildings can be deadly obstacles for birds. Some 365 to 988 million birds are killed when they smash into structures, estimates a study published last month into *The Condor: Ornithological Applications*. 44% of these deaths are due to residential homes. 1 to 3 stories tall. The taller structures have higher per-building mortality rates, but residences are by far responsible for the most bird deaths due to their sheer numbers: And threats there are aplenty. Kitties remain the number one killer: The group has found that [free-ranging domestic cats kill anywhere from 1.3 to 4 billion birds per year](#), with feral felines mostly to blame.

I hope we can all appreciate the individuals and groups, locally like Friends of Deer Flat National Wildlife Refuge that care so much about our birds and wildlife, and do whatever is necessary to preserve and protect every species. (Unfortunately we found out that government employees of the refuge cannot take a position on these issues or I know they would be here representing our furry and feathered friends, who have no voice. All of this is irrefutable proof that the surrounding agricultural, pasture and open lands are vital to survival of the birds and wildlife that make the Deer Flat National Refuge and surrounding area their home.

In closing, it is now obvious that there should be nothing built on the other side of Midway, anywhere near the refuge and this vital Ecosystem.

Also lest we forget, how the refuge bustling with all the birds, wildlife and recreation is economically beneficial to us all. In 2017 alone, here is what Lake Lowell visitors brought to Canyon county and the city of Nampa. (2017 Deer Flat National Wildlife Refuge had 173,060 visitors and contributed \$6,983,000 to the local economy; \$2,343,100 through employment income; and supported 61 jobs. I am certain that has grown substantially with all this unprecedented growth since then.

I sincerely hope that you will put the Deer Flat refuge and its importance to the birds, Pacific Flyway, the wildlife.

Since money seems to be driving force forefront of all the development, it's obvious that this Developers impact fees of 500,000 paid only once, pale in comparison to the annual 10 million plus dollars, Nampa Deer Flat refuge and Lake Lowell economically bring to Canyon county and the City of Nampa Deer Flat refuge and Lake Lowell. God has blessed us with so much. He commands us all to be good stewards over all his creation.

There is plenty of land far enough away from the Deer flat refuge for more subdivisions, unfortunately at the cost of losing our vital farmland. I hope you will make the decision to preserve our magnificent refuge, lake and wildlife for future generations to come.

The Nampa Southwest impact area plan absolutely will not preserve this area. .

Our 240 species of birds, 30 species of wildlife, nearby residents, and future generations, thank you.

."God's Wildlife is not for sale."

Sincerely

Belinda McBurney

Michelle Barron

From: Char Caine Clark <char61351@hotmail.com>
Sent: Friday, September 19, 2025 12:06 PM
To: AOI Update
Subject: [External] Southwest Area Plan

Dear Madam Mayor and members of the City Council,

Here are some of the many concerns regarding the Southwest Nampa Specific Area Plan (+ indicates supporting documentation is attached):

Community Input

- * 74% of the respondents to the Community Input Survey said they did not support the land-use designations proposed in the plan, yet **NO** changes were made to the map. +
- * Nampa's P&Z staff has primarily based their plan on the responses of **12 large-lot property owners**, 10 of whom plan to develop their land in the near future. +
- * Per SAP Appendix A, those who live on their property currently prefer very low-density residential development and that agricultural uses be preserved. +
- * Per SAP Appendix A, Those who do not live on their property were generally supportive of the City's current Future Land Use Map designations. +
- * Responses from property owners who live outside the plan area were downplayed even though they will be impacted by the extra traffic and demand for services.

Density

- * Currently, the area west of Midway is predominantly large acreage parcels of AG land along with several pockets of 2 acre rural residences.
- * Based on the proposed plan, P&Z Staff projects that the **number of new dwelling units will be between 5,500 to 10,000+ dwelling units, including high density apartments.** +
- * A two-**three story** commercial business and **high density housing hub w/8-12 dwellings units/acre** is proposed for the area of Midway and Lone Star.

Rural Character

- * The proposed density and design will destroy the unique rural and pastoral character of this area which serves as the gateway to the Deer Flat National Wildlife Refuge.
- * A ranch or farmhouse style design would be much more appropriate for this rural area than the sleek modern style depicted in the concept drawings.

Traffic

- * This area has **problematic geographic factors**, it is lake-locked on two sides (west and south) and virtually all jobs, goods, and services are to the north and east.
- * Traffic from this area will funnel directly into the most problematic interchange in the Treasure Valley at Karcher, Caldwell Blvd, & Hwy 84 to access jobs, goods, and services.
- * This area along Karcher is already a tangled knot of congestion and will become much worse for **ALL** residents.
- * Cumulative effect of traffic from **ALL** developments approved by Nampa and Caldwell east of Karcher/Caldwell/84 Fwy is not being taken into consideration.
- * To avoid Karcher, residents in the Specific Area Plan will seek alternate routes to get to the freeway, causing congestion on the streets **throughout** Nampa.

Preservation of Wildlife and Habitats

- * Even though much of the Specific Area Plan is in close proximity to the Refuge, **NO** impact study has been done and **NO** mitigation plan is in place.
- * Per the 2040 Comp Plan, Nampa's objective is to develop appropriate buffers and mitigations to conserve natural ecosystems including Lake Lowell and Deer Flat NWR.
- * The refuge is a significant resting and wintering area for birds migrating along the **Pacific Flyway**.
- * It provides one of the **few** nesting areas for western and Clark's grebes in ID w/conservation concerns-the biggest threats include habitat loss.
- * The American Bird Conservancy has named Deer Flat NWR a "**Globally Important Bird Area**" w/over 240 bird and 30 mammal species.
- * Due to its value to birds, Deer Flat NWR has been declared an **Important Bird Area by the National Audubon Society**.

Preserving Agriculture

- * Per Canyon Soil Conservation District, **94%** of the Area of City Impact Expansion area consists of the **most productive agricultural soils in Canyon County**.+
- * Should this prime farmland be sacrificed to build more developments?

Commercial

- * Commercial businesses adjacent to schools increase the volume of traffic for students and customers, creating a hazard for school children.
- * Per Nampa's Economic Development Dept, Middleton & Roosevelt w/approx. 12,000 population w/in a 1 mile radius was **NOT** a viable location for a business.+
- Midway and Lone Star would be even MUCH less viable.
- * Commercial businesses will be available in already approved developments nearby such as Ederra and the Charles at Karcher which are 1 to 1.5 miles away.

Water

* Continued building of subdivisions puts more demand on our water supply, can deplete the water, resulting in drought conditions.

Questions

Is this plan a good fit for this area? What impact will it have on the rest of Nampa?

Speaking for myself and many other Concerned Citizens of Southwest Nampa, we do not think this is a good fit for the area and that filling it with up to 10,500 dwelling units will have a negative impact on the current as well as the prospective residents of Nampa. Instead, we would like to see this area remain very low density, but at the very least we would ask for the following:

1, That the density be scaled down a notch, that the FLUM on p.26 be revised as follows:

Community Mixed Use at Midway and Lone Star be replaced with Residential Mixed Use

5-8 DU/acre be replaced with 2.5-5 DU/acre

2.5-5 DU/acre be replaced with 1-2.5 DU/acre

1-2.5 DU/acre be replaced with 1 > DU/acre

By scaling down the density a notch, the number of dwelling units will be on the lower end of the P&Z staff's projections, at approximately 5,500, which will greatly reduce the negative impact this plan will have.

2. That an overlay for the Future Land Use Map be created so that a "stretch" of adjacent property's land use designation is not allowed.

This area is a gem and already has a beautiful sense of place, please don't spoil it by filling it up with subdivisions and a commercial/high density hub to create an artificial sense of place! Based on all these reasons, I urge you to **DENY** this application and seek that it be modified with lower density, preferably very low density.

Thank you so much for your consideration and thank you for your service!

Get [Outlook for iOS](#)

Michelle Barron

From: Michelle Barron
Sent: Thursday, September 18, 2025 1:36 PM
To: 'Cheryl Higley'
Subject: RE: [External] Public Hearing re: Nampa's Area of City Impact

I answered in blue below.

Michelle Barron
Principal Planner
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605
 Direct Line: 208-455-6033
 DSD Office Phone: 208-454-7458
 Email: Michelle.Barron@canyoncounty.id.gov
 Website: www.canyoncounty.id.gov

From: Cheryl Higley <newhigfam@gmail.com>
Sent: Tuesday, September 16, 2025 7:51 PM
To: Michelle Barron <Michelle.Barron@canyoncounty.id.gov>
Subject: Re: [External] Public Hearing re: Nampa's Area of City Impact

Michelle,

Thank you so much for your prompt response. Your answers have prompted a few more questions which are shown in green below:

1. Will the public be allowed to speak and provide comment during the Public Hearing? **There will be an opportunity for the public to speak at the public hearing regarding the proposed area of impact.**

Will each speaker be allowed three minutes? That is the typical time allowed. We do ask if someone has spoken about the same thing, that you say you agree with their statement and add anything additional, not reiterate the same thing.

2. I have heard that it will take place on October 16, 2025 at 1:30 pm. Is that still the case? **Nampa is scheduled for the 16th of October. The hearing starts at 1:30 pm, but there are 4 different cities that are scheduled for that day. Nampa is the last on the list. I have no way of determining how long each jurisdiction will take.**

Is there a maximum time that the public hearings will be allowed to go before they are continued to another day? There is not. We do not have an estimated time as to how long any of these hearings will run. That being said, we do have some dates reserved for continued hearings just in case.

3. Which building and room will the Public Hearing take place? **The hearing is scheduled for the Public Meeting Room on the first floor of the Administration Building at 111 N. 11th Avenue, Caldwell.**

4. When and how will a Public Hearing Notice be posted? The Public Hearing Notice has been sent to full political agency notification and a newspaper notice was in the paper on August 27th. Nampa did not request any change to its current Area of Impact that is in place with the County, so individual noticing was not required per the State Code 67-6526.

I don't subscribe to a newspaper. Would it be possible for you to email the notice to me? You could do a public records request at this link <https://www.canyoncounty.id.gov/cc-public-records-request/> and ask for the newspaper notice for whatever jurisdiction you are interested in. It would be through Development Services Department, as we are the ones that did the noticing.

5. If the public wants to send written comments, where should they send them? The public can submit written comments to the following email: aoiupdate@canyoncounty.id.gov or send to AOI Update Team, 111 N. 11th Avenue, Suite 310, Caldwell, Idaho 83605, or drop it off at the same location. The deadline for comment is September 26, 2025.

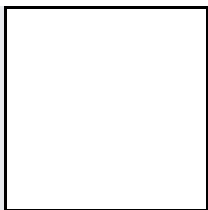
6. My understanding is that the written comment needs to be submitted by September 26, 2025. Is that still the case? Yes

7. Is the City of Nampa's submission available online so that we can review it before we comment? If so, where? <https://landhearingsagenda.canyoncounty.id.gov/hearing/bocc> - You will need to enter the date 10/16/2025 and click the Reset button to pull the information up. It is listed under Preliminary Hearing Materials.

Has a Canyon County Staff Report been prepared? If so, am I able to access it online? There will be a Staff Report created. It will be available online at the same location noted above (land hearings page). It will be available at the latest on October 8th. (We will be adding the staff reports as we complete them, but there are 10 of them, so it will take some time.)

I'll look forward to hearing back from you. Thanks again for your help!

Cheryl Higley



On Mon, Sep 15, 2025 at 9:30 AM Michelle Barron <Michelle.Barron@canyoncounty.id.gov> wrote:

Good Morning Cheryl,

I am the team lead for the AOI Updates. Please see my answers below in red.

Thanks,

Michelle Barron

Principal Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6033

DSD Office Phone: 208-454-7458

Email: Michelle.Barron@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

From: Cheryl Higley <newhigfam@gmail.com>

Sent: Friday, September 12, 2025 3:03 PM

To: Canyon County Zoning Info <CanyonCounty.ZoningInfo@canyoncounty.id.gov>

Subject: [External] Public Hearing re: Nampa's Area of City Impact

Dear Planner Staff Member,

I have tried calling Jay Gibbons and Dan Lister and have not been able to get a hold of either of them to ask my questions regarding the

upcoming Public Hearing re: Nampa's Area of City Impact so if you could please respond as soon as possible, I would greatly appreciate it.

Here are my questions:

1. Will the public be allowed to speak and provide comment during the Public Hearing? **There will be an opportunity for the public to speak at the public hearing regarding the proposed area of impact.**

2. I have heard that it will take place on October 16, 2025 at 1:30 pm. Is that still the case? **Nampa is scheduled for the 16th of October. The hearing starts at 1:30 pm, but there are 4 different cities that are scheduled for that day. Nampa is the last on the list. I have no way of determining how long each jurisdiction will take.**

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6. My understanding is that the written comment needs to be submitted by September 26, 2025. Is that still the case?
Yes

7. Is the City of Nampa's submission available online so that we can review it before we comment? If so, where? **<https://landhearingsagenda.canyoncounty.id.gov/hearing/bocc> - You will need to enter the date 10/16/2025 and click the Reset button to pull the information up. It is listed under Preliminary Hearing Materials.**

If it's not available online, can it be obtained by submitting a Public Records Request?

Please give this your prompt attention as the written comment deadline is fast approaching.

Thank you!

Cheryl Higley

Michelle Barron

From: Cheryl Higley <newhigfam@gmail.com>
Sent: Friday, September 26, 2025 3:26 AM
To: AOI Update
Subject: [External] Written Comment for Public Hearing on October 16, 2025 re: Nampa's Area of Impact

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

When you approved Nampa's Area of City Impact Expansion on September 7, 2023, it started Nampa down a path of making plans for developing Southwest Nampa which has met with considerable opposition from both city and county residents as they do not feel that their concerns have been adequately addressed. The City Council was divided on the Southwest Nampa Specific Area Plan with a vote of 3-3 and the mayor cast the tie-breaking vote in favor of the 1,600 acre Plan which includes most of the Area of Impact in southwest Nampa. Based on P & Z Staff 's own projections, the Plan could add up to 10,000 dwelling units and 30,000+ in population! I doubt that this is what you intended as it is significantly different than the land use map that was presented to you during the AOI approval process. Many of us have concerns about the process as well as about the Plan, including the following:

- 1) My BIGGEST concern is – The Midway/Lone Star District which is designated as Community Mixed Use (CMU).
 - * Community Mixed Use REQUIRES 50% Commercial & at least 5% but allows up to 50% High Density Residential.
 - * The Midway/Lone Star District is a total of 155 acres so 50% or 77 acres will be REQUIRED to be Commercial.
 - * This is the same size as the 77-acre Treasure Valley Marketplace! (Costco on N, Karcher Bypass on S, Midland on W)
 - * Potentially, another 77 acres could be High Density Residential (apartments)! Neither of these is a good fit for this area.
 - * Both the large scale Commercial and High Density Residential will RUIN the unique rural character of this special area.
 - * This location DOES NOT meet Nampa's criteria for CMU to be located on a MAJOR transportation corridor w/convenient access.
 - * When the BOCC approved the AOI, CMU WAS NOT a land use on Nampa's Future Land Use Map.
- 2) There will be a significant increase in traffic throughout Nampa due to this area's geographic factors which limit access to the south, west, and to the freeway.
- 3) This plan favors the area property owners who are developers and will NOT be living in the Plan area.
- 4) This plan ignores the feedback from the property owners who actually live in the Plan area and are opposed.
- 5) It is impossible to predict the outcome for the area because there are so many caveats and loopholes for developer's to use to increase the density such as the following:
 - * Per Nampa's Code Section 10-26-1 Planned Unit Developments (PUD) and Master Planned Communities (MPC), the density allowance is increased by 20% over standard subdivision development.
 - * Per 10-26-2.A.2 re: PUDs and MPCs - "A development not located in a mixed-use future land use designation, may propose a mix of zoning designations and uses. Up to 30% of the land area may be assigned a zone that does not match the future land use designation."
 - * Lastly, a "stretch" of land use designation from an abutting property is allowed. The Future Land Use Map (FLUM) has a caveat in tiny print on the key that says,"The mapped boundary between two adjoining land use designations is considered flexible and may be interpreted as being stretchable to include the abutting parcels in the direction of either designation."

The only solution I'm aware of is to have Conditions of Approval that require an overlay to be used to lock in the Very Low Density and Low Density land use designations and for Cluster Housing to be eliminated from the picture and not be allowed.

Due to these reasons, please reconsider and renegotiate Nampa's areas of impact boundaries before reestablishing them.

We would ask that the western boundary be Midway Road, or at least that the density be reduced by restricting lots west of Midway and south of Orchard be 1 acre or larger, as well as that the commercial and high density hub at Midway/Lone Star be eliminated.

Thank you for your consideration and for your valued service!

Respectfully,
Cheryl Higley
12441 S Abbot Downing Way
Nampa, ID 83686

From: Christine Williams <chrissy5150@gmail.com>
Sent: Thursday, September 25, 2025 8:18 AM
To: AOI Update
Subject: [External] Nampa Southwest Development plan

I am writing to voice my opposition to the proposed specific area plan, I was shocked when I read that the city of Nampa is planning to build an estimated 16,000 more homes. Why? There is no housing shortage here. Currently there are so many empty houses and apartments. The growth this area has experienced is already having negative impacts on residents in so many ways. The traffic is out of control, the hospitals are so busy it takes hours to be seen in the emergency room, which is often the only choice because there are no Dr appointments to be had in any less than about 4 months, The veterans in our community are really suffering. The boise VA is so overlaoded already and services are stretched beyond capacity. Shouldn't we desire to do better for those who served our country? Or for the current residents of Nampa? My husband and I thought we were buying our forever home and never wanted to live anywhere else. We have been watching everything we love about Nampa disappear. The farmland, the relaxed pace, lack of traffic congestion.....all gone. And for what? Increased tax revenue for the city? How does that benefit us? The short answer is that it doesn't. Crime is getting as bad as California, and if you think its not, just ask the managers at Home Depot, where they now lock things up, and of Walmart who is experiencing a huge increase in theft. Just yesterday my husband and i were out shopping in Nampa and had to call the non emergency line for some man passed out in front of the store. Things we arent used to seeing here have now migrated with the influx of people. How many violent crimes do we now have per year? How many times was an ambulance or fire truck not available for someone who needed it? Its nearly impossible to get a Dr appointment in a timely manner. The wait at Urgent care or the Emergency rooms is gpurs and hours. Nampa has very poorly managed growth up to this point. We hate to even leave the house these days. Not one person I know or talk to is happy with the growth or want it to continue, But you guys do not listen to the will of the people, only land owners who want to make money. I used to like and respect the mayor and most of the city council, just like I used to love living here. The Nampa city council ignored the responses to their own surgery where over 70% responded that they were not in favor of more growth. Please place a moratorium on building.

Thank you,
Christine Williams
2433 W Coneflower street
Nampa

Michelle Barron

From: rayneedaiz@gmail.com
Sent: Friday, September 26, 2025 3:49 PM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern

Regarding the proposed Southwest Nampa Specific Area Plan, we strongly urge you to consider the impact it will place on our community.

There have been many city council meetings where over 75% of the residents did not approve of the plan due to the following reasons:

- This area is growing faster than the current infrastructure can accommodate.
- We do not have the public safety resources such as police, fire department, etc. to support the current population, yet there is a proposal to add more homes.
- There are already too many housing communities in the southern area with limited roads which causes tremendous traffic delays, as well as accidents.
- The high density of housing destroys the rural feel of our community and affects the natural habitat of the Deer Flat National Wildlife Refuge.

As concerned citizens we plead with you to reconsider the proposed plan and adopt a plan that allows responsible growth that has a positive impact on our community.

Dan and Raynee Holly
Southwest Nampa Residents

Michelle Barron

From: Dana Miller <danalytlemler128@gmail.com>
Sent: Thursday, September 25, 2025 2:01 PM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area Plan

Dear Canyon County Board of Commissioners,
We live off Lake Lowell and Middleton and are very concerned about the City's Southwest Nampa Specific Area Plan.

We are already experiencing a dramatic increase in traffic, and adding thousands of homes will only make it worse. Also, there is no easy access to freeway and adding large numbers of residences, will create problems for those who live here and must access workplaces and businesses via freeway daily.

We are also concerned about the effects that this development will have on our Deer Flat National Wildlife Refuge and Lake Lowell. Why hasn't an impact study been done to determine effects of encroaching development? We have lived in Nampa for 48 years and have enjoyed and supported this wonderful resource in our town.

Who will be paying for all the infrastructure needs if this development goes forward?

We are asking you to 1) reduce density, and only allow only 1 acre lots or larger West of Midway and South of Orchard to maintain rural/farming nature of area.

- 2) Deny mixed use of Commercial/high density development in area.
- 3) Conduct a study of impact on Lake Lowell and Wildlife Refuge.
- 4) Make developers pay for infrastructure improvements, not putting burden of costs on existing tax payers.

Sincerely,
Dana & Warren Miller
12899 S Carriage Hill Way
Nampa, Idaho

Michelle Barron

From: Darl Bruner <dlbruner54@gmail.com>
Sent: Friday, September 26, 2025 7:01 PM
To: AOI Update
Subject: Re: [External] SW Nampa Area long range plan

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you Michelle for the response. I am aware it is an evaluation session. What I am requesting from the evaluation is for a joint planning session to be scheduled (including the **new** Nampa City leaders and the Commissioners along with both planning bodies). You the planners are the experts in future planning, and whom we all should be listening to.

darl

On Fri, Sep 26, 2025 at 6:03 PM AOI Update <aoiupdate@canyoncounty.id.gov> wrote:

Darl,

I will add this to the staff report packet. We appreciate your comments. Just so you are aware, the specific area plan will not be part of the decision making process. This is strictly about the County analyzing the Area of Impact that the City of Nampa has proposed within the County.

Thanks,

Michelle Barron

Principal Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6033

DSD Office Phone: 208-454-7458

Email: Michelle.Barron@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

From: Darl Bruner <dlbruner54@gmail.com>
Sent: Thursday, September 25, 2025 1:36 PM
To: AOI Update <aoiupdate@canyoncounty.id.gov>
Subject: [External] SW Nampa Area long range plan

Greetings Commissioners: Thank you for placing on your agenda on Oct 16 the review of the SW Nampa Area proposal.

I appreciate the time Nampa P&Z has put into future planning, but agree that this proposal is way too dense for the land mass.

I also understand the Nampa City Council rushed this through w/o pausing and taking the time to collaborate with you and formulating a plan that was approved by both bodies.

I have read and studied Cheryl Higley's reduction proposal (see below), and believe it is much more aligned with the land mass than Nampa's original plan.

Bottom line I encourage you to pause and initiate a planning meeting with Nampa P&Z, Nampa's New Mayor and Council following the elected members are in place.

That the density be scaled down a notch, that the FLUM on p.26 be revised as follows:

Community Mixed Use at Midway and Lone Star be replaced with Residential Mixed Use

5-8 DU/acre be replaced with 2.5-5 DU/acre

2.5-5 DU/acre be replaced with 1-2.5 DU/acre

1-2.5 DU/acre be replaced with 1<math>\gt;

The above will greatly reduce the negative impact this plan will have.

Thanks for listening and serving our Canyon CO citizens.

His blessings

darl

Michelle Barron

From: Gail <gc12550@aol.com>
Sent: Thursday, September 25, 2025 2:35 PM
To: AOI Update
Subject: [External] Expansion

Dear Canyon County Board of Commissioners, We live off Lake Lowell and Midland and are very concerned about the City's Southwest Nampa Specific Area Plan.

We are already experiencing a dramatic increase in traffic, and adding thousands of homes will only make it worse. Also, there is no easy access to freeway and adding large numbers of residences, will create problems for those who live here and must access workplaces and businesses via freeway daily.

We are also concerned about the effects that this development will have on our Deer Flat National Wildlife Refuge and Lake Lowell. Why hasn't an impact study been done to determine effects of encroaching development? We have lived in Nampa for 48 years and have enjoyed and supported this wonderful resource in our town.

Who will be paying for all the infrastructure needs if this development goes forward?

We are asking you to 1) reduce density, and only allow only 1 acre lots or larger West of Midway and South of Orchard to maintain rural/farming nature of area.

2) Deny mixed use of Commercial/high density development in area.

3) Conduct a study of impact on Lake Lowell and Wildlife Refuge.

4) Make developers pay for infrastructure improvements, not putting burden of costs on existing tax payers.

Sincerely,
Gail Christiancy
909 Heartland Dr.
Nampa

The worst prison would be a closed heart.
Pope John Paul II

Michelle Barron

From: Keri Smith <2c@growingtogetheridaho.org>
Sent: Friday, September 26, 2025 11:15 PM
To: Michelle Barron
Subject: [External] Nampa AOI Exhibits
Attachments: Nampa Gt Letter.pdf

Michelle,
Please include the two attachments for the Nampa Area of Impact hearing as exhibits.

Thank you,
Growing Together

Nampa

Growing Together LLC
301 Warehouse St.
Caldwell, ID 83605



Date: September 26, 2025

Canyon County Development Services
Board of County Commissioners
111 N. 11th Avenue, Suite 310
Caldwell, ID 83605

Re: Caldwell Area of Impact (AOI)

Dear Commissioners,

We urge the Board to require Nampa to remove extensive farmland from its AOI, as its inclusion violates Idaho Code §67-6526's requirement that AOIs be limited to areas "very likely to be annexed within five years."

Farmland inclusion: The AOI includes approximately 2,200 acres north of Ustick Road (90% Class II and III soils) and 2,500 acres along Happy Valley and Airport Roads (85% Class II and III soils). These tracts are among the County's best soils, critical to Canyon County's economy and agricultural identity. No evidence has been presented of annexation petitions or agreements showing near-term urbanization. Instead, the city relies on long-range growth plans extending to 2040, which do not satisfy the statute's five-year test.

Agricultural protection: Idaho Code §67-6508(e) and Canyon County's Comprehensive Plan (Goal LU-3) both obligate protection of prime farmland. Preserving agriculture is not only about food security but also about fiscal stability. Farmland contributes more in taxes than it consumes in services, while sprawling subdivisions create perpetual costs for schools, roads, and utilities that exceed their revenues.

Infill versus outward sprawl: Nampa has substantial opportunities for infill development and redevelopment within its existing city limits and current service areas. Utilities, schools, and roads are already in place in many of these areas, making them more efficient, cost-effective, and legally compliant targets for growth. Directing development inward strengthens neighborhoods, maximizes existing public investments, and reduces taxpayer burden. By contrast, extending AOIs deep into farmland fragments agricultural operations, consumes irreplaceable soils, and accelerates costly sprawl.

Legal burden: Under both Idaho law and county practice, the burden of proof lies with Nampa, as the applicant, to demonstrate that the lands included in its AOI are "very likely" to be annexed and serviceable within five years. The record provides no such evidence. Absent proof of imminent annexation and serviceability, the statutory requirement is not met.

Recommendation: We recommend the County direct Nampa to scale back its AOI to exclude farmland north of Ustick Road and along Happy Valley and Airport Roads, and instead focus on infill development and redevelopment within its existing city limits. This approach complies with Idaho law, preserves Canyon County's most productive soils, and directs growth toward areas already supported by infrastructure.

We thank you for your consideration.

Respectfully,



George Crookham

President, Growing Together

cc. Growing Together Advisory Board

Growing Together, LLC

Mission Statement: To improve citizens' knowledge of local land use planning and to support good economic land use decisions.

Michelle Barron

From: James Lee Haner <james@jamesleehaner.com>
Sent: Friday, September 26, 2025 11:53 AM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Greetings, Board of County Commissioners:

I am writing to express my strong opposition to the Southwest Nampa Specific Area Plan and the proposed expansion of Nampa and Caldwell’s Areas of Impact. This plan represents a sweeping overreach that threatens the very character, sustainability, and livability of Canyon County.

The proposal disregards the foundational elements of responsible growth. It prioritizes high-density development over infrastructure readiness, ignores the strain on public services, and risks erasing the agricultural heritage that defines our region. The Wildlife Refuge—home to hundreds of species and a vital ecological corridor—is treated as an afterthought rather than a protected asset. This is not planning. It is erasure.

I do not support being absorbed into city limits under a plan that fails to address traffic flow, emergency services, water access, or the long-term economic impact on existing residents. The idea that this level of development can proceed without first solving these critical issues is not just shortsighted—it’s reckless.

We are not anti-growth. We are pro-community. We are asking for thoughtful, transparent planning that respects the land, the people, and the legacy of Canyon County. The Specific Area Plan, as it stands, does not meet that standard.

I urge the Board of County Commissioners to revoke the Areas of Impact and deny the Southwest Nampa Specific Area Plan. Let us preserve what makes this place worth living in—not pave over it in the name of unchecked expansion.

Respectfully,



Dr. James Lee Haner, PMP
Concerned Citizen, Southwest Nampa

Novelist

t: (986) 777-0999

e: James@JamesLeeHaner.com

w: JamesLHaner.com

Consciousness Zero: When AI Sees Your Soul, Can You Still Choose? (2025)

"Reality is no longer a constant. Consciousness is the new frontier.

And someone—or something—is rewriting the rules."

A 24-chapter techno-thriller blending the philosophical depth of *Westworld*, the visceral horror of *Annihilation*, and the conspiracy scope of *Mr. Robot*.

It's *The Matrix* meets *Black Mirror*—but this time, the machines aren't coming for your body. They're coming for your **soul**.

For fans of *Neuromancer*, *The Three-Body Problem*, and anyone who's ever asked:

If something could rewrite your thoughts perfectly... would you still be you?

Shadows of the Kestrel: Secrecy, Strategy, and Survival at the Edge of Humanity (2023)

"Where trust is currency, and betrayal comes cloaked in shadow."

A high-stakes thriller of espionage, power, and survival.

This isn't just about secrets—it's about the choices we make when everything's on the line. Twists that blindside.

Characters that haunt.

Think *Gone Girl*'s mind games in a *Jason Bourne* world, with the emotional punch of *The Spy Who Came In from the Cold*.

And one question that cuts to the core:

What would you risk to protect what matters most?

Michelle Barron

From: Jamie VS <jamievs97@gmail.com>
Sent: Friday, September 26, 2025 9:36 AM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I am a concerned citizen that lives in the Southwest Nampa area that will be impacted by the Southwest Nampa Specific Area Plan (SAP). Below you will find some of the concerns:

Community Input

- * 74% of the respondents to the Community Input Survey said they did not support the land-use designations proposed in the plan, yet **NO** changes were made to the map.
- * Nampa's P&Z staff has primarily based their plan on the responses of **12 large-lot property owners**, 10 of whom plan to develop their land in the near future.
- * Per SAP Appendix A, those who live on their property currently prefer very low-density residential development and that agricultural uses be preserved.
- * Per SAP Appendix A, Those who do not live on their property were generally supportive of the City's current Future Land Use Map designations.
- * Responses from property owners who live outside the plan area were downplayed even though they will be impacted by the extra traffic and demand for services.

Density

- * Currently, the area west of Midway is predominantly large acreage parcels of AG land along with several pockets of 2 acre rural residences.
- * Based on the proposed plan, P&Z Staff projects that the **number of new dwelling units will be between 5,500 to 10,000+ dwelling units, including high density apartments.**+
- * A two-**three story** commercial business and **high density housing hub w/8-12 dwellings units/acre** is proposed for the area of Midway and Lone Star.

Rural Character

- * The proposed density and design will destroy the unique rural and pastoral character of this area which serves as the gateway to the Deer Flat National Wildlife Refuge.
- * A ranch or farmhouse style design would be much more appropriate for this rural area than the sleek modern style depicted in the concept drawings.

Traffic

- * This area has **problematic geographic factors**, it is lake-locked on two sides (west and south) and virtually all jobs, goods, and services are to the north and east.
- * Traffic from this area will funnel directly into the most problematic interchange in the Treasure Valley at Karcher, Caldwell Blvd, & Hwy 84 to access jobs, goods, and services.
- * This area along Karcher is already a tangled knot of congestion and will become much worse for **ALL** residents.
- * Cumulative effect of traffic from **ALL** developments approved by Nampa and Caldwell east of Karcher/Caldwell/84 Fwy is not being taken into consideration.
- * To avoid Karcher, residents in the Specific Area Plan will seek alternate routes to get to the freeway, causing congestion on the streets **throughout** Nampa.

