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RECEIVED
APR 04 2018
DEPARTMENT OF
WATER RESOURCES

BEFORE THE IDAHO DEPARTMENT OF WATER RESOURCES

IN THE MATTER OF INTEGRATED MUNICIPAL APPLICATION PACKAGE ("IMAP") OF SUEZ WATER IDAHO INC., BEING A COLLECTION OF INDIVIDUAL APPLICATIONS FOR TRANSFERS OF WATER RIGHTS AND APPLICATIONS FOR AMENDMENT OF PERMITS.	**THIRD AFFIDAVIT OF JACK W. RELF (EAGLE COMP PLAN)**

State of Idaho)
) ss.
County of Ada)

JACK W. RELF, being first duly sworn upon oath, deposes and states:

1. I am an associate attorney with the above-captioned firm, Givens Pursley LLP. I am one of the attorneys representing SUEZ Water Idaho Inc. in the above-entitled action and am duly licensed to practice law in the state of Idaho.

2. I make this affidavit based upon my personal knowledge of the facts set forth in this affidavit and to the best of my information and belief.

3. A true and accurate copy of the City of Eagle Comprehensive Plan (effective November 15, 2017), as obtained from the City of Eagle official website,[1] is attached hereto as Exhibit A.

4. This document is also available at http://www.cityofeagle.org/vertical/sites/%7B78557FDD-14BE-414E-8624-C15ED40E9C6A%7D/uploads/CC_Combined_Final_Doc_linked.pdf

[1] http://www.cityofeagle.org/eagleishome

DATED this 4th day of April, 2018.

GIVENS PURSLEY LLP

By _____
Jack W. Relf

Subscribed and sworn to before me this 4th day April, 2018.

Lisa A. Hughes
Notary Public for Idaho
Residing at: Boise Idaho
My Commission Expires: 3·22 2019

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 4th day of April, 2018, the foregoing was filed, served, and copied as shown below. Service by email is authorized by the Hearing Officer's Order of September 11, 2017 at page 3. Due to the size of the exhibit, a courtesy copy of the foregoing without the exhibit attached was emailed to all parties noted below, and a physical copy of the same with the exhibit has been placed on a disk and mailed as indicated below.

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Jack W. Relf

Exhibit A **EAGLE COMPREHENSIVE PLAN**

THE CITY OF Eagle

Comprehensive Plan

Eagle

is

HOME

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PUBLICATIONS & AMENDMENTS

1. Resolution No. 17-24: Approved November 14, 2017

Application No. CPA-02-17: Repealing all previous comprehensive plan, adopting the 2017 Eagle is HOME Plan and providing an effective date, November 15, 2017

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CHAPTER 1: VISION

1.1 VISION

Eagle is our **HOME**, we are a community that envisions our future as:

Healthy:

LIVABLE: A highly livable City that successfully balances new growth with the rural and natural features that make our City unique.

TRANSPORTATION: A system of well-connected and user-friendly roadways and pathways that balance regional transportation needs with livability and the needs of local and non-motorized users.

ENVIRONMENTAL STEWARDSHIP: An environmentally aware community with distinctive policies for the foothills, the Boise River and the community at large.

ACTIVE COMMUNITY: A community focused on recreation, open space, and parks.

Optimistic:

CHILDREN & FAMILIES: A community committed to its support of children and families.

DIVERSIFIED EMPLOYMENT: Provide diversified employment opportunities for all citizens.

HOUSING OPPORTUNITIES: Provide housing opportunities for all demographic groups.

ECONOMIC SUSTAINABILITY: A community focused on economic sustainability, the ability for the city to continue to fund, improve and support itself, including infrastructure, parks, and trails without the use of building permit fees, impact fees and zoning fees.

Multi-faceted:

MAINTAIN A RURAL AREA: A unique community that maintains a rural residential and agricultural area within the community. Establish a clear rural edge that we wish to maintain.

DIRECT GROWTH: Assign and direct growth into appropriate areas and densities as designated by this plan.

WELL- DESIGNED ACTIVITY CENTERS: Create nodes that benefit the community and help create meaningful places.

MULTI-GENERATIONAL: A multi-generational community planning for the needs of our citizens from youth to retirement.

Economically Viable:

STRONG ECONOMY: An economically strong and balanced community.

DISTINCT DOWNTOWN: A mixed use City center that includes both residential and commercial uses to provide a center for commerce, culture, and social/citizen interaction. A true main street with small town charm.

BALANCED COMMUNITY: A community that balances residential and commercial growth and encourages mixed use activity centers.

LOCAL: Foster and support local businesses. Ensure significant non-residential land area to allow businesses to grow within the City.

Eagle will continue to grow as the Treasure Valley grows, but Eagle's growth will be a unique balance of environmentally sensitive urban and rural development. Urban development will be directed to our downtown, central city, and "activity centers" along regionally significant transportation and transit corridors. The City will work cooperatively with land owners and Ada County to plan for and preserve a rural planning area in which large lot residential and agricultural uses continue to be the focus. The City will balance development with environmental stewardship along the Boise River and in the Eagle Foothills. Growth within Eagle will enhance our quality of life while welcoming new development, citizens, and businesses who share our vision.

Densities and development will be scaled and strategically located to meet the needs of the community and to protect the places we wish to preserve and enhance, like the Boise River and the Eagle Foothills. Eagle will not be Idaho's metropolitan center, the City will not provide large-scale regional economic development (i.e. Micron or HP); to become these things, the City of Eagle would lose its small town friendly character.

1.2 WHY WE PLAN

The City of Eagle's comprehensive plan is a broad visionary document that is intended to express the community's expectations to guide growth within the City and the City's planning boundary in a predictable manner. The City's planning boundary is quite large and expands beyond the currently adopted Ada County Area of City Impact (ACI).

The City of Eagle has seen significant population growth since its incorporation in 1971, with the largest growth to date being in the pre-recession years of the early 2000's. Though the Treasure Valley economy was hit hard by the recession, the City of Eagle's population continued to grow at a modest 1.2% annual growth rate. Since 2010, the City's population has grown at an annual average growth rate of over 4.25%. Additional information on population growth can be found in Chapter 3: Population, Growth & Housing.

In order to address the rapid growth of the City, Eagle has undertaken a series of geographically specific planning activities. In 2004, the City's planning boundary and ACI were expanded for the first time since the 1970's, to include the area west of Linder Road to State Highway 16, formerly known as the "Western Area". In 2007, the City's planning area was again expanded to include the Eagle Foothills, the area north of Homer Road and into Boise and Gem Counties. Unlike the Western Area, the City never formally expanded the ACI. Both the Western Area and Eagle Foothills planning boundary expansions were initiated at the request of land owners within the areas. In 2011, the City adopted the Downtown Eagle Subarea, a policy plan specific to the development of downtown Eagle. The 2017 Comprehensive Plan is a completely updated and reformatted plan, intended to bring all elements of the City's plan consistent with current conditions and restate the goals and visions of the City's previous plans.

As the City's population grows, it is important to continue a dialogue with our citizens and business owners about the community we are and the community we want to become. The comprehensive plan is the forum for these discussions.

1.3 PLAN ORGANIZATION

The Comprehensive Plan is divided into chapters that generally correspond to the requirements of the Local Land Use Planning Act, Idaho Code Chapter §67-6508. It should be noted that the policies in the various chapters are interrelated and together create the City's overall policy framework for land use and development. The purpose of the Eagle Comprehensive Plan is to develop a set of guidelines that the City will use to promote the health, safety, and general welfare of the residents who live in the City of Eagle and its Area of City Impact (ACI). To achieve that purpose, the City of Eagle will strive:

1. To protect property rights and enhance property values.
2. To ensure that adequate public facilities and services are provided to the people at reasonable cost.
3. To ensure that the economy of the City of Eagle and its ACI is protected and enhanced.
4. To ensure that the important environmental features of the City and its ACI are protected and enhanced.
5. To encourage urban and urban-type development within the incorporated city.
6. To avoid undue concentration of population and overcrowding of rural lands.
7. To ensure that the development of land is commensurate with the physical characteristics of the land.
8. To protect life and property in areas subject to natural hazards and disasters.
9. To protect fish, wildlife, and recreation resources.
10. To encourage local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.

1.4 FUTURE LAND USE MAP

The City's comprehensive plan is comprised of two key components: the written policy plan and the future land use map. Both elements must be read in concert with each other. The written policy plan expresses the overall values of the community while the future land use map expresses the preferred use of a specific piece of property if the land use policies are able to be met. More information on the future land use map is available in Chapter 6: Land Use of this document.

1.5 RELATIONSHIP TO EAGLE CITY CODE

Idaho Code §67-6511 states that "zoning districts shall be in accordance with the adopted plan." In general this means that zoning must be "in keeping" with the comprehensive plan if one exists. Further, the Eagle City Zoning, Subdivision, and Flood Control code requires consistency between the comprehensive plan and affected zones at the time of rezoning and development approval. Additional zoning classifications and development standards may be needed to ensure the accurate implementation of this plan. City Zoning and Subdivision Standards are contained in Eagle City Code Chapter 8: Zoning, Eagle City Code Chapter 9: Subdivision, Eagle City Code Chapter 10: Flood Control, and Eagle City Code Chapter 11: Planned Developments.

1.6 RELATIONSHIP TO ADA COUNTY PLANNING

The goals and policies of this plan are intended to be applied within the City of Eagle sphere of influence or planning boundary. The plan's applicability depends on the entity implementing the plan. Within the City limits, or in cases where unincorporated Ada County property owners are seeking annexation into the City limits, this plan shall be implemented and enforced by the City of Eagle. Within the negotiated Eagle Area of City Impact (ACI), this plan shall be implemented and enforced by Ada County. The City recognizes that the rural portions of the ACI will most likely never annex into the City. The City and county should work cooperatively to plan for the rural areas to ensure there are shared goals and policies for development in this area. The City acknowledges that the county may not have all the tools and codes necessary to implement this plan and will, upon transmittal and review, recommend to the county which county codes and appropriate conditions should be implemented to best meet the intent of the Eagle Comprehensive Plan. It is the desire of the City of Eagle to have all urban development that occurs in the Area of City Impact (ACI) be under the jurisdictional authority of the City and connected to municipal services.

1.7 MONITORING THE PLAN

The 2017 plan is intended to express the goals and policies of the City through 2040; however, the plan must be a living document open to community discussion, debate, and change as the social, economic, legislative, and fiscal values of the City, region, and state change.

The City should continue to engage with its citizens and various regional and state organizations to track and monitor value and policy shifts that should be reflected in the City's plan. At a minimum, the City should strive to conduct a community outreach and update effort every 10 years.

1.8 AMENDMENTS TO THE PLAN

From time to time, changing conditions will result in a need for comprehensive plan amendments. The Land Use Planning Act provides for amendment to the Comprehensive Plan. The City Council or any group or person may petition the City Planning and Zoning Commission for a plan amendment at any time. On its own initiative, the City Planning and Zoning Commission may also originate an amendment to the Comprehensive Plan. Additional information on amendments can be found in Chapter 11: Implementation.

1.9 PUBLIC PARTICIPATION & PLAN DEVELOPMENT

Citizen involvement and support is very important. The public should be aware of and involved in the City's planning decisions. Based on public input, the Planning and Zoning Commission and City Council make their decisions. The City incorporates public input in its decisions to:

- Coordinate all local plans with the planning efforts of area cities;
- Review, monitor and update land uses within the Area of City Impact;
- Update all development regulatory ordinances;
- Provide information regarding environmental problems or hazardous areas to citizens;
- Review, monitor and analyze local and regional transportation systems;
- Support design review to promote quality land development;
- Investigate alternative financing approaches to reduce the tax burden and to provide quality public utilities and services.

In an effort to ensure that this plan reflects the goals, values, and vision of the citizens of Eagle, the City Council set a goal to engage a minimum of 10% of the City's population in the City's comprehensive plan outreach process. Community outreach for the 2017 plan included topic-specific open houses, online surveys, a project-specific website, a series of direct mailings, and social media platforms (Facebook and Instagram). Additionally, the City made efforts to engage citizens of all ages at each event and to make events family-friendly by including planning activities geared toward children. The City made efforts to outreach at events like the Ada County Duathlon, Eagle Fun Days Family Night, and the Eagle Library Story Time in order to include populations not normally engaged in the standard open house events.

To help coordinate public participation and to guide the City's planning process, the City established the Eagle Comprehensive Plan Steering Committee. The Committee was made up of three distinct groups who helped to guide and inform the planning process over an 18-month planning period. The Committee included:

1. Representatives of City committees, commissions, and boards including but not limited to the City Council, Planning and Zoning Commission, and Design Review Board.

2. General community members, representing a cross-section of the community (business and property owners) with a vested interest in how the community develops, who met the following criteria for appointment:

    - Geographic and Spatial Distribution: Representatives from throughout the City and comprehensive planning area (ideally one from each existing planning subarea);

- Community Involvement: Individuals who, through current contacts, have the ability to share and interact with various community organizations and the citizenry at large;
- Tenure, Length of Residency: Both long-term and newer residents, people who can bring a variety of perspectives on how the City is planned;
- Connection to the Business Community: Connection to employers both within downtown and the City;
- Youth: A student representative age 13 to 20 years old; and
- Preference was given to members of the Comprehensive Plan Review Committee who wished to continue to work with the City on the Comprehensive Plan and provided a good understanding of the Comprehensive Plan Review Committee's recommendation.

3. Agencies that the City plans in cooperation with, including utility, facility and other entities who function under their own requirements and regulations within the City's planning boundary. These entities include, but were not limited to, Ada County, the Ada County Highway District, Idaho Transportation Department, Eagle Fire District, and the Eagle Urban Renewal Agency.

CHAPTER 2: PROPERTY RIGHTS

2.1 BACKGROUND

Private property rights encompass not only the right to develop, invest, achieve and profit from property, but also the right to hold and enjoy property. As the population increases and a greater number of people live nearer to each other, the opportunities for land use conflicts become greater. Property rights must balance the individual's desire to "do whatever I want with my land" with a respect for the property rights of neighboring owners.

The 5th Amendment of the United States Constitution as well as Article 1§14 of the Idaho Constitution ensure that private property, whether it be land or intangible property rights, shall not be taken by the government absent just compensation. The Idaho State Legislature has also enacted statutory provisions requiring state and local governments to ensure that planning and zoning land use policies do not result in a taking of private property without just compensation. The statutory provisions include, among other things, a takings checklist generated by the Idaho Attorney General. The takings checklist must be used in reviewing the potential impact of regulatory or administrative actions on private property.

Land use policies, restrictions, conditions and fees of the City of Eagle should not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property as prescribed under the declarations of purpose in Idaho Code §80-67, and its subsequent amendments.

2.2 PROPERTY RIGHTS GOAL

ALL LAND USE DECISIONS MADE BY THE CITY OF EAGLE PURSUANT TO THIS COMPREHENSIVE PLAN SHALL PROTECT FUNDAMENTAL PRIVATE PROPERTY RIGHTS.

2.3 OBJECTIVES

A. Private property shall not be taken for public use without just compensation.

B. Property rights of landowners shall be protected from arbitrary and discriminatory actions.

C. No person shall be deprived of private property without due process of law.

2.4 IMPLEMENTATION STRATEGIES

A. Land use development regulations should be designed to protect the health, safety and welfare of the community, and to avoid any unnecessary conditions, delays and costs.

B. The protection and preservation of private property rights should be a strong consideration in the development of land use policies and implementation standards and regulations and as required by law.

C. The Comprehensive Plan and implementing ordinances should strive for stable and consistent policies regarding development densities and requirements.

D. Ensure that all applicants, pursuant to Idaho Code §67-8003, have notice of the right to request a regulatory taking analysis.

E. All changes in the comprehensive plan and land use entitlement should be reviewed in compliance with this plan.

CHAPTER 3: POPULATION, GROWTH & HOUSING

3.1 BACKGROUND

Understanding the past and current population and growth patterns of Eagle, the Treasure Valley, and the State of Idaho helps the City anticipate the demands on the community's resources. The growth assumptions within the comprehensive plan are used by staff to evaluate development projects, facilitate utility planning, establish transportation demand for modeling purposes, and to provide staff a mechanism to evaluate COMPASS (the Community Planning Association of Southwest Idaho) population and growth forecasts. It is understood that the annual average growth rate will fluctuate year to year and over time. The growth rate within this plan is based on the 2017 COMPASS population estimate of 26,930. Since the incorporation of Eagle on February 26, 1971, the City's population has increased ten-fold, from 2,260 to an estimated 2017 population of 26,930.

Table 3.1: Historic Population

Historic Population City of Eagle	
1971	2,260
1980	2,620
1990	3,327
2000	11,085
2010	19,908

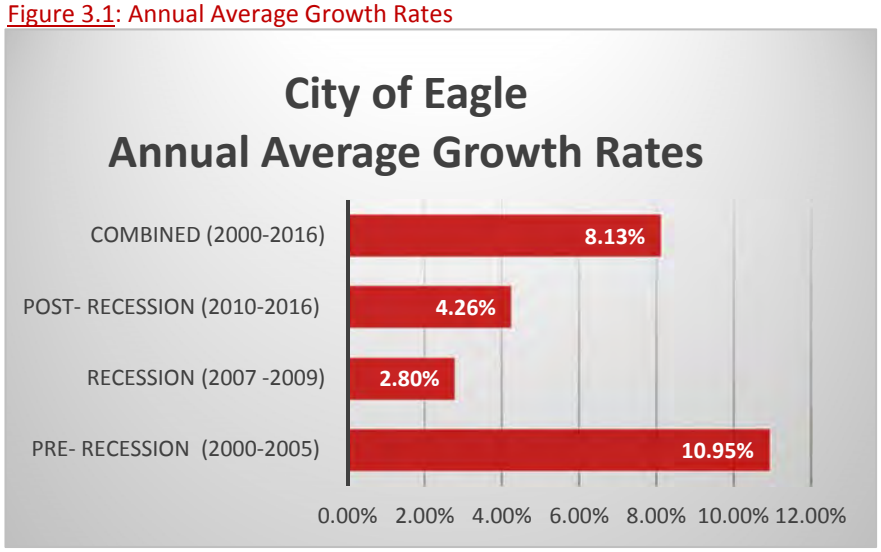
Source: US Census

3.2 EXISTING & FUTURE CONDITIONS

It is important to note that growth rates can be highly volatile and many factors impact the growth rate of the City including, but not limited to, the local and national economy, the City's political climate, and the City's overall population. As a result of the 2008 recession, the City's pre-recession annual average growth rate shrank from nearly 11% annually to 1.2% annually at the height of the recession. With the exception of the recession years 2007-2009, the City's annual average growth rate has been sustained at 4.25% or higher. The average annual growth rate from 2000 to 2016 was 8.13% and the annual average post-recession (2010 to 2016) has been 4.26%. For purposes of the comprehensive plan, the City of Eagle's annual average growth rate is forecasted at 4.5%. The

Treasure Valley economy is expected to demand a greater labor force, thereby increasing the demand for housing throughout Ada and Canyon Counties, which will include the City of Eagle and its Area of City Impact. COMPASS forecasts growth in the region will continue to rapidly grow over the next 25 years with the region's population increasing by 70%, from 599,840 in 2013 to over a million by 2040.

Figure 3.1: Annual Average Growth Rates



The City's comprehensive plan, though it measures growth and is sensitive to the impacts growth has on the City, is not a constrained plan and provides land use and development policies for all areas deemed by the City to have influence and impact on the community. While the planning horizon of the plan is 2040, the combined development potential of the plan is much larger. It is estimated, based on an annual average growth rate of 4.5% that the City's planning boundary will reach build out by approximately 2050, with a population of approximately 95,000. The population forecasts in this plan are a planning tool. The numbers are estimates based on the most recent US Census and then modified according to building permits, vacancy rates, and historical growth patterns; the more time between the Census and the forecast, the less predictable the numbers become.

Table 3.2: 2016-2040 Population Forecast

Eagle & Treasure Valley Population Forecast						
	2016	**2020**	**2025**	**2030**	**2035**	**2040**
City of Eagle	25,510	30,421	37,910	47,243	58,874	73,367
Region*	624,998	674,974	745,286	809835	916,760	1,021,949

Source: COMPASS CIM 2040 Plan

MEDIAN AGE:

In 2017, the median age in Eagle is 40.7 years, which is higher than both Ada County and the U.S. averages. Age distribution within Eagle indicates the largest percentages of population are between 45 and 65 and under 24. This reflects a significant number of families. Eagle's *"Millennial Generation"*, or the age cohort currently between the ages of 17 to 35 years old, is less than the averages for both Ada County and United States. This presents a challenge to the future of the City's economy.

Millennials are the largest demographic group our country has seen. They are highly educated with, over 47% of those ages 25-34 having a postsecondary degree, and make up much of the work force. Companies are increasingly looking to younger, technologically savvy, employees to take their businesses into the future. As this generation

grows and shapes the talent-based economy, it is important to understand what motivates them and the communities they choose in such a highly mobile environment[1]. Eagle has many features which Millennials find attractive. It has an advantage of being close to a major metro, yet still offering easy access to outdoor recreation, a small-town feel, and a family friendly environment.

Table 3.3: 2010 Age Distribution

Comparison of 2010 Age Distribution			
	Eagle	**Ada County**	**USA**
Median Age	40.7	35.7	38
0 to 24	35%	35%	33%
25 to 44	21%	28%	26%
45 to 64	30%	25%	26%
65+	14%	12%	15%

Source: US Census

INCOME DISTRIBUTION AND EDUCATION ATTAINMENT

Eagle is fortunate to have a highly-skilled workforce as evidenced by education attainment of a Bachelor's Degree and higher. Eagle's residents, likewise, have higher median and average household income in comparison to Ada County and the U.S as a whole. This reflects a community with higher-wage occupations typically associated with traded-sector companies.

Table 3.4: Household Income Distribution & Education Characteristics, City of Eagle

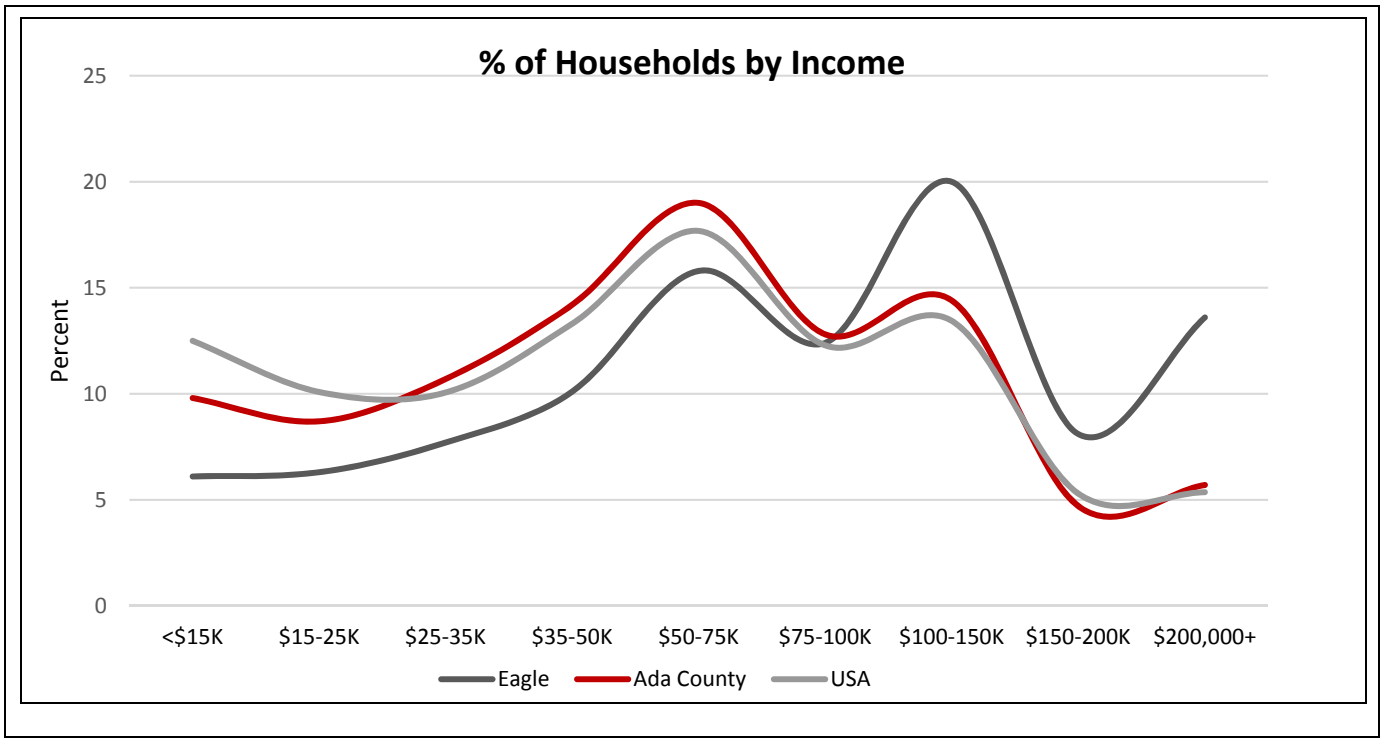
Household Income & Education Distribution			
	Eagle	**Ada County**	**USA**
Median Household Income	$81,649	$56,572	$54,149
Average Household Income	$112,141	$78,993	$77,008
Incomes above $150K	21.70%	10.40%	10.60%
Incomes below $25K	12%	19%	23%
top 10% Household Income	$218,000	$178,500	$176,789
Percent with Bachelor's Degree (age 25+)	**45%**	**36%**	**30%**

Source: ESRI, US Census

Table 3.4 represents the total income distribution of households in Eagle. Eagle has a higher percentage of high-income earners than both Ada County and the United States as a whole.

[1] See: Appendix B – Leland Consulting Group Technical Memo.

Figure 3.2: Percent of Households by Income Bracket (2016 est.), City of Eagle



Source: ESRI, US Census

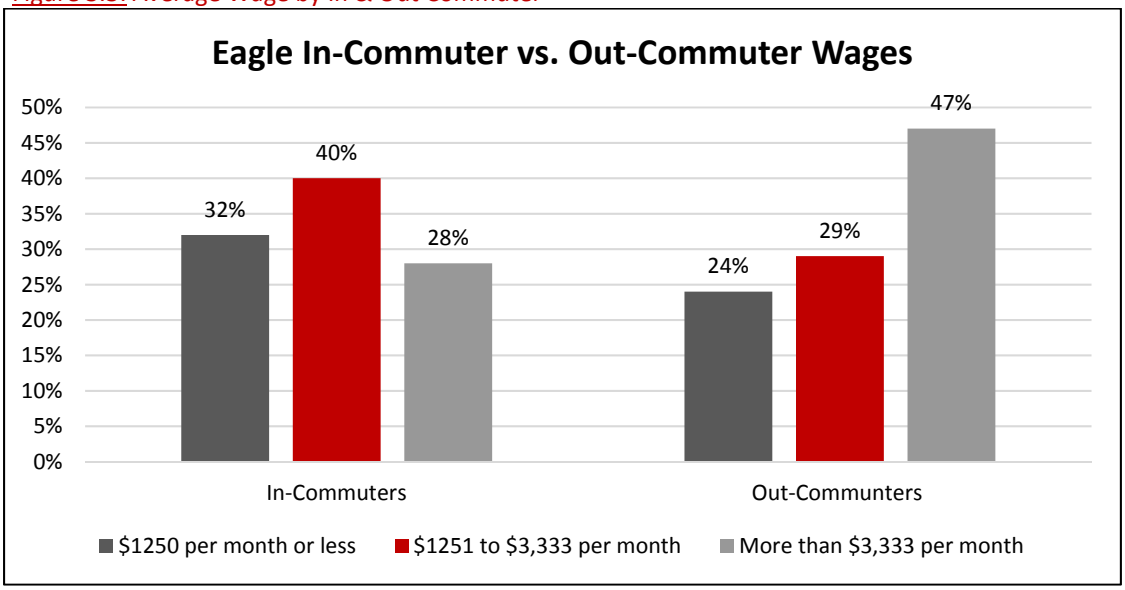
HOUSING DISTRIBUTION:

A significant percentage of the City of Eagle housing stock is owner-occupied. Furthermore, the median home value is much higher than the county or U.S. average. Average rents in the city are above-average compared to the U.S. and county and there is limited vacancy. As indicated in Table 3.6, Ada County has a 2.7% total rental housing vacancy rate as of the second quarter of 2016, whereas the ideal rate for healthy market conditions is 5%.

As shown in Figure 3.3, 72% of employees commuting to Eagle for work earn equal or less than $3,333 per month. When limiting housing expenses to 30% of gross salaries, Eagle's median home price is unattainable for households with incomes less than $6,000 per month or $72,000 per year.

The limited vacancy rate in Eagle suggests a demand for rental-type housing products. If demand is not met, rental prices for housing will steadily increase. The combination of high home and rental prices with low vacancies will make it difficult for employees in local businesses to live and work in the city. The issue of housing affordability will remain problematic unless addressed through a broadening of housing options within the City.

Figure 3.3: Average Wage by In & Out Commuter



Source: ESRI, US Census

Table 3.5: Housing Tenure, Home Value, Vacancy (2nd Qtr. 2016)

Housing Tenure, Value and Vacancy			
	Eagle	**Ada County**	**USA**
Renter Occupied	21%	32%	33%
Owner Occupied	79%	68%	67%
Median Home Value	$335,763	$214,794	$198,891
Overall Percent Vacant	6.00%	6.40%	11.70%

Source: ESRI, US Census

Table 3.6: Average Rents and Vacancy, (2nd Qtr. 2016)

Average Rents & Vacancy Ada & Canyon Counties			
		Ada County	**Canyon County**
Vacancy		2.70%	2.60%
Average Rent		$1,118	$894
Multi-Family			
	1 bedroom	$540	$563
	2 bedroom	$808	$780
	3 bedroom	$935	$1,095
Single Family			
	2 bedroom	$818	$725
	3 bedroom	$1,196	$1,141
	4 bedroom	$1,584	$1,275

Source: SW Idaho NARPM Report

3.3 POPULATION, GROWTH & HOUSING GOALS

A. TO PROPERLY ANTICIPATE AND PLAN FOR THE GROWTH PRESSURES THAT THE CITY OF EAGLE WILL EXPERIENCE AS THE REGION GROWS.

B. PROMOTE AND MAINTAIN A HIGH QUALITY OF LIFE AND LIVABILITY IN THE COMMUNITY REGARDLESS OF THAT GROWTH.

C. PROVIDE RESIDENTS OF THE CITY OF EAGLE AND THE AREA OF CITY IMPACT WITH OPPORTUNITIES TO SEEK HOUSING IN A NEIGHBORHOOD OF THEIR CHOICE.

3.4 OBJECTIVES

A. To plan for anticipated populations and households that the community can support with adequate services and amenities.

3.5 IMPLEMENTATION STRATEGIES

A. Monitor population growth and employment data to detect significant trends that will affect the Comprehensive Plan goals, objectives and policies.

B. Provide opportunities for both residential and employment growth within the City. Work to accommodate the projected Eagle population and employment forecasts for 2040.

C. Allow the market to provide a variety of housing opportunities ranging from large-lot residential to multi-family apartment uses.

CHAPTER 4: UTILITIES, FACILITIES & SERVICES

4.1 BACKGROUND

Public utilities, facilities, and services are necessary for the overall health, safety, and welfare of the public and are generally available to Eagle residents. The City of Eagle and numerous public, private, and special districts provide the basic services of water, sewer, school, police, fire, and library to residents.

While Eagle's growing population necessitates the need for new and expanded utilities, facilities, and services, the existing service delivery systems must also be maintained (and improved) to ensure continued delivery. There will be areas within the City and within the City's planning area where basic utilities such as water and sewer will be satisfied by on-site and individual systems. Policies concerning the manner in which public utilities and services are expanded play an important role in the location and intensity of future housing, employment, commercial and industrial development.

While the City provides some public utilities, facilities, and services, the City of Eagle also depends on outside public and private providers. The City must consider and coordinate its plans with our service providers in order to best plan for and anticipate the City's needs. To this end, the City included these service providers in the 2017 Comprehensive Plan Steering committee. Service providers within the City are included in Table 4.1.

The goal of the City's comprehensive plan is to identify and engage our planning partners to ensure that the City's plan informs the utility providers' master plans and vice versa. The City plan will focus on basic and minimum utility and facility requirements, but will defer all authority to the specific provider for all services not directly under the authority of the City.

Table 4.1: Public Service Providers

Public Service Providers in the City of Eagle	K-12 Schools	Police*	Fire	Library	Administrative Services	Domestic Water	Well & Septic	Sewer	Storm Drainage	Flood Control**	Electrical	Irrigation**	Garbage*	Telecommunications	Roads & Highways	Natural Gas	Petroleum
Ada County Highway District									■						■		
Allied Waste													■				
Boise School District	■																
Cable One														■			
Central District Health							■										
Century Link														■			
City of Eagle		■		■	■	■							■				
Drainage District No.2																	
Eagle Fire District			■														
Eagle Sewer District						■		■									
Eagle Water Company (Private)						■											
Farmers Union Ditch												■					
Flood Control District No. 10									■	■							
Idaho Power Company											■						
Idaho Transportation Dept.															■		
Intermountain Gas																■	
Meridian Joint Fire District		■															
Middleton Irrigation District												■					
Middleton Mills Ditch Company												■					
New Dry Creek Ditch Company												■					
New Union Ditch Company												■					
Settler's Irrigation												■					
Star Fire District			■														
Tesoro Logistics																	■
Suez Water					■												
West Ada School District	■																

*Service Provided by the City via contract

**Provider Varies by location

4.2 SCHOOLS

Students in Eagle attend schools in both the West Ada and Boise School Districts, though the majority of the City and the ACI is located within the West Ada District. Similar to the City, the West Ada School district is seeing tremendous growth with an annual student increase of nearly 1,000 students district-wide each year. According to the 2016 fall enrollment numbers, most of the elementary schools in Eagle are approaching capacity but the middle and high schools are well over capacity. The West Ada School District forecasts that by 2028, without new schools, Eagle Middle School will have an enrollment of over 1,700 students and Eagle High School will have an enrollment of over 3,700 students. As the City grows the focus on school facilities should be considered a quality of life factor in the City.

Table 4.2: 2017-2018 Eagle School Enrollment and Capacity

2017-2018 Eagle School Enrollment and Capacity				
School	**Grades Served**	**Enrollment**	**Capacity**	**School Type**
Eagle Elementary	K-5	439	545	Arts Magnet
Eagle Hills Elementary	K-5	**562**	545	
Galileo STEM Academy	K-8	795	916	STEM Magnet
Seven Oaks Elementary	K-5	408	650	Modified Calendar
Eagle Middle School	6-8	**1297**	1000	
Idaho Fine Arts Academy	6-12	**193**	190	Arts Magnet
Eagle Academy	9-12	144	175	Alternative
Eagle High School	9-12	**2055**	1800	

4.2.1 SCHOOL GOAL

SUPPORT THE CONSTRUCTION AND MAINTANANCE OF SAFE SCHOOL FACILITIES IN EAGLE, EMPHASIZING QUALITY SCHOOL FACILITIES THAT SERVE AS A FOCIAL POINT FOR FAMILY AND COMMUNITY ACTIVITIES AND THAT PROVIDE FOR A HEALTHY AND PLEASANT ENVIRONMENT FOR THE ADVANCEMENT OF EDUCATION.

4.2.2 OBJECTIVES

A. Support the effort of the school district to ensure adequate school sites are provided and the intended capacity of the schools is not exceeded.

B. Support school district efforts to provide school sites and facilities that accommodate student enrollment.

4.2.3 IMPLEMENTATION STRATEGIES

A. Integrate future school facilities plans into Chapter 6: Land Use and the Future Land Use Map of the Comprehensive Plan.

B. Work co-operatively to develop student generation factors to be considered when analyzing the impact of new projects on the school district.

C. Prohibit the development of schools on sites that present a hazard, nuisance or other limitation on normal functions of the school.

D. Locate elementary and middle schools internal to residential neighborhoods to facilitate walking and reduce busing costs for the district. Elementary and middle schools should be discouraged from locating on collector and arterial roadways as defined by the Regional Functional Classification Map. High schools may be located on arterials.

E. Work with the school district, ACHD, and developers to establish access options for Eagle Schools via pathways and/or streets.

F. Encourage the joint siting of schools and parks whenever possible.

G. Encourage high schools to reduce traffic impacts by providing limited/reduced student parking, developing alternative transportation, and/or establishing closed campuses.

H. Encourage the school district to continue to make schools available for civic functions when classes are not in session.

I. Encourage regular communication and meetings between City and school district officials.

J. Encourage school districts to develop and report current projections to assess the impact of new development on school enrollment and facilities.

K. Explore legally suitable opportunities for developers to assist in donating or purchasing school sites identified in the district's master facilities plans, according to student demand created by future land use development.

L. Encourage the City and school district(s) to coordinate school site selection to ensure the availability of public services.

M. Encourage land use development to reduce street hazards by developing access to elementary and secondary schools on local streets and/or pathways.

N. Encourage the use of schools as an integral part of the community by making joint agreements with the school district to allow community uses of school facilities.

O. Consider density incentives for the location/dedication of public school sites.

P. Consider allowing the non-building portion of school sites to be counted as required open space when school sites are dedicated.

Q. Encourage West Ada School District to locate and developers to provide land for a middle school in the area west of Linder Road and north of State Highway 44.

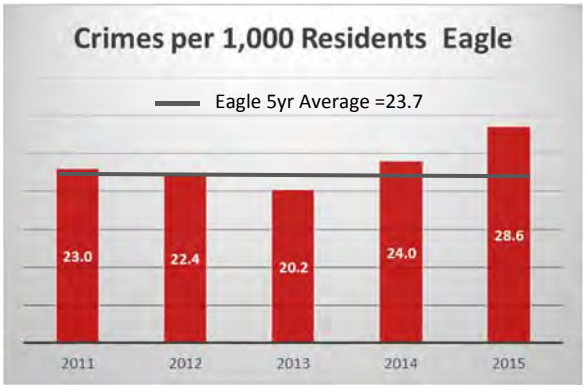
4.3 POLICE PROTECTION

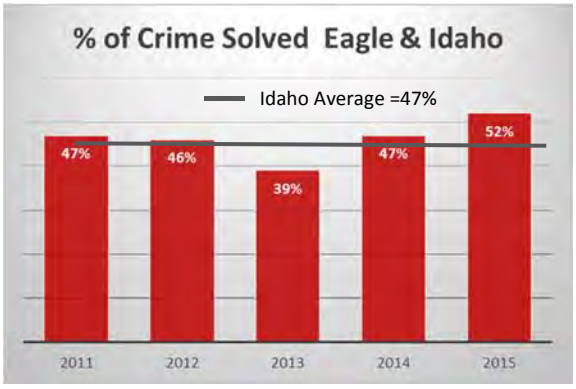
In 1996, the city began contracting with the Ada County Sheriff's Office (ACSO) for enhanced law enforcement services, including law enforcement, code enforcement, and public safety services. While a part of the Ada County Sheriff's office, the Eagle Police Department maintains a unique identity and connection to the City. The Eagle Police Department is led by a Chief of Police and keeps an administrative office and sub-station within the City. Jail and court services are shared with Ada County. Eagle Police officers can call on fellow Ada County Sheriff's deputies working outside of Eagle for assistance when necessary. The partnership between the City of Eagle and the ACSO means the City has access to all of the County's law enforcement resources without the administrative costs of running a fully-independent police department. Demographic and economic conditions will have a tremendous influence on the demand for police services.

The Eagle Police Department is committed to providing the highest quality of police service with crime prevention and problem-solving being of the highest priority. The Eagle Police Department also partners with the City to provide community building and education to our citizens. The Eagle Police Department supports the mission of making safer places to live, work, and play.

Eagle continues to have one of the lowest crime rates in Southwest Idaho, despite steady population growth over the last five years. A closer look at the numbers shows a slight increase in the number of crimes reported in 2015, along with a larger increase in the number of crimes solved by arrest. So while there were more reports of crimes, our clearance rate topped 50 percent for the first time in the last five years.

Figure 4.1: Crime and Clearance





4.3.1 POLICE PROTECTION GOAL

THE CITY SHOULD MAINTAIN AND SUPPORT LAW ENFORCEMENT SERVICES TO ACCOMMODATE THE INCREASING DEMANDS IMPOSED BY A GROWING

POPULATION, ADDITIONAL RECREATIONAL FACILITIES, INCREASED TRAFFIC VOLUMES, EXPANDED CITY LIMITS, AND NEW BUSINESSES.

4.3.2 OBJECTIVES

A. Provide Care for the Victims of Crime

B. Respond to Community Crisis Issues

C. Provide and Support Community Education

D. Intelligently Manage Emergencies

E. Prevent and Solve Crime

4.3.3 IMPLEMENTATION STRATEGIES

A. Locate and construct satellite police facilities within neighborhood and community centers as a function of the development process. This will ensure community access to police services and efficient and prompt response times.

B. Promote the co-location of civic and emergency services.

C. Strive to achieve and maintain police staffing levels that balance calls per officer, officers per residents with call priority distribution, and crime clearance rates.

4.4 FIRE PROTECTION

Fire protection services are provided by independent fire protection districts, not the City of Eagle. Based on location, fire protections services are provided by the Eagle Fire District, Star Fire District, and the Meridian Joint Fire District, though the majority of the City and Foothills are contained within the Eagle Fire District boundary. The mission of the districts is to provide diversified emergency services in a competent and caring fashion with dedication through progressive thinking, training, technology, public education, and superior public service ensuring a safe environment for the Eagle community today and tomorrow. The City partners with the Eagle Fire District for numerous events and community education projects to ensure that the City is a safe place to live, work, and play.

The Eagle Fire District is the only fire protection district to provide fire stations within the City limits. The Eagle Fire District currently maintains a main station, an administrative services office, and two substations. The main station and administrative services office are located in Downtown Eagle off State Street and Plaza Drive. The substations are located on Floating Feather Road at Horseshoe Bend Road and on Linder Road at Clear Field Drive.

4.4.1 FIRE PROTECTION GOAL

WORK COOPERATIVELY WITH FIRE PROTECTION DISTRICTS TO ENSURE THAT FIRE PROTECTION SERVICES ARE ABLE TO MAINTAIN EXISTING LEVELS OF SERVICE AND ACCOMMODATE THE INCREASING DEMANDS IMPOSED BY A GROWING POPULATION AND NEW BUSINESSES.

4.4.2 OBJECTIVES

A. Work cooperatively with districts to ensure that fire stations, equipment, and trained fire and EMS personnel are available to maximize effectiveness and minimize service response times.

B. Ensure that needed resources are provided to respond to and mitigate all hazard risks to the community.

C. Engage fire protection providers in community design and development review to ensure that the built community is developed to appropriate public safety standards.

4.4.3 IMPLIMENTATION STRATEGIES

A. Work with the school districts, land owners, developers, and the City to fund site acquisition and construction of fire stations.

B. Communicate with neighboring emergency service providers to coordinate the location of facilities to enhance each other's capabilities.

C. Work with the City and developers on standards that increase a building's ability to withstand wildfires.

D. Work with other City, County, State, and Federal agencies to mitigate all hazard risks.

E. Encourage and support ongoing employee training and community education.

4.5 EAGLE CITY LIBRARY

The Eagle Public Library, a department of the City of Eagle, serves residents of Eagle and nearby areas. The Library is funded by the City of Eagle, governed by the Eagle Public Library Board of Trustees, and guided by a regularly updated Strategic Plan. The Library is a member of the LYNX! Library Consortium which allows the Library to share resources with nearby libraries. The Eagle Public Library has one of the highest per capita material circulation rate of any library in the State.

The Library serves as a vital community resource providing print and digital materials, educational classes, and numerous community building opportunities.

4.5.1 LIBRARY GOAL

MAINTAIN A LIBRARY SYSTEM (A MAIN LIBRARY AND BRANCHES) THAT OFFER WELCOMING ENVIRONMENTS, PRINT AND DIGITAL COLLECTIONS THAT REFLECT THE INTERESTS OF THE COMMUNITY, AND CLASSES THAT ENGAGE LIFE-LONG LEARNERS.

4.5.2 LIBRARY OBJECTIVES

A. Ensure that adequate library facilities are available to City of Eagle residents.

   1. 1.0 square foot of library space per resident, and

   2. 3.5 physical collection items per resident.

B. Develop a library system in which no City of Eagle resident is more than five miles from a library facility.

C. Ensure appropriate funding to build collections to reflect community interests.

D. Ensure appropriate funding to provide quality educational classes.

4.5.3 IMPLIMENTATION STRATEGIES

A. Ensure that new developments fund necessary expansions of the library.

   1. Establish a system for developer-funded expansion of the library, thereby maintaining adopted facilities standards.

2. Secure commercial space for "store-front" library facilities in planned developments with populations under 10,000.

3. Land acquisitions and siting standards should be of sufficient size (a minimum of 10,000 square feet), should be of close proximity to commercial uses or public services, and should have easy access to major transportation routes.

4. For planned developments with populations larger than 10,000, branch locations should be of a size to serve the build-out population.

B. Seek opportunities to develop cooperative or joint use branch facilities in conjunction with other service providers, such as multi-use City of Eagle facilities.

C. Ensure that new developments fund necessary library materials expansion (both print and digital) not covered through the library's annual budget.

D. Ensure that new developments fund necessary library educational classes not covered through the library's annual budget.

4.6 DOMESTIC WATER

Domestic water within the City of Eagle is provided by three primary service providers: Eagle Water Company (EWC), Suez Water of Idaho (formerly United Water Idaho (UWI)), and the City of Eagle (City) (see Map 4.1). A few small residential subdivisions own and operate their own water systems or have domestic wells, but many of these systems are aging and with redevelopment to urban development, these systems are being abandoned and connected to the domestic systems. According to Eagle City Code, domestic water service is required for all developments with a density of 1 unit per 2 acres or greater.

Suez and Eagle Water Company, as privately-owned utilities, are regulated through the Idaho Public Utilities Commission. The City of Eagle water system, as a publicly owned system, is managed consistent with the Water Service Master Plan and in consultation with the Idaho Department of Environmental Quality (IDEQ) and Idaho Department of Water Resources (IDWR). The City water system includes the City's current service area and all lands within the City's comprehensive plan that are not in an existing water service area.

4.6.1 DOMESTIC WATER GOALS

PROVIDE SAFE, RELIABLE AND COST-EFFICIENT WATER SERVICE TO THE RESIDENTS OF THE CITY BY CONSTRUCTING AND MAINTAINING A WATER SUPPLY AND DISTRIBUTION SYSTEM WITH STORAGE FACILITIES THAT WILL MEET THE WATER DEMANDS OF CURRENT AND FUTURE WATER CUSTOMERS AS OUTLINED IN THE EAGLE COMPREHENSIVE PLAN.

4.6.2 OBJECTIVES

A. Protect groundwater quality by requiring, when feasible, the use of municipal wells constructed to federal, State, and City standards.

B. Promote groundwater conservation through the use of surface water sources and treated wastewater effluent for irrigation in combination with the development of water rates that encourage conservation.

C. Ensure that municipal water facilities provide water pressure and flows that meet or exceed state and local requirements.

D. Investigate the City's purchasing of Eagle Water Company.

E. Promote the utilization and reuse of surface water sources for non-potable uses such as irrigation and water amenities to decrease reliance on groundwater and to preserve the resource.

F. Protect current residents from paying for facilities that principally benefit new development. Require new developments to pay for new and upgraded water facilities to minimize impacts of growth on existing users.

4.6.3 IMPLEMENTATION

A. Limit groundwater use in shoulder seasons to essential public landscaped areas such as schools, playgrounds, parks, and pathways.

B. Investigate surface water supply options to meet potable needs for the expanded foothills area while protecting the water sources supplying existing water users.

C. Develop separate irrigation and water reuse requirements for the foothills including the use of native and drought-tolerant vegetation and low water use landscaping options.

D. Develop policies and procedures to create local improvement districts to fund a centralized distribution/fire protection system that will extend fire protection to developed areas that are served by individual wells.

E. In conjunction with IDWR, develop well construction standards and guidelines to assist developers with cost-effective means of meeting water demands for individual systems.

F. Assist with funding options to provide developers with various means of meeting standards for water supply systems.

G. Promote low water use irrigation practices and drought-tolerant landscape options in areas that rely on groundwater for irrigation.

H. Develop policies and procedures for assuring that flowing artesian groundwater wells are controlled within the City boundaries.

I. Require groundwater monitoring wells and easements sufficient to monitor groundwater levels in the service area.

J. Continue to work with other water service providers to maintain a safe and sufficient water supply across jurisdictional boundaries.

K. Maintain a Water Department and trained staff to meet the demands of water system operations in accordance with the IDEQ requirements and applicable federal rules and regulations.

L. Ensure that the administration of the water systems for all new development within the Western Planning Area (west of Linder Road) and any foothill areas annexed by the City will be managed by the

City of Eagle municipal water facilities, though this would not necessarily be a completely integrated system.

M. Periodically review the costs and benefits of the City water system to ensure that rates and fees are sufficient to provide adequate capital to fund needed improvements, including a reserve fund for infrastructure replacement and evaluation of local groundwater trends.

N. Evaluate future water system needs and develop an operating budget for operation and maintenance and a capital budget for water infrastructure improvements for the City-owned water facilities.

O. Require the construction of dry-line water facilities and fire hydrant stub-outs in developments anticipated to be served by the municipal system as identified in the Water Master Plan and the Comprehensive Plan.

P. Provide public education on water conservation.

4.7 WASTEWATER TEATMENT

The Eagle Sewer District (ESD), was established in 1963 as a public entity separate from the City of Eagle. The ESD service area generally corresponds to the area within the Eagle City limits. Extensions of the ESD service area are accomplished by actions of the ESD Board of Directors, and for the most part match annexations to the City. However, the extensions do not have to match annexations to the City either in location or in time.

ESD serves all of the residential and commercial users in the City that are receiving central sewer service. In addition to users served by central sewer, many homes in the District's service area utilize individual septic tanks and drain fields for on-site wastewater treatment and disposal. The District currently treats the wastewater to secondary standards and discharges the treated effluent to the City of Boise wastewater treatment facilities for ultimate treatment and disposal under a long-term agreement between the District and the City of Boise. Development within the foothills will be served by basin specific sewage treatment facilities that will be under the purview of the ESD. These facilities are encouraged to include treatment of effluent to standards required for reuse water to offset and fulfill the irrigation demands within areas that do not have historic irrigation rights.

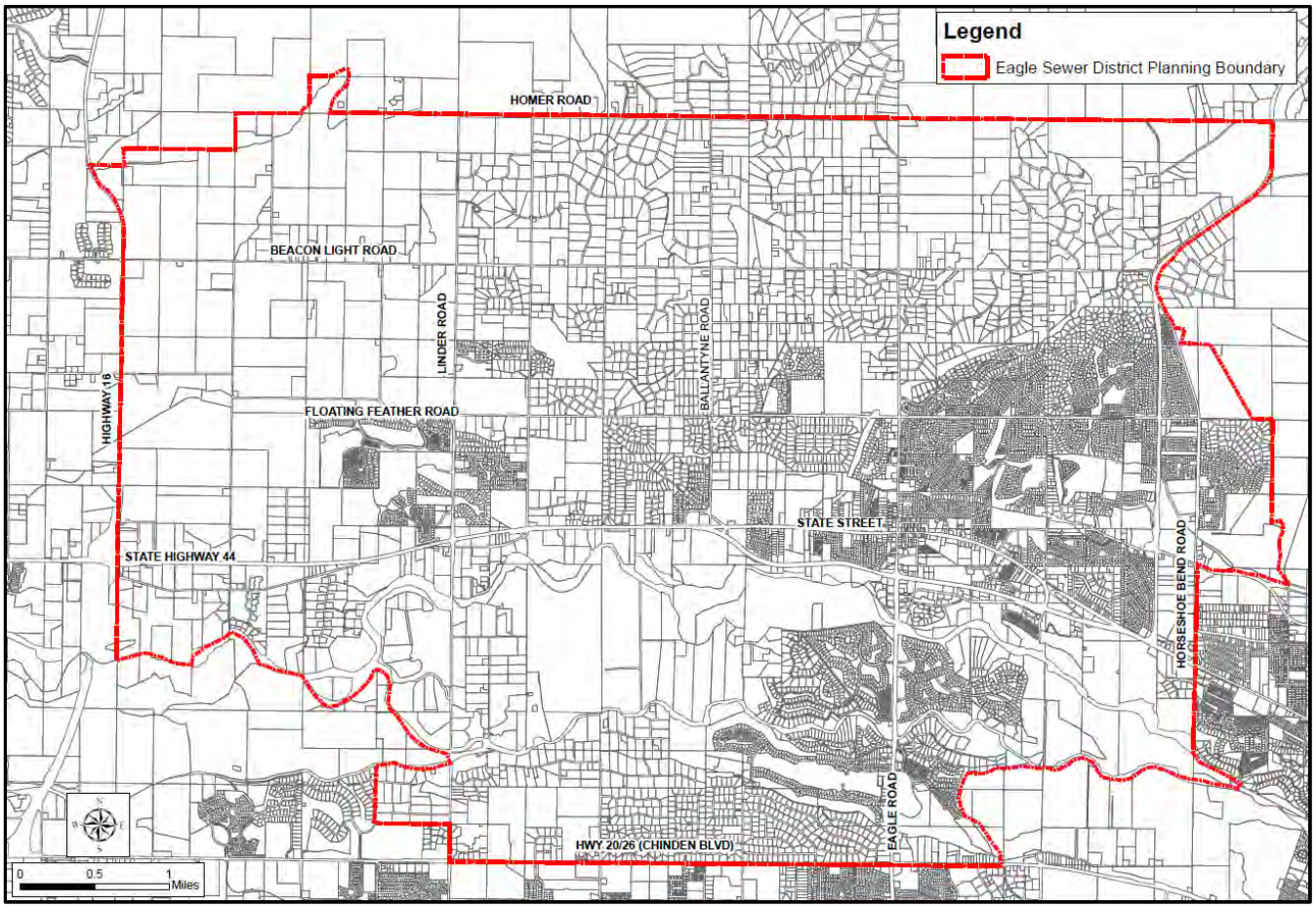
The ESD is regulated by the Idaho Department of Environmental Quality (IDEQ) and the requirements of Idaho Code. The ESD Wastewater Collection and Facilities Plan was updated in 2016. This plan relies on the land use assumptions within the City's comprehensive plan to ensure proper sizing and investment are completed in order to serve development in the future.

Due to total pollutant loading limitations for the Boise River, standards for treated wastewater effluent discharges to the Boise River may become far more stringent in the future than they are at present. Treated wastewater disposal for waste generated by future development may at some time require alternatives to stream discharge.

ESD will continue to plan for consequences of such potential intensification of stream discharges to meet the needs for central sewer in areas within the City. ESD is committed to providing central sewer service to areas within the City of Eagle.

It is the City of Eagle's policy to accommodate orderly and appropriate development at a pace that does not unreasonably impede or burden the development process. Timely extension of sewer service is an essential feature of orderly development. Hence, in the future, the City of Eagle will take an active interest in sewerage and wastewater issues.

Map 4.2: Eagle Sewer District Planning



4.7.1 WASTEWATER GOALS

WORK COOPERATIVELY WITH THE EAGLE SEWER DISTRICT TO ENSURE THAT THE DISTRICT IS EQUIPPED TO PROVIDE WASTEWATER COLLECTION SERVICES AND NECESSARY SYSTEM EXPANSIONS AND UPGRADES TO KEEP PACE WITH AND NOT IMPEDE NEW AND ORDERLY DEVELOPMENT WITHIN THE AREA OF CITY IMPACT AND THE EAGLE FOOTHILLS AS ENVISIONED IN THIS COMPREHENSIVE PLAN.

4.7.2 OBJECTIVES

A. Provide assurance of Eagle's capability to sustain orderly and appropriate growth by maintaining awareness of Eagle Sewer District's plans for expansion and schedules for extension and reviewing how these plans fit with the known plans of the development community in Eagle.

B. Work cooperatively with the ESD to plan for growth within our shared planning areas. Ensure that planned land uses and development do not exceed the planned capacity of the sewer system.

4.7.3 IMPLEMENTATION STRATEGIES

A. Consult at regular intervals with Eagle Sewer District regarding its expansion and extension plans.

B. Compare ESD expansion plans with the City's information regarding planned development within the Area of City Impact & the Eagle Foothills.

C. Develop a list of City-approved sewerage extension and disposal expansion alternatives that developers can use to accommodate orderly and appropriate development in areas where ESD is unwilling or unable to provide central sewer service.

D. Establish requirements for developments that propose on-site systems to provide the City with the name(s) and emergency phone number(s) of the certified operating personnel who will be in charge of the on-site collection and treatment facilities.

E. Require developments that propose on-site systems to develop long-range depreciation schedules and capital replacement funding mechanisms that will insure the on-site collection and treatment facilities will be properly operated and maintained and provide the City with copies of the information.

F. Continue to work with the ESD to coordinate urban development based upon the Land Use component of the Comprehensive Plan and the Eagle Sewer District's master plan.

G. Work with the ESD to establish a long-range plan for the distribution of treated effluent for irrigation.

H. Work with the City Council to establish policies requiring the use of treated effluent for use in common areas within developments.

I. Work with the development community and the ESD to determine if there is a need and desire to treat effluent to a class "A" standard for direct application to individual home lots.

J. Work with the ESD and developers to promote the consolidation of treatment facilities and sewer collection systems. The system design should be based on larger drainage areas rather than individual developments.

4.8 STORM DRAINAGE

The increase in construction in the Eagle Planning Boundary will result in an increase in impermeable surfaces such as rooftops, asphalt streets, and concrete drives. An increase in impermeable surface area increases the volume and alters the location of storm water which must be controlled and managed to protect public health and safety. In addition, many receiving streams have abundant fish and other aquatic life which must be protected from pollutants that the storm water may carry into the receiving stream. The City of Eagle has made significant progress in setting standards for storm water discharge by developing standards for surface and subsurface discharge. The standards are designed to protect receiving streams by requiring new developments to utilize onsite subsurface treatment facilities for storm water runoff.

4.8.1 STORM DRAINAGE GOAL

WORK WITH ACHD AND DEVELOPERS TO DEVELOP EFFICIENT, COST EFFECTIVE AND ENVIRONMENTALLY SOUND STORM WATER, STORM DRAIN, AND FLOOD CONTROL MEASURES TO PROTECT EXISTING AND FUTURE LAND USES, PRESERVE PUBLIC SAFETY, PROTECT SURFACE AND GROUNDWATER QUALITY, AND INSURE COMPLIANCE WITH FEDERAL AND STATE REQUIREMENTS.

4.8.2 STORM DRAINAGE OJECTIVES

A. Establish design standards for onsite storm water treatment and disposal facilities that will be effective over the life of the facility.

B. Ensure that the cost of improvements to storm drain facilities are borne by those who benefit from the improvements.

C. Ensure that storm drainage facilities are designed to discourage mosquito breeding.

4.8.3 STORM DRAINAGE IMPLEMENTATION STRATEGIES

A. Establish standards that require the construction of adequate on-site storm drain and storm water treatment and disposal facilities that are an integral part of every new development.

B. Periodically review ordinances and standards for adequacy as development intensifies and densities increase in critical areas.

C. Routinely inspect constructed active and passive facilities for continued maintenance where such maintenance is vital for the function of the facility. Pursue enforcement of protective covenants or jurisdictional responsibilities to ensure that the responsible parties maintain their facilities.

E. Establish storm water standards and ordinances unique to the foothills in coordination with the appropriate entities and regulatory authorities.

F. Investigate and integrate green stormwater options within the City and development code (i.e., bio swales, silva cells, permeable pavers, etc.).

G. Investigate opportunities for stormwater to recharge groundwater and enhance/provide habitat (i.e., wetlands banking).

H. Work with ACHD to coordinate community and developer education on best practices and the potential for active open space within storm water facilities.

4.9 ELECTRICAL SERVICE

Electrical Services are provided to the City of Eagle and most of southwest and eastern Idaho by Idaho Power Company (IPC). Idaho Power is an electric utility engaged in the generation, transmission, distribution, and purchase of electric energy and is regulated by the Federal Energy Regulatory Commission (FERC) and the state regulatory commissions of Idaho and Oregon. With 17 low-cost hydroelectric projects as the core of our generation portfolio, our residential, business and agriculture customers pay some of the nation's lowest prices for electricity.

System wide, Idaho Power's peak demand grows approximately 50 megawatts (MW) annually. That's roughly equal to adding a city the size of Eagle each year. As regional infrastructure improvements are planned, Idaho Power would like to be involved early in order to plan necessary capacity additions like transmission lines and substations. It takes years to plan and implement changes to electrical utility systems. For comprehensive planning purposes, Idaho Power's transmission and distribution lines should be considered essential transportation components. IPC doesn't transport people but they do transport energy, and they often follow the same route. As transportation corridors are defined and developed, Idaho Power would like to be involved in the process and establish the complementary use of these corridors for energy transportation. In 2012, Idaho Power, in consultation with local jurisdictions, agencies and citizens, adopted the Eastern Treasure Valley Electrical Plan (ETVEP). The purpose of the plan is to establish clear expectations between IPC, land use agencies, and the general public for the provision and expansion of electrical service within the valley. The goals of the ETVEP are:

1. Promote economic development;
2. Support existing business, property rights, and land uses;
3. Be sensitive to agriculture;
4. Encourage positive interaction between communities;
5. Be aware of environmentally sensitive areas;
6. Consider community character;
7. Continue to meet power needs and prepare for the future; and
8. Be as efficient as possible.

4.9.1 ELECTRICAL SERVICE GOAL

WORK COOPERATIVELY WITH THE IDAHO POWER COMPANY TO PROVIDE SAFE, RELIABLE AND FAIR-PRICED ENERGY SERVICES THAT KEEP PACE WITH AND COMPLEMENT NEW AND ORDERLY DEVELOPMENT WITHIN THE AREA OF CITY IMPACT & THE EAGLE FOOTHILLS AS ENVISIONED IN THIS COMPREHENSIVE PLAN.

4.9.2 OBJECTIVES

A. Work to ensure that all utilities are undergrounded at the time of development, up to and including 34.5kV. (See Map 4.3)

B. Designate the general locations and visual impacts of existing and proposed electric facilities.

C. The City of Eagle's plan for electric utility facilities will be formulated, interpreted, and applied in a manner consistent with and complementary to the serving utility's public service obligations.

D. Decisions made by the City of Eagle regarding electric utility facilities within the City and AOI will be made in a manner consistent with and complementary to regional electrical demands and resources.

E. Planning by the City of Eagle for electric utility facilities development will be coordinated with planning by other jurisdictions for electric utility facility development.

F. Work to encourage communication and cooperation on landscape, design, and location of future facilities to limit visual impacts and co-locate with other utility providers when feasible.

4.9.3 IMPLEMENTATION STRATEGIES

A. IPC should establish sites for new electric facilities before development occurs and should provide sufficient buffers and setbacks from residential use.

B. The City should encourage IPC to locate facilities outside of scenic corridors, Downtown Eagle, and the Village Center, and may give consideration to locating facilities within other commercial areas.

C. Consult with and encourage Idaho Power to participate in land use planning efforts including comprehensive plans, corridor planning, and site development.

D. The City should work with IPC to designate the general locations of existing and proposed electric facilities.

E. The City of Eagle should work with IPC to formulate, interpret, and apply Eagle's electric utility facilities plan in a manner consistent with and complementary to IPC's ability to meet its public service obligations. (See Map 4.3)

F. Designate the general location of electric utility facilities of a nominal voltage of 69,000 volts or greater on the comprehensive plan map. (See Map 4.3)

G. The City should take into account regional electrical demands and resources when making recommendations and decisions regarding electric utility facilities.

H. The City should coordinate and cooperate with other municipal jurisdictions for planning of electric utility development and expansion.

I. Promote conservation of energy through the support of public education, incentives, and other tools than encourage conservation.

J. The City should work with Idaho Power to locate, and if possible, permit infrastructure site and routes in advance (10-15 years) of their need.

K. Recognize the need for electric utility facilities that are sufficient to support economic development and the community's growth.

L. Recognize the ETVEP as a conceptual plan for electrical service within the City and region. Each project (substations, transmission, and distribution lines) will require the City's approval and should be subject to the public hearing process.

M. Investigate options for undergrounding electrical service, distribution and transmission lines that are not directly associated with development or that are of disproportionate cost to development.

4.10 OTHER SERVICES AND FACILITIES

As stated earlier in this chapter, services and facilities are provided by a combination of public, private, contract, and special use districts. Many districts are only engaged in planning at the development approval level, while those covered in Sections 4.2-4.9 are very actively engaged in the comprehensive planning process. This section is a combination of goals, objectives, and implementation strategies for smaller and site-specific facilities.

A list of specific providers is shown on Table 4.1 in this chapter.

4.10.1 OTHER SERVICES AND FACILITIES GOAL

COORDINATE WITH SERVICE PROVIDERS TO DEVELOP PLANS THAT ADDRESS THE LONG-TERM NEEDS OF THE CITY OF EAGLE. REQUIRE DEVELOPMENT TO PLAN FOR AND CONNECT TO PUBLIC UTILITIES WHENEVER FEASIBLE.

4.10.2 OBJECTIVES

A. Discourage the overlapping of service areas and/or illogical service boundaries.

B. Work cooperatively to ensure that services and utilities are readily available in the Eagle comprehensive planning boundary so there are not conflicts between the provision of services and this plan.

C. Utilize alternative water and re-use sources for irrigation and develop infrastructure to provide pressurized irrigation to development wherever possible and feasible.

D. Ensure citizens are provided solid waste collection, disposal, and recycling.

E. Ensure that the provision and expansion of natural gas service is available within the Eagle Comprehensive Planning boundary.

F. Work with telecommunication and internet providers to ensure that the Eagle comprehensive planning boundary is provided uninterrupted access to up-to-date, state-of-the-art telecommunications and internet service.

G. Protect the health and safety of residents in the vicinity of the Tesoro Pipeline.

H. Encourage the use of alternative energy sources.

4.10.3 IMPLEMENTATION STRATEGIES

A. The City should work with utilities to allow placement of utility facilities in public rights-of-way, including underground.

B. The City should encourage the joint use of utility corridors.

C. Where appropriate, the City and utilities should discuss and resolve areas where context-sensitive setbacks should be used.

D. The City should provide utilities with periodic updates of population, employment, and development projections.

E. The City and utilities should seek to jointly evaluate actual patterns and rates of growth and compare such patterns and rates to the utility's demand forecasts.

F. Where applicable, the City should follow the relevant implementation strategies recommended in the previous sections of this chapter.

G. The City should investigate the feasibility of creating a pressure irrigation municipal utility whose purpose would be to alleviate stress on the ground water resource by acquiring surface water rights and, where feasible, extending pressure irrigation infrastructure to existing and proposed developments in the City of Eagle, the AOI and the foothills.

H. The City should continue to retain the services of a third-party solid waste collection service.

I. The City should encourage recycling efforts by expanding the availability of drop-off centers for residents who wish to recycle their solid waste.

J. The City should continue the hazardous waste collection program to help in the effort to protect the ground water resources.

K. The City should work with Intermountain Gas to encourage new development to include natural gas service in the development plans.

L. The City should work with telephone and telecommunications utilities to encourage new development to include in the development plans advanced services such as fiber optic and WiFi.

M. Establish policies for the expansion of broadband and fiber optic services to the City.

N. The City should work proactively with cellular providers to provide and ensure that citizens have appropriate levels balanced with aesthetic sensibilities.

CHAPTER 4: LARGE SCALE MAPS

Map 4.1: City of Eagle Water System Master Plan

Map 4.3: Idaho Power Utility Corridors

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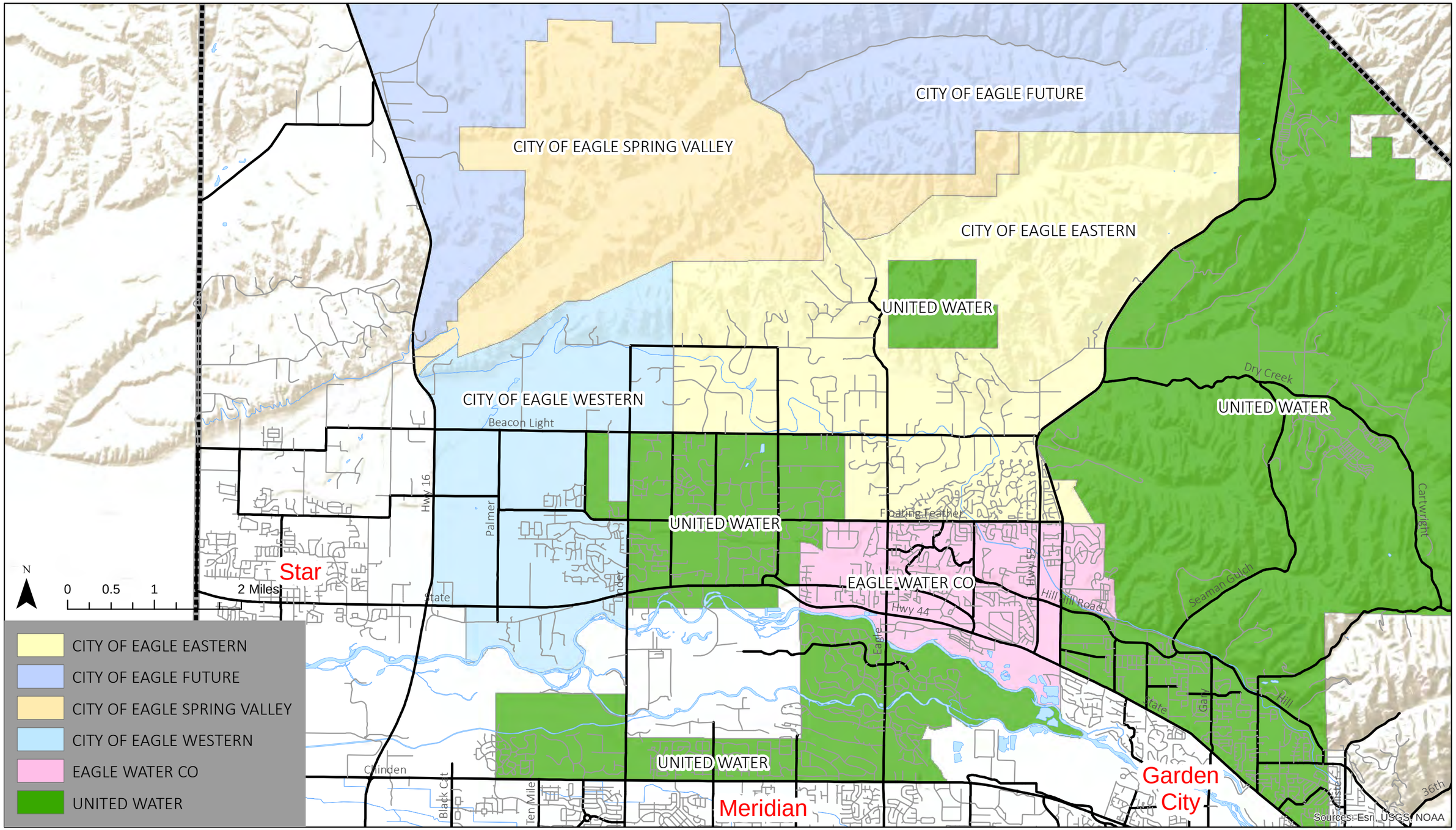

WATER SYSTEM MASTER PLAN

MAP 4.1

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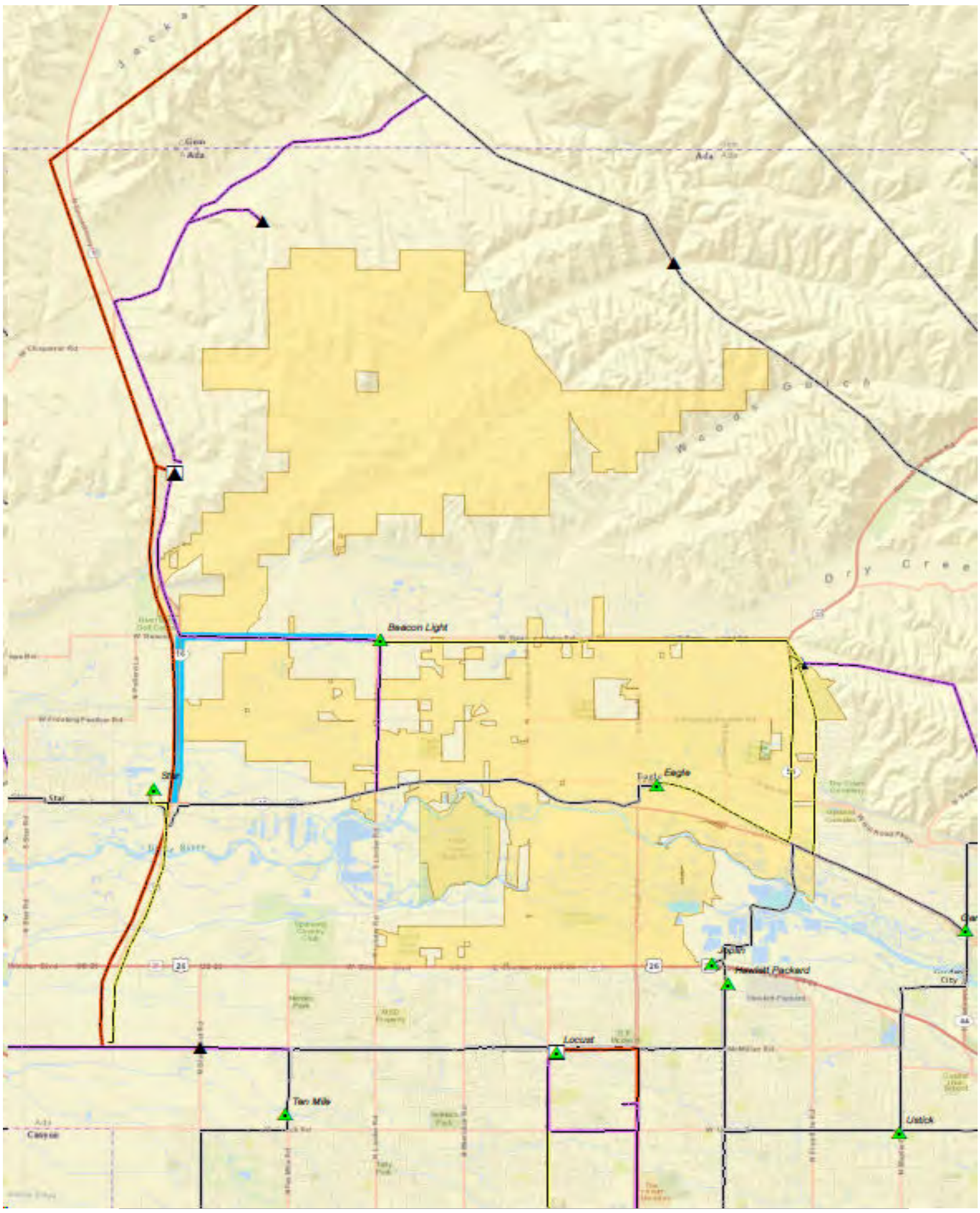
Coordinate System: NAD 1983 Transverse Mercator
Data Source: City of Eagle

Map Prepared by Idaho Power



EAGLE CITY LIMITS

PREFERRED 138 kV TRANSMISSION LINE

PREFFERED 230 kV TRANSMISSION LINE

ALTERNATIVE 138 kV TRANSMISSION LINE

EXISTING TRANSMISSION

PERMITTED 138 kV TRANSMISSION LINE

PREFERRED HUB SUBSTATIONS

PREFERRED DISTRIBUTION SUBSTATION

EXISTING SUBSTATION

ELECTRICAL TRANSMISSION

MAP 4.3

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Coordinate System: NAD 1983 Transverse MercatorTransverse Mercator

CHAPTER 5: ECONOMIC DEVELOPMENT

5.1 OVERVIEW

Though the City has undergone rapid change, population growth, and new commercial and residential development, many Eagle residents have expressed a desire to remain connected to the community's heritage and open landscapes. As a place with historic ties to a small-town lifestyle, Eagle's values and ideals tend to differ from its more populated neighbors.

