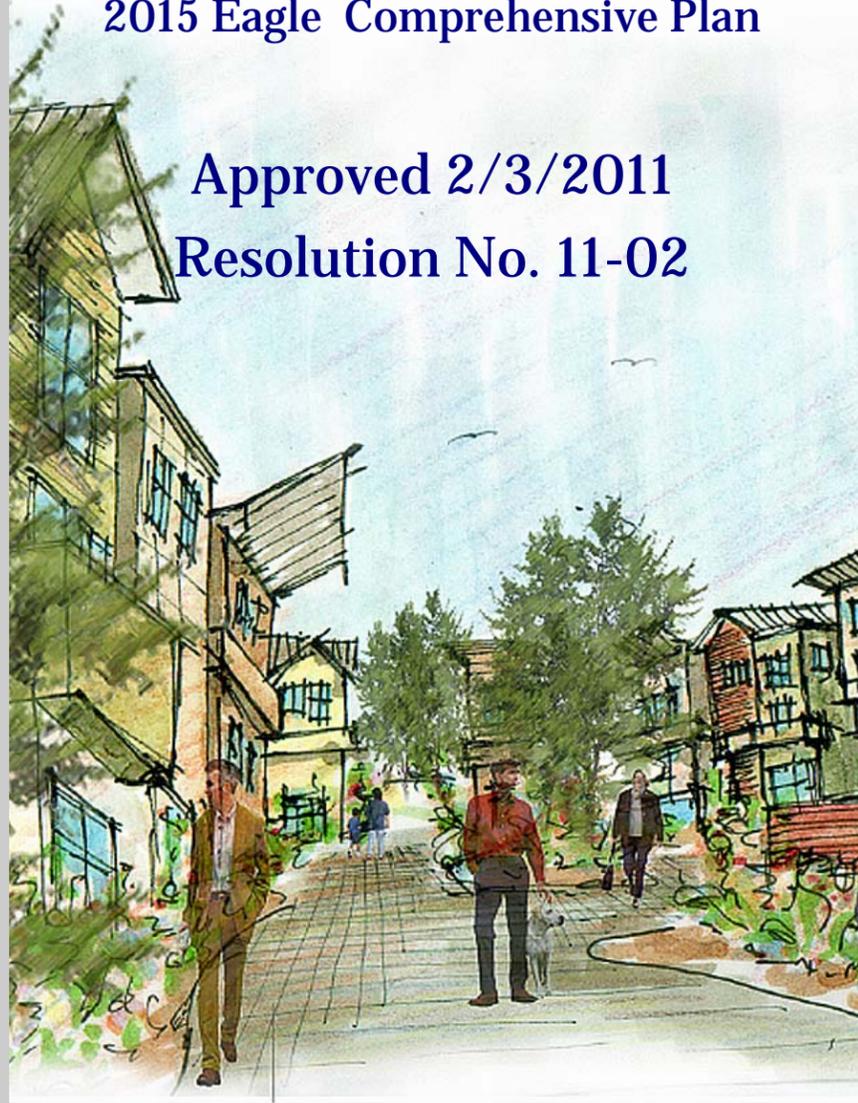


Downtown Eagle Plan

Addendum A- Section 6.8.13,
2015 Eagle Comprehensive Plan

Approved 2/3/2011
Resolution No. 11-02



6.8.13 - Downtown Eagle Plan

A. PURPOSE

The Downtown Eagle Plan was drafted to help coordinate private and public investment in the heart of the City of Eagle. It establishes the primary means of guiding land uses and development on properties located within the Downtown Eagle Subarea. It also focuses and solidifies the City's planning vision, goals, actions and investments in support of the growth and continued revitalization of Downtown Eagle.

B. PLAN AREA

The Downtown Eagle Plan Area includes all private and public properties that come under the purview of this Subarea Plan as indicated in the Planning Area Map. (See *Downtown Planning Area Map, Map 1 pg. 2*)

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 City's Old Towne is the center of the Plan Area and is complemented by several historic structures and Heritage Park.

C. BACKGROUND

The vision of Downtown Eagle as being the heart of the community has been integrated into the City's Comprehensive Plan in the same manner as it was envisioned in the City's first Comprehensive Plan in the 1970's. Some of the long standing Community goals and policies for Downtown Eagle include:

- Preserve the economic integrity of the "Central Business District" (CBD) and encourage business and industry that have minimal environmental impact to move their operations into Eagle.
- Accommodate and encourage (the) further expansion and renewal in the downtown core business area of the community... The greatest possible concentration of retail sales and business is to occur in this land use designation. Pedestrian friendly uses and developments are encouraged.
- Locate higher-density residential development closest to

the "Central Business District".

- Promote commercial service and retail development within the "Central Business District" that contribute to a pedestrian friendly environment.
- Identify areas that will provide significant employment opportunities to the residents of the City of Eagle, thereby supporting the City as a desirable place to live, work, and recreate.
- Encourage development with decreasing density radiating out from the CBD as shown on the Land Use Map.
- Seek new commercial development that will complement the Central Business District and Eagle's rural residential identity to locate adjacent to but outside the Central Business District.
- Encourage commercial growth adjacent to the Central Business District and discourage isolated commercial development in outlying areas.
- 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.
- Promote additional employment opportunities and expand the economic base by:
 - Encouraging growth and expansion of existing businesses and industry, and
 - Attracting additional business and industry so residents will be provided with adequate commercial services and facilities.