Preservation of Wildlife and Habitats

- * Even though much of the Specific Area Plan is in close proximity to the Refuge, **NO** impact study has been done and **NO** mitigation plan is in place.
- * Per the 2040 Comp Plan, Nampa’s objective is to develop appropriate buffers and mitigations to conserve natural ecosystems including Lake Lowell and Deer Flat NWR.
- * The refuge is a significant resting and wintering area for birds migrating along the **Pacific Flyway**.
- * It provides one of the **few** nesting areas for western and Clark’s grebes in ID w/conservation concerns-the biggest threats include habitat loss.
- * The American Bird Conservancy has named Deer Flat NWR a “**Globally Important Bird Area**” w/over 240 bird and 30 mammal species.
- * Due to its value to birds, Deer Flat NWR has been declared an **Important Bird Area by the National Audubon Society**.

Water

- * Continued building of subdivisions puts more demand on our water supply, can deplete the water, resulting in drought conditions in the future.

There are many reasons why this specific plan will not be beneficial for this area. It is such a large amount of dwelling units in a small area with roads that are not equipped for the traffic that would come with it. I know Karcher Rd (SH55) is currently being widened, but that will not help with all the side roads that need to be taken to get to Karcher or other routes in the Southwest Nampa area where up to 10,500 dwelling units could be placed. If for example, each home had 2 cars each, which most families have, that would be 20,000+ more cars on all the side streets. There has to be consideration that not everyone will work in the surrounding area and will need to commute. This will cause an even bigger problem to the already big traffic problem we are all dealing with now. There’s also resources and wildlife around that will be impacted. Please don’t pave paradise to put up a parking lot. There needs to be more consideration into what will be taking place if this plan is passed. Once it is finalized there is no going back. I know growth cannot be stopped and there are benefits for growth, but in this specific area will it be the best fit? There are other options for growth that would be more beneficial such as keeping this specific area very low density, but at the very least asking for the following:

- 1, That the density be scaled down a notch, that the FLUM on p.26 be revised as follows:**
 - Community Mixed Use at Midway and Lone Star be replaced with Residential Mixed Use**
 - 5-8 DU/acre be replaced with 2.5-5 DU/acre**
 - 2.5-5 DU/acre be replaced with 1-2.5 DU/acre**

1-2.5 DU/acre be replaced with 1> DU/acre

By scaling down the density a notch, the number of dwelling units will be on the lower end of the P&Z staff's projections, at approximately 5,500, which will greatly reduce the negative impact this plan will have.

2. That an overlay for the Future Land Use Map be created so that a "stretch" of adjacent property's land use designation is not allowed.

Based on all these reasons, I urge you to **DENY** this application and find a way to compromise with lower density, preferably very low density.

Thank you for your time and consideration on this matter,
Jamie Vander Schaaf

Michelle Barron

From: Jennifer C. <jesuscrew@gmail.com>
Sent: Thursday, September 25, 2025 11:44 AM
To: AOI Update
Subject: [External] Comment on Nampa Area of Impact Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Honorable Members of the Board of County Commissioners,

I am a resident and taxpayer in Canyon County, writing to express my serious concerns regarding the proposed Nampa Area of Impact (AOI) expansion. I urge you to scrutinize the city's long-term plans, including the Southwest Nampa Specific Area Plan, before approving any boundary changes that will have irreversible consequences for the entire county.

My primary concern is that **new growth is not paying for itself**, placing an unfair and unsustainable financial burden on existing residents. We are told Nampa is growing, but we are not being told the full cost. Extending major utility infrastructure—water, sewer, and power—into new areas is an enormous expense. There has been no clear plan presented that shows how these costs will be covered by new development alone. The inevitable result is that **current residents will be forced to subsidize this expansion** through higher property taxes and increased monthly utility bills, all while potentially seeing our own quality of service decline.

This expansion will also place a significant strain on **essential county services**. Approving a larger Area of Impact is a commitment to provide services to thousands of new residents. This means more calls for the Sheriff's Department and more traffic and wear on county-maintained roads, all of which strain the county budget. Nampa's infrastructure and government still operate with a "farm town" capacity, which is already struggling. Endorsing this rapid expansion without a concrete plan to fund and scale up these critical services is fiscally irresponsible.

Finally, this plan facilitates the permanent loss of prime agricultural land, which is one of Canyon County's most valuable resources. We are paving over our heritage and a key part of our local economy for sprawling housing developments that do not even cover their own costs.

Before you approve this AOI expansion, I implore you to demand a comprehensive and updated fiscal impact analysis from the City of Nampa. Please protect the existing taxpayers and vital resources of Canyon County. Do not approve an expansion that is not financially sustainable.

Thank you for your time and consideration.

Respectfully,

Jennifer Cockburn
12835 S Arezzo Way (CHW)
Nampa, ID

Michelle Barron

From: Jill Hallows <hallowsjhome@yahoo.com>
Sent: Thursday, September 25, 2025 5:38 PM
To: AOI Update
Subject: [External] Nampa's Areas of Impact

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

My name is Jill Hallows, and I live in Southwest Nampa not far from Lake Lowell.

I am writing to plead with you to protect Southwest Nampa from overdevelopment, particularly the areas near Lake Lowell and the Wildlife Refuge. This nationally recognized refuge is extremely important to bird and wildlife populations, and an increase in population will undoubtedly pressure both wildlife and the environment. Sadly, once lands that buffer this "historic wildlife gem" are sold they can never be replaced.

I attend or watch most Nampa City Council meetings, and every time I hear the word "annex" I cringe! "There goes another ag field!" "There goes quality of life for those rural residents!" And in the case of Southwest Nampa, "There goes land that sets Nampa apart as a town rather than a congested, ugly, city."

Speaking of congestion! The Southwest Nampa Specific Area Plan would bring about 10,000 new homes, along with apartments and commercial areas to this sensitive environmental area. I am concerned about the pressure that light, noise, and human activity would put on wildlife and delicate areas near the lake. The current "plan" would allow high density development on 77 acres between Middleton and Midway Roads, which is the same number of acres as the Marketplace Shopping Center (Costco, Target, etc.) I can't even imagine the quagmire of traffic this type of development would add to an already strained network of roads.

The Southwest Nampa Specific Area Plan was not well thought out. In fact an outside consultant was brought in who used a "potential population increase rubric" to determine how many new homes Nampa will need in the next 25 years. There was no traffic study, environmental study, nor a study to determine the infrastructure cost to Nampa taxpayers. The majority of the many citizens who have spoken at City Council meetings, including me, are adamantly opposed to this plan. Please support us in denying this ridiculous annexation into the County!

Here's an example of how desperate developers are to get their hands on property near the lake:

The proposed 57-acre Lakeview Subdivision at Midway & Iowa would add 156 detached single family homes with lot sizes ranging from 7,000 to 22,000 sq. ft. (1 large one for the land owner/seller). It is not only very near the wildlife refuge, but it's longest border backs up to the Cope Sand and Gravel Pit. Can you imagine the dust, noise, and light pollution new homeowners would have to put up with at all times of the day and night? When I talked to the developer and mentioned that those homes would be uninhabitable, he replied just the opposite: "Are you kidding? Someday when the gravel pit runs out those will be view sites - the best of all the homes." I just shook my head and walked away in disbelief - "Really???", I thought... "I'm sure people just can't wait to enjoy looking out over a gravel pit every morning while they drink their coffee in their dust-damaged homes." Fortunately, Nampa's decision on this development has been postponed to a meeting in October pending a financial analysis to determine the cost to the City and to the taxpayers. I sincerely hope it's not approved.

Please! Help Nampa's planning department and leaders regain some common sense! Let's keep annexation and new development confined to the North and East where there's at least potential for traffic to move more freely, and to environments that aren't so sensitive. Many people I have talked to agree that they would like to see the rural character of Southwest Nampa be protected so people who want such a lifestyle can still have a choice. At the rate development is happening, choices of very low density and cluster housing are rapidly declining. Besides, Nampa's population should include a strong percentage of affluent citizens who can use their talents, support and influence to continue making our city a great place to live. I also believe South and Southeast Nampa (i.e. south and southeast of Lake Lowell) needs

protection from development so ag can flourish to support the local economy and put food on our tables. After all, No farms, No food!

Thank you for your time and consideration of these thoughts, and for your service. I look forward to meeting you on October 16th.

Jill Hallows
(509) 607-0867

Michelle Barron

From: Jo Dee Arnold <jodee.idaho@gmail.com>
Sent: Thursday, September 25, 2025 3:16 PM
To: AOI Update
Subject: [External] SWNSA Plan comments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners,

I live just north of Lake Lowell on a 2.27 acre parcel lot; we moved in at the end of 2018. Our property is located on a private drive with a total of 4 lots about the same size. Across the street is a home on a 5 acre lot and behind us is a small development of 11 lots and a lot of open land. About two years ago, we received a notice in the mail regarding the city of Nampa impact zone and a community input survey. I tried to do the survey, even called Nampa P & Z and was told my property was not located in the impact zone and I could not participate.

Ever since then, I've been watching this issue at the county level and have attended the meetings. The first meeting was over a year ago. At that meeting, I could not give public input. I learned that the area of impact had changed. I was not given the opportunity to give any feedback for the change of boundaries and area of influence the city now has.

I called the Nampa city P & Z to get the definition of the density for the agricultural land. Asked about how the zoning would complement the Deer Flat Refuge that borders the new impact area. At that time I did not receive a clear answer.

I attended the open house at Lone Star Middle School and left written comments about the density, the growth impacting the wildlife and its shrinking habitat, the plan is just to "city," for this special area.

We have had an increase in traffic since we moved in. There were so many accidents at the intersection of Lake and Roosevelt a four-way stop was put in. Proper infrastructure needs to be put in first.

When we moved to the area, all around us was zoned agriculture with a maximum of 1DU/5 acres and some low density approved developments. Many parcels in this area are farmed. In the Nampa Plan the density was noted at 1-2.5DU/ acre, very dense in comparison that means that our street could have up to 22 homes developed on the same size area. A change was made to 1 unit per acre netting 9 homes compared to four we currently have now, but still too dense.

I would like to see a buffer zone of lower density around the lake of maximum of 1 DU/ 2 acre. This would help the wildlife and better match the county density of R-R 1DU/ 2 acres. I would also like to see a maximum density in the Southwest Nampa Specific Area Plan area of 1 DU/ acre to help maintain the agricultural open feel and country lifestyle in this area.

All new projects will be measured by the City Plan and not the County Plan. Therefore for all the reasons stated, I ask that the County compel Nampa city to redefine the zoning density for the Southwest Nampa Specific Area Plan for the area north of Lake Lowell as a special subsection designation with a lower density as noted. This will help the area stay special as the city grows in our direction.

Thank you for your consideration,

Jo Dee Arnold

PS A dead deer has been off the side of the road on Roosevelt by our property for more than a week. Not an unusual site to see. More houses mean more cars.

Michelle Barron

From: Kam Wheeler, M. Eng. <kam@americanconstructionsupply.com>
Sent: Friday, September 26, 2025 5:13 PM
To: AOI Update
Cc: newhigfam@gmail.com
Subject: [External] Nampa AOI

Follow Up Flag: Follow up
Flag Status: Flagged

Canyon County Commissioners,

Thank you for your service, desires, & efforts to help make Nampa & Canyon County a better place. My name is Kam Wheeler. I am a 4th Generation member of the Nampa / Canyon County Community. My family has lived in Nampa & Caldwell for nearly 100 years. I have deep roots in the community & have a vested interest in its' future growth. I graduated from Skyview High School & went on to earn Bachelor of Science & Master of Engineering Degrees. After living in California, Washington State, & Eastern Idaho, my wife Melanie, our 7 Children, & myself have chosen to make Nampa our home. I currently own several businesses in Construction, Real Estate Development, & Business Consulting in the area and employ more than 100 people in the community. My wife & I own & operate several non-profit organizations which raise money to help children, families, schools, & other organizations give back to the community. I have actively served the community in a variety of capacities, including coaching youth sports, serving in the Boy Scouts of America for nearly 10 years, and through founding & operating multiple non-profits in the community. Over the past 2 years, we have donated through our businesses & foundations more than \$500,000 to help make Nampa & the surrounding area a better place to live, and to provide opportunities to many who may not otherwise have had it. Our efforts have donated to Nampa High School, Skyview High School, Columbia High School, Boise State University, St. Luke's Children's Hospital, Wounded Combat Veterans, Women's & Children's Shelters, & to Sherriff Donough's foundation, "Man-Up Crusade", which raises money to bring awareness & help to victims of domestic violence, along with many others. We love Canyon County and hope to help make it a great place now, and into the future. We are currently building a new home on Lone Star Road, West of Midway Road. Our hope is to build a home and a property that will be a benefit to the community, our family, and to many others for years to come.

I am a proponent for growth. I believe that planning for & facilitating sustainable growth is imperative to a healthy & successful community. Through my efforts to understand the proposed "Specific Area Plan for Southwest Nampa", I have read every word, & studied every picture, map, & graphic provided in the area plan. I have met with Mayor Debbie Kling, Mr. Mark Steurer, Mr. Rodney Ashby, Mr. Daniel Badger, & Miss Breanna Son. I have testified in front of the city council, attended many of the city council meetings & hearings, & I have also met with dozens of local landowners in the affected area, several of whom own significant portions of land. I have also met with & sought feedback from Mr. Tommy Ahlquist of Ahlquist Development, Mr. Tyler Hess, of Hess Properties (who is also a landowner within the affected area), Mr. Matt Kotter, Mrs. Earlynn Chase, & many others in an effort to seek input & to understand the desires of City Planning, as well as those who live in the area & will be affected by these plans.

It has been clear from my outreach & conversations that many of the landowners were not aware of the city's meetings or plans for the area. Many have stated that they do not recall seeing signs, being informed about hearings, or seeing any information about the city's plans prior to the past few days. It seems clear that

the city's efforts to reach landowners & others in the community was not adequate in being able to reach a large number of the effected parties. While many indicated that they are open to growth, none of the affected parties indicated that they were in favor of the level of density being proposed by the city. It has also been made clear that the desires of all of the constituents that I was able to contact, clearly desire low density housing up to Midway Road on the east side with minimum lot size of 1/2 acre, and for extremely low density housing, minimum lot size of 1 acre, on the west side of Midway Road. Constituents were in favor of commercial development along Karcher Road and seemed understanding of higher density housing along the immediate Karcher corridor. The consensus was clear among all that high density housing & medium density housing that would allow for under the current proposed plan would be detrimental to the area. Mr. Tommy Ahlquist, Mr. Tyler Hess, & many others have each indicated that mix-use & high density spaces are not fitting for the Southwest Nampa area. This area is a significant distance from the interstate where potential tenants would need to access on a daily basis. They also pointed out a number of other concerns such as studying the long-term damage & affects to the National Wildlife Refuge with the city's plan to add 15,000 - 30,000 additional residents to the immediate area & proximity, damage & demand to the aquifer & water resources. High Density Multi-Family, Mixed-Use, & Medium-Density Single Family developments make sense from a density of services perspective for upfront utility costs & tax revenues, however, they also bring a significant cost in the to the community in the long-run & put a drain on community resources and services. This area specifically is geographically land-locked due to its' proximety to Lake Lowell to the South & to the West. All traffic is forced to go North to Karcher, or east through Nampa. This area is not suitable for city development from Nampa or Caldwell. This area should be preserved as low-density development with 1-acre minimum allowable development.

Canyon County for many years has been seen largely as a second-class option to neighboring Ada County. Nampa's growth has been centered around entry-level homes and low-cost communities. Having lived in Nampa most of my life, I have heard this more times than I am able to count. My experience has been however, that Nampa produces some of the best & brightest young people anywhere in the world. I have had the privilege to grow-up with, learn from, and mentor many such young people. I am amazed on nearly a daily basis how many successful people I meet that tell me that they grew up in Nampa. These include surgeons, attorneys, medical professionals, engineers, accountants, business owners, developers, & community leaders of all kinds. The number is astounding. I ask all of them the same question. "How do we get you to move back to Nampa?". Most of them say the exact same thing. "I would love to live in Nampa! There just aren't the kinds of developments or neighborhoods that we want to live in. We want to have a larger property & have other properties around that are of a similar caliber & are well taken care of. Many of my friends, acquaintances, & business affiliates would choose to live in Nampa, not as a "low-cost" alternative, but because it is home and because of the natural amenities that Nampa is afforded. With Lake Lowell offering endless access to recreation through boating, fishing, hiking, & biking; with the natural elevated topography of the Southwest Nampa area, one can see & enjoy views of the Boise Mountains, the Owyhee Mountains, Lake Lowell, & the entire Treasure Valley. Red Hawk Golf Course & other local recreational areas make Southwest Nampa a recreational area unlike any other in the Treasure Valley. I believe that Southwest Nampa could be a hub for high-end "Estate Style" development that will enrich & elevate the entire community. Creating an area where families can purchase land & developers can create estate-style neighborhoods will create an attraction for families & individuals who want to live in Canyon County, but have not had options like this in the past. Attracting individuals & families like this will have significant long-term impacts on the community. Namely, these individuals are today's & tomorrow's entrepreneurs, business owners, surgeons, engineers, doctors, dentists, attorneys, accountants, medical professionals, business, civic & organizational leaders of all kinds. These types of people bring careers, jobs, growth, & families to the city of Nampa. These families will live, shop, recreate, volunteer, & give back to our community. These families will create deep roots in Canyon County, and will want their kids to come back & choose Nampa as their future home as well.

From my outreach, research, & conversations it seems clear that the following amendments to the Nampa Area of Impact would benefit the City & create long-term sustainable economic growth.

- 1.) Restrict All City Growth to the West at Midway Road.
- 2.) Preserve the area around Lake Lowell & the adjacent Wildlife Refuge to Low-Density County Development only with minimum lot sizes of 1 Acre.

These changes will help allow for the county's need for additional development, increased long-term tax basis, & need for future sustainable growth, while also preserving the charm, utilizing the natural amenities & resources, & planning for a future where Nampa & Canyon County offers housing options for a variety of individuals & families with a priority on investing in Nampa's families & long-term best interest. I am volunteering myself, my time, resources, and connections to help work with the city planning & zoning teams to help revise a proposal that meets these needs & addresses these issues.

Thank you for your time & consideration.



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**KAM WHEELER, M. ENG.
PRESIDENT & CHAIRMAN**

Corporate Office
1144 S Silverstone Way Ste 520
Meridian, ID 83642

208-407-4571



Michelle Barron

From: Jay Gibbons
Sent: Monday, April 28, 2025 3:49 PM
To: Michelle Barron
Subject: FW: [External] Request to Revoke Nampa Area of Impact

Please include the message in the AOI file. Thank you.



Jay A. Gibbons, PLA ASLA

Director
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605
Direct Line: 208-455-5958
Mobile: 208-599-6738
Email: Jay.Gibbons@canyoncounty.id.gov
Website: www.canyoncounty.id.gov
Development Services Department (DSD)

From: Leslie Jansen Van Beek
Sent: Monday, April 28, 2025 3:32 PM
To: Jay Gibbons <Jay.Gibbons@canyoncounty.id.gov>
Subject: FW: [External] Request to Revoke Nampa Area of Impact

FYI for the pile of growing opposition

From: Leslie P Harrier <l.harrier@sbcglobal.net>
Sent: Monday, April 28, 2025 3:22 PM
To: BOCC <BOCC@canyoncounty.id.gov>
Subject: [External] Request to Revoke Nampa Area of Impact

To All:

This is a request asking to please revoke the Nampa and Caldwell cities' Areas of Impact specifically related to the SW Nampa Specific Area Plan. We as a community have been requesting Nampa P & Z and City Counsel to deny this mega growth plan as it has too wide a reach. The preservation of AG land is vital for future industry and cannot keep being taken up by housing in its entirety. Protecting the Wildlife Refuge and the quality and quantity of the hundreds of birds and animals that reside and visit the area, should be a concern for everyone. Keeping the integrity and heritage of Nampa and the surrounding Canyon County is a reason why most of its residence have chosen to live here and should be protected.

Concerned Citizen,

Leslie Harrier
12678 S Stanhope Way
Nampa, ID 83686

Michelle Barron

From: Linda Steele <lindasteel.re@gmail.com>
Sent: Friday, September 26, 2025 3:01 PM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Canyon County Board of Commissioners:

My name is Linda Steele. My husband (Jerry) and I live in Southwest Nampa near Lake Lowell. We understand that on October 16th, you will decide to approve or not approve the Southwest Nampa Specific Area Plan.

Please note that we are **STRONGLY OPPOSED** to the plan as is:

Traffic congestion (an additional 55,000 vehicle trips per day) is a major reason to oppose this plan.

Effect on wildlife is a **huge** concern. The Deer Flat National Wildlife Preserve is recognized as a flyway and home for over 240 species of birds and 30 mammal species. We are not aware of any environmental impact study. With an approximate 10,000 dwellings added to this area, the effects would be disastrous and this would show NO concern for the ever so important wildlife.

For these reasons and MANY more, PLEASE DO NOT APPROVE THIS PLAN AS IS. PLEASE GIVE CONCERN TO THE SENSITIVITY OF THE AREA.

Regards,
Linda & Jerry Steele

Michelle Barron

From: Linda Egnal <alchlo@yahoo.com>
Sent: Friday, September 26, 2025 12:48 AM
To: AOI Update
Subject: [External] Nampa's Areas of Impact (Southwest Nampa Specific Area Plan) - October 16, 2025, 1:30PM

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Board of County Commissioners (BOCC):

While there are many different reasons why this Plan needs to be addressed and seriously reduced, as Seniors living here for almost 25 years, my husband and I are actually shocked at the immenseness of the proposed building coverage plan, and we feel that adding 10,500 dwelling units borders on absurd for this community.

None of the proposed Plan feels like it fits the atmosphere of Nampa, and will, in fact, change the "small town" feel a lot.

The amount of traffic the Plan will generate is almost laughable - I think many of us not only like the current atmosphere but not having to fight additional traffic is truly a blessing.

In addition, the Deer Flat Wildlife Refuge being impacted is not a good thing either - it is a very peaceful area and the immense changes being proposed will certainly disrupt the lives of the animals already living there.

There are many retirees in Nampa and we feel that additional large-scale building causing the current citizens to have to pay more on costs for the additional services required would definitely make a lot of those retirees very unhappy. As it is, increased monthly costs in water, sewer and electric services the past couple of years are stretching already thin budgets to the breaking point.

Hopefully, a more desirable Plan will be realized, where most, if not all, will be satisfied with the final outcome. Thank you for your time.

Linda Egnal

Michelle Barron

From: David Thoene <davidmthoene@gmail.com>
Sent: Thursday, September 25, 2025 12:09 PM
To: AOI Update
Subject: [External] Southwest Nampa Specific Area Plan -- Strongly Opposed

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Canyon County Board of Commissioners:

My name is David M. Thoene. I am the president of the Red Hawk Ridge Owner's Association, Inc., in Nampa, Idaho.

On October 16 your Board will decide whether to reestablish the existing Impact Areas as they pertain to Canyon County and the City of Nampa. As best we understand your decision, it includes Board of Commissioners approval of the Southwest Nampa Specific Area Plan (referred to below as the "Plan").

The Red Hawk Ridge Owner's Association, Inc. has been consistently and strongly opposed to approval of the Plan for the following reasons:

1. It is impossible to support the Plan without knowing its impact on vehicular traffic. Upon implementation the Plan would add *55,000 vehicle trips per day* to Midway Road. Most of those trips will be in the direction of Karcher Road, exacerbating congestion at an already overutilized intersection. Many others, however, will be in the opposite direction and terminate at the west end of Midway Road. Midway terminates at West Buteo Drive, a one-lane residential street in the Red Hawk Ridge subdivision. Traffic analysis was ignored in the Plan -- hence this issue as well as overall traffic congestion in the City of Nampa is not addressed. The absence of traffic analysis disqualifies the Plan from approval.
2. It is impossible to support the Plan without knowing its impact on the environment. The Plan anticipates over 10,000 dwellings, many of which will abut the Deer Flat National Wildlife Preserve. The Preserve is a nationally recognized flyway for birds, is recognized as a Globally Important Bird Area, and is recognized for its importance by the National Audubon Society. It is a home for over 240 bird species, and 30 mammal species. Yet, no environmental impact analysis was included in the Plan. The absence of an environmental impact analysis disqualifies the Plan from approval.
3. It is impossible to support a Plan which enjoys *absolutely no community support*. Many current property owners, including those in the Red Hawk Ridge subdivision, did not receive notice of neighborhood meetings regarding Plan. Others who attended City Council meetings unanimously opposed its approval. Only one person who attended the City Council meetings regarding the Plan spoke in favor of its approval. She identified herself as a real estate development consultant and said: "This is exactly what the development community needs." The absence of community support disqualifies the Plan from approval.
4. It is impossible to support this highly consequential Plan which was *approved by a badly fractured City of Nampa governing body*. Nampa's City Council was evenly split on the Plan and the Mayor, who is not standing for reelection, broke the tie to approve it. This is not representative of a city that has always enjoyed a broad based vision for its future. The absence of strong governing body support disqualified the Plan from approval.

Please do not reestablish the existing areas of Impact, and hence approve the Southwest Nampa Specific Plan.

David M. Thoene, President
Red Hawk Ridge Owner's Association, Inc.

Michelle Barron

From: Ginny <ginnyerns@gmail.com>
Sent: Friday, September 26, 2025 10:30 PM
To: AOI Update
Subject: [External] SW Area plan

Follow Up Flag: Follow up
Flag Status: Flagged

Quick not to state I feel the plan should be redesigned i.e. remove the apartments and the commercial hub. The area should stay low density subdivisions. Seems the lots are getting smaller and smaller. Let's return to 4 houses per acre. Thank you for taking our input.
Virginia Ernsberger
Nampa, Idaho 83686

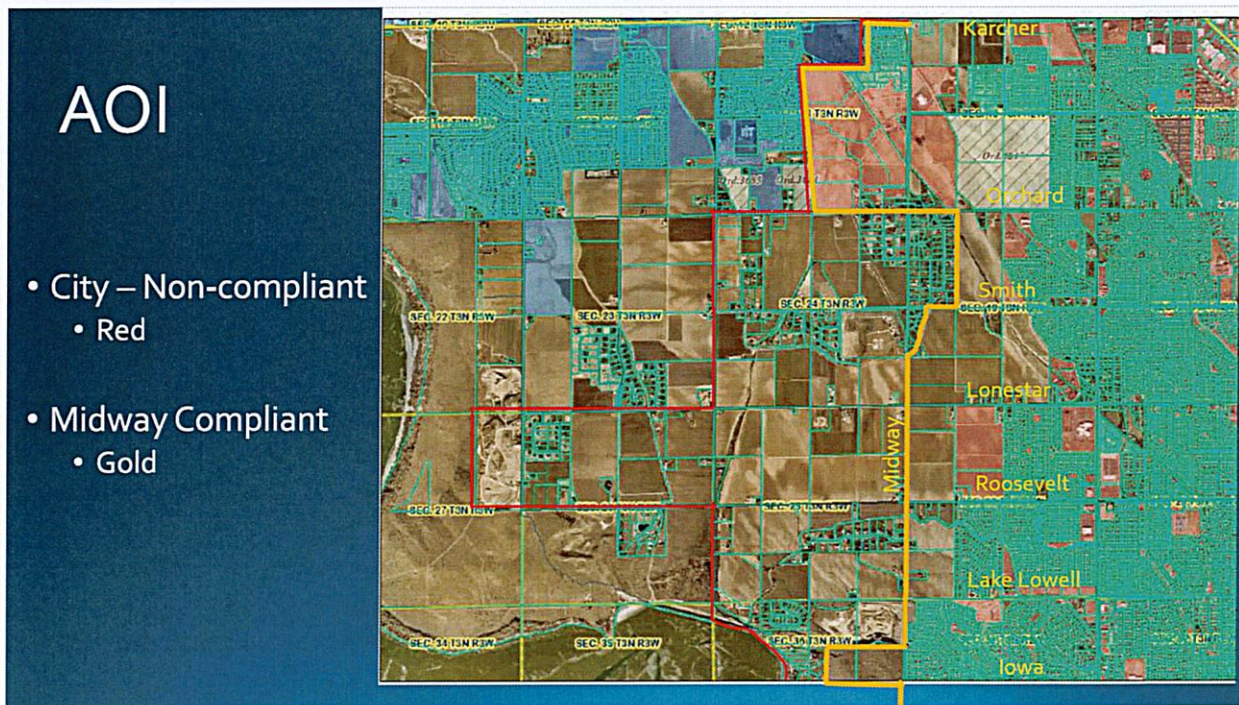
LAKEY - VILLEGAS

LAW AND POLICY

141 E. CARLTON AVE., MERIDIAN, IDAHO 83642
(208) 908-4415 (OFFICE) (208) 493-4610 (FAX)

September 26, 2025

Response to City of Nampa’s Proposed Non-Compliant Area of Impact Boundary for the West Section of their Proposed Area of Impact



Submitted To:
Canyon County Commissioners

Submitted By:
Todd M. Lakey

EXECUTIVE SUMMARY

The application by the City for the West Section of its proposed Area of Impact does not meet the new requirements to establish an area of impact (“AOI”) under Idaho Code Section 67-6526(4). Most of the area proposed by the City of Nampa is “not very likely” to be annexed into the city within the next five years and thus contrary to code. This is based on current conditions of the area, lack of development momentum and activities moving forward and in this area in recent years, and the intent of significant land owners within the proposed AOI not to be annexed into the City of Nampa within the next five years. The appropriate AOI boundary generally follows Midway Road as noted in the map contained in this response. We ask that the County Commissioners utilize our proposed area of impact boundary for the West Section in this area. The area of impact is reviewed every five years. If there is further development justifying an expansion of the AOI to the West it can be addressed in five years in the next review.

ANALYSIS AND RESPONSE CITY’S PROPOSED AOI WEST SECTION

I represent property owners in the proposed area of impact submitted by the City of Nampa – specifically the area described as the “West Section” in the City’s application. I also live in the proposed West Section. The City’s proposed area of impact (“AOI”) in this location does not meet the new current criteria in Idaho Code Section 67-6526(4). As you know the state code was recently changed and requires that areas of impact established under the previous code must be re-evaluated and established under the new criteria. The City has failed to meet its burden under the current code to establish that the AOI boundary should be in their proposed location reflecting the previously established AOI. Under the new criteria an area of impact boundary that largely follows Midway Road is appropriate and complies under the current circumstances and criteria for this area – especially the focused five year window to be considered in evaluating the establishment of an AOI.

The legislative intent regarding areas of impact as stated in Idaho Code 67-6526 makes it clear that this area outside city limits is county jurisdiction. The code states “The legislature finds that areas of impact are properly under the jurisdiction of the county because the elected representatives of the citizens in areas of impact are county officials, not city officials.” The areas of impact are where growth is to occur in the very near future – specifically five years. An AOI should not be about the expansion of control by the city or a race to block out another city to establish control of an area. The focus is on growth in the very near future. The intent of the legislation was to locate areas of impact much closer to the city where growth was very likely to occur in the next five years. The City seeks to re-establish its existing AOI that was analyzed and approved under the old approach and old criteria. The City’s proposal is not supported under the new current criteria. The AOI is supposed to be reviewed every five years. If there is more or new

evidence of imminent growth in this area meeting the criteria then the City can present that to the County in support of their proposed AOI at the five year review.

As noted in this rebuttal there are other Sections of Nampa's proposed AOI that are a much higher priority for growth and these areas have a much higher likelihood of being provided sewer and water and being annexed within the next five years.

