

# DRAFT

## 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.

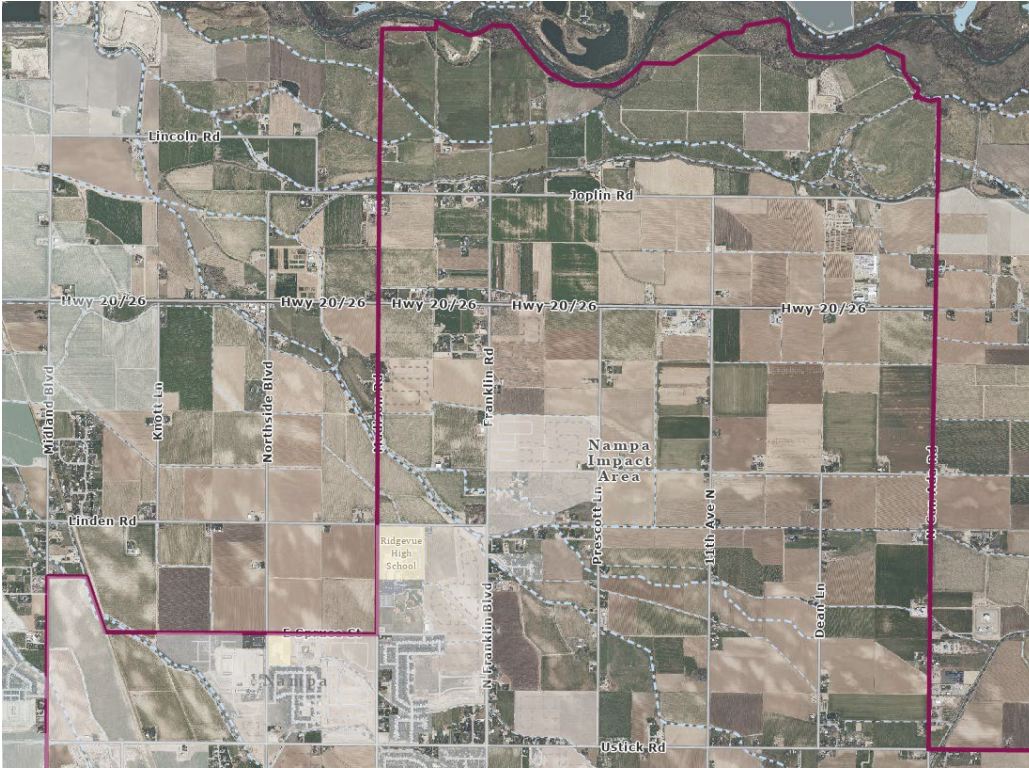
**Report Format:**

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.

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**NORTH SECTION**

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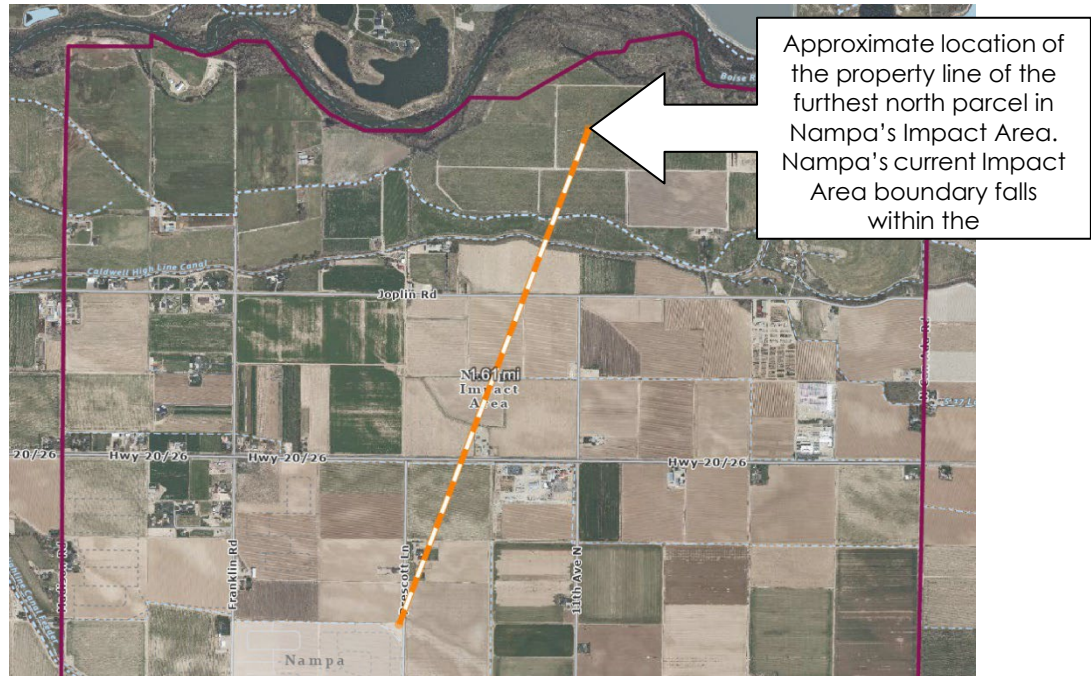


**Location:**

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

**Distance from Existing City Limits:**

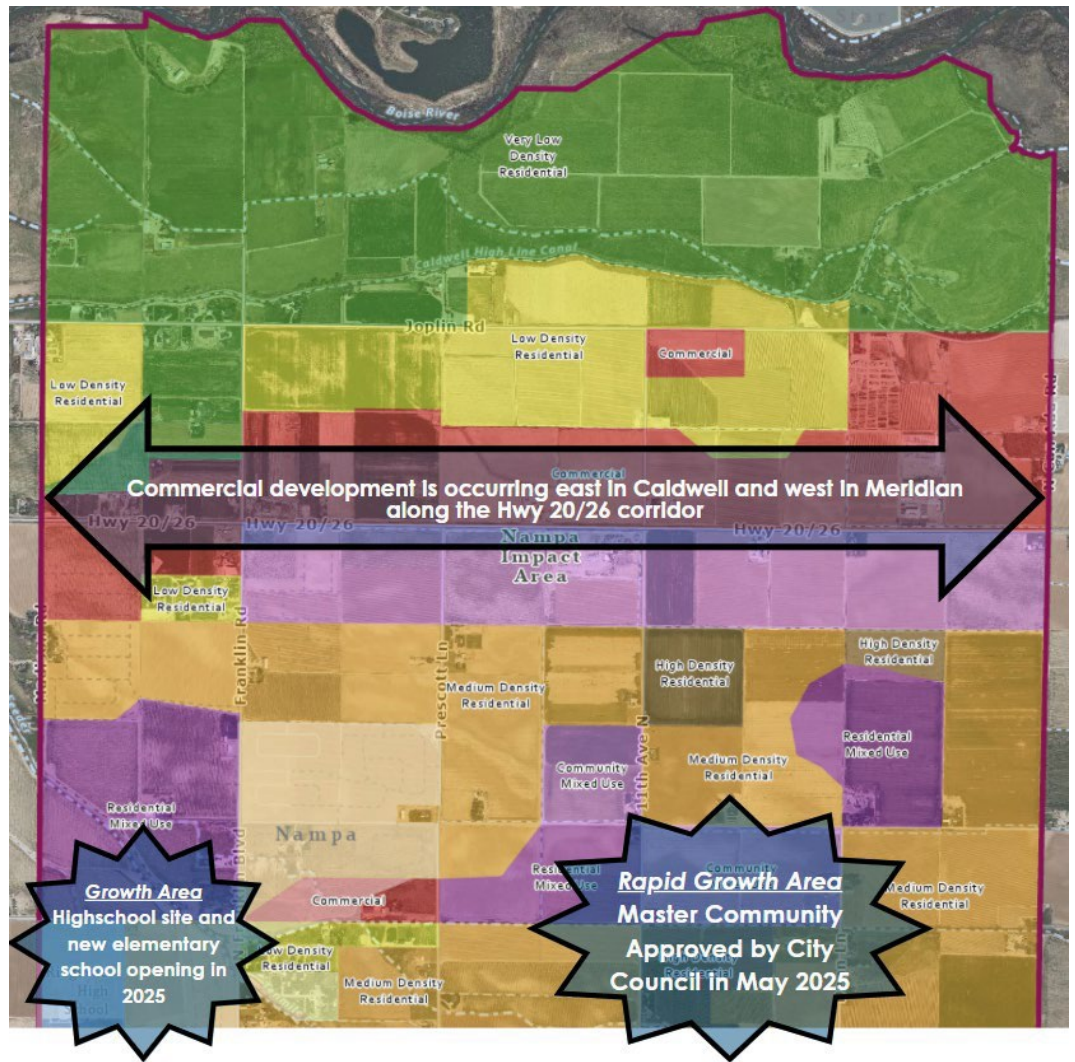
A 2-mile radius buffer map for the Impact Area is provided as Exhibit B. Nampa's Impact Area boundary in the north section falls within the 2-mile distance as required by State Code.



### Anticipated Commercial and Residential Growth:

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

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



### Geographic Factors:

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

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

The area is experiencing significant development interest. Much of the property in this area is owned by development corporations. A master planned community was recently approved off 11<sup>th</sup> 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., 11<sup>th</sup> 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.

