



Board of County Commissioners
Hearing Date: October 15, 2025
Canyon County Development Services Department

PLANNING DIVISION STAFF REPORT

CASE NUMBER: OR2025-0006

APPLICANT/REPRESENTATIVE: City of Caldwell/Robin Collins

ANALYST: Michelle Barron, Amber Lewter & Arbay Mberwa

REQUEST:

The applicant, City of Caldwell, represented by Robin Collins, requests an ordinance update to comply with State Law 67-6526, by providing evidence the city can serve and grow into the proposed area of impact (**Exhibit A**).

PUBLIC NOTIFICATION:

Full Political notice:	August 20, 2025
Public notification:	August 22, 2025
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.

City of Caldwell submitted the proposed area of impact map and letter of intent on July 28, 2025 (**Exhibit A1**). Further evidence to re-establish the current area of impact was submitted on September 26, 2025 (**Exhibit A3-A7**). The deadline for compliance with the state statute is December 31, 2025. Caldwell is not proposing and changes to their current Area of Impact boundary.

2. HEARING BODY ACTION:

OPTIONAL MOTIONS:

Approval of the Application: “I move to approve OR2025-0006, City of Caldwell, 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 OR2025-0006, City of Caldwell, 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 OR2025-0006, City of Caldwell, to a [*date certain or uncertain*]

3. HEARING CRITERIA

Table 1. Ordinance Criteria Analysis

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. 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 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
			Idaho Code §67-6511 (c) and CCO §07-06-01 (4)B	Is the amendment generally in conformance with the comprehensive plan;
			<i>Staff Analysis</i>	<u>Chapter 1: Property Rights</u> P1.01.01 No person should be deprived of private property without due process of law. Property owners have the right of possession, control, exclusion, enjoyment and disposition (Pg. 10, 2030 Comprehensive Plan). <u>Chapter 2: Population</u> G2.01.00 Incorporate population growth trends & projections when making land-use decisions. P2.01.01 Plan for anticipated population and households that the community can support with adequate services and amenities. <u>Chapter 3: Economic Development</u> G3.01.00 Promote a healthy and sustainable regional economy by retaining, expanding, and recruiting businesses to favorable locations. P3.01.01 Direct business development to locations that can provide necessary services and infrastructure. <u>Chapter 4: Land Use and Community Design</u> A4.01.01b Coordinate land-use planning with adjoining counties, cities, and other agencies and groups. P4.01.02 Planning, zoning, and land-use decisions should balance the community's interests and protect private property rights. 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. A4.04.02b Coordinate County and city planning through collaborative planning processes, mutual agreements, and updated impact area agreements. 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). "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 Caldwell's proposed Area of Impact boundary. See areas of impact criteria analysis contained in Table 2 detailing the analysis of the request.
☐	☐	☐		

				<u>Chapter 7: Public Services, facilities and Utilities</u> 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. <u>Chapter 8: Transportation</u> P8.01.01 Coordinate land use and transportation planning to locate development near appropriate transportation corridors and services. “Idaho Transportation Department (ITD) is responsible for constructing and maintaining state, U.S. and interstate highways in the County. The responsibility for maintenance, operational improvements, and expansion of public roadways in the County resides with the Idaho Transportation Department and Wilder highway districts (Pg. 61, 2030 Comprehensive Plan).” See Table 2 Section 67-6526(4)(a)(i) analysis for details on transportation.
☒	☐	☐	Idaho Code §67-6511 (c)	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.
			Staff Analysis	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).” A full political notice was sent to Caldwell School District, Pioneer Irrigation District, Boise Project Board of Control, Caldwell Rural Fire District and Highway District No. 4 on August 19, 2025 (Exhibit C1). See Exhibit A3 for a comprehensive list of Public Service Districts in Caldwell’s area of impact. The request to keep Caldwell’s area of impact the same is not anticipated to adversely impact the delivery of services by any political subdivision providing public services, including school districts, within the planning jurisdiction.

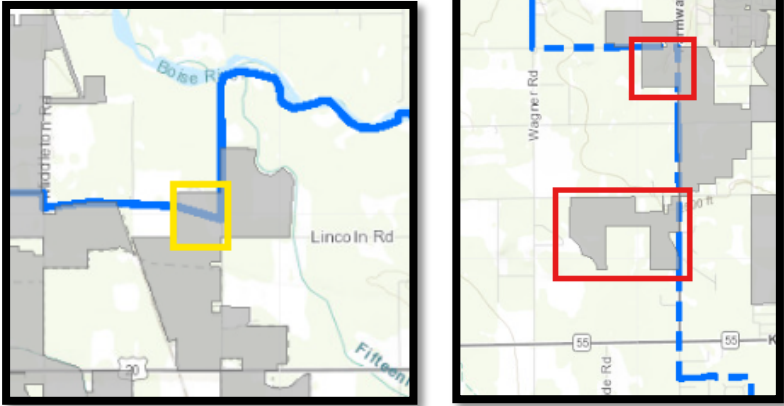
Table 2. Areas of Impact Criteria Analysis

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. (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:				
Compliant			County Ordinance and Staff Review	
Yes	No	N/A	Code Section	Analysis
			67-6526(4)(a)(i)	Anticipated commercial and residential growth;
			Staff Analysis	City of Caldwell's current area of impact reflects where the city anticipates to grow in the next 5 years. Caldwell city limits has approximately 16,974.11 acres while the proposed area of impact has 13,184.82 acres according to GIS data (Exhibit B2). Approximately 1,550 acres were annexed into the city of Caldwell in the past five years for residential and commercial growth. Based on COMPASS data, the area of impact is projected to have future neighborhoods and activity centers throughout the city (Exhibit A3). Residential: Based on the developments occurring in the area of impact those developments are accessing city roads and utilities therefore the city can accommodate the growth and provide services (Exhibit A3). Per Canyon County Comprehensive Plan and Compass forecasted growth, Caldwell is projected to increase their population to 111,190 residents by 2050 (Exhibit B3.1). The City of Caldwell has approved preliminary plats and other land use entitlements growing the city (Exhibit A5.6). In the northwest section there are high density neighborhoods and a few enclaved county parcels. In the southwest section the city has seen a rise in land use application requests for residential and multi-family residential subdivisions. Due to the increase of residential application requests and the forecasted growth population by COMPASS, staff anticipates the City of Caldwell will grow in the proposed area of impact. Commercial: Based on trade areas within the proposed area of impact, commercial growth falls within corridors with major roadways such as principal arterials and highways. North of Simplot Blvd. and west of I-84 has seen an increase in annexation as properties begin to touch city limits and utilities and services begin to be available to those properties (Exhibit A3.1). "Caldwell's Economic Development team is collaborating with several other companies looking to locate the city's urban renewal district (Exhibit A3.1)" The urban renewal district is anticipated to bring in approximately 300 acres. Per Canyon County Comprehensive Plan and COMPASS forecasted growth, Caldwell is projected to increase their jobs to 35,000 jobs by 2050, therefore meeting the
☒	☐	☐		

				anticipated commercial growth within the proposed area of impact boundary (Exhibit B3.1).
☒	☐	☐	67-6526(4)(a)(ii)	Geographic factors;
			Staff Analysis	The City of Caldwell has considered the following factors in determining the proposed area of impact: Caldwell's Urban Renewal District, Middleton's and Nampa's area of impact (Exhibit B4 & B5), land use and annexation. Natural features such as waterways like the Boise River, Upper Embankment Drain and rolling hills (Exhibit B6). Built out infrastructure include but are not limited to roadways, buildings, subdivisions, utility/services and developments (Exhibit A3). In the northwest section, the urban renewal district will act as an economic development node as it will be along highway 44, 30, 20/26 and I-84. It's also situated in a densely populated area, therefore moving commodities and residents in that direction. In the northeast section, west of Madison and north of east Spruce, lies a Municipal Service Agreement where parcels are receiving or will be receiving services but are currently not annexed into the city (Exhibit A5.5). See Section 67-6526(4)(a)(iv) analysis for details on services. The Boise River is a natural border between Caldwell and Middleton. The Upper Embankment Drain and stone lateral acts as the border between Caldwell and Nampa's areas of impact. Lake Lowell lies south of the City. The City of Caldwell's area of impact is predominantly flat with rolling hills towards Lake Lowell and slopes near the Boise River. The terrain is rolling with agricultural fields in the southwest corner of the proposed area of impact. The zoning acts as a buffer between agricultural properties in Canyon County and residential properties located in city limits by having a transition of low-density housing between the zones. Due to aging infrastructure, some subdivision lots have been annexed into the city to be provided services. (Exhibit A3).
☒	☐	☐	67-6526(4)(a)(iii)	Transportation infrastructure and systems, including connectivity;
			Staff Analysis	The City of Caldwell is seeing transportation improvement projects to accommodate the amount of commercial growth in areas with connectivity and major roadways. There are projects that Idaho Transportation Department is currently working on within Caldwell's city limits and area of impact including but not limited to the following: • ITD improvements along Interstate 84 and highway 20/26 (Chinden Blvd.) to attract retail, commercial and industrial development in the area. • ITD improvements to Interstate 84 between Centennial Way and Franklin Road to widen I-84 to three (3) lanes and other improvements. • Construction on State Highway 55 (Sunny Slope Road) between Farmway and Middleton Road to improve safety and capacity. • Preliminary designs in a widening project between Middleton Road and Star Road. Recently completed ITD Project:

				• A widening project along Highway 20/26 (Chinden Blvd.) from I-84 to Middleton Road expanding to three (3) lanes in each direction. The City is also working on connectivity for pedestrians and bicyclists by creating dedicated pathways, underpasses and installing sidewalks as a condition of approval on newer projects. See the 2040 Bicycle and Pedestrian Master Plan, Caldwell Pathways and Bicycle Routes Master Plan for details (Exhibit A4). Caldwell's Comprehensive Plan identifies a regional trail along the Boise River connecting to neighborhoods and adjacent communities. See Caldwell Transportation Master Plan and Transportation Capital Improvement Plan for details regarding identifying transportation plans and long-range framework on implementing transportation projects (Exhibit A4). Caldwell has a Transportation Master Plan which identifies intersection capacity projects, roadway capacity, safety bicycle and pedestrian project and more as seen in Exhibit A4. Caldwell focuses on multi-modal transportation for vehicles, bicyclists and pedestrians to get in and around Caldwell. The city can connect to properties in their area of impact in the future by providing infrastructure working with Idaho transportation Department and Highway District No. 4.
☒	☐	☐	67-6526(4)(a)(iv)	Areas where municipal or public sewer and water are expected to be provided within five (5) years; and
			Staff Analysis	The proposed area of impact boundary is where the City of Caldwell anticipates to grow into in the next five (5) years. The City of Caldwell has an adopted master plan that includes the proposed area of impact in regards to sewer and water as well as transportation and connectivity and irrigation systems. Where parcels are annexing into the city, the city will be providing services to the annexed parcels in three to five years, therefore the city can extend those services to the proposed area of impact (Exhibit A3). Water and sewer services currently exists north up to Highway 44 and Lincoln Road, east to Midland Blvd., south to Lone Star Road and west to Farmway Road. Water and Sewer is anticipated to be extended as far north to Mink Road and far west to Wagner Road, and as far east to Knott Lane (Exhibit A5.4). See Exhibit A5.3 for existing sewer limits. A large sewer lift station is in design to serve properties east of Middleton's area of impact on Lincoln Road. Southern areas will need to extend utilities as development occurs in that area. The City has capital improvement projects planned and identified as seen in Exhibit A3. Caldwell has Municipal Services Agreements which are properties in the area of impact under county jurisdiction that are or will be serviced by city services, therefore the city has the ability to service areas in the proposed area of impact (Exhibit A5.5).

☒	☐	☐	67-6526(4)(a)(v)	Other public service district boundaries.
			Staff Analysis	School Facilities: School Districts within Caldwell’s proposed area of impact were notified of the request August 19, 2025. No comments were received. It’s not anticipated for school districts to be negatively impacted by the proposed area of impact boundary (Exhibit B3.2). Police/Fire/Emergency Services: Caldwell Fire District, Canyon County Sherriff’s Department, Canyon County paramedics and EMS were notified of the request August 19, 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. Highway District: Highway District No. 4 (HD4) was notified of the request August 19, 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 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.
☒	☐	☐	67-6526(4)(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 are 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.
			Staff Analysis	The proposed area of impact does not exceed beyond what Caldwell likely can annex in the next five (5) years nor does it extend beyond two (2) miles from city limits (Exhibit A). The proposed area of impact does divide a city parcel. Parcel R34115 (39.21-acres) straddles between Caldwell’s and Middleton’s area of impact.

				 The image to the left with parcel R34115 highlighted in yellow illustrates the parcel is divided between Caldwell and Middleton's proposed area of impact. Staff reached out to the City of Caldwell and Middleton regarding parcel R34115, see Exhibit A6.3 on how Middleton has addressed the parcel. The image to the right illustrates parcels R32668013 (144-acres) and R32599 (44.47-acres) outlined in red as parcels located within Caldwell city limits however outside of the proposed area of impact. Staff recommends the parcels outlined above shall fully be encompassed in Caldwell's area of impact resulting in a clear understanding of where the city plans to develop and/or annex in the future. If the City of Caldwell wishes to adjust the area of impact the city shall do so in accordance with Idaho State Law 67-6526 and Canyon County Code of Ordinance.
☐	☐	☒	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	Caldwell's area of impact does not cross county boarders (Exhibit A2).
☒	☐	☐	67-6526(4)(d)	Areas of impact shall not overlap.
			Staff Analysis	City of Caldwell's proposed area of impact shares a boarder with Nampa's proposed area of impact on the east and southeastern boundary (Exhibit B5). The proposed area of impact also shares a boarder with Middleton's proposed area of impact on the northeastern boundary (Exhibit B4). Although the cities share boundaries the proposed area of impacts do not overlap.

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 Department of Environmental Quality, Idaho Transportation Department and Highway District No. 4. 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:

Staff received “Two” (2) total written public comments by the materials deadline of September 26, 2025. Generally, of the comments received “zero” (0) were in favor, “zero” (0) were neutral, and “two” (2) were opposed. 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.

Staff is recommending approval of case OR2025-0006 with the recommendation of extending the proposed area of impact to include all parcels currently located within city limits.

7. EXHIBITS:

A. Application Packet & Supporting Materials

1. Letter of Intent
2. Proposed area of impact boundary map
3. Supporting Evidence
 - 3.1. Northwest Section
 - 3.2. Northeast Section
 - 3.3. Southwest Section
 - 3.4. Southeast Section
4. Resource Links
5. Maps
 - 5.1. Caldwell City Limits Map
 - 5.2. Two Mile Radius Map
 - 5.3. Existing Sewer System Map
 - 5.4. Existing Water System Map
 - 5.5. Municipal Services Agreement Map
 - 5.6. Preliminary Plats and active development
 - 5.7. Urban Renewal District Map
 - 5.8. Future Land Use Map
6. Email Correspondence between abutting Cities
 - 6.1. City of Nampa
 - 6.2. City of Middleton
 - 6.3. Overlapping Parcel (R34115)

7. Presentation; Received September 26, 2025

B. Supplemental Documents

1. State Law 67-6526
2. GIS Data
3. Canyon County 2030 Comprehensive Plan
 - 3.1. Forecasted Population and Job growth Data
 - 3.2. School District Map
4. OR2025-0010
5. OR2025-0011
6. Cases Maps/Reports
 - 6.1. FEMA Small Aerial Map
 - 6.2. Subdivision & Lot Report
 - 6.3. Case Report
 - 6.4. TAZ Household
 - 6.5. Slope Map
 - 6.6. Two Mile Radius
 - 6.7. TAZ Job

C. Agency Comments Received by: September 26, 2025

1. Full Political Notice; Sent: August 19, 2025
2. Department of Environmental Quality; Received: August 25, 2025
3. Idaho Transportation Department; Received: August 25, 2025
4. Highway district No. 4; Received: September 11, 2025

D. Public Comments Received by: September 26, 2025

1. Allyson and Tom Bilello; Received: April 27, 2025
2. Growing Together (George Crookham); Received: September 26, 2025

EXHIBIT A

Application Packet & Supporting Materials



JAROM WAGONER
Mayor

208.455.3011
(f) 208.455.3003

City Hall
205 South 6th Ave.
Caldwell, Idaho 83605

Post Office Box
P.O. Box 1179
Caldwell, Idaho 83606

For a list of the City
Council members, visit:
Website
www.cityofcaldwell.org

CITY OF *Caldwell, Idaho*

Exhibit A1

July 28, 2025

Canyon County
Attn: Michelle Barron
Email: Michelle.Barron@canyoncounty.id.gov

Dear Michelle,

This letter is to serve as the Letter of Intent from the City of Caldwell for the Area of City Impact. Caldwell is not proposing any changes to their current Area of City Impact and would be asking to keep the current AOI.

In accordance with Idaho Code 67-6526, the city has reviewed their current AOI and has confirmed the following:

1. The City of Caldwell's current AOI is reflective of the areas where growth and development is currently happening and where growth and development is expected to continue over the next 5 years.
2. The boundaries of the current AOI does not exceed 2 miles outside of Caldwell city limits.
3. The City of Caldwell has master plans in place and adopted for sewer, water, irrigation, transportation, and connectivity that encompasses all of the current AOI area. Several developments have annexed into the city within the AOI and are currently or expected to extend sewer and water infrastructure into the area over the next 3-5 years. Therefore, development patterns and the location and availability of services indicate the area could reasonably become a part of the city.
4. The city has worked with City of Nampa and City of Middleton, and the cities do not have any current or proposed Area of City Impact that overlap.
5. The city has looked at the trade area where the City of Caldwell draws customers from and has confirmed that the current AOI is within a distance that meets this requirement. The city also looked at existing developments within the current AOI, and developments or parcels that are currently using roads and utilities and where the city can provide city services.



"The Treasure of the Valley"

7. The city has reviewed geographic factors to help confirm the boundaries for the AOI. In determining the city's AOI boundary, the city considered the following factors:
- a. The City of Caldwell's Urban Renewal District boundary;
 - b. The City of Middleton's AOI;
 - c. The location of the Boise River;
 - d. Natural features to provide logical boundaries like waterways, buildings, and roadways;
 - e. Existing development, which includes the examination of type of land use, clusters of development, neighborhoods or districts, trade area, and use of city facilities such as roads and utilities;
 - f. Existing annexations into city limits;
- a. Proposed land use entitlements where development will occur in the next 3-5 years;
 - b. Natural and man-made geographical features to provide logical boundaries like waterways, buildings, subdivisions, service areas, utility system, proximity to populated areas, zoning and roadways;
 - c. Areas that can reasonably be expected to be annexed into the city in the near future; and
 - d. The City of Nampa's AOI.

Attached please find a draft map of the City of Caldwell's Area of City Impact.

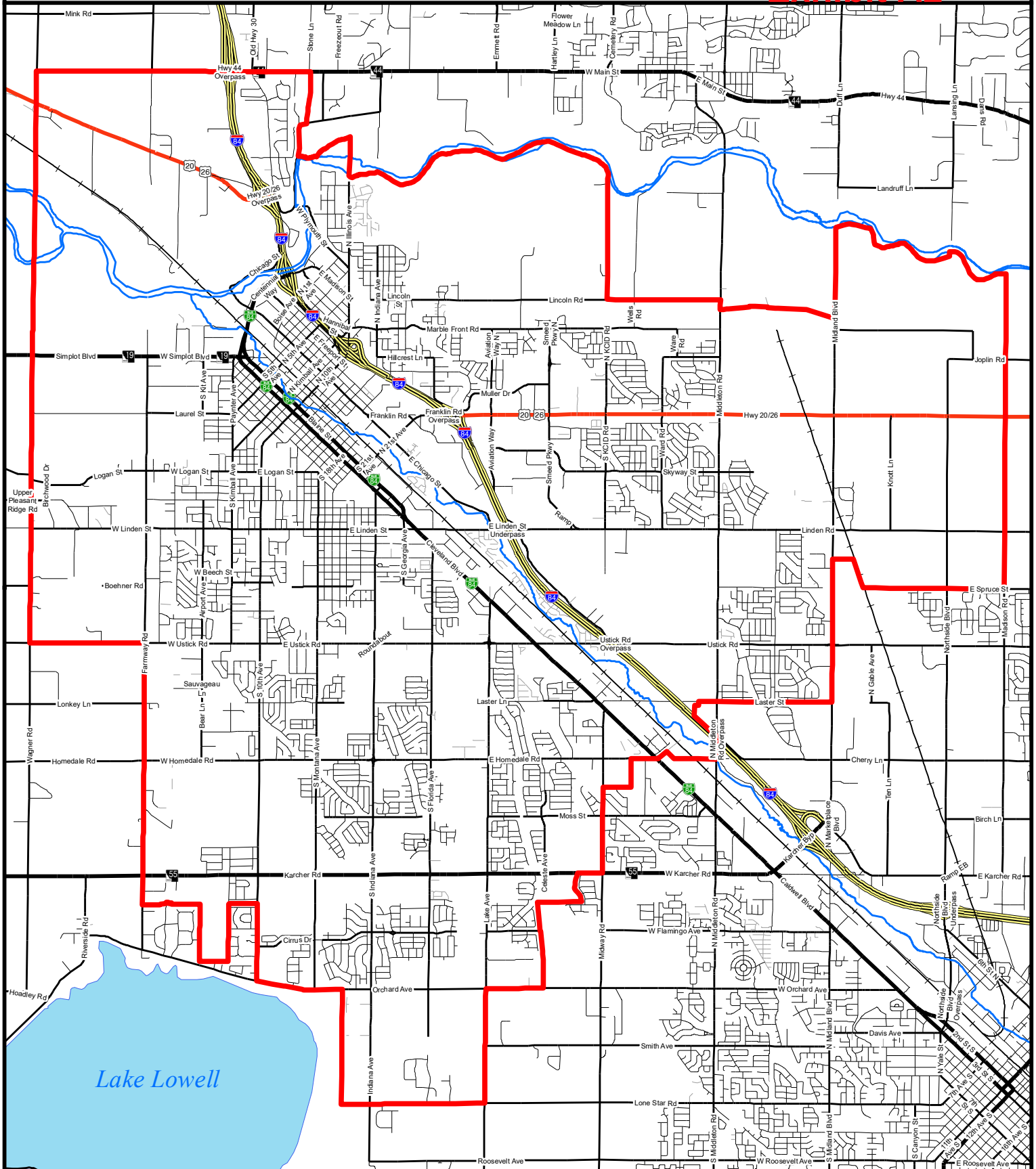
Sincerely,

A handwritten signature in black ink, appearing to read "Robin Collins", with a stylized flourish at the end.

Robin Collins, PCED CBO
Community Development Director
City of Caldwell

Caldwell Impact Area

Exhibit A2



City
of
Caldwell

Impact Area
Boise River

Legend

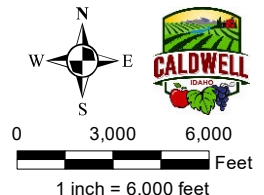
Road Type

Interstate
US Hwy
State Hwy

Major Road
Local Road
Private
Rail

DISCLAIMER

The information represented on this map results from the compilation of a variety of source materials. Its intended use is as a resource for the City of Caldwell. The City of Caldwell makes no representation or warranty as to the accuracy of this product, and in particular, its accuracy as to labeling, dimensions, property boundaries, or placement of location of any map features thereon. THE CITY OF CALDWELL DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS OF USE FOR A PARTICULAR PURPOSE, EXPRESS OR IMPLIED, WITH RESPECT TO THIS PRODUCT. Any user of this product accepts the same AS IS, WITH ALL FAULTS, and assumes a responsibility for the use thereof.





COMMUNITY DEVELOPMENT DEPARTMENT

Planning & Zoning Division

205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 | Phone: 208-455-3021
Email: PZ@cityofcaldwell.org

Robin Collins, PCED, CBO | Community Development Director & Building Official

Exhibit A3

TO: Canyon County Board of County Commissioners

FROM: City of Caldwell

MEETING DATE: October 15, 2025

SUBJECT: **Public Hearing - Case No. OR2025-0006** requesting an ordinance update to amend chapter 9, article 1, subsection 11-1 and 13 of Canyon County Code of Ordinance to confirm the existing area of city impact boundaries for the City of Caldwell, to comply with Idaho Code 67-6526.

CALDWELL

STAFF: Hallie Hart, City Engineer
Robb McDonald, Public Works Director
Robin Collins, Community Development Director
Morgan Bessaw, Community Development Deputy Director

INTRODUCTION AND INTENT

The City of Caldwell requests that the Canyon County Board of County Commissioners confirm and reestablish Caldwell's existing Area of Impact boundary that is generally bounded by the Boise River and Hwy 44 to the north between Madison Road and Wagner Road, Wagner and Farmway Road to the west, Orchard Ave and Lonestar Road to the south, and the county line and Nampa's Area of Impact boundary to the east **(See Exhibit A)**.

DESCRIPTION / BACKGROUND

The joint exercise of power agreement for the area of city impact between the city of Caldwell and Canyon County, dated March 3, 1997, was repealed when Chapter 9: Areas of City Impact, Article 1: Caldwell was adopted by title of "Caldwell Area of City Impact Ordinance" under Ordinance 00-005 on June 14, 2000. Since that time, two amendments have been completed, Ordinance 05-013 on June 1, 2005, and Ordinance 16-011 on September 2, 2016.

The current Area of City Impact encompasses land within unincorporated Canyon County where growth and development are expected to occur. In the past, areas of impact were reviewed based on the consideration of trade areas, geographic factors and areas that can be expected to be annexed to the city of Caldwell in the future.

Idaho Code 67-6526, as amended in 2024 requires that all cities and counties review their existing areas of impact and reestablish the areas in conformance with the provisions of this section 67-6526 by December 31, 2025.

The City of Caldwell sent a Letter of Intent to Canyon County confirming the intent of not proposing any changes to the current Area of City Impact boundaries. **(See Exhibit A-1).**

AREA OF CITY IMPACT ANALYSIS AND FINDINGS

The City of Caldwell proposes the confirmation and reestablishment of the existing Area of Impact boundary based on the following:

- (1) Caldwell's area of impact was established through the joint exercise of power agreement for between the city of Caldwell and Canyon County, dated March 3, 1997, and later repealed when Chapter 9: Areas of City Impact, Article 1: Caldwell was adopted by title of "Caldwell Area of City Impact Ordinance" under Ordinance 00-005 on June 14, 2000.
- (2) Caldwell's Impact Area boundary was extended in 2005 to include areas to the north between Lincoln Street and the Boise River, and areas to the east from Middleton Road to Madison Road between the Boise River and just south of Ustick Road, whereby the City of Caldwell and the City of Nampa negotiated the expansion areas and entered into a Memorandum of Understanding **(See Exhibit B)**. (Caldwell Ordinance No. 2554, Canyon County Ordinance No. 05-013).
- (3) Caldwell's Impact Area boundary was extended in 2016 to include areas to the northwest near Hwy 44 and Wagner Road, and areas "Area 7" and areas to the south near Lake Lowell (depicted as Area 7 and Area 8 on **Exhibit C**), and small portions adjacent to the City of Nampa's Impact Area (Area 2A, 2B, and 3 as shown on **Exhibit C**) that the City of Caldwell and the City of Nampa negotiated through a boundary swap. (Caldwell Ordinance No. 3053, Canyon County Ordinance No. 16- 011).
- (4) Caldwell's Impact Area has seen significant growth over the past five (5) years. **See Exhibit E** for historical growth maps.
- (5) Highway 20/26 is a major transportation corridor between Caldwell and Boise and serves as a vibrant and active urban mixed-use corridor.
- (6) Franklin/Hwy 20/26, Hwy 55/Karcher Road, Ustick Road, Simplot Blvd/Hwy 19, Farmway Road, Middleton, Interstate 84, Cleveland Blvd/Blaine Street, 10th Avenue, Caldwell Blvd., and 21st Avenue are key corridors in Caldwell that connect people and help them move through the city but also serve as distinct high-profile urban corridors.

- (7) Karcher Road/Hwy 55, Ustick Road, and Hwy 20/26 serve as major transit connections from Wagner to the shared impact area boundary between the City of Nampa and the City of Caldwell, with Simplot Blvd from Wagner to Blaine/Cleveland Blvd serving as a future multimodal connection.
- (8) Access to the Boise River, Indian Creek and other natural water resources are vital and necessary assets for Caldwell.
- (9) Critical arterial and collector roadways connect Caldwell to highways, the interstate and regional markets.
- (10) The city has looked at the trade area where the City of Caldwell draws customers from and has confirmed that the current Area of Impact is within a distance that meets this requirement. The city also looked at existing developments within the current Impact Area, and developments of parcels that are currently using roads and utilities and where the city services are or will be provided.
- (11) Caldwell's North Urban Renewal District makes up the majority of the acreage within our northwest impact area between Simplot Blvd and Hwy 44, and between the Interstate and Wagner Road, with a small portion of the urban renewal area spanning across the Interstate to and around a portion of the Boise River. **See Exhibit D & Exhibit Q.**
- (12) Nampa and Middleton have indicated in writing that they will not be expanding their impact areas into Caldwell's Impact Area. The city has worked with the City of Nampa and City of Middleton, and the cities have indicated in writing that they will not be expanding their impact areas into Caldwell's Impact Area. Therefore Caldwell, Middleton and Nampa do not have any current or proposed Area of City Impact that overlap. **See Exhibits S-1 through S-4.**
- (13) Nampa and Middleton's city limits are abutting Caldwell's impact area demonstrating a high demand for urban development in the area.
- (14) Where Caldwell's impact area abuts the county, Caldwell has planned for a reduction in density and land uses; requiring larger lot suburban residential development with the option for conservation area development to help in preserving agricultural open space. See current future land use map **Exhibit R.**
- (15) Some enclaved pockets of County residential development throughout the current impact area have aging infrastructure which have necessitated annexation within the last couple of years to access city utilities. It is anticipated that this will continue to occur and increase over time.

- (16) Caldwell, with their most recent comprehensive plan update that was adopted in February of 2025 reduced their planning boundary from Chicken Dinner Road to Wagner, giving back 5,000 acres of land to Canyon County to plan for future land uses that benefit the County and its residents.
- (17) A portion of the Caldwell Airport Protection zones lie within Caldwell's Impact Area to the east, between Linden Road and E Homedale Road, between Midway Road and slightly east off N. Middleton Road.
- (18) The City of Caldwell has adopted master plans for sewer, water, irrigation, transportation, and bicycle/pedestrian connectivity that encompasses all the existing Area of City Impact. **See Exhibit H, Exhibit K, Exhibit M**
- (19) The City's Transportation Master Plan identifies intersection capacity projects, roadway capacity projects, safety projects, bicycle projects, and pedestrian projects. Roadway projects include roadway widening, adding continuous turn lanes or turn lanes at intersections, and new roadways or alignments. Intersection projects include construction of new traffic control, widening, signal retiming, and safety enhancements at identified locations. Safety projects are projects that specifically address safety concerns identified in the safety analysis and include upgrading signal hardware and timing, enhancing intersection visibility, and other improvements. Bicycle projects include bike boulevards (a.k.a., shared lane markings), bike lanes, buffered bike lanes, and separated/protected bike lanes (i.e., bicycle crossing improvements at intersections). Sidewalk projects include new sidewalks (buffered and non-buffered), filling of gaps in sidewalk connections, and intersection improvements. Pathway projects include suburban multi-modal trails (run parallel to the roadway network), greenway multi-modal trails (separated from roadway network), and enhanced safety at intersections. Crossing projects include enhanced crossing improvements such as Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid-Flashing Beacons (RRFBs), raised crossings, and other enhancements (e.g., crosswalk markings and signage).
- (20) All new developments must provide pressurized irrigation systems that meet Caldwell Municipal Irrigation District (CMID) standards with the intent that CMID take over and maintain these systems.
- (21) All new developments must provide infrastructure improvements such as street improvements, curb, gutter, sidewalk, streetlights, asphalt, landscaping, and pedestrian connectivity through the neighborhood, and connecting to adjacent neighborhoods. This includes safe routes to school crossings and other improvements as identified in the city's adopted master plans and city codes, or as a requirement of traffic impact studies or by outside agencies.

- (22) The city currently has municipal service agreements in place for properties inside the area of impact boundary and outside of the west area of impact boundary as shown on **Exhibit N**.
- (23) The City of Caldwell's transportation network is marked by the influence of the State and Federal Highway System. I-84, a major interstate highway, as well as State Highways 19, 20/26, and 55 pass through the heart of Caldwell. These highway systems provide individuals with connectivity to and through Caldwell and to surrounding areas and cities within the Treasure Valley, including serving as the most common commute routes to employment centers. These established networks are critically important for the movement of people and the provision of goods and services within an urban community and allow for connection to the growing economic hub of Caldwell.
- (24) When evaluating the anticipated commercial and residential growth, the city analyzed the current area of impact, parcels currently contiguous to city limits, master plan areas, current future land use, priority areas of growth, and land capacity based on anticipated population, housing and employment growth projections.
- (25) The current population according to COMPASS for Caldwell city limits is 77,610 (2025). Over the past 3 years, Caldwell has grown at a steady rate of 5%+ annually. Over the next five years, it is anticipated that Caldwell will be at a population of over 99,000 (using a 5% increase annually).
- (26) According to the U.S. Bureau of Labor Statistics, Caldwell currently has 34,487 jobs, an increase of 2,098 jobs from 2024.
- (27) When evaluating the geographic factors, the city analyzed both natural and man-made geographical factors, such as:
- Creeks, streams, canals, lakes, rivers, wetlands, drainage basins, and other bodies of water
 - Elevation changes and other landform
 - Eco-systems
 - Location within the area and region, and location of neighborhoods, commercial and other districts
 - Proximity to populated areas and between land uses
 - Road, bridges, and utility systems
 - Land use patterns (subdivisions, zoning, service areas, and trade from which businesses and the city draws its customers,

- (28) When evaluating transportation infrastructure and systems, including connectivity, the city analyzed major road networks, scenic gateways and entry corridors, airport overlay zones, pathways, master plans, and transit routes.
- (29) When evaluating the areas where municipal or public sewer and water are expected to be provided, the city analyzed the existing sewer and water service boundaries, master plan boundaries, land use entitlements, ability to provide services, existing municipal service agreements, and capital improvements plans.
- (30) When evaluating the other public service district boundaries, the city analyzed public agencies and districts serving the impact area.
- (31) The City of Caldwell's current Area of Impact is reflective of the areas where growth and development are currently happening and where growth and development are expected to continue over the next 5 years.

Report Begins Next Page

REPORT FORMAT AND TABLE OF CONTENTS

For the purpose of discussion within this report, the Caldwell Impact Area is divided into four sections, northwest, northeast, southeast, and southeast, collectively making up Caldwell's existing Impact Area. The boundary definition and details are provided for each area below with resource links and full-size exhibits provided at the end of the report.

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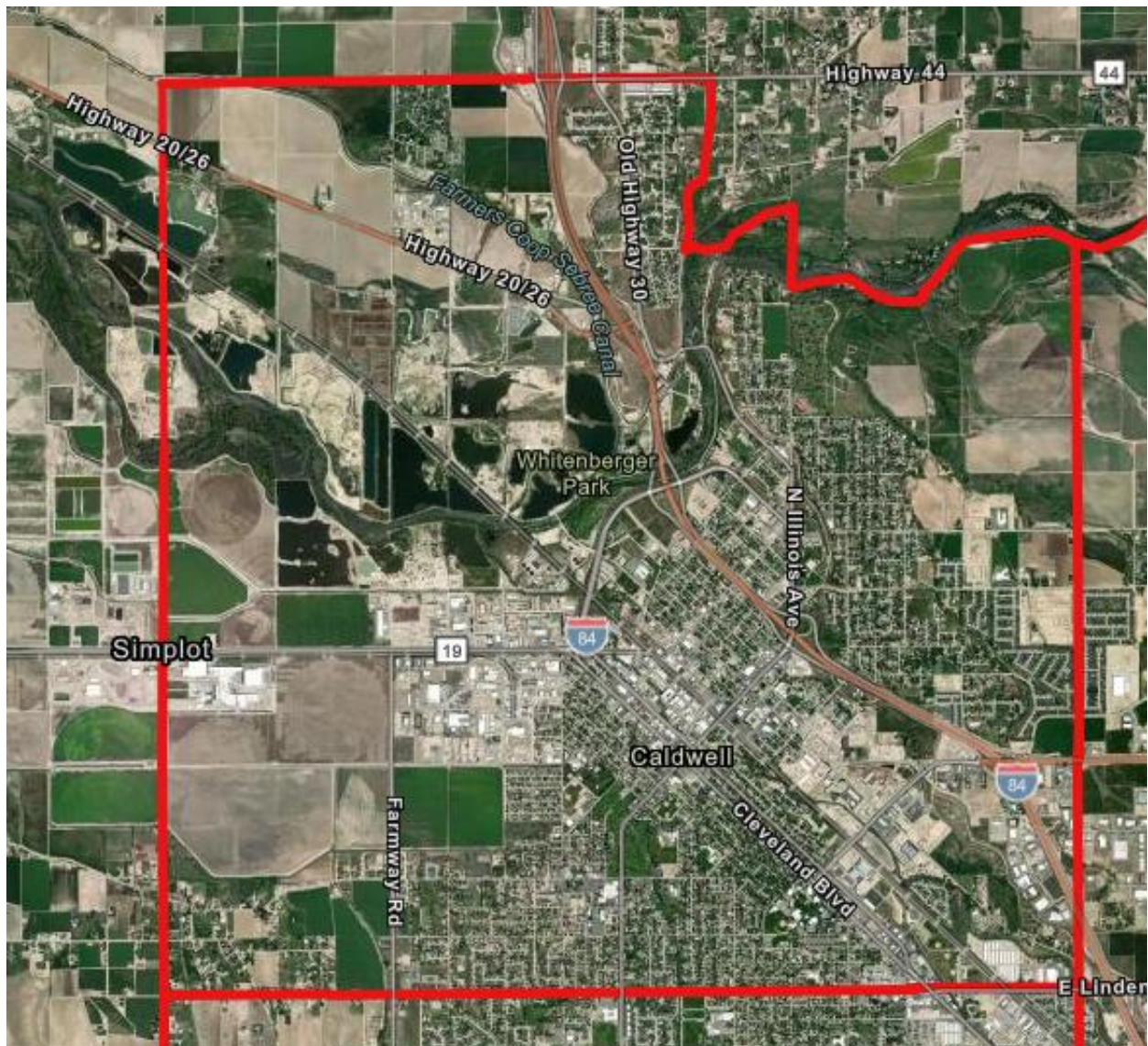
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Exhibit A3.1

NORTHWEST SECTION

Location:

The Northwest Section is located from Highway 44 to E Linden Street, and from Wagner Road to Aviation Way. The boundary along Hwy 44 begins at Wagner Road to Stone Lane, then turns south following the West Harley Gulch and River Road to and around the Boise River, capturing Curtis Park to its ending point at Aviation Way.

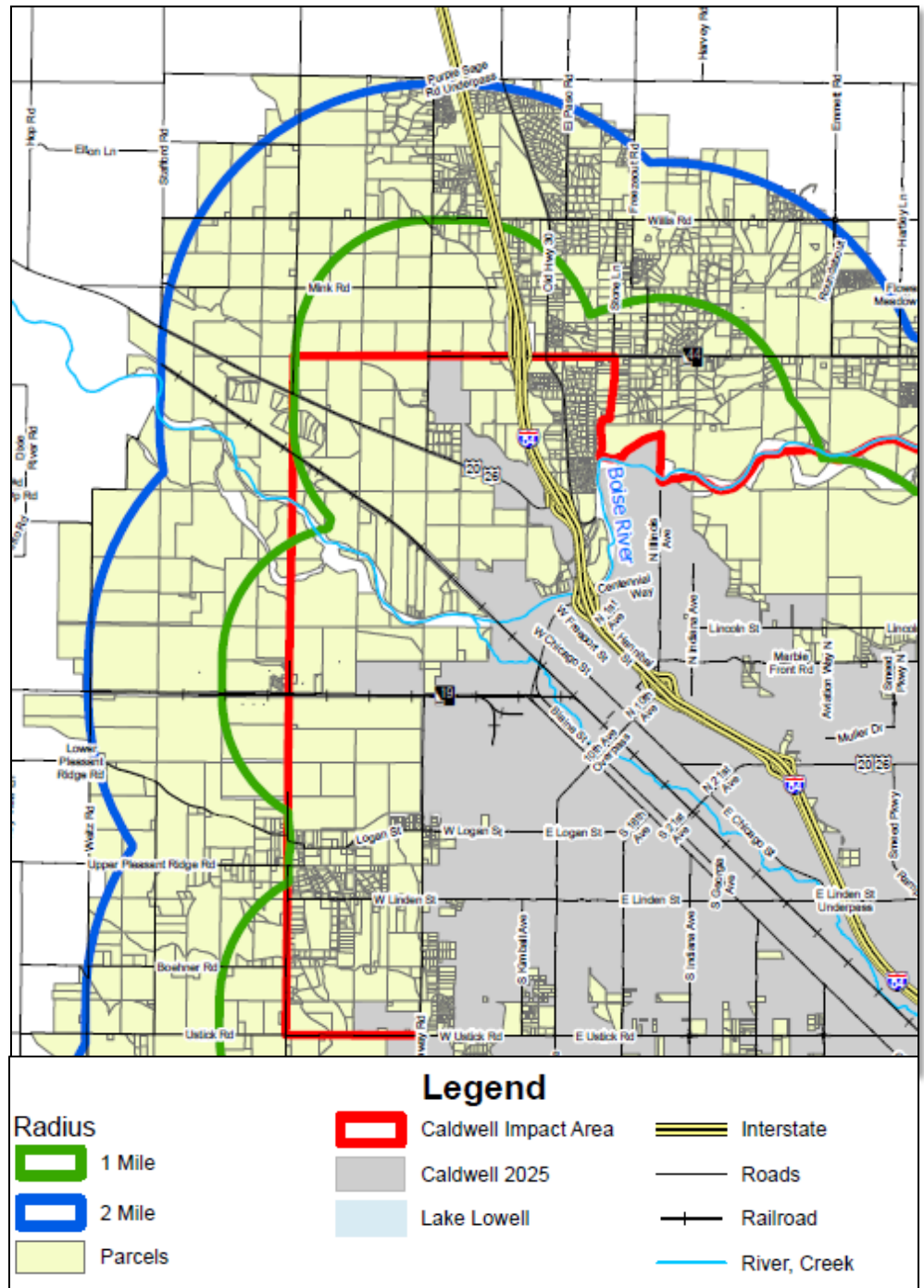


Distance from Existing City Limits:

The distance of the impact area boundary from city limits was analyzed for compliance with Idaho Code, as shown on the 1- and 2-mile radius buffer map provided in **Exhibit F**.

The north impact area boundary within this section extends less than 1-mile from city limits. The west boundary at Wagner Road extends 1-mile from city limits in some parts, with the majority being less than 1-mile from city limits.

Thus, Caldwell's Impact Area boundary in the northwest section is in compliance with Idaho Code.

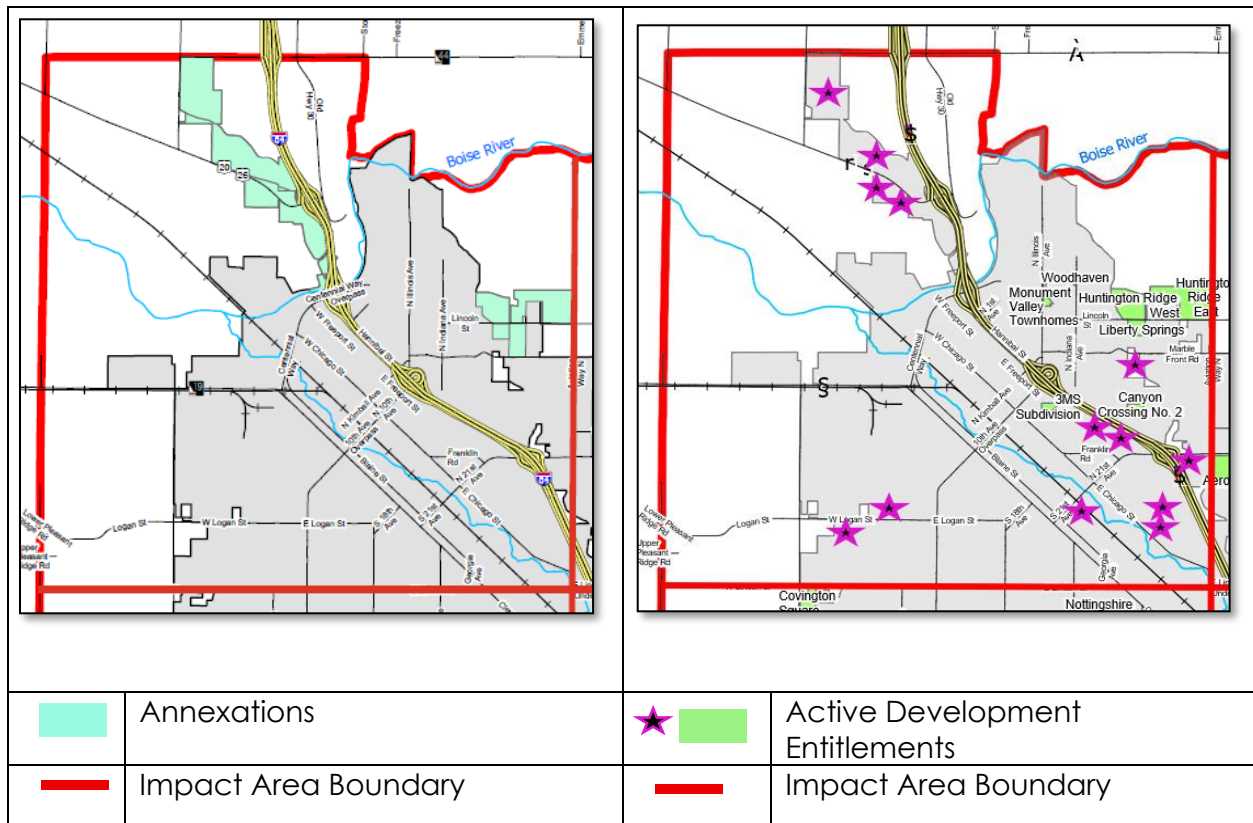


Anticipated Commercial and Residential Growth:

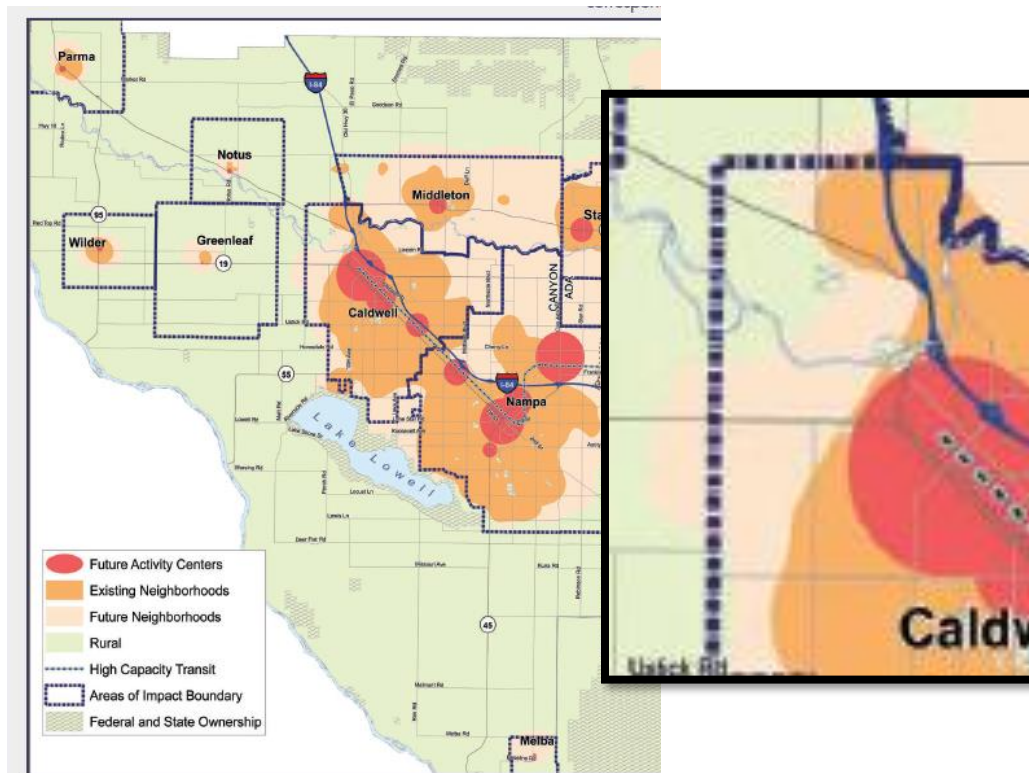
The area north of Simplot Blvd and west of I-84 has begun to see a significant increase in annexations since 2023 due to the ability for property owners to meet the statutory regulations for contiguous annexation, and utilities and services becoming available. Over the past five years, the city has annexed **over 480 acres** within this area, with **over 340 acres in 2025**, most of which are in the area west of the Interstate and north of Chicago Street.

Several building permits, preliminary plats and other land use entitlements have been approved or are proposed in this area (north of Simplot and west of I-84). In addition, the City of Caldwell's Economic Development team is collaborating with several other companies looking to locate in the city's urban renewal. When these projects are approved, it will consume **over 300+ more acres of land** within this impact area. These projects are expected to be under development within a 1–3-year period or less. Unfortunately, at this time, these projects must remain confidential.

The area south of Simplot Blvd, between Farmway and Aviation Way, and east of I-84, between the Boise River and Linden are densely populated with existing neighborhoods and commercial services, with most of the land already lying within Caldwell's city limits. Very few enclaved pockets exist within this area.



The Community Planning Association of Southwest Idaho (COMPASS) projects Caldwell will expand into this area, and that such area will be developed as urban neighborhoods.



This NW quadrant of the Caldwell Impact Area is prime for future growth with Hwy 44, Hwy 20/26, Hwy 30, and Hwy 19 all running to and through the area. Idaho Transportation Department's improvements along I-84 and Hwy 20/26 will continue to make this area an attractive location for retail, commercial and industrial development.

Geographic Factors:

This area borders Middleton's Impact Area to the Northeast, the county to the northwest and west, and Caldwell city limits to the east and south. Middleton has indicated they have no intent of expanding their impact areas into the current boundaries of Caldwell's Impact Area.

The topography in this area is flat, with little grade change sloping downward from the boundary of Hwy 44 to the Boise River.

The Caldwell Urban Renewal District Allocation area, a critical economic development area is located within this area. The allocation area which begins ¼ mile north of W Simplot Blvd continuing to Hwy 44, with three (3) parcels extending ½ mile north of Hwy 44 and extending westerly approximately ½ mile past Farmway.

Wagner Road serves as the closest north-south minor arterial capturing the capturing the entire boundary of the urban renewal area that extends past Farmway.

This area has several characteristics that make it an important location for urban development. Major transportation corridors (Hwy 44, Hwy 30, Hwy 19, Hwy 20/26, and I-84) run to and through this area, with connections to north-south transportation arterials.

Larger commercial, manufacturing and industrial companies rely and will continue to rely on major transit corridors and close proximity to major population centers, and in doing so, will logistically position themselves in the urban renewal area where larger acreage exists and allows for easy access to I-84 for freight movement regionally, and other highways such as Franklin Road (U.S. 20/26), Simplot Boulevard (State Highway 19), and Hwy 44, to serve as both long-distance corridors and as local connectors between communities and businesses (e.g., retail, hospitals, schools).

Transportation Infrastructure and Systems, Including Connectivity:

The Idaho Transportation Department is constructing improvements to I-84 between the Centennial Way and Franklin Road interchanges in Caldwell. Construction began in 2023 and is estimated to be completed by 2027. This project includes widening I-84 to three lanes in each direction with auxiliary lanes between interchanges, replacing the 10th Avenue Interchange, removing one westbound on-ramp at the 10th Avenue Interchange, updating the pedestrian overpass, building a soundwall along Hannibal Street and adding a traffic signal at the westbound ramps at the Centennial Way Interchange.

The city has planned for the development of:

- Bike lanes along forty-five arterial and collector roadways, including Wagner Road.
- Detached pathways along Highway 20/26 from I-84 to Wagner Road, Farmway Road, and other expressways and arterial roadways.
- Pathways/greenbelts along the Boise River Greenbelt Corridor, and the Indian Creek Corridor.
- Regional bike routes along Logan and Lower Pleasant Ridge Road, connecting to the Sunnyslope wine region; and from Downtown Caldwell up Farmway and Old Hwy 30 to Purple Sage Road, connecting to Purple Sage Golf Course and out to Wagner Road.
- Pathways along the Dixie Drain from Wagner Road into Caldwell and along the Wilson Drain from Caldwell to Nampa.

In addition to the many infrastructure improvements (i.e., curb, gutter, sidewalk, half street section improvements, streetlighting, asphalt, landscaping, pathways) that will take place within the next five (5) years, as a condition of land use entitlements, the city is expected to complete the street improvements as specified in **Exhibit O**.

Areas Where Municipal or Public Sewer and Water are Expected to be Provided within Five (5) Years:

City water and sewer currently extend north to Hwy 44 and west to Farmway.

This area contains Municipal Services Agreements (MSAs) in place whereby parcels are not currently annexed into the city but are or will be receiving services. MSAs exist as far north as Hwy 44 and west of Farmway Road. **See Exhibit N.**

The city anticipates sewer and water to be extended further north to Mink Road and further west to Wagner Road with development approvals.

In addition, the city has capital improvement projects planned for water and sewer over the next five (5) years as indicated in **Exhibit I and Exhibit L.**

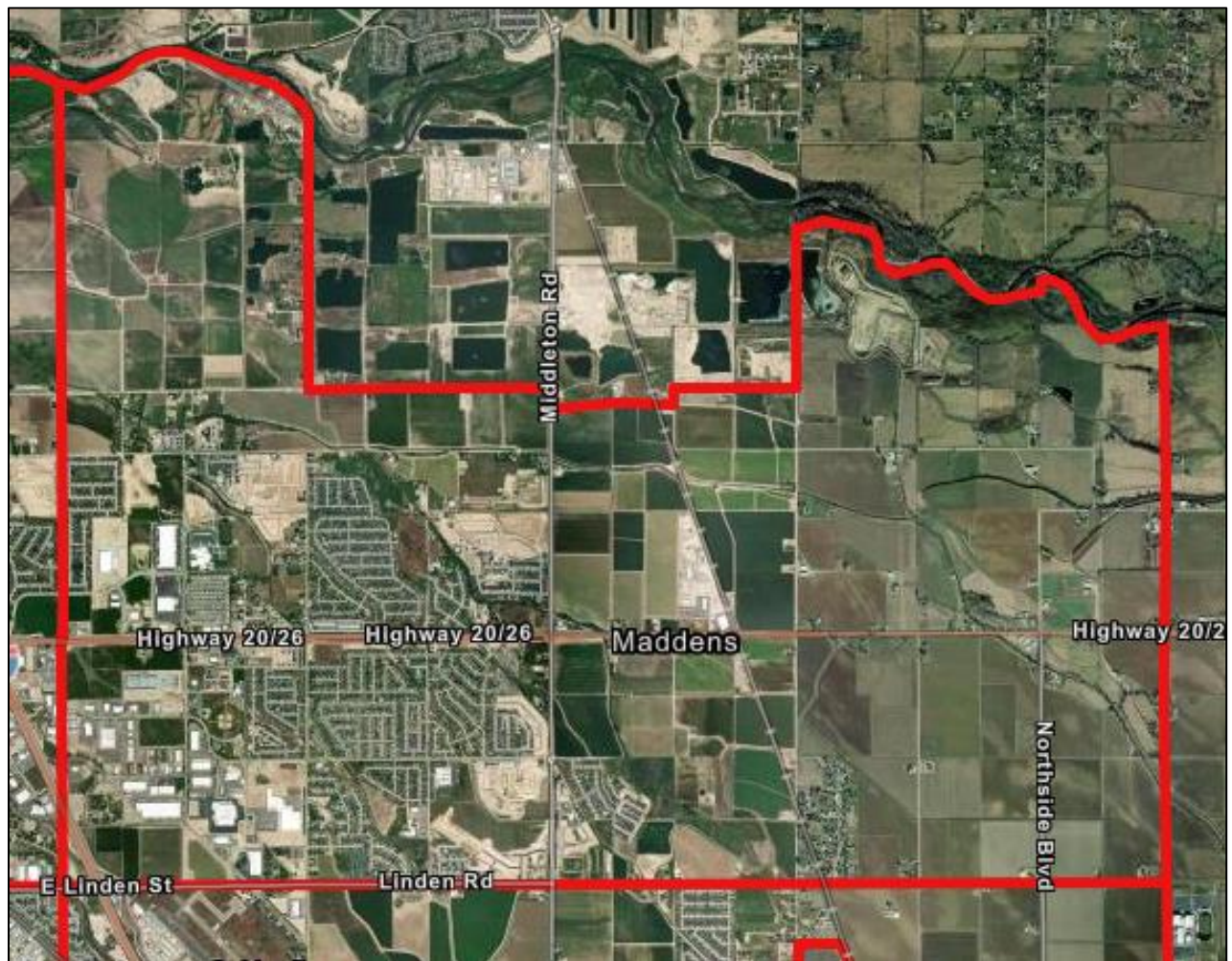
Public Service District Boundaries:

This area is served by Caldwell School District, Caldwell Fire District, Middleton Fire District, Caldwell Municipal Irrigation District, Pioneer Irrigation District, Caldwell Irrigation Lateral District, Golden Gate Irrigation District, Canyon Hill Irrigation District, Mason Creek Ditch Company, Canyon Ditch Company, Franklin Ditch Company, Black Canyon Irrigation District, Highway District 4, Notus/Parma Highway District 1, Idaho Power, Intermountain Gas, and Lumen/Century Link.

NORTHEAST SECTION

Location:

The Northeast Section is located from Aviation Way to Madison Road, and from Linden Road to the Boise River. The Boundary line on the north follows starts at Aviation Way and continues east along the Boise River to N KCID Road, then turns south to Lincoln Road around Middleton's Impact Area, continues east to Midland Road, then turns north back to the Boise River and continues along the river until it meets Madison Road on the east boundary, which abuts Nampa's Impact Area.



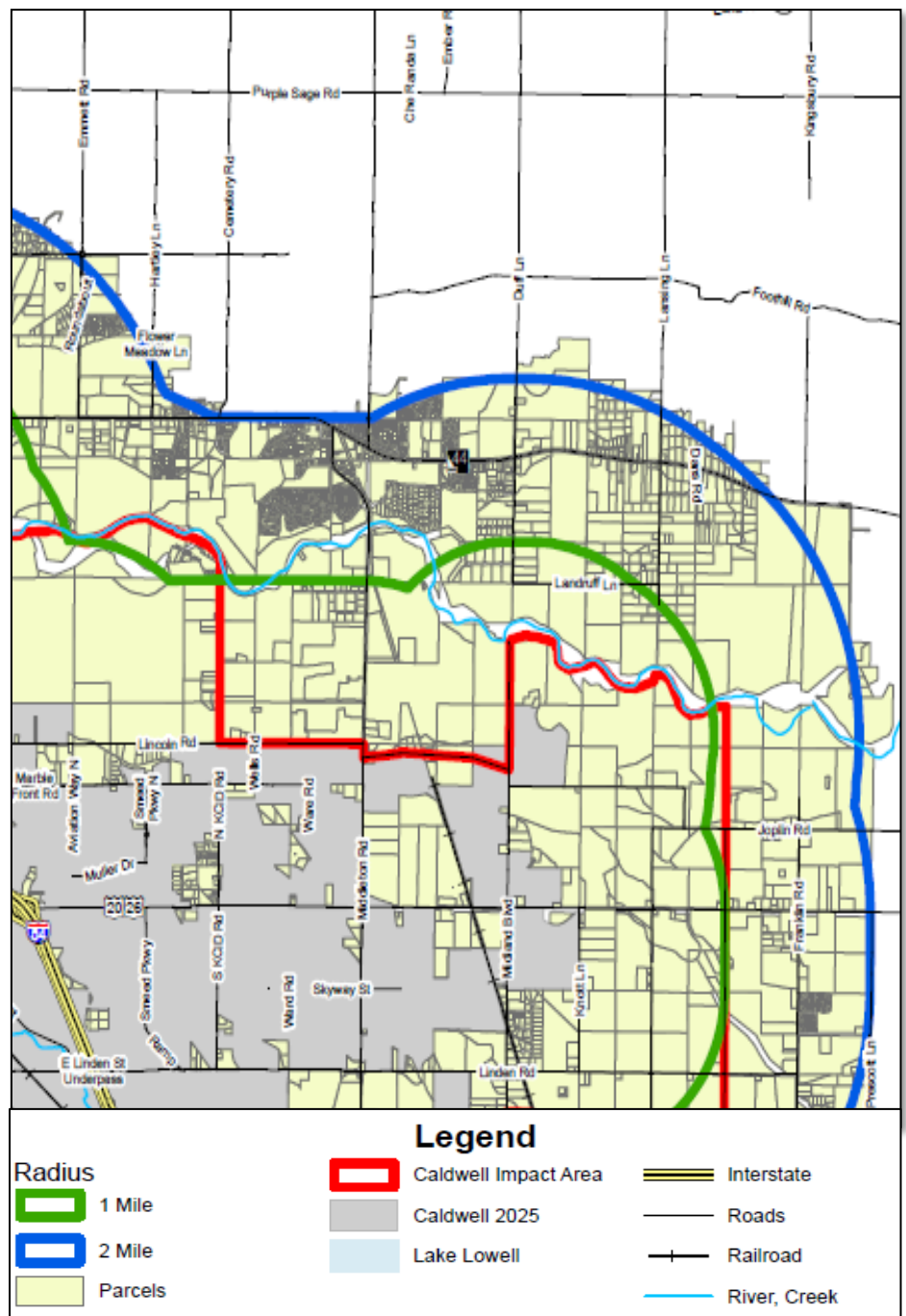
Distance from Existing City Limits:

The distance of the impact area boundary from city limits was analyzed for compliance with Idaho Code, as shown on the 1- and 2-mile radius buffer map provided as **Exhibit F**.

Most of the impact area boundary to the north is less than 1-mile from city limits, except for a small area between Aviation and KCID, that extends slightly beyond 1-mile from city limits.

The impact area boundary on the east at Madison Road extends 1-mile beyond city limits.

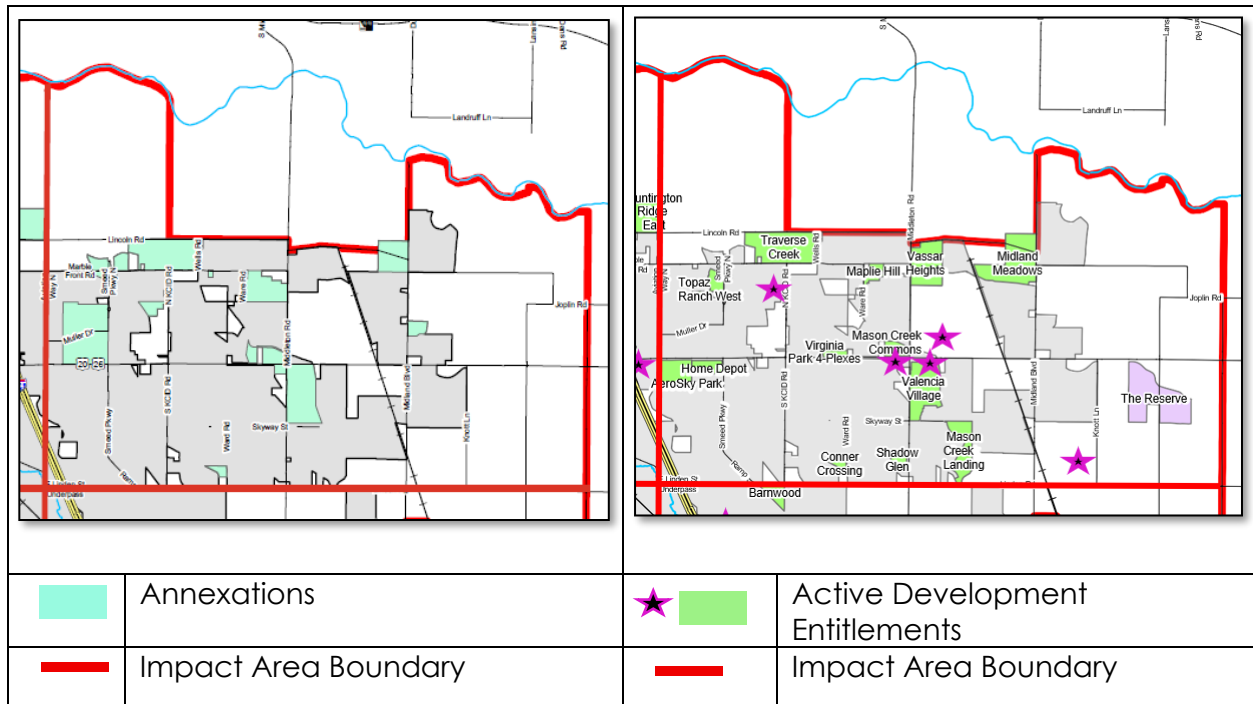
Thus, Caldwell's Impact Area boundary in the northeast section is in compliance with Idaho Code.



Anticipated Commercial and Residential Growth:

Since 2020, this area has seen **over 445 acres** annexed into the city limits, with **160 acres** just in the past two (2) years.

This area continues to attract interest, primarily those desiring to locate along Hwy 20/26 or other major corridors like Middleton Road. The interest is reflected through the recent investment of major retailers along this major transportation corridor and gateway into the Caldwell community. In addition, there are a vast number of active preliminary plats that are beginning site work or are anticipated to begin construction within the next 1-2 years.

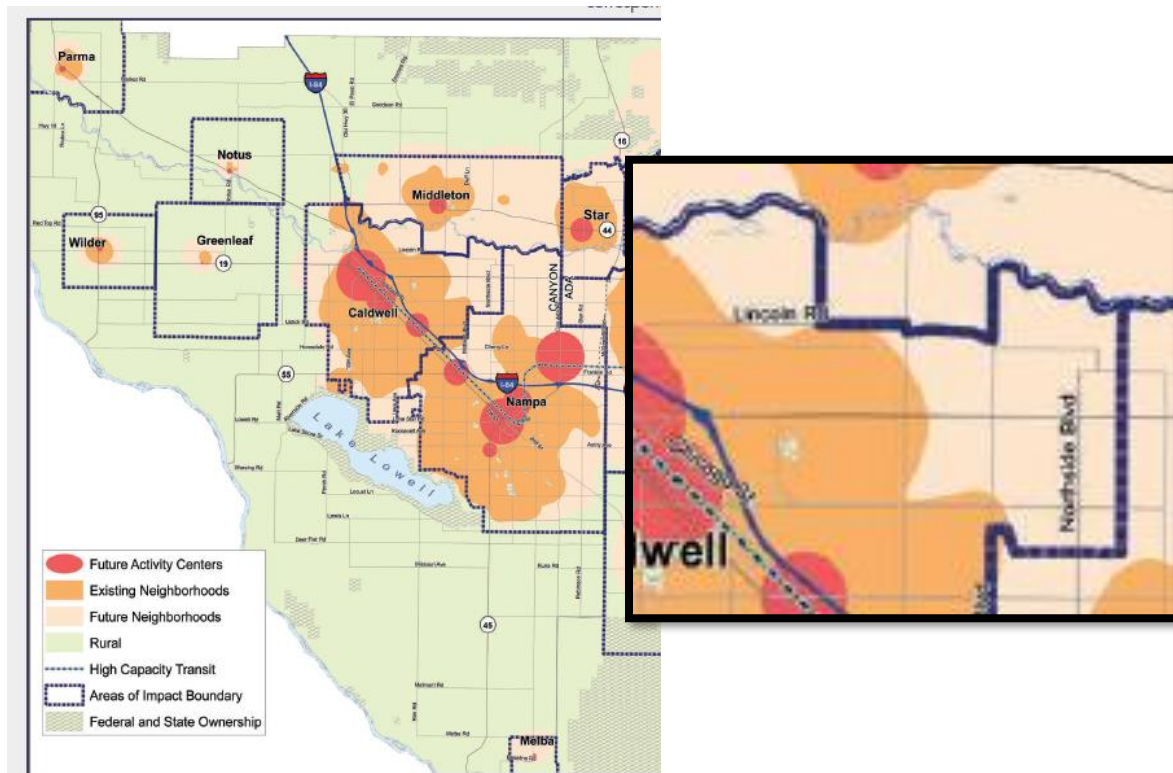


The Idaho Transportation Department (ITD) currently completed a widening project along Hwy 20/26 from I-84 to Middleton Road. This project expanded Hwy 20/26 to six traveling lanes (three lanes in each direction).