Based on the County's applicable comprehensive plan and zoning ordinance the more rural residential and agricultural character of the area should be maintained as long as it can be under the five year planning horizon. This area is a unique somewhat isolated pocket bordered by Lake Lowell. It is not an area of high growth and because of the Lake it does not provide major transportation corridors connecting other areas in the county. Higher density and commercial uses exist and belong further north along Karcher/Hwy 55. The City by its nature pursues higher density development and such density should not be pushed in a premature manner by the City in this area.

IDAHO CODE REQUIREMENTS FOR THE AREA OF CITY IMPACT

Idaho Code Section 67-6526(4)(a) provides the criteria to be used when modifying or confirming an AOI. The county must now consider and evaluate the following:

- 1) **Anticipated commercial and residential growth**
- 2) **Geographic factors**
- 3) **Transportation infrastructure and systems, including connectivity**
- 4) **Areas where municipal or public sewer and water are expected to be provided within the next five years.**

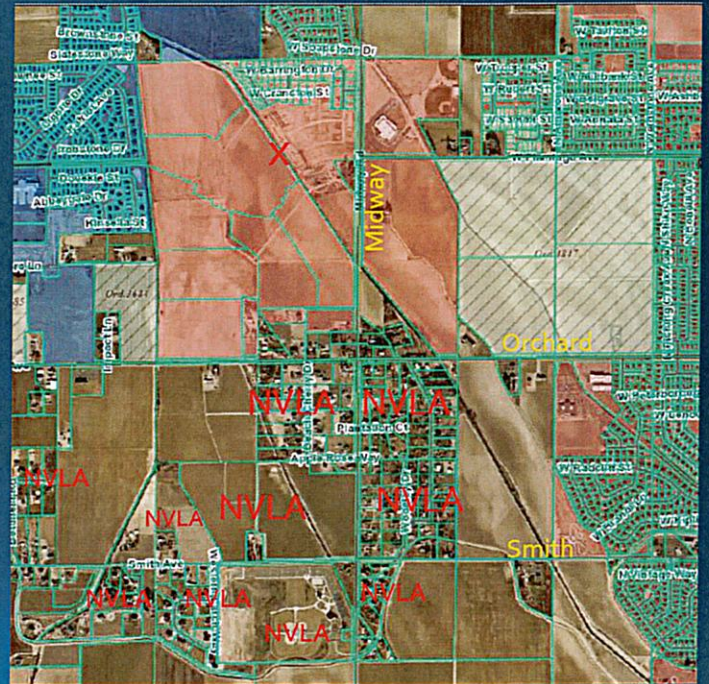
Idaho Code 67-6526(4) goes on to emphasize the five year time frame in subsection (b) which states **"In addition to the criteria set forth in paragraph (a) of this subsection, an area of impact shall not exceed areas that are very likely to be annexed to the city within the next five years."** So the five year timeframe applies to the decision overall. Subsection (b) also provides for a maximum distance for the AOI of two miles. The two mile distance is a maximum and not a default. The maximum distance is still subject to the required five year annexation horizon.

The most important and overarching criteria in this process is the five year requirement. I address the issue further in this response but I would to start with some visuals. Most of this proposed AOI consists of land that is not likely to be provided services in the near future and is not "very likely" be annexed in the next five years. Those properties that are not very likely to be annexed in the next five years are marked as "NVLA" – Not Very Likely to be Annexed. Full page copies of these Map are provided in Attachment 1.

This First Map shows the more northern portion of the section of the proposed AOI.

Not Very Likely to Annex in 5 Years “NVLA”

- Hubble – a lot of land to get through. Current phase under construction 1-2 years.
- Stephens Orchard Sub NVLA
- Plantation Sub – NVLA
- Hess – NVLA
- Parkcrest Acres Sub – NVLA
- Hunter’s Acres Sub – NVLA
- Arbor Landing Sub – NVLA
- Stites Farm Sub – NVLA
- Bella Vista Sub – NVLA
- Park - NVLA



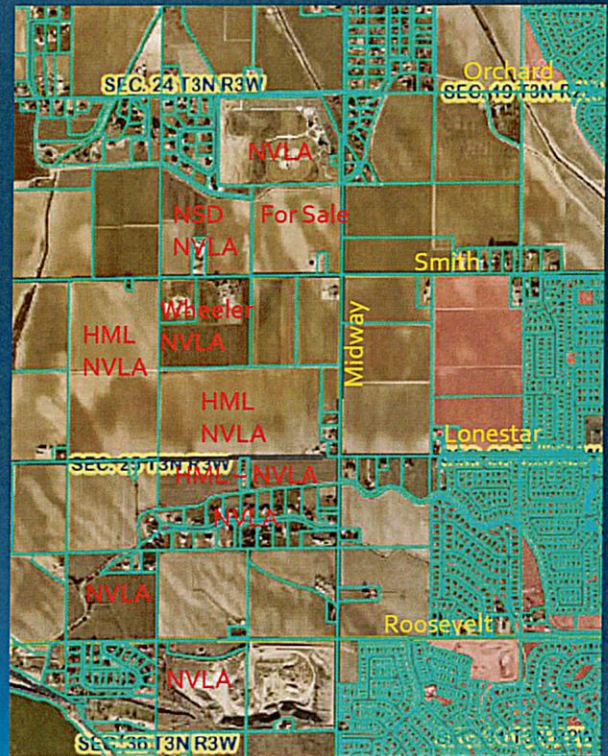
This map recognizes that Hubble Homes has been the active developer in the very northern portion of this section of the proposed AOI. That project is at the northern end of the AOI off Midway Road and near Karcher Road. Hubble has been working on the plats and current phase for the northern end of the property in recent years. They have been working on construction of the current phase for I believe almost two years. I drive by this almost daily. It likely will Hubble take more than five years to plat and build out the remainder of that large property.

Landowners do not want to pay city takes any sooner than they have to. The noted county subs in the area are NVLA because for practical purposes the residents of the county that live there will not want to annex within the next five years. My client spoke with Mr. Hess who owns larger parcels in the area and he does not intend to annex within the next five years. The park is not likely to be annexed in the next five years because there is no path for annexation and the City is not planning on extending sewer on its own.

The Second Map shows the area south of the first map along Midway Road.

Not Very Likely to Annex in 5 Years “NVLA”

- Nampa Park – City not extending services – NVLA
- NSD – NVLA
- For Sale – Non-viable price
- Wheeler - NVLA
- HML – NVLA
- Two Towers Sub – NVLA
- Babcock - NVLA

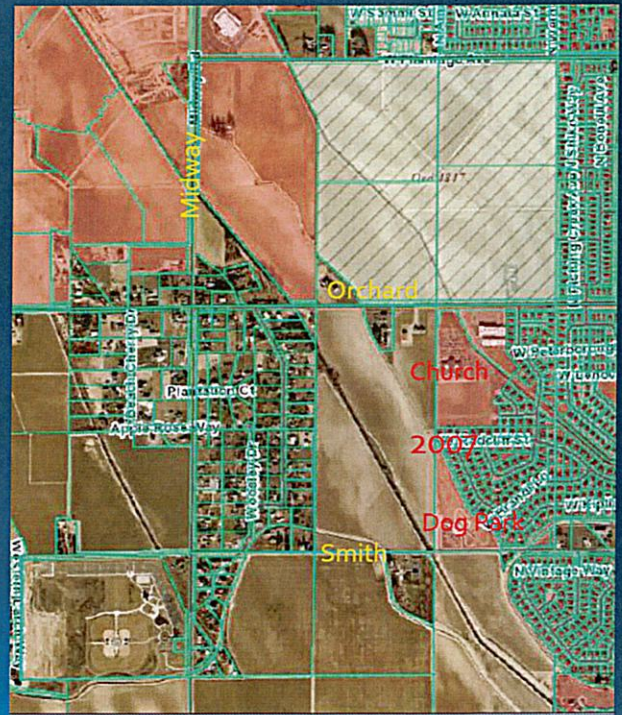


The city park will be annexed at some point in the future but is not very likely within the next five years. This is a first look and the areas of city impact are to be reviewed every five years. If there is growth closer to the park at that time it can be addressed. The school district parcel is NVLA because Nampa School District student population is declining and the district is closing schools not building new ones. The voters overwhelmingly rejected the recent bond to build and replace Nampa High School. Again the county subdivisions are NVLA because it is a safe bet that those county residents do not want to be annexed in the next five years. Mr. Wheeler does not want to annex and he spoke with the owner of the HML properties containing several hundred acres, and he does not plan to annex in the next five years. Mr. Babcock is very opposed to the AOI expansion and will not be annexing his property at anytime.

There has not been a significant recent effort to develop much of the property East of Midway Road. Again Hubble Has been active on the north end of this area near Karcher Rd. but will take some time to build out what they own. The following maps show the low level of activity in recent years in this area. I looked at when lots were created and the nature and history of some of these parcels.

Lack of Activity

- Westminster No. 3 2010/2019
 - 2009 lost to Bank – CBH
 - Stubs into Church – nothing
 - Church – developer lost to Bank 2009 – later sold to Church
- Westminster No. 2 – 2007
 - Partial Stub to West – nothing
 - Stubs into Dog Park - nothing

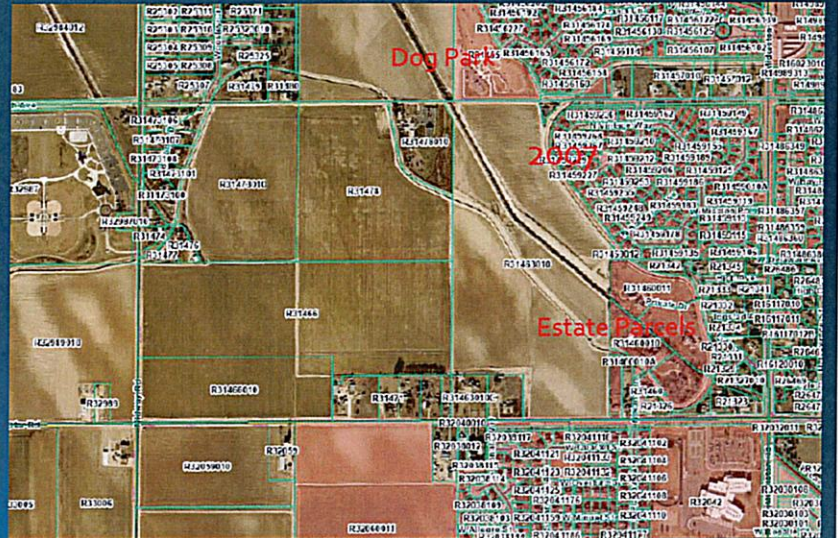


Other than Hubble to the north which I described previously, the West end of the Westminster Subdivision is the primary city development that has occurred in the area. Phase 3 on the north was lost to the bank in 2009 and then purchased and developed by CBH. The project now stubs into the church lot with nothing new since 2009. Phase 2 to the South was built in 2007. The dog park blocks a portion from expanding to the West and between the dog park and the church there appears to be a partial stub street to the adjacent property with nothing occurring since 2007.

Map 3 below shows a portion of the area south of Map 2 above.

Lack of Activity

- Mission Point No. 3 - 2007
 - No connectivity to West
 - Nothing since
- Estate Parcels
 - 3.5 -5.01 acres
 - Access via Ditch Road
 - No development connectivity



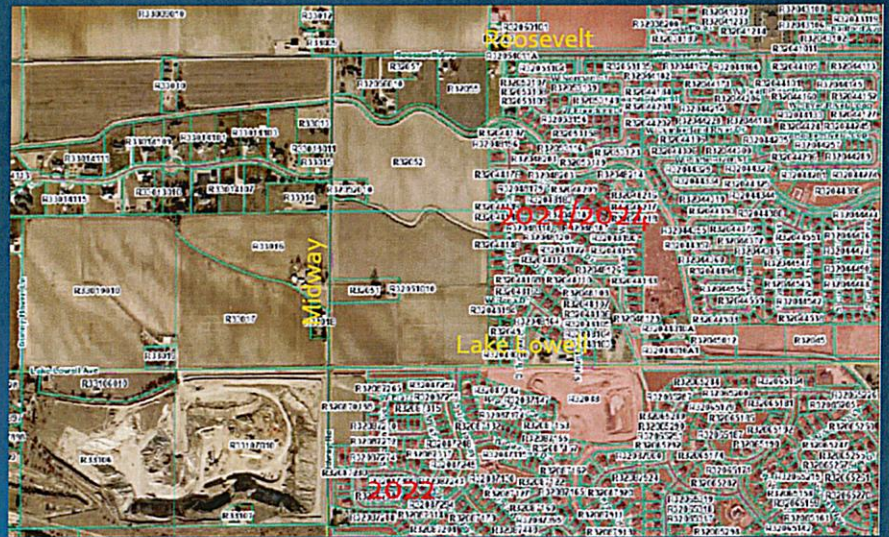
This maps shows Phase 3 of the Mission Point Subdivision built in 2007. That portion has no stub connectivity to the West and nothing has occurred on the adjacent parcel since then. There are four large estate parcels with nice homes that are annexed but look very unlikely to develop otherwise.

Map 5 below shows the area further south from Map 4. This area is at the southern end of the West Section of the proposed AOI.

Lack of Activity

- Stella's Point – 2021/24
 - Connectivity to West
 - Nothing since – no annexation/platting

- Carriage Hill West – 2022
 - Gravel Pit to West



This Map shows Stella's Point Subdivision. It was constructed in 2021 and 2022. It has connectivity to the West. Nothing has happened since to the West including annexation or other development activities. The challenge with this area is that going south on Midway Road after Lake Lowell Ave. the developed property abuts a gravel pit which is not likely to be annexed in the next five years. Mr. Babcock owns property adjacent to West of the gravel pit and will not annex his property into the city at any time. The Anderson property is adjacent to the south of the gravel pit and has proposed to be annexed. However, if they did annex and develop that parcel there is a county subdivision adjacent to the West of Anderson's property. From there Mr. Babcock owns the remaining property south along the West side of Midway Road until it runs into the Refuge and he will never annex. So the development potential is extremely limited in this south area and most west of Midway Road is very unlikely to annex in the next five years.

The maps below are portions of the growth reports prepared by the City of Nampa for 2022, 2023, 2024 and most recent report prepared for 2025. The full maps in the reports are contained in Attachment 2. The maps show preliminary and final plats approved in this area. These maps show that there has not been significant development activity in this area in recent years. Without platting head starts it is very unlikely that property will be developed outside the area of impact boundary that we are proposing which is mostly along Midway Road.

2025

Only one final plat (purple) near the edge of the city limits in this area – the Anderson property – at the south end of Midway Road below Lake Lowell Ave. and adjacent to Iowa Ave. Only two preliminary plats (green with blue notes) in the Hubble Development near Karcher Road.

PrePlats/Final Plats – Minimal Happening Outward

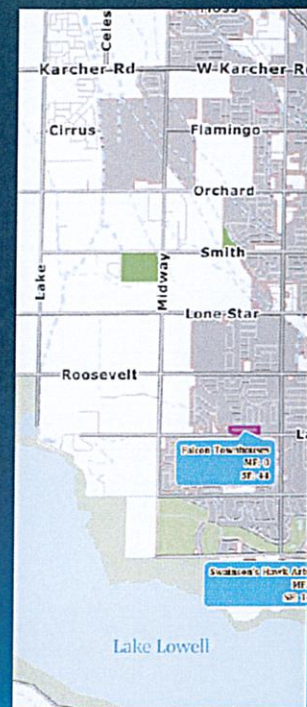
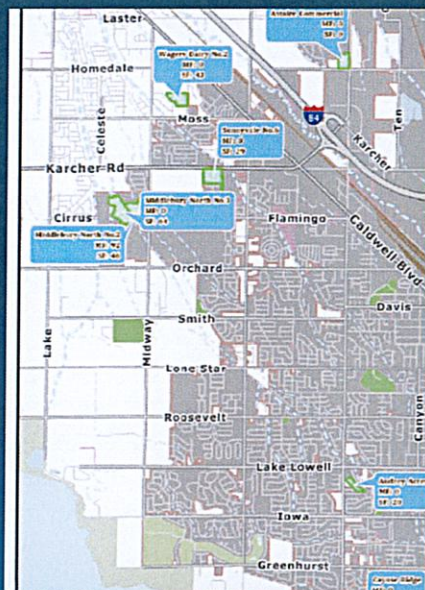
- 2025 – Final/PP
- 2024

2024

Only two final plats in the Hubble Development to the North (green with blue notes).
No preliminary plats (purple) near the edge of the city limits.

PrePlats/Final Plats – Minimal Happening Outward

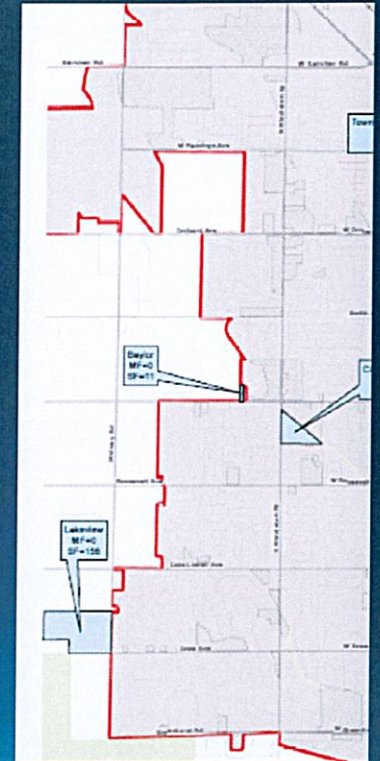
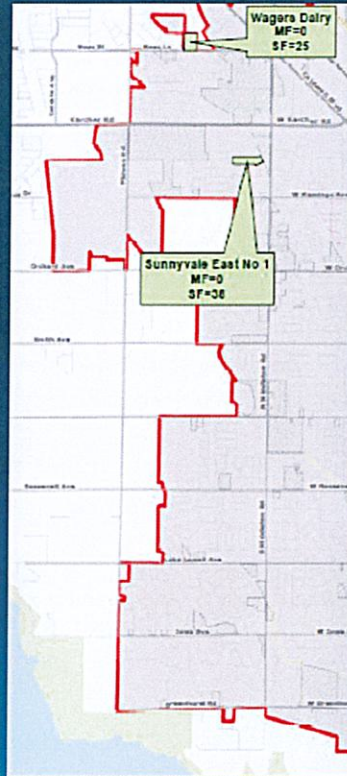
- 2024 – Final/PP



No final plats (green notes) near the western edge of the city limits in this area. One preliminary plat (blue notes) applied for – again the Andersons – at the southern end of this area and one very small preliminary plat along Lonestar that did not seek to significantly move the western edge of city limits.

PrePlats/Final Plats – Minimal Happening Outward

- 2023 – Final/PP

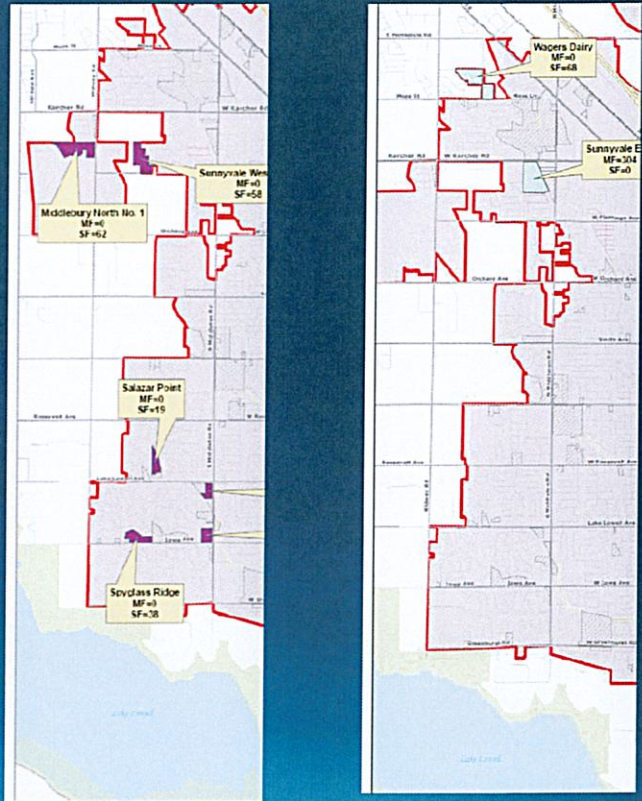


2022

Two final plats (purple) in the Hubble project up north. No final plats near the western boundary of the existing city limits. No preliminary plats in this area.

PrePlats/Final Plats – Minimal Happening Outward

- 2022 – Final/PP

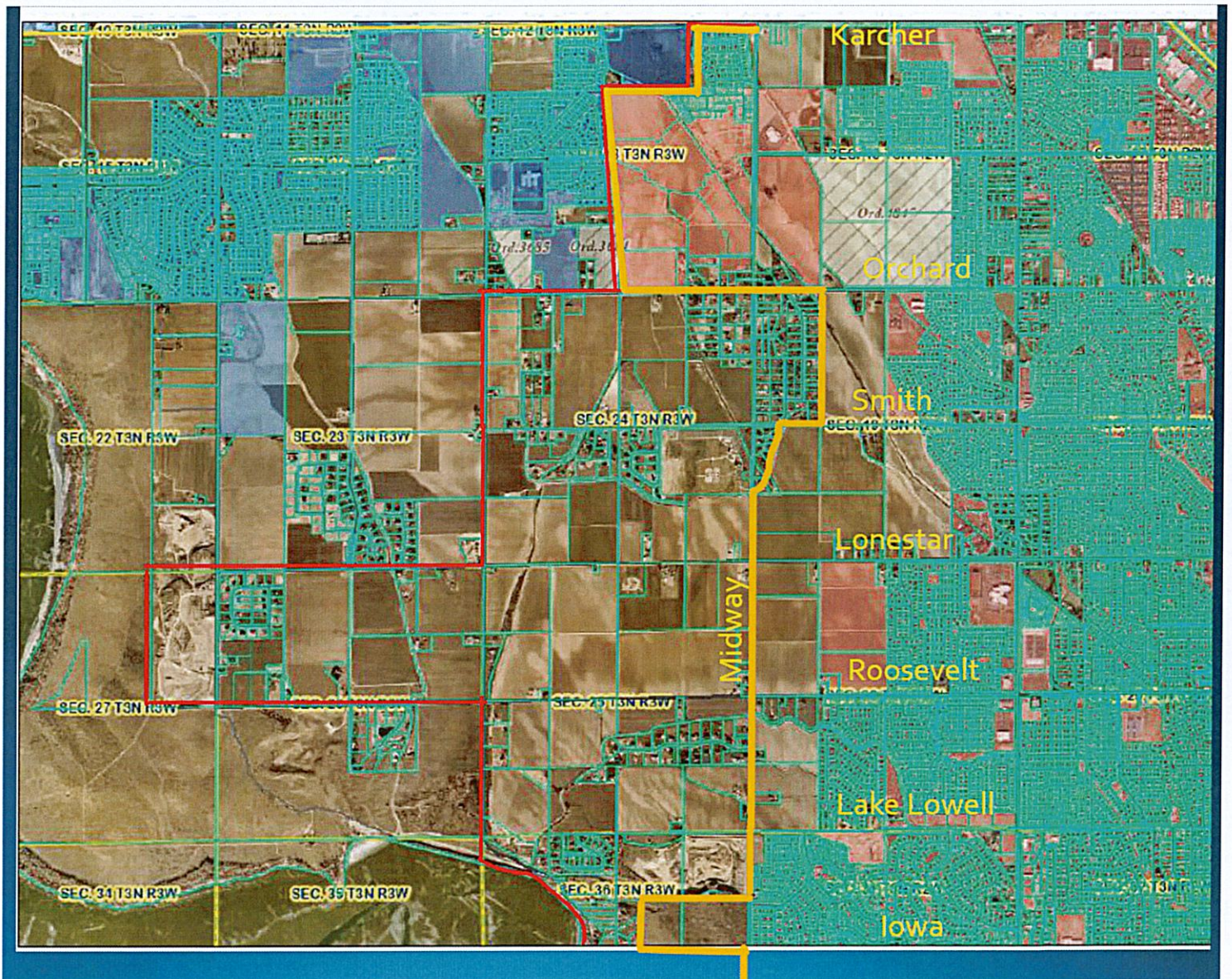


These growth maps show the lack of recent development activity indicating no significant movement for development in the area. This lack of significant activity, extension of services and annexation West of the existing city limits supports our position that properties outside our proposed AOI are not very likely to be annexed within the next five years.

All of the above maps show that this is not a priority area for growth in the next five years.

Proposed Area Of Impact for the West Section

Our proposed area of impact is depicted below. A larger copy of this map is included in Attachment 3. This area of impact boundary is much more reasonable and complies with the current requirements in Idaho Code - specifically the requirement that the boundary not exceed lands that are very likely to be annexed in the next five years. The redline is the non-compliant boundary currently proposed by the City of Nampa for this West Section. The gold line is our proposed compliant boundary for this area that is supported by Idaho Code.



Review of AOI Criteria in Idaho Code Section 67-6526(4)

- 1) Anticipated commercial and residential growth
- 2) Geographic factors
- 3) Transportation infrastructure and systems, including connectivity
- 4) Areas where municipal or public sewer and water are expected to be provided within the next five years.

All of these are subject to the overarching five year requirement for annexation.

The process and criteria to establish the impact area is very different and much more defined and specific than it used to be. The City has not established that the entire West Area noted in their request will be very likely to be provided services and annexed within the next five years.

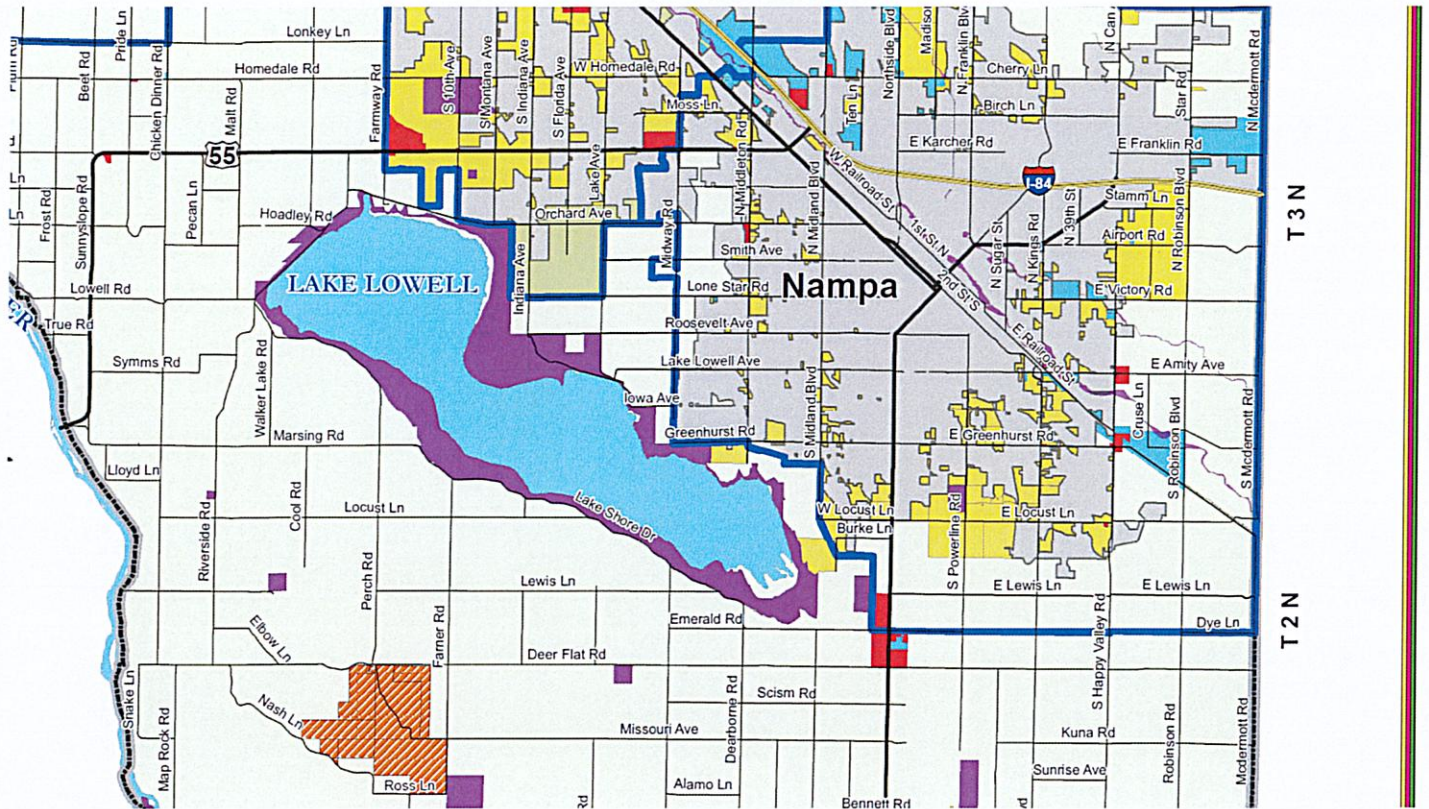
The City essentially asked to keep the existing boundaries that were established under the previous approach. The previous approach did not require the same specificity and definitive time frame for annexation. In making the request the City relies on the fact that the proposed boundary was previously approved, the proposed AOI is within the two miles of the city limits and the City of Caldwell is ok with that boundary. The City seeks to use the same approach as it did under the previous code pertaining to AOI's and its application does not meet the newer code with the very likely to be annexed in five years requirement.

I will address the arguments presented by the City in support of its application as it seeks to justify the overly broad AOI in this location.

1. Anticipated Commercial and Residential Growth.

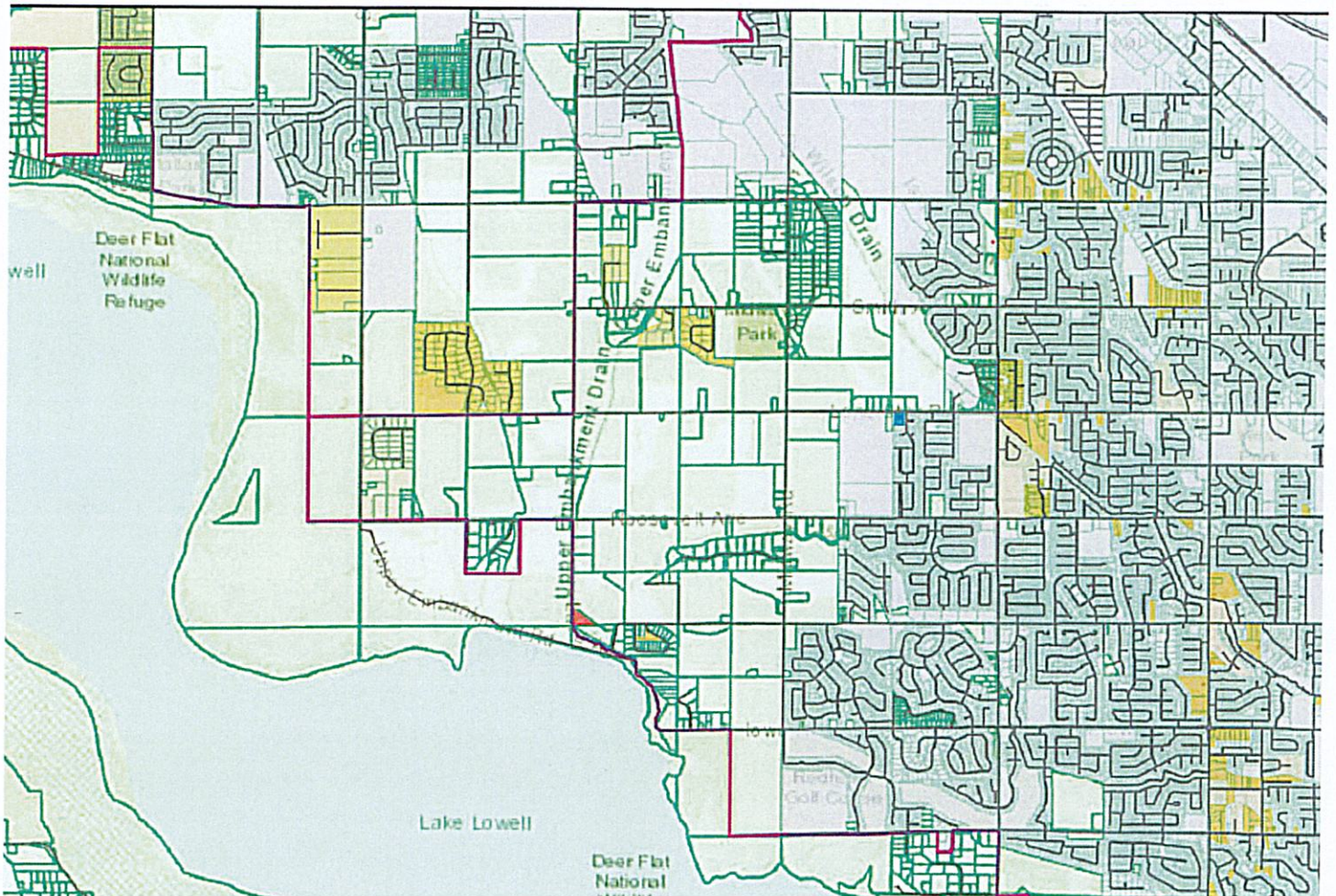
The City did not include any specific comments for this category and the West Section. I will still address this criteria.