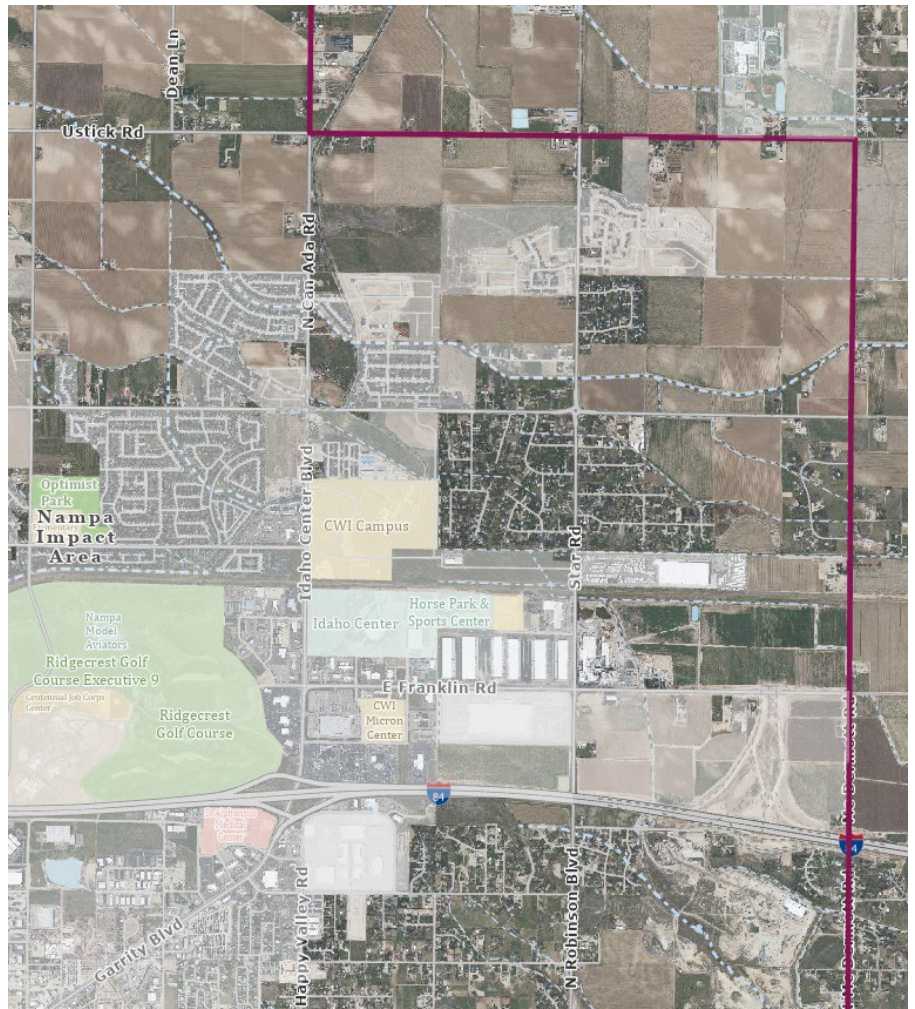
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**NORTHEAST SECTION**

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**Location:**

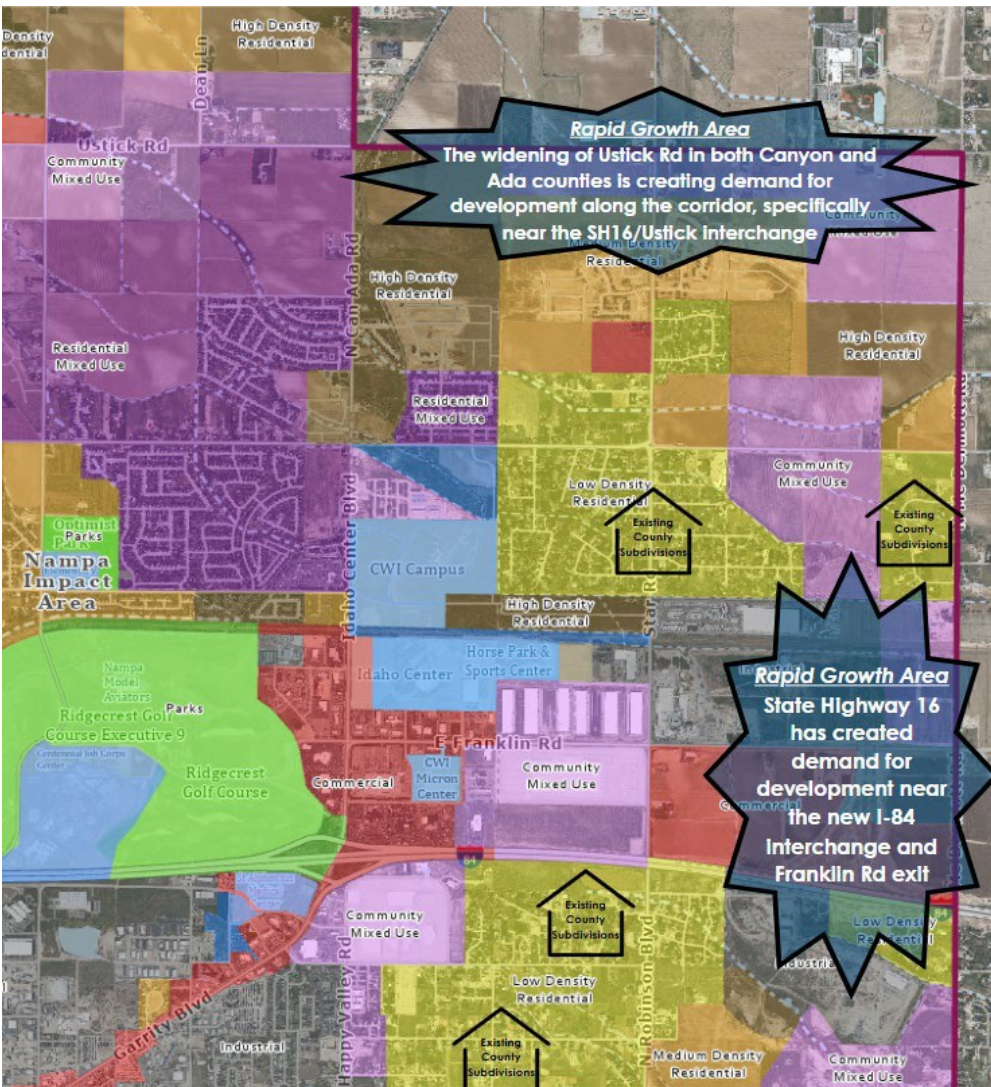
The “Northeast Section” is located approximately from Ustick Rd to the north, McDermott Rd to the east, I-84 to the south, and current city limits to the west.



**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.

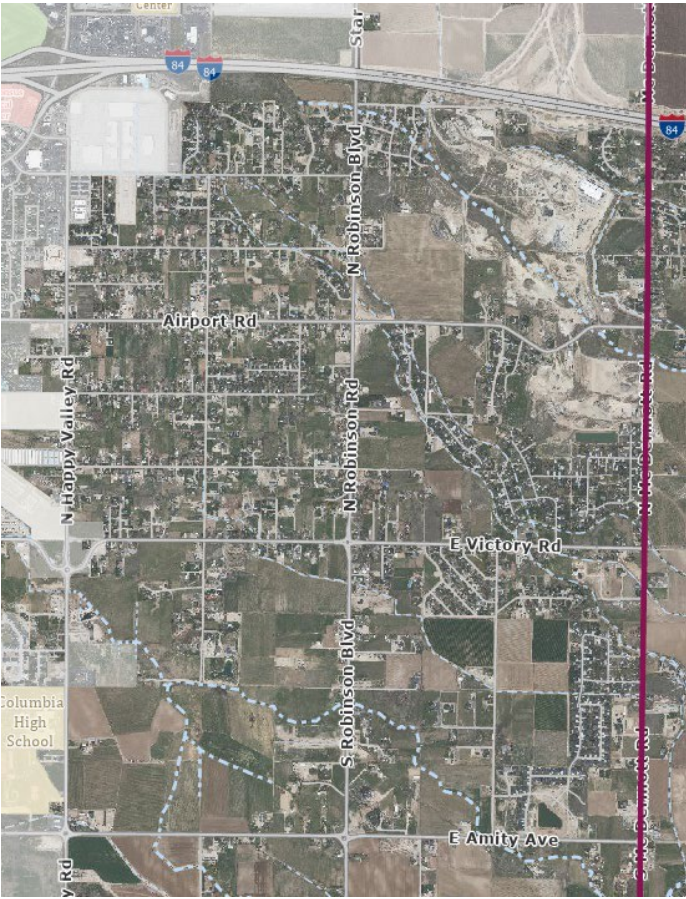
**Municipal Sewer and Water (within 5 years):**