With the completion of this project, and the construction of a high-capacity intersection at Middleton, development is expected to continue at a rapid pace within this area.

The Idaho Transportation Department (ITD) has begun preliminary design on a six-mile segment from Middleton Road to Star Road. The Middleton Road to Star Road project will widen the highway and improve intersections to enhance capacity and mobility for nearby residents, businesses, commuters, and freight haulers.

The Community Planning Association of Southwest Idaho (COMPASS) projects Caldwell will expand into this area out to Madison, and that such area will be developed as urban neighborhoods.



Geographic Factors:

This impact area section is bounded by the Boise River and Middleton's impact area to the north, the City of Caldwell city limits to the west, Nampa's impact area to the east, and Caldwell city limits and Nampa's impact area to the south.

The topography in this area is flat, with little grade change sloping upward from the Boise River towards Linden, and east towards Madison.

Many years ago, Madison was negotiated as the natural boundary between Nampa and Caldwell, extending from the Boise River, down to E Spruce. This boundary was created based on Middleton and Nampa's growth plans, taking into consideration existing development, entitlements, parcel configuration, and the ability to provide services.

This area contains Municipal Services Agreements in place whereby parcels are not currently annexed into the city but are or will be receiving services. **See Exhibit N.**

The Boise River flows north of Caldwell and provides a provides a natural boundary between Caldwell's Impact Area and Middleton's Impact Area. The Boise River is a vital

water source, recreational feature, and pedestrian connection for Caldwell and the region.

Caldwell's city code and the comprehensive plan identify a regional trail along the Boise River, with the potential to connect to surrounding neighborhoods and to regional trails in adjacent communities.

Transportation Infrastructure and Systems, Including Connectivity:

The city has planned for the development of:

- Bike lanes along forty-five arterial and collector roadways, including Madison Road.
- Detached pathways along Highway 20/26 from I-84 to Madison Road, Middleton Road, and other expressways and arterial roadways.
- Pathways/Greenbelts along the Boise River Greenbelt Corridor, Mason Creek Corridor, and the Tri-City Corridor which connects Middleton, Caldwell, and Nampa.
- Regional bike routes along Hwy 44, Lincoln, and Middleton Road, providing connection across the Boise River to Middleton and east to Nampa and Meridian.
- Pathways along the Solomon Drain from Lincoln to Homedale Road, from Lincoln along the Noble Drain to Midland Blvd, connecting to Nampa; and from Lincoln along the Lower Fivemile Drain to Madison and into Nampa.

In addition to the many infrastructure improvements (i.e., curb, gutter, sidewalk, half street section improvements, streetlighting, asphalt, landscaping, pathways) that will take place within the next five (5) years, as a condition of land use entitlements, the city is expected to complete the street improvements as specified in **Exhibit O**.

Areas Where Municipal or Public Sewer and Water are Expected to be Provided within Five (5) Years:

City sewer and water currently exist north to Lincoln Road, east to Midland Blvd, and south to Linden Road within this area.

With recent development entitlements in this area, the city anticipates sewer and water extensions to extend out to Knott Lane and beyond.

There is currently in design a large lift station on Lincoln Road that is intended to serve everything east of Middleton in the Impact Area.

The city has capital improvement projects planned as identified in **Exhibit I, Exhibit L, and Exhibit M**.

Public Service District Boundaries:

This area is served by Vallivue School District, Caldwell Fire District, Nampa Fire District, Caldwell Municipal Irrigation District, Franklin Ditch Company, Pioneer Irrigation District,

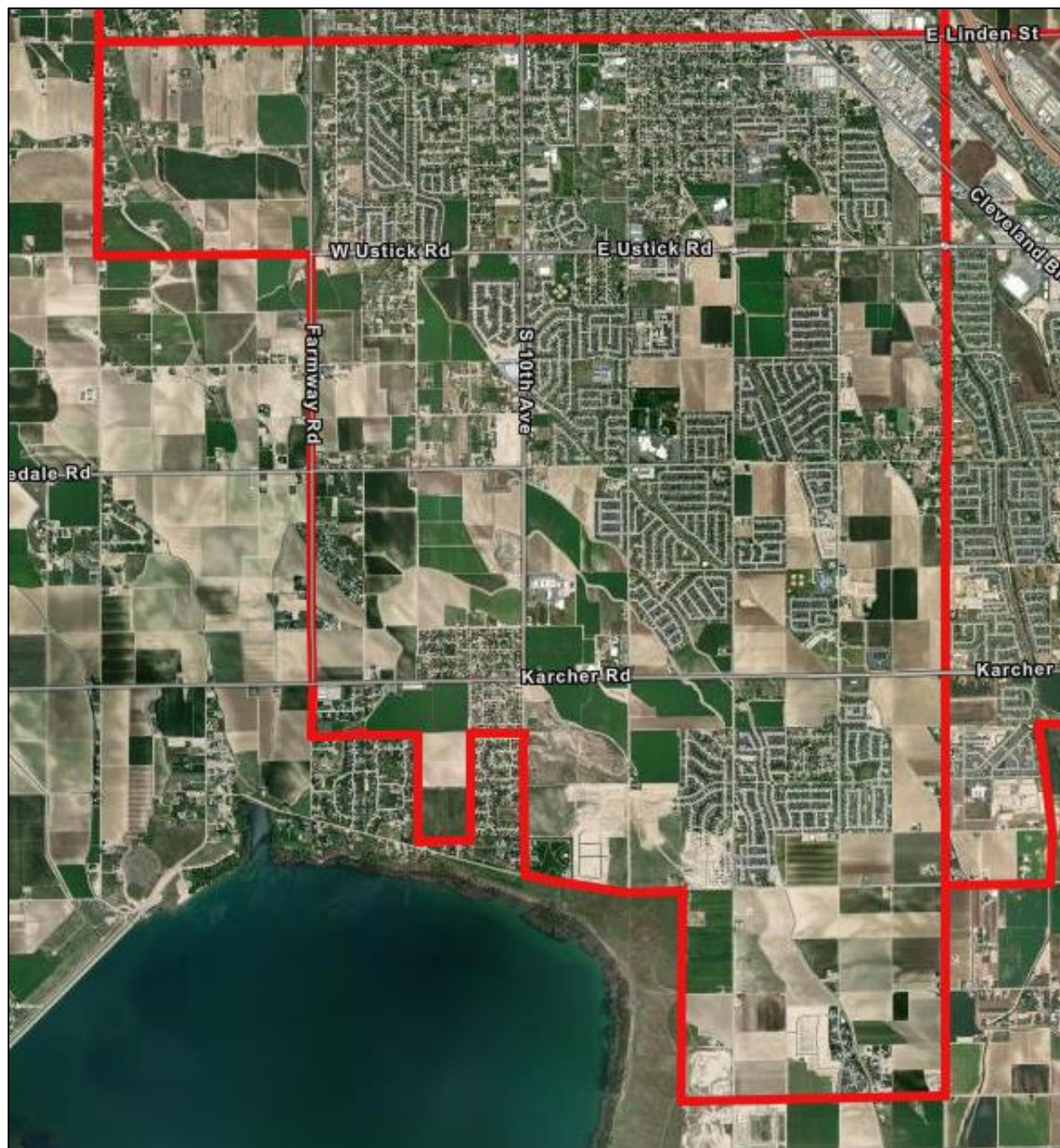
Mason Creek Ditch Company, Canyon Highway District #4, Idaho Power, Intermountain Gas, and Lumen/Century Link.

Exhibit A3.3

SOUTHWEST SECTION:

Location:

The Southwest Section is generally located from Wagner Road at the upper NWC of the area until it reaches Ustick Road and then tapers back into Farmway Road at the lower SWC of the area to Lake Avenue, and from Linden Street to Orchard Avenue around Lake Lowell, and then as far south as Lone Star Road.



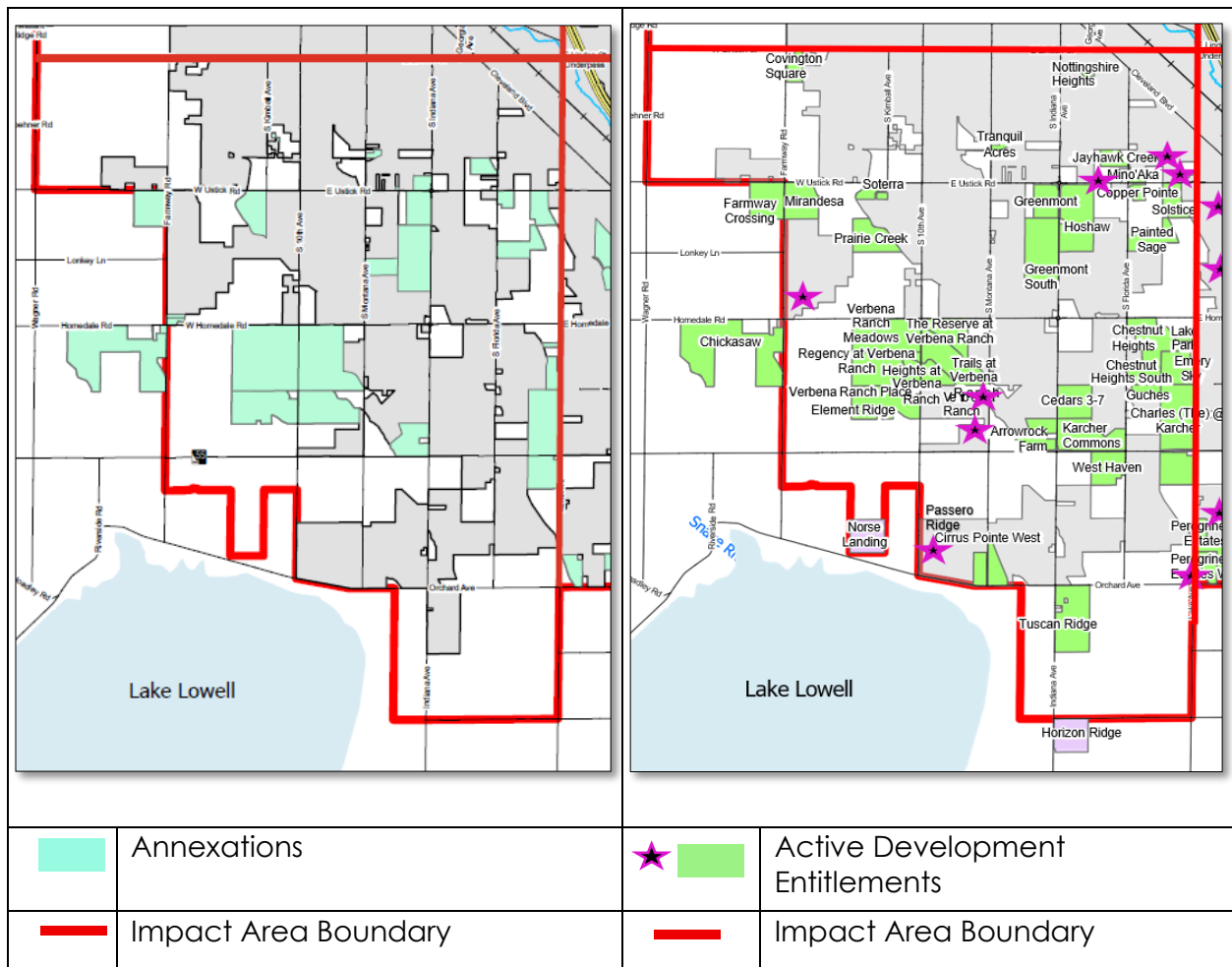
Anticipated Commercial and Residential Growth:

The city has seen tremendous growth in this area, particularly in proximity to major transportation corridors (Ustick Road, Farmway Road, and Hwy 55/Karcher Road).

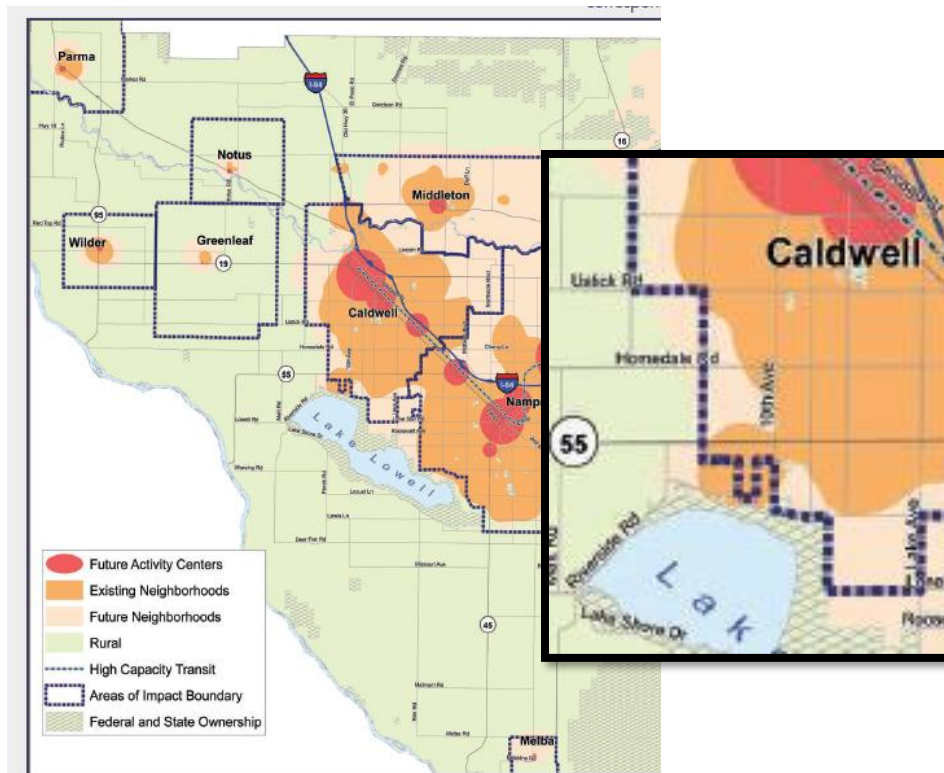
The city has annexed **over 430 acres** within this area over a period of five years, with the biggest increase seen over the past two years.

In addition to annexations, the city has seen a rise in land use application requests for residential, multi-family and commercial subdivisions and developments within this area. Most of these developments are located between Ustick Road and Orchard Avenue.

These developments will include the construction of infrastructure improvements and utility extensions.



The Community Planning Association of Southwest Idaho (COMPASS) projects Caldwell will expand west to Farmway and south to Lake Lowell, and that such area will be developed as urban neighborhoods.



Geographic Factors:

The terrain in this area is rolling with agricultural fields and county subdivisions to the west and south, Lake Lowell providing a natural geographic boundary to the south, and urban development to the north and east. Some county subdivisions were left out of the impact area expansion in 2016 as property owners were opposed to being located within the City's area of impact area.

The east boundary lines up with the City of Nampa's impact area boundary.

The west boundary takes into consideration not only the ability to provide services, but the location of existing Municipal Services Agreement, and the location of land that exists within the incorporated areas of Caldwell.

The city's comprehensive plan provides for a $\frac{3}{4}$ mile wide "semi-rural/suburban" land use transition from county zoned parcels west of Wagner, to urban development. Within this transition, lower densities are required with the ability to utilize conservation area development to preserve agricultural land.

The area between Linden and Ustick, stretching from Wagner to the Lake has a mix of subdivisions with aging infrastructure that has resulted in some parcels requiring city services to be annexed into the city, leaving original subdivisions being partly in the city and partly in the county, such as Wood's Acreage, Hendrickson Sub., and Mitchell Acreage.

At Ustick Road, the west impact area boundary line jogs back from Wagner Road to Farmway Road, and although the city has two subdivisions annexed into the city and several Municipal Services Agreements (MSAs) that extend as far as Pecan Lane (**See Exhibit N**), the city is not proposing any increase in the boundary of their area of impact.

The city limits extend south to Smith Avenue, with a Municipal Services Agreement for a Property along Lone Star Road (the south impact area boundary line).

The City of Caldwell has planned for utilities and transportation as far out as Chicken Dinner Road as this aligned with the boundary of the Comprehensive Plan at the time. However, this year, the city updated their Comprehensive Plan and decreased their planning boundary by over 5,000 acres, pulling the planning boundary from Chicken Dinner Road back to Wagner, which now aligns with the area of impact boundary of Wagner (north of Ustick Road).

Transportation Infrastructure and Systems, Including Connectivity:

The Idaho Transportation Department (ITD) has started construction on State Highway 55 (SH-55) between Farmway Road and Middleton Road in Canyon County. This project will improve safety and capacity along SH-55 and address the current and future traffic needs along the corridor.

The project will widen SH-55 to four lanes with dedicated left and right turn lanes at major intersections, including wider shoulders, a separated 10 ft. bicycle and pedestrian pathway on the north and south sides of SH-55, and a pedestrian undercrossing east of 10th Avenue near Vallivue Middle School. In addition, a raised median will be installed from 10th Avenue to Middleton Road with right-in-right-out-left-in access at mid-mile intersections, along with a paved frontage road west of 10th Avenue on the north side of the highway, and upgrades to signal equipment at major intersections.

The city has planned for the development of:

- Bike lanes along forty-five arterial and collector roadways, including Lake Avenue.
- Detached pathways along Farmway Road, Ustick Road from Wagner to Midland Blvd, and other expressways and arterial roadways.
- Pathways along the Panther Pathway Corridor (along the Dixie Drain), Lake Lowell Corridor (which provides a connection between the Treasure Valley

Family YMCA, Lake Lowell and Deer Flat Wildlife Refuge), and the Cougar Pathway Corridor (running along the Caldwell Low Line Canal providing a connection to Lake Avenue).

- Regional bike routes along Orchard / Lake Lowell to Plum, connecting to the Sunnyslope wine region.
- Pathways along the Dixie/Yankee Drain connecting from Wagner Road to Moss Street and Hwy 55.

In addition to the many infrastructure improvements (i.e., curb, gutter, sidewalk, half street section improvements, streetlighting, asphalt, landscaping, pathways) that will take place within the next five (5) years, as a condition of land use entitlements, the city is expected to complete the street improvements as specified in **Exhibit O**.

Areas Where Municipal or Public Sewer and Water are Expected to be Provided within Five (5) Years:

With the recent subdivision and development approvals in this area, the City of Caldwell anticipates that water and sewer will be expanded as far west as Providence Lane (1/2 mile east of Wagner).

City water and sewer exist out to the southern boundary of Lone Star Road.

Developments with entitlements in this area will be required to extend utilities where necessary to serve their project and provide connections to surrounding properties.

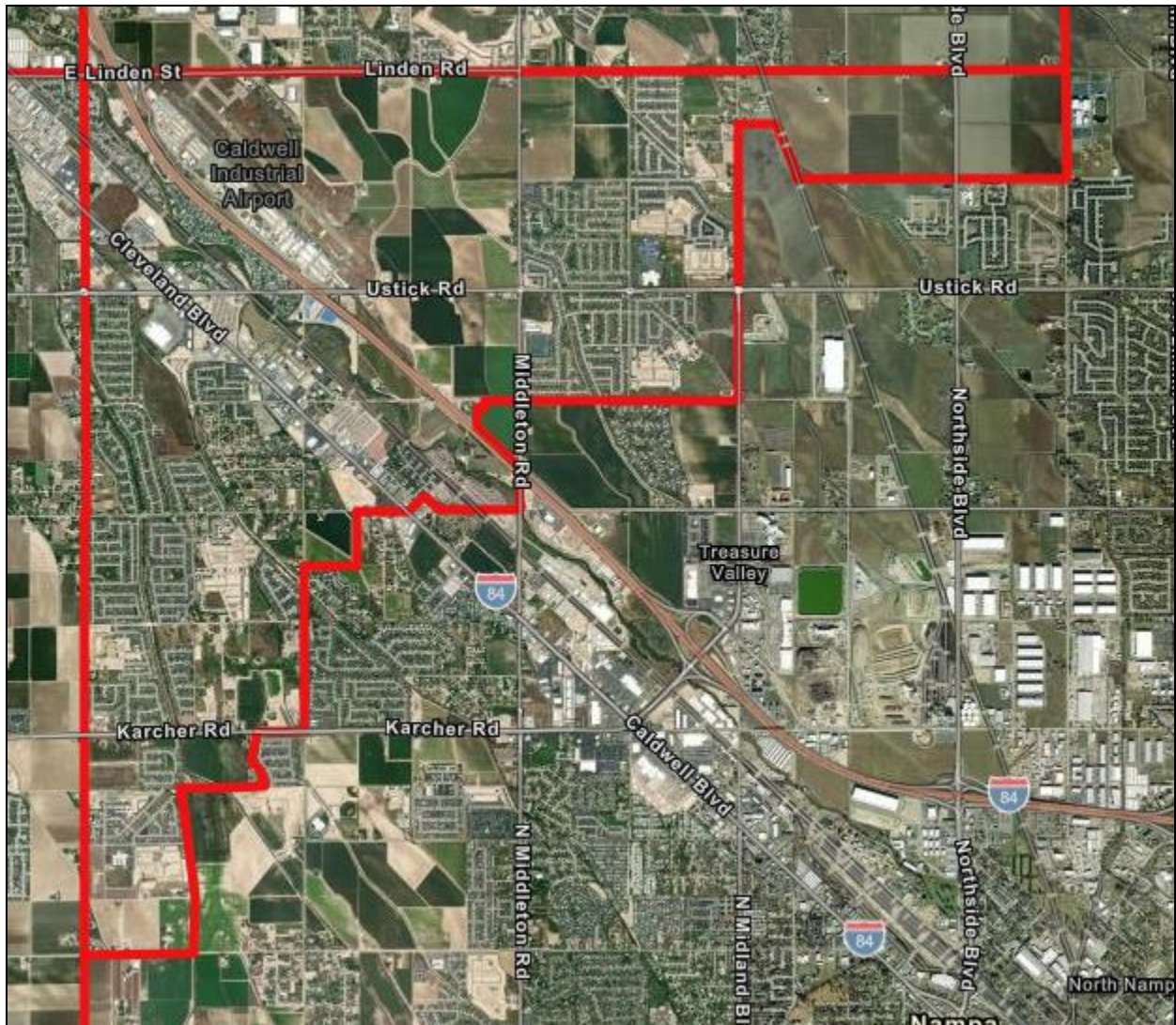
The city has capital improvement projects planned as identified in **Exhibit I, Exhibit L and Exhibit M**.

Public Service District Boundaries:

This area is served by Idaho Power, Intermountain Gas, and Lumen/Century Link, Nampa & Meridian Irrigation, Wilder Irrigation District, Caldwell Municipal Irrigation District, Pioneer Irrigation District, Caldwell School District, Vallivue School District, Nampa School District, Caldwell Fire District, Nampa Fire District,

SOUTHEAST SECTION:

The Southeast Section is located from Lake Avenue to Madison Road, and from Linden Road as far south as Orchard Avenue. The eastern boundary line in this area follows the boundary of Nampa's Impact Area.



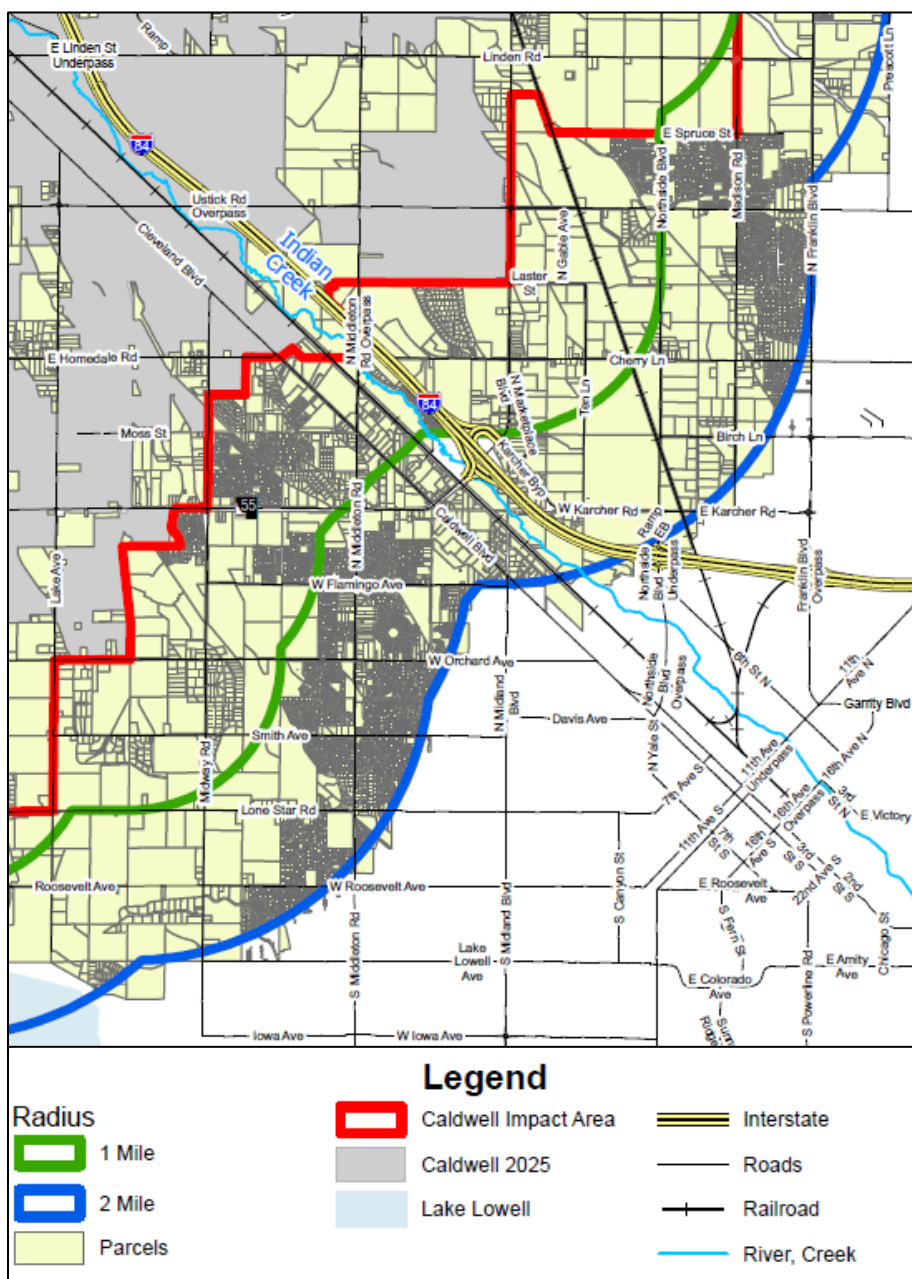
Distance from Existing City Limits:

The distance of the impact area boundary from city limits was analyzed for compliance with Idaho Code, as shown on the 2-mile radius buffer map provided in **Exhibit F**.

An enlarged snippet of this area is provided in the image to the right showing the impact area boundary (in red), the city limits (in grey), the 1-mile buffer (in green), and the 2-mile buffer (in blue).

The south impact area boundary line at Lone Star Road, and the east impact area boundary line, at its furthest point (Midland Blvd), extends less than 1-mile from city limits.

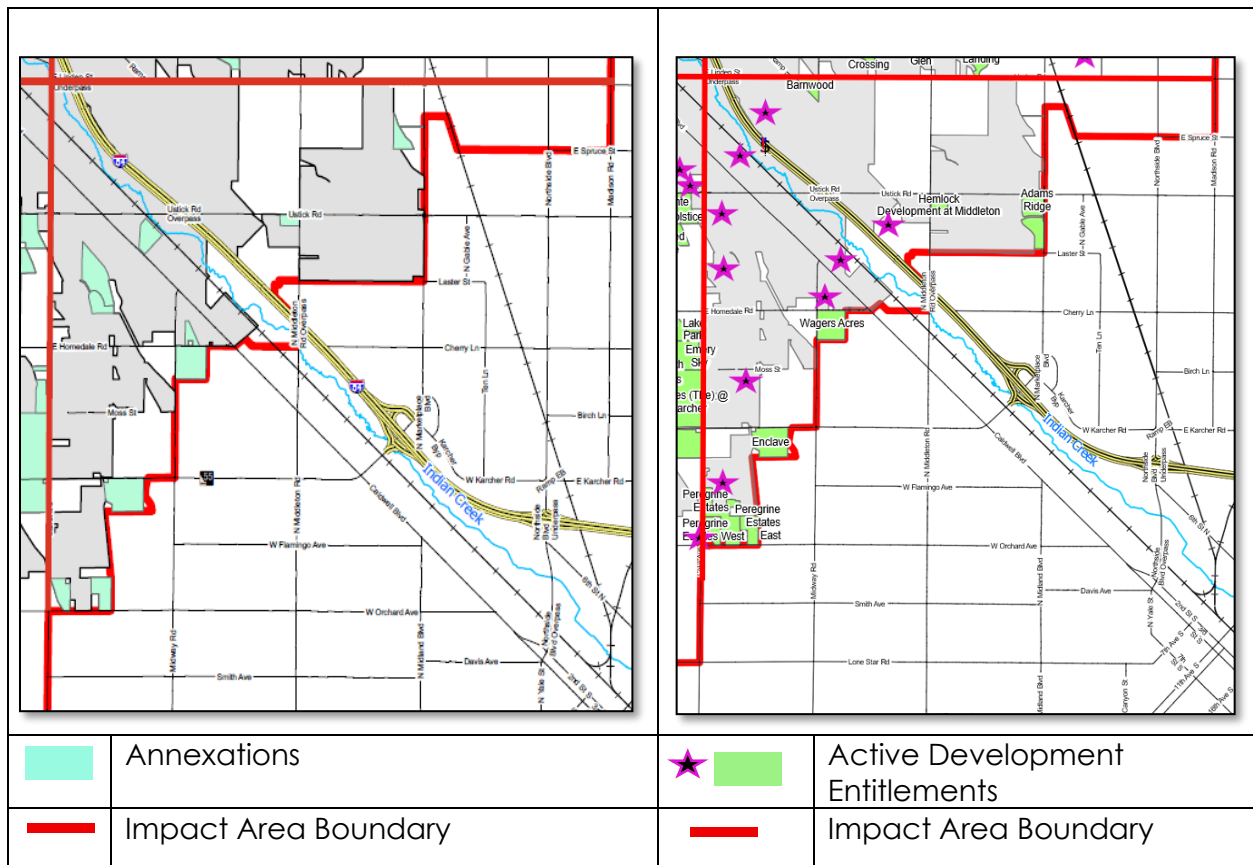
Thus, Caldwell's Impact Area boundary in the southeast section is in compliance with Idaho Code.



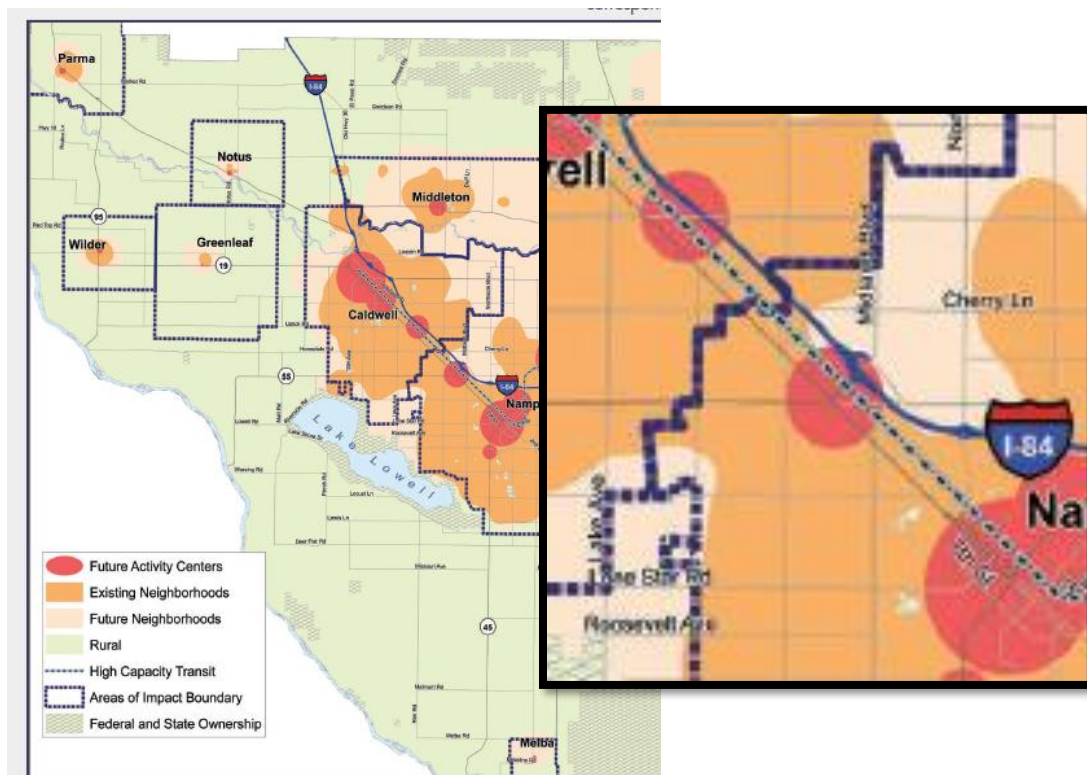
Anticipated Commercial and Residential Growth:

The city has annexed **over 200 acres** within this area over the past three (3) years. Most annexations have taken place in the area south of Ustick Road.

Most recent developments over the past few years have been focused on or near major roadways (Ustick, Homedale, Hwy 55/Karcher, Lake, and Orchard). The city anticipates growth will continue along Ustick Road and Karcher, and within the areas between Linden Road and Ustick Road.



The Community Planning Association of Southwest Idaho (COMPASS) projects Caldwell will expand east to the current impact area boundary and south to Lone Star Road, and that such area will be developed as urban neighborhoods.

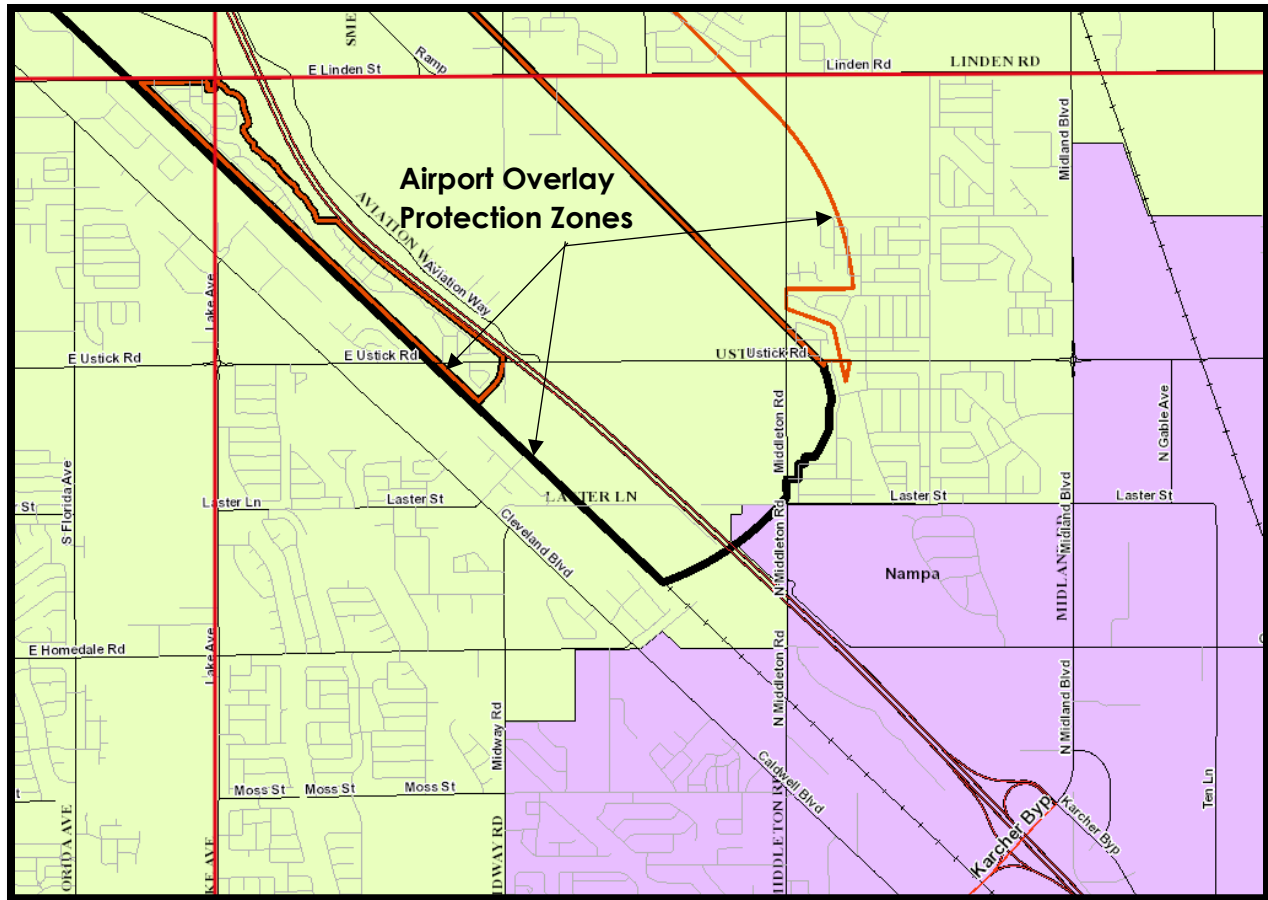


Geographic Factors:

This area encompasses a large majority of parcels that already exist within the municipal limits. The terrain in this area is flat but increases to higher elevations with rolling hills as it gets closer to Lake Lowell.

The location of the Upper Embankment Drain, and the Stone Lateral serves as the primary natural boundary between Nampa and Caldwell's impact areas, between Ustick and Karcher, with variation in the alignment to capture areas that are currently annexed into the city limits.

The boundary between Homedale takes into consideration the natural geography and location of the Caldwell Airport and the airport protection zone, extending the east boundary line to Midland Blvd.



Transportation Infrastructure and Systems, Including Connectivity:

The city has planned for the development of:

- Bike lanes along forty-five arterial and collector roadways, including Lake Avenue, Midland Blvd, and Madison Road.
- Detached pathways along Farmway Road, Middleton Road, and other expressways and arterial roadways.
- Pathways along Indian Creek Corridor (connecting Nampa to Caldwell) and along the North Nampa Corridor (along I-84 connecting Caldwell to the North side of Nampa).
- Pathways along the Wilson Drain and Elijah Drain connecting to Nampa; and pathways along the Moses Drain connecting Cleveland Blvd to Nampa.

In addition to the many infrastructure improvements (i.e., curb, gutter, sidewalk, half street section improvements, streetlighting, asphalt, landscaping, pathways) that will take place within the next five (5) years, as a condition of land use entitlements, the city is expected to widen Middleton Road to from 2 lanes to 5 lanes from Ustick Rd to Linden Rd, and complete the other street improvements as specified in **Exhibit O**.

Areas Where Municipal or Public Sewer and Water are Expected to be Provided within Five (5) Years:

City water and sewer services exist easterly to the Midland impact area boundary and south to the Lone Star Road impact area boundary.

The city has capital improvement projects planned as identified in **Exhibit I, Exhibit L and Exhibit M.**

Public Service District Boundaries:

This area is served by Idaho Power, Intermountain Gas, and Lumen/Century Link, Nampa & Meridian Irrigation, Caldwell Municipal Irrigation District, Pioneer Irrigation District, Caldwell School District, Vallivue School District, Caldwell Fire District, Nampa Fire District, Nampa Highway District #3, Canyon Highway District #4,

RESOURCE LINKS AND EXHIBITS

1. Caldwell Comprehensive Plan – Guiding Growth, Embracing Tomorrow

Adopted February 2025

Link: <https://www.cityofcaldwell.org/files/assets/city/v/2/planning-amp-zoning/documents/caldwell-comprehensive-plan.pdf>

The Caldwell Comprehensive Plan (Plan) is the City's primary policy document, intended to function as a roadmap for the City's future, guiding staff, elected and appointed officials, residents, and community stakeholders in decision-making for the long-term evolution and physical development of the city. The heart of the comprehensive plan is the community's vision and goals for itself. The goals and objectives are a direct expression of the desires of the community. The plan sets the stage for short- and long-term development regulations, ongoing decision-making, program funding, and capital investments. It also provides a basis for coordination among all of City of Caldwell's detailed plans, implementation programs, systems, and services. The Comprehensive Plan provides guidance for decisions affecting growth and annexation, the use and development of land, transportation systems, and the expansion of public facilities and services. The policy recommendations and maps contained in the Plan are interrelated and, in most cases, should not be used independently from one another.

2. 2040 Bicycle and Pedestrian Master Plan

Adopted April 2017

Link: <https://www.cityofcaldwell.org/files/assets/city/v/1/planning-amp-zoning/documents/2040-bicycle-and-pedestrian-master-plan-approved.pdf>

The primary goal of the City of Caldwell Bicycle and Pedestrian Master Plan is to provide enhancements to the City's transportation system by creating a comprehensive non-motorized transportation plan that is based on the principles of continuity and minimal public economic impact while maximizing public accessibility and efficiency through pathway improvements, roadway enhancements, and connectivity to popular destinations.

3. Caldwell Pathways and Bicycle Routes Master Plan

Adopted November 2020

Link: <https://www.cityofcaldwell.org/files/assets/city/v/1/planning-amp-zoning/documents/2020-pathways-and-bike-routes-master-plan.pdf>

The Caldwell Pathways and Bicycle Routes Plan was adopted to be supplementary to the 2040 Bicycle and Pedestrian Master Plan adopted in April of 2017. This plan adds features such as a menu of bicycle facility types; pedestrian design and policy treatments based on land use; short- and long-term projects; and development policies

that guide growth to accommodate the needs of people who walk and bike. The plan also documents and adopts a set of more recent design guidelines, treatments, and concepts for facilities for people who walk and bike.

4. Middleton Road Corridor Plan

Adopted October 2016

The Middleton Road Corridor Plan provides a long-term vision for Middleton Road from State Highway 44 in Middleton to Ustick Road in Caldwell. This plan was developed through collaboration with the City of Middleton, Canyon Highway District #4 (CHD4), and the City of Caldwell.

Link:

<https://www.cityofcaldwell.org/files/assets/city/v/1/engineering/documents/middleton-road-corridor-plan.pdf>

5. Caldwell Transportation Master Plan

Adopted October 2023

Link:

<https://www.cityofcaldwell.org/files/assets/city/v/1/engineering/documents/caldwell-area-transportation-system-plan.pdf>

The Caldwell Area Transportation System (CATS) Master Plan is a long-range transportation planning resource for the Caldwell area. The purpose of the CATS Plan is to provide a long-range framework for implementing and prioritizing transportation projects. The plan assesses existing conditions (year 2021), elements related to roadway facilities, land-use, safety, active transportation, traffic volumes, and traffic operations within the study area. The plan also evaluates future conditions (year 2050) for land-use, traffic volumes, and traffic operations.

The intent of the Plan is to create a tool that local agencies and other regional stakeholders may use to inform land-use and transportation decisions. The Plan will include a list of projects that aim to improve the transportation system for all roadway users and to help meet the goals and objectives defined in the Plan. The Plan will also help the community proactively plan for the effects of anticipated growth. The projects identified in the Plan allowed for the creation of a Capital Improvements Plan and Traffic Impact Fee Program.

6. Transportation Capital Improvement Plan

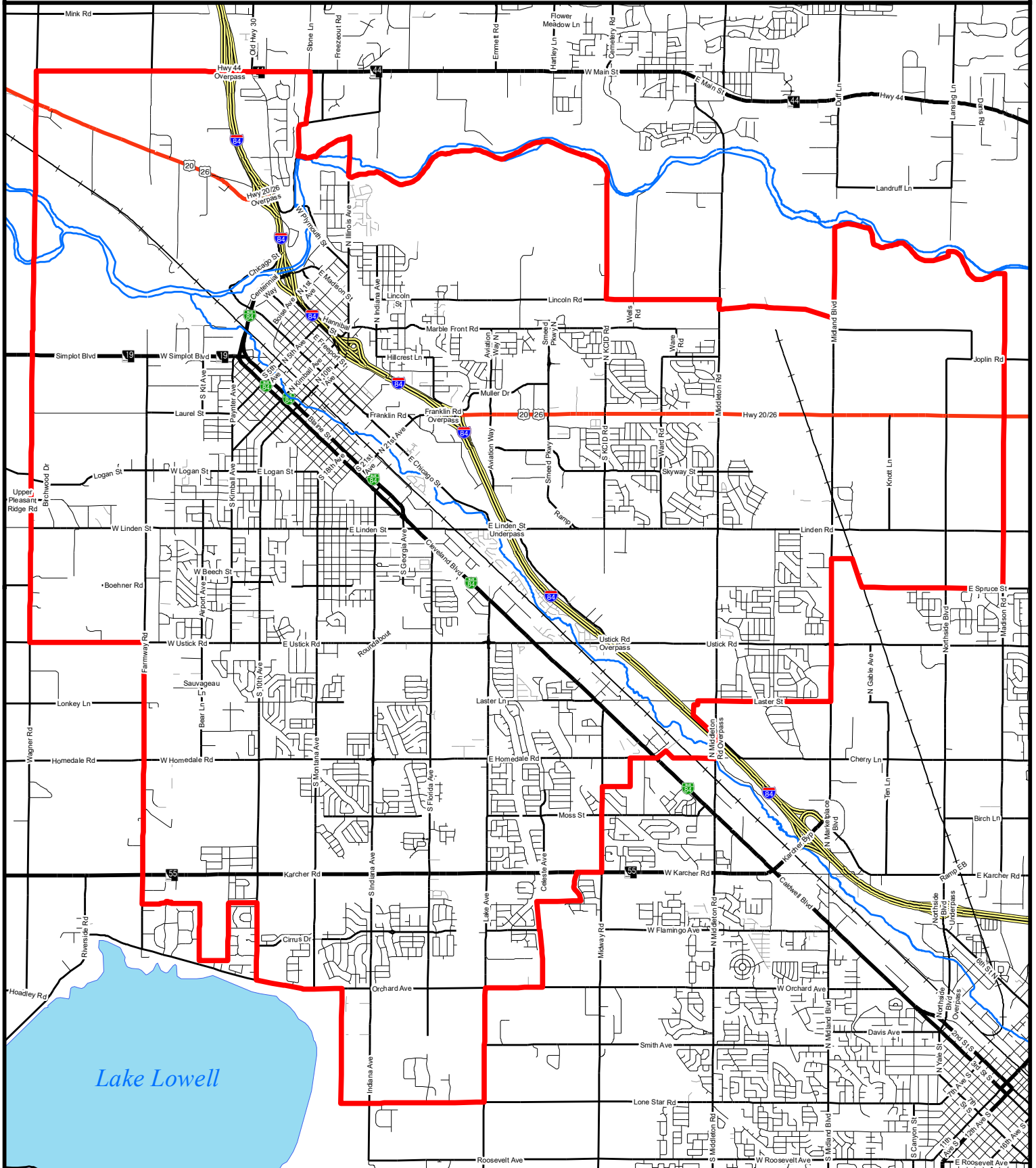
Adopted December 2024

Link:

<https://www.cityofcaldwell.org/files/assets/city/v/1/engineering/documents/caldwell-area-capital-improvements-plan-traffic-impact-fee-program.pdf>

The City of Caldwell and Highway District #4 prepared the Caldwell Area Capital Improvements Plan, known as the CATS 2041 CIP, to identify, plan and prioritize transportation projects through the year 2041.

EXHIBIT A - Caldwell Impact Area



City
of
Caldwell

Impact Area
— Boise River

Legend

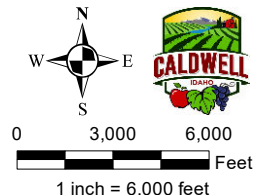
Road Type

Interstate
 US Hwy
 State Hwy

Major Road
 Local Road
 Private
 Rail

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JAROM WAGONER
Mayor

208.455.3011
(f) 208.455.3003

City Hall
205 South 6th Ave.
Caldwell, Idaho 83605

Post Office Box
P.O. Box 1179
Caldwell, Idaho 83606

For a list of the City
Council members, visit:
Website
www.cityofcaldwell.org

CITY OF
Caldwell, Idaho

Exhibit A-1

July 28, 2025

Canyon County
Attn: Michelle Barron
Email: Michelle.Barron@canyoncounty.id.gov

Dear Michelle,

This letter is to serve as the Letter of Intent from the City of Caldwell for the Area of City Impact. Caldwell is not proposing any changes to their current Area of City Impact and would be asking to keep the current AOI.

In accordance with Idaho Code 67-6526, the city has reviewed their current AOI and has confirmed the following:

1. The City of Caldwell's current AOI is reflective of the areas where growth and development is currently happening and where growth and development is expected to continue over the next 5 years.
2. The boundaries of the current AOI does not exceed 2 miles outside of Caldwell city limits.
3. The City of Caldwell has master plans in place and adopted for sewer, water, irrigation, transportation, and connectivity that encompasses all of the current AOI area. Several developments have annexed into the city within the AOI and are currently or expected to extend sewer and water infrastructure into the area over the next 3-5 years. Therefore, development patterns and the location and availability of services indicate the area could reasonably become a part of the city.
4. The city has worked with City of Nampa and City of Middleton, and the cities do not have any current or proposed Area of City Impact that overlap.
5. The city has looked at the trade area where the City of Caldwell draws customers from and has confirmed that the current AOI is within a distance that meets this requirement. The city also looked at existing developments within the current AOI, and developments or parcels that are currently using roads and utilities and where the city can provide city services.

"The Treasure of the Valley"

7. The city has reviewed geographic factors to help confirm the boundaries for the AOI. In determining the city's AOI boundary, the city considered the following factors:
- a. The City of Caldwell's Urban Renewal District boundary;
 - b. The City of Middleton's AOI;
 - c. The location of the Boise River;
 - d. Natural features to provide logical boundaries like waterways, buildings, and roadways;
 - e. Existing development, which includes the examination of type of land use, clusters of development, neighborhoods or districts, trade area, and use of city facilities such as roads and utilities;
 - f. Existing annexations into city limits;
- a. Proposed land use entitlements where development will occur in the next 3-5 years;
 - b. Natural and man-made geographical features to provide logical boundaries like waterways, buildings, subdivisions, service areas, utility system, proximity to populated areas, zoning and roadways;
 - c. Areas that can reasonably be expected to be annexed into the city in the near future; and
 - d. The City of Nampa's AOI.

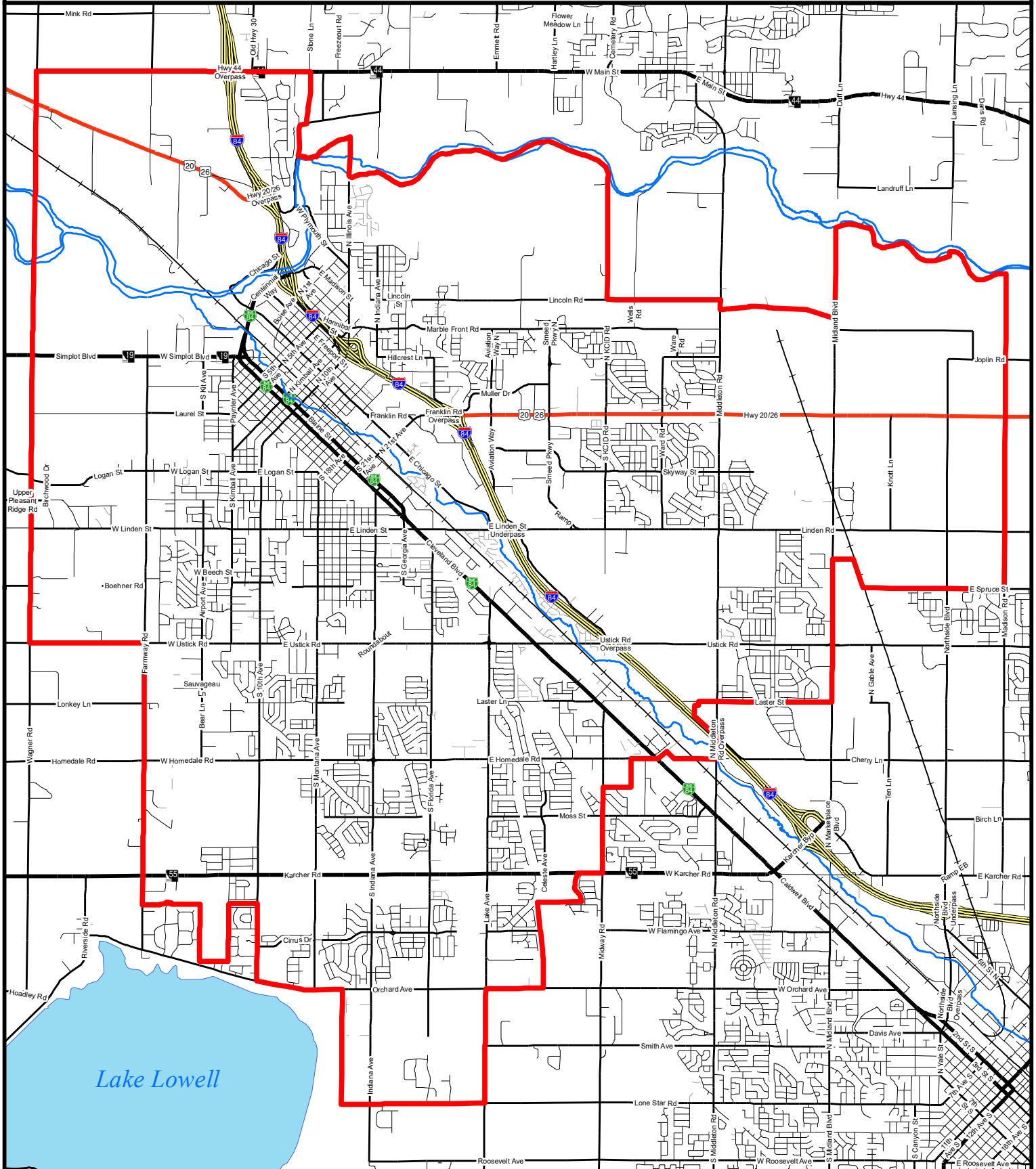
Attached please find a draft map of the City of Caldwell's Area of City Impact.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin Collins", with a stylized flourish at the end.

Robin Collins, PCED CBO
Community Development Director
City of Caldwell

Caldwell Impact Area



City
of
Caldwell

Impact Area
Boise River

Legend

Road Type

Interstate
US Hwy
State Hwy

Major Road
Local Road
Private
Rail

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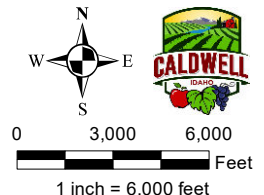


EXHIBIT B

Impact Area Addition

City of Caldwell

Legend

-  Impact Area
-  Impact Area Addition
-  City Limits
-  Streets
-  Railroad
-  River, Creek

Highway Symbols

-  Interstate 84
-  US Hwy 20
-  US Hwy 26
-  State Hwy 19
-  State Hwy 44
-  State Hwy 55

0 0.65 1.3
Miles
1 inch equals 1.3 miles



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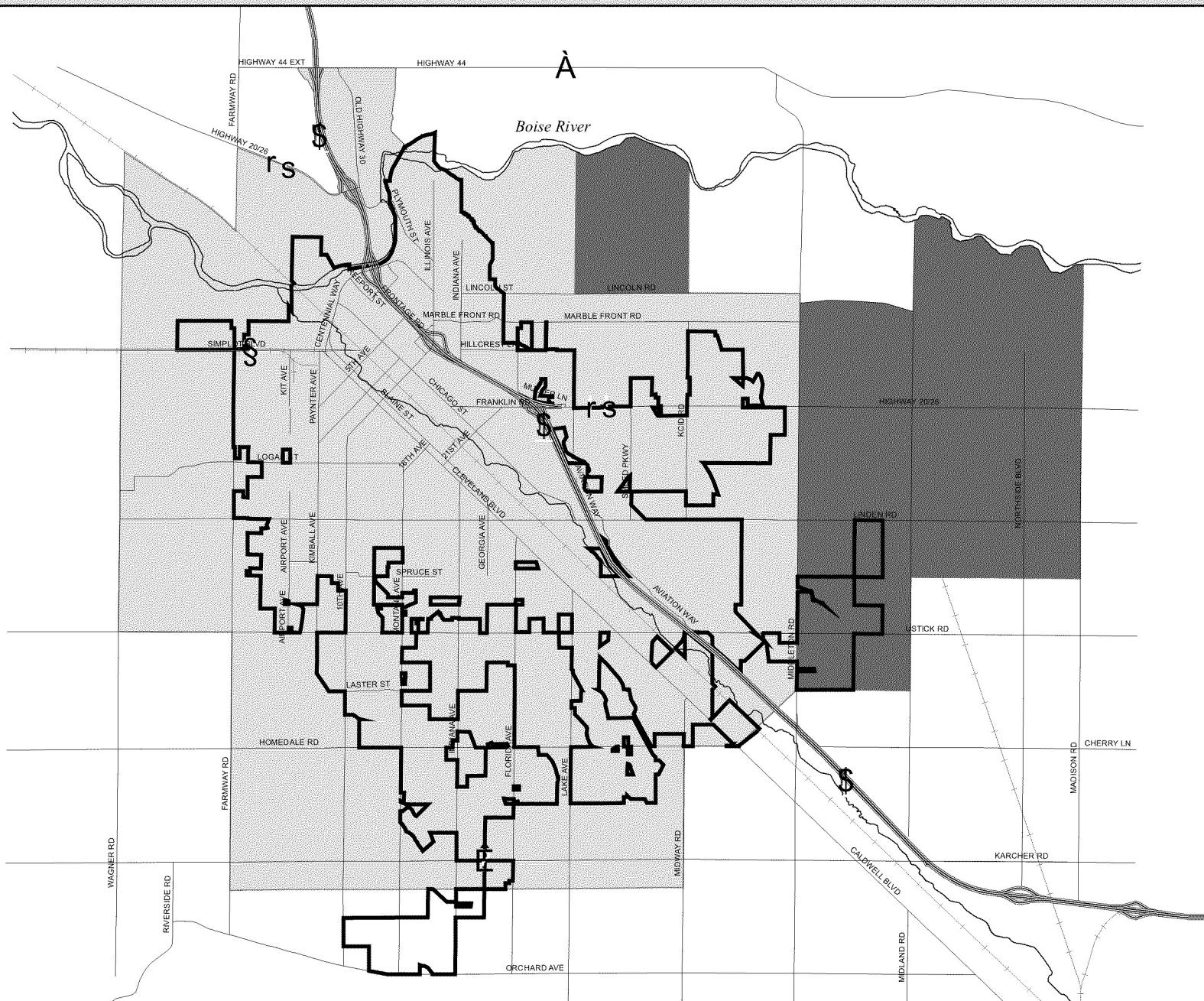


EXHIBIT C

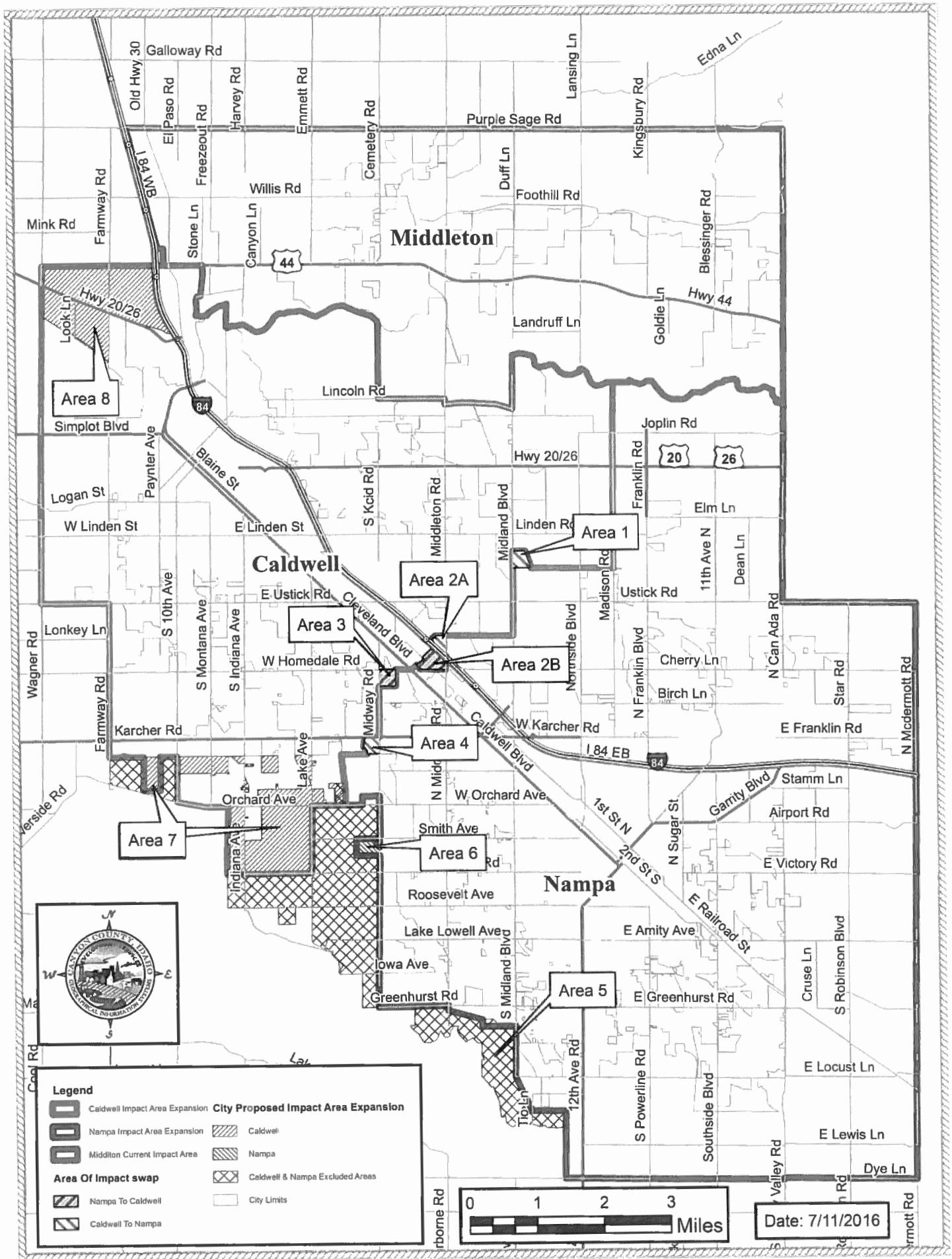
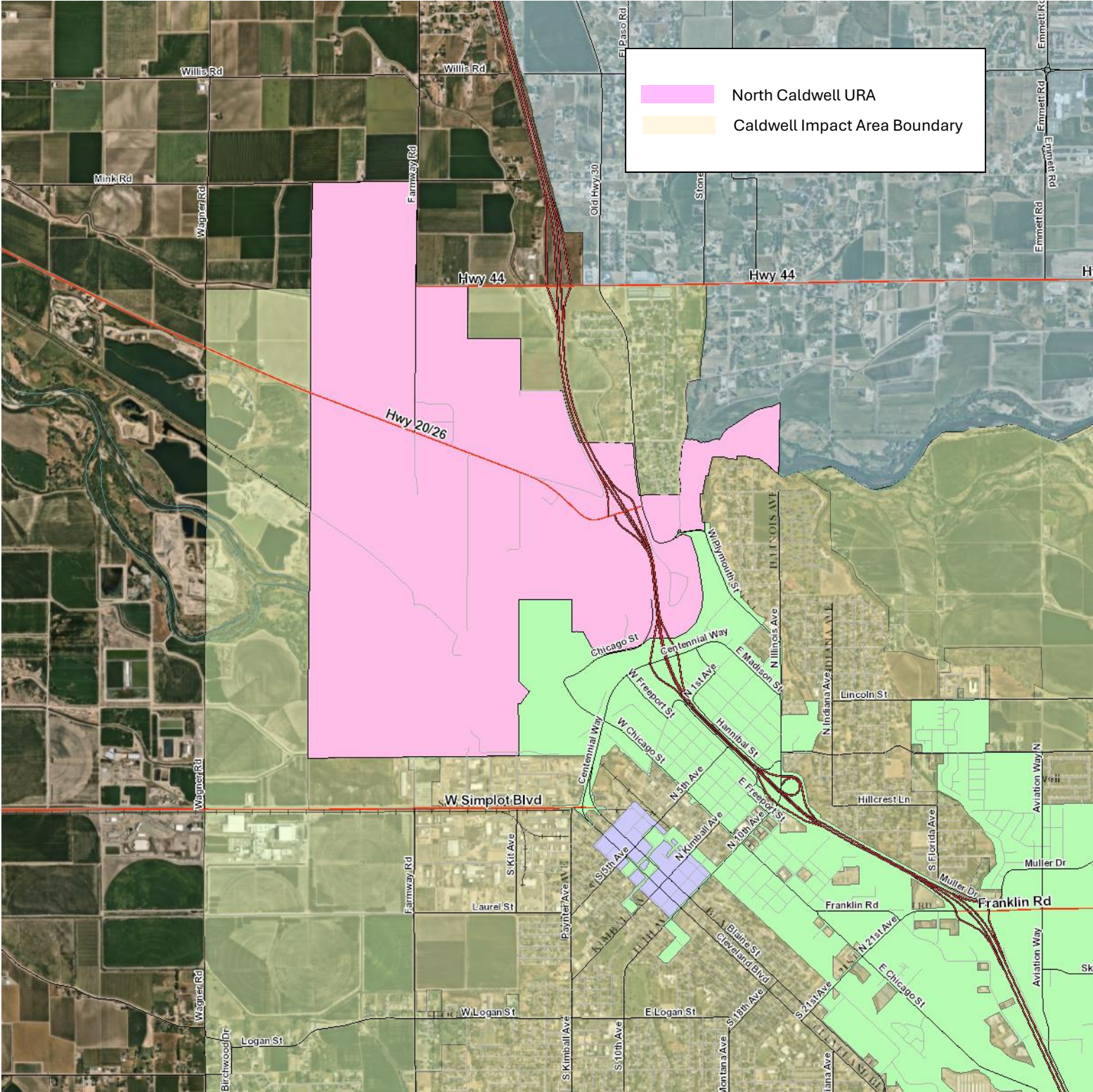
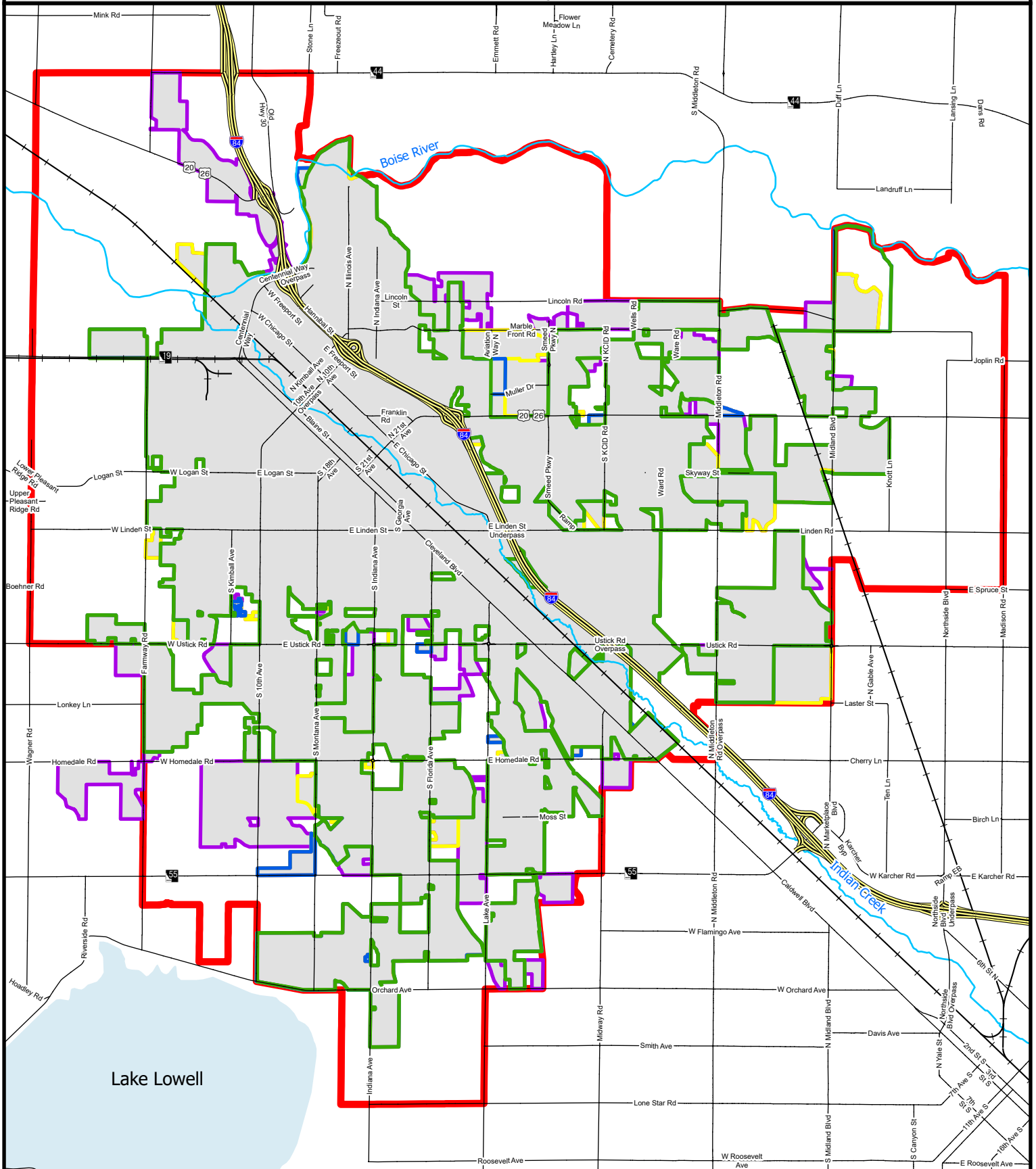