The legacies of past City leadership and residents are strong in Eagle. The City values its standards of physical design and desires to maintain its unique sense of identity. One stakeholder commented that the community appreciates its "well-dressed" appearance. The City has been described as elegant and thoughtfully planned. City policies uphold the quality of its built environment through a proactive approach to safeguarding the character of design. A City Council appointed design review board reviews development for architecture, signs, lighting, and landscaping. Strong design standards coupled with technical staff ensure that buildings are both unique and attractive.

Encompassing both the Eagle Foothills and the Boise River Greenbelt, Eagle residents enjoy convenient access to a variety of natural and outdoor amenities. Its uniqueness can be attributed to a strong culture of outdoor recreation and activities, enjoyed by residents and visitors alike.

Extension of the Boise River Greenbelt and its connection to Eagle has been a welcome addition. Cyclists, joggers, and others enjoy the recreational opportunities enhanced by the Greenbelt. Its development further supports active and alternative transportation linking Eagle with downtown Boise. The Greenbelt has expanded public access and enjoyment of the river, including opportunities for kayaking, fishing, paddle boarding, and other river-based recreation.

City residents appreciate, and care to preserve, Eagle's distinctive and high quality of life. This includes great schools, services, quality housing, protection of environmentally sensitive areas, parks, trails, and an all-around family-friendly environment. It also includes the ability for residents to participate, and play a role, in City leadership and community development. Stakeholders expressed that a "balanced approach" to economic development should be considered.

As Eagle develops and grows, every attempt should be made to maintain a "human-scale". Development may vary in size and type but should retain the

"quaint" feel through design, retaining a connection to the City's historic past and enriching the community's fabric. New development should both support and enhance all that makes Eagle unique. As the City prepares for new growth, expanding businesses, new industry and employment sectors, considering both scale and design will be essential.

As Eagle grows, so does the need to adjust land planning to accommodate that growth. In the year 2000, almost 90% of the City's planning area was designated for residential development. The past 16 years of economic growth has prompted a relative increase in commercial and office development. As a result, a wider selection of shopping, restaurants, and other services are now available. However, based on 2015 building permit data, most construction activity in the City continues to be in the form of single-family residential homes.

Currently, Eagle has the hallmarks of a traditional US bedroom community- located within commuting distance to a larger metropolis, primarily focusing on housing workers and families, and providing typical residential services such as schools and some retail. Eagle benefits from its reputation as a bedroom community by earning regional appeal for its high quality of life. Eagles' community amenities, higher home values, and larger residential square footages are attractive features to many higher-income earning households and executive business leaders. Some businesses, such as T-Sheets and Lamb Weston, have established themselves to take advantage of these qualities.

However, as a bedroom community, Eagle suffers from ever-increasing pressure on its transportation networks. Congestion at key intersections have seen wait times multiply over the past 20 years. As the number of daily commuters increase, so will peak-hour traffic and gridlock.

Moreover, the future workforce, currently between the ages of 19 – 35 (often called the Millennial Generation) are needed to support a healthy and viable economy. As the largest part of the workforce over the next 20 years, attracting Millennials is useful to the ongoing fiscal solvency of our City. This younger generation actively seeks out places to live and work that promote community connections and have urban (or urban-like) amenities such as shopping, restaurants and entertainment.

Continuing to focus on Eagle as a bedroom community not only will impair the ability to attract this younger generation, but it will also require that Eagle rely heavily on its residential tax base. This provides an unbalanced source of revenues, creates reliance on one sector of the economy and therefore can stress the City's budget and limit the ability for local government to expand services.

The City of Eagle, through the implementation of this plan, is working toward becoming a complete community. A community is considered 'complete' when it provides access by foot, bike, transit and car to jobs, shopping, learning, open space, recreation, education, and other amenities and services. The benefits include a wider range of employment opportunities, housing choices, as well as deeper community connections and more varied transportation alternatives, thereby reducing the peak-hour commute while increasing community involvement.

Complete communities employ zoning to accommodate multiple economic uses, blending employment land uses into the larger context while protecting rural edges. Promoting a complete community in Eagle may require a relative increase in intensities and types of land-use in certain, mostly centralized, areas. This includes the provision of additional light manufacturing, commercial, multi-family housing, office structures, as well as increased

building heights and densities to avoid the need to accommodate growth through sprawl.

The Economic Development Chapter provides an overview of Eagle's existing demographic and economic conditions and presents the City's Economic Development Strategy. The chapter summarizes the vision for the City's economic growth and the opportunities and challenges that come with it.

5.2 VISION

This Comprehensive Plan in its entirety is geared to achieve Eagle as "HOME". The vision for Eagle's future is a community which is economically strong, viable, balanced, and sustainable; enhancing the great quality of life enjoyed in Eagle. Part of this depends on a contributing Economic Development Vision articulating how Eagle's economy will change over time to shifts in demand and opportunity. Here is the Economic Development vision, providing a basis for the goals, policies and strategies that follow:

- *Continue to be a community that embraces opportunities presented by a new and rapidly changing economy, while remaining true to the City's historical roots. This includes enjoying a slower-paced lifestyle accompanied by an urbanized city core.*
- *Eagle's historic downtown, "Olde Towne," will transform into a bustling, energetic, and lively central business district. There will be an influx of young professionals and families, desiring the further development of mixed-use neighborhoods and commercial centers. Natural amenities and outdoor recreation will play a key role in economic development.*
- *A community that will keep both jobs and dollars in Eagle by supporting expansion of firms already here and attracting new businesses to the community. The community will continue to welcome a diversity of business activity from entrepreneurs, startup companies, and second-stage firms with significant and future growth potential.*
- *Eagle's healthy economy will be measured by the success of small businesses. The ability to attract and serve larger companies and talent will be enhanced by the diversity of the community's local offerings. This will include businesses that cater to the lifestyle needs of professionals including restaurants, boutiques, outfitters, salons, cafes, coffee shops, health services, breweries, and wine establishments. These local businesses will help form community identity and create "third-place" spaces for gathering, networking, sharing ideas and information.*

5.3 CURRENT ECONOMIC CONDITIONS

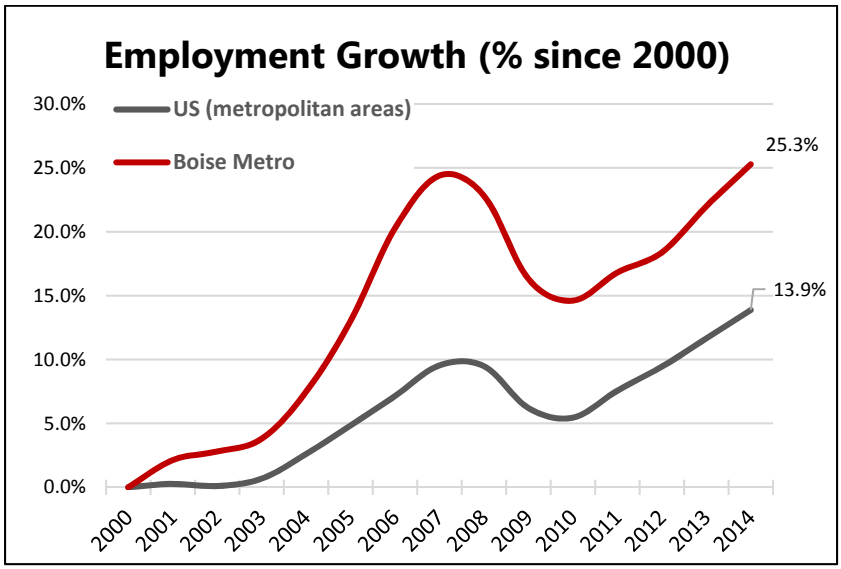
Based on its projections, the City expects to undergo significant growth over the next 20 years, see Chapter 3: Population and Growth. Recent growth in both residential and commercial development affirms that Eagle is a desirable and attractive place for investment. Household income remains relatively high, and the expansion of local firms indicates a positive trend. According to the US Bureau of Labor Statistics, the State of Idaho's job growth and low unemployment rates are among the healthiest in the country. Furthermore, the Boise region has taken the

national spotlight recently by leading growth in new patents[1], indicating a growing concentration of technological innovation and economic activity. As such, the City can take advantage of these larger economic drivers to increase the number of local jobs and businesses.

5.3.1 REGIONAL EMPLOYMENT GROWTH

As a whole, the Boise/Treasure Valley has experienced unprecedented employment growth over the past decade and a half. Employment in the Boise Metro has increased by over 25% since the year 2000, surpassing the relative increase of approximately 14% for the U.S. as a whole. Growth in employment has contributed to the increase in population, including in-migration, as well as the growth in residential home construction.

Figure 5.1: Employment Growth, Boise region in comparison to the U.S



Source: ESRI, US Census

5.3.2 LOCAL EMPLOYMENT

The lifestyle factors which make Eagle unique play a large part in the decision-making of business founders and leaders in locating their firms. Many firms established in or looking to grow in Eagle cite the quality of life, family-friendliness, and outdoor recreation offerings as motivation for locating in Eagle. Other factors include low property taxes, good schools, and an ability to attract employee talent both regionally and from outside the region. The Treasure Valley's notoriety for a high quality of life makes employee attraction highly attainable.

Eagle's distribution of employment, in comparison with U.S. averages, is shown in Table 5.1. Of note is the smaller percentage of Science, Technology, Engineering and Mathematic professions, also referred to as 'STEM' (listed in the table as "Information" and "Professional, Scientific, Management" jobs).

A significant portion of Eagle's population has high educational attainment. This would suggest that a robust workforce base is available for companies in technology and other high-skilled trades. But, Eagle's share of

[1] Jonathan Rothwell, *Patenting Prosperity*. The Brooking Institute: Metropolitan Policy Program. (Feb. 2013). (https://www.brookings.edu/wp-content/uploads/2016/06/patenting-prosperity-rothwell.pdf)

employment of both Information and "STEM" job categories are significantly less than the national average. In contrast, relative to the nation as a whole, the City employs a higher percentage of its workforce in accommodation, food, arts and entertainment positions.

Table 5.1: 2016 Distribution of Employment by Number of Jobs, City of Eagle

2016 Comparison of the Distribution of Jobs		
	Eagle, ID	**USA**
Goods-Producing / Non-Service		
Ag, Forestry, Fishing & Hunting, Mining	0%	2.00%
Construction	12.50%	6.20%
Manufacturing	4.50%	10.40%
Wholesale Trade	4.00%	2.70%
Service Related		
Retail Trade	13.30%	11.60%
Transportation, Warehousing, and Utilities	0.80%	4.90%
Information	0.60%	2.10%
Finance and Insurance, and Real Estate	5.20%	6.60%
Professional, Scientific, Management	6.90%	10.90%
Education, Health Care, & Social Assistance	21.30%	23.20%
Arts, Entertainment, Recreation, Accommodation, & Food	17.70%	9.50%
Other Services, except Public Administration	3.30%	5.00%
Public Administration	1.50%	4.90%

FOCUSING ON FUTURE JOB GROWTH

According to the U.S. Department of Labor, service-providing sectors are projected to capture 94.6% of all jobs to be added between 2014 and 2024. A focus on these service providers and an emphasis on attracting jobs matching the skills and education of the existing population will have the dual benefits of growing the commercial tax base and helping to alleviate congestion by providing more jobs close to home.

TRAFFIC CONGESTION – A FACTOR OF JOB LOCATION

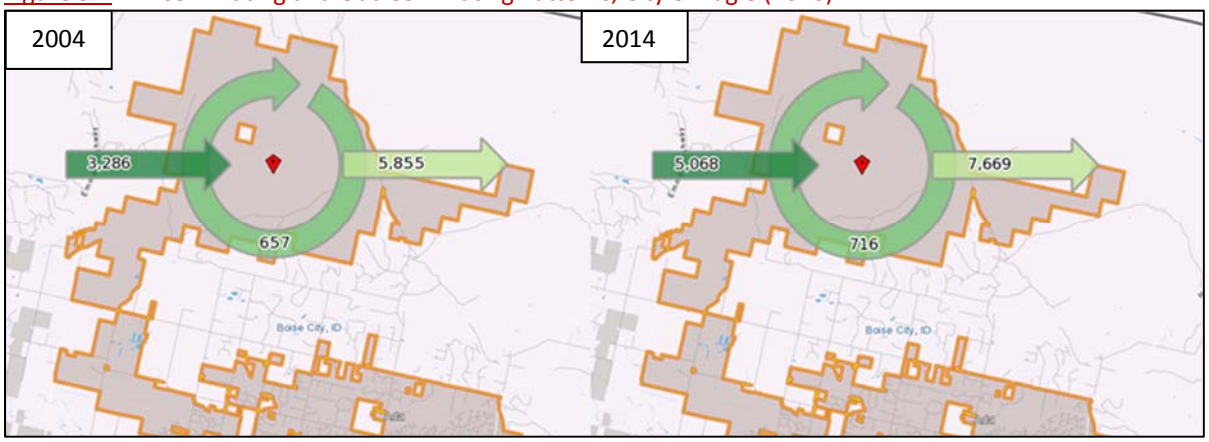
Daily commute patterns are a direct result of job location. These patterns of where citizens drive daily reflect how much of the workforce leaves the community every morning to go to a job outside the City and how many live and work within the City of Eagle. Finding ways to have more people live and work within the City will help to reduce traffic congestion and retain spending dollars within the community. Additionally, as mentioned at the outset of this chapter, the future workforce and soon-to-be biggest consumer spenders (Millennials) actively seek out places where they can both live and work.

Figure 5.2 reflects the commute patterns for all jobs: full-time and part-time. This graphic indicates the in-flow and out-flow of cars every day. As indicated in Figure 5.2, there is a relatively small number of people who both live and

work in Eagle. Despite the growth in both residents and jobs, this situation has only become worse. According to LEHD[2] Census & Leland Consulting, in 2004 there were 657 residents who commuted to work locally. This represented 10% of the total number of daily commutes. In 2014, the most recent data available, the City has grown to 8,385 commuters with only 716 or 8.5% making a "local" commute to work.

When incoming commuters (those who work in Eagle but live elsewhere) are added to the equation, the challenge grows. In 2004, the total commutes (into, out of and within Eagle) were 9,141, according to LEHD Census and Leland Consulting. In 2014, this number has grown to 12,737 representing a 39% increase in daily commutes on our road system. Over the same period, local commutes (less impactful on traffic congestion) have only increased 9%, indicating that the vast majority of this growth is being borne by the few regional and arterial roads and intersections.

Figure 5.2: In-Commuting and Out-Commuting Patterns, City of Eagle (2016)



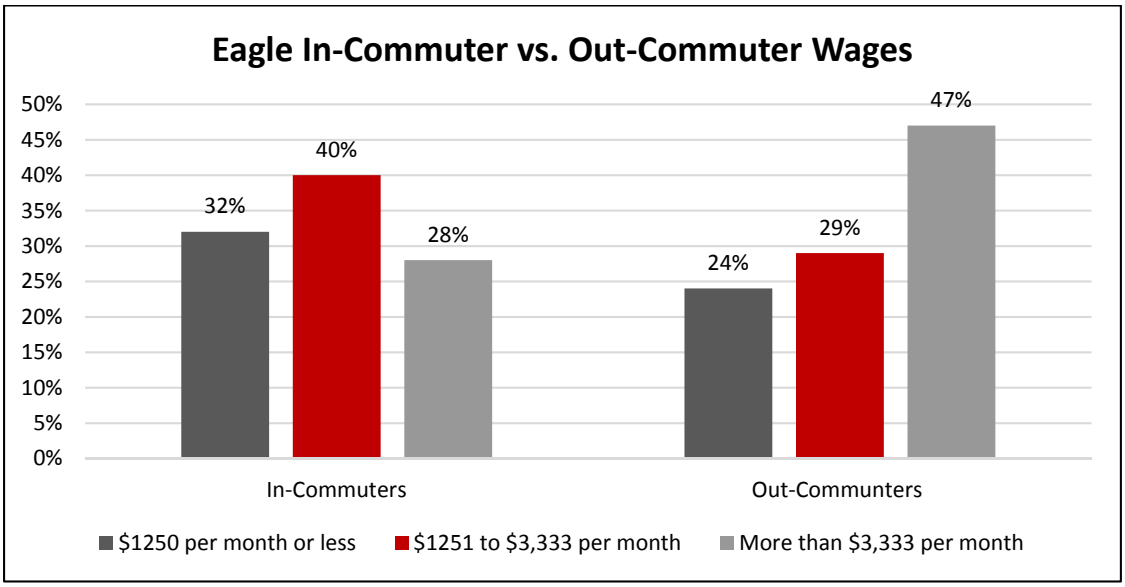
Source: LEHD Census[3], Leland Consulting Group

Figure 5.3 shows the income distribution between the in-flow and out-flow commuters. This indicates the types of jobs held by residents. What it suggests is that Eagle supplies lower-paying jobs for those who drive into the City while residents are driving out of the city for higher-paying jobs. This is consistent with the distribution of employment numbers that indicate a low relative employment in higher paying Information and "STEM" jobs and a relatively higher level of employment in lower-wage retail, restaurant and entertainment jobs.

Finding ways to attract higher paying local jobs, coupled with encouraging the development of a broad mix of housing, including offering housing at affordable price points to workers in the retail, restaurant and entertainment industries, will allow a greater percentage of residents to live and work in the community and help to alleviate traffic congestion.

[2] Longitudinal Employer-Household Dynamics – https://lehd.ces.census.gov/
[3] Longitudinal Employer-Household Dynamics – https://lehd.ces.census.gov/

Figure 5.3: In-Commuter vs. Out-Commuter Wages, City of Eagle (2016)



Source: LEHD Census, Leland Consulting Group

5.3.3 SUMMARY OF EAGLE'S CURRENT ECONOMIC REALITY

- Eagle's employment has lacked increases in key employment sectors including Information, Professional, Scientific, Management, Technology, and Manufacturing that compose the majority of the economic and employment growth within the region.
- Local employment in construction is double the national average, reflecting the rate of residential and other construction-related activities.
- Retail sector employment comprises a significant portion of the jobs in Eagle.
- Opportunities exist to promote employment sectors, increase available land, and attract desirable companies.
- Higher-paid professionals live in Eagle but often commute to work elsewhere while lower paid employees commute into Eagle for jobs offered within the City.
- From 2004 to 2014, there was a 54% increase in importing employees. Only 28% of these employees earn monthly wages in excess of $3,333.

5.4 FUTURE CONDITIONS

Based on Eagle's socio-economic profile, natural features, and anticipated future growth, key opportunities to promote community and economic development over the next twenty years include the following:

1. *Attract and retain a talented and highly skilled workforce in the Information, Professional, Scientific, Management, Technology, and Manufacturing.*
2. *Direct infrastructure investment to support companies who primarily sell their products and services outside of the City, bringing new dollars into the community.*
3. *Promote outdoor recreation as an economic driver.*
4. *Continue to develop a thriving downtown with a vibrant main street character.*

5. *Increase the percentage of people who can live, work and play in Eagle by providing a full spectrum of housing choices.*

FOCUS: ***MOST URBANIZED AREAS IN THE TREASURE VALLEY SEEK TO ATTRACT HIGH-PAYING JOBS. EAGLE'S GOAL IS TO BE COMPETITIVE WITH SURROUNDING JURISDICTIONS TO ATTRACT AND DEVELOP EMPLOYMENT BASED ON TECHNOLOGY AND OFFICES.***

High-caliber talent can choose to live and work in a variety of locations. Although Eagle's residents statistically have a high level of educational attainment, the technologies and companies of the future will require a youthful, innovative, entrepreneurial and globally-connected workforce. These workers can be defined as highly skilled, adaptable and having the ability to take advantage of future opportunities and regional and global economic forces; including engineers, technicians, and managers.

Eagle's economic development goals are achieved through the City positioning itself as the ideal destination for great employers and highly skilled talent. The City will attract talent by investing in and promoting lifestyle features such as outdoor recreation, family involvement, quality housing, and social connections. The workforce of the future will be seeking great job opportunities, continuing and advanced educational opportunities, and an attractive and livable community with a wide variety of services and amenities.

URBAN-LIKE AMENITIES

Many millennial generation workers prefer an urban-like lifestyle which is highly connected and open to new ideas, changes and development[4]. As the City provides opportunities for younger generation residents, companies will find it easier to attract well-qualified employee talent.

By intensifying its urban center through the promotion of mixed-use commercial and higher density residential development, Eagle will begin to offer housing and lifestyle options more attune to the desires of younger generation residents.[5]

Attracting talent and a future skilled workforce should include promotion and expansion of Eagle's local technology cluster. Technology is among Idaho's largest and fastest growing industries. The "clustering" of technology firms will increase synergistic opportunities for innovations, start-ups, and additional supply-chain providers; employing more of Eagle's residents and further strengthening the local economy.

LAND AVAILABILITY

Ensuring an adequate supply of land for Class "A" office space and business parks will allow companies to continue to grow and businesses looking to locate in Eagle will find opportunities at affordable rates. The ability for growing companies to remain local is imperative for developing a professional and technology cluster in Eagle.

[4] See: Appendix B – Leland Consulting Group Technical Memo.

[5] As reported in Urban Land Institute (ULI) Emerging Trends 2016, miles traveled by car for those people 34 years old or younger are down 23 percent nationally. Locally, the average miles travelled by any mode – walking, driving, biking, or taking transit – is the lowest for Millennials.

***FOCUS:* MAKE INFRASTRUCTURE INVESTMENT DECISIONS BASED ON A COORDINATED APPROACH THAT INCLUDES CONSIDERATION FOR ECONOMIC DEVELOPMENT AND JOB CREATION.**

The most significant opportunity for employment growth in any city is in firms which produce products or services locally but reach markets outside of the region. These companies will sometimes have specific needs for office and facility infrastructure. Basic infrastructure improvements may include transportation (both motorized and non-motorized), utilities and electrical services. Other improvements also may include such things as installation and subsidizing high-speed and large bandwidth communication infrastructure.

By making these infrastructure investments, these companies will have the ability to develop, grow, and expand operations locally; employing even more of Eagle's residents.

Attracting new companies and creating jobs is a full-time effort that requires business fundamentals, economic development connections and a thorough understanding of the real estate and infrastructure requirements for the target industries. To be successful, the City needs to steadily and consistently engage in a dialogue with local firms and industry associations as well as seek opportunities to engage and attract out-of-city companies.

These efforts will enable the City to assess the infrastructure and land use needs of specific industries. By better understanding these needs, the City will be able to plan, prepare and budget for additional improvements.

***FOCUS:* CONTINUE TO LEVERAGE AND EXPAND EAGLE'S OUTDOOR RECREATION AS A COMPETITIVE ADVANTAGE.**

Many cities within the Treasure Valley leverage and tout an outdoor recreation lifestyle and "quality of life," but Eagle currently holds the prime position as an outdoor and recreation destination. Continuing to lead in this area will create far-reaching economic development benefits. Outdoor recreation is cited as a reason for choosing to locate, and remain, in Eagle. It is an amenity that helps to attract employers because it is a component in the quality of life the City has to offer. Eagle's easy access to the outdoors can be promoted as part of the City brand, highlighting the City as a place to not just live but work and play as well.

Being an outdoor recreation destination plays into specific employment sectors as well. As discussed previously, the rec-tech sector places a high value on proximity to the outdoors. Almost all products produced within that employment sector are for outdoor recreation use. By promoting the recreation aspect of life in Eagle, the City is attracting companies that view it as a necessity for their business activities.

Preserving, enhancing, and promoting the community's open space, active recreation, parks, trails and other outdoor amenities will help to attract and retain families, companies, and employees within the City.

***FOCUS:* LEVERAGE EAGLE'S DOWNTOWN AND MAIN STREET ENVIRONMENT TO BE A KEY ECONOMIC DRIVER FOR THE COMMUNITY.**

The City of Eagle is proud of its historic downtown and "Olde Towne". It is also keenly interested in ensuring architecture and site design are high quality and promote a unique community identity. Working with the development community to ensure that both design standards and the review process are clear and certain is a

good step in maintaining those standards. Together, these placemaking and design efforts are effective in creating a sense of place.

This sense of place is what will make Eagle stand out from other communities in the area. Enhancing factors which differentiate Eagle from others in the region will promote Eagle's "brand". It will also be an attractive draw for business leaders considering where to grow, relocate, or expand their companies. To support the vision of an active and lively downtown, the City can support additional residential construction through policies aimed at attracting residential as a component to new development. The City should focus on the implementation of the Downtown Subarea Plan found in Chapter 6: Land Use.

A well-managed downtown also contributes to community vitality and supports the success of local and small businesses; many of whom often compete with much larger retailers and national chains such as restaurants, drug stores, and others. Eagle should focus its efforts on working with downtown businesses to organize a downtown association or "main street manager" program. This effort can dovetail with economic development and infrastructure planning efforts. Aligning the City's goals with downtown merchants will both activate and promote a lively downtown and main street[6] environment.

Further development in Eagle's historic downtown will increase its vitality and livability; making the city center a desirable location for shopping, community gathering, and a place for employees and families to live. This is also an attractive component of city promotion to businesses interested in locating to Eagle.

***FOCUS:* PROVIDE A BROAD RANGE OF HOUSING OPTIONS, THEREBY ALLOWING THE CITY TO LOCALLY HOUSE A LARGE AMOUNT OF THE COMMUNITY'S FUTURE WORKFORCE, AND REDUCE TRAFFIC CONGESTION.**

A large portion of the City has been developed under a pattern of single family residential homes. The current median home value of $340,700[7], 66% above the county average of $204,300. This means that many of those employed in Eagle must commute from outside of the community for work; taxing an already congested roadway system.

By encouraging a broader range of housing options, many current and future Eagle residents may be able to remain in the community. It will limit negative impacts to new residents finding themselves 'priced out of the market'. This includes first-time home buyers, younger generation residents, and young families. Increasing the supply of affordably-priced housing also benefits Eagle's small businesses. Local establishments, such as coffee shops, restaurants, boutiques, salons, and healthcare facilities are often dependent on services and entry-level wage employees.

By offering sufficient housing for a broad range of income levels, full-time employees should not be priced out of living in the City. The City should consider increasing residential densities in appropriate locations near amenities, public facilities such as schools, and along transit corridors.

[6] "The Main Street Program", developed by the National Trust for Historic Preservation, outlines a proven approach for historic downtown revitalization. (http://www.mainstreet.org)

[7] Eagle Median Home Value. (http://www.zillow.com/eagle-id/home-values) (December 15, 2016)

5.5 EAGLE EMPLOYMENT SECTORS

Key to Eagle's economic development vision is an increasing employment base, one that propels its economy through the 21st century and thrives on innovation. This means Eagle must support and prepare for a shift in its employment sectors.

Based on analysis of national, regional, and local economic conditions and trends, the following employment sectors hold significant promise for further development in Eagle. This includes attracting new businesses and supporting retention and expansion of existing businesses. Encouraging employment sector development and formation of technical and industrial clusters as well as taking advantage of synergies where they exist, will increase the number of employment opportunities for current and future residents.

The following five (5) primary employment sectors should be the focus for future economic development and job growth within Eagle:

- Technology
- Light / Custom Manufacturing
- Recreational Technology
- Boutique / Specialty Food Processing
- Corporate / Back Office

5.5.1 TECHNOLOGY

Regional Context / Outlook:

The Boise Valley's technology industry dates as far back as the 1970s. Today, technology is among Idaho's largest and fastest-growing industries, and the Boise Valley is home to hundreds of high-tech businesses spanning a diverse range of sectors, from software and semiconductors to online services and nanomaterials. The technology sector is projected to continue to grow as every sector looks to technology to facilitate their own improvements and transformations. The technology industry itself will most likely grow in the future to include wireless innovations, faster and higher bandwidth networks, smarter cities, cars, and devices, data centers, cybersecurity, virtual reality, and healthcare technology. The demand for tech workers continues to grow as well. The U.S. Labor Department estimates there are half a million open tech jobs in the U.S. and that the information technology sector alone added 5,100 new positions in 2016.

Within the Treasure Valley, Boise State University provides a wide range of undergraduate and Boise State and the University of Idaho graduate degrees especially within the high-demand STEM fields. Degrees in Computer Science, Electrical Engineering and Material Science all directly support the robust technology industry thriving in the region. Technology is one of Idaho's fastest growing industries (the number of high-tech companies in the state grew by 61% in the last decade) and connections to other similar companies and specialized workers are easily accessible. The Boise Metropolitan Statistical Area (MSA) is home to many multi-national technology companies including Micron Technology- the only US-based memory chip maker, and Hewlett-Packard's Imaging and Printing group.

Opportunity for Eagle:

Eagle's proximity to higher education provides an ideal location for technology companies to recruit in new young talent. The growth of several technology companies in Eagle attests to the City's ability to attract technology related businesses. The presence of other companies within the sector is a strong draw as it creates a network for these businesses to operate in. This "clustering" of technology businesses within the Boise MSA, and specifically the successful businesses within Eagle, is an advantage for the City when it comes to attracting this sector.

The lifestyle factors that Eagle offers are highly attractive to leaders of technology firms. In its report, "Building a Successful Technology Cluster", the US Environmental Protection Agency identified the role of local governments in promoting a tech cluster. These include "quality schools, infrastructure, open space, good transportation, arts and recreation facilities, and competitive rate structures for services and utilities." Also, a survey of MIT graduates found the factors influencing their [alumni] business location decisions included: "1) where the founders lived, 2) network of contacts, 3) quality of life, 4) proximity to major markets, and 5) access to skilled professional workers (engineers, technicians, and managers)." [8]

Encouraging Development of the Sector:

City policies should keep pace with technological advancements to attract high-tech companies. In Seattle, WA, streamlining the City's permitting processes and aligning rules governing communications equipment made it easier for internet service providers to invest in upgrades throughout the City. This has improved access to affordable and competitive broadband internet services.

Technology companies highlight quality of life factors in employee attraction. Tech companies are also at the forefront of accommodating flexible work environments and look for life beyond the 9 to 5. Eagle should promote its quality of life and implement strategies that attract additional amenities such as restaurants, cafes, bars, and other activities which influence quality of life.

Additionally, Eagle needs to be conscious of the fact that all local jurisdictions have similar qualities associated with quality of life and many (such as Boise's downtown and Meridian's shopping Village) have urban amenities that Eagle cannot currently match. Eagle should take steps to identify ways to improve its historic downtown to not only enhance Eagle's unique brand but to ensure it provides entertainment, services and amenities of sufficient size and variety to encourage a broad range of people without losing its unique sense of place.

[8] Fieldsteel, Maggie. *Building a Successful Technology Cluster.* US EPA (March 12, 2013)

Table 5.2 – Employment Sector Needs - Technology[9]

			Site Selection Criteria: *Local*	Site Selection Criteria: *Regional*	City Investment / Participation
Technology	Workforce	Talent availability: Highly skilled and educated populations	✓		
		Talent availability: Presence of University producing high-quality graduates		✓	
	Location	Available amenities such as restaurants, coffee shops, and brew pubs nearby	✓		✓
		Transportation Accessibility (motorized and non-motorized)	✓	✓	✓
	Site Needs[10]	Available locations and capacity for site development	✓		✓
		Availability of Infrastructure and Utilities	✓		✓
		Office space ranging in size from 5,000 – 60,000 square feet	✓		✓
	Economics	Tax reductions and/ or exemptions and other incentives			✓
	Culture	Innovation: Presence of venture-capital backed start-ups.		✓	
		Innovation: Businesses nearby with potential for innovation "cross-pollination" such as manufacturing and energy		✓	
		Similar company partnership opportunities. Local government partnerships for testing new technologies (e.g., "Smart Cities")	✓	✓	✓

5.5.2 LIGHT/CUSTOM MANUFACTURING

Regional Context / Outlook:

From solar panels to avionics components, and trailers to locomotive engines, the Boise Valley is home to a wide range of manufacturing companies. The Idaho Department of Commerce expects the sector to grow by 11% over the next 10 years. The manufacturing industry in the Boise Valley also benefits from the College of Western Idaho (CWI), the fastest growing community college in the nation[11]. Serving over 20,000 students, CWI offers a wide range of professional technical training programs that provide training and programming in manufacturing such as machine tool technology, welding and metal fabrication, electronics technology and many more. The college also utilizes workforce development training funds to create individualized programs to educate and train the workforce.

Opportunity for Eagle:

Employment in the light/custom manufacturing sector is significantly underrepresented in Eagle. Idaho is home to many natural resources and raw materials used in production activities. Restrictions can be placed to prohibit undesired uses while encouraging desired uses such as manufacturing related to recreation technology and other low impact and environmentally friendly operations. The synergy of concentrating industries will support

[9] www.tradeandindustrydev.com/industry/technology-r-d/site-selection-trends-information-technology-indus-10545
[10] www.siteselection.com/issues/2012/nov/sas-top-business-park-locations.cfm.
[11] Appendix B – Leland Consulting Group Technical Memo

development of supply chains and further innovations.

Eagle offers a high quality of life which is an important consideration for employers when choosing a location. With decreased availability and rising rates for industrial floor area, space will become increasingly hard to find. Eagle has an opportunity to promote specialized "craft" manufacturing that supports its identified growth sectors. Eagle's highly-educated workforce provides a ready supply of talent for specialty manufacturing and food products, recreation-tech, and other technological innovations. Entrepreneurs, inventors and innovators often need access to low-cost industrial and incubator space to test and manufacture their products.

Encouraging Development of the Sector:

Eagle should employ specific strategies including expansion of light industrial zoned lands. An additional 10-20 acres could accommodate future growth of the sector. Manufacturing typically demands space requirements. Regulations could provide for a limited number of large lots and facility expansion from 5,000 – 50,000 + square feet.

Table 5.3 – Employment Sector Needs - Manufacturing

Light/Custom Manufacturing		Site Selection Criteria: *Local*	Site Selection Criteria: *Regional*	City Investment / Participation
Workforce	Technically skilled workforce typically associated with an Associate's degree	✓	✓	
	Training programs and facilities specific to manufacturing		✓	
Location	Availability and cost of land	✓		✓
Site Needs	Reliable and sufficient power- ability to scale utilities	✓		✓
	Transportation- rail access, distance to major highways, and ports		✓	
Economics	Cost of living / housing affordability		✓	✓
Culture	Suppliers and supporting businesses in the area such as consulting services, raw materials, packaging, warehouses and distribution		✓	

5.5.3 RECREATION TECHNOLOGY ("REC-TECH")

Regional Context / Outlook:

The Boise Valley maintains a strong network of people who know how to integrate technology and electronics into product development. As a region, the Valley has a wealth of knowledge in mechanical and industrial design, engineering, additive manufacturing, rapid prototyping, product development, and other professional resources. From high-end bike components to outdoor apparel, and river gear to eyewear, Boise and Sun Valley are home to dozens of companies focused on enhancing the outdoor lifestyle. The demand for these businesses and their products only continues to grow. The Outdoor Foundation's Topline Report stated that 142.4 million people nationwide participated in at least one outdoor activity in 2015. "At least 74% of Idaho residents participate in outdoor recreation

each year."[12] Projections indicate that outdoor recreation choices will continue to grow and change in the future due to changing demographics, lifestyles, technology, and economics amongst other things. Technology plays a large role in the changing of outdoor recreation. From advancements in fabrics for outdoor apparel to weather resistant gear and solar heated showers, technological advancements have revolutionized outdoor activities.

Opportunity for Eagle:

Eagle is an ideal home for Recreational Technology "Rec-Tech" companies. Its proximity to the outdoors avails opportunities and availability to field test products right outside its back door. The active lifestyles of Eagle's residents and surrounding environment provide an existing customer base. Eagle's plan to extend the trail system benefits this sector's workforce, employees who appreciate active modes of transportation between work and home. Nearby colleges offer programs which train for the integration of technology into product development. Eagle residents are a likely customer base for rec-tech. Coupled with the lifestyle features and education level of Eagle, the City has an advantage over surrounding communities to attract this employment sector.

Encouraging Development of the Sector:

A number of recreation technology companies currently exist in Idaho, including Bounce Board, Decked, First Lite, Hydrus Board Tech (Eagle), K-Edge, Loon Outdoors and more. The recreation technology industry is often tied to start-ups and entrepreneurship. It is important for Eagle to employ tactics used in attracting and retaining small businesses and startups. This could include streamlining permit procedures such as tying building permits to business permits. Zoning which allows components of both product manufacturing and retail at the same location can reduce barriers for new businesses.

Table 5.4 – Employment Sector Needs – Recreation Technology

Recreation Technology "Rec-Tech"		Site Selection Criteria: *Local*	Site Selection Criteria: *Regional*	City Investment / Participation
Workforce	Human capital- educated and skilled workers	✓	✓	
Location	Ability to field test their product nearby	✓		✓
	Proximity to natural amenities and the outdoors	✓	✓	
	Proximity to customer base and retail outlets	✓	✓	✓
Site Needs	Ability to expand / scale manufacturing operations	✓		✓
	Areas that allow for both manufacturing and retailing their product (Mixed-Use, manufacturing/ commercial set)	✓		✓
	Proximity to transportation networks for distribution	✓	✓	
Culture	Workforce and people who love the outdoors and appreciate active modes of transportation between work and home	✓	✓	

[12] "The Outdoor Recreation Economy". Idaho. Outdoor Industry Association (2016)

5.5.4 BOUTIQUE/SPECIALTY FOOD PROCESSING

Regional Context / Outlook:

The Boise Valley's sunny climate, warm days, and abundant irrigation have made it a center for the food and agriculture industries. Over the last 100 years, led by such pioneers as the legendary J. R. Simplot, Idaho's long tradition of farming has been transformed from a simple way of life into a major economic force in the Boise Valley. Agriculture related business such as Con-Agra and Lamb Weston who have had corporate headquarters in the City have been leaders in the specialty food processing industry.

In fact, agriculture today is the single biggest contributor to Idaho's economic base, accounting for 20% of the gross state product. Apart from its reputation for "famous potatoes," food and agriculture in Idaho – the Boise Valley in particular – are extremely diversified, producing numerous varieties of crops and seeds, dairy products, cattle and livestock – and yes, even award-winning wines. An industry that was once dominated by large corporations, the small "craft inspired" companies of the industry continue to grow and launch new products. In 2015, 249 expansion projects and 155 new projects were announced — the largest total food manufacturing project announcements in the past five years.

Opportunity for Eagle:

Eagle's access to raw materials and a skilled workforce suggests promise for this sector. The Eagle subsection of the Snake River American Viticultural Area and nearby universities and colleges that can tailor specific programs related to the food industry and technology offer opportunities for boutique and specialty food processing expansion. The recent focus on fresh, healthier foods makes the distance-to-market a paramount consideration. Eagle's proximity to larger distribution networks provides the opportunity for boutique and specialty food processing companies to deliver fresh products to regional and, in some cases, national consumer bases. Eagle's lifestyle features, location, and relative household incomes provide companies with an existing customer base for fresh, farm-to-table, food products. Specialty producers with innovative processing, distribution and retail components will find Eagle an attractive 'brand'.

Encouraging Development of the Sector:

A number of food processing companies exist in Idaho. They range from large companies such as CLIF bar and Chobani, to small startups such as Kate's Real Food to local wineries, distilleries, breweries or brewpubs. Attracting and retaining boutique and specialty companies, at the scale the City desires, will require a unique approach. Streamlining permits and zoning will allow both processing and retail components. Other incentives may reduce barriers for companies looking to locate in Eagle. Innovative financing sources such as Industrial Revenue Bonds, the state Production Sales Tax Exemption, and investments from the City's Urban Renewal Agency might be employed.

Table 5.5 – Employment Sector Needs – Food Processing

			Site Selection Criteria: *Local*	Site Selection Criteria: *Regional*	City Investment / Participation
Boutique /Specialty Food Processing	Workforce	Training programs and education specific to food industry and technology		✓	
	Location	Transportation- sea, air, rail, and road. Intensity based on the scale of the operations		✓	
		Ease of distribution to their consumer base	✓	✓	
	Site Needs	Large processing operations require large land area (15-20 acres) with ample water and sewer utility provisions	✓	✓	✓
		Areas that allow for both manufacturing and retailing their product. Mixed use (e.g. winery, brewery)	✓		✓
		Proximity of transportation networks for distribution	✓	✓	✓
	Culture	Access to partners such as other industries or universities		✓	
		Local presence of suppliers, contractors, and technicians to install, maintain, and maximize the utility systems and production equipment	✓		

5.5.5 CORPORATE/BACK OFFICE

Regional Context /Outlook:

Over the years, the Boise Valley has developed a corporate/back office sector and shared resources/workforce supporting iconic companies such as Morrison Knudsen, Albertsons, Ore-Ida, Boise Cascade, Micron Technology, Hewlett Packard and many more. From customer service and sales to accounting and human resources, this workforce has helped these and many other companies grow in – and beyond – the Boise Valley.

Opportunity for Eagle:

This sector consists of diverse employment opportunities. Corporate and back office businesses who currently call Idaho home include call centers, headquarters, human resources, financial advisors, investment companies, accounting services and more.

Eagle is an ideal home for all the types of employment that make up the corporate/back-office sector. Its well-educated workforce coupled with proximity to continuing education institutions provides a ready source of human capital. Its location near other large and mid-sized cities is also an advantage. The region has attracted various large companies which require back office services. Companies may elect to establish corporate/back office operations in more cost-effective locations based on employee housing and lifestyle needs.

Encouraging Development of the Sector:

This sector requires office space ranging from 40,000 – 60,000 square feet. A high parking ratio of 4-5 spaces/1,000 square feet should also be considered. Attracting corporate/back-office development to Eagle will require an increase in Class A office space, potentially an increase of 20-30%.

Quality of life for employees is a major factor as it influences the talent companies' are able to attract. Eagle should look towards increasing lifestyle factors such as restaurants, weekend activities, and a

downtown that provides a diverse mix of services and amenities.

Table 5.6 – Employment Sector Needs – Corporate/Back Office

			Site Selection Criteria: *Local*	Site Selection Criteria: *Regional*	City Investment / Participation
Corporate/Back Office	Workforce	Educated population with at least an Associate's degree		✓	
		Workforce is sensitive to cost of living expenses and benefits greatly from access to transit and active modes.	✓	✓	✓
		Available training programs		✓	
	Location	Low commute times	✓		
		On-site or nearby amenities	✓		✓
	Site Needs	Office size ranging from 40,000 – 60,000 square feet	✓	✓	✓
		Available building space with sufficient parking. Ratio of 4-5 spaces/1,000 square feet	✓	✓	✓
	Economics	Sensitivity to labor costs		✓	

5.6 ECONOMIC DEVELOPMENT GOALS

A. ATTRACT AND RETAIN A TALENTED AND HIGHLY SKILLED WORKFORCE IN THE INFORMATION, PROFESSIONAL, SCIENTIFIC, MANAGEMENT, TECHNOLOGY, AND MANUFACTURING SECTORS.

B. DIRECT INFRASTRUCTURE INVESTMENT TO SUPPORT BASIC ("TRADED") SECTOR JOB GROWTH. COMPANIES WHO PRIMARILY SELL THEIR PRODUCTS AND SERVICES OUTSIDE OF THE CITY, BRINGING NEW DOLLARS INTO THE COMMUNITY.

C. PROMOTE EAGLE AS A DESTINATION FOR OUTDOOR RECREATION AND EVALUATE THE POTENTIAL ROLE OF OUTDOOR RECREATION AS AN ECONOMIC DRIVER.

D. CONTINUE TO DEVELOP A THRIVING DOWNTOWN WITH A VIBRANT MAIN STREET CHARACTER.

E. INCREASE THE PERCENTAGE OF PEOPLE WHO CAN LIVE, WORK AND PLAY IN EAGLE BY PROVIDING A FULL SPECTRUM OF HOUSING CHOICES.

5.7 OBJECTIVES

A. Develop a detailed economic development plan that encompasses the skill sets and experience of existing residents as well as areas of future economic and job growth. Make sure the strategy includes educational opportunities, infrastructure requirements, desired amenities, housing requirements (price, size, type) and is supported by an appropriate land plan with sufficient and appropriately located real estate.

B. Encourage development of information, technology, and light industrial clusters.

C. Foster a culture of creativity and entrepreneurship, directing resources to attract, expand and develop small and mid-sized technology-based employers.

D. Promote collaborative and supportive culture to encourage business growth.

E. Encourage innovative and emergent business and business models. Reduce barriers to new businesses and expansion of existing companies.

F. Promote lifestyle features that attract young talent to the City to work and live, creating a distinct place to entice business and talent to stay and grow.

G. Take advantage of Eagle's proximity to outdoor recreation and metropolitan Boise as an attractant to a younger, active workforce.

H. Encourage development of desirable services, infrastructure, and amenities to serve employees of Eagle's business and technology sectors.

I. Align urban renewal and land planning with economic development efforts.

J. Support involvement by younger residents in City commissions, committees, and elected leadership, to incorporate the ideas and aspirations of its future leaders.

K. Increase the availability of land as appropriate to support development of desired employment sectors.

L. Ensure coordination between roadway development and future economic development, housing and land uses.

M. Establish Eagle as a well-connected and active community. Improve bike and pedestrian network connectivity adjacent to technology and office users, making the network more attractive to a segment of the workforce likely to use it.

O. Emphasize the important economic role that outdoor access and recreation has for city residents, preserving and enhancing open space as an amenity and economic attractant.

P. Capitalize on Eagle's great proximity and accessibility to recreation and outdoors. Provide opportunities for residential, retail, and technology-based offices near the river greenbelt and Eagle Foothills

Q. Encourage that growth of downtown occurs at a pace to keep up with growth in outside areas.

R. Actively promote and support downtown and downtown merchants.

S. Develop downtown to serve the needs of Eagle's residents, encouraging buying local and building up services for a local lifestyle.

T. Olde Towne is the heart of the City's downtown and the focal point for employment, commerce and community.

U. Support downtown's development to serve the needs of residents and employers wishing to attract highly-skilled talent by fostering community and culture, integrating unique design, architecture and public spaces, and providing a "sense of place".

V. Transition from "bedroom community" to "complete community."

W. Ensure commercial development in outlying areas complements the commercial viability of Downtown Eagle.

X. Develop Olde Towne as an environment that sparks opportunities and inspires community connections, reinforcing the concept that it is the community's heart and significant source of identity.

Y. Encourage more people to live, work, relax, shop, seek services and otherwise activate downtown, creating a place that will entice businesses and talent to stay and grow.

Z. Emphasize the importance of housing diversity to meet the full spectrum of community housing needs. Maintain a balance between market-rate and affordable workforce housing.

CHAPTER 6: LAND USE

6.1 BACKGROUND

Managing growth and channeling it into orderly community development is a key element of land use planning. Unplanned growth can result in undesirable land use patterns, expensive and avoidable infrastructure investment, and fiscally unstainable communities. The City's comprehensive land use plan is comprised of two key components, the written policy plan and the future land use map. Both elements must be read in concert with each other. The written policy plan expresses the overall values of the community while the future land use map expresses the preferred use of a specific piece of property when the land use policies are applied. All areas within the City and within the City's planning boundary are given a future land use designation illustrating the City's desire for each property. These uses are depicted on the Comprehensive Plan Future Land Use Map, hereinafter referred to as the "Land Use Map". (See Map 6.1)

The Land Use Map is an integral part of the Comprehensive Plan. It serves as a planning tool that will assist the City in sustaining responsible growth and development, ensuring that evolving land use patterns remain consistent with the goals, objectives and strategies of the Comprehensive Plan, and that growth and development reflects the expectations and desires of the overall community. Land use designations as reflected on the Land Use Map are based on the existing land use pattern, existing natural physical features (such as the Boise River, Dry Creek and the foothills), floodplain areas, capacity of future and existing community facilities, projected population and economic growth, compatibility with other uses of the land, transportation systems, and the needs and desires of local citizens.

6.2 PAST PLANNING EFFORTS

In the late 1990s, the City of Eagle coined the term "Rurban" to describe the City's land use vision. This term was to represent the City's desire to retain a rural area within the City while recognizing an urbanizing region. This policy established a land use map that placed the highest intensity land uses in downtown Eagle and south of Dry Creek with densities decreasing as development moved north and west.

Since the adoption of the 2000 Comprehensive Plan, the City's population has boomed, increasing by nearly 150%, from just over 11,000 in 2000 to over 26,000 in 2016. As the City's population has expanded, the expectation of its citizens (new and old) about what the future City of Eagle should be has evolved.

In 2004, the City adopted the Western Area Plan for the area west of Linder Road to State Highway 16. During this process, the City established "nodes" along major transportation corridors. These small mixed-use areas were intended to provide everyday goods and services to the expanding City and their surrounding residential areas without requiring citizens to travel into downtown Eagle. (See Figure 6.1) In order to guide the intensity and scale of the nodes, the City established subareas that provide detailed and site-specific goals, policies, and strategies to balance the residential and nonresidential uses as well as roadway access and site design.

Figure 6.1: Activity Center/Neighborhood Node

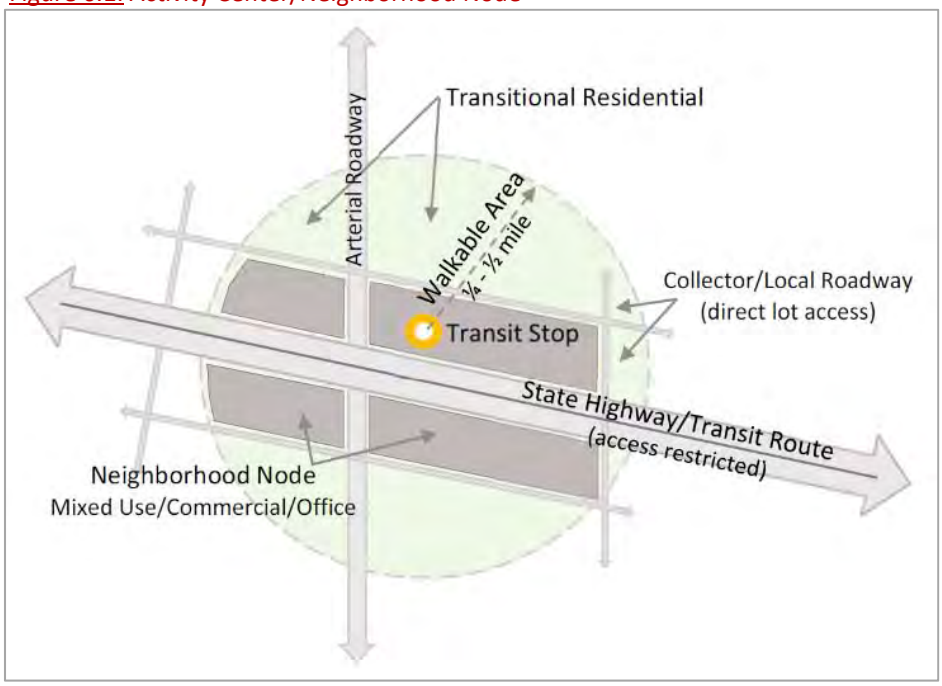
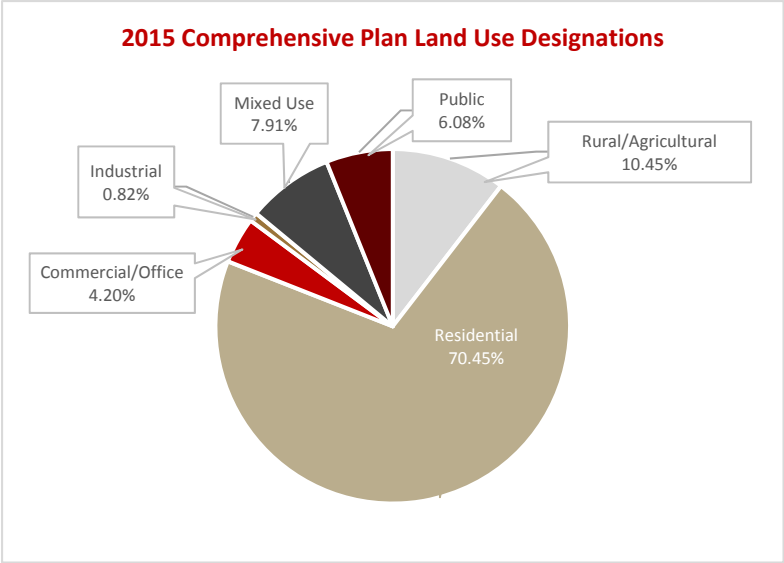


Figure 6.2: 2015 Comprehensive Plan Land Uses Allocations



In 2007, at the urging of Foothills landowners the City expanded its' planning boundary to include nearly 49,000-acres north of Homer Road and into the Foothills. This planning process established the City's North Eagle Foothills Planning Area. Due to the limited roadway infrastructure within the area any development of the foothills would result in impacts to the City of Eagle. The City's goal in planning for the foothills is to establish a shared vison for the area between State Highway 55 and State Highway 16. The Foothills Plan is a constraint based plan that directs development into clustered areas avoiding areas of severe topography, habitat, and drainage and strives to establish and preserve 40% of the area as a regional open space area. As of 2016, the City has annexed over 6,000-acres in the foothills.

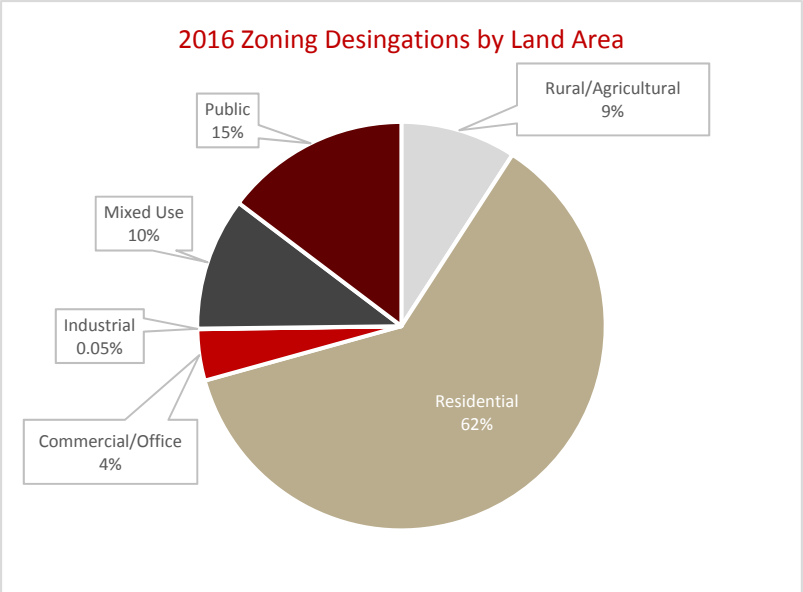
In 2011, the City worked with the Eagle Chamber of Commerce and local businesses to provide a clear vision for Downtown Eagle. The Downtown Eagle Plan is a subarea plan within this Chapter but has four separate planning/design areas – Olde Towne, Four Corners, Plaza and Generalized Downtown. While portions of the

infrastructure plans have been implemented, many of the proposed land use and design options require amendments to the City Code. (See Chapter 11: Implementation)

In the 2000s, nearly 90% of the City's planning area was designated for residential uses; when coupled with one of the lowest tax levy rates within the State of Idaho and the residential home owner's tax exemption, the long-term fiscal sustainability of the City (the City's ability to fund and support the community's and citizens' expectations for parks, policing, water, and municipal services) was questioned. To address these concerns, the City, in 2004 and 2007, re-allocated land uses through a series of amendments (Western Area, Foothills and Downtown) to promote a broader mixture of uses and decrease residential uses. This reallocation resulted in the land use allocations shown in Figure 6.2.

In 2017, the City of Eagle is economically sustainable, meaning that the City is able to fund the current City services based on the current land uses distribution and tax levy. While the land use allocations within the plan shifted from 2000 to 2016 to address long term stability of the City, the future land use allocations do not reflect the City's current zoning practices. This raises concerns that through the implementation of the plan, the City will move further from sustainability toward a residential dominant land use profile. (See Figure 6.3)

Figure 6.3: 2016 City Zoning Designations



To that end, the 2017 plan is drafted to provide a collection of uses that better balance residential with nonresidential and mixed-use areas. The goal is to ensure proper and adequate land areas to accommodate future residential growth as well as areas for employment, goods and services, and open space. The goal is to strive for a future land use mix closer to the City's current zoning and land use mix.

6.3 FUTURE LAND MIX

In preparation for the 2017 Comprehensive Plan, the City spent a significant amount of time reviewing the previous plans of the City. Working with citizens and business owners, the City established a vision statement that reflects the expectations of the overall Eagle community. The Community's vision statement is contained in Chapter 1 of this plan. The elements of that vision statement that are directly linked to the future land use elements are highlighted on Figure 6.4:

Figure 6.4: Eagle is HOME Vision

Eagle is our HOME, we are a community that envisions our future as:

Healthy:	Optimistic:	Multi-faceted:	Economically Viable:
LIVABLE: A highly livable City that successfully balances new growth with the rural and natural features that make our City unique. TRANSPORTATION: A system of interconnected user-friendly roadways and pathways that balance the regional transportation needs with livability and the needs of the local user and non-motorized public. **ENVIRONMENTAL STEWARDSHIP: An environmentally aware community with distinctive policies for the foothills, the Boise River and the community at large.** **ACTIVE COMMUNITY: A community focused on recreation, open space, and parks.**	CHILDREN & FAMILIES: A community committed to its support of children and families. DIVERSIFIED EMPLOYMENT: Provide diversified employment opportunities for all citizens. **HOUSING OPPORTUNITIES: Provide housing opportunities for all demographic groups.** **ECONOMIC SUSTAINABILITY: A community focused on economic sustainability, the ability for the city to continue to fund, improve and support itself, including infrastructure and parks, without the use of building permit fees, impact fees and zoning fees.**	**MAINTAIN A RURAL AREA: A unique community that maintains a rural residential and agricultural area within the community. Establishing clear rural edge that we wish to maintain.** **DIRECT GROWTH: Assign and direct growth into appropriate areas and densities as designated by this plan.** **WELL- DESIGNED ACTIVITY CENTERS: Create nodes that benefit the community and help create meaningful places.** MULTI-GENERATIONAL: A multi-generational community planning for the needs of our citizens from youth to retirement.	STRONG ECONOMY: An economically strong and balanced community. **DISTINCT DOWNTOWN: A mixed use City center that includes both residential and commercial uses to provide a center for commerce, culture, and a social/citizen interaction. A true main street with small town charm.** **BALANCED COMMUNITY: A community that balances residential and commercial growth and encourages** mixed use activity centers. LOCAL: Foster and support local business. Ensure significant non-residential land area to allow business to grow within the City.

The 2017 Eagle Comprehensive Plan strives to balance residential uses with non-residential uses to ensure the City is economically viable and fiscally sustainable. To this end, the land use designations in this plan were adjusted. (See Figure 6.5 and Figure 6.6)

Figure 6.5: 2017 Land Use Designations

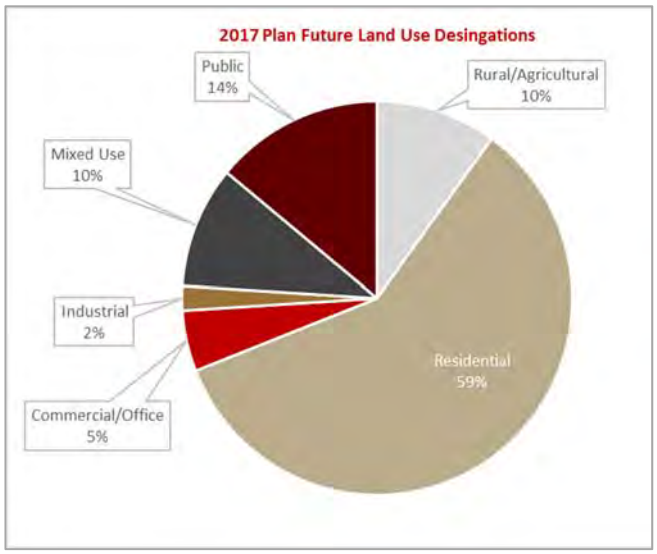


Figure 6.6: Changes in Land Use Designations

Changes in Land Use Designations 2015 to 2017 Plan

- ↑ Increase in Light Industrial uses from 0.85% to 2%
- ↗ Slight increase in Commercial and Office uses from 4% to 5%
- ↑ Increase in Mixed Use from 8% to 10%
- ↑ Increase of Public/Semi-Public from 6% to 14%
- ↓ Decrease in Residential land from 70% to 59%

(See Figure 6.2)

Historically, the City of Eagle's future land use map and designations were tightly aligned to a specific/corresponding zoning classification within the City's zoning code. This practice, while providing a clear direction, was very limiting and discouraged even minor variations in use and density that were sometimes necessary due to the unique features and circumstances of a parcel. This inflexibility resulted in many small (0.2 to 1 acre) site-specific amendments to the plan and future land use map, opposed to focusing on implementing the vision of the plan. As part of the 2017 comprehensive plan update, the City collapsed the future land use map designations. The role of the land use map designations is to provide a range of appropriate densities for properties within the City, but the future land use designation alone will not fully implement the City's plan. The general plan policies and subarea policies must also be used to measure compliance with the comprehensive plan. The City reserves the right to limit density based on compatibility with existing adjacent uses including, but not limited to, the transition of lot sizes, compatibility of use, the intensity of use, the overall design of a project, the impact to infrastructure, and the ability to serve a specific use or project.

The following land use designations corresponds with the land uses found on the Future Land Use Map. (See Map 6.1). Please see the specific subareas for information on nodes and activity centers. The subarea may further limit density or establish design/development criteria that are required as part of the development approval process.

Figure 6.7: Land Use Map Designations

Agriculture/Rural

Agriculture/Rural
Suitable for parcels that are 5 acres or larger in size may include active agriculture, viticulture, equestrian, and estate or large lot residential. Uses include low density housing with significant spaces between homes that are close to native open space and active farm land. Rural uses are not amenity based (sewer, water, schools) and are located away from good and services. These areas encourage the keeping and raising of crops and/or animals and do not necessarily include manicured yards, sidewalks, bike paths, or planned park and recreation facilities. Density may be limited due to the limited availability of infrastructure and roadway capacity.

Residential

Estate Residential
A single family residential area transitioning between agriculture and conventional residential uses. Densities range from 1 unit per 2 acres to 1 unit per 5 acres. Small scale agriculture and horticulture uses are encouraged. Density may be limited due to the limited availability of infrastructure and roadway capacity.
Large Lot Residential
Suitable for single family residential adjacent to Estate Residential uses. Densities range from 1 unit per acre to 1 unit per 2 acres. Infrastructure such as sewer and water are required for densities higher than 1 unit per 2 acres. Open space and parks in this area will be generally limited. Land uses in this category will tend to appear as suburban large lot and generally less agrarian than the Estate Residential and Agricultural/Rural designations.
Neighborhood Residential
Suitable for single family residential. Densities range from 2 units per acre to 4 units per acre.

Compact Residential
Suitable for single family residential, row houses, duplex and four-plexes. Densities range from 4 units per acre to 8 units per acre.
Infill/High Density Residential
Suitable for lofts, townhouses, and apartments within or adjacent to downtown or as part of a mixed-use node/community center. This use is generally located in downtown Eagle or along existing or future transit routes with infrastructure, parks/open space/schools, and service/convenience uses within 1/4 mile of the site. Densities range from 8 to 20 units per acre. Density may be limited to ensure compatibility and transition between uses adjacent to the site. Design specifications may include increased setbacks for multi-story buildings, landscape buffers and transitional densities.
Residential Transition Overlay
Residential development that provides for a transition between land use categories and uses. Commonly requires a transition/change in density, lot sizing, and building scaling with a specific parcel or project. Base densities may be reduced or units may be clustered to increase open space within a portion of a site when property is in this overlay. Neighborhood design will be paramount in this overlay to ensure appropriate transition between uses. See specific planning areas for further description.
Foothills Residential
A unique combination of land uses within the Eagle Foothills that strives to balance residential, non-residential, and open space (developed and natural) use to create unique hamlets of development that place urban development within the natural environment without overcrowding or significantly altering the natural features found on the site. The density for unconstrained lands in the foothills should be approximately 1 unit per two acres. Residential densities should be calculated to be commensurate with the existing land conditions. Priorities for open space areas should be lands with slopes of 25% or greater and important habitat areas. No residential density should be granted for areas located within the floodway, slopes more than 25%, or sensitive/critical habitat. These areas should be used as open space. Units should be arranged in accordance with the transect plan as described in the Foothills planning area.

Non-Residential

Mixed Use
Suitable for a mixture of uses including limited office, limited commercial and residential. Residential densities within the designation is up to 20 units per acre but density will be determined on a site by site basis. Uses should complement and not take away from downtown Eagle. Development within this land use designation should be required to proceed through the PUD and/or development agreement process. See the planning area text for a complete description of site specific uses.
Downtown
Suitable primarily for development that accommodates and encourages further expansion and renewal in the downtown core. A variety of business, public, quasi-public, cultural, ancillary residential and other related uses are encouraged. The greatest possible concentration of retail sales and business is to occur in this land use designation. Pedestrian friendly uses and developments are encouraged. Residential only development should be discouraged. Land within this district is the only place to utilize the CBD zoning designation. Other zones within Downtown Eagle may include Mixed Use, Residential, Commercial and Professional Office.
Village/Community Center
Village and Community Centers are intended to serve as mixed use centers for goods, services and employment for areas that are removed from downtown Eagle. Uses and residential densities vary based on location. See the planning area text for a complete description of site specific uses.

Commercial
Suitable primarily for the development of a wide range of commercial activities including offices, retail and service establishments. Uses should complement uses within Downtown Eagle.
Professional Office/Business Park
Suitable primarily for the development of technical park/research and development facilities, professional office/office complexes, and limited manufacturing activities, including small-scale production, distribution, and storage of goods. Support activities may also be permitted. Retail may be permitted as an ancillary use within this land use category. Smaller medical uses such as dentist offices and other outpatient clinics are also encouraged. All development within this land use shall be designed to be within a landscaped setting and be free of hazardous or objectionable elements such as noise, odor, dust, smoke, or glare. Such development should be operated entirely within enclosed structures and generate minimal industrial traffic. Development within this land use designation should be required to proceed through the PUD process.
Industrial
Suitable primarily for light/custom manufacturing, warehousing, mini-storage and open storage, multi-tenant industrial park and similar uses. Limited office and commercial uses may be permitted as ancillary uses. All development within this land use shall be free of hazardous or objectionable elements such as noise, odor, dust, smoke, or glare.

Special Use Areas

Floodway
Floodway areas are defined as specifically shown on the newest edition of the Federal Emergency Management Administration Flood Insurance Rate Maps (FIRM) along the Boise River and Dry Creek (generally shown as floodway on the Land Use Map). These areas are to remain open space because of the nature of the floodway which can pose significant hazards during a flood event. Floodway areas are excluded from being used for calculating residential and development densities. Any portion of the floodway developed as a substantially improved wildlife habitat and/or wetlands area that is open to and usable by the public for open space, such as pathways, ball fields, parks, or similar amenities, as may be credited toward the minimum open space required for a development, if approved by the City Council. When discrepancies exist between the floodway boundary shown on the Land Use Map and the floodway boundary shown on the FIRM maps so that the floodway area is smaller than that shown on the Land Use Map, the adjacent land use designation shown shall be considered to abut the actual floodway boundary.
Head of Eagle Island
The head of Eagle Island possesses a recognized function as a wildlife habitat, floodway and scenic natural resource reflective of Eagle's rural character. This area is to remain open to the sky and to the mountains to protect the unique environmental and natural features, wildlife habitat and natural lay of the land. The development of streets, buildings and other covered structures within this area should be prohibited.

Scenic Corridor
An overlay designation that is intended to provide significant setbacks from major corridors and natural features through the city. These areas may require berming, enhanced landscaping, detached meandering pathways and appropriate signage controls. This designation includes the Willow Creek Scenic Corridor that is to provide increased setbacks and buffering of development including natural vegetation and restoration, regional trails and connectivity.
Public/Semi-Public
Suitable primarily for the development of such uses as golf courses, parks, recreation facilities, greenways, schools, cemeteries, and public service facilities such as government offices. Support activities may also be permitted. All development within this land use is encouraged to be designed to accommodate the different needs, interests, and age levels of residents in matters concerning both recreation and civil activities. The public/semi-public land use designation is not a residential land use designation. When a project or development is designed that contains or is adjacent to land holding a public/semi-public land use, this land will not be included when calculating the allowable residential density. Projects that hold a residential designation that want to provide or dedicate amenities similar to those allowed in the public/semi-public designation may transfer unused density from these areas to other areas within the development, as approved by the City Council through the Planned Unit Development process as defined in the comprehensive plan.
Regional Open Space
Open space should be designed to capitalize on and expand the open space areas around natural features and environmentally sensitive areas. Priorities for preservation include: The most sensitive resources – floodways and floodplains (including riparian and wetland areas), slopes in excess of 25%, locally significant features, and scenic viewpoints. Fragmentation of open space areas should be minimized so that resource areas are able to be managed and viewed as an integrated network. Open space areas within the Foothills and along Dry Creek and the Boise River should be designed to function as part of a larger regional open space network. Where possible, open space should be located to be contiguous to public lands and existing open space areas.
BLM/Park
The BLM Park is a nearly 2,000-acre site in the foothills that the City has begun the process to acquire (either own or manage) as a City park facility. The site is not intended to be developed but to provide recreation uses as negotiated between the City and BLM.

In addition to the future land use designations, the City uses a zoning compatibility matrix to provide guidance between the Future Land Use Map designations and the most appropriate zoning classification. This matrix should be considered when rezoning and developing within the city. (See Figure 6.8)

Figure 6.8: Zoning Compatibility Matrix

ZONING COMPATABILITY MATRIX

FUTURE LAND USE DESIGNATIONS[1]	CITY ZONING CLASSIFICATIONS[6]																				
				Residential Districts																	
	Agricultural (A)	Agricultural Residential (AR)	Residential Estate (R-E)	R-1	R-2	R-3	R-4	R-5	R-6 to R-10	Limited Office (L-O)	Commercial Airport (C-A)	Neighbor-hood Business (C-1)	General Business (C-2)	Highway Business (C-3)	Central Business District (CBD)	Light Industrial (M-1)	Industrial Park (M-A1)	Heavy Industrial (M-2)	Extractive Industrial (M-3)	Public/Semi-Public (PS)	Mixed Use (MU)
Agricultural/Rural	X	X																		X	
Foothills[2,4,&5]	X	X	X	X	X	X	X	X	X	X		X	X	X		X	X			X	X
Estate Residential	X	X	X																	X	
Large Lot	X	X	X	X																X	
Neighborhood[2]	X	X	X	X	X	X	X													X	
Compact [2]	X	X	X	X	X	X	X	X	X											X	
Infill/High Density[2]						X	X	X	X	X		X			X					X	X
Mixed Use[2]								X	X	X		X								X	X
Downtown[2]									X						X					X	X
Village/Community Center[2&5]									X	X		X	X	X	X					X	X
Neighborhood Center[2&5]							X	X	X	X		X	X							X	
Commercial[1,2,4&5]										X	X	X	X	X	X					X	
Professional Office/Business Park [1,2,4&5]										X					X	X	X			X	X
Industrial [2]											X					X	X	X	X		X
Floodway	X																			X	
Head of Eagle Island	X																			X	
Public/Semi-Public																				X	
BLM/Park	X																			X	

Note:

1: See land use policies for further clarification of uses and potential need for a development agreement

2: Requires annexation prior to development

3: Prohibited under ECC Title 8

4: Urban Services are required

5:Development agreement is required for all development within the foothills subarea

6: While a zone from ECC Title 8 may be identified as a implementing zone for a land use designation the land use designation definition (see Figure 6.7) or Planning Area text may limit or prohibit specific uses and intensities that may otherwise be permitted in the zone. In order to find consistency with the plan at time of rezone a development agreement may be required to ensure permitted uses do not exceed the uses envisioned in this plan.

6.4 GENERAL LAND USE GOALS

A. PRESERVE THE RURAL TRANSITIONAL IDENTITY OF THE CITY OF EAGLE.

B. ENSURE THE ABILITY FOR THE CITY TO CONTINUE TO FUND, IMPROVE, AND SUPPORT ITSELF (INCLUDING INFRASTRUCTURE) WITHOUT THE USE OF BUILDING PERMIT FEES, IMPACT FEES, AND ZONING FEES.

C. IDENTIFY AREAS THAT, DUE TO THE NATURE OF EXISTING USES, ANTICIPATED USES, AND/OR TRANSPORTATION CORRIDORS, WILL LEND THEMSELVES TO INCREASED ACTIVITY AND NON-RESIDENTIAL USES WHILE PRESERVING LARGER AREAS FOR RESIDENTIAL NEIGHBORHOODS.

D. PRESERVE THE FUNCTION OF REGIONALLY SIGNIFICANT ROADWAYS TRANSECTING THE CITY WHILE ENSURING COMPATIBILITY WITH LAND USES AND DESIGN STANDARDS OF THE CITY.

E. IDENTIFY AREAS THAT WILL PROVIDE EMPLOYMENT OPPORTUNITIES TO THE RESIDENTS OF THE CITY OF EAGLE, THEREBY SUPPORTING THE CITY AS A DESIRABLE PLACE TO LIVE, WORK, AND RECREATE.

6.4.2 GENERAL LAND USE OBJECTIVES

A. Encourage the conservation and preservation of open spaces (sensitive habitat for plant, wildlife, and species and unique areas) based on diverse values within the City of Eagle.

B. Encourage a mixture of uses and services within Downtown Eagle and identified activity centers with decreasing residential density transitioning out of these areas as shown on the Future Land Use Map.