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

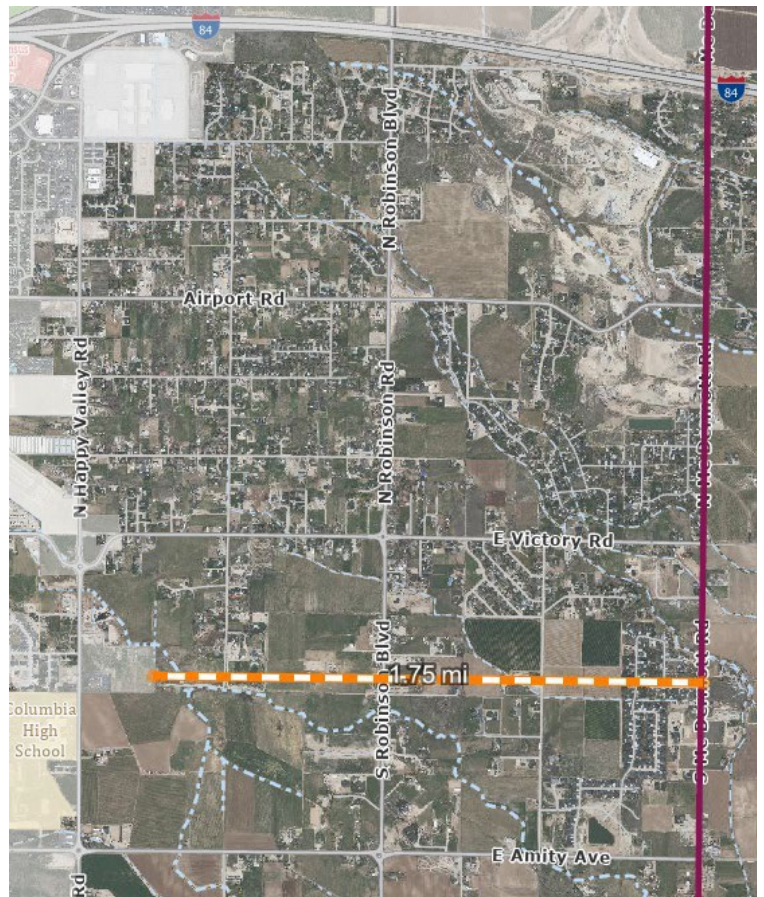


### Location:

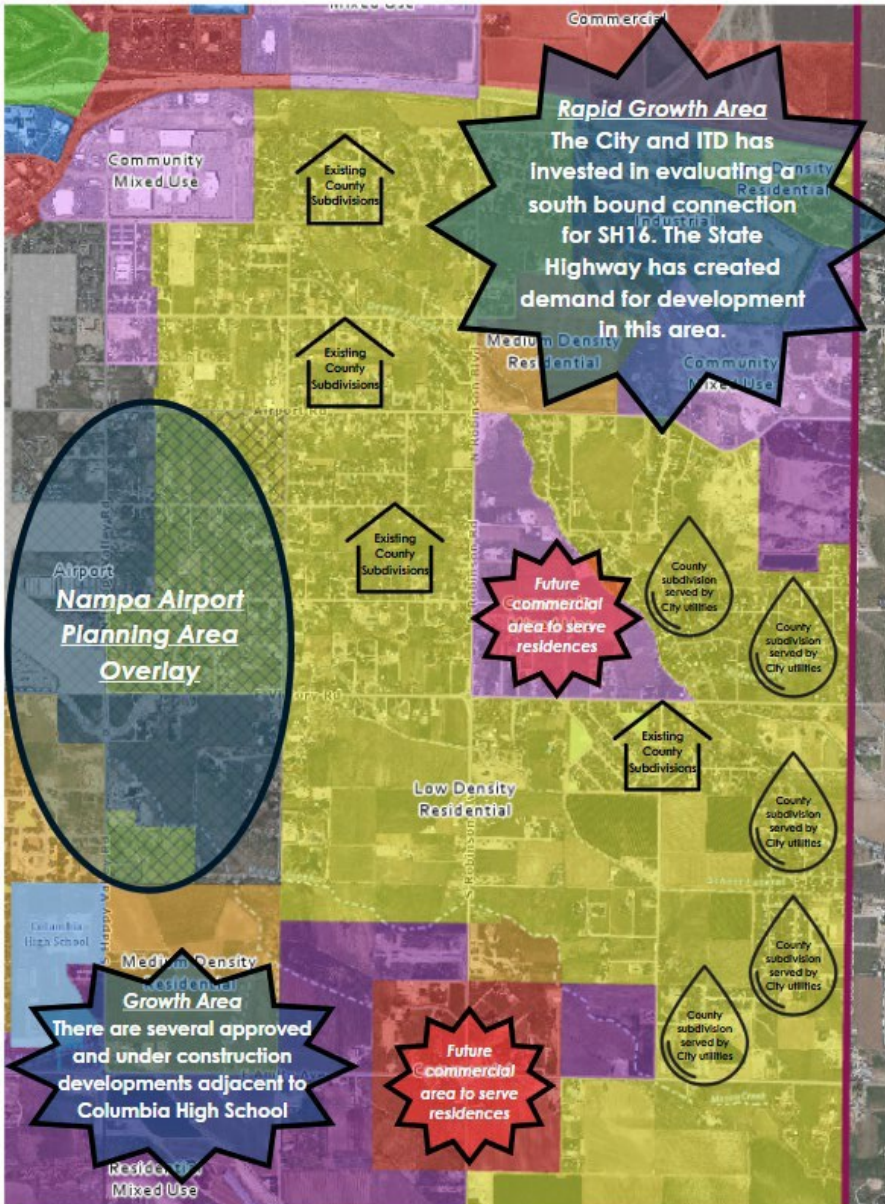
The "East Section" is located approximately from I-84 to the north, McDermott Rd to the east, Amity Ave to the south, and current city limits to the west.

### 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 12<sup>th</sup> 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):

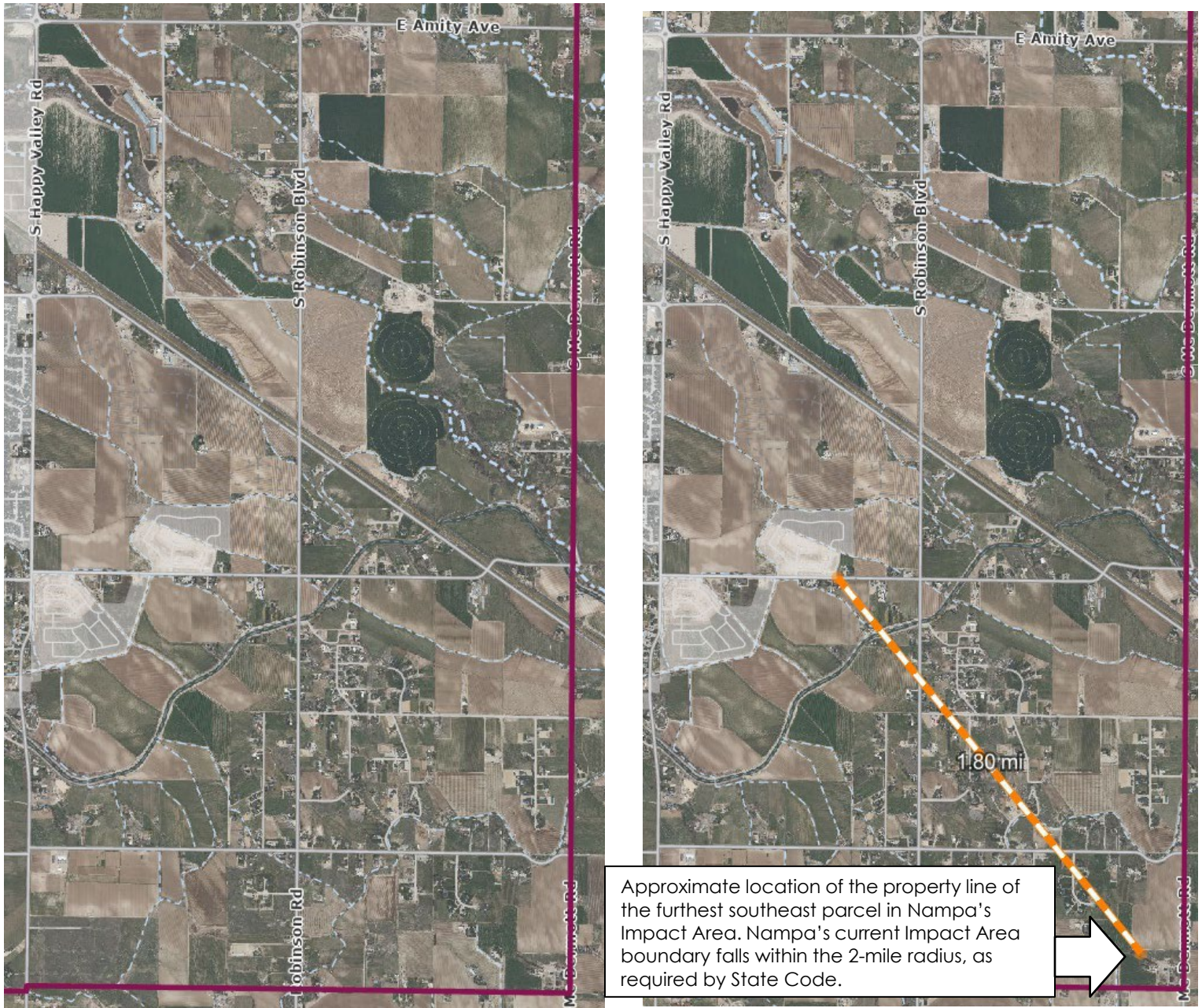
City water and sewer serve a portion of this area already specifically county developments, specifically developments west of McDermott Road and north and south of Victory Road. These developments have agreements to annex into the City limits once they become contiguous. The City's Sewer Collection System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