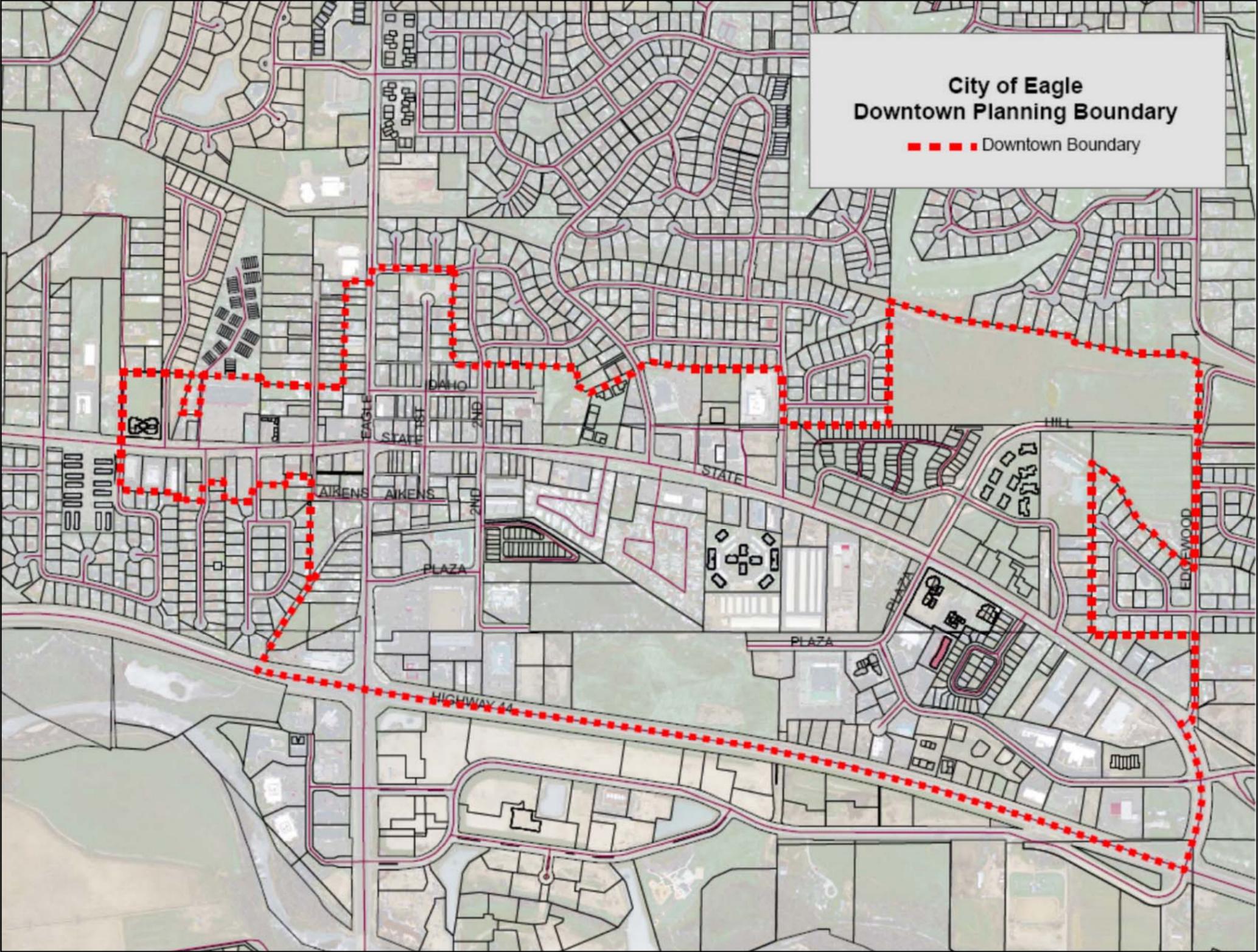
The intent of the Downtown Eagle Plan is not to replace these goals and policies but to supplement them and give them clearer guidance.

As Eagle Road and State Street embarks on its second century as Eagle's community center, many citizens, landowners, and business owners have a desire to enhance the long term viability of downtown Eagle; wondering if the land use patterns established in 1904 are still suited to serve this growing community in the 21st century. As Eagle transitions from its agrarian roots and begins to emerge as a unique and self-sustaining community, with a forecasted population of over 50,000 by 2025, the time has come to focus on Downtown Eagle:

- To create the heart of the Eagle community.
- To plan a city center that attracts, promotes and retains employment, recreational, and cultural activities.

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Map 1: Downtown Planning Area



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D. COMMUNITY VISION

The Downtown Eagle Plan establishes a planning and design framework to heighten the vitality, functionality, and beauty of the City's downtown in accordance with the forces of free market and the community's vision for Eagle's center.

The desired outcomes outlined below resulted from a series of community visioning meetings, followed by a community design survey, and a three-day community design charrette with the University of Idaho Urban Design Center that focused on clarifying and substantiating the community's aspirations for downtown. (See Figure D1, Conceptual Vision)

VISION STATEMENT:

The Downtown Eagle Area will 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 (See Map 2: Conceptual Land Use, pg. 4).

Development in the Downtown Eagle Area will 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 The Downtown Eagle Area must also be on-going to ensure that new development and redevelopment implements the vision, goals, and policies of this Plan.