C. Discourage parcel divisions in platted subdivisions.

D. Establish and enforce a Future Land Use Map and associated policies as the official guide for development in the City of Eagle.

E. Implement the land use map and associated policies through the zoning ordinance and development review process.

6.4.3 GENERAL LAND USE IMLEMENTATION STRATEGIES

A. Conserve the natural features and resources that make Eagle unique.

B. Establish land use patterns and zoning districts that do not exhaust available services such as sewer, water, police, fire, recreational areas, highways, and transportation systems.

C. Provide for a broad spectrum of housing types including apartments, townhouses, condominiums, single family attached, manufactured homes, affordable housing, and large acreage developments.

D. Allow for planned activity centers and nodes to provide commercial and non-residential needs within the City; discourage the development of strip commercial.

E. Encourage the development of technical park/research and development facilities, offices and office complexes, and limited manufacturing activities.

F. Locate higher-density residential development closest to Downtown Eagle and activity centers/nodes as shown on the Comprehensive Plan Land Use Map.

G. Encourage mixed use in the area shown along both sides of Eagle Road between Ranch Drive and Floating Feather Road to allow development such as higher density residential dwelling units and/or facilities such as senior assisted housing, nursing homes and convalescent homes. Commercial uses in this mixed-use area are not permitted.

H. Encourage residential subdivisions outside the City limits, but within the Impact Area, to comply with the Land Use Map. Cluster developments located outside the City limits but within the Impact Area shall not be permitted. Furthermore, residential subdivisions outside the City limits but within the Impact area shall be developed with lot sizes consistent with the respective land use designation as stated in Section 6.3 of this chapter.

I. Allow cluster development only after properties are annexed into the city.

J. Maintain and update as needed a PUD ordinance to facilitate and regulate cluster development and encourage a diversity of housing types.

K. Protect gravity flow irrigation systems including canals, laterals, and ditches to assure continued delivery of irrigation water to all land serviced by such systems. Protect these systems as a long-range economical method for water delivery and drainage.

L. Protect farm-related uses and activities from land use conflicts or from interference created by residential, commercial, or industrial development. Adhere the Idaho Right to Farm Act.

M. Promote commercial services and retail development within Downtown Eagle that contribute to a pedestrian friendly environment.

N. Preclude industrial developments that may overburden public services and facilities and will result in increased public expenditures.

O. Encourage the development of environmentally-friendly technical park/research and development facilities, offices and office complexes, and limited/light manufacturing activities.

P. Support City of Eagle flood and storm drainage regulations to achieve protection of property rights, environmental protection, and flood damage reduction for community residents.

Q. Consider annexing any parcels of land allowed to be annexed by Idaho Code 50-222.

R. Encourage the development of high density residential units (up to 10 dwelling units per acre) on the northeast corner of the State Highway 44 and Ballantyne Lane just south of West State Street. Due to the location of the property between State Highway 44 (principle arterial), State Street (minor arterial) and Ballantyne Lane (collector) and the impacts of the regional roadway system, single family uses should be discouraged. Uses in this area should be developed and controlled through the rezone and development agreement process.

S. Densities on Eagle Island east of Eagle Island State Park should be 2 units per acre or less.

T. Encourage the redevelopment of the area east of Eagle River and south of State Highway 44 as a transit ready development that includes a mixture of residential densities, commercial, and health/medical uses connected and clustered along a parallel collector connecting Horseshoe Bend Road to the intersection of State Highway 55 and State Highway 44.

U. Maintain a Future Land Use Map that encourages higher densities near major transportation corridors, activity centers, neighborhood nodes, park and ride facilities, and existing and future transit routes, to preserve large neighborhood residential areas and promote the rural character of the City of Eagle. (See Map 6.1)

V. Use smaller planning areas to help guide development within the City's planning area boundary. (See Planning Area Map 6.2)

W. Limit non-residential uses to designated areas. The scaling, design, and intensity of these areas will be paramount to the approval of these uses.

X. Require design treatments to provide compatibility of new development with existing development by considering such issues as transitional lot sizing, building orientation, increased setbacks, height limitations, size restrictions, design requirements, fencing, landscaping or other methods as determined through the development review process.

Y. Commercial and subdivision development within the City should be subject to the Design Review process.

Z. Discourage the creation of large-scale single-use commercial and office activity centers; encourage the development of districts that serve a variety of uses.

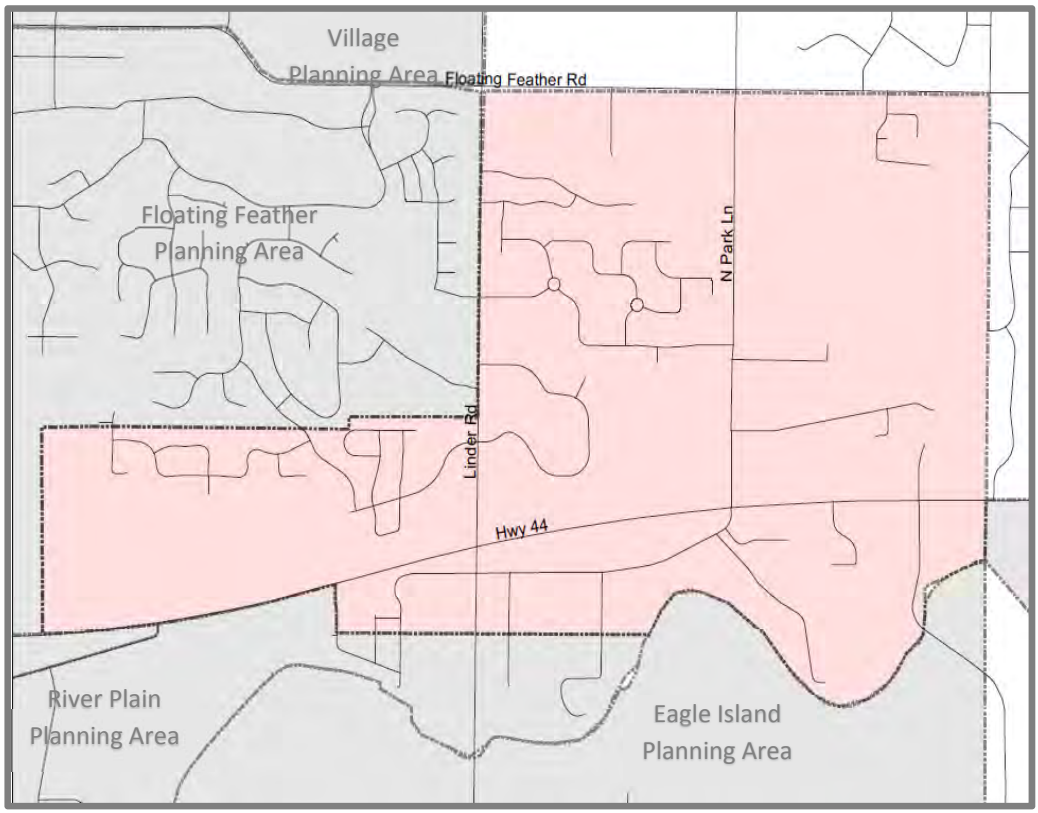
AA. Discourage mid-block commercial development along arterials and collectors unless it is specified in the plan.

BB. Encourage high-tech, research and development, and corporate uses to locate in the Moon Valley and Village Planning Areas.

CC. Work with other jurisdictions, developers, and land owners to obtain land dedications for a city-wide trail network connecting the Foothills to the Boise River.

6 .5 PARK LANE PLANNING AREA

The Park Lane Planning Area is designated as mixed use combining community commercial, professional office, and a variety of residential densities. The vision for the area is to formalize an activity center by Eagle High School and the existing residential development in the area. The goal is to establish a neighborhood center/node with pedestrian scale design and access to the future transit along State Highway 44. The following land use and development policies are specific to the Park Lane Planning Area.



Map 6.3:

Park Lane Planning Area

6.5.1 PARK LANE USES

A. The area located along Old Valley Road should be a mixture of residential and Professional Office with Limited Service Commercial. All uses along Old Valley Road should be designed to be oriented to take access from Old Valley Road and to encourage pedestrian movement through the area.

B. Flint Drive shall be preserved primarily as a residential street.

C. All properties within the Park Lane Planning Area abutting State Street should designed to promote trip capture by including a mix of residential uses, commercial uses (limited to lease spaces no larger than

30,000 square feet) and office uses. The properties abutting State Street should be reviewed and conditioned by the City through the use of a development agreement at the time of rezone.

C. The roadway network along State Street east of Park Lane should be designed to provide internal circulation with access only from the signal at Eagle Island Crossing/Fisher Parkway.

D. The land use for the properties north of Flint Drive and extending north to Floating Feather Road, east of Eagle High School, is Neighborhood Residential with a Residential Transition Overlay. Development in this area should be designed to ensure compatible residential lot sizing (1-acre lots) adjacent to the Colony Subdivision and transition to a density of up to 3 per acre near the high school. The overall density of the area should not exceed 2 units per acre.

F. The area located on the northwest corner of State Highway 44 and Park Lane is designated Mixed Use for the southern 17-acres, transitioning to neighborhood residential, up to 3 units per acre, for the northern portion of the property. The transition area between the mixed use and the residential area shall be reviewed and conditioned by the City through the use of a development agreement at the time of rezone.

G. The area located northwest of Linder Road and State Street intersection is designated as compact residential to provide for apartments, town homes and patio homes, and transitioning northward to neighborhood residential (up to 1-2 units per acre). Internal circulation is essential to the development of this area; a frontage road (Escalante Drive) should be extended from Linder Road west to the intersection of Moon Valley Road and State Highway 44. Uses should focus on Escalante Drive (not State Street) with berming and wide setbacks to be used to buffer the residential uses from State Highway 44. Escalante Drive should not be allowed to have front on housing.

H. Large lot residential with a transitional overlay should be encouraged south of the mixed-use area along Old Valley Road and north of the Boise River. Lots may be clustered to encourage separation and protection of wetlands, floodways, and habitat areas as open space. The area should be designed to provide formalized river access.

6.5.2 PARK LANE DESIGN

A. Old Valley Road Area
   1. The development of this area should be designed to focus on the existing Old Valley Road and bring activities and uses closer to the road, creating a pedestrian friendly area that encourages walking as well as auto traffic.
   2. The Old Valley Road area should include pedestrian amenities such as street trees, benches and sidewalks.
   3. Common parking areas at the side of buildings and joint parking agreements should be encouraged to minimize walking distances between buildings and provide a pedestrian scale to the area.
   4. On-street parking should be encouraged where sufficient right-of-way is available.
   5. Formalized river access should be encouraged providing access to the river and the extension of the Boise River Greenbelt.

B. Flint Estates Area

1. The Flint Estates area adjacent to State Highway 44 should be designed to provide commercial uses that encourage pedestrian circulation from the residential and high school areas, to complement the existing mixed-use area at State Street and Park Lane (Camille Beckman) and planned new residential uses adjacent to the north.
2. Street trees, benches and sidewalks are encouraged within the Park Lane Planning Area.
3. Common parking areas at the side of buildings and joint parking agreements should be encouraged so walking distances between buildings are minimized and provide a pedestrian scale to the area.
4. Th activity centers and building orientation should focus on internal circulation streets rather than the regional transportation network.
5. On-street parking should be encouraged where sufficient right of way is available.
6. Transitional lot sizes and design elements (berms, fences, etc.) should be used to provide buffering to residential areas to the east and north of the mixed-use area.

6.5.3 PARK LANE ACCESS/CONNECTIVITY

A. Access to and through the area should be limited to existing roadways (Old Valley Road, Fisher Parkway, Park Lane, and Linder Road); direct access from State Street/Highway 44 should not be permitted.
B. The compact residential area located on the northeast corner of State Highway 44 and Linder Road shall be designed with internal circulation and connectivity to the residential areas to the north and extend Escalante Drive west to the intersection of State Highway 44 and Moon Valley Road.
C. Cross-access agreements and shared service roads should be encouraged throughout the area and should be a requirement for all non-residential development.
D. New residential roads in the area east of Eagle High School should provide connectivity to Floating Feather Road to the north, Park Lane to the west, and Breanna Drive to the east.

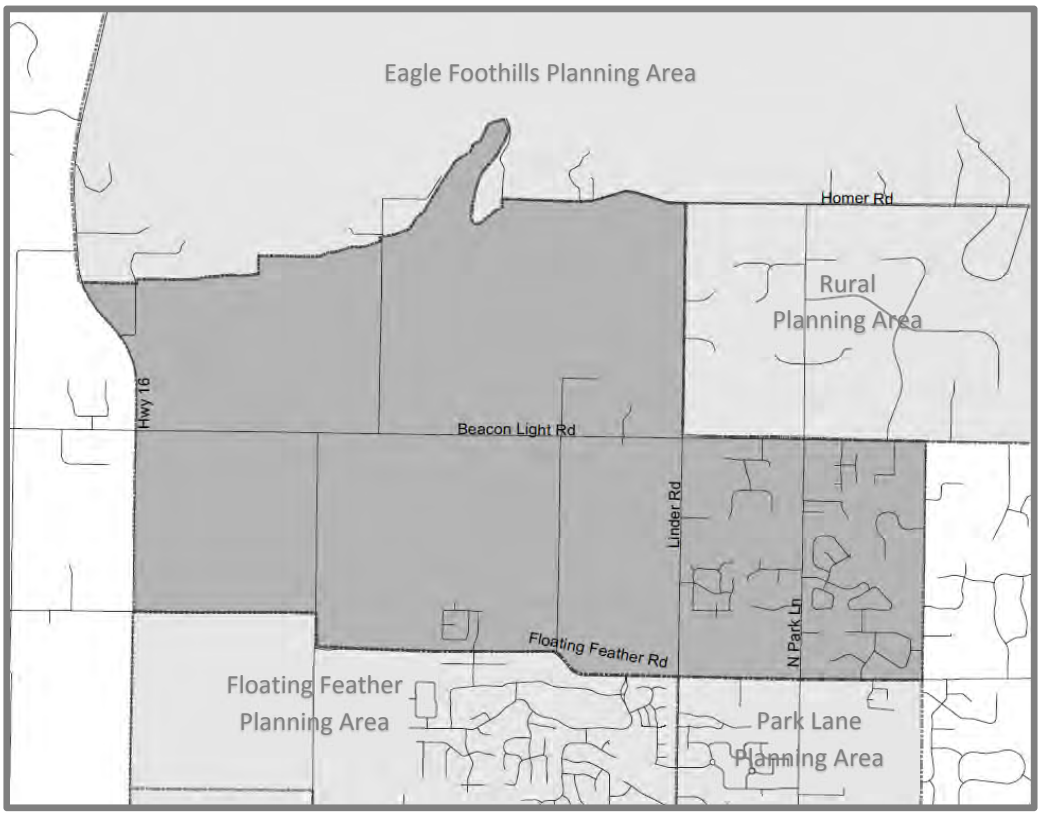
6.5.4 ISSUES OF CONCERN

A. If individual lot access is allowed to State Highway 44, the ability of the area to function as a node, will be a challenge and may not be fully achieved.
B. The development of non-residential uses in the in the mixed-use area should be limited so as to ensure that the area is not over saturated by drive through and auto oriented businesses without supporting residential.
C. Access limitations should be encouraged to increase the function of State Highway 44 as a regional transportation route and future transit corridor.
D. Residential development along the north side of the north channel of the Boise River should be designed to support and protect the habitat and ecosystem of the river. The area should be developed to establish and enhance habitat areas and wetlands as part of the open space and storm water filtration systems.

6.6 VILLAGE PLANNING AREA

The Village Planning Area is designated for the establishment of an employment center at Beacon Light Road that is oriented to the State Highway 16 corridor and the provision of goods and services in the northwest portion of the City so residents are not required to travel significant distances for basic

amenities. The land uses are intended to be flexible to encourage corporate office, light manufacturing, and similar uses into the area and to create a unique destination within the City. The non-residential area along Beacon Light Road will transition into similar sized large lot residential uses as development approaches Homer Road and the Foothills. Neighborhood Residential uses are designated south of Beacon Light to Floating Feather Road. This area is not intended to be master planned but does require great care in planning to ensure that uses are compatible and that the Village Center serves as the activity center of the area and is not taken over by residential uses.



Map 6.4:

Village
Planning Area

6.6.1 VILLAGE PLANNING AREA USES/DESIGN

A. The land use and development policies specific to the Village Planning Area include residential, commercial, retail, civic, research and development park, corporate and/or educational campus, hospitality, and office uses. Non-residential uses will be focused in the Village Center.

1. Village Center: The Village Center is generally located along the north and south sides of Beacon Light Road, extending from State Highway 16 East to Hartley Lane, as shown on the Future Land Use Map (Map 6.1). All Non-residential uses will be focused in the Village Center. This area is comprised of three key components:

   a. A research/development park, educational campus, and/or corporate park area designed to provide sufficient space for corporate headquarters in a park-like setting with ancillary commercial uses located in the Village Center; and

b. The village center should include supporting office, retail commercial, hospitality, and civic uses that will benefit and support the non-residential uses, as well as the larger residential area;
c. Office and restaurant uses with drive thrus are considered a supporting use to the corporate and campus uses. Office and restaurant uses that are appropriately designed and internally oriented to the larger development area may be considered on a case by case basis. (See Figure 6.9)
d. Non-residential development in the northeast portion of the Village Center should be designed and oriented to capitalize on the needs of users of the future 22-acre Terra View Park.

2. Residential Uses should be developed as follows:

a. New developments proposed near the Village Center in the Compact Residential designation are encouraged to include apartments, town homes, condominiums, patio homes, bungalows and live/work units ranging in densities from 4 to 8 units per acre.

b. Densities should decrease as distance increases from the village center. The overall densities in the Village Planning Area and in the Neighborhood Residential designation, south of Beacon Light Road, should average 1-2 units per acre. Residential area north of Beacon Light is Large Lot Residential with a Residential Transition Overlay, transitioning (feathering and clustering) to the north and east ensuring compatibility with existing residential and foothills development.

c. Lot sizing and compatibility will be paramount as residential development reaches the existing 2 and 5-acre lots in the area east of Linder Road and north of Floating Feather Road. Special care should be given to the feathering and clustering of residential units as development reaches the foothills/ Farmers Union Canal. (See Figure 6.10)

d. All non-residential use in the Village Planning area should be directed to the Village Center or the commercial center at State Highway 16 and State Highway 44 (See Moon Valley & State Planning Area Section 6.10).

Figure 6.9: Village Center Concept

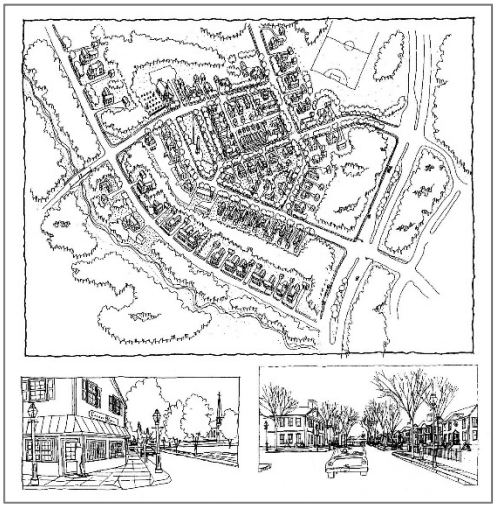
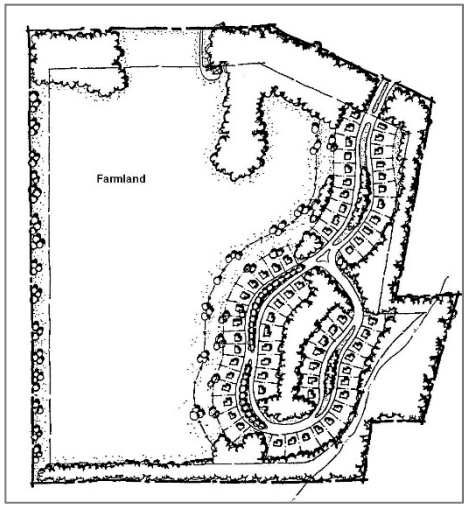


Figure 6.10: Farmland Cluster



Source: Rural by Design by Randall Ardent

6.6.2 VILLAGE PLANNING AREA ACCESS

A. The development Village Center Planning Area should include the construction of north/south boulevards as entry roads into the area. These roads should include planted medians, detached sidewalks, and traffic circles.

B. This area will also include the extension of Homer Road from Linder Road to the Village Center. The intent of this roadway extension is to allow connectivity from the areas north of Beacon Light Road into the Village Center while decreasing demand on Beacon Light Road. Front-on housing should be discouraged on this roadway.

C. The Village Planning Area will be dependent upon the interconnectivity of local roads as the area develops.

D. Access to the area from State Highway 16 should be limited to Beacon Light Road and, in the short-term, Floating Feather Road.

E. Commercial and retail uses should be discouraged from fronting on State Highway 16. Non-residential uses should be focused internally to the Village Center with residential uses focusing on local/collector roads.

F. ITD should be discouraged from constructing frontage roads along the eastern side of State Highway 16. Alternatively, development should install landscape berms along State Highway 16 to continue a gateway feeling similar to Eagle Road.

G. A collector road should be constructed from the Village Center south to Floating Feather Road and into the commercial development at the State Highway 44 and State Highway 16 intersection.

H. The design of the area should incorporate non-motorized pathways linking residential areas to the Village Center, foothills, and the existing Eagle Downtown.

6.6.3 ISSUES OF CONCERN

A. The scaling and compatibility of uses will be of significant concern in this area. in order for non-residential uses to locate in this area they will require the establishment and development of residential uses prior to construction. The compact residential designation should be developed to support the planned non-residential uses in the area. New residents should be made aware that the area is intended to have research/development park, educational campus, and/or corporate park uses in the area.

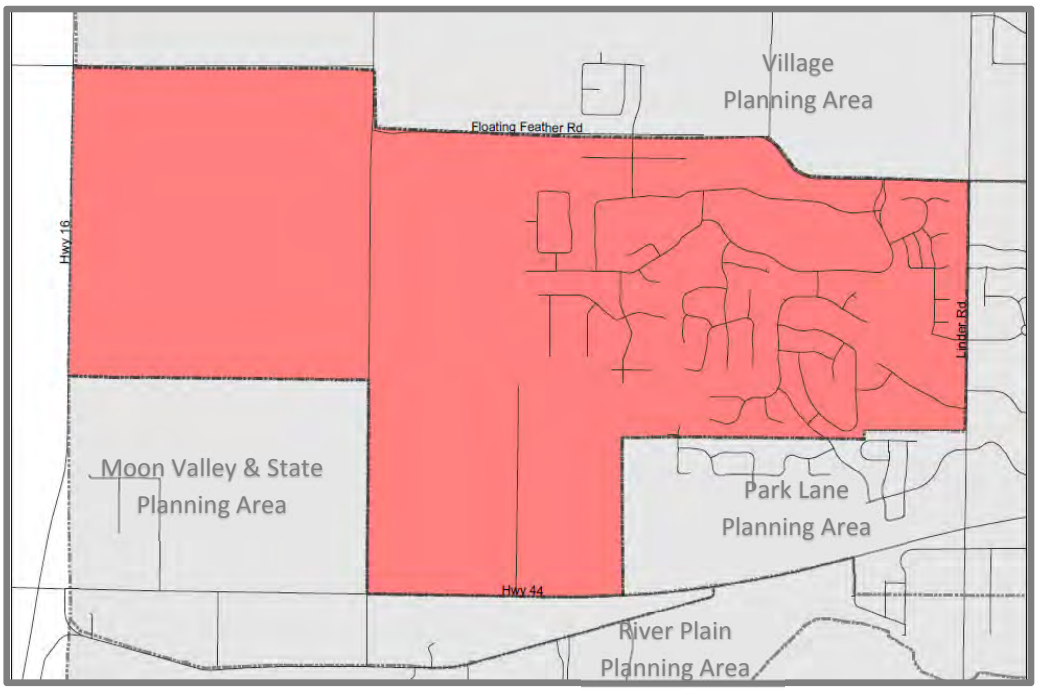
B. Special care should be taken to preserve the Village Center area. While residential uses will be the first demand in the area the City needs to work with land owners and developers to preserve sufficient land for the non-residential uses that will be needed to serve the area at buildout. If development pressure is not held back, the City's vision for an employment area will not be achieved.

C. Special care should be taken to ensure that employment uses are incorporated into the Village Center. The Village Center designation is scaled for the inclusion of employment uses. If the City allows the area to shift into a retail and/or commercial-only area the size of the land use designation should be re-scaled.

D. Special care should be taken to ensure that non-residential uses area internally oriented to the Village Center and that buildings and signage do not clutter the State Highway 16 corridor. If special care is not taken the vision of the City of Eagle for State Highway 16 to serve as an entry corridor will not be achieved.

6.7 FLOATING FEATHER PLANNING AREA

The Floating Feather Planning Area is designated as a residential area with limited ancillary non-residential uses to be incorporated as allowed by the planned unit development standards. This area should contain trails, open space, and parks in conjunction with varied housing options. The City will be working with land owners and developers in this area to site a regional community park consistent with the Parks Master Plan. The designation of the area is Neighborhood Residential with overall density of up to 1-2 units per acre. The following land use and development policies are specific to the Floating Feather Planning Area.



Map 6.5:

Floating Feather Planning Area

6.7.1 FLOATING FEATHER LAND USES

A. Encourage the integration of mixed residential lot sizes with an overall density of 1-2 units per acre; clustering should be used to accommodate open space and unique neighborhood design (i.e. view corridors, boulevards, and green spaces).

B. Ancillary neighborhood commercial and retail uses should be designed and scaled for serving the immediate neighborhood within the Floating Feather Planning Area. Non-residential uses should be designed to create a center that is integrated into the residential community including pedestrian/bicycle access, continuity of design and scaling with residential uses. Strip commercial should not be allowed.

C Development should be setback from streams and irrigation/drainage canals. These areas should be incorporated into trails and open spaces.

D. Transitional lot sizes and clustering should be used when new development abuts existing subdivisions, businesses, and office uses to the south of the planning area.

E. The clustering of residential lots should be encouraged near school sites and park facilities. The inclusion of trails and pathways to the school facilities, coupled with increased density of housing, will decrease busing concerns. Preference will be given to siting elementary schools in this area.

F. The Draft Eagle Parks Master Plan encourages the City to locate a park in this planning area. The City should work with developers to find and acquire a site in conjunction with or prior to the development of the area.

6.7.2 FLOATING FEATHER ACCESS/CONNECTIVITY

A. Access into the area will be from Floating Feather Road, Linder Road, and a future collector from the Village Planning Area, and local connections from the ½ -mile commercial ring road located in the Moon Valley and State Planning Area. Direct lot or residential development access to the state highway system (SH-44 and SH-16) should not be allowed.

B. All uses shall rely on the development of a proper street hierarchy, including local and collector streets, to safely and efficiently move traffic through the area without forcing local trips onto the regional roadway network.

C. Floating Feather Road is identified as minor arterial from State Highway 16 to State Highway 55. The intent is for Floating Feather to overpass State Highway-16 and not be connected in the future. Special consideration should be given for the improvement and realignment of Floating Feather Road. Design standards should include separated sidewalks and street trees similar to Floating Feather east of Eagle Road.

D. The State Highway 16 corridor should be designated as a scenic corridor requiring berming and landscaping within the City of Eagle. Direct lot access to State Highway 16 should not be allowed.

E. Development immediately east of SH-16 should include the construction of a collector, internal to the planning area, connecting Beacon Light Road to the Moon Valley and State Planning Area.

F. At the western edge of this area, Linder Road is to be developed as a boulevard. The boulevard should be designed to include street trees, separated sidewalks, and landscaped medians. Sufficient rights-of-way and setbacks should be preserved to facilitate the construction of this roadway.

6.7.3 FLOATING FEATHER DESIGN

A. This area should be recognized as a signature residential area for the City. The integration of varying lot sizes, housing types, and uses should be seamless with continuity of street design, open space, and trails throughout the area.

B. The area is not intended to be developed by a single developer but connectivity of trails and open space, as well as, local and collector roadways is expected.

C. Floating Feather Road and State Highway 16 are designated as minor entry point to the City of Eagle and should be developed with appropriate landscaping, entry signage, and place-making features that let people know they are entering the City.

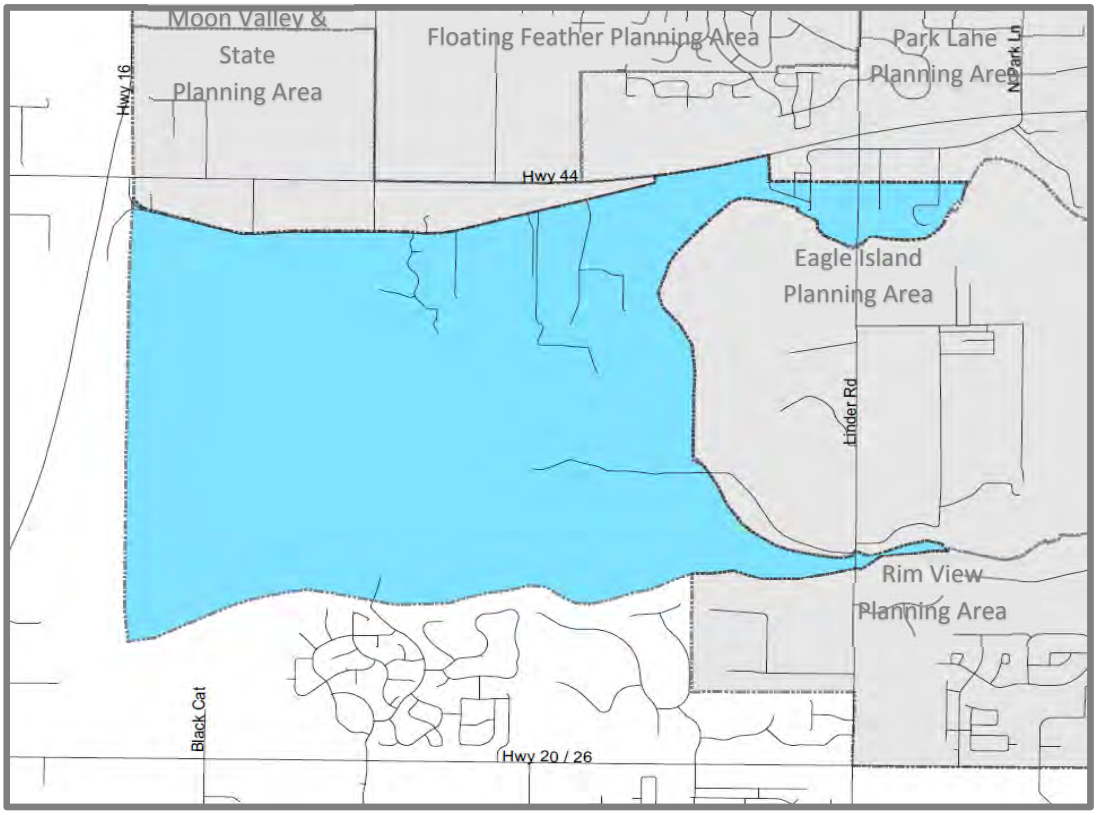
D. Lot configuration and housing styles should be mixed throughout the area to provide a variety of housing options within a single neighborhood or development. Lot sizing may be varied as long as the overall density is not exceeded.

6.7.4 ISSUES OF CONCERN

A. The main concerns in the development of the Floating Feather Planning Area are the integration of varying lot sizes and housing styles. The vision for the area is contingent on the integration of uses and providing a flow of housing units throughout the area to avoid creating defined separation from estate areas and patio home areas. Further, the provision of open space and trails through the area should be a key element in the approval process for developments that are proposed in the area.

6.8 RIVER PLAIN PLANNING AREA

The River Plain Planning Area is designated for residential uses with highly integrated open space. This area should contain river access, trails, open space, and parks in conjunction with transitional residential densities. The overall density of the area is 1-2 units per acre. Through clustering and transitioning, residential densities may be higher (up to 3 units per acre) at the Phyllis Canal transitioning into clustered and large lot residential uses (1 unit per acre) in the areas adjacent to the Boise River. A similar transition should occur on the north side of the Boise River with clustered residential uses (smaller lots with a density of 1 unit per acre) in the areas adjacent to the Boise River and densities of up to 2 units per acre located adjacent to State Highway 44 and Moon Valley Road. The focus of development north of the Boise River should be to transition and ensure compatibility with existing large lot residential uses. The following land use and development policies are specific to the River Plain Planning Area.



Map 6.6:

River Plain Planning Area

6.8.1 RIVER PLAIN LAND USES

A. Overall residential density of up to 1-2 units per acre south of the Boise River.

B. Residential densities may be higher (up to 3 units per acre) north of the Phyllis Canal transitioning to clustered and large lot residential uses (up to 1 unit per acre) in the areas adjacent to the Boise River.

C. Neighborhood Residential densities (up to 1.5 units per acre) may be allowed at the intersection of State Highway 44 and Moon Valley Road transitioning into clustered and Large Lot Residential density (up 1 unit per 2 acres) in the areas adjacent to the Boise River.

D. The open space and trail system should be located adjacent to the river in conjunction with the continuation of the regional trail system.

E. The design of development and open space should encourage the protection, expansion and/or creation of habitat and wetland areas along the river, streams, and irrigation/drainage canals.

F. Use of transitional lot sizes and clustering should be required when new development abuts existing subdivisions, businesses, and office uses to the north.

G. Cluster subdivisions should include permanent dedicated open space. (See Figure 6.10)

6.8.2 RIVER PLAIN ACCESS & CONNECTIVITY

A. Access to the area will be from Highway 16 (based on ITD access restrictions), Linder Road via Duck Alley south of the Boise River, and Moon Valley Road. Due to the size of the area and the limited existing access, new connections should include both collector and local roads.

B. All uses shall rely on internal circulation and a proper street hierarchy to safely and efficiently move traffic through the area without forcing local trips onto the regional roadway network.

C. A pathway and trails network should be developed to provide pedestrians/bicycle access along the Boise River corridor and from that corridor north into the Moon Valley Area and south into the higher density residential area.

D. Development should include formalized sportsman's access to limit the impacts of informal access on sensitive habitat, wetland, and floodway areas.

E. The Highway 16 corridor is designated as a scenic corridor requiring berming and landscaping within the City of Eagle.

F. Moon Valley Road to the north of this area will be a mixed-use pedestrian scale street that will be designed to include pedestrian and bicycle access from the River Plain Planning Area.

6.8.3 RIVER PLAIN DESIGN

A. The River Plain Planning Area should be recognized as a uniquely "Eagle" residential area providing large lot residential uses with views of the Boise River combined with moderate density residential (up 3 units per acre) north of the Phyllis Canal and up to 1.5 units per acre adjacent to State Highway 44.

B. The integration of lot sizes should be seamless with continuity of street design, open space, and trails throughout the area.

C. All access points along State Highway 16 should be designated as minor gateways to the City of Eagle with appropriate landscaping, entry features, and place-making features integrated into the design of the area.

D. Design of lots and homes sites should take into consideration the scenic, wildlife, and river corridor and provide sufficient setback and buffering to sensitive habitat, wetland, and floodway areas. Where possible, these areas should be contained within common lots.

6.8.4 ISSUES OF CONCERN

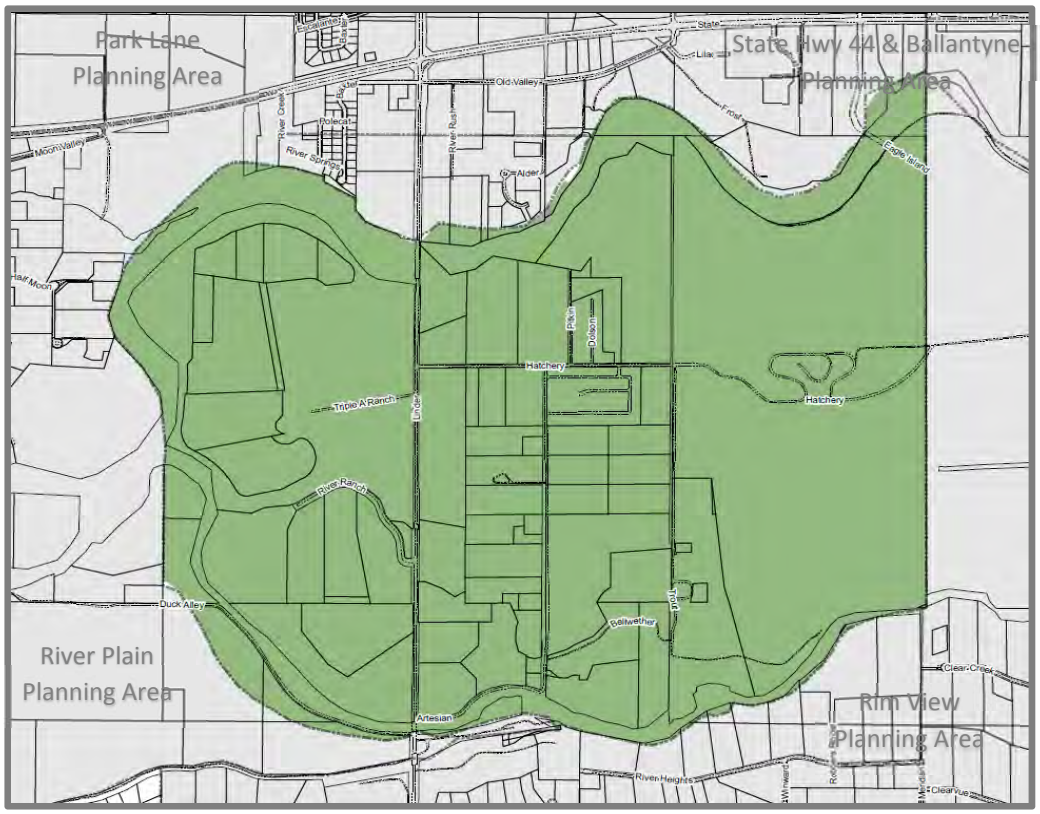
A. The main concerns in the development of the area are the integration of lot sizes and housing styles. The vision for the area is contingent on the appropriate transition of lot sizes throughout the area to avoid creating defined separation between estate areas and moderate density areas. Further, the flow and provision of open space and trails through the area should be a key element in the approval process for developments that are proposed.

B. The River Plain Planning Area is the largest undeveloped area within the City's plan containing numerous "Areas of Special Concern" (see Chapter 7). Special consideration should be given to the design and development of the area to balance land use, habit protection, wetlands, the Boise River floodplain and floodways, and drainage/irrigation canals. Special consideration should be given to the protection of these delicate areas.

C. The City should review options that ensure the preservation and enhancement of sensitive areas (wetlands banking, habitat restoration, and conservation easements) to meet open space requirements instead of "active" open space.

6.9 EAGLE ISLAND PLANNING AREA

The Eagle Island Planning Area is designated for open space, recreation and limited residential. This area should contain trails, open space, and parks in conjunction with limited residential densities of up to 1 unit per 1-2 acres. The visioning for this area is to complete a pathway and recreation connection across Eagle Island while allowing residential uses that are sensitive to and set back from critical habitat, wetlands and Boise River Flood areas. The following land use and development policies are specific to the Eagle Island Planning Area.



Map 6.7:

Eagle Island Planning Area

6.9.1 EAGLE ISLAND LAND USES

A. Eagle Island State Park is under the jurisdictional authority of the State of Idaho and is not subject to this plan. As the State is the largest single land owner on the island, the City should work with Idaho State Parks and Recreation Department (IP&R) to plan for the park to ensure there is a common vision for the park's use and development.

B. Due to the sensitive nature of the planning area and the limited availability of utilities and sanitation services, residential uses should be limited to large lot residential (1-2 acre lots) and/or clustered residential lots at the same overall density to preserve areas of special concern.

C. A pathway and trails network should be encouraged to provide pedestrians/bicycle access along the Boise River corridor connecting the City to the State Park and beyond.

D. Flood control and sportsman's access to the Boise River should be planned for and formalized during the development approval process to limit the impacts of informal access on sensitive habitat, wetland and floodway areas.

E. Wetlands, habitat, and floodway issues are of great concern in the Eagle Island Planning Area. Unique land uses such as Eagle Island State Park and the Idaho Fish and Game Fish Hatchery provide an opportunity to educate the public on the important functions of the Boise River including habitat, wetlands, and water quality.

6.9.2 EAGLE ISLAND ACCESS & CONNECTIVITY

A. The primary access to the Eagle Island Planning Area is from Linder Road, Mace Road via Eagle Road, and the access into Eagle Island State Park at Eagle Island Parkway via State Highway 44.

B. Linder Road is identified as a major mobility corridor. Due to the limited number of river crossings, Linder Road will continue to be an important arterial roadway within the City and region. Access to Linder Road should be consolidated to help limit the impacts to the Linder Road and the river crossing.

C. Alignment of east/west access points along Linder Road will help to preserve the efficient flow of traffic along Linder Road.

D. A pathway and trails network should be encouraged to provide pedestrian access along the Boise River corridor and along the interior of the Island from Eagle Road to Eagle Island State Park. Eagle Island State Park should be a trail hub providing access from all directions.

E. Special attention should be given to bike and pedestrians crossing of the State Highway and arterial system into the park. The City should work with ITD, ACHD and Idaho Parks and Recreation to ensure that signalized crossings are provided.

F. The City should work with developers east of Eagle Island State Park to provide formalized access to the area from Eagle Road via Mace Road.

6.9.3 EAGLE ISLAND DESIGN

A. This area should be recognized as a recreation and open space hub within the City. The design of the area should focus on pedestrian and bicycle accessibility.

B. The area should be developed with recognition of the sensitivity of the island and the opportunity to implement management practices in storm water, reuse, conservation, and environmental design, and education.

C. Design of lots and homes sites should take into consideration the scenic, wildlife, and river corridor, and provide sufficient setback and buffering to accommodate sensitive habitat and floodway areas.

D. The integration of lot sizes should be seamless with continuity of street design, open space, trails and housing throughout the area.

6.9.4 ISSUES OF CONCERN

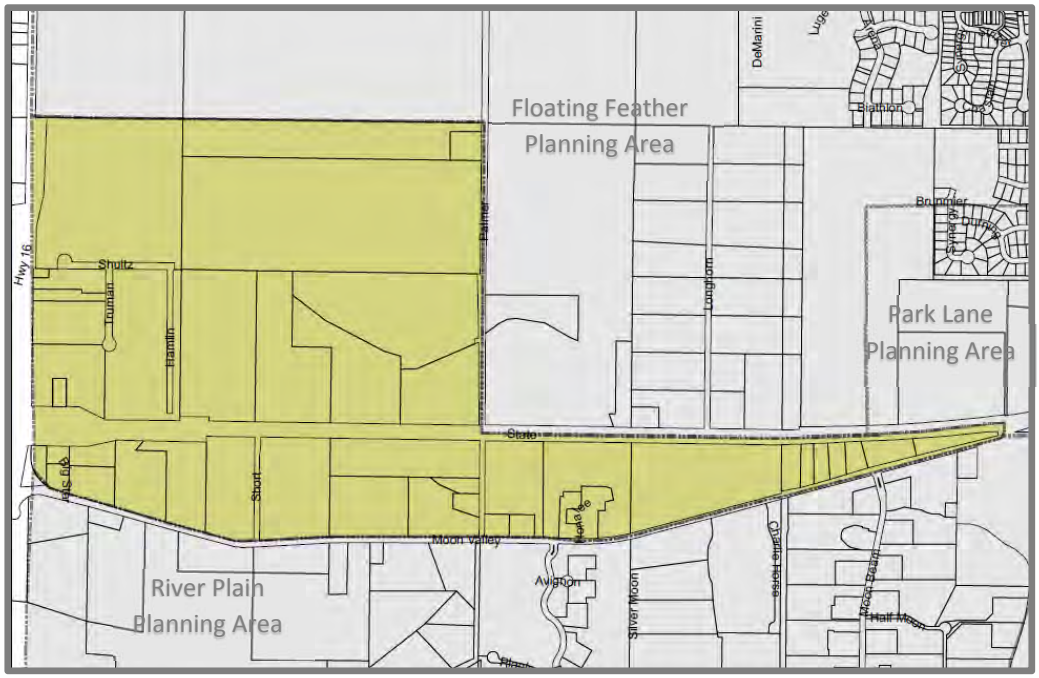
A. The focus for the City should be, balancing and protecting the interests of the public ownership, recreational access, private land owners, and the environmentally sensitive areas (wetlands, habitat, and floodway) located on the island.

B. With a large state park and thousands of annual visitors the City should work with IP&R to ensure that the park and surrounding areas are not loved to death. The City should review options that ensure the

preservation and enhancement of the sensitive areas by promoting wetlands banking, habitat restoration, and conservation easements instead of "active" open space.

6.10 MOON VALLEY & STATE PLANNING AREA

The Moon Valley and State Planning area is located at the crossroads of two State Highways (State Highway 16 and State Highway 44). Due to the nature of the existing and proposed regional transportation network the Moon Valley and State Planning Area is designated for regional commercial and employment uses that desire high visibility and traffic counts. The intent is to provide regional scale uses that are intended to serve a market area from north Meridian to Emmett and from western Canyon County to Eagle. This intensity of use is not desired in other portions if the City and should be designed to be a signature Eagle marketplace with landscaping, building architecture, and signage consistent with Eagle's design standards. The area while visible from the state highway systems should be internally focused and will rely on the development of a commercial collector system connecting from the state highway system to the local roadway network. The following land use and development policies are specific to the Moon Valley & State Planning Area.



Map 6.8:

Moon Valley & State Planning Area

6.10.1 MOON VALLEY & STATE LAND USES

A. A Regional Commercial area (not to exceed 40 acres) is designated at the NE intersection of State Highway 44 and State Highway 16. This Regional Commercial is intended to serve the City of Eagle and most of northwest Ada County.

B. This area may allow for a grocery or retail component and limited big box development, similar to the center located at State Highway 44 and State Highway 55.

C. Employment use, such as business/technical park uses, should be encouraged north and east of the State Highway 44 and State Highway 16 intersection and the regional commercial area.

D. This area should be designed to capitalize on the existing drainage/irrigation canals in the area as amenities by providing trails and open space throughout the non-residential area. For this reason, the City should work with drainage districts and irrigation providers to establish standards for these uses.

E. Office uses with a mixture of limited/cottage retail uses should be encouraged between Moon Road and State Highway 44.

F. In addition to vehicular circulation, Moon Valley Road should be designed to allow safe and efficient pedestrian and bicycle access.

G. Office and cottage retail uses should be designed to a pedestrian scale to encourage users to park once and walk between stores, as well as, to encourage pedestrian and bicycle access from the residential uses located south of Moon Valley Road in the River Plain Planning Area (See Section 6.8).

H. Drive thru and strip commercial uses should be discouraged in this area.

I. This area should be designed and developed as a major entry point to the City of Eagle. Signage and landscaping similar to the State Highway 44 and Horseshoe Bend Road area should be included in this area. Additionally, architecture, landscaping, and signage should be designed to make it clear that travelers are entering the City of Eagle.

6.10.2 MOON VALLEY & STATE ACCESS

A. Access to the Moon Valley & State Planning Area will be limited to the existing access points at the intersection of Moon Valley and State Street and the ½-mile commercial collector ring road connecting State Street at Palmer Lane to Highway 16 ½-mile north of State Highway 44.

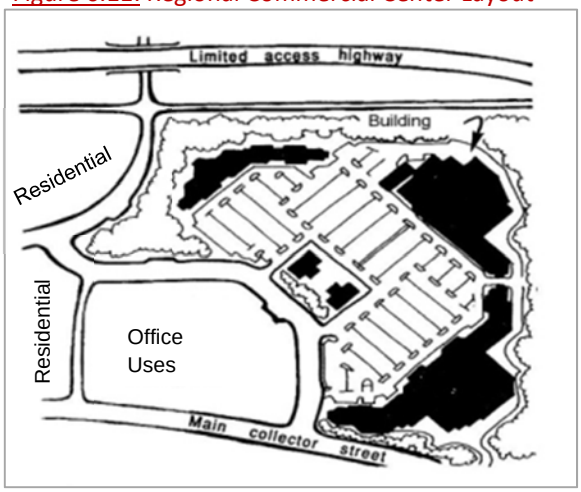
B. The business and commercial area to the north of State Highway 44 shall gain access from a ½-mile ring road connecting State Street at Palmer Lane to Highway 16 ½-mile north of the intersection of State Highway 16 and State Highway 44. No other full access points should be allowed in the area without approval from ITD. (See Figure 6.11)

C. Internal circulation should be used to move traffic within the area.

D. Access Moon Valley Road should be at the signalized intersection of Highway 44 and Moon Valley Road and a potential right-in/right out at the intersection of State Street and Short Road, unless otherwise approved by the City, ACHD and ITD. All single parcel direct access points to State Highway 44 should be eliminated during the development process.

E. A pathway and trails network should be encouraged to link pedestrian access from the Boise River north to the Moon Valley area and across State Street to the commercial/business areas as well as the village center to the north.

Figure 6.11: Regional Commercial Center Layout



6.10.3 MOON VALLEY & STATE DESIGN

A. Moon Valley Area:

1. The development of the Moon Valley Area should be designed so uses focus on the existing Moon Valley Road and bring activity and uses to the road by creating a pedestrian friendly area that prioritizes walking and nonvehicular mobility.

2. The area should include street trees, plazas, benches, and sidewalks.

3. Common parking areas to the sides of buildings with shared parking should be encouraged to minimize walking distance between businesses and providing a welcoming feel to pedestrians and bicyclists entering the area from the Boise River greenbelt.

4. On-street parallel and angled parking should be encouraged where sufficient right-of-way is available.

B. State Highway 44 Business Area:

1. The commercial/business area should be designed to be internally focused, capturing some trips from Highway 16 and Highway 44 into the area from a ½ mile ring/loop road.

2. The design should provide interconnectivity of roadways and consistency of architectural design.

3. Parking should be shared when possible. On-street parking should be avoided along the loop road.

4. Signage should be regulated to ensure that highway rights-of-ways are not cluttered with individual and monument signs.

5. Landscape berms should be required along the north and east side of the loop road to provide a buffer to the residential uses in these areas.

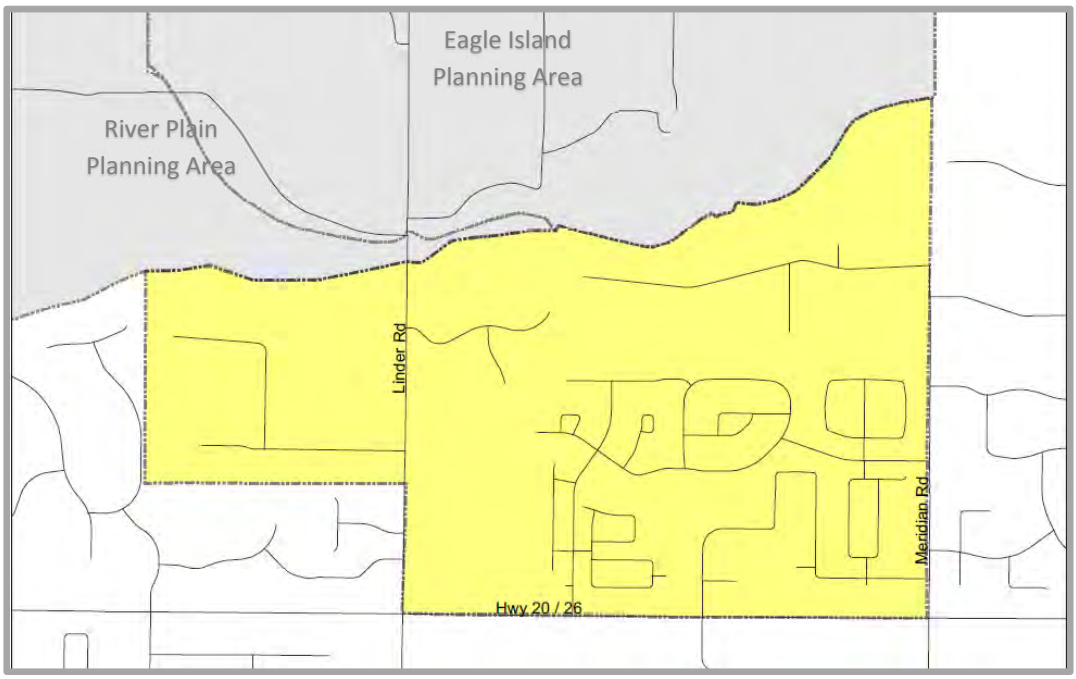
6.10.4 ISSUES OF CONCERN

A. One of the main concerns in developing this area for a variety of uses is the need to maintain a balance among the various employment opportunities that this type of mixed use affords. The goal is to create an environment where a broad range of employment opportunities is available. To achieve this goal, regional commercial uses must be limited to provide sufficient opportunity for the business/technical park development. Regional commercial uses should not be allowed to develop as strip commercial along the State Highways. To ensure the integrity of the plan, regional commercial uses in the area must be limited to 40-acres in size.

B. Another concern is the access to the Moon Valley Road Area. Short Road currently crosses the area connecting State Street and Moon Valley Road. If this access point is not removed, it is likely that development pressures may become very high and force commercial uses to front on State Street. This would create a strip commercial area north of Moon Valley and south of State Street that is not consistent with the intent of the plan.

6.11 RIM VIEW PLANNING AREA

The Rim View Planning Area contains a large area of one and five-acre existing residential lots. The future land uses in the area are predicated on Linder Road being a major river crossing, the only north south connection with a river crossing between Fairview Avenue and State Highway 44 west of Eagle Road. While promoting regional connectivity and the needs for goods and services in the Chinden corridor the City must also buffer and preserve the existing residential development in the area. The following land use and development policies are specific to the Rim View Planning Area.



Map 6.9:

Rim View Planning Area

6.11.1 RIM VIEW LAND USES

A. A forty-acre commercial area located at the northeast corner of the intersection of Chinden Boulevard and Linder Road is to be designed and developed as a single project. This commercial area is intended to serve the Eagle community as a gateway into the city before crossing the river.

B. The area is designated for Estate, Large Lot, and Neighborhood residential uses south of the Phyllis Canal. The uses in the area include a Residential Transition Overlay. Units should be clustered to provide for transitional lot sizing between new residential neighborhood residential uses (up to 4 units per acres south of Temple Drive) to the existing 2 acres lots north of Temple Drive.

C. Land uses such as, but not limited to, hotels, fitness centers, laundromats, car washes, and assisted living/retirement centers that generate excessive wastewater flows (more than normal residential or commercial uses) should be prohibited in this area.

6.11.2 RIM VIEW ACCESS

A. Access to the area should be focus on a new collector that allows adjacent parcels to provide pedestrian and vehicle connectivity into the Rim View Planning Area.

B. Primary access should be from Temple Drive (a residential collector connecting Linder Road to Meridian Road) with limited access onto Chinden Boulevard in accordance with ITD's access management policies. Cross-access and local stub streets should be used to allow the planning area to be interconnected without the need to access the arterial and state highway network.

C. Internal and interconnected circulation should be used to move traffic within the non-residential area, helping to mitigate the number of local vehicle trips accessing US 20/26 and Linder Road to access commercial and mixed-use services and create cross access into adjoining properties.

D. Chinden Boulevard and Linder Road should be recognized as a gateway to the City of Eagle and development should adhere to proper berming, landscaping, and appropriate setbacks to prevent the encroachment of abutting uses into future corridor improvements. This would protect the viability of the regional transportation corridor as well as buffer the abutting uses from the impacts of the corridor.

E. ITD plans for a continuous flow intersection (CFI) at US 20/26 and Linder Road. Special care should be given to ensure that cut -through traffic avoiding the CFI is not routing through the residential sections of the planning area. Traffic calming measures, medians, and limited access to the State Highway and arterials should be used to preserve the residential areas.

6.11.3 RIM VIEW DESIGN

A. This area is recognized as a gateway to the City of Eagle to be integrated with appropriate landscaping, entry features, and place-making features in its design.

B. Design of this area should be compatible to the existing residential uses currently present in the area. The professional office/business park designation should be utilized to facilitate a transition between commercial and existing residential uses.

C. Design of commercial and office uses should be compatible with the existing residential uses and contain significant landscaped buffers and design elements to reduce the negative impacts to residential areas and promote a cohesive character. Commercial development should provide for indirect vehicle connections and for safe and efficient pedestrian linkages to the mixed use and residential areas adjacent to the site.

D. Both Chinden Boulevard and Linder Road should be developed with a detached sidewalk and planting strip, further solidifying the purpose and character of the gateway corridor of Chinden Boulevard.

E. Signage for all non-residential uses should be designed to be consistent and complimentary, place-making being the primary objective and identification of uses being secondary.

F. Non-residential areas should be designed with features and materials to compliment and buffer residential uses and to avoid creating a tunnel or wall effect along the backside of the large buildings.

6.11.4 ISSUES OF CONCERN

A. One of the main concerns in the development of this area is the ability to properly balance and buffer the commercial uses with existing residential uses. The Mixed Use and Transitional Residential areas should be designed in a manner that provides a cohesive transition and promotes local connectivity between the commercial and residential uses, incorporating elements that will provide a common and complimentary identity between such uses.

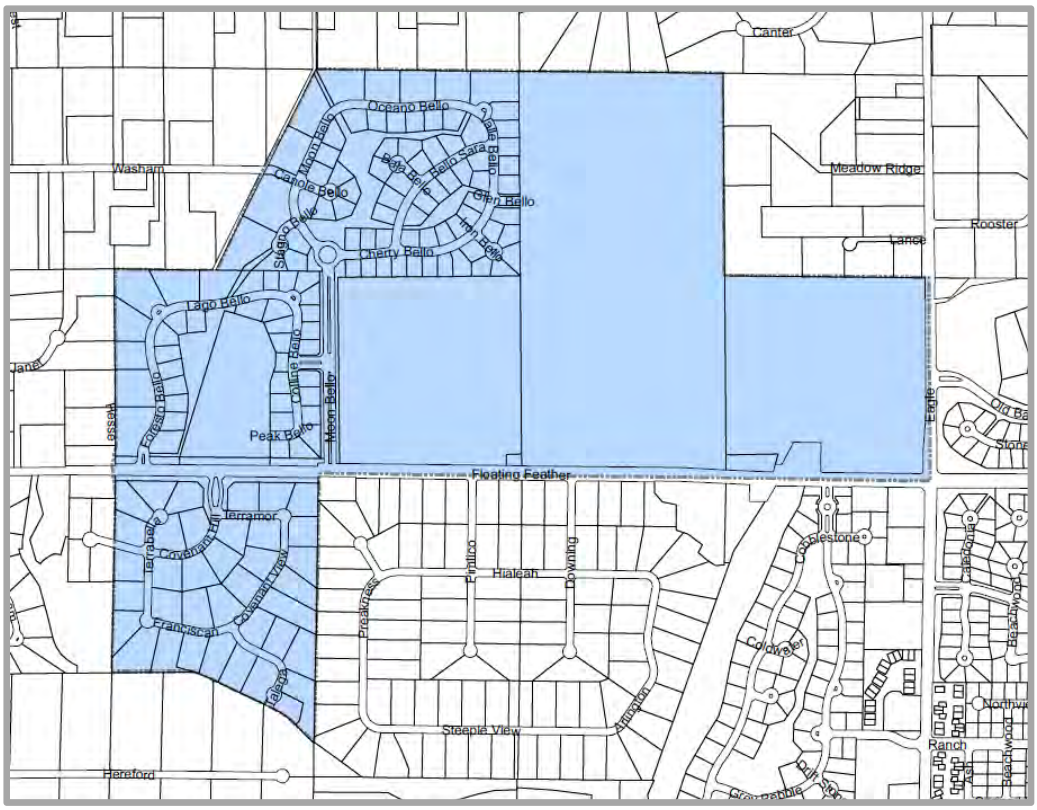
B. Considering the large amount of undeveloped or underdeveloped land within the planning area, each proposed project should be evaluated for the potential to provide linkages and connectivity to adjacent parcels. This is necessary to establish a functioning local and collector roadway system to support the regionally significant roadways at the south and west of this area.

C. As this area develops, consideration should be given to the transitory uses that have been approved by Ada County which may be nearing their end.

D. Special care and consideration should be given to the residential areas located along Temple Drive and Bergman Way to ensure that ITD's proposal of a CFI does not facilitate cut-through traffic. If necessary, the City and ACHD should consider the use of speed bumps, bulb outs, chicanes, or other traffic calming measures to keep speeds at an appropriate level.

6.12 MIDDLE SCHOOL PLANNING AREA

During the 2004 public visioning process, the densities around the Eagle Middle School site were reviewed and an increase in residential density was recommended. The following land use and development policies are specific to the Middle School Planning Area.



Map 6.10:

Middle School Planning Area

6.12.1 MIDDLE SCHOOL LAND USES

A. The land use designation in the Eagle Middle School Planning Area is Neighborhood Residential with a Residential Transition Overlay. Allowing minimum lots sizes of 13,330 sq. ft. adjacent to the school site.

B. Transitional densities, feathering, and lot sizing should be used to ensure compatibility to the North and West of the planning area. Development should include 1 to 1.5-acre lots at the perimeter of the planning area adjacent to existing large lot development outside of the planning area.

C. The overall residential density of any development in the Middles School Planning area should be up to 1 to 1.29 units per acre.

6.12.2 MIDDLE SCHOOL ACCESS

A. Access to the area should focus on new internal linkages.

B. Proper setbacks and berming should be used to protect the residential uses from arterials.

6.12.3 MIDDLE SCHOOL DESIGN

A. The overall residential density of the area should be 1-1.29 units per acre with compatible lot sizes adjacent to the other subdivisions within the planning area.

B. Development in the Eagle Middle School Planning Area should be required to be submitted as a planned unit development and/or through a development agreement.

C. Open space and trails should be developed throughout the development to provide connectivity to the school site.

D. All uses should include setbacks from streams and drainage/irrigation canals. These facilities should be used for trails and open space;

E. Use of transitional lot sizes and feathering should be required when new development abuts existing subdivisions.

F. The City would like to acquire approximately 15-acres of park land and/or ensure proper floodway protection areas for Dry Creek northwest of the intersection of Floating Feather Road and Eagle Road.

G. Encourage the preservation and adaptive reuse of rural structures and barns within the planning area. (See Figure 6.36)

H. Setbacks within the planning area should be commensurate with the zoning and lot sizes identified within this planning area. Setback waivers should be discouraged.

6.12.4 ISSUES OF CONCERN

A. The main concerns in the development of the area are the integration of lot sizes and housing styles. The vision for the area is contingent on the integration of uses by providing a transition of lot sizes throughout the area to avoid creating defined separation between estate areas and moderate density area.

B. The flow and provision of open space and trails through the area should be key elements in the approval process for proposed developments.

C. Special concern shall be given for the Dry Creek floodway and floodplain to limit uses that are not consistent with the delicate nature of these areas. Open space and the development of wetlands and habitat areas should be encouraged in the Dry Creek Floodplain.

6.13 CHINDEN TERRACE PLANNING AREA

The Chinden Terrace Planning Area is a neighborhood in transition. The area is located at the northeast corner of Eagle Road and Chinden Boulevard and fronts on Chinden Boulevard for approximately 3/4 of a mile east of the intersection. The current uses in this area include commercial (located on the northeast corner of Eagle Road and Chinden Boulevard /Hwy. 20/26), including a small portion of the Lakemoor Development while the remaining property is Residential. The south side of the Chinden corridor is in Boise City limits and developed as a combination of big-box commercial, retail and office with second tier residential uses. Over the past 10 years the demand for an alternative east-west commuter route has increased and development in the west Boise and north Meridian areas has increased making the corridor less residential in nature. The following land use and development policies are specific to the Chinden Terrace Planning Area.

Map 6.11:

Chinden Terrace Planning Area

6.13.1CHINDEN TERRACE LAND USES

A. The Chinden Terrace Planning Area is designated for mixed-use combining residential' office, limited retail, and community commercial uses. Parcel specific commercial (see Map 6.1) shall be located at the northeast corner of Eagle Road and Chinden Boulevard.

B. Uses in the Chinden Terrace Planning Area should be sensitive to the topography and access limitations of the site as well as to the surrounding residential uses to the south and west. The area is seen as a true mixed-use area providing a combination of residential, office, and community commercial to service the incorporated residential and neighboring residential uses.

C. The rim of the bench should retain a residential use capitalizing on the views of the Foothills, Boise River, and the City of Eagle. Consideration should be given to the transition uses from residential to office and commercial. The use of lofts or second story residential may be used above the office/commercial uses to capture additional vehicle trips generated for the development.

D. The eastern edge of the bench near Discovery Lane is greatly limited due to topography. Uses in this area should be limited to office and residential only.

E. Single use commercial should be discouraged in this area.

F. The future land uses in the Chinden Terrace Planning Area are contingent on developers working with ITD, ACHD, and the City of Eagle to resolve access limitations to the State Highway (Chinden Boulevard) and the phasing of development. Changes of use for a single unit/lot will be limited due to the topography and transportation constraints it the area.

G. Master planning for the entire bench is encouraged and small lot/single parcel rezones should be discouraged unless the access and design issues are acceptable to the City and ITD.

6.13.2 CHINDEN TERRACE DESIGN

A. The Chinden Terrace Planning Area should be master planned as much as possible to provide innovative solutions to the access limitation issues in this planning area.

B. The design of the area should be internally focused capturing some trips from Chinden Boulevard (Hwy 20/26) and Eagle Road through a limited access frontage road but providing a mixture of residential uses to allow pedestrian circulation and vehicle trip capture.

C. Share Parking should be encouraged to achieve additional parking for patrons using the area and reduce the visual impact of individual parking lots.

D. Signage should be regulated to ensure that highway rights-of-ways are not cluttered with individual and monument signs.

E. The area between the frontage road and existing highway should be landscaped and treated as an entry corridor to the City of Eagle.

F. The Chinden Terrace Planning Area should be designed with a frontage/internal access road connecting from east to west, parallel to Chinden Boulevard (Highway 20/26).

6.13.3 CHINDEN TERRACE ACCESS

A. The development of the Chinden Terrace Planning Area is contingent on working with ITD, ACHD, and the City of Eagle to resolve access limitations to State Highway 20/26 (Chinden Boulevard). Zoning and land use changes of use for a single lot/single parcel should be discouraged due to the topography and transportation constraints. It is unlikely a single parcel will be able to achieve alternative access alone.

B. Access to Chinden Boulevard (Highway 20/26) should be limited to the existing signal at Discovery Lane, a single right in/right out access ¼ mile east of Eagle Road. If possible, a joint access agreement with Eagle Marketplace may provide additional access to Chinden Boulevard.

C. A frontage/backage road should be developed from Discovery Lane to Eagle Road to allow access and visibility for new businesses from Highway 20/26 without requiring access to the State system.

D. Alternative access points to Eagle Road north of the existing Eagle Marketplace should be pursued to allow a right in/right out access from the area onto Eagle Road.

E. Access should be encouraged to the Lakemoor Development to the north of this site providing access to the signal on Eagle Road.

6.13.4 CHINDEN TERRACE ISSUES OF CONCERN

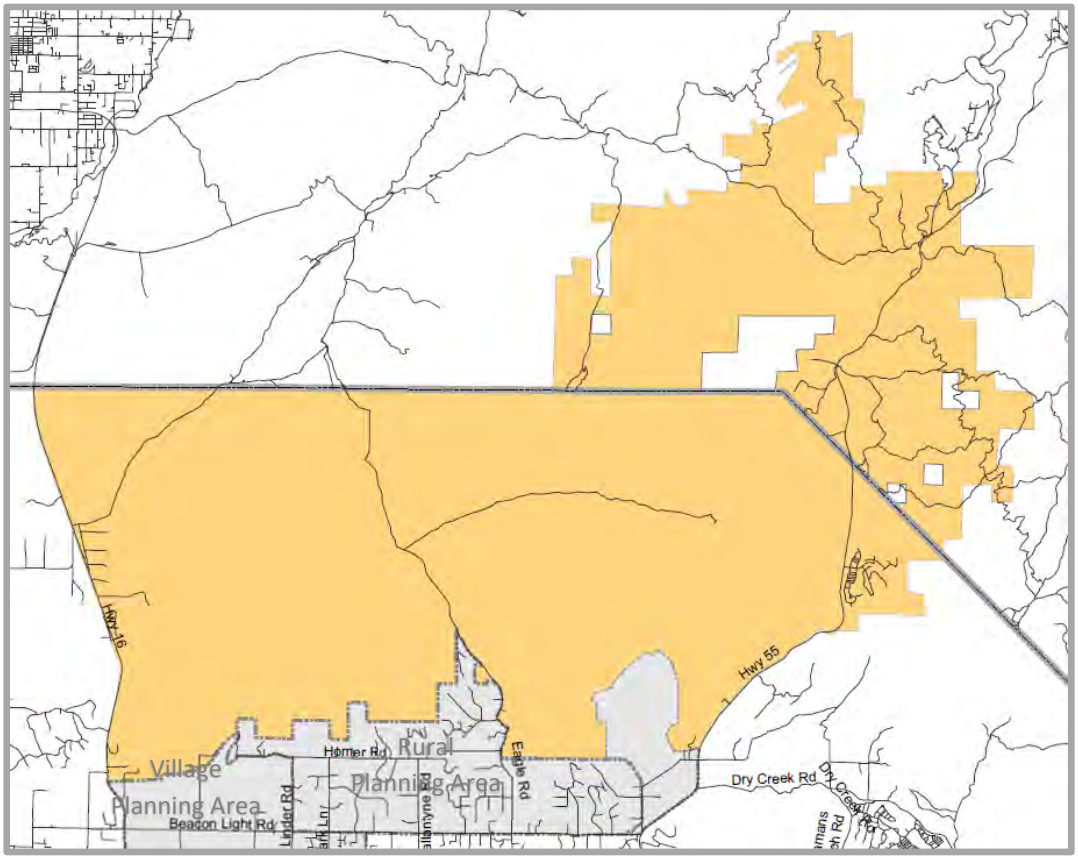
A. Due to topography constraints and the limited access allowed under the ITD Access Restrictions, the area must be reviewed as a whole to ensure that individual lot access points are removed and alternative access is provided as redevelopment occurs.

B. All of the property owners in the area are encouraged to coordinate and cooperate to address site limitations (topography and access) with the affected agencies (ITD, ACHD, Eagle) to avoid a situation where the Chinden Terrace Planning Area may be limited to existing residential land uses.

C. The CIM 2040 Long Range Transportation Plan identifies that Chinden Boulevard (Highway 20/26) will be at capacity in 2020. Intensification of the development along this corridor could further congest this route.

D. Recent access restrictions (medians and limited turn movements) and long-range plans from ITD will have impacts on the health and sustainability of commercial uses in this area. ITD and developers should be required to construct a frontage road parallel to Chinden Boulevard from Eagle Road west to a future signal east of Discovery Way to provide access to both existing and future uses.

6.14 EAGLE FOOTHILLS PLANNING AREA



Map 6.12:

Eagle Foothills Planning Area

For over 30 years the Eagle Community has placed significant value on the North Foothills providing contrast to the green, flat land of the Boise River corridor. For years private land owners have provided access for horsemen, hikers, hunters, and recreation enthusiasts through an informal trail and recreation system. In 1999 the Foothills were designated as an area of special concern in the City's Comprehensive plan.

Over 80% of the Eagle Foothills is held in private ownership by less than 10 families or groups. Over the recent years the ranch families who historically have lived in the Foothills have begun looking for new options for the land with many pursuing development options. This desire to change the historic use of their land coupled with Ada County's significant shift in focus from a rural preservation agency to promoting urban development outside of cities resulted in the urging by landowners, neighborhood groups, and citizens for the City of Eagle to engage in a planning process to bring the Foothills into the City's planning area.

With limited access and transportation options, the Eagle Foothills are intimately linked to the City and the Eagle downtown. Willow Creek Road is the only improved internal road to the area with Highway 55 on the east and Highway 16 on the west establishing a clear planning area. As the City worked through the planning of the foothills a larger geography was noted with large land holdings crossing east of Highway 55 and north into Gem and Boise Counties.

In 1997 and 2007 the City of Eagle requested Ada County include the area north of Homer Road into the City's AOI, and both times Ada County requested a full comprehensive Plan for the area. The North Eagle Foothills Planning Area and associate amendments is the result of the City's planning efforts in this area.

In late 2006, the City of Eagle entered into a scenario building process to look at the opportunities and constraints within the Foothills. During this scenario building process the City used existing data from public agencies and private groups to analyze the potential of the Foothills for development. During this review the City looked at land ownership, existing recreational uses, land cover, slope, hydrology, resident and migratory big game and other wildlife habitat and potential migration paths, sensitive plant locations, and potential distribution visibility, landscape quality, distance zones, and overall visual sensitivity. The result of these maps was an overall opportunities and constraints map (See Map 6.13).

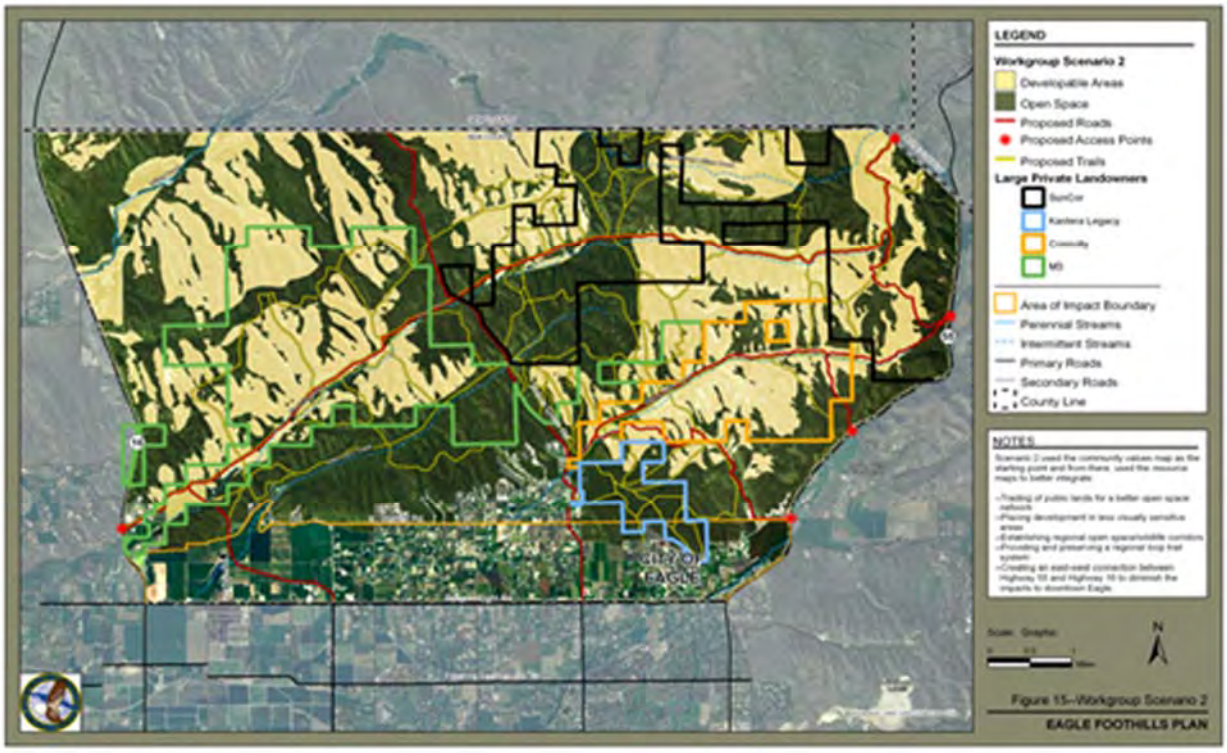
Table 6.1: Foothills Constraints

Foothills Constraints		
Feature	Acres	% of area
Slopes 25%+	9,163	19%
Floodway	210	1.0%
Habitat	12,964	26%
BLM	5,398	11%
Total	27,735	57%

Once the constraints mapping was completed the City worked with a work group comprised of local and state agencies, land owners, and citizens to discuss and model potential development scenarios. The final scenario balanced the natural features of the land with the following values (See Map 6.14):

- The transfer/trade of public lands for a better open space network
- Establishing open space/wildlife corridors
- Providing/preserving a regional recreation system
- Focus development into less visible areas, or ideally non-visible areas (see the City's Foothills Visual Sensitivity Analysis).
- Primary access to the area from Highway 55 & Highway 16 limiting or diminishing access to the southern part of Willow Creek/Eagle Road.