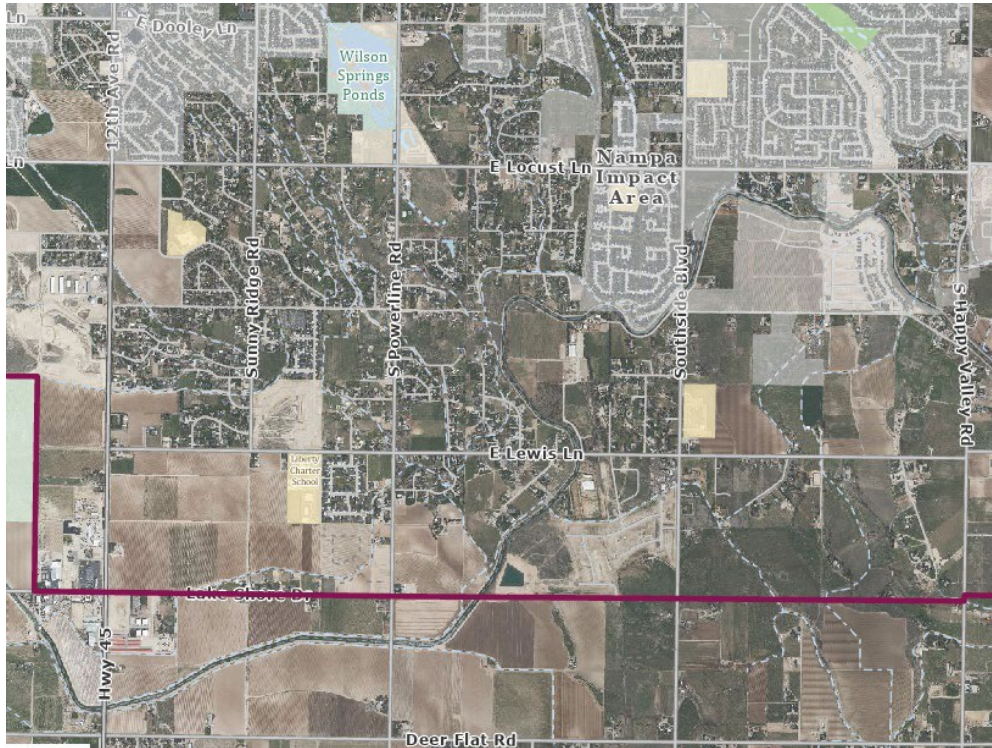
### Other Public Service District Boundaries:

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.

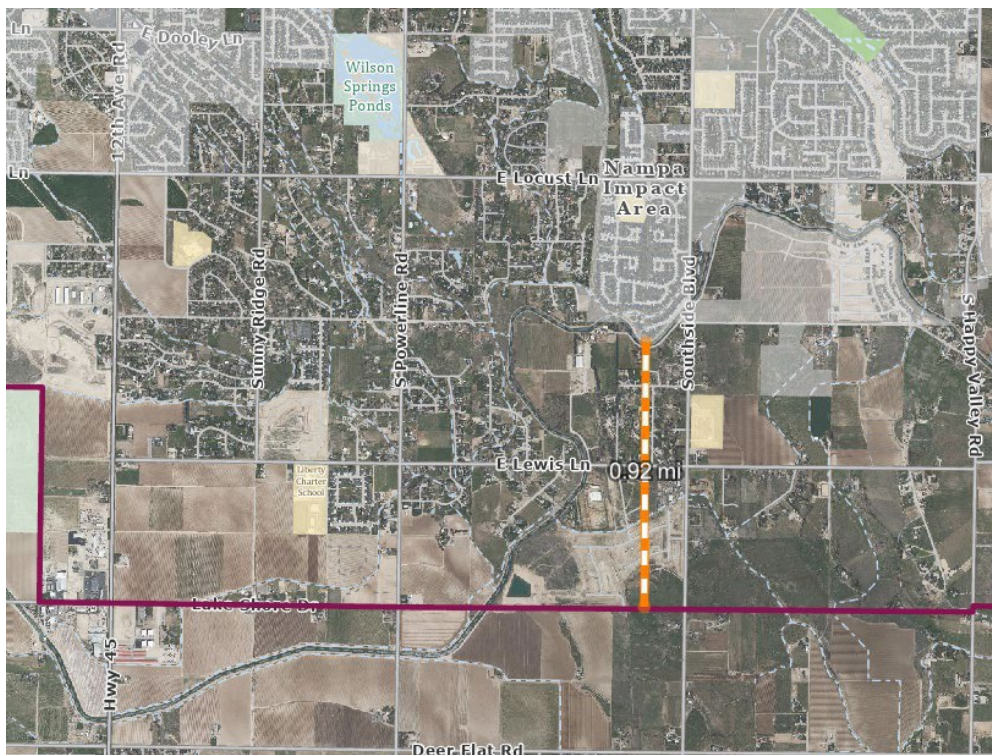
## SOUTH SECTION

### 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 12<sup>th</sup> 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.





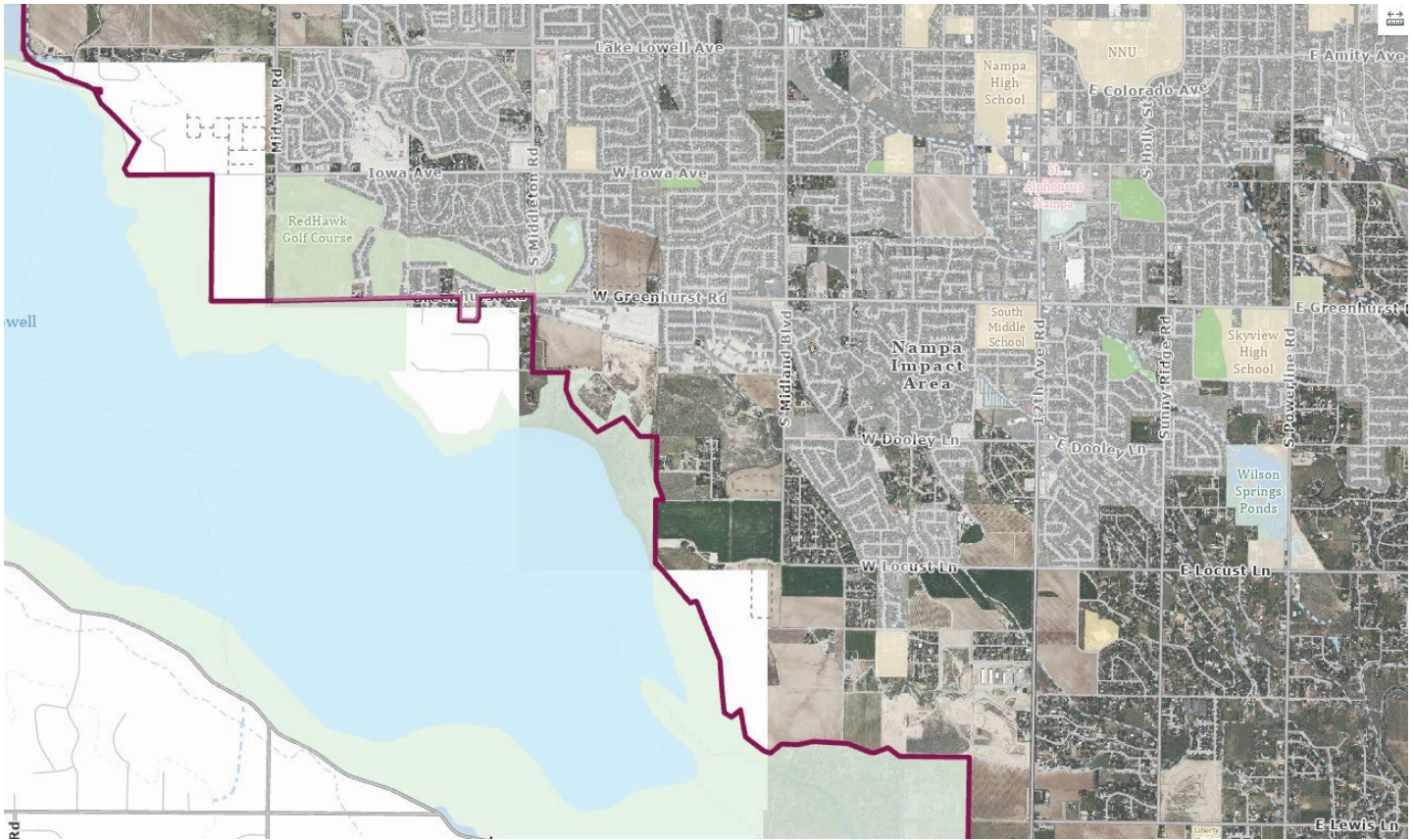
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## LAKE LOWELL SECTION

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### 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.