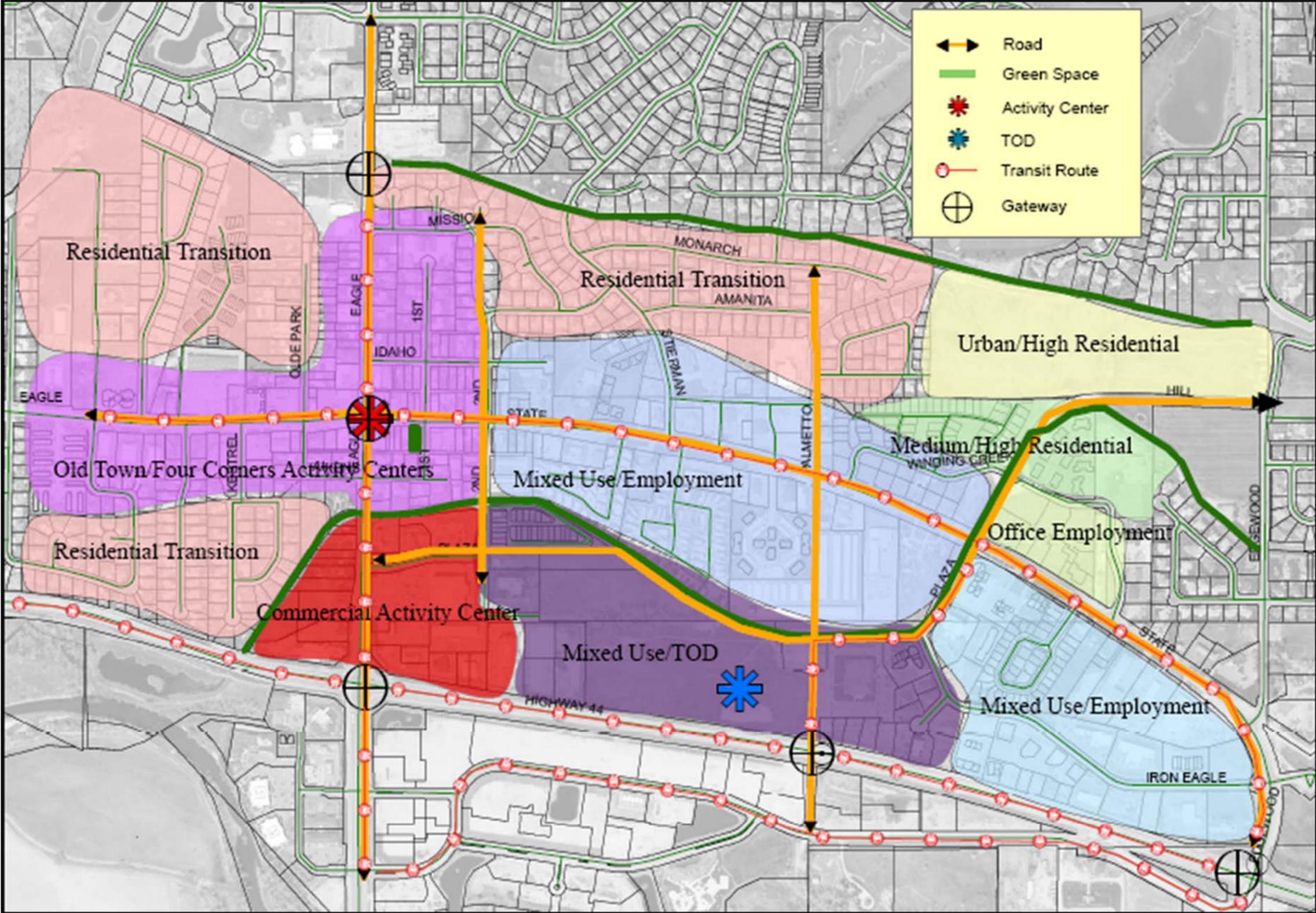


Figure D1: Conceptual Vision for Downtown from U of I Charrette Process:

Clockwise starting at the top right: Olde Town Development Concept, 1st Street Concept, Plaza Development Concept, Transit Ready Development Concept, Four Corners Streetscape.

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Map 2: Conceptual Land Use



E. DOWNTOWN GENERAL GOALS

GOAL 1:

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 for 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. Ensure that development is designed to enhance:

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 E1 Downtown Land Use Matrix, pg. 7)

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.

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.

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.

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. Encourage innovative designs that complement the setting in which a building is being placed as opposed to strict adherence to a specific architectural style.

Establish unique design criteria for the Downtown Planning Areas that complement each other without distracting or overpowering each other.

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.

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. 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. Creating an active residential presence in downtown reduces the

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daily transportation issues (congestion and parking) commonly found in commercially dominated downtowns.

GOAL 2:

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.

- a. Incorporate pedestrian, bicycle, vehicle, and public transit into the transportation plan for the downtown.
- b. Encourage the development and expansion of interconnected streets that help disperse traffic rather than concentrating it onto a few major roadways.
- c. 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.
- d. 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.

GOAL 3:

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.

- a. Maintain Downtown Eagle as the cultural center of the City and expand Eagle’s regional presence.
- b. Promote attractive, interesting, complimentary, and compatible architecture and make quality design a priority for the construction and maintenance of all property in Downtown Eagle.
- c. 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.
- d. Implement a Downtown parking system that coordinates all resources.

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- d. Implement a Downtown parking system that coordinates all parking resources
- e. Establish a system of streets, pathways and open space networks that strengthen connections into and through Downtown Eagle.

GOAL 4:

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

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, sound decision making may be made by improving the social and economic well-being of citizens.#