EXHIBIT D – Caldwell Urban Renewal Area





City
of
Caldwell

- Caldwell 2010
- Caldwell 2015
- Caldwell 2020
- Caldwell 2025

Legend

- Caldwell Impact Area
- Lake Lowell

- Interstate
- Roads
- Railroad
- River, Creek

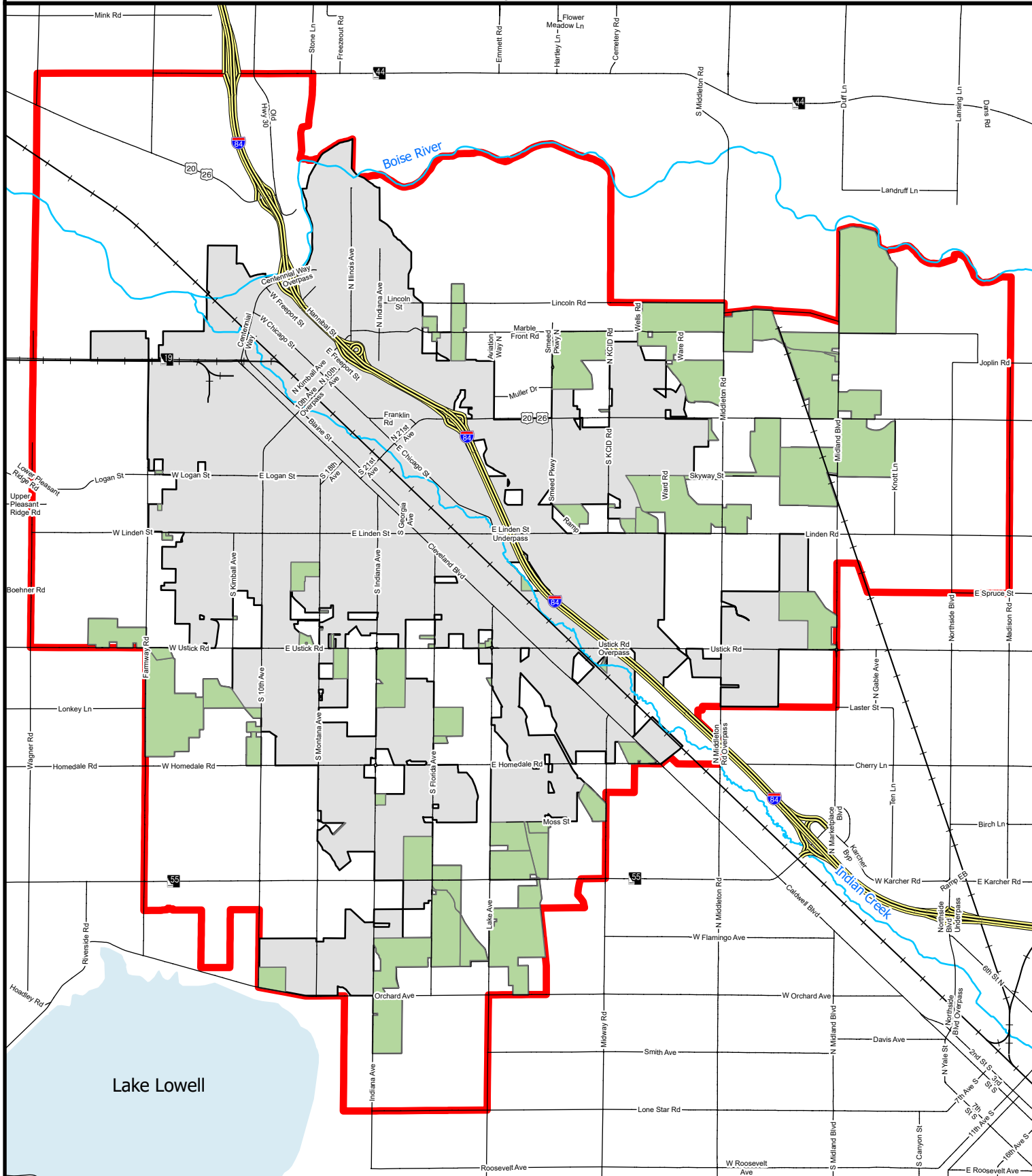
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0 3,000 6,000
1 inch = 6,000 feet

Caldwell City Limits - 2010



City
of
Caldwell

Legend

- Caldwell 2010
- Annexations
- Caldwell Impact Area
- Lake Lowell
- Interstate
- Roads
- +

+

 Railroad
- River, Creek

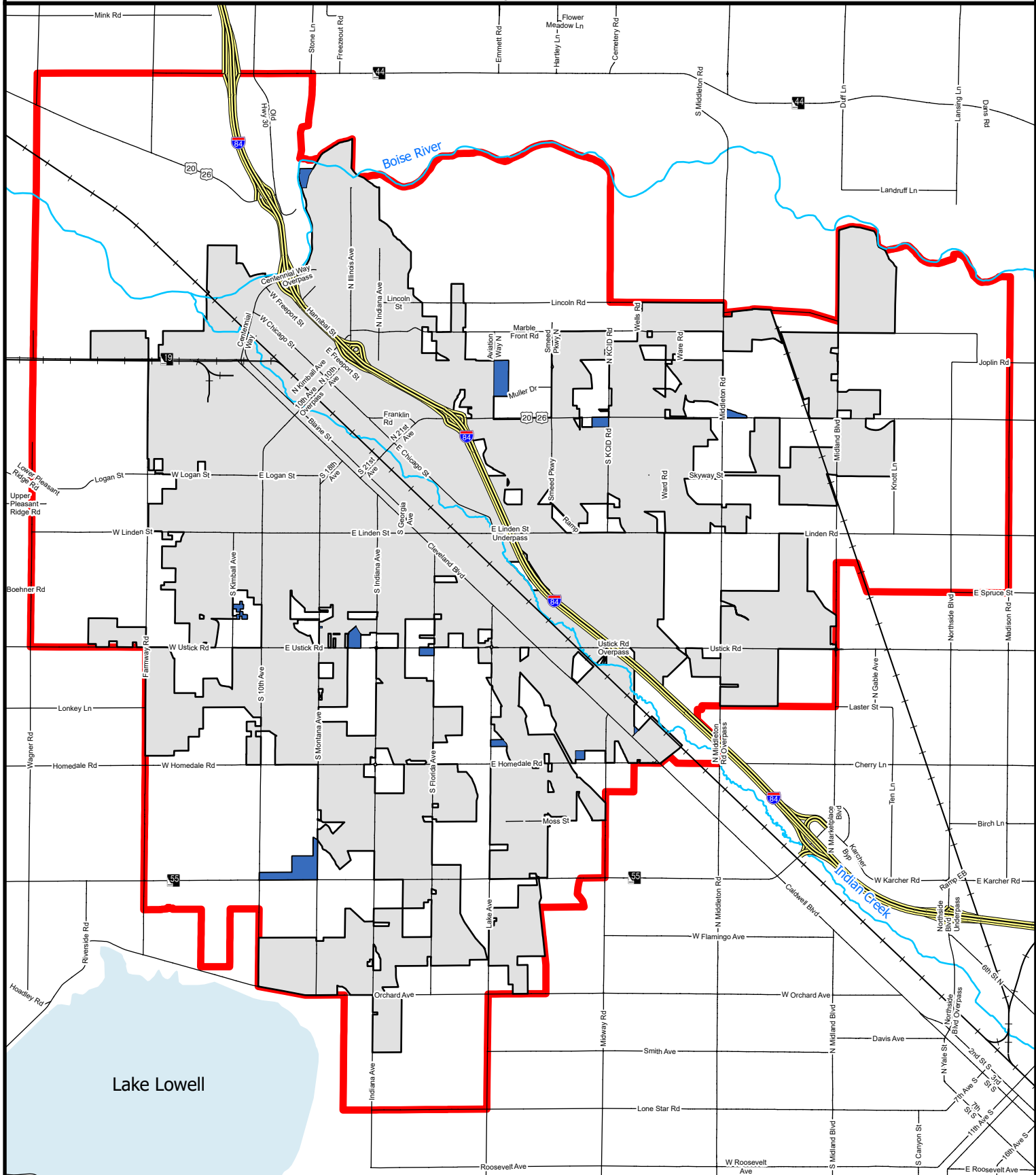
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0 3,000 6,000
Feet
1 inch = 6,000 feet

Caldwell City Limits - 2015

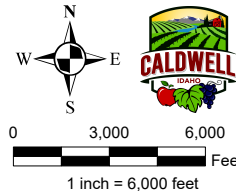


City
of
Caldwell

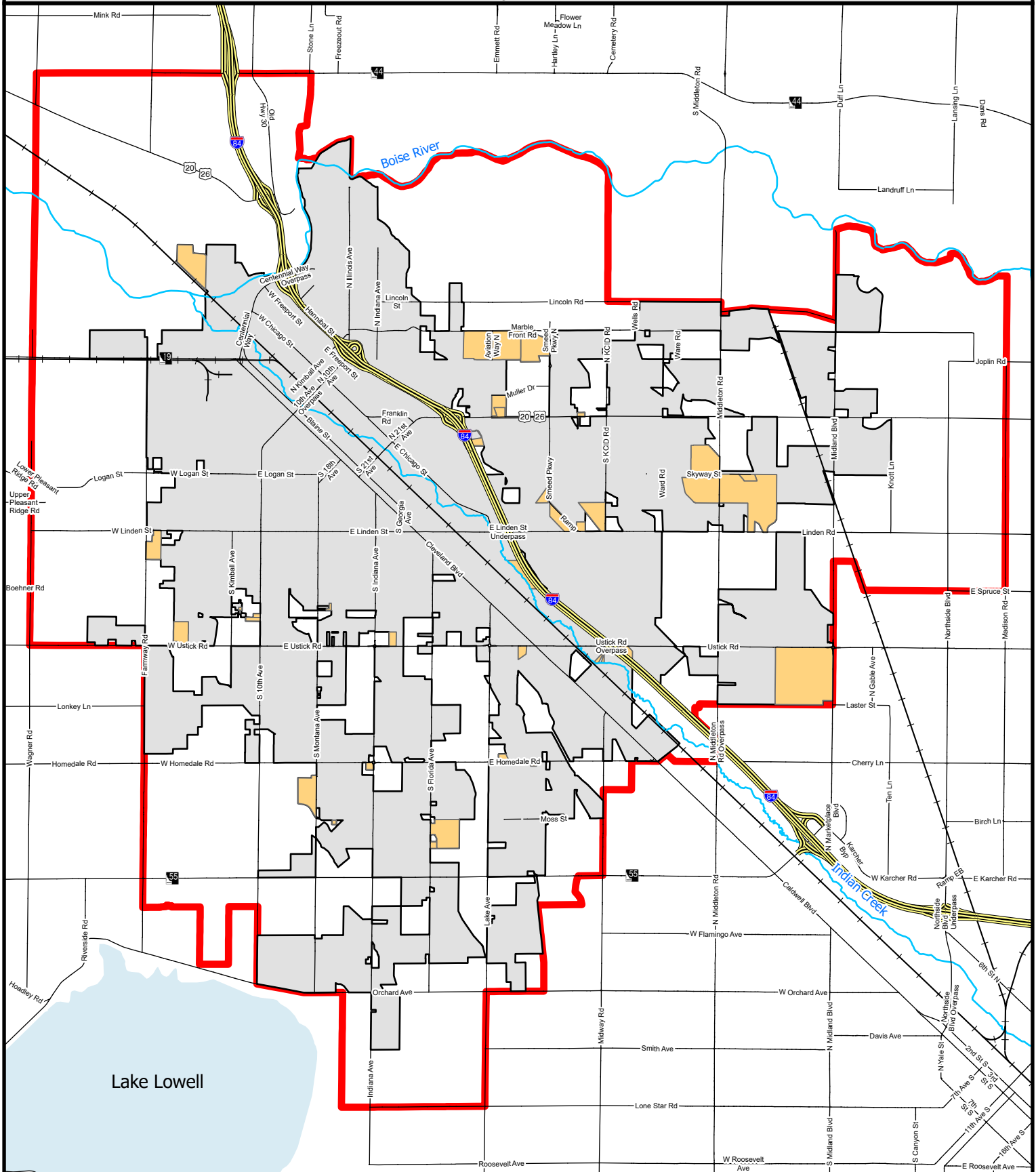
Legend

- Caldwell 2015
- Annexations
- Caldwell Impact Area
- Lake Lowell
- Interstate
- Roads
- Railroad
- River, Creek

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Caldwell City Limits - 2020

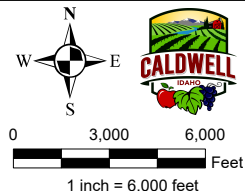


City
of
Caldwell

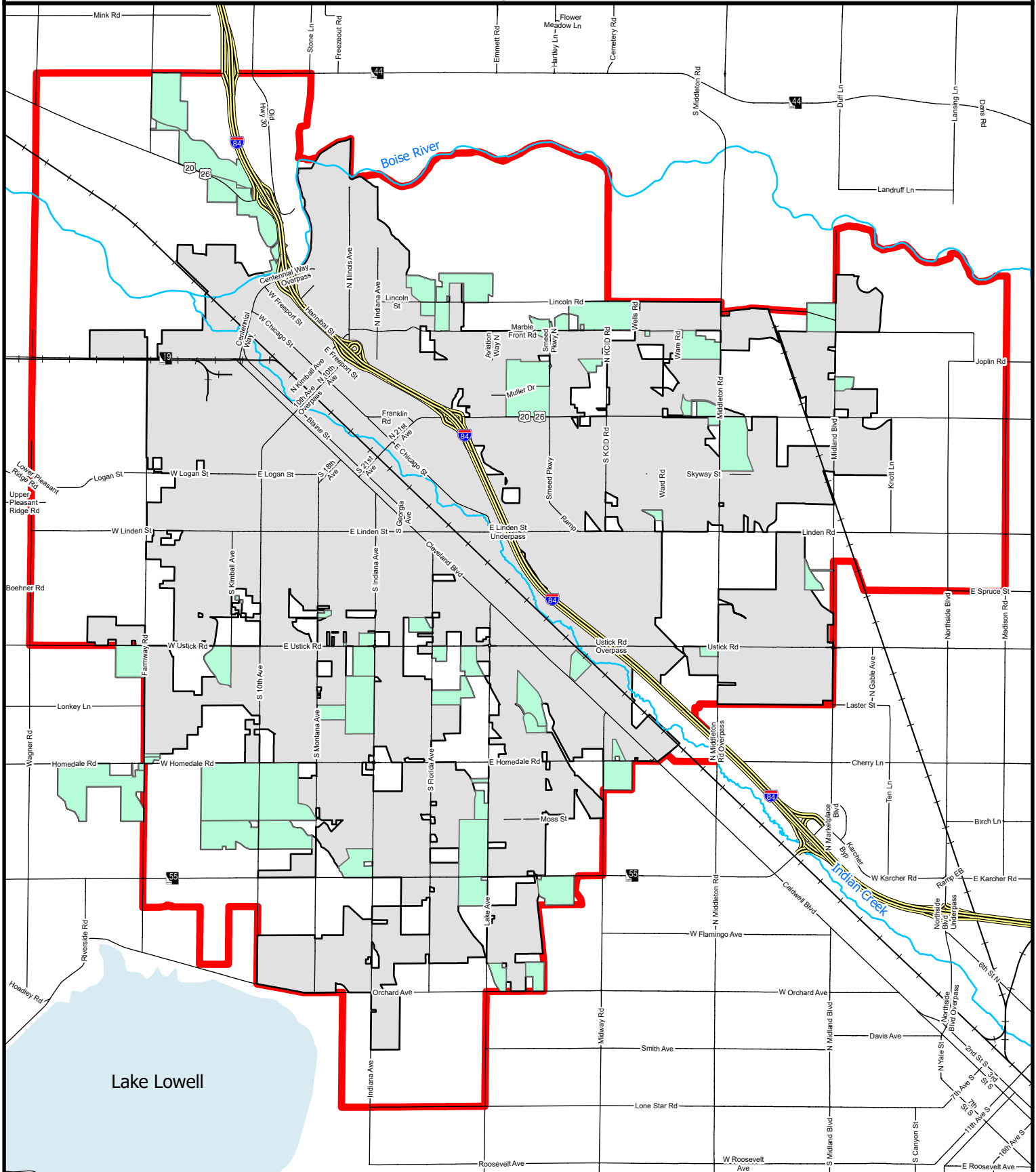
Legend

- Caldwell 2020
- Annexations
- Caldwell Impact Area
- Lake Lowell
- Interstate
- Roads
- Railroad
- River, Creek

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Caldwell City Limits - 2025

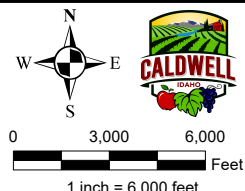


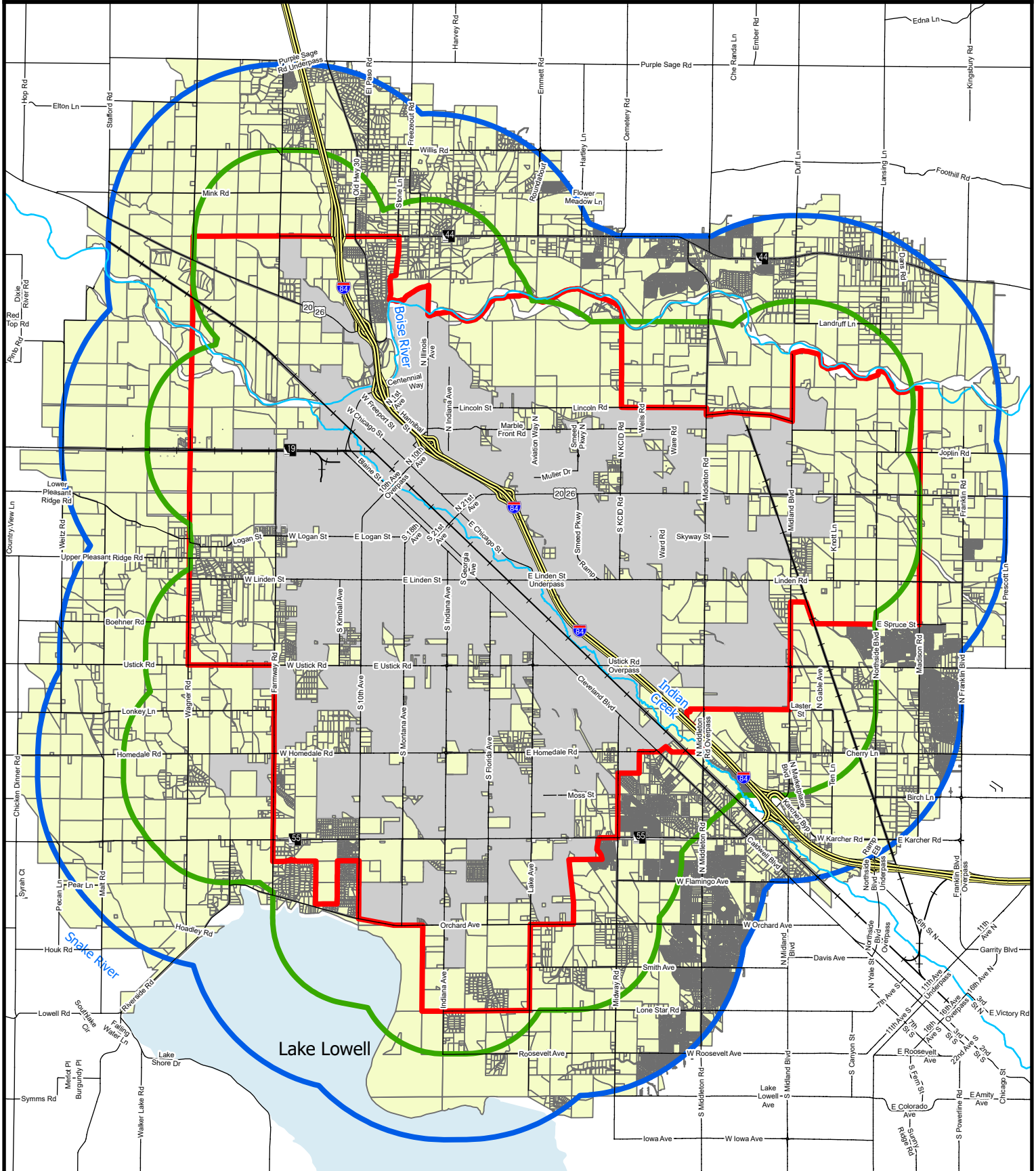
City
of
Caldwell

Legend

- Caldwell 2025
- Annexations
- Caldwell Impact Area
- Lake Lowell
- Interstate
- Roads
- Railroad
- River, Creek

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City
of
Caldwell

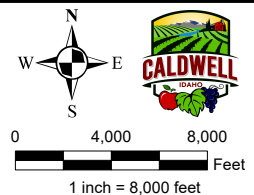
Radius
1 Mile
2 Mile
Parcels

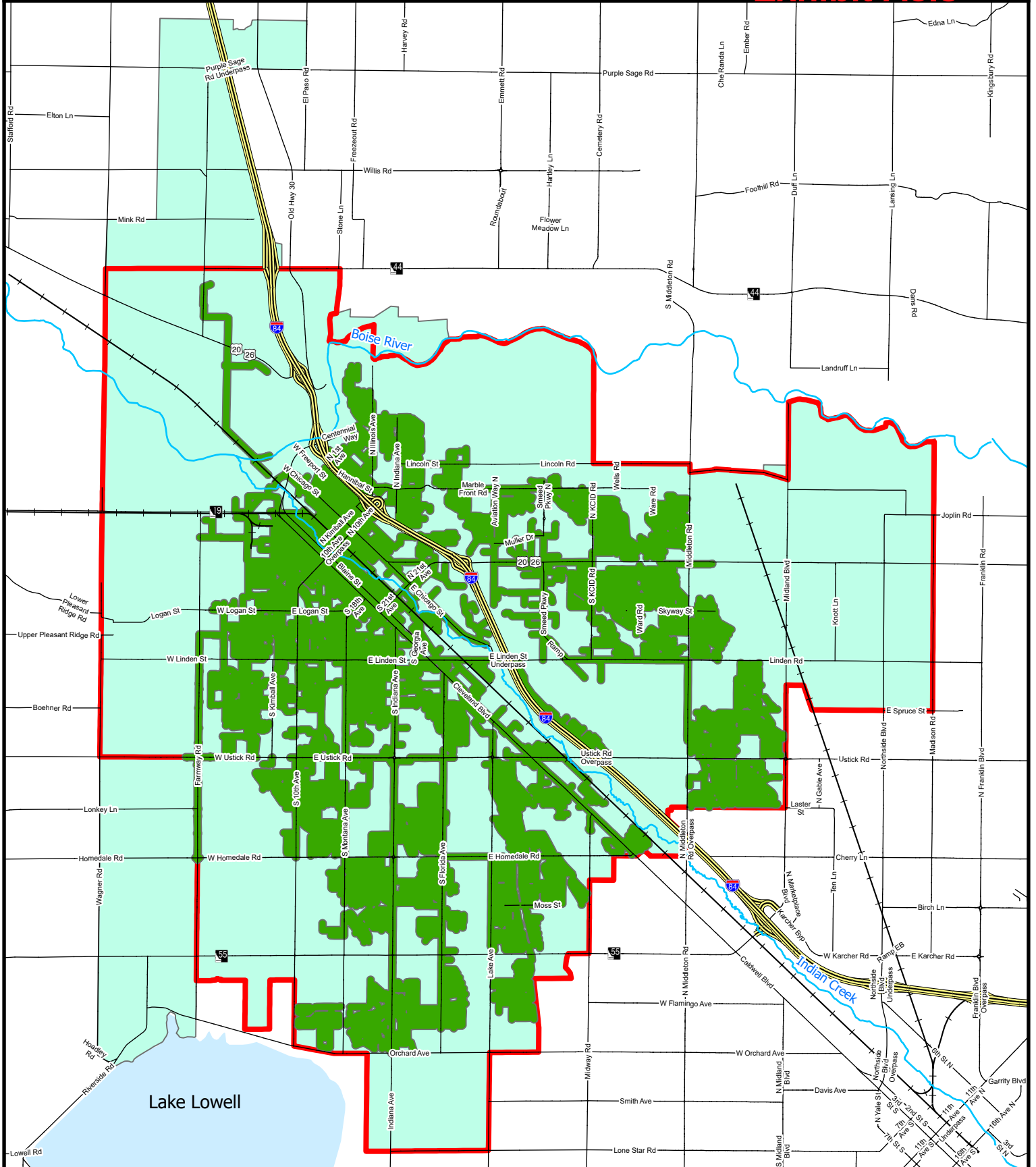
Legend

- Caldwell Impact Area
- Caldwell 2025
- Lake Lowell
- Interstate
- Roads
- Railroad
- River, Creek

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City
of
Caldwell

Legend

- Existing Sewer Limits
- Caldwell Impact Area
- Landuse Planning Area
- Lake Lowell

- Interstate
- Roads
- Railroad
- River, Creek

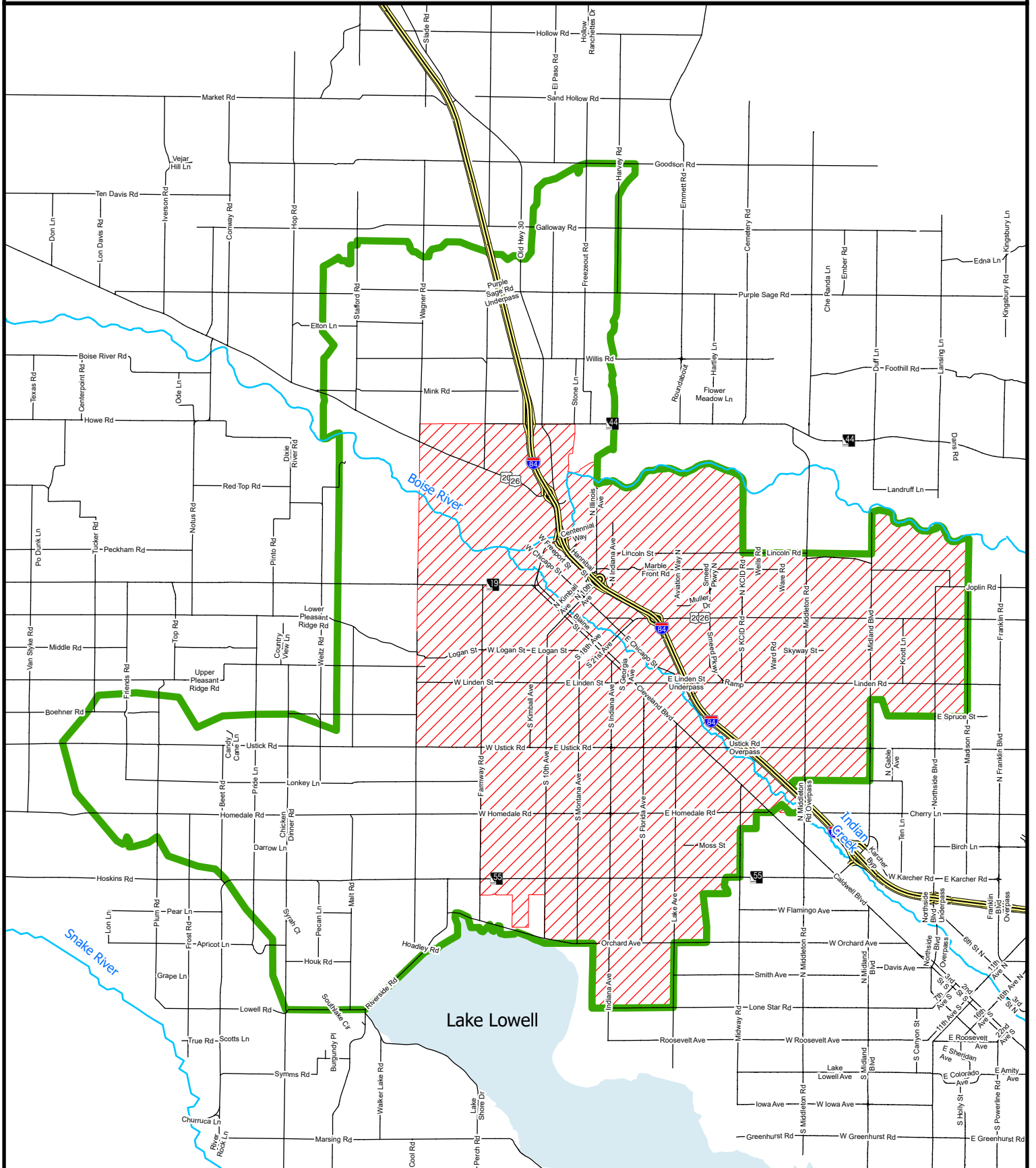
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0 3,500 7,000
Feet
1 inch = 7,000 feet

EXHIBIT H - Sewer Master Plan Boundary



City of Caldwell

 Sewer Master Plan Area

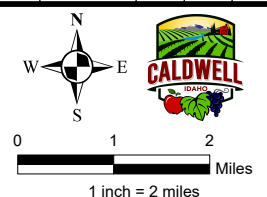
 Caldwell Impact Area

 Lake Lowell

 River, Creek

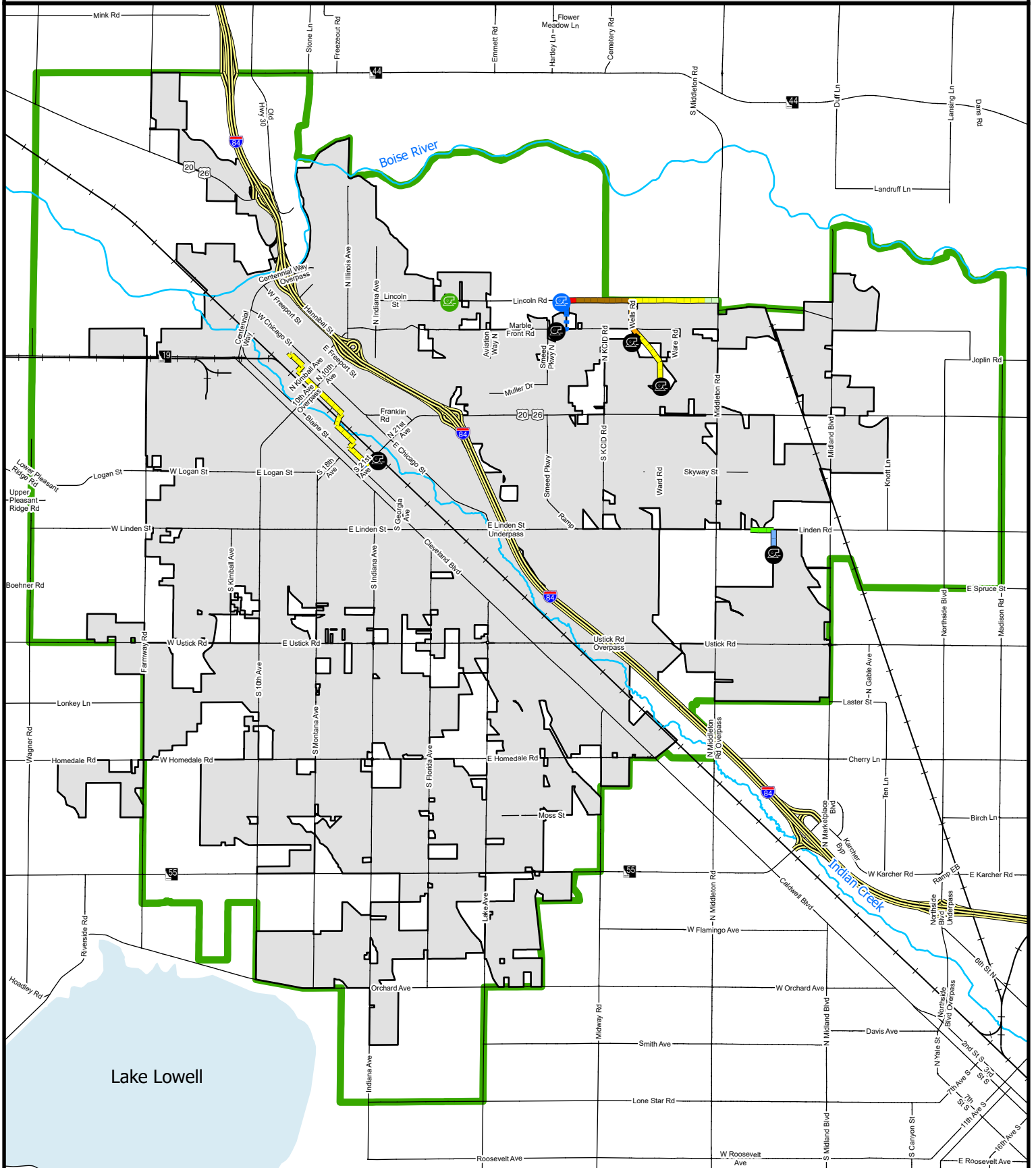
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Print Date: 25 Aug 2025

Exhibit I -2025-2030 CIP (Sewer)



**City
of
Caldwell**

**CIP (Gravity
Sewer)**

18-inch
12-inch
10-inch
8-inch

Legend
Lift Stations
2025
Existing
MasterPlan

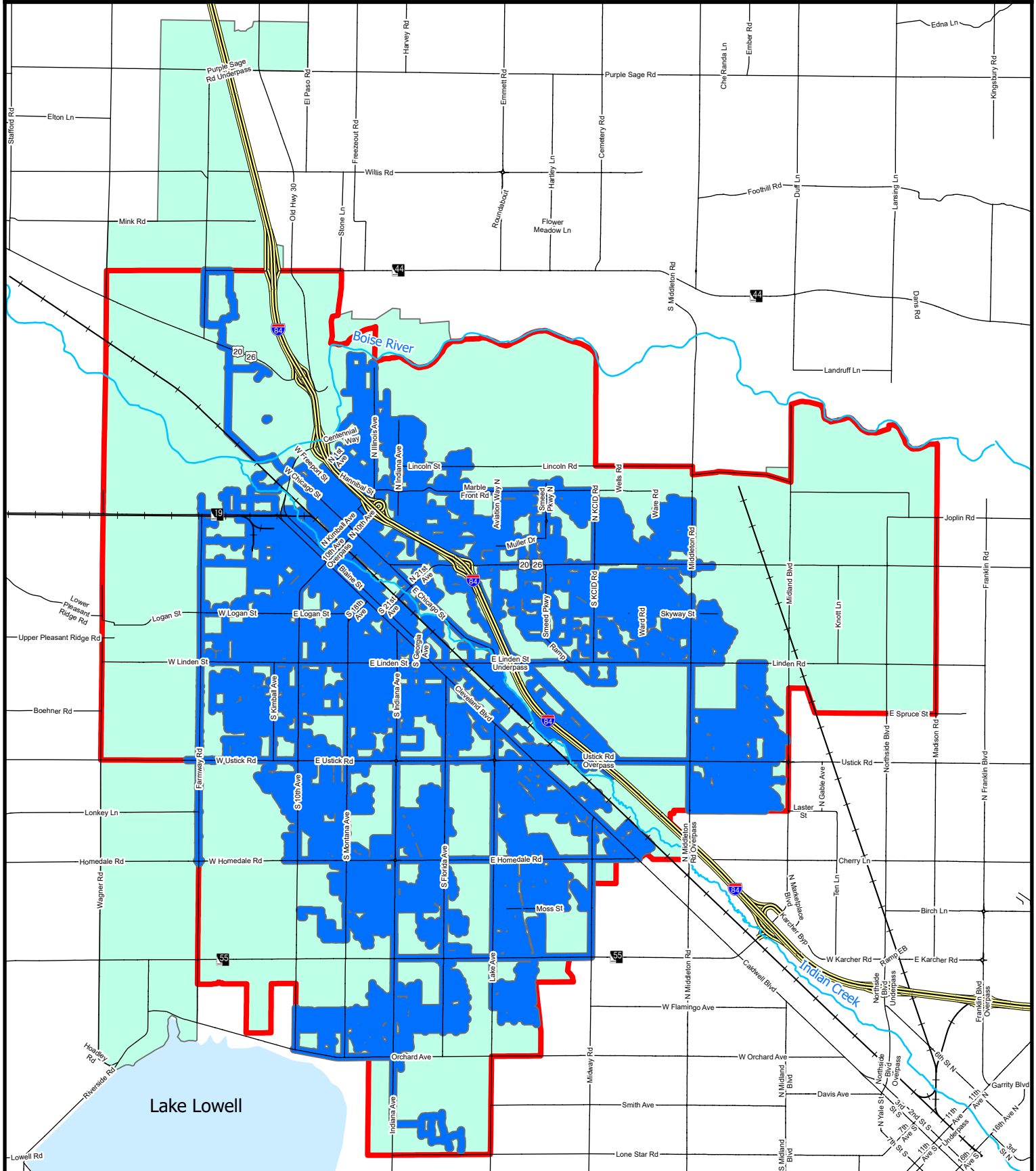
Caldwell
Caldwell Impact Area
Lake Lowell

Interstate
Roads
Railroad
River, Creek

DISCLAIMER
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Scale
0 3,000 6,000
1 inch = 6,000 feet

Exhibit J - Limits of Existing Water System Exhibit A5.4



**City
of
Caldwell**

Legend

- Existing Water Limits
- Caldwell Impact Area
- Landuse Planning Area
- Lake Lowell
- River, Creek
- Interstate
- Roads
- Railroad

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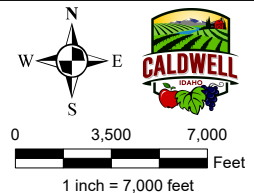
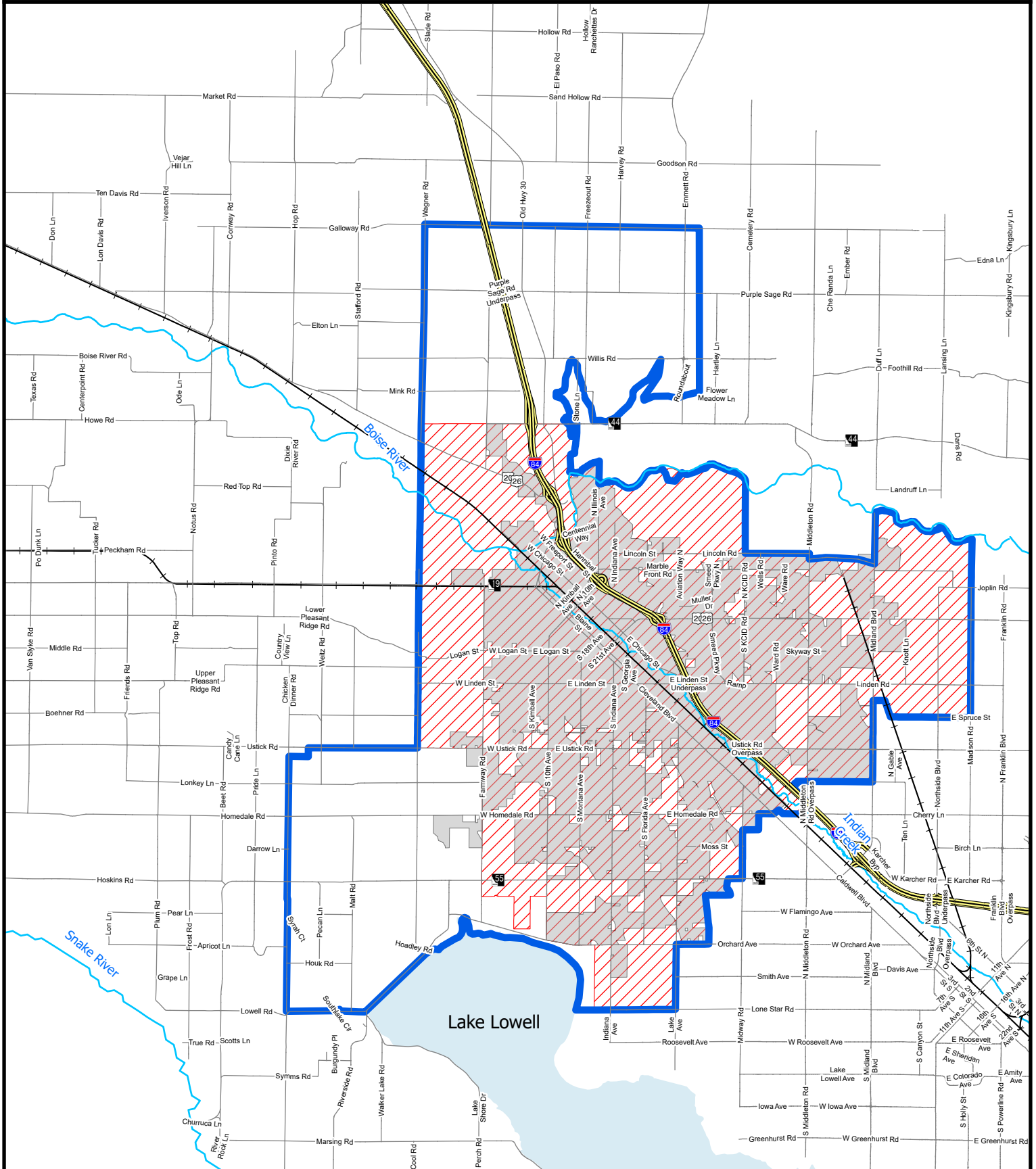


Exhibit K- Water Master Plan Boundary



**City
of
Caldwell**

Legend

- WaterMPBndry
- Caldwell Impact Area
- Caldwell
- Lake Lowell

- Interstate
- Roads
- Railroad
- River, Creek

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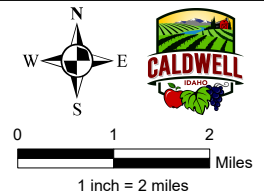
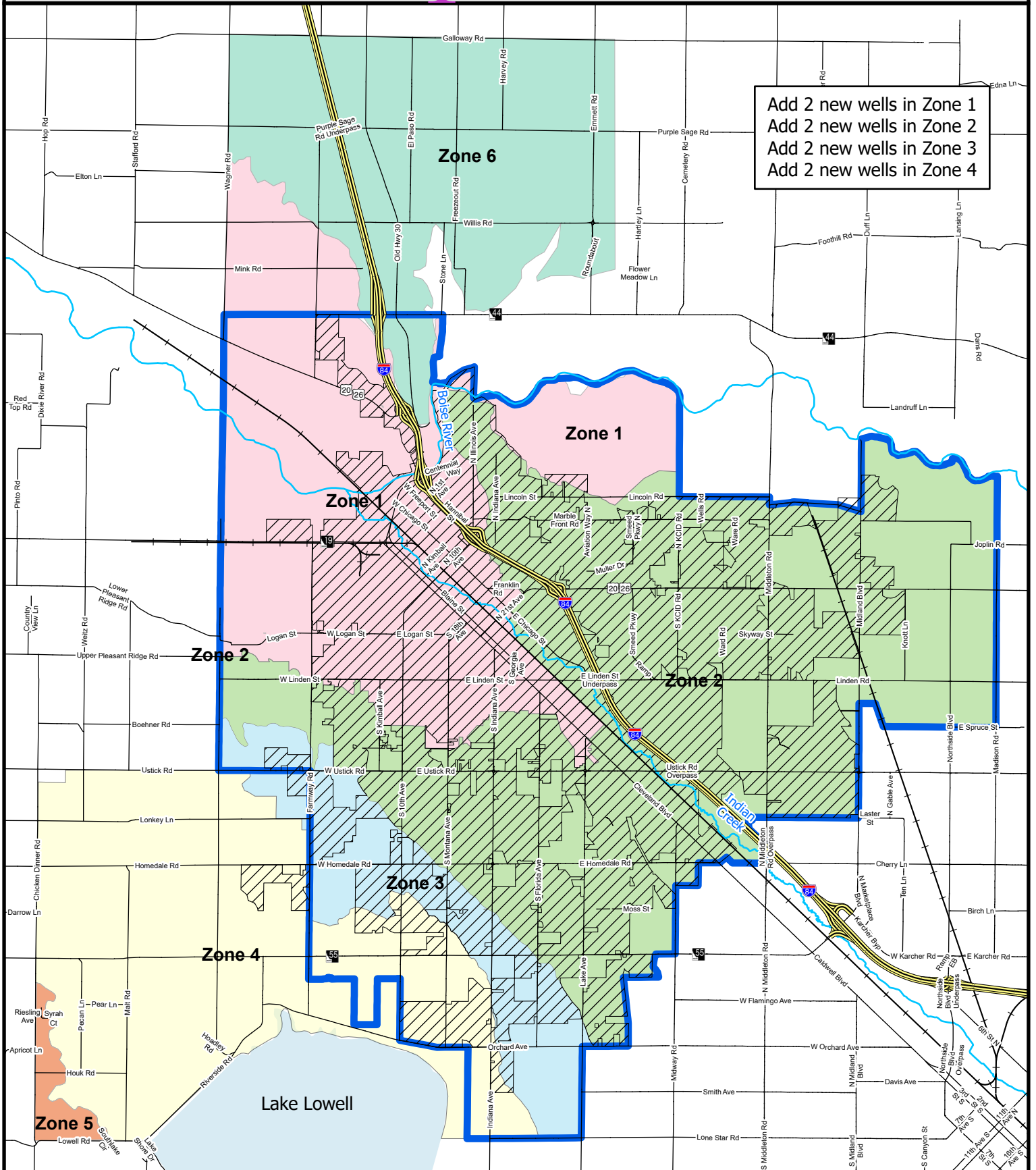


Exhibit L - 2025-2030 CIP (Water)



Add 2 new wells in Zone 1
Add 2 new wells in Zone 2
Add 2 new wells in Zone 3
Add 2 new wells in Zone 4

City
of
Caldwell

Caldwell Impact Area
 Caldwell 2025
 Lake Lowell

Interstate
 Roads
 Railroad
 River, Creek

Legend

Pressure Zones

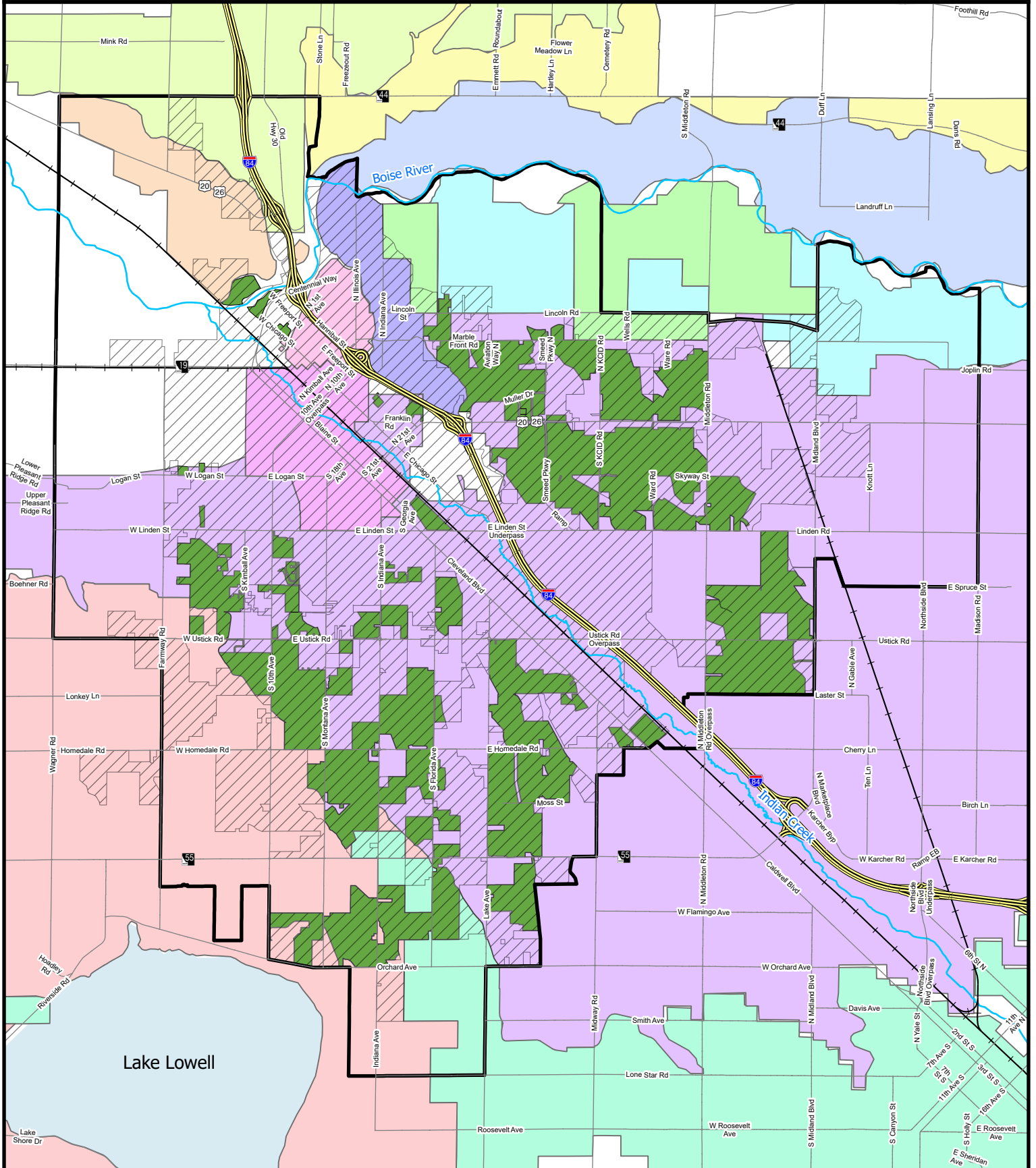
Zone 1
 Zone 2
 Zone 3

Zone 4
 Zone 5
 Zone 6

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1 inch = 7,500 feet

Exhibit M - Irrigation Master Plan



City
of
Caldwell

Irrigation District

- CMID
- Black Canyon
- Caldwell Lateral
- Canyon County
- Water Co LTD
- Canyon Ditch Co
- Canyon Hill

Legend

- Franklin Ditch Co
- Golden Gate
- Mason Creek Ditch Co
- Middleton - Mill Ditch
- Nampa & Meridian
- Pioneer
- Wilder
- Caldwell Impact Area
- Caldwell
- Lake Lowell

- Interstate
- Roads
- Railroad
- River, Creek

DISCLAIMER

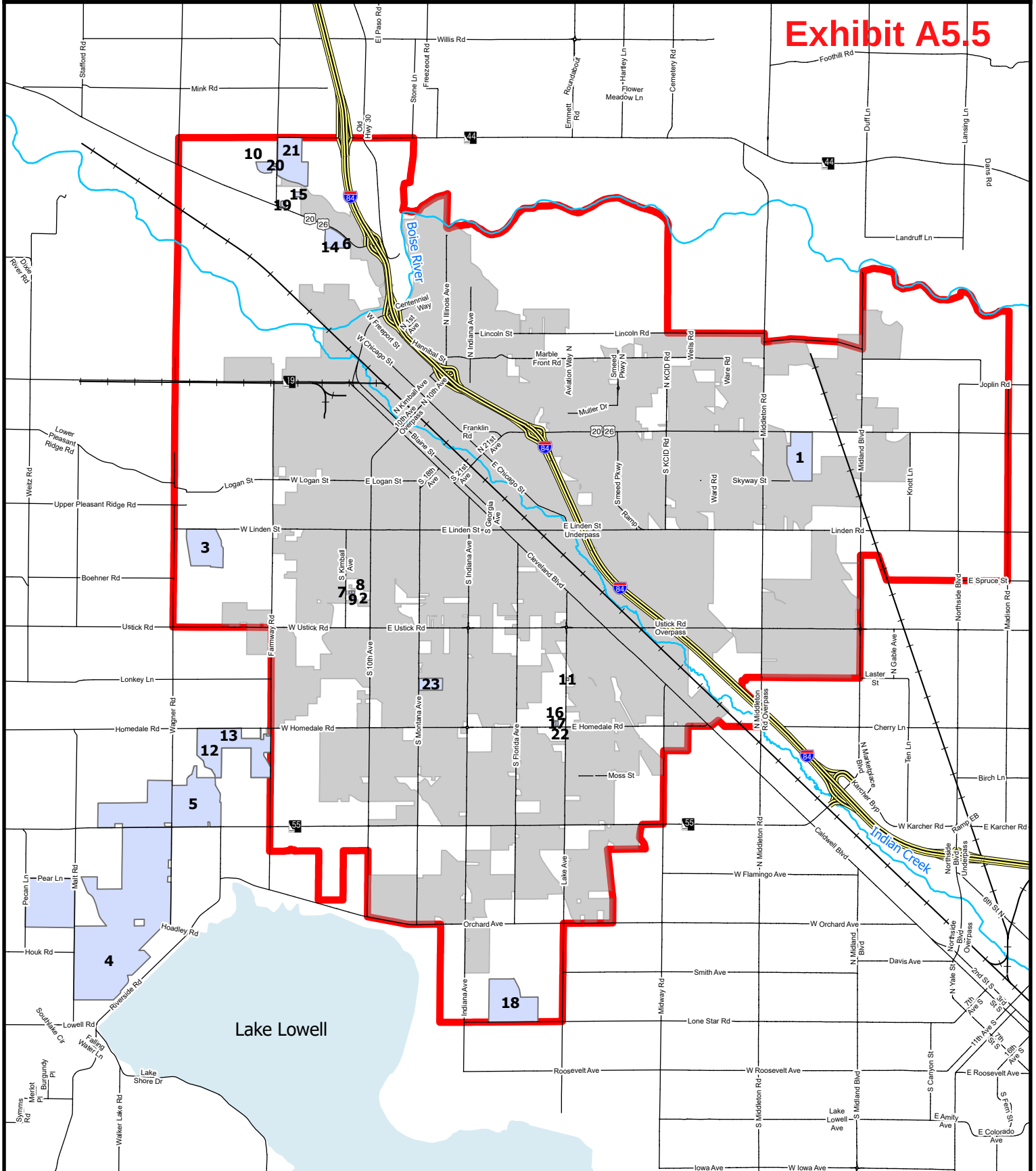
The information represented on this map results from the compilation of a variety of source materials. Its intended use is as a resource for the City of Caldwell Staff. The City of Caldwell makes no representation or warranty as to the accuracy of this product, and in particular, its accuracy as to labeling, dimensions, property boundaries, or placement or location of any map features thereon. THE CITY OF CALDWELL DISCLAIMS ANY WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS OR USE FOR A PARTICULAR PURPOSE, EXPRESS OR IMPLIED, WITH RESPECT TO THIS PRODUCT. Any user of this product accepts the same AS IS, WITH ALL FAULTS, and assumes a responsibility for the use thereof.



0 3,000 6,000
1 inch = 6,304 feet

Exhibit N - Municipal Service Agreements

Exhibit A5.5



**City
of
Caldwell**

- MSA
- Caldwell 2025
- Caldwell Impact Area
- Lake Lowell

Legend

- Interstate
- Roads
- Railroad
- River, Creek

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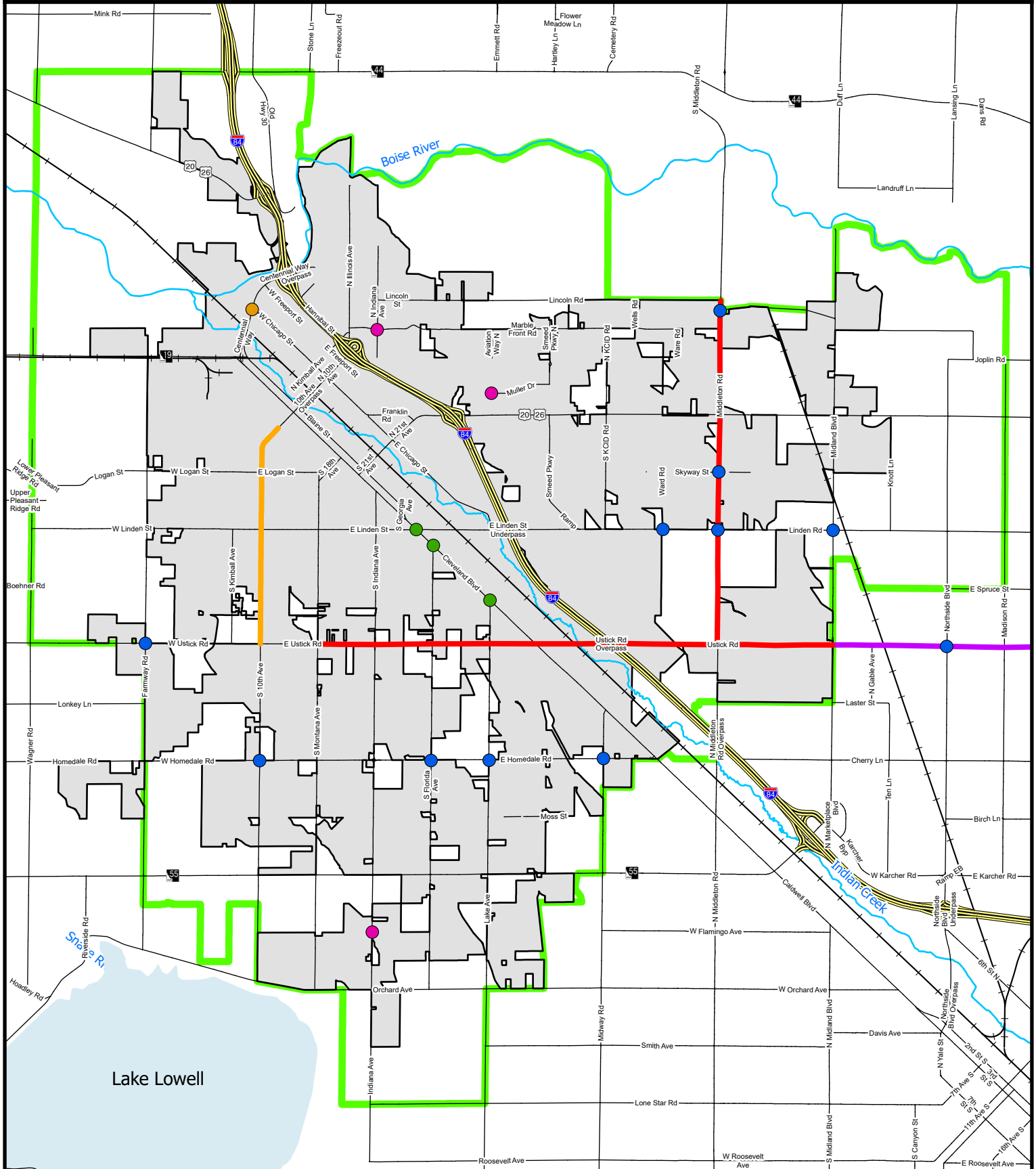


0 3,500 7,000
1 inch = 7,000 feet

MUNICIPAL SERVICES AGREEMENT REGISTER

ID No	Agreement Number	Resolution Number	Approval Date	Applicant / Owner
2005				
1	MS-05-01	132-05	10/3/2005	Whitehawk - John G. Evans
2009				
2	MS-07-01	22-07	2/5/2007	Oldenkamp Construction and Development, Inc
3	MS-07-02		2/5/2007	Jeff Miller
2009				
4	MS-09-01	44-09	3/2/2009	FWF Caldwell, LLC
5	MS-09-02	153-09	10/19/2009	Richard Frerichs
2014				
6	MS-14-01	138-14	7/2/2018	TC Property Management, Limited (TCPM)
2015				
7	MS-15-01	86-15	8/20/2018	Charles L. Saari - 119 Albert St.
8	MS-15-02	87-15	8/20/2018	Herbert Rettig - 203 Albert St.
9	MS-15-03	85-15		Terry Jacobson - 207 Amber St.
2017				
10	MS-17-01	261-17	10/30/2017	Chad & Meaghan Coles - 22689 Farmway Rd.
2019				
11	MS-19-01	188-19	7/25/2019	Jazmine McNeil - 4911 Lake Ave
2020				
12	MS-20-01	184-20	7/6/2020	Roosevelt Star LLC
13	MS-20-01(A)		9/29/2023	Roosevelt Star LLC
2021				
14	MS-21-01	139-21	5/3/2021	TC Property Management, Limited (TCPM)
15	MS-21-02	266-21	8/2/2021	Brent J & Shannon L Taylor
16	MS-21-03	330-21	9/20/2021	Alfaro Graciela
17	MS-21-04	331-21	9/20/2021	Alfaro Graciela
18	MS-21-05	472-21	12/20/2021	Lone Star Land LLC
2024				
19	MS-24-01	133-24	4/16/2024	Paloma Enterprises, Inc.
20	MS-24-02	228-24	7/2/2024	Emily Guthormsen & Kjelby Oiland
21	MS-24-03	289-24	9/4/2024	Caldwell Housing Authority
22	MS-24-04	333-24	10/7/2024	Graciela Alfaro
23	MS-24-05	245-24	8/5/2024	Beverly White

Exhibit O- 2025-2030 CIP (Street)



City
of
Caldwell

- Intersection Projects**
- AWSC or TWSC
 - Restricted Access
 - Roundabout
 - Traffic Signal
- Roadway Projects**
- Add turn lane
 - Widen 2 to 3
 - Widen 2 to 5
- Legend**
- Caldwell 2025
 - Caldwell Impact Area
 - Lake Lowell
 - Interstate
 - Roads
 - Railroad
 - River, Creek

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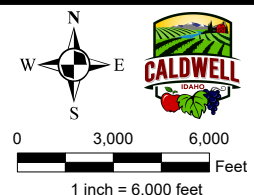
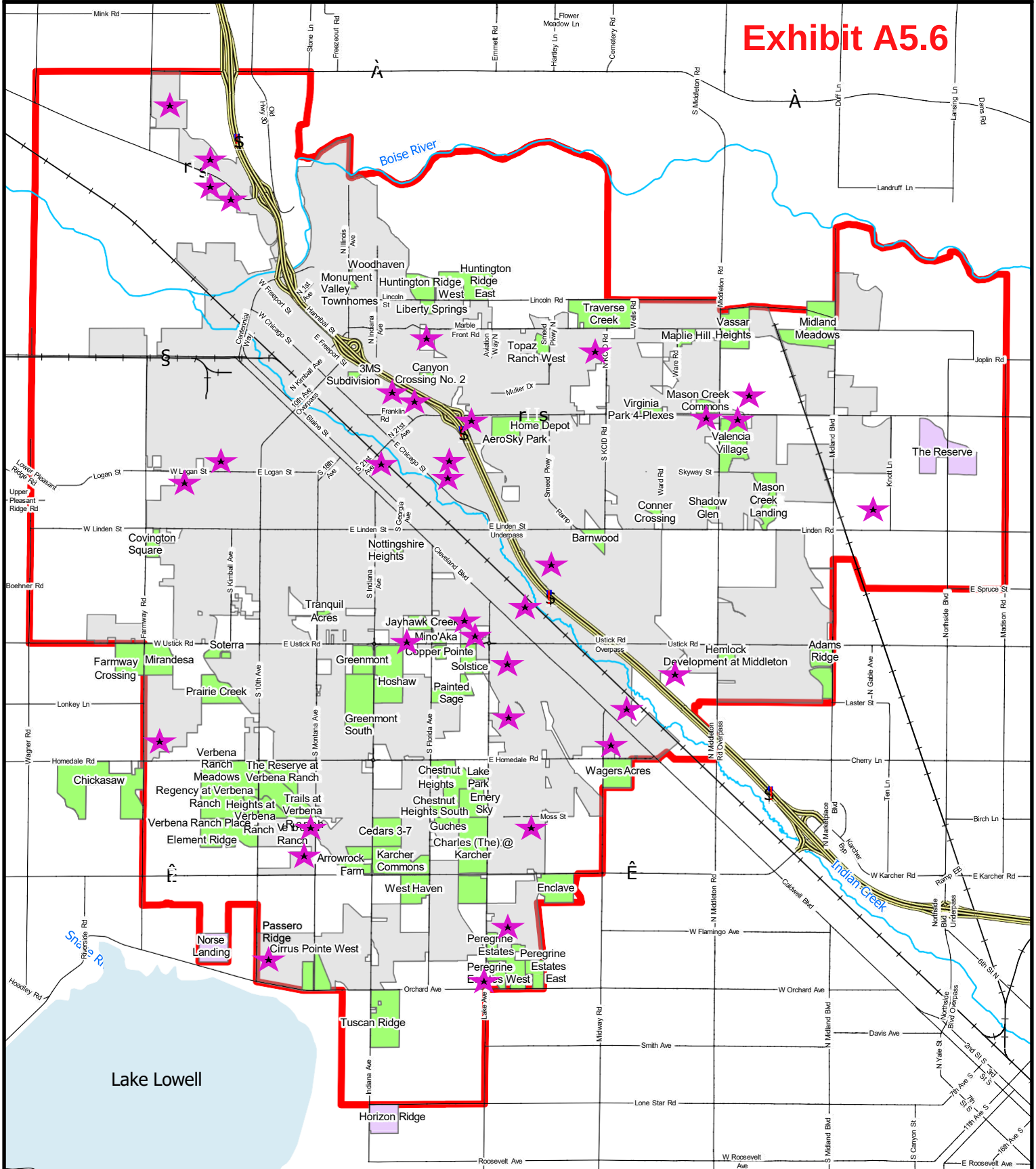