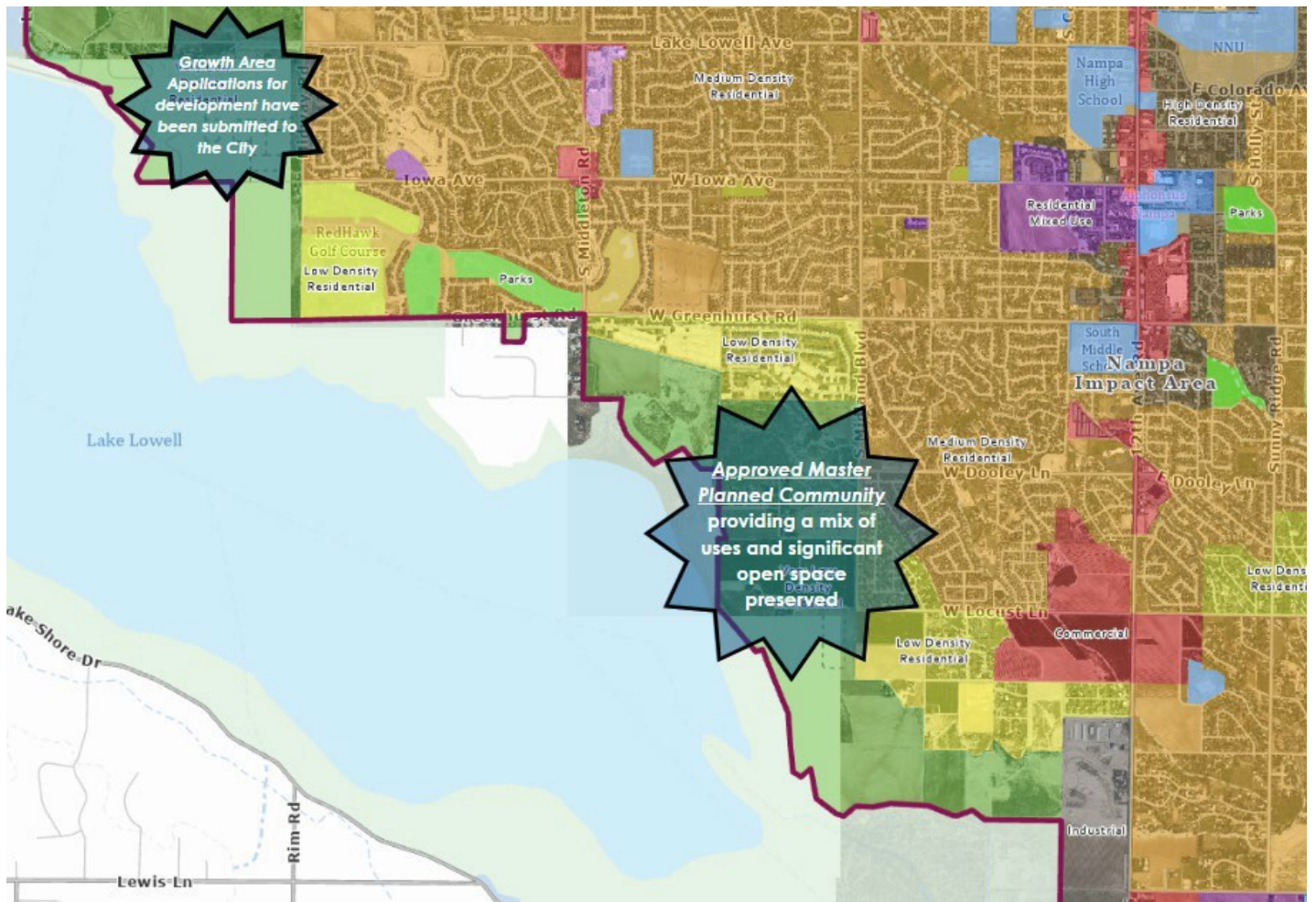
### Geographic Factors:

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 12<sup>th</sup> 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. 12<sup>th</sup> 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:



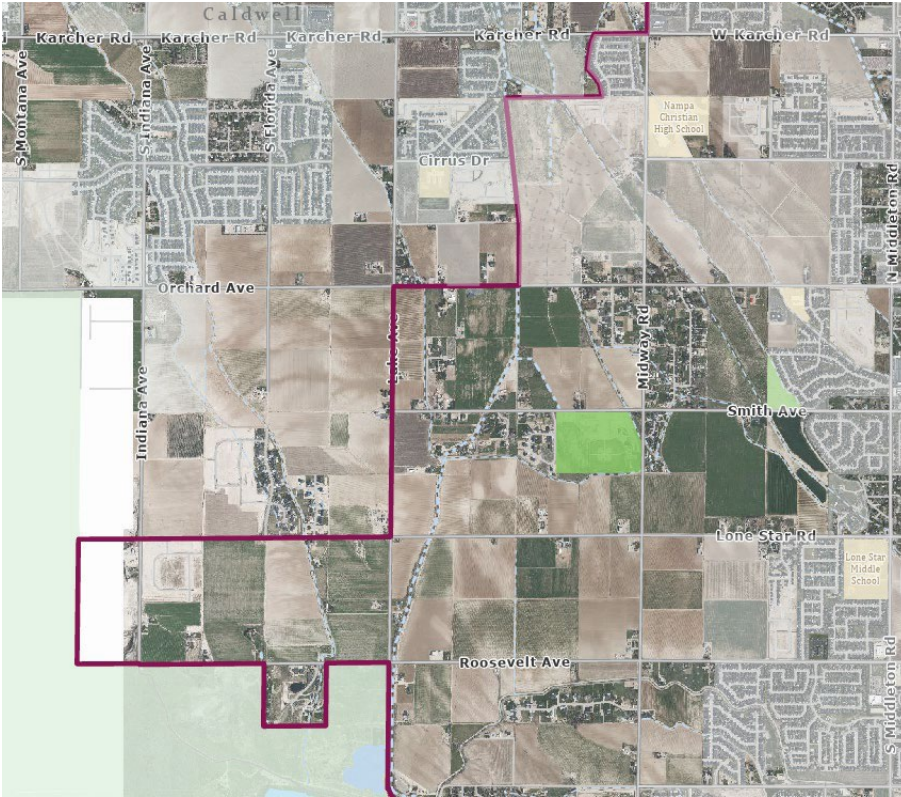
### **Municipal Sewer and Water (within 5 years):**

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



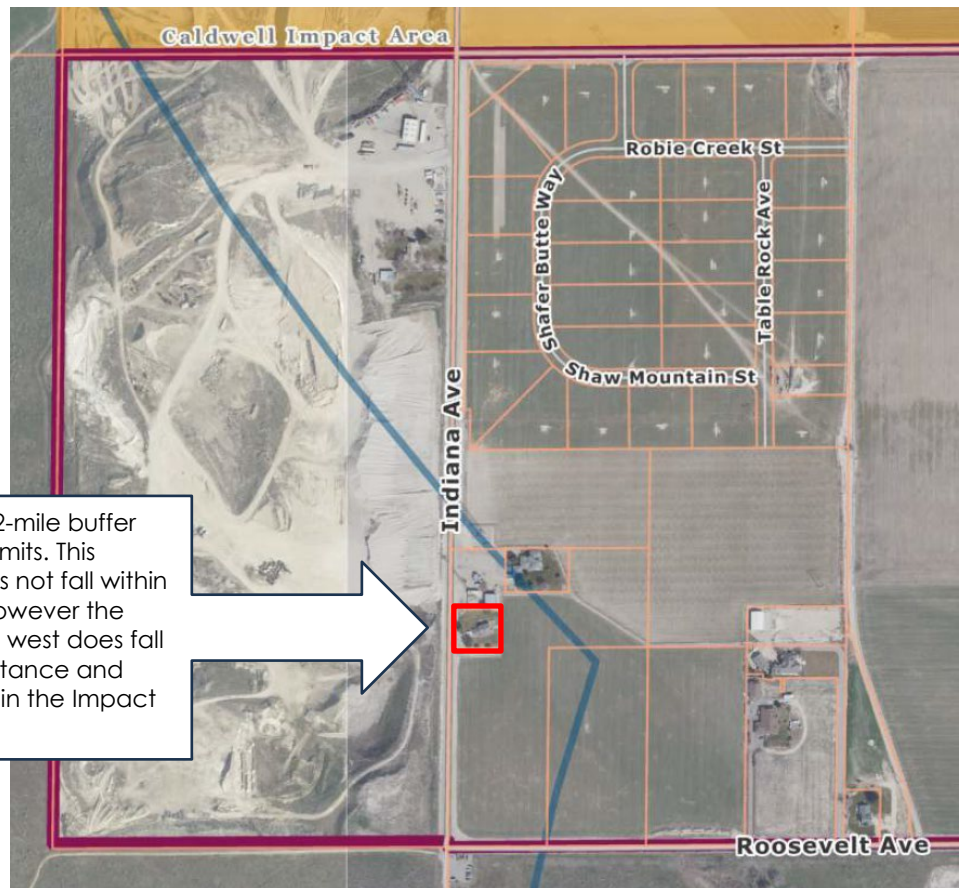
### Location:

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.