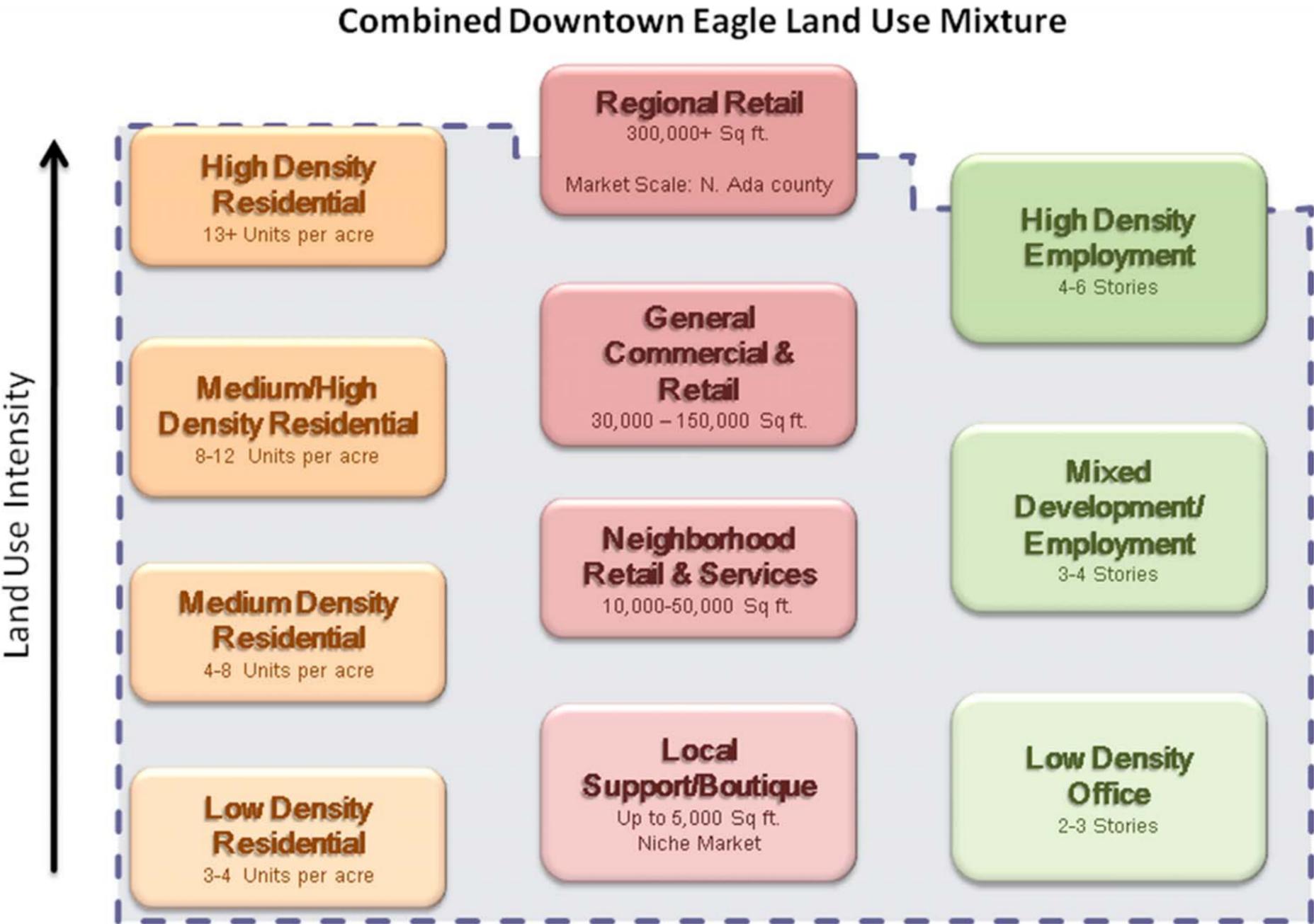
GOAL 5:

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.

- a. 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*.
- b. 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.
- c. Work with the Eagle Urban Renewal Agency to identify projects that will enhance the development potential in Downtown Eagle.
- d. 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.

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Figure E1:
Cumulative Downtown Land
Use Matrix



The highlighted uses above represent the accumulation of all uses that are allowed Downtown Eagle . Specific applicability will be dependent upon the mixture of uses identified in the subareas of this plan.

F. THE GEOGRAPHY OF THE SUBAREA

The Downtown Eagle Subarea is comprised of a large general planning area that provides a transition of uses from primarily residential areas to the mixed use urban center. The core of the Downtown Eagle is composed of three distinct areas: Old Towne, Four Corners, and the Plaza Area (See map 3, Downtown Planning Areas). Each subarea is unique in terms of the relative mixture of land uses, scale, and materials. However, each subarea should be designed to share key elements of architecture and visual composition, to ensure harmony in design and character.

Downtown Information:

Existing Central Business District – CBD (2010):

- 116 Acres
- 115 Housing Units (.99 units per acre)
- 57 Owner Occupied Units (49.5%)
- Estimated Population: 287
- 1.3% of the City population
- 551 Estimated jobs*
- 10% of total jobs in Eagle*

Expanded Downtown (post 2030 build out):

- 289 Acres
- 1,753 Housing Units (6 units per acre)
- 900 Owner Occupied Units (50%)
- Estimated Population: 4,300
- 8.1% of the City Projected 2030 Population
- 7,500 Estimated jobs*
- 61% of total jobs in Eagle*