Exhibit P - Preliminary Plats/Active Development

Exhibit A5.6



**City
of
Caldwell**

- County Preliminary Plats
- Caldwell Preliminary Plats
- Other Development Entitlements or Active Subdivisions

Legend

- Caldwell Impact Area
- Caldwell 2025
- Lake Lowell

- Interstate
- Roads
- Railroad
- River, Creek

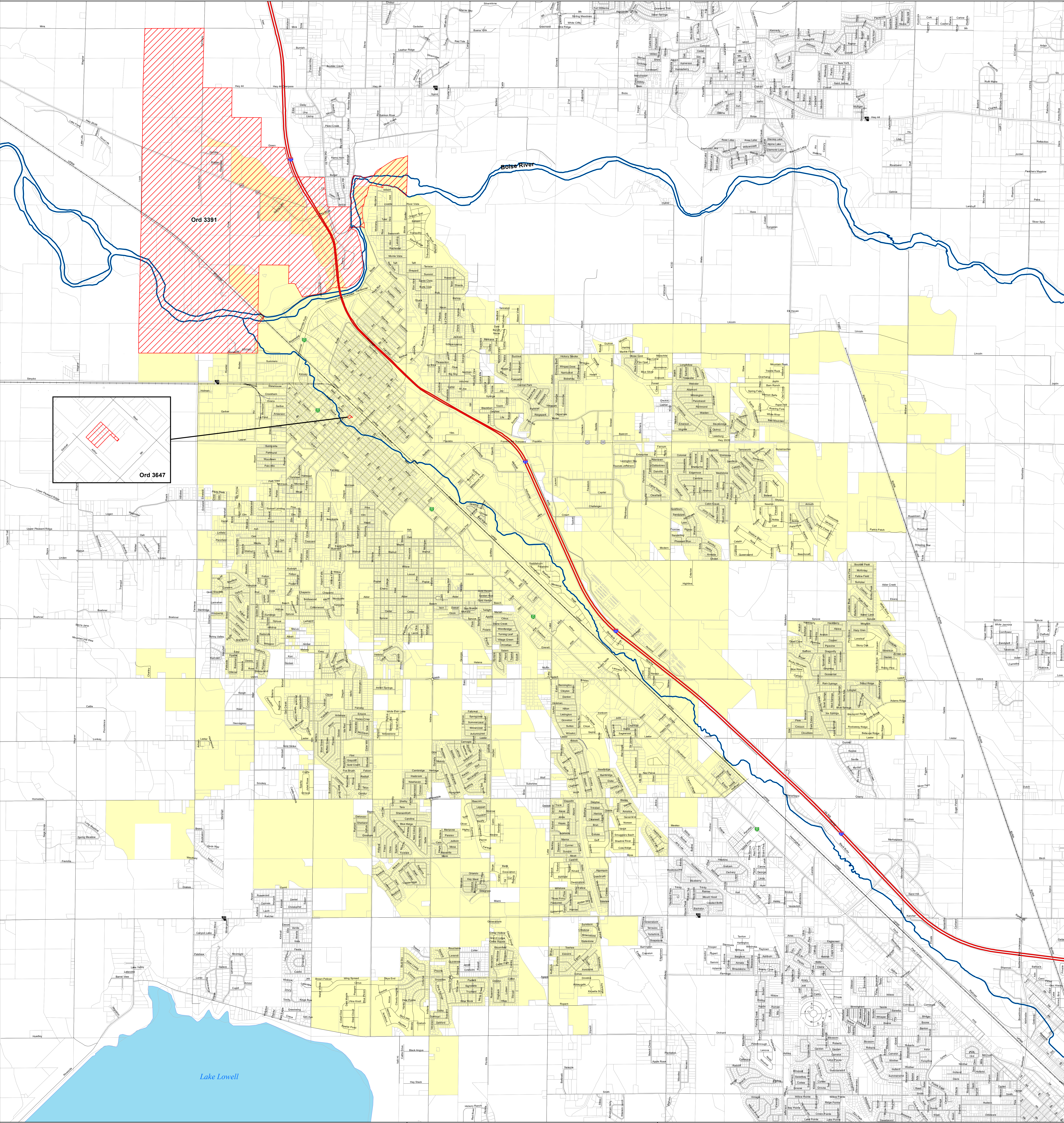
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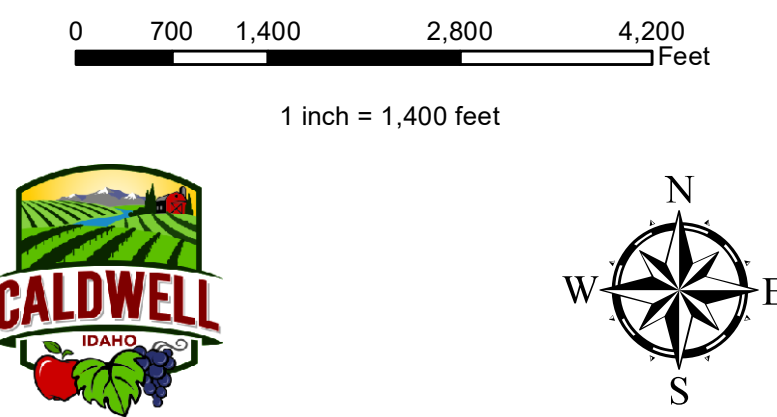
0 3,000 6,000
1 inch = 6,000 feet

Exhibit Q - C I T Y O F C A L D W E L L U R B A N R E N E W A L



Legend

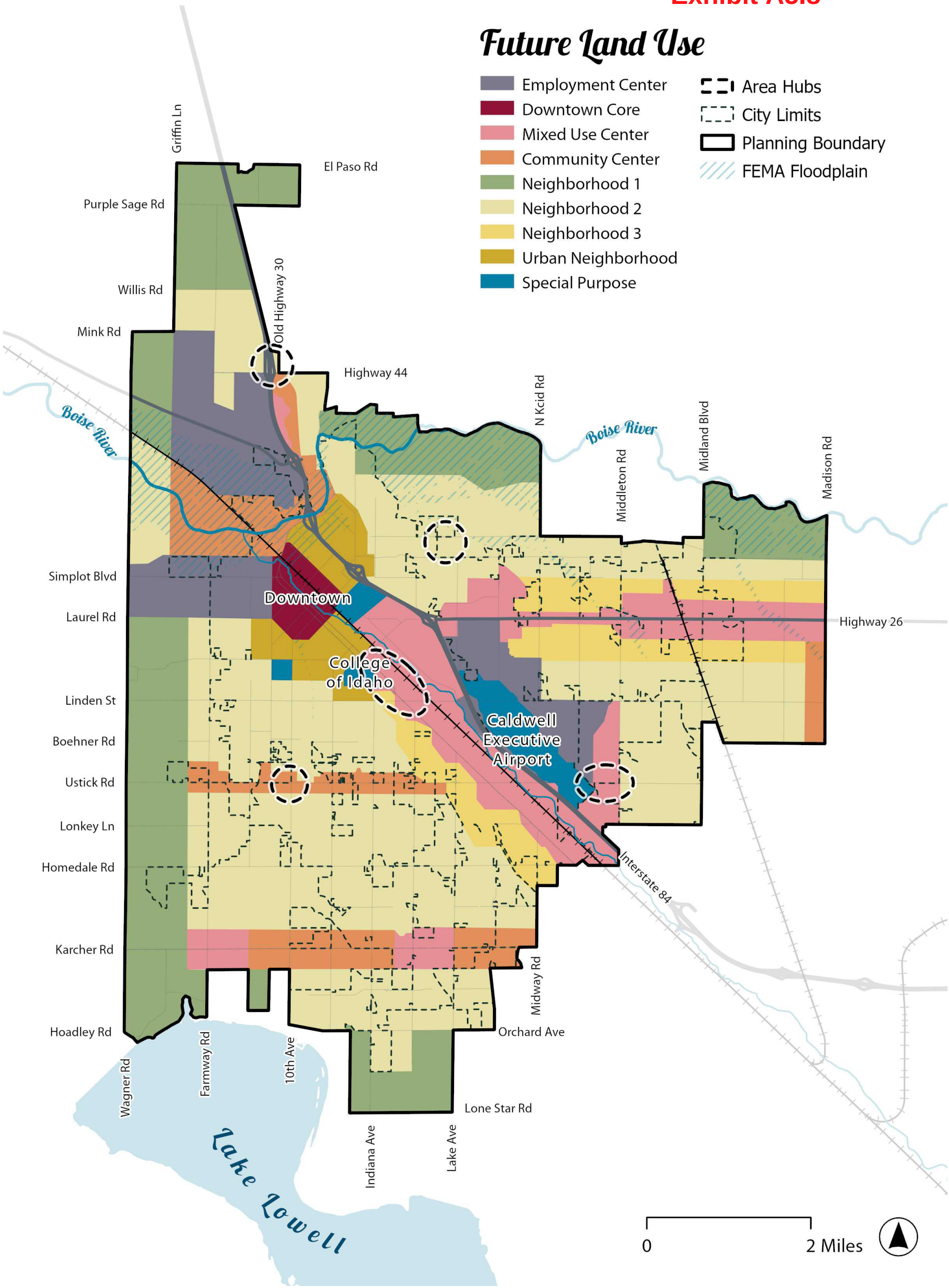
- Interstate
- Streets
- Rail Road
- Rivers and Streams
- Current Allocation Area
- City Boundary
- Parcels
- Lake

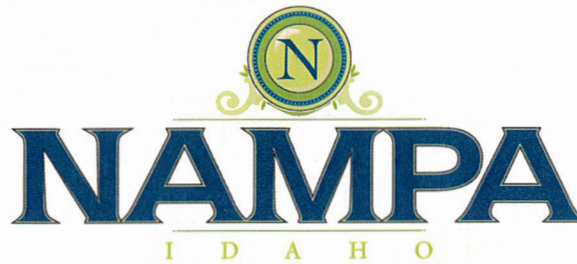


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Exhibit A5.8





PLANNING AND ZONING DEPARTMENT

June 5, 2025

Robin Collins
Director and Building Official
Community Development
City of Caldwell
205 S 6th Ave
Caldwell, ID 83605

Re: Verification of Area of Impact

Robin:

Canyon County is in 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. The process requires verifying the status of cities that share a common Area of Impact border.

A portion of the eastern edge of Caldwell's Area of Impact shares a common border with a portion of the western edge of Nampa's Area of Impact. Nampa intends to maintain the status quo on our common Area of Impact border into the foreseeable future, and requests that Caldwell verify the same intention. Please send me correspondence indicating Caldwell's position on the issue by no later than July 1, 2025. Correspondence will be shared with the Canyon County Board of Commissioners during a public hearing on the matter later this year. If there are any questions regarding this request, please contact me.

The cities of Nampa and Caldwell have enjoyed a strong and collaborative relationship over the years, and we look forward to maintaining that relationship for many years to come.

Sincerely,


Rodney Ashby
Director, Planning and Zoning Department
City of Nampa
208-468-5457
ashbyr@cityofnampa.us

RA/ra file



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

EXHIBIT S-3



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>

July 28, 2025

Roberta Stewart
Planning & Zoning Official
Planning and Zoning Department
City of Middleton
1103 W. Main Street
Middleton, ID 83644

Re: Verification of Area of Impact

Roberta,

This letter is in regard to the process of fulfilling the State of Idaho mandate to reestablish the Area of Impact for the cities within Canyon County per Title 6786526.

We appreciate the relationship we have had with the City of Middleton 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 Area of Impact boundary and is not proposing any changes to our current Area of Impact boundaries on the north, south, east or west side.

In the summer of 2024, the City of Caldwell and the City of Middleton met to discuss the properties as shown in Exhibit A as the City of Caldwell had a proposed project wishing to come into Caldwell. At such times, the City of Middleton gave permission for the City of Caldwell to include these parcels within the City of Caldwell's Comprehensive Plan Planning Boundary. Since then, Middleton has had a change in administration, and in July of 2025, the City of Middleton and the City of Caldwell met to once again discuss the Area of Impact boundaries, with these properties also being a topic of discussion. The City of Middleton expressed the desire to gain back the properties depicted in red on Exhibit A as part of their AOI. After further discussion and research on the prior project and the limitations of providing services to this property by the City of Caldwell, the City of Caldwell agreed that the properties would be best served by the City of Middleton. Although this still remains in the City of Caldwell's planning boundary, it is not shown within the City of Caldwell's AOI. The City of Caldwell agrees to initiate a comprehensive plan map amendment

sometime before the end of the year to remove those properties depicted in red on Exhibit A from their planning area.

Until such time, this letter serves to recognize that the area will be proposed within the City of Middleton's AOI area, and that the City of Caldwell will not allow annexations into Caldwell within this area, and that the City of Caldwell has no objection to these parcels being within the City of Middleton's AOI.

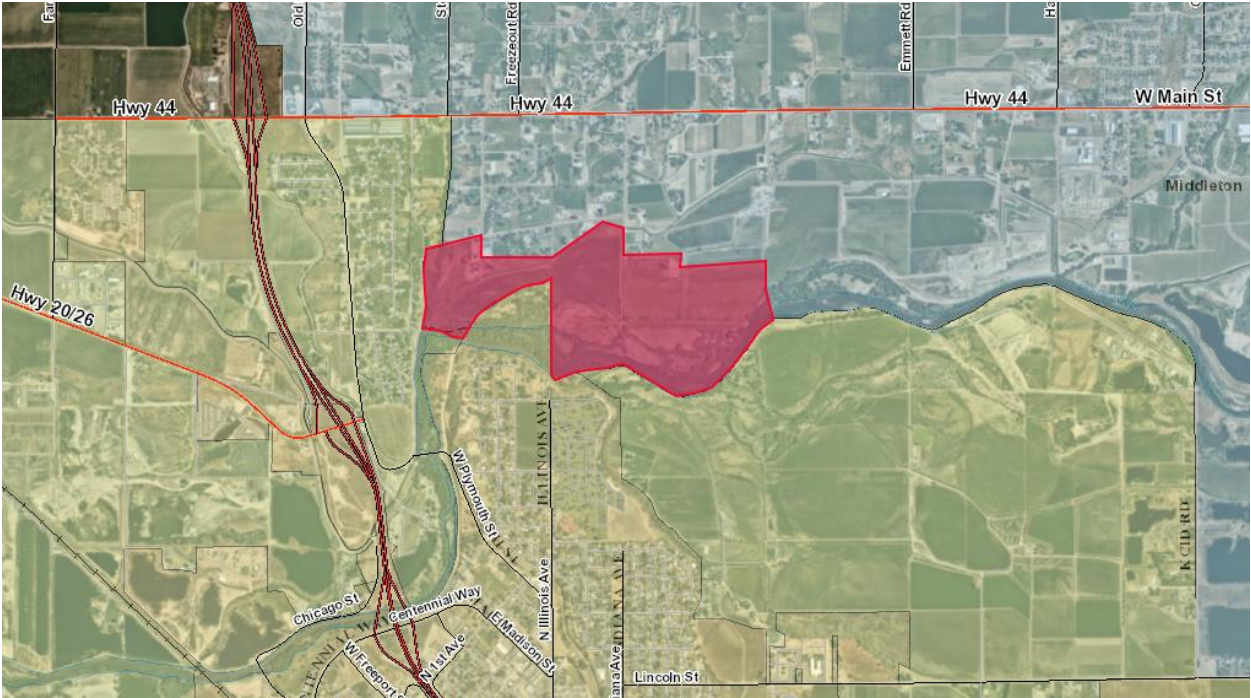
We look forward to our continued partnership with the City of Middleton to help grow our communities in a way that compliments each city.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin Collins", with a stylized flourish at the end.

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

Exhibit A: Negotiated Land



From: [Roberta Stewart](#)
To: [Robin Collins](#)
Subject: RE: Area of Impacts for Caldwell & Middleton
Date: Monday, July 28, 2025 4:18:19 PM
Attachments: [image002.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[Letter to City of Middleton for 2025 Confirmation.pdf](#)

Exhibit A6.2

Hi Robin: Thank you for the July 28, 2025, confirmation letter regarding Caldwell's and Middleton's abutting Areas of Impact. It explains everything perfectly, and the City of Middleton is in agreement with everything stated in the letter. Thank you again.

Roberta L. Stewart

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

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

www.middleton.id.gov



From: Robin Collins <rcollins@cityofcaldwell.org>
Sent: Monday, July 28, 2025 12:04 PM
To: Roberta Stewart <rstewart@middletoncity.org>
Subject: RE: Area of Impacts for Caldwell & Middleton

Roberta,

Please see attached.



From: Roberta Stewart <rstewart@middletoncity.org>

Sent: Tuesday, July 15, 2025 9:30 AM

To: Robin Collins <rcollins@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>

Cc: Hallie Hart <hhart@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>; Jason VanGilder <jvangilder@middletoncity.org>; Sharron Keller <skeller@middletoncity.org>

Subject: RE: Area of Impacts for Caldwell & Middleton

Hi Robin: it probably will be helpful if you write a formal letter to that effect. It gives us and the County something more tangible to deal with. Thanks,

Roberta L. Stewart

PLANNING & ZONING OFFICIAL

City of Middleton, Planning & Zoning

1103 W. Main St.

P.O. Box 487

Middleton, ID 83644

Tele - (208) 585-3133

Fax – (208) 585-9601

rstewart@middletoncity.org

www.middleton.id.gov



From: Robin Collins <rcollins@cityofcaldwell.org>

Sent: Monday, July 14, 2025 4:53 PM

To: Roberta Stewart <rstewart@middletoncity.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>

Cc: Hallie Hart <hhart@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>; Jason VanGilder <jvangilder@middletoncity.org>; Sharron Keller <skeller@middletoncity.org>

Subject: Re: Area of Impacts for Caldwell & Middleton

Roberta

Thank you for your email. The Hannah property would still be showing in our planning area, but not within our area of city impact. We can go back and do a comp plan amendment to remove that area, but that would take several months. In the interim, we could just get you a letter that states that we recognize that area will be in the city of Middleton's impact area, and that the City Of Caldwell will not annex properties within that area.

Please let me know how you would like us to proceed.

Thanks

Robin



621 Cleveland • Caldwell, Idaho 83605
www.cityofcaldwell.org • (208) 455-4664

From: Roberta Stewart <rstewart@middletoncity.org>

Sent: Monday, July 14, 2025 4:35:48 PM

To: Robin Collins <rcollins@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>

Cc: Hallie Hart <hhart@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>; Jason VanGilder <jvangilder@middletoncity.org>; Sharron Keller <skeller@middletoncity.org>

Subject: RE: Area of Impacts for Caldwell & Middleton

Hi Robin: Thanks for considering the AOI swap. We're fine with Caldwell's decision to keep the commercial area on the south side of Hwy 44 and decision to let the Bob Hannah property go to the City of Middleton. So that means you will not have a "planning area" inside our proposed AOI.

I don't think we need any formal memorialization of this agreement. Now that our AOIs don't overlap, we will just submit our respective AOI applications, and the County will easily see that there is no existing conflict between Caldwell and Middleton.

We're starting to fine-tune our AOI map and get it into GIS shape files. Once that's done, I send it over to your team. Likewise, please send us your GIS information when your AOI map is done. thanks,

Roberta L. Stewart

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

Tele - (208) 585-3133

Fax – (208) 585-9601

rstewart@middletoncity.org

www.middleton.id.gov



From: Robin Collins <rcollins@cityofcaldwell.org>

Sent: Friday, July 11, 2025 5:43 PM

To: Roberta Stewart <rstewart@middletoncity.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>

Cc: Hallie Hart <hhart@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>; Jason VanGilder <jvangilder@middletoncity.org>

Subject: Re: Area of Impacts for Caldwell & Middleton

Hi Roberta,

From internal discussions, we have decided that we would like to keep those parcels along Highway 44 and we will not move forward with any development in the blue area and therefore we have no objection to Middleton Middleton putting that into their impact area.

The reason for this is that after looking at our master plan, it would be very difficult for us to get sewer and water across the river to serve those properties, and we feel that there would be more value for our community by keeping the commercial properties along Highway 44. We very much appreciate the partnership we have with Middleton and the conversations that have taken place.

I can get you a formal letter that states the agreement regarding the blue area to go into Middleton's impact area next week, if that would be helpful for you.

Robin



From: Roberta Stewart <rstewart@middletoncity.org>

Sent: Friday, July 11, 2025 10:43:47 AM

To: Robin Collins <rcollins@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>

Cc: Hallie Hart <hhart@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>; Jason VanGilder <jvangilder@middletoncity.org>

Subject: Area of Impacts for Caldwell & Middleton

Hi Robin and Robb: We're starting to finalize our proposed AOI for our County application. We have until August 15th to let the County know if all is in order and whether or not we can proceed to an October 15th or 16th hearing date. Middleton City leaders have indicated that they are not interested in swapping out the Woodland properties. That gets us back to our original offer to swap Bob Hannah's property for the commercial parcels along the southern boundary of Hwy 44 near Old Highway 30. Is that an option Caldwell will consider?



Roberta L. Stewart

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

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

www.middleton.id.gov



From: Roberta Stewart
Sent: Thursday, July 3, 2025 9:09 AM

To: Robin Collins <rcollins@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>
Cc: Hallie Hart <hhart@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>; Jason VanGilder <jvangilder@middletoncity.org>
Subject: RE: AOI Discussion

Hi Robin: following up on yesterday's emails about swapping out the Woodland properties, City leaders have indicated that they will not agree to such a swap. That gets us back to our original offer to swap Bob Hannah's property for the commercial parcels along the southern boundary of Hwy 44 near Old Highway 30. Is that an option your team will consider?



Roberta L. Stewart

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

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

www.middleton.id.gov



From: Jason VanGilder <jvangilder@middletoncity.org>
Sent: Wednesday, July 2, 2025 4:47 PM
To: Robin Collins <rcollins@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>
Cc: Hallie Hart <hhart@cityofcaldwell.org>; Roberta Stewart <rstewart@middletoncity.org>; Amy Woodruff <amy@civildynamics.net>
Subject: RE: AOI Discussion

Robin,

Thanks for continuing the discussion.

I believe we already have a DA and preliminary plat for the property adjacent to Middleton Road. (Quarry East, prelim plat is Attached) There is also a pre-plat in the works for a development immediately west of Quarry East known as Quarry West. (That preliminary plat is also attached.) And the infrastructure to support the Quarry East project is being sized to accommodate the Quarry West.

All of this area is also part of the recently formed Middleton Urban Renewal District.

Planning for this area is a lot of the impetus for partnering with Caldwell in funding the Lincoln Roundabout project.

For those reasons, I doubt the Council would consider this area for an AOI swap. In my discussions with Roberta, she seemed to be of the same opinion. Let us know if there is something we might be missing that makes you want to continue to explore this.

Regards,
-Jason

Jason Van Gilder, PE
Public Works Director
[CITY OF MIDDLETON](http://CITYOFMIDDLETON)
1103 W. Main St.
Middleton, ID 83644
208.585.3133 (Main)

JVanGilder@MiddletonCity.Org

From: Robin Collins <rcollins@cityofcaldwell.org>

Sent: Wednesday, July 2, 2025 4:12 PM

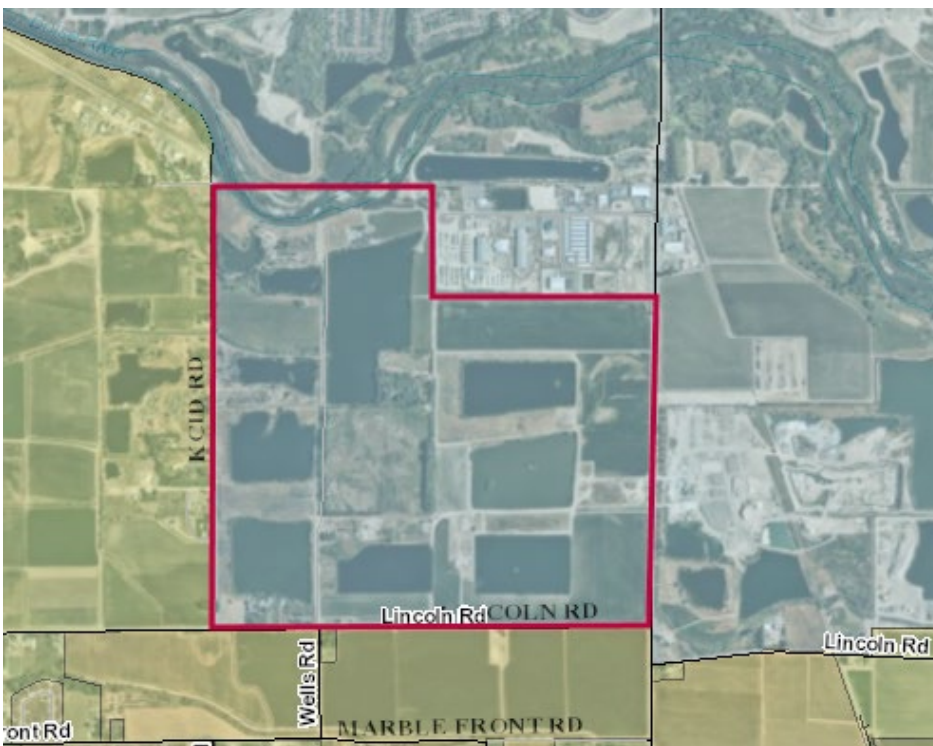
To: Jason VanGilder <jvangilder@middletoncity.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>

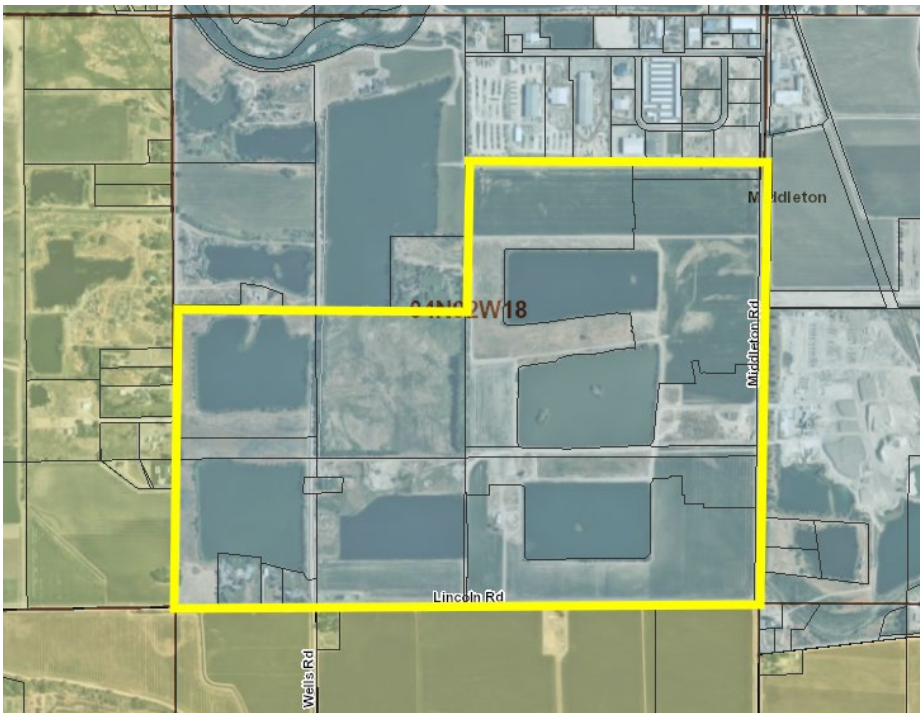
Cc: Hallie Hart <hhart@cityofcaldwell.org>; Roberta Stewart <rstewart@middletoncity.org>; Amy Woodruff <amy@civildynamics.net>

Subject: RE: AOI Discussion

Jason,

Instead of the properties that are North of the River, would Middleton entertain the swap for the properties below outlined in red. Of course, this would require Caldwell to amend their future land use map and the AOI. Just wanted to pose this question as our economic development director stated there interest in the owners of the Woodland properties coming into Caldwell. We could potentially even shrink it to leave Middleton with the properties along the river, and only take the properties owned by Woodland, which is reflected in the second image outlined in yellow.





From: Jason VanGilder <jvangilder@middletoncity.org>

Sent: Tuesday, July 1, 2025 3:03 PM

To: Robb MacDonald <rmacdonald@cityofcaldwell.org>

Cc: Hallie Hart <hhart@cityofcaldwell.org>; Roberta Stewart <rstewart@middletoncity.org>; Robin Collins <rcollins@cityofcaldwell.org>; Amy Woodruff <amy@civildynamics.net>

Subject: RE: AOI Discussion

Robb,

Roberta just pointed out that the westernmost properties would be outside of our 2 mile radius and therefore could be in our planning area, but not our AOI. The area we could potentially bring into our AOI is shown below:



Yellow Properties:

22048000 0
22048010 0
22050000 0
22051000 0
22044010 0
34717201 0
34717200 0
22049010 0 (Surrounded by yellow)

Yellow properties outside Middleton's 2 mile radius:

~~34621010 0~~
~~34622000 0~~
~~34718000 0~~
~~34622010 0~~ (Along Highway 30 but surrounded by yellow)

Thank you,
-Jason

Jason Van Gilder, PE
Public Works Director
[CITY OF MIDDLETON](#)
1103 W. Main St.
Middleton, ID 83644
208.585.3133 (Main)
JVanGilder@MiddletonCity.Org

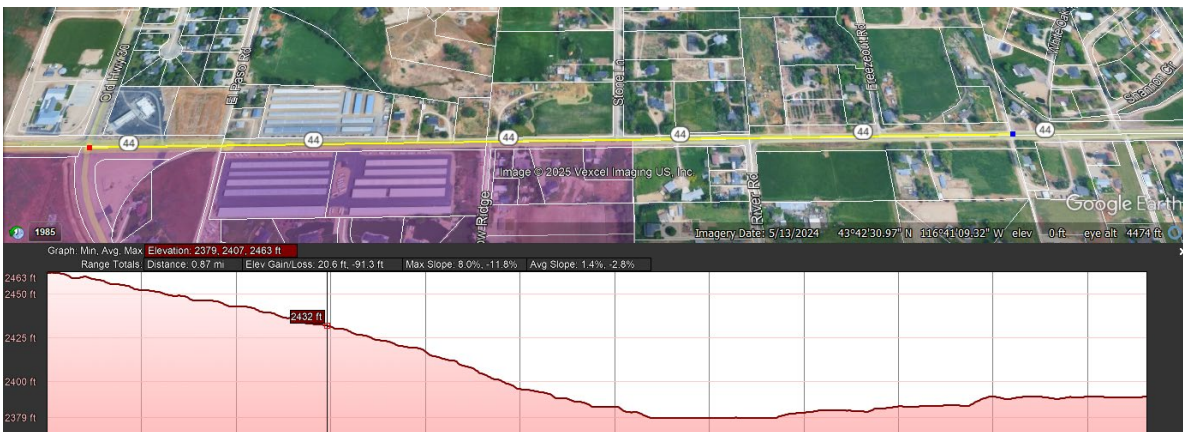
From: Jason VanGilder
Sent: Tuesday, July 1, 2025 1:32 PM
To: Robb MacDonald <rmacdonald@cityofcaldwell.org>
Cc: Hallie Hart <hhart@cityofcaldwell.org>; Roberta Stewart <rstewart@middletoncity.org>;
rcollins@cityofcaldwell.org; Amy Woodruff <amy@civildynamics.net>
Subject: AOI Discussion

Robb,

I have been meaning to follow up with you regarding our AOI meeting last week. Until that meeting I hadn't realized that Caldwell's AOI extended up to the south side of SH44 as far east as Stone Ln.



When I drove it recently, I noticed the grade break is at Old Highway 30. Middleton envisioning extending sewer along the SH44 alignment with the re-construction of SH44. That likely means a lift station at the Stone Lane/River Road vicinity that could logically serve up to Old Highway 30.



Would Caldwell consider allowing the properties adjacent to SH44 and east of Old Highway 30, to be moved into Middleton's AOI boundaries (shown in yellow below). In exchange, Middleton could adjust our AOI boundary to remove Hanna properties along the river (shown in blue below).



Yellow Properties:

22048000 0
22048010 0
22050000 0
22051000 0
22044010 0
34621010 0
34622000 0
34718000 0
34717201 0
34717200 0
34622010 0 (Along Highway 30 but surrounded by yellow)
22049010 0 (Surrounded by yellow)

Blue Properties:

34667010 0
34667011 0
34730000 0
34730010 0 (Not colored blue but surrounded by blue)
34731000 0 (Not colored blue but surrounded by blue)

Thank you,
-Jason

Jason Van Gilder, PE
Public Works Director
[CITY OF MIDDLETON](#)

1103 W. Main St.
Middleton, ID 83644
208.585.3133 (Main)
JVanGilder@MiddletonCity.Org

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From: Amber Lewter
Sent: Tuesday, October 7, 2025 11:52 AM
To: 'Roberta Stewart'; Arbay Mberwa
Cc: AOI Update; Sharron Keller; 'Robin Collins'
Subject: RE: [External] RE: Overlapping Parcel - oops, it's Caldwell's.

Hello Roberta,

We can simply note it on the record and fix it on the backside. Thank you for clarifying the parcel for us.

Thank you,



Amber Lewter

Associate Planner
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-6631

Email: amber.lewter@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Development Services Department (DSD)

Public office hours

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.

From: Roberta Stewart <rstewart@middletoncity.org>
Sent: Tuesday, October 7, 2025 11:35 AM
To: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>; Amber Lewter <Amber.Lewter@canyoncounty.id.gov>
Cc: AOI Update <aoiupdate@canyoncounty.id.gov>; Sharron Keller <skeller@middletoncity.org>; 'Robin Collins' <rcollins@cityofcaldwell.org>
Subject: [External] RE: Overlapping Parcel - oops, it's Caldwell's.

Hello Arbay and Amber: that parcel (R34115) is our mistake. It is definitely within Caldwell's city limits and should rightfully be placed in Caldwell's AOI. I'm sure our GIS did not mean to pick that up. We will correct that to show our AOI boundary only on the north side of Lincoln Road at that location.

Do we need to submit revised GIS now, or is that something we simply note at the hearing next week and fix on the backside?

Roberta L. Stewart

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

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

www.middleton.id.gov



From: Arbay Mberwa <Arbay.Mberwa@canyoncounty.id.gov>
Sent: Tuesday, October 7, 2025 10:21 AM
To: 'Robin Collins' <rcollins@cityofcaldwell.org>; Roberta Stewart <rstewart@middletoncity.org>
Cc: Amber Lewter <Amber.Lewter@canyoncounty.id.gov>; AOI Update <aoiupdate@canyoncounty.id.gov>
Subject: Overlapping Parcel

Hello,

While completing Caldwell's AOI staff report it was found that a parcel located in Caldwell city limits straddles between Caldwell's and Middleton's area of impact (R34115). Per Idaho Code 67-6526(4)(b) "An area of impact boundary shall not divide county recognized parcels of land" therefore staff recommends Caldwell and Middleton (and potentially the property owner) resolve this by moving the proposed boundary to encompass the full parcel in one area of impact.



Please reach out and let me know if you have questions,



Arbay Mberwa

Associate Planner

Canyon County Development Services Department

111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-6039

Email: Arbay.Mberwa@canyoncounty.id.gov

Website: www.canyoncounty.id.gov

Public office hours:

Monday, Tuesday, Thursday and Friday

8am – 5pm

Wednesday: 1pm – 5pm

****We will not be closed during lunch hour ****

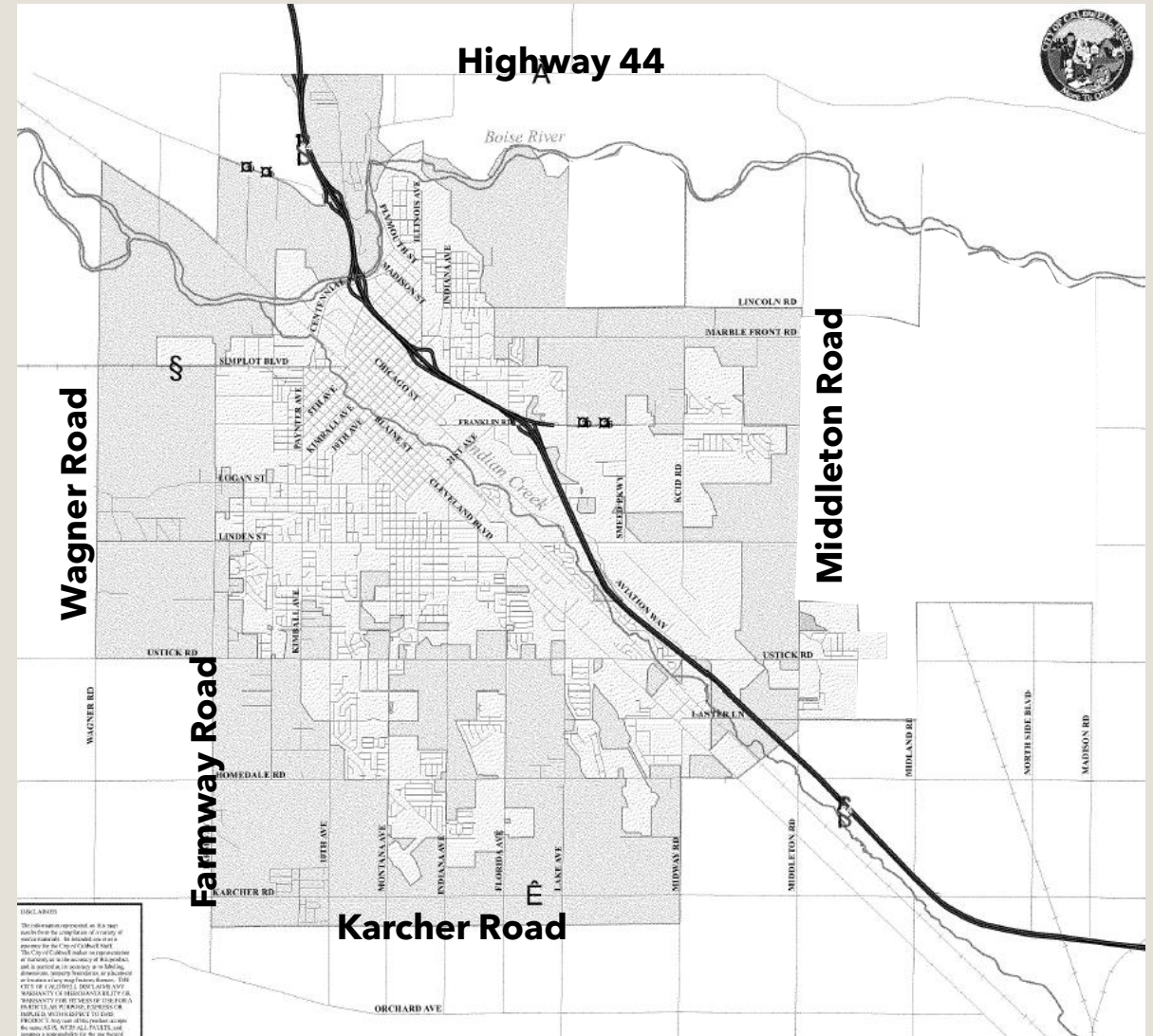


CALDWELL AREA OF CITY IMPACT CONFIRMATION

Canyon County Board of County
Commissioners - October 15, 2025

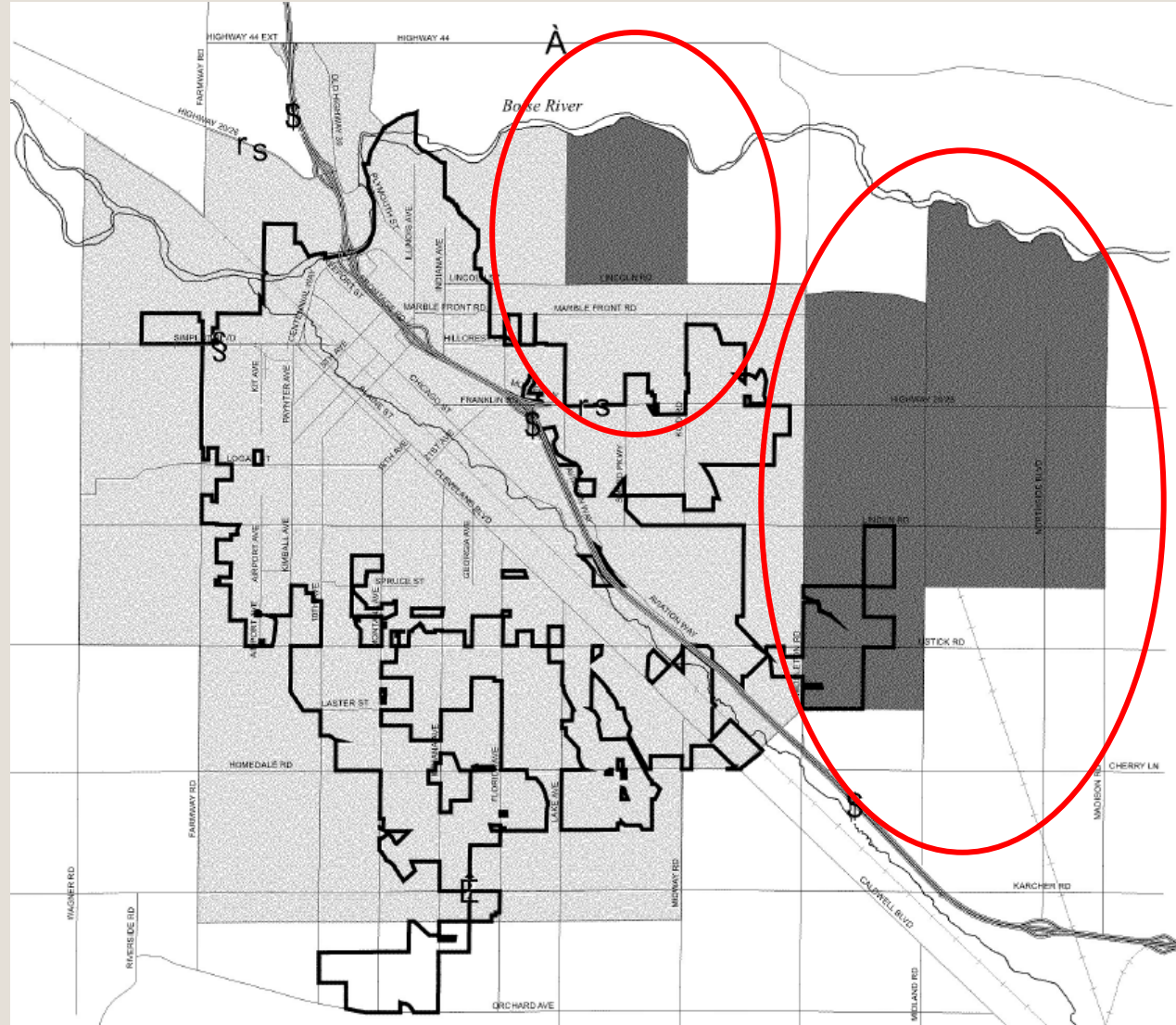
HISTORY

- Area of Impact was established through the joint exercise of power March 3, 1977.
- Appealed and replaced when County added Ch.9 to their ordinances on June 14, 2000



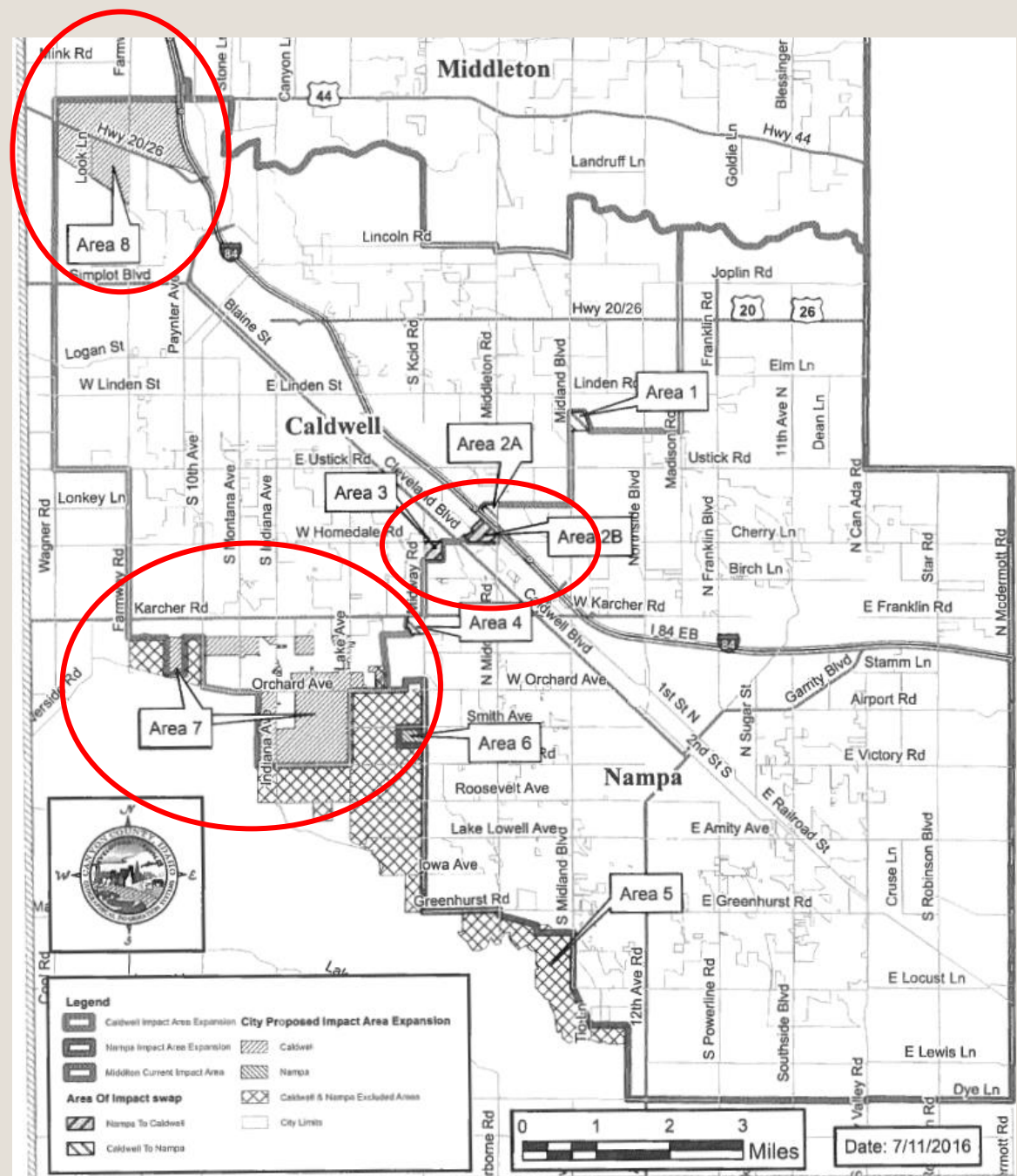
HISTORY

- Expanded in 2005
- Lincoln to Boise River, and Middleton to Madison



HISTORY

- Expanded in 2016
- Hwy 44 and Wagner, south boundary by Lake Lowell
- Existing Area of Impact is the same as it was since 2016.



CALDWELL REQUEST

- No proposed expansion of Area of Impact
- Requesting confirmation of current impact area based on requirements of Idaho Code 67-6526

67-6526: *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 67-6526.*

CONFIRMING EXISTING AREA OF IMPACT

Idaho Code 67-6526

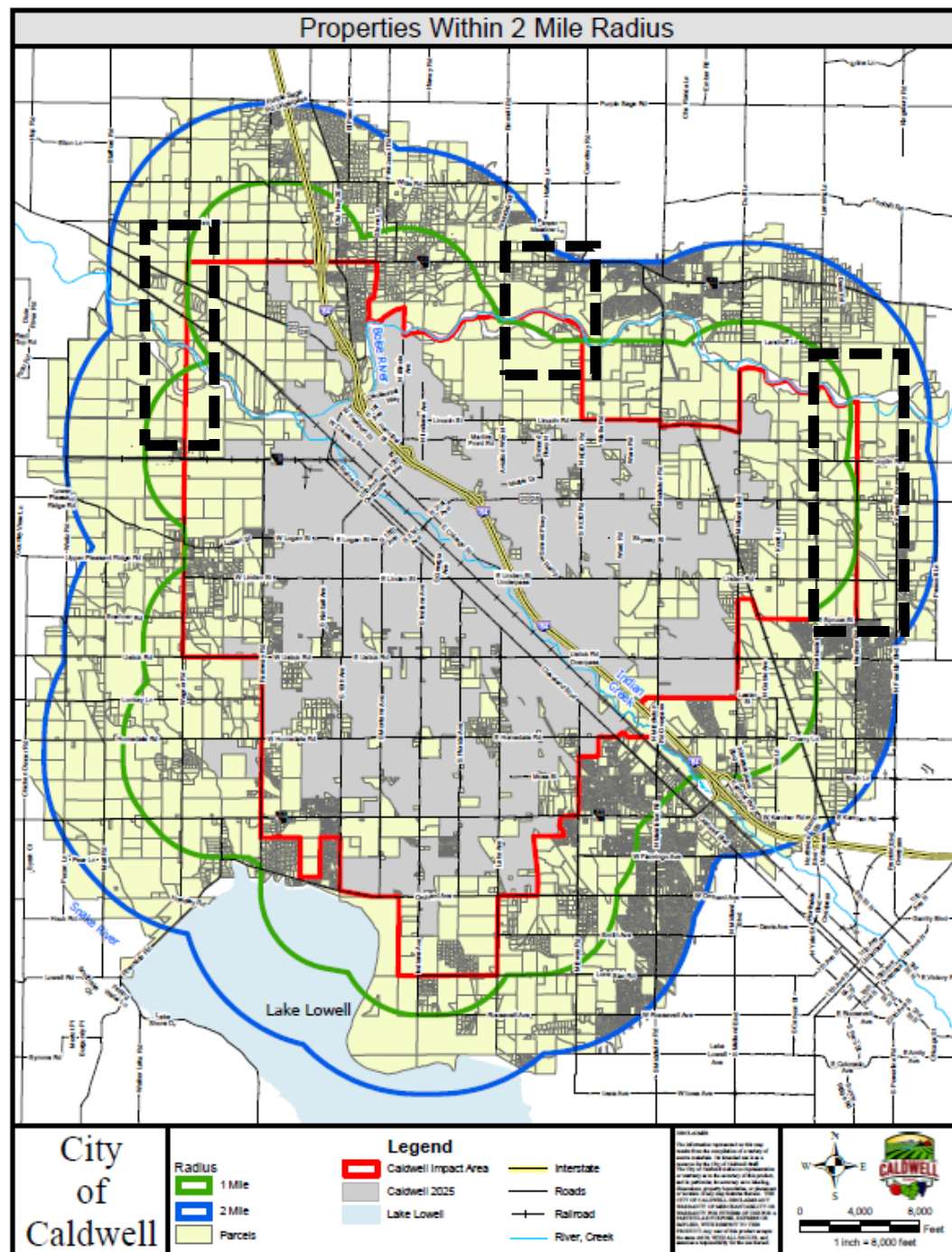
- Area of impact shall not extend more than two (2) miles from existing city limits.
- Anticipated commercial and residential growth;
- Geographic factors;
- Transportation infrastructure and systems, including connectivity; and
- Areas where municipal or public sewer and water are expected to be provided within five (5) years.

INITIAL ANALYSIS & FINDINGS

- **No Overlapping Impact Areas** – (Nampa, Middleton, and Caldwell)
- **Caldwell Master Plans** – Water, Sewer, Irrigation, Transportation, Bicycle & Pedestrian, Comprehensive Plan and FLUM (2025), Airport, Parks (will be updated in 2026).
- **New Development Infrastructure**
 - Half street improvements
 - Curb, gutter, sidewalk
 - Streetlights
 - Street land use buffering
 - Pathways
 - Safe routes to school connectivity
 - Water, sewer, irrigation connections
- **Population growth** (5%+ past 3-years)
 - Current: 77,610
 - 2030: 99,000
- **Job growth** (up 2,098 jobs since July of 2024)

A couple is walking away from the camera through a vineyard. The man is on the left, wearing a light blue shirt and dark jeans, and the woman is on the right, wearing a blue dress. They are holding hands. The vineyard rows stretch out before them, with green leaves and some white blossoms. In the background, there are rolling hills and a small house. A semi-transparent rectangular box with a thin white border is centered over the image, containing the text in a white serif font.

DISTANCE FROM CITY LIMITS TO AREA OF IMPACT BOUNDARY

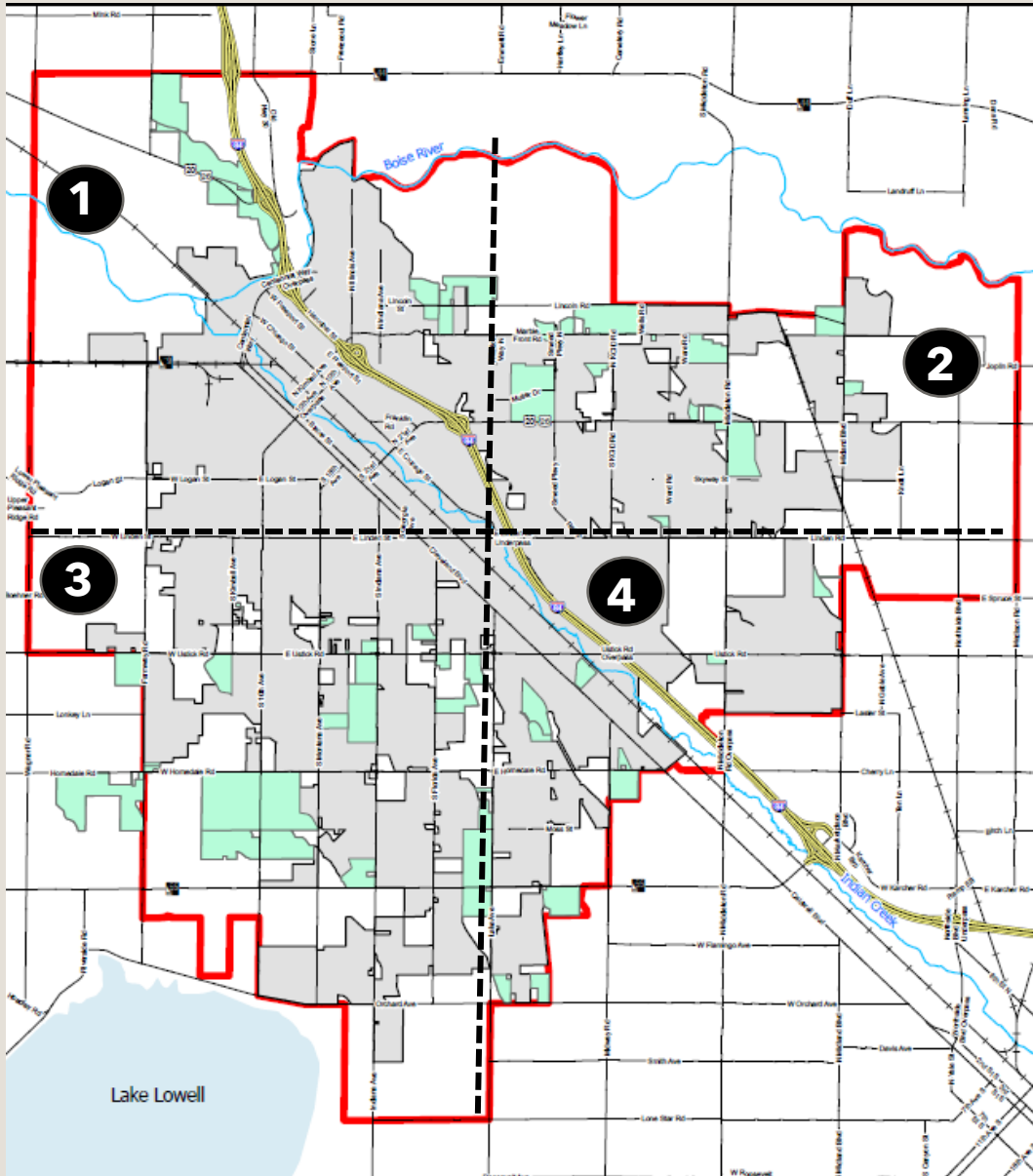


Distance From City Limits

- Most of the impact area boundary is < or at 1-mile from city limits.
- North, south, west and east Impact area boundaries are < 2-miles from city limits
- In Compliance with Idaho Code



ANTICIPATED COMMERCIAL AND RESIDENTIAL GROWTH



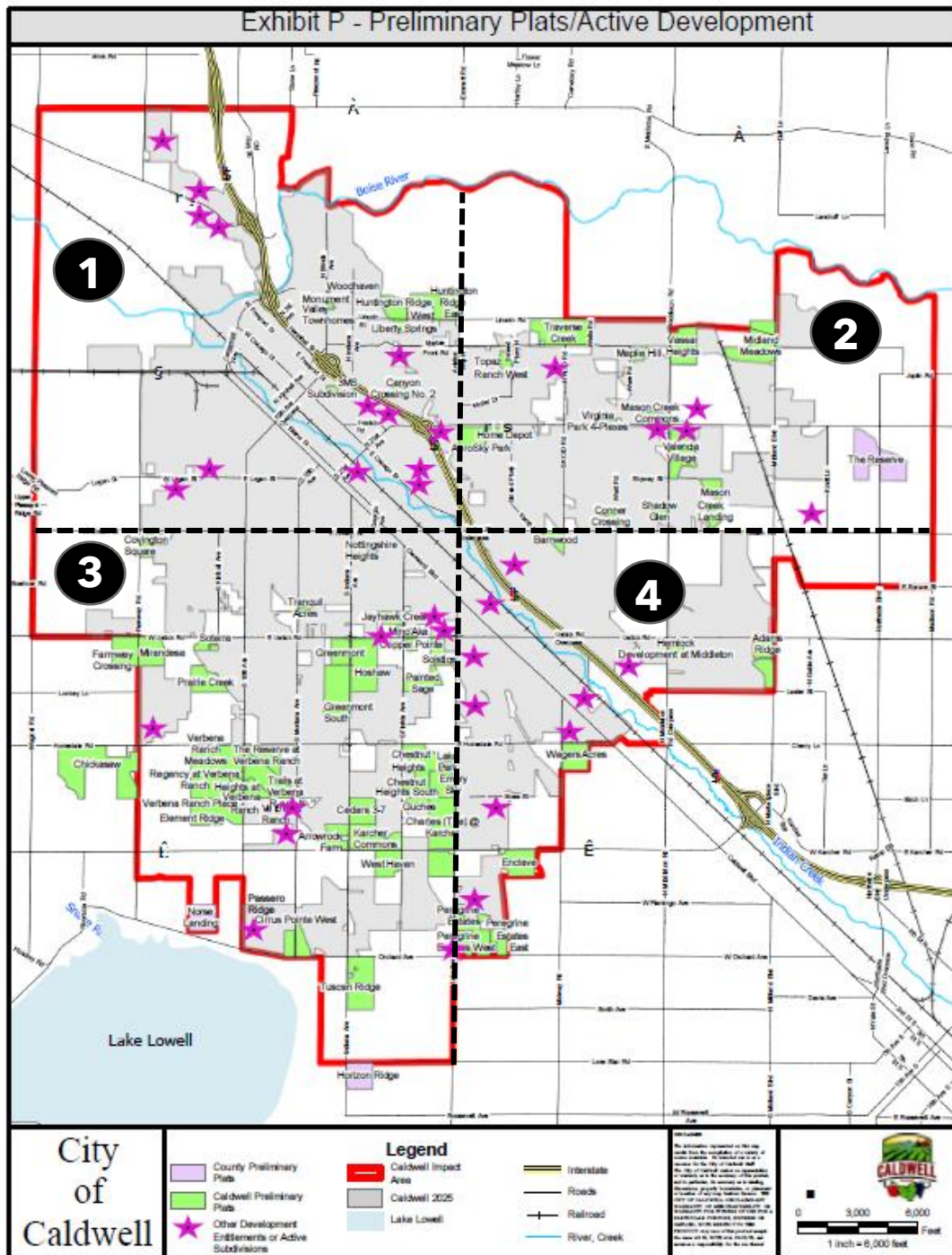
ANTICIPATED COMMERCIAL & RESIDENTIAL GROWTH - **Annexations**

Annexations (2021-2025)		
Map Area	Acres Annexed (2021-2025)	Notes
1	480	340+ in 2025
2	445	160 (past 2-years)
3	430	Biggest increase past 2-years
4	200	Within past 3-years

ANTICIPATED COMMERCIAL & RESIDENTIAL GROWTH – Development

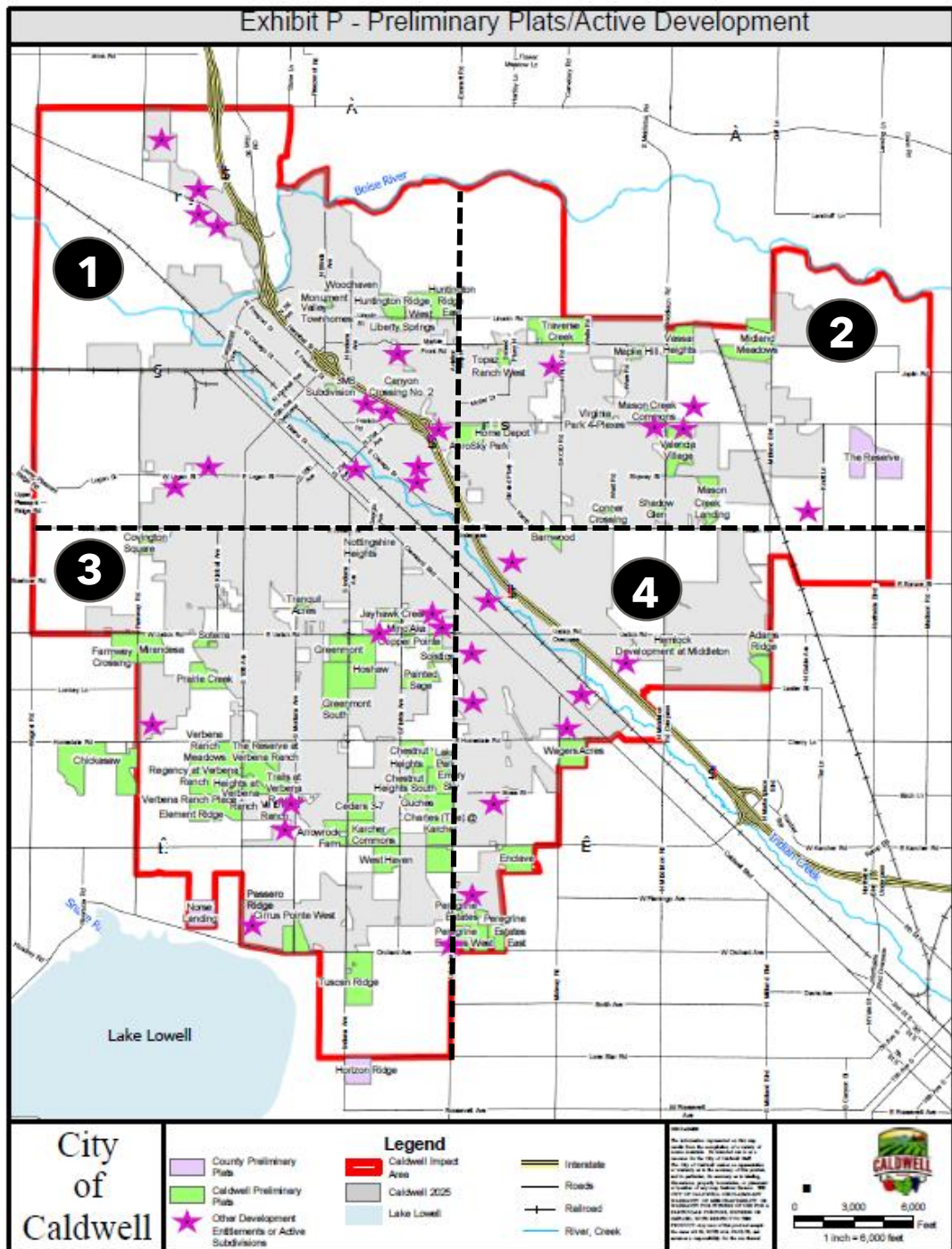
Map Area	Active Developments
1	20+
2	18+
3	42+
4	16+

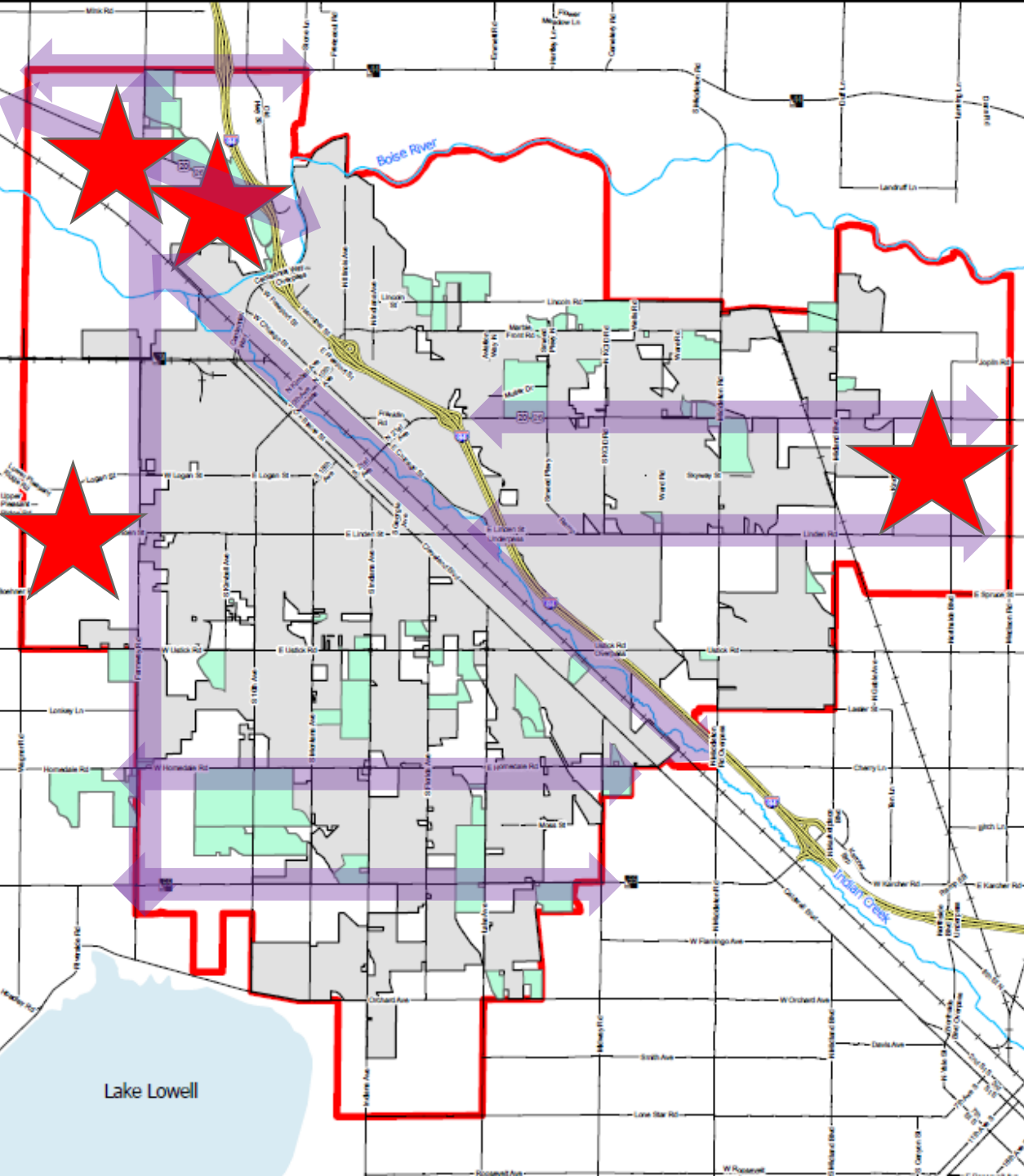
- Ustick
- Karcher/Hwy 55
- Hwy 20/26 - (east and west end)
- Homedale
- Lake
- Orchard
- Linden
- Midland Blvd



ANTICIPATED COMMERCIAL & RESIDENTIAL GROWTH – Enclaved Parcels

- Pockets of enclaved land and county subdivisions
- The impact area has a mix of subdivisions with aging infrastructure that has resulted in some parcels being annexed into the city in order to receive water and/or sewer services, leaving original county subdivisions being partly in the city and partly in the county. Examples are Wood's Acreage, Hendrickson Sub., Orchard Heights, and Mitchell Acreage.
- County subdivisions, The Reserve and Norse Landing exist within Caldwell's area of impact.