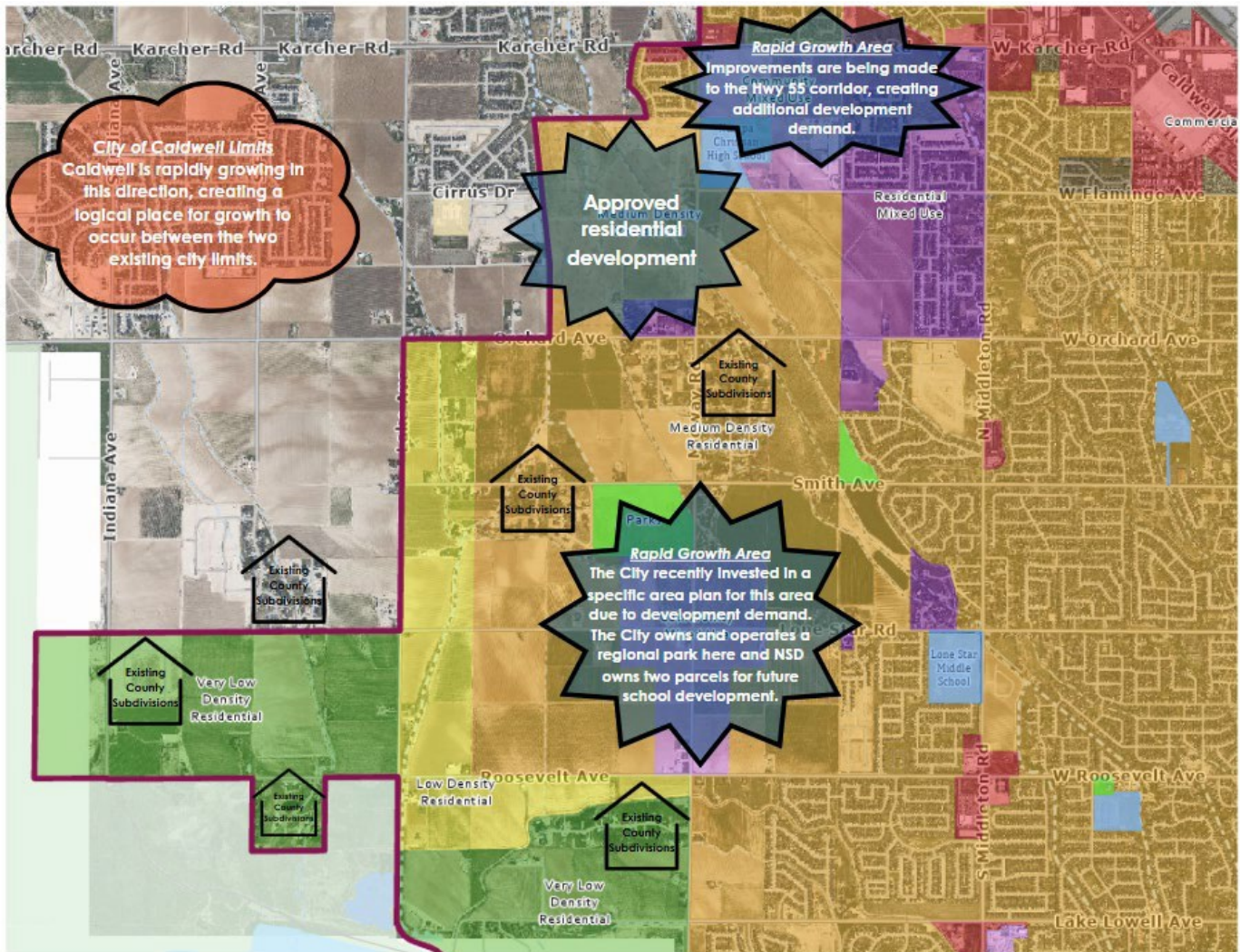
### Distance from Existing City Limits:

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](#)

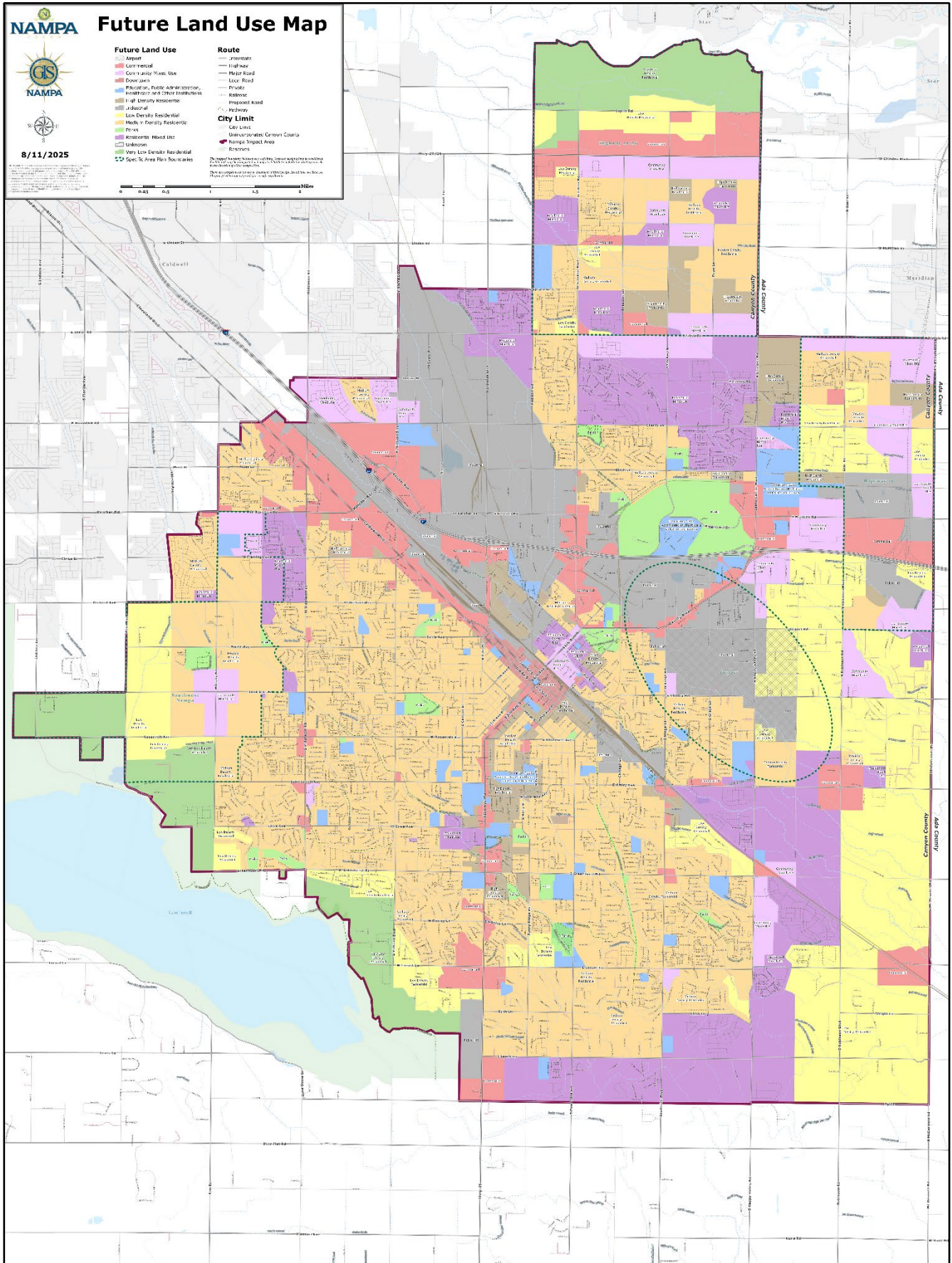
[Gateway District Specific Area Plan](#)

[Midland Boulevard Corridor Study](#)

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

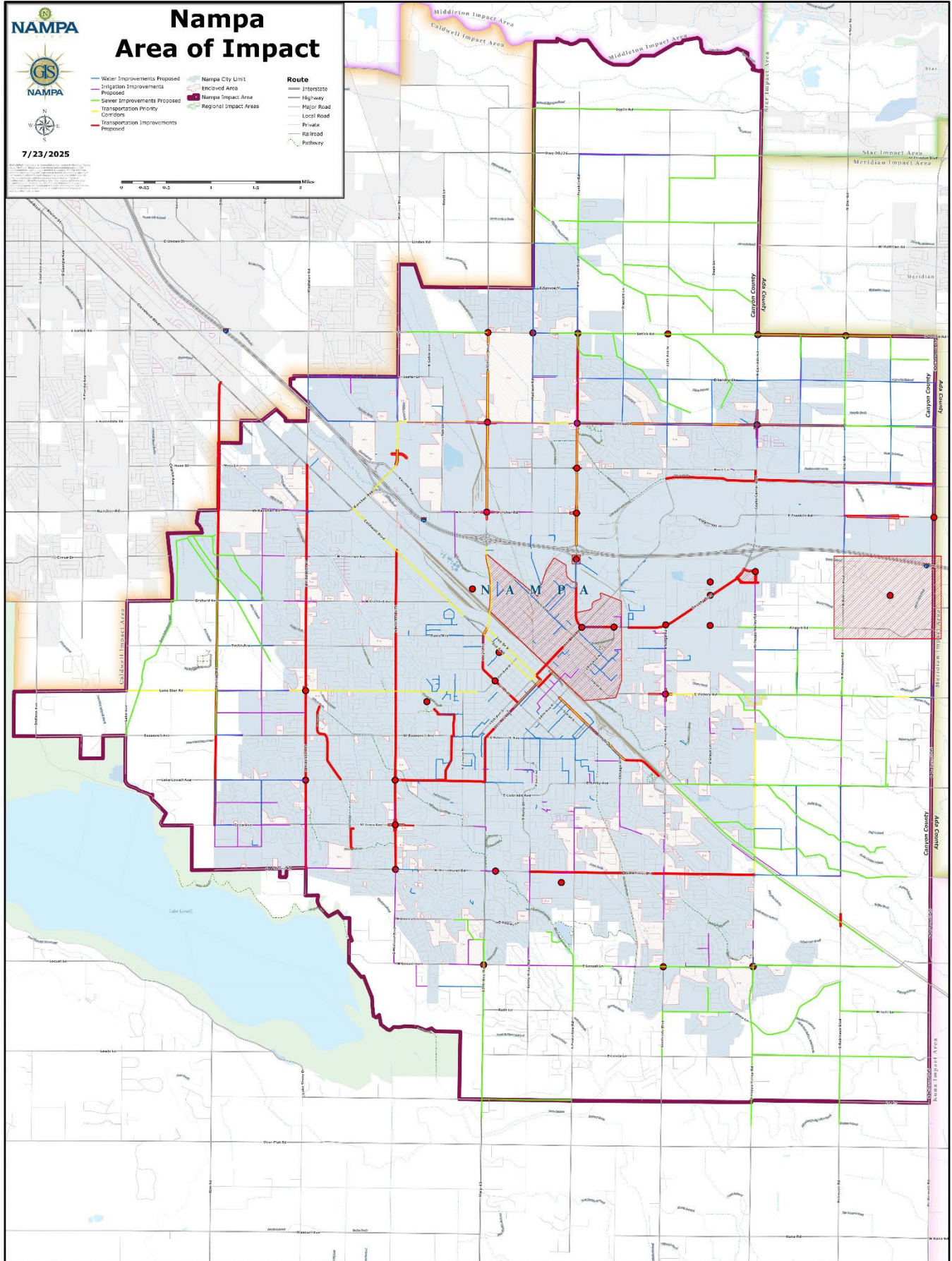


# Exhibit B: Current Nampa Future Land Use Map





# 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 6<sup>th</sup> 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 12<sup>th</sup> 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 6<sup>th</sup> Ave.  
Caldwell, ID 83605  
[rcollins@cityofcaldwell.org](mailto:rcollins@cityofcaldwell.org)