Map 6.14: Regional Open Space Concept



Though these scenarios provided the City an overview of the opportunities and constraints of development it did not prescribe land use densities or intensities that are needed to determine infrastructure needs, transportation impacts, build out/absorption, or population. With Comprehensive plan amendments being requested totaling over 20,000 acres both inside and adjacent to the planning area, the City felt it necessary to begin the process of a specific area plan for the North Eagle Foothills.

The City's focus was to establish recommendations and guidelines in order to identify those areas that could best sustain urban development and those areas which should be prioritized to be best maintained as open space based on the vision of the community and the actual constraints of the land.

Due to the number of existing and potential applications at the city and county, the interest by both large and small landowners to provide a detailed build out plan for the area that provides predictability in long-term land uses, and the City's concerns about downstream effects from county development, the City agreed to begin planning for the Foothills through a series of workgroups using the scenario building process as the backbone of the process associated with a plan for development within the foothills.

During the drafting of the plan the City of Eagle engaged over 500 participants through a series of weekly work groups that discussed the foothills transportation, habitat and open space, infrastructure and facilities, water, activity centers, and landscape and design standards for development within Foothills. This sub-area text is based upon the work of those individual who were committed to finding workable solutions and long-term development options for the Foothills.

The intent of the North Eagle Foothills sub-area plan is to be a guide for future development as it is integrated into the Eagle Community and part of the

City of Eagle. This will be accomplished through incorporation of the area into the jurisdictional boundaries while also creating a unique sense of place that is clearly identifiable as the City of Eagle. It is expected that specific area plans (Planned Unit Developments) will be drafted by land owners at the time of development that provide specific implementation measures for the broad community policies of this plan. The North Eagle Foothills encompass nearly 49,000-acres north of Beacon Light Road.

All land is not equal. Overall, it is agreed that portions of the Eagle Foothills are more suitable for standard urban development due to the existing land uses, location to regional transportation corridors and overall site characteristics. Conversely, the foothills are not the flat irrigated farmland that the City has historically approved for development. The complex fabric of existing constraints (topography, erosion potential, location of wetlands, existing sensitive plants and animal communities, riparian areas, and visual impacts) must be considered when urbanization is proposed (See Table 6.2). It is the vision of the community that development within the Eagle Foothills will be in a series of small hamlets providing areas of urbanized development nestled into the natural environment; establishing development areas that are unique and spatially separated by larger natural areas and open spaces. To create clusters of great living/urbanized areas that are connected to and contribute to a larger interconnected regional open space network. Land use designs should ensure that each development area fits into the natural systems of the Foothills (topography, habitat, and drainage) opposed to significantly altering the natural systems to allow for development. These principles are in keeping with the design styles of Randall Arendt in "Rural by Design".

The build out of the Foothills will be unlike any other area of the City. Environmentally sensitive areas,

Table 6.2: Foothills Land Uses

Foothills Land Uses		
	Acres	% of Area
Unconstrained	12,089	25%
Residential Rural	2,080	4%
Slopes 25%+	16,259	33%
Floodway	210	0%
Habitat	12,964	26%
BLM	5,398	11%
Total	49,000	
Community & Neighborhood Centers Adjustment factor:	690	1%

public lands, and unique features will affect the overall density and development potential in the foothills. The overall density of the foothills should remain rural (1 unit per 40 acres and/or 1unit per 10 acres as currently allowed in Ada County) until annexed into the City of Eagle at which time development should be reviewed for compliance with the Eagle Foothills Plan and for the provision of adequate public facilities. The overall density of the unconstrained portions of the foothills should remain rural (1 unit per 2 acres) with options for clustering the base density into transects and density bonuses for the creation of activity centers and significant open space areas.

Transects are a pre-described guideline or pattern for constructing the built environment. Transects help establish a flow from activity centers into natural open space areas. In transect planning density is anticipated to be high in activity centers and decrease as the distance from the centers increases. The mixture of land uses also change from mixed use areas including commercial, office and housing to more traditional homogeneous single family detached units on the fringe. Within the Eagle Foothills seven (7) transects have been developed to

guide the overall development potential into a pattern that promotes regional open space connections and discreet community and neighborhood centers. (See Table 6.3)

6.14.1 EAGLE FOOTHILLS GOALS

A. Design a future land use plan that is rooted in the land's capability to sustain development while preserving the natural features that brought people to the area.

B. Establish a significant regional open space network in order to formalize the existing recreational uses, environmentally sensitive area and connections between them through creative design, voluntary dedications, incentive and governmental acquisition or exchange.

B. Create a uniquely identifiable community that blends with the existing city and balances local land uses with regional growth and services while preserving the uniqueness of the Eagle Foothills.

6.14.2 EAGLE FOOTHILLS LAND USES

A. Recognizing that the foothills are a complex land form the overall density of the foothills should be limited while encouraging clustering of the available units into a transect plan that includes regional activity centers with urban type densities transitioning into permanent open space areas.

1. The base residential density for all lands within the Foothills Planning Area should be 1 unit per 40 acres and 1 unit per 10 acres until annexed into the City of Eagle and the provision of adequate public facilities is secured or demonstrated.

2. Lands with slopes in excess of 25%, floodways due to their sensitive nature and the potential impacts to the health safety and welfare of the general public, and key habitat areas as identified by State and Federal agencies should be priority areas for open space and sending area for units being developed in less constrained area as described in the land use transects of this plan.

3. Governmental lands (BLM) that are to be managed for the general use and enjoyment of the public should be designated as public/semi-public with no residential density.

B. Provide incentives to create development areas that are unique to the foothills, opposed to standard suburban development patterns, providing for walk-ability to services, schools, and employment within distinct development areas; establishing a series of hamlets that are spatially separated by distance, open space, and/or topography but are pedestrian scaled and designed so to maintain connection to the overall community.

1. Provide incremental increases to the base density commensurate with the provision of open space, adequate public facilities, and the protection of environmentally sensitive areas, public lands and unique features.

2. Allow for the transfer of densities within a project/development to create and locate community and neighborhood centers as described in this plan.

3. Density incentive/bonus should be considered for the following:

    a. The establishment of a permanent non-city funding source to offset the annual operation and maintenance of the open space areas. This may include endowment funds, use of land trusts and institutes, transfer fees or other mechanisms.

    b. Designing the open space to function on both a neighborhood and regional level providing both internal and external connectivity for multiple user groups including pedestrians/hikers, bicyclists and equestrians.

    c. Working with adjacent land owners to design and dedicate open space on a large scale in compliance with the goals of this plan.

    d. For the clustering of units into centers and the construction of the land use transect as describe within this plan.

    e. Providing open space greater than 20% of the gross site area.

4. Allow for the waiver of the maximum height requirements when a site specific visual site analysis shows no impact to the visually sensitive areas described in the visual impact Study Commissioned by the City.

5. Establish new architectural and site design standards that are unique to the foothills.

C. Use a regional open space overlay to establish areas where clustering and conservation development should be used opposed to standard large lot development in order to provide for habitat and a regional open space network connecting the Eagle/BLM land to points in and outside the area including Rocky Canyon, Stack Rock, Montour, the Boise Front and the Boise National Forest.

D. Development should be designed to fit within the natural features of the area. To maximize the preservation of these features development should be clustered so to preserve as much open space as possible.

1. Open space should be designed to capitalize on and expand the open space areas around natural feature and environmentally sensitive areas. Priorities for preservation should include:

    a. The most sensitive resources on the property – Floodways (including riparian and wetland areas), slopes in excess of 25%, locally significant features, & scenic viewpoints.

    b. Fragmentation of open space areas should be minimized so that resource areas are able to be managed and viewed as an integrated network. This can be accomplished through various engineering and design tools i.e., super pads, hillside engineering, and others.

    c. Open space areas should be designed as part of the larger continuous foothills area and regional open space network. Where possible open space should be located to be contiguous to public lands and existing open space areas.

E. Work with landowners and developers to establish a structure for funding the long-term stewardship and maintenance of large areas of open space.

F. Work with the BLM to leverage the exchange of discontinuous tracts of public land for equal or larger tracts of contiguous ownership within the regional open space overlay that will build onto the existing public ownerships.

G. Use the Foothills Land Use Transect (see Table 6.3) to help provide scaling and a pattern to clustering within large tracts of land as well as to provide a diversity of housing opportunities within the Foothills including apartments, town homes, condominiums, and small and large lot single family versus the homogeneous large lot development.

H. Develop Community and Neighborhood scale centers on the principles of mixed use; variety in form and image; pedestrian orientation; higher density; a focus on transit; and economic diversity that reflects the patterns of a small town.

1. Community Centers: These are the highest intensity use areas in the foothills. They should act as density magnets to begin building the transects as described in this section. These are areas for the clustering of densities from more rural and open space areas.

   These centers are the most intensive development that should occur in the Foothills planning area. There may be several types of mixed use community centers including commercial, educational, and research.

   Community Centers are the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have uniform street tree planting and buildings set close to the frontages. No minimum lot sizes. These centers are characterized by the following:

   a. Limited in total number due to the need for high connectivity to the state highway system and regional trip capture.

   b. Community centers should be designed to aid in the location, design and construction of grade separated interchanges along the state highway system. At a minimum Community Centers should be designed to provide for the right-of-way preservation of these facilities.

   c. Compact and mixed use in nature these centers should integrate a combination of uses including office, retail, commercial, institutional, civic, residential, hotel and recreation while focusing on the paramount community function.

   d. These centers should be pedestrian oriented developments that contain elements of a live, work and play environment. Walkable communities should have all key amenities or facilities within a ¼ mile distance of the majority of the developed units.

   e. Mixed Use Community Centers should be approximately 100-150 acres in size and allow up to 350,000 square feet of gross leasable space.

f. If residential uses are provided they should account for no more than 25% of the gross total area of the Community Center with allowable densities of up to 8 to 10 units per acres.

g. Community Centers should be designed to integrate and promote the expansion of public transportation along major regional corridors providing transportation alternatives between communities in the region.

h. As a guideline for planning urban transition and suburban density patterns should be located with ½ to 1 mile of these centers. This standard allows for the implementation of the land use transect and ensure that the overall desired land use pattern of the foothills is implemented. (See Table 6.3 & Figure 6.12)

Table 6.3: North Eagle Foothills Transects

North Eagle Foothills Transects			
Transect	Description	Density	Illustration
Regional Open Space Permanent (See Map 6.2)	Consists of lands that have a higher value for regional open space and are owned by public entities or have been preserved in perpetuity. Consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. This includes existing BLM ownership and floodways.	0	
Rural Lifestyle	Consists of lands most suitable for approximating or reverting to a wilderness condition but held in private ownership. Development options in this area should include cluster and conservation developments, as well as the ability to transfer units to more suitable development areas within a project and/or the foothills. Developments in this area should include a minimum of 50% open space.	1 unit per 40 acres	
Rural Estates	Consists of low density large lot residential areas. Planting is naturalistic and set-backs relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions. Lots may be cluster onto 1/2 acre lots or fencing restrictions may be used to provide a better open space pattern and protection of natural features.	1 unit per 2 acres	
Suburban	Primarily suburban residential pattern. Primarily a single family detached housing type. Setbacks and landscaping are variable. Streets define medium-sized blocks. Generally located within a 1 mile of community/neighborhood centers but may vary according to the natural features of the foothills. Clustering may be used to ensure significant regional and neighborhood open space.	2.5 units per 1 acre	
Urban Transition	Consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types: single, side yard, and row houses. Setbacks and landscaping are variable. Streets define medium-sized blocks. Generally located within a 1/2 mile of community/neighborhood centers but may vary according to the natural features of the foothills.	4 units per 1 acre	
Neighborhood Centers (unmapped)	40-60 acres in sizes these centers are located at key intersections between arterial and collector roadways. Consists of higher density mixed-use building types that accommodate retail, offices, row houses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages. (See Specific Definition)	Min.of 6 and Max. of 10 units per acre for a minimum of 50% of the area.	
Community Centers (See Map 6.2 mapped)	Approximately 100-150 acres in size consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have consistent and evenly spaced planting and buildings set close to the frontages. No minimum lot sizes. (See Specific definition)	Min. of 8 and Max. of 10 units per acre for max. of 25% of the area.	

Source: The Urban Transect by Duany Plater-Zyberk & Company

2. Neighborhood Centers: These centers have higher density mixed-use building types that accommodate retail, offices, row houses and apartments. It has a tight network of streets, with wide sidewalks, uniform street tree planting and buildings set close to the frontages. These centers, though not mapped, should be located in areas with the following characteristics:

   a. New Mixed-Use Neighborhood Centers should be approximately 40-60 acres in size and allow up to 150,000 square feet of gross leasable space, though their shape is subject to terrain, access, and other site variables.

b. Mixed use in nature, these centers will integrate a combination of uses including office, retail, institutional, civic, residential and recreation while serving as a focal point for the overall development

c. Neighborhood centers are located at key collector and arterial intersections within the residential areas of the foothills.

d. Neighborhood Centers are to include residential with allowable densities of up to 6 to 10 units per acres. This clustering/massing adds interest and serves as a magnet for the base density (from more constrained areas or open space dedications) for the overall project and implements the land use transects units.

e. These centers should be sized and scaled to be compatible with the surrounding single family uses ensuring a transition of intensities and massing at the edges.

f. Residential uses should account for a minimum of 50% of the gross developable area of neighborhood centers.

g. Located on level areas of the foothills that can be developed with the least disturbance of the sensitive hillsides, natural drainage area and important open space and habitat areas.

h. The boundaries of these areas normally follow the existing terrain of the immediate surroundings.

i. Neighborhood centers are spatially separated from each other by rural residential uses and/or significant open space areas that allow for each neighborhood center to be independent and avoid the unintentional over-intensification of the neighborhood centers into Community Centers or something more intensive. (See Figure 6.12)

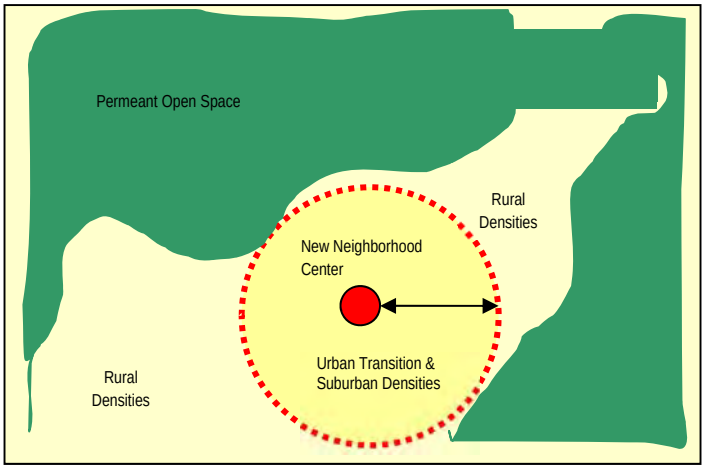
j. Neighborhood centers are normally open-air shopping areas, often sharing a central plaza.

k. Neighborhood centers should have a central focal point that may include open spaces, plazas, schools, recreational facilities, or civic uses.

l. Buildings in the neighborhood centers should be oriented to the street or public plazas to encourage pedestrian scaling and access, to promote a neighborhood feel.

m. As a guideline for planning urban transition and suburban land uses should be located with ½ to 1 mile of these centers or as topography allows. This standard allows for the implementation of the land use transect and ensure that the overall desired land use pattern of the foothills is implemented. (See Figure 6.12)

Figure 6.12: Neighborhood Center/Open Space Cluster Concept



I. Create an overlay district to highlight a discreet geographic region within Eagle's Comprehensive Plan that showcases the emerging viticulture industry unfolding in this area. (See Map 6.15)

   1. Consider modification of the City Code to allow ancillary uses (Bed & Breakfasts, tasting rooms, bistros, etc.) to be easily applied for and achieved.

   2. Consideration in this area should include: uniform signage, modified roadway design, limits on conflicting land uses including massing and scaling of buildings and structures (including cell towers), increased limitations on building coverage.

   3. Establish City signage and promotion of this emerging agricultural industry.

   4. Research how industrial revenue bonding may further the establishment of this region.

J. Due to the unique feature of the foothills and the Eagle Foothills AVA additional hospitality, resort and tourist uses may be developed in the foothills. These uses should be sited so not to deteriorate prime habitat or environmentally sensitive area and should be exchanged for the underlying residential densities in the specific area.

K. Due to the unique scenic and economic value of the agricultural/viticulture uses these uses should be reviewed as a component of the overall open space design.

L. Work with ACHD to establish a unique road cross section for the district that may include: wider shoulders for parking, gravel driveways and limited use of sidewalks.

M. Design a community that is the pinnacle of water conservation promoting limited use/extraction, reuse and innovative irrigation and landscape design. If necessary, land use entitlements may be limited until sufficient potable and irrigation water is established.

N. Establish a land use pattern that promotes large scale and regionally significant services located along existing regional transportation routes (State Highway16 & 55) while promoting neighborhood scale services internally to the area.

O. Work with Ada, Gem, and Boise Counties to ensure that the intent of City of Eagle plan is understood by these jurisdictions.

1. The intent of the Eagle Foothills plan is to provide direction and incentive for land to develop and incorporate within the jurisdictional boundaries of the City of Eagle.

2. It is the intent of the City of Eagle that all development using this plan as a guide connects to the City of Eagle municipal water system or be otherwise designated in this plan or waived by the City of Eagle.

3. It is the intent that land uses within the Eagle Area of City impact remain rurally zoned (RP & RR) until they are annexed to the City of Eagle.

6.14.3 EAGLE FOOTHILLS ACCESS

A. Design a Foothills transportation network that is sized appropriately for the demands of development in the foothills. (See Map 6.16)

1. Explore the use of roundabouts, multi-purpose trails and water efficient boulevard treatments throughout the area. (See ACHD's NW Foothills Transportation Plan)

2. Promote the use of the unique road cross sections within the community and neighborhood centers within the foothills. (See Figure 6.13)

3. Work with the development community, ACHD and ITD to design the following roadways as gateway corridors for the Foothills and the City of Eagle:

- Willow Creek Road
- State Highway 16
- State Highway 55

B. Promote internal City connections to the foothills to limit the use of the regional transportation system for local trips, provide connections within the fabric of the overall City, and provide alternatives for emergency services when needed.

1. Promote Linder Road and Hartley Road as the main north/south internal connections.

2. Work with land owners, developers and ACHD to assess the best alignment and connection of N. Eagle Road/Willow Creek Road into the Foothills.

3. When possible limit roads across major open space areas.

C. Establish design criteria for the crossing and the potential separation of vehicular and pedestrian/equestrians at major roadways.

D. Ensure that development plans include both motorized and non-motorized circulation.

E. Establish a mechanism to ensure that transportation impacts are planned for and funded while multi-modal options are integrated into the design of the overall system.

F. Work with the appropriate transportation agencies to establish an achievable means for the funding and construction of new rights of way in a previously underserved area. Consideration may include extra-ordinary impact fees, concurrency ordinances, local improvement districts and latecomer's fees.

G. Design a foothills transportation network that provides for an east/west roadway connection between State Highway 16 & 55 to provide internally generated regional trips to move safely and efficiently to/through the regional system.

H. Work with the Idaho Transportation Department to limit access to the State Highway system through the development process and to establish thresholds for improvements to the system, including grade separated interchanges, to limit the impacts on the regional traffic flow.

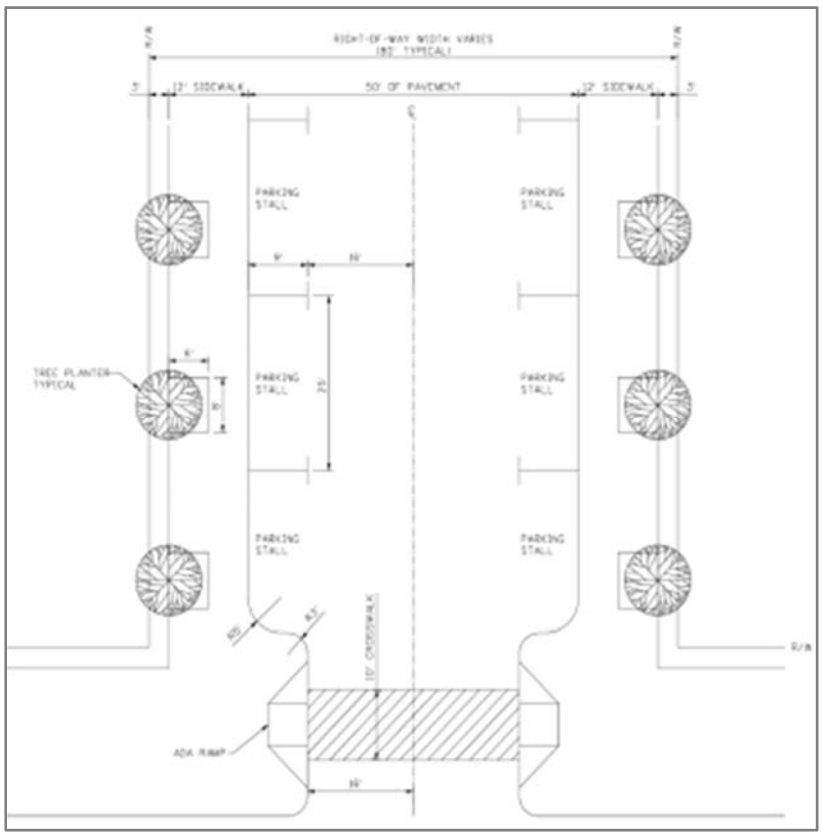
I. Work with the ITD, ACHD and land owners to ensure that a regional roadway system is developed to serve both the proposed development and the City at large.

J. Work with ACHD, ITD, Idaho Fish and Game, and land owners to establish locations and standards for animal and recreation crossings and signage to ensure safe migration and recreation throughout the Eagle Foothills and the region.

    1. Locate potential animal and recreational crossings on the transportation and open space maps within the comprehensive plan.

    2. Establish standards for recreation and habitat crossing and signage standards as port of the wildlife mitigation plan and preliminary plat process.

Figure 6.13: Roadway Cross-section Community & Neighborhood Centers



6.14.4 EAGLE FOOTHILLS DESIGN

A. The design and development of the Eagle Foothills should include: water efficiency, fire resistance, native plants and drought tolerance plants and, respect the rural foothills character.

1. Water Efficiency: Develop an ordinance for water efficiency in the foothills that includes:

   a. Establish appropriate irrigation criteria for the Foothills including maximum irrigated area, plants types and evapotranspiration rates.

   b. The implementation of water efficient automatic irrigation systems for landscape areas that include:

      1. Moisture sensor

      2. Automatic controller capable of multiple start times/zones

      3. Limit spray heads to turf/flower beds only

      4. Encourage the use of reclaimed water for irrigation

      5. Limits/regulate the use of outdoor water features (fountains/pools)

c. Encourage the use of water efficient fixtures and appliances within buildings.

2. Landscaping: Develop landscape criteria, guidelines, ordinances and a community education program appropriate to Foothills that includes the following:

   a. A plant list of recommended/prohibited plants

   b. Encourage the use of drought resistant native plants

   c. Prepare a list of recommended plants that are native to the Eagle Foothills

   d. Limit/regulate the use of turf (define maximum percentage of total landscape area that can be turf) with adjustments based on the type of turf used i.e., a greater percentage for lawns utilizing drought tolerant fescue and rye turf rather than more water dependent Kentucky bluegrass

   e. Encourage public education on progressive landscape principles

   f. Establish policies for the re-vegetation of disturbed areas in the Foothills

   g. Establish policies for use of native plants on non-irrigated slopes

3. Architecture and Design: Develop a Foothills specific architecture and site design book that includes the following:

   Architectural styles appropriate to foothills
   Regulates Colors/materials
   Ensure that development relates to surroundings
   Promote high quality of design and workmanship
   Provide incentives for Green buildings/water efficiency
   Establish criteria for individual building siting
   Clustering/range of densities and housing types
   Forms/massing/scale
   Roofs below significant ridgelines
   Fire Resistant Materials
   Utilization of best practices for defensible space, fire protection and suppression

   a. Develop guidelines for development in the foothills that includes the following:

      1. Establish a pattern language for the Eagle Foothills that gives particular attention to the use of appropriate forms, massing and scale that relates to the Foothills landscape and topography.

      2. Encourage progressive, creative, high quality and environmentally sensitive development within a range of product types through the use of appropriate materials, colors and design.

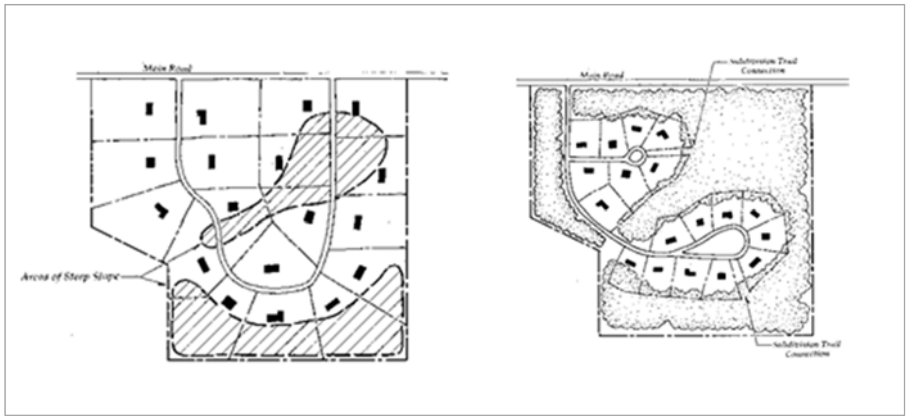
3. Develop standards that throughout this process promote efficient clustered varied and significant architectural projects.

4. Establish a foothill's residential design review board that is composed of highly qualified informed citizens and that all projects submitted to the board be required to be designed by an Idaho registered architect.

4. Site Planning Criteria: Develop site development plans sensitive to existing foothills characteristics including visually sensitive area, open space and existing/sensitive land forms (See Map 6.17)

   a. Encourage clustered development to ensure quality open space is provided. (See Figure 6.14)

Figure 6.14: Comparison of Standard versus Cluster Development



Standard Development Cluster Development

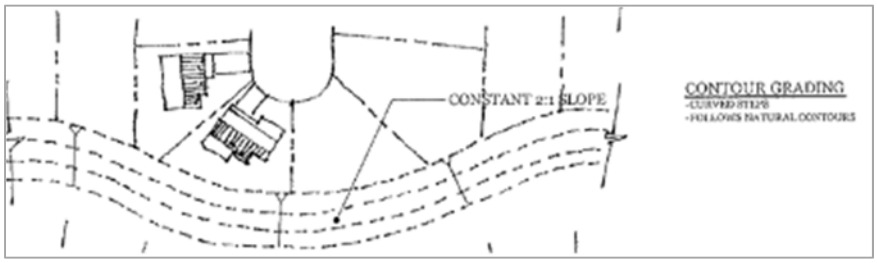
   b. Establish policies for road design and building placement sensitive to topography and view sheds.

   b. Establish policies for grade adaptive structure placement to mitigate the visual impact of development. (See Figure 6.15)

Figure 6.15: Grade Adaptive Structures

d. Encourage contour grading that blends with existing landforms. (See Figure 6.16)

Figure 6.16: Contour Grading



e. Require lateral and structural grading to be conducted by licensed engineers.

f. Buffer and plantings in Foothills should be sensitive to foothills characteristics and should not include uniform berms with mass plantings. Berms, if used, should be shaped to blend in with the existing topography.

6.14.5 ISSUES OF CONCERN

A. The City recognizes that the placement of development within the foothills will create the need for significant improvements both internally and externally to the area. These impacts should be adequately assessed and distributed among the land owners within the foothills.

1. The City and land owners should work with ACHD and ITD to establish a mechanism for the review and assessment of the transportation costs associated with the development of the Eagle Foothills and the implementation of this plan.

   a. Work with ACHD, ITD and/or other transportation authorities to pursue the collections and dedication of impact fees for improvements specific to the Eagle Foothills.

2. All development in the foothills should be limited until the provision of basic municipal services can be established these include: sewer, municipal water, and transportation.

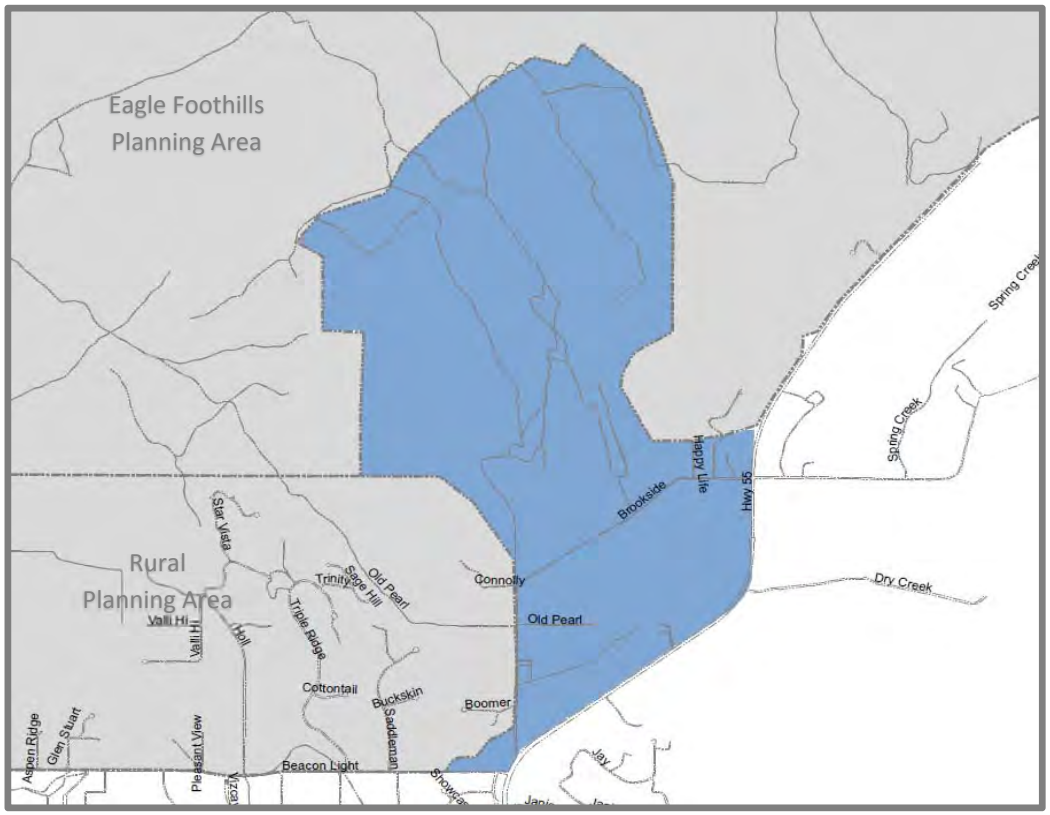
a. All development within the Foothills Sub-area should connect to the City of Eagle Municipal water service unless otherwise indicated by the City of Eagle.

3. Development in the Foothills should be evaluated for the impacts it will have to the existing city.

6.15.1 BROOKSIDE PLANNING AREA

The Brookside Planning Area is an area of transition between the Eagle Foothills to the north and the rural areas along Beacon Light Road. The area needs to provide efficient access from the State Highway system to the foothills. The alignment and location for the northern and western portion of Brookside Lane is ideal for a new and consolidated access point to State Highway 55. Due to the intensity of the transportation impacts to this area it is important to look at a new mix of land uses that address the impacts to the intersection of State Highway 55 and Brookside while buffering and transitioning to the established large lot development along Beacon Light Road to the west.

The Brookside Planning Area is designated for mixed -use combining residential, office, and limited retail within a community center as designated in the Foothills Planning Area. Transitioning and buffering to the area immediately to the west of the planning area will be paramount in the development approval process. The Brookside Planning Area is subject to the policies of this planning area and the policies of the Foothills Planning Area.



Map 6.18:

Brookside Planning Area

6.15.1 BROOKSIDE LAND USES

A. Uses in the Brookside Planning Area should be sensitive to the topography and limitations of the site as well as to the surrounding residential uses to the south and west. The area is seen as a true mixed-use area providing a combination of residential, office, and community commercial to serve the incorporated residential and neighboring residential uses.

B. The western portion of the planning area should be retained as residential transitioning from the existing 5-acre lots along Brookside into a mixed-use center at the northern intersection of Brookside Lane and State Highway 55. The use of lofts or second story residential above office areas may be used to capture some vehicle trips generated from the development.

C. The existing 5-acre lots along State Highway 55 that take direct access to the highway should be limited in development options until a parallel collector road can be established to remove access to the highway.

D. Single use commercial should be discouraged in this area.

E. The future land uses in the Brookside Planning Area are contingent on developers working with ITD, ACHD, and the City of Eagle to resolve access limitations to State Highway 55 and promoting the construction of an internal access road connecting north to Brookside Lane south to Beacon Light. Changes of use for a single lot/single parcel should be limited due to the transportation constraints in the area.

F. Master planning for the individual lots along State Highway 55 is encouraged and single lot/single parcel rezones should be discouraged unless the access and design issues are acceptable to the City and ITD.

6.15.2 BROOKSIDE DESIGN

A. The Brookside Lane Planning Area should be master planned as much as possible to provide innovative solutions to the access limitation issues in this planning area.

B. The design of the area should be internally focused capturing some trips from Highway 55, the Foothills and, Beacon Light Road through a limited access frontage road while providing a mixture of residential uses to allow pedestrian circulation and vehicle trip capture.

C. Common parking areas to the sides of buildings with shared parking should be encouraged to minimize walking distance between businesses and providing a welcoming feel to pedestrians and bicyclists entering the area.

D. Signage for non-residential uses should be incorporated as a master sign plan rather than individual signs when located along State Highways and entry corridors.

E. The area between the frontage road and existing highway at the northern intersection of Brookside Lane and State Highway 55 should be landscaped and treated as an entry corridor to the City of Eagle.

F. The Brookside Planning Area should be designed with a frontage/internal access road connecting from the northern intersection of Brookside Lane and State Highway 55 to a newly re-aligned Brookside Lane and Beacon Light Road intersection.

G. The design of the Brookside Planning Area should capitalize on utilizing Dry Creek as significant open space and place making element within the planning area.

H. Pedestrian and equestrian connections should be encouraged along Dry Creek including a wildlife and recreation crossing at State Highway 55.

6.15.3 BROOKSIDE ACCESS

A. The future land uses in the Brookside Planning Area are contingent on developers working with ITD, ACHD, and the City of Eagle to resolve access limitations to the State Highway 55 and the future need for an interchange at this location. Changes of use for a single lot/single parcel should be discouraged. Due to the transportation constraints, it is unlikely a single parcel will be able to achieve alternative access alone. (See Future Roadways Map 8.6)

B. Access to State Highway 55 should be limited to the existing northern intersection at Brookside Lane and Highway 55 and a realignment of the southern intersection of Brookside Lane to connect with Beacon Light Road.

C. A frontage/backage road should be developed from the northern intersection of Brookside Lane and State Highway 55 to the new intersection of Brookside Lane and Beacon Light Road.

D. A western extension of the northern alignment of Brookside Lane should be developed to provide access to the Foothills Sub-area.

E. A grade separated interchange should be encouraged at the northern intersection of Brookside Lane and State Highway 55.

6.15.4 ISSUES OF CONCERN

A. Due to the limited access allowed under the ITD Access Restrictions, the area must be reviewed as a whole to ensure that individual lot access points are removed and alternative access is provided for as development occurs.

B. All of the property owners in the area are encouraged to coordinate and cooperate to address the site limitations with the affected agencies (ITD, ACHD, and Eagle) to avoid a situation where the Brookside Planning Area may be limited to existing residential land uses.

C. The Regional Long-Range Transportation Plan identifies that Highway 55 will be at capacity by 2020. Intensification of the development along this corridor could further congest this route.

6.16 SH-44 & BALLANTYNE PLANNING AREA

The SH-44 & Ballantyne Planning Area is located south of SH-44 between the signalized intersection at SH-44 and Ballantyne Road and the signalized intersection at SH-44 and Eagle Island State Park (Fisher Park Way). The planning area is designated as Business Park and Mixed Use to accommodate a growing technical industry, commercial uses, and residential uses within the City and valley. The goal is to provide employment options in an area that is significantly impacted by the regional transportation network and neighboring land uses (sewage treatment plant and state park). The following land uses and development policies are specific to the SH-44 & Ballantyne Planning Area:

Map 6.19:

SH-44 & Ballantyne Planning Area

6.16.1 SH-44 & BALLANTYNE LAND USES

A. The area is to be developed as a mixed-use node with business/technical park, residential, commercial, and limited ancillary uses.

B. The area should be designed to capitalize on the Boise River by providing trails and open space throughout the area and ensuring public access to the river.

C. The area should be designed to provide sufficient space for corporate headquarters, emerging technical uses (integrated with commercial uses), and residential uses in a park-like setting.

D. This area is intended to serve as a unique location for business and technical uses within the City of Eagle to encourage the location of clean industry into the City while buffering between the Eagle Sewer District Sewer Treatment facility to the east and Eagle Island State Park to the west.

E. Commercial uses may be considered as complementary uses which should not exceed 10% of the total land area of the SH-44 & Ballantyne Planning Area. Commercial uses are intended to be complementary to the business and technical uses in the planning area and serve as a buffer between the residential uses and SH-

44. Strip commercial uses should be discouraged. Highway-oriented uses should be strategically placed at signalized intersections and designed to accommodate the goals of the Scenic Corridor.

F. The area north of the Boise River should be improved with pathways and other amenities to encourage active recreation and passive enjoyment of the river and riparian area consistent with Chapter 7: Natural Area.

G. Special care should be taken in riparian areas and the floodway/floodplain to preserve the natural drainage and filtration of run off to the Boise River and allow for undisturbed wildlife areas along the river.

H. All uses in the planning area should be designed with consistent architecture, landscape, and signage as well as community design and art elements to create a campus feel throughout the business and commercial area.

I. Residential uses (including single family, live/work, condos, and temporary/corporate housing) should be considered as complementary uses in this area and should be scaled and designed to be pedestrian-friendly to establish a village feel along collector roadways.

J. Formalized public access and parking should be developed to provide residents, employees, and guest access to the greenbelt and river, similar to the access provided in the Eagle River Area.

6.16.2 SH-44 & BALLANTYNE ACCESS

A. Access to the SH-44 & Ballantyne Planning Area will be from the signalized intersections of SH-44 at Ballantyne Road and SH-44 and Eagle Island State Park (Fisher Park Way). Any approved highway-oriented uses should be strategically located at the immediate intersections.

B. All access should be reviewed for compliance with the State Street/SH44 corridor management plan.

C. A new internal collector parallel to SH-44 should be built at the time of development to connect the signal at Ballantyne Lane to the signal at Eagle Island State Park (Fisher Parkway) to move traffic within the area. All single-parcel access points to the State Highway should be eliminated during the development process. (See Future Roadways Map 8.6)

D. A pathway and trails network should be encouraged to provide pedestrian access along the Boise River connecting the SH-44 & Ballantyne Planning Area to the existing City pathway system.

6.16.3 SH-44 & BALLANTYNE DESIGN

A. All commercial uses in the planning area should be designed with a park-like setting appropriately scaled so as to complement and not overpower the office and residential uses.

B. The area should be developed with consistent and complementary architecture, landscape, and signage to enhance the small pedestrian-friendly, mixed-use feel.

C. The design should capitalize on the extension of Old Valley Road and bring activities and uses closer to the collector road, creating a pedestrian-friendly area that encourages pedestrian circulation from the greenbelt and the residential areas, while also servicing auto traffic.

D. The planning area should be designed to be internally focused, providing the ability to capture or collect trips for the larger planning area with some limited trip capturing from SH-44 and adjacent residential areas.

E. Common parking areas to the sides of buildings with shared parking should be encouraged to minimize walking distance between businesses and providing a welcoming feel to pedestrians and bicyclists entering the area.

F. Signage should be uniform and should be focused to the interior of the development along the parallel collector to ensure that the highway rights-of-way are not cluttered with individual and monument signs. The planning area should include a single monument entry sign at the signalized intersections to establish place making reference. Consistent design elements should be repeated throughout the area to establish and maintain identity. Tall landscape berms should be avoided along SH-44 to prevent business and commercial buildings from being obscured, but a landscaping buffer should be significant enough to separate the uses from the State Highway and instill a park-like atmosphere.

6.16.4 ISSUES OF CONCERN

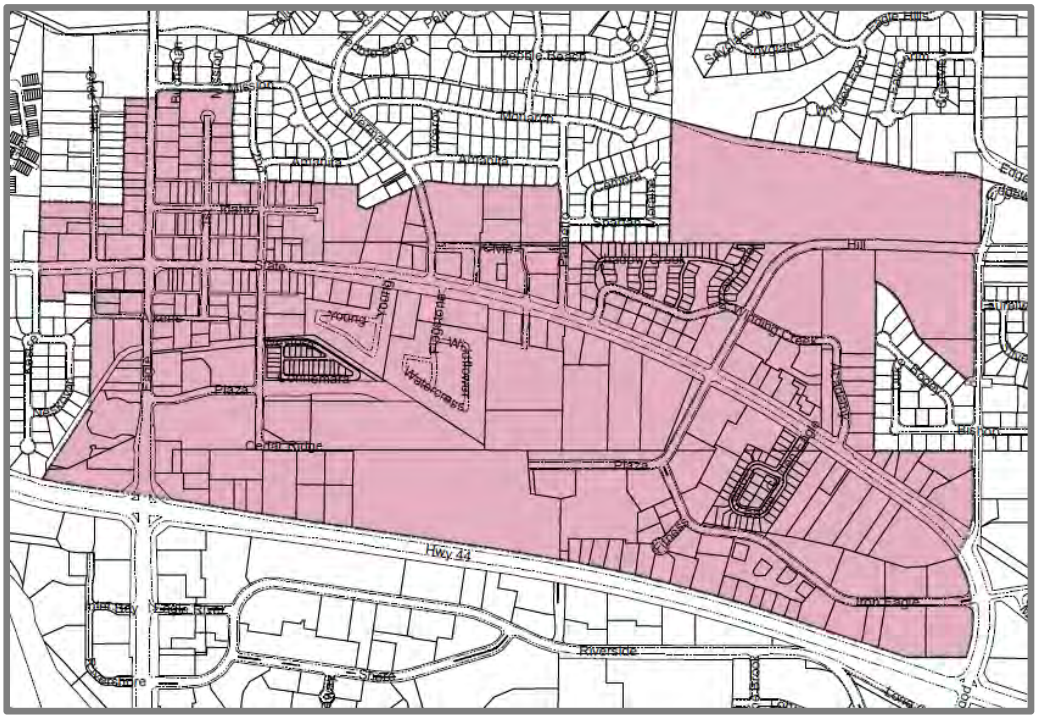
A. One of the main concerns in developing this area for a variety of uses is the need to maintain a balance among the various employment opportunities that the Business Park and Mixed-Use designations affords. The goal is to create an environment where a broad range of employment opportunities are available. To achieve this goal, commercial development must be limited to uses intended to serve the business uses and should be limited to 10% of the total planning area and should be designed to serve the planning area and regional greenbelt users; big box uses should be prohibited. Any approved highway-oriented uses must adhere to stringent design guidelines in order to conform to the goals of the Scenic Corridor where applicable.

B. If deemed necessary, the planning area should identify a site for an electrical substation. If a substation is not sited early in the development of the area, it is likely the intent of this planning area to function as a technical park will be limited.

C. If single-family residential uses are located in this area, special attention should be given to the transition between business/technical/commercial uses and single-family residential uses. Transitional uses could include open space, live/work units, or light office uses. Single-use development (i.e., residential only, office only) should be discouraged in the area. Without a balance of uses, the intent to create a live, work, and play environment will be compromised.

6.17 DOWNTOWN EAGLE PLANNING AREA

The Downtown Eagle Plan is intended to focus and solidify the City's planning vision, goals, actions and investments in support of the growth and continued revitalization of Downtown Eagle; to help coordinate private and public investment in the heart of the City of Eagle. It is the City's primary means of guiding land uses and development for properties located within the Downtown Eagle Planning Area. The Downtown Eagle Plan Area includes all private and public properties as indicated in the Planning Area Map.



Map 6.20:

Downtown Eagle Planning Area

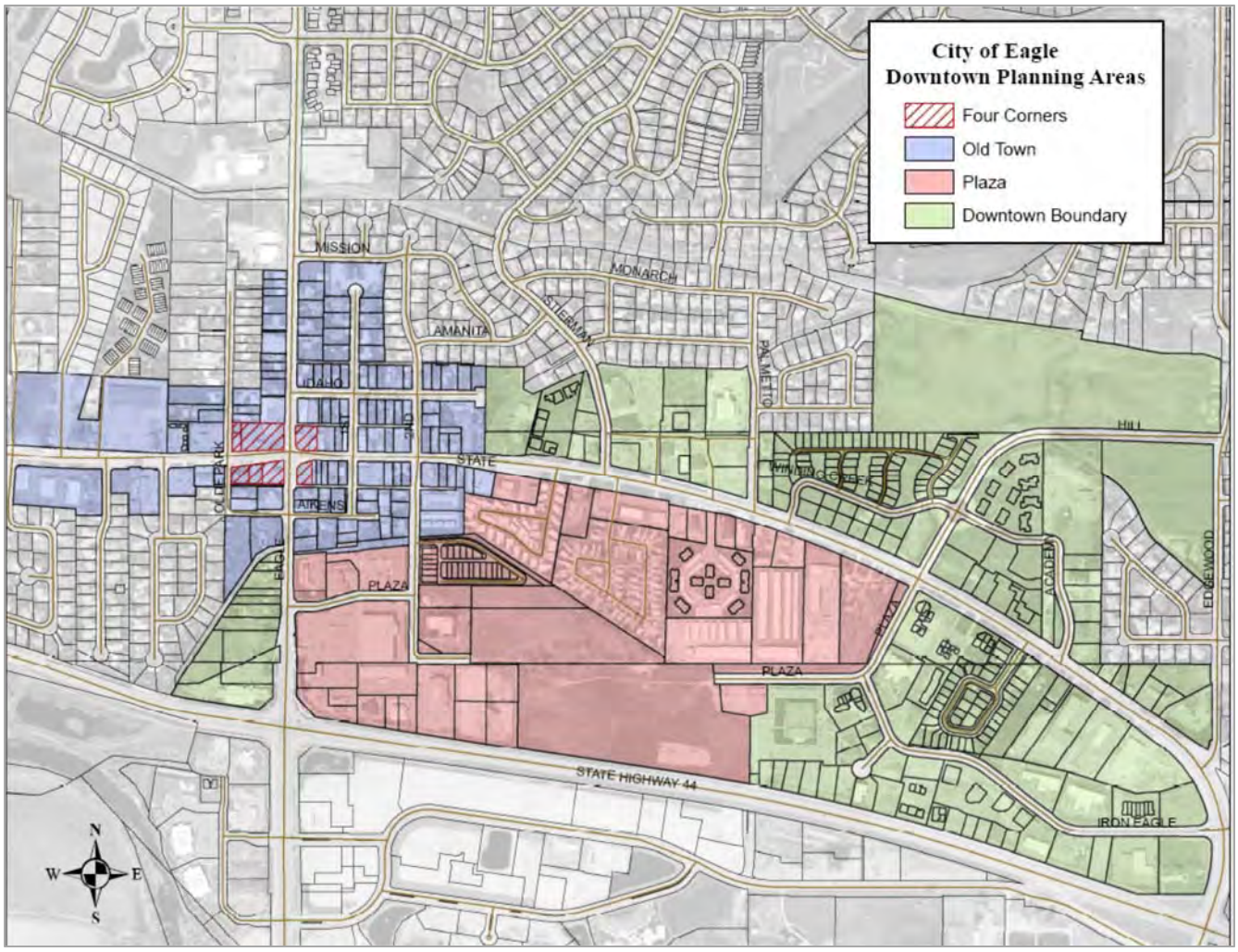
The Plan Area, consisting of approximately 300 acres, is generally defined along its northern edge by the New Dry Creek Canal, along its southern edge by State Highway 44, along its eastern edge by Edgewood Lane and; along its western edge by Taylor Street.

The Plan Area is distinguished by a wide range of public settings and civic facilities of considerable symbolic and functional significance to the community. Civic uses include the Eagle Senior Center, City Hall, Eagle Library, and the Eagle branch of the U.S. Post Office making downtown the primary destination for a wide range of community services.

The planning area is guided by a broad set of goals and objectives but is also further divided into three smaller focus areas: Olde Towne, Plaza and the Four Corners, where both the general and specific policies apply.

Downtown Eagle should function as a regional center for destination retail, cultural, education, government, office, and residential uses. It will have a vital retail core that transitions in use and character to healthy and inviting residential areas and adjoining employment areas. In addition to serving as a regional center, the Downtown Eagle Area will provide neighborhood-serving uses that help meet the daily needs of its residents and employees.

Map 6.21: Downtown Subareas



Development in the Downtown Eagle Area should be designed to:

- Establish a distinctive, well maintained and well-branded downtown;
- Create a well-organized multi-use community that promotes the live, work, play, and recreate lifestyle;
- Promote and support a strong and vibrant business community;
- Create an interconnected community that allows access to and across the regional highway system; and
- Promote and develop a unique downtown that supports pedestrian, bicycle, and transit connectivity.

The Downtown Eagle Area will have multi-modal connectivity to internal assets (such as Heritage Park, Eagle Elementary, emergency services and commerce) and to external assets (such as adjacent residential areas, the city parks system, the sports complex, the foothills, and the Boise River).

The Downtown Eagle Area will be dependent on ongoing reinvestment and compatible redevelopment that reinforces the community's vision for a vibrant community and regional center. The review of zoning, parking, and other regulations that guide the form and appearance of Downtown Eagle must be on-going to ensure that new development and redevelopment implements the vision, goals, and policies of this Plan.

Figure 6.17:

Conceptual Vision for Downtown Eagle from U of I Charrette Process

Clockwise starting at the top right: Olde Town Development Concept, 1st Street Concept, Plaza development Concept, Transit Ready Development Concept, Four Corners Streetscape.

6.17.1 DOWNTOWN EAGLE GOALS

A. PRESERVE, DESIGN, DEVELOP AND PROMOTE DOWNTOWN EAGLE AS THE "HEART OF EAGLE" AND THE CENTER OF COMMERCE AND EMPLOYMENT WITHIN THE REGION: A SOURCE OF PRIDE OR ITS CITIZENS, A SENSE OF IDENTITY FROM ITS HISTORIC ROOTS, AND A PLACE OF GREAT CHARACTER AND ATTRACTION DUE TO ITS UNIQUE URBAN FORM AND DIVERSITY OF ACTIVITIES.

B. MAKE DOWNTOWN EASY TO GET TO FOR ALL MODES OF TRANSPORTATION AND ALL GENERATIONS- SEEK TO EXPAND AND DEVELOP AN INTERCONNECTED STREET AND PATHWAY SYSTEM.

C. MAINTAIN DOWNTOWN EAGLE AS THE HEART OF THE COMMUNITY, THE CULTURAL CENTER OF THE CITY, WITH COHESIVE AND COMPLIMENTARY ARCHITECTURE, PLANNED AND MEANINGFUL OPEN SPACES, PEDESTRIAN FRIENDLY STREETSCAPES, AMPLE PARKING.

D. ECONOMIC DEVELOPMENT GOAL: INCREASE THE CAPACITY OF CITIZENS, COMMUNITY GROUPS, AND CITY LEADERS TO UNDERSTAND AND RESPOND TO INTERNAL AND EXTERNAL INFLUENCES OF CHANGE THAT AFFECT THE ECONOMIC VIABILITY OF THE CITY.

E. SEEK, PROMOTE, AND ENCOURAGE THE USE OF DEVELOPMENT INCENTIVES IN THE IMPLEMENTATION OF THE DOWNTOWN EAGLE PLAN. MAKE IT EASIER TO DEVELOP IN DOWNTOWN EAGLE THAN ANYWHERE ELSE IN THE CITY AND REGION.

F. CREATE AN ATTRACTIVE URBAN ENVIRONMENT NECESSARY TO COMPEL THOSE SEEKING URBAN HOUSING TO LOCATE IN EAGLE.

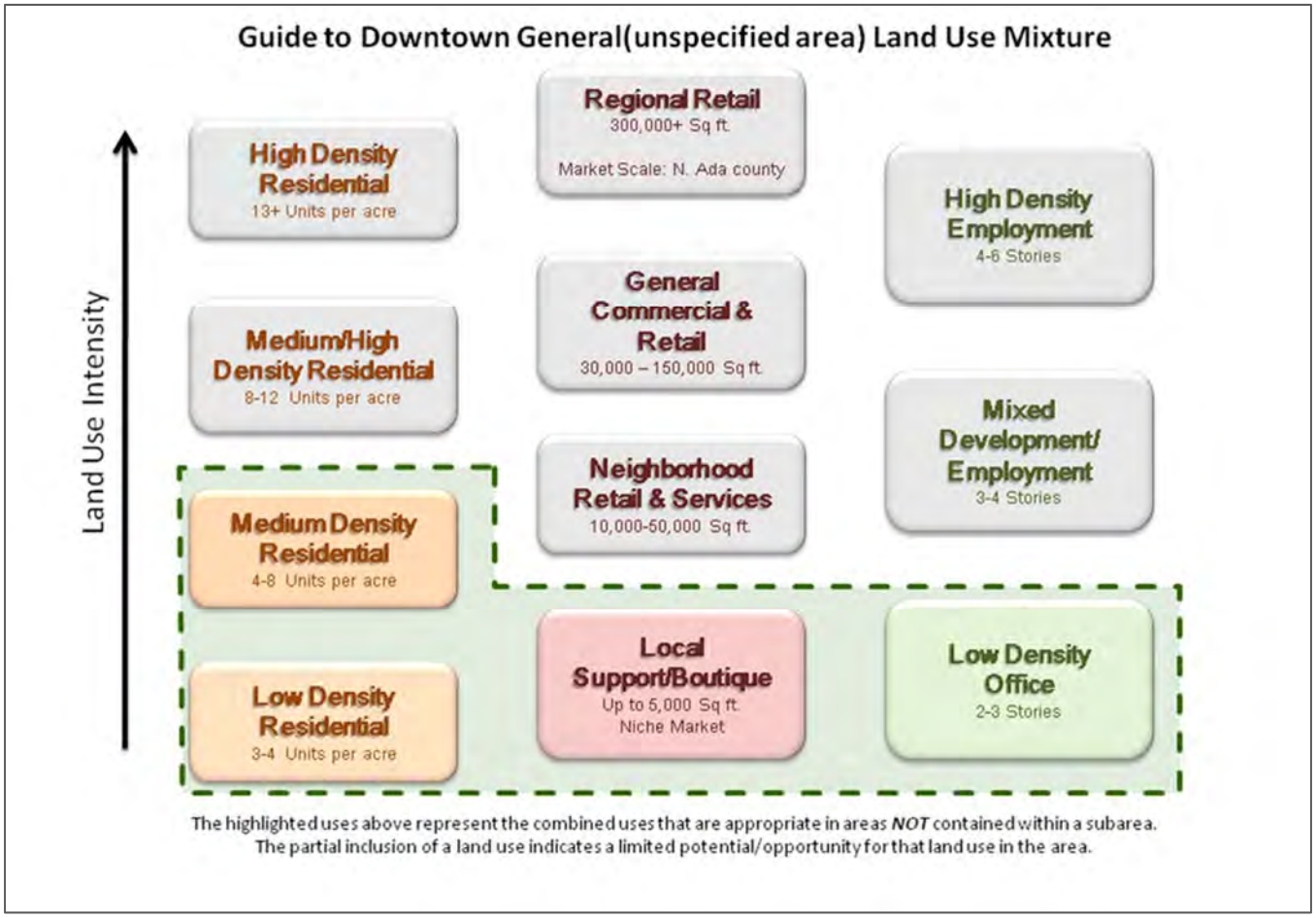
6.17.2 DOWNTOWN EAGLE GENERAL OBJECTIVES

The following objectives apply to all areas of the Downtown planning area. Properties located in the Olde Towne, Four Corners or Plaza Planning areas will have additional policies that must also be met, see section 6.16.3, through 6.16.5.

A. Ensure that development in downtown Eagle is designed to enhance the following:

1. Mix of Land Uses: Create synergism between a variety of land uses, activities, and destinations through the use of diverse land uses (retail, office, a variety of residential, and civic institutions). These uses provide neighborhood convenience, employment, entertainment, and cultural options that contribute to a unique urban experience. Development that adheres to this principle encourages a compatible mix of uses at the town center scale and identifies opportunities for shared uses. Position downtown Eagle as the most convenient place to live, work, find entertainment, shop, and gather in the City and the region. (See Figure 6.18)

Figure 6.18: Generalize Downtown Land Uses



2. Walkability: Create a pedestrian oriented city center that is interconnected and compact in size with a variety of uses that encourage citizens to park once and walk between destinations.

3. Active Streets: Create unique social experiences that are not found in other parts of the City and region. Fill the downtown with businesses, restaurants, entertainment, and services that remain open into the evening. Encourage first floor retail and public gathering areas (plazas, fountains, and pocket parks) that attract people to Downtown Eagle.

4. Civic and Community Center: Promote and retain uses in the downtown that serve as an anchor to the community such as government offices, libraries, museums, parks and open spaces, and community events.

5. Historical Significance: Promote the continued use of historic structures (when feasible) and establish design criteria that promotes the incorporation of historical architectural elements into new buildings to complement and provide support to the historic charter of the area.

a. Encourage innovative designs that complement the setting in which a building is being placed as opposed to strict adherence to a specific architectural style.

b. Establish unique design criteria for the Downtown Planning Areas that complement each other without distracting or over powering each other.

6. Infill Development: Encourage high density and intensity development to locate in Downtown Eagle creating a more vibrant center. Encourage and promote residential uses in and within walking distance of Downtown Eagle enabling a more efficient use of the existing infrastructure investment and resources while offsetting the high cost of land and creating a more convenient place to live and work.

   a. Encourage the development of unique and diverse land uses within Downtown Eagle that provide harmony in form but promote a variety in function.

   b. Encourage the use of terraced (stepped back) vertical mixed-use buildings that allow for office, commercial, retail, and residential within a single building while reducing/avoiding a monolithic building wall along the street and sidewalk plane.

   c. Allow for the intermingling of daily convenience uses (grocery, cleaners) with destination uses (restaurants, pubs, and art galleries).

   d. Take advantage of the existing infrastructure (sewer, water, and roads) to increase the intensity of downtown (employment and housing) while designing a unique pedestrian environment (wide sidewalks, café seating, trees, and public art) within and adjacent to the existing rights of way.

   e. Avoid conventional development and single-use zoning that compartmentalizes housing, shopping, and business uses; that focuses on large vehicular thoroughfares and limited pedestrian connectivity.

   f. Promote the use of parking structures, rear/alley loaded parking, and on-street parking to discourage large surface lots within Downtown Eagle.

7. Diversity of Housing Choices: Promote a range of housing types and price levels that bring people of diverse ages and incomes into daily interaction to strengthen personal and civic bonds, and the attachment to the community.

   a. Encourage a variety of dwelling types such as: houses, bungalow courts, row houses, live/work units, lofts, and apartments to ensure that younger and older people, singles and families, and all income levels can find a place to live. Broader housing options within downtown reduce the pressure for higher density in other portions of the community.

   b. Creating an active residential presence in downtown reduces the daily transportation issues (congestion and parking) commonly found in commercially dominated downtowns.

B. Incorporate pedestrian, bicycle, vehicle, and public transit into the transportation plan for the downtown.

C. Encourage the development and expansion of interconnected streets that help disperse traffic rather than concentrating it onto a few major roadways.

D. In cooperation with land owners, canal and drain companies and districts develop an integrated system of trails and public open spaces utilizing and expanding upon the existing features in Downtown Eagle including sidewalks, pathways, canals, and drains. (See Figure 6.19)

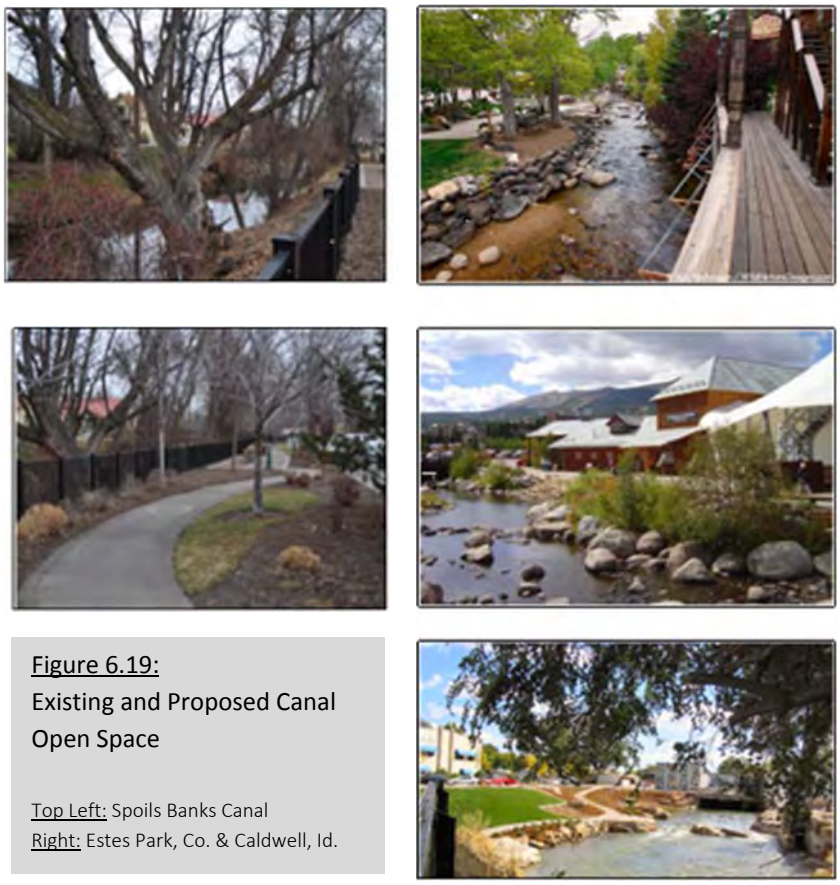


Figure 6.19:
Existing and Proposed Canal Open Space

Top Left: Spoils Banks Canal
Right: Estes Park, Co. & Caldwell, Id.

E. Seek to connect emergency services (police, fire, and emergency medical services) across the State Highway 44 bypass ensuring that all areas of the community have appropriate access to these facilities.

F. Maintain Downtown Eagle as the cultural center of the City and expand Eagle's regional presence.

G. Promote attractive, interesting, complimentary, and compatible architecture and make quality design a priority for the construction and maintenance of all property in Downtown Eagle.

H. Plan for, design, and develop a complete urban open space system in Downtown Eagle including pathways, greenways, plazas, fountains, and parks that encourage people to visit and linger in Downtown Eagle.

I. Implement a Downtown parking system that coordinates all resources. (See Map 6.22)

J. Establish a system of streets, pathways and open space networks that strengthen connections into and through Downtown Eagle.

K. Both problems and opportunities appear from social and demographic change within a Community as well as from the outside. By understanding both the concerns and prospects,

L Promote the City's vision to potential employers, developers, and businesses. Work with land owners, residents and the Chamber to promote Eagle as being *Open for Business*.

M. Expedite the development approval process creating a competitive development environment when compared to neighboring jurisdictions. Look at zoning and design review process to ensure that development that fits the City's vision for the downtown is easily approved.

N. Work with the Eagle Urban Renewal Agency to identify projects that will enhance the development potential in Downtown Eagle.

O. Encourage and incentivize the use of energy efficient and sustainable construction techniques, materials, designs and other strategies as part of new activity centers and redevelopment in the downtown. These include: LEED/green building practice, water reuse, alternative energy sources, and roof-top gardens. sound decision making may be made by improving the social and economic well-being of citizens.

P. Encourage the use of terraced (stepped back) vertical mixed-use structures that allow for office, commercial, retail, and residential within a single building while reducing/avoiding a monolithic building wall along the streets and sidewalk plane.

Q. Allow for the intermingling of daily convenience uses (grocery, cleaners) with destination uses (restaurants, pubs, and art galleries).

R. Take advantage of the existing infrastructure (sewer, water, and roads) to increase the intensity of downtown (employment and housing) while designing a unique pedestrian environment (wide sidewalks, café seating, trees, and public art) within and adjacent to the existing rights of way.

S. Establish unique design criteria for the Old Towne and the Plaza Areas that complement each other without distracting or over powering each other.

T. Work with land owners, developers, the URA, and ACHD to establish a new street network that is pedestrian in scale and is reminiscent of a traditional City Center.

U. Streets in the Plaza Area should include the following elements (See Figure 6.20):

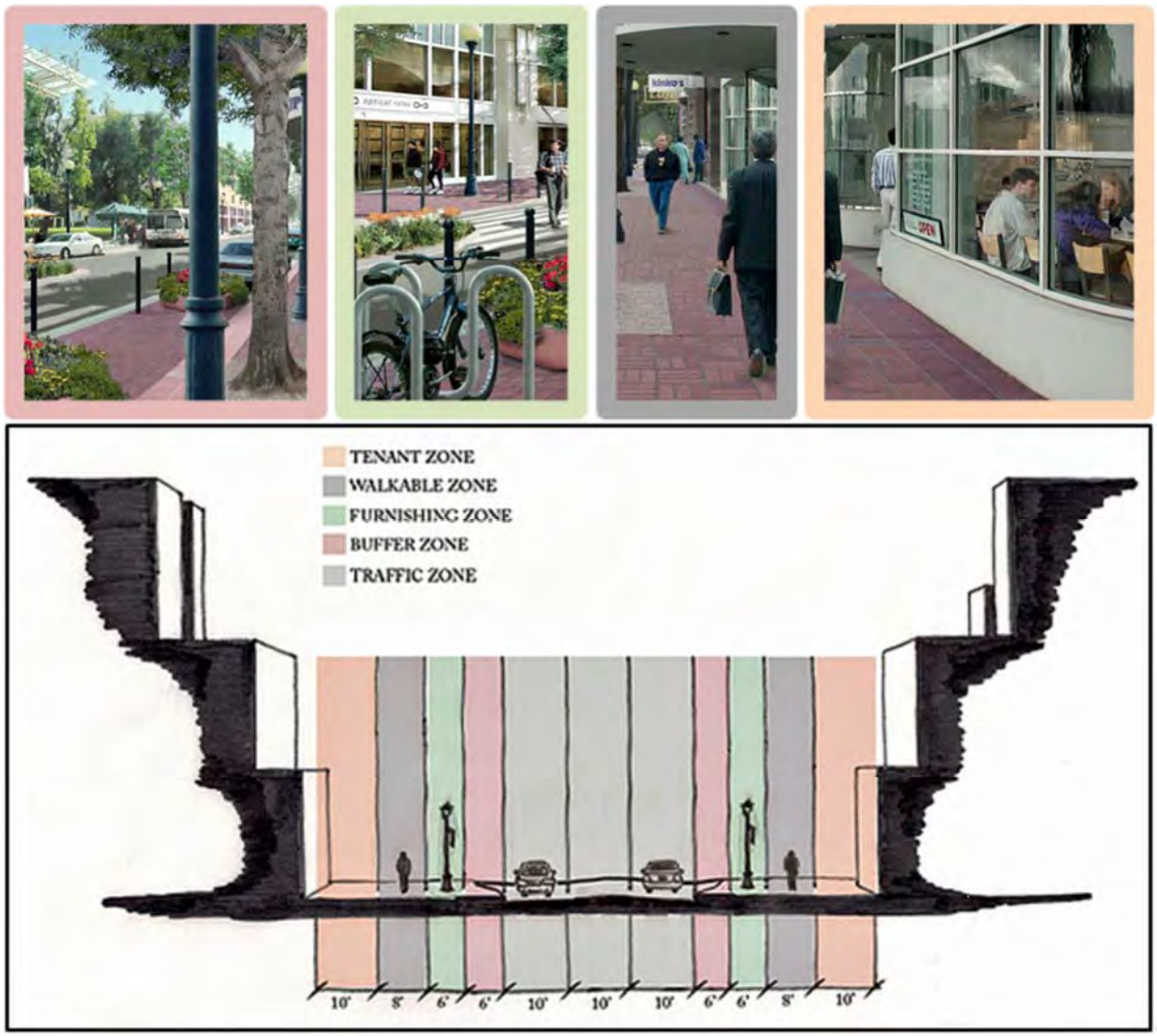
Tenant Zone: A businesses front yard, an area for merchandise displays, café seating, and tenant identification.

Walkable Zone: An unfettered area for the express purpose of pedestrian movements through the area.

Furnishing Zone: An area for pedestrian amenities including streetlights, benches, bike racks, and public art.

Buffer Zone: An area that provides separation between pedestrian uses and vehicles. May include landscaping, street trees, or stamped/decorative concrete.

Figure 6.20: Required Elements of Downtown Streetscapes



V. Plaza Area should be designed to emphasize the use of first floor retail and public gathering spaces (plazas, fountains, and café seating) to draw people on to the sidewalks and outdoor areas. (See Figure 6.20) The Plaza Area should be designed to focus on the pedestrian experience by creating outdoor rooms and spaces that increase access and visibility to businesses in the area.

W. Work with the canal/drainage companies/districts and landowners to establish policies for the design of a canal greenway system connecting through downtown Eagle.

X. Consider options for widening and expanding current drainage easements or providing open space dedications along canals and drains to include pedestrian and trail uses in lieu of tiling.

Y. Work with land owners, developers, drainage companies, ACHD, and the City to identify locations for pedestrian crossings/bridges to connect across the drainage and canal system.

Z. All uses within downtown Eagle should be designed with pedestrian movement as a priority. Establish a system of sidewalks, trails, pathways, and green spaces that allow residents and visitors to move easily through the area while limiting pedestrian/auto conflicts.

AA. All streets (alleys and cross access excluded) should include sidewalks and pedestrian crossing bulb-outs.

BB. Attached sidewalks should be encouraged in areas where retail and commercial is located on the first floor.

CC. In primarily residential areas, detached sidewalks with landscape strips should be used to provide a green buffer between the streets and the fronts of residential units.

DD. Land uses along State Street, to the north and east of the Plaza Area should be designed with uses, a building scale, and functions similar to Winding Creek and the Rocky Mountain Business Park. These areas should include: Shared/joint parking and access, Rear and side located parking to avoid parking areas along State Street, Land uses should include mixed use office and medium density residential (live/work units, bungalow courts, row houses, and condominiums).

EE. Avoid conventional development and single-use zoning that compartmentalizes housing, shopping, and business uses and that focuses on large vehicular thoroughfares and limited pedestrian connectivity.

FF. Discourage large single entity and low activity uses (i.e., storage, distribution, etc.) within downtown Eagle.

GG. Establish design criteria that promotes the incorporation of historical architectural elements into new buildings to complement and provide support to the historic charter of the area.

HH. Encourage innovative designs that complement the setting in which a building is being placed as opposed to strict adherence to a specific architectural style.

II. Consider earmarking park impact fees from Downtown Eagle for use in Downtown Eagle.

JJ. Specific design elements should include bulb outs at intersection crossings and the integration of pedestrian amenities such as benches, trees, planters, and public art.

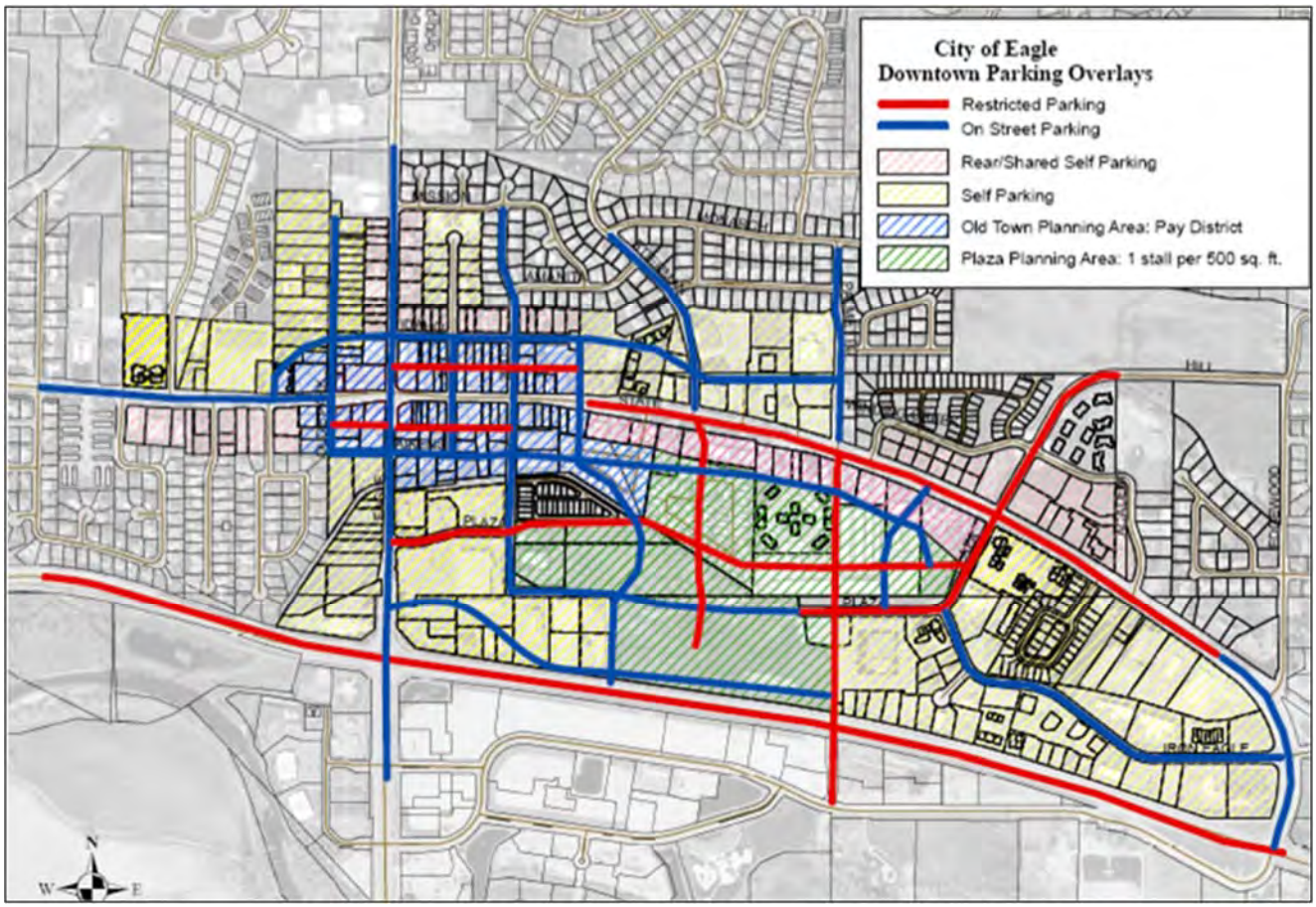
KK. Strengthen the distinction between the urbanized Downtown and surrounding residential areas and corridors.