ANTICIPATED COMMERCIAL & RESIDENTIAL GROWTH – **Future High Growth Corridors/Areas**

- Hwy 20/26 - (east and west end)
- Hwy 44
- Hwy 55/Karcher
- Farmway
- Homedale
- Farmway
- The Blvd
- Linden around airport

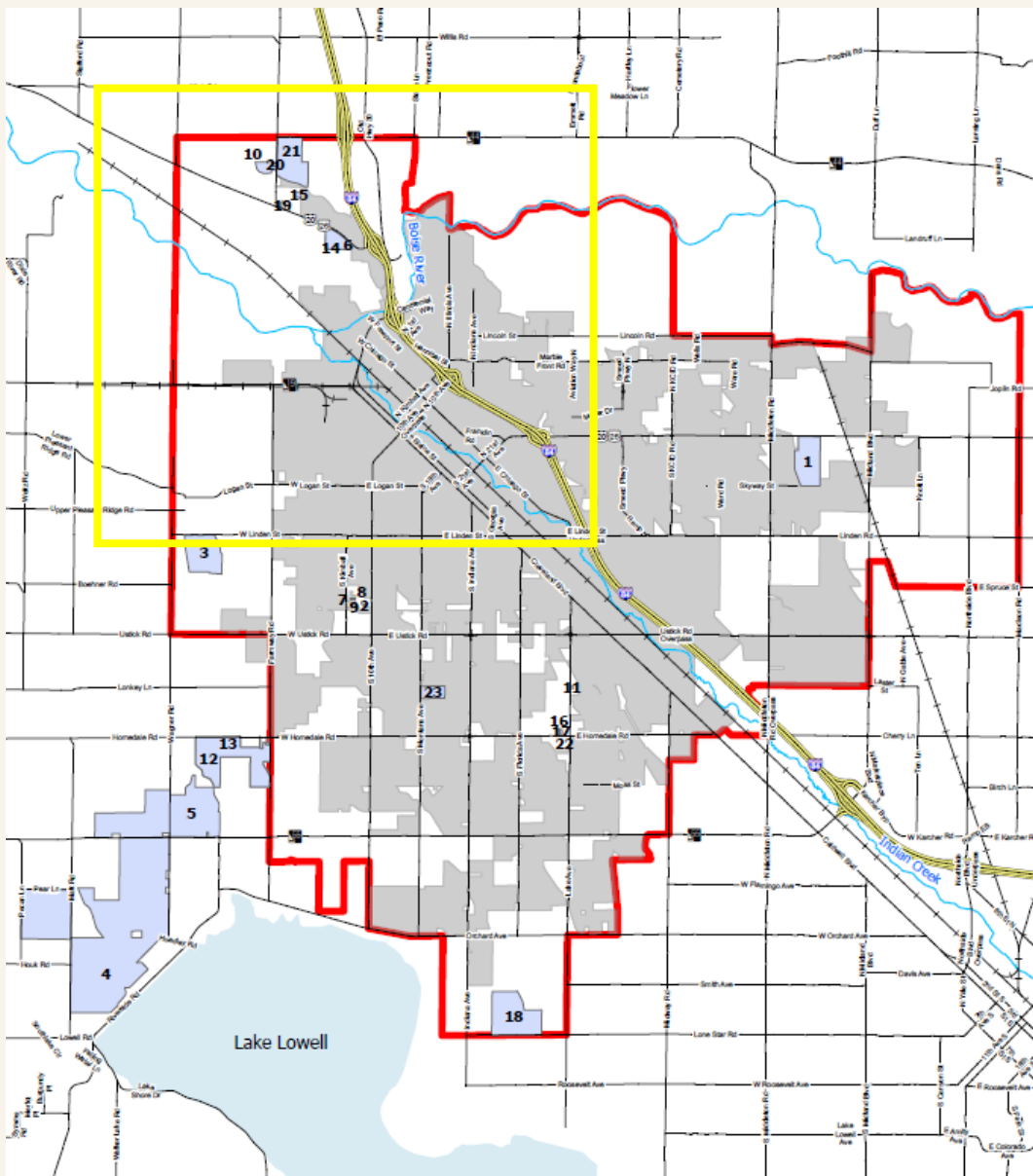
*Information based on growth patterns and meetings with developers and companies

A composite image featuring a group of people sitting on large, light-colored rocks along a riverbank. In the foreground, a person wearing a blue life vest and a black helmet is kayaking through turbulent white-water rapids. The kayaker is holding a red paddle with the word "PIONEER" on it. The background shows several other people, including children, sitting on the rocks and watching the kayaker. The scene is framed by a white border, and the text "GEOGRAPHIC FACTORS" is overlaid in a large, white, serif font.

GEOGRAPHIC FACTORS

GEOGRAPHIC FACTORS NW BOUNDARY AREA

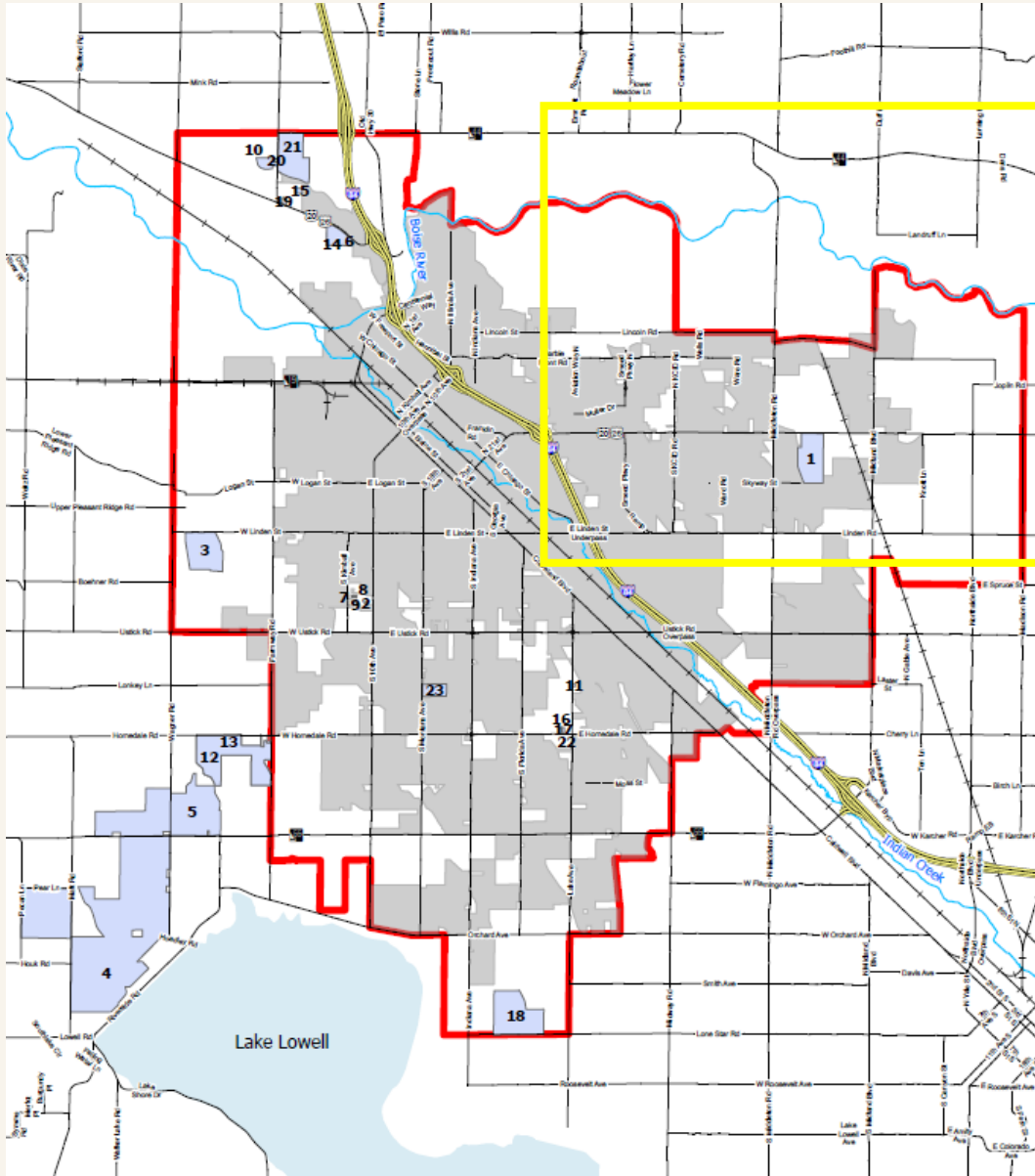
- Caldwell URA
- Major transportation corridors, including transit corridors for freight movement
 - Hwy 44
 - Wagner
 - Hwy 30
 - Hwy 20/26
 - Hwy 19
 - I-84
- City Limits
- Transit corridors for freight movement
- Trade Area
- Boise River
- Water and sewer service areas
- Public safety service areas
- Municipal Services Agreements
- Surrounding Impact area boundaries



GEOGRAPHIC FACTORS

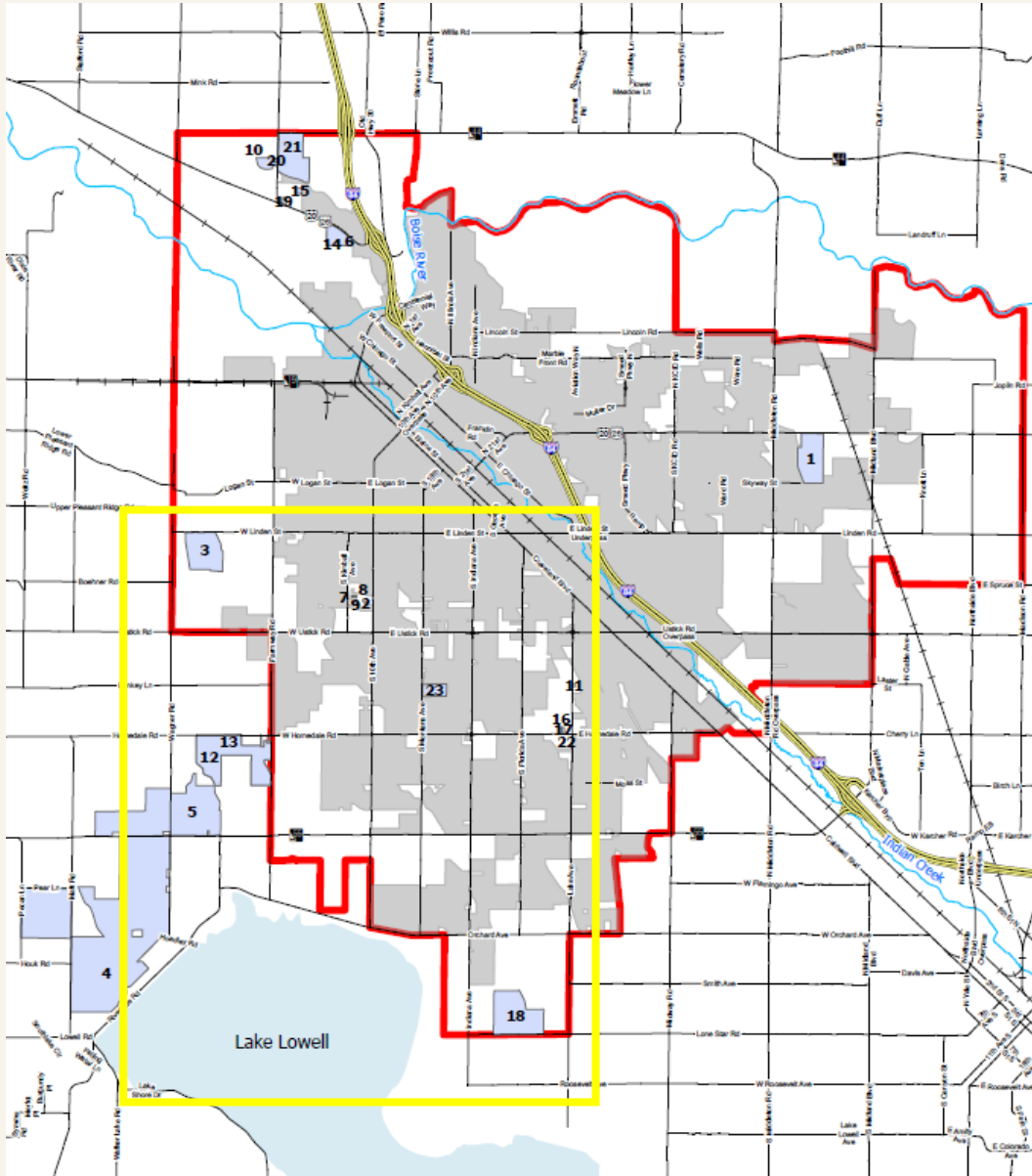
NE BOUNDARY AREA

- Major transportation corridors (major collectors and minor/major arterials)
 - Hwy 30
 - Hwy 20/26
 - I-84
 - Middleton
 - Midland
 - Madison
- Boise River
- Existing city limits
- Trade Area
- Water and Sewer service areas
- Public safety service areas
- Municipal Services Agreements
- Surrounding Impact area boundaries
 - Negotiated area with Nampa



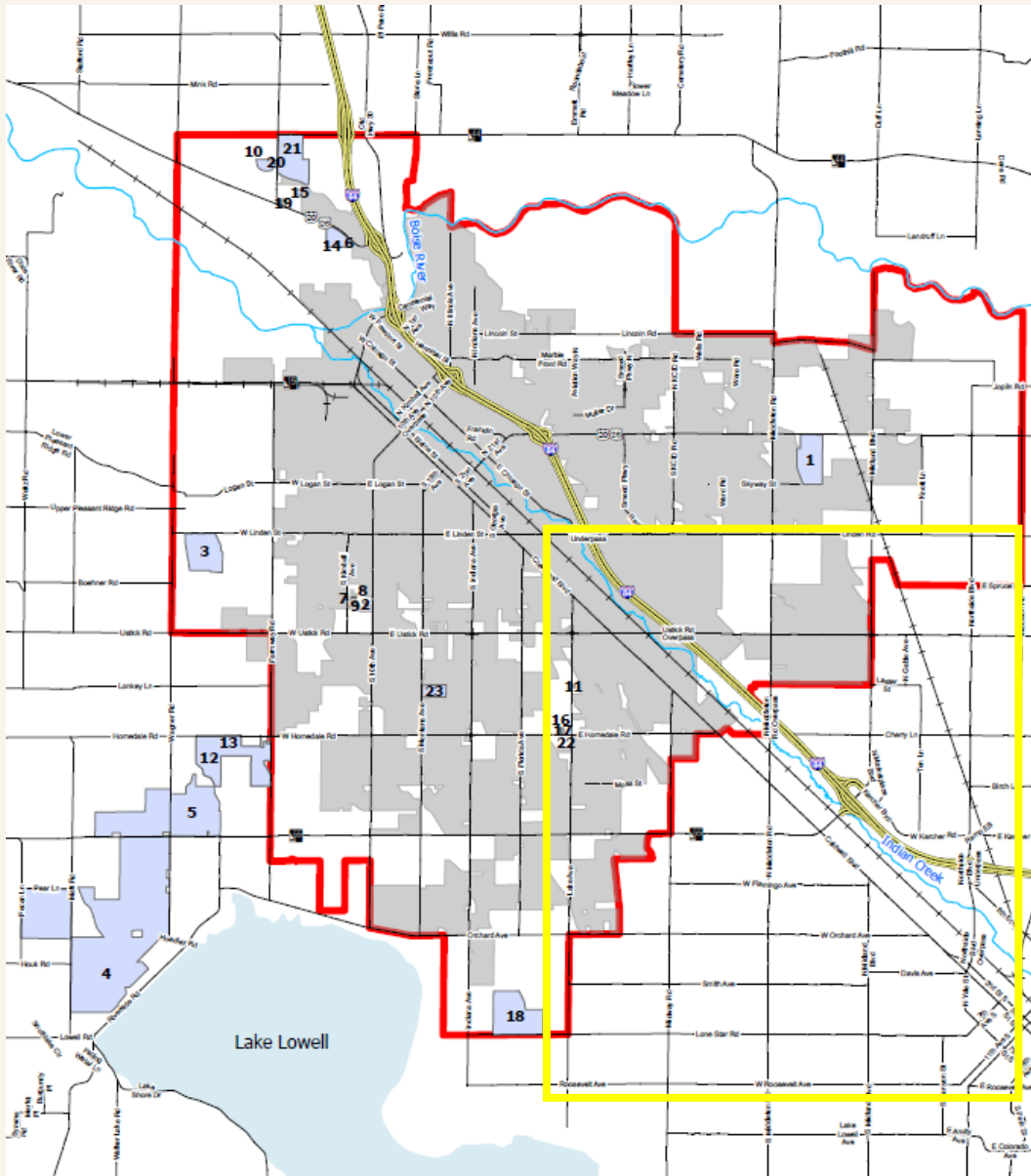
GEOGRAPHIC FACTORS SW BOUNDARY AREA

- Major transportation corridors (major collectors and minor/major arterials)
 - Linden
 - Wagner
 - Farmway
 - Ustick
 - Homedale
 - Hwy 55/Karcher
 - Lake
- Lake Lowell
- Existing city limits
- Trade Area
- Water and Sewer service areas
- Public safety service areas
- Municipal Services Agreements
- Surrounding Impact area boundaries
 - Negotiated area with Nampa



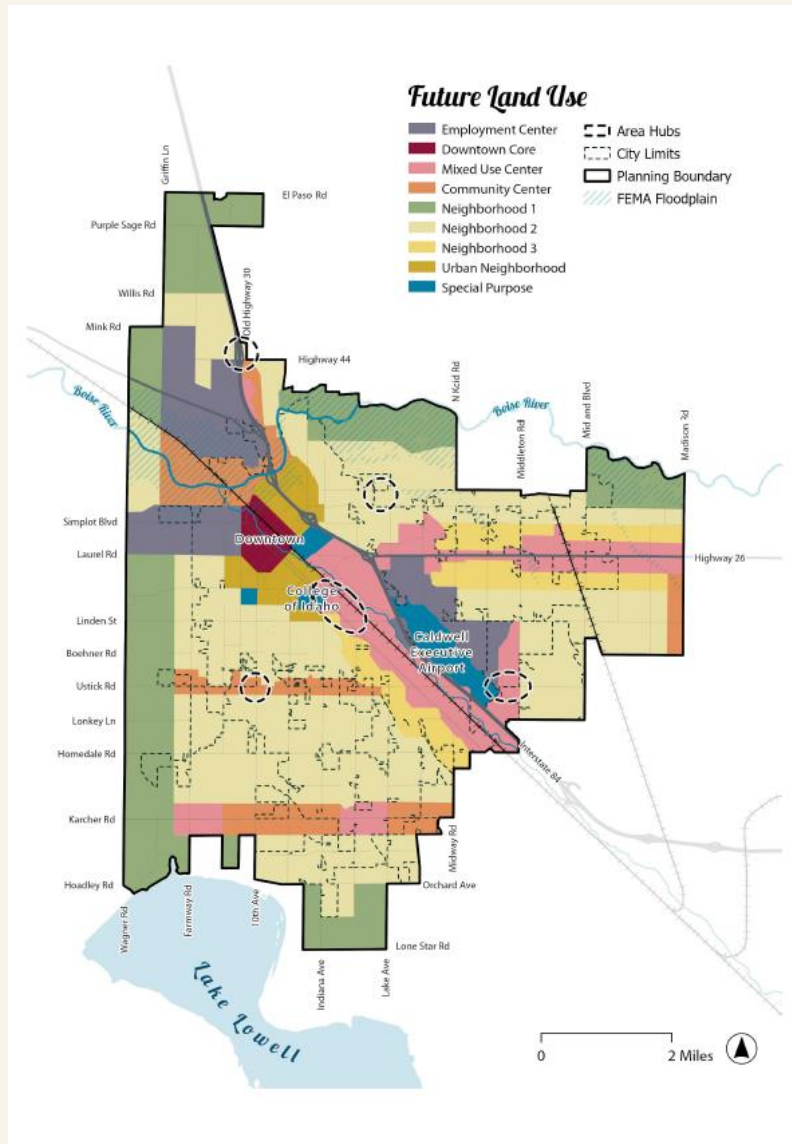
GEOGRAPHIC FACTORS SE BOUNDARY AREA

- Major transportation corridors (major collectors and minor/major arterials)
 - Linden
 - Ustick
 - Homedale
 - Hwy 55/Karcher
 - Lake
 - Midland
 - Northside
 - Madison
- Existing city limits
- Trade Area
- Water and Sewer service areas
- Public safety service areas
- Surrounding Impact area boundaries
 - Negotiated area with Nampa



OTHER GEOGRAPHIC FACTORS

- City updated their comprehensive plan in Feb 2025 and as a result, the city provided for semi-rural (larger lots) or conservation area development as a transition between Caldwell's more urban neighborhoods and the county.
- Coordinated with Canyon County, Middleton and Nampa



An aerial photograph of a multi-lane highway interchange with several vehicles, including a large white semi-truck. The surrounding area includes green fields, some industrial buildings with large storage tanks, and distant mountains under a clear blue sky. A white rectangular box is superimposed over the center of the image, containing the title text.

TRANSPORTATION INFRASTRUCTURE AND SYSTEMS, INCLUDING CONNECTIVITY

TRANSPORTATION INFRASTRUCTURE AND SYSTEMS, INCLUDING CONNECTIVITY – STREETS/BIKES

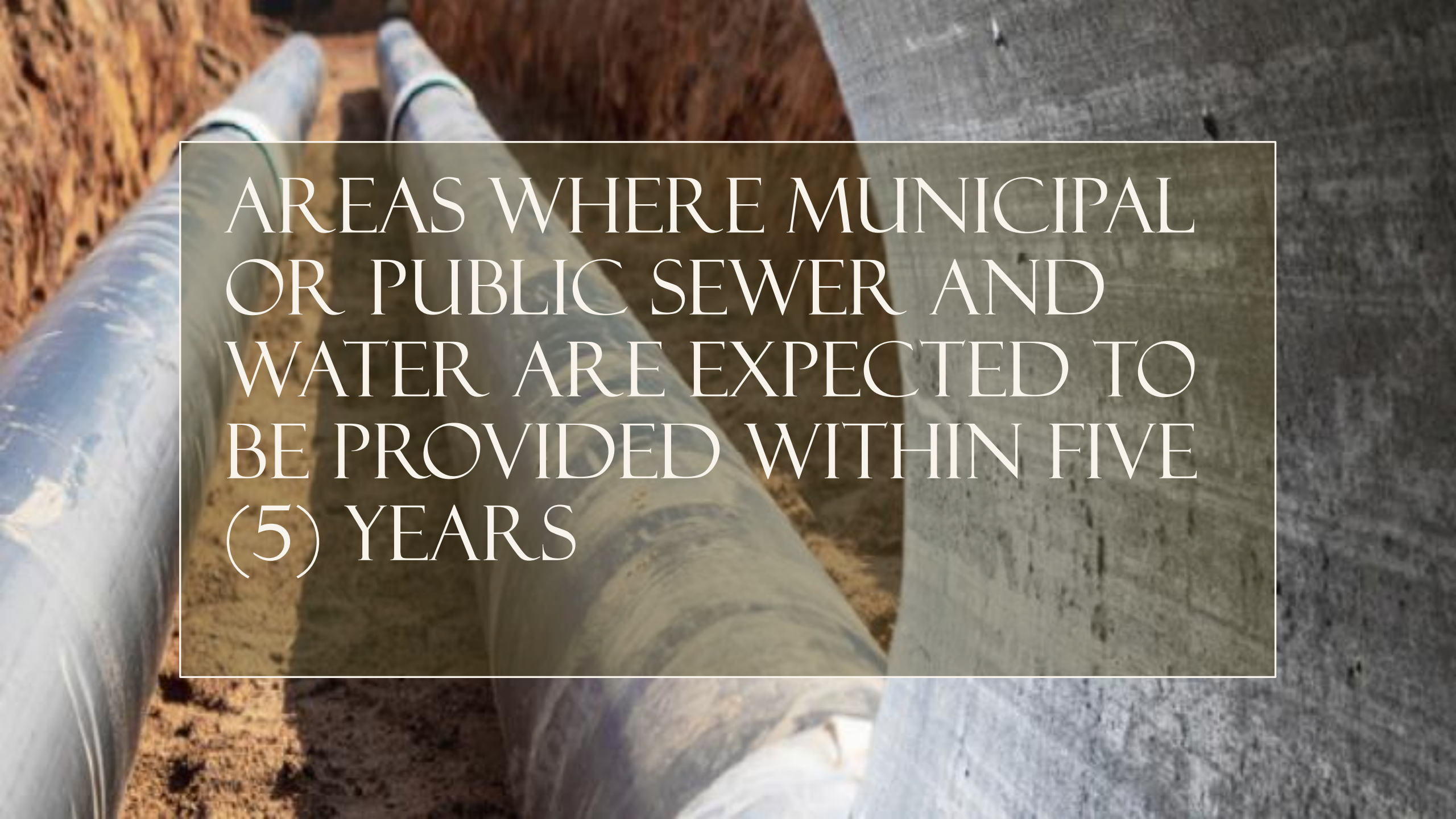
- ITD Hwy 20/26 widening project (I-84 to Middleton)
- ITD in design for widening project from Middleton Road to Star Road
- ITD I-84 widening project (between Centennial and Franklin Road, est. completion by 2027)
- ITD SH-55 widening project between Farmway and Middleton
- Bike lanes along forty-five arterial and collector roadings, including
 - Wagner, Midland, Lake and Madison
- Regional bike routes:
 - Along Logan and Lower Pleasant Ridge Road, connecting to the Sunnyslope wine region
 - From Downtown Caldwell up Farmway
 - Along Old Hwy 30 to Purple Sage Road connecting to Purple Sage Golf Course and out to Wagner Road
 - Along Hwy 44, Lincoln, and Middleton providing connection across the Boise River to Middleton and east to Nampa
 - Orchard/Lake Lowell to Plum, connecting to the Sunnyslope wine region

TRANSPORTATION INFRASTRUCTURE AND SYSTEMS, INCLUDING CONNECTIVITY - PATHWAYS

- Pathways along:
 - Hwy 20/26 from I-84 to Wagner and from I-84 to Madison
 - Farmway
 - Ustick from Wagner to Midland
 - Middleton Road and other arterial roadways
 - Boise River Greenbelt Corridor
 - Indian Creek Corridor connecting Caldwell and Nampa
 - Tri-City Corridor which connects Middleton, Caldwell and Nampa.
 - Lake Lowell Corridor connecting YMCA , Lake Lowell and Deerflat Wildlife Refuge
- Pathways/Trails along:
 - Dixie Drain from Wagner Road into Caldwell
 - Wilson Drain and Elijah Drain connecting Caldwell and Nampa
 - Lincoln along the Noble Drain to Midland Blvd connecting to Nampa
 - Lincoln along the Lower Fivemile Drain to Madison and into Nampa
 - Cougar Pathway Corridor (running along the Caldwell Low Line Canal providing a connection to Lake Avenue
 - Dixie/Yankee Drain connecting Wagner to Moss Street and Hwy 55

TRANSPORTATION INFRASTRUCTURE AND SYSTEMS, INCLUDING CONNECTIVITY - PATHWAYS

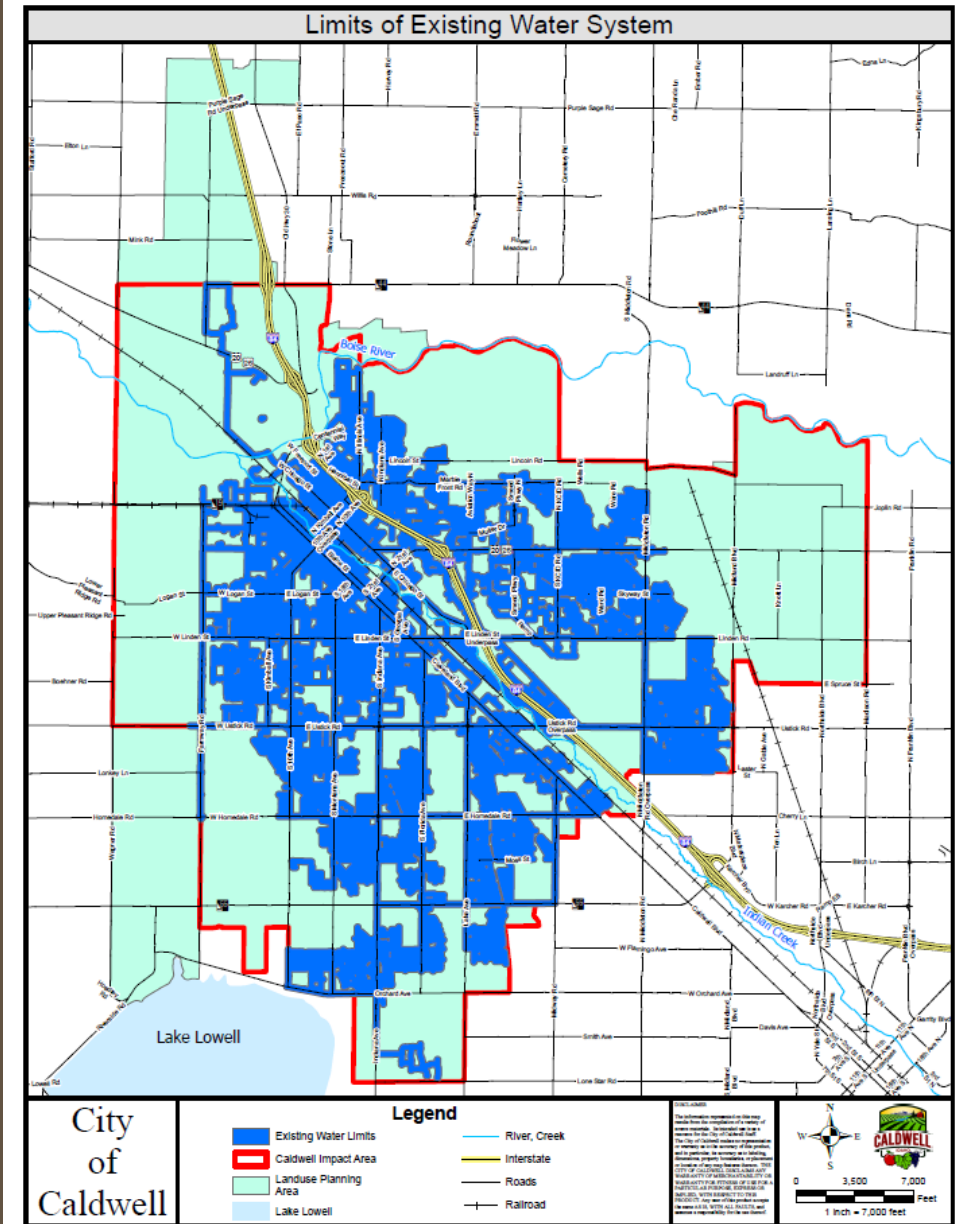
- Developments required to install:
 - Half-street section improvements
 - Asphalt
 - Curb, gutter and sidewalk
 - Streetlighting
 - Neighborhood pathways
 - Community pathways
 - Regional pathways

The background image shows a construction site with large blue pipes laid out in a trench. The pipes are made of a flexible material, likely HDPE, and are connected by couplings. The trench is filled with reddish-brown soil. The text is overlaid on a semi-transparent dark green rectangular box in the center of the image.

AREAS WHERE MUNICIPAL
OR PUBLIC SEWER AND
WATER ARE EXPECTED TO
BE PROVIDED WITHIN FIVE
(5) YEARS

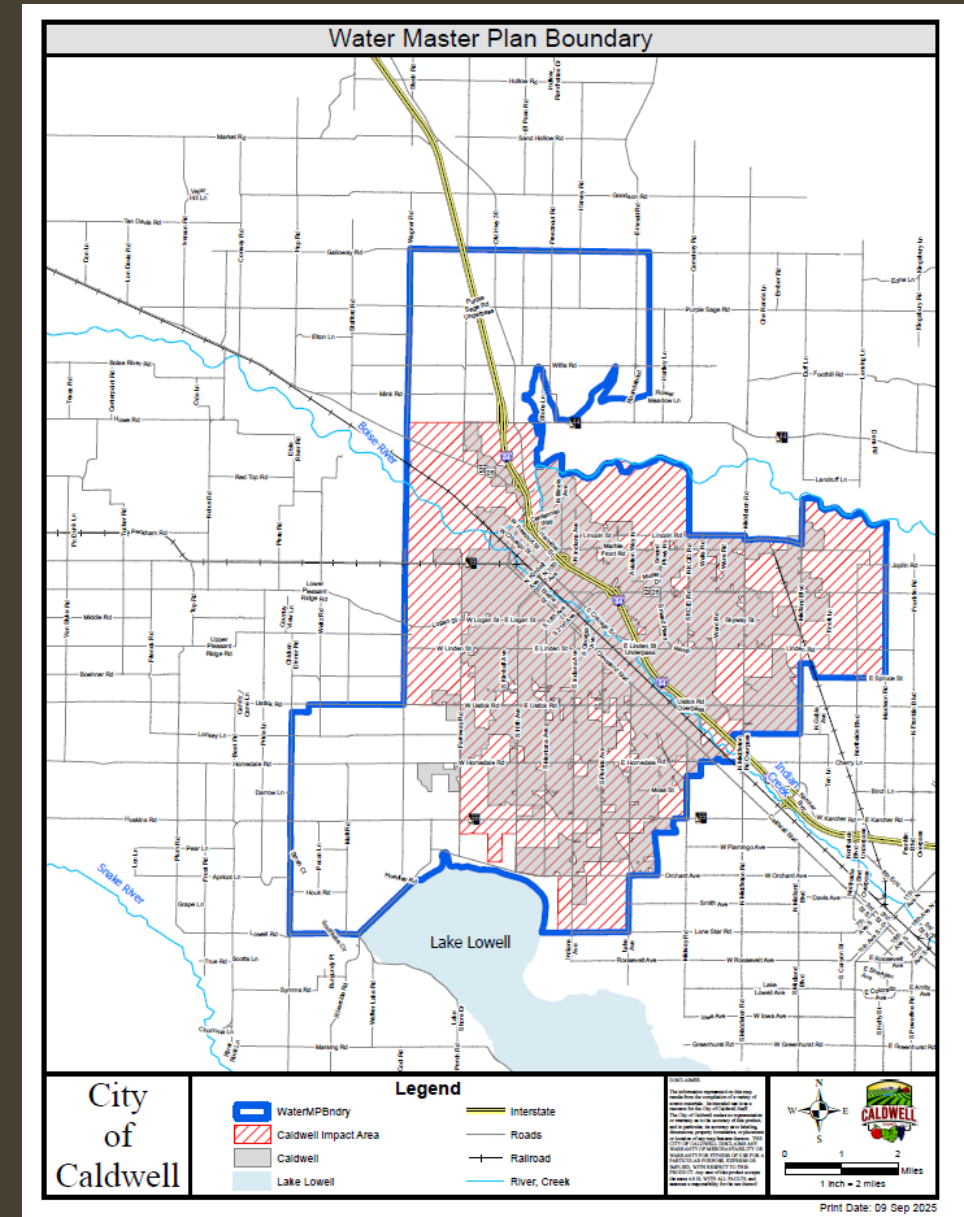
LIMITS OF EXISTING WATER SERVICE

- North to Hwy 44
- West to Farmway
- South to Lone Star Road
- East to Midland Blvd.



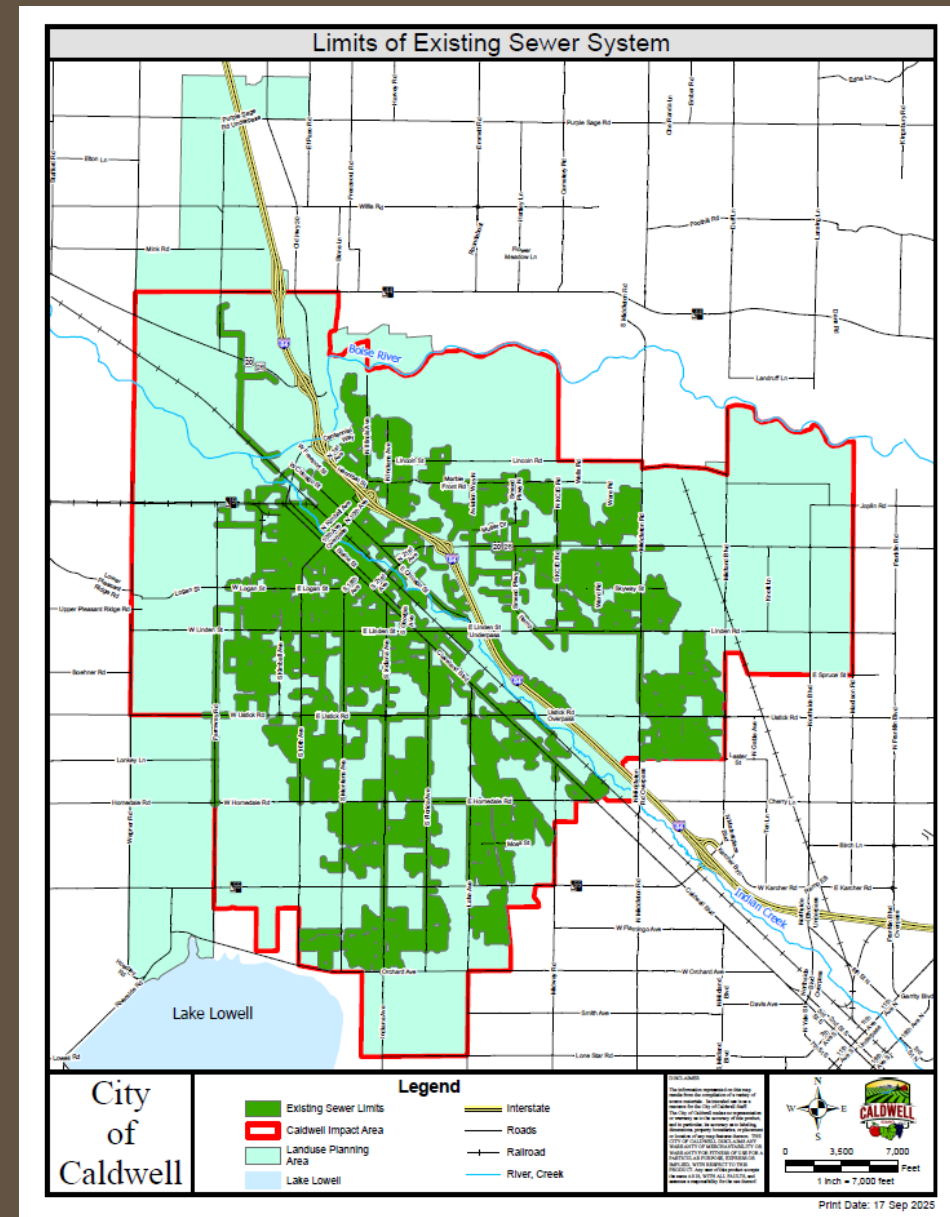
WATER MASTER PLAN

- North to Galloway Road, then tapers to Boise River
- West to Wagner , then to Chicken Dinner Road
- South to Lowell Road and Lone Star Road
- East to all impact area boundary lines



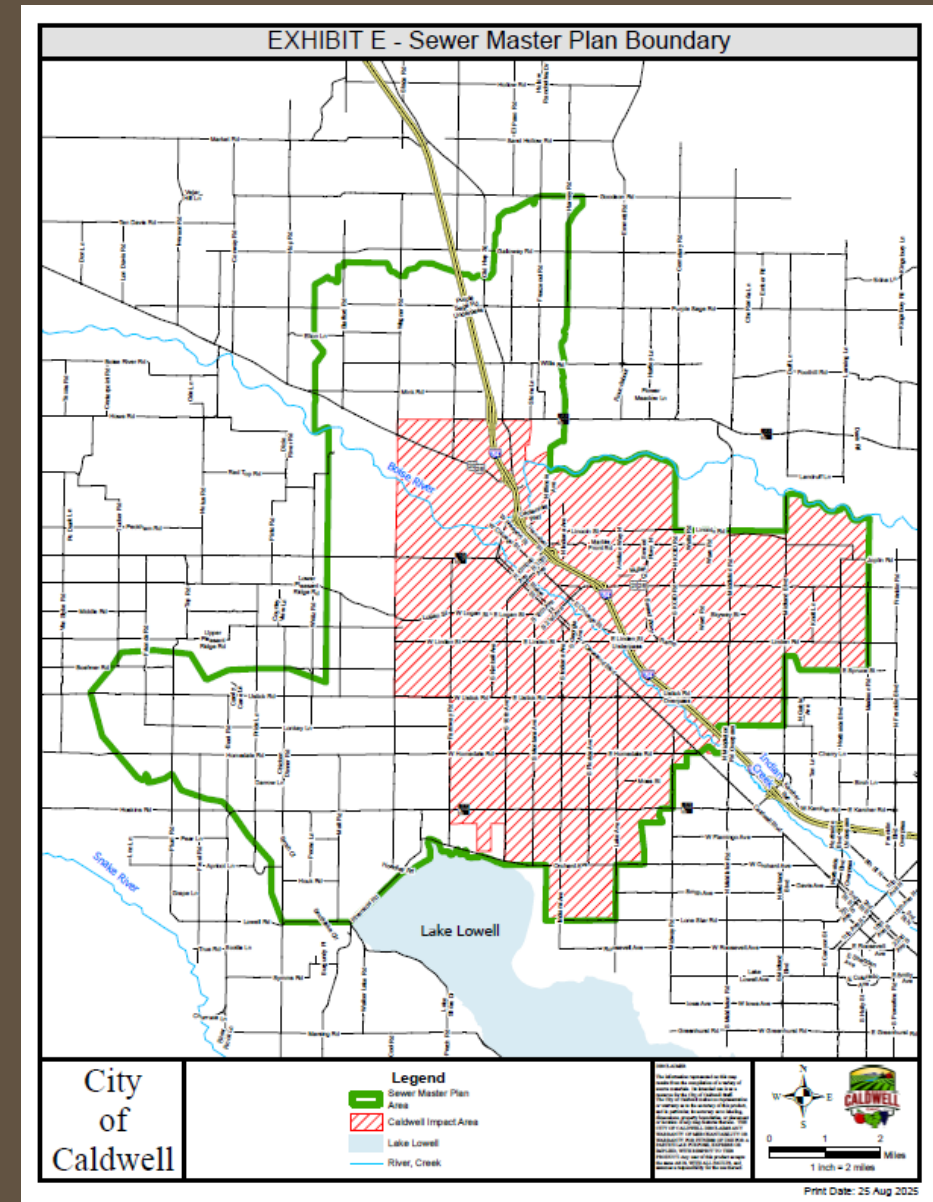
LIMITS OF EXISTING SEWER SERVICE

- North to Hwy 44
- West to Farmway
- South to Orchard Avenue
- East to Midland Blvd.



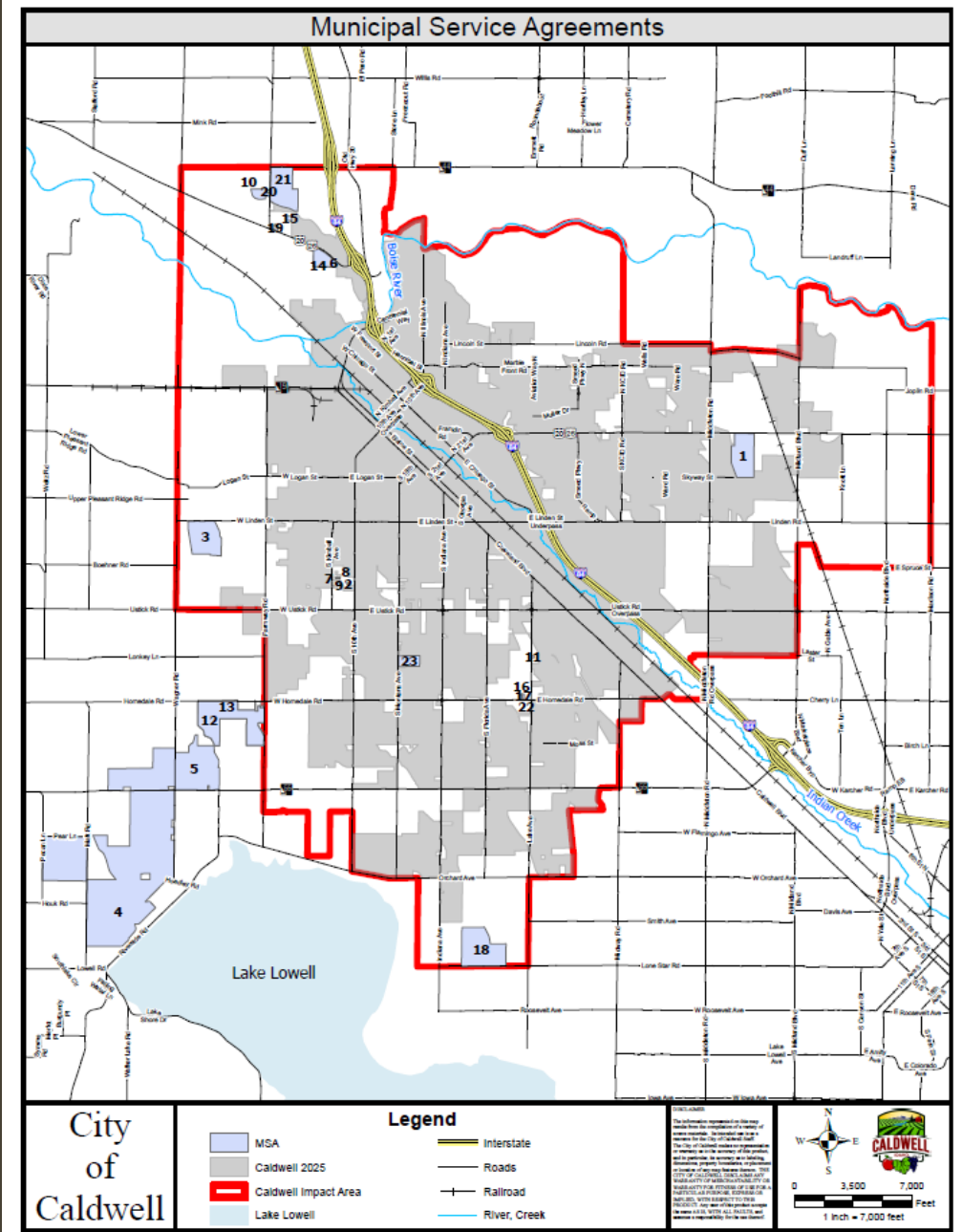
SEWER MASTER PLAN

- North to Galloway Road (portion to Goodson Road)
- West to almost Wertz Road, with a portion extending out to west of Tucker Road
- South to Lowell Road/Riverside Road, around the Lake along Orchard, and then to Lone Lone Star Road
- East to all impact area boundary lines



EXISTING MUNICIPAL SERVICES AGREEMENTS

- North: Out to Hwy 44
- West: Out to Pecan Lane
- South: Out to Lone Star Road
- East: Between Middleton and Midland



AREAS WHERE MUNICIPAL OR PUBLIC SEWER AND WATER ARE EXPECTED TO BE PROVIDED WITHIN FIVE (5) YEARS

With development build-outs and 5-year CIP projects:

- North to Mink Road
- West to Wagner Road
- East to Madison
- Existing to southern impact area boundary.

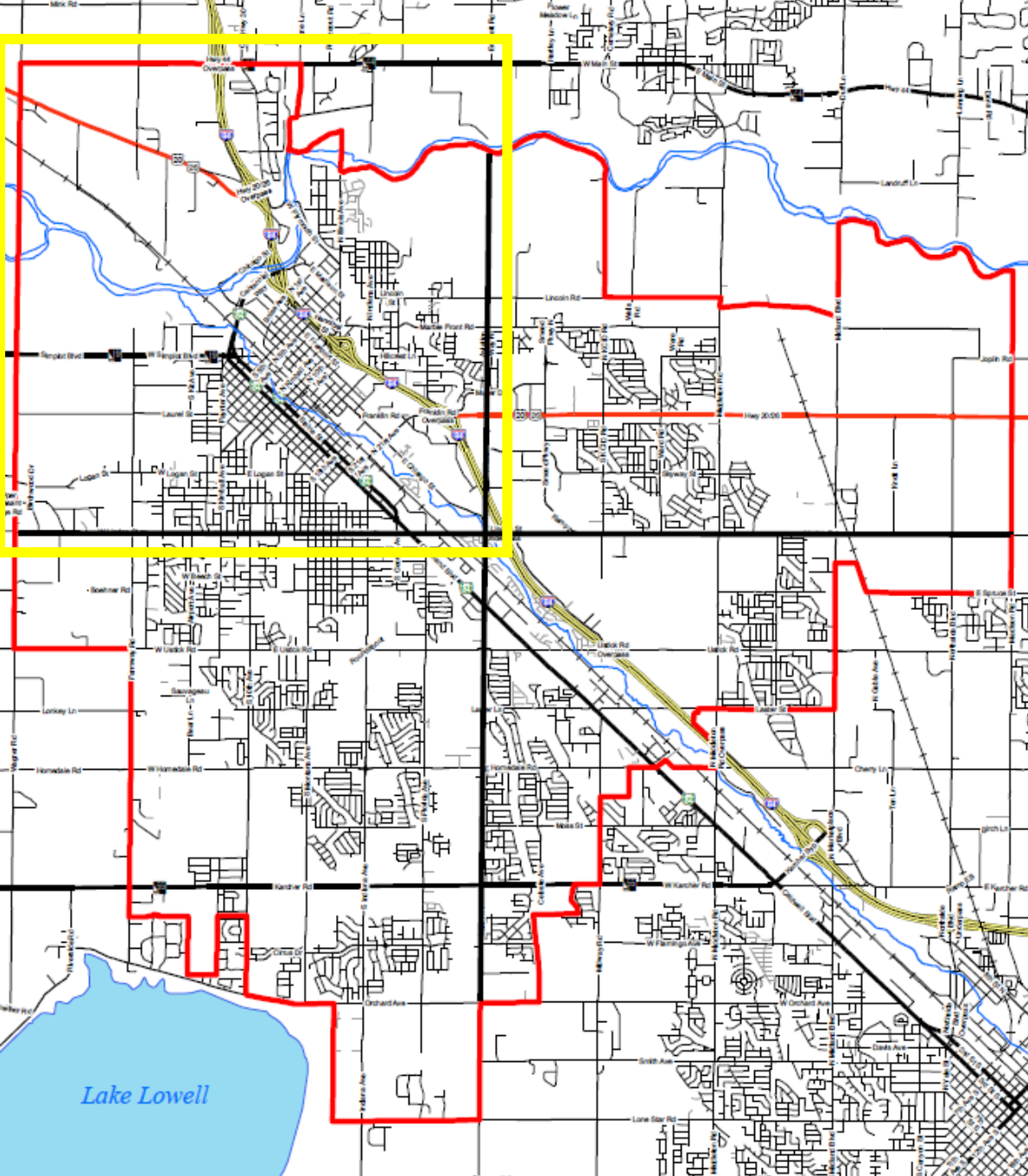
CITY'S 5-YEAR CAPITAL IMPROVEMENT PLAN HIGHLIGHTS

- (8) new wells
- Sewer Lift station at Lincoln to serve everything east of Middleton to Madison
- (10) new intersection roundabouts
- (3) AWSC or TWSC
- (3) new traffic signals along Cleveland Blvd
- Ustick widening project (2 to 5 lanes) from Montana to Midland
- Ustick widening project (2 to 3 lanes) from Midland past Madison
- Turn lanes added along 10th Avenue between Blaine and Ustick

* This does not include any improvements new development is required to do.

A photograph of Caldwell Fire Station 2, a large grey brick building. Two red fire trucks are parked in front of the station. The truck on the left is a ladder truck with 'CALDWELL' and 'E-102' visible. The truck on the right is a pumper truck with 'CALDWELL' and 'E-102' visible. The station's name and address, 'CALDWELL FIRE STATION 2' and '724 E. USTICK', are mounted on the wall. A wooden bench is visible in front of the station. The sky is blue with some clouds. A white rectangular box is overlaid on the image, containing the text 'OTHER PUBLIC SERVICE DISTRICT BOUNDARIES' in a serif font.

OTHER PUBLIC SERVICE DISTRICT BOUNDARIES



NW SECTION

School Districts: Caldwell

Fire Districts: Caldwell FD and Middleton FD

Irrigation Districts:

Caldwell

Pioneer

Golden Gate

Canyon Hill

Black Canyon

Ditch Companies:

Mason Creek

Canyon

Franklin,

Highway Districts:

HD #4

Notus/Parma HD#1

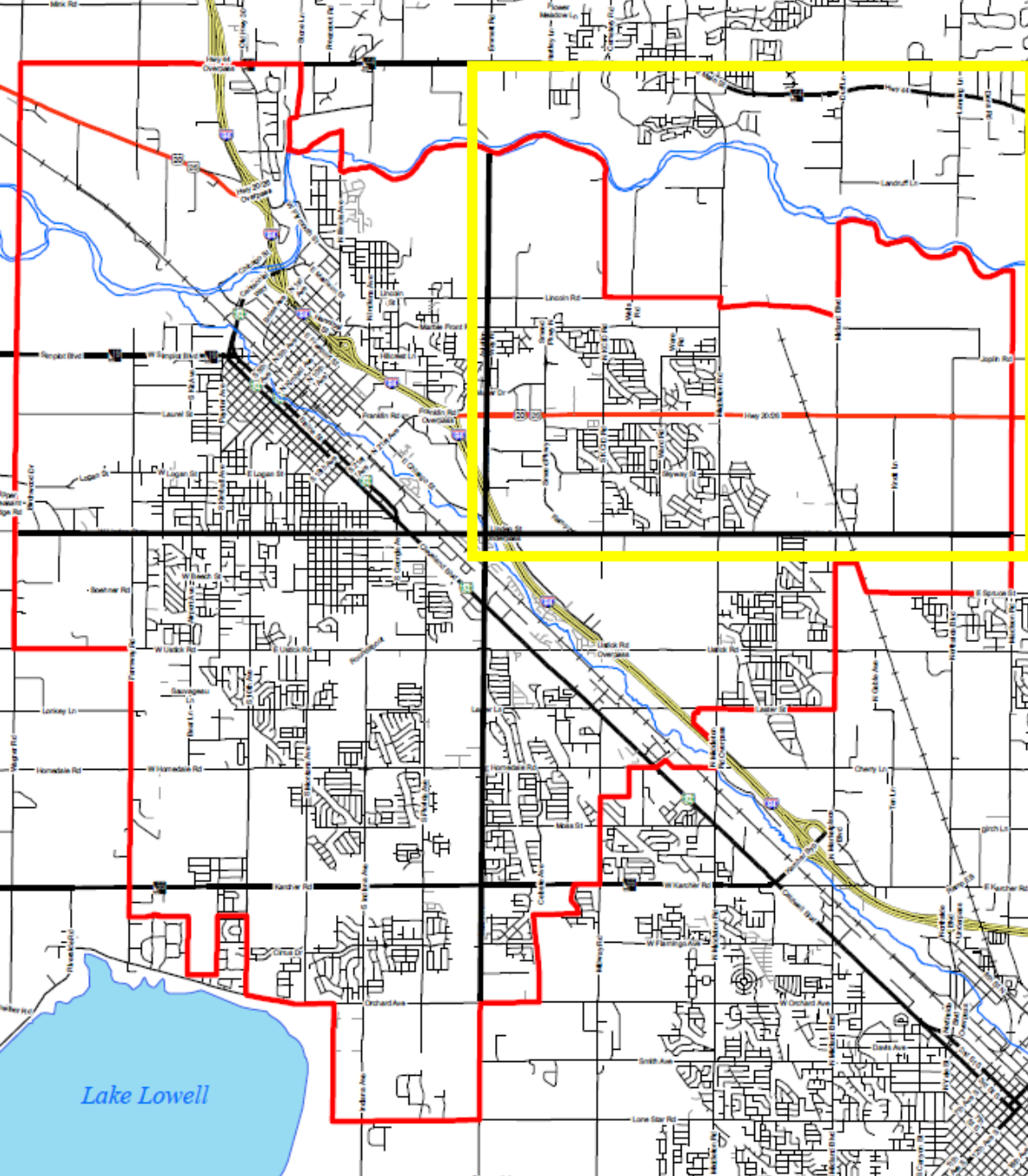
Other Service Providers/Public Agencies:

Idaho Power

Intermountain Gas

Lumen/Century Link

ITD



NE SECTION

School Districts: Vallivue

Fire Districts: Caldwell FD and Nampa FD

Irrigation Districts: Caldwell and Pioneer

Ditch Companies: Mason Creek and Franklin

Highway Districts: CHD #4

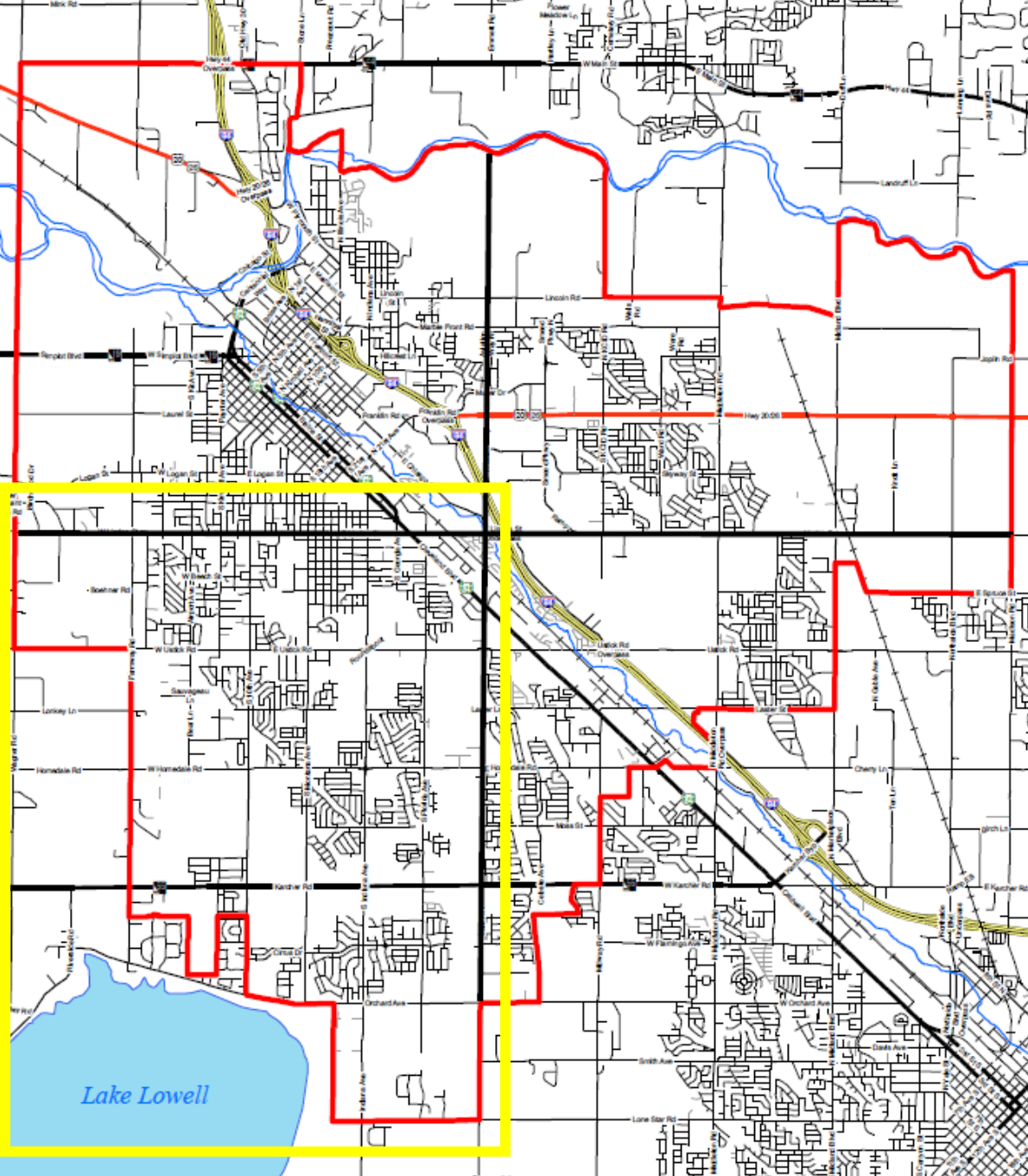
Other Service Providers/Public Agencies:

Idaho Power

Intermountain Gas

Lumen/Century Link

ITD



SW SECTION

School Districts:

Vallivue

Caldwell

Nampa

Fire Districts: Caldwell FD and Nampa FD

Irrigation Districts:

Nampa and Meridian

Pioneer

Caldwell

Wilder

Ditch Companies: Mason Creek and Franklin

Highway Districts: CHD #4

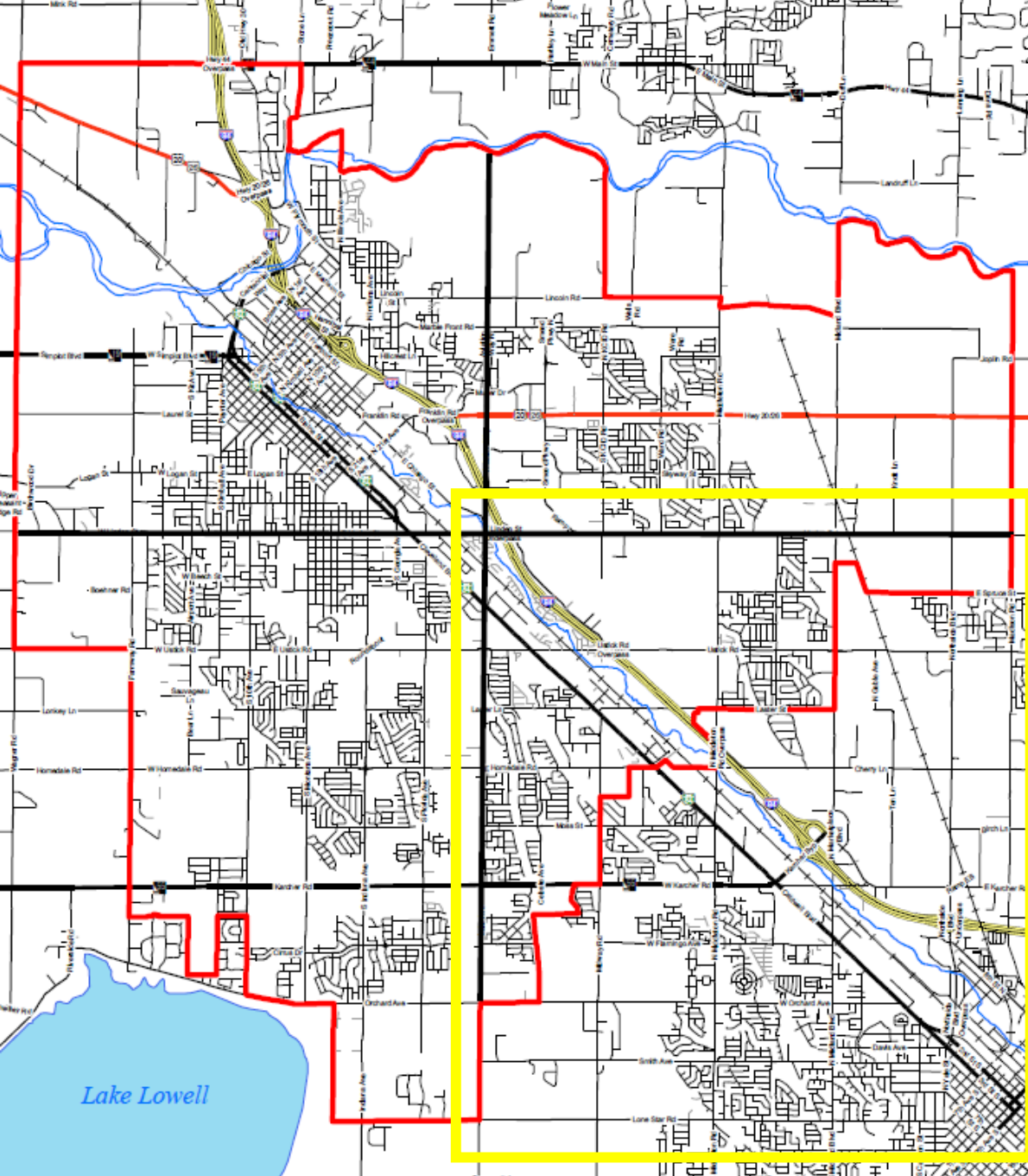
Other Service Providers/Public Agencies:

Idaho Power

Intermountain Gas

Lumen/Century Link

ITD



SE SECTION

School Districts:

Vallivue

Caldwell

Fire Districts: Caldwell FD and Nampa FD

Irrigation Districts:

Nampa and Meridian

Pioneer

Caldwell

Ditch Companies: Mason Creek and Franklin

Highway Districts:

CHD #4

Nampa HD #3

Other Service Providers/Public Agencies:

Idaho Power

Intermountain Gas

Lumen/Century Link

ITD

CONCLUSION

- ☒ Area of impact shall not extend more than two (2) miles from existing city limits.
- ☒ Anticipated commercial and residential growth;
- ☒ Geographic factors;
- ☒ Transportation infrastructure and systems, including connectivity;
- ☒ Areas where municipal or public sewer and water are expected to be provided within five (5) years;
- ☒ Consideration of other public service district boundaries; and
- ☒ Area of impact shall not exceed the areas that are very likely to be annexed to the city within the next five (5) years



THANK YOU

ROBIN COLLINS

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EXHIBIT B

Supplemental Documents



Idaho Statutes

Exhibit B1

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?