*COMPASS estimates

Map 3: Downtown Planning Areas

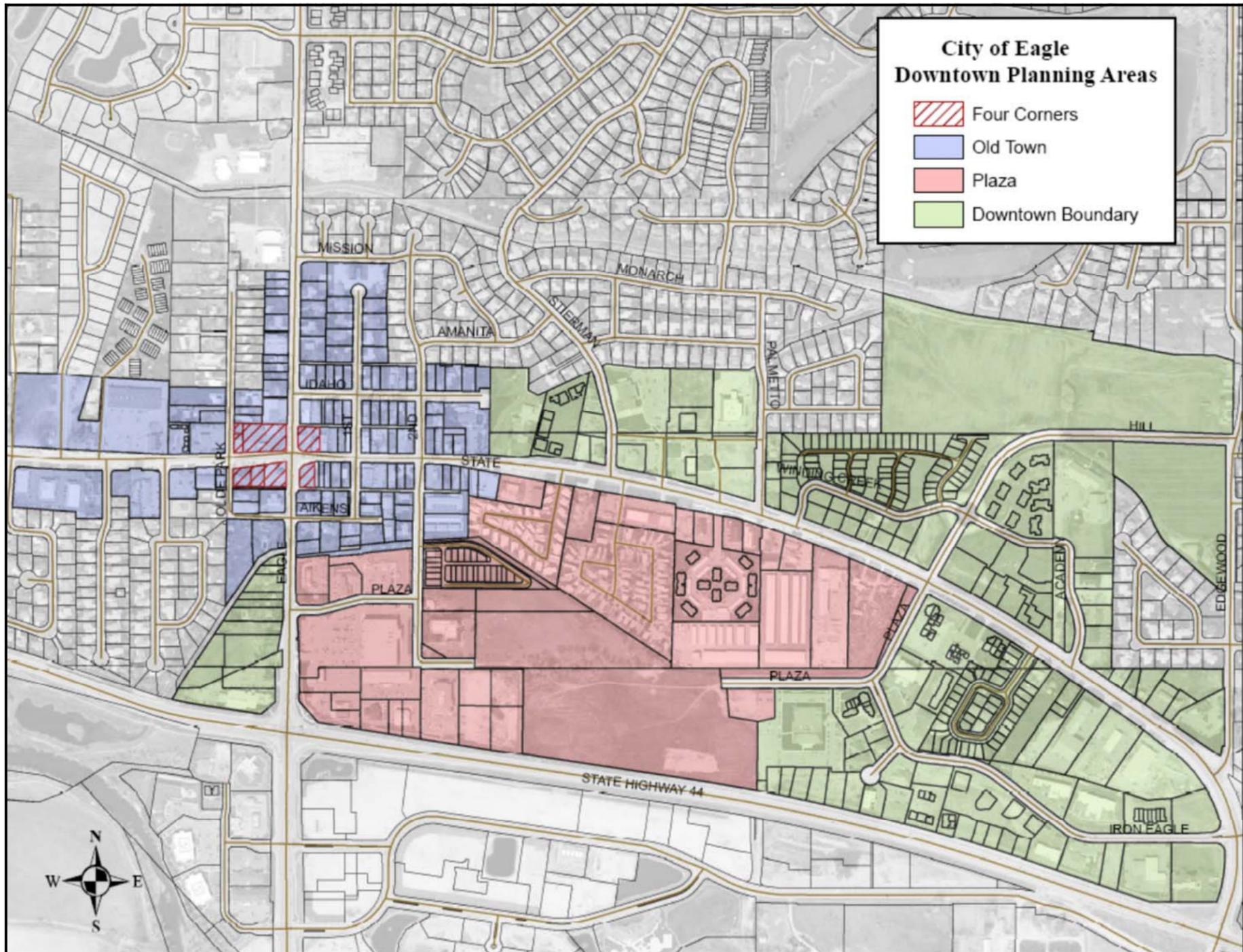
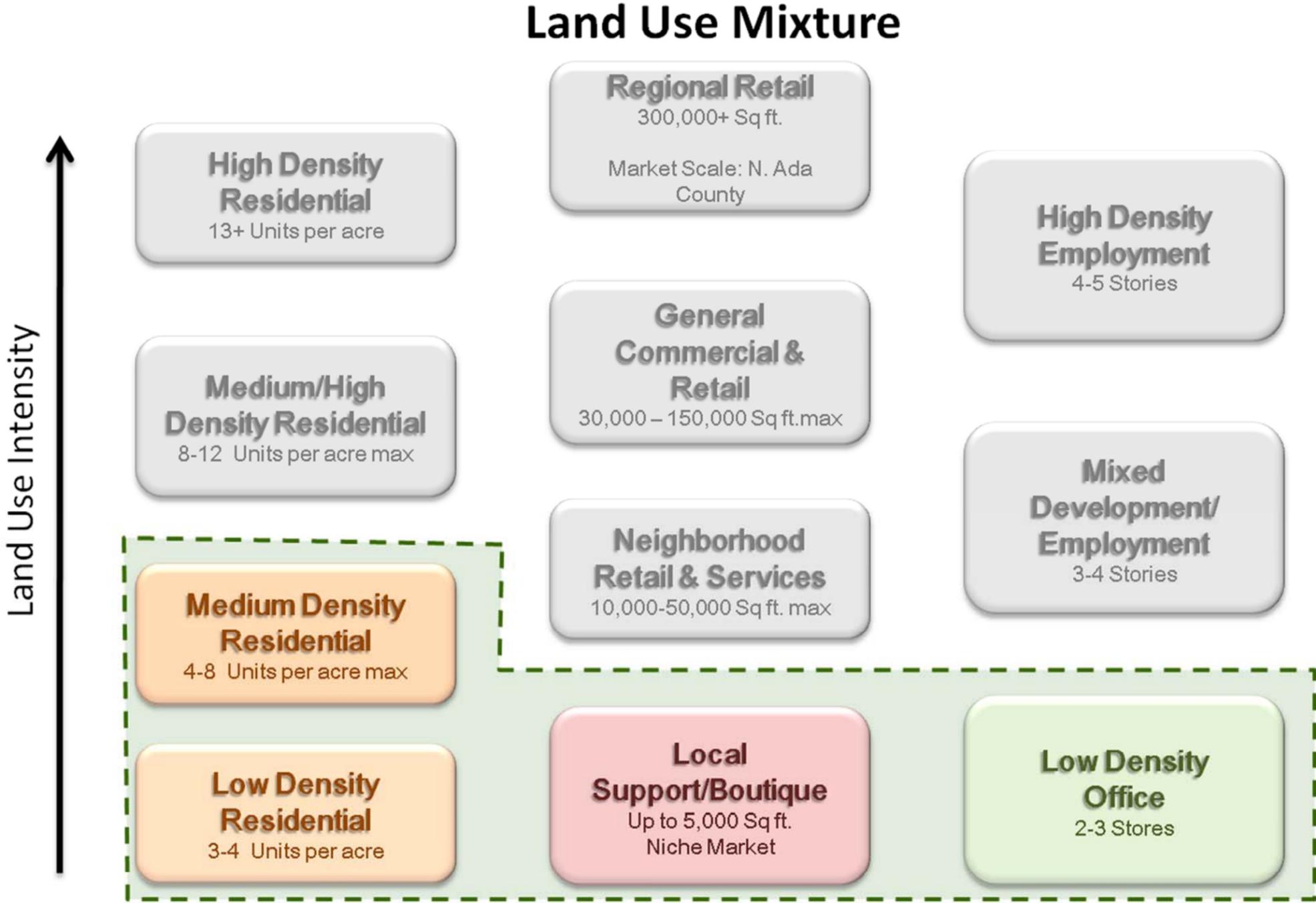


Figure F1:
Downtown Generalized Land Use Matrix

This matrix is to be used for lands not located in a specific subarea. These areas are shown in green on Map 3 pg. 8.

Guide to Downtown Generalized (unspecified areas)



The highlighted uses above represent the combined uses that are appropriate in areas NOT contained in a specific subarea. The partial inclusion of a land use indicates a limited potential or opportunity for that land use in the area.

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OLD TOWNE:

OT1: Old 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 Old 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 OT3 Old Towne Land Use Matrix, Pg. 11).