LL. Transform State Street (from Ballantyne to Taylor and from Edgewood to Stierman) into a boulevard with detached sidewalks and center planters.

MM. Establish way-finding mechanisms that lead people to Downtown and its businesses.

NN. Discourage the use of one-way streets in Downtown Eagle.

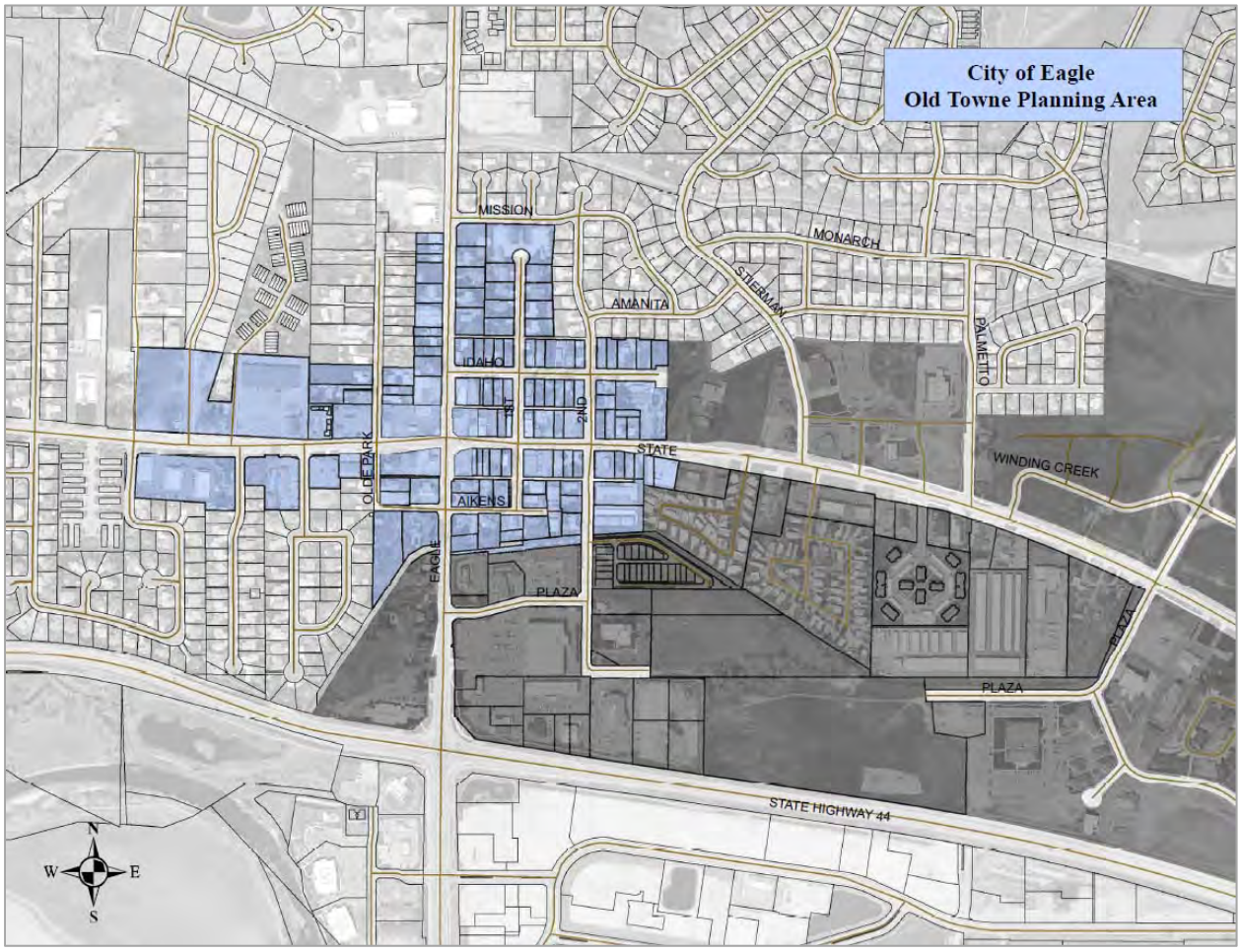
Map 6.22: Downtown Parking Overlays



6.17.3 OLDE TOWE PLANNING AREA

Olde Towne Eagle should maintain the quaint feel of a traditional town center; as the active community center and community gathering place for the City. The character of Olde Towne is generally defined by its pedestrian-scale (attached sidewalks, store fronts with large windows at the sidewalk, and open space amenities), ensuring context sensitive design complementing the most significant historic structures. A traditional mix of retail, residential, office, and public uses is to be maintained. State Street should be the focus for the highest intensity of uses in the area (See Figure 6.21).

Map 6.23: Olde Towne Planning Area

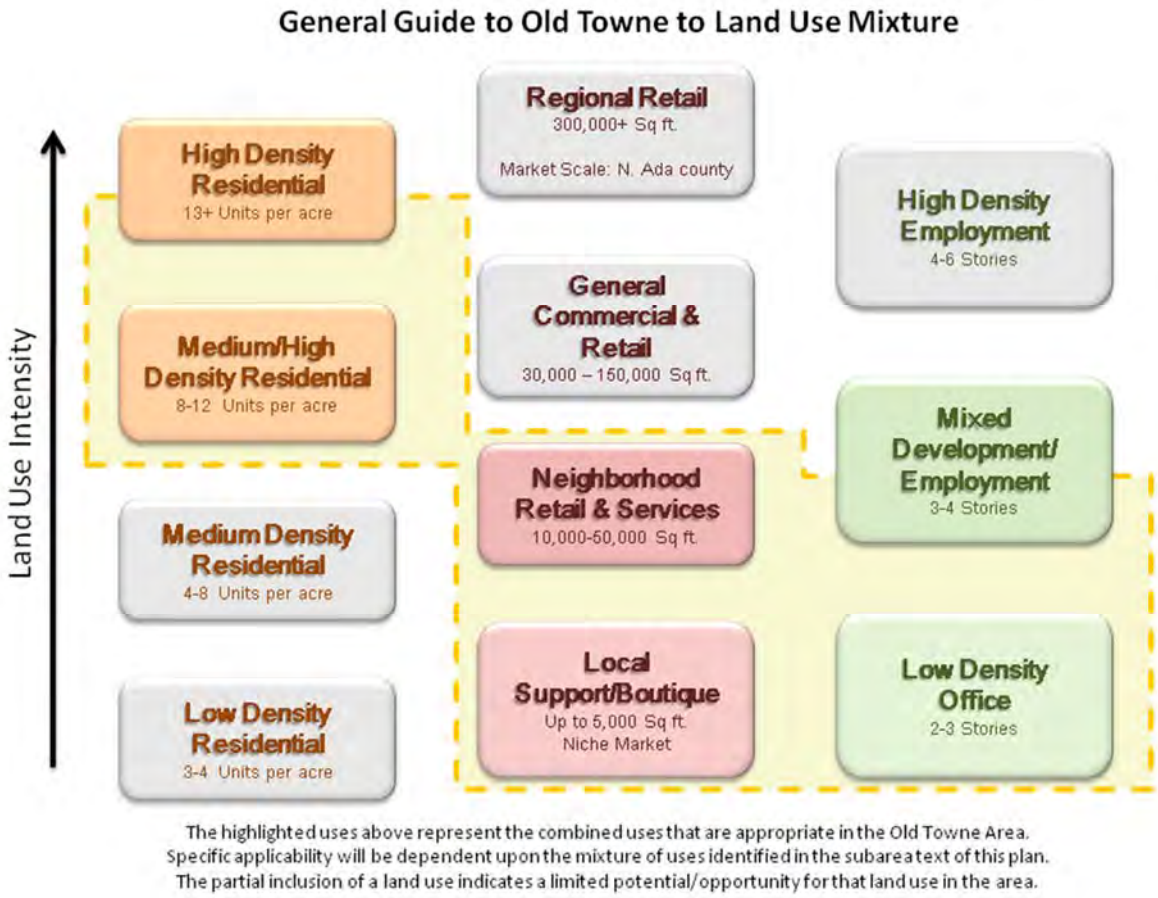


One of the prominent civic and community land uses in the Olde Towne area is Heritage Park, a .48-acre site located at the southwest corner of State Street and 2nd Street. Heritage Park functions as the Village Commons of Eagle and the focus of community events such as Eagle Country Christmas, Eagle Fun Days, and the Farmers Market.

Instead of spreading out, the City wants to encourage development to fill-in to the Olde Towne area creating higher density and a more vibrant center. Encourage and promote people living in and within a reasonable walking distance of Olde Towne Eagle to enable more efficient use of the existing infrastructure investment and resources, off-set the high cost of land, and create a more convenient place to live and work.

Within Olde Towne the City wants to promote a range of housing types and price levels that can bring people of diverse ages and incomes into daily interaction. Thereby, strengthening the personal and civic bonds to the community.

Figure 6.21: Olde Towne Land Uses



A. Enhance Olde Towne's visibility and its iconic imagery as the heart of the City, it is important that Old Towne be easily identified and leave a very positive impression on everyone who sees it. It should look like a place in which one wants to explore, linger, work, and live.

B. Retain and seek to expand Heritage Park as the City's signature space in the Olde Towne. Its prominent location and design embodies the small-town character of the community and serves as a central gathering place.

C. Special care should be taken to ensure that buildings adjacent to the park do not wall in the park and make it a dark shadowed area. When feasible, buildings adjacent to the park should be designed to open up to the park and include stepped back facades and the use of terraces.

D. All efforts should be made for the expansion of Heritage Park to ensure that as the population of Eagle grows so does the heart of the community.

E. Consider investing in a permanent all-season public market building adjacent to Heritage Park for use by the farmers' market and other community events. (See Figure 6.22)

F. Development surrounding the park should be designed to capitalize and incorporate the scenic qualities of the park.

Figure 6.22: Downtown All-Season Market Concept

G. Design new buildings to punctuate the fabric of downtown with towers, grand entrances, and special roof forms that emphasize the character of the Old Towne.

H. Land uses in the Olde Towne area should promote mixed use with retail and commercial on the first floor and office and residential uses on upper floors.

I. Overall, buildings in the Olde Towne should be scaled to fit the historic development patterns in the area with narrow building widths, store fronts up to the sidewalk, large first floor windows and multiple attached buildings on a single block.

J. Due to the scale of the Olde Towne, boutique and specialty uses should be encouraged to intermix with offices and residential.

K. Live/work units and cottage retail/commercial should be used at the perimeter of Olde Towne to provide a transition to the predominantly residential areas north of Amanita and Mission Streets, west of Olde Park Place and Taylor Street, and east of Eagle Road from Plaza Drive to the Spoils Banks Canal.

L. Promote Olde Towne as a place to live by entitling most property in the Olde Towne for housing (upper levels only).

M. Walkability in the Olde Towne should focus on the historical grid and attached sidewalk system that provides connectivity throughout the Olde Towne area.

N. Whenever reasonable, the use of alleys, cross access easements, and rear service drives should be incorporated to separate pedestrians from vehicles as well as to allow services, such as garbage and deliveries, to occur where they will not cause additional congestion, conflicts, or interfere with the livability of the area.

O. In the Olde Towne area, all buildings should be designed have a presence on the street level including amenities that invites patrons and residents into the building (See Figure 6.23).

Figure 6.23: Pedestrian Amenities & Streetscape Features

P. Retail, commercial, and restaurant uses should be designed to include large store front windows, patio dining, and/or tenant displays.

Q. Encourage first floor retail and commercial that attracts people into Olde Towne Eagle as a place to shop, recreate, and interact.

R. Office and residential uses should use plazas, patios, and fountains to bring their presence to the street.

S. All buildings should be encouraged to incorporate public art, benches, and bike amenities to invite pedestrians and bicyclists to easily move throughout the Olde Towne area.

T. Pursue developer investment in public open space in the Olde Towne in order to expand open spaces.

U. In addition to Heritage Park, special consideration should be made for the design of 1st Street to serve as a community gathering area during community events, similar to the Basque Block or 8th Street in Boise (See Figure 6.24).

V. The City and the Ada County Highway District should work with land owners and tenants to integrate special design elements into 1st Street including but not limited to a meandering plaza with offsetting landscape areas, rolled curbs, stamped concrete and wide sidewalks.

W. Landscape along 1st Street should be designed to avoid creating a barrier between the street and the store fronts.

X. Establish unique design criteria for the Olde Towne Area that complements the historic character of the area.

Y. Incorporate design elements from landmark buildings such as the Eagle Bank and the Eagle Hotel, into the design and redevelopment of the Olde Towne Area including: Separated horizontal articulation and element changes, system of proportions opens up possibilities to new designs while maintaining cohesiveness, separated horizontal articulation and material changes, tripartite façade (See Figure 6.25), and 20-foot high commercial lower band.

Figure 6.24:
Community Gathering Area in Street Design –Boise Basque Block

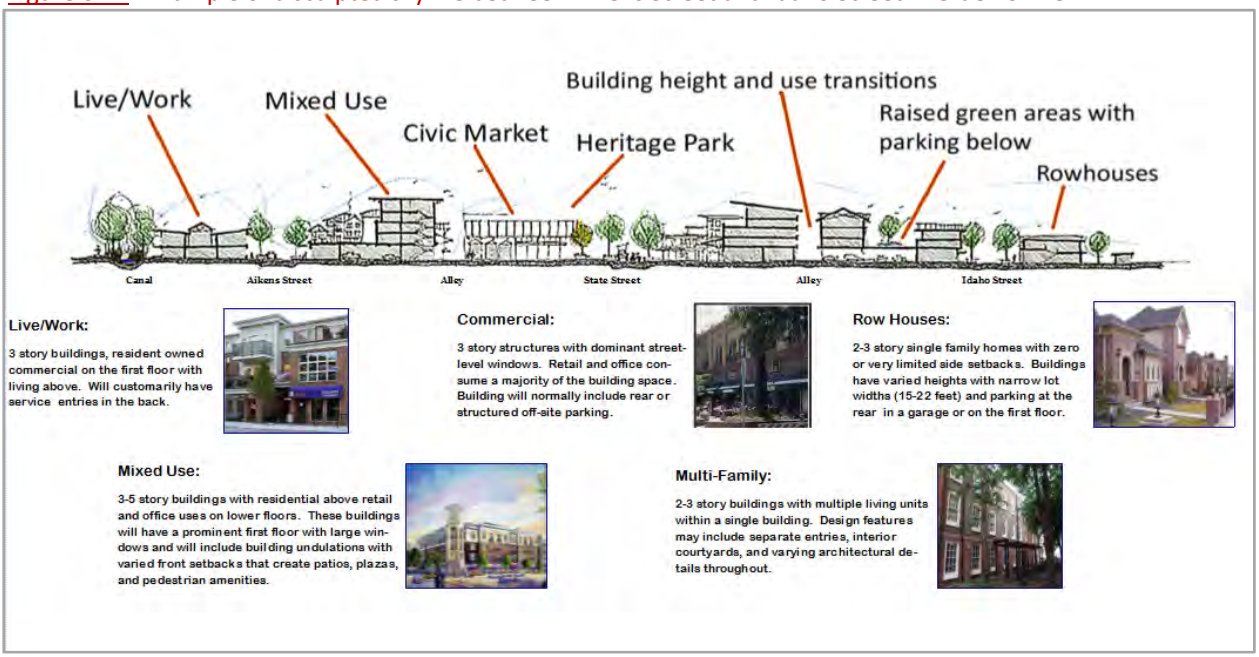
Figure 6.25: Architectural Styles Complementary to Olde Towne

Z. Encourage the use of terraced (stepped back) vertical mixed-use buildings that allow for office, commercial, retail, and residential within a single building while reducing/avoiding a monolithic building wall along the street and sidewalk plane (See Figure 6.26).

Figure 6.26: Examples of Terraced Building Design

AA. Encourage the development of a sculpted sky line that increases building heights at the interior of blocks while stepping down building heights as they approach the traditional single-family areas at the north and west of the area. (See Figure 6.27)

Figure 6.27: Example of a sculpted skyline between Aikens Street and Idaho Street in Olde Towne



BB. Allow for the intermingling of daily convenience uses (grocery, cleaners) with destination uses (restaurants, pubs, and art galleries).

CC. Promote zero lot line development bringing buildings together to form continuous store frontages within a block.

DD. Ensure that new residential development adds to the appeal of Olde Towne as a great place to live as well as to visit. Revise development regulations to specify physical outcomes, including building types and disposition, block and street pattern, public open space, architectural character and identity. (See Figure 6.28)

EE. Consider establishing a pay in lieu of parking standard for Olde Towne.

FF. Require residential uses in Olde Towne to have dedicated parking areas.

GG. Work with the Eagle Urban Renewal Agency to identify, construct, and manage structured parking locations within the Olde Towne area.

Figure 6.28: Housing Styles in Olde Towne Eagle

Live/Work:

3 story building, resident owned commercial on the first floor with living above. Will customarily have service entries in the back.

Mixed Use:

3-5 story buildings with residential above retail and office uses on lower floors. These buildings will have a prominent first floor with large windows and will include building undulations with varied front setbacks that create patios, plazas, and pedestrian amenities.

Row House:

2-3 story single family homes with zero or very limited side setbacks. Buildings have varied heights with narrow lot widths (15-22 feet) and parking at the rear in a garage or on the first floor.

Multi-Family:

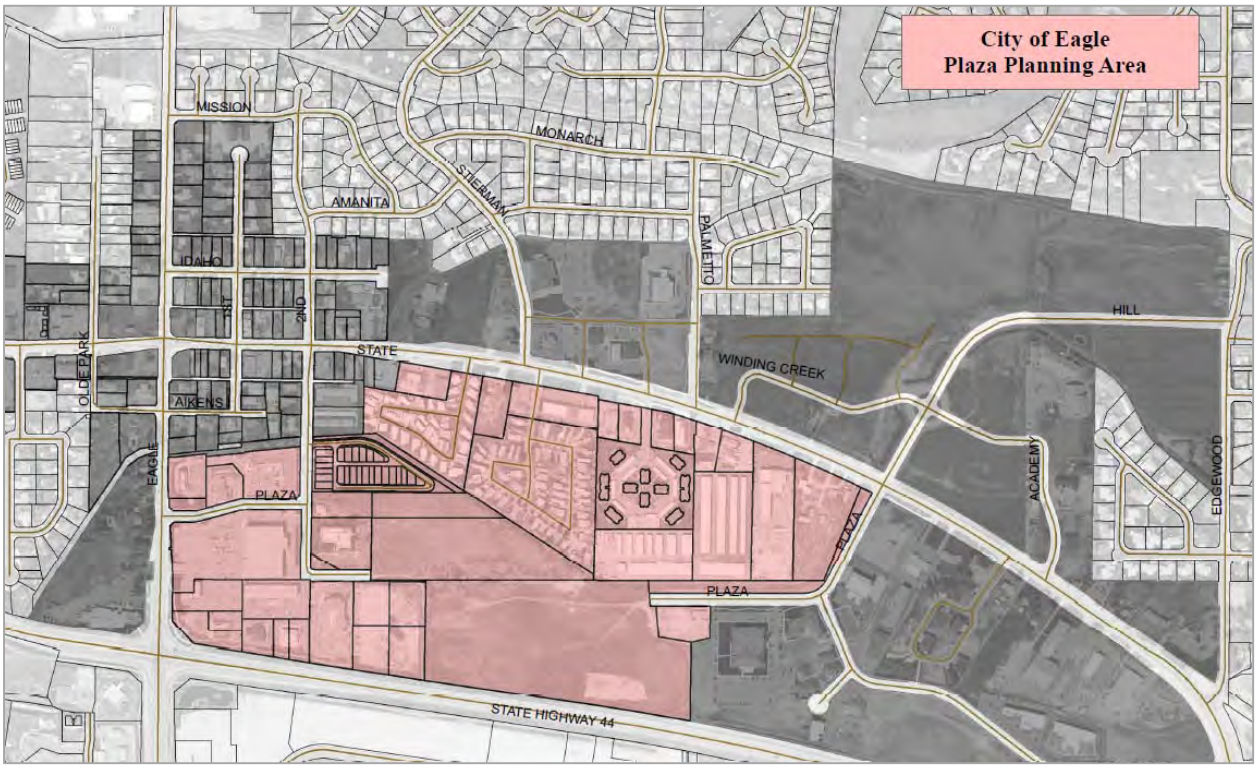
2-3 story building with multiple living units within a single building. Design features may include separate entries, interior courtyards, and varying architectural details throughout.

6.17.4 PLAZA PLANNING AREA

The Plaza Planning area while immediately east and south of the Olde Towne, will have characteristics that are distinct from but compatible with that of Olde Towne (See Section 6.17.3). The Plaza Area will provide supporting residential, retail, and employment uses that are critical to the vitality and evolving functions of Downtown and together with Olde Towne, form the Downtown core of the city.

The southern portion of Plaza Area, unlike other portions of Downtown Eagle, is largely under-developed with large unplatted single-ownerships with high visibility to State Highway 44 but with no existing access to State Highway 44. Land uses in the northern portion of the planning area is a mixture of manufactured homes, apartments, Older highway oriented commercial (before the bypass construction), and newer office development. The development of this area will include two very different processes:

Map 6.24: Plaza Planning Area



Greenfield Development—The development of undeveloped property with limited constraints on the physical land to impede design and construction; and

Redevelopment—The process of assembling previously developed properties and transitioning land uses to create a unified development. This type of development is often more difficult to complete due to multiple ownerships, easements, existing physical limitations, and structures.

By far, the biggest challenge to the development of the Plaza Area will be addressing the redevelopment areas along State Street. The development of this area will only occur through the commitment and desires of the land owners to see a change and work cooperatively in a shared vision.

The vision for the Plaza Area is to create a Transit Ready Development (TRD). A TRD is similar to a Transit Oriented Development (TOD) except a TRD recognizes the need to establish transit supporting land use patterns before transit can be provided (See Figure 6.29). The City has spent a significant amount of time working with the Regional Transit Authority, COMPASS, and neighboring jurisdictions to establish policies for the creation of a regional transit route along State Highway 44 and have included this area as potential transit node in the future. The directives and design guidelines from the State Street TOD Study should be reviewed for inclusion in the codes and guidelines for the Plaza Area.

A. Develop the Plaza Planning area as a TRD neighborhood including the following design features: Street facilities for walking and biking; high-density development within a 10-minute walk radius of the transit ready development center; street connectivity and traffic calming features to control vehicle traffic speeds;

mixed-use development that includes schools, retail uses, shopping, and various housing types; and Parking management to reduce the land devoted to parking.

B. The Plaza Area should capitalize on the growing demographic and lifestyle trends favoring a preference for urban amenities and downtown centers to capture a larger share of regional investment. The Plaza Area should promote:

- A variety of compact housing options for a range of income levels;
- A range of entertainment and retail/restaurant offerings in an amenity-rich pedestrian environment;
- The establishment of a new civic/employment district within walking distance of downtown housing and Olde Towne Eagle;
- The expansion of culture, arts, and educational opportunities; and
- Better connections within and to the downtown, including access and improvements to State Highway 44, expanding the street grid, and enhancement of the public transit service and facilities.

Figure 6.29: Transit Ready Development Connection to SH-44 and Greenspace

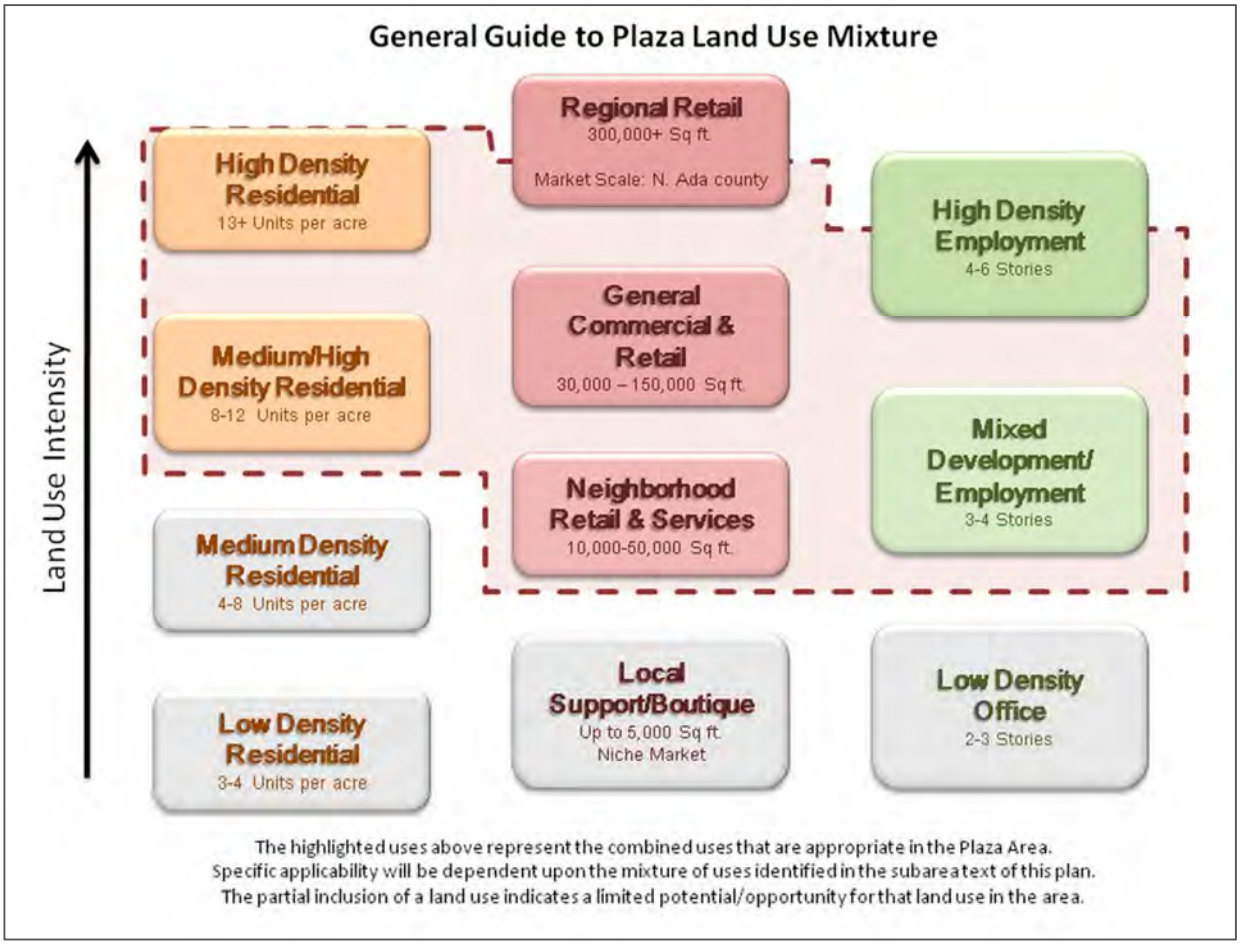
C. Land uses within the Plaza Area should include residential, office, commercial/retail, and entertainment. Unlike the other portions of the Downtown, the Plaza Area has the potential to be master-planned to allow for the purposeful and intentional integration of uses that cannot be achieved in other portions of the Downtown. These uses include: Hotels, Entertainment venues, Convention Centers, and Limited/Light Manufacturing/Production.

D. Plaza Area land uses should be as broad as possible but should focus on providing a mixture of uses (office, residential, commercial) on each block and in each building. (See Figure 6.30)

E. Employment uses beyond retail/service commercial within the Plaza Planning Area could include: Call centers, Research and development, Professional Services, Business Centers, Small Business Incubators.

F. Fill the Plaza Area with residential uses that provide an active audience for local businesses, restaurants, entertainment, and services thereby giving them a reason to remain open into the evening so residents and citizens will have a unique social experience that cannot be found in other parts of the City and region.

Figure 6.30: Plaza Land Uses



G. During the public visioning process the Plaza Area was identified by the community as the location to establish an urban employment center. Higher intensity of uses should be encouraged along the State Highway 44 corridor that decreases in intensity as the land uses transition north to State Street. A transition of land uses should create a buffer between the pedestrian friendly Olde Towne and the intensity of the State Highway 44 corridor while providing a location for uses that can provide jobs for Eagle citizens that may not want to locate in Olde Towne.

H. The redevelopment area located east of 2nd Street and north of Plaza Drive in the northern portion of the Plaza Area should be developed with residential uses (similar in scale to Paddy Row) that may include live/work units, bungalow courts, row houses, and condominiums. (See Figure 6.31)

I. Land uses along State Street, to the north and east of the Plaza Area should be designed with uses, a building scale, and functions similar to Winding Creek and the Rocky Mountain Business Park. These areas should include: Shared/joint parking and access, Rear and side located parking to avoid parking areas along State Street, Land uses should include mixed use office and medium density residential (live/work units, bungalow courts, row houses, and condominiums).

Figure 6.31: Housing Styles in Plaza Planning Area

Bungalow Court:

2 story free standing residential units with limited side and rear setbacks. All units front onto a common green/ garden area. Will customarily utilize shared parking lot or on-street parking, no garages.

Row House:

2-3 story single family homes with zero or very limited side setbacks. Buildings have varied heights with narrow lot widths (15-22 feet) and parking at the rear in a garage or on the first floor.

Multi-Family:

2-3 story building with multiple living units within a single building. Design features may include separate entries, interior courtyards, and varying architectural details throughout.

Live/Work:

3 story building, resident owned commercial on the first floor with living above. Will customarily have service entries in the back.

Mixed Use:

3-5 story buildings with residential above retail and office uses on lower floors. These buildings with have a prominent first floor with large windows and will include building undulations with varied front setbacks that create patios, plazas, and pedestrian amenities.

J. Land uses at the northeast intersection of State Highway 44 and Eagle Road (Albertsons area) should continue to be developed as a community commercial center.

L. A new collector should be developed to connect north/south between the future transit center on State Highway 44 between Edgewood and Eagle Road (Palmetto Avenue extension) as well as east/west connections between the Olde Towne and the Iron Eagle Area (Plaza Drive extension). (See Transportation Map 8.8D)

M. Work with ACHD, landowners, developers, and the URA, to design, construct, and maintain a pedestrian greenway/park area within the median of a boulevard connecting the TRD to State Street.

N. Work with land owners, developers, the URA, and ACHD to design construct and maintain a wide boulevard plaza/village common that will serve as a community gathering area.

O. Work with land owners, emergency service providers, ACHD, and the City to provide connectivity between civic uses north of the area (city hall, library, and post office) and emergency services to the west and south of the area (St. Alphonsus, Eagle Fire, and Eagle Police).

P. Emphasize the importance of new north/south connections (pedestrian and vehicular) into the Plaza Area from State Street and State Highway 44.

Q. Work with land owners, emergency service providers, ACHD, and the City in continuing efforts to gain access to and across the State Highway 44 bypass, consistent with the City's long-range planning documents. This access will promote and expedite the development of the Plaza Area and Downtown Eagle by:

- Increasing visibility and access to Downtown Eagle,
- Increasing access to land uses that are visible from the Highway but not easily accessed by the local system,
- Increase way finding (people's ability to find and connect) to the Plaza Area,
- Increasing emergency response times and medical access to both sides of the bypass,
- Decrease the traffic demands at the intersections of State Highway 44 and Eagle Road and Edgewood Lane,
- Provide short term access from the TRD center to the existing ACHD park and ride lot at Riverside Drive and Edgewood Lane; and
- Provide better bus access to the park and ride facility at Riverside Drive and Edgewood Lane.

R. Work with canal and drain companies to design development to complement the existing system and look for options to enhance and maintain these systems without piping/tiling drains and canals.

S. Encourage innovative responses and designs that complement the setting in which it is being placed opposed to strict architectural adherence to a specific architectural style.

T. Avoid conventional development single use zoning that compartmentalizes housing, shopping, and business users that focuses on large vehicular thoroughfares and limited pedestrian connectivity.

U. Promote the use of parking structures, rear/alley loaded parking, and on-street parking to discourage large surface lots within the Plaza Area.

V. The Plaza Area should include the broadest range of housing options in Downtown Eagle.

W. Housing options should include bungalow courts, row houses, live work units, multifamily, and lofts/condominiums in vertical mixed-use structures. (See Figure 6.31)

X. Housing in the Plaza Area should be compatible in form and function to the non-residential uses proposed for the area.

Y. Multifamily and lofts/condominiums in vertical mixed-use structures should be incorporated into the TRD center and along the boulevard at the center of the planning area.

Z. Live/work units, bungalow courts, row houses, and condominiums (similar in scale to Paddy Row) should be incorporated in the areas along State Street, east of 2nd Street, and west of Plaza Drive in the northern portion of the Plaza Area.

AA. All housing options within the Plaza Area should be designed with prominent pedestrian connection to the TRD center and access to future transit.

BB. All residential uses in the Plaza Area should be self-parked but utilize shared/joint parking agreements with non-residential/employment uses. Structured parking is encouraged.

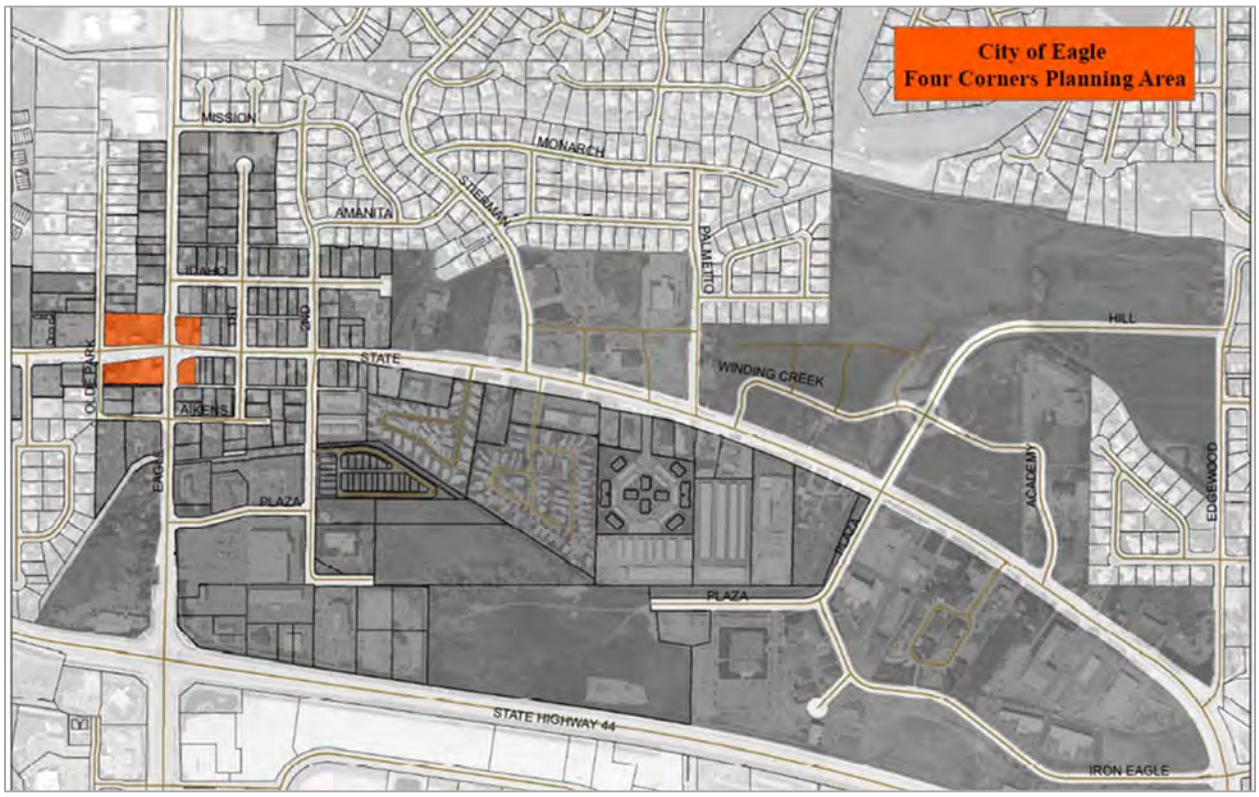
CC. Revise development regulations to specify physical outcomes, including building types and disposition, block and street pattern, public open space, architectural character, and identity.

DD. Work with utility providers and the Eagle Urban Renewal Agency to focus capital improvement investments on creating an attractive environment for downtown development and investment in urban housing.

6.17.5 FOUR CORNERS PLANNING AREA

The Four Corners Area is located at the intersection of State Street and Eagle Road (See Map 6.25). Though located in Olde Towne, it should be treated as a unique urban design area, serving as an entry and place marker letting visitors know "You Have Arrived" in Downtown Eagle. This area, though complementary to the architecture and designs found in Olde Towne, should focus on corner entry buildings and third story plazas and gardens that create a unique skyline and streetscape. Uses should include retail, office, and residential (See Figure 6.33). The mixture of uses at the Four Corners should be similar to the uses in the Olde Towne incorporating retail, commercial, and office on the first two floors with residential above.

Map 6.25: Plaza Planning Area



A. Corner building entries and increased corner setbacks should be used at the intersection of State Street and Eagle Road to create an open feeling at the intersection, so the adjacent uses can spill out into the street thereby creating another gathering place in the heart of the community, and establish the intersection as a place of significance in the City. (See Figure 6.32)

Figure 6.32: Examples of Corner Entry Buildings

B. Due to the intensity of the transportation demands on Eagle Road and State Street the Four Corners may have less residential uses than other portions of Olde Towne.

C. A parking garage should be considered adjacent to the southwest boundary of the Four Corners area to accommodate the parking demand of the area and to offset the limited on-street parking on Eagle Road and State Street.

D. Terraced (stepped backed) elevations should be incorporated into the design of buildings of three stories or more to avoid the walled canyon effect often associated with monolithic multi-story buildings (See Figure 6.26).

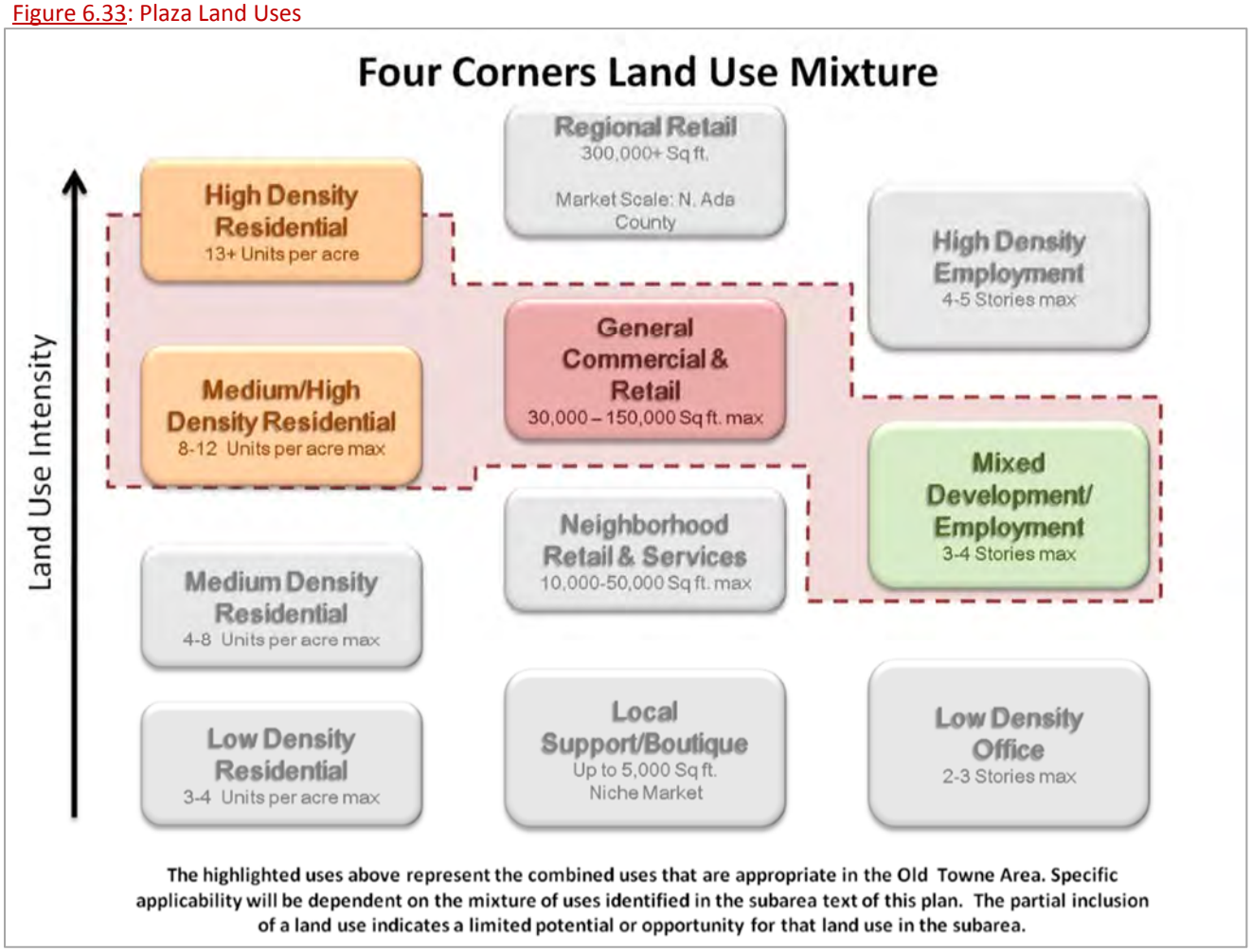
E. The City should work with ACHD, the URA, and the community to address traffic circulation at the Four Corners. The design of the intersection should address both the safe and efficient movement of pedestrians as well as the movement of automobiles through the area. Using Aikens Street and Idaho Street as quadrant roads to remove the left turns from the intersection.

F. Due to the limited size of the Four Corners Area (9 parcels), community uses will be limited to public art and the creation of open space within the public realm (sidewalks, café seating, plantings, building entries/plazas, and improvements to the intersection).

G. Use the design criteria for the Olde Towne as a starting point to guide the appearance of buildings in the Four Corners yet allow the Four Corners to be distinguished from the Olde Towne through the development of landmark buildings.

H. Development of the Four Corners should not distract or overwhelm other areas of the downtown.

Figure 6.33: Plaza Land Uses



I. Promote the Four Corners as the top priority for development in Downtown Eagle. Provide a streamlined process for the design, approval, and construction of projects at the Four Corners, establishing this as a priority for development.

J. Consider establishing an exempt parking district for non-residential uses at the Four Corners.

K. Promote the use of parking structures, rear/alley loaded parking, and on-street parking to discourage large surface lots within the Four Corners.

L. Due to the limited street frontage and the intensity of traffic at the State Street and Eagle Road intersection the Four Corners area should be designed with alleys, cross access easements, and rear service drives so to separate pedestrians from vehicles as well as to allow services, such as garbage and deliveries, so new development will not cause additional congestion or conflicts or disrupt the livability of the area.

M. Unlike other portions of the Downtown, residential uses in the Four Corners should be secondary/ancillary to the non-residential uses and should only be located on upper floors of a vertical mixed-use structure. (See Figure 6.34)

N. The density of residential uses within the Four Corners has very little importance provided that the form and function of the residential uses is accomplished. The forms and function include: no first story residential, dedicated residential parking, compatible design with non-residential uses, and appropriate urban open space (balconies, terraces, roof top gardens, and verandas).

O. The most prominent residential uses within the Four Corners should be within a mixed-use environment. Live/work units and multi-family housing may be acceptable on properties not located at the intersection of Eagle Road and State Street.

Figure 6.34: Housing Styles in Four Corners Area

Live/Work:

3 story building, resident owned commercial on the first floor with living above. Will customarily have service entries in the back.

Mixed Use:

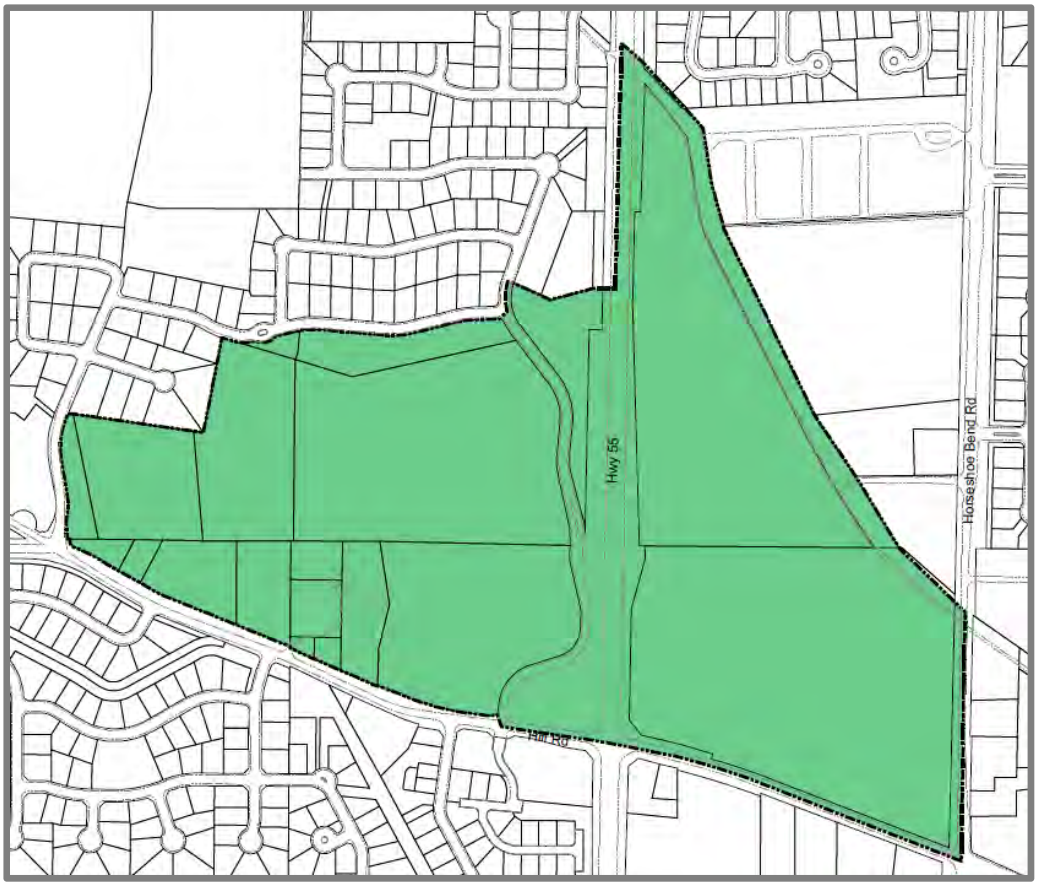
3-5 story buildings with residential above retail and office uses on lower floors. These buildings with have a prominent first floor with large windows and will include building undulations with varied front setbacks that create patios, plazas, and pedestrian amenities.

Multi-Family:

2-3 story building with multiple living units within a single building. Design features may include separate entries, interior courtyards, and varying architectural details throughout.

6.18 GUERBER PARK PLANNING AREA

The Guerber Park Planning Area is designated as mixed-use a node combining limited service commercial, limited retail, professional office, and a mixture of residential densities. The vision for the area is to recognize the activity center created by Guerber Park, the State Highway 55 corridor, and existing development and to provide compatible land uses at densities that accommodate pedestrian scale design and future mass transit. The policies in this section are specific to the Guerber Park Planning Area.



Map 6.26:

Guerber Park Planning Area

6.18.1 GUERBER PARK PLANNING AREA LAND USES

A. Neighborhood Commercial (limited service commercial, limited retail, professional office) and compact residential uses (specifically senior and 55 and older) adjacent to Hill Road with the residential uses transitioning to neighborhood residential toward the north and the existing residential and the park to the west.

B. This area is encouraged to include active living opportunities for retirement age citizens (Housing for Older Persons).

C. Single use/strip commercial should be discouraged in this area. Design shall focus inward and be integrated into the planning area with consistent architecture and site design.

D. Transitional residential densities and design elements (plantings, fences, etc.) should be used to provide buffering from the mixed-use areas to the existing residential uses within the planning area.

E. Residential uses north of Sadie Drive should be Neighborhood Residential at a density of 2-4 units per acre.

F. On the NE corner of the State Highway 55 & Hill Road intersection the land use designation is Professional Office/Business Park. Due to this site's location, the availability of services and topography these parcels should be developed with employment, light/boutique manufacturing, technology and, recreational technology uses.

G. Highway oriented commercial should be discouraged in this area.

6.18.2 GUERBER PARK PLANNING AREA ACCESS

A. Primary vehicular access should be taken from Echohawk Drive and Sadie Drive with limited secondary access to Hill Road.

B. To the greatest extent possible, the planning area should be designed with internal circulation for pedestrians and bikes between residential, non-residential and park uses.

C. Private roads may be allowed in connection with housing for older persons and planned unit developments, but private roads should be designed to limit access to public facilities and roadway networks unless deemed necessary for emergency purposes.

D. Direct lot/development access to State Highway 55 should be discouraged. Access should be taken from Hill Road.

6.18.3 GUERBER PARK PLANNING AREA DESIGN

A. Development in the Guerber Park Planning Area should be reviewed as part of a planned unit development and/or through a development agreement.

B. Architecture and signage for non-residential and multi-family uses should be designed to be compatible and compliment the other uses in the planning area.

C. Hill Road should be recognized as a gateway corridor for the City of Eagle and should have proper berming, landscaping, entry signage/markers, and setbacks.

D. Pathways and trails within the planning area should be located to limit impacts to the hillsides and areas of high erosion.

E. All grading and hillside disturbance should be engineered to ensure stability and to limit the impacts of erosion.

6.18.4 ISSUES OF CONCERN

A. Due to the limited access allowed under the ITD Access Restrictions, the area must be reviewed as a whole to ensure that individual lot access points are removed and alternative access is provided for as redevelopment occurs.

B. Single use commercial, strip commercial and drive-thrus should be discouraged in this area.

C. The City and ACHD have made a significant investment on the extension of Hill Road from SH-55 to State Street into Downtown Eagle. The City and ACHD should work with ITD to ensure that improvements to SH-55 continue to show a connection at Hill Road.

D. Uses in this area need to be carefully designed and scaled to avoid an over intensification of commercial uses along SH-55 while providing an opportunity for services that will benefit from the regional demand of SH-55.

6.19 RURAL PLANNING AREA

The intent of the Rural Planning Area is to identify an area within the City's plan where large lot, rural, and agricultural uses are enhanced and preserved.

The planning area is generally located between State Highway 55 and Linder Road and from Beacon Light Road extending north to the BLM/Park site in the Eagle Foothills.

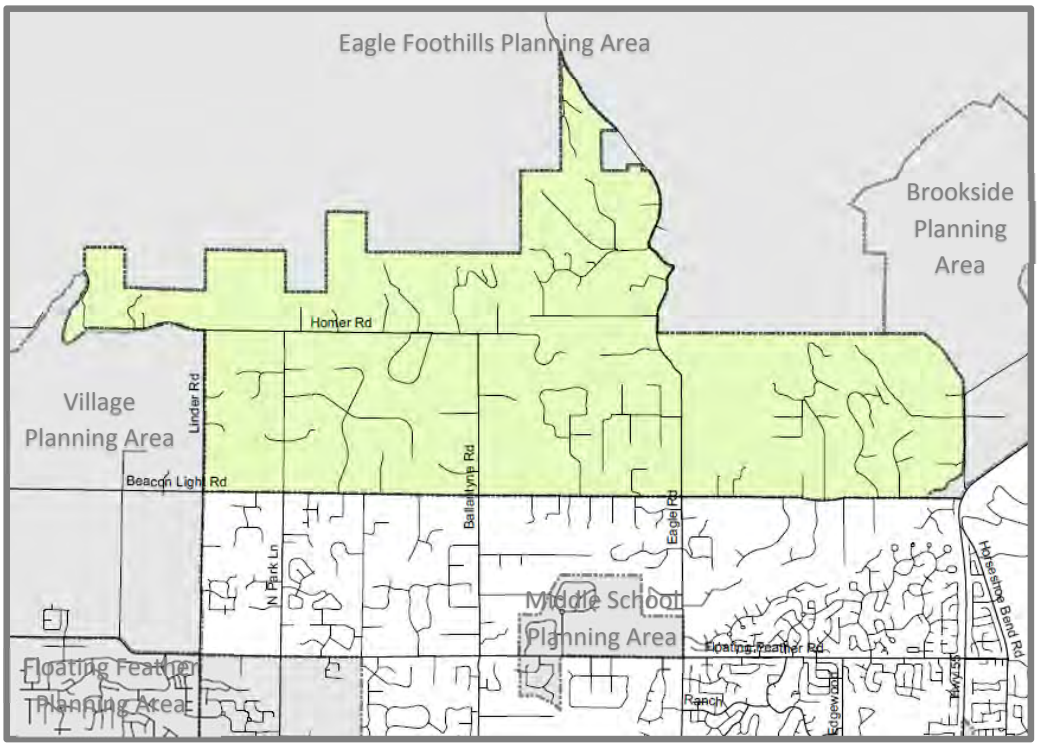
Rural is defined as:

> *"Use that harkens back to a time gone by that includes low density housing (5 to 10 acres lots) with significant spaces between homes that are close to native open space and active farm land. Rural uses are not amenity based (sewer, water, schools) and are located away from goods and services. These areas encourage the keeping/training of animals and raising of crops and do not normally include manicured yards, sidewalks, bike paths, or planned park and recreation facilities."*

The City is establishing this planning area at the request of land owners and in cooperation with Ada County. The planning area is generally located north of Beacon Light Road and east of Linder Road.

Not all rural uses are residential. As this area is located within the Eagle Vinicultural Area, uses may also include vineyards, wineries (including wine crushing facilities, tasting rooms, and event facilities), stables, riding arenas, and active agriculture.

The northern portion of the planning area, north of Homer Road, includes connections for seasonal migration for habitat, sensitive species, and significant topography. These areas should be managed to preserve and set aside critical areas and designed to protect the area from wildfire.



Map 6.27:

Rural Planning Area

6.19.1 RURAL PLANNING AREA USES

A. Encourage and preserve active agriculture within the Rural Planning Area. Agriculture related business (roadside stands, u-pick crops, wine crushing facilities, tasting rooms, equestrian uses, and related meeting facilities) should be considered in concert with agricultural uses. (See Figure 6.35)

B. Agriculturally related business should be required to show how the use is directly related to the agricultural uses in the planning area.

Figure 6.35: Examples of Agriculturally Related Businesses

B. Residential uses in the Rural Planning Area south of Homer Road should have a maximum density of 1 unit per 5 acres, uses north of Homer road should have a maximum density of 1 unit per 10 acres.

C. Clustered residential lots may be allowed if clustering is used to provide for and permanently preserve: habitat migration corridors, active agricultural uses, or recreational connectivity.

D. The City should discourage the subdivision or splitting of active and/or irrigated farm land within the Rural Planning area. The City should establish ordinances that limit the development of lands with active agricultural exemptions and prime farm land as established by the USGS.

E. Similar to the Eagle Foothills Planning Area, the Rural Planning Area should be a constraint based area in which habitat, slopes in excess of 25%, and floodways are not used to calculate density.

F. Viticulture and associated uses (crushing facilities, tasting rooms, and limited events facilities) should be encouraged in the Rural Planning Area and the Eagle Foothills AVA.

G. The City should work with land owners to formalize land use and design standards within the Rural Planning Area and the Eagle Foothills AVA.

H. Due to the unique feature of the Eagle Foothills AVA, additional hospitality, resort, and tourist uses may be developed in the Rural and Eagle Foothills Planning Areas. These uses should be sited so as not to deteriorate prime agricultural land, habitat, or environmentally sensitive areas. Hospitability, resort, and tourist uses would be in lieu of residential uses and densities established in this planning are.

H. Single use, non-agriculture, commercial should not be allowed in this area.

I. Encourage the keeping of animals and the use of land for agricultural income.

J. Work with Ada County to ensure the City and County are implementing the same vision and standards for the area.

K. Discourage the use of the "Rural Urban Transition" (1 unit per 5-acre zone) within the planning boundary outside the City limits.

6.19.2 RURAL PLANNING AREA ACCESS

A. Access to the Rural Planning Area will be limited, to a large extent, to the existing arterial and collector roadways: Eagle Road, Ballantyne Lane, Park Lane, Linder Road, Beacon Light Road, Homer Road.

B. The design of these roads should be commensurate with the rural nature of the area. Cross sections should include multi-pathways, open drainage areas, and limited landscaping, except for Beacon Light Road which should be developed with a similar cross section as Floating Feather Road to the south.

C. Beacon Light Road should be limited to a three-lane section from SH-16 to SH-55 to discourage regional cut-through traffic.

D. If additional development occurs in this area, local roadway connectivity should be encouraged consistent with Conceptual Future Roadways Map 8.6).

6.19.3 RURAL PLANNING AREA DESIGN

A. The City should work with land owners, Ada County, ACHD, and the viticulture industry to develop unique local and collector roadway standards for the Rural Planning Area. Consideration should include parking along the roadway shoulder, signage, and sidewalk locations.

B. Establish a way-finding plan for the Eagle Foothills AVA that will help guide tourists to existing and future facilities. (See Figure 6.36)

C. Develop "rural" specific design strategies that enforces the community's vision of the rural area, such as, "These areas encourage the keeping/training of animals and raising of crops and do not normally include manicured yards, sidewalks, bike paths, or planned park and recreation facilities," while establishing thresholds for when development should include urban amenities.

D. Encourage building massing similar to those currently and historically found in rural and agrarian areas (barns, silos, loafing sheds, etc.).

D. Discourage the over intensification of the Rural Planning Area with high density/intensity uses, high volume trip generators, and the requirement of curb, gutter and sidewalk.

E. Development should be designed to blend into the area so not to create marks in the view shed. Discourage development on visible ridgelines and regulate the color pallet of construction along visible south-facing slopes.

F. Preserve, enhance, and provide educational interpretation of Goodale's Cutoff and the Oregon Trail within the area. (See Figure 6.36)

G. Encourage the preservation and adaptive reuse of rural structures and barns within the planning area. (See Figure 6.36)

Figure 6.36:

Examples of Adaptive Reuse of Ag Building as an Events Facility, Rural Way Finding Signage, & Historic Trail Markers

CHAPTER 6: LARGE SCALE MAPS

Map 6.1: Future Land Use Map

Map 6.2: Planning Areas Map

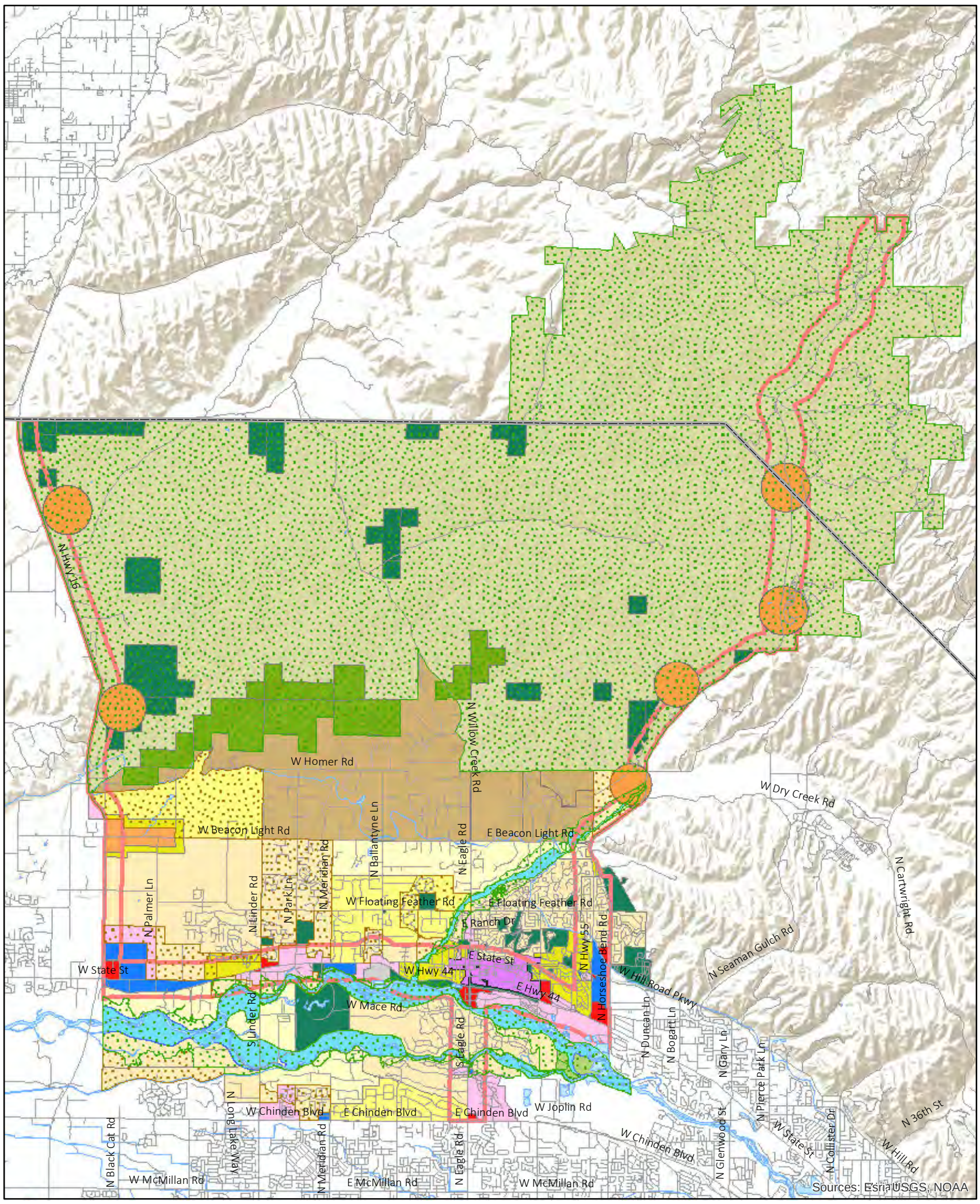
Map 6.13: Foothills Opportunities and Constraints Map

Map 6.15: Eagle Viticulture Area Map

Map 6.16: Eagle Foothills Transportation Network

Map 6.17: Eagle Foothills Visually Sensitive Areas

Map Prepared by City of Eagle



REGIONAL OPENSPACE OVERLAY	PROFESSIONAL OFFICE/BUSINESS PARK	MIXED USE
TRANSITION OVERLAY	FOOTHILLS RESIDENTIAL	DOWNTOWN
COMMUNITY CENTER	AGRICULTURE/RURAL	VILLAGE/COMMUNITY CENTER
SCENIC CORRIDOR	ESTATE RESIDENTIAL	COMMERCIAL
FLOODWAY	LARGE LOT	INDUSTRIAL
	NEIGHBORHOOD	PUBLIC/SEMI-PUBLIC
	COMPACT	BLM PARK
	INFILL/HIGH DENSITY	EAGLE ISLAND SPECIAL USE AREA

N

0 0.4750.95 1.9 Miles

FUTURE LAND USE

MAP 6.1

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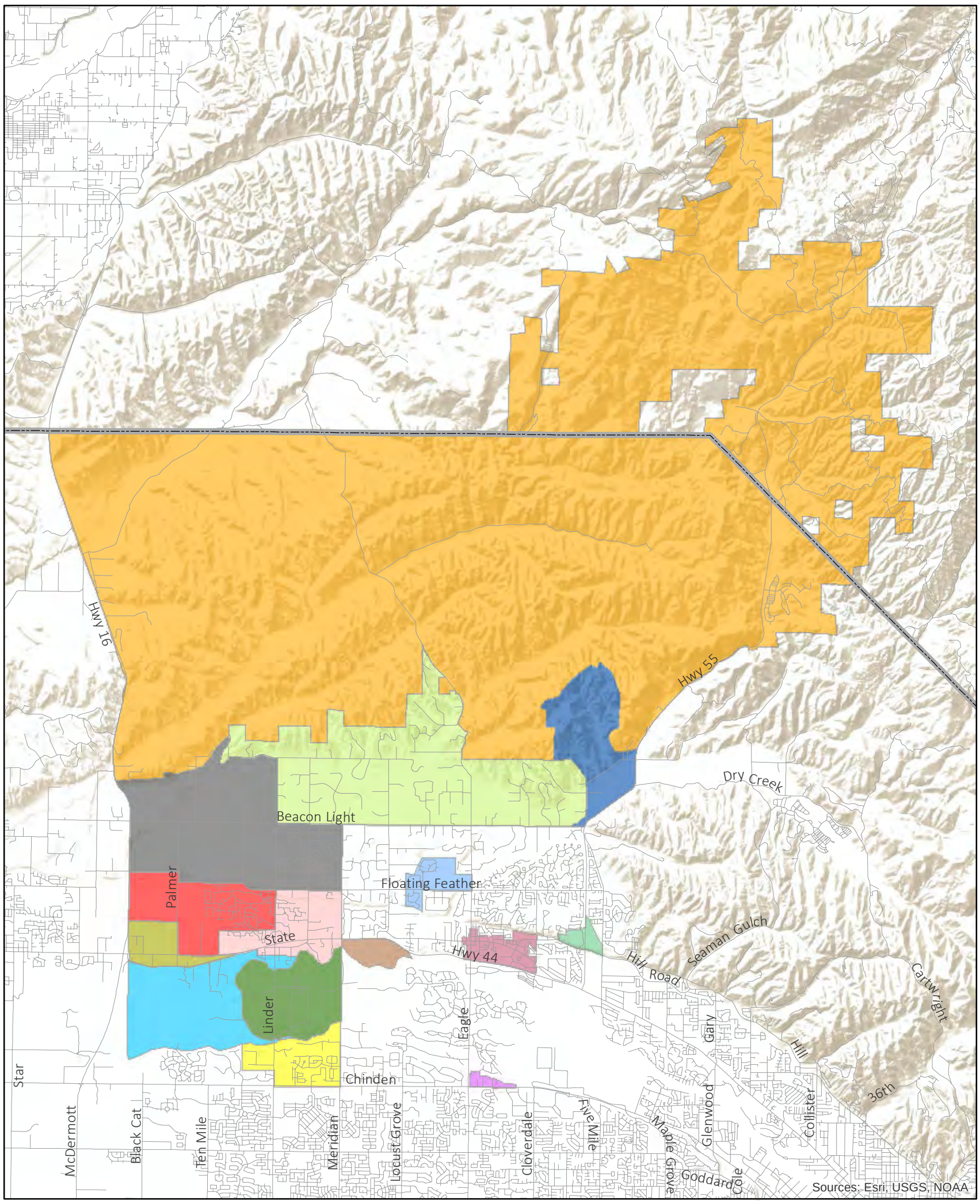

EAGLE PLANNING AREAS

N

0 0.5 1 2 Miles

- SH-44 & BALLANTYNE
- BROOKSIDE
- CHINDEN TERRACE
- DOWNTOWN EAGLE
- EAGLE ISLAND
- MIDDLE SCHOOL
- FLOATING FEATHER
- GUERBER PARK
- MOON VALLEY & STATE
- EAGLE FOOTHILLS
- PARK LANE
- RIM VIEW
- RIVER PLAIN
- RURAL
- VILLAGE

PLANNING AREAS

MAP 6.2

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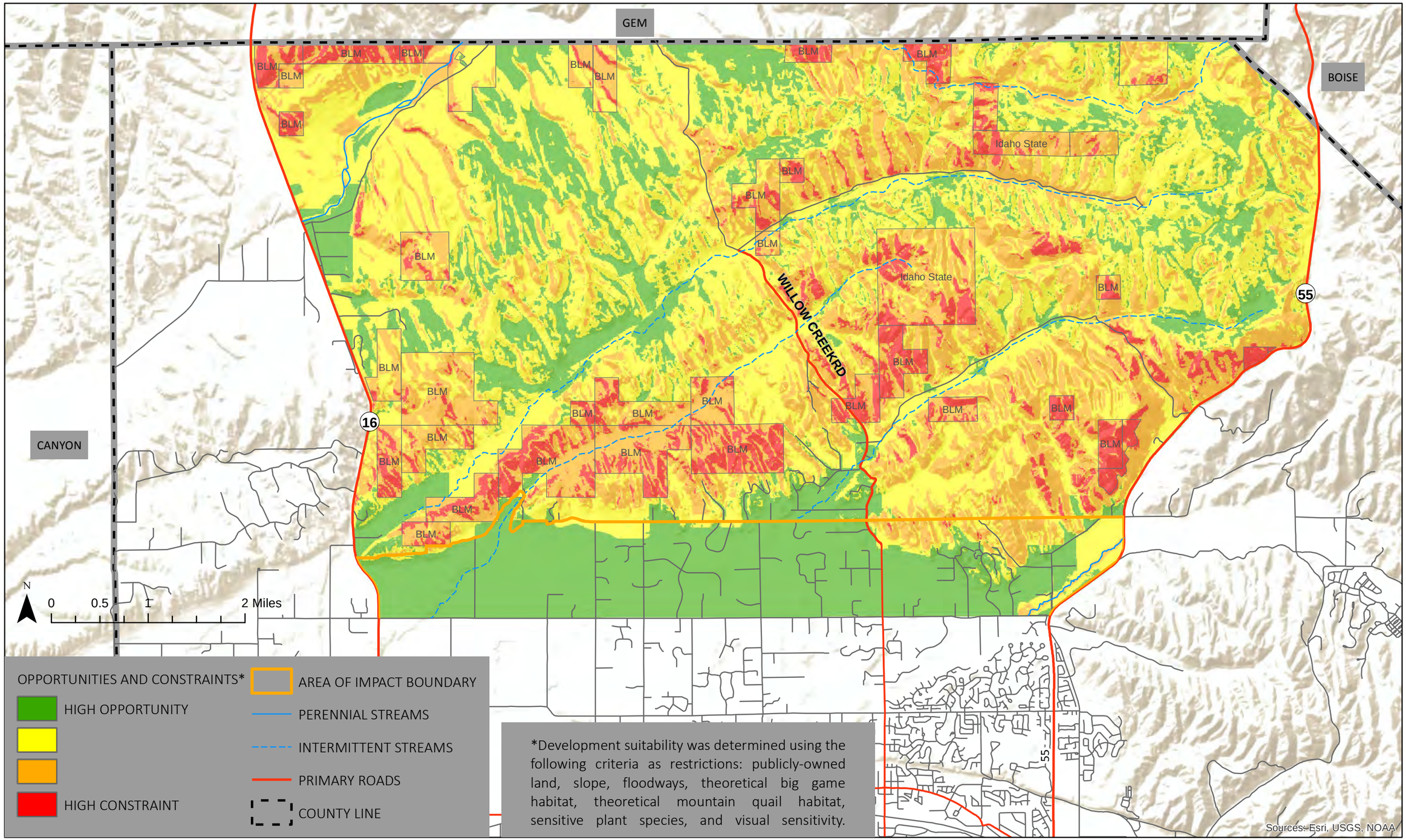

FOOTHILLS OPPORTUNITIES & CONSTRAINTS

MAP 6.13

Map Prepared by Kittleson & Associates

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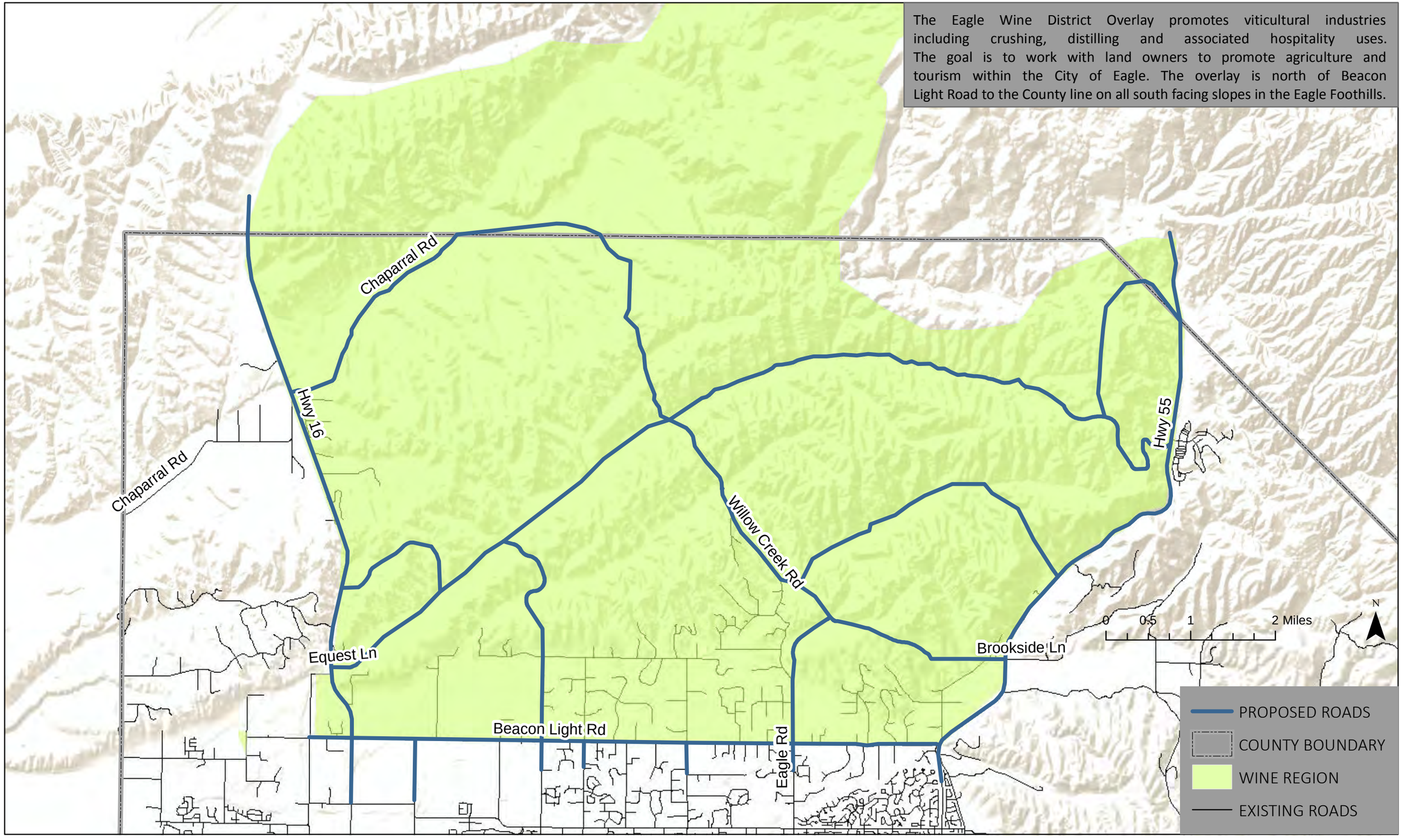
Coordinate System: NAD 1983 UTM Zone 11N
Data Source: City of Eagle, ACHD

The Eagle Wine District Overlay promotes viticultural industries including crushing, distilling and associated hospitality uses. The goal is to work with land owners to promote agriculture and tourism within the City of Eagle. The overlay is north of Beacon Light Road to the County line on all south facing slopes in the Eagle Foothills.