Exhibit B2

City	Proposed Impact Area Acreage	City Limits Acreage (included in Proposed AOI)	Difference
Caldwell	30,158.93	16,974.11	13,184.82
Greenleaf	836.53	542.67	293.86
Homedale	2,977.17	None in Canyon County	2,977.17
Melba	1,568.87	303.48	1,265.39
Middleton	19,103.62	4,179.94	14,923.68
Nampa	47,751.29	23,851.89	23,899.40
Notus	1,111.06	637.28	473.78
Parma	1,369.02	711.45	657.57
Star	10,744.02	1,320.35	9,423.67
Wilder	3,643.15	510.04	3,133.11



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

MALHEUR COUNTY, OREGON

PAYETTE COUNTY

GEM COUNTY

ADA COUNTY

ADA COUNTY

Legend

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

SCHOOL DISTRICTS

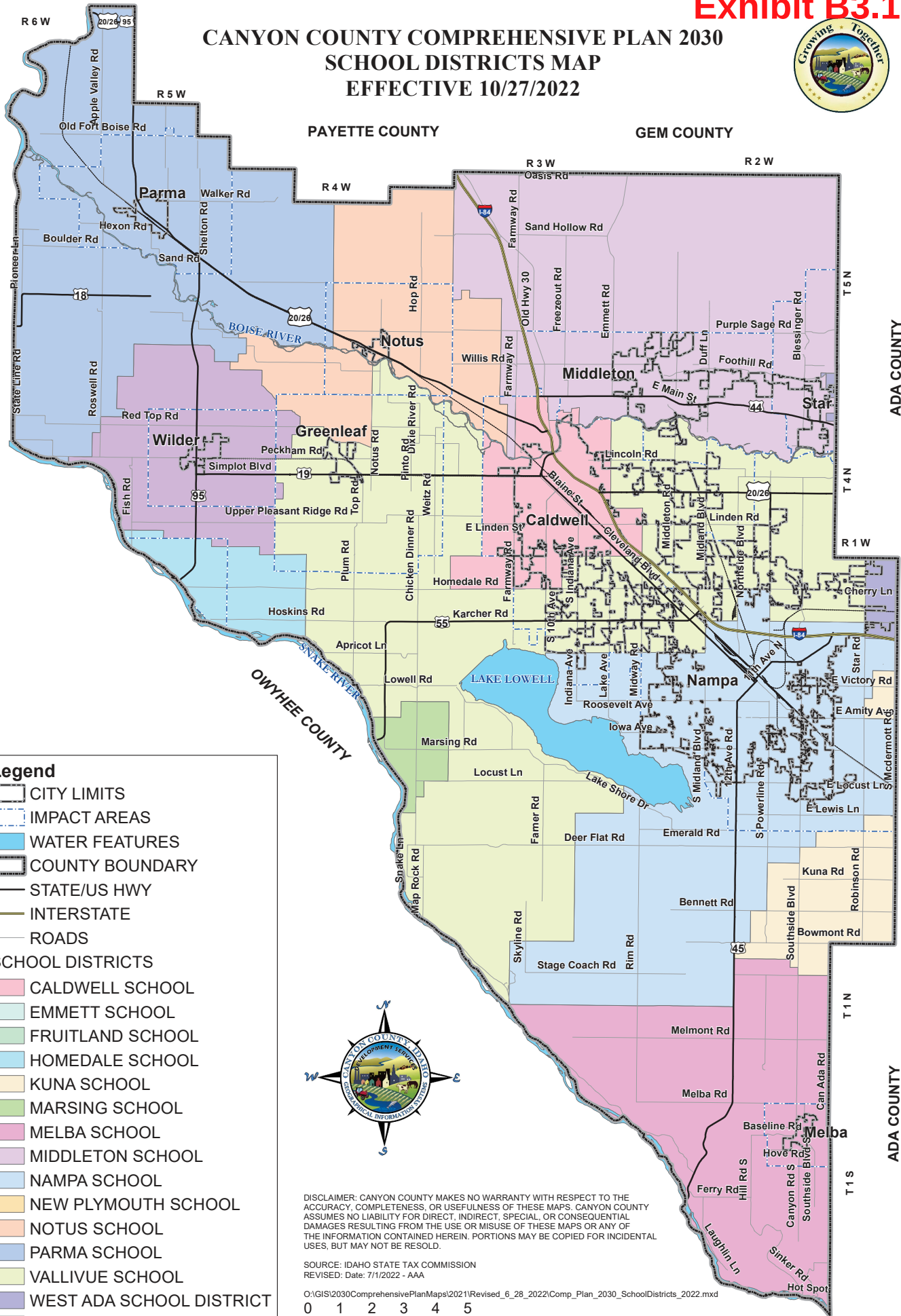
- CALDWELL SCHOOL
- EMMETT SCHOOL
- FRUITLAND SCHOOL
- HOMEDALE SCHOOL
- KUNA SCHOOL
- MARSING SCHOOL
- MELBA SCHOOL
- MIDDLETON SCHOOL
- NAMPA SCHOOL
- NEW PLYMOUTH SCHOOL
- NOTUS SCHOOL
- PARMA SCHOOL
- VALLIVUE SCHOOL
- WEST ADA SCHOOL DISTRICT
- WILDER SCHOOL



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.

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

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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



CITY OF MIDDLETON

Exhibit B4

P.O. Box 487, 1103 W. Main Street, Middleton, ID 83644
(208) 585-3133 • citmid@middletoncity.org • www.middleton.id.gov

SUMMARY OF

City of Middleton's Request for Modification and Confirmation of Area of Impact

I. INTRODUCTION

The City of Middleton hereby requests the Canyon County Board of County Commissioners to modify and confirm Middleton's proposed Area of Impact ("AOI"). Middleton's current AOI is attached as Exhibit "A". City is requesting a modification of the AOI as shown in Exhibit "B". The modified AOI is within the two mile area allowed by Idaho Code §67-6526 but also includes the balance of any parcel that is partially within the two-mile "bubble." (See Exhibit "C" for a depiction of the proposed AOI with the two-mile limitation superimposed for reference.)

Middleton's current AOI and proposed AOI abut the AOIs of three cities: (1) Caldwell, (2) Star, and (3) Nampa. City has met with the mayors and/or planning staff of all three cities. They were productive meetings and none of the Cities are pursuing overlapping AOIs. (Attached as Exhibit "D" are correspondences confirming Caldwell's, Nampa's, and Star's agreements with Middleton to not overlap the cities' respective AOIs.)

Middleton City Council has also reviewed the proposed modification to the AOI. During a City Council meeting on July, 2, 2025, City Council preliminarily approved the proposed modification to the City's AOI boundary as shown in Exhibit "B".

Per Idaho Code § 67-6526, Canyon County is required to consider the following five criteria for modifying and/or confirming an AOI: (1) anticipated residential and commercial growth, (2) geographic factors, (3) transportation infrastructure and systems, including connectivity, (4) municipal sewer and water expected to be provided within five years, and (5) other public service district boundaries. Based on the following information, Middleton respectfully requests the Canyon County Board of County Commissioners to modify and confirm Middleton's proposed AOI (Exhibit "B").

II. ANTICIPATED RESIDENTIAL AND COMMERCIAL GROWTH

A. Residential Growth:

- Middleton's residential growth has been significant. Population of 2,978 in the year 2000 and 13,970 in the year 2025. Projected growth is 19,024 in the year 2030 and between 27,781 and 39,998 in the year 2040.

B. Commercial Growth:

- Commercial growth has coincided with residential growth. Numerous national companies have come, or are in the process of coming, to Middleton.
- Commercial growth in Star is pushing westward to Middleton.
- Middleton leaders are aggressively refining Middleton city code, comprehensive plan and policies to support and enhance this commercial growth.

C. Comprehensive Plan & Zoning:

- Recognizing significant growth, Middleton updated its Comprehensive Plan in 2025. The Comprehensive Plan sets forth a vision for growth and contains strategies to smartly manage the growth to the boundaries of the proposed AOI. (See Exhibit “E” for Comprehensive Plan Traffic Maps and Park & Pathway Map showing planning throughout the proposed AOI and beyond.)
- Likewise, Middleton leaders are reviewing and refining City code to ensure it aligns with the demands of the anticipated growth.
- A key objective is to apply density standards to annexed land that support efficient development, accommodate population increases, and prioritize the preservation of agricultural land within Canyon County.

D. Impact Fees and Connection Fees:

- Middleton is aptly handling the current growth and future growth with updated impact fees and sewer connection fees.

E. Schools

- Middleton School District #134 has approximately 4000 students. Forge Charter School has 565 students.
- The Middleton School District is aggressively solving the over-capacity issue. The District has received additional funds totaling \$18,000,000 to be applied toward a new elementary school and other upgrades.

III. GEOGRAPHIC FACTORS:

- A. Land Use:** Many of the rural parcels that surround Middleton are very large (100 to 200 acres with a potential of 600 to 700 homes per project). The annexation of a single residential project will greatly expand City limits. The annexation of a few residential projects could expand city limits to the boundary of the proposed AOI in a very short period of time.

B. Hydrology:

- City’s groundwater rights are sufficient for growth within the proposed AOI.
- The northwest quadrant of AOI contains nitrate priority areas. Municipal sewer and water in this area will minimize nitrates and other contaminants in the groundwater from septic systems.
- Urban growth with sewer and water greatly helps minimize wildfire and helps increase fire-flow protection.

- C. Topography/Soils:** Topography in Middleton’s AOI slopes towards the Boise River, which means sewer in the proposed AOI naturally gravitates to Middleton’s waste water treatment plant on the edge of the Boise River.

D. Major Roadways: A natural boundary for Middleton's proposed AOI is created by major roadways.

- On the east, Kingsbury Road is a principal arterial that will likely be improved to cross the Boise River.
- On the north, Galloway Road is a major collector.
- On the south, Lincoln Road is a minor arterial undergoing major improvement.
- On the west, the boundary is near I-84, stopping shy of the interstate due to the 2 mile bubble. Middleton is the closest municipality to I-84 on the north side of Hwy 44.

Greatly assisting regional traffic is State Hwy 44 that runs east to west throughout the proposed AOI. Middleton Road is a principal arterial that runs north to south and is one of only three roadways that crosses the Boise River. These major corridors have supported, and will continue to support, the growth within Middleton's proposed AOI.

IV. TRANSPORTATION INFRASTRUCTURE AND SYSTEMS, INCLUDING CONNECTIVITY

A. Middleton's transportation infrastructure is key to regional connectivity.

- The City's Comprehensive Plan shows plans for collectors and arterial roadways to the outer boundaries of the proposed AOI and beyond.
- Middleton has established financial mechanisms such as impact fees and ITD proportionate share fees to fund these planned roadways.
- Middleton's Municipal Code supports the construction of the roadways on the Comprehensive Plan Maps by requiring Developers to build the roads adjacent to their projects.

V. MUNICIPAL SEWER AND WATER EXPANSION WITHIN FIVE YEARS

A. Sewer Planning:

- Middleton has engaged in extensive planning since 2019 in anticipation of providing wastewater service throughout the proposed AOI. Middleton is planning on servicing approximately 40,000 residents by the year 2040.
- Middleton has an ambitious and innovative wastewater plant upgrade planned for 2026-2028. The Judicial Confirmation hearing to authorize the city to incur approximately \$78,000,000 in debt to construct the WWTP will be held on October 1, 2025.
- Other funding sources include connection fees and City has started the process to establish a sewer impact fee.

B. Water System Planning:

- City's 2023 Water Facility Plan and Water Rights Master Plan show a robust facilities system that will support continued growth in the proposed AOI. City is fortunate to be located in an area with an excellent and abundant groundwater source. Production water wells consistently yield high-quality water in volumes sufficient to meet long-term needs.

VI. OTHER PUBLIC SERVICES AND DISTRICT BOUNDARIES:

- A.** Middleton's City Hall and Library are more centralized and closer to the property within the proposed AOI than the City Hall and municipal facilities of Caldwell, Star or Nampa.
- B.** Middleton has its own road maintenance department that is very good at maintaining City local roads. Middleton does not have to rely on HD4 (which is geared toward rural road) for maintenance.
- C.** The 93 acre River Walk Park planned on the north side of the Boise River between Hartley Lane and Middleton Road will be a large City Park that is central to all the property contained in the proposed AOI.
- D.** Middleton is served by the Middleton Rural Fire Department, Star Fire Protection District, and Caldwell Rural Fire Protection. All three agencies are positioned to serve the expansion of Middleton City limits, and funding via impact fees has already been established.
- E.** Middleton has its own City police force. When City limits expand, the police force expands. Additional funding via a police impact fee is already set in place.
- F.** City enjoys the facilities of the Greater Middleton Parks & Recreation, but City also owns and maintains six large City parks of its own. As City limits expand, new parks will be developed, and the growth will be funded, in part, by the City's current Park Impact Fee.
- G.** City has franchise agreements with internet and cable providers to provide services to an expanding City.
- H.** Middleton established a Valley Regional Park and Ride facility at Picadilly Park. As the City limits expand, the framework for a park and ride system is already in place.

VII. SUMMARY

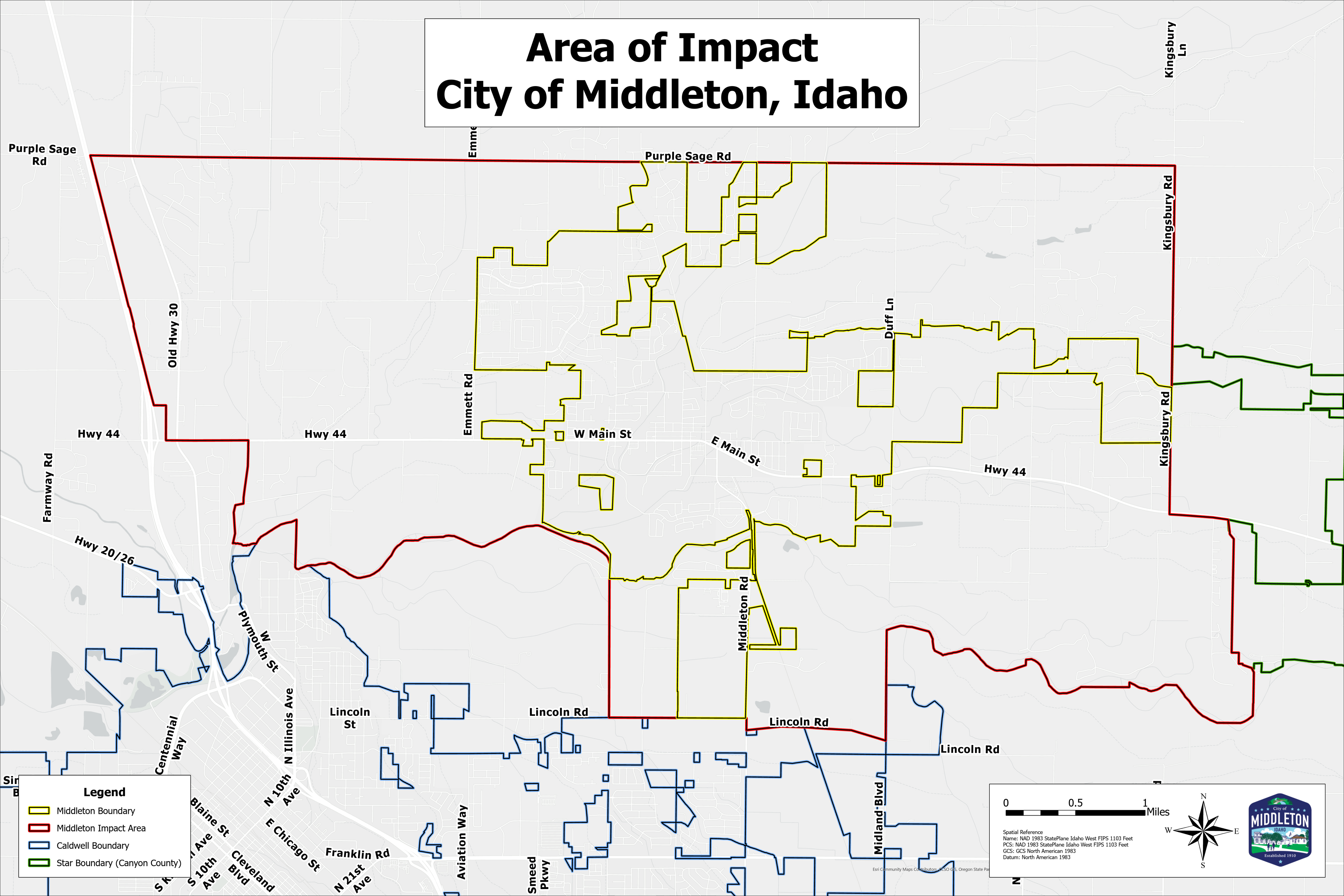
Middleton anticipates significant growth in the next five years with the annexation of large rural parcels that will quickly expand city limits. Middleton's long range planning documents contemplate the expansion of sewer, water, transportation, and pathway facilities to the boundaries of the proposed AOI and beyond. City has also established impact fees and additional funding mechanisms to support this infrastructure growth. Middleton is well positioned to expand in an orderly fashion, benefiting the residents of Middleton and the surrounding region.

EXHIBIT A

Current Approved Area of Impact

Area of Impact

City of Middleton, Idaho



Legend

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

0 0.5 1 Miles

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

N
W E
S

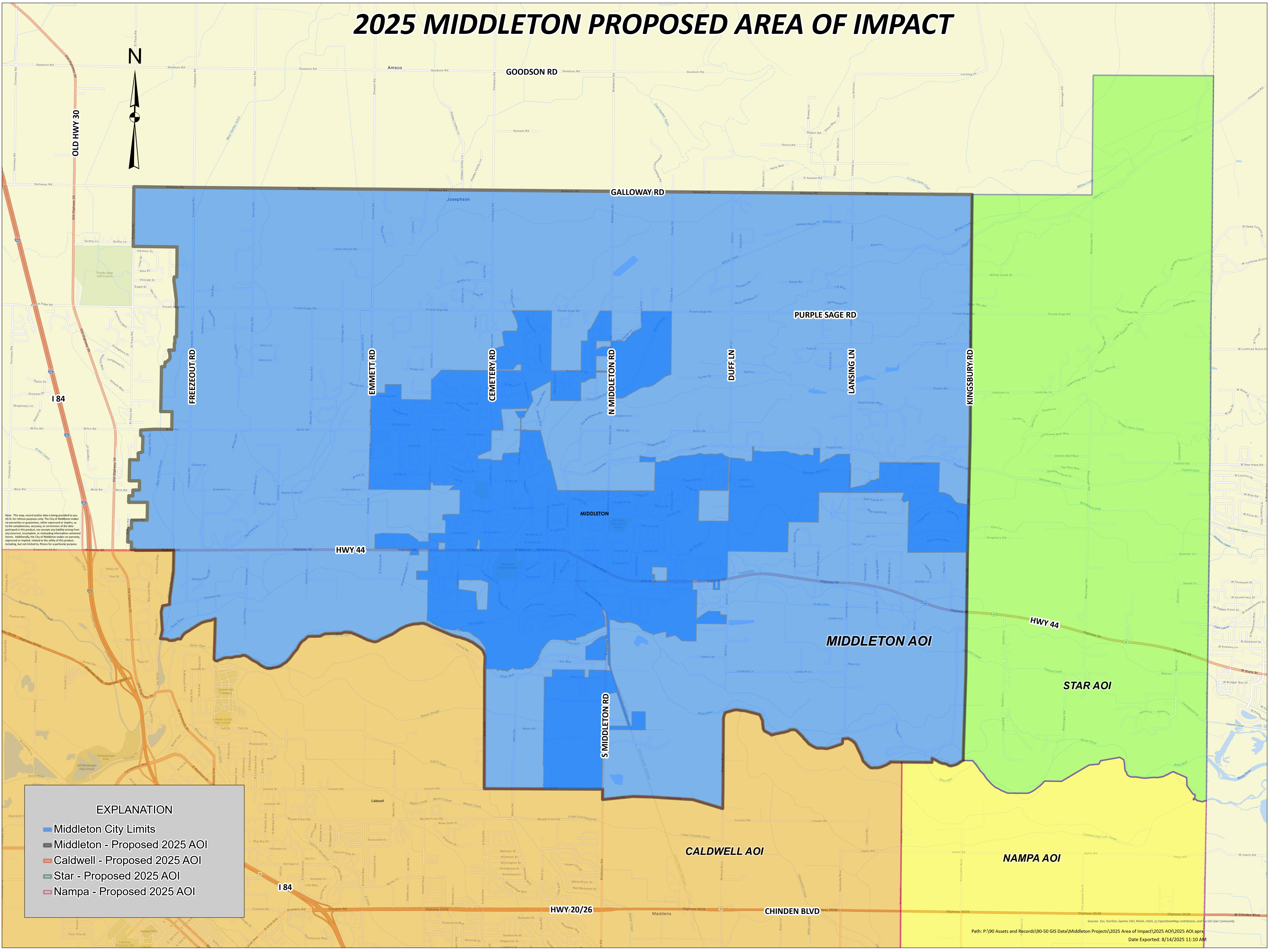


City of
MIDDLETON
IDAHO
Established 1910

EXHIBIT B

Proposed Revised Area of Impact

2025 MIDDLETON PROPOSED AREA OF IMPACT



FREEZEOUT RD

EMMETT RD

CEMETERY RD

N MIDDLETON RD

DUFF LN

LANSING LN

KINGSBURY RD

MIDDLETON

MIDDLETON AOI

STAR AOI

CALDWELL AOI

NAMPA AOI

EXPLANATION

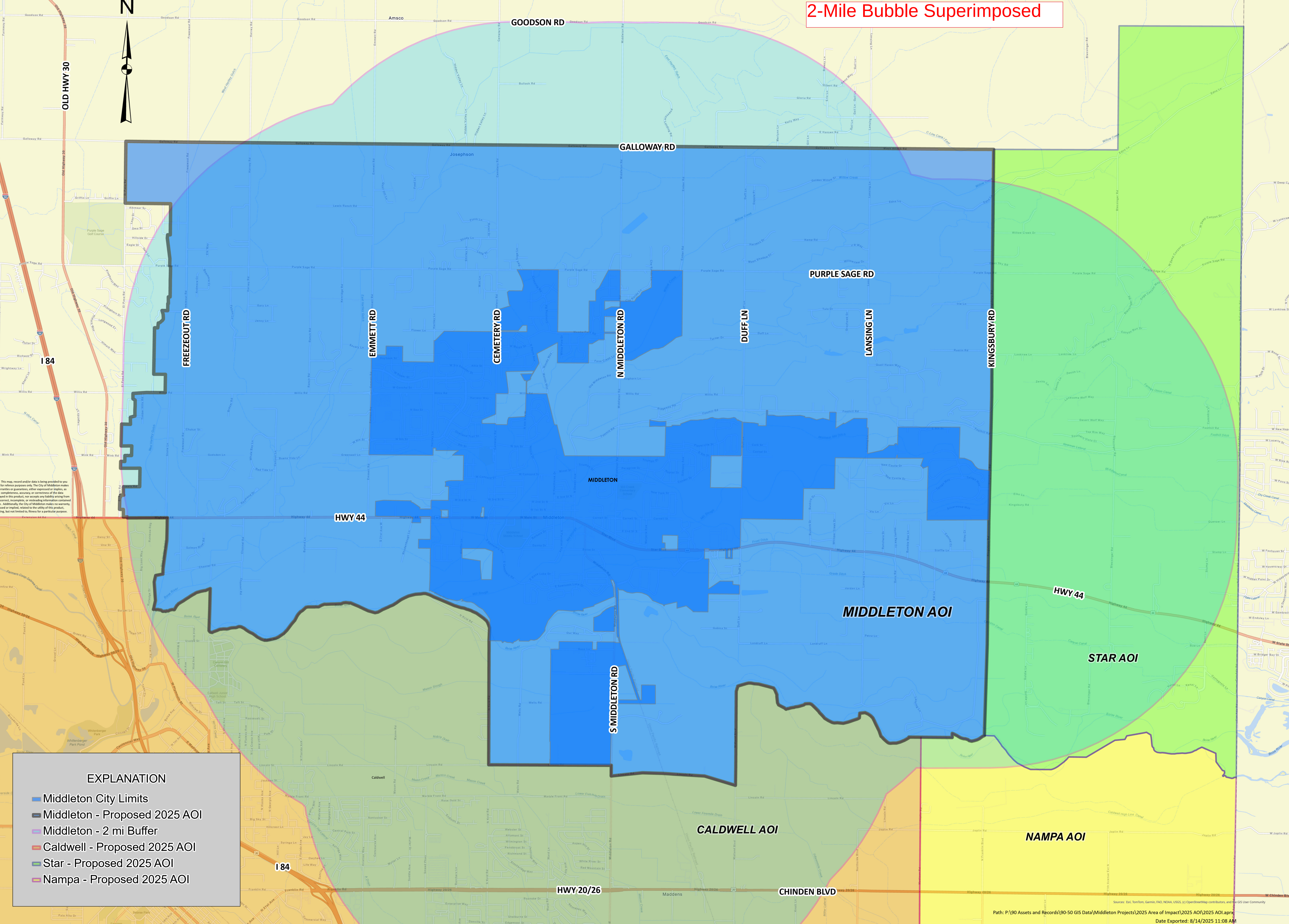
- Middleton City Limits
- Middleton - Proposed 2025 AOI
- Caldwell - Proposed 2025 AOI
- Star - Proposed 2025 AOI
- Nampa - Proposed 2025 AOI

EXHIBIT C

Proposed Area of Impact with Two Mile “Bubble” Superimposed

2025 MIDDLETON PROPOSED AREA OF IMPACT

2-Mile Bubble Superimposed



Note: This map, record and/or data is being provided to you AS IS for reference purposes only. The City of Middleton makes no warranties or guarantees, either expressed or implied, as to the completeness, accuracy, or correctness of the data portrayed in this product, nor accepts any liability arising from any inaccuracy, incompleteness, or misleading information contained herein. Additionally, the City of Middleton makes no warranty, expressed or implied, related to the utility of this product, including, but not limited to, fitness for a particular purpose.

EXPLANATION

- Middleton City Limits
- Middleton - Proposed 2025 AOI
- Middleton - 2 mi Buffer
- Caldwell - Proposed 2025 AOI
- Star - Proposed 2025 AOI
- Nampa - Proposed 2025 AOI

EXHIBIT D

Correspondence from Star, Caldwell & Nampa agreeing to non-overlapping AOIs



PLANNING AND ZONING DEPARTMENT

June 5, 2025

Roberta Stewart
Planning and Zoning Official
City of Middleton
1103 W Main St.
Middleton, ID 83644

Re: Verification of Area of Impact

Roberta:

Canyon County is in 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. The process requires verifying the status of cities that share a common Area of Impact border.

A portion of the southern edge of Middleton's Area of Impact shares a common border with a portion of the northern edge of Nampa's Area of Impact. Nampa intends to maintain the status quo on our common Area of Impact border into the foreseeable future, and requests that Middleton verify the same intention. Please send me correspondence indicating Middleton's position on the issue by no later than July 1, 2025. Correspondence will be shared with the Canyon County Board of Commissioners during a public hearing on the matter later this year. If there are any questions regarding this request, please contact me.

The cities of Nampa and Middleton have enjoyed a strong and collaborative relationship over the years, and we look forward to maintaining that relationship for many years to come.

Sincerely,

A handwritten signature in black ink that reads 'Rodney A. Ashby'.

Rodney Ashby
Director, Planning and Zoning Department
City of Nampa
208-468-5457
ashbyr@cityofnampa.us

RA/ra file

NAMPAReady

From: [Rodney Ashby](#)
To: [Roberta Stewart](#)
Cc: [Jackie Hutchison](#)
Subject: RE: Nampa and Middleton Areas of Impact
Date: Wednesday, June 25, 2025 2:43:49 PM
Attachments: [image004.png](#)

That's perfect! Thank you.

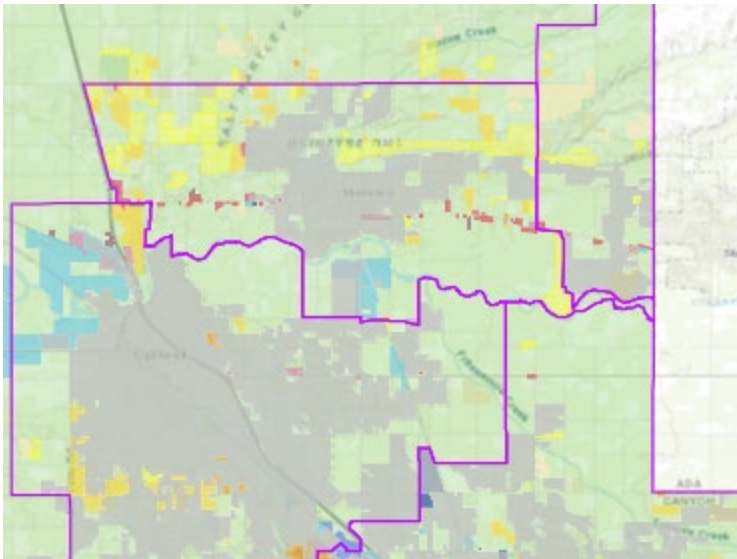


Rodney Ashby, AICP
Director
208-468-5457
500 12th Ave. S. Nampa, ID 83651
[Citizen's Guide to Planning](#) – Learn More About Planning!

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,



Roberta L. Stewart

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

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

www.middleton.id.gov





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>

July 28, 2025

Roberta Stewart
Planning & Zoning Official
Planning and Zoning Department
City of Middleton
1103 W. Main Street
Middleton, ID 83644

Re: Verification of Area of Impact

Roberta,

This letter is in regard to the process of fulfilling the State of Idaho mandate to reestablish the Area of Impact for the cities within Canyon County per Title 6786526.

We appreciate the relationship we have had with the City of Middleton 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 Area of Impact boundary and is not proposing any changes to our current Area of Impact boundaries on the north, south, east or west side.

In the summer of 2024, the City of Caldwell and the City of Middleton met to discuss the properties as shown in Exhibit A as the City of Caldwell had a proposed project wishing to come into Caldwell. At such times, the City of Middleton gave permission for the City of Caldwell to include these parcels within the City of Caldwell's Comprehensive Plan Planning Boundary. Since then, Middleton has had a change in administration, and in July of 2025, the City of Middleton and the City of Caldwell met to once again discuss the Area of Impact boundaries, with these properties also being a topic of discussion. The City of Middleton expressed the desire to gain back the properties depicted in red on Exhibit A as part of their AOI. After further discussion and research on the prior project and the limitations of providing services to this property by the City of Caldwell, the City of Caldwell agreed that the properties would be best served by the City of Middleton. Although this still remains in the City of Caldwell's planning boundary, it is not shown within the City of Caldwell's AOI. The City of Caldwell agrees to initiate a comprehensive plan map amendment

sometime before the end of the year to remove those properties depicted in red on Exhibit A from their planning area.

Until such time, this letter serves to recognize that the area will be proposed within the City of Middleton's AOI area, and that the City of Caldwell will not allow annexations into Caldwell within this area, and that the City of Caldwell has no objection to these parcels being within the City of Middleton's AOI.

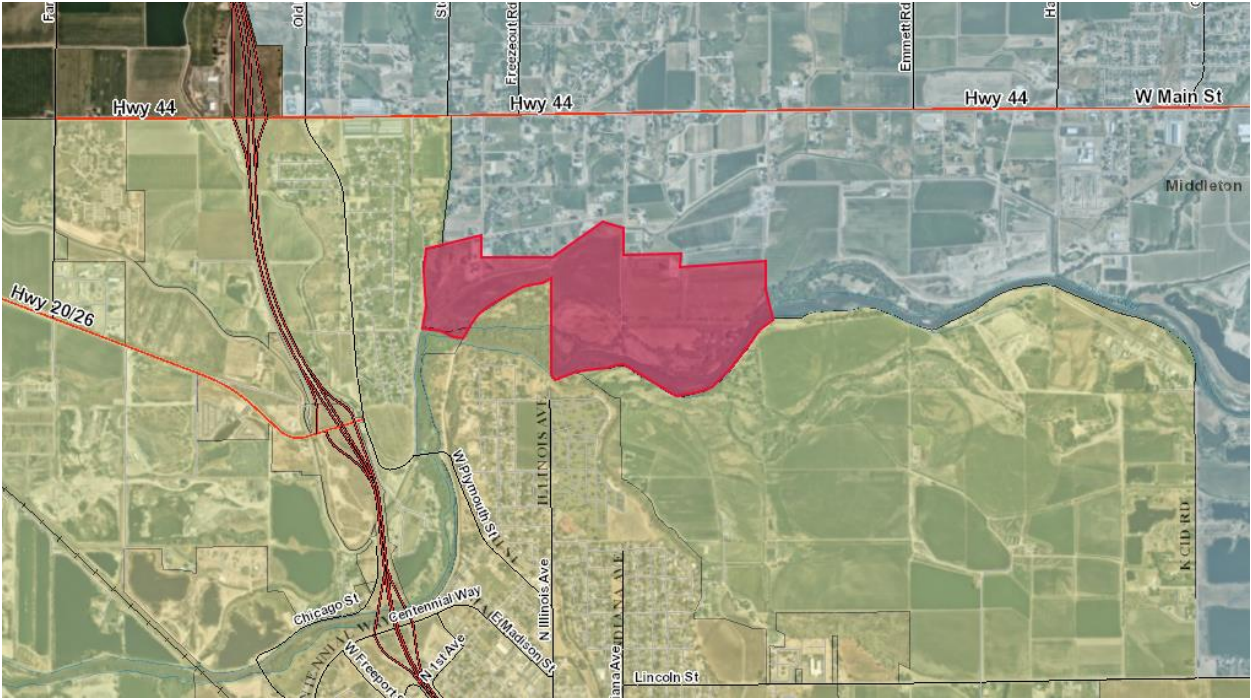
We look forward to our continued partnership with the City of Middleton to help grow our communities in a way that compliments each city.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin Collins", with a stylized flourish at the end.

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

Exhibit A: Negotiated Land





CITY OF MIDDLETON

P.O. Box 487, 1103 W. Main Street, Middleton, ID 83644
(208) 585-3133 • citmid@middletoncity.org • www.middleton.id.gov

August 1, 2025

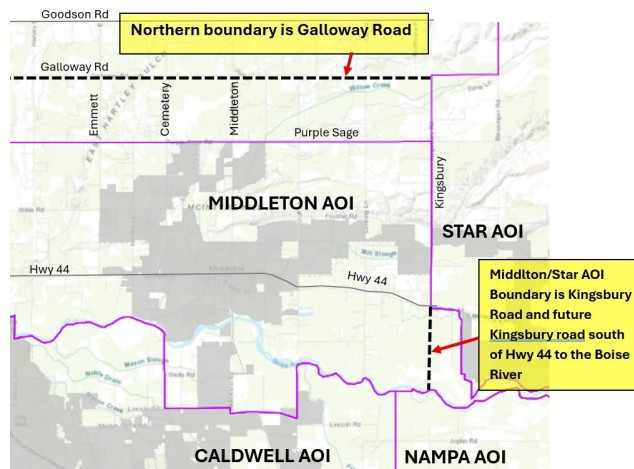
Mayor Trevor Chadwick
Planning Director Shawn Nickel
City of Star
10769 W. State Street
Star, ID 83669

Re: Confirmation of Middleton's and Star's proposed Area of Impacts

Dear Mayor Chadwick and Mr. Nickel:

Thank you for meeting with me and Mayor Jackie Hutchison on May 21, 2025, to discuss Middleton's and Star's respective Areas of Impact. It was a productive meeting, and this letter is to confirm that Star administration and Middleton's administration have agreed to a proposed boundary between the two areas of impact along Kingsbury Road from Galloway Road to the north to the Boise River to the south. As a result of this agreement, there will be no overlap between Middleton's and Star's Areas of Impact.

In our application for modification to Middleton's Area of Impact, we will submit a proposed boundary similar to the depiction shown below.



We appreciate your effort in establishing this proposed boundary, and we look forward to a continued partnership with you on the matter.

Sincerely,

Roberta Stewart

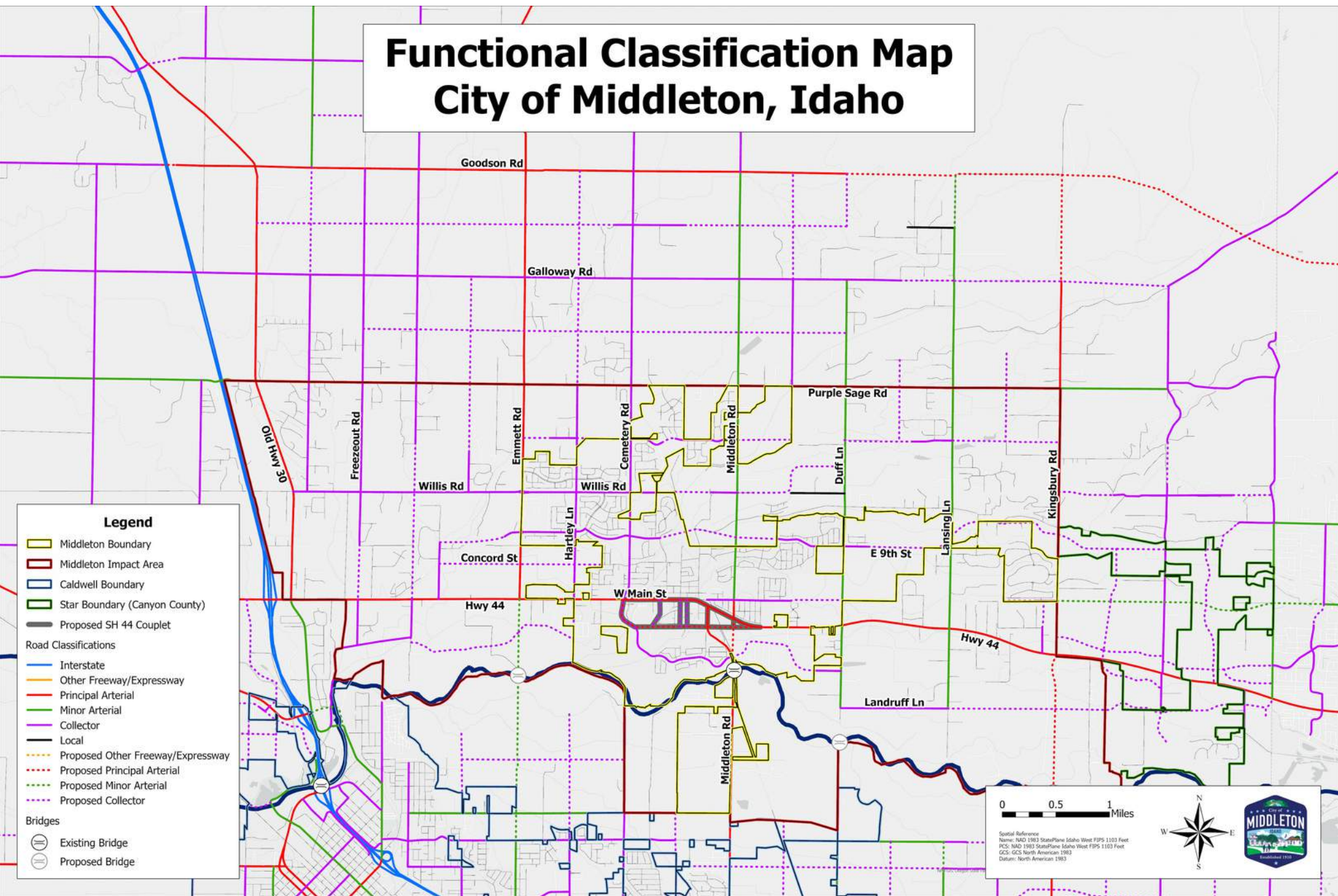
Planning & Zoning Official
City of Middleton

rstewart@middletoncity.org

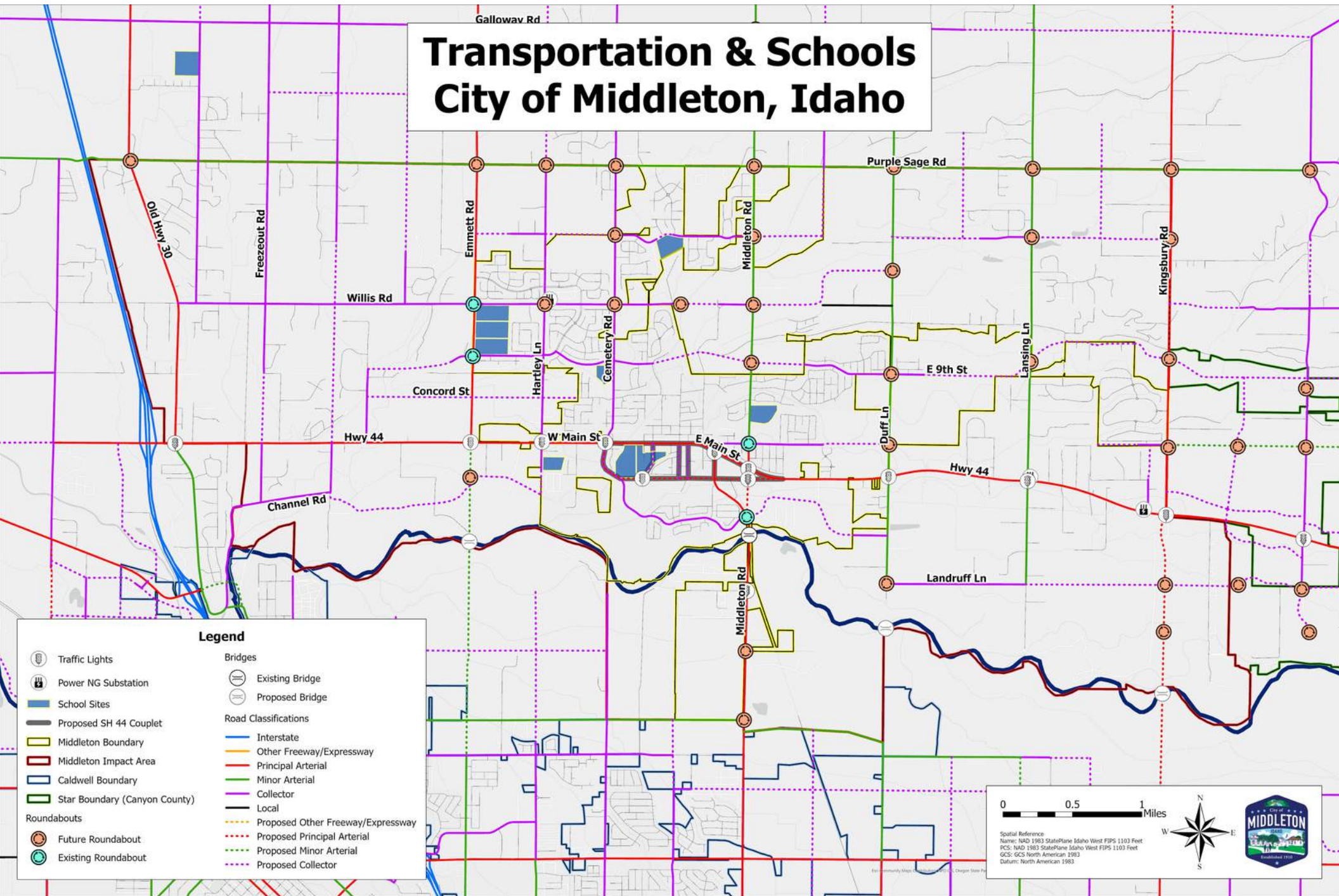
EXHIBIT E

Comprehensive Plan Maps

Functional Classification Map City of Middleton, Idaho



Transportation & Schools City of Middleton, Idaho



Parks & Recreation City of Middleton, Idaho

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

0 0.5 1 Miles

Spatial Reference
Name: NAD 1983 2011 StatePlane Idaho West FIPS 1103 F1 US
PCS: NAD 1983 2011 StatePlane Idaho West FIPS 1103 F1 US
GCS: GCS NAD 1983 2011
Datum: NAD 1983 2011



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:

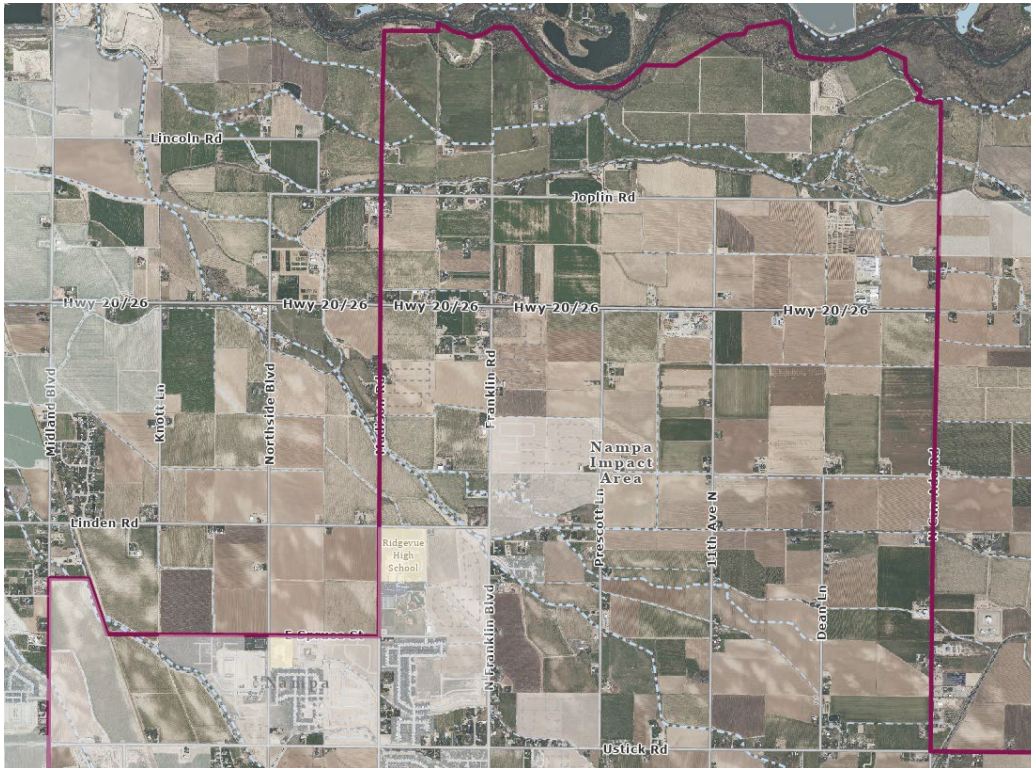
1. Nampa's Impact Area boundary was established in 2005, extending to the Boise River to the north, the county line to the east, Lake Shore Dr to the south, and Midway Rd. to the west. (Nampa Ordinance No. 3452)
2. Nampa's Impact Area boundary was extended in 2016 to include Midway Park and small portions 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

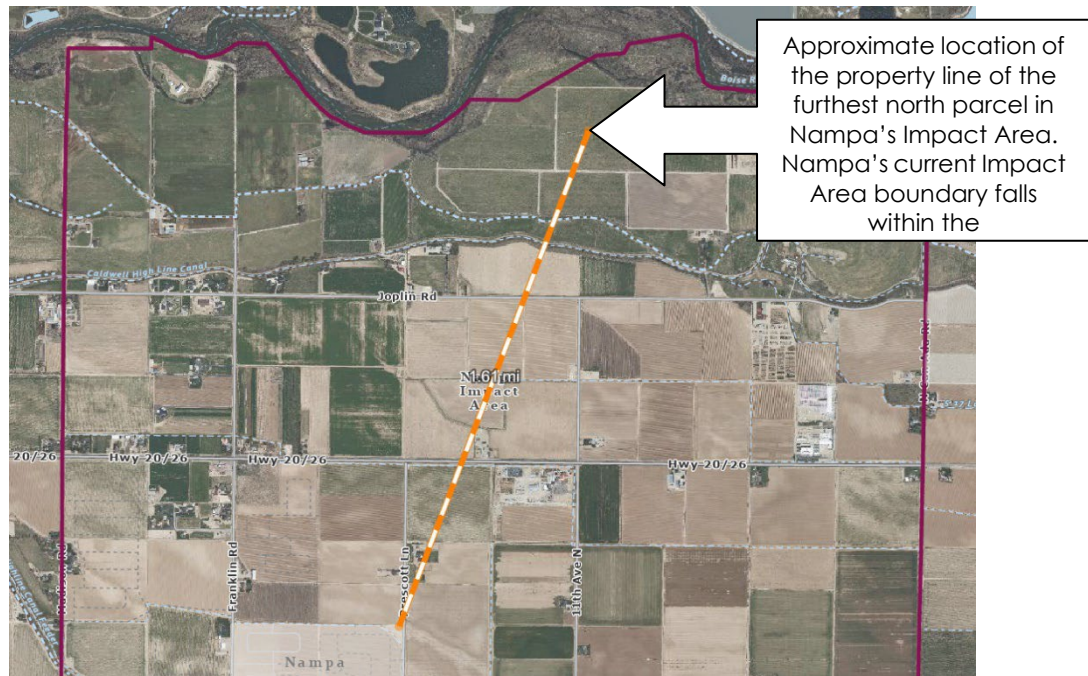


Location:

The "North Section" is located from existing City limits (approximately ½ 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:

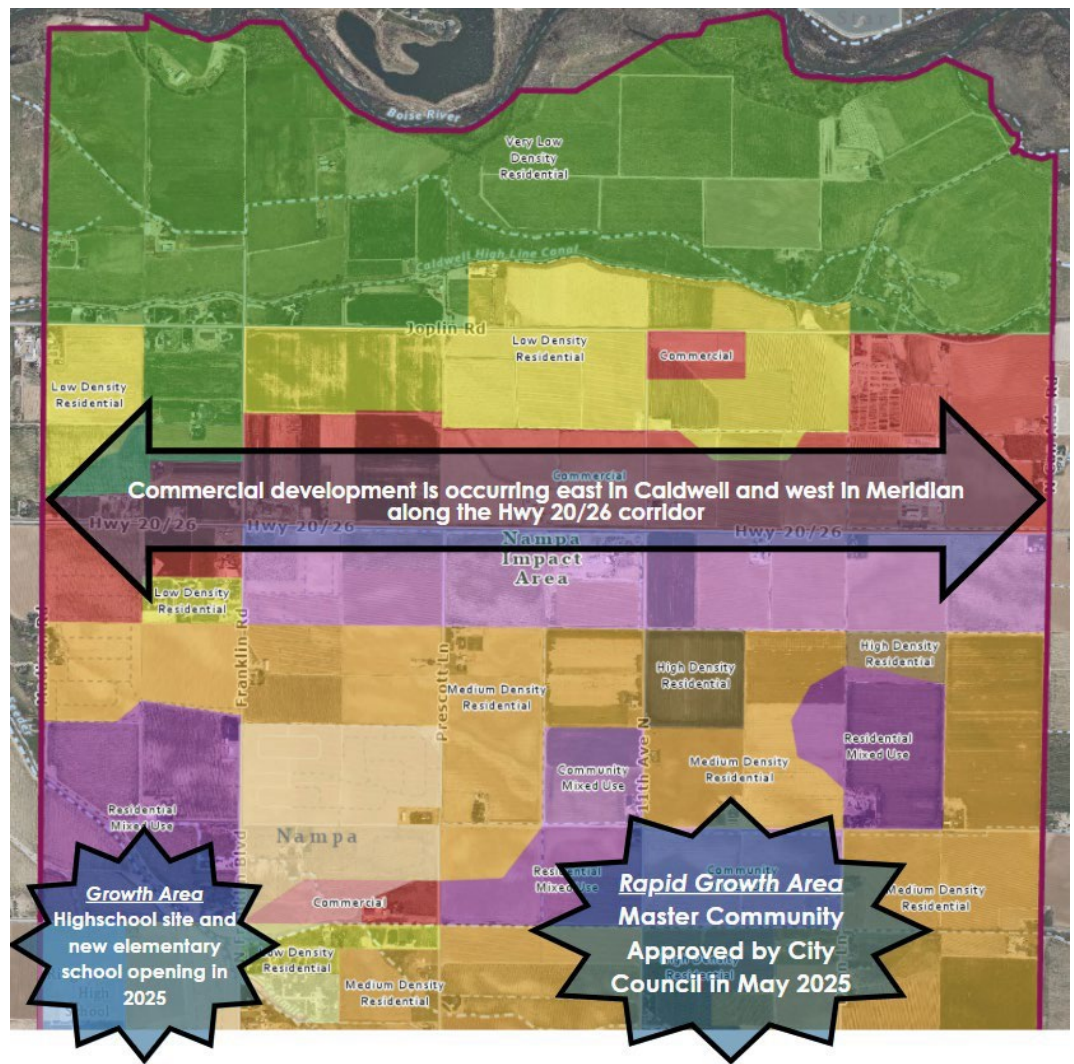
A 2-mile radius buffer map for the Impact Area is provided as Exhibit B. Nampa's Impact Area boundary in the north section falls within the 2-mile distance as required by State Code.



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.

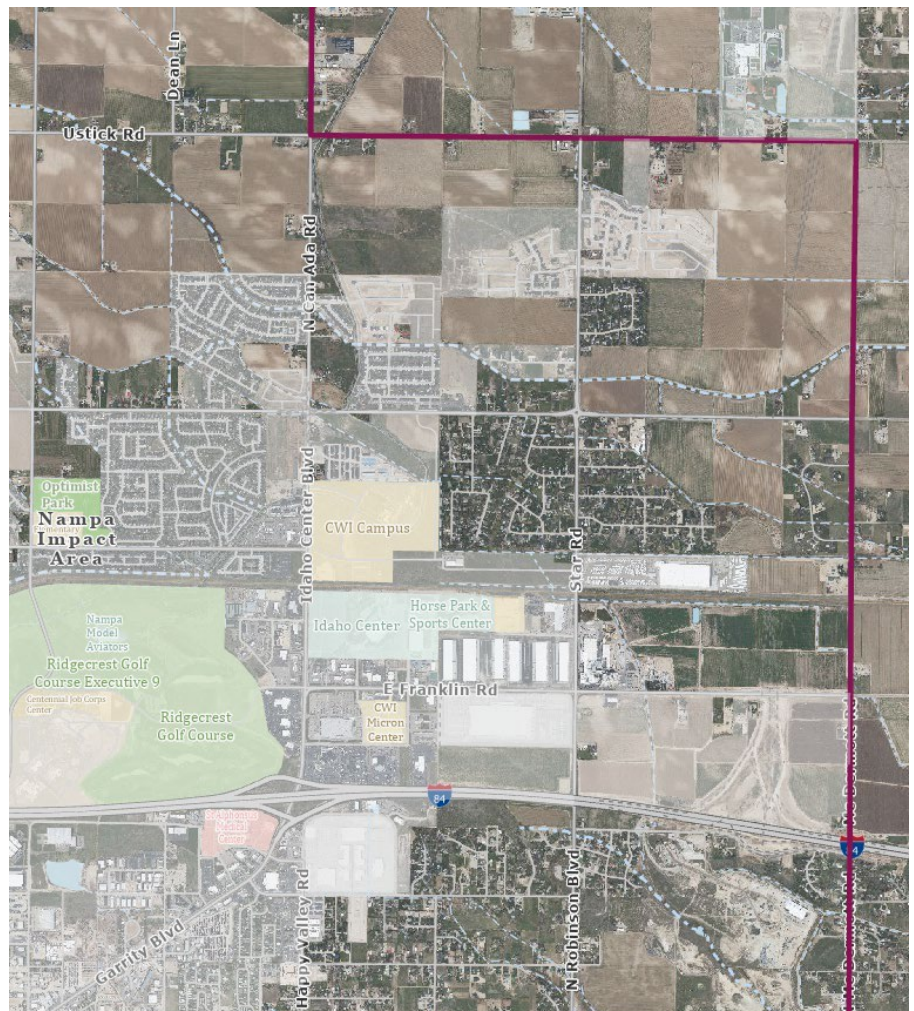
Other Public Service District Boundaries:

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:

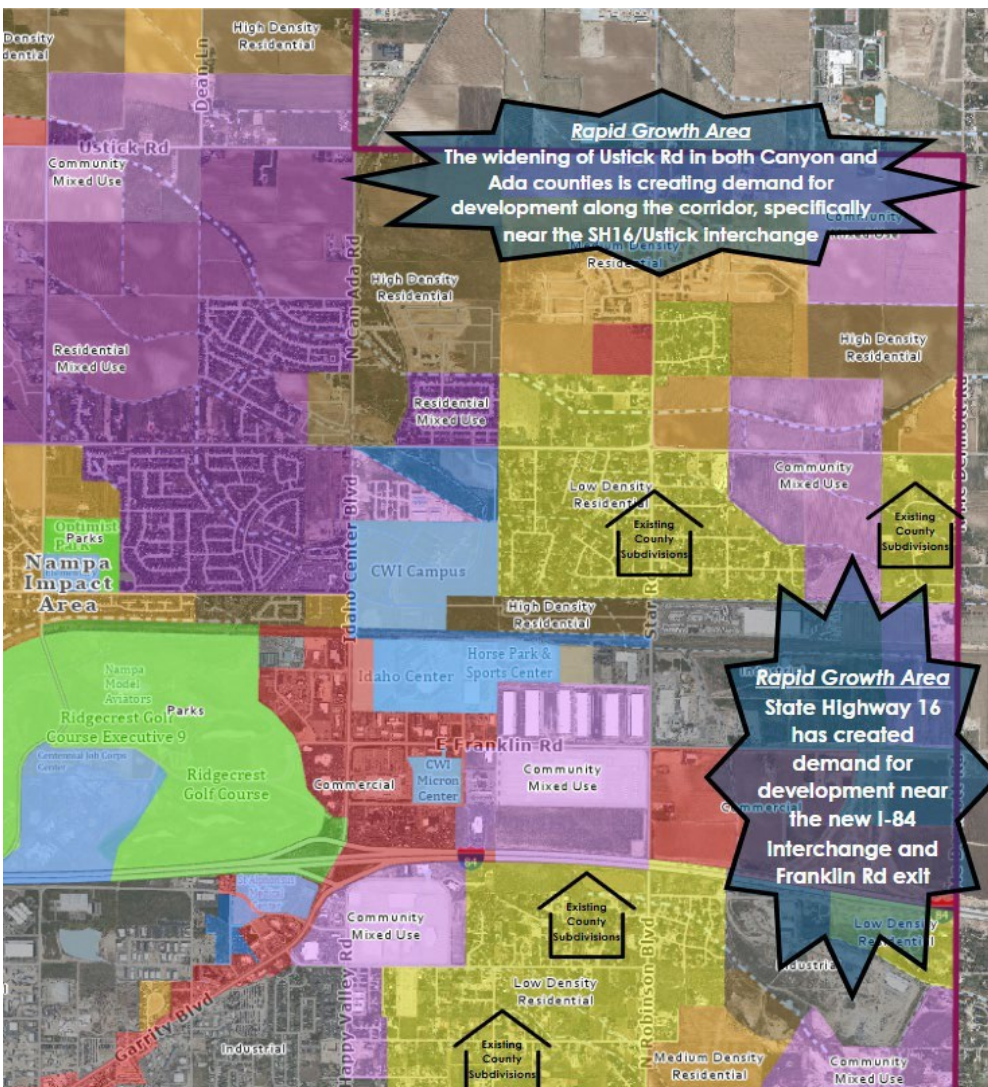
The “Northeast Section” is located approximately from Ustick Rd to the north, McDermott Rd to the east, I-84 to the south, and current city limits to the west.



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.

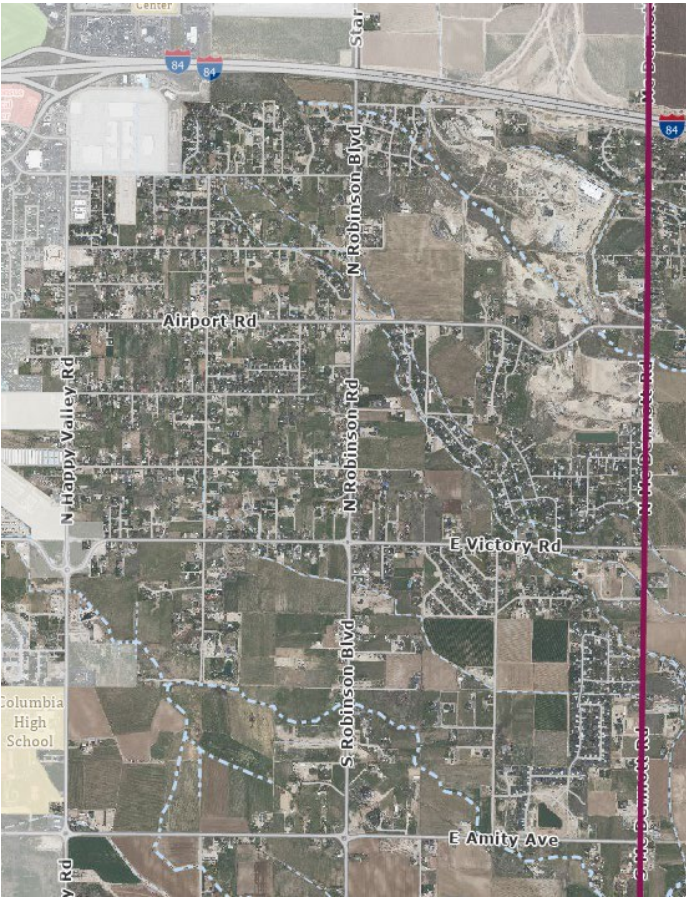
Municipal Sewer and Water (within 5 years):

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

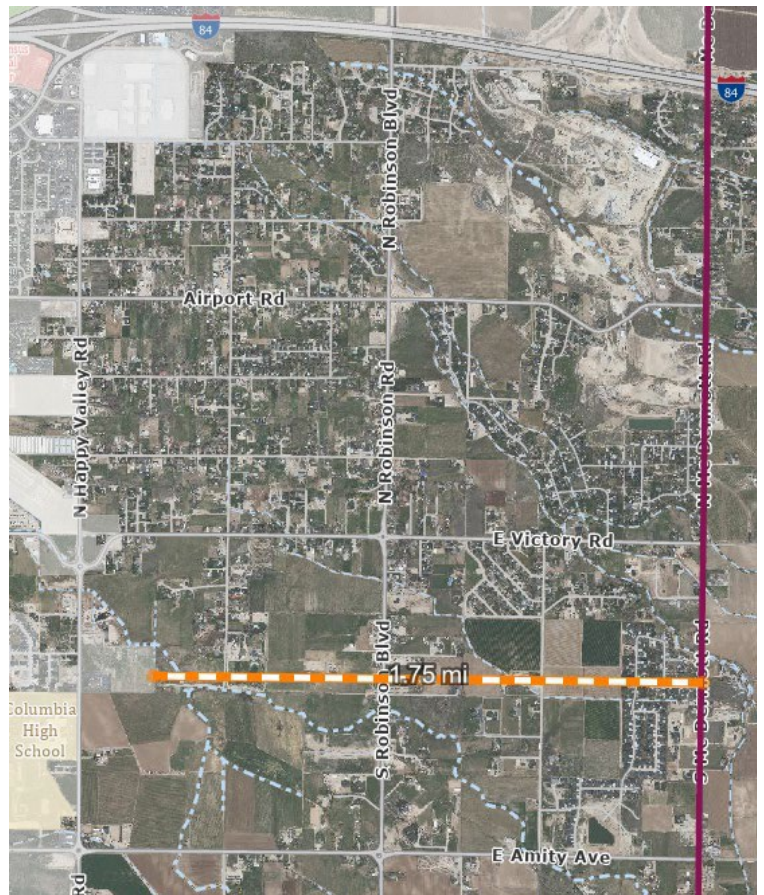


Location:

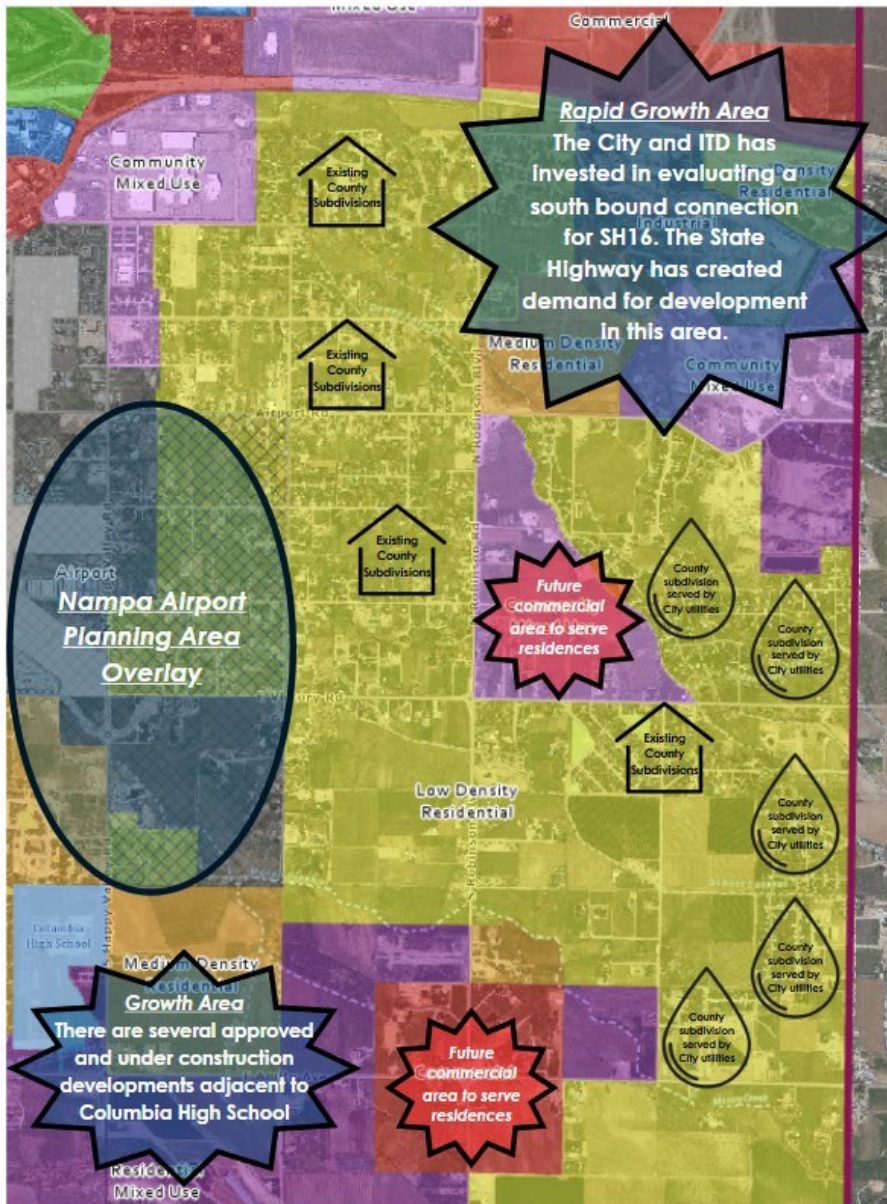
The "East Section" is located approximately from I-84 to the north, McDermott Rd to the east, Amity Ave to the south, and current city limits to the west.