OT2: Enhance Old 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.

- a. Establish way-finding mechanisms that lead people to Old Towne: Transform State Street (from Ballantyne to Taylor and from Edgewood to Stierman) into a boulevard with detached sidewalks and center planters.
- b. Retain and seek to expand Heritage Park as the City's signature space in the Old Towne. Its prominent location and design embodies the small town character of the community and serves as a central gathering place.
- c. 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.
- d. Strengthen the distinction between the urbanized Downtown and surrounding residential areas and corridors.

OT3: Mix of Land Uses: Uses in the Old Towne area should promote mixed use with retail and commercial on the first floor and office and residential uses on upper floors.

- a. Overall, buildings in the Old 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.
- b. Due to the scale of the Old Towne, boutique and specialty uses should be encouraged to intermix with offices and residential.
- c. Live/work units and cottage retail/commercial should be used at the perimeter of Old Towne to provide a transition to the predominantly residential areas north of Amanita and Mission Streets and west of Olde Park Place and Taylor Street.

Map 4:
Old Town Planning Area

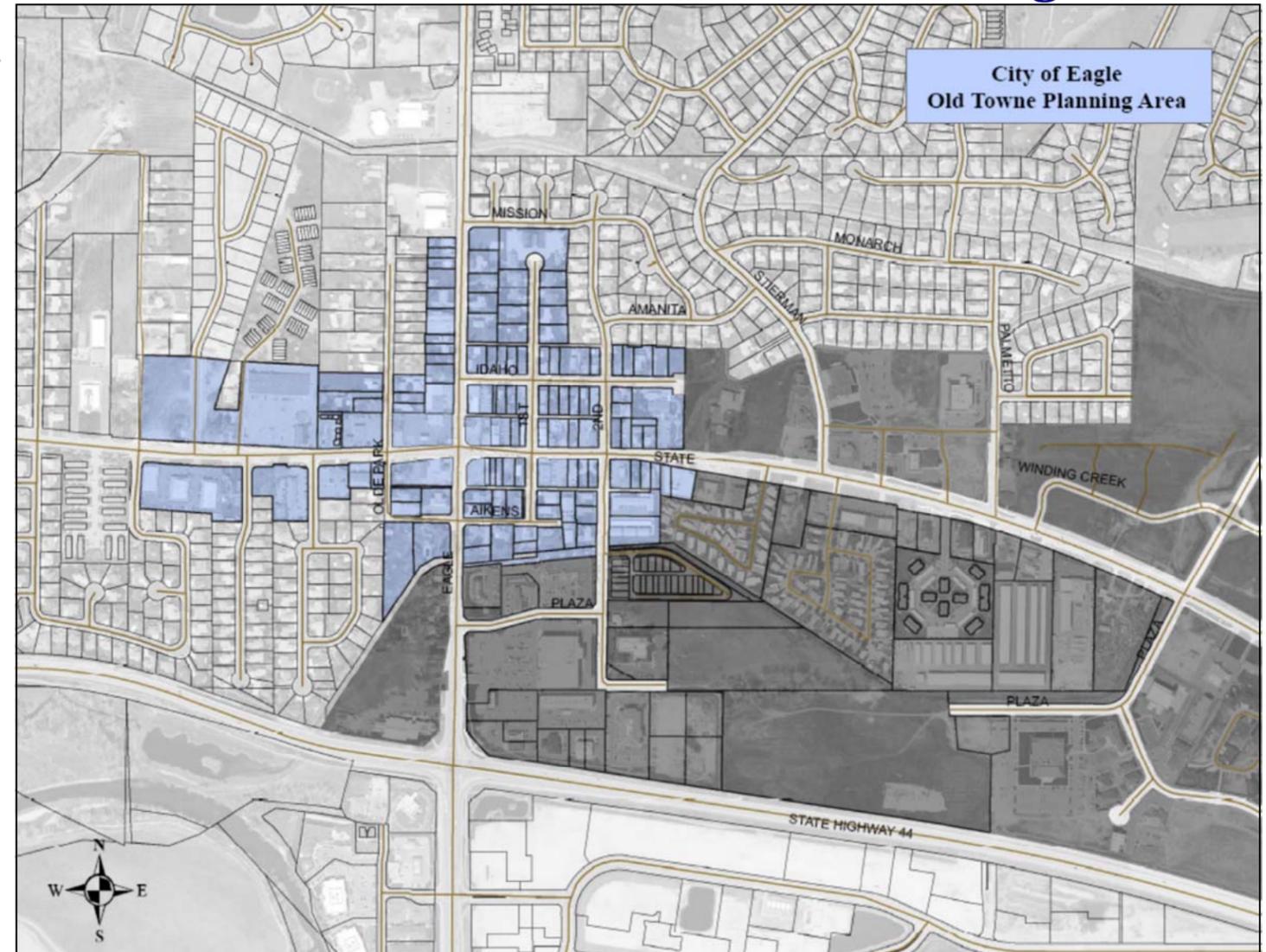
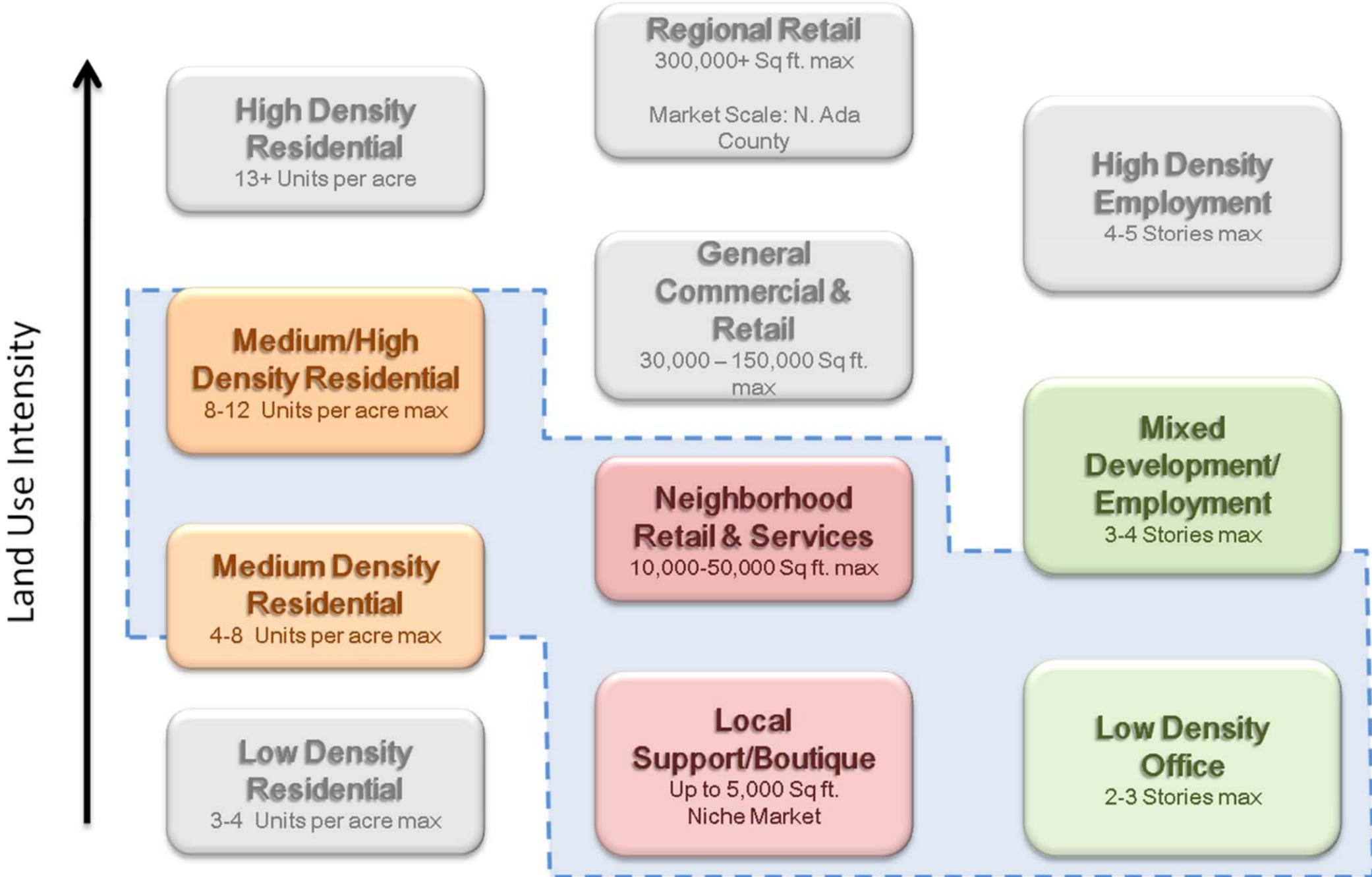