The AOI is county jurisdiction. The County's comprehensive plan applies as noted in IC Section 67-6526(4)(e). The county's future land use map is provided below.



As noted above, the County Comprehensive Plan designates this area as Agriculture.

Idaho code Section 67-6526(4)(e) states that the County’s zoning and subdivision ordinance apply in the AOI. The county zoning for this proposed West Section area is very largely Agriculture. There are three smaller rural residentially zoned projects – two zoned RR and one zoned R-1. There are several other county acreage subdivisions mostly along Midway Road that were approved under the old CUP process. The county zoning map for this area is provided below.



Based on the applicable comprehensive plan and zoning ordinance this area is to be more rural and maintain the prime farm ground as long as it can be under the five year Aoi requirement. The default is that the land in this area remains county and outside an AOI. The City has the burden to establish that it meets the criteria for the county to designate an AOI and that AOI must be an area that is very likely to be annexed in the next five years. The City has not established that for this West Section of the proposed AOI.

The City can approve voluntarily annexations to whatever extent it deems appropriate regardless of the AOI. In a sense the city and urban development is the largest consumer of prime productive farm ground by annexation in this area.

Idaho Code Section 67-6526(1)(b) states "A city may adopt a comprehensive plan and conduct infrastructure, capital improvement and other planning activities that extend beyond its current area of impact." This helps the city and landowners that want to annex as decision are made by the city in its annexation and zoning process. In March of this year the City Council adopted its Southwest Nampa Specific Area Plan dated September

2024. At the City Council meeting that decision faced a lot of opposition from county residents that lived in the AOI and was a split vote of approval by the city council. That plan calls mostly for higher urban densities that are inconsistent with this unique area. This much higher urban density is what primarily generated the level of opposition.

The applicable county zoning and comprehensive plan call for this area to be maintained in a more rural and agricultural character. The city's AOI goes much further than the five year time frame supports and the City seeks to drive higher urban densities prematurely in this area. The AOI is to be reviewed every five years and if circumstances change from the mostly minimal expansion of city limits in this area in the past decade then the City can seek further expansion of its AOI as part of that five year review.

2. Geographic Factors

I will be addressing and rebutting the primary statements made by the City in regard to this criteria. The City's statements and our responses are provided below.

City: The Southwest Nampa area was recently added to the Impact Area which fills the gap between Nampa and Caldwell's Impact areas.

Response: The AOI was last expanded and analyzed under the old criteria. The new code requirements were not addressed especially the requirement that all of the land in the proposed AOI must be very likely to be provided services and annexed in the next five years.

There is nothing in the code that says gaps between areas of impact are a void that must be filled. Under the current code generally AOI's will be pulled back and gaps are more likely to exist. The default status is that the land should be county and only be in an AOI if the City can show their request meets the criteria. Filling gaps between AOIs is not one of those criteria.

City: Development in both communities is approaching the Deer Flat Refuge.

Rebuttal. This is a very general statement without the specificity required in code. There is no distance referenced and no specific development projects on certain lands or in certain locations. More importantly there is no time frame on this general reference to development approaching the refuge. The City of Caldwell is also further ahead of Nampa in terms of very likely annexation in this overall area. Caldwell provides city water outside current city limits to the Lonestar Ranch Project to the West of this area with an agreement to for the property to be annexed when contiguous. Nampa does not have services extended or any such agreements in this portion of their proposed AOI while they do in other areas.

City: The Specific Area Plan for the Southwest Nampa addresses this by indicating Very Low Density residential for areas around the refuge with a gradual increase of density away from the refuge.

Response: Although the City can adopt any plans they would like outside their city limits and the AOI under IC Section 67-6524(1)(b), the County Comprehensive Plan applies in the AOI as established in IC Section 67-6526(4)(e). The City's plan seeks to largely push urban densities to this area prematurely. The City can adopt whatever plan they choose but the City's plan is not required to follow the requirement that any lands in the AOI must be very likely to be annexed in the next five years. Since it does not follow the AOI requirements in code the City's plan should not be considered to support such a large AOI which seeks to prematurely drive higher density to this area.

City density is more impactful and less compatible with Lake Lowell and the Refuge than the existing agricultural parcels and larger county rural residential parcels. I live on 1.8 acres and have inhabitants of the Refuge like coyotes, quail, doves, hawks and owls on my property regularly. The county's more rural approach to land use is better longer than the City urban density driven approach to growth in the area and the county's approach should be maintained as long as the five year AOI requirements allow.

City: Several County subdivisions have developed in the area. These subdivisions are spread throughout the area and are adjacent to Agricultural fields.

Rebuttal. I noted the existing uses and zoning above. The area remains largely agricultural with some much less dense rural residential county subdivisions. The City's statement is accurate but is an argument against the extension of the AOI. These county subdivisions are not very likely to be annexed in the next five years because they typically do not want to be annexed. These lower density subdivisions are much more compatible with the existing agriculture in the area, Lake Lowell and the Refuge than the urban development proposed by and coming from the City and consuming the prime farm ground. County subdivisions are often located first on the less viable ground and are less impactful than city urban densities. The residents in these rural residential subdivisions move out in the county because they do not want to live in an urban environment. Approving high city densities does not reduce demand for rural residential acreage lots in the county – they are not the same buyers. County rural residents are generally supportive and appreciate the remaining agricultural uses. Some have small scale agricultural uses and animals on their more rural properties that are not available on urban density parcels. Rural residential living and agriculture cannot survive forever if a city is rapidly growing in that that direction but the county comprehensive plan promotes preservation of the existing ag and rural residential conditions as long as they can be in this location.

City: The terrain flows away from the Deer Flat Refuge and Indiana to Midway Road.

Rebuttal: That is accurate statement of the topography but without connection as to why that would support the city's request. That topography provides a vista and an area that

is better suited for continuing agriculture and lower density county residential parcels when appropriate.

City: Much of the larger parcels are in the possession of owners with development interests.

Rebuttal. This broad statement lacks the necessary five year context and represents the previous outdated approach to the establishment of the AOI. The City's Southwest Area Plan describes generally the potential development interests of some of the landowners in the area. In visiting with my client, he said that he went back and talked to some of the larger land owners in the area and asked them if they planned to develop their property in the near future and they noted that they had no plans to do so in the near future. A communication of potential interest in development at some point in the future does not represent a plan to extend sewer and water and annex in the next five years. Therefore, previous inquiries by the City to land owners as part of the prior Southwest Area Plan regarding someone's undefined potential development interest does not meet the five year requirement and does not support the City's proposed AOI.

There is almost no recent development activity moving from East to West in this area. The primary development activity has occurred to the North of Orchard Ave. off Midway Road by Hubble Homes. Hubble has annexed a good amount of land but are only making their way through platting and development of the various phases. I drive by this almost daily as I travel to and from Karcher Road and the process of construction of the current phase is still going on and is approaching two years in process. Based on my observations it will likely be more than five years before Hubble develops out what they have already annexed north of Orchard Ave.

City: There are few services in the area with travel times to north on arterial corridors to reach services on Karcher Road.

Rebuttal. I live in this area so have personal knowledge and experience. My perspective mirrors my clients and other in the area. There is a neighborhood Walmart and fuel station on Roosevelt and Middleton. There are also other commercial uses in that area along Middleton Road. Those services are a close easy drive for those living in this area. The drive to Karcher Road is an easy travel distance on Midway Rd. and one that I drive almost every day. Middleton Road is further West within the City and provides a North South Corridor but is busier and experiences more delays than Midway Rd. Access to services to those living in the area is very adequate and does not need to be expanded at this time – especially within the five year window. The city references services on Karcher Road. That is where services and commercial development should be located – along that major transportation corridor. The City has provided for too much residential along Karcher Road – there should be more commercial and services along Karcher which helps keep more trips more local. Existing services are readily accessible and very appropriate.

City: Nampa School District owns property on Midway and Roosevelt for a new Nampa High School. They also own property off Lonestar Rd. west of Midway for a new elementary school.

Rebuttal. Again there are no specifics as to timing for these new schools provided in this statement. It is very clear that the Nampa School district is not currently in a growth mode. The likelihood of these properties being annexed and developed into schools in the next five years is slim to none. As noted in the Channel 2 News article dated 12-6-2023 (See Attachment 4):

"The enrollment in Nampa schools has been declining for the last ten years. The population in Nampa has continued to climb over the past decade, but fewer student enrollments. A trend the district knew was coming, says Communications Director Kathleen Tuck. "We had some projections done several years ago. They actually projected this trend and we have seen it year after year, even as we have seen Nampa growing in population."

"Some of the schools are only at 60% capacity, according to Tuck. "We have enough elementary kids for 11 elementary schools and we're running 14..."

As noted in the Idaho Education News Article dated 12/19/2023 (See Attachment 5) the Nampa School Board closed three elementary schools and one middle school. School leaders noted that they expected the student population decreases to continue. Although Nampa's population is growing the student population is declining. The district representatives attributed that to things like the declining birth rate, much of the population growth is by those without school age children and the existence and growth of school choice with charter schools and private schools.

The Nampa School District proposed a bond in 2023 to build a new Nampa High School on the property they own to replace the existing Nampa High School. Passage of a school bond requires a super majority of 66.67%. Sometimes school bond elections can be close. The vote in this case was not close. The final vote was well below even a simple majority – the voters rejected the bond 60% against and 40% in favor. The election results are in Attachment 6.

The City notes that the school district owns properties in the area as being supportive for their requested AOI. However, these properties are very unlikely to be developed in the next five years. Nampa School District is experiencing declining enrollment and is closing schools not building new ones. The voters also do not support a new high school. It is clear under the existing circumstances that the voters would rather make due with what we have. Therefore the statement by the City noting that the school district owns property does not meet the five year criteria and does not support the proposed AOI.

City: The City notes that it owns Midway Park in the area.

Rebuttal: That is true but the city purchased this outside of city limits and well ahead of any nearby annexation. The five year annexation timeframe still applies. The City noted in their application that it is not extending sewer and water infrastructure itself but is leaving that to development if there is demand. Certainly the City would annex the park at some point in the future when annexation is available but they are taking no steps to extend services to support annexation. There is no nearby contiguous annexation path for the City park to be annexed. There has been very little annexation and growth coming from the East. Therefore, for this first five year consideration of the AOI the city park should not be included in the AOI because it does not meet the criteria that the property must be very likely to be annexed within five years.

City: Traffic is currently a concern for city residents who live in city subdivisions to the south of Roosevelt Ave. and Lake Lowell Ave.

Rebuttal: If this is a concern then the additional growth and higher density, especially West of Midway Rd., that is promoted by the City with the proposed AOI is not an answer to that concern and does not support this large expansive AOI in this location. Citizens in those residential developments off Roosevelt and Lake Lowell often oppose additional growth and density in part because of those traffic concerns. The City can plan and is planning for improvements to transportation corridors within the City as noted in the Transportation section of their submittal. In that section the City noted the need to plan for improvements to Middleton Road. Improvements to Middleton Road are very appropriate as needed but do not reflect a need to expand the AOI so far to the West. The AOI boundary should be placed at Midway Road which is the next main north/south corridor west of Middleton Road. That would give the city additional opportunity to comment on and plan for desired improvements to Midway Road as growth moves West. The statement provided by the City pertains to city residents. The solution to traffic concerns of the referenced Nampa citizens is not to promote more growth and much higher traffic volumes with urban densities to the West beyond Midway Road. The concerns of those that live in the county in the proposed AOI regarding traffic should be considered and again further growth and urban densities do not help alleviate those concerns.

Summary

The City's statements in the Geographic Factors do not support the location of their impact area boundary as proposed because they have not met their burden under the current requirements in code. The City's statements do demonstrate that annexation and city services are very likely to be provided to the parcels in the proposed AOI within the next five years. Locating the AOI boundary at Midway Road is a compliant boundary that fits with the criteria in Idaho Code.

3. Transportation Infrastructure Systems (including connectivity).

City: The City notes that Middleton Road has been designated as a priority corridor and they are widening the impact fee eligible corridor between Flamingo and Karcher.

Rebuttal: This effort on Middleton Road seems very appropriate. However, Middleton Road is not in the proposed AOI and is well within the current City limits. Although this is a positive it does not pertain to or support the proposed AOI extending far to the West of Middleton Road. Again, the appropriate AOI boundary in this area is Midway Road which is one mile West of Middleton Road.

Municipal Sewer and Water (within 5 years).

City: The City notes that its master plan identifies improvements needed to serve the AOI. The City then states "Should the demand arise the improvements necessary to serve the Impact Area can be accomplished by the development community within 5 years."

Rebuttal: The City's statements in this section fall far short of the requirements of Idaho Code. The applicable provisions of Idaho Code 67-6526(4) states that the City needs to establish two things in this regard to justify their requested AOI:

- 1) That sewer and water are expected to be provided within five years; and
- 2) The impact area shall not exceed areas that are very likely to be annexed within the next five years.

The City's statement that if the demand is there it can accommodate improvements do not meet the code requirements to justify an AOI. The City's very short statement makes it clear that the City has no intention of extending sewer and water on their own within the next five years. The City is leaving it to the landowners and developers to extend these services. The fact that the City knows where lines will need to go and that they have capacity is good but does not meet the required criteria that need to be addressed to justify the AOI – that being are these services are very likely to be extended with annexation occurring in the next five years. The fact that a developer has the opportunity to extend sewer and water does not establish that a developer of any property within the AOI is very likely to do so and be annexed within the next five years.

This area is not as high a priority as other areas and the proposed AOI is not as supported in code as other proposed areas. It is worthwhile to look at the differences between this proposed West Section of the AOI compared to other proposed sections being requested by the City. There is no intention for the City to extend services themselves in this area and the city lists no properties where the City of Nampa has already extended services outside its city limits with an agreement to annex. It is apparent that other portions of the AOI are the higher priority for the City of Nampa. Those areas should be a higher priority based on the fact that the City and developers are actively pursuing the extension of sewer and water in other areas. It is normal to have that certain areas that experience more imminent growth than others which should be reflected in the

AOI boundaries. The AOI should not include those areas where the extension of services is not being imminently pursued.

Here is a comparison of the differences between the statements and facts in the City's Application pertaining to the other Sections of the AOI being proposed by the City as compared to this West Section.

WEST SECTION

- The city has no intention of extending services on its own.
- Services have not been extended to this area already with pre-annexation agreements.
- No actions underway to extend services and annex.

NORTH SECTION

- Nampa is in the process of working with landowners and developers to bring utilities to the Highway 20/26 and Highway 16 areas with significant financial investments and agreements. (Initial Item10).
- Currently municipal water is planned for extension on Franklin to Joplin Road.
- Sewer is currently located on Linden Road west of Madison and is in the process of being extended north on Franklin Road and East on Ustick

NORTHEAST SECTION

- Much of the area is serviced by City utilities.
- Utilities are being extended down Ustick Road.

EAST SECTION

- City water and sewer serve a portion of the area already specifically county developments, specifically county development West of McDermott Road and north and south of Victory Road.
- These developments have agreements to annex into city limits once they become contiguous.

SOUTH SECTION

- City water and sewer serve a portion of this area already specifically county development, specifically the developments shown on the map to be service[d] by City utilities.
- These developments have agreements to annex into the city limits once they become contiguous.

The statements provided by the City for the North, Northeast, East and South AOI sections provide information that sewer and water extensions already exist and more are underway. Those other Sections may be justified in being included in the AOI because the City has shown that services will be extended within five years or are already there ready for such annexation. Under the facts and circumstances in these other Sections of the AOI proposed by the City it is much more likely that the City can show that annexation is very likely to occur within five years. However, this West Section, which we are primarily focusing on here, is very different. This West Section has no existing sewer and water extensions with agreements to annex and no extensions of water and sewer are significantly underway to help justify the proposed West Section of the AOI.

4. **Other Public Service District Boundaries.**

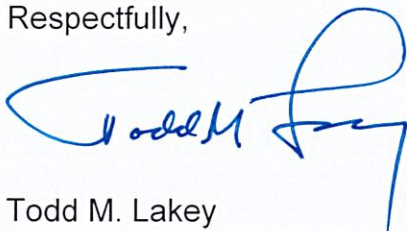
The city simply recites those districts that provide services to the area. There is no statement that these districts and their boundaries provide any justification for the AOI as proposed by the City.

It is worth mentioning that Orchard Rd. is the boundary between the Nampa and Vallivue School District. That supports Orchard Rd. being a portion of a boundary because Vallivue School District is experiencing growth while Nampa School District is experiencing a decline in student population.

CONCLUSION

The City's proposed West Section of its AOI does not meet the new requirements to establish an area of impact under Idaho Code Section 67-6526(4). The area proposed by the City of Nampa is not "very likely" to be annexed into the city within the next five years. The current conditions of the area and lack of development momentum and activities moving toward this area in recent years. Significant landowners in the proposed AOI do not intend to be annexed into the City of Nampa within the next five years. The appropriate AOI boundary generally follows Midway Road as noted above. We ask that the County Commissioners utilize and approve our proposed AOI for this area as described in Attachment 3. If there is further development justifying an expansion of the AOI in this area it can be addressed in the upcoming required five year review.

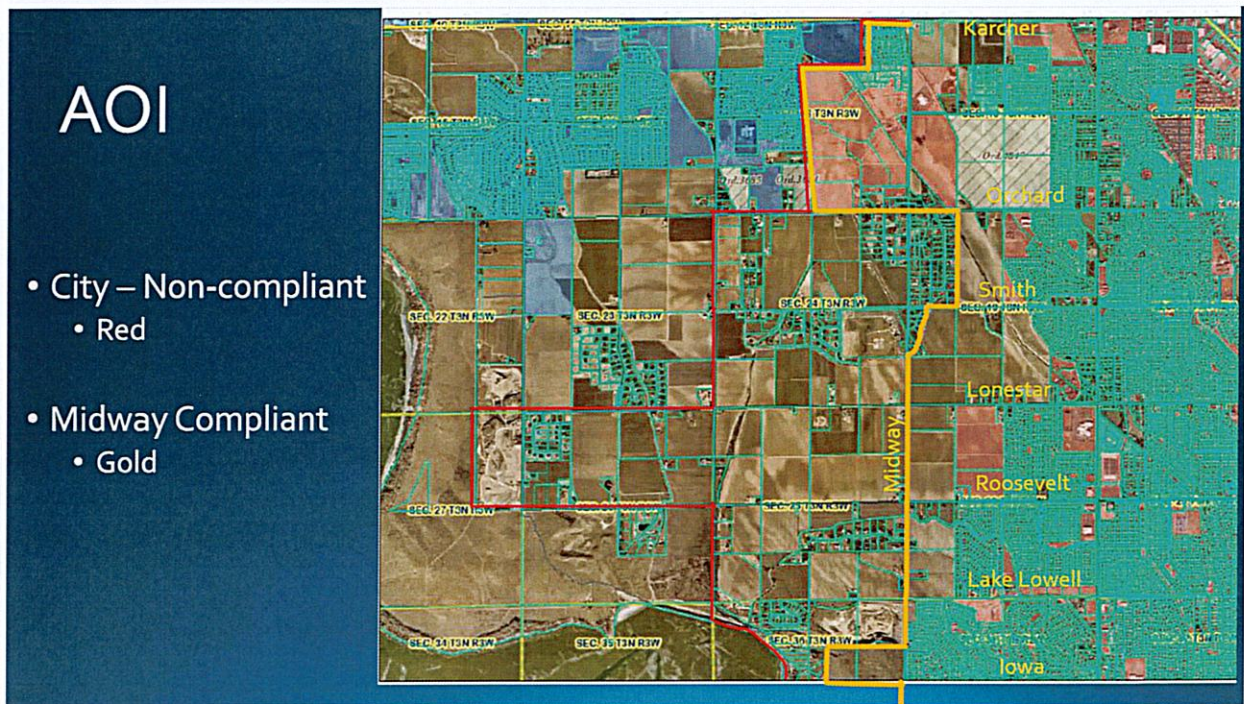
Respectfully,



Todd M. Lakey

ATTACHMENTS FOR

Response to City of Nampa's Proposed Non-Compliant Area of Impact Boundary for the West Section of their Proposed Area of Impact



Submitted To:
Canyon County Commissioners

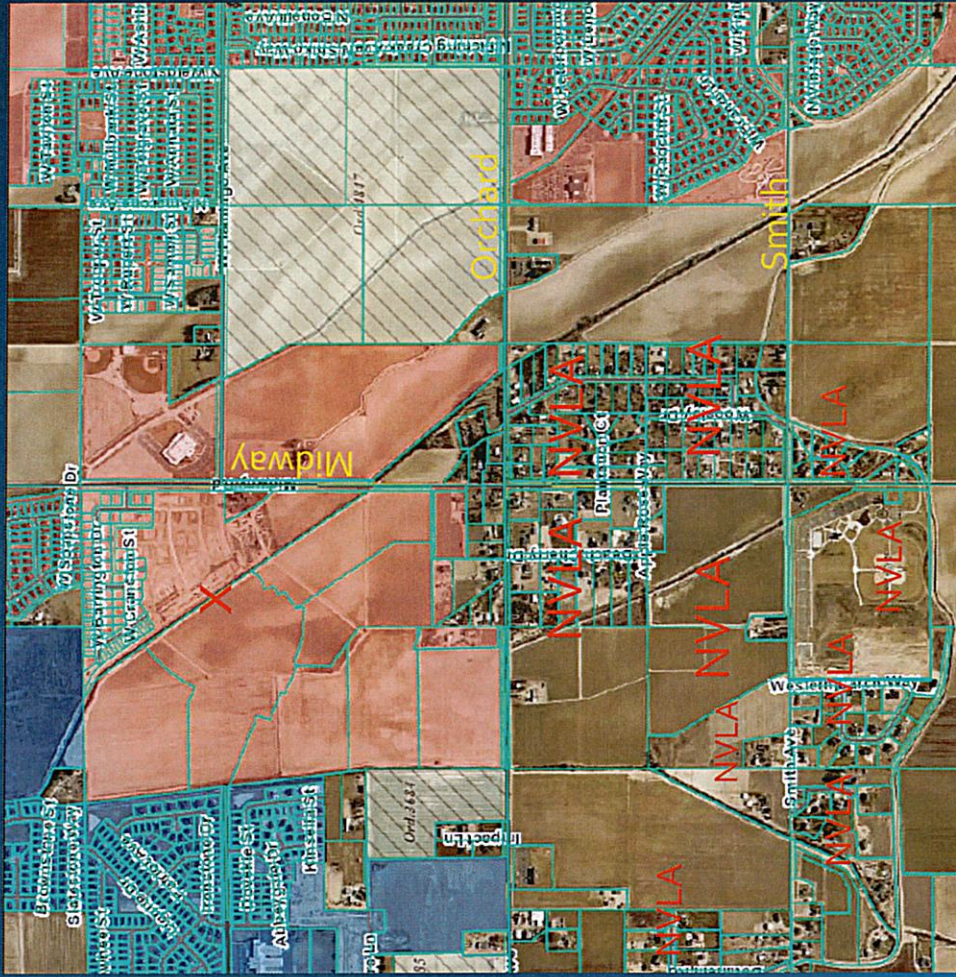
Submitted By:
Todd M. Lakey

ATTACHMENT 1

Maps Noting Properties Not Very Likely to Be Annexed in Five Years

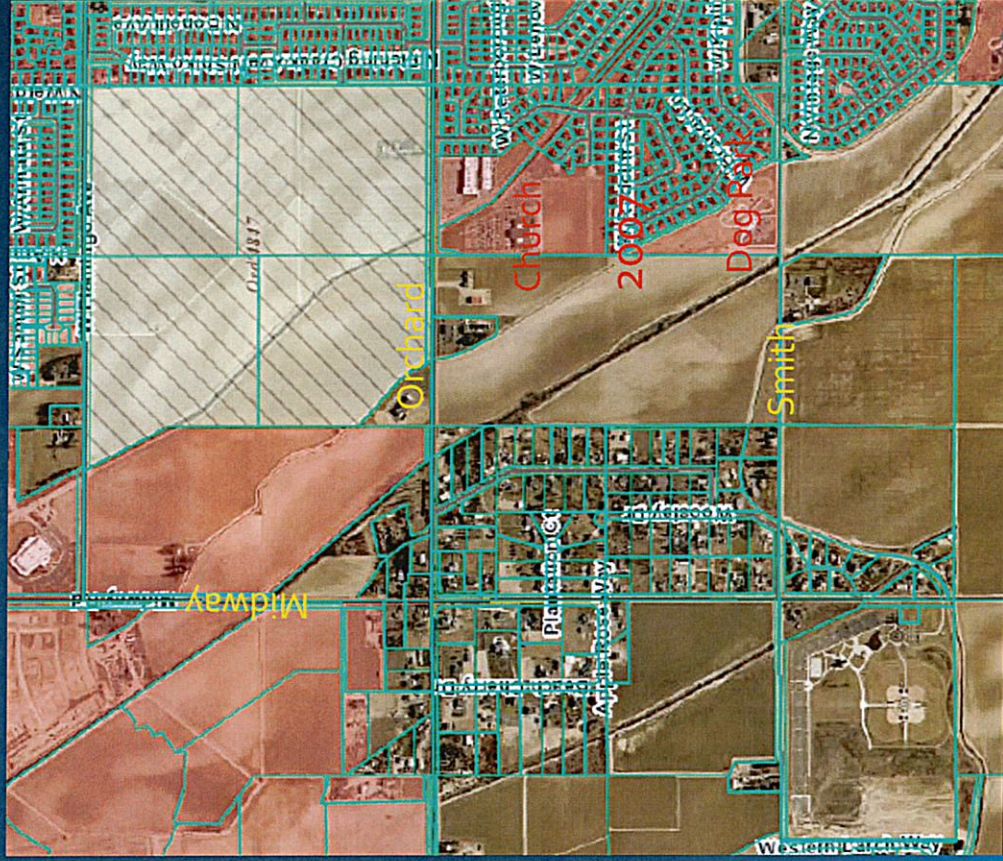
Not Very Likely to Annex in 5 Years "NVLA"

- Hubble – a lot of land to get through. Current phase under construction 1-2 years.
- Stephens Orchard Sub NVLA
- Plantation Sub – NVLA
- Hess – NVLA
- Parkcrest Acres Sub – NVLA
- Hunter's Acres Sub – NVLA
- Arbor Landing Sub – NVLA
- Stites Farm Sub – NVLA
- Bella Vista Sub – NVLA
- Park - NVLA



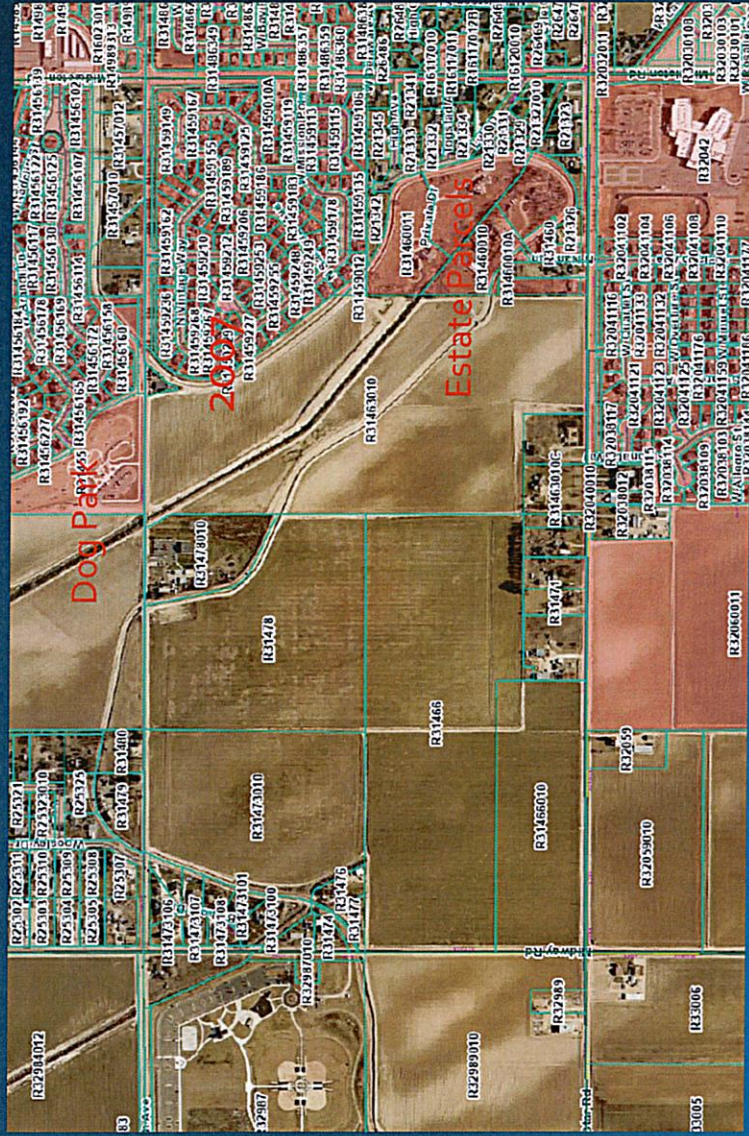
Lack of Activity

- Westminster No. 3 2010/2019
 - 2009 lost to Bank – CBH
 - Stubs into Church – nothing
 - Church – developer lost to Bank 2009 – later sold to Church
- Westminster No. 2 – 2007
 - Partial Stub to West – nothing
 - Stubs into Dog Park - nothing