VITICULTURAL AREA

MAP 6.15

Coordinate System: NAD 1983 Transverse Mercator
Data Source: City of Eagle

Map Prepared by City of Eagle

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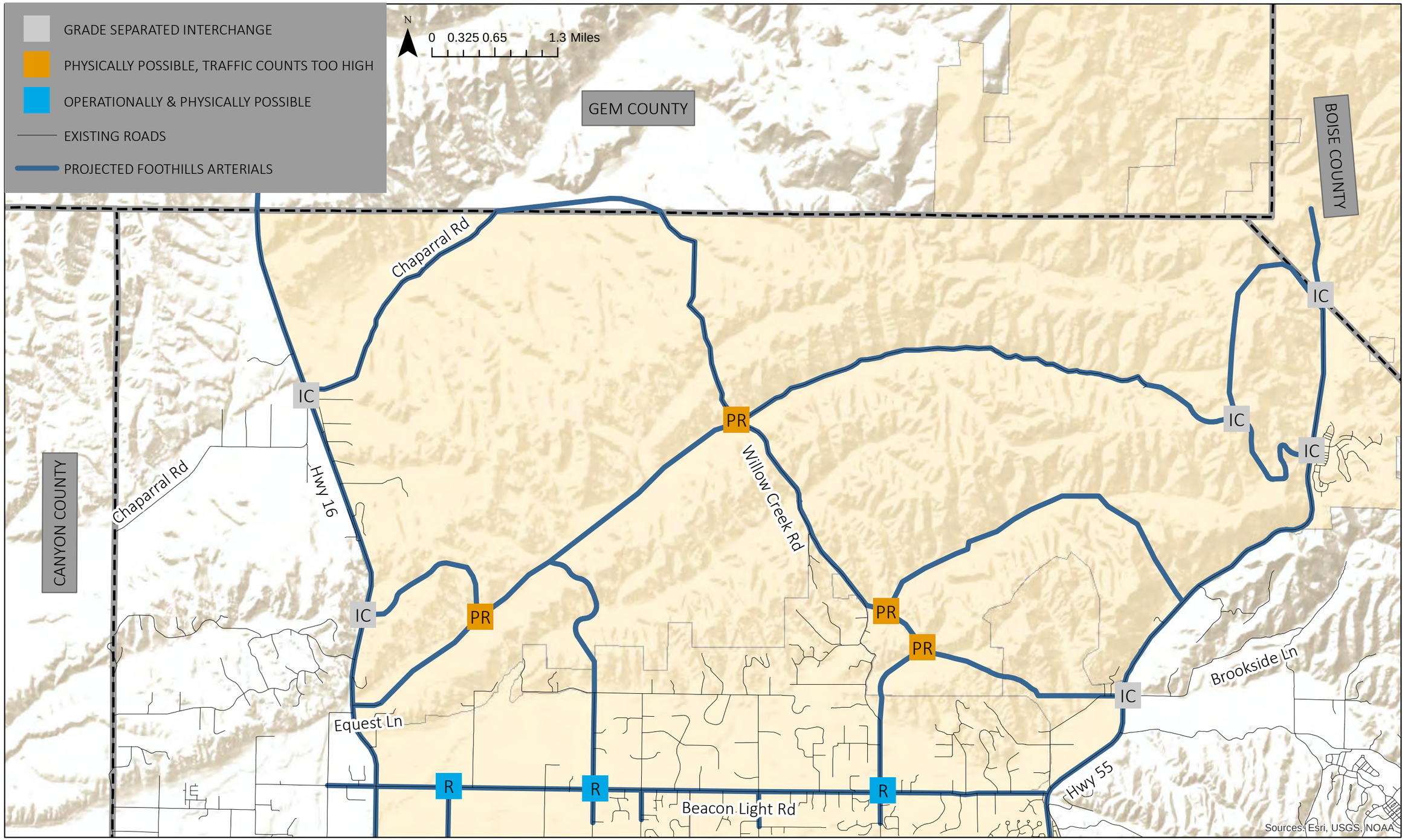

FOOTHILLS ROADS

MAP 6.16

Coordinate System: NAD 1983 Transverse Mercator
Data Source: City of Eagle, ACHD

Map Prepared by City of Eagle

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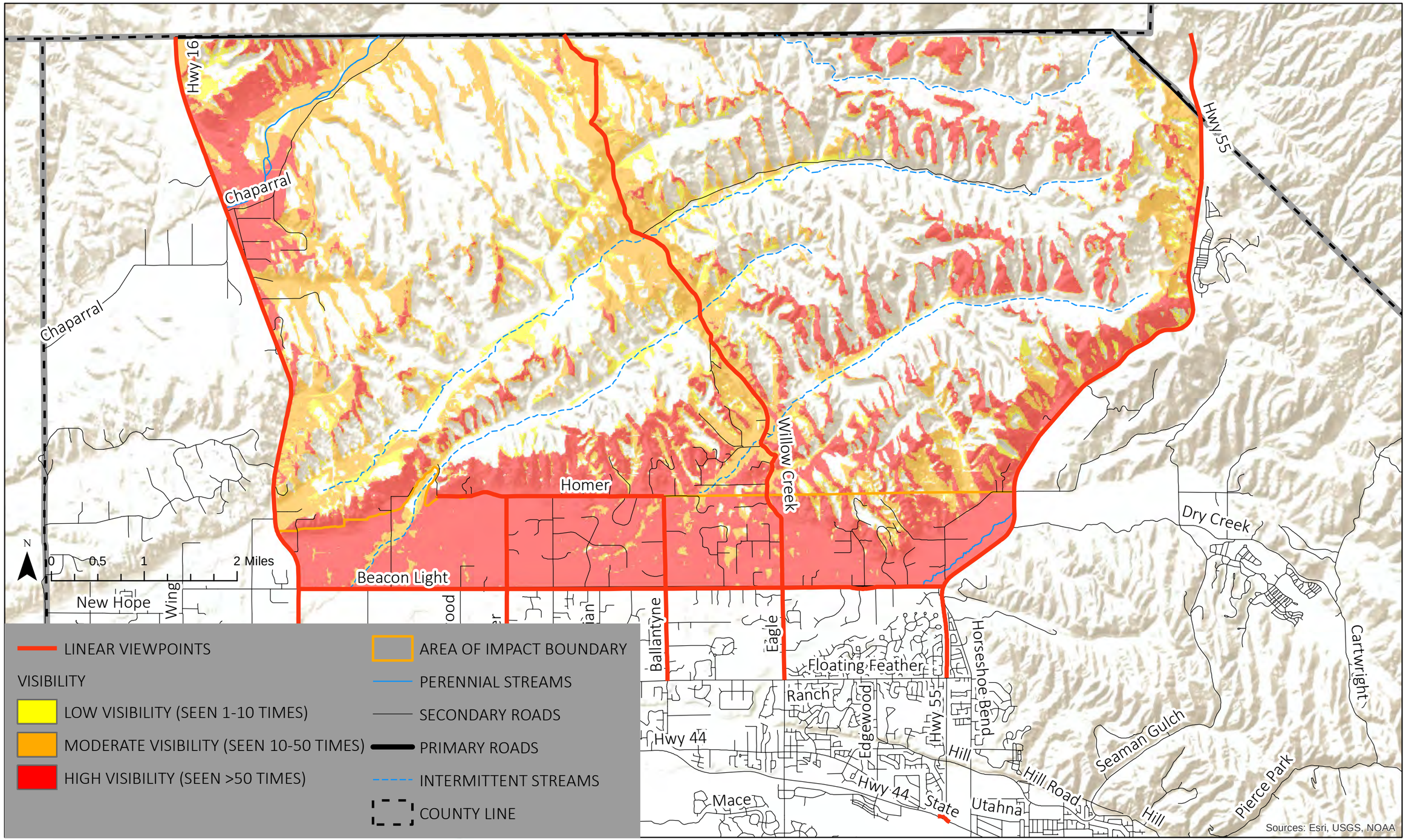

FOOTHILLS VISUAL SENSITIVITY

MAP 6.17

Map Prepared by City of Eagle

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Coordinate System: NAD 1983 UTM Zone 11N
Data Source: City of Eagle, ACHD

CHAPTER 7:
NATURAL FEATURES, HAZARD AREAS & SPECIAL SITES

7.1 BACKGROUND

Eagle has some of the most desirable places to live in the Treasure Valley- two channels of the Boise River, Eagle Island, Dry Creek, and the Eagle Foothills. These natural features provide tremendous views and easy access to amenities and recreation but are also prone to hazardous conditions that require special consideration during planning, engineering, and development.

Areas such as the Boise River, Eagle Island, the Eagle Foothills, and the historic downtown area provide residents with a sense of place, small town feel, and community identity. Much of the quality of life that the community enjoys is derived from these areas.

As the community grows, more pressure will be put on the existing natural features, hazard areas and special sites. This chapter will provide direction for the long-term management and protection of these areas. By establishing a clear vision, managing growth, and planning for change, Eagle can protect its' citizens and these sensitive areas from over use, degradation, and natural disasters.

7.1.1 NATURAL FEATURES

It is critically important to maintain a balance between growth and conservation. Development can degrade our natural features, consuming these intrinsic resources and amenities. The quality of life for Eagle's citizens' could decline and the City's cost for restoration, repair, and remediation could be significant. Some of the natural features the City must consider include:

TOPOGRAPHY: The City of Eagle is located approximately 8 miles northwest of downtown Boise. The City rests upon the relatively flat fluvial floodplain of the Boise River, at an elevation of 2,555 feet above mean sea level. The topography of the Eagle impact area is one of slight elevation differences across the valley floor. From the southern boundary of the City along US Highway 20/26 to Dry Creek north of the City, the land's elevation varies by only 45 feet. The most pronounced topography within the city's planning boundary can be found in the Eagle foothills.

The valley floor immediately south of Eagle is dissected by both the north and south channels of the Boise River. Approximately 3/4 of a mile to the south of the river is a bench that rises about 40 feet above the valley floor. This bench divides the City of Eagle into two distinctive physical units. The land below the Bench consists of low lying floodplain sediments with a tabletop elevation form. The lands upon the bench are representative of older, more dissected deposits from the Boise Front. These lands have a more rolling topographic appearance.

SOILS: The soils of the region consist of at least nine (9) major series with numerous subsidiaries of each soil type as defined by the U.S. Soil Conservation Service. While numerous minerals are lacking, there are deposits of sand and gravel.

CLIMATE: Precipitation in the Eagle area averages between 8-12 inches per year. December and January are typically the months of maximum fog or low stratus cloud conditions.

GEOLOGY: The primary geology of the Eagle area consists of material from the Idaho Batholith. The City of Eagle is situated within the defined Broadway Terrace, thus making Eagle a prime location for sand and gravel extraction.

SURFACE WATER: The Boise River carries water for irrigation and provides for recreational activities such as rafting, fishing, water-fowl hunting (not permitted in city limits), and recreation.

Dry Creek is an intermittent stream which joins the Boise River immediately west of Downtown Eagle.

The Eagle planning area is crossed by eight irrigation systems: the Farmers Union Canal, New Dry Creek Canal, New Union Ditch, Breshears Lateral, Ballantyne Canal, the Mason Catline Canal, Capital View Canal and the Boise Valley Canal.

GROUNDWATER: In the area north of the Boise River, the flow is generally in a southwest direction towards the Boise River.

The City of Eagle is dependent on groundwater and its recharge for drinking water and for industrial purposes. There are currently three water providers (two private and the City) within the City's planning area. Significant concerns have been expressed about the impacts of development on existing private wells within the area and the quality of well construction standards for these wells. City Code directs that new development should connect to municipal service. Additionally, City Code directs that surface water rights should be used for irrigation on site, as opposed to selling of surface water rights or using groundwater for irrigation and amenities. Goals and policies associated with groundwater can be found in Chapter 4: Utilities, Facilities and Services.

AIR QUALITY: The Treasure Valley area, where Eagle is located, is the most highly populated area in Idaho and experiences significant emissions from automobiles. During certain times of severe inversions and fires, some reduction in air quality may be experienced. Ada County has been actively managing air quality and vehicle emissions since 1984, as required by the Federal Clean Air Act. The County is currently in an active maintenance program overseen by the Ada County Air Quality Board, Idaho Department of Environmental Quality and the Environmental Protection Agency.

PLANTS & WILDLIFE: A wide variety of plant and animal species live in the City and Area of City Impact (ACI) ranging from big game, game birds, large and small mammals, birds, reptiles, amphibians and fish. Of these, some are of special concern to federal and state agencies, either due to game management considerations or to risks to the species locally or regionally. The people in Idaho actively participate in outdoor related recreation on a regular basis (US Department of the Interior, Fish and Wildlife Service and US Department of Commerce, US Census Bureau. 2001 National Survey of Fishing, Hunting and, and Wildlife-Associated Recreation.). These numbers demonstrate the importance of wildlife to Idaho residents.

Idaho Participation in Wildlife Related Activities in 2001, from the *2001 National Survey of Fishing, Hunting and, and Wildlife-Associated Recreation*.

Table 7.1: Idaho Participation in Wildlife Related Activities in 2001

Idaho State Income from Wildlife Activities, 2001		
	Participation (# People)	**$ Spent on Activity**
Hunting	151,000	$153,175,000
Fishing	261,000	$218,485,000
Wildlife Watching	388,000	$137,857,000

Source: National Survey of Fishing, Hunting and, and Wildlife-Associated Recreation.

Plant and wildlife populations must be considered during planning processes to comply with federal and state laws, and:

1. To ensure that the important environmental features of the City and its ACI are protected and enhanced.
2. To protect plant, fish, wildlife, and recreation resources.

Species of concern include plants, as well as game and non-game species. Some of the game animals found within the City of Eagle or the Area of City Impact (ACI) include mule deer, elk, California quail, chukar, Hungarian partridge, and the ring-necked pheasant. A number of species have been identified by federal, state and local agencies as being of special concern due to decreasing numbers or loss of habitat. Non-game species of concern that may occur within the City of Eagle or the ACI include:

- Two amphibians: the northern leopard frog, and Woodhouse's toad;
- Two snakes: the ground snake, and longnose snake;
- Five raptors: the bald eagle, peregrine falcon, ferruginous hawk, merlin and western burrowing owl;
- Four other birds: the mountain quail, long-billed curlew, loggerhead shrike, and lesser goldfinch;
- Four bats: the long-legged myotis, pallid bat, Townsend's big-eared bat, and western small-footed myotis;
- Two other mammals: the southern Idaho ground squirrel and Merriam's shrew, and

- Two plant species: slick spot peppergrass (*Lepidium papilliferum*) and Aase's Onion (*Allium aasea*).

  (None of these species have Federal protection, and only one, the southern Idaho ground squirrel, is a candidate for Threatened and Endangered Species classification.)

Slickspot Peppergrass

Wildlife in the City of Eagle and the City's planning boundary include the more common and much watched animals typically observed while living, working, and recreating here. These include diverse songbirds, waterfowl, ospreys, foxes, coyotes, badgers, raccoons, beaver, otters and muskrats. Watching the activities of these animals deepens the daily and recreational experiences in Eagle.

Plant and wildlife populations rely on available habitat for the requirements of life i.e., food, shelter, water, and space/ territory. In Southwest Idaho, a region of limited moisture, these species have either adapted to low water conditions or are found in areas with available water. There are two primary types of native habitat present within and adjacent to the City and ACI of Eagle, riparian/wetland habitats and upland habitats. However, existing habitat in the area has generally been altered over time and exhibits limited pre-European conditions. Alteration of habitat in the area has generally been associated with historic human uses, such as residential and commercial development, farming, grazing, and recreation. These activities have resulted in the establishment and expansion of exotic non-native species and increased wildfire frequency. Changes in vegetation over time have adversely affected the overall diversity of native species present, as well as their populations.

Riparian communities generally make up the smallest percentage of the area, but support the greatest diversity of plant and wildlife species. Since water is a limited commodity in the Treasure Valley, these areas are very important to consider for protection as Eagle development progresses. In contrast, uplands make up the largest amount of area, but with fewer dependent species. However, this does not mean it is unimportant, because the animals using these lands are highly adapted to the native conditions and most thrive best within these communities. In addition, these areas are required for migratory paths and connectivity between riparian communities. Upland habitat is crucial for big game winter range, as well as the unique species that utilize the sagebrush/grasslands native to this area.

Riparian vegetation consists of the plants (grasses, sedges, rushes, forbs, shrubs and trees) found along perennial and ephemeral bodies of water. Typically, these species include black cottonwood, choke cherry, willow species, red-osier dogwood, golden currant, Wood's rose, and numerous grasses, sedges, rushes, and herbs. This vegetation provides habitat for songbirds, otters, beaver, foxes, raccoons, big game, various amphibian species, insects, and numerous other wildlife species. Osprey, bald eagles, hawks, and other raptors use these areas for nesting and foraging. Riparian areas are currently found within the Boise River and Dry Creek floodplains, with a patchwork of smaller, fragmented riparian communities found in unnamed drainages throughout the area. In addition to these areas, degraded creek and drainage areas that currently do not support riparian vegetation may be appropriate for habitat improvement, and should not be disregarded.

Native upland vegetation in the City of Eagle and the ACI consists of the plant communities generally associated with higher elevation shrub steppe/grassland communities throughout the Snake River Plains. Typically, the canopy of these communities includes some combination of Mountain, Wyoming, or Great Basin Big sagebrush, green or gray Rabbit Brush, or Antelope Bitterbrush. Species composition is generally dependent on site conditions and historic use of the area. Grasses found in these communities include Bottlebrush Squirrel Tail, Idaho Fescue, Basin Wild Rye, Bluebunch Wheatgrass, Sandberg's Bluegrass, Needle and Thread, Three-awn, Sand Dropseed, Indian Rice Grass, Prairie June Grass, and others.

However, most of the habitat found in this area has been degraded over time, resulting in wide-spread changes in the composition and structure of the communities. These communities are generally dominated by invasive and noxious weed species, including Cheatgrass, Medusa Head Wild Rye, Crested Wheat Grass, Intermediate Wheatgrass, Witch Grass, Fox-tail Barley, Purple Loosestrife, Whitetop, Canada Thistle, Poison Hemlock, Puncture Vine, Rush Skeleton Weed and other invasive and noxious weed species. The establishment of these species generally results in the reduction or elimination of native species unless strong rehabilitation measures are taken. Such measures include mechanical, chemical, or biological treatments to potentially control/manage the establishment of new populations and spread of existing populations. The use of seeding and planting native grasses, forbs and shrubs can also be used to control invasive and noxious weed species by increasing the community's resiliency after a disturbance, such as fire, and to resist the establishment of invasive species.

Therefore, areas with residual native communities are extremely valuable for native seed sources and wildlife species. However, even those areas with significant disturbance, dominated by invasive non-natives can still provide habitat for wildlife. The native areas in the Boise Foothills, particularly in the eastern part of the ACI, are important foraging areas for resident mule deer herds, as well as residual migratory populations of pronghorn antelope, mule deer, and elk. In the winter these areas are critical to the survival of these species when snow covers the mountains and foothills to the north.

Rare plants are also of concern in the City of Eagle and the planning area. Populations of two rare species found in the Foothills are Aase's Onion and Slickspot Peppergrass. Currently, neither has federal protection on private lands, but development is encouraged to protect these species because if conservation measures are not undertaken to protect these populations, listing as threatened species may occur.

Connectivity between areas of habitat is critical to maintain healthy populations. Many wildlife populations in the ACI rely on the ability to move from one area to another in order to take advantage of different habitat requirements. For example, deer and elk summer in the mountains northeast of the City of Eagle, but require low elevation habitat to forage when snows cover the high ground of the foothills. Wildlife populations also move between patches of habitat for dispersal, as when conditions become adverse in one patch of habitat, or when young animals are leaving their birth area. This is best achieved by establishing small concentrated areas of human impact, gradually decreasing in concentration the further from the center, to the periphery which should be surrounded by large contiguous stands of undeveloped open space. Undeveloped open space can include wildlands and agricultural fields in some instances. However, manicured parks and golf courses provide limited habitat for only a few species. Therefore, these types of communities should not be considered as a method of connectivity for wildlife.

7.1.2 HAZARD AREAS

Eagle has some of the most desirable places to live in the Treasure Valley- two channels of the Boise River, Eagle Island, Dry Creek, and the Eagle Foothills. These areas also have some potential hazards that the City should

consider in the planning process. According the Idaho Multi-Hazard Risk Portfolio, the three highest risks in Eagle are flooding, wildfire, and earthquakes.

Boise River through Eagle

FLOODWAY/FLOODPLAIN: The Floodplains of the Boise River and Dry Creek constitute a significant hazard area within Eagle and its' plannig area. Future areas may be added to the Comprehensive Plan when deemed necessary.

Areas of flooding consist of two parts: (1) the floodway which is the most severe area of flooding characterized by deep and fast-moving water; and (2) the floodplain which is less severe than the floodway and is characterized by shallower and slower moving waters at the time of flooding. The floodway is shown as a generalized area on the Future Land Use Map (See Chapter 6: Land Use). The Federal Emergency Management Administration (FEMA) maps show specifically where the floodway and floodplain boundaries are located. (Also, see Eagle City Code Title 10 for definitions of terms relating to the floodplain areas.)

The Dry Creek floodplain has a potential for flash flooding while the Boise River is more likely to experience seasonal flooding due to winter run off and weather conditions.

Retaining the 100-year floodplain of the Boise River and Dry Creek in a native state, wildlife habitat, agricultural, and open space area, should be encouraged. Trail and open spaces uses may be encouraged when not in conflict with native uses.

WILDFIRE:
Since 2000, the Lower Boise Watershed, which includes Eagle, has experienced over 285 wildfire events. Eagle experiences small events annually with a significant burn in 2010, in which over 800 acres north of Homer Road into the Eagle Foothills was burned. Most of the Eagle Foothills are located in the Wildfire Urban Interface as identified by the Ada County Emergency Management Plan.

Special consideration should be given to fire protection services north of Beacon Light Road and into the Foothills. Landscaping, fire load, and wildfire mitigation plans should be carefully reviewed when developing in this area.

SEISMIC:
While Eagle itself is located in a low to moderately low designation for ground acceleration, the number of dams, canals, and levees susceptible to impact from moderate ground acceleration increase the potential for property damage should a seismic event occur. The City should work with irrigation, drainage and other agencies to ensure proper maintenance of at-risk facilities is being completed.

7.1.3 SPECIAL AREAS & SITES

"Special Areas and Sites" are defined as areas, sites or structures of historical, archaeological, architectural, ecological, or scenic significance. Special areas or sites should be analyzed according to their defined function.

Whenever possible, these sites should be preserved and conserved as open spaces or for educational and cultural centers. Development of Special Areas or Sites should take place in a manner that reflects harmony with their natural environment and recognizes qualities which render them distinctly unique.

The Boise River Floodplain, the Head of Eagle Island, the Dry Creek Floodplain, and the North Foothills each possess a recognized function as a wildlife habitat, floodway and scenic natural resource reflective of Eagle's rural character.

Eagle has a rich architectural heritage. This legacy is evident in many of the City's downtown buildings and homes. The purpose of this chapter in part is to identify unique areas or sites for conservation or protection. It is a vision of the Comprehensive Plan to sustain those elements of the City's heritage and culture which contribute to the appeal of the City for both residents and visitors.

Much of the character of Eagle lies with its historic buildings. These buildings enhance the quality of life and help make Eagle unique. It is important to continue to re-use these buildings to maintain a sense of historic continuity and link with the past. Unless the City takes steps to protect historically significant buildings, that lend character to Eagle, the buildings may be subject to insensitive renovation, restoration or demolition.

These special areas will require comprehensive and specific planning to ensure that such topographical, hydrological, ecological, architectural and scenic concerns have been thoroughly addressed and incorporated into any engineering and development plans. The special review process should include, but not be limited to the following:

- Area wide drainage plans including hillsides, foothills and gulches
- Water quality
- Sanitation
- Area-wide traffic plans
- Pathways and trail access
- Wetlands issues
- Fish and wildlife habitat
- Existing trees and natural features
- River and creek greenbelt areas
- Potential for permanent open space and natural preserves including steep hillside terrain, rock outcroppings and foothill gulches.

Recognized special areas and sites include:

BOISE RIVER FLOODPLAIN: The Boise River Floodplain is designated as a special area due to its ecological and scenic significance. The area comprises the two channels of the Boise River, the island formed by the two channels and the land immediately adjacent to the channels as generally depicted on the Comprehensive Plan Land Use Map. Additional discussions of the Boise River Floodplain can be found in Chapter 9: Parks, Recreation & Open Space.

DRY CREEK FLOODPLAIN: The Dry Creek Floodplain is designated as a special area due to its ecological and scenic significance. This area comprises the entire length of Dry Creek through the City and planning area. Additional discussions of the Dry Creek Floodplain can be found in Chapter 9: Parks, Recreation & Open Space.

3 Horse Ranch Vineyard, Eagle Foothills

NORTH FOOTHILLS: The North Foothills area is designated as a special area due to topographical, ecological and scenic significance. This area comprises all of the planning areas north of Beacon Light Road as depicted on the Comprehensive Plan Land Use Map. Additional discussions of the Eagle Foothills can be found in Chapter 6: Land Use and Chapter 9: Parks, Recreation & Open Space.

EAGLE FOOTHILS AMERICIAN VITICULTURE AREA (AVA): Eagle Foothills AVA lies entirely within the Snake River Valley AVA, and is the Snake River Valley's first sub-AVA and Idaho's second AVA. While the Snake River Valley AVA is spread across two states, Idaho and Oregon; the Eagle Foothills AVA lies completely within Idaho State boundaries. The new AVA's area encompasses nearly 50,000 acres of land north of Eagle, near Idaho's capital city, Boise. Additional discussions of the Eagle AVA and wine region can be found in Chapter 6: Land Use.

EAGLE ISLAND STATE PARK: The Eagle Island State Park is designated as a special area due to its ecological, historical, recreational, and scenic significance. The park is further reviewed in Chapter 9: Parks, Recreation & Open Space.

HEAD OF EAGLE ISLAND: The Head of the Eagle Island is recognized for wildlife habitat, floodway and scenic natural resources that are reflective of Eagle's rural character. It is a vision of the Comprehensive Plan to sustain these elements, which contribute to a distinctly unique area that appeals to both residents and visitors of the City. Additional discussions of the Head of Eagle Island can be found in Chapter 6: Land Use and Chapter 9: Parks, Recreation & Open Space.

Bridge over Spoils/Banks Canal to Downtown

DRAINAGES AND CANALS: Special natural and manmade features of Eagle are the drainages and canals. The main purpose of the canals and drainage ditches is to convey irrigation and remove waste water from fields within the city. The desire of the community is to keep canals and drains open and use them as amenities within the city. Additional information is available in Chapter 9: Parks, Recreation & Open Space.

DOWNTOWN EAGLE: Downtown Eagle is recognized as a special area due to its historical and architectural significance. It is recognized as the commercial hub of the community. Downtown Eagle is depicted on the Comprehensive Plan Land Use Map. Additional discussions of Downtown Eagle can be found in Chapter 6: Land Use. Emphasis should be given to encouraging new housing in and adjacent to Downtown Eagle. Use of existing houses within the Olde Towne portion of Downtown Eagle for both residential and commercial purposes should be encouraged.

STATE STREET/EAGLE ROAD CORRIDOR: The State Street/Eagle Road Corridor is designated as a Special Area due to its historical, architectural, and scenic significance. This area is depicted in Chapter 6: Land Use and on the Comprehensive Plan Land Use Map.

7.2 NATURAL FEATURES, HAZARD AREAS & SPECIAL SITES GOALS

A. TO PROVIDE SPECIAL CONCERN AND ATTENTION TO THE PRESERVATION OF NATIVE WILDLIFE, FISH AND PLANTS, WATER RESOURCES, AIR QUALITY, AGRICULTURE, OPEN SPACE AND RECREATION/NATURAL AREAS WHEN IMPLEMENTING PLANNING AND ZONING DECISIONS.

B. TO PROMOTE THE CONSERVATION AND EFFICIENT MANAGEMENT OF ALL SPECIAL AREAS AND SITES.

C. TO PLAN FOR AND MITIGATE HAZARD AREAS TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF THE COMMUNITY.

7.3 OBJECTIVES

A. To provide and protect riparian habitat that provides crucial food, shelter, and water for resident and migratory wildlife by protecting existing and rehabilitating degraded riparian corridors.

B. To provide upland wildlife with adequate open space to minimize the disturbance of human actions.

C. To provide large areas of connectivity between areas of wildlife usage for the seasonal migration and dispersion of big game, migrating birds, and other species.

D. To protect unique and important features such as rare plant populations, colonial wildlife features, rare species, springs and high quality native plant communities.

E. To integrate development into the landscape in order to avoid destruction of habitat.

F. To ensure that citizens are aware of natural hazards and that land use decisions do not put citizens in harm's way.

7.4 IMPLEMENTATION

A. Encourage development with a small footprint on the land, leaving large contiguous areas of open space in perpetuity.

B. Link protected habitat areas with each other using areas of open space located with limited/clustered development.

C. Encourage the City to develop working relationships with Idaho Department of Fish and Game, Idaho DEQ, US Fish and Wildlife Service, the Army Corp of Engineers, and FEMA.

D. Encourage the preservation of habitat areas which provide for fish and wildlife.

E. Consider wildlife habitat and needs when developing housing and transportation corridors.

F. Encourage water conservation and wildlife habitat through the use of native vegetation in developments and transportation corridors.

G. Encourage innovative water resource protections; use gray water for landscape and limit use of fertilizer and pesticides.

H. Encourage control of invasive and noxious weed species throughout the city's planning area.

I. Establish a detailed environmental review process and approval process that recognizes the importance of plant and wildlife habitat, including the following features:

1. Emphasizes connectivity between areas;
2. Development of a rapid environmental review template for use in all foothill areas;
3. Clear description of additional assessments needed if there are issues of concern, such as the presence of rare plants or a raptor nest;
4. Process to provide all species inventory information to the Idaho Conservation Data Center (CDC);
5 Process to consult with State and Federal Wildlife Agencies on big game impacts for all Foothills development;
6. Process to develop a community recreation plan in conjunction with a regional plan; and
7. A process to design and incorporate an integrated pest management plan for the planning area and each individual development.

J. Require developers to complete an environmental assessment and mitigation plans prior to final plan submittal. This will include a species inventory and report on any species of concern, and will incorporate wildlife habitat in transportation considerations.

K. Establish ordinances requiring developers to prepare and submit environmental assessments and any such additional reports as the City may from time to time require, for any development on land within an area designated as a Special Area or Site or for any development impacting a designated Special Area or Site.

L. Require development in sensitive areas (Foothills or riparian areas) to retain at least 40% of the gross acreage as open space in large contiguous blocks.

M. Require developers to demonstrate funding for long term habitat mitigation projects, including habitat rehabilitation, resident education, weed control, water project development, and other programs as may be deemed necessary by the city.

N. Continue to actively participate in the Federal Emergency Management Flood Mapping.

O. Continue to actively participate in Ada County Emergency Management.

P. Establish a process to review transportation corridors for wildlife impacts; traffic speeds may be limited in areas adjacent to riparian corridors in seasons of high wildlife use, or at night to avoid collision. This avoids the necessity of faunal crossings; these bridges or tunnels provide access across the roadway for all species. Of particular problem are fences and barricades. These should be avoided if possible.

Q. Protect and improve natural and man-made waterways. Work with appropriate agencies to ensure proper maintenance of the facilities.

R. Continue to develop and improve City design guidelines to encourage preservation of Eagle's historic buildings and guide new development to reinforce the town's special quality and architectural character.

S. Research other opportunities to enhance the viability of Downtown Eagle, such as a expanding the senior/community center community center to support larger and multiple uses, strengthening cultural activities, encouraging special events, and planning gatherings that focus activity in Downtown Eagle.

T. Expand the existing historic style lighting and beautification efforts throughout Downtown Eagle.

U. Create a vibrant Downtown and encourage the preservation of Downtown Eagle as a special and unique place.

V. Preserve existing healthy and appropriately located trees and establish appropriate landscaping as a part of new developments.

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CHAPTER 8: TRANSPORTATION

8.1 EXISTING & FUTURE TRANSPORTATION SYSTEM

The existing roadway system, including functional classification, in Eagle is shown in Map 8.1. Several arterials and collectors are spaced at approximately one mile intervals, with a few collectors spaced more closely together. East-west connectivity is generally limited to four main arterials: Beacon Light Road, Floating Feather Road, State Highway (SH) 44, and Chinden Boulevard (US Highway 20/26). Complete north-south connections are limited due to the presence of the Boise River to crossings at Eagle Road, Linder Road, and, on the western edge of Eagle, SH 16.

Public transportation in Eagle includes fixed-line and paratransit bus service provided by Valley Regional Transit (VRT) and vanpool service provided by ACHD's Commuteride. Fixed-line bus service is limited to Route 44: *Hwy. 44 Express*, which provides one trip into Boise in the weekday a.m. peak hour and a single return trip from Boise during the p.m. peak hour. Route 44 stops at the Eagle Riverside Park and Ride, shown in Map 8.2. There is no midday service along this route, nor is there regular service in the City beyond this commuter route along State Highway (SH) 44. Commuteride also has a park and ride lot at Ballantyne Lane and State Street.

Map 8.2: Existing Transit Routes and Park and Ride

The existing walking and biking network, except sidewalks, is shown in Map 8.3. This network is most developed east of Ballantyne Lane between Beacon Light Road and Island Wood Drive. Bike lanes on arterials are limited to sections of Floating Feather Road, State Street, and Eagle Road. Sidewalks can be found on most streets in residential subdivisions and on the arterial roadways they border. However, many arterial and collector level roadways, particularly west of Ballantyne Lane, remain rural with paved and/or gravel shoulders as the only walking facilities. The Boise River Greenbelt extends into Eagle on both sides of the river. The northern section connects to SH 44 west of Eagle Road, while the southern section ends in a residential subdivision east of Eagle Road.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes for arterial and collector roadways, shown in Map 8.4, are generally highest along the roads that provide the greatest level of connectivity through Eagle and to destinations beyond the City. Volumes are highest along Eagle Road and Linder Road, which provide crossings of the Boise River and connect directly into Eagle from Meridian, as well as US 20/26 and SH 44, which both provide connections from downtown Boise through Eagle and into Canyon County. SH 55 on the eastern edge of Eagle, which links SH 44 to the east-west routes through Eagle and to destinations north of Eagle and Eagle Road as it enters the City, also has higher volumes.

FUTURE TRAFFIC VOLUMES

Future traffic volumes were developed from the year 2040 volumes projected by the Community Planning Association of Southwest Idaho (COMPASS) travel demand model. These projected year 2040 traffic volumes are shown in Map 8.5. Notably, the model and figure show that traffic volumes are forecast to increase significantly along east-west arterials, such as Beacon Light Road, Floating Feather Road, and State Street. There is limited east-west connectivity within Eagle, so as both local and regional traffic grow, greater demand will be placed on the few roads that connect between the north-south arterials and collectors, especially those that connect SH 16 and SH 55. Providing additional connections within the City for people that are starting and/or ending their trips within Eagle could help alleviate some of the projected demand on these roadways.

PLANNED FUTURE ROADWAY CONNECTIONS

Central to the City of Eagle's vision for its transportation system is improving local connectivity within the City (i.e., providing more roadway options, as opposed to funneling all trips to a few roadways). In order to define what the implementation of this vision could look like, potential future roadway connections that would provide this functionality have been identified. The conceptual future roadway network is illustrated in Map 8.6 and Map 8.7. The future roadways are divided into two categories: 1) those that could be built with new development through what is mostly undeveloped land or new roadways that would likely be built by ACHD, possibly with support from the City; and 2) those that would likely only be built if and when properties with existing uses are redeveloped (e.g., large-lot residential areas that could redevelop if the zoning were changed to a higher density).

These maps include new roadways identified in existing plans (i.e., ACHD's Master Street Map and the Downtown Eagle Plan), as well as new connections identified during the comprehensive plan update. The new roadways were generally identified by first looking for opportunities to provide continuous north-south and east-west connections between adjacent arterials or section-line collectors (i.e., Ballantyne Lane) approximately every ½-mile (i.e., approximately halfway between the major roads that are typically spaced about one-mile apart). Then, opportunities to provide continuous connections at other locations by making short connections between existing (particularly existing stub streets) or planned roadways were noted. When possible, the identified connections make use of undeveloped land and so could possibly be added to ACHD's Master Street Map and built as development occurs. As noted in the title of these maps, these future roadways are conceptual; therefore, the actual alignment of any new roads will be based on land development and future engineering work.

Planned Park and Ride lots from the COMPASS long-range transportation plan, *Communities in Motion 2040* (CIM 2040) are also shown in the maps.

8.2 TRANSPORTATION SYSTEM VISION & GOALS

Chapter 1: Vision lays out the overall vision for how the City of Eagle desires to grow. This vision is built around the theme: "Eagle is HOME (Healthy, Optimistic, Multi-faceted, and Economically Viable)." From this theme, comes the following vision statement applying to transportation in Eagle:

The City of Eagle's vision for its transportation system is a system of well-connected and user-friendly roadways and pathways that balance regional transportation needs with livability, sustainability, and the needs of local and non-motorized users.

This vision includes the following key tenets that are addressed in this chapter:

- Enhancing roadway connectivity within the City.
  - East-west connectivity is generally limited to four arterials: Beacon Light Road, Floating Feather Road, State Highway (SH) 44, and Chinden Boulevard (US Highway 20/26). Otherwise, east-west connections between parallel arterial or collector roadways are limited.
  - Complete north-south connections are limited by the presence of the Boise River to crossings at Eagle Road, Linder Road, and, on the western edge of Eagle, SH 16. There are additional north-south connections north of SH 44 that connect two or more east-west arterials. However, there are also several sections where north-south connections are limited to the bordering arterials only.
  - Outside of downtown Eagle, many local roads are curvilinear in design and provide access to residential subdivisions throughout the city. Oftentimes, the local roads do not connect beyond the subdivisions they serve, forcing traffic onto the arterial network to travel through the city. These issues are addressed in this chapter through the conceptual future roadway network, as well as strategies aimed to enhance connectivity as new roads are built.
- Providing walking and bicycling networks that serve the majority of people and provide transportation options within the City.
  - This issue is addressed in this chapter through strategies aimed at ensuring appropriate bicycling and walking facilities are included in roadway projects, considering the context of the surrounding land uses and expected traffic on the roadway.
  - Off-street pathways are also identified as a priority for the City.
- Increasing public transportation options to ensure mobility for all people in the City.
  - This issue is addressed through transit-specific goals and strategies aimed at providing more public transportation options.

Realizing this vision will require partnerships. The City of Eagle does not own the roads in the City. They are owned by either the Ada County Highway District (ACHD) or the Idaho Transportation Department (ITD). Valley Regional Transit (VRT) and ACHD provide public transportation services. The Community Planning Association of

Southwest Idaho (COMPASS) is responsible for regional transportation planning and administers several transportation funding programs. Therefore, in order to achieve its vision for transportation, the City will need to work with these agencies, as well as Ada County, adjacent cities, and Eagle businesses, residents, and developers.

The realization of this vision will come through the achievement of the following goals and objectives. Implementation strategies have been developed to provide direct steps to achieve these goals and objectives and are also presented in this chapter. Finally, this chapter also describes the conceptual layout of the future roadway network within the City of Eagle.

8.2.1 ROADWAY SYSTEM GOALS

A. DEVELOP A TRANSPORTATION SYSTEM TO SERVE THE LAND USES WITHIN THE CITY'S COMPREHENSIVE PLAN. THE TRANSPORTATION SYSTEM SHOULD PROVIDE REGIONAL CONNECTIVITY TO NEIGHBORING CITIES AND REGIONS.

B. MAINTAIN THE FUNCTIONALITY AND CONNECTIVITY OF THE STREET SYSTEM FOR CURRENT LOCAL USERS, EMERGENCY RESPONSE EFFORTS, AND FOR USE BY FUTURE GENERATIONS.

C. USING SOUND LAND USE AND TRANSPORTATION RELATIONSHIPS, DEVELOP ALTERNATE ROUTES FOR ACHD PLANNERS TO EVALUATE THAT BEST EMPHASIZE THE NEEDS OF THE DEVELOPING AREAS WHILE LESSENING THE POTENTIAL FOR CONGESTION. THIS IS TYPICALLY IMPLEMENTED THROUGH THE DEVELOPMENT REVIEW PROCESS.

D. DESIGN COMPLETE STREETS THAT CONSIDER THE VARIOUS NEEDS OF THEIR USERS AND THE SURROUNDING LAND-USE AND PHYSICAL TERRAIN CONTEXTS, INCLUDING POTENTIAL NOISE, AIR QUALITY, AND OTHER QUALITY OF LIFE AND PUBLIC HEALTH IMPACTS. THIS INCLUDES CONSIDERING THE NEEDS OF PEOPLE WALKING AND BICYCLING, EITHER FOR UTILITARIAN OR RECREATIONAL PURPOSES, AND PROVIDING SAFE ROUTES TO SCHOOLS.

E. DEVELOP ACCESS MANAGEMENT GUIDELINES FOR ALL ROADWAY FUNCTIONAL CLASSIFICATIONS THAT PROVIDE FOR COMMUNITY-WIDE CONNECTIVITY, CONSIDER THE NEEDS OF ALL USERS OF THE SYSTEM (I.E., PEOPLE WALKING,

BICYCLING, DRIVING, AND RIDING TRANSIT), AND PROVIDE APPROPRIATE ACCESS TO SURROUNDING LAND-USES CONSISTENT WITH THE CITY'S VISION.

F. PROTECT AND SUPPORT THE EXISTING AND PLANNED ROADWAY SYSTEM CONNECTING DOWNTOWN EAGLE TO THE AREA SOUTH OF THE BOISE RIVER. PROTECT THE OPERATIONAL INTEGRITY OF THE EXISTING RIVER CROSSINGS AT EAGLE ROAD AND LINDER ROAD. ENCOURAGE AND SUPPORT THE REGIONAL PLAN TO DEVELOP A NEW RIVER CROSSING IN THE SH 55 ALIGNMENT.

G. PROTECT COMMUNITY IDENTITY AND VALUES OF IMPORTANT ROADS FROM UNNECESSARY EXPANSION BY ADOPTING SPECIFIC DESIGNS AND CROSS SECTIONS FOR THESE ROADS (I.E. NORTH EAGLE ROAD).

8.2.2 TRANSIT SYSTEM GOALS

A. PARTICIPATE IN THE DEVELOPMENT OF A LOCAL AND REGIONAL PUBLIC TRANSIT SYSTEM, INCLUDING SUPPORTING THE IMPLEMENTATION AND FUNDING OF VRT'S LONG RANGE TRANSIT PLAN. THE PUBLIC TRANSIT SYSTEM IS TO PROVIDE BASIC MOBILITY FOR SOME, ALTERNATIVE TRANSPORTATION FOR OTHERS, AND AN OPTION FOR EVERYONE TO TRAVEL WITHOUT DRIVING ALONE.

B. DEVELOP EFFECTIVE TRANSIT ROUTES BASED ON LAND-USE PATTERNS DEFINED BY THE COMMUNITY.

C. PROVIDE WALKING AND BICYCLING CONNECTIONS TO TRANSIT STOPS, WITH AN EMPHASIS ON WALKING CONNECTIONS WITHIN ¼-MILE OF THE STOPS AND BICYCLING CONNECTIONS WITHIN A MILE OF THE STOPS.

D. WORK REGIONALLY WITH COMPASS AND VRT TO PLAN FOR THE POTENTIAL OF A REGIONAL RAIL OR BUS RAPID TRANSIT (BRT) SYSTEM. THE STATE HIGHWAY (SH 44, SH 16, SH 55, AND US 20/26) CORRIDORS HAVE THE GREATEST POTENTIAL.

8.2.3 PATHWAY SYSTEM GOALS

A. ENCOURAGE THE DEVELOPMENT OF A LOCAL AND REGIONAL PATHWAY SYSTEM. THE DESIGN OF THE PATHWAY SYSTEM SHOULD BE COORDINATED WITH OTHER ELEMENTS OF THE CITY'S COMPREHENSIVE PLAN. THE PATHWAY SYSTEM IS TO PROVIDE BASIC MOBILITY FOR SOME AND AN OPTION FOR EVERYONE TO TRAVEL WITHOUT DRIVING.

B. WORK REGIONALLY TO INTEGRATE THE PATHWAY SYSTEM WITH THE ONGOING PLANNING AND DESIGN EFFORTS FOR THE SH 44, SH 16, SH 55, AND US 20/26 CORRIDORS.

C. SUPPORT THE CONCEPT AND GOALS OF DEMAND MANAGEMENT STRATEGIES, SUCH AS TELECOMMUTING, RIDE-SHARING, AND PARK-AND-RIDE FACILITIES, TO REDUCE OVERALL TRAVEL DEMAND.

8.3 TRANSPORATION SYSTEM OBJECTIVES

A. Encourage completion of the existing street system and creation of new links, within reasonable constraints and as identified within the land-use subarea plans, as the transportation system develops.

B. Encourage the preservation of right-of-way for future grade-separated intersections, where appropriate, along the State highway system.

C. Maintain a land use decision-making process that is supportive of the operational characteristics identified in the most recent Regional Long-Range Transportation Plan for Ada County of record, and which is protective of living environments along streets. Balance the regional need for connectivity with the local needs of accessibility.

D. Ensure that corridor planning, roadway route selection and other transportation system development considers the impact on the development potential of adjacent and under-developed lands.

E. Promote land use policies that limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual development parcels.

F. Maintain safe and comfortable neighborhoods by minimizing speeding and cut-through traffic while limiting the use of cul-de-sac streets and private streets that isolate individual neighborhoods.

G. Coordinate with the Community Planning Association of Southwest Idaho (COMPASS), Ada County Highway District (ACHD), Valley Regional Transit (VRT), and the Idaho Transportation Department (ITD) to

ensure consistency between transportation system improvements and the land use plans and decisions of the City of Eagle and surrounding city and county governments.

H. Monitor development in the North Foothills Area to ensure that the transportation system is constructed according to the Northwest Foothills Transportation Study and the following principles:

1. Integrate roadway design measures to ensure that the transportation system is compatible with the surrounding terrain and land uses.

2. Integrate a pathway system for appropriate pedestrian, bicycle, and equestrian access to neighborhoods, activity centers, public facilities, and the existing pathway system.

I. Provide the opportunity for transportation system design alternatives in the Foothills as a means to minimize environmental impacts and foster the unique characteristics of the Foothills.

J. Encourage the development and expansion of transportation forms, such as walking, biking, and carpooling, to minimize travel demand, reduce congestion, maintain accessibility and promote health and fitness.

K. Create opportunities for walking and biking between neighborhoods through micropaths and local road connections. Provide pedestrian and bicycle routes to all schools. Develop and maintain a safe-routes-to school program.

8.4 TRANSPORATION SYSTEM IMPLEMENTATION STRATEGIES

A. Work with partner agencies (e.g., ACHD, COMPASS, ITD, VRT) to ensure that transportation and regional transit improvements are constructed or funded in coordination with land developments. This may be accomplished with direct funding from the City, extraordinary impact fees, local option sales tax and other funding arrangements.

B. Require that safety systems be integrated into all school sites and recreation areas, including such items as signalization, sidewalks, pathways, and alternate traffic patterns for secondary access.

C. Encourage street lighting design and layout that provides for roadway and neighborhood safety while preserving a rural environment free of any unnecessary trespass lighting.

D. ACHD should construct sidewalks according to their standards, while the City will be responsible for any additional width and/or features beyond ACHD's standards (e.g., if ACHD's sidewalk width on a street is 5-feet and the city standard is 7-feet, then the City is responsible for funding the additional 2-feet). The City will continue to work with ACHD and ITD to resolve issues concerning sidewalks within the City of Eagle.

E. The City should budget for, and work with ACHD to identify, opportunities to accelerate projects that enhance connectivity within the city. Funds may also be used for regional projects and transit if a

strategic opportunity arises, though this would be a lower priority than projects that enhance local connectivity.

8.4.1 ROADWAY STRATEGIES

A. Work in conjunction with ACHD, ITD, and COMPASS to classify roadways on the City of Eagle Conceptual Future Roadway Network maps (Maps 8.6 and 8.7), incorporated into this Comprehensive Plan by reference. The maps should be provided to COMPASS for input into the planning level Functional Street Classification Map and provided to ACHD for consideration in the next update of the ACHD Master Street Map. Any of the new roadway connections in the Conceptual Future Roadway Network maps that are to be built as collectors should be reviewed with ACHD to determine the appropriate ACHD Master Street Map typology based on the surrounding land use.

B. Continue to participate in regional transportation planning (through COMPASS and VRT) to develop and update long-range transportation plans, including public transportation plans, and provide a foundation for major project selection by ACHD and ITD in the City of Eagle and Ada County.

C. Periodically review the street classification and typology systems with ACHD and COMPASS and work to amend them as needed. Any street reclassifications should be contingent upon an analysis of existing street configuration, existing land uses, lot patterns, location of structures, impact on neighborhoods, and area-wide transportation needs. Upgrading of residential streets to arterial status should be discouraged and should only occur where a significant community-wide need can be identified by the City.

D. Plan for all modes of travel to reduce reliance on motor vehicle travel, provide mobility options, and support air quality improvement measures.

E. Encourage roadway design standards and roadway classifications that are consistent with ITD, ACHD, COMPASS, and other agencies that may be responsible for roadway planning and design.

F. Review the City's transportation priorities, including roadway widening, intersection improvements (e.g., roundabouts, signals), and other improvements in concert with the Transportation Improvement Program (TIP) and ACHD's Integrated Five-Year Work Plan (IFYWP) within the City limits and Impact Area to ensure alignment of priorities and that context sensitive design principles are included in proposed projects.

G. Evaluate the impact to the City of all roadway improvements and roadway extensions prior to construction.

H. Work with ACHD, ITD, COMPASS, and the development community to construct the planned roadway network shown in the Future Roadway Network maps (Maps 8.6 and 8.7), using the Project Priorities Maps (Maps 8.8 – 8.8D) as guidance for prioritization. The broad goals of these connections are: 1) to provide continuous north-south and east-west connections between adjacent arterials or section-line collectors approximately every ½-mile (i.e., approximately halfway between the major roads that are

typically spaced about one-mile apart) and 2) to provide continuity at other locations by making short connections between existing and planned streets.

I. Work regionally to integrate the pathway system with the ongoing planning and design efforts for the SH 44, SH 16, SH 55 and US 20/26 corridors.

J. All streets should be designed to include a detached sidewalk, unless within the Downtown Eagle design review overlay district, or physical or other constraints preclude the ability to do so. Street trees should be provided, except in cases where a buffer strip of sufficient width cannot be provided to meet ACHD's Tree Planting Policy. Root barriers and other measures to prevent negative impacts to the surrounding hardscape are recommended to be used. New and replacement trees should be recorded in the City's street tree inventory. The City should work with adjacent land owners to ensure these features are maintained.

K. Street design should be consistent with the context of the development and the respective land-use sub-area designated within Chapter 6: Land Use.

L. Design and/or align roads to preserve significant existing trees wherever practical; safety should not be compromised.

M. Support the access spacing standards of ITD and ACHD. Access decisions may be based on the future function and typology of the roadway. Temporary accesses may be granted with restrictions phased in as development occurs and new shared connections become available or medians are constructed.

N. To the extent possible, access to arterial and collector streets should be limited to public streets serving multiple parcels. Frontage and backage roads should be considered where appropriate. When direct parcel access is necessary, cross-access agreements and shared driveways should be used to the extent possible to limit the number of access points.

O. Work with ITD, ACHD, and adjacent jurisdictions to develop access management plans for arterials and highways of regional transportation importance that consider the surrounding land use context.

P. Local and collector streets through residential neighborhoods are recommended to provide connectivity while being designed to preserve the character of the surrounding neighborhoods through appropriate design techniques, including street width, traffic calming, and traffic control. The goal of the local street system is to provide for local circulation within Eagle and not for regional traffic. Cul-de-sac streets and private streets should be discouraged. In order to provide this connectivity, new developments should be required to stub access to adjacent undeveloped or underdeveloped parcels consistent with ACHD road spacing standards. All new developments should be reviewed for appropriate opportunities to connect to local roads and collectors in adjacent developments.

Q. Work with ACHD, local developers, and neighborhoods in the operation of a local traffic-calming policy that balances the needs of the roadway, the drivers, pedestrians, bicyclists, and the traveling public and considers effects on adjacent streets.

R. Develop grid systems in Downtown and around activity centers and nodes as identified in the sub-area plans in Chapter 6: Land Use.

S. Encourage arterial and collector center turn lanes only at driveways and/or street intersections where determined to be necessary by ACHD or ITD. Encourage landscaping within any portion of a center turn lane that is not used for such a driveway or intersection. Such landscaped medians would need to be maintained by the City, homeowners' association, or another responsible entity and would require a license agreement with the highway district having jurisdiction.

T. Preserve the constrained sections of Eagle Road north of Floating Feather Road and between Plaza Drive and Aikens Street, as well as Beacon Light Road from SH 16 to SH 55.

U. Work with ACHD to identify specific features to be included as part of the Master Street Map designations for arterials and collectors within the City of Eagle. Such features may include requiring adequate buffer space to allow for the planting of street trees and requiring bike lanes and/or separated pathways along Rural roads to ensure that both the confident bicyclist and the everyday bicyclist are both provided for (e.g., confident road bicyclists may prefer a on-street bicycle lane, while recreational users may prefer a separated path away from high speed rural roads).

V. All proposed roadway projects, including widenings and maintenance of existing roadways and the construction of new roadways (including as part of development applications), are recommended to be reviewed to determine the appropriate bicycling facility that could be included. This review should consist of, but not limited to:

   a. Whether any type of bicycle facility is identified in an existing City or ACHD plan on the subject.

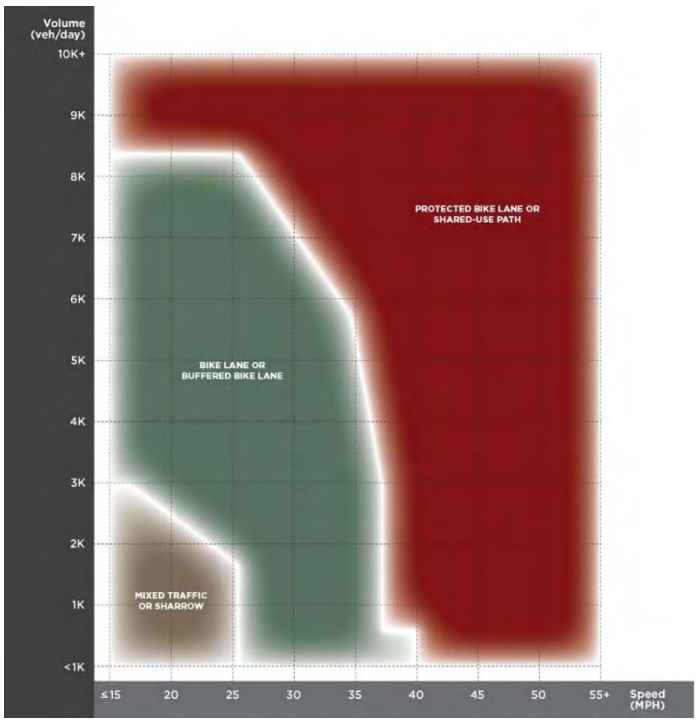
   b. Reviewing the recommended bicycle facility included in the ACHD MSM typology of the subject street.

   c. Reviewing the bicycle facility selection matrix shown in Figure 8.1 to identify the specific type of bike facility that is appropriate for most people given the speed and volume of motor vehicle traffic expected on the roadway.

   d. If a physically separated bike facility is an option, then maintenance and other needs will also need to be considered. If these needs cannot be adequately addressed, then a standard or buffered bike lane may be included instead.

   e. Work with ACHD staff for the inclusion of these facilities within proposed projects.

Figure 8.1: Bicycle Facility Selection Matrix[1]



8.4.2 TRANSIT STRATEGIES

A. Expand access to commuter service by establishing additional park-and-ride lots along the State highway system and/or at activity centers.

B. Local circulator routes, or extension of transit service beyond the State highway system, should remain a consideration for when higher densities and additional funding is made available.

8.4.3 PATHWAY STRATEGIES

A. Use development standards so that new developments provide for pedestrian, equestrian, and bicycle circulation in accordance with adopted local and regional pathway plans, as may be needed for intra-neighborhood connectivity, and to ensure that bike and pedestrian traffic is not unnecessarily pushed out onto arterials and collectors.

B. Encourage the provision of equestrian, pedestrian and bicycle safety and comfort with enhanced pedestrian crossings of SH 44 and SH 55. Grade-separated pedestrian/bicycle crossings should be considered. Also, at-grade intersection enhancements, such as landscaping, crosswalk pavers and signage, for pedestrian/bicycle safety and comfort, should be considered.

[1] Adapted from: *Montgomery County (MD) Bicycle Planning Guidance*

C. Ensure that pedestrians, bicyclists, and recreational users have safe and efficient crossings of the Boise River.

D. Plan for separated pedestrian and bicycle crossing facilities on SH-55 at the north and south channel of the Boise River.

8.4.4 LAND USE AND PARKING STRATEGIES

A. The City of Eagle may require a traffic study for new developments even if the ACHD or ITD do not. The traffic impact study should include, but not be limited to, potential impacts to existing traffic patterns, suggested roadway widths, access to existing and proposed roadways, signalization, location and need for intersections, turn lanes, bus stops, on-street parking and pedestrian facilities.

B. The City should work with ACHD and COMPASS to establish legally defensible standards relating to traffic impacts of new development on existing residential streets.

C. Encourage off-street parking sites and facilities on arterial streets and discourage on-street parking on arterial streets, with the exception of existing on-street parking on segments of State Street and recreational access parking along Beacon Light Road.

D. Alley abandonment should be discouraged. Alley expansion and improvement should be encouraged within Downtown Eagle.

E. When reviewing comprehensive plan amendments, zone changes, master plans, conditional uses and other significant entitlement requests, work with ACHD to evaluate the impact of the project on street levels of service. The City's preferred standards should be those identified for new streets in ACHD's Policy Manual, or its successor. Service level impacts should be minimized through project modifications, traffic management plans, street improvement plans or other means.

F. Historic district streets should be managed in such a manner that the flavor and character of the historic districts are preserved and enhanced while maintaining the livability of these neighborhoods and preserving the functionality of the street system. The use of traffic management strategies as described above should be given priority over street widening, land additions and removal of on-street parking as a means of resolving traffic flow problems.

G. Implement, in conjunction with ACHD and the Eagle Fire District, alternative street standards related to specific design features within the City. Allow use of these standards in conjunction with specific design standards described in Chapter 10: Community Design and the land use sub-areas within Chapter 6: Land Use.

H. Motorized traffic may experience some inconvenience in order to preserve quality neighborhoods.

8.5 TRANSORTATION SYSTEM PRIORTIZATION

Criteria have been developed to help the City of Eagle determine the relative priority of transportation projects. Applying these criteria can inform the project requests the City makes to ACHD and ITD and aid in determining whether the City should budget funds for a specific project. The criteria are based on the vision and goals outlined at the start of this chapter, as well as implementation considerations (e.g., physical or ownership barriers, costs). As such, the criteria emphasize roadway connectivity, health, and economic opportunity. The proposed criteria are summarized in Table 8.1.

Table 8.1: Project Prioritization Criteria

Category	Evaluation Criteria	Scoring Key
Physical Activity	Project provides opportunities for active transportation (e.g., biking and walking) for a wide range of people (e.g., a low-stress connection to a higher density residential or activity center) by multiple modes	2
	Project provides opportunities for active transportation (e.g., biking and walking) for a wide range of people (e.g., a low-stress connection to a higher density residential or activity center) by one mode	1
	Project may have no effect on physical activity or provide only limited opportunities for some people (e.g., connects only to a low-density residential or rural area and/or connection is not likely to be used by most people it connects to)	0
	Project may discourage active transportation	-1
Safety	Project is likely to decrease the number and/or severity of crashes	1
	Project may have only a limited effect on crashes	0
	Project could increase the potential for the number and/or severity of crashes	-1
Local Circulation	Project provides opportunities for local circulation away from arterials and highways (arterial-arterial or other collector-level connection)	2
	Project provides opportunities for local circulation away from arterials and highways (other connections)	1
	Project has limited effect on opportunities for local circulation	0
	Project encourages continued use of arterials and highways for local circulation	-1

Category	Evaluation Criteria	Scoring Key
Civic Connections	Project improves access to multiple schools, parks, or other civic uses	2
	Project improves access to a single school, park, or other civic use	1
	Project has limited effect on access to schools, parks, or other civic uses	0
	Project impedes access to schools, parks, or other civic uses	-1
Economic Connections	Project improves access to existing or planned high density commercial and employment areas	2
	Project improves access to existing or planned low density commercial and employment areas	1
	Project has limited effect on access to commercial and employment areas	0
	Project impedes access to commercial and employment areas	-1
Implementation Barriers	There are limited barriers to implementation	1
	There are barriers, but they can be overcome	0
	There are significant barriers to implementation (e.g., physical, political, jurisdictional, funding)	-1

These criteria are broad enough to be applied to a range of projects. Some criteria may not be applicable to certain types of projects. They are meant to be applied by the City at a planning level. The results of applying the criteria should be considered guidance and not stringent direction. When making final decisions regarding funding, project approvals, and project requests, other factors may also need to be considered, such as current development plans, implementing agency (i.e., ACHD, ITD) priorities, and the need for, or results of, additional analyses (e.g., particularly with respect to the expected safety effects of proposed projects).

As an initial prioritization, the criteria have been applied to the following projects, as shown in Maps 8 – 8D:

- Proposed roadway connections from Maps 8.6 and 8.7 that would be built with development or by ACHD *(denoted by "NR" in the project ID)*
    - The connections that would need to be built through redevelopment are not included since they would likely only be built at the time of redevelopment
- New roadways proposed in ACHD's Master Streets Map *(denoted by "MSM" in the project ID)*
- Roadway widening projects proposed in ACHD's Master Streets Map *(denoted by "W" in the project ID)*

The projects in Maps 8 – 8D are divided into four project tiers. One tier, "Programmed," is for projects that are programmed for construction in ACHD's Integrated Five-Year Work Plan for the years 2017-2021. The other three tiers are based on the results of the applying the proposed prioritization criteria and are intended to provide relative rankings of the proposed projects. Table 8.2 contains the prioritized list of projects.

Table 8.2: Prioritization Results for Proposed Projects

Project ID	Project Name	Prioritization Tier
MSM10	E Plaza Dr, S 2nd St to E Iron Eagle Dr	Programmed
NR26	E Aikens St, E Aikens St to S 2nd St	Programmed
MSM15	3 Cities River Crossing, Chinden Blvd to SH 55	High*
MSM12	MSM12, SH 44 to E Plaza Dr	High
MSM13	Olde Park Place, State St to E Plaza Dr	High
MSM14	MSM14, Colchester Dr to Joplin St	High
MSM6	MSM6, SH 44 to W Floating Feather Rd	High
NR11	W Breanna Dr, Existing Stub to MSM6	High
NR13	W Nephi Ln, W Nephi Ln to MSM6	High
NR27	E Colchester Dr, E Colchester Dr to Chinden Blvd	High
MSM1	Floating Feather Rd, SH 16 to N Palmer Ln	Medium
W5	N Linder Rd, SH 44 to W Beacon Light Road	Medium**
MSM2	MSM2, N Saddleman Pl to N Brookside Ln	Medium
MSM3	MSM3, W Brookside Lane to W Brookside Lane	Medium
MSM4	W Escalante Dr, Existing Stub to SH 44	Medium
MSM5	W Moon Valley Rd, W Old Valley Rd to W Moon Valley Rd	Medium
MSM7	Old Valley Extension, SH 44 to Eagle Island Parkway	Medium
MSM8	MSM8, N Meridian Rd to S Linder Rd	Medium
MSM9	N Winward Ave, N Winward Ave to MSM7	Medium
NR1	W Homer Road, W Wild Wings Ln to W Homer Rd	Medium
NR12	Island Woods Dr, Existing Stub to 3-Cities River Crossing	Medium
NR17	N Longhorn St, Existing Stub to W Floating Feather Rd	Medium
NR2	NR2, N Hartley Rd to N Linder Rd	Medium
NR21	NR21, N Palmer Ln to N Linder Rd	Medium
NR22	N MacFarlane Ave, Existing Stub to W Beacon Light Rd	Medium
NR23	NR23, SH 44 to SH 16	Medium
NR25	Idaho St, N Eagle Rd to N Olde Park Pl	Medium
NR28	N Stierman Way, N Stierman Way to MSM10	Medium
NR29	Idaho St, Idaho St to N Stierman Way	Medium
NR3	NR3, W Beacon Light Rd to W Homer Rd	Medium
NR30	Palmetto St, Pametto St to SH 55	Medium
NR4	NR4, N Linder Rd to N Park Ln	Medium
NR5	NR5, W Homer Rd to W Stillwell Dr	Medium
NR8	NR8, E Beacon Light Rd to NR6	Medium
NR9	NR9, W Vali-Hi Ln to N Eagle Rd	Medium
W4	W Hill Rd, SH 55 to N Horseshoe Bend Rd	Medium

Project ID	Project Name	Prioritization Tier
NR14	W Brunmier St, Existing Stub to N Longhorn St	Low
NR15	W Striker Dr, Existing Stub to NR17	Low
NR16	NR16, N Longhorn St to N Palmer Ln	Low
NR18	W Biathlon St, Existing Stub to NR17	Low
NR19	W Nordic Dr, Existing Stub to N Palmer Ln	Low
NR20	N Arena Way, Existing Stub to NR14	Low
NR24	N Tempsford Way, Existing Stub to MSM4	Low
NR6	NR6, N Willow Creek Rd to N Pearl Ln	Low
NR7	NR7, N Star Vista Ln to NR6	Low
W1	W Beacon Light Rd, SH 16 to SH 55	Low
W2	S Linder Rd, SH 44 to W Chinden Blvd	Low
W3	N Eagle Rd, E Plaza Dr to SH 44	Low
** MSM15: 3 Cities River Crossing was originally calculated as "Medium" priority but moved to "High" based on citizen and community input and desire*		
*** W5: N Linder Rd, SH 44 to W Beacon Light Road was originally calculated as "Low" priority but moved to "Medium" based on citizen and community input and desire*		

Generally, high priority projects include new collector-level connections near schools and commercial areas, including downtown. Medium priority projects include new collector and arterial level connections scattered throughout Eagle, and the widening of Hill Road Parkway east of SH 55. Low priority projects are often more likely to be local road connections within a neighborhood or the widening of arterial roads.

8.6 ROADWAY CLASSIFICATIONS, TYPOLOGIES, AND CROSS-SECTIONS

Roadway classifications in the City of Eagle are defined per ACHD's adoption of the Transportation and Land Use Integration Plan (TLIP). Included in TLIP are typologies for collectors and arterials in Ada County, including the City of Eagle. As such, the roadways in Eagle will be defined in terms of these typologies. The typologies documented in TLIP go beyond the standard functional classification system in order to tie a roadway's design to the surrounding land-use.

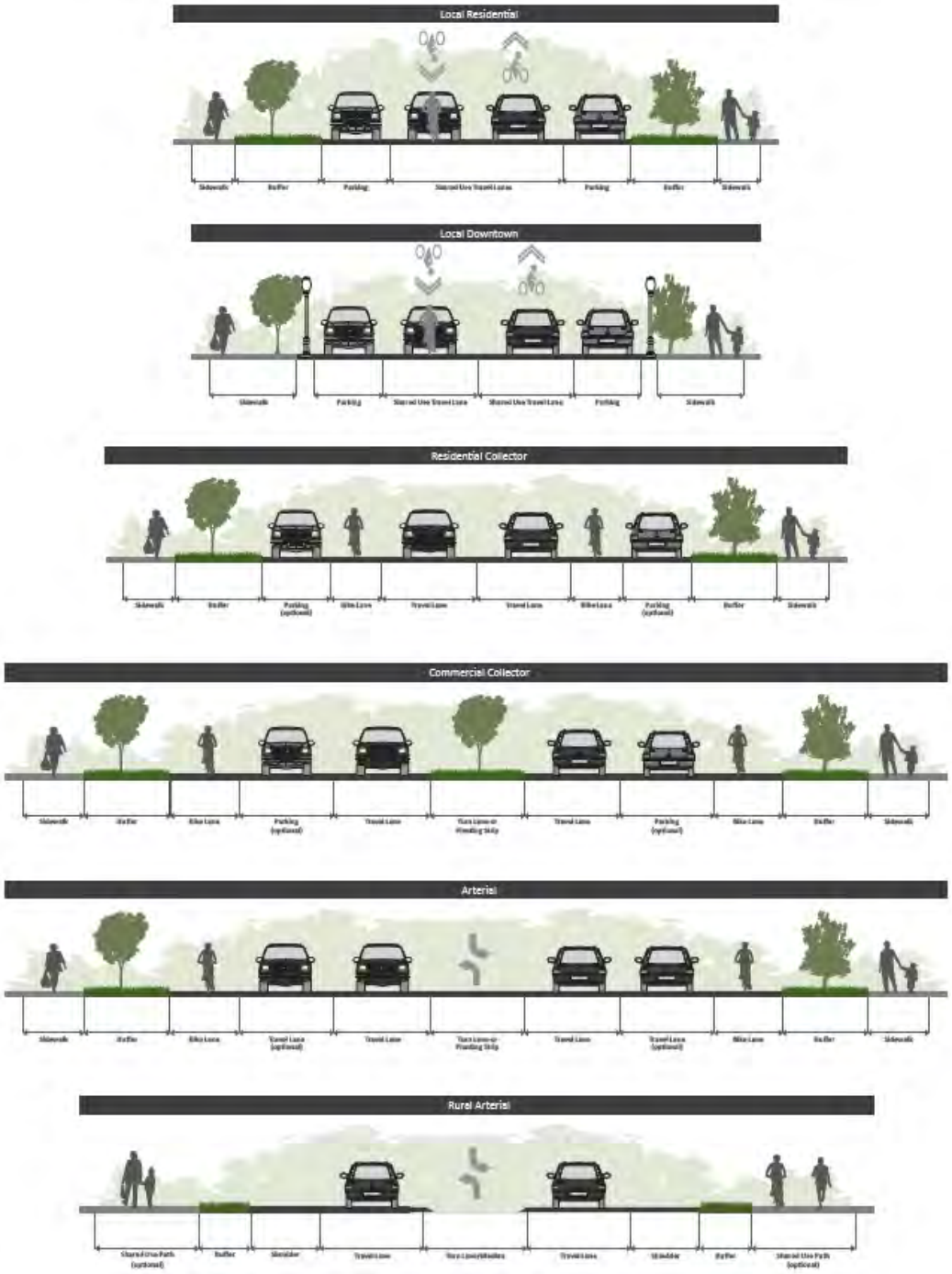
Map 8.9 illustrates the typologies of existing and planned arterial and collector roadways in Eagle, as shown in the current ACHD Master Street Map, with the exception of the Old Valley Extension. The City should work with ACHD to reclassify the Old Valley Extension as a Town Center Collector. This designation would be more appropriate for the planned mixed-use nature of the area it serves than the current Industrial designation.

Roadway Strategy 'A' notes that the City should work with ACHD to periodically review roadway typologies to ensure they are consistent with existing and planned land uses and to assign typologies to future collector-level and above roadways based on the planned land-uses.

The City has previously worked with ACHD to identify specific features that will be included on future collector-level roadways in Eagle. Those requirements are no longer memorialized in the Master Street Map list. Therefore, the City should again work with ACHD to identify specific features to be included as part of the Master Street Map designations for arterials and collectors within the City of Eagle.

Example cross-sections for roadways in Eagle are provided in Figure 8.2. These cross-sections show ideal roadway sections for different types of roadways, based on functional classification and the surrounding land-use types. They are meant to be used to help guide the design of new and upgraded roadways in the City, whether through the development process or through an ACHD or ITD project. Figure 6.20 illustrates how sidewalks within downtown and activity centers should be designed.