Figure OT1 & OT2:
Left: Old Towne conceptual plan Right: 1st Street Plaza



Figure OT3:
Old Towne Land Use Matrix

Old Towne to Land Use Mixture



The highlighted uses above represent the combined uses that are appropriate in the Old Towne Area. Specific applicability will be dependent on the mixture of uses identified in the subarea text of this plan. The partial inclusion of a land use indicates a limited potential or opportunity for that land use in the subarea.

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OT4: Walkability: Walkability in the Old Towne should focus on the historical grid and attached sidewalk system that provides connectivity throughout the Old Towne area.

- a. Specific design elements should include bulb outs at intersection crossings and the integration of pedestrian amenities such as benches, trees, planters, and public art.
- b. 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.

OT5: Active Streets: In the Old Towne area, all buildings should have a presence on the street level that invites patrons and residents into the building (See Figure OT 4 & 5).

- a. Retail, commercial, and restaurant uses should be designed to include large store front windows, patio dining, and/or tenant displays.
- b. Office and residential uses should use plazas, patios, and fountains to bring their presence to the street.
- c. All buildings should be encouraged to incorporate public art, benches, and bike amenities to invite pedestrians and bicyclists to easily move throughout the Old Towne area.

Figures OT4: (Right) **Pedestrian Design Elements**

Small design elements such as benches, sidewalk enhancements, pedestrian crossing bulb-outs and street lighting help delineate and emphasize the pedestrian zones within the Downtown.

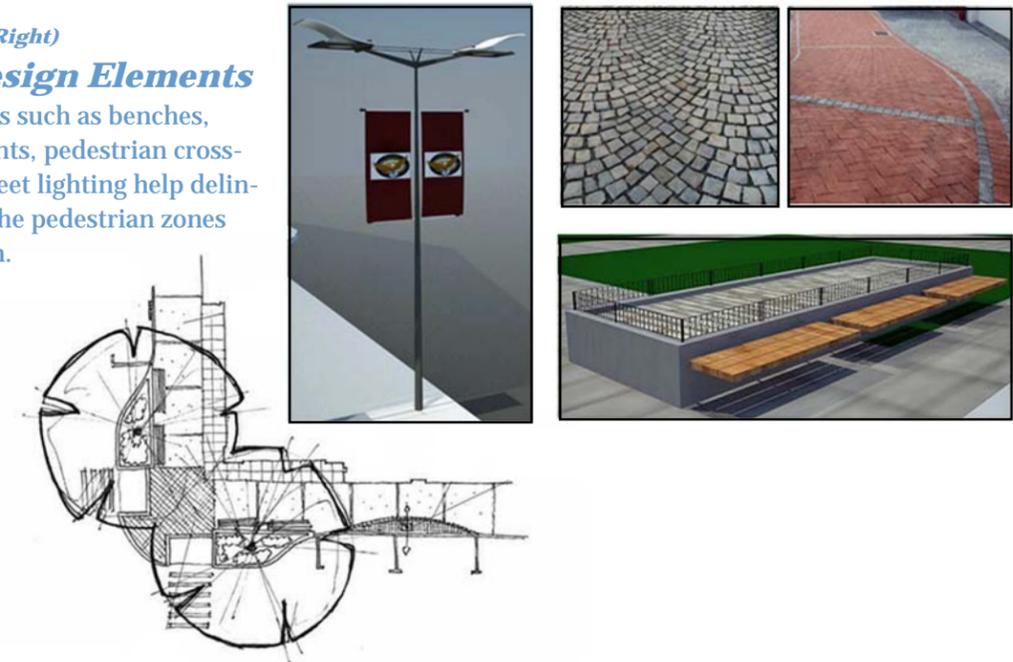


Figure OT5:
Example of a Downtown Street
Incorporates all the necessary design elements



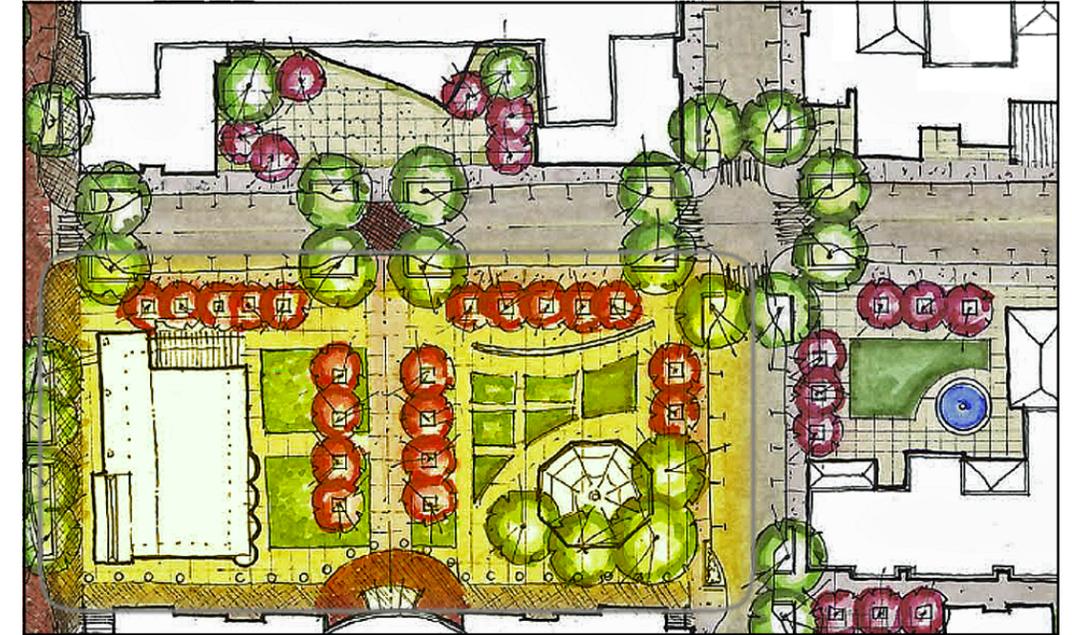
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OT6: Civic and Community Center: One of the prominent civic and community land uses in the Old Towne area is Heritage Park, a .48 acre site located at the southwest corner of State Street and 2nd Street. Heritage Park functions as the *Village Commons* of Eagle and the focus of community events such as Eagle Country Christmas, Eagle Fun Days, and the Farmers Market.

- a. 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.
- b. 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 OT6)
- c. Development surrounding the park should be designed to capitalize and incorporate the scenic qualities of the park.
- d. Pursue developer investment in public open space in the Old Towne in order to expand open spaces.
- e. Consider earmarking park impact fees from Downtown Eagle for use in Downtown Eagle.
- f. 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.
- g. 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 OT7).
- h. 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.
- i. Landscape along 1st Street should be designed to avoid creating a barrier between the street and the store fronts.

Figure OT6: Heritage Park:

Potential Heritage Park Expansion area (Right). Existing park (Below Top). Potential expansion to include a community market building (Below Bottom).



Multi-Family Units • Pathway and central courtyard • Multi-Family Units

Figure OT7: 1st Street Central Plaza

1st Street should be designed so it can be shut off at State Street for local events and festivals giving the area the feel of an open air market.

- Vehicle and pedestrian right-of-ways remain at the same elevation creating a more pedestrian friendly street.
- Many existing historic buildings remain on 1st Street.
- 3-story buildings accent street and historic buildings

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OT 7: Historical Significance: The Old Towne subarea of Eagle has historic buildings in active use. Work with land owners to promote the continued use of historic structures when feasible.

- a. Establish design criteria that promotes the incorporation of historical architectural elements into new buildings to complement and provide support to the historic character of the area.
- b. Encourage innovative designs that complement the setting in which a building is being placed as opposed to strict adherence to a specific architectural style.
- c. Establish unique design criteria for the Old Towne Area that complements the historic character of the area.
- d. Incorporate design elements from landmark buildings such as the Eagle Bank and the Eagle Hotel, into the design and redevelopment of the Old Towne Area (*See Figure OT8*).



Figure OT8: Historical Architecture

The Eagle Hotel & Eagle Bank are good examples of the architectural flavor that should be promoted in the Old Town.

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OT 8: Infill Development: Instead of spreading out, encourage development to fill-in the Old Towne area creating higher density and a more vibrant center. Encourage and promote people living in and within a reasonable walking distance of Old 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.

- a. Encourage first floor retail and commercial that attracts people into Old Towne Eagle as a place to shop, recreate, and interact.
- b. Promote Old Towne as a place to live by entitling most property in the Old Towne for housing (upper levels only).
- c. 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 OT9).
- d. Allow for the intermingling of daily convenience uses (grocery, cleaners) with destination uses (restaurants, pubs, and art galleries).
- e. 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 (See Figure OT10, pg. 16).
- f. 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.
- g. 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.
- h. Promote zero lot line development bringing buildings together to form continuous store frontages within a block.
- i. Ensure that new residential development adds to the appeal of Old 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.
- j. Consider establishing a pay in lieu of parking standard for Old Towne.