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

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

Good morning Rodney,

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

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

Best,



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

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

Phone: 208-287-1771  
Email: [dhanson@kunaaid.gov](mailto:dhanson@kunaaid.gov)  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

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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 12<sup>th</sup> Ave. S.  
Nampa, ID 83651

RE: Area of City Impact

Rodney,

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

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

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

Sincerely,

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

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

Cc: Bruce Freckleton, Director

Community Development Department • 33 E. Broadway Avenue, Suite 102, Meridian, ID 83642  
Phone 208-884-5533 • [www.meridiancity.org](http://www.meridiancity.org)

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

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

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

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

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

**ORDINANCE NO. 4780**

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

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

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

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

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

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

NAMPA CITY ORDINANCE NO. 4780

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

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

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

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

Attest:

  
\_\_\_\_\_  
Mayor Debbie Kling

  
\_\_\_\_\_  
City Clerk

State of Idaho )

Canyon County )

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

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



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



## EXHIBIT A

### Nampa Area of City Impact Description

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

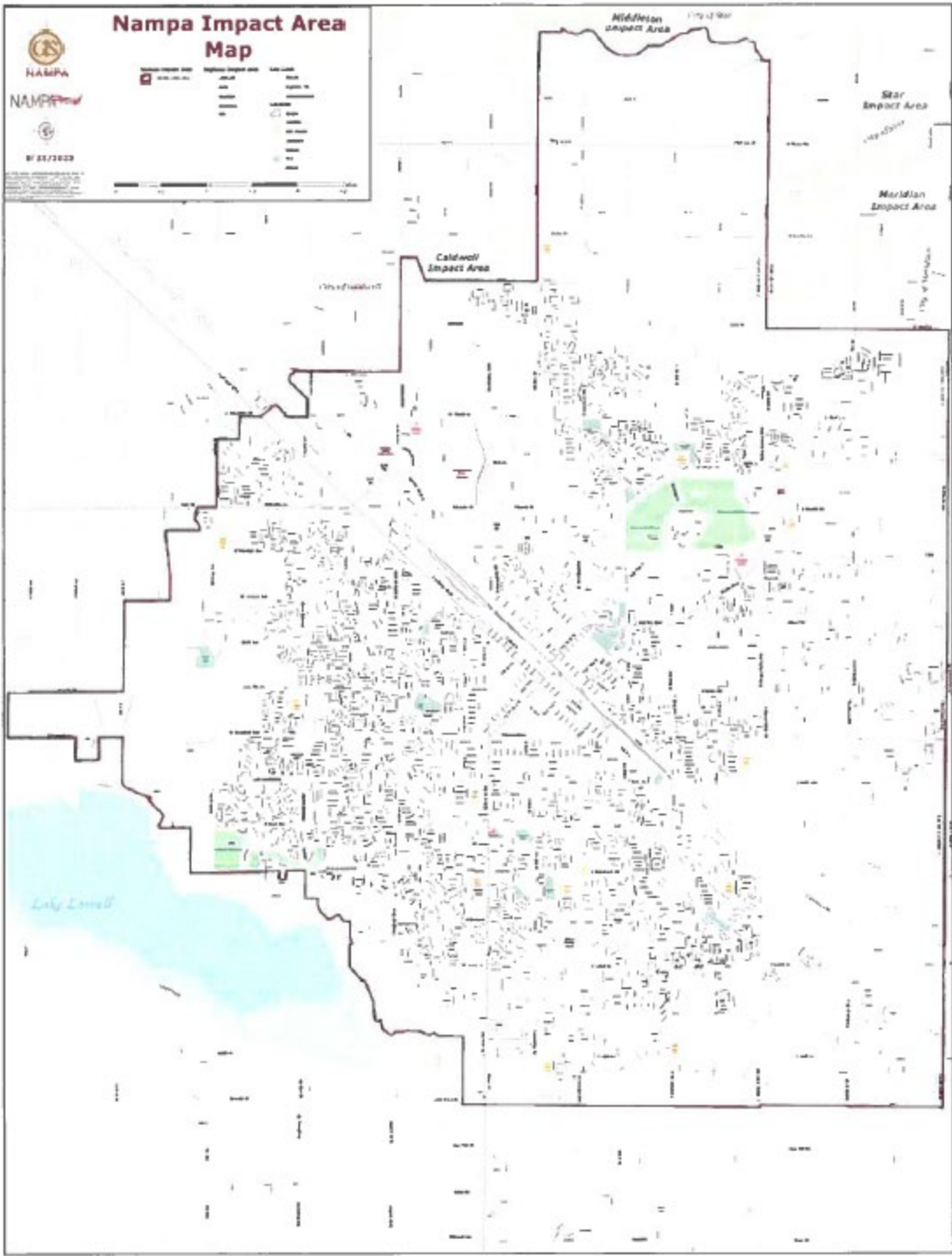
Thence west along the north boundary line of Section 3n2w07 to the NW corner of the Portner

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

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

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NAMPA CITY ORDINANCE NO. 4780

## EXHIBIT B



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

In the matter of the application of:

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

The Canyon County Board of County Commissioners  
heard the following:

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

### **Summary of the Record**

The record is comprised of the following:

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

### **Applicable Law**

The following laws and ordinances apply to this decision:

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

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

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

**AREA OF CITY IMPACT CRITERIA**

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

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

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

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

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

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

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

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

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

- Land Use and Community Design Component:

<b>G4.04.00</b>	<b>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.</b>
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:

<b>G7.01.00</b>	<b>Endeavor to continue providing reliable public services, public safety facilities, &amp; public utilities that support existing developed areas and future growth.</b>
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 19<sup>th</sup> day of December, 2023.

CANYON COUNTY BOARD OF COMMISSIONERS

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

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

Attest: Chris Yamamoto, Clerk

By: J. Ross  
Deputy

Date: 12.19.23


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

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

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

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

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

  
\_\_\_\_\_  
Mayor

Attest:

  
\_\_\_\_\_  
City Clerk

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



**2024-013237**

RECORDED

**05/01/2024 11:38 AM**



00808988202400132370110114

RICK HOGABOAM

CANYON COUNTY RECORDER

Pgs=11 MBROWN

NO FEE

ORDINANCE

CANYON COUNTY

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



ORDINANCE NO. 24-005

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

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

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

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

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

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

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

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

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

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

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

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

Adopted and Approved this 1<sup>st</sup> day of MAY, 2024.



BOARD OF COUNTY COMMISSIONERS

Brad Holton  
Brad Holton, Chairman

Leslie Van Beek, Member

Zach Brooks, Member

ATTEST: RICK HOGABOAM, CLERK

By: Monica Reyes  
Deputy Clerk

Date: 5-1-24

## EXHIBIT "A"

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

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

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

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

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

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

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

Thence west 1,511 feet along Smith Ave;

Thence south 1,324 feet;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Containing 3.14 square miles, more or less.

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

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

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

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

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

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

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

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

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

Containing 4.53 acres, more or less.

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

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

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

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

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

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

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

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

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

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

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

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

Containing 0.97 square miles more or less.