Figure 8.2: Example cross-sections for roadways in Eagle



CHAPTER 8: LARGE SCALE MAPS

Map 8.1: Existing Roadway System

Map 8.3: Existing Walking and Biking Network

Map 8.4: Existing Traffic Volumes for Arterial and Collector Roadways

Map 8.5: Projected 2040 Traffic Volumes

Map 8.6: Conceptual Future Roadway Network City-Wide

Map 8.7: Conceptual Future Roadway Network Downtown

Map 8.8: Prioritized Projects City-Wide

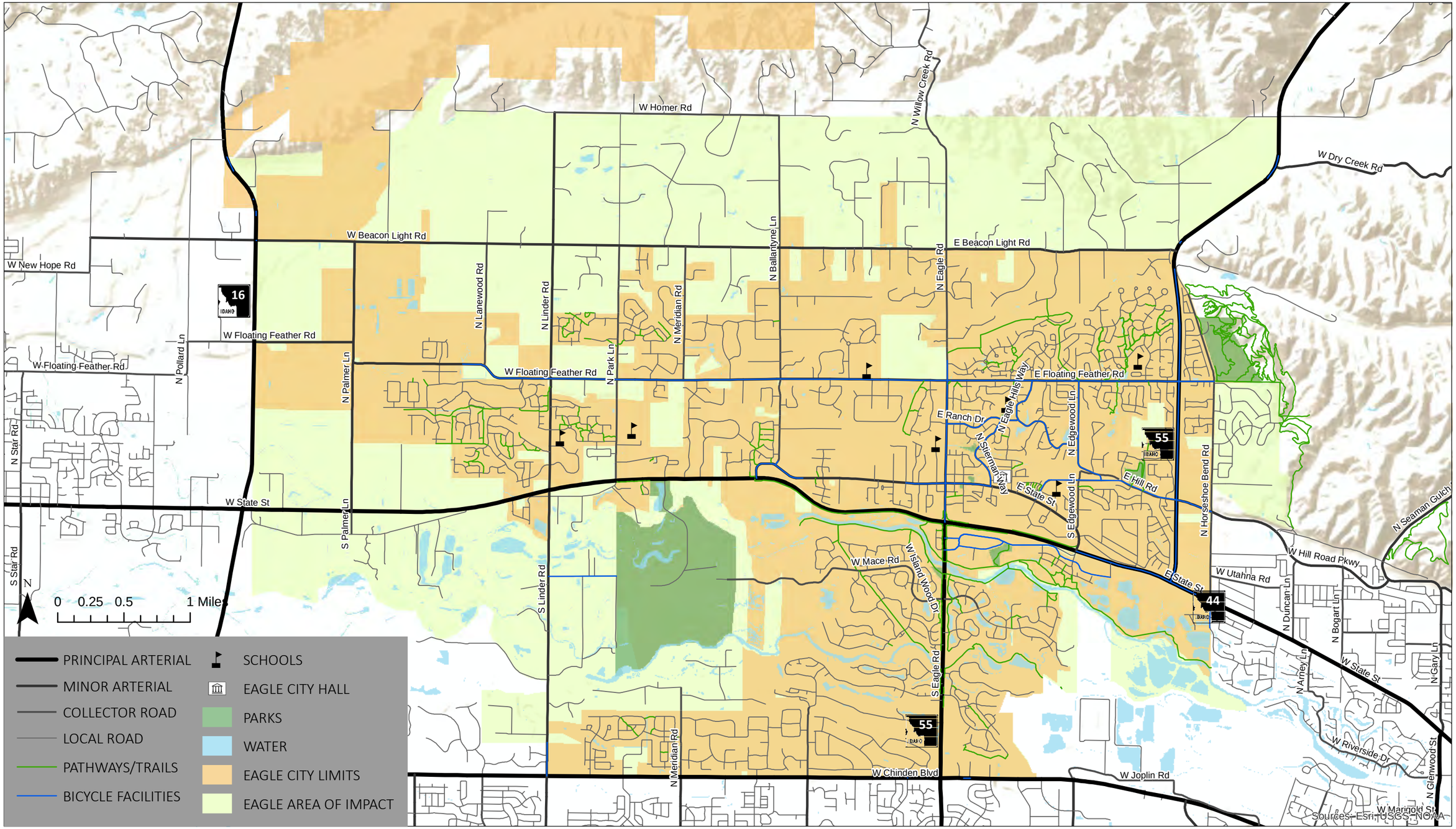
Map 8.8 A: Prioritized Projects City-Wide Sub-Area 1 (SE Area)

Map 8.8 B: Prioritized Projects City-Wide Sub-Area 2 (NE Area)

Map 8.8 C: Prioritized Projects City-Wide Sub-Area 3 (SW Area)

Map 8.8 D: Prioritized Projects City-Wide Sub-Area 4 (Downtown)

Map 8.9: Master Street Map Typologies



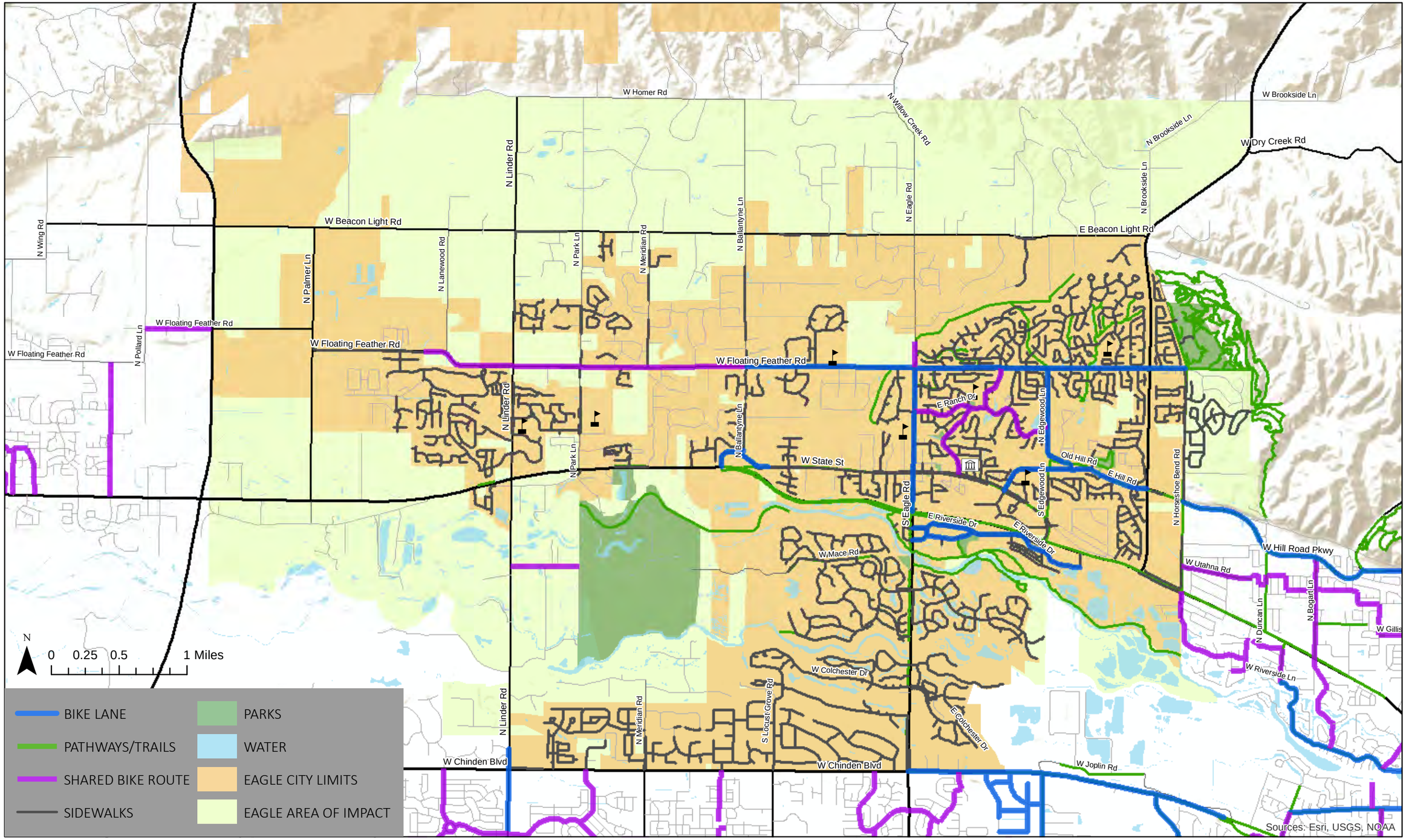
EXISTING ROADWAY SYSTEM

MAP 8.1

Map Prepared by Kittelson & Associates, Inc.

M:\Eagle Data\ComprehensivePlan\CompPlan_Update\MapData\XX Roadway System BP Draft.mxd - bparker - 9:27 AM 7/11/2017

Coordinate System: NAD83 Idaho West ftUS
Data Source: ACHD



EXISTING WALKING & BIKING NETWORK

MAP 8.3

Map Prepared by Kittleson & Associates

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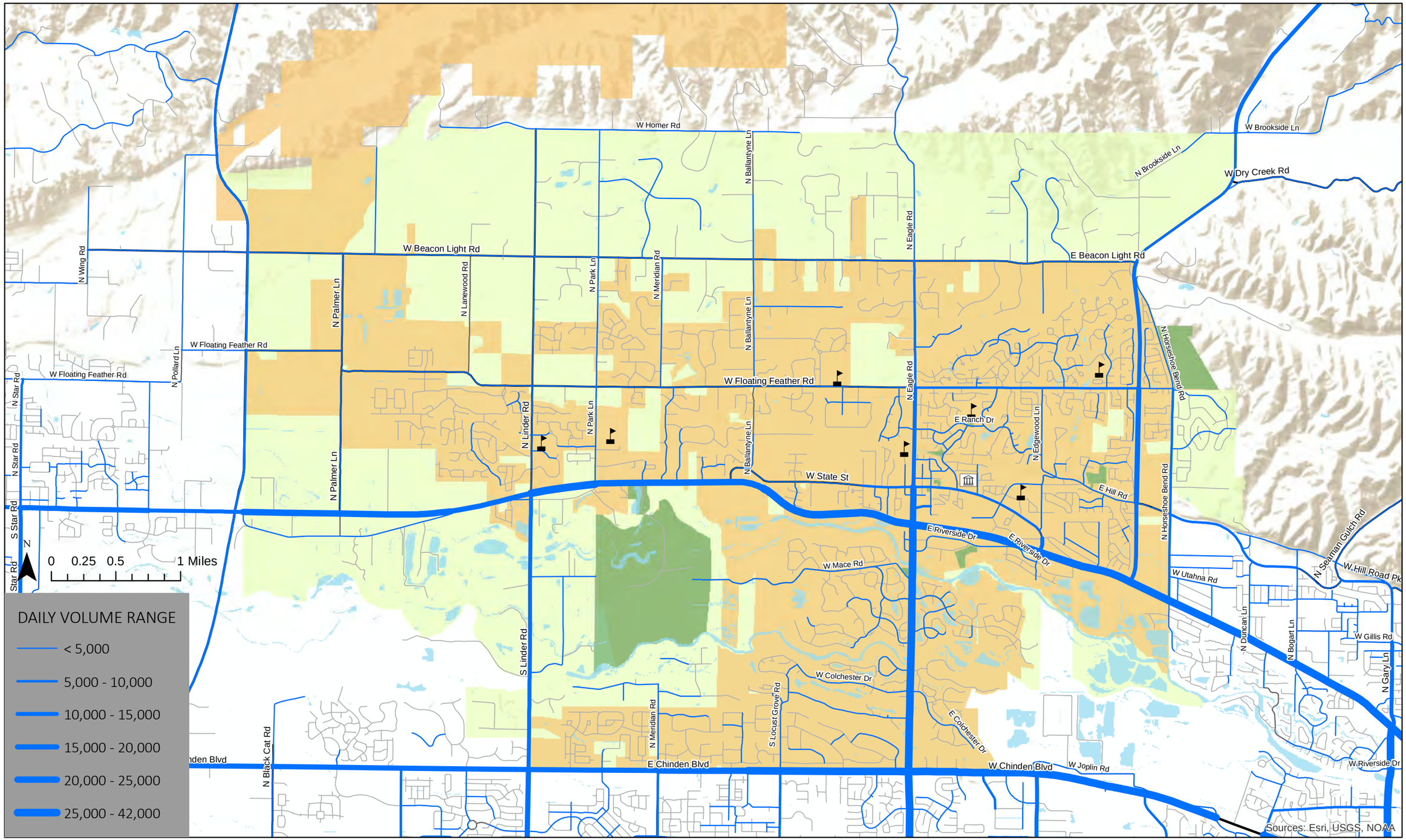
Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD



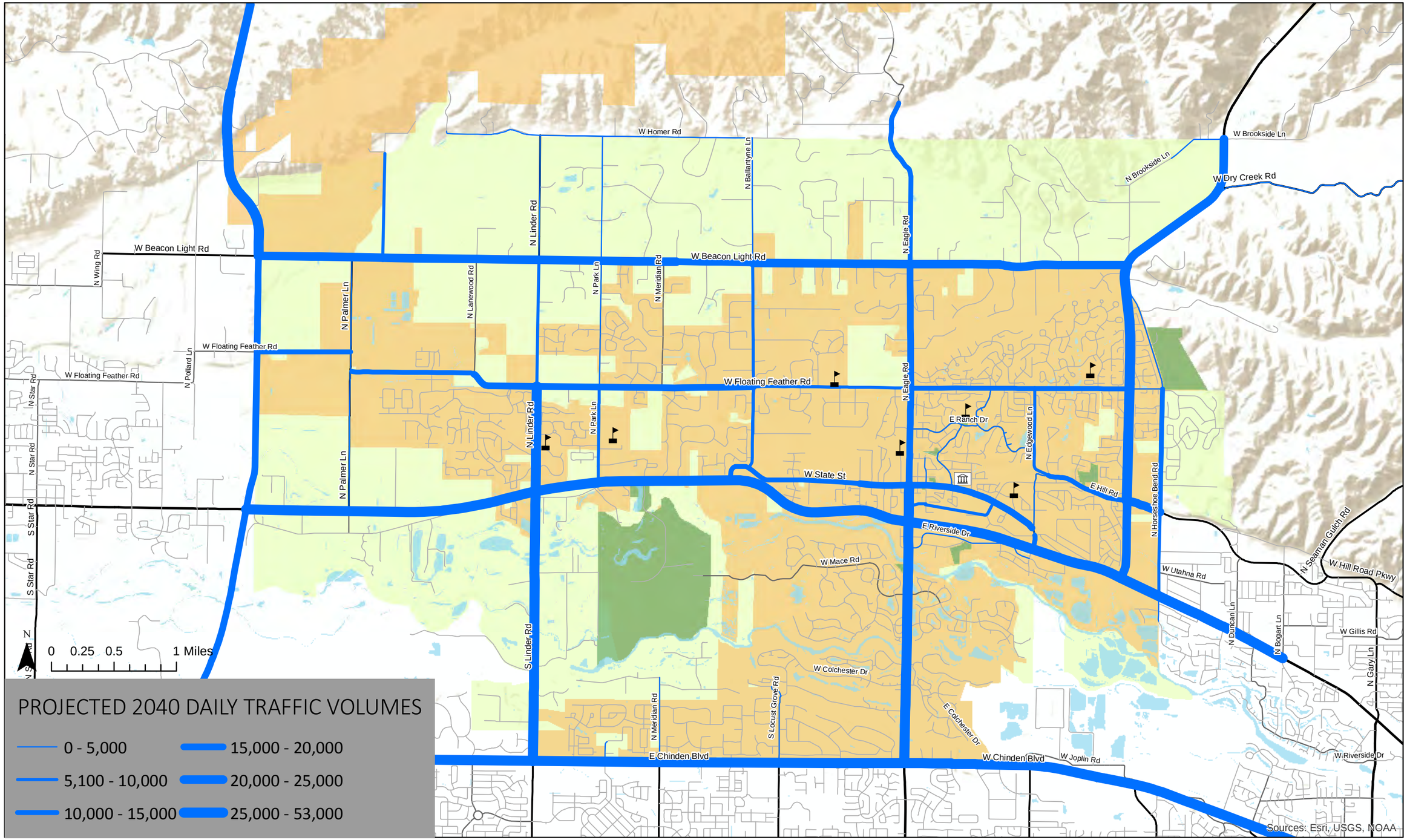
EXISTING TRAFFIC VOLUMES

MAP 8.4

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\MapData\XX Existing Traffic Volumes BP Draft.mxd



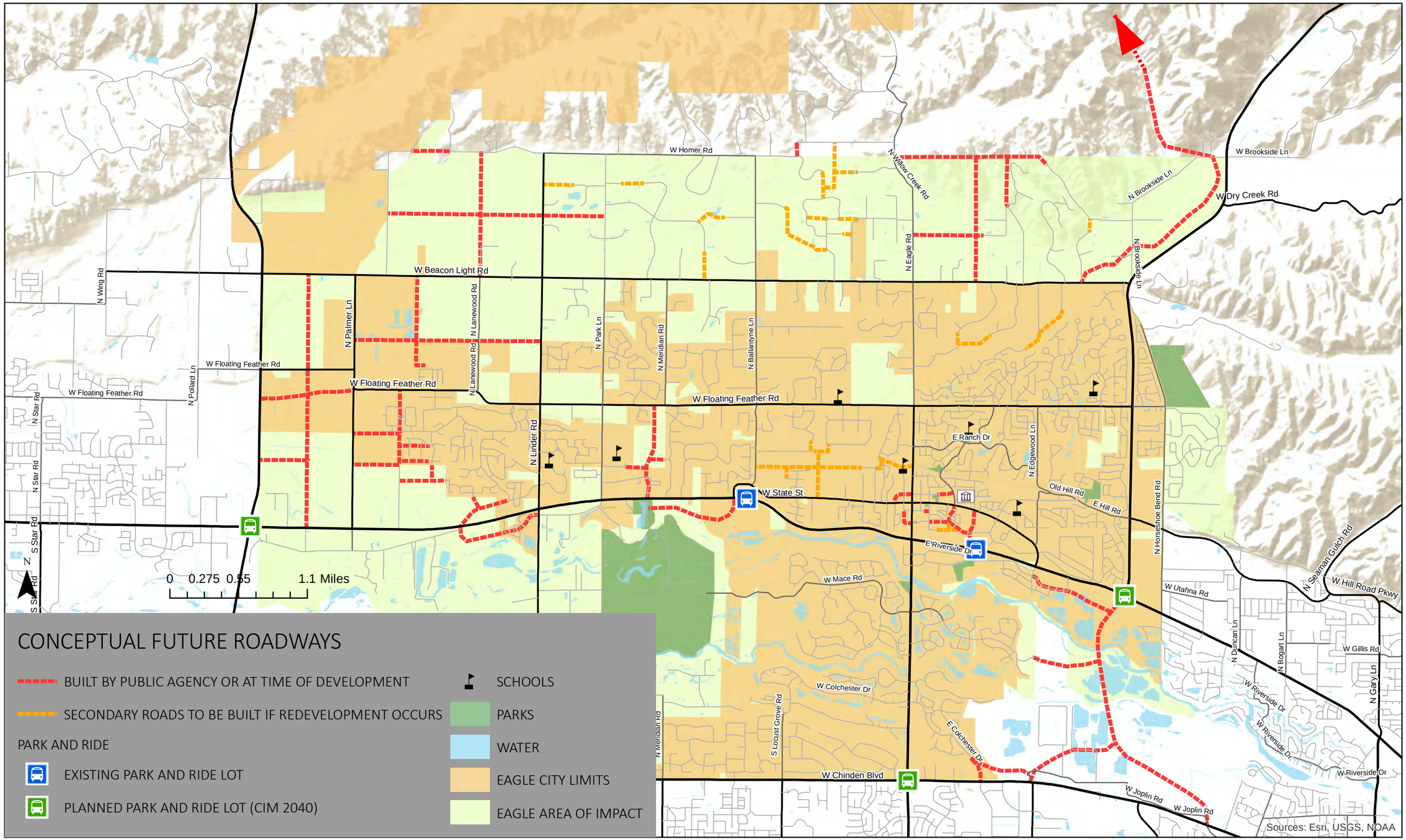
PROJECTED 2040 TRAFFIC VOLUMES

MAP 8.5

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\MapData\XX Future Traffic Volumes BP Draft.mxd

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD, COMPASS



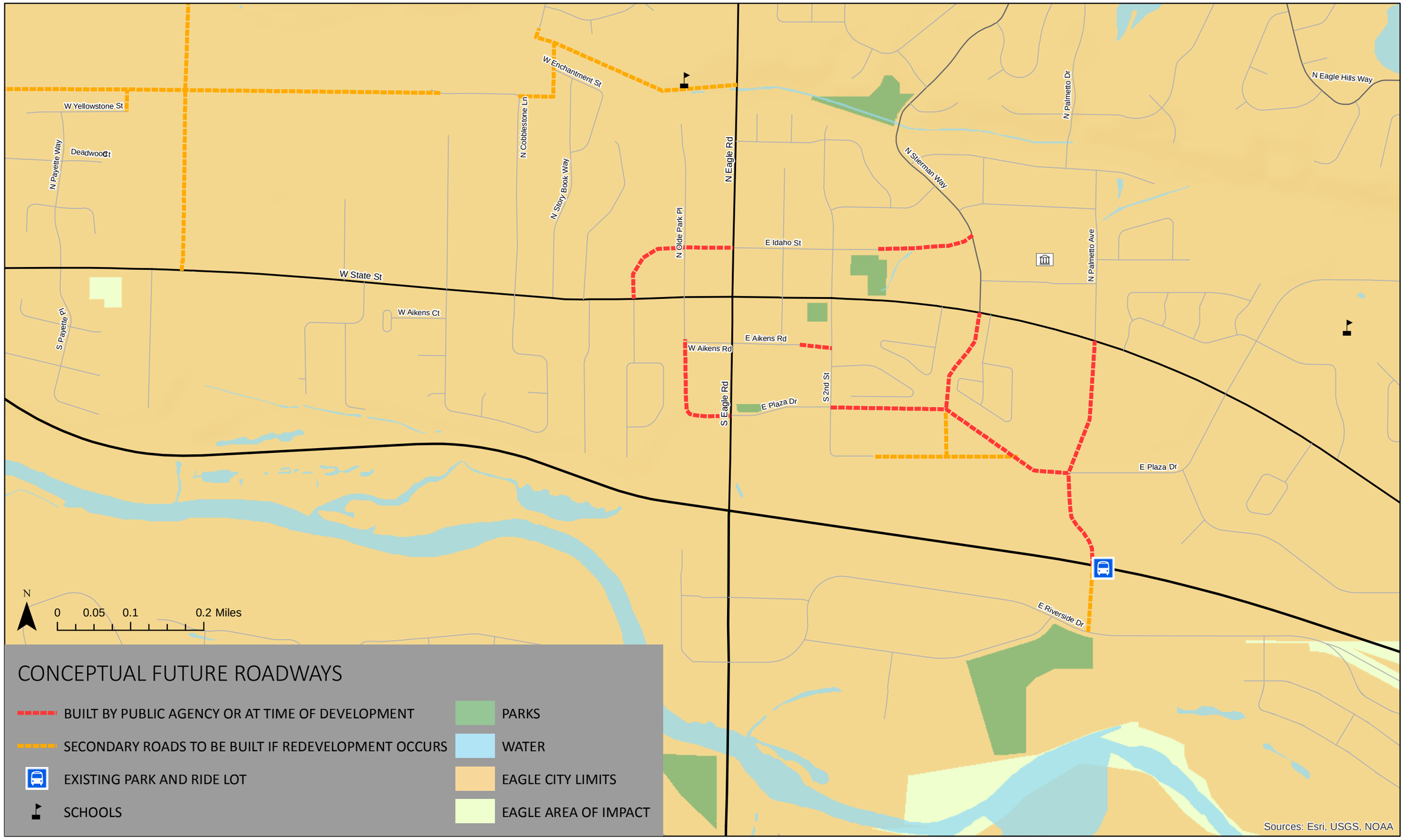
CONCEPTUAL FUTURE ROADWAY NETWORK

MAP 8.6

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\8_6_Conceptual_Future_Roadway_Network_Final.mxd

Coordinate System: NAD 1983 2011 StatePlane Idaho West FIPS 1103 Ft USTransverse Mercator



CONCEPTUAL FUTURE ROADWAY NETWORK DOWNTOWN EAGLE

MAP 8.7

Coordinate System: NAD 1983 2011 StatePlane Idaho West FIPS 1103 Ft US
Data Source: City of Eagle, ACHD

Map Prepared by Kittleson & Associates

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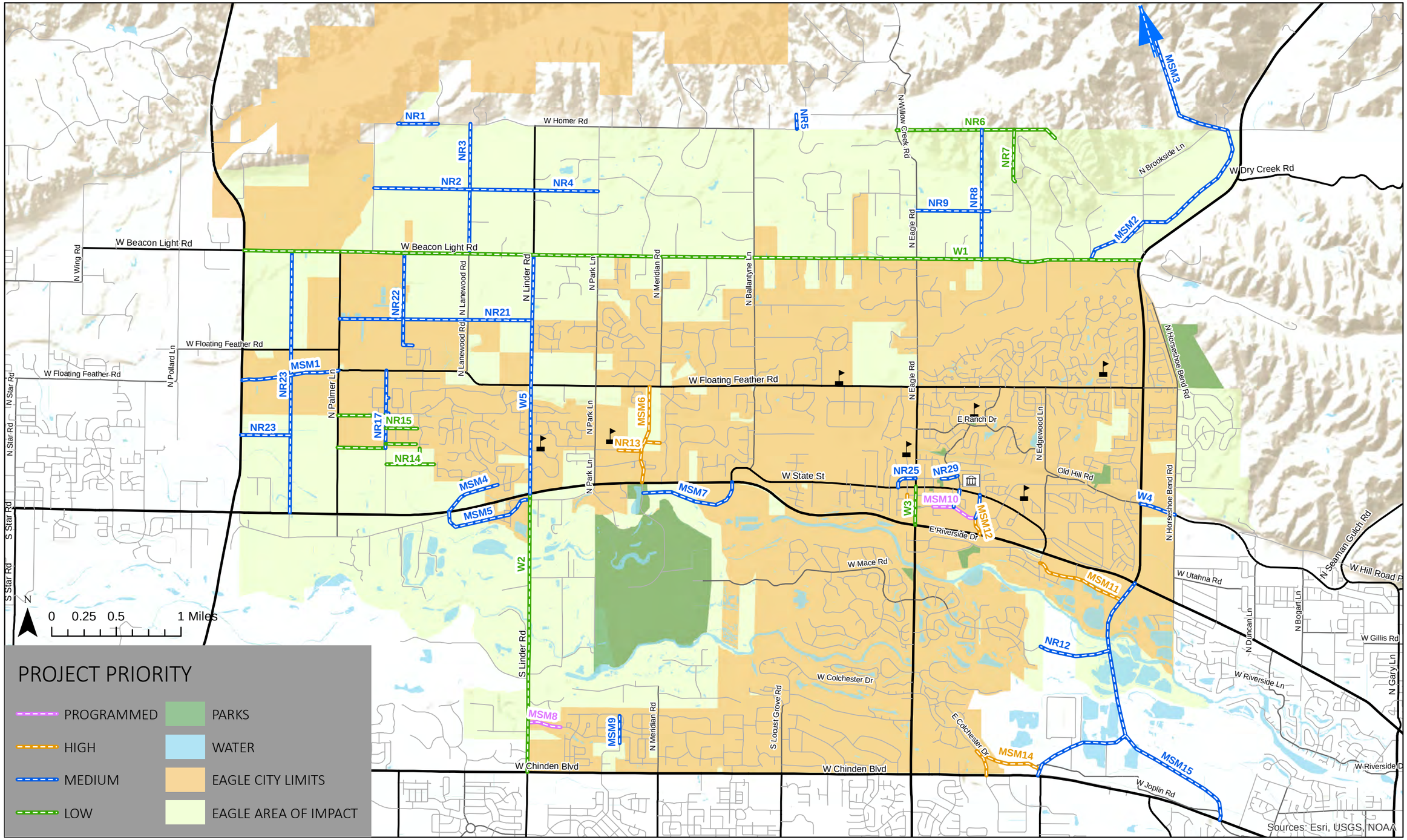

PRIORITIZED PROJECTS

MAP 8.8

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan Update\8_8 Prioritized Projects Final.mxd

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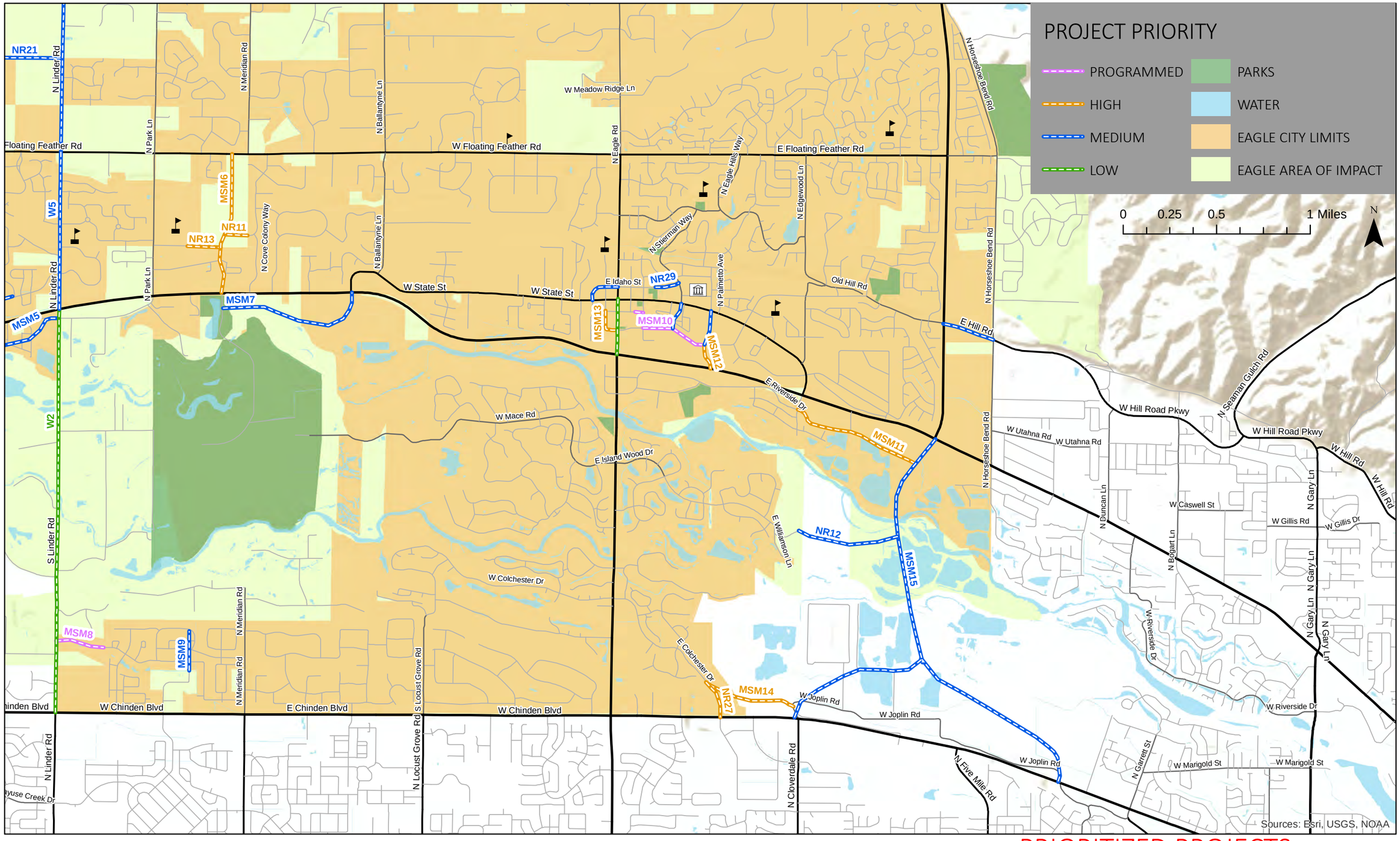
Data Source: City of Eagle, ACHD



PRIORITIZED PROJECTS
SUB-AREA 1

MAP 8.8A

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD

Map Prepared by Kittleson & Associates

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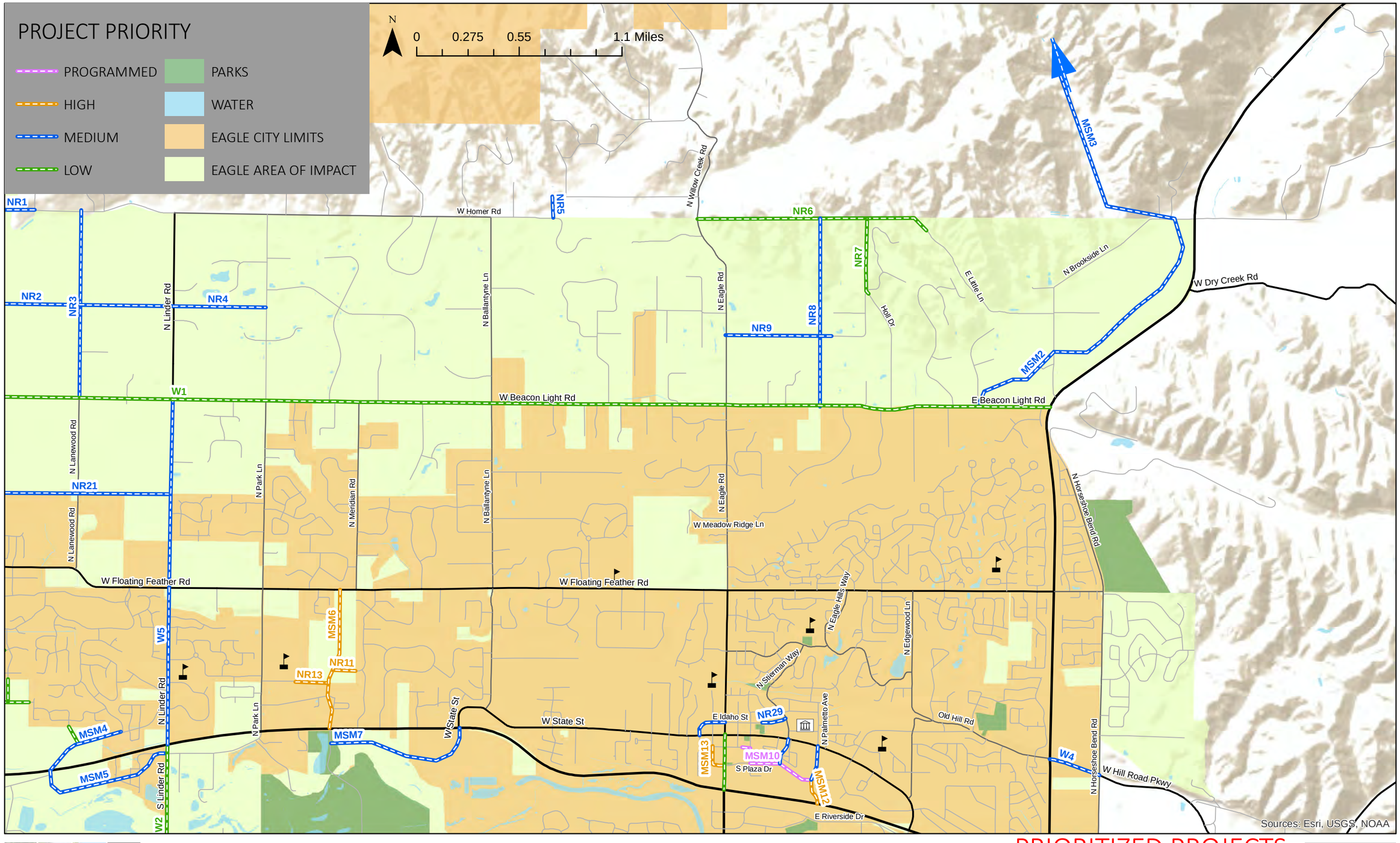

PRIORITIZED PROJECTS SUB AREA 2

MAP 8.8B

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD

Map Prepared by Kittleson & Associates

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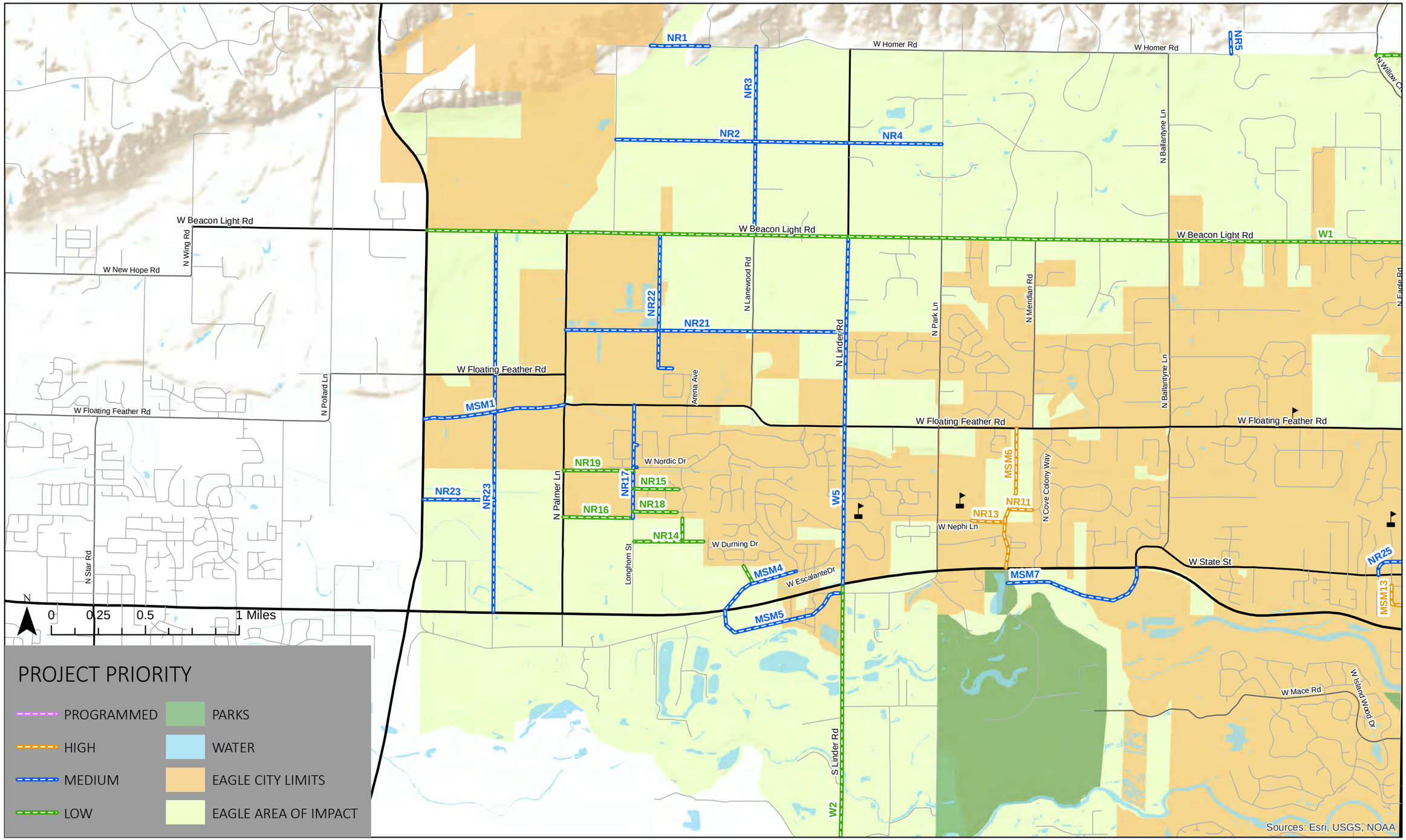


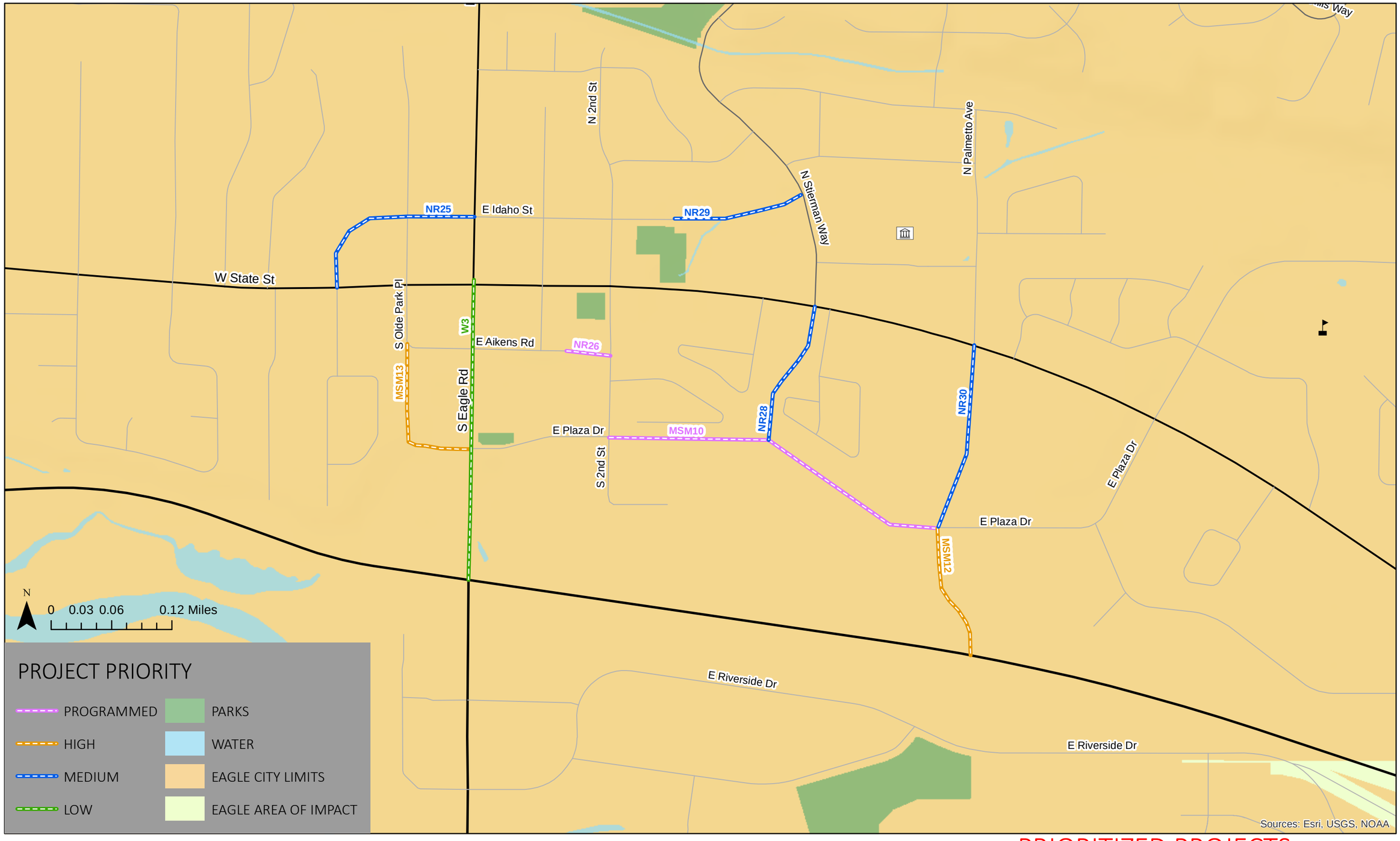
PRIORITIZED PROJECTS
SUB-AREA 3

MAP 8.8C

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\8_8C_Prioritized_Projects_Sub_3_Final.mxd



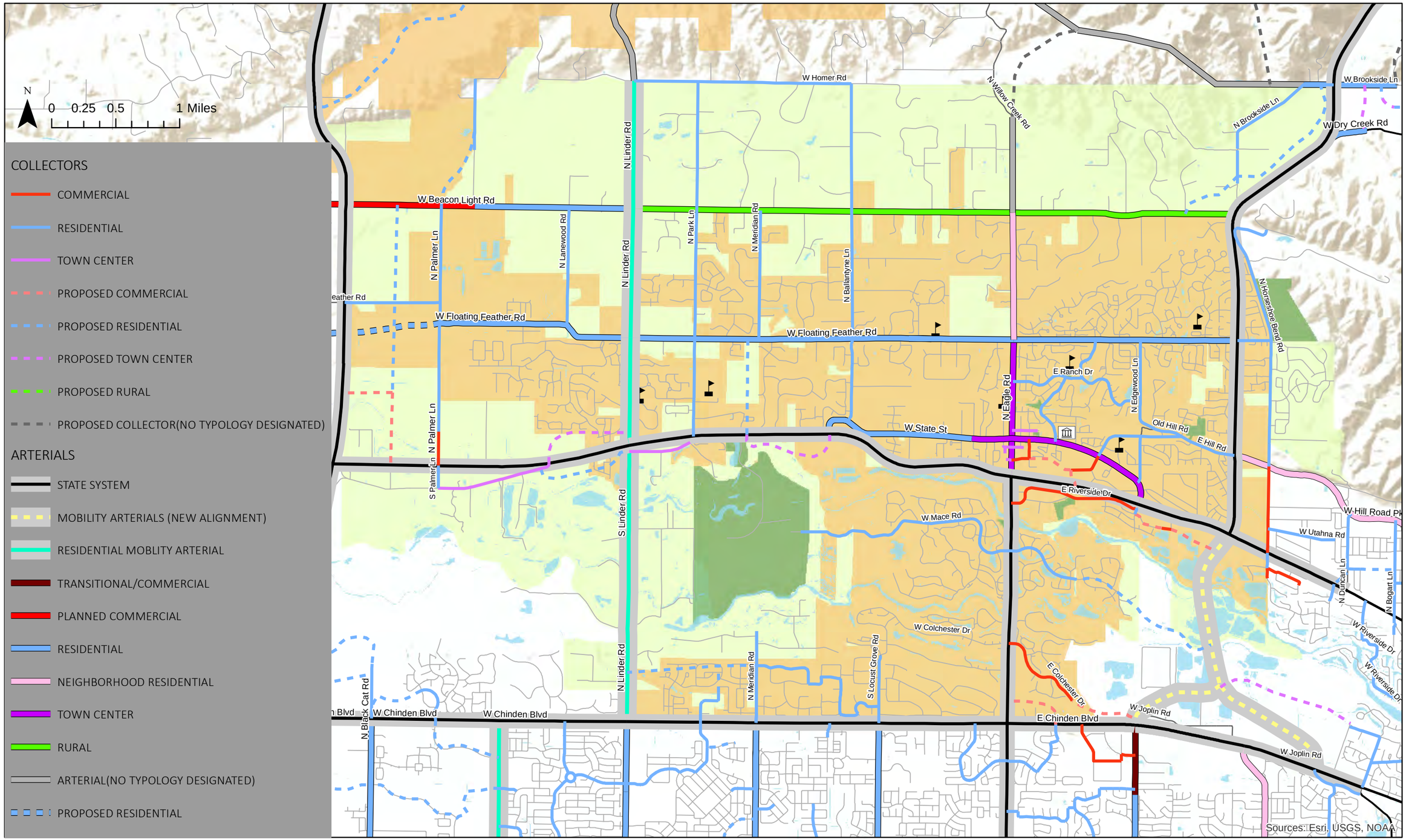
PRIORITIZED PROJECTS
SUB-AREA 4

MAP 8.8D

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\MapData\XX Prioritized Projects Sub 4 BP Draft.mxd



MASTER STREET MAP TYPOLOGIES

MAP 8.9

Map Prepared by Kittleson & Associates

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\MapData\XX MSM Typologies BP Draft.mxd

Coordinate System: NAD83 Idaho West ftUS
Data Source: City of Eagle, ACHD

CHAPTER 9: PARKS, RECREATION & OPEN SPACES

9.1 BACKGROUND

Chapter 1: Vision of this plan focuses on establishing the City of Eagle as Healthy, Optimistic, Multi-faceted and Economically Viable. Parks, recreation and open space are vital to the implementation of this vision. Residents of the City of Eagle understand the benefits to community health that the provision of parks and open space provides, but also the economic benefit a strong parks and open space system brings to the community through increased property values, tourism, and special events.

Eagle is a community that has traditionally been rich in natural resource amenities and has placed high significance and value in protecting, maintaining and enhancing the citizens' connection with natural features and open spaces. Areas such as the Boise River, Eagle Island, Dry Creek and the Eagle Foothills provide residents with a sense of place, community identity, and a place to commune with nature. Much of the quality of life that the community enjoys is derived from access to open spaces and native areas for recreational uses, such as mountain biking, fishing, running, walking, and wildlife viewing.

There is strong community support for the existing parks and pathway system. The City parks, pathways, recreation and open space system is comprised primarily of active recreation including a variety of pathways and parks of varying size, design, and function. The recently completed City-Wide Parks Master Plan provides significant guidance on how, when and where to maintain, plan, and develop parks and trails facilities within the City of Eagle.

In addition to active recreation, the community has expressed significant support for a constraint-based approach to planning and preservation. A constraint-based approach looks at the natural condition of an area (floodway/floodplain, critical/sensitive habitat, and steep slopes) and plans for uses that are sensitive to the land capabilities.

In order to plan for the large variety of open space desired by residents within the City of Eagle, the policies within this chapter will focus on four main categories: Active Recreation, Open Space, Floodplain/Floodway, and Foothills. In order to properly implement this chapter, multiple categories/classifications may need to be reviewed and/or applied at the time of development to ensure all values are considered.

9.2 EXISTING & FUTURE CONDITIONS

In the Eagle area, public and private organizations play a role in providing parks and recreational opportunities. Recreation providers include City, County, State, and Federal agencies as well as educational institutions. These entities represent a combined total of 2,754 acres of parks, trails, and open space within the Eagle area. (See Map 9.1)

Table 9.1: Existing Parks, Public Schools, Open Spaces & Conservation Lands

Existing Parks, Public Schools, Open Spaces & Conservation (Lands Within the City's Planning Area)		
Name	**Acreage**	**% of Total**
BLM Lands	1,922	69.79%
Eagle Island State Park	545	19.79%
City of Eagle	85.65	2.94%
Ada County	64	2.32%
Public Schools	132	4.79%
Land Trust of the Treasure Valley	10	0.36%
Total	**2,759**	**100%**

Source: Eagle Parks and Pathways Master Plan

ACTIVE RECREATION: The City of Eagle has seven (7) developed parks and an eighth park is planned as part of the Lakemoor development south of Eagle Island. The City has begun discussions with the Idaho Department of Parks and Recreation who operates Eagle Island Park, a 535-acre regional park, to include an off-leash dog park. Playground equipment and picnic facilities can be found at the small neighborhood parks and various public school sites. Private recreation centers offer tennis, swimming, basketball and day care. The City of Eagle currently maintains a level of service of 3.4 acres of park land and 0.27 miles of nonmotorized trails per 1,000 residents. In 2015, the City started a small public recreation program that now includes over 200 classes, sport teams, and special events with an enrollment of over 1,500 annually. The 2015 Eagle Parks Master Plan identified a gap within the current systems, sports fields in the area west of Eagle Road.

The City maintains approximately 18 miles of trails. Most of the City's trails are located either along the Boise River Greenbelt (see floodway/floodplain) or in the Ada/Eagle Sports Complex. A complete map of existing walking and biking trials is located in Chapter 8: Transportation. The focus of the City's trail system should be connectivity of existing facilities (parks, schools, local attractions) as well as system expansion along the Boise River, Dry Creek and into the Foothills.

As the City grows, it seeks to maintain the current level of service - 3.4 acres of park land and 0.27 miles of nonmotorized trails per 1,000 residents.

Table 9.2: City of Eagle Parks and Recreation Facilities Inventory

City of Eagle Parks and Recreation Facilities Inventory				
Park Name #	**Address**	**Total Acreage**	**Amenities**	**Recreation Amenities**
1 Arboretum Park (& Senior Center)	312 E. State St.	1.3	Arboretum w/37 Tree Species Benches & Picnic Tables Trails	
2 Ada/Eagle Sports Complex City of Eagle Ownership	Horseshoe Bend Rd.	85.32	Restrooms Picnic Shelter	(1) Basketball Court Skateboard Park Trails BMX Track Roller Hockey Rink
3 Friendship Park	Ranch Dr. & Stierman Way	1.3	Temporary (Summer) Restrooms Covered Picnic Shelter	1/2 Playground (2) Lighted Tennis Courts (2) Basketball Half-Courts
4 Heritage Park & Gazebo	185 E. State St.	0.48	Restrooms Benches & Picnic Tables Gazebo Hardscape Gathering Place Splash Pad Community Information Kiosk	
5 Orval Krasen Park	Stierman Way	2.4	Restrooms Covered Picnic Shelter Benches	Playground
6 Reid W. Merrill Sr. Community Park	637 E. Shore Dr.	8.9	Restrooms Gazebo (1) Covered 6-Table Picnic Shelter & Picnic Areas Wetland/Riparian Areas Trails & Paved Walking Trails	Splash Deck Play Field Full Playground Sand Volleyball Court (2) Basketball Half-Courts
7 Stephen C. Guerber Park	2200 Hill Rd.	14.8	Restrooms (2) Covered 6-Table Picnic Shelters & Picnic Areas Amphitheater	Splash Deck Horseshoe Pits Play Field Full Playground Sand Volleyball Court (2) Basketball Hoops Little League Facilities & (4) Soccer Fields

OPEN SPACE:

As stated previously, the citizenry of the City of Eagle have enjoyed a strong connection to open space and natural areas along the Boise River, Dry Creek and the Eagle Foothills. Additionally, agricultural lands and pastures have contributed to the rural feel of the community. As development expands into our special sites, natural areas and hazard areas, Eagle's quality of life could be impacted. As the City grows, it is critically important to maintain a balance between growth and conservation (see Chapter 7: Natural Features, Hazard Areas, & Special Sites).

FLOODPLAIN/FLOODWAY: The City of Eagle is unique as it has Dry Creek and two active channels of the Boise River within the City limits. Historically, residential development has been attracted to these areas for the tremendous views and easy access to recreational amenities and natural areas.

One of the most notable recreational amenities within these areas are the trails located along and within the floodway. The City currently manages 11-miles of greenbelt trail within the City. The City's Boise River greenbelt trails represent the western terminus of the 26-mile long paved Boise River Greenbelt connecting Lucky Peak Dam to Boise, Garden City, and Eagle. Through the development approval process, the City has worked with land owners and developers to acquire and pave the Boise River Greenbelt as well as establish formalized access points for river management and for recreational access. To date, the access points have been reviewed on a case-by-case basis as no formal plan exists.

FOOTHILLS: Since the mid-2000s the City of Eagle has been active in planning for the Eagle Foothills, an area comprised primarily of dry land grazing/ranch uses and public lands located north of the City. This area, though primarily underdeveloped today, is owned by 12 major property owners with an expressed desire to incorporate and develop within the City of Eagle. In order to address the desires of land owners and to ensure development is compatible with the City's vision of community, the City undertook a comprehensive planning process to bring this area into the City's plan (see Chapter 6: Land Use).

As part of this planning process, the City identified approximately 2,000 acres of BLM property for acquisition through the Recreation and Public Purposes Act. Further development and completion of this application should be undertaken by the Eagle Parks and Recreation Department. Until that time, the site is identified on the City's Future Land Use Map in Chapter 6: Land Use. In addition to the Eagle/BLM Park, the vision of the foothills is to preserve 40% of the area as permanent/protected open space, park land, and public use areas through the development approval process. As of 2017, only two developments were undertaken within the foothills: M3/Spring Valley (which has been entitled but not constructed) and Avimor, which is a planned community within unincorporated Ada County but within the City's planning area. Avimor has currently preserved approximately 11,000 acres of open space and 96 miles of trails (including trails across BLM property) within the City's comprehensive planning boundary. While both active recreation and conventional parks are part of the open space fabric within the foothills, constraints-based open space (connectivity/preservation of habitat areas and sensitive areas) is the primary focus.

9.3 ACTIVE RECREATION

As the City of Eagle grows, new parks, trails, and recreation facilities need to meet the recreational needs of the community. There will be a demand for more park land including pathways, practice fields and ball fields as well as a skateboard park west of Eagle Road. Land acquisition and development for future park sites and pathways is vital. There will also be a need for indoor facilities and recreation programs.

According to the parks master plan, the City should be looking at the following locations for new community park facilities (See Future Parks Map 9.2):

- North of Beacon Light Road between Eagle Road and Park Lane;
- North of Floating Feather Road between Eagle Road and Ballantyne Lane;
- South of Floating Feather between Ballantyne Lane and Linder Road;
- West of Linder Road between Floating Feather Road and Beacon Light Road;

- Eagle Island west of Eagle Road;
- BLM land in Little Gulch within the Foothills.

Other opportunities for open space and trails include improving and maintaining drainage and canal corridors and parkways along rights-of-way to establish a pathway system. New development projects will provide for pathway circulation in accordance with adopted local and regional pathway plans. Improving and maintaining these corridors will add community identity and ensure the quality of recreation in Eagle.

Special care should be given to the expansion of the City's park system to ensure that the investment does not cause future burdens to the City in the form of high operation and maintenance costs. The City

should consider alternative funding mechanisms, beyond the general fund, for maintaining and developing a recreation system that is satisfactory to all. Options include, but are not limited to, charging impact fees, user fees, and/or fee schedule and a reservation system for users of all parks.

9.3.1 ACTIVE RECREATION GOAL

A. TO CREATE AMPLE AREAS AND FACILITIES TO SERVE OUR RESIDENTS' DIVERSE INDOOR AND OUTDOOR PARK AND RECREATIONAL INTERESTS.

B. TO CREATE A PATHWAY SYSTEM THAT PROVIDES INTERCONNECTIVITY OF SCHOOLS, NEIGHBORHOODS, PUBLIC BUILDINGS, BUSINESSES, AND PARKS AND SPECIAL SITES.

C. CREATE AND MAINTAIN A PARKS AND RECREATION SYSTEM THAT ENCOURAGES CITIZENS TO BE ACTIVE AND HEALTHY REGARDLESS OF AGE AND ABILITY.

9.3.2 ACTIVE RECREATION OBJECTIVES

A. Develop parks and recreational programs which meet the different needs, interests, and age levels of our residents in both the rural and urban areas.

B. Plan and design parks for sustainability and conservation of natural resources and rural heritage

C. Provide a system of neighborhood parks where safe and convenient access is available to residents.

D. Provide a system of interconnected parks, trails, and open spaces throughout the City. Require all development to provide developed pathways for connection to Eagle's public pathway system and/or adjoining development's public pathway system.

E. Create a pathway system that reflects the desire to have a pedestrian and bicycle friendly community including a network of central and neighborhood paths where residents are able to safely access and utilize alternative forms of transportation.

F. Encourage and support the development of a trails master plan that addresses both on-road and off-road trails and pathways.

G. Seek innovative funding sources for planning/design/construction of active recreation, parks, pathways, and trails.

9.3.3 ACTIVE RECREATION IMPLEMENTATION

A. Acquire land for future parks in neighborhood and community settings at a rate that meets or exceeds the established level of service.

B. Ensure new residential developments provides a neighborhood/pocket park for its residents.

C. Establish connections from the central city and neighborhoods to the Boise River greenbelt and the Eagle Foothills.

D. Work with irrigation and canal companies to allow for the development of pathway easements along drainage ditches and irrigation canals.

E. Seek innovative funding sources for acquisition, planning, design, construction, and maintenance of parks.

F. Ensure all City parks are managed and maintained in a cost-effective manner for the enjoyment of the public.

G. Provide adequate parking and public facilities along greenbelts and pathway systems.

H. Utilize and support the council-appointed Parks, Pathway and Recreation Commission in the development review process and in parks planning.

I. Develop a parks, trails, and recreational programming and maintenance budget.

J. Develop a parks system management plan.

K. Follow and update the Capital Improvement Plan for the acquisition of parks and trails for system expansion and maintenance to ensure that the City maintains the adopted level of service.

L. Aggressively explore public/private or intergovernmental agreements to assist in park acquisition, development, and recreational opportunities.

M. Provide public information on safety, users' current location, nearest public facility location, and emergency telephone systems along greenbelts and pathway systems (i.e., milepost markers).

N. Identify dedicated funding sources for parks and pathways maintenance (e.g., utility franchise fee, etc.)

O. Continue to implement ordinances that require developers to dedicate and establish parks in new developments.

P. Provide separate and safe pathway crossings for State Highways 55 and State Highway 44 at key pathway intersections.

Q. Encourage the retention and reuse of historic buildings and structures within the open space and design of a development.

R. Design trails for specific user groups (i.e., hiking, mountain biking, & equestrian) to reduce conflicts and enhance the trail experience.

Q. Greenbelt and pathway development priorities should include: greenbelt/pathway system along the Boise River, greenbelt/pathway system along the Dry Creek, corridor preservation along future planned pathways and irrigation features; and road crossings.

9.4 OPEN SPACE

While open space is a broad term, in Eagle open space is land which is not used for buildings or structures and offers opportunities for passive recreation (viewpoints and trails) or water amenities and wildlife habitat. Within the City today, the majority of the preserved open space is wildlife areas along the Boise River and Dry Creek or areas of critical concern like the Head of Eagle Island Special Use Area or public/semi-public lands set aside for wetlands, see Chapter 6: Land Use.

Eagle's subdivision and development standards establish minimums for both active and passive open space within the community. Unlike active recreation detailed above, open space areas are often managed to protect and enhance the intrinsic nature of a site, including steep slopes, view sheds, floodways, riparian areas, wetlands, and habitat areas that if disturbed are not easily or readily returned to their previous condition. As the City expands, additional elements should be added into open space including historic sites and structures. Preservation of these areas will help to further support Eagle's rural heritage and small-town feel.

9.4.1 OPEN SPACE GOALS

A. PROVIDE WHEREVER POSSIBLE OPEN SPACE AND NATURAL FEATURES SUCH AS NATURAL RIVER FRONTAGE, GREENBELTS, RIVER TRAILS AND PATHWAYS, CREEKS,

FLOOD PLAINS AND FLOOD WAYS, DRAINAGE WAYS AND CANALS, DEVELOPMENT BUFFERS, WOODED AREAS, GRASSLANDS, FOOTHILLS, AND VIEWPOINTS FOR PUBLIC BENEFIT AND ENJOYMENT.

B. IDENTIFY AND PLAN FOR THE PROTECTION OF HISTORIC SITES, STRUCTURES AND VISTAS THAT PROVIDE CONNECTION TO EAGLE'S RURAL AND AGRIRIAN HERITAGE WHILE CONTRIBUTING TO EAGLE'S SMALL-TOWN FEEL AND QUALITY OF LIFE.

9.4.2 OPEN SPACE OBJECTIVES

A. To establish open space to protect the finite resource base of Eagle's natural environment - air, ground water, surface water, soil, forested areas, plant and wildlife habitats, agricultural lands, aquifer recharge, watersheds, and wetlands.

B. To protect against hazards that are inherent to flood plains, flood ways, steep slopes, and areas of geological instability.

C. To protect the natural lay of the land (e.g., minimize land disturbance).

D. To protect unique environmental areas such as historical, geological, and archaeological sites and monuments, natural areas, and wildlife habitat.

E. To protect important views, vistas, and panoramas of the community's natural setting and environment.

9.4.3 OPEN SPACE IMPLEMENTATION

A. Encourage cluster development within flood plains, floodways, steep slopes, habitat and riparian areas within the City limits to retain and protect critical areas as open space in perpetuity.

B. Cluster developments located outside the City limits but within the Impact Area shall be prohibited.

C. Explore public/private or intergovernmental agreements to set aside and protect open space (i.e., land trusts, conservation easements, and memorandums of understanding).

D. Continue to develop and improve City design guidelines to encourage preservation of Eagle's historic buildings and guide new development to reinforce the town's special quality and "turn of the century" character.

E. Preserve existing trees and establish appropriate landscaping as a part of new developments.

F. Encourage the preservation of habitat areas which provide for fish and wildlife.

G. Create an ordinance that requires developers to dedicate and establish open space/parks in new developments. Encourage developers to identify and preserve wildlife mitigation corridors.

H. Establish ordinances requiring developers to prepare and submit environmental assessments and any such additional reports as the City may from time to time require, for any development on land within an area designated as a Special Area or Site or for any development impacting a designated Special Area or Site.

9.5 FLOODWAY & FLOODPLAIN

The City's comprehensive plan has historically preserved the FEMA designated floodway as open space. To this end, these areas are not provided development densities but these areas are allowed to be used to meet the open space and recreation requirements for adjacent development. During the development of the 2017 Comprehensive Plan, significant concern was expressed about the impact development is having in the wetland, riparian, and habitat areas located within the 100-year floodplain. It was suggested that we are loving our river and creeks to death, with too many users in some of the most sensitive areas. To this end, the Future Land Use Map (see Chapter 6: Land Use) was expanded to include the 100-year floodplain in the regional open space overlay, an area that limits trails, active recreational, amenities, and development in these areas. To this end, the plan does not provide development density within the floodway and uses a regional open space overlay to encourage residential clustering within the 100-year floodplain.

9.5.1 FLOODWAY/FLOODPLAIN GOAL

STRIVE FOR A BALANCE BETWEEN THE NEEDS OF THE NATURAL ENVIRONMENT (FLOODWAY, FLOODPLAIN, CORRIDORS FOR HABITAT, RIPARIAN AND WILDLIFE AREAS) AND RECREATIONAL USERS (GREENBELT, PATHWAY, SPORTSMAN'S ACCESS, AND VIEWPOINTS).

9.5.2 OBJECTIVES

A. To protect against hazards that are inherent to flood plains and flood ways.

B. To protect Eagle's unique environmental areas, natural areas, and wildlife habitat.

C. To promote the conservation and efficient management of floodways and floodplains within the City of Eagle.

9.5.2 IMPLEMENTATION STRATEGIES

A. Create ordinances that require developments to set aside floodways as open space and to cluster uses within and outside of the floodplain to reduce the impact of development on these areas.

B. Encourage the preservation of habitat areas which provide for fish and wildlife.

C. Require developers to identify and preserve habitat, riparian, and wetland area at the time of development.

D. Require developers to provide improved pathway systems with links to adjoining pathway systems, parks, and open spaces.

E. Develop a pathways and trails master plan to establish locations and standards for trails within the City and planning boundary.

F. Secure the services of a professional grant writing consultant to assist with funding.

G. Identify dedicated funding sources for greenbelt and pathway maintenance (e.g., utility franchise fee, etc.).

H. Construct bridges to provide access to existing and future greenbelt and pathway system easements.

I. Consider overlay pathway easements for sections of the canal systems in the urbanized segments of the canal corridor for cooperative multi-use (e.g., section of Farmer's Union Canal between Horseshoe Bend Road and Floating Feather).

J. Create an ordinance that requires developers to identify and preserve wildlife mitigation corridors.

K. Balance the desires for public access/pathways with the land and river capabilities to support access and minimize disturbance.

L. Consider the cost of repairs and maintenance due to flood and highwater events in the cost and benefit analysis before constructing greenbelt and river trails.

M. Formalize, construct, and direct users to planned river access and portage locations to limit disturbance to sensitive areas.

N. Work with partners like the Boise River Enhancement Network, Army Corp of Engineers, US Fish and Wildlife Service, Idaho State Parks, and Idaho Fish and Game to prioritize habitat, riparian and wetland areas for preservation and protection within the floodway and floodplain.

O. Work with ACHD to provide a detached pathway on North Eagle Road to connect the Dry Creek Pathway Corridor with the Eagle Foothills Pathway Corridor.

9.6 FOOTHILLS

Open Space enhances our quality of life, allowing us to escape from the hectic pace of urban living and providing balance in our lives. For that reason, it is critical to preserve opportunities for current and future generations to experience and connect with habitat, natural open spaces, recreation opportunities, parks, trails and open spaces of all types.

Within the Foothills, there are two forms of open space, natural and developed, that should be pursued to achieve the goals of the Eagle Foothills Planning Area in Chapter 6: Land Use:

Natural open space should be viewed as a spectrum that manages human involvement based upon the specific use, habitat quality, and sensitivity. Habitat sensitivity is unique to each circumstance and must be weighed to ensure that irreparable damage is not done. Highly sensitive habitats should be protected from damage, while lower sensitivity habitats allow for greater human involvement and interaction.

Natural open space lands are preserved, enhanced and managed in a manner that improves the ecological integrity of the landscape. Management activities are based on sound sustainable ecological functions, considering the needs of the native biological community and soils at each site in concert with recreational access and use.

Developed Open Space is designated for a wide variety of recreational activities and is normally contained within a plat or approved development.

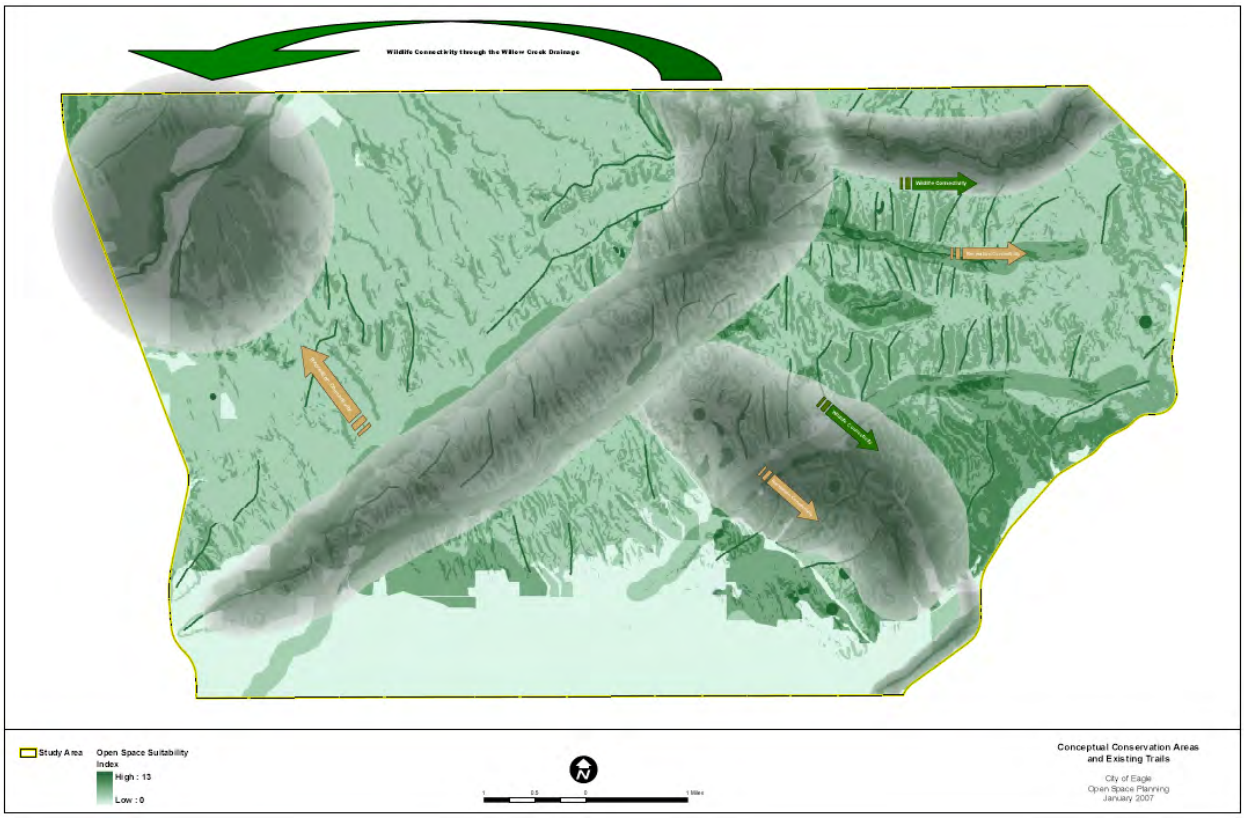
Natural Open Space: Land primarily left in its native or wild state in perpetuity, and is generally ungroomed and unirrigated. This may include wetlands; wildlife habitat; stream corridors; unique, rare or sensitive native plant species; scenic ridgelines; and unique geologic features. Steep hillsides may be included in this definition just by virtue of the sensitivity and erosion potential. Not included are golf courses, drainage basins that do not provide other open space values, boulevards and planting strips.

Natural Open Space (Habitat): These areas may contain sensitive habitats, and emphasize habitat protection for plant and animal species. They typically have a lower concentration of human use and are separated from development. Management goals should include habitat improvement. The development of facilities and associated infrastructure should be limited. The use of these areas for recreation should be limited due to the overall habitat sensitivity.

Natural Open Space (Recreation): These areas emphasize recreational activities and scenic qualities. They provide more intensive recreational opportunities, allow a greater concentration of human use, and may require the development of facilities and associated infrastructure. Management actions should emphasize education with more passive enforcement.

Priority areas for natural open space are delineated below:

Figure 9.1: Conceptual Conservation Areas and Existing Trails



Developed Open Space: Unoccupied lands that may be altered for human use, primarily recreational or agricultural, which provide permanent scenic or recreational opportunities for the public. They are typically managed specifically for human use. They may be groomed and irrigated and may include developed recreational areas such as parks, sports fields, and golf courses, and other non-natural open spaces such as agricultural fields, sod farms, and vineyards. This land may provide some habitat requirements for some wildlife species, but habitat quality is often low. These areas are either publicly owned lands permanently designated as some type of open space, or private lands with deed restrictions or conservation easements providing permanent protection of the open space qualities. Developed Open Space is typically open to the general public.

Potential Open Space: Unoccupied lands which have no permanent protection of open space qualities. They may be cultivated or natural, and may provide wildlife habitat, recreational opportunities, and scenic vistas. These areas may be in public or private ownership, and may be converted to some other type of land use over time. These areas may or may not be open to the public without permission. Infrastructure is typically limited. These areas may be considered for conversion to permanent Developed or Natural Open Space by some protective mechanism based on special habitat criteria, special recreational opportunities, or the desire of the landowner to maintain the existing land use over time. Consideration should be given to the feasibility of restoration potential of degraded natural areas prior to purchase as Natural Open Space.

The Foothills planning area consists of a mix of public and private land. The vision for the open space within the foothills is to retain significant open space areas and provide connectivity to ensure that existing

habitat continues to function and prosper clustered development occurs. The intent of the foothills plan is to place development into the unconstrained areas of the foothills and allow constrained areas (slopes in excess of 25%, floodways and key habitat areas) to be retained. The vision for the Eagle Foothills Trails system is that it would be located primarily, but not exclusively, within natural open space areas.

The starting point for the open space areas will be the public lands identified by the City of Eagle as an open space preserve. Other public lands will need to be assessed for their potential of adding to the regional open space system. Certain state lands could greatly add to the open space system by implementing potential land exchanges or land acquisition efforts. It is hoped that private lands that have high public or natural resource value could be added to the open space system by landowners/developers using a variety of tools and techniques as part of the development process or through voluntary exchange, acquisition or donation.

There are several historic roads and routes within the planning area. Goodale's Cutoff (part of the Oregon Trail) is the most well-known and is an important cultural and historical feature of the planning area. Throughout the Eagle Foothills, most of the Goodale's Cutoff and portions of the 1870 Bayse Lumber Haul Road are still visible. While its location is known, the extent to which the remnants of the trail itself are evident, primarily in the form of ruts, varies from non-existent to near pristine. Because of this, landowners are encouraged to provide appropriate recognition of its existence. Recognition will vary depending on the nature of the private land use and the condition of the trail but may include simple marking of the location, or providing signs, kiosks or similar features giving public recognition of and information on the history of the trail. Preservation of the more pristine sections of the trail and adjacent view sheds will be encouraged on all lands.