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):

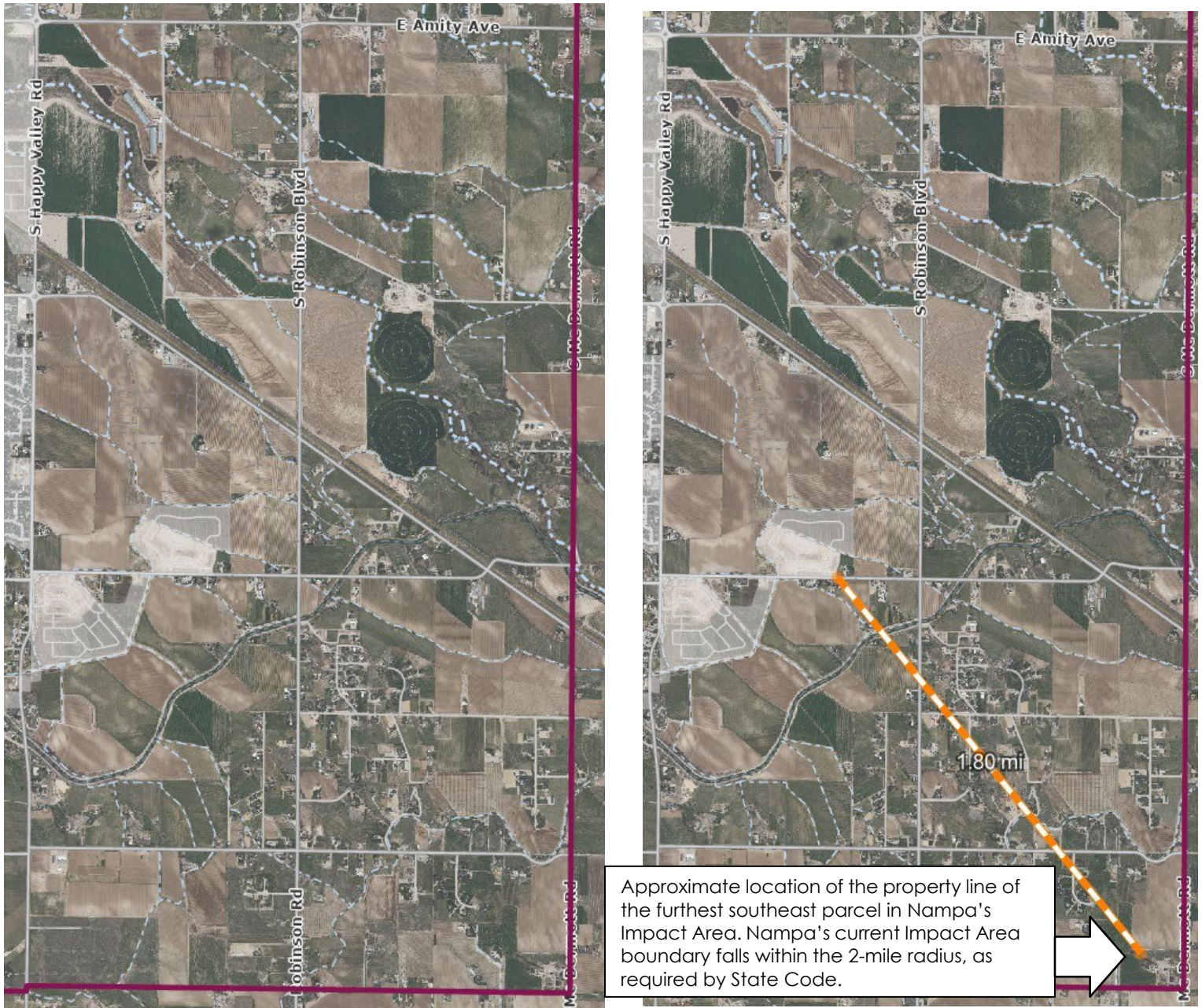
City water and sewer serve a portion of this area already specifically county developments, specifically developments west of McDermott Road and north and south of Victory Road. These developments have agreements to annex into the City limits once they become contiguous. The City's Sewer Collection System 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.

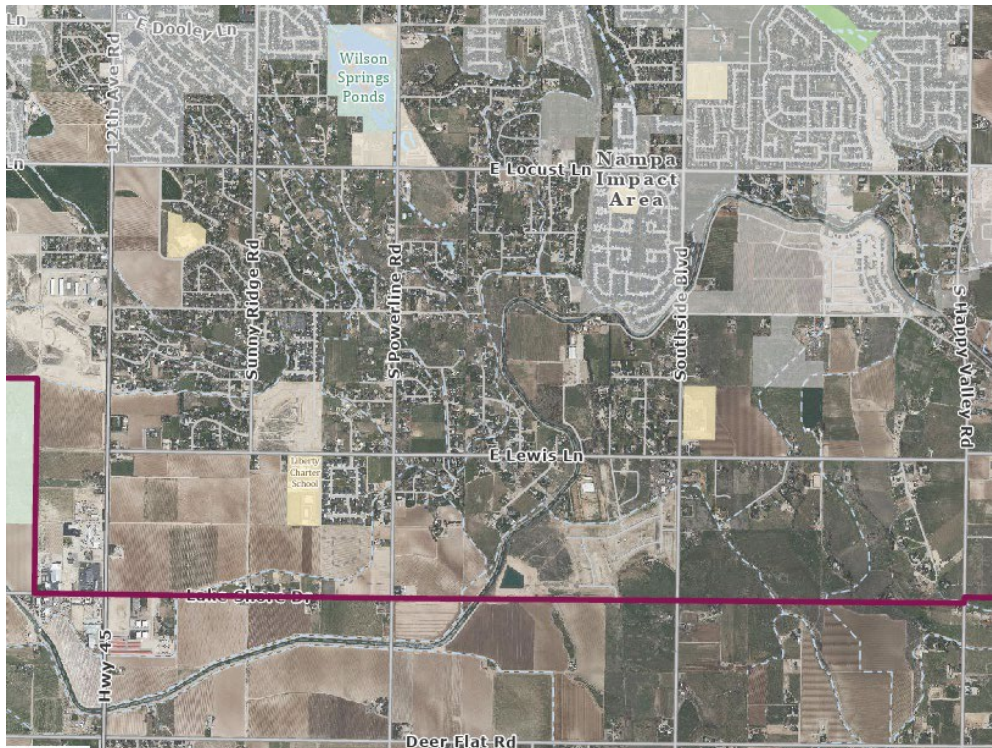
Other Public Service District Boundaries:

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.

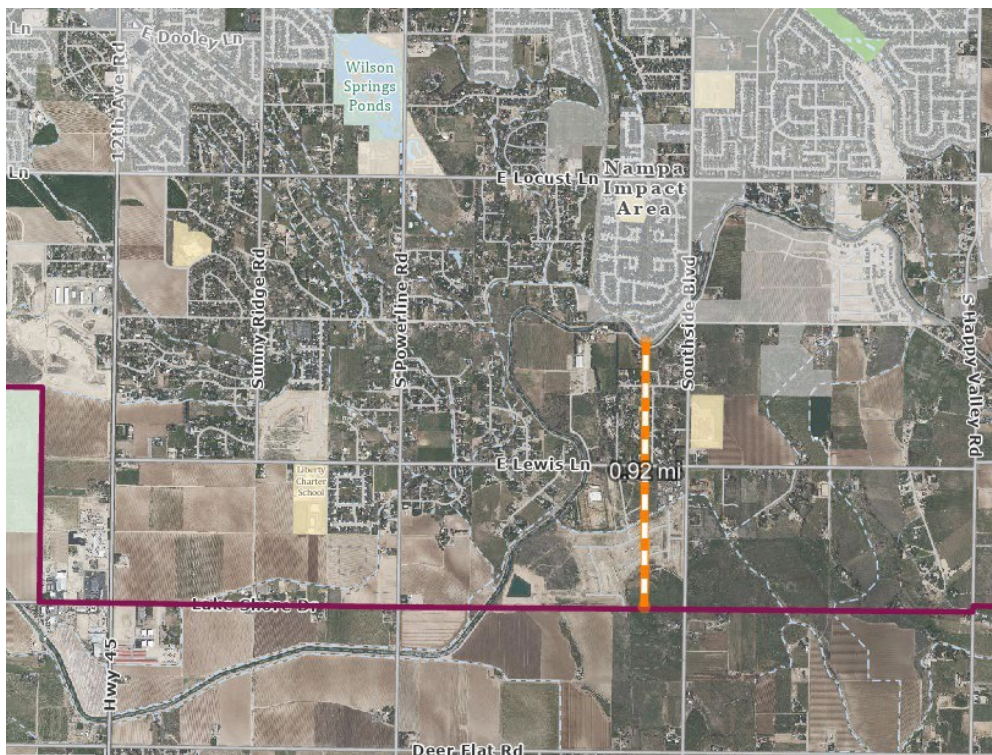
SOUTH SECTION

Location:

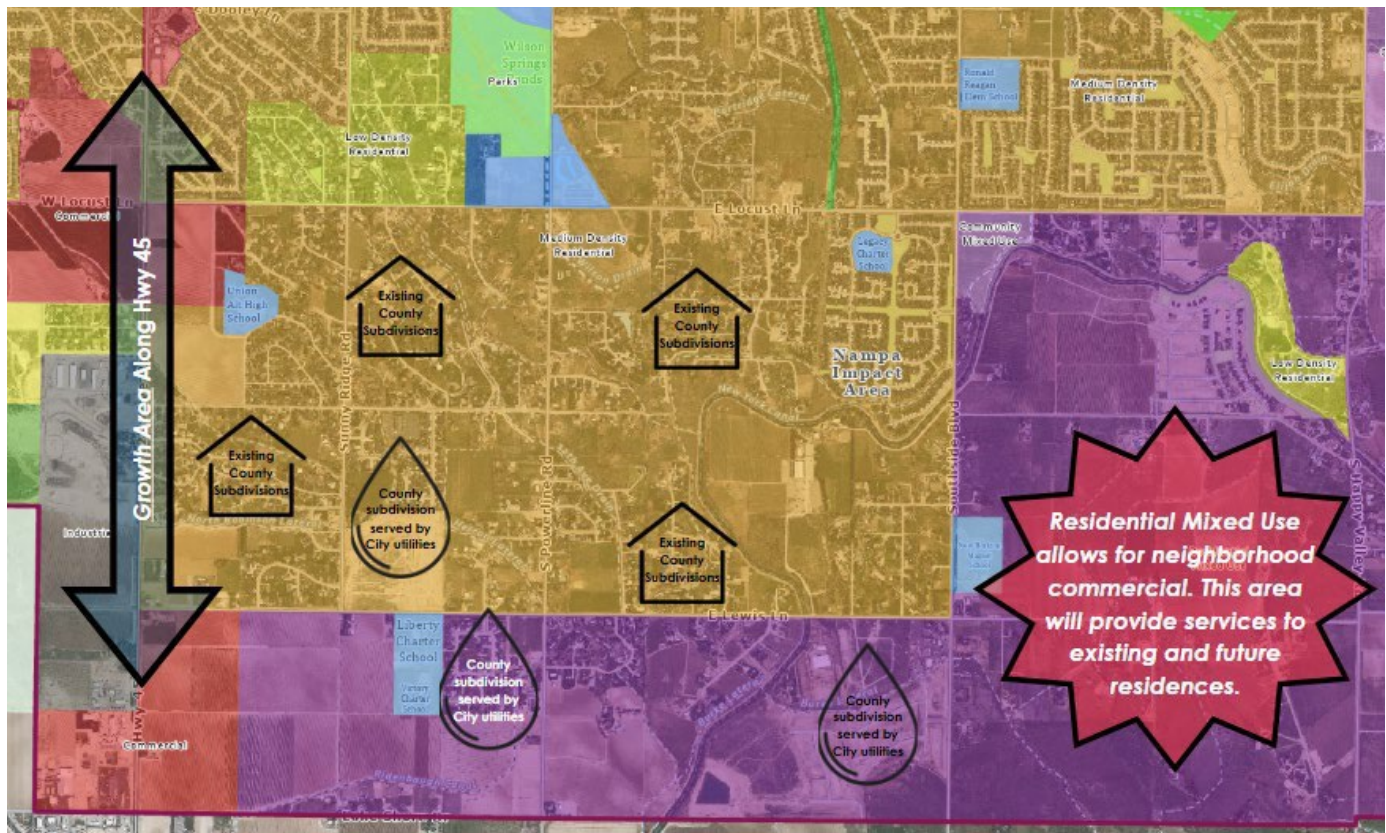
The "South Section" is located approximately from current city limits to the north, Happy Valley Rd to the east, Lake Shore Dr, the current Impact Area boundary, to the south, and 12th Ave Rd to the west.



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.

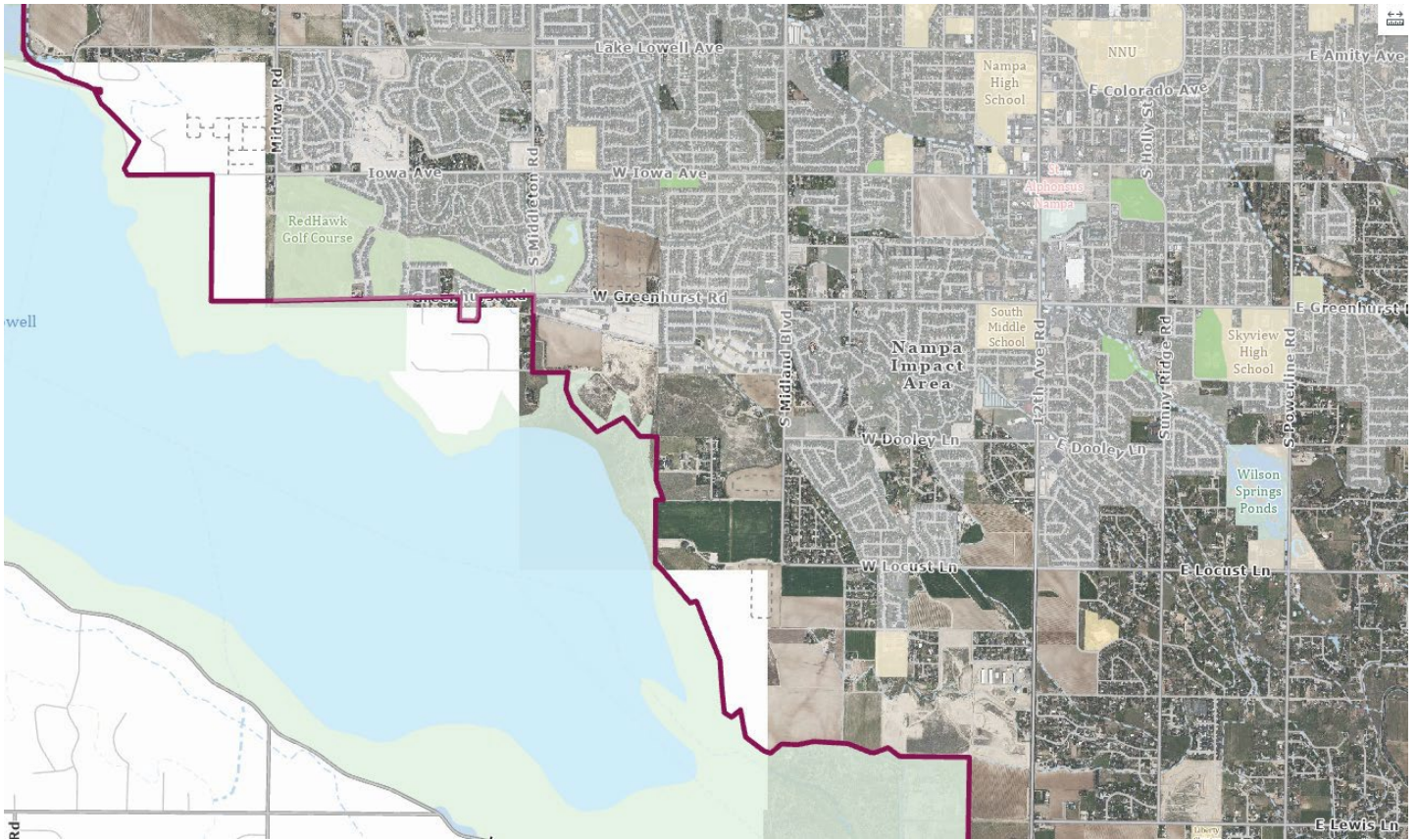
Other Public Service District Boundaries:

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.

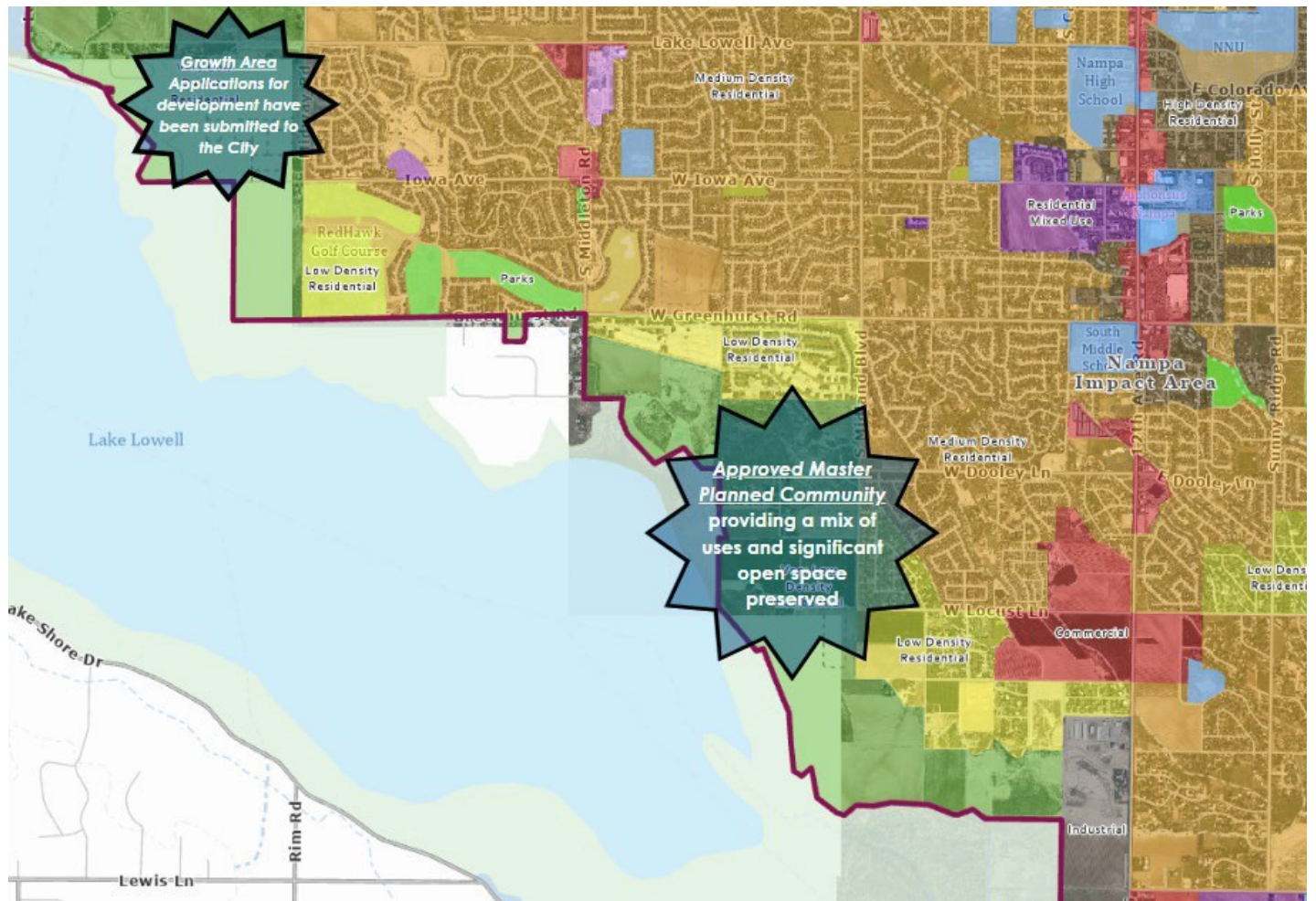
Geographic Factors:

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:



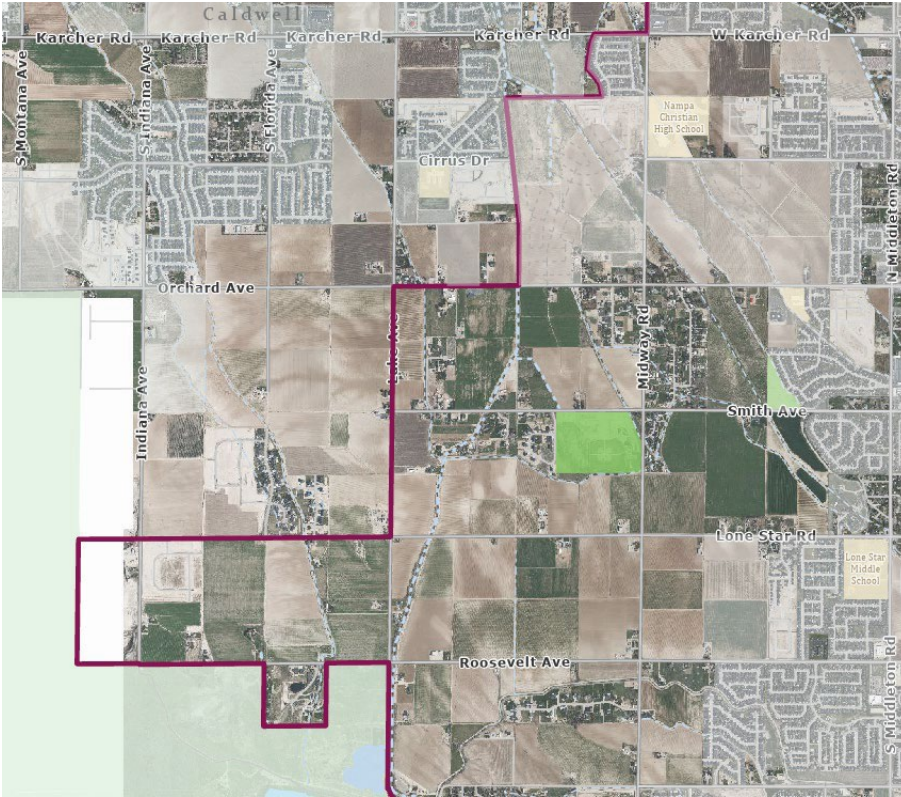
Municipal Sewer and Water (within 5 years):

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



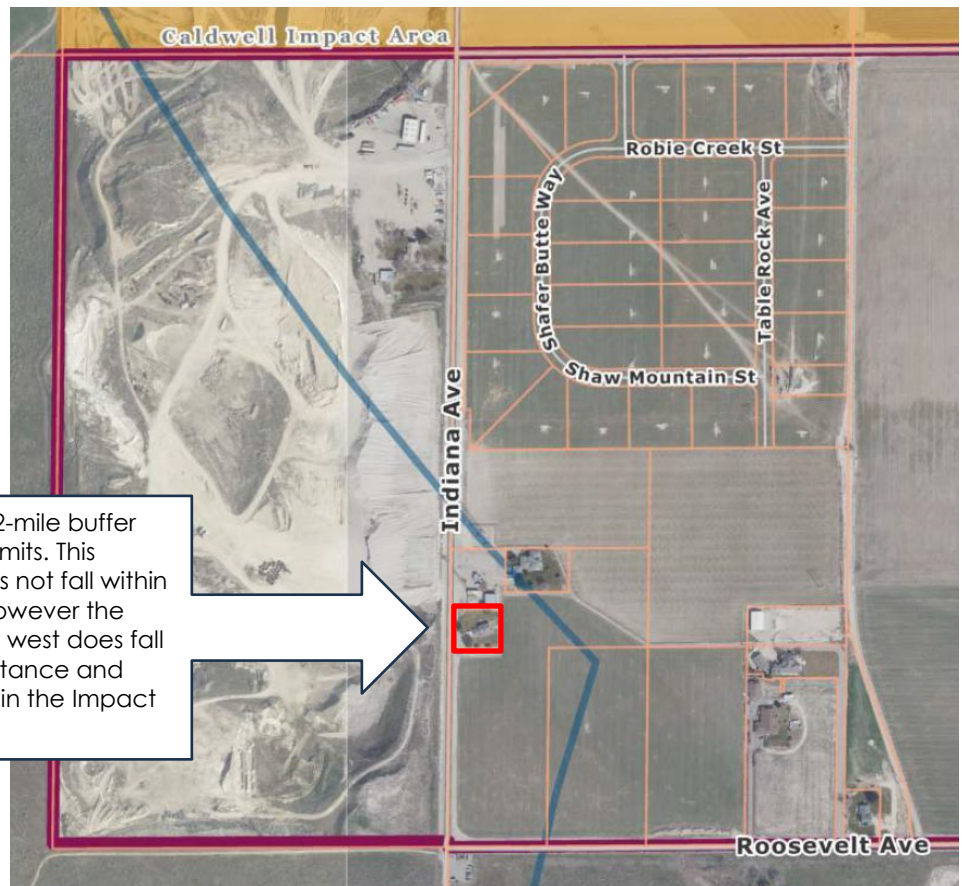
Location:

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.

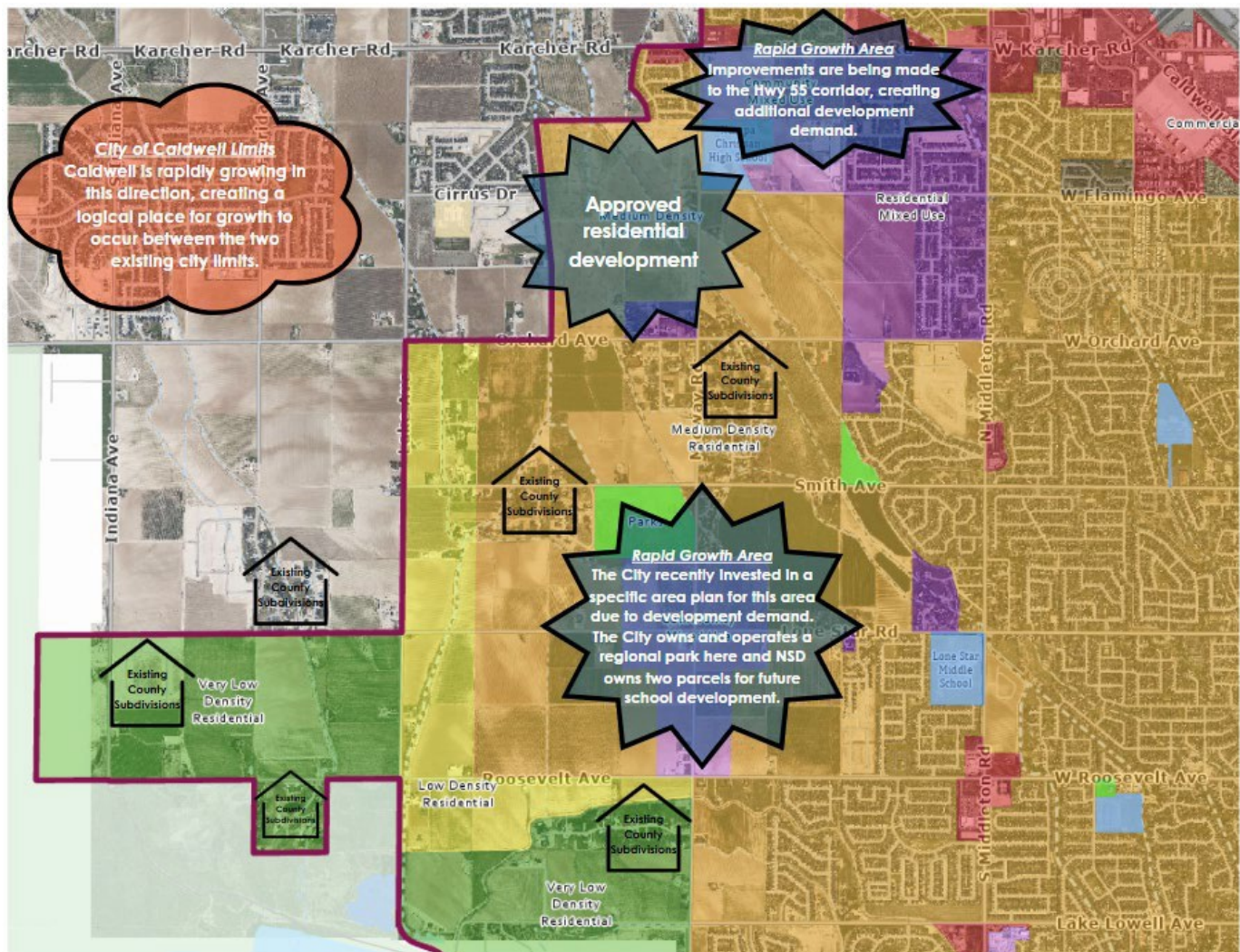
Distance from Existing City Limits:

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

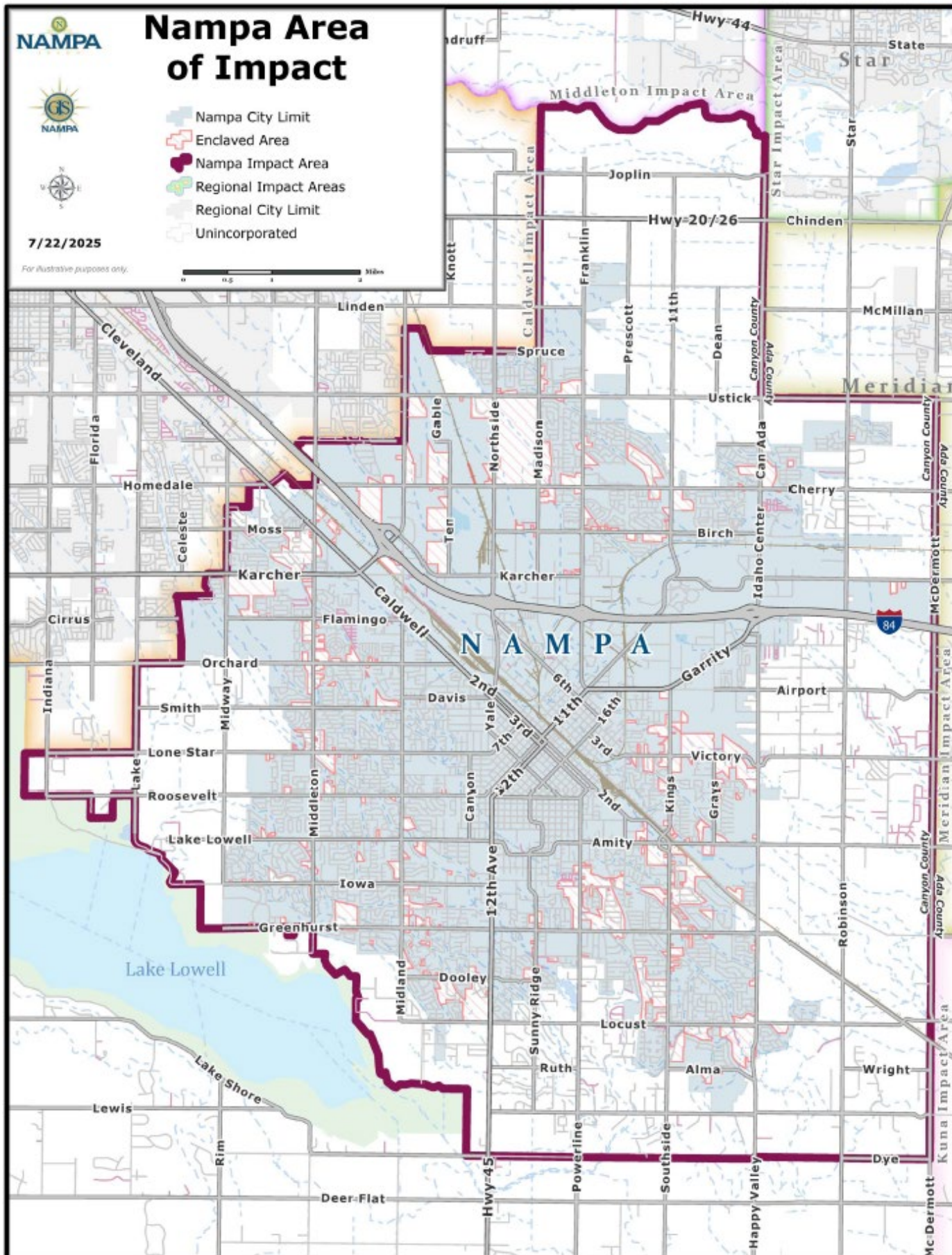


Exhibit B: Current Nampa Future Land Use Map

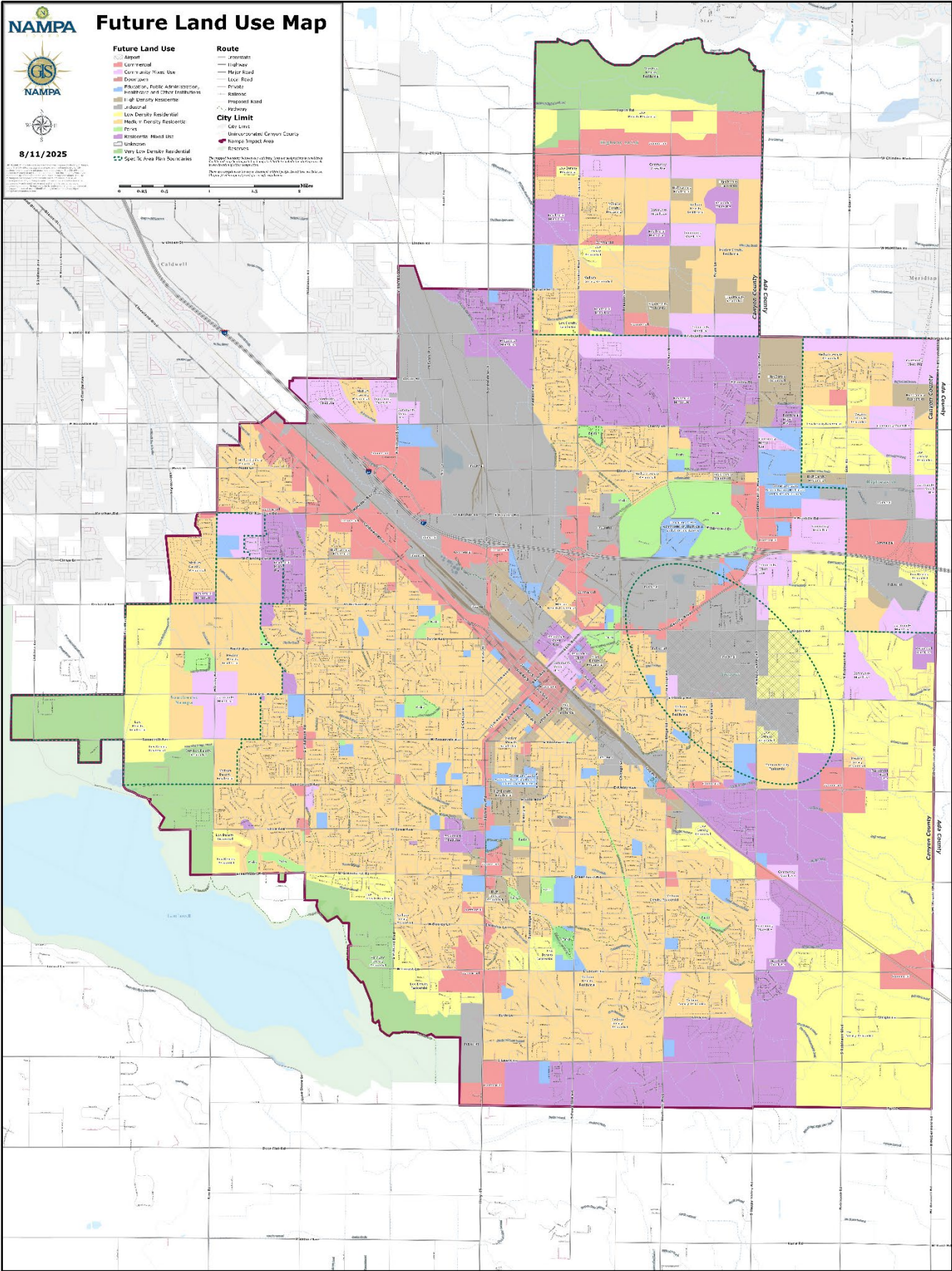


Exhibit C: Two-Mile Radius from City Limits

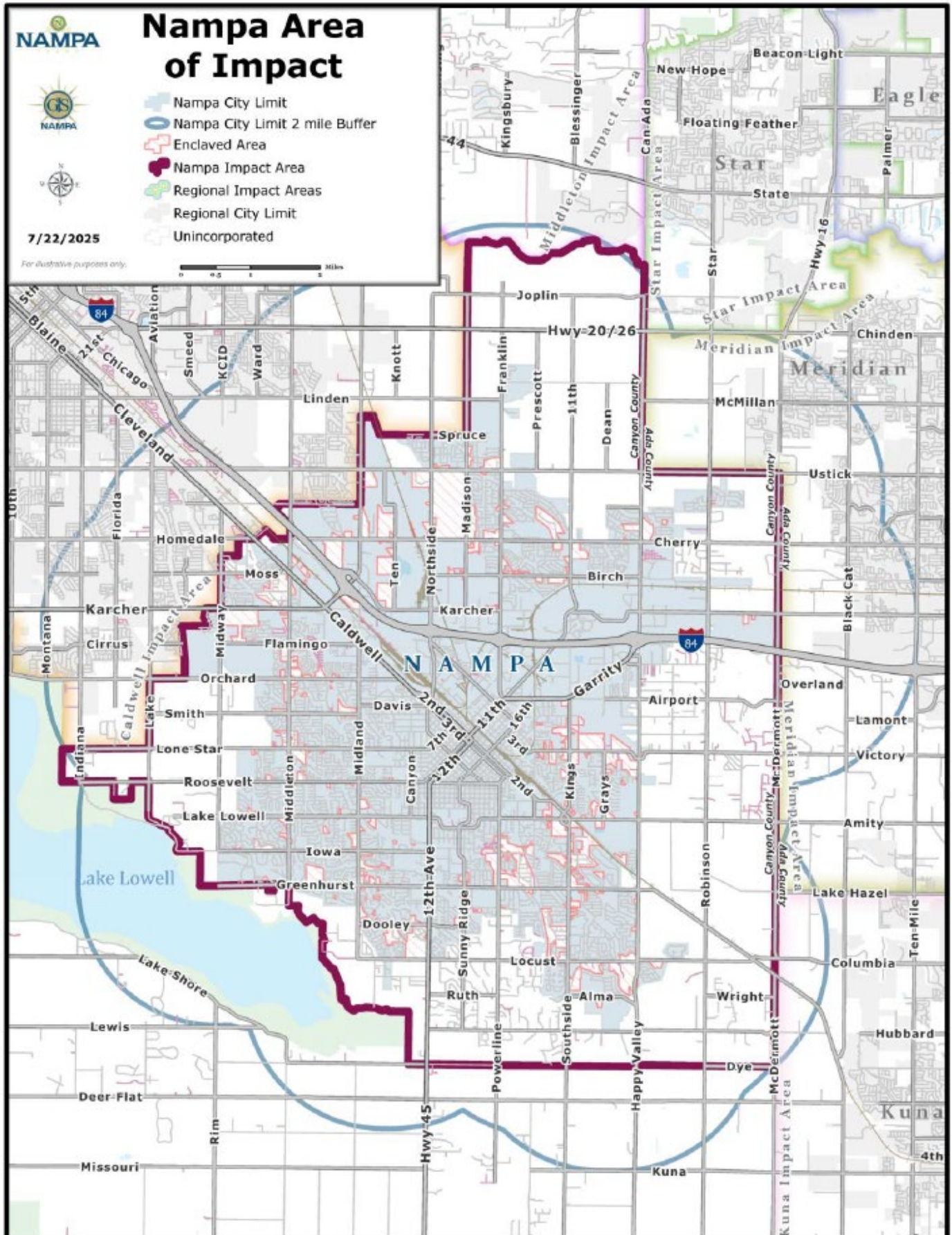


Exhibit D: Utility Map – Nampa Impact Area

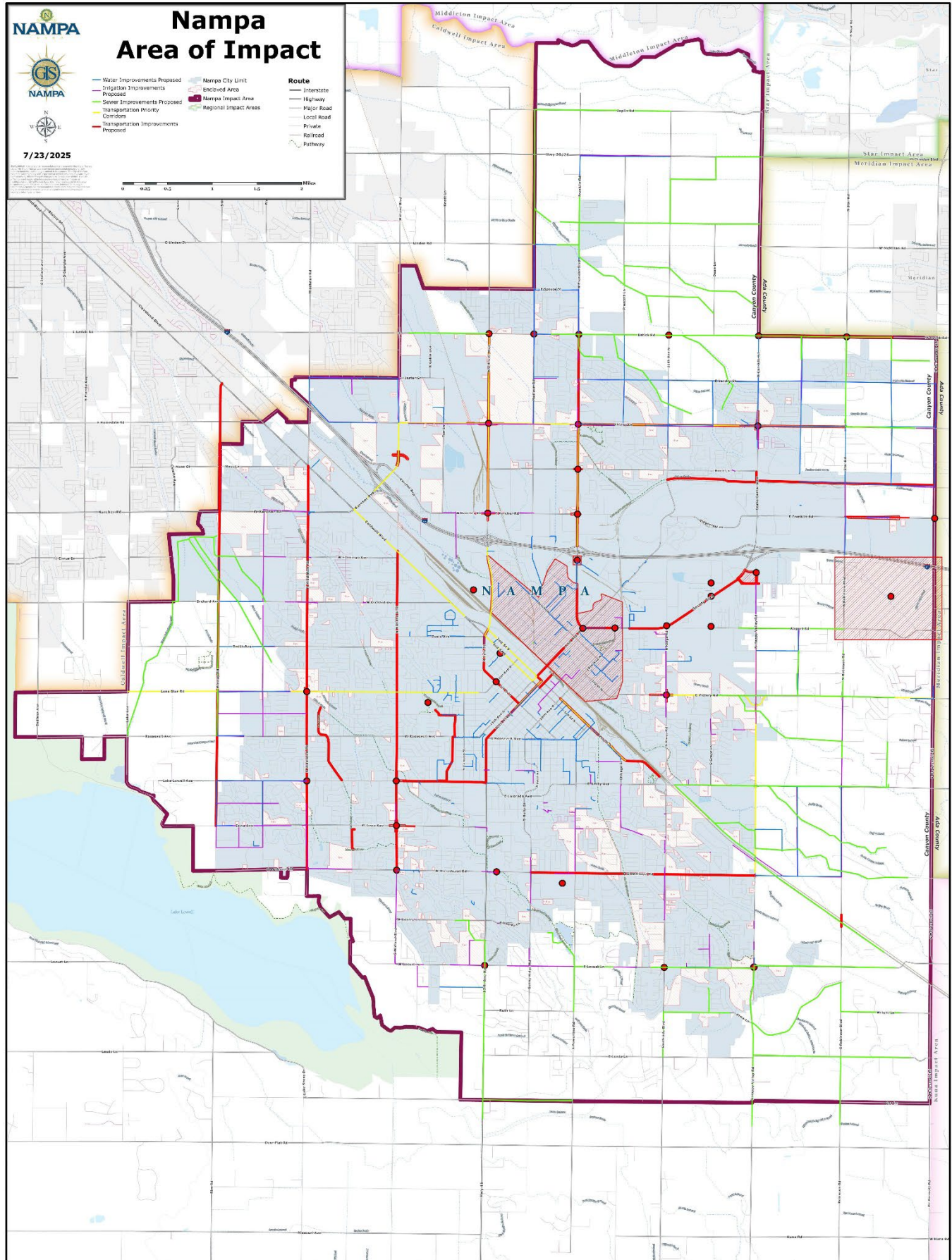


Exhibit E: Letters from Adjacent Communities Supporting the Status Quo of Current Impact Area Boundaries



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@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.



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 (AOI), 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", is written over a faint, larger signature.

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 Whereof, 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 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 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 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.

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 CWT). 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 JEPA 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	☒	☐	☐
 Commissioner Zach Brooks	☒	☐	☐

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**



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RICK HOGABOAM

CANYON COUNTY RECORDER

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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 ~~46-040~~ 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
Leslie Van Beek, Member

Zach Brooks
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 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.

**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;

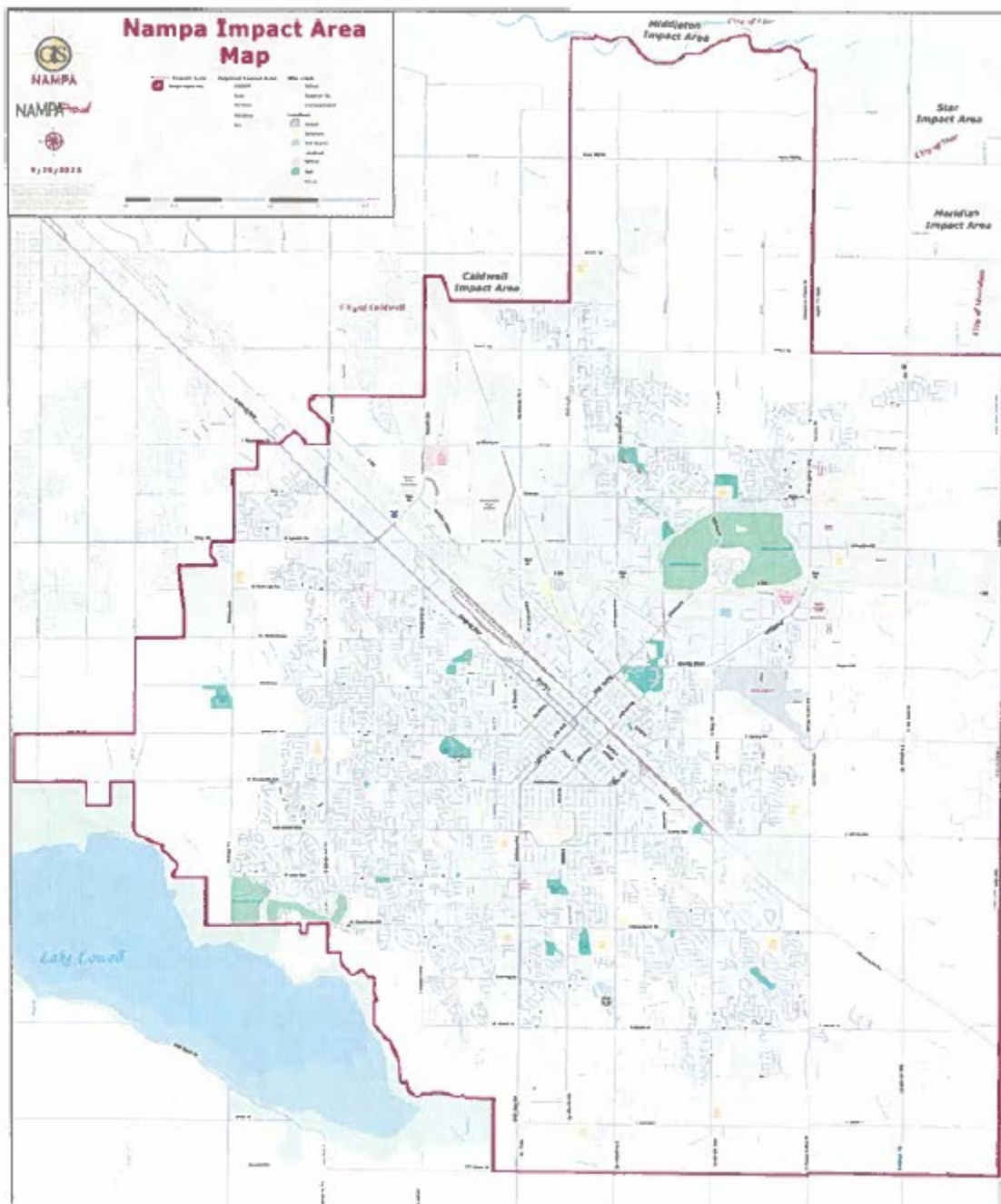
Thence north along the N Can Ada Rd and the Canyon County, ID boundary line to the **Point of Beginning**.

Containing 74.61 square miles, more or less.

ORDINANCE AMENDING
CANYON COUNTY CODE
CHAPTER 9, AREAS OF CITY IMPACT

Page 9 of 10

Ord. No. 24-005



ORDINANCE AMENDING
CANYON COUNTY CODE
CHAPTER 9, AREAS OF CITY IMPACT

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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.

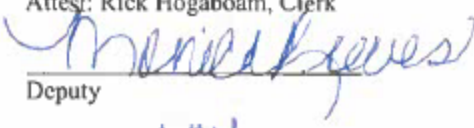
RESOLUTION: 24-078
2030 Comprehensive Plan Map Amendment – Nampa AOC1 Boundary (OR2023-0002)

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	☒	☐	☐
 Commissioner Zach Brooks	☒	☐	☐

Attest: Rick Hogaboam, Clerk


Deputy

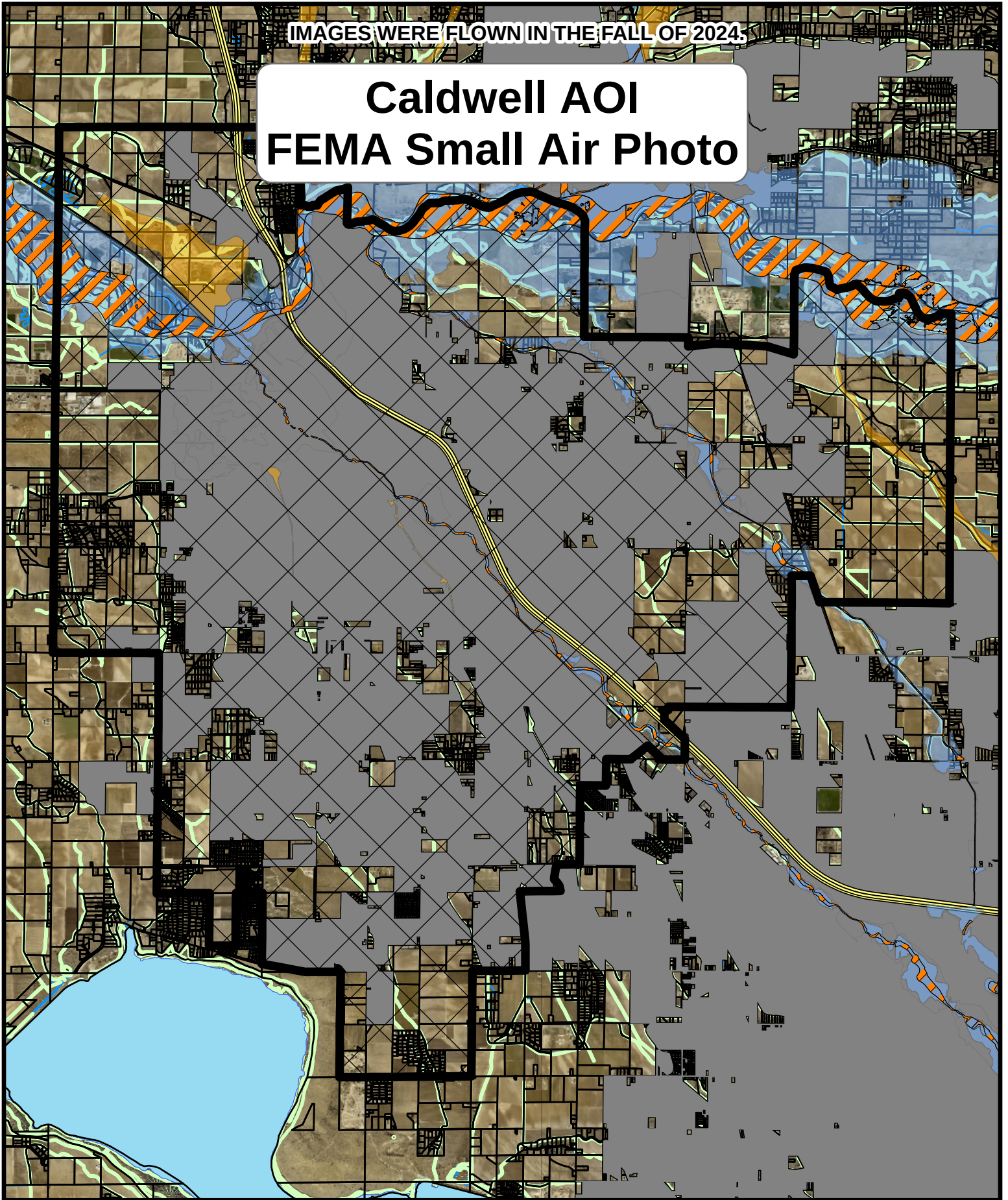
Date: 5-1-24

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)

IMAGES WERE FLOWN IN THE FALL OF 2024.

Caldwell AOI FEMA Small Air Photo



Legend

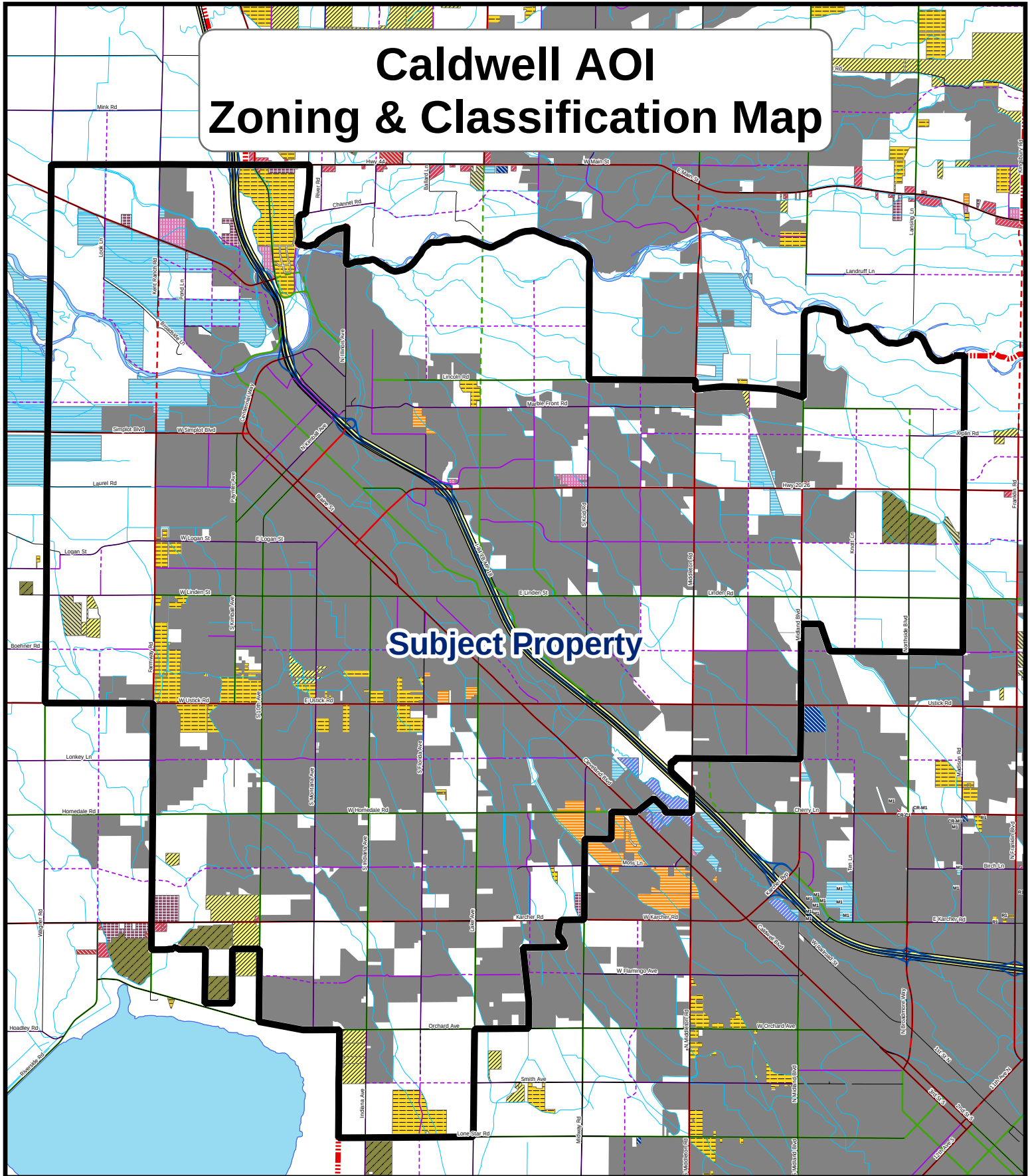
SUBJECT_PROPERTY	A
TAXLOTS	AE
WETLANDS	X

Exhibit B6.1

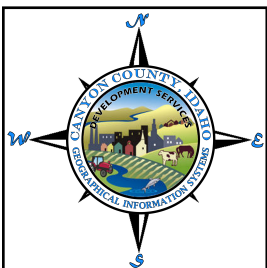
4000
Feet

Caldwell AOI

Zoning & Classification Map



Subject Property

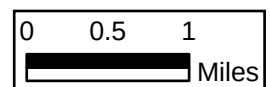


RR
CR-RR
R1
CR-R1
R2
C
C1
CR-C1

C2
CR-C2
M1
CR-M1
M2
AG
INTERSTATE

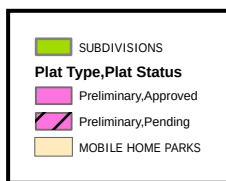
OTHER
FREEWAY/
EXPRESSWAY
PROPOSED
OTHER
FREEWAY/
EXPRESSWAY
PRINCIPAL
ARTERIAL

PROPOSED
PRINCIPAL
ARTERIAL
MINOR ARTERIAL
PROPOSED
MINOR ARTERIAL
COLLECTOR
PROPOSED
COLLECTOR



Caldwell AOI Subdivision Map

The map displays the Caldwell AOI Subdivision Map, highlighting the subject property area in black. The map includes surrounding cities like Notus, Middleton, StarCanyon, Caldwell, and Nampa. Major roads such as Hwy 44, Hwy 20/26, and I-84 are shown. The subject property is outlined in black and labeled 'SUBJECT PROPERTY'.



A horizontal scale bar with a black border. It has three numerical labels: '0' at the left end, '1.5' in the middle, and '3' at the right end. The bar is divided into two segments: the first segment from 0 to 1.5 is solid black, and the second segment from 1.5 to 3 is white with a black outline. The word 'Miles' is written in black text to the right of the bar.

SUBDIVISION & LOT REPORT

NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE	
223	5266.37	6207	0.85	
NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE	
52	1996.47	6997	0.29	
NUMBER OF LOTS NOTIFIED	AVERAGE	MEDIAN	MINIMUM	MAXIMUM
1161	9.24	0.91	0.00	394.45
NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	AVG HOMES PER ACRE	MAXIMUM
34	8.63	20.50	6.56	19.00

PLATTED SUBDIVISIONS

SUBDIVISION NAME	Label	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF...	Year
SHOPKO COMMERCIAL CENTER	1	3N2W08	13.55	7	1.94	NAMPA	1990
FROST FARMS	2	4N3W10	53.58	20	2.68	COUNTY (Canyon)	1907
HAMMOND'S REPLAT	3	4N3W12	1.26	5	0.25	MIDDLETON	1973
KAMEO SUB	4	4N3W10	5.09	4	1.27	COUNTY (Canyon)	2005
MIDDLETON LAKES #1	5	4N2W07	15.46	68	0.23	MIDDLETON	2005
MIDDLETON LAKES #2	6	4N2W07	21.54	79	0.27	0	2006
PORTNER SUB	7	3N2W07	70.78	41	1.73	0	1911
PRAIRIE RANCH	8	3N2W07	9.92	14	0.71	0	1994
RANCHETTE ESTATES	9	4N3W03	17.05	20	0.85	COUNTY (Canyon)	1972
RANCHETTE ESTATES #2	10	4N3W03	2.89	9	0.32	COUNTY (Canyon)	1974
RIVER ROAD ESTATES	11	4N3W10	21.39	10	2.14	COUNTY (Canyon)	2001
RIVER ROAD ESTATES #2	12	4N3W10	23.92	12	1.99	COUNTY (Canyon)	2003
SCHAMBER ACRES	13	4N3W12	5.08	2	2.54	0	1999
SCHOEN SUB #1	14	4N2W35	5.22	6	0.87	COUNTY (Canyon)	1969
SHILOH ESTATES	15	3N2W03	5.68	4	1.42	COUNTY (Canyon)	1996
STEPHENS ORCHARD TRACTS AME	16	3N3W24	40.38	17	2.38	0	1990
SUNDANCE COMM PARK	17	3N2W08	16.71	12	1.39	NAMPA	1988
T & M ACRES	18	4N3W12	29.22	9	3.25	0	1977
THE PLANTATION	19	3N2W19	25.54	21	1.22	0	2000
VIKING PARK SUB #1	20	4N2W07	4.52	12	0.38	MIDDLETON	1977
WHITTLE SUB	21	4N3W03	11.42	10	1.14	COUNTY (Canyon)	1971
YARBROUGH SUB	22	4N2W08	10.14	14	0.72	COUNTY (Canyon)	1965
YOTIE SUB	23	4N3W04	4.14	4	1.03	COUNTY (Canyon)	2001
TWO TOWERS SUBDIVISION	24	3N3W25	22.03	9	2.45	0	2005
TREASURE VALLEY MARKETPLACE	25	3N2W08	74.76	30	2.49	NAMPA	2005
GABICA SUBDIVISION	26	4N2W08	55.75	11	5.07	COUNTY (Canyon)	1998
NORTHSLOPE ESTATES #2	27	4N3W02	37.37	12	3.11	COUNTY (Canyon)	2005
CRESTWOOD EST #1	28	3N2W07	26.06	93	0.28	NAMPA	2001
CRESTWOOD EST #2	29	3N2W07	12.82	63	0.20	NAMPA	2002
CRESTWOOD EST #3	30	3N2W07	14.78	60	0.25	NAMPA	2003
DIXIE SUNRISE	31	4N3W12	1.01	3	0.34	MIDDLETON	1998
BEESON'S CORNER	32	4N3W12	2.21	2	1.11	0	1998
SLAYTONS SUB	33	4N2W07	1.10	4	0.27	MIDDLETON	1993
PLUMTREE SUB #2	34	4N2W06	7.60	19	0.40	MIDDLETON	1997
PLUMTREE SUB #4	35	4N2W06	3.34	11	0.30	MIDDLETON	2000
HALVERSON REPLAT	36	4N2W06	2.42	15	0.16	MIDDLETON	1974
WIEBER'S ADD	37	4N2W06	9.92	35	0.28	MIDDLETON	1906
HARVEY ADD	38	4N2W06	3.01	10	0.30	MIDDLETON	1967
WILLOW CREEK SUB MI	39	4N3W12	11.25	29	0.39	0	1975
BUTLER ADD	40	4N2W06	0.96	4	0.24	MIDDLETON	1996
CORNELL SUB	41	4N3W12	0.52	2	0.26	MIDDLETON	2004
RIVER ESTATES	42	4N2W07	1.96	6	0.33	MIDDLETON	1972
HAYES ADD	43	4N2W07	0.75	1	0.75	MIDDLETON	1997
LEE'S REPLAT	44	4N2W07	1.08	5	0.22	0	1977
GARDNER PLACE	45	4N2W06	1.75	2	0.88	MIDDLETON	1995
NETH'S #1 WEST	46	4N2W07	1.74	4	0.43	MIDDLETON	1907
LESTER A WALLACE ADD	47	4N2W07	4.50	13	0.35	MIDDLETON	1959
MIDDLETON ORIGINAL	48	4N2W06	1.83	4	0.46	MIDDLETON	1886
CHENOWETH ADD	49	4N2W07	2.18	7	0.31	MIDDLETON	1908
JONES ADD	50	4N2W07	9.59	27	0.36	MIDDLETON	1907
MILL CREEK SUB	51	4N2W07	3.20	3	1.07	MIDDLETON	1975
ASBURY PARK PH 2	52	3N2W07	15.34	69	0.22	NAMPA	2001
ASBURY PARK PH 1	53	3N2W07	26.99	113	0.24	NAMPA	2000
ASTORIA PARK SUB	54	3N2W03	19.32	65	0.30	NAMPA	2003
ASTORIA PARK SUB #2	55	3N2W03	23.15	72	0.32	NAMPA	2003
ASTORIA PARK SUB #3	56	3N2W03	17.94	63	0.28	NAMPA	2004

ATKINSON SUB	57	4N3W02	21.36	10	2.14	COUNTY (Canyon	1971
BALE SUB	58	4N3W03	7.08	7	1.01	COUNTY (Canyon	1990
BARRETT HILLS ESTATES	59	3N3W17	37.89	8	4.74	COUNTY (Canyon	1990
BARRETT HILLS ESTATES #2	60	3N3W17	10.27	4	2.57	COUNTY (Canyon	1989
BIRCH CREEK ESTATES	61	4N2W34	14.31	7	2.04	NAMPA	2004
BUMGARDNER'S RESUB	62	3N2W07	61.18	6	10.20	NAMPA	1909
BURNIE SUB	63	3N2W07	31.81	59	0.54	0	1965
CHERRY LANE ACRES	64	3N2W04	10.15	11	0.92	COUNTY (Canyon	1970
CRESTWOOD EST #4	65	3N2W07	16.90	74	0.23	NAMPA	2004
DEER POINT	66	3N2W03	17.72	2	8.86	COUNTY (Canyon	1999
DORAN CORN ADD #1	67	4N2W07	10.54	36	0.29	MIDDLETON	1971
DRAKES LANDING SUB	68	3N3W08	9.00	6	1.50	COUNTY (Canyon	2004
DRIFTWOOD SUB	69	3N2W05	5.50	8	0.69	0	1973
FOREST HILLS ESTATES	70	4N3W04	4.82	9	0.54	COUNTY (Canyon	1987
FOREST HILLS ESTATES #2	71	4N3W04	11.35	21	0.54	COUNTY (Canyon	1996
FROSTY ACRES SUB	72	4N2W34	5.06	6	0.84	0	1992
FRUITDALE FARMS	73	4N3W03	273.92	83	3.30	COUNTY (Canyon	1911
HECK SUB #1	74	4N3W04	4.69	9	0.52	COUNTY (Canyon	1985
HELEN 'B' SUB	75	3N2W08	62.57	6	10.43	NAMPA	0
HENSEN SUB	76	3N2W19	4.32	7	0.62	0	2004
HUNTER'S ACRES	77	3N2W19	8.90	9	0.99	0	2003
KABLE SUB	78	4N3W04	8.04	4	2.01	COUNTY (Canyon	1966
KARCHER ACRES SUB	79	3N2W07	48.43	48	1.01	0	1970
LEMP PARK URBAN TRACTS	80	4N2W09	916.60	1	916.60	COUNTY (Canyon	1913
THE SUN ALSO RISES SUBDIVISION	81	3N2W08	1.99	3	0.66	NAMPA	2015
MIDWAY PARK ADD	82	3N2W07	9.66	25	0.39	0	1965
MIKAYLA'S PLACE SUB	83	3N2W03	2.11	1	2.11	COUNTY (Canyon	2000
MIGRATION POINTE	84	3N3W17	27.56	11	2.51	COUNTY (Canyon	2001
SANDRA CORN SLOVIACZEK SUB	85	4N2W07	8.88	55	0.16	MIDDLETON	1977
MOSS POINTE #1	86	3N2W07	19.62	57	0.34	NAMPA	2000
MOSS POINTE #2	87	3N2W07	17.92	45	0.40	NAMPA	2002
MOSS POINTE #3	88	3N2W07	15.67	52	0.30	NAMPA	2004
NORTHSIDE ESTATES	89	3N2W04	35.50	30	1.18	COUNTY (Canyon	2003
NORTHSLOPE ESTATES #1	90	4N3W02	42.71	15	2.85	COUNTY (Canyon	2004
NOTTINGHAM GREENS #1	91	4N3W01	14.95	62	0.24	MIDDLETON	2001
NOTTINGHAM GREENS #2	92	4N3W01	19.19	72	0.27	MIDDLETON	2003
PAMELA'S GARDEN ESTATES	93	3N2W07	14.18	40	0.35	NAMPA	2004
PARKCREST ACRES	94	3N2W19	36.39	37	0.98	0	1972
MIDDLETON MARKET PLACE SUBDI	95	4N2W07	4.59	8	0.57	MIDDLETON	2008
PLUMTREE SUB #1	96	4N2W06	2.67	9	0.30	MIDDLETON	1984
PLUMTREE SUB #3	97	4N2W06	5.13	19	0.27	MIDDLETON	1999
PONY ACRE ESTATES	98	3N2W19	9.60	8	1.20	0	1971
ASTORIA PARK SUB #4	99	3N2W02	19.08	22	0.87	NAMPA	2006
MIDDLETON LAKES #3	100	4N2W07	30.47	76	0.40	0	2006
BOULEVARD STATION SUBDIVISION	101	3N2W07	4.21	3	1.40	NAMPA	2006
EVERGREEN SUB	102	3N2W07	5.57	2	2.79	NAMPA	1966
WESTWOOD SUBDIVISION	103	4N3W01	10.48	26	0.40	0	2006
SLEEPY HOLLOW SUBDIVISION	104	4N3W03	17.60	6	2.93	COUNTY (Canyon	2005
MIDDLETON ANNEX SUBDIVISION	105	4N2W07	2.83	8	0.35	0	2006
WELLSTONE SUBDIVISION	106	4N3W01	6.64	18	0.37	0	2007
BRASSY COVE SUBDIVISION NO. 2	107	3N2W18	0.43	2	0.21	NAMPA	2013
STIEHL SUBDIVISION PHASE 1	108	3N2W05	41.26	47	0.88	NAMPA	2008
MERIWETHER PARK SUBDIVISION #	109	3N2W02	27.16	180	0.15	NAMPA	2008
MIDDLETON LAKES #4	110	4N2W07	24.42	65	0.38	0	2008
WILLIS ESTATES SUBDIVISION	111	4N3W03	19.35	10	1.93	COUNTY (Canyon	2008
TREASURE VALLEY CROSSING	112	3N2W08	31.38	14	2.24	NAMPA	2009
MIDWAY SUB	113	3N2W08	360.30	0	#DIV/0!	NAMPA	1911
MILLEND SUB	114	4N2W07	1.16	3	0.39	MIDDLETON	2004
SHERWOOD ESTATES	115	4N3W01	9.58	37	0.26	0	2006
TWO TOWERS SUB #2	116	3N3W25	21.73	9	2.41	COUNTY (Canyon	2006
JIM CARRIES NORTHSTAR SUBDIVIS	117	3N3W08	30.80	29	1.06	COUNTY (Canyon	2009
THE COTTAGES SUBDIVISION MID	118	4N3W01	3.01	2	1.50	MIDDLETON	2009
SETTLERS COVE SUBDIVISION	119	4N2W35	12.78	12	1.07	NAMPA	2010
PERKEL ACREAGE	120	4N2W10	147.76	39	3.79	COUNTY (Canyon	1911
DAN'S ACRES SUBDIVISION	121	4N2W10	23.51	10	2.35	COUNTY (Canyon	2005
EEL LANE ESTATES - VACATED with	122	4N2W10	10.15	5	2.03	COUNTY (Canyon	2008
MOONSTRUCK SUB PH 3	123	3N3W16	11.98	11	1.09	COUNTY (Canyon	2003
MOONSTRUCK SUB PH 2	124	3N3W16	25.75	27	0.95	COUNTY (Canyon	2002
MOONSTRUCK SUB PH 1	125	3N3W16	31.17	27	1.15	COUNTY (Canyon	2002
MOONSTRUCK WEST	126	3N3W16	44.44	56	0.79	COUNTY (Canyon	2004
AUTUMN FALLS SUB	127	3N3W16	11.49	5	2.30	COUNTY (Canyon	2005
LAKEVIEW ESTATES 1ST SUB	128	3N3W16	7.85	14	0.56	COUNTY (Canyon	1964
OVERLAKE EAST	129	3N3W16	20.67	23	0.90	COUNTY (Canyon	1999
DUBLIN LAKESIDE ESTATES	130	3N3W16	27.85	40	0.70	COUNTY (Canyon	1993
EL RANCHO HEIGHTS	131	3N3W16	34.06	79	0.43	COUNTY (Canyon	1976