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

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

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

ORDINANCE AMENDING  
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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 1/16<sup>th</sup> 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;

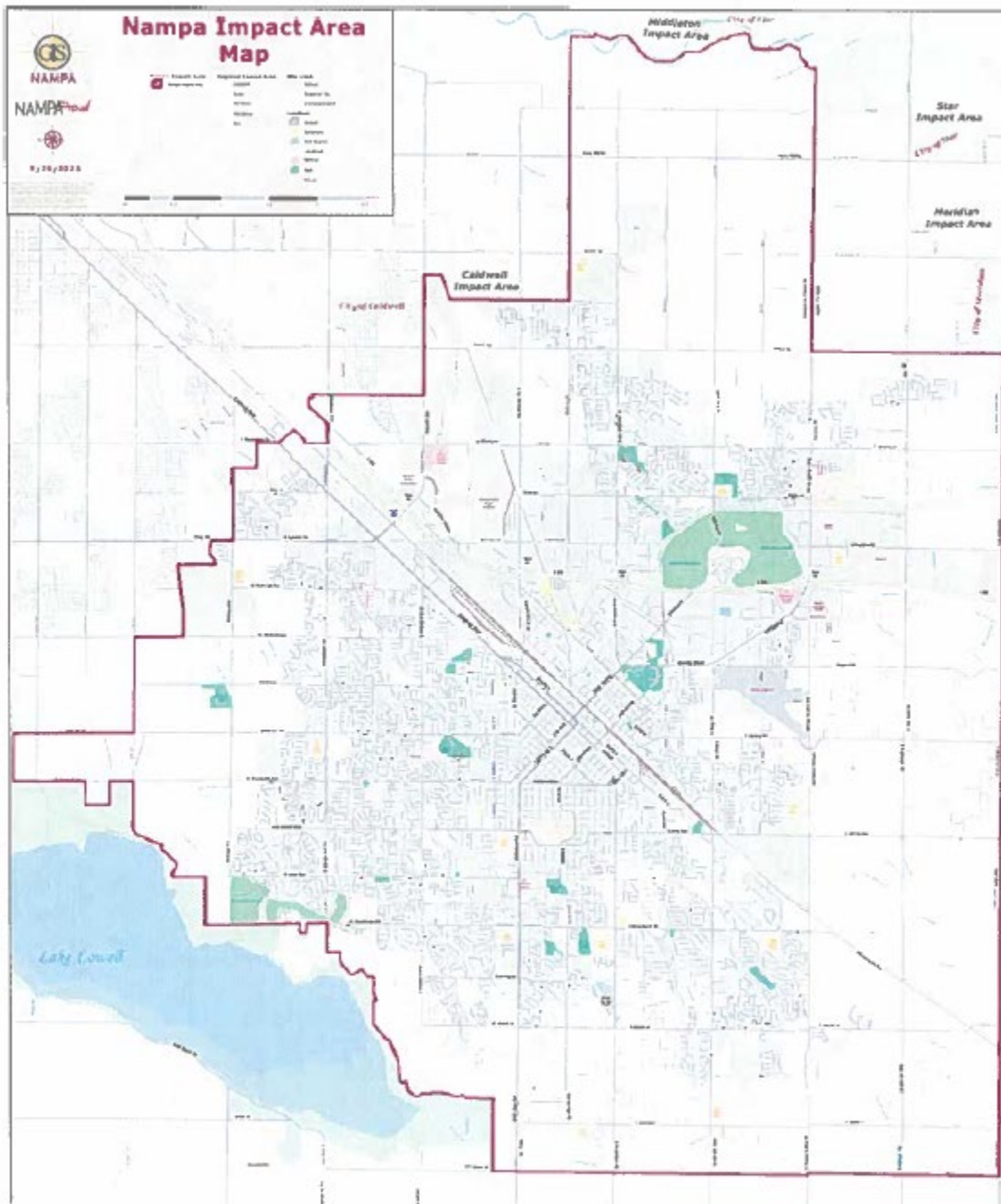
Thence north along the N Can Ada Rd and the Canyon County, ID boundary line to the **Point of Beginning**.

Containing 74.61 square miles, more or less.

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

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

Ord. No. 24-005

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

RESOLUTION NO. 24-078

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

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

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

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

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

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

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

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



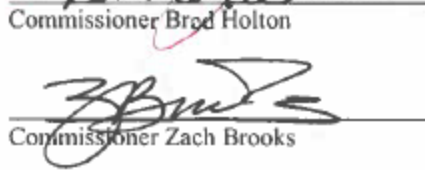
NOW THEREFORE, pursuant to the authority conferred by Canyon County Zoning Ordinance Chapter 7, Article 6; the Idaho Constitution, Article 17, Section 11; and Idaho Code §§67-6509, 31-714, 31-801, and 31-828; the 2030 Canyon County Comprehensive Plan maps, as amended, shall be and is hereby amended as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


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

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

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

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

	Yes	No	Did Not Vote
 Commissioner Leslie Van Beek	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 Commissioner Brad Holton	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 Commissioner Zach Brooks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)**

## Michelle Barron

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**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. 11<sup>th</sup> Ave., #310, Caldwell, ID 83605  
Direct Line: 208-455-5958  
Mobile: 208-599-6738  
Email: [Jay.Gibbons@canyoncounty.id.gov](mailto:Jay.Gibbons@canyoncounty.id.gov)  
Website: [www.canyoncounty.id.gov](http://www.canyoncounty.id.gov)  
Development Services Department (DSD)

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**From:** Leslie Jansen Van Beek  
**Sent:** Monday, April 28, 2025 10:32 AM  
**To:** Jay Gibbons <[Jay.Gibbons@canyoncounty.id.gov](mailto:Jay.Gibbons@canyoncounty.id.gov)>  
**Subject:** FW: [External] Areas of Impact Revocation

FYI for your team.

**From:** Allyson Bilello <[allysonbilello@yahoo.com](mailto:allysonbilello@yahoo.com)>  
**Sent:** Sunday, April 27, 2025 9:40 AM  
**To:** BOCC <[BOCC@canyoncounty.id.gov](mailto:BOCC@canyoncounty.id.gov)>  
**Subject:** [External] Areas of Impact Revocation

We respectfully request the revocation of Nampa and Caldwell areas of impact to preserve agriculture, the wildlife refuge and Canyon County heritage.  
It almost seems like a plan to make our city unlivable with no thought given to first improving infrastructure, cost of additional services and on and on.  
Respectfully,  
Allyson & Tom Bilello

[Yahoo Mail: Search, Organize, Conquer](#)

## Michelle Barron

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**From:** Jay Gibbons  
**Sent:** Monday, April 28, 2025 3:50 PM  
**To:** Michelle Barron  
**Subject:** FW: [External] Nampa's proposed SW subarea plan

Please include the message in the AOI file. Thank you.



### Jay A. Gibbons, PLA ASLA

Director

Canyon County Development Services Department

111 N. 11<sup>th</sup> Ave., #310, Caldwell, ID 83605

Direct Line: 208-455-5958

Mobile: 208-599-6738

Email: [Jay.Gibbons@canyoncounty.id.gov](mailto:Jay.Gibbons@canyoncounty.id.gov)

Website: [www.canyoncounty.id.gov](http://www.canyoncounty.id.gov)

Development Services Department (DSD)

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**From:** Leslie Jansen Van Beek  
**Sent:** Monday, April 28, 2025 11:30 AM  
**To:** Jay Gibbons <[Jay.Gibbons@canyoncounty.id.gov](mailto:Jay.Gibbons@canyoncounty.id.gov)>  
**Subject:** FW: [External] Nampa's proposed SW subarea plan

Jay,

I received the text message (below) from Arlene Youngblood. Please add it to your record.

Thanks

**Subject:** [External] Nampa's proposed SW subarea plan

Good morning Leslie. This is Arlene Youngblood. Laurie gave me your cell number. Thank you. I know you're busy but I would like to voice my concern over what mayor Kling and half of the Nampa city council are trying to do to our southwest area of Canyon County. We appreciate your support and representation in this. We want to stay county. We do not want to be sucked into Nampa city limits and we don't want the irresponsible building of high density apartments and commercial building out here with no regard for roads, traffic flow or the people who live in the county. Thank you for listening.

## Michelle Barron

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**From:** Jay Gibbons  
**Sent:** Monday, April 28, 2025 3:49 PM  
**To:** Michelle Barron  
**Subject:** FW: [External] Request to Revoke Nampa Area of Impact

Please include the message in the AOI file. Thank you.



### Jay A. Gibbons, PLA ASLA

Director  
Canyon County Development Services Department  
111 N. 11<sup>th</sup> Ave., #310, Caldwell, ID 83605  
Direct Line: 208-455-5958  
Mobile: 208-599-6738  
Email: [Jay.Gibbons@canyoncounty.id.gov](mailto:Jay.Gibbons@canyoncounty.id.gov)  
Website: [www.canyoncounty.id.gov](http://www.canyoncounty.id.gov)  
Development Services Department (DSD)

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**From:** Leslie Jansen Van Beek  
**Sent:** Monday, April 28, 2025 3:32 PM  
**To:** Jay Gibbons <[Jay.Gibbons@canyoncounty.id.gov](mailto:Jay.Gibbons@canyoncounty.id.gov)>  
**Subject:** FW: [External] Request to Revoke Nampa Area of Impact

FYI for the pile of growing opposition

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**From:** Leslie P Harrier <[l.harrier@sbcglobal.net](mailto:l.harrier@sbcglobal.net)>  
**Sent:** Monday, April 28, 2025 3:22 PM  
**To:** BOCC <[BOCC@canyoncounty.id.gov](mailto:BOCC@canyoncounty.id.gov)>  
**Subject:** [External] Request to Revoke Nampa Area of Impact

To All:

This is a request asking to please revoke the Nampa and Caldwell cities' Areas of Impact specifically related to the SW Nampa Specific Area Plan. We as a community have been requesting Nampa P & Z and City Counsel to deny this mega growth plan as it has too wide a reach. The preservation of AG land is vital for future industry and cannot keep being taken up by housing in its entirety. Protecting the Wildlife Refuge and the quality and quantity of the hundreds of birds and animals that reside and visit the area, should be a concern for everyone. Keeping the integrity and heritage of Nampa and the surrounding Canyon County is a reason why most of its residence have chosen to live here and should be protected.

Concerned Citizen,

Leslie Harrier  
12678 S Stanhope Way  
Nampa, ID 83686