Lack of Activity

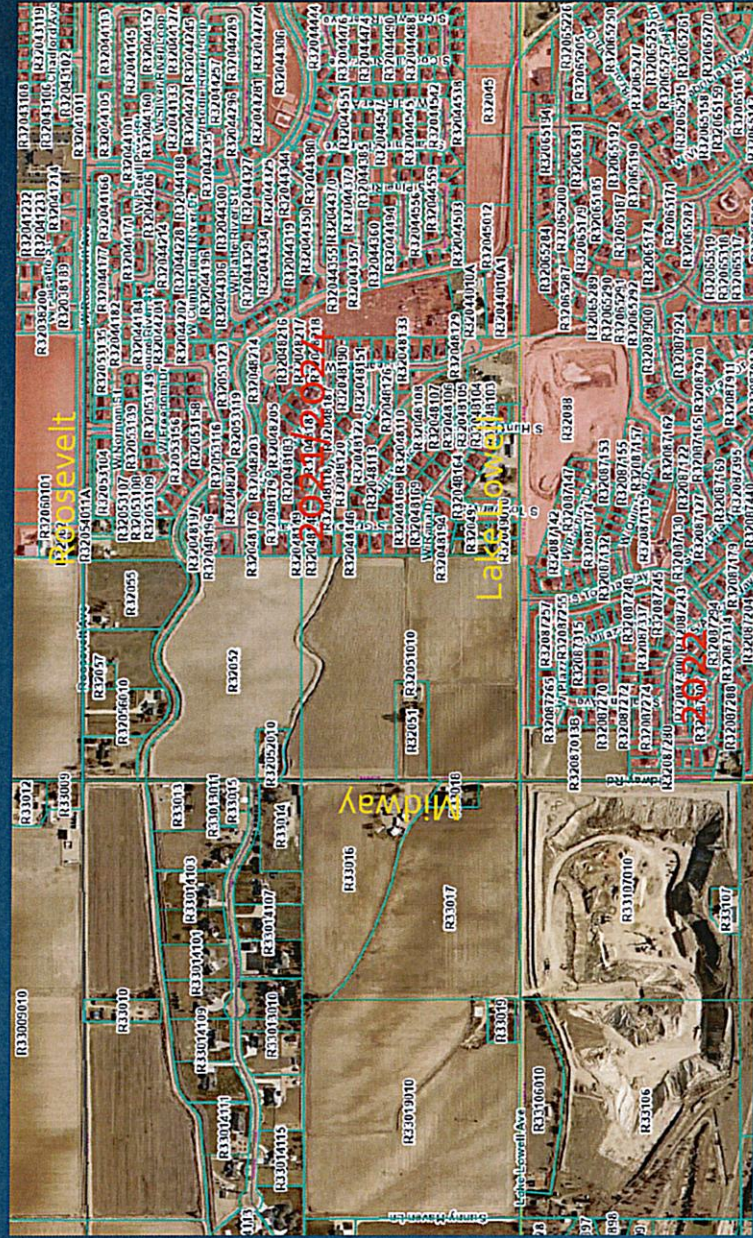
- Mission Point No. 3 - 2007
 - No connectivity to West
 - Nothing since
- Estate Parcels
 - 3-5 -5.01 acres
 - Access via Ditch Road
 - No development connectivity



Lack of Activity

- Stella's Point – 2021/24
 - Connectivity to West
 - Nothing since – no annexation/platting

- Carriage Hill West – 2022
 - Gravel Pit to West

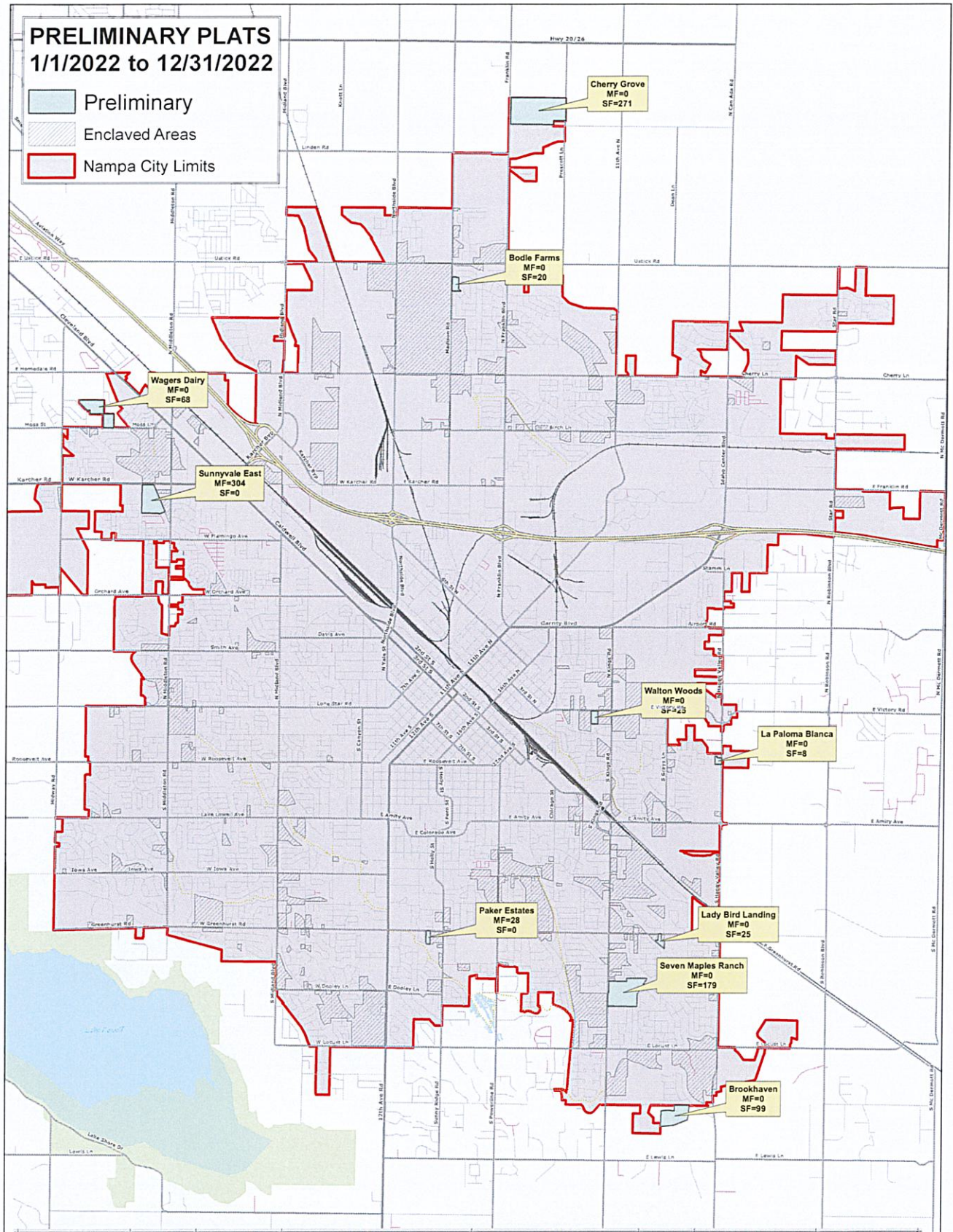


ATTACHMENT 2

Maps From City Annual and Most Recent 2025 Growth Reports

PRELIMINARY PLATS
1/1/2022 to 12/31/2022

Preliminary
 Enclaved Areas
 Nampa City Limits



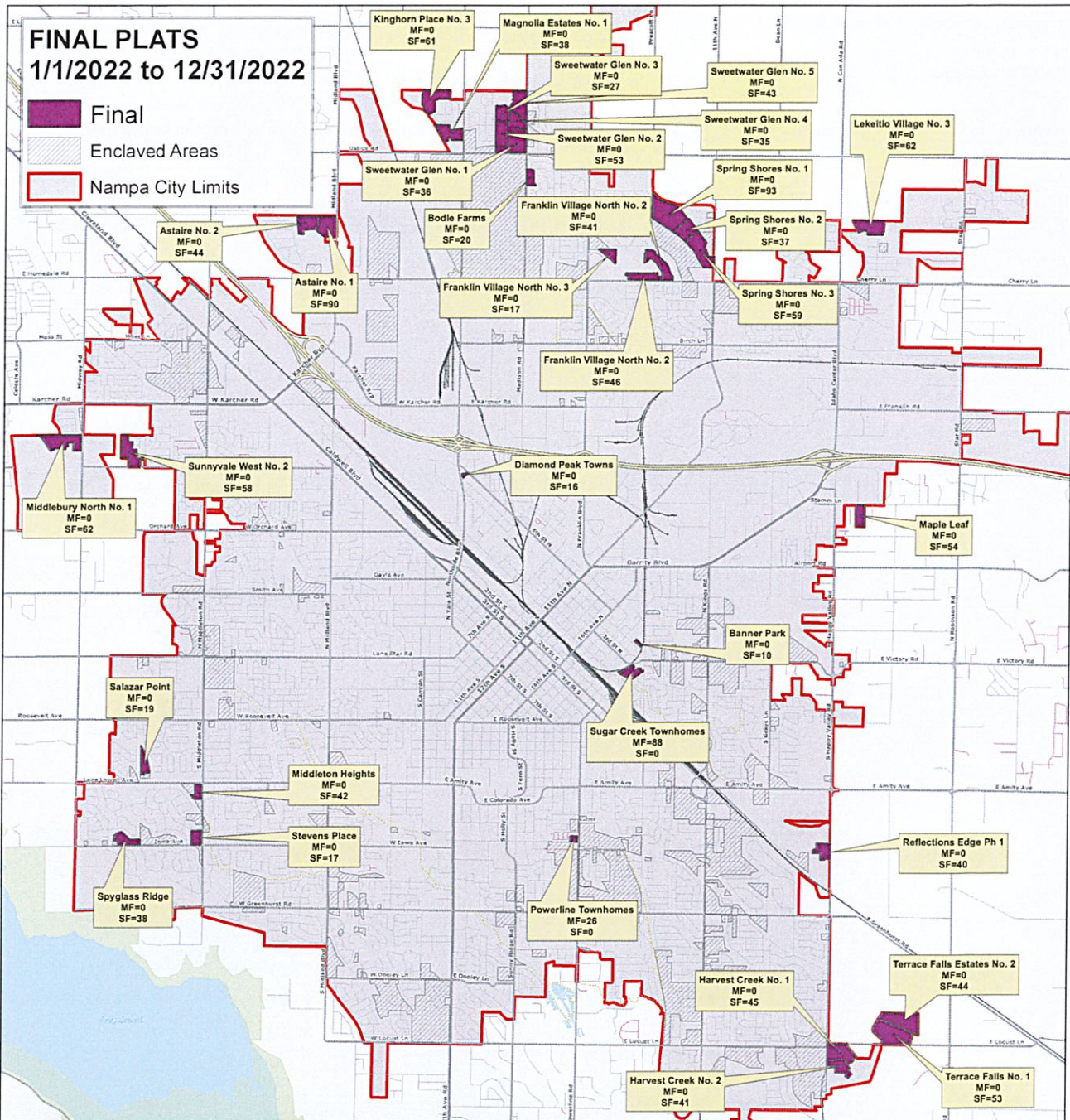
APPLIC. #	DATE	STATUS	SUBDIVISION NAME	SITEADDR	ACRES	Multi Family Units	Single Fam Units
PRELIMINARY PLATS							
SPP-00103-2022	1/7/22	Approved	Cherry Grove	Franklin Blvd & Elm Ln	74.35		271
SPP-00106-2022	10/22/21	Approved	Parker Estates	525 E Greenhurst Rd	2.9		28
SPP-00107-2022	3/9/22	Approved	Wagers Dairy	16645 Portner Rd	20.36		68
SPP-00110-2022	3/22/22	Approved	Bodie Farms	17862 Madison Ave	5.12		20
SPP-00111-2022	5/19/22	Approved	La Paloma Blanca	87 S Happy Valley Rd	2.3		8
SPP-00112-2022	7/1/22	Approved	Walton Woods	2803 E Victory Rd	4.72		20
SPP-00113-2022	8/5/22	Approved	Seven Maples Ranch	0 E Oklahoma Ave	43.05		179
SPP-00114-2022	9/2/22	Approved	Sunnyvale East	0 Karcher Rd	26.7	384 Units in 32 Lots	
SPP-00116-2022	10/14/22	In Review	Brookhaven	1 Alma Ln	22.165		99
SPP-00118-2022	11/18/22	In Review	Lady Bird Landing	3809 E Greenhurst	3.3		25
			TOTAL - LAST 12 MONTHS		204.965	384	718

There is an overlap in Preliminary & Final Plat units, these numbers are not be added together, but to be used to projected & current dwelling units only. NO COMMERCIAL

FINAL PLATS

1/1/2022 to 12/31/2022




- Final
- Enclaved Areas
- Nampa City Limits



APPLIC. #	DATE	STATUS	SUBDIVISION NAME	SITEADDR	ACRES	Multi Family Units	Single Fam Units
FINAL PLATS							
SPF-00189-2022	1/6/22	Approved	Diamond Peak Townhomes	7 6th St N	0.74		16
SPF-00190-2022	1/12/22	Approved	Astair No. 1	0 Midland Blvd	31.81		90
SPF-00191-2022	1/12/22	Approved	Astair No. 2	0 Midland Blvd	12.33		44
SPF-00192-2022	1/19/22	Approved	Maple Leaf	5009 Stamm Ln	7.81		54
SPF-00193-2022	2/4/22	Approved	Sweetwater Glen No. 1	8620 Ustick Rd	30.84		36
SPF-00194-2022	1/19/22	Approved	Harvest Creek No. 1	0 E Locust Ln	70.29		45
SPF-00195-2022	2/8/22	Approved	Stevens Place	0 Iowa Ave	6.24		17
SPF-00197-2022	2/15/22	Approved	Leketio Village No. 3	17390 N Can Ada Rd	16.32		62
SPF-00198-2022	2/25/22	Approved	Sweetwater Glen No. 2	8620 Ustick Rd	76.64		53
SPF-00199-2022	2/16/22	Approved	Spyglass Ridge	11642 Iowa Ave	8.88		38
SPF-00200-2022	3/3/22	Approved	Middleton Heights	905 S Middleton Rd	4.82		42
SPF-00202-2022	4/19/22	Approved	Sunnyvale West No. 2	0 W Flamingo Ave	15.49		58
SPF-00203-2022	4/25/22	Approved	Spring Shores No. 1	0 11th Ave N	23.56		93
SPF-00204-2022	4/7/22	Approved	Powerline Townhomes	1185 S Powerline	1.92		26
SPF-00205-2022	4/26/22	Approved	Franklin Village North No. 2	0 Cherry Ln	37.28		46
SPF-00207-2022	6/17/22	Approved	Banner Park	516 20th Ave N	0.69		10
SPF-00208-2022	6/21/22	Approved	Sweetwater Glen No. 3	0 Ustick Rd	76.64		27
SPF-00209-2022	6/28/22	Approved	Salazar Point	11496 Lake Lowell	6.9		19
SPF-00210-2022	7/14/22	Approved	Terrace Falls No. 1	0 E Locust Ln	28.35		53
SPF-00211-2022	7/14/22	Approved	Sugar Creek Townhomes	2205 3rd St N	7.67	88 Units on 22 lots	
SPF-00212-2022	7/21/22	Approved	Franklin Village North No. 3	0 Cherry Ln	5.53		17
SPF-00213-2022	7/22/22	Approved	Sweetwater Glen No. 4	8620 Ustick Rd	9.67		35
SPF-00214-2022	7/27/22	Approved	Magnolia Estates No. 1	0 Northside Blvd	12.76		38
SPF-00215-2022	8/2/22	Approved	Spring Shores No. 2	0 11th Ave N	11.86		37
SPF-00216-2022	8/9/22	Approved	Spring Shores No. 3	0 11th Ave N	20.55		59
SPF-00218-2022	8/26/22	Approved	Bodie Farms	17862 Madison Rd	5.12		20
SPF-00219-2022	8/31/22	Approved	Middlebury North No. 1	0 Midway Rd	20.5		62
SPF-00220-2022	9/20/22	Approved	Reflections Edge Ph 1	TBD E Railroad	9.07		40
SPF-00221-2022	9/23/22	In Review	Sweetwater Glen No. 5	8620 Ustick Rd	13.8		43
SPF-00222-2022	10/3/22	In Review	Harvest Creek No. 2	0 E Locust Ln	9.9		41
SPF-00224-2022	10/31/22	In Review	Terrace Falls Estates No. 2	0 E Locust Ln	22.17		44
SPF-00225-2022	10/25/22	In Review	Kinghorn Place No. 3	0 Northside Blvd	16.54		61
TOTAL - LAST 12 MONTHS					620.69	88	1326

There is an overlap in Preliminary & Final Plat units, these numbers are not be added together, but to be used to projected & current dwelling units only. NO COMMERCIAL

SHORT PLATS
1/1/2022 to 12/31/2022

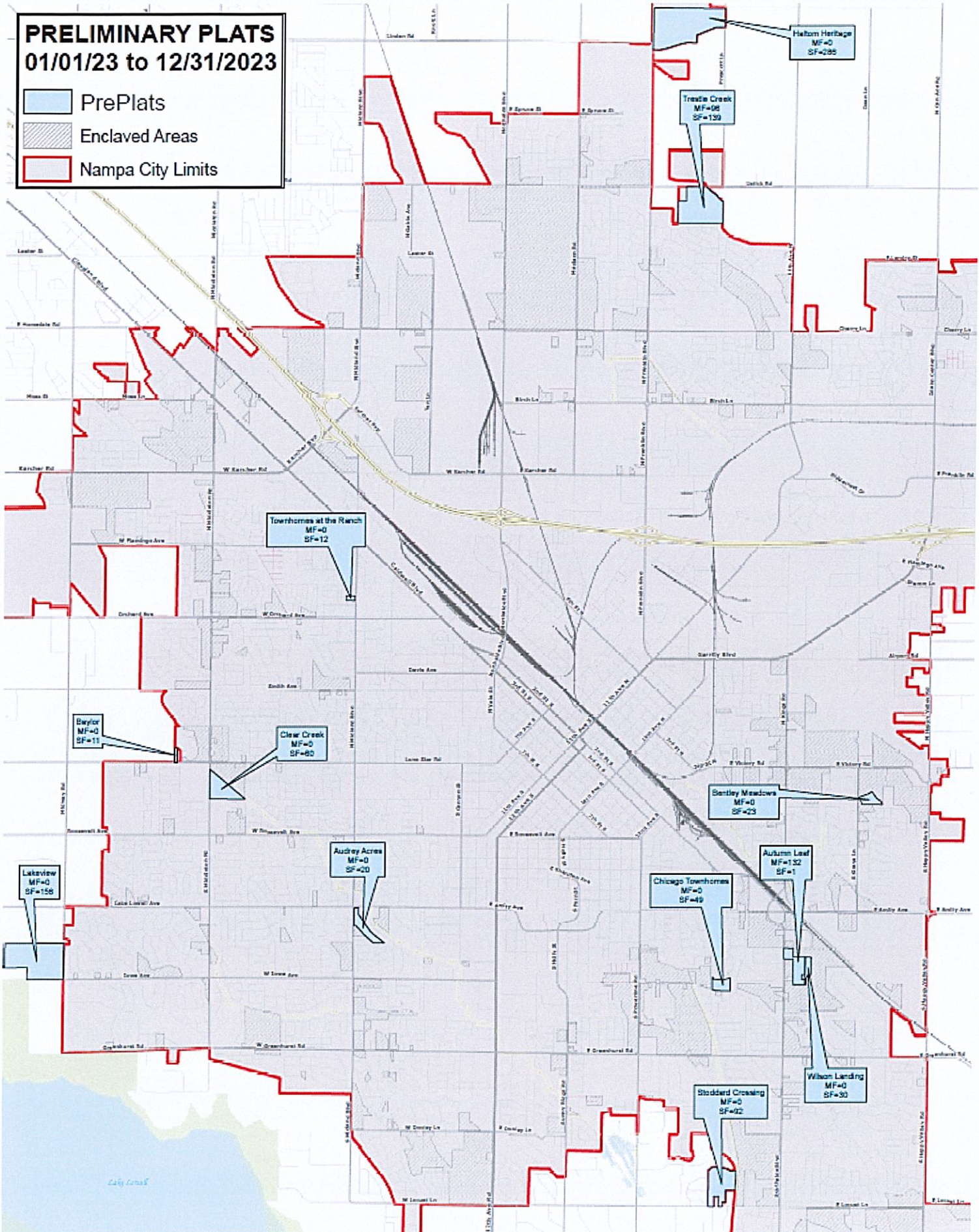
-  Short
-  Enclaved Areas
-  Nampa City Limits

West Orchard Apts
MF=14
SF=0

Opal Stone Apartments
MF=52
SF=0

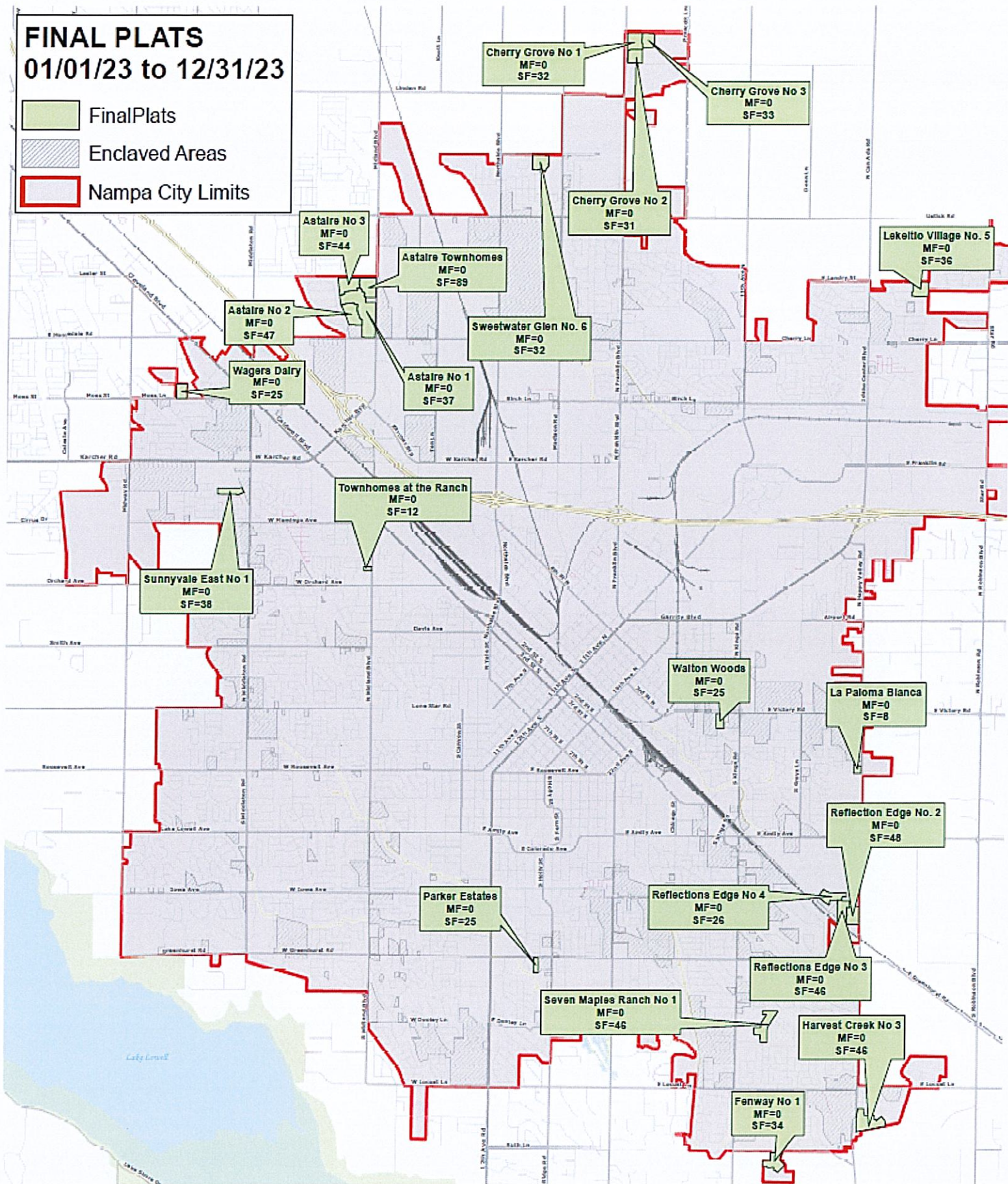
PRELIMINARY PLATS
01/01/23 to 12/31/2023

- PrePlats
- Enclaved Areas
- Nampa City Limits



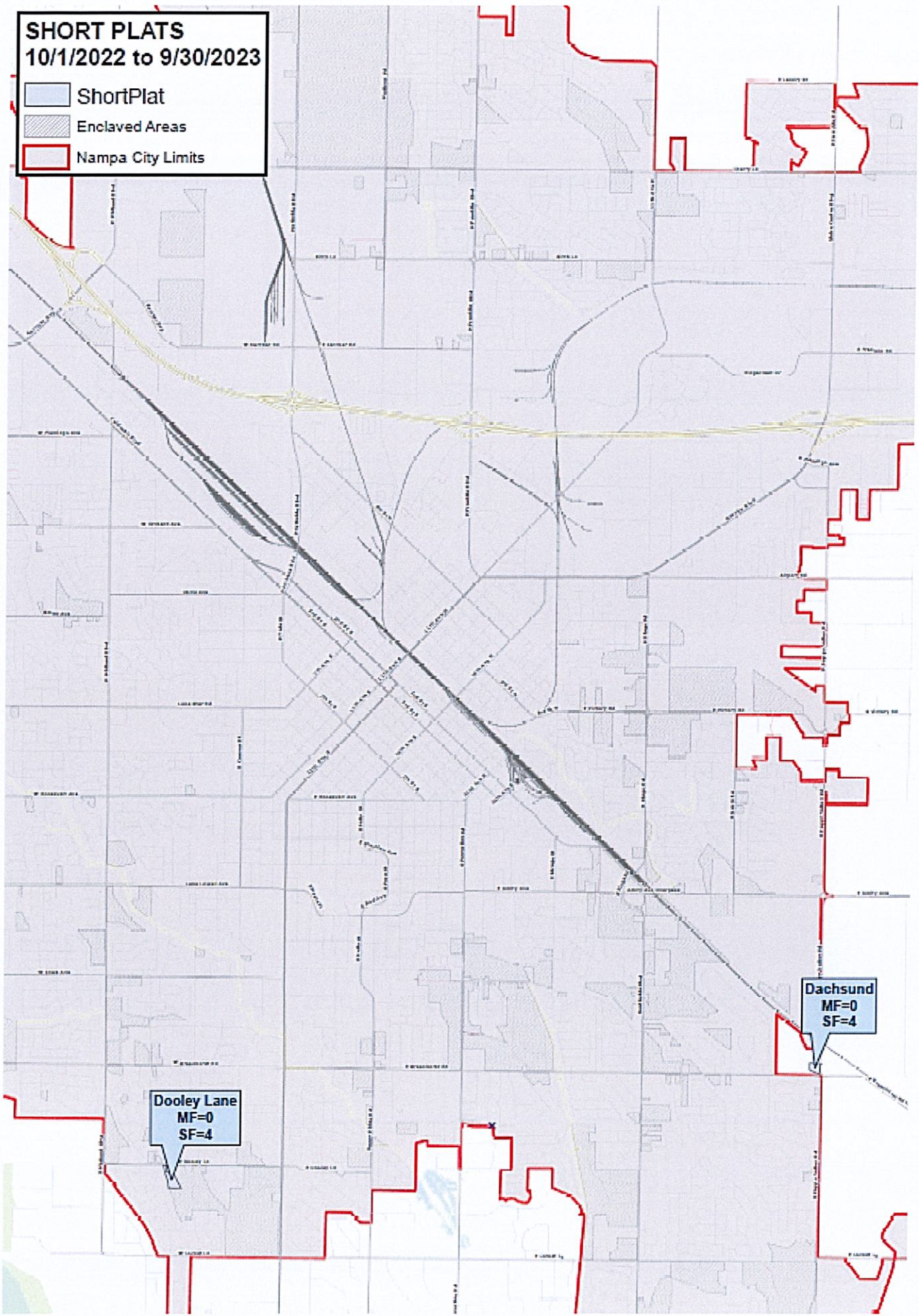
FINAL PLATS 01/01/23 to 12/31/23

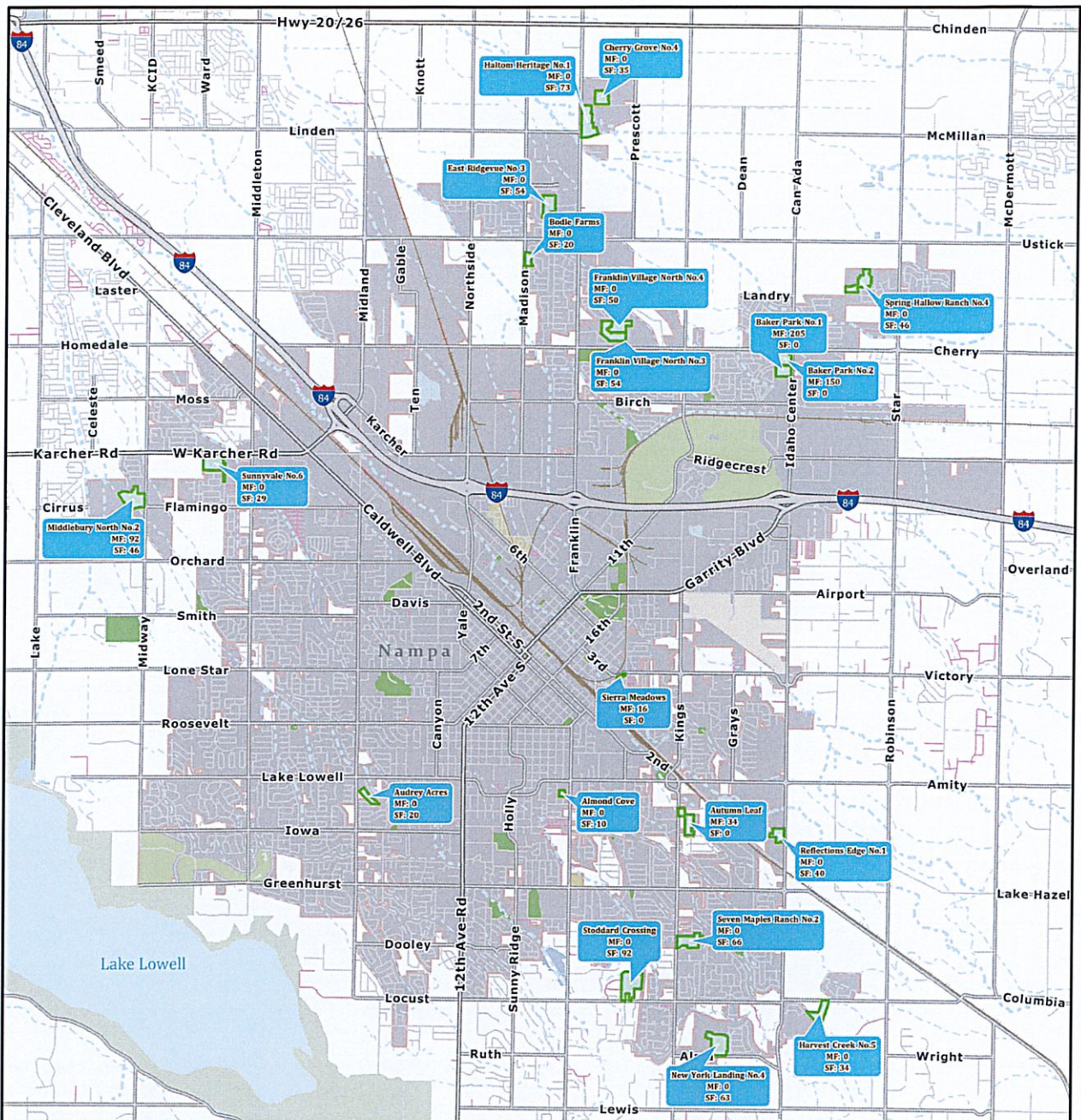
- FinalPlats
- Enclaved Areas
- Nampa City Limits



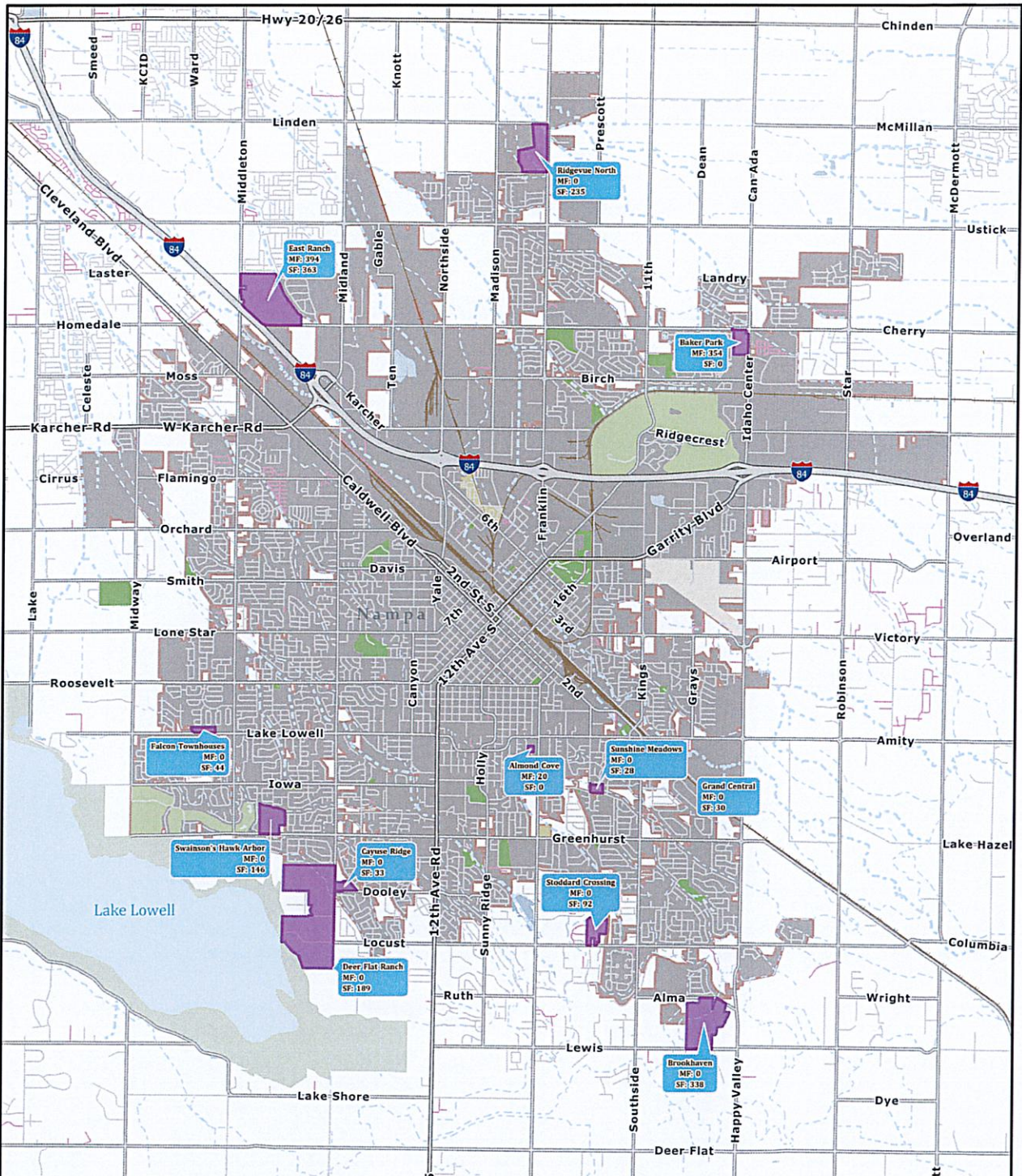
SHORT PLATS
10/1/2022 to 9/30/2023

- ShortPlat
- Enclaved Areas
- Nampa City Limits






DATE	FILE NUMBER	STATUS	NAME	ADDRESS	ACRES	SF Units	MF Units
10/2/2023	SPF-00247-2023	Approved	Reflections Edge No 3	Happy Valley and E Railroad St	8.64	46	0
10/12/2023	SPF-00248-2023	Approved	Reflections Edge No 4	Happy Valley and E Railroad Street	9.14	26	0
11/6/2023	SPF-00249-2023	Approved	Townhomes at the Ranch	905 N Midland Blvd	1.33	12	0
11/6/2023	SPF-00250-2023	Approved	Lekeitio Village No. 5	17390 N Can Ada Rd	9.26	36	0
12/19/2023	SPF-00251-2023	Approved	Clearcreek	0 S Middleton Rd	15.25	58	0
1/9/2024	SPF-00252-2024	Approved	Bodle Farms	17862 Madison Ave	5.12	20	0
2/12/2024	SPF-00257-2024	Approved	East Ridgevue No 3	0 Madison Rd	13.6	54	0
4/2/2024	SPF-00259-2024	Approved	Reflections Edge No.1	0 E Railroad St	8.32	40	0
2/23/2024	SPF-00256-2024	Approved	Franklin Village North No.3	0 Cherry Ln	15.31	54	0
3/18/2024	SPF-00258-2024	Approved	Harvest Creek No.5	0 E Locust Ln	12.53	34	0
4/17/2024	SPF-00260-2024	Approved	Middlebury North No.2	0 Midway Rd	20.7	46	92
5/1/2024	SPF-00261-2024	Approved	New York Landing No.4	0 Alma Ln	20.63	63	0
4/30/2024	SPF-00262-2024	Approved	Cherry Grove No.4	0 Elm St	10.71	35	0
7/11/2024	SPF-00263-2024	In Review	Sierra Meadows	3 S Sugar St	1.58	0	16
7/24/2024	SPF-00266-2024	Approved	Autumn Leaf	3100 E Cushing Ln, 3215 E Cushing Ln	12.73	0	34
8/7/2024	SPF-00267-2024	In Review	Seven Maples Ranch No.2	3204 E Oklahoma Ave	15.44	66	0
8/2/2024	SPF-00268-2024	In Review	Almond Cove	0 S Power Ln	2.07	10	0
7/18/2024	SPF-00265-2024	In Review	Halton Heritage No.1	7851 Elm Ln	20.89	73	0
8/19/2024	SPF-00264-2024	In Review	Stoddard Crossing	2306 E Locust Ln	24.67	92	0
8/8/2024	SPF-00269-2024	In Review	Franklin Village North No.4	0 Cherry Ln	11.47	50	0
9/19/2024	SPF-00272-2024	In Review	Baker Park No.1	16763 Idaho Center Blvd	9.8		205
9/19/2024	SPF-00273-2024	In Review	Baker Park No.2	16763 Idaho Center Blvd	11.7		150
Total					260.89	815	497




Application #	Date	Status	Name	Address	Acres	SF Units	MF Units
SPP-00139-2023	1/2/2024	Approved	Stoddard Crossing	0 E Locust Ln, 2306 E Locust Ln, 2414 E Locust Ln, 2418 E Locust Ln	25.06	92	
SPP-00134-2023	2/8/2024	Approved	Baker Park	16761, 16763, Idaho Center Blvd & 0 Cherry Ln	21.51		354
SPP-00142-2024	2/15/2024	Approved	Almond Cove	0 S Powerline Rd	2.067		20
SPP-00138-2023	11/16/2023	Approved	Ederra	0 W Orchard Ave	41.56	170	
SPP-00145-2024	4/4/2024	Approved	Ridgevue North	18901 N Franklin Blvd, 0 N Franklin Blvd	59.76	235	
SPP-00147-2024	5/9/2024	Approved	Cayuse Ridge	914 S Midland Blvd, 0 W Dooley Ln	10.36	33	
SPP-00150-2024	6/26/2024	In Review	Swainson's Hawk Arbor	0 W Greenhurst Rd	39.44	146	
SPP-00151-2024	8/7/2024	Approved	Brookhaven	4101 Alma Ln	100.51	338	
SPP-00144-2024	8/22/2024	In Review	Deer Flat Ranch	2923, 2715, Midland Blvd & 10375 & 10255 Locust Ln	259.95	189	
SPP-00148-2024	9/5/2024	In Review	East Ranch	0 Cherry Ln	134.578	363	394
SPP-00152-2024	10/6/2024	In Review	Sunshine Meadows	1426 Chicago St	6.36	28	
SPP-00153-2024	11/14/2024	In Review	Grand Central	4314 E Railroad St	6.54	30	
TOTAL					707.695	1624	768



Preliminary Plat Report
1/1/2024 to 12/31/2024

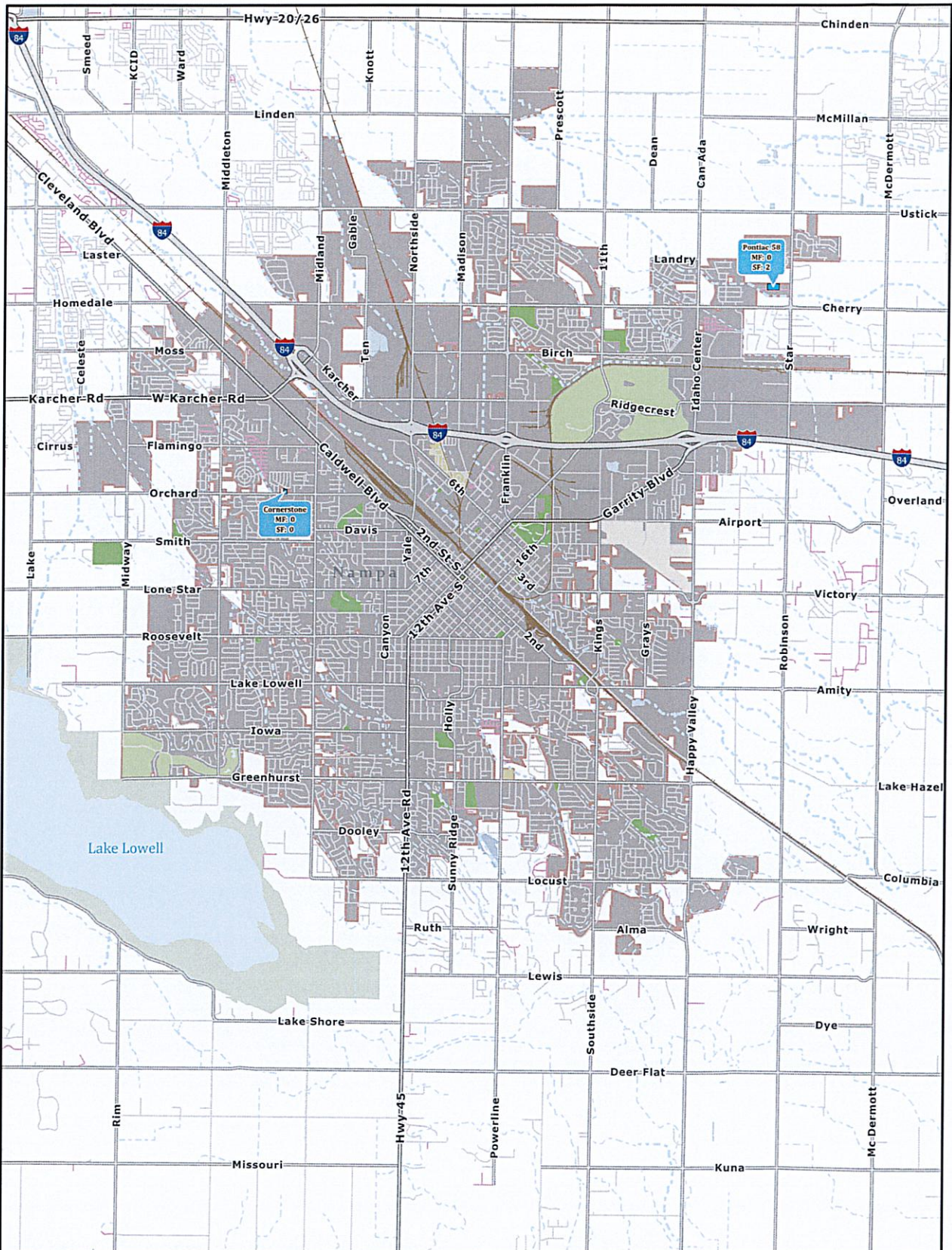
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for more info.



Nampa City Limit

APPENDIX II

Page 278



DATE	FILE NUMBER	STATUS	NAME	ADDRESS	ACRES	SF Units	MF Units
4/10/2024	SPS-00058-2024	Approved	Pontiac 58	5125 E Feather Creek	4.99	2	
9/21/2024	SPS-00060-2024	Approved	Cornerstone	1500 W Orchard Ave	1.23		10
Total					6.22	2	10



Short Plat Report 1/1/2024 to 12/31/2024

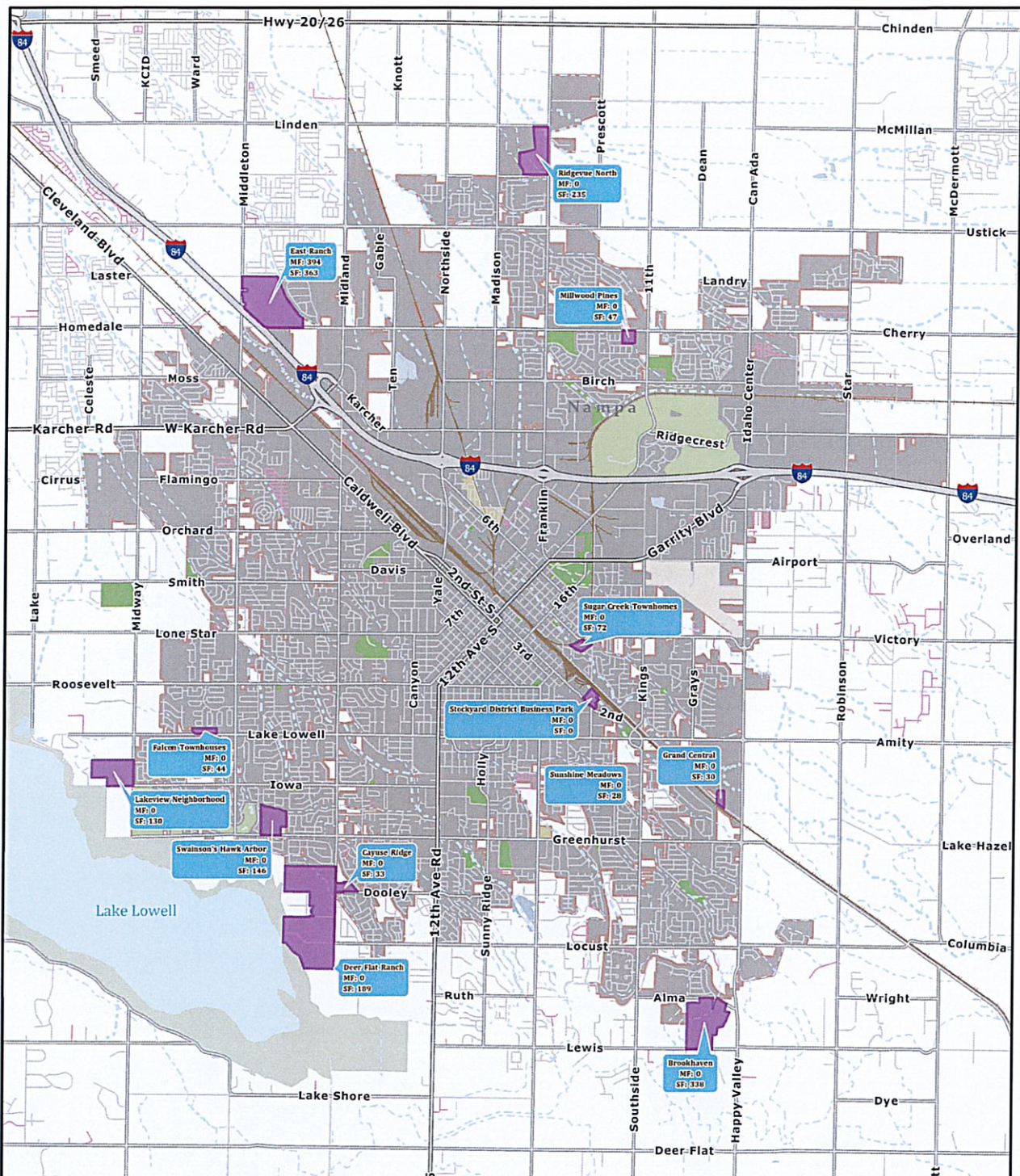
Nampa City Limit

2/11/2025
For illustrative purposes only.

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for more info.



APPENDIX III



Application #	Date	Status	Name	Address	Acres	SF Units	MF Units
SPP-00145-2024	4/4/2024	Approved	Ridgevue North	18901 N Franklin Blvd, 0 N Franklin Blvd	59.76	235	
SPP-00146-2024	4/15/2024	Approved	Falcon Townhomes	0 Lake Lowell Ave	7.8	44	
SPP-00147-2024	5/9/2024	Approved	Cayuse Ridge	914 S Midland Blvd, 0 W Dooley Ln	10.36	33	
SPP-00150-2024	6/26/2024	Reconsider	Swainson's Hawk Arbor	0 W Greenhurst Rd	39.44	146	
SPP-00151-2024	8/7/2024	Approved	Brookhaven	4101 Alma Ln	100.51	338	
SPP-00144-2024	8/22/2024	Approved	Deer Flat Ranch	2923, 2715, Midland Blvd & 10375 & 10255 Locust Ln	259.95	189	
SPP-00148-2024	9/5/2024	Approved	East Ranch	0 Cherry Ln	134.578	363	394
SPP-00152-2024	10/6/2024	In Review	Sunshine Meadows	1426 Chicago St	6.36	28	
SPP-00153-2024	11/14/2024	Approved	Grand Central	4314 E Railroad St	6.54	30	
SPP-00156-2025	2/3/2025	Approved	Sugar Creek Townhomes	2205 3rd St S	7.7	72	
SPP-00154-2025	2/27/2025	In Review	Millwood Pines	7161 Cherry Ln	9.99	47	
SPP-00155-2025	3/11/2025	In Review	Lakeview Neighborhood	12529 Midway Rd	57.16	130	
TOTAL					700.148	1655	394

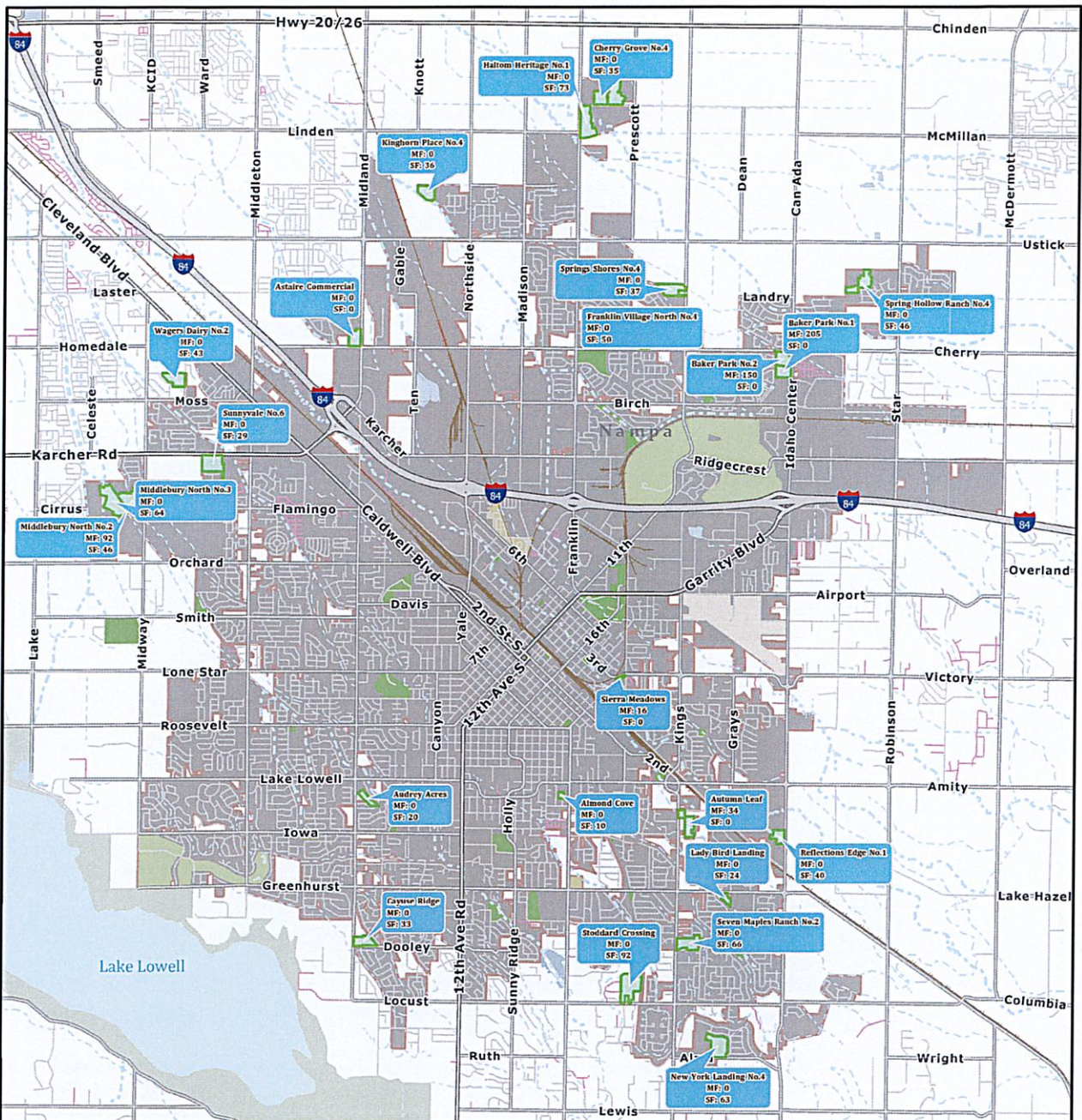


Preliminary Plat Report 4/1/2024 to 3/31/2025

Preliminary Plats_Search (13)
 Nampa City Limit

Visit Planning & Zoning
at cityofnampa.us
for more info.





DATE	FILE NUMBER	STATUS	NAME	ADDRESS	ACRES	SF Units	MF Units
4/2/2024	SPF-00259-2024	Approved	Reflections Edge No.1	0 E Railroad St	8.32	40	
4/17/2024	SPF-00260-2024	Approved	Middlebury North No.2	0 Midway Rd	20.7	46	92
5/1/2024	SPF-00261-2024	Approved	New York Landing No.4	0 Alma Ln	20.63	63	
4/30/2024	SPF-00262-2024	Approved	Cherry Grove No.4	0 Elm St	10.71	35	
7/11/2024	SPF-00263-2024	Approved	Sierra Meadows	3 S Sugar St	1.58	0	16
7/24/2024	SPF-00266-2024	Approved	Autumn Leaf	3100 E Cushing Ln. 3215 E Cushing Ln	12.73	0	34
8/7/2024	SPF-00267-2024	Approved	Seven Maples Ranch No.2	3204 E Oklahoma Ave	15.44	66	
8/2/2024	SPF-00268-2024	Approved	Almond Cove	0 S Power Ln	2.07	10	
7/18/2024	SPF-00265-2024	Approved	Haltom Heritage No.1	7851 Elm Ln	20.89	73	
8/19/2024	SPF-00264-2024	Approved	Stoddard Crossing	2306 E Locust Ln	24.67	92	
8/8/2024	SPF-00269-2024	Approved	Franklin Village North No.4	0 Cherry Ln	11.47	50	
9/19/2024	SPF-00272-2024	Approved	Baker Park No.1	16763 Idaho Center Blvd	9.8		205
9/19/2024	SPF-00273-2024	Approved	Baker Park No.2	16763 Idaho Center Blvd	11.7		150
9/24/2024	SPF-00274-2024	Approved	Audrey Acres	0 Lake Lowell Ave	6.11	20	
10/15/2024	SPF-00275-2024	Approved	Franklin Village North No.3	7345 Cherry Ln	10.95	30	
10/17/2024	SPF-00271-2024	Approved	Sunnyvale No.6	0 W Karcher	19.94	29	
11/21/2024	SPF-00276-2024	Approved	Spring Hollow Ranch No.4	8142 Ustick Rd	14.59	46	
11/24/2024	SPF-00279-2024	Approved	Cayuse Ridge	914 S Midland	10.37	33	
1/1/2025	SPF-00281-2024	Approved	Kinghorn Place No.4	0 Northside Blvd	12.49	36	
1/9/2025	SPF-00282-2024	Approved	Middlebury North No.3	0 Midway Rd	25.01	64	
1/14/2025	SPF-00277-2024	Approved	Wagers Dairy No.2	16645 Portner Rd	13.7	43	
1/14/2025	SPF-00278-2024	Approved	Spring Shores No.4	0 11th Ave N	14.09	37	
2/10/2025	SPF-00283-2024	In Review	Cherry Grove No.5	0 Elm St	21.44	79	
3/18/2025	SPF-00284-2024	In Review	Lady Bird Landing	3809 Greenhurst	3.17	24	
					322.57	916	497

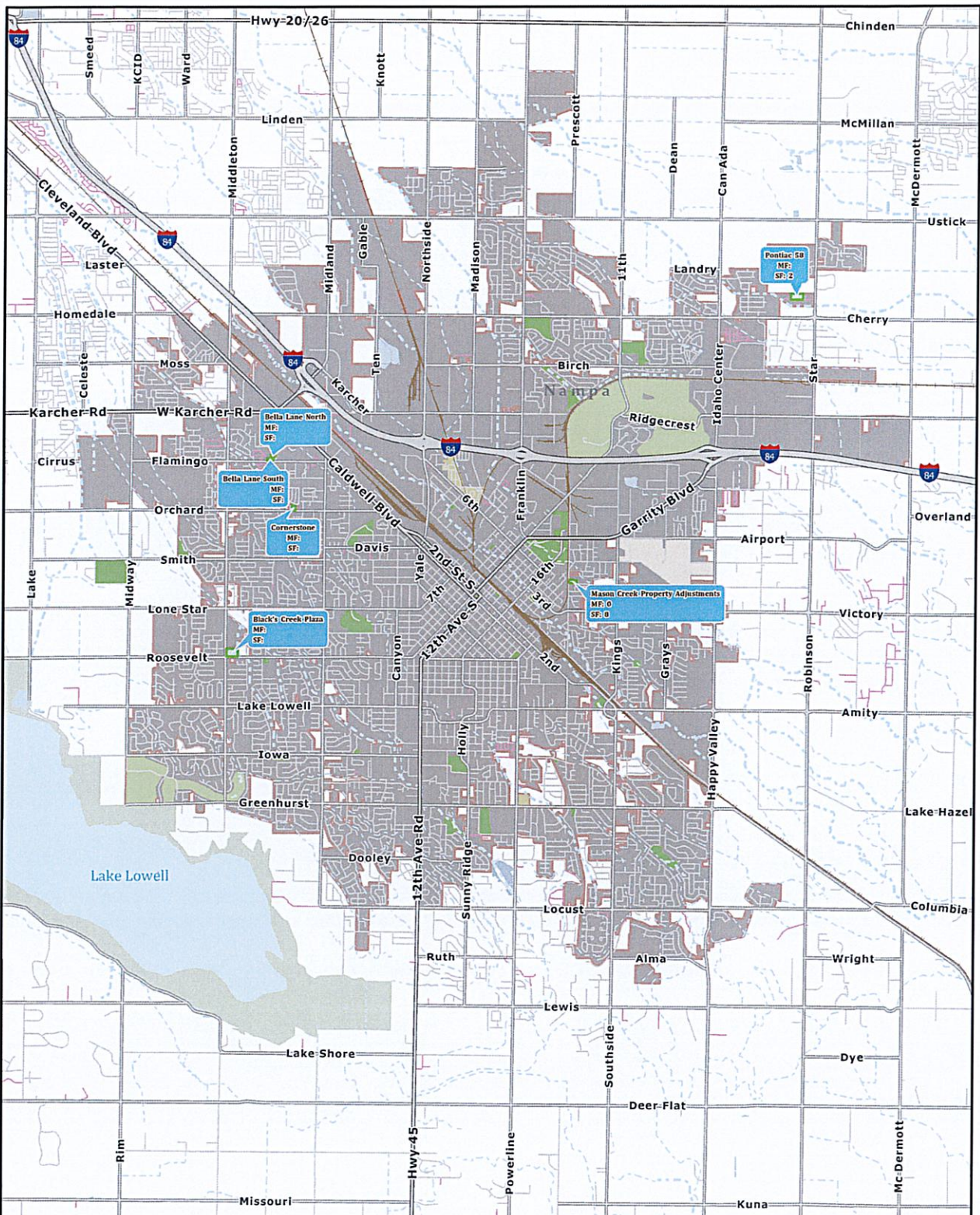


Final Plat Report 4/1/2024 to 3/31/2025

Visit Planning & Zoning
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for more info.



Final Plats Search (25)
 Nampa City Limit



DATE	FILE NUMBER	STATUS	NAME	ADDRESS	ACRES	SF Units	MF Units
4/10/2024	SPS-00058-2024	Approved	Pontiac 58	5125 E Feather Creek	4.99	2	
9/21/2024	SPS-00060-2024	Approved	Cornerstone	1500 W Orchard Ave	1.23		10
		Already Built Out	Bella Lane North & South	Adjusting Lot lines			
		Already Built Out	Mason Creek Drift	Adjusting Lot lines			
		COMMERCIAL	Blacks Creek Plaza	COMMERCIAL			
			Total		6.22	2	10



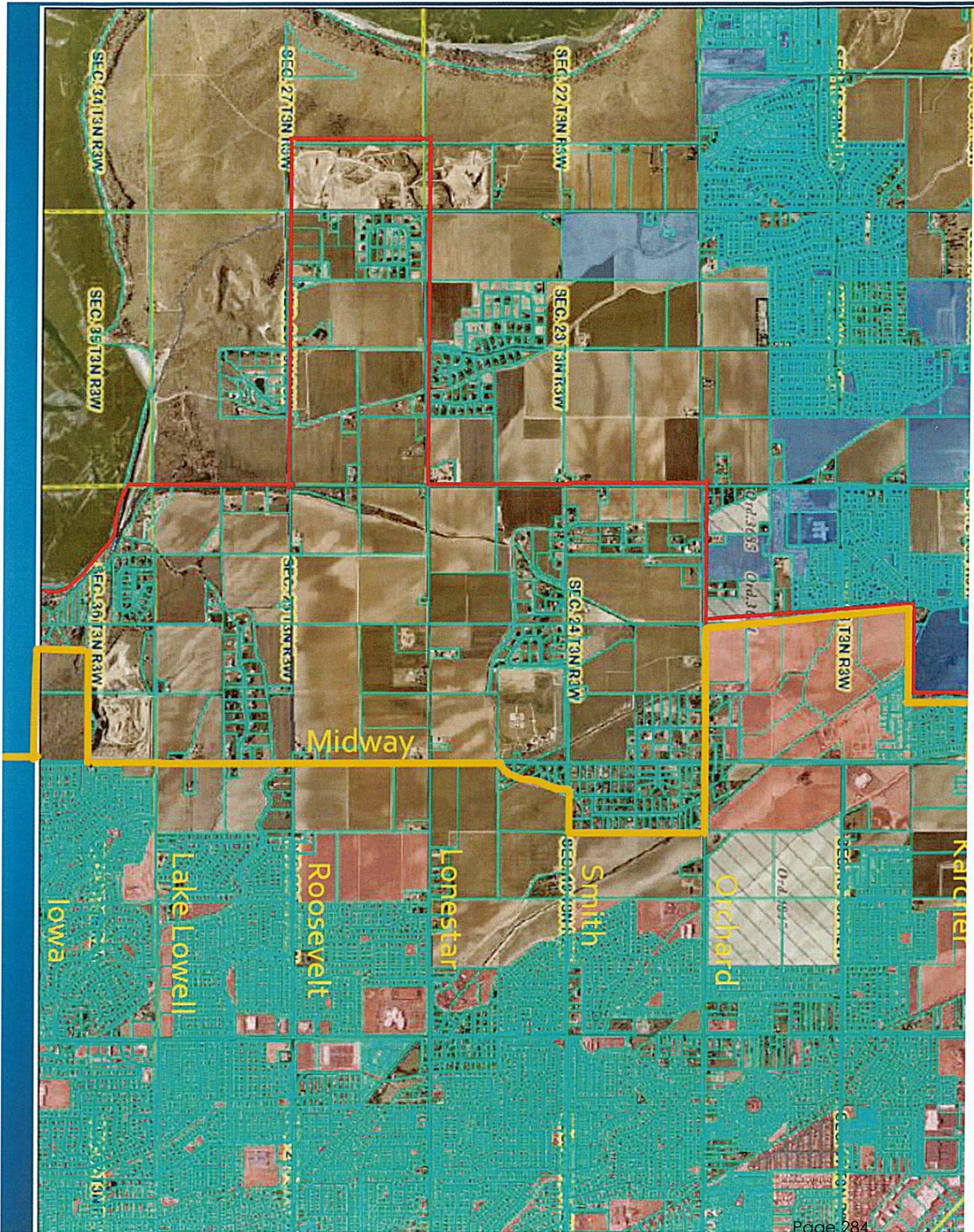
Short Plat Report 4/1/2024 to 3/31/2025

Nampa City Limit

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ATTACHMENT 3
Proposed Compliant AOI Boundary



TEXT DESCRIPTION

The compliance impact area boundary is also generally described as follows:

Commencing at the at intersection of Karcher Road and Midway Road:

Proceeding west along Karcher Road along the Northern boundary of the Brownstone Estates Subdivision to the eastern edge of the Caldwell City limits.

From there proceeding South along the eastern edge of the Cadlwell City limits to the Northern edge of the Nampa Coty limits and the Middlebury North Subdivision.

From there proceeding West along the north edge of the Nampa city limits to the Eastern boundary of the Cadwell city limits.

From there proceeding and slightly East along the shared boundary of the City of Nampa and the City of Caldwell until the boundary reaches W. Orchard Avenue.

From there proceeding East along W. Orchard Ave. across Midway Road to the northeast corner of the 320000 Nampa Rural Tracts & Subdivision.

From there proceeding South along the eastern edge of said subdivision until the boundary reaches Smith Ave. From there proceeding west to the Phyllis Canal.

From there proceedings south and west along the southern boundary of the Phyllis Canal until it reaches Midway Road.

From there point proceeding South along Midway Road until it reaches Lake Lowell Ave.

From there point continuing South along Midway Road to county parcels 33115000 0 and 33108000 0 and then continuing south along Midway Road until it runs into the Lake Lowell Wildlife Refuge property.

ATTACHMENT 4
News Article Channel 2 – School District

Nampa School District may close schools due to declining enrollment, special meeting Wed. night

by CBS2 News Staff
Wed, December 6th 2023 at 2:08 PM

Nampa School District



TOPICS:

NAMPA, Idaho (CBS2) — The Nampa School District Board is set to have a special meeting Wednesday night to consider closing schools in the district.

The enrollment in Nampa schools has been declining for the last ten years. The population in Nampa has continued to climb over the past decade, but fewer student enrollments. A trend the district knew was coming, says Communications Director Kathleen Tuck.

"We had some projections done several years ago. They actually projected this trend and we have seen it year after year, even as we have seen Nampa growing in population."

Kindergarten enrollment for this school year was 845 students compared to 1,239 in the 2013-2014 school year. The factors contributing to the decline in enrollment is complex, but one of the contributing factors in the

decline in birth rate in Idaho. While the population continues to grow, the birth rate is declining steadily.

Some of the other factors at play include the rising cost of living. Young families just starting out can rarely afford to live closer in to the Nampa schools with the cost of living increases in the area. Combine that with a wider array of options for schooling, such as charter schools or home schooling, and that means there will be fewer kids enrolled in Nampa schools.

Some of the schools are only at 60% capacity, according to Tuck. "We have enough elementary kids for 11 elementary schools and we're running 14..."

The special meeting Wednesday night will provide an opportunity to hear public comment or concerns on the issue prior to the board making any decisions, which will likely happen at their board meeting on December 18th.

ATTACHMENT 5

News Article – Idaho Education News

Portion of Idaho Education News Article
Ryan Suppe 12/19/23

Nampa school board trustees embraced tearful district patrons after a Monday vote to close four schools. The proposal was years in the making but drew significant attention in recent weeks as trustees neared a decision spurred by looming maintenance needs and declining enrollment.

The Nampa School District has lost roughly 2,000 students over the last decade and faces hundreds of millions of dollars in needed building repairs. District staff proposed closing schools with the smallest number of students to limit costs, and trustees signed-off Monday.

“We live here, in your community, we’re your friends,” board chairwoman Brook Taylor said during the school board meeting. “It truly is a hard choice, and each of us have worked very hard to get to this place.”



Brook Taylor / Courtesy Brook Taylor

An emotional Taylor hugged patrons who wore West Middle School gear, after trustees voted to close West and three other schools at the end of the school year. West, which opened in 1972, will be repurposed to host Union School and Nampa Academy, two non-traditional schools currently housed in aging buildings.

Centennial, Greenhurst and Snake River elementaries are also closing. The Centennial building will be decommissioned, and possibly torn down, while Greenhurst will host the district’s pre-school and online programs and Snake River will be retrofitted to house Gateways, Nampa’s alternative school for at-risk students.

Central Elementary, built in 1929, was also considered for closure among a handful of scenarios presented by district staff. But trustees voted to keep Central open, in part, because its central location would be beneficial when school boundaries are redrawn to transfer students.

“If I had it my way, all of our buildings would be up-to-date and brand new and have the nicest and the best of things for all kids because that’s exactly what they deserve,” said trustee Mandy Simpson. “Facilities that are amazing and they could be proud of and walk into every day and know that this community deeply cares about them.”

The Idaho Press [first reported](#) that Nampa was considering closing schools.

Enrollment declines as need for repairs climbs

Nampa, Idaho’s fourth largest school district, has seen enrollment plummet in recent years. Since the 2013-2014 school year, enrollment has gone from nearly 15,000 students to less than 13,000 this year.

That may be surprising to some, considering the city’s population has nearly doubled this century. But school district leaders in recent weeks have described a series of factors leading to declining enrollment.

For one, many Nampa newcomers are older and don’t have school-aged children. Additionally, housing development has focused on the outskirts of Nampa, outside the district’s boundaries. While the Vallivue School District to the west is growing, Nampa schools are shrinking.

And school leaders expect the downward trend to continue. Nampa’s current kindergarten class size is 841 students, down from 1,239 a decade ago. That number “really alarmed us,” Superintendent Gregg Russell said during a town hall presentation this month.



Gregg Russell

“That’s our first 800 we’ve seen,” he said. “It’s been a drastic drop.”

ATTACHMENT 6

Nampa School District Bond Election Results

NAMPA SCHOOL DISTRICT DISTRICT NO 131 GENERAL OBLIGATION BOND			VOTING STATISTICS				
Precinct	In Favor	Against	Total Number of Registered Voters at Cutoff	Number Election Day Registrants	Total Number of Registered Voters	Number of Ballots Cast	% of Registered Voters That Voted
1610 - NAMPA	15	24	439	0	439	39	8.9%
2812 - NAMPA	73	128	2,198	3	2,201	201	9.1%
3112 - NAMPA	133	182	2,709	2	2,711	315	11.6%
3212 - NAMPA	198	230	3,687	16	3,703	428	11.6%
3312 - NAMPA	256	371	3,376	11	3,387	627	18.5%
3412 - NAMPA	166	184	2,233	8	2,241	350	15.6%
3512 - NAMPA	241	306	3,779	6	3,785	547	14.5%
3713 - NAMPA	36	105	1,793	2	1,795	141	7.9%
3813 - NAMPA	148	196	2,615	9	2,624	344	13.1%
3913 - NAMPA	101	216	2,294	2	2,296	317	13.8%
4013 - NAMPA	43	74	1,804	2	1,806	117	6.5%
4113 - NAMPA	77	63	1,695	1	1,696	140	8.3%
4213 - NAMPA	82	135	1,686	4	1,690	217	12.8%
4313 - NAMPA	88	107	2,656	5	2,661	195	7.3%
4413 - NAMPA	178	331	3,403	5	3,408	509	14.9%
4513 - NAMPA	123	131	2,150	3	2,153	255	11.8%
4613 - NAMPA	176	278	2,635	2	2,637	454	17.2%
4723 - NAMPA	22	38	348	3	351	60	17.1%
5023 - NAMPA	99	292	2,301	5	2,306	391	17.0%
TOTALS	2,255	3,391	43,801	89	43,890	5,647	12.9%

Response to Nampa's Non-Compliant West Section of its Proposed AOI

- Midway is the Appropriate AOI Boundary

Idaho Code Current Requirements

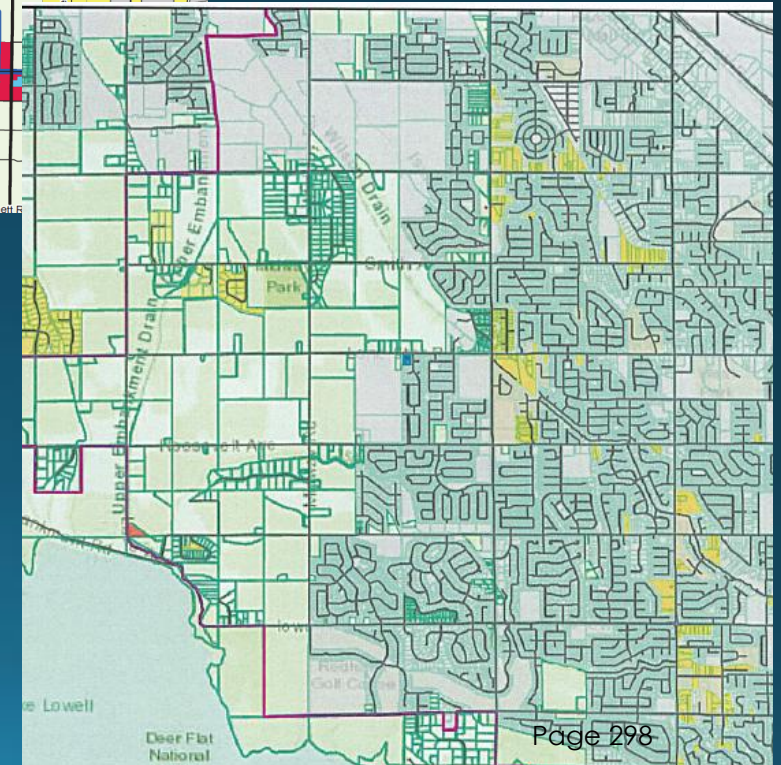
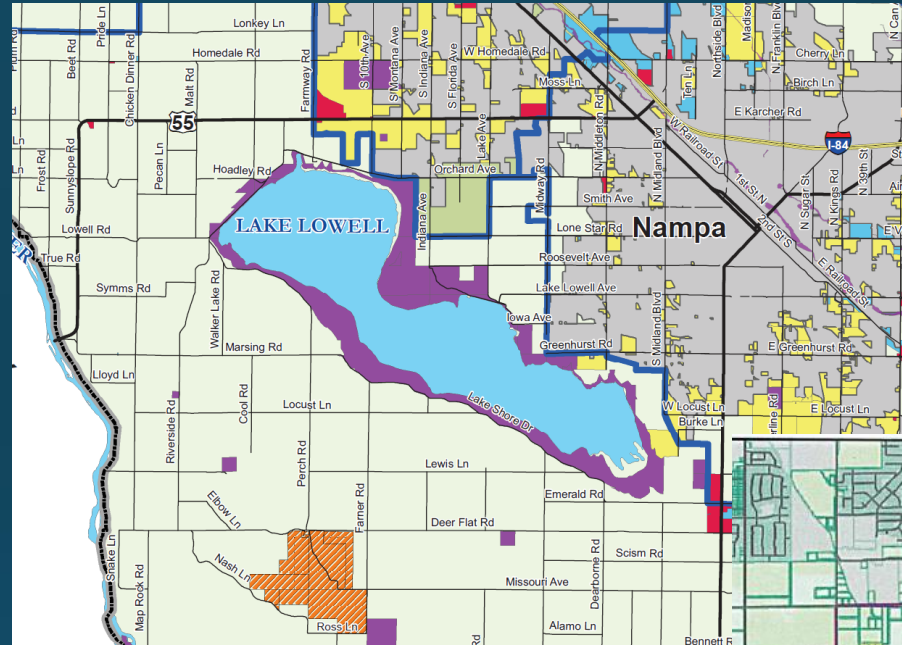
- Idaho Code Section 67-6526(4)(a) - The City must show compliance and the county must consider and evaluate the following:
 -
 - **1) Anticipated commercial and residential growth**
 - **2) Geographic factors**
 - **3) Transportation infrastructure and systems, including connectivity**
 - **4) Areas where municipal or public sewer and water are expected to be provided within the next five years.**

Overall Requirement

- Idaho Code 67-6526(4)(b) states
- **“In addition to the criteria set forth in paragraph (a) of this subsection, an area of impact shall not exceed areas that are very likely to be annexed to the city within the next five years.”**
- **City’s previous AOI approved under previous code – that Aoi in not compliant with Current Code and must be pulled back.**

County Zoning and Comp Plan Apply

- Area zoned and designated as Ag
- Some rural residential county subs
- City proposing much higher density
- Pushing high density is premature
- Ag and Rural Res. should be maintained as long as Five Year Requirement Allows

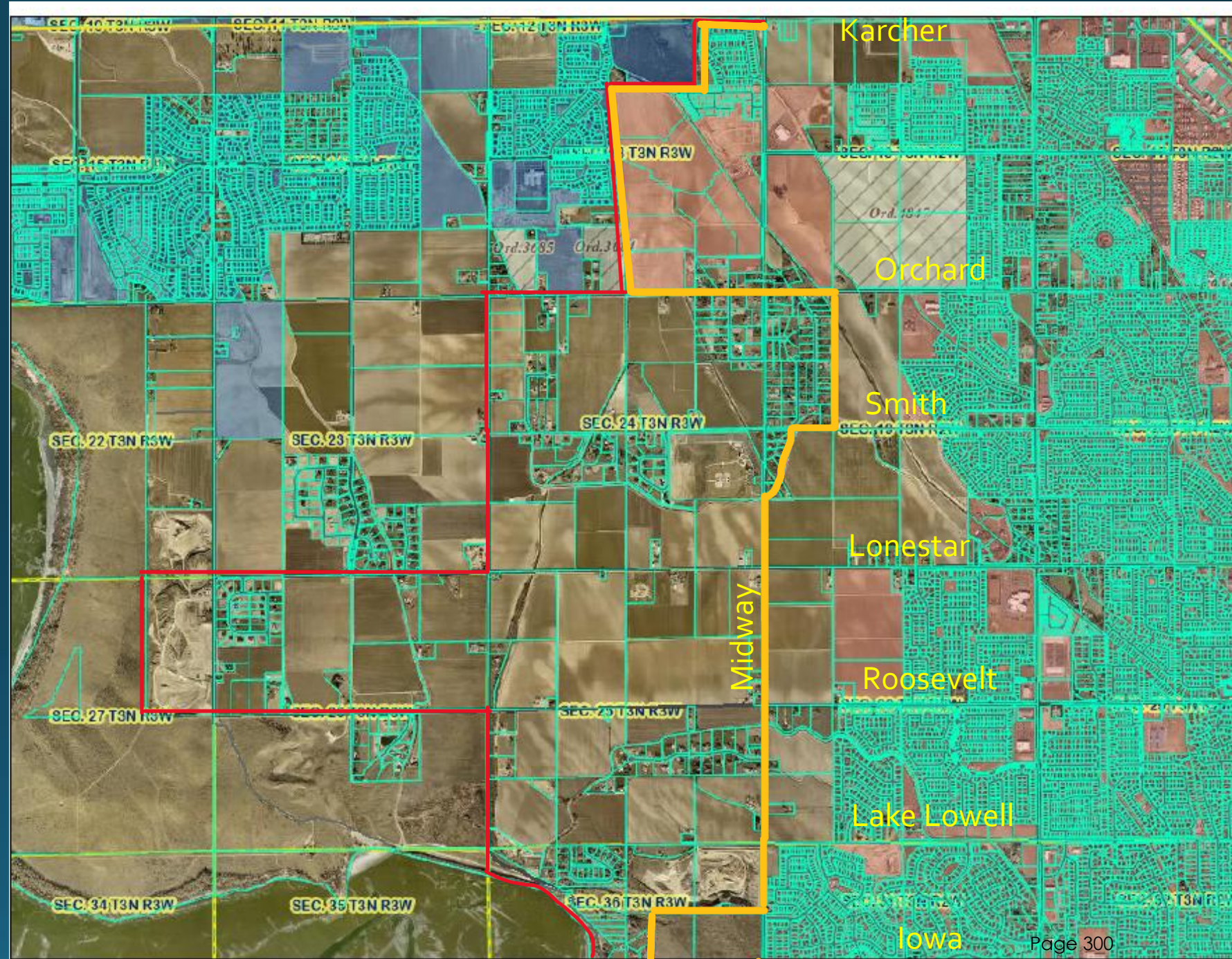


City AOI doesn't meet 5 Year Standard

- Sewer and water not likely to be provided to area within 5 years
- Area not “very likely” to be annexed in 5 years
- City Not running sewer and water out on their own
- No Existing services on projects with annexation agreement
- No significant development momentum in last decade or more
- Significant number and size - property owners west of Midway don intend to annex in 5 years

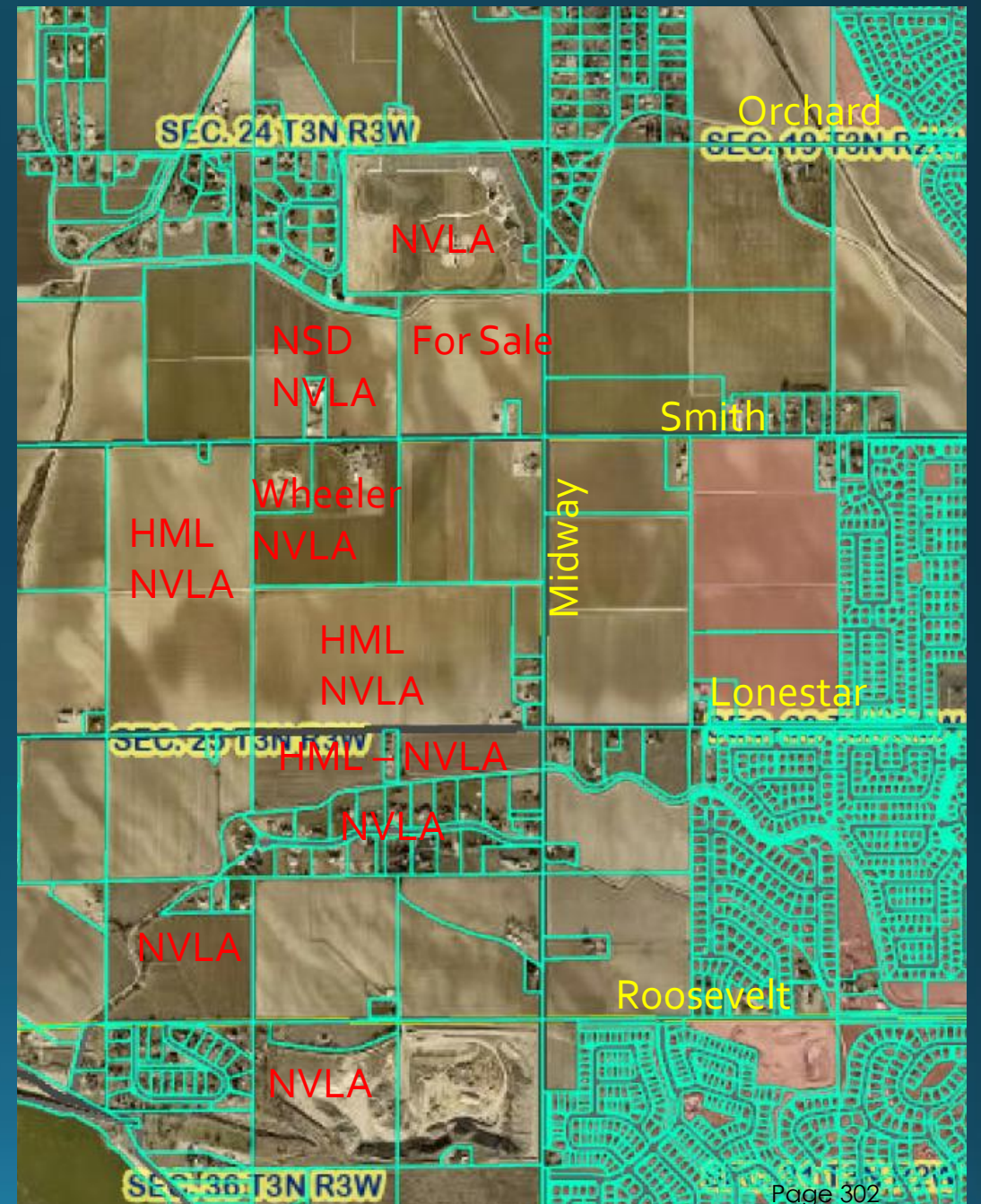
AOI

- City – Non-compliant
 - Red
- Midway Compliant
 - Gold



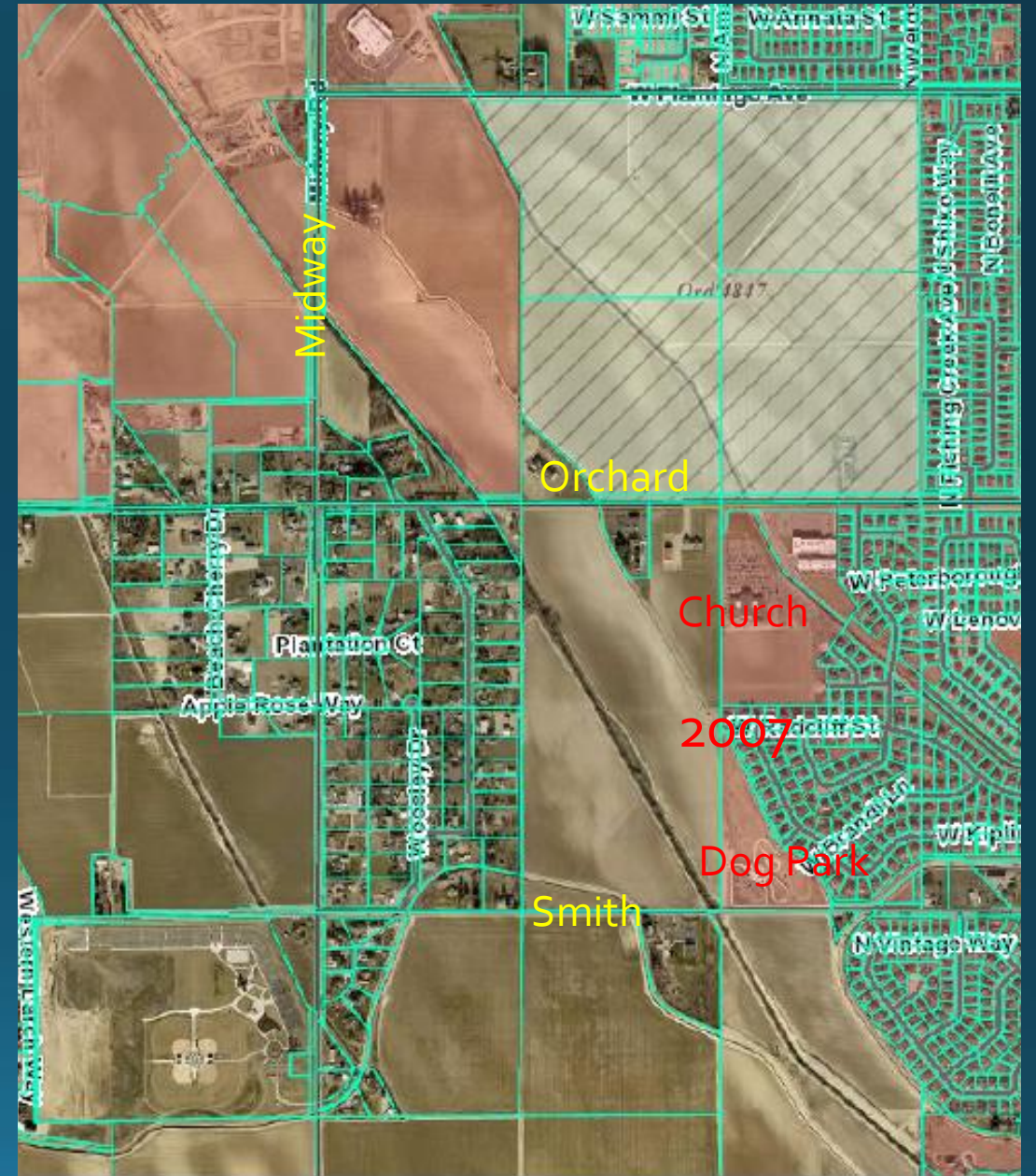
Not Very Likely to Annex in 5 Years “NVLA”

- Nampa Park – City not extending services – NVLA
- NSD – NVLA
- For Sale – Non-viable price
- Wheeler - NVLA
- HML – NVLA
- Two Towers Sub – NVLA
- Babcock - NVLA



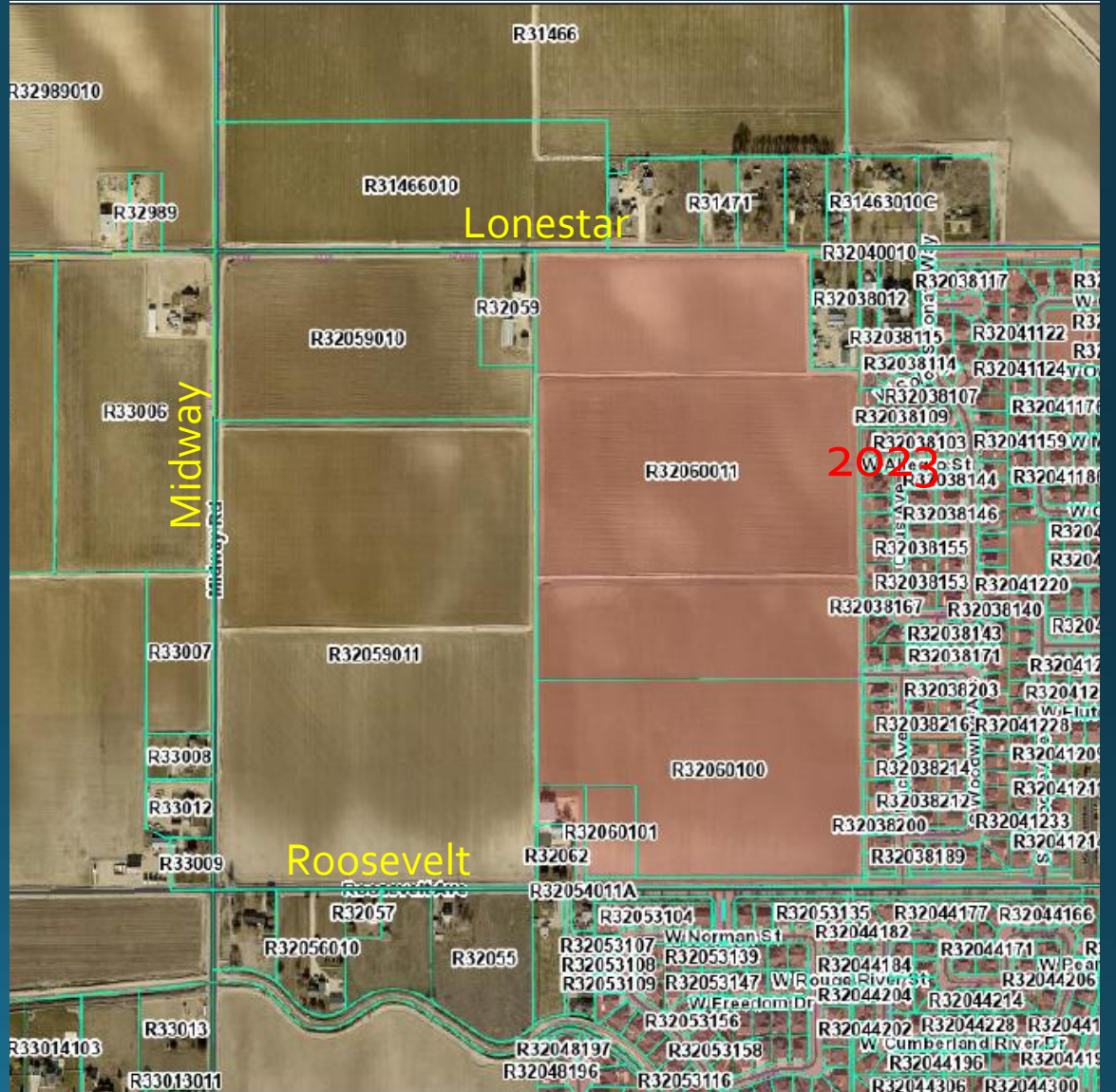
Lack of Activity

- Westminster No. 3 2010/2019
 - 2009 lost to Bank – CBH
 - Stubs into Church – nothing
 - Church – developer lost to Bank 2009 – later sold to Church
- Westminster No. 2 – 2007
 - Partial Stub to West – nothing
 - Stubs into Dog Park - nothing



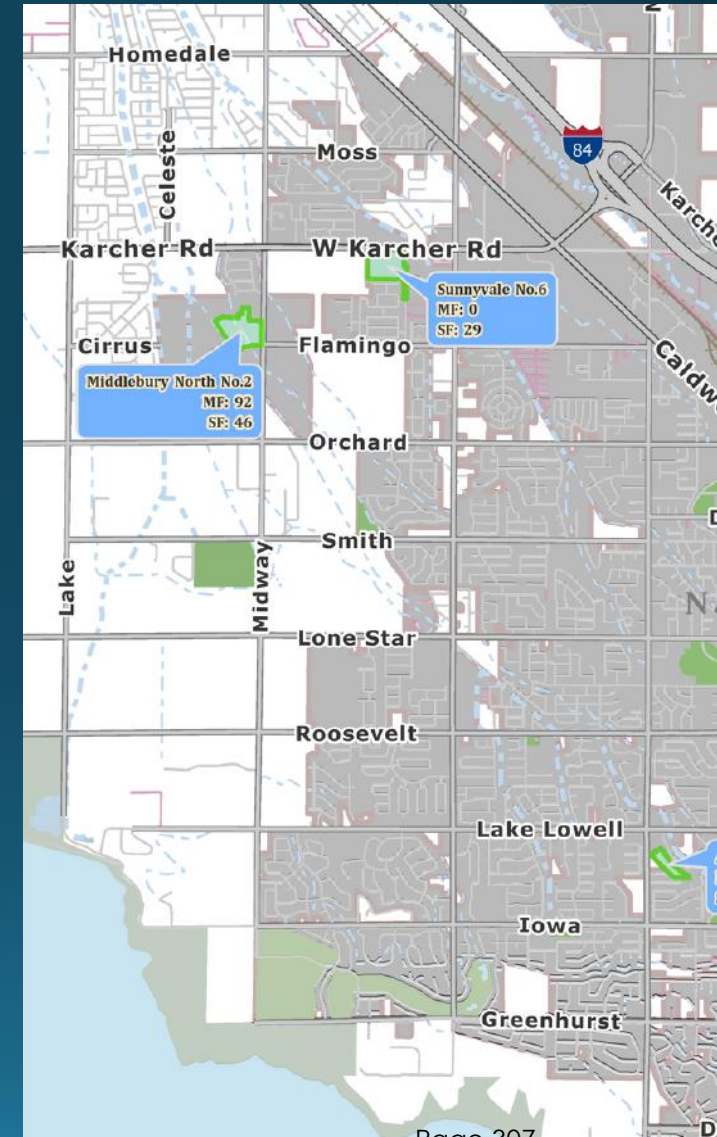
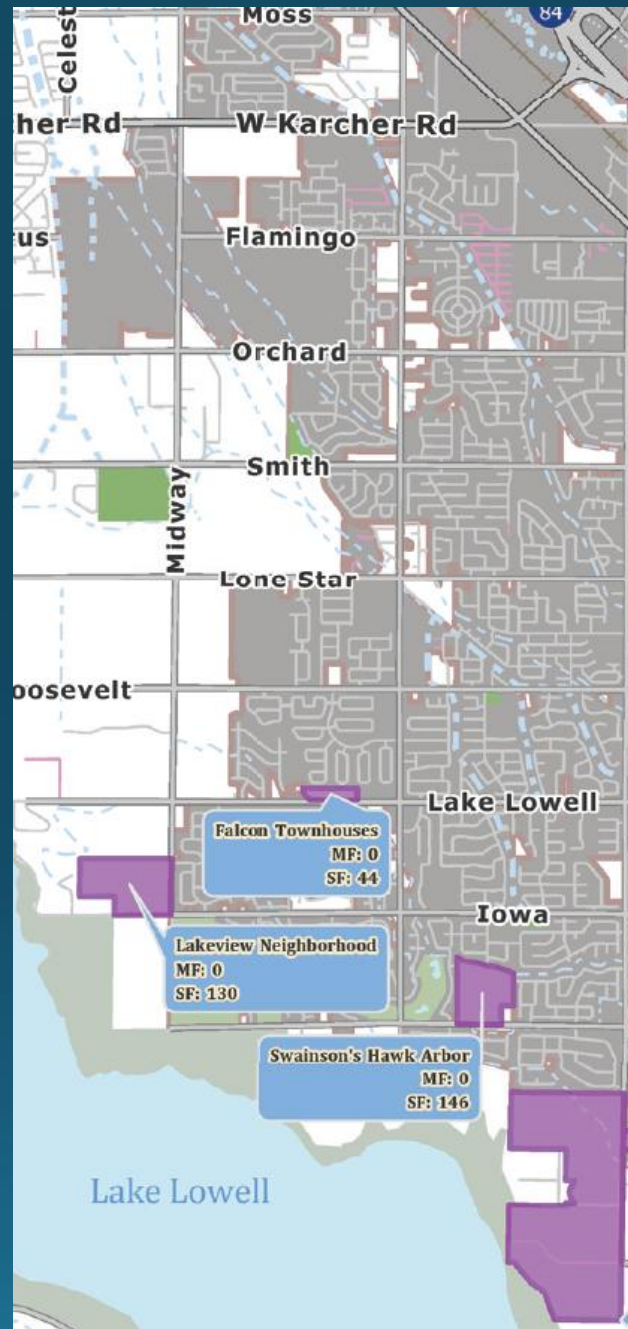
Lack of Activity

- Sonata Point Sub 2023
 - Connectivity to West
 - Annexation to West – no further development or platting



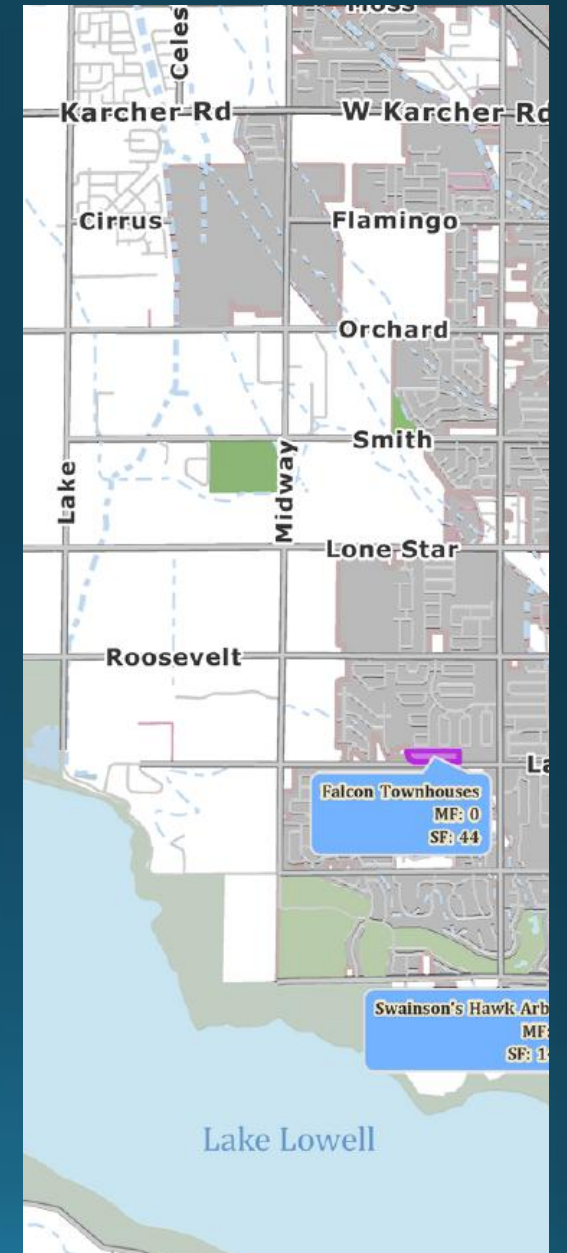
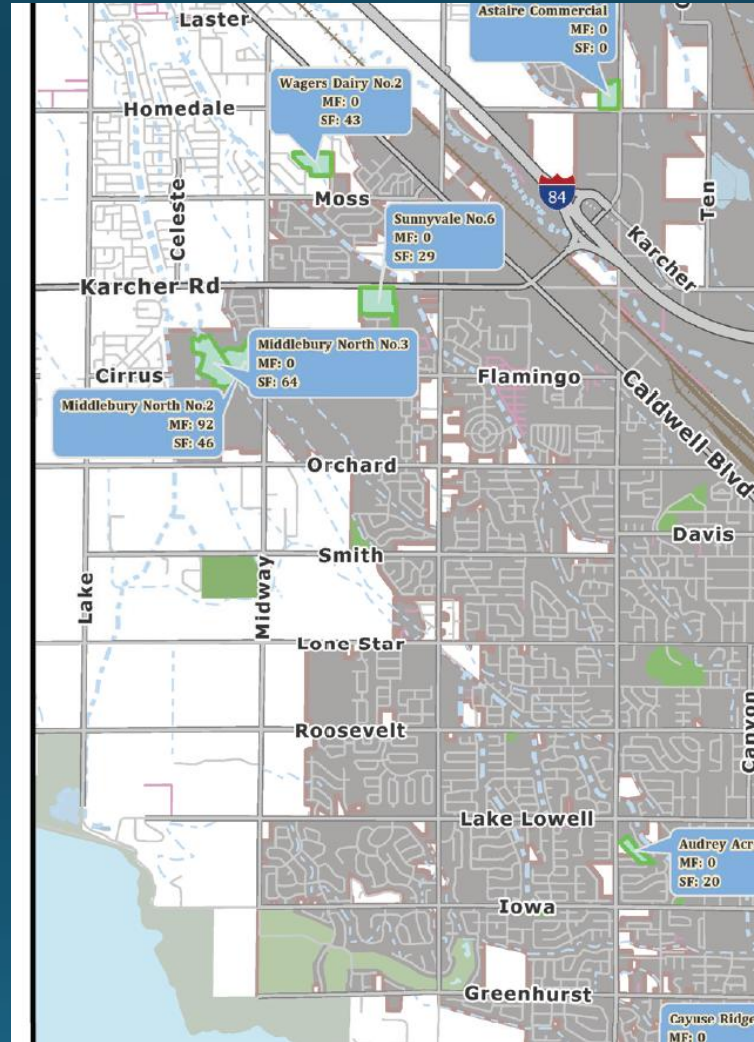
PrePlats/Final Plats – Minimal Happening Outward

- 2025 – Final/PP
- 2024



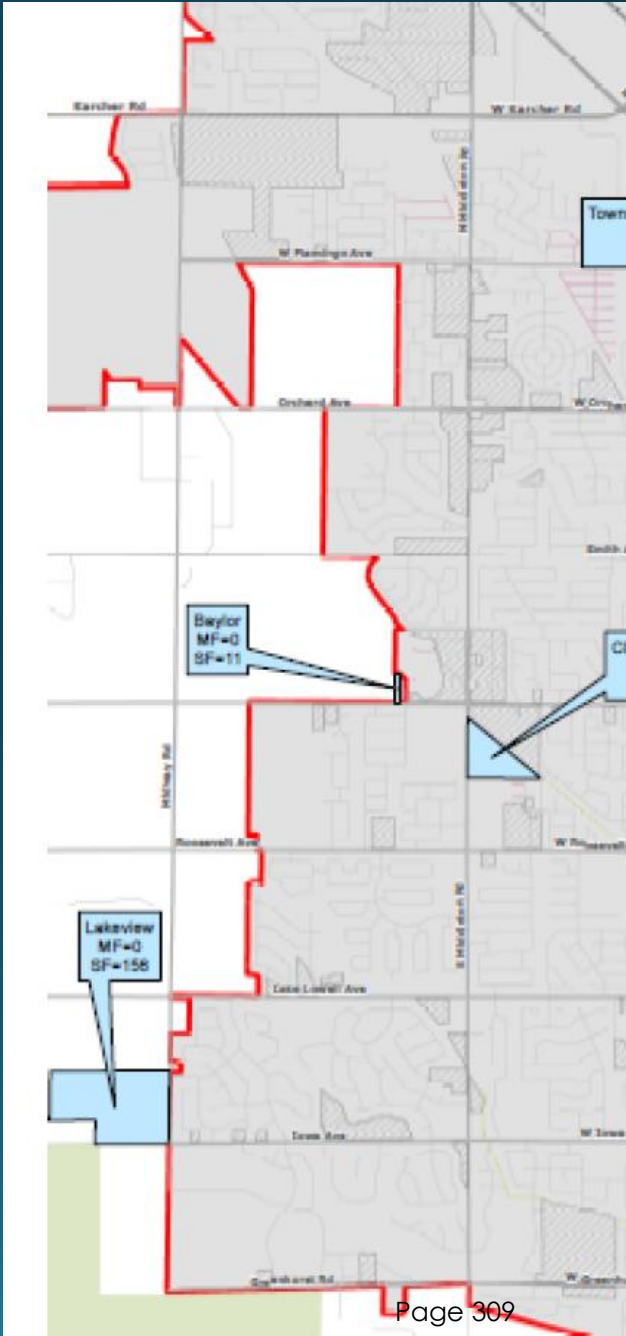
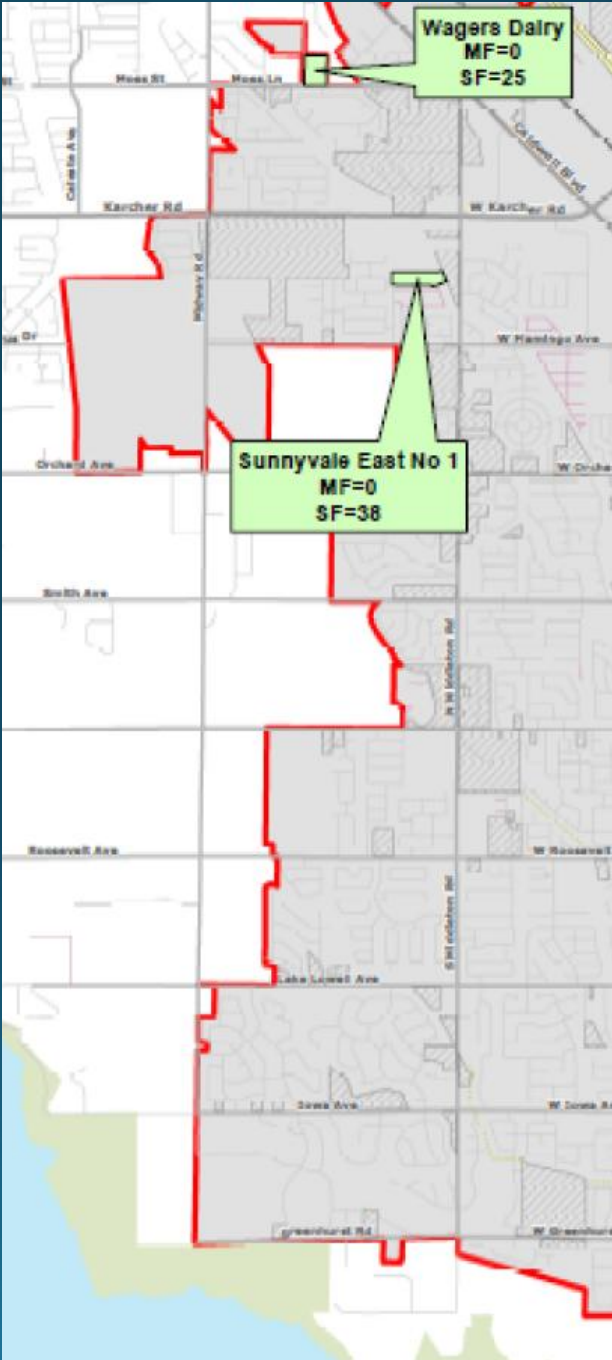
PrePlats/Final Plats – Minimal Happening Outward

- 2024 – Final/PP



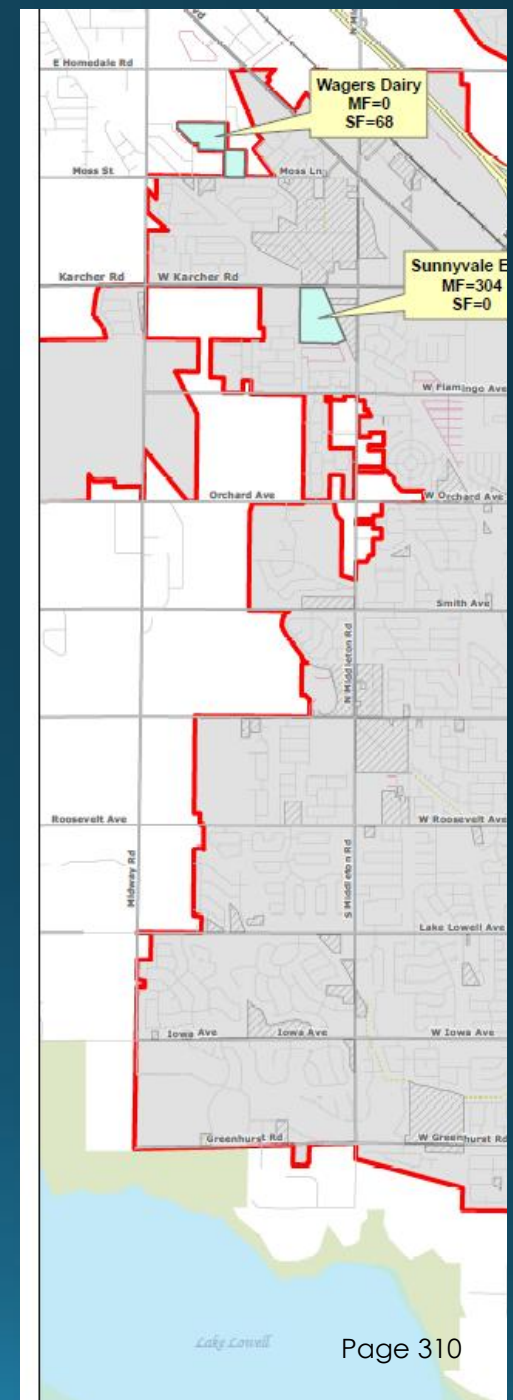
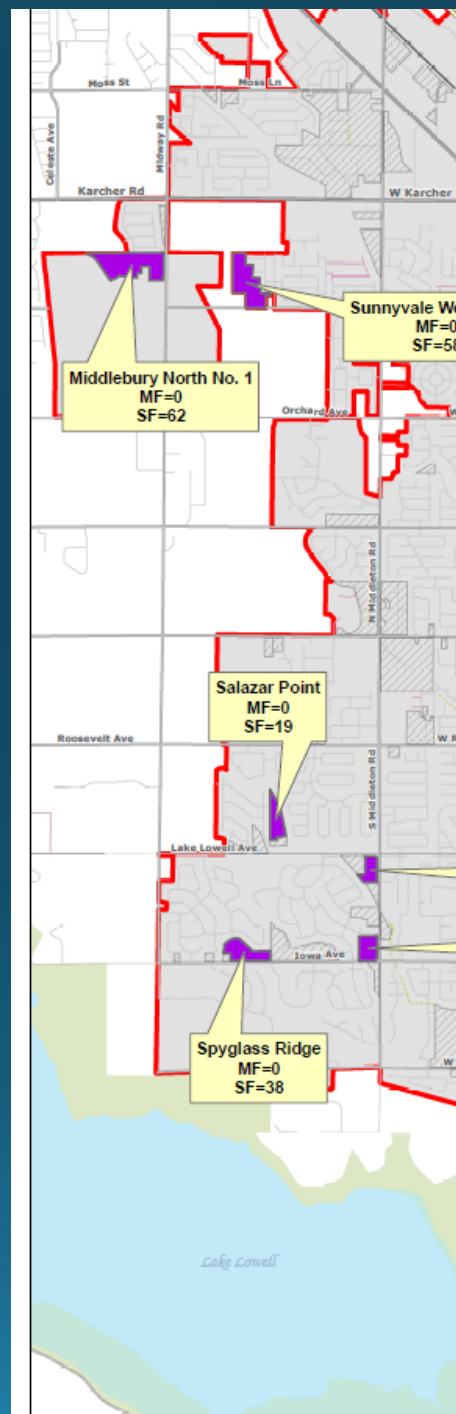
PrePlats/Final Plats – Minimal Happening Outward

- 2023 – Final/PP



PrePlats/Final Plats – Minimal Happening Outward

- 2022 – Final/PP

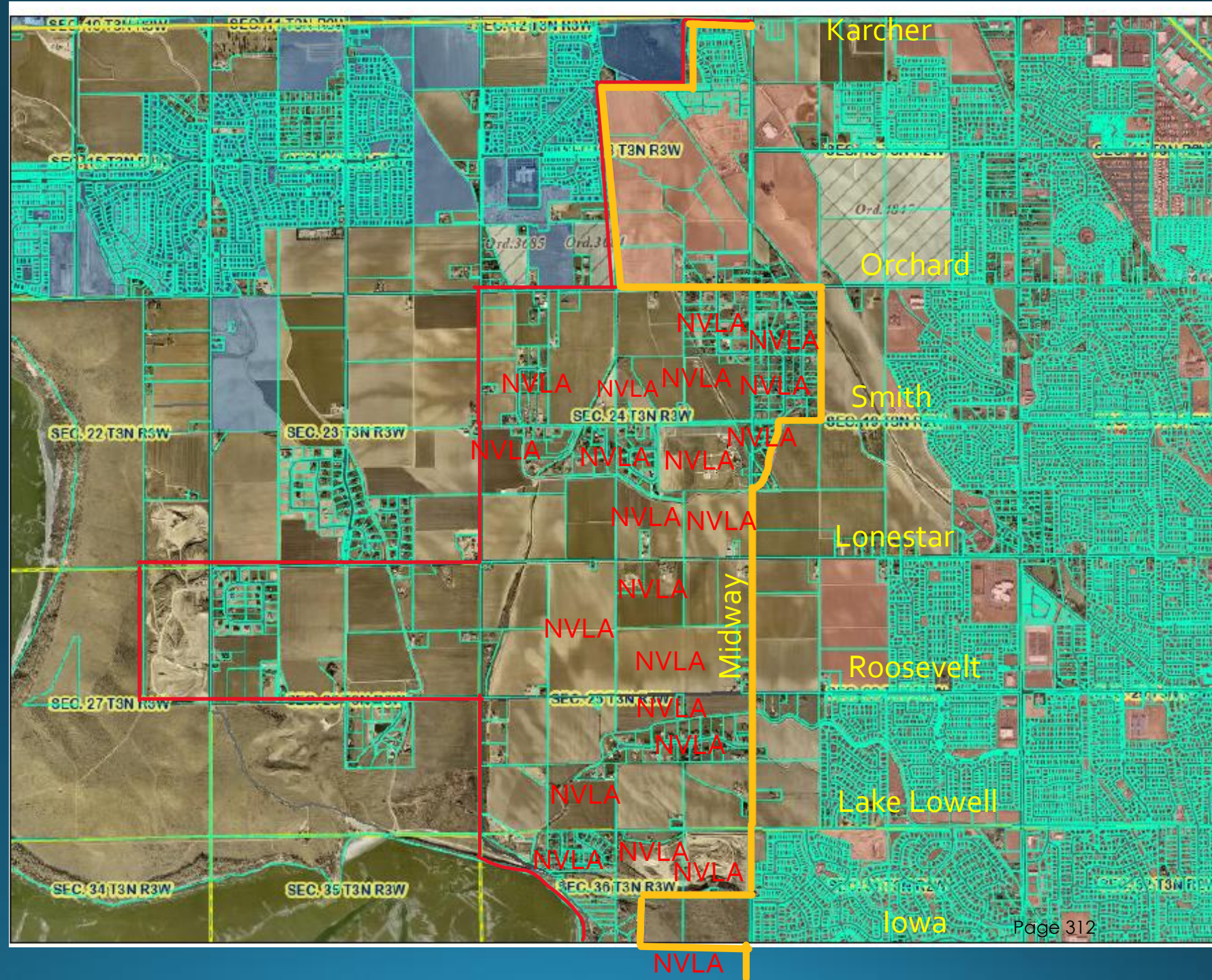


Other Parts of Proposed AOI More Appropriate and Higher Priority

- City Plan – Incompatible and Premature High Density AOI Extension
- Have development momentum in Other Areas
 - Joint City Developer Efforts to Extend Service
 - City Services already Extended to Developments with Agreement to Annex
 - Major Transportation Corridors

AOI

- NVLA – Not Very Likely to Annex in Five Years
- Apply Gold Midway AOI – Compliant
- Review Required in Five Years and can modify is needed



Michelle Barron

From: Jenen Ross
Sent: Friday, October 3, 2025 4:30 PM
To: AOI Update
Subject: FW: [External] Nampa Impact Area BOCC Hearing October 16
Attachments: Nampa Area of City Impact Letter - Prescott Crossing.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: adam husney <adamhusney38@gmail.com>
Sent: Friday, October 3, 2025 4:29 PM
To: BOCC <BOCC@canyoncounty.id.gov>
Cc: steuerm@cityofnampa.us; mayor@nampa.us
Subject: [External] Nampa Impact Area BOCC Hearing October 16

Dear Board of County Commissioners,

Please find the attached letter on behalf of Prescott Crossing for the October 16, 2025, BOCC hearing.

Please forgive the potential multiple copies that you may have received. I was getting a returned mail message on a different email account

Sincerely,

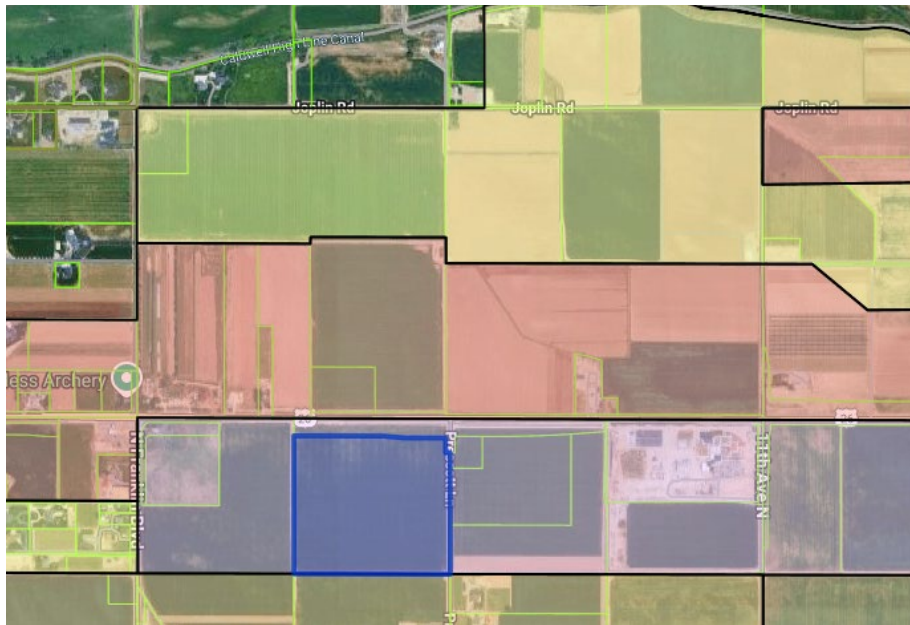
Adam Husney, MD
Adam Husney, MD

Board of County Commissioners
111 N. 11th Ave ROOM 310
Caldwell, ID 83605
Via email: BOCC@canyoncounty.id.org

October 1, 2025

Dear Canyon County Commissioners:

I am a member of Prescott Crossing, LLC, the owner of property at Highway 20/26 and Prescott Road. Over the past several years, our company has had the opportunity to work closely with the City of Nampa as the Highway 20/26 Specific Area Plan has been developed. Prescott Crossing, LLC asks that you approve the City of Nampa’s area of city impact. We appreciate the thoughtful approach the City has taken in planning for the growth of this important corridor, and we are supportive of annexing this property into the City of Nampa so it can be developed in line with the community’s long-term vision.



NAMPA Future Land Use Map - Prescott Property Outlined Above in Blue

In addition to our involvement in the area plan, we have been in regular communication with the Development Services and Engineering departments. Those conversations have focused on identifying the most practical and cost-effective ways to bring utilities to the area. Highway 20/26 is a vital transportation route today, and its importance will only grow as the region continues to expand. The widening of the highway will not only improve mobility but also make this corridor a key driver of economic opportunity. We believe that thoughtful planning and coordinated investment now will pay dividends for Canyon County residents and businesses for years to come.

Sincerely,

Adam Husney

Adam Husney, MD

Prescott Crossing, LLC

Michelle Barron

From: 2c@growingtogetheridaho.org
Sent: Thursday, October 2, 2025 1:12 PM
To: Tony Almeida; Michelle Barron
Subject: [External] Re:AOI Maps

Follow Up Flag: Follow up
Flag Status: Flagged

Tony, this is great data! Thank you for sharing. I hope that it can be shared as part of the packets to the Board.

Have you created maps yet that show the original AOI lines and the proposed lines? The maps provided by each of the cities were not too easy to discern. If you do have any maps, can you share them?

Michelle, I cc'd you as it's my understanding you are leading the AOI revisions. Any chance this data can be shared as part of the staff reports?

Keri K. Smith

From: Tony Almeida <tony.almeida@canyoncounty.id.gov>
Date: Thursday, October 2, 2025 at 9:46 AM
To: 'Keri Smith' <2c@growingtogetheridaho.org>
Subject: RE: [External] AOI Maps

Hi Keri,

Proposed Impact acres ;
Proposed AOI: Parma - Acres: 1,369.02
Proposed AOI: Wilder - Acres: 3,643.15
Proposed AOI: Notus - Acres: 1,111.06
Proposed AOI: Star - Acres: 10,744.02
Proposed AOI: Greenleaf - Acres: 836.53
Proposed AOI: Melba - Acres: 1,568.87
Proposed AOI: Caldwell - Acres: 30,158.93
Proposed AOI: Nampa - Acres: 47,751.29
Proposed AOI: Middleton - Acres: 19,103.62
Proposed AOI: HOMEDALE - Acres: 2,977.17

City Limits acres;
City Limits: Parma - Acres: 711.45
City Limits: Wilder - Acres: 510.04
City Limits: Notus - Acres: 637.28
City Limits: Caldwell - Acres: 16,974.11
City Limits: Melba - Acres: 303.48
City Limits: Greenleaf - Acres: 542.67
City Limits: StarCanyon - Acres: 1,320.35
City Limits: Middleton - Acres: 4,179.94
City Limits: Nampa - Acres: 23,851.89

Tony

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

From: Keri Smith <2c@growingtogetheridaho.org>
Sent: Wednesday, October 1, 2025 11:33 AM
To: Tony Almeida <tony.almeida@canyoncounty.id.gov>
Subject: [External] AOI Maps

Hi Tony. Do you have the proposed AOI mapped? I'm wanting to confirm how many acres of land is in each proposed area of impact? Also, is it easy to tell how many acres a city currently includes?

Keri Smith
Growing Together

Michelle Barron

From: Jenen Ross
Sent: Wednesday, October 1, 2025 8:14 AM
To: AOI Update
Subject: FW: [External] October 16 Impact Area Agenda Item- Nampa
Attachments: Oct 16 Impact Area Agenda Item- Nampa 9-30-25.pdf

From: Mike Arduino <marduino@murphydev.com>
Sent: Tuesday, September 30, 2025 4:15 PM
To: BOCC <BOCC@canyoncounty.id.gov>
Cc: Mark Steuer <steuerm@cityofnampa.us>
Subject: [External] October 16 Impact Area Agenda Item- Nampa

Honorable Commissioners of Canyon County,

Please find attached letter regarding the October 16 Impact Area Agenda Item-Nampa.

We will also send this letter via mail.

Thank you,

Mike Arduino
Partner

Murphy Development Company
7848 Ivanhoe Ave.
La Jolla, CA 92037

T 619.710.8000 C 619.564.0339
marduino@murphydev.com www.murphydev.com



September 30, 2025



The Board of County Commissioners of Canyon County
1115 Albany Street
Caldwell, Idaho 83605
Via Email

Re: October 16 Impact Area Agenda Item-Nampa

To the Honorable Commissioners of Canyon County:

Murphy Development Company Idaho, Inc. is a stakeholder of 79 acres of land located at the southeast corner of Ustick Road and Can Ada Road that was recently approved to be annexed to the city of Nampa and zoned for a mixed-use multifamily master planned community.

Throughout the annexation and zoning process, our company has appreciated working with the City of Nampa, specifically Mayor Kling, Development Services Director Mark Steuer, and the City's Development Services team. The City's thoughtful leadership has positioned it for continued, well managed growth, supportive infrastructure, and strong job creation.

Murphy Development Company Idaho, Inc. supports the September 7, 2023, approved City of Nampa's Area of City Impact and boundaries.

Our Company has greatly appreciated the City of Nampa's forward thinking and believe it is well positioned to navigate the future growth of its area of impact. We request that you approve the area of impact as presented by the City of Nampa.

Sincerely,

Michael Arduino

Michael Arduino
Partner
Murphy Development Company Idaho, Inc.

Michelle Barron

From: Diana Hoffman
Sent: Thursday, October 2, 2025 1:26 PM
To: AOI Update
Subject: FW: [External] October 16 Hearing – Nampa Impact Area
Attachments: Nampa Area Impact Request by iScanner.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Scott Bailey <scottbaileyisaiah40@gmail.com>
Sent: Thursday, October 2, 2025 1:24 PM
To: BOCC <BOCC@canyoncounty.id.gov>
Cc: mayor@cityofnampa.us; steuerm@cityofnampa.us
Subject: [External] October 16 Hearing – Nampa Impact Area

Please accept the attached letter on behalf of CEN Farms, LLC for the October 16, 2025 BOCC hearing.

Board of County Commissioners
 111 N. 11th Ave ROOM 310
 Caldwell, ID 83605
 BOCC@canyoncounty.id.org

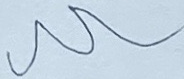
RE: Nampa Area of City Impact

Dear County Commissioners:

On behalf of CEN Farms, LLC, which company owns property on Highway 20/26 and 11th Ave (outlined below), we ask you to adopt the City of Nampa's requested area of city impact. CEN Farms has worked with the City of Nampa planning and zoning staff and the public works department on their Highway 20/26 Specific Area Plan for this area and support it being annexed into the City of Nampa. We believe the City of Nampa has done a great job in planning for growth in this area and look forward to our property being a part of it.

As Highway 20/26 is widened, this is going to be a very important corridor for the current and future Canyon County residents and business growth.

Thank you,



Scott Bailey

Nampa SH 20/26 Specific Area Plan