In Chapter 6: Land Use, the Future Land Use Map includes the regional open space overlay which is intended to identify areas that due to habitat, constraints, or relation to other open space areas should be considered for natural areas. Figure 9.1 above, identifies highest priority areas for open space within the foothills in varying shades of grey, dark grey being of higher priority. Developed open space may occur through the development or platting of property within the Foothills Sub-area creating a regional open space network of both natural and development open space that will convert through the development process from potential open space into a permanent regional open space network.

9.6.1 FOOTHILLS TRAIL GOAL

CREATE AN ENVIRONMENTALLY SENSITIVE, PERPETUALLY DEDICATED PUBLIC TRAIL SYSTEM DESIGNED FOR NON-MOTORIZED USES SUCH AS HIKING, BICYCLING AND HORSE-BACK RIDING. (See Map 9.3)

9.6.1.1 FOOTHILLS TRAILS OBJECTIVES

A. Work with the BLM, state, developers and private landowners to preserve a pathway corridor within the Eagle Foothills.

B. Utilize best management practices for trail system design, management and maintenance;

C. Provide a "stacked loop" system that allows for various types of distances and experiences allowing departure from a point, and return to the same point without significant repeat of the trail used;

D. Work with developers and the City to establish trail heads varying in size, in the level of improvements and facilities provided.

   1. Primary Trail Heads- Provide designated parking for a minimum of eight as well as up to 35-foot long horse trailers. The number of parking facilities will vary depending on the type and level of anticipated use. May include restroom facilities, signs and map information, and garbage receptacles. May be landscaped.

   2. Secondary Trail Heads - May not have dedicated off-street parking areas. Have limited facilities including information signs and garbage receptacles.

E. Connect trails regionally (beyond the impact area, similar to the Boise Ridge to River Trail system) providing access to neighborhoods, public lands and open spaces;

F. Incorporate trail heads that allow direct public access to the regional trail system from multiple locations throughout the Eagle foothills.

G. Provides the foundational north/south and east/west linkages and loops through the planning area.

H. Provide protection and interpretation of culturally important historic trails as well as a natural buffer or view shed on each side of a preserved historic trail segment.

I. Develop and adopt a city-wide trails plan that includes connections to the existing city for bicyclists, equestrians, and pedestrians focusing on connecting the Boise River and the Foothills and establish standards for different trails.

J. Work with ITD and ACHD to identify and establish standards for road and trail crossings.

1. Core Trail System: The foundation of the system is the Core Trail System. The vision for this "core" system of trails would:

   a. Allow multidirectional travel through the planning area.

   b. Provide connections from the planning area to other trail systems and regional attractions (Stack Rock, Dry Creek, Prospect Peak and Montour Wildlife Management Area, etc.)

   c. Establish the start of north/south and east/west linkages.

   d. Become the foundation for the Expanded Stacked Loop Trail System envisioned in the second part of the trail system within the planning area.

   e. Provide "non-paved" trails suitable for hiking, mountain biking and equestrian users.

2. Stacked Loop Trail System: The second part of the trail system is the "Expanded Stacked Loop Trail System". It is anticipated that future development will see the value to their communities and to the overall community, and expand the trail system with a network of stacked loop trails that provide connectivity to the core system and to a broader range of experiences within the planning area. These stacked loops will be located both in protected open space and within planned developments and will provide a variety of distances and experiences for various non-motorized users allowing departure from a point, and return to the same point without significant repeat of the trail used.

   An example of the Expanded Trails is shown in pink on the Conceptual Trail System (Map 9.3) to depict how this system might be located. The pink trail locations are not intended to be inclusive of the entire planning area, but rather is an example covering an area that is popular today. These loops follow existing trail locations and are illustrative of the type of system the City visualize. While these trails are only an example, they are a starting point for further assessment and provide a broad foundation for potential trail connectivity.

9.6.2 FOOTHILLS OPEN SPACE GOALS

A. NATURAL OPEN SPACE SHOULD BE VIEWED AS A SPECTRUM THAT MANAGES HUMAN INVOLVEMENT BASED UPON THE SPECIFIC USE, HABITAT QUALITY, AND SENSITIVITY. HABITAT SENSITIVITY IS UNIQUE TO EACH CIRCUMSTANCE AND MUST BE WEIGHED TO ENSURE THAT IRREPARABLE DAMAGE IS NOT DONE. HIGHLY SENSITIVE HABITATS SHOULD BE PROTECTED FROM DAMAGE, WHILE LOWER SENSITIVITY HABITATS ALLOW FOR GREATER HUMAN INVOLVEMENT AND INTERACTION.

B. NATURAL OPEN SPACE LANDS ARE PRESERVED, ENHANCED AND MANAGED IN A MANNER THAT IMPROVES THE ECOLOGICAL INTEGRITY OF THE LANDSCAPE. MANAGEMENT ACTIVITIES ARE BASED ON SOUND SUSTAINABLE ECOLOGICAL

FUNCTIONS, CONSIDERING THE NEEDS OF THE NATIVE BIOLOGICAL COMMUNITY AND SOILS AT EACH SITE IN CONCERT WITH RECREATIONAL ACCESS AND USE.

9.6.2.1 FOOTHILLS OPEN SPACE OBJECTIVES

A. Developed Open Space is designated for a wide variety of recreational activities.

B. Open Spaces within the Eagle Foothills should include both natural and developed open space.

C. Work with developers and land owners to shift densities within the Foothills and specific projects to achieve a minimum of 40% open space with natural open space being the highest priority for preservation.

D. A portion of the required open space should be located as separators between developments and should be primarily natural open space with the potential of a regional trial.

E. Work with developers to identify key natural areas prior to beginning the lotting and platting process so that the most important areas are preserved.

   1. Encourage the use of Randall Arendt's "Conservation Subdivision Design" or "Rural by Design" books as a guide for foothill development.

   2. Work with developers to ensure permanent preservation of open space areas.

   3. Work with developers to provide long-term funding of the operation and maintenance of regional open space through the uses of transfer fees, endowments or other mechanisms.

   4. Work with developers to include areas of visual sensitivity, as established by the Foothills Visual Analysis, into the natural open space areas.

F. Establish standards that require a minimum of 10% of the site to be "developed open space".

   1. Work with developers to ensure that "Developed Open Space" is maintained by homeowners' associations.

   2. Ensure that developed open space addresses both active (ball fields, pathways and tot lots) and passive areas (entry areas, ponds, and development separators).

CHAPTER 9: LARGE SCALE MAPS

Map 9.1: Existing Parks Facilities Map

Map 9.2: Future Parks Facilities Map

Map 9.3: Foothills Conceptual Trails

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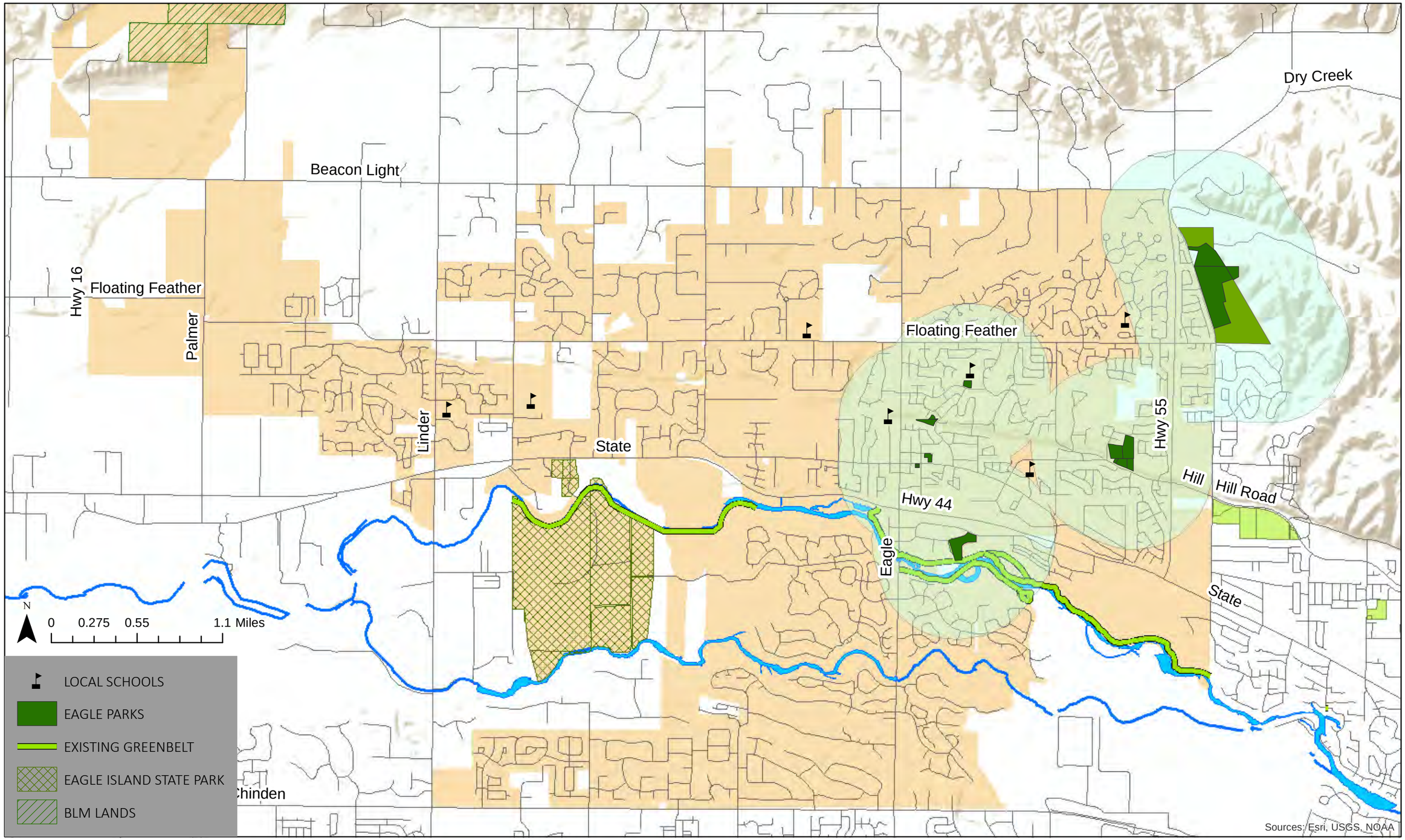


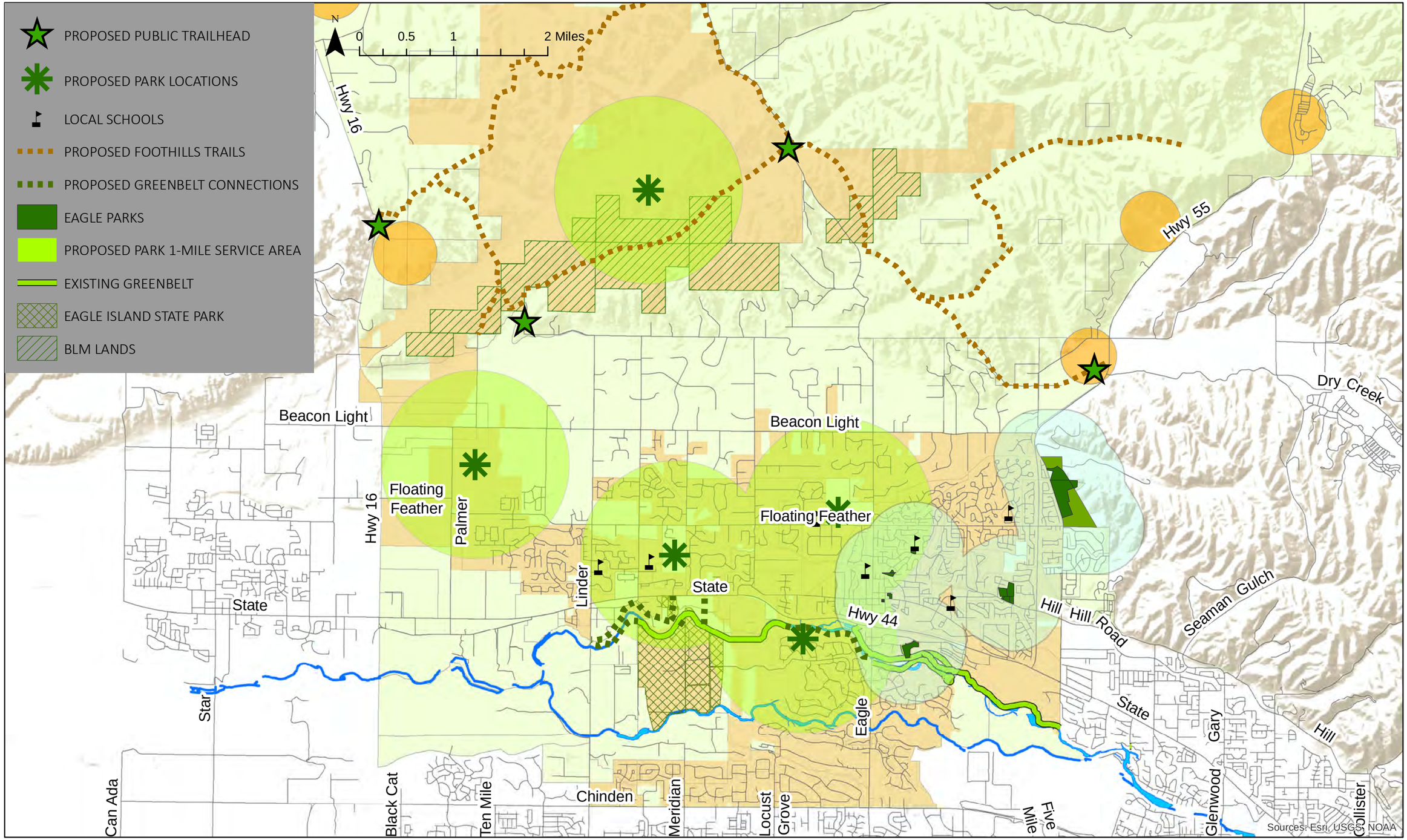
EXISTING PARKS

MAP 9.1

Coordinate System: NAD 1983 Transverse Mercator
Data Source: City of Eagle, ACHD

Map Prepared by The Land Group, Inc.

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\Existing_Parks_BP_Draft.mxd



FUTURE PARKS

MAP 9.2

Coordinate System: NAD 1983 Transverse Mercator
Data Source: City of Eagle, ACHD

Map Prepared by The Land Group, Inc.
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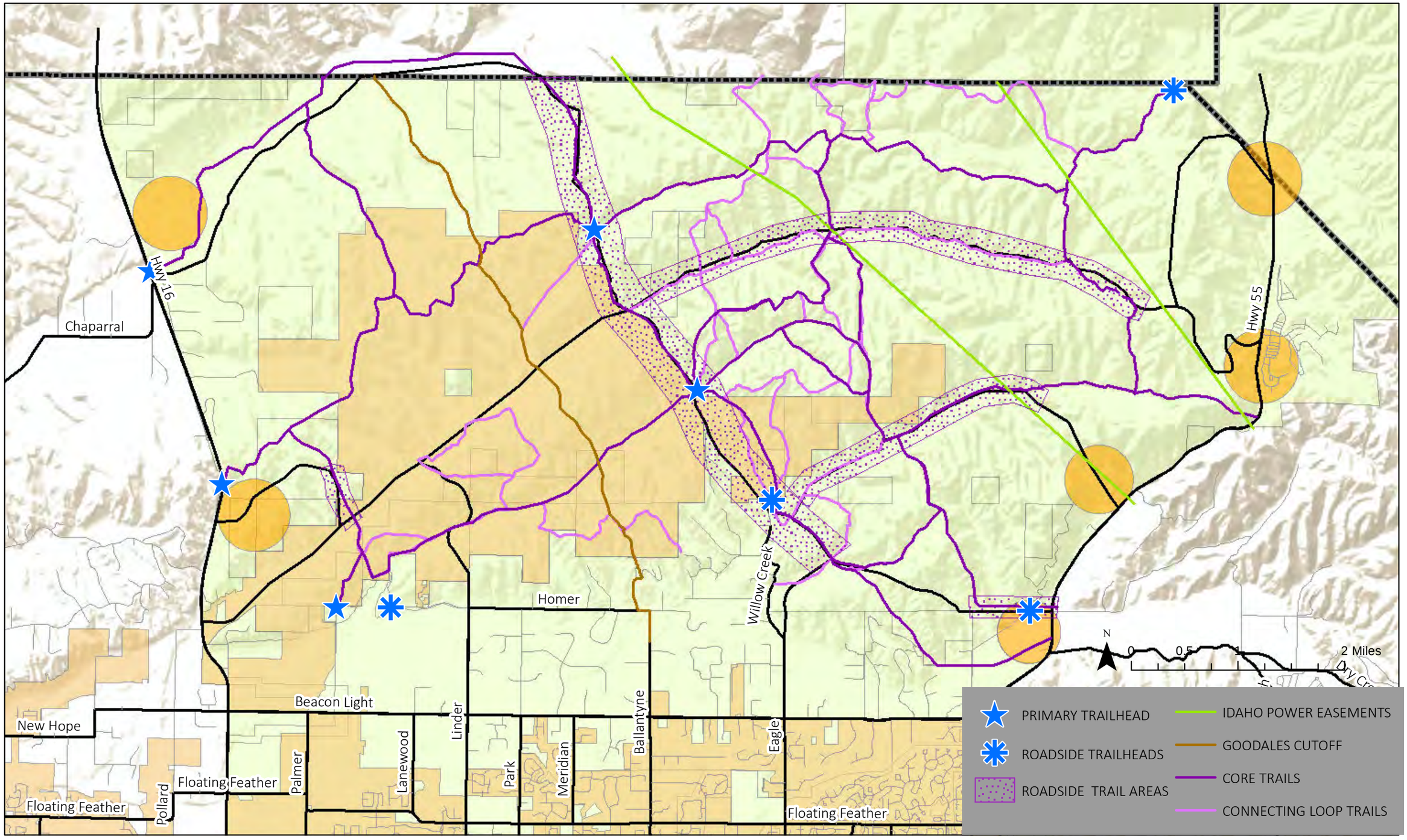

FOOTHILLS CONCEPTUAL TRAILS

MAP 9.3

Coordinate System: NAD 1983 Transverse Mercator
Data Source: City of Eagle, ACHD

Map Prepared by City of Eagle

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CHAPTER 10: COMMUNITY DESIGN

10.1 BACKGROUND

This chapter will establish goals, objectives and implementation strategies related to Community Design and the overarching themes that the community is seeking to establish and maintain.

The key elements of community design that the City of Eagle desires to see and implement as the city develops are:

A CLEARLY IDENTIFIABLE AND UNIQUE COMMUNITY THAT PEOPLE WANT TO LIVE IN AND VISIT;

THE RURAL FEEL AND CHARM OF A SMALL TOWN IN WHICH DOWNTOWN EAGLE FUNCTIONS AS THE HEART OF THE COMMUNITY;

A FOCUS ON THE NATURAL ENVIRONMENT (BOISE RIVER AND DRY CREEK) PLANNING FOR AND PRESERVING FOR THE FLOODPLAINS, HABITAT AREAS, WETLANDS, VEGETATION, AND RECREATION OPPORTUNITIES;

THE ROLLING HILLS AND FOOTHILLS NORTH OF THE RIVER; AND

A NETWORK OF CANALS AND NATURAL WATERWAYS WHICH CRISSCROSS THE COMMUNITY.

Site-specific design and development strategies can be found as part of the subarea plans in Chapter 6: Land Use.

10.2 EXISTING & FUTURE CONDITIONS

The City of Eagle and its citizens take great pride in their community – how the community is designed, developed and maintained. Community design is the organized fashion in which a community is developed in order for a general mood or theme to be established and maintained. Community design is an essential element to how residents and visitors see the City as they enter and drive through. Properly planned and designed entryways/gateways invite people into our community through corridors and major intersections. Good design makes people want to live in Eagle and come and do business within our community.

The landscaping (or lack thereof), commercial signage, and building character of these entrances provide the first, and often the most lasting, impressions of the entire community. The City of Eagle has the opportunity to improve the appearance of the entryways by establishing guidelines for development and redevelopment that occur along these entryway corridors.

Special care and consideration should be given to identifying and planning for downtown Eagle. Due to its historic significance and its function as a community center, downtown Eagle will have a unique community design that includes:

- Attached wide sidewalks;
- Patios and public gathering areas along streets;
- High density commercial and office development;
- 2nd and 3rd story residential;
- Architecture that is consistent with existing historic structures (Eagle Hotel & Bank)

See specific design elements contained in the Downtown Eagle Planning Area of Chapter 6: Land Use. While development will occur in downtown as the City and region grows, additional demand will be felt along the major regional transportation corridors that run through the City. Areas along these corridors, nodes, or activity centers have great potential for more intensive mixed-use development. These nodes/activity centers should be encouraged along corridors where transit, goods and services, and civic uses are or will be available. These areas are not strip commercial but are intended to be at a pedestrian scale and be focused internally.

10.2 COMMUNITY DESIGN GOALS

A. PROTECTING THE CITY'S CHARACTER: STRIVE TO CREATE AN AESTHETICALLY PLEASING COMMUNITY AND PROTECT THE UNIQUE NATURAL BEAUTY AND SMALL-TOWN CHARACTER OF THE CITY.

B. ESTABLISH AND ENFORCE HIGH DESIGN STANDARDS FOR LANDSCAPING, BUILDINGS, SIGNAGE, AND COMMUNITY INVESTMENT TO ENSURE THAT RESIDENTS, VISITORS, AND THOSE PASSING THROUGH THE COMMUNITY KNOW WHEN THEY HAVE ENTERED THE CITY OF EAGLE.

C. MAINTAINING A FUNCTIONING CITY AT BUILD OUT: ESTABLISHING A LAND USE MIXTURE TO ENSURE THAT THE CITY CAN CONTINUE TO FUND, IMPROVE AND SUPPORT ITSELF, INCLUDING ITS INFRASTRUCTURE AND PARKS AT BUILD-OUT WHEN BUILDING PERMIT FEES, IMPACT FEES, AND ZONING FEES ARE NO LONGER AVAILABLE.

D. PRESERVING REGIONAL TRANSPORTATION CORRIDORS (STATE HIGHWAY 55, 16, 44, & US 20/26): PRESERVE THE FUNCTION OF REGIONALLY SIGNIFICANT ROADWAYS THROUGH THE CITY WHILE ENSURING COMPATIBILITY WITH LAND USES AND DESIGN STANDARDS OF THE CITY.

E. IDENTIFYING "ACTIVITY CENTERS": IDENTIFY AREAS THAT, DUE TO THE NATURE OF EXISTING USES, FUTURE USES AND/OR TRANSPORTATION CORRIDORS, WILL LEND THEMSELVES TO INCREASED ACTIVITY AND NON-RESIDENTIAL USE AND WILL THEREFORE ALLOW THE CITY TO PRESERVE LARGER AREAS AS PRIMARILY RESIDENTIAL NEIGHBORHOODS.

10.3 COMMUNITY DESIGN OBJECTIVES

A. Create a clearly identifiable community.

B. Enhance the appearance of the City. Design review procedures should guide future development and redevelopment of existing uses. Depending on land uses and buildings, more extensive landscaping and fewer points of access may be required.

C. Enhance Eagle's entryways and gateway points. Establish a gateway design plan and standards for all entry points within the City. The design review process will enable the City to address the special features of each corridor and/or location to ensure citizens, visitors, and those passing through the community clearly recognize when they enter the City of Eagle. Major corridors may take on the look of landscaped berms like those built adjacent to the Banbury, Two Rivers, Island Woods, and Lexington Hills Subdivisions or local corridors may be a simple city limits sign with population.

D. Provide opportunities for both residential and employment growth within the City. Work to accommodate the projected Eagle Population and Employment forecasts for 2040.

E. Recognize the demand that the regional transportation system will have on land use and community design. Establish, appropriately scale and stringently enforce design standards for activity centers and nodes along these corridors to both serve the needs of the community and those passing through.

F. Provide residents of the City of Eagle and the Area of City Impact with opportunities to seek housing in a neighborhood of their choice.

G. Establish and enhance areas of tree growth that will create beauty, add to a healthy environment, and increase economic stability.

10.4 COMMUNITY DESIGN IMPLEMENTATION STRATEGIES

A. Establish and maintain development patterns and design criteria in keeping with the small town and rural transitional identity of Eagle.

B. Discourage or preclude the establishment of other City centers within the Area of City Impact.

C. Preserve the floodway in its natural state. Use the regional open space overlay to identify areas within the 100-year floodplain that should be preserved for such uses as wildlife habitat, riparian areas, recreational trails/open space, and agriculture.

D. Update the Eagle Architecture and Site Design book to more narrowly address architecture and building massing standards within downtown Eagle.

E. Update the Eagle Architecture and Site Design book and establish landscape and review standards for development in the Eagle Foothills.

F. Implement a residential design review requirement for residential uses within downtown Eagle and visually sensitive areas within the Eagle Foothills as detailed by the City's visual impact analysis.

G. Include in the City Design Review Ordinance criteria for building design, landscaping, signage, and other aesthetic standards. Development along State Street within the Area of City Impact and outside the City limits shall be encouraged to comply with the Design Review Ordinance.

H. Reject any development that would establish or tend to establish another City center outside of the Downtown Eagle.

I. Discourage excessively large single entity businesses that would jeopardize the competitive business environment.

J. Require new residential, commercial, and industrial development to meet minimum design standards as specified by City Ordinances.

K. Encourage the integration of historic structures within new developments.

L. Develop buffer and transition zones between conflicting types of land use.

M. Development should only be allowed if sewer and domestic water facilities would be provided to such development as described in Chapter 4 of this plan. Require that all urban development shall occur under the jurisdictional authority of the City and shall be connected to municipal services.

N. Implement the regional open space overlay as part of the design review process to cluster uses away from or to permanently preserve natural resources such as creeks, drainages, steep slopes, and ridgelines as visual amenities. (See Map 6.1)

O. Encourage the use of native and drought tolerant plants and landscaping within the Eagle Foothills.

P. Work to establish a water reuse system to irrigate public and common areas within the Eagle Foothills.

Q. Encourage the development of pathways and open-space corridors throughout the City.

R. Encourage the development of a strong community identity through urban design standards, downtown revitalization, cultural activities, and visual gateways to the City.

S. Prepare and adopt design guidelines and development standards to be the basis for design review of architecture, landscaping, signage, and other visual impacts of development projects.

T. Encourage the planting and preservation of trees to create an urban forest that will help reduce air and noise pollution, conserve water, reduce soil erosion, assist in modifying the local climate, increase property values, and improve Eagle's economy by providing a pleasant and more comfortable place to shop and live.

U. Protect and enhance the small-town character of the City by ensuring building scaling is appropriate to the site and by requiring signage which is creative and distinctive, compatible with its surroundings, and an integral component of the style and character of the building to which it relates.

V. Maintain a rural planning area that encourages large lots, active agriculture, and agriculturally compatible commercial uses (i.e., riding arenas, wineries, crushing facilities, tasting rooms, etc.).

W. Consider development of an ordinance or other suitable measures to stimulate redevelopment in areas determined by the City Council to be in need of renewal.

X. Provide increased residential density along the State Highway 44, State Highway 20/26, and State Highway 16 corridors when located within designated activity centers (see Chapter 6: Land Use) that provide services and areas planned for future transit service.

Y. The Foothills Planning Area Community Centers (See Map 6.1) should be located along State Highways (16 & 55) to capture trips along these regional routes, to diminish the siting of high intensity uses within the more residential areas of the foothills, and to provide entry points into the foothills transportation system from the State Highway system.

Z. Provide housing opportunities within walking distance of future transit corridors.

AA. Create a City composed of neighborhoods in which basic amenities (schools, utilities, parks, and services) are accessible, visually pleasing, and properly integrated to encourage walking and cycling.

BB. Ensure that all commercial uses are designed to be compatible with and context sensitive to residential uses and environmentally sensitive areas.

CC. Formalize river access points and parking areas as part of the landscape and open space review. Ensure that access is not in conflict with and will not cause degradation of habitat, wetlands, or riparian areas.

DD. Formalize and encourage the preservation and public access to open space through developments and as a rural design element of urbanizing areas.

EE. Ensure that commercial development is scaled appropriately to the intended regional, community, and neighborhood use.

FF. Limit non-residential uses to designated areas and make scaling and intensity of use paramount criteria during the review and approval process.

GG. Ensure that gateways are properly delineated and incorporated into development through the use of approved landscaping, entry markers, and place making features.

HH. Provide the opportunity for the market to provide a variety of housing opportunities ranging from large lot residential to multi-family apartment uses.

II. All scenic/entry corridors and all collectors should be designed with landscaped setbacks and separated meanderings sidewalks. Modified standards may be necessary on State Highways and within the Eagle Foothills.

Figure 10.1: Major Entry/Gateway Marker

Figure 10.2: Arterial and Collector Berming & Sidewalks

JJ. Require that private and public open space be included in new multi-family developments and that they are large enough to be used by all residents.

KK. Recognize the following gateways/entry points (See Map 10.1):

1. Eagle Road (SH-55) at US 20/26 and SH-44;
2. SH-55 at SH-44, Beacon Light Road, Dry Creek, and Avimor;
3. SH-44 at Horseshoe Bend Road, Linder Road, and SH-16;
4. US 20/26 at Linder Road; and
5. SH-16 at Beacon Light Road, Spring Valley Parkway.

LL. Recognize the following scenic/entry corridors:

1. State Highways 44 (State Street and Alternate Route);
2. State Highway 16;
3. US 20/26 (Chinden Boulevard); and
4. SH-55 (Eagle Road).

MM. Locate elementary schools and middle schools in residential neighborhood to facilitate walking and reduce busing costs for the district. Elementary schools should be located on local roads and in the interior of a development; Middle schools may be located on collector roadways as defined by the Regional Functional Classification Map. High schools may be located on arterials.

NN. Prohibit the development of schools on sites that present a hazard, nuisance or other limitation on normal functions of the school.

OO. Establish a policy requiring annexation or a consent to annexation by the City of Eagle prior to development within the Eagle Area of City Impact.

PP. Identify a utility transmission corridor for all above ground utility transmission lines in the City of Eagle. (See Map 4.3)

QQ. Require all non-transmission utility distribution within the City of Eagle to be installed underground.

RR. Adopt an ordinance to provide for the future care and maintenance of trees and the potential use of bonding for tree replacement within new development.

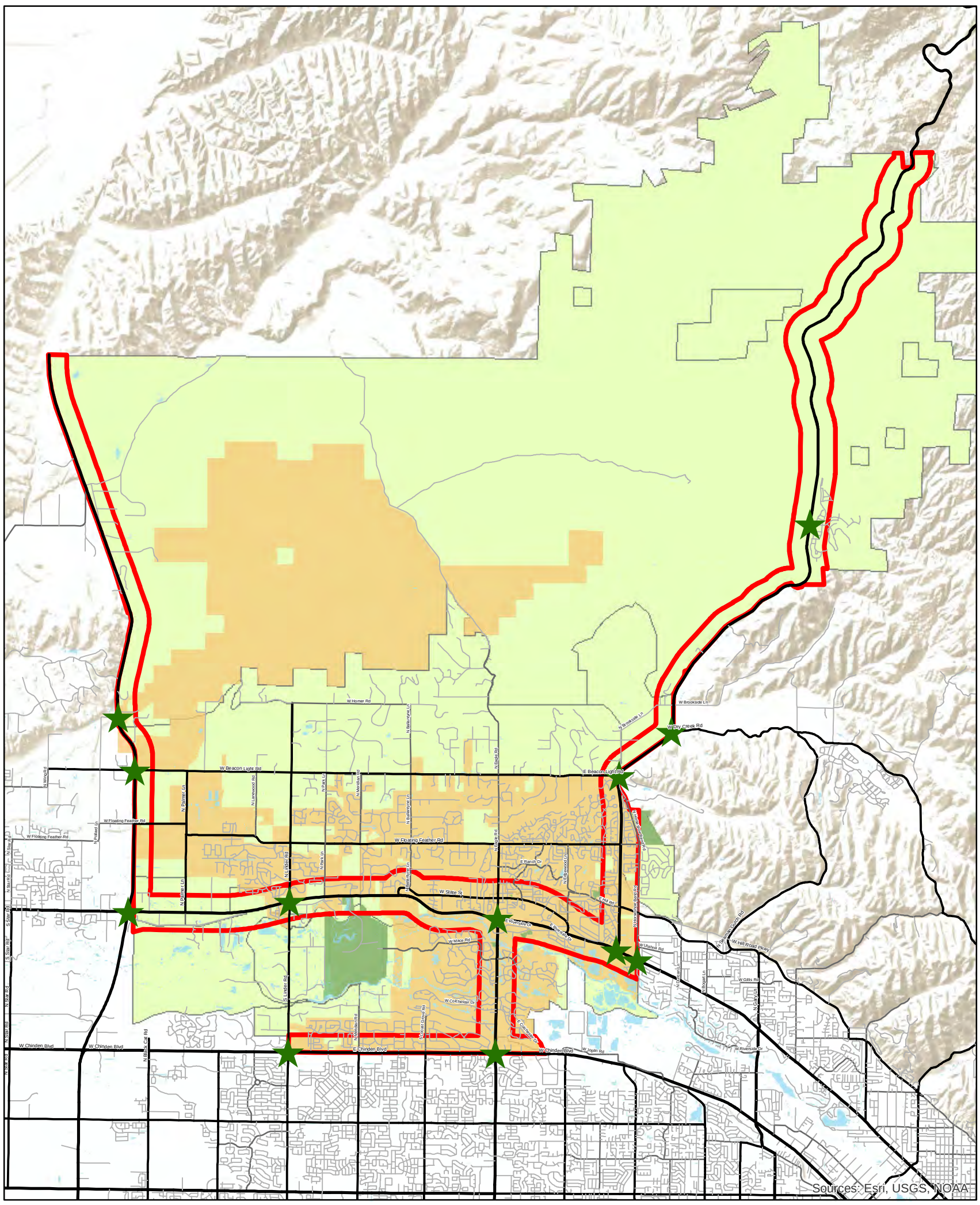
TT. Establish guidelines for types and sizes of trees to be planted.

UU. Establish an inventory plan to keep track of tree location, age, and desirable planting locations.

VV. Establish a recommended maintenance program for City-owned landscaping, facilities, and signage.

CHAPTER 10: LARGE SCALE MAPS

Map 10.1: Scenic Corridors and Gateways



GATEWAYS

SCENIC CORRIDOR

PRINCIPAL ARTERIAL

MINOR ARTERIAL

COLLECTOR ROAD

LOCAL ROAD

WATER

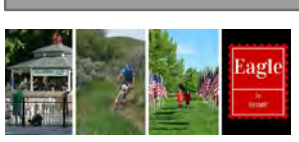
PARKS

EAGLE CITY LIMITS

COMP PLAN BOUNDARY

N

0 0.5 1 2 Miles



SCENIC CORRIDOR AND GATEWAYS

MAP 10.1

Map Prepared by City of Eagle

Document Path: M:\Eagle Data\ComprehensivePlan\CompPlan_Update\10_1_Scenic_Corridor_Gateways_BP_Draft.mxd

Coordinate System: NAD83 Idaho West ftUSTransverse Mercator

CHAPTER 11: IMPLEMENTATION

11.1 BACKGROUND

The Plan is done. Now what? The comprehensive plan is a living document that without active monitoring and implementation will become outdated and irrelevant. The City Planning and Zoning Department is the City's designee to actively monitor and ensure implementation. This is achieved through three main activities:

1) Entitlement Applications: Entitlement applications are requests by landowners and/or developers to use, build, or develop within the City. During this process, City staff uses the comprehensive plan to evaluate and ensure that new projects are comporting to the goals and objectives of the plan. Compliance to the plan is one of the required findings for most land use applications in the City. The City Code is the primary planning tool used to implement this Comprehensive Plan. The City Code establishes a review/public hearing process as well as standards and requirements for development and construction:

   Eagle City Code Title 8: Zoning;
   Eagle City Code Title 9: Land Subdivision;
   Eagle City Code Title 10: Flood Control;
   Eagle City Code Title 11: Planned Developments; and
   The Eagle Architecture and Site Design Book.

2) Amendments and Updates: Members of the public, city staff, the Eagle Planning and Zoning Commission, or the City Council may ask for an update or an amendment to the comprehensive plan. Idaho State Code 67-6509 regulates how and when a plan can be amended.

3) City Council Prioritization: Annually, the City Council through the City budgeting process establishes a list of activities, tasks and projects for the various City Departments or partnering agencies to complete over the upcoming fiscal year. Some projects are part of a capital improvements plan while others are stand-alone initiatives. Many of these activities, projects, or studies are set forth in the comprehensive plan (i.e., the Plaza Street extension, the Eagle is HOME process, and the Trails Master Plan).

During the City's review of the comprehensive plan for the 2017 update, the city heard a significant amount of support for the goals and policies of the plan but also heard that the City needed to be more active in the implementation of the plan. To that end, this chapter has been updated and reformatted to include a list of projects for the City Council's review, consideration, prioritization, and direction to ensure that the goals and policies of this plan are being moved forward into actual change within the community.

11.2 ENTITLEMENT TOOLS

In addition to Eagle City Code, the City through the development review and approval process can utilize some specific strategies to ensure that development is compliant with the City vision and the comprehensive plan:

A. Clustering is useful when trying to protect sensitive natural resources, avoid hazardous areas or preserve natural sites. Clustering involves assessing the natural characteristics of a site and grouping the buildings or lots through the on-site transfer of density rather than distributing them evenly throughout the project as in a conventional subdivision. Not only do cluster developments help preserve open space, they also tend to minimize the visual impacts associated with development, reduce costs of building and maintaining public roads, and decrease grading in environmentally sensitive areas. The City only endorses the use of clustering within the City limits or within sensitive areas; in either case, the open space should be placed into permanent protection.

B. Development Agreements allow the City to enter into a contract with a developer upon rezoning. The Development Agreement may provide the City and the developer with certain assurances regarding the proposed development upon rezoning.

C. A Planned Unit Development Ordinance (PUD) is one of many devices used to implement a comprehensive plan. A developer of a PUD may be allowed variations in development requirements, if it is in the City's interest to encourage such a development.

D. PUD regulations are intended to encourage innovations in land development techniques so that the growing demands of the community may be met with greater flexibility and variety in type, design, and layout of sites and buildings and by the conservation and more efficient use of open spaces and of other natural environmental features which enhance the quality of life.

11.3 AMEDMENTS AND UPDATES

From time to time, changing conditions will result in a need for comprehensive plan amendments and updates. The Land Use Planning Act provides for amendments to the Comprehensive Plan. The City Council or any group or person may petition the City Planning and Zoning Commission for a plan amendment at any time. On its own initiative, the City Planning and Zoning Commission may also originate an amendment to the Comprehensive Plan. There are two types of amendments – Map Amendments: These amendments change only the future land use map found in Chapter 6: Land Use. These amendments are usually parcel specific and brought forth by a landowner or

developer for a specific site. Text Amendments: These amendments change the goals, objectives or language of the plan, and normally effect multiple property owners within the City.

11.3.1 AMENDMENT PROCESS

Any person applying for a Comprehensive Plan map or text amendment should submit a justification letter for the amendment which letter shall include the following:

A. A specific description of the change being requested.

B. Specific information on any property(s) involved.

C. A description of the condition or situation which warrants a change being made in the Plan.

D. A description of the public benefit(s) that would occur from such a change in the Plan and an explanation of why the public would need any such benefit(s).

E. An explanation of why no other solutions to the condition or situation which warrants a change in the Plan are possible or reasonable under the current policies of the Plan.

F. A detailed list of all applicable comprehensive plan goals, policies and objectives that the proposed change would help implement or policies that must also be amended as part of the proposed change.

G. A proposed development plan for any land involved if a specific development is planned at the time the request for the amendment is being made.

H. An analysis showing the estimated impact that the proposed change is expected to have on existing and planned infrastructure.

I. If the amendment will impact more that the applicant submitting the application a detailed description of the efforts made to inform other parties potentially impacted by the change of the application.

J. Any other data and information required by the City for their evaluation of the request.

11.3.2 CITY INITIATED REVIEW & UPDATES

As the City grows and expands, it is important to ensure that the vision and goals of the plan are still consistent with the citizen's expectations. The City has historically engaged our citizens in the review and update process. This process should continue to be the method of updating the plan. When reviewing the plan for updates, the following should be considered:

A. Is an update needed to ensure the City is coordinating with the planning efforts of our jurisdictional partners?

B. Is an update needed to address issues with the Area of City Impact?

C. Is an update needed to address changes to State Statutes and/or development regulatory ordinances?

D. Will an update provide information regarding environmental problems or hazardous areas to citizens?

E. Is an update needed to review, monitor and analyze local and regional transportation systems?

F. Is an update needed to support the design review process and/or to promote quality land development?

G. Will an update provide alternative financing approaches to reduce the tax burden and to provide quality public utilities and services?

H. Has it been 10 or more years since the last review of the plan in its entirety?

11.4 CITY COUNCIL PRIORTIZATION

The Comprehensive Plan is a long and complex document with many themes and priorities woven throughout the numerous chapters. One of the key implementation mechanisms for the plan is the prioritization and direction provided by the Mayor and City Council. While annually the City Council budgets for larger capital improvements and strategic goals, some of smaller initiatives and studies outlined in this plan do not require funding and are less likely to be implemented. To bring these smaller initiatives forward and to provide the City and our citizen with a clear road map for implementation, the following implementation matrix was created. This matrix provides the City a single location to review projects and initiatives that have been identified as necessary to implement the comprehensive plan. The City Council may choose to prioritize these initiatives as a separate action after adoption of the plan.

Table 11.1: Implementation Matrix

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
Review and update the comprehensive plan as needed, Minimum of once every 10 years with full community outreach.	Chapter 1; 4.6.3 J; 4.7.3 F; 4.8.3 B; 4.9.3 K	Planning & Zoning	City Council, All City Departments, Partnering Agencies
Develop a regulatory takings worksheet for use with land use applications.	2.4.4	City Attorney	Planning & Zoning
Staff the COMPASS Demographic Advisory Work Group and actively participate in the COMPASS development monitory process.	3.3.2.1; 4.10.3 D	Planning & Zoning	City Council
Establish a process to monitor growth by Transportation Analysis Zones to better illustrate where growth is occurring and how it compares to the City's comprehensive plan.	3.3.2.1	Planning & Zoning	City Engineer, COMPASS, ACHD, ITD

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
Serve on the West Ada School District Facilities Committee to assist the district with population, growth, and school siting issues.	4.2.3 A, B, F, I, J, K, L,	Planning & Zoning	City Council, Parks and Recreation
Work to acquire land to locate satellite facilities (City Hall, Police, Fire, Library and Public Works) as the City grows and annexes large areas.	4.3.3 A, B, C; 4.5.3 A, B, C, D, E, F	Planning & Zoning	Eagle Police, Eagle Library, Eagle Fire, Public Works
Staff the Eagle Police in a manner consistent with community goals and support.	4.3.3 D	City Council	Eagle Police
Work with Eagle Fire to develop wildland fire standards.	4.4.3 C	Planning & Zoning	Building Department, Eagle Water Dept., Eagle Fire, Star Fire
Work with Eagle Fire to implement and manage the inter-local agreement.	4.4.3	Planning & Zoning	Building Department, Eagle Fire, City Council
Evaluate fee schedules and utility rates to ensure that development is paying for their proportionate share of growth.	4.6.3 C, M, N	City Council	Eagle Water Dept., Building Dept., Planning & Zoning
Develop water conservation standards and codes for domestic and irrigation water use.	4.6.3 A, C, G	Eagle Water Dept.	Planning & Zoning, Building Department, Eagle Sewer District
Establish well construction and water rights acquisition standards and practices.	4.6.3 B, D, E, F, H, I,	Eagle Water Dept.	Planning & Zoning, Building Department
Develop, adopt, and maintain master planning documents and establish levels of service for all departments and utilities under the purview of the City.	4.3.3 D; 4.6.3 C, D, E, I, J, L, M,	City Council	All City Departments, Partnering Agencies
Establish a community education program for residents.	4.2.3 N; 4.3.2 C; 4.4.3 E; 4.5.3 F; 4.3.6 P, 4.8.3 F; 4.9.3 J;	City Council	All City Departments, Partnering Agencies
Establish construction and design standards for storm water management.	4.8.3 A, B, E, F	Planning & Zoning	ACHD, Parks and Recreation
Develop an economic plan and strategy to support the City of Eagle.	4.9.3 L	City Council	Planning & Zoning, Eagle URA
Monitor the land availability and development of land designated as office/business park. Look for opportunities to designate/approve these uses along high visibility corridors within	5.3.2, 5.3.3, 5.4, 5.5.5, 5.7K, 5.7W, 5.7Z, 6.4C, 6.4E, 6.4.3D, 6.4.2O, 6.4.6DD, 6.10, 6.16, 6.18	Planning & Zoning	City Council, Eagle URA, BVEP

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
the City. Goal is to increase 20-30% of the available land.			
Identify users and land that would be available for light/ custom manufacturing. Discourage the change in use of these areas.	6.10, 6.16, 6.18, 10.2C, 10.2E	City Council	Planning & Zoning, BVEP, Eagle URA
Look at the opportunity to proactively zone lands designated for office, retail, and light manufacturing within the City to reduce barriers and streamline the approval/construction process.	5.3.2, 5.3.3, 5.4, 5.5.5, 5.7K, 5.7W, 5.7Z, 6.4C, 6.4E, 6.4.3D, 6.4.2O, 6.4.6DD, 6.10, 6.16, 6.18, 10.2E	Planning & Zoning	City Council, Building Department, BVEP, Eagle URA
Look for financing and funding options to entice investment in light/custom manufacturing, office, and retail within the City (i.e., industrial revenue bonds, STARS, URA funding).	5.3.2, 5.3.3, 5.4, 5.5.1, 5.5.2, 5.5.3, 5.5.4, 5.6A, 5.6E, 5.7B, 5.7E, 5.7I, 5.7Z, 8.2.2D8.2.3C, 8.4E,	City Council	All Departments, BVEP, Eagle URA, ITD
Encourage the recognition of the City's Plan by the Eagle URA so to align funding and financing goals within the most critical areas.	5.2, 5.3.2, 5.3.3, 5.4, 5.7A, 9.3G, 9.3.3E, 9.3.3L,	City Council	All Departments, Eagle URA
Invest in a marketing, branding, and informational campaign about why business should locate in Eagle to be used by the City and BVEP in recruitment of businesses.	5.2, 5.4, 5.5, 5.7A, 5.7B, 5.7C, 5.7M, 5.7S, 10.2, 10.3C, 10.4R	City Council	All Departments, BVEP, Eagle URA
Market Eagle's natural features, recreation, and proximity to open space as a location factor for business and residential.	5.7O, 5.7P, 5.7Q, 7.3D, 9.1,	City Council	All Departments, BVEP, Eagle URA
Evaluate the City's environmental review process and development standards to ensure that they recognize the importance of plant and wildlife habitat.	6.7.3.A, 7.3.B, 7.3.C, 7.3.E, 7.3.F, 7.4.A, 7.4.B, 7.4.C, 7.4.I, 7.4.J, 10.4.N,	Planning & Zoning	City Council, Floodplain Administrator, Parks & Recreation
Actively participate in hazard and emergency management planning and preparation	Chapter 6, 7.4.N, 7.4.M	City Council	All Departments
Work with Eagle Fire and Ada County to develop defensible space and construction standards within the Eagle Foothills.	6.14, 7.1.3, 7.2.C, 7.3.B, 7.4.O, 9.6, 10.4.N, 10.4.O,	Planning & Zoning	City Council, Building Department, Eagle Fire, Eagle Police, BLM

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
Evaluate and modify the City's floodplain development standards to prioritize open space and clustered development within this area in order to preserve and protect habitat, riparian areas, the river and streams.	Chapter 6, 6.5, 6.8, 6.9, 6.12, 6.14, 6.15, 6.16, 6.19, 7.4. K, 7.4.L, 7.4.M, 9.4.3.A, 9.3.3.C, 9.3.3.F, 9.3.3.G, 9.3.3.G, 9.5.2.A, 9.5.2.C, 10.4.A, 10.4.CC,	Planning & Zoning	City Council, Floodplain Administrator, Parks & Recreation
Evaluate and modify the City's development standards to stablish a 40% open space target in the Foothills and floodplain.	6.5, 6.8, 6.9, 6.12, 6.14, 6.15, 6.16, 6.19, 7.4.L, 9.6.2.1.C,	Planning & Zoning	City Council, Parks & Recreation
Establish standards for the adaptive reuse and protection of historic structures within the City including but not limited to a historic district and architectural design guidelines.	9.6.2.1.G, 10.4.K,	Historic Preservation Commission	City Council, Planning & Zoning
Work with the Eagle Historic Preservation Commission to establish a defensible and logical historic preservation plan.	7.4.R, 7.4.S, 7.4.T, 7.4.V, 9.6.2.1.G, 10.4. K	Historic Preservation Commission	City Council, Planning & Zoning
Evaluate and implement a process to ensure the development approval process is implementing the City's comprehensive plan, parks master plan, and the trails master plan.	7.4.P, 7.4.Q, 9.3.3D,	Planning & Zoning, Parks & Recreation	City Council, PPRC, P&Z Commission
Begin a proactive dialogue with irrigation and drainage district to establish standards for use of these facilities for trails and to discourage the tiling of these facilities.	7.4.Q, 9.3.3.L, 9.3.3.Q, 10.4.Q,	Planning & Zoning	City Council, Drainage & Irrigation Districts
Work with ITD and ACHD to recognize the 2017 Comprehensive Plan and make modifications to the MSM, IFYWP, and STIP to ensure implementation of the plan.	8.4.A, 8.4.1.A, 8.4.1.C, 8.4.1.E, 8.4.1.F, 8.4.1.H, 8.6	Planning & Zoning	City Council, ACHD, & ITD
Continue to support the State Street Transit and Traffic Operations plan through the implementation of land use and zoning regulations.	8.4.1.B, 10.3.E, 10.4.X, 10.4. Z	Planning & Zoning	Boise City, Garden City, Ada County, ITD, ACHD, VRT & COMPASS

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
Continue to partner with ACHD, ITD, COMPASS and VRT to plan for transportation within the City and Treasure Valley.	8.4.A,	Planning & Zoning	ACHD, ITD, COMPASS, & VRT
Develop a grid system for streets within Downtown Eagle.	8.4.1.R, 8.4.1.T,	Planning & Zoning	City Council, ACHD
Develop and adopt a pathway master plan and standards (including on and off-street standards and way finding signage).	8.4.3.A, 8.4.3.B, 9.3.2.E, 9.3.2.F, 9.5.2.E, 9.6.1.1.A, 9.6.1.1.E, 9.6.1.1. F	City Council	Parks & Recreation Department, Parks, Pathways and Recreation Commission, Planning & Zoning
Budget for and work with transportation entities to accelerate the construction of City priorities.	8.4.E, 8.4.1.I, 8.4.1.O, 9.3.3.C, 9.3.3.F,	City Council	Planning & Zoning, ACHD, & ITD
Locate, design, and construct a grade-separated crossing of SH-44.	8.4.1.I, 8.4.1.O, 9.3.3.C, 9.3.3.F,	City Council	COMPASS, ITD, & ACHD
Support the use of a transportation system prioritization during the MSM, IFYWP, and STIP recommendation process.	1.1, 5.3.1, 5.7.L, 8.2, 8.2.1.A-G, 8.5	Planning & Zoning	City Council, ITD, & ACHD
Support the development and funding of a complete parks and recreation systems within the City including coordinating public and private investment in the system.	5.2, 5.4, 5.5.3, 5.6C, 5.6E, 5.7F, 5.7G, 5.7M, 5.7O, 5.7P, 5.7Q, 9.3.3, 10.4.QQ	City Council	Parks & Recreation, Planning & Zoning
Establish a review process to find alternative funding sources- consider a grant writing position or funding specialist position within the city.	5.7A, 5.7I, 9.3.3.G,	City Council	All Departments
Continue to enforce and as needed modify development and design standards to ensure Eagle remains a clearly identifiable community.	Chapter 6, 10.3.A, 10.3.B, 10.4.R, 10.4.S	Planning & Zoning	Eagle Police/Code Enforcement
Establish landscape, signage, and wayfinding standards for entry points/corridors. Identify where entry points are part of the development requirements versus and city responsibility.	Chapter 6, 10.3.C, 10.4.R, 10.4.GG,	City Council	Planning & Zoning, Eagle Design Review Board

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
Update the architectural styles and establish more narrowly developed design review templates and prescriptive standards that will stream line the development approval and design review process for employment, light industrial and commercial uses locating within the City.	5.4, 10.4.A, 10.4.I, 10.4.J, 10.4.W	City Council	Planning & Zoning, Eagle Design Review Board
Actively support the development and programing within Downtown Eagle to support Downtown Eagle as the "Heart" of the community.	5.1, 5.2, 5.4, 5.6D, 5.7F, 5.7R, 5.7S, 5.7U, 5.7V, Chapter 6, 7.1.3, 7.4R, 7.4S, 7.4T, 7.4U, 8.2.1F, 8.4.1R,	City Council	Parks and Recreation, Planning & Zoning, URA, Chamber of Commerce
Develop and adopt a river access management plan to formalize public and emergency access points to protect sensitive areas and the public.	6.5, 6.8, 6.9, 6.16, 7.2.A, 7.2.C, 9.5, 9.5.1, 9.5.2, 10.4.CC, 10.4.DD	City Council	Parks & Recreation, Planning & Zoning, Flood Control Districts, Eagle Fire, Eagle Police, user groups
Continue to support State Street (SH-44) and the primary transit corridor within the City.	6.4C, 6.4.E, 6.5, 6.7, 6.10, 6.16, 6.17,8.1, 8.2.2.A, 8.2.2.B, 8.2.2.D,10.3.E, 10.4.X	City Council	Planning & Zoning, ACHD, ITD, & COMPASS
Develop and adopt a parks masterplan and capital improvements plan to ensure that parks facilities keep up with the City's adopted LOS within the impact fee ordinance.	5.4, 5.5.3, 9.3.3.A, 9.3.3.I, 9.3.3.J, 9.3.3.N, 9.4.1.A, 9.4.2.A,10.4.Q	City Council, Parks& Recreation	City Engineer, Planning & Zoning
Review and update the City's planned unit development and subdivision standards to ensure that the design is consistent with the community's vision.	8.2.1C, 8.2.1.D, 9.2, 9.3.1.A, 9.3.2.C, 9.3.2.D, 9.3.3	City Council, Planning & Zoning	Jurisdictional Planning Partners
Research options and establish a policy/standard for the holding, transfer, and trading of public use easements for trails and open space.	9.3.2.D, 9.3.2.E, 9.3.3.L, 9.4.3.C, 9.4.3.G, 9.6.2	City Council	City Attorney, Planning & Zoning, Parks & Recreation.
Work with ITD and ACHD to plan for safe pedestrian and bicycle crossings and pathways along the state highway system.	8.2.3.A, 8.2.3.B, 8.4.E, 8.4.1.I, 8.4.1.V(c), 8.4.3.B, 10.2.D,	City Council	Planning & Zoning, Parks & Recreation, ITD, ACHD, COMPASS, User Group

IMPLEMENTATION MATRIX			
Task:	Chapters & Policies:	Project Lead	Supporting Departments & Agencies
Work with ITD and ACHD to plan for, fund, and construct north/south connections across SH-44 and the Boise River.	8.2, 8.2, 8.2.1.B, 8.4.A, 8.4.E, 8.2.1.F, 8.4.1.H, 10.2.E	City Council	Planning & Zoning, ITD, ACHD, COMPASS

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GLOSSARY

ACHD Ada County Highway District

ACI Area of City Impact. Negotiated area in which the City's plan is adopted and applied by the county in unincorporated areas.

Activity Center A form of development in which a range of housing product types and supporting commercial services are near one another and are designed to be pedestrian-oriented. Such developments typically feature, at least in part gridded local streets with alley loaded housing, narrow lot patterns, low to mod-rise commercial which are built up to the sidewalk with parking located behind them with residential uses built over commercial uses, narrow streets with tight turn radii, on street parking, sidewalks separated by landscape strips, and street furniture.

Adequate Public Facilities
The evaluation of development and applications to ensure that development mitigates its proportionate share of the impacts on a specified public facilities and/or services (including but not limited to municipal water, sewer, and transportation) and that the mitigation is available at the time when the development's impacts are felt on a specific facility/service.

Annexation The process of incorporating land into the jurisdiction of the City of Eagle as allowed in Idaho Code §50-222.

Ancillary Uses providing necessary support to the primary uses identified on the future land use map. Ancillary uses are supportive of and are secondary to the primary uses normally consuming not more than 10% of the site.

Back Office Type of employment that supports corporate/headquarters uses including accounting, human resources and similar support uses.

Basic Services
Basic municipal services are necessary for the development of rural property into urban patterns (including but not limited to municipal water, sewer, and transportation)

BLM Federal Bureau of Land Management

Buildable Lands Lands that are not defined as constrained (AKA: "Unconstrained") or have been reviewed and removed from the constrained areas as allowed under Eagle City Code, State or Federal Statutes.

BVEP Boise Valley Economic Partnership

CDHD Central District Health Department

CIM 2040 Communities in Motion 2040, federally required long range transportation plan.

CLOMR/LOMR Conditional Letter of Map Revision/Letter of Map Revision- amendments to the Federal Emergency Amendment Agency's Flood Insurance Rate Maps.

CBD Central Business District the previous name of the "Downtown" land use district.

CDBG Community Development Block Grant administer by the Idaho Department of Commerce.

CWI College of Western Idaho

Centers Neighborhood Centers: Unique to the Foothills, these centers are intended to serve as density magnets to cluster units and non-residential uses into areas that can serve their immediate surrounding without losing context and scaling of primarily residential areas. Specific policies area contained in the Foothills Sub-area.

Community Centers: Unique to the Foothills, these centers are located along state highways with high efficiency interchanges and access points. Limited in number and size these areas are intended to serve the employment, institutional, entertainment and retail needs of the foothills and regional rip from the north including Gem and Boise Counties. Specific policies area contained in the Foothills Sub-area.

Employment Center: An Urban Employment Center is intended to be developed for the highest intensity of commercial and employment uses in the City due to its location along the State Highway system.

Clustering A provision under the planned unit development standards to allow reduced lot sizes in exchange for the permanent protection of open space, floodway protection and/or buffering of less intensive uses.

Commercial Neighborhood Commercial: A moderate sized shopping area that features a grocery store but may also include a drug store or variety of services such as stationary, clothes, restaurants, dry cleaners, real estate, gardening and other similar uses. A neighborhood commercial area may have a total of 15,000 to 30,000 square feet but no single buildings in excess of 25,000 square feet.

Community Commercial: A large shopping area that may feature a grocery store as well as department stores or volume discount retail outlet as an anchor. It may also include a variety of uses such as restaurants, office and entertainment. A community commercial area may have a total of 80,000 to 120,000 square feet but no single building in excess of 50,000 square feet.

Regional Commercial: A very large shopping area that features a variety of major retailers as well as a variety of fast food, and full-service restaurants, entertainment uses, hotels, office and similar uses. A regional commercial area may have a total of 250,000 square feet or more and occupy an area greater than 25 acres.

COMPASS The Community Planning Association of Southwest Idaho. The Treasure Valley's Metropolitan Planning Association as required by the Federal Highway Administration.

Complete Streets Policy
Ada County Highway District policy that aims to balance the needs of all users along and across all County roads, with specific directives for both urban and more rural areas. ACHD will also coordinate with transit agencies to ensure that planned transit services and facilities are accommodated within the street network.

Comprehensive Plan A document, or series of documents, that serve as a guide for making land use changes, preparation of capital improvement programs, and the rate, timing, and location of future growth. It is based upon establishing long-term goals and objectives to guide the future growth of the City and complies with Idaho Code Chapter 67 Section 65, The Local Land Use Planning Act.

Constrained Lands Constrained lands area within the Eagle Comprehensive Plan lands that area impacts by floodways, key habitat as identified by state and federal agencies, have slopes more than 25%, or as otherwise defined by Eagle City Code.

Context Sensitive Design
Context sensitive design (CSD) is a collaborative, interdisciplinary approach that involves all stakeholders to develop land uses and transportation facilities that fit its physical setting while preserving the scenic, aesthetic, historic, and environmental resources.

Conventional Development
Single use zoning and development that compartmentalizes housing, shopping, and businesses that focuses on individual access to roads, parking is the primary design focus with limited pedestrian connectivity.

Cottage Retail Cottage retail is the retrofitting of free standing single family residential uses in the downtown into small office and/or retail uses without significantly impacting the residential character of the area. A good example of cottage retail is the Gaia Gallery on 1st Street (see picture below). While the structure has been altered, the residential scale has not been compromised. Cottage Retail is promoted in the draft Downtown Eagle Plan for the areas north of Idaho Street and west of Eagle road from Plaza Drive to the Spoils Banks Canal.

Cross Access Agreement
An agreement between adjacent property owners in which internal connections are provided between parking areas in order to improve traffic flow on the streets by minimizing the number of access points needed. Cross access agreements are typically incremental as a condition of approval for new development. The first one to develop will be required to make an irrevocable offer of cross access and design their site to accommodate future connections. When adjacent owners develop, they will be conditioned to reciprocate with similar cross access agreements.

Density Density is a reference to the number of residential dwelling unit per acre within a project.

DEQ Idaho Department of Environmental Quality

Downtown Commercial

Regional Retail: Retail and commercial services within a unified planning area designed to complement each other and work together. Regional retail is 300,000 leasable square feet or more and has a primary target market of Northern Ada County.

General Commercial & Retail**:** Retail and commercial services within a unified planning area designed to complement each other and work together. General Commercial and retail range have a cumulative leasable square footage of 30,000 to 150,000 square feet.

Neighborhood Retail & Services**:** Normally designed as individual shops and stores with a strong first floor retail presence normally aligned along a street with similar sized businesses with a leasable square footage of 10,000 to 50,000 square feet. The target market is Eagle proper.

Local/Support Retail & Services**:** These are unique specialty services that have a large service area due to the types of goods and services available but do not require large retail floor areas. Normally these services locate in small retail shops in the Old Towne or in the first floor of a vertical mixed-use project. Typically, businesses with a leasable square footage of 5,000 square feet or less.

Downtown Eagle Land Use district located in downtown Eagle intended to serve as the primary economic base for the City of Eagle.

EASD Eagle Architecture and Site Design Book

EFD Eagle Fire District

ESD Eagle Sewer District

ETVEP Eastern Treasure Valley Electrical Plan

ESTech Eagle, Emmett, and Star Technology Corridor

EURA Eagle Urban Renewal Agency

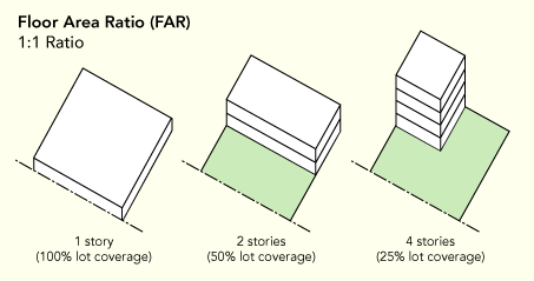
Ecological functions Refers to the presence and integrity of ecological processes (energy flow, water cycling, and nutrient cycling) being within the range of expectations for the ecological site.

Ecological integrity The overall ability of a site to carry out and maintain functional processes. Changes in condition are generally in comparison to reference condition taking into consideration state and transition models (see NRCS ecological site descriptions).

Ecological Site A kind of land with specific physical characteristics which differs from other kinds of land in its ability to produce distinctive kinds and amounts of vegetation and in its response to

management. Apparently synonymous with ecological type used by USDA Forest Service. Syn. rangeland ecological condition.

FAR Floor Area Ratio: the RATIO of the FLOOR AREA of a building to the AREA of the lot on which the building is located.



FC Four Corners Planning Area, a sub-area in the Downtown Planning Area

FEMA Federal Emergency Management Agency

FERC Federal Electrical Regulation Commission

Feathering The process of transitioning density within a development while providing compatible lots sizes (generally lots not less than ½ to ¾ of the abutting lots) and lot boundaries (generally 1 to 1.5 lots abutting a single lot).

Foothills Plan 2007 Eagle Foothills Plan, now the Eagle Foothills Planning area in Chapter 6: Land Use

Gateway Signage, landscaping, and architecture that announces that people are entering in to the City of Eagle. Gateways are designed to ensure an initial positive impression of the City for visitors. Gateway streets should be subject to enhanced design review standards such as signage, landscaping, architecture, and vehicular access.

Major: An arterial or State Highway entering the City of Eagle. Tend to be larger signs and consistent throughout the City.

Minor: A collector or local roadways, as well as trail access points, entering the City tend to be smaller signs and may or may not be consistent throughout the City.

Greenfield Development
The development of undeveloped property with limited constraints on the physical land to impede design and construction.

Habitat Areas identified by State and Federal agencies as holding value for the existing plant and animal species.

Housing Options Apartments/Multi-Family: 2-3 story building with multiple living units within a single building. Design features may include separate entries, interior courtyards, and varying architectural details throughout.

Bungalow Courts: 1-2 story free standing residential units with limited side and rear setbacks. All units front onto a common green/garden area. Will customarily utilize

shared parking lot or on-street parking, no garages.

Live/work: 2-3 story building, resident owned commercial on the first floor with living above. Will customarily have service entries in the back.

Lofts: A large, usually unpartitioned floor over a factory, warehouse, or other commercial or industrial space for residential use. Size of unit will vary.

Row Houses: 2-3 story single family homes with zero or very limited side setbacks. Buildings have varied heights with narrow lot widths (15-22 feet) and parking at the rear in a garage or on the first floor.

IDC Idaho Department of Commerce

IDWR Idaho Department of Water Resources

IDF&G Idaho Department of Fish and Game

IPC Idaho Power Company

Intensity Refers to the overall use of the land including land use, traffic generation, timing of use, and infrastructure demand.

ITD Idaho Transportation Department

Internal Circulation The movement of traffic into and out of properties and local roadway systems without the need to enter onto arterials and regional roadway networks.

LLUPA Idaho Code §67-65: Local Land Use Planning Act

Land Use Mixture Combination of land uses that maybe found in Downtown Eagle.

LEED Leadership in Energy & Environmental Design is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies intended to improve performance in metrics such as energy savings, water efficiency, CO_2 emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

Limited Service Commercial
Uses that accommodate retail sales and services for the daily self-sufficiency of local communities, ensuring that the intensity of limited commercial development is compatible with the character of the area with special concern to adjacent residential uses.

Limited Retail Establishments providing retail services, occupying facilities of 10,000 square feet or less. Typical establishments provide for specialty retailing or retailing oriented to the surrounding vicinity.

Live/Work Housing that is based on the traditional downtown living arrangement — shopkeepers operated their businesses on the lower levels of a building while living in apartments above. Best for destination businesses or for offices with modest numbers of visitors such as: salons, insurance agencies, and other professional services.

Livable Streets Design Guidelines
ACHD Policy establishing the design parameters for streets and roads in Ada County helping to define how the transportation system fits into the communities which it is built to serve.

MW Mega Watt

Master Street Map ACHD planning map that identifies location of existing and future road, classification status, and design criteria for each section also known as the MSM.

Mega Structure Structures that consume more than a single city block.

Minor Gateway A collector or local street entering from an arterial into the City of Eagle that gives visitors a sense of place and feeling of entering Eagle. Minor gateways should provide limited elements to create a sense of place through landscaping, signage, or other design elements.

Monolithic Building Wall
Building wall with no undulations or planer changes.

Multi-use/Mixed Use Combining commercial and residential development; designed for diverse functions.

Multimodal Development and transportation systems designed to, having, or utilizing more than one mode of transportation (e.g., cars, pedestrians, bikes, transit)

Municipal Services Services, such as water facilities and library, which are owned and/or managed by the City of Eagle and are available to property owners within or adjacent to the city.

Nodes Inter changeable with “Activity Center”

OT Old Towne Planning Area, a sub-area in the Downtown Planning Area

Office/Employment High Density Employment: a 4-6 story building that is primarily occupied by office and business uses. Retail may be a small component but residential is not.

Mixed Development/Employment: a 3-4 Story building with a mixture of Office, business, retail and residential but mainly occupied by office and business uses.

Low Density Office: 1-2 story buildings that are mainly owner occupied small business and offices. Example would be Eagle River, Winding Creek and Iron Eagle Developments.

Open Space Developed Open Space: Unoccupied lands that may be altered for human uses, primarily recreational or agricultural, which provide permanent scenic or recreational opportunities for the public. They are typically managed specifically for human uses.

Natural Open Space (Habitat): These areas may contain sensitive habitats, and emphasize habitat protection for plant and animal species.

Natural Open Space (Recreation): These areas emphasize recreation activities and scenic qualities. They provide more intensive recreational opportunities, allow a greater concentration of human use, and may require the development of facilities and associated infrastructure.

Potential Open Space: Unoccupied lands which have no permanent protection of open space qualities. They may be cultivated or natural, and may provide wildlife habitat, recreational opportunities, and scenic vistas. These areas may be in public or private ownership, and may be converted to some other type of land use over time.

Ped/Bike Plan ACHD Pedestrian-Bicycle Transition Plan: part of the District's efforts to comply with the Americans with Disabilities Act of 1991, which requires that all programs, services and activities of public entities be accessible to persons with disabilities. The act also tasks

government entities like ACHD to undertake self-evaluations and to develop plans to address how programs and infrastructure can and should be modified to meet the needs of those with mobility challenges.

Pedestrian Friendly/Pedestrian Oriented
The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying, or spending time in an area. Factors affecting pedestrian friendliness include, but are not limited to: land use mix; street connectivity; residential density (residential units per area of residential use); "transparency" which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars and retail floor area ratio. Walkability is often interchanged with pedestrian friendly.

Planning Area — A subsection of the City's comprehensive plan that have specific policies for a distinct geographic region of the City.

Professional Office — Uses providing for administration, professional services, and associated activities. These uses often invite public clientele but are more limited in external effects than commercial uses.

PZ — Plaza Planning Area, a sub-area in the Downtown Planning Area

Redevelopment — AKA - Brownfield Development: The process of assembling previously developed properties and transitioning land uses to create a unified development. This type of development is often more difficult to complete due to multiple ownerships, easements, existing physical limitations, and structures.

Regional Functional Classification
The grouping of highways, roads and streets by the character of service they provide. Regional Functional Classification was developed for transportation planning purposes. Basic to this process is the recognition that individual routes do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads.

Regional Transportation Corridors /Regionally Significant Roadways
Roadways that link communities across the region; normally these are state highways and major arterials but may include minor arterials in rural areas.

RTA — Regional Transit Authority-Valley Regional Transit

Rec-Tech — Recreational Technology – Employment category, See Chapter 7: Economic Development

SH — State Highway usually followed by a specific route number 16, 44, and 55

Shared/Joint Access — Connecting neighboring properties and consolidating driveways so they serve more than one property; allowing vehicles to circulate between adjacent businesses without having to re-enter the road.

Shared/Joint Parking A parking lot/structure located between or shared by two properties to meet parking requires of the Code. In some cases a joint lot/garage can be located on a separate parcel of land with joint or public ownership.

Street Hierarchy See Chapter 8 of this Plan

Streetscape Streetscape typically refers to exterior *public* spaces located *between* street curbs and building facades. However, the inclusion of pedestrian crosswalks, traffic calming measures, or similar improvements located within vehicular spaces maybe exceptions to this definition. In Downtown Eagle, there are 4 zones within the streetscape:

Tenant Zone: The space immediately in front of the first-floor tenant space, the businesses *front yard* an area for merchandise displays, café seating, and tenant identification.

Walkable Zone: An uncluttered area outside of the tenant zone for the express purpose of pedestrian movements through the area.

Furnishing Zone: An area for pedestrian amenities including streetlights, benches, bike racks, and public art that is separate from the Walkable Zone.

Buffer Zone: An area that provides separation between pedestrian uses and vehicles. May include landscaping, street trees, or stamped/decorative concrete.

Strip Commercial A variety of unrelated retail, service and fast food use located at mid-block, oriented to take advantage of passing automobile traffic. Connectivity between strip commercial is usually poor, and each use will tend to have its own curb cut onto the arterial.

TLIP Ada County Highway District's Transportation and Land Use Integration Plan

Terraced Building A building that has increased setbacks by story creating a stepped back between stories in the same building.

Transit Corridor Roadways with or planned for transit service: State Highway 44, Eagle Road, Linder Road & US 20/26.

Transit Ready Development (TRD)/Transit Oriented Development(TOD)

Transit ready development (TRD) or transit oriented development (TOD) are terms used for development that is planned for the inclusion or the eventual provision of mass transit (bus, bus rapid transit, or train) as an integrated mode of transportation. TRD's are integrated vertical mixed-use areas (residential above office/retail) that promote live/work environments. In 2004, the City of Eagle acknowledged that the City's large lot land uses (primarily north of Floating Feather Road) would not support urban transit services and that transit investment in Eagle should focus on the state highways that run

through the community. Due to the proximity of the Plaza Planning area to the State Highway 44 alternate route and the continued desire of the City to achieve a mid-mile access point between Eagle Road and Edgewood Lane, the Plaza Planning area became a logical location for a new employment center and an entry point for the regional commuter transit system into Downtown Eagle.

Transitional Density The shifting of density within a development to allow compatibility with existing uses adjacent to or within a site.

Treasure Valley The geographic region from Ontario to Mountain Home and from Emmett to Kuna, similar to the Boise Metropolitan Statistical Area

Trip Capturing The design of transit, commercial, retail and office areas so that patrons are able to accomplish multiple daily tasks with one vehicle trip as opposed to having to use multiple vehicle trips to go to several single use areas. This is opposite of trip generation which is a use that creates a new independent vehicle trip for a specific use or a use that is a single destination site.

Tripartite Façade Architecture that emphasizes the use of a bas, body and cap in the design of the building. Customary architectural style sin clued Italianate and Romanesque Revival but elements can be found in various other architectural styles.

Downtown Urban Residential

Density descriptions used in the Downtown Eagle sub-areas.

Infill/High Density: Residential housing with a density of 13 or more units per acre.

Medium/High Density: Residential housing with a density of 8-12 units per acre.

Medium Density: Residential housing with a density of 4-8 units per acre.

Low Density: Residential housing with a density of 4 or less units per acre.

USDOT United State Department of Transportation

US 20/26 United State Highway 20 and United State Highway 26 otherwise known as Chinden Boulevard

Village Commons Community open space and gathering area in the center of the community used for community events and festivities.

Way-Finding Signage, mechanisms, and design elements that lead people to and through the Downtown Eagle Planning Area.

Western Area Plan 2004 plan for the area generally west of Linder Road extending east to State Highway 16, also known as the Soaring 2025 Plan. This plan has been completely incorporated into Chapter 6: Land Use

Wrapped Parking When parking structures are designed so active uses wrapped around the structure so to disguise the parking garage.