EL RANCHO HEIGHTS #2	132	3N3W16	5.64	11	0.51	COUNTY (Canyon	1990
LAKEVIEW SUBDIVISION	133	3N3W26	32.82	16	2.05	COUNTY (Canyon	2012
BLACK BUTTE BUSINESS PARK #1	134	3N2W08	15.02	7	2.15	NAMPA	2008
BRASSY COVE SUBDIVISION	135	3N2W18	19.38	65	0.30	NAMPA	2007
MIDDLETON VILLAGE CENTER SUBD	136	4N2W07	6.15	5	1.23	MIDDLETON	2013
STIEHL SUBDIVISION PHASE 2	137	3N2W05	5.29	8	0.66	NAMPA	2013
TREASURE VALLEY POINTE SUBDIV	138	3N2W09	4.29	6	0.71	NAMPA	2014
BELLA VISTA SUBDIVISION	139	3N3W24	14.09	7	2.01	COUNTY (Canyon	2014
STIEHL SUBDIVISION PH. 3	140	3N2W05	29.52	41	0.72	NAMPA	2014
MIDWAY ACRES	141	3N2W08	42.24	18	2.35	NAMPA	1943
BIGELOW'S SUBDIVISION	142	4N3W12	53.19	0	#DIV/0!	MIDDLETON	1907
TD&D SUBDIVISION	143	4N3W12	6.01	5	1.20	MIDDLETON	2015
KARCHER MIDDLETON COMMERCIAL	144	3N2W18	2.56	4	0.64	NAMPA	2016
BRYSON SUBDIVISION	145	4N2W34	2.73	1	2.73	COUNTY (Canyon	2016
LINDEN RIDGEVUE SUBDIVISION	146	4N2W34	22.35	2	11.18	COUNTY (Canyon	2016
FALL CREEK SUBDIVISION NO. 1	147	3N2W03	16.92	62	0.27	NAMPA	2016
JOPLIN VIEW SUBDIVISION	148	4N2W22	9.84	4	2.46	COUNTY (Canyon	2017
EAGLE STREAM SUBDIVISION NO. 1	149	3N2W18	8.78	30	0.29	NAMPA	2017
EAGLE STREAM SUBDIVISION NO. 2	150	3N2W18	9.39	39	0.24	NAMPA	2018
RIVERBEND RANCH SUBDIVISION	151	4N2W08	23.46	17	1.38	COUNTY (Canyon	2018
TIMBERLAKE SUBDIVISION	152	4N2W34	15.43	44	0.35	NAMPA	2018
BLACK BUTTE BUSINESS PARK NO.	153	3N2W08	3.54	7	0.51	NAMPA	2018
FALL CREEK SUBDIVISION NO. 2	154	3N2W03	14.74	57	0.26	NAMPA	2018
SAWTOOTH LAKE SUBDIVISION NO.	155	4N2W07	9.42	45	0.21	MIDDLETON	2018
WIEBER'S ACREAGE	156	4N2W06	37.36	2	18.68	MIDDLETON	1909
PALOMINOS SUBDIVISION	157	4N3W04	6.49	2	3.24	COUNTY (Canyon	2019
MIDDLETON INDUSTRIAL PARK NO.	158	4N2W18	13.77	6	2.29	MIDDLETON	2019
PAYNE'S SUB	159	4N2W07	33.79	18	1.88	MIDDLETON	1907
HAWTHORNE SUBDIVISION	160	4N3W01	8.12	181	0.04	COUNTY (Canyon	1910
STITES FARM SUBDIVISION	161	3N3W24	9.55	5	1.91	COUNTY (Canyon	2019
COMPTON SUBDIVISION	162	4N2W22	3.98	2	1.99	COUNTY (Canyon	2019
SAWTOOTH LAKE SUBDIVISION NO.	163	4N2W07	5.74	39	0.15	MIDDLETON	2019
WAS A WHEAT FIELD SUBDIVISION	164	3N2W07	1.34	2	0.67	NAMPA	2019
FINAL PLAT OF SADDLEBACK RIDGE	165	4N3W03	35.81	16	2.24	COUNTY (Canyon	2020
LEIGHTON LAKE ESTATES SUBDIVIS	166	4N2W11&14	82.09	20	4.10	COUNTY (Canyon	2020
RIDGEVUE ESTATES SUBDIVISION N	167	4N2W34	22.21	83	0.27	NAMPA	2020
FALL CREEK SUBDIVISION NO. 3	168	3N2W03	12.59	54	0.23	NAMPA	2020
ARBOR LANDING SUBDIVISION	169	3N3W24	21.00	17	1.24	COUNTY (Canyon	2020
BROWNSTONE ESTATES SUBDIVISI	170	3N3W13	11.70	50	0.23	NAMPA	2020
BROWNSTONE ESTATES SUBDIVISI	171	3N3W13	3.76	15	0.25	NAMPA	2020
SAWTOOTH LAKE SUBDIVISION NO.	172	4N2W07	7.86	34	0.23	MIDDLETON	2020
BOULDER CREEK SUBDIVISION	173	4N3W03	18.01	7	2.57	COUNTY (Canyon	2020
SUNNYVALE SUBDIVISION NO. 1	174	3N2W18	10.97	46	0.24	NAMPA	2020
RIDGEVUE ESTATES SUBDIVISION N	175	4N2W34	9.62	41	0.23	NAMPA	2020
SUNNYVALE SUBDIVISION NO. 2	176	3N2W18	8.90	30	0.30	NAMPA	0
BROWNSTONE ESTATES SUBDIVISI	177	3N3W13	14.00	56	0.25	NAMPA	2020
FALL CREEK SUBDIVISION NO. 4	178	3N2W03	18.72	73	0.26	NAMPA	2020
RIDGEVUE ESTATES SUBDIVISION N	179	4N2W34	5.89	23	0.26	NAMPA	2021
THE BARNES HOMESTEAD SUBDIVIS	180	4N2W35	1.74	1	1.74	COUNTY (Canyon	2021
TRAILS END SUBDIVISION	181	4N3W30	9.81	2	4.90	COUNTY (Canyon	2021
SUNNYVALE SUBDIVISION NO. 3	182	3N2W18	15.71	64	0.25	NAMPA	2021
KINGHORN PLACE SUBDIVISION NO	183	4N2W33	16.23	61	0.27	NAMPA	2021
LEIGHTON RANCH SUBDIVISION	184	4N2W14	105.95	7	15.14	COUNTY (Canyon	2021
BLACK BUTTE BUSINESS PARK NO.	185	3N2W08	10.68	16	0.67	NAMPA	2021
FALL CREEK SUBDIVISION NO. 5	186	3N3W03	7.74	31	0.25	NAMPA	2021
HARTLAND SUBDIVISION NO. 1	187	4N2W34	25.23	92	0.27	NAMPA	2021
TIMBER HILLS SUBDIVISION	188	4N3W03&04	45.62	28	1.63	COUNTY (Canyon	2021
SUNNYVALE SUBDIVISION NO. 4	189	3N2W18	22.27	95	0.23	NAMPA	2022
KINGHORN PLACE SUBDIVISION NO	190	4N2W33	15.29	72	0.21	NAMPA	2022
BOZIC SUBDIVISION	191	4N3W12	8.47	6	1.41	MIDDLETON	2022
SUNNYVALE SUBDIVISION NO. 5	192	3N2W18	7.67	28	0.27	NAMPA	2022
HARTLAND SUBDIVISION NO. 3	193	4N2W34	14.76	53	0.28	NAMPA	2022
SWEETWATER GLEN SUBDIVISION	194	4N2W34	17.15	49	0.35	NAMPA	2023
PICCADILLY SQUARE SUBDIVISION	195	4N2W06	1.77	5	0.35	MIDDLETON	2023
CARLTON MEADOW SUBDIVISION N	196	4N3W12	7.42	27	0.27	MIDDLETON	2023
HORIZON RIDGE SUBDIVISION	197	3N3W26	40.10	32	1.25	COUNTY (Canyon	2023
SWEETWATER GLEN SUBDIVISION	198	4N2W34	16.16	63	0.26	NAMPA	2023
HIDDEN LEGENDS ESTATES SUBDIV	199	4N3W04	19.59	9	2.18	COUNTY (Canyon	2023
HARTLAND SUBDIVISION NO. 2	200	4N2W34	13.49	55	0.25	NAMPA	2021
SWEETWATER GLEN SUBDIVISION	201	4N2W34	9.44	40	0.24	NAMPA	2024
EAST RIDGEVUE ESTATES SUBDIVIS	202	4N2W34	12.78	50	0.26	NAMPA	2024
EAST RIDGEVUE ESTATES SUBDIVIS	203	4N2W34	12.74	48	0.27	NAMPA	2022
BLACK BUTTE BUSINESS PARK NO.	204	3N2W08	9.60	19	0.51	NAMPA	2024
SUNNYVALE WEST SUBDIVISION NO	205	3N2W18	10.74	44	0.24	NAMPA	2022
SUNNYVALE WEST SUBDIVISION NO	206	3N2W18	15.49	69	0.22	NAMPA	2024

SWEETWATER GLEN SUBDIVISION	207	4N2W34	9.01	33	0.27	NAMPA	2023
SWEETWATER GLEN SUBDIVISION	208	4N2W34	14.84	52	0.29	NAMPA	2024
SWEETWATER GLEN SUBDIVISION	209	4N2W34	10.03	34	0.30	NAMPA	2024
MIDDLETON INDUSTRIAL PARK NO.	210	4N2W18	16.37	7	2.34	MIDDLETON	2024
CARLTON MEADOW SUBDIVISION N	211	4N3W12	11.59	56	0.21	MIDDLETON	2024
CHERRY GROVE SUBDIVISION NO. 1	212	4N2W26	10.66	41	0.26	NAMPA	2024
MIDDLEBURY NORTH SUBDIVISION	213	3N3W13	20.50	74	0.28	NAMPA	2024
SLEEPY HOLLOW SUBDIVISION PHA	214	4N3W03	2.72	3	0.91	COUNTY(CANYON	2024
CHERRY GROVE SUBDIVISION NO.2	215	4N2W26	7.96	37	0.22	NAMPA	2024
BODLE FARMS SUBDIVISION	216	3N2W03	4.51	22	0.21	NAMPA	2024
MAGNOLIA ESTATES SUBDIVISION N	217	4N2W33	12.76	46	0.28	NAMPA	2025
CHERRY GROVE SUBDIVISION NO. 3	218	4N2W26	0.00	35	0.00	NAMPA	2025
KINGHORN PLACE SUBDIVISION NO	219	4N2W33	16.93	65	0.26	NAMPA	2025
AMENDED PLAT OF CARLTON MEAD	220	4N3W12	8.02	27	0.30	MIDDLETON	2025
RIVER WALK CROSSING SUBDIVISIO	221	4N2W08	34.36	53	0.65	MIDDLETON	2025
RIVER POINTE SUBDIVISION NO. 1	222	4N2W08	7.62	35	0.22	MIDDLETON	2025
RIVER POINTE SUBDIVISION NO. 2	223	4N2W08	8.37	35	0.24	MIDDLETON	2025

SUBDIVISIONS IN PLATTING				
SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	
Kinghorn Place	30.51	100	0.31	
Ridgevue Estates	36.30	129	0.28	
Sunnyvale	38.66	237	0.16	
Middlebury South	106.03	371	0.29	
Barnes Homestead Sub	53.80	1	53.80	
Horizon Ridge	40.10	29	1.38	
Wood Poppy	9.51	25	0.38	
Timber Hills	45.49	28	1.62	
Sweetwater Glen 5	11.10	107	0.10	
Middlebury North	122.33	387	0.32	
Magnolia Estates	9.56	65	0.15	
Ridgevue North	59.84	284	0.21	
Carlton Meadows South Sub	8.56	24	0.36	
Channel Crossing Sub	2.85	132	0.02	
Channel Crossing Sub	3.59	132	0.03	
Channel Crossing Sub	8.14	132	0.06	
River Crossing Sub	0.61	132	0.00	
Madison Ranch	97.41	450	0.22	
Fletchers Meadow Sub	16.24	17	0.96	
Cherry Grove	62.98	229	0.28	
Northland Subdivision	53.73	280	0.19	
Hidden Legends Esates	19.51	8	2.44	
Crimson Bridge Estates	49.16	15	3.28	
Sperry Meadows Subdivision	109.30	287	0.38	
Farmway Estates	84.60	40	2.12	
Chickasaw	145.55	475	0.31	
The Square on Hartley	4.47	37	0.12	
Sunnyvale East No 1	6.31	27	0.23	
Sweetwater Glen No 6	10.01	34	0.29	
Resting Rock	81.47	324	0.25	
Astaire No 2	12.69	53	0.24	
Astaire Subdivision No. 3	12.26	50	0.25	
Astaire Townhomes	12.13	97	0.13	
Astaire Subdivision No 1	33.86	56	0.60	
Farmstead Commercial	22.00	10	2.20	
Haltom Heritage	69.09	333	0.21	
Trestle Creek	42.05	193	0.22	
Cherry Grove Sub No 3	7.06	35	0.20	
Middlebury South	105.78	376	0.28	
Middlebury North No 2	0.00	59	0.00	
Farmway Crossing	44.49	131	0.34	
Sage Gate Sub	20.82	7	2.97	
Astaire Commercial	10.48	5	2.10	
East Ranch	134.58	413	0.33	
Sunnyvale No.6	19.94	37	0.54	
Sleepy Hollow Sub #2	0.00	2	0.00	
Wagers Dairy No.2	13.70	48	0.29	
Middlebury North No.3	0.00	73	0.00	
Ederra Subdivision	41.56	197	0.21	
Haltom Heritage No.1	20.89	100	0.21	
Ederra No.1	23.70	110	0.22	

Magnolia Estates	21.67	74	0.29
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MOBILE HOME & RV PARKS					
SUBDIVISION NAME	SITE ADDRESS	ACRES	NO. OF SPACES	UNITS PER ACRE	CITY OF...
Arthur Court MHP	503 Arthur Street	13.16	81	0.16	City of Caldwell
Indian Creek MHP	5015 East Ustick Road	2.13	7	0.30	City of Caldwell
Indian Creek MHP	5015 East Ustick Road	25.77	194	0.13	City of Caldwell
Upland Park Manor MHP	3104 Ustick Road	1.05	7	0.15	Canyon County
Hokes MHP	16867 Portner Road	2.81	16	0.18	Canyon County
Evergreen MHP	2819 Caldwell Blvd	14.78	142	0.10	City of Nampa
Midway Park MHP	5200 Midway Road	11.11	50	0.22	City of Caldwell
Willow Creek MHP	606 West Main Street	3.26	7	0.47	City of Middlet
Idle Wheels MHP	1317 Elgin Street	3.20	48	0.07	City of Caldwell
Stardust MHP	818 North Illinois Ave	5.04	68	0.07	City of Caldwell
Lakey's MHP & RV	5023 Hwy 20/26	1.19	16	0.07	Canyon County
Mobile Estates MHP	2205 East Linden Street	11.60	93	0.12	City of Caldwell
Lakey's MHP & RV	5023 Hwy 20/26	3.56	40	0.09	Canyon County
Lakey's MHP & RV	5023 Hwy 20/26	0.94	6	0.16	Canyon County
Karcher Village MHP	2209 Caldwell Blvd	10.11	53	0.19	City of Nampa
Arrowhead MHP	1209 North 3rd Ave	1.34	6	0.22	City of Caldwell
Cottonwood MHP	106 East Galveston Street	0.95	18	0.05	City of Caldwell
Cottonwood MHP	106 East Galveston Street	0.79	9	0.09	City of Caldwell
Golden Gate MHP	605 Joliet Street	2.20	13	0.17	City of Caldwell
Aven MHP	111 Simplot Blvd	8.55	45	0.19	City of Caldwell
Mountain View MHP	2819 South Georgia Ave	8.71	67	0.13	City of Caldwell
Hardy Estates MHP	Linden Street	63.69	262	0.24	City of Caldwell
Country Style MHP	16901 Ten Lane	0.59	1	0.59	City of Nampa
Country Style MHP	16901 Ten Lane	4.11	21	0.20	City of Nampa
Caldwell Campground & RV Park	21830 Towns Circle #34	13.61	0	#DIV/0!	Canyon County
Jan-N-Park MHP	715 Borchers Lane	0.38	3	0.13	Canyon County
Jan-N-Park MHP	715 Borchers Lane	2.60	20	0.13	Canyon County
Creekside MHP	Gosling Street	3.26	26	0.13	City of Caldwell
Indian Creek MHP	5015 East Ustick Road	2.13	7	0.30	City of Caldwell
Indian Creek MHP	5015 East Ustick Road	7.68	38	0.20	City of Caldwell
Indian Creek MHP	5015 East Ustick Road	12.36	64	0.19	City of Caldwell
Indian Creek MHP	5015 East Ustick Road	25.77	92	0.28	City of Caldwell
Caldwell Campground & RV Park	21830 Towns Circle #34	22.31	1	22.31	Canyon County
Caldwell Campground & RV Park	21830 Towns Circle #34	2.86	11	0.26	Canyon County

Caldwell AOI

Dairy, Feedlot, and Gravel Pit Map

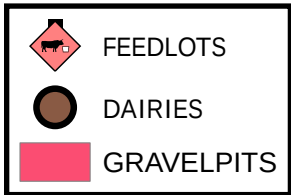
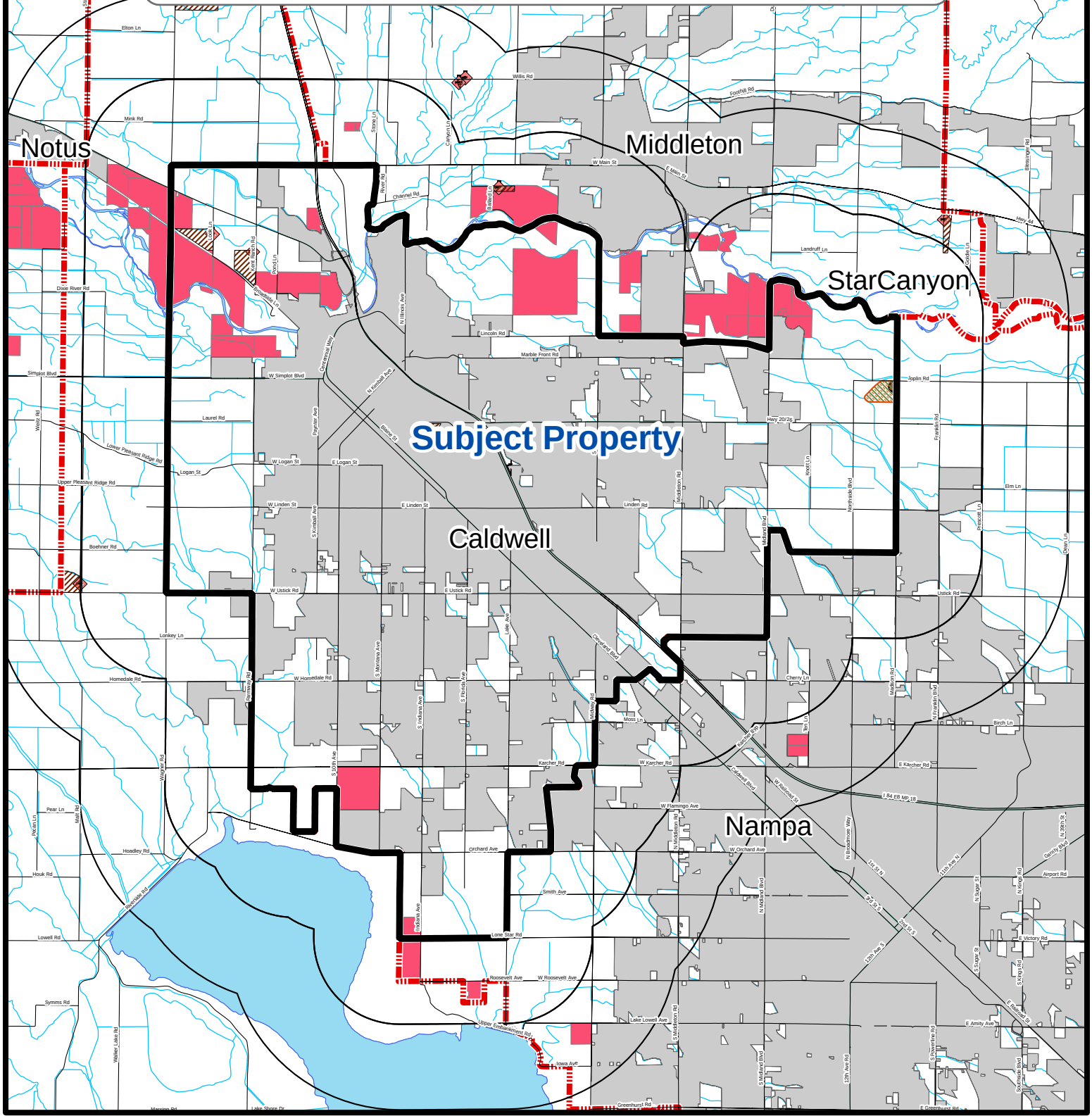
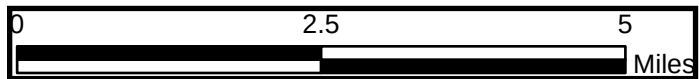
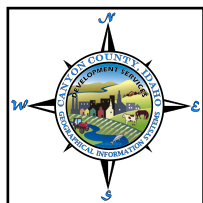
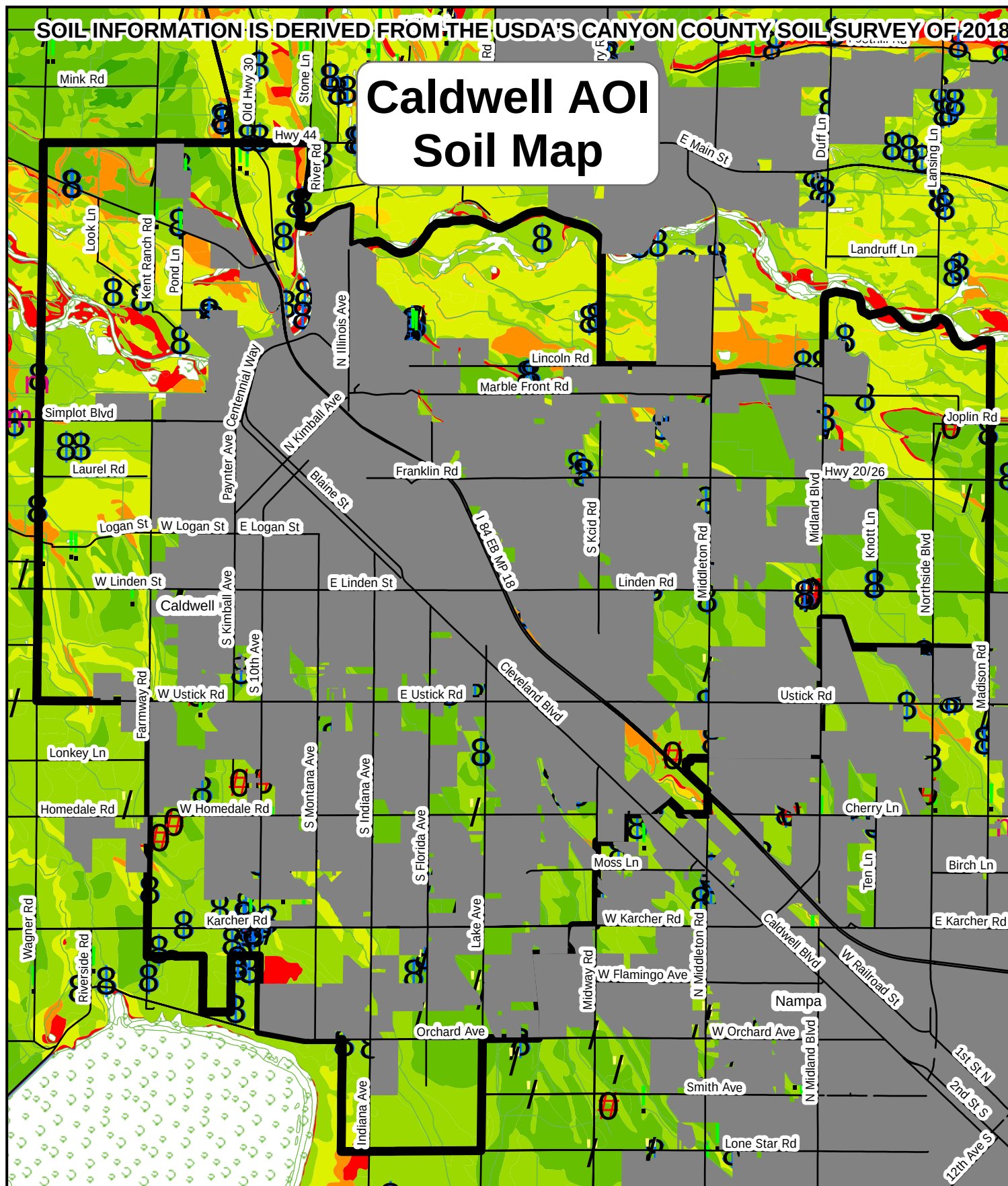


Exhibit B.3

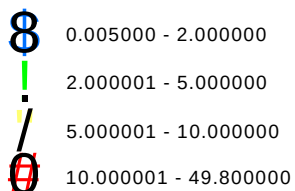


SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018

Caldwell AOI Soil Map

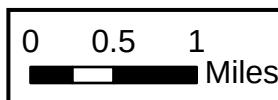


Nitrate Priority Wells



m IDWR_2C_Geothermal_

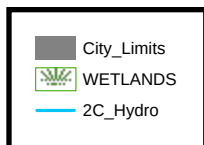
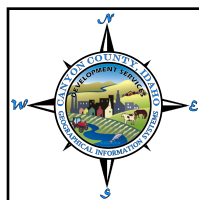
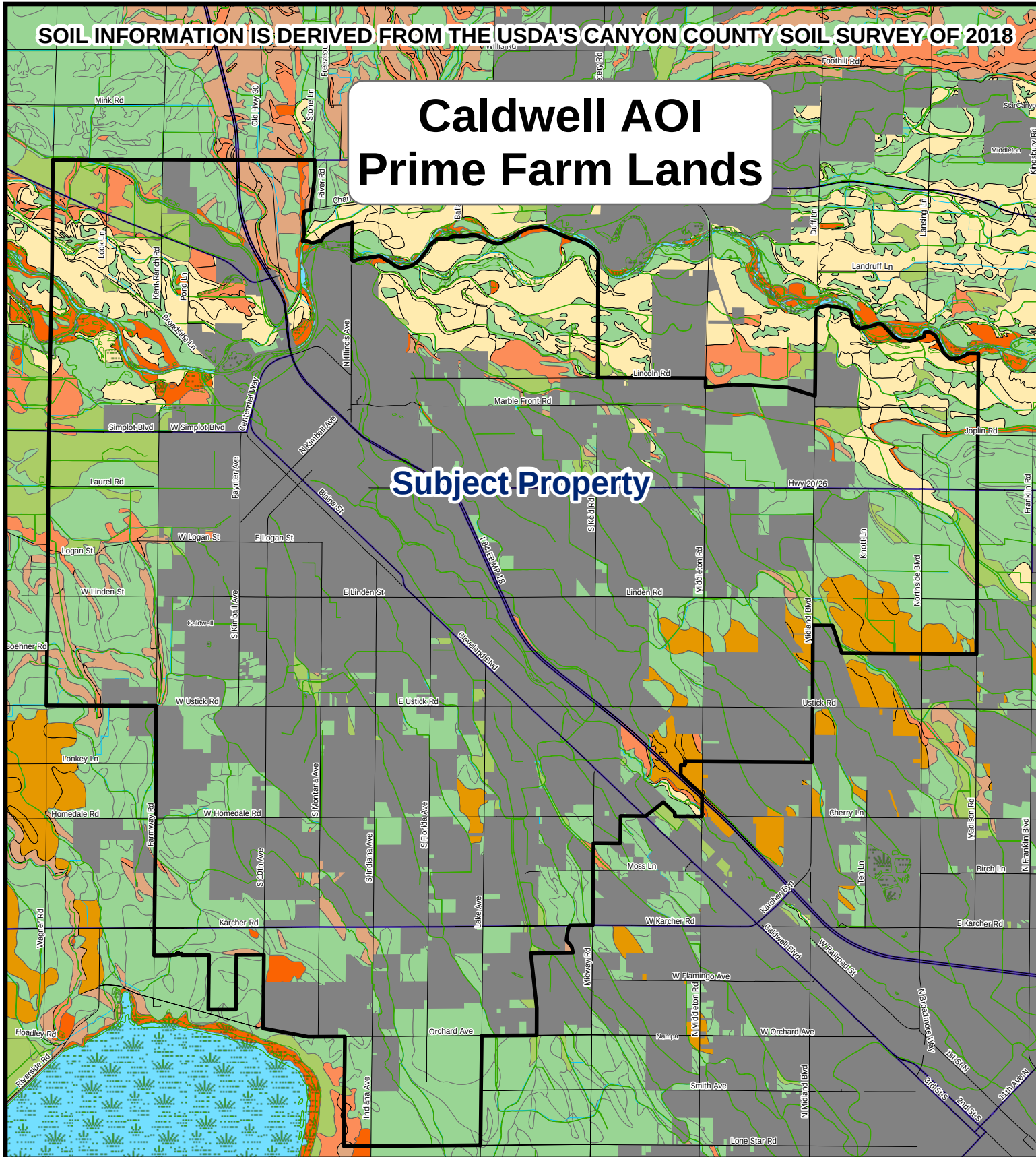
Wetlands



SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018

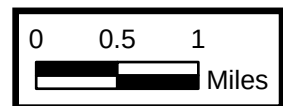
Caldwell AOI Prime Farm Lands

Subject Property

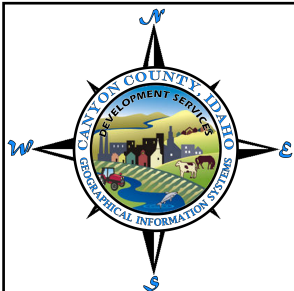


FARMLAND

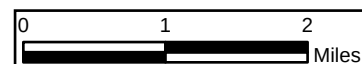
- Farmland of statewide importance
- Farmland of statewide importance, if irrigated
- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Not prime farmland
- Water/Gravel Pit/ Rock outcrop/ Riverwash/ Terrace Escarpments
- Prime farmland if irrigated
- Prime farmland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



City of Caldwell Future Land Use



■ Urban Neighborhood



Caldwell AOI

TAZ Household

Subject Property

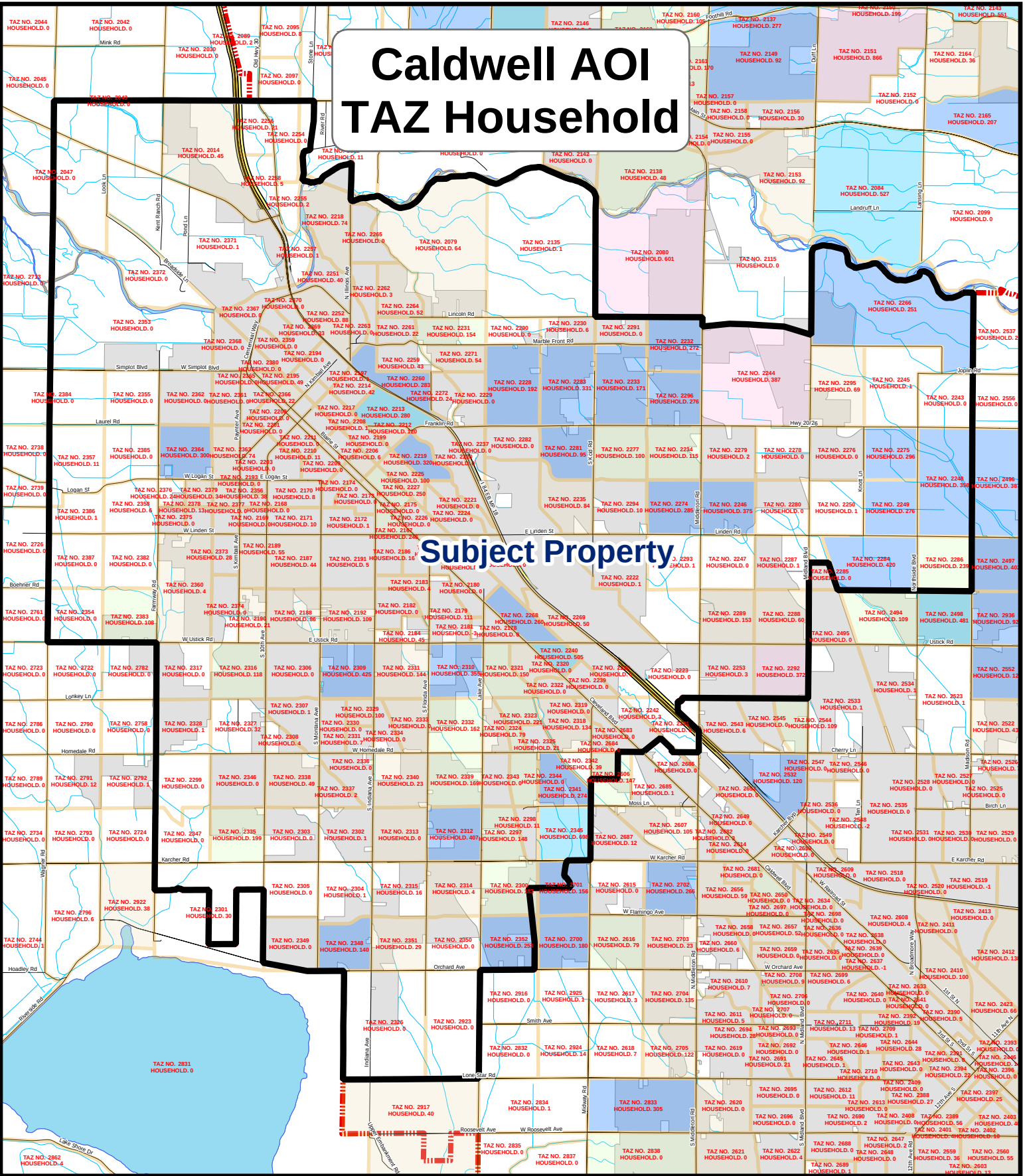
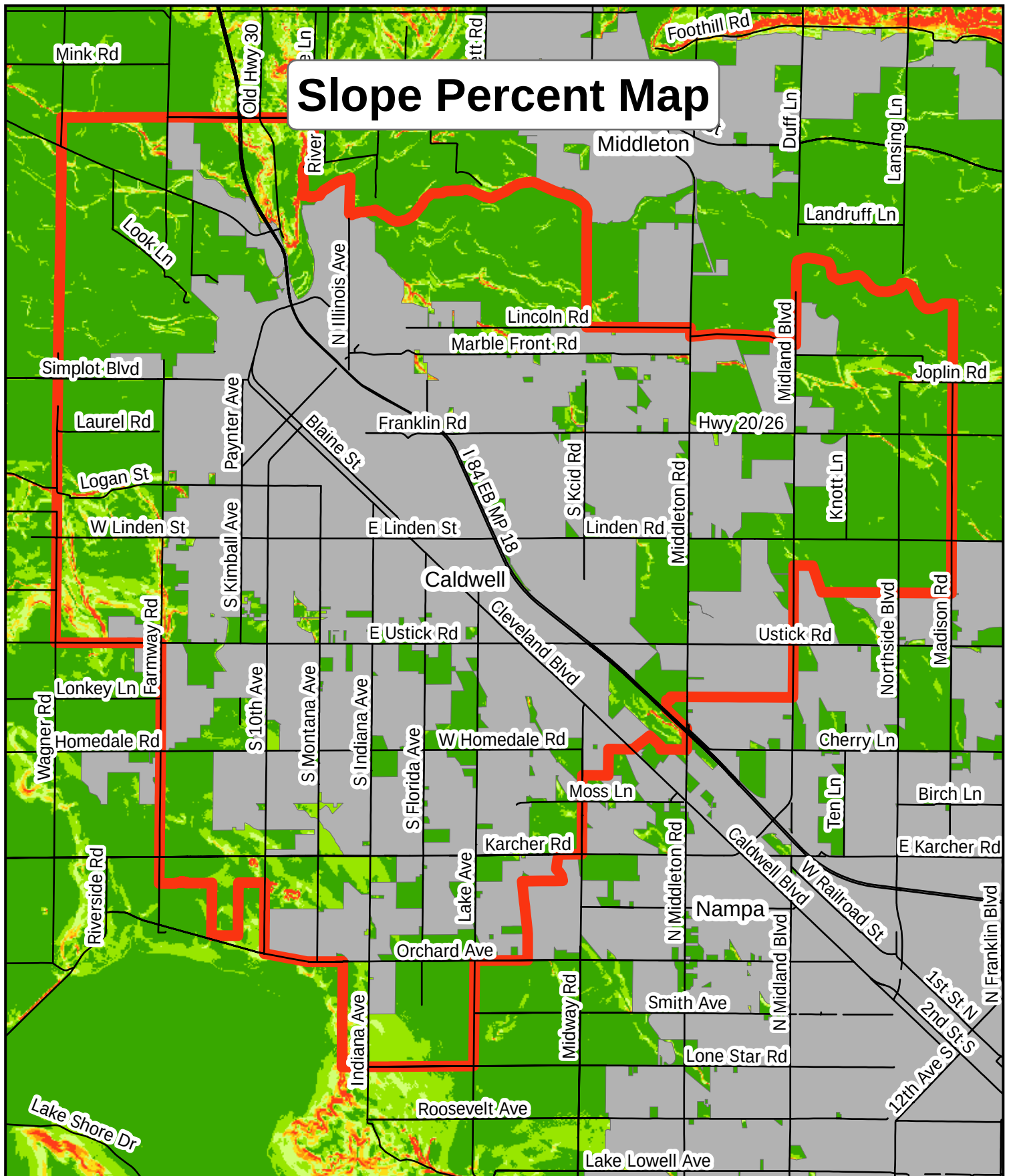


Exhibit B6.4

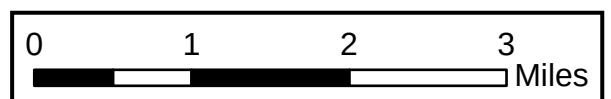
Slope Percent Map



Slope Percent

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

Exhibit B6.5



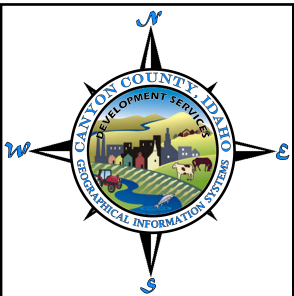
**Caldwell AOI
Future Land Use map**

SUBJECT PROPERTY

Legend:

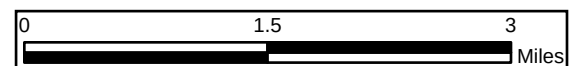
- Blue Hatched: Water
- Yellow Hatched: Low Density Residential
- Red Hatched: Medium Density Residential
- Grey: Unimproved Land
- Blue: High Density Residential
- Green: Agriculture
- Light Green: Forest
- Dark Green: Wetlands

Streets: Mink Rd, Look Ln, Kent Ranch Rd, Broadside Ln, W Simplot Blvd, Laurel Rd, Logan St, W Linden St, Farmway Rd, W Ustick Rd, Lonkey Ln, Homedale Rd, Wagner Rd, Riverside Rd, Indiana Ave, Orchard Ave, Lake Ave, Midway Rd, W Karcher Rd, W Flamingo Ave, W Orchard Ave, Smith Ave, Lone Star Rd, N Illinois Ave, N Kimball Ave, Blaine St, E Logan St, E Linden St, E Ustick Rd, S Montana Ave, S Indiana Ave, S Florida Ave, S 10th Ave, S 11th Ave, S 12th Ave, S 13th Ave, S 14th Ave, S 15th Ave, S 16th Ave, S 17th Ave, S 18th Ave, S 19th Ave, S 20th Ave, S 21st Ave, S 22nd Ave, S 23rd Ave, S 24th Ave, S 25th Ave, S 26th Ave, S 27th Ave, S 28th Ave, S 29th Ave, S 30th Ave, S 31st Ave, S 32nd Ave, S 33rd Ave, S 34th Ave, S 35th Ave, S 36th Ave, S 37th Ave, S 38th Ave, S 39th Ave, S 40th Ave, S 41st Ave, S 42nd Ave, S 43rd Ave, S 44th Ave, S 45th Ave, S 46th Ave, S 47th Ave, S 48th Ave, S 49th Ave, S 50th Ave, S 51st Ave, S 52nd Ave, S 53rd Ave, S 54th Ave, S 55th Ave, S 56th Ave, S 57th Ave, S 58th Ave, S 59th Ave, S 60th Ave, S 61st Ave, S 62nd Ave, S 63rd Ave, S 64th Ave, S 65th Ave, S 66th Ave, S 67th Ave, S 68th Ave, S 69th Ave, S 70th Ave, S 71st Ave, S 72nd Ave, S 73rd Ave, S 74th Ave, S 75th Ave, S 76th Ave, S 77th Ave, S 78th Ave, S 79th Ave, S 80th Ave, S 81st Ave, S 82nd Ave, S 83rd Ave, S 84th Ave, S 85th Ave, S 86th Ave, S 87th Ave, S 88th Ave, S 89th Ave, S 90th Ave, S 91st Ave, S 92nd Ave, S 93rd Ave, S 94th Ave, S 95th Ave, S 96th Ave, S 97th Ave, S 98th Ave, S 99th Ave, S 100th Ave, S 101st Ave, S 102nd Ave, S 103rd Ave, S 104th Ave, S 105th Ave, S 106th Ave, S 107th Ave, S 108th Ave, S 109th Ave, S 110th Ave, S 111th Ave, S 112th Ave, S 113th Ave, S 114th Ave, S 115th Ave, S 116th Ave, S 117th Ave, S 118th Ave, S 119th Ave, S 120th Ave, S 121st Ave, S 122nd Ave, S 123rd Ave, S 124th Ave, S 125th Ave, S 126th Ave, S 127th Ave, S 128th Ave, S 129th Ave, S 130th Ave, S 131st Ave, S 132nd Ave, S 133rd Ave, S 134th Ave, S 135th Ave, S 136th Ave, S 137th Ave, S 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Future Land Use 2030

-  COMMERCIAL
 INDUSTRIAL
 RESIDENTIAL



Caldwell AOI

Two-Mile City Limits Buffer

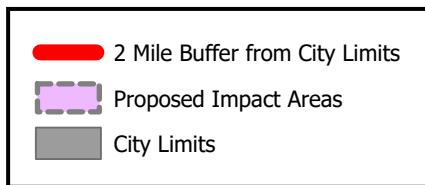
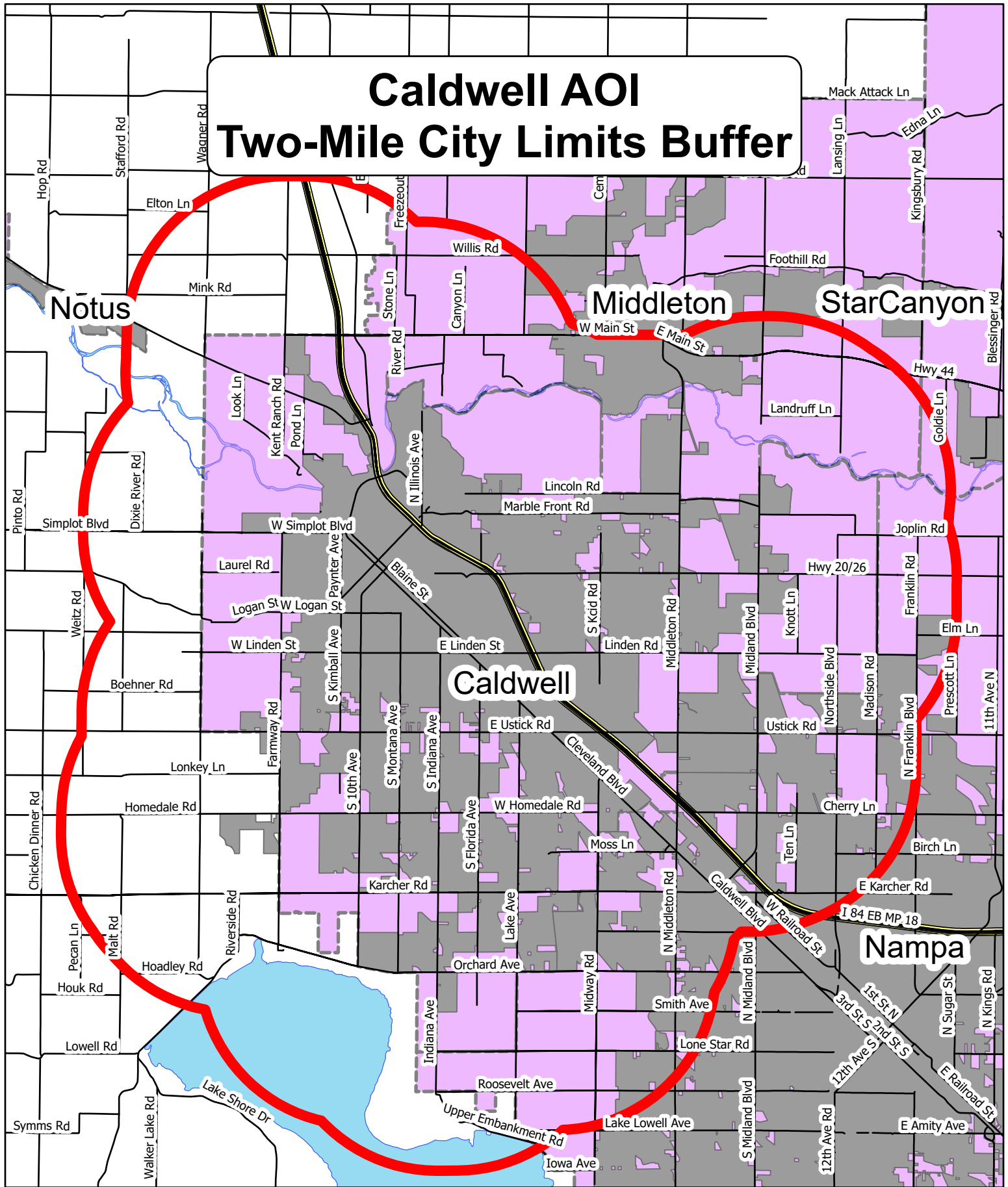
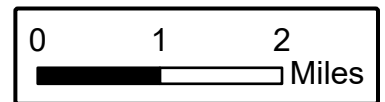
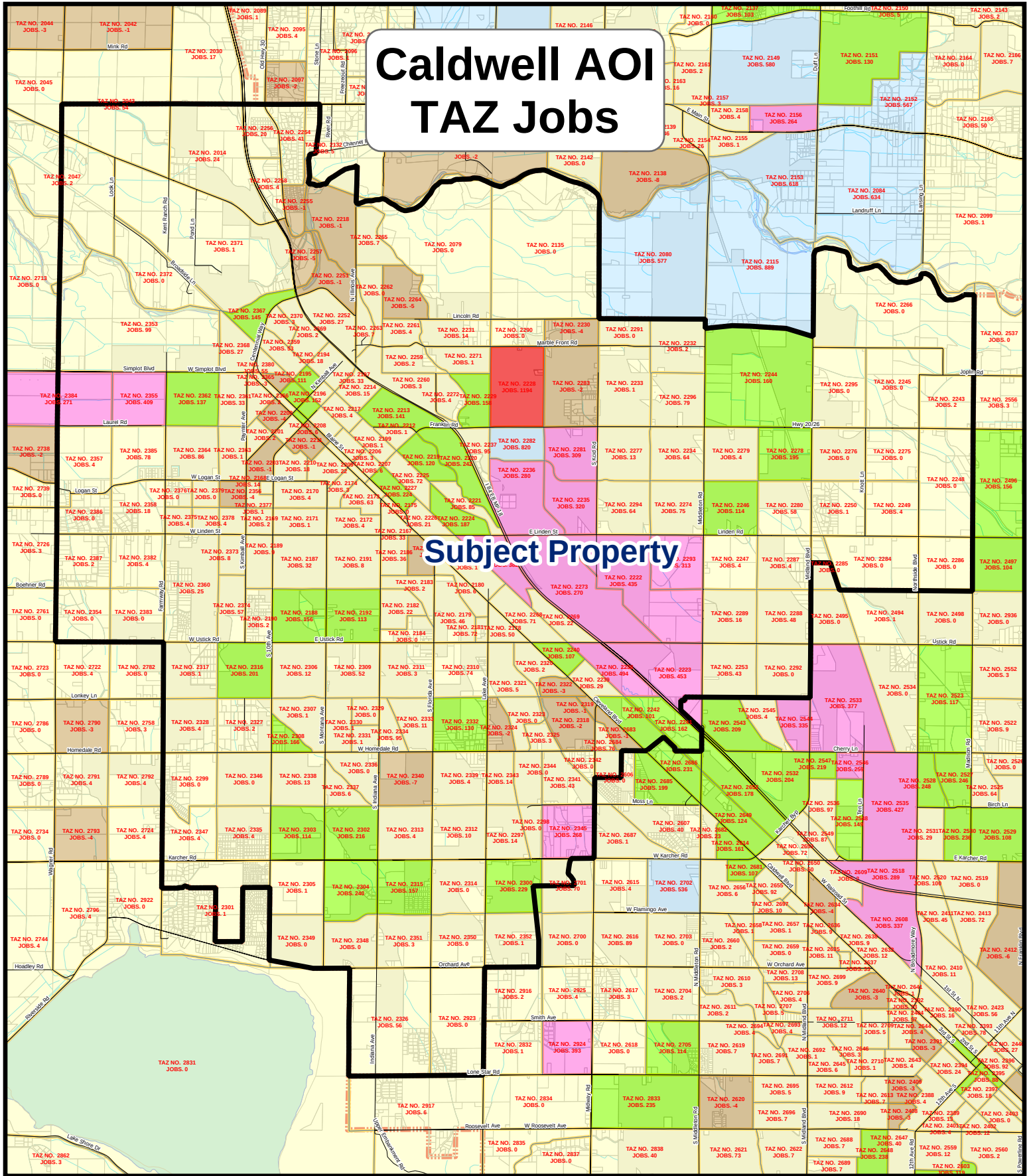


Exhibit B6.6





Caldwell AOI TAZ Jobs

Subject Property

Jobs 2025-2050

Light Blue	-1	Pink	251 - 500
Yellow	0 - 100	Light Blue	501 - 1000
Green	101 - 250	Red	1001 - 2148

Exhibit B6.7

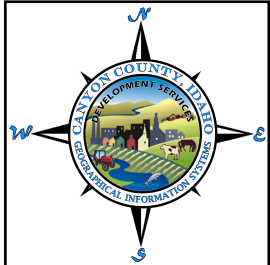
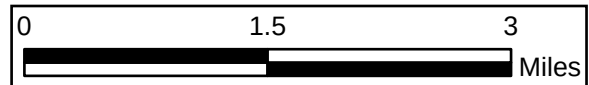


EXHIBIT C
Agency Comments

CERTIFICATE OF LEGAL NOTIFICATION

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11th Avenue, #310, Caldwell, ID 83605

Phone: 208-454-7458



CASE NAME: Caldwell AOI

CASE NO: OR2025-0006

HEARING BODY: Board of County Commissioners

I, Caitlin Ross, as the representative of Canyon County Development Services, hereby certify that on this 19th 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: 8/19/25

SCANNED



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 19, 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. OR2025-0006: The applicant, City of Caldwell, represented by Robin Collins and Morgan Bessaw, is requesting an ordinance update to amend chapter 9, article 1, subsection 11-1 and 13, of Canyon County Code of Ordinance to confirm the existing area of city impact boundaries for the City of Caldwell, to comply with Idaho Code 67-6526. The subject properties are located within Caldwell'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.

Caitlin Ross

From: Caitlin Ross
Sent: Tuesday, August 19, 2025 11:21 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'; 'Iriccio@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@ziplay.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; 'jschoemaker@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'; 'gmprdjennifer@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 OR2025-0006 / Caldwell 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.

111 North 11th Avenue #310 – Caldwell ID 83604

Office Hours:

Monday, Tuesday, Thursday and Friday 8am – 5pm

Wednesday 1pm – 5pm

From: BRO Admin <BRO.Admin@deq.idaho.gov>
Sent: Monday, August 25, 2025 10:48 AM
To: AOI Update
Cc: Jennifer Lahmon
Subject: [External] RE: Legal Notice OR2025-0006 / Caldwell 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: Tuesday, August 19, 2025 11:21 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@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>; '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>; 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'
 <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 <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>; 'lizardbuttlibrary@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'
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 <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'
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 <fcdc1875@gmail.com>; 'Mack@settlersirrigation.org' <Mack@settlersirrigation.org>; 'kchamberlain.fcdc@gmail.com'
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 <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'
 <deb0815@yahoo.com>; 'kunacemetery@gmail.com' <kunacemetery@gmail.com>; '3tjj@frontiernet.net'
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Subject: Legal Notice OR2025-0006 / Caldwell AOI

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

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.

From: Caitlin Ross
Sent: Monday, August 25, 2025 2:29 PM
To: AOI Update
Cc: 'D3Development.services@itd.idaho.gov'
Subject: FW: [External] RE: Legal Notice OR2025-0006 / Caldwell AOI

FYI – thanks!

Caitlin

From: D3 Development Services <D3Development.Services@itd.idaho.gov>
Sent: Monday, August 25, 2025 1:27 PM
To: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Subject: [External] RE: Legal Notice OR2025-0006 / Caldwell AOI

Hello,

After careful review of the transmittal submitted to ITD on August 19, 2025 regarding, OR2025-0006/Caldwell 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: Tuesday, August 19, 2025 11:21 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@cityofdynamics.net' <amy@cityofdynamics.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>; '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>; 'knote.sandahl@doi.idaho.gov' <knote.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>; 'lizardbuttlibrary@yahoo.com' <lizardbuttlibrary@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>; '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@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>; '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@kivitv.com' <news@kivitv.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 OR2025-0006 / Caldwell AOI

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

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.



HIGHWAY DISTRICT No.4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607

TELEPHONE 208.454.8135
FAX 208.454.2008

Exhibit C4

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

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](#)

Exhibit D2

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 respectfully urge the Board to reduce Caldwell's Area of Impact by removing the 2,400 acres of farmland between Linden, Middleton, and Lincoln Roads north to the AOI line.

Idaho Code §67-6526(4)(b) states clearly: "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." No evidence in Caldwell's submission demonstrates that annexation of these farmlands is imminent. Instead, the record shows these lands are actively farmed, served by irrigation districts, and located at the outer edge of city serviceability — conditions inconsistent with near-term annexation.

State law also requires that agricultural lands be protected as part of the comprehensive planning process (Idaho Code §67-6508(e)). Canyon County's own 2030 Comprehensive Plan (Goal LU-3) directs that "prime agricultural soils and operations shall be preserved and protected from encroachment by non-agricultural uses."

The farmlands identified are predominantly Class II and III soils — among the most productive in the Treasure Valley. Once converted to residential subdivisions, these soils can never be reclaimed for farming. Beyond their agronomic value, these operations sustain family farms, dairies, and employment that form the backbone of Canyon County's economy.

Equally important, sprawling development into farmland imposes significant public costs. Unlike farmland, which contributes more in property taxes than it demands in services, scattered subdivisions require new schools, fire stations, roads, and costly utility extensions. These expenses fall on all Canyon County taxpayers, while the loss of farmland erodes one of the region's most stable economic sectors.

Under both state law and established county zoning practice, the burden of proof lies with the applicant to demonstrate compliance with statutory criteria. In this case, Caldwell, as the proponent of the AOI boundary, is responsible for producing evidence that the lands in question are “very likely” to be annexed within five years. The record before the Board does not include any such compelling evidence. Absent proof of imminent annexation or serviceability, the statutory requirement is not satisfied, and the AOI must be drawn more narrowly to comply with Idaho law.

If Areas of Impact are instead drawn only around lands where development is planned and highly likely to be annexed — as the new state law requires — growth will be better directed inward, adjacent to, and as infill within cities, rather than fueling the rural sprawl that has historically occurred within overextended impact areas.

For these reasons, we recommend that the Board direct Caldwell to focus growth inward through infill and redevelopment, rather than outward at the expense of productive agricultural land. Removing the 2,400 acres in question from the AOI will ensure compliance with Idaho law and uphold the County’s long-standing commitment to farmland preservation. A recommended area for removal is included in the attached map and depicted in green.

We thank you for your consideration.

Respectfully,



George Crookham
President, Growing Together

cc. Growing Together Advisory Board

Growing Together, LLC

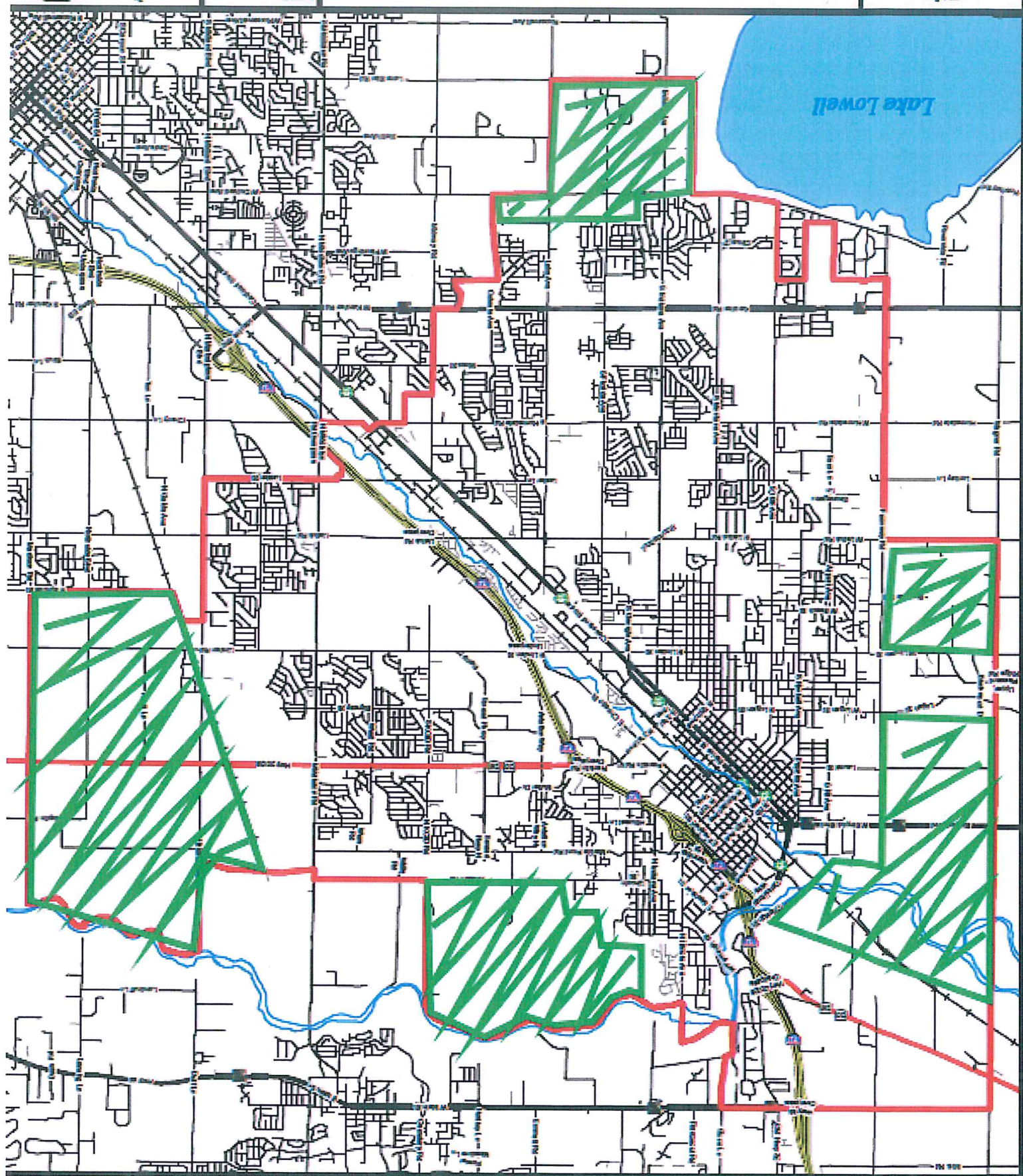
Mission Statement: To improve citizens' knowledge of local land use planning and to support good economic land use decisions.

Caldwell Impact Area

- Legend**
- Impact Area
 - Boise River
 - Road Type
 - State Hwy
 - US Hwy
 - Interstate
 - Major Road
 - Local Road
 - Private
 - Rail



This map is a representation of the impact area for the proposed project. It is not a guarantee of the project's success or the accuracy of the information. The map is subject to change without notice. The map is not to be used for any other purpose without the written consent of the City of Caldwell.



Caldwell Impact Area

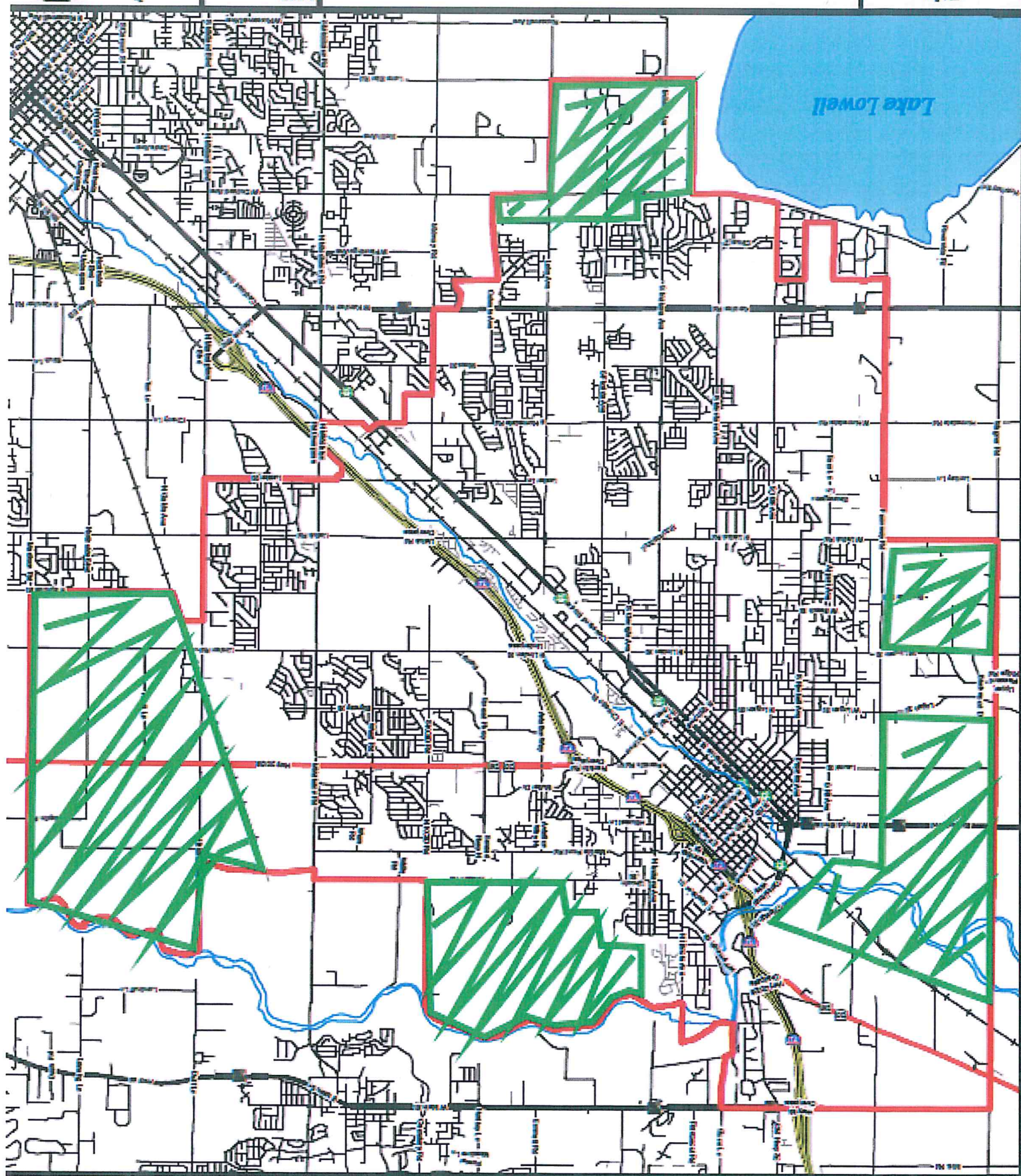
Caldwell Impact Area

Impact Area
Boise River

Legend
Road Type
State Hwy
US Hwy
Interstate

Major Road
Local Road
Private
Rail

Scale
1 inch = 6,000 feet
0 3,000 6,000 Feet
N
S
E
W



Caldwell Impact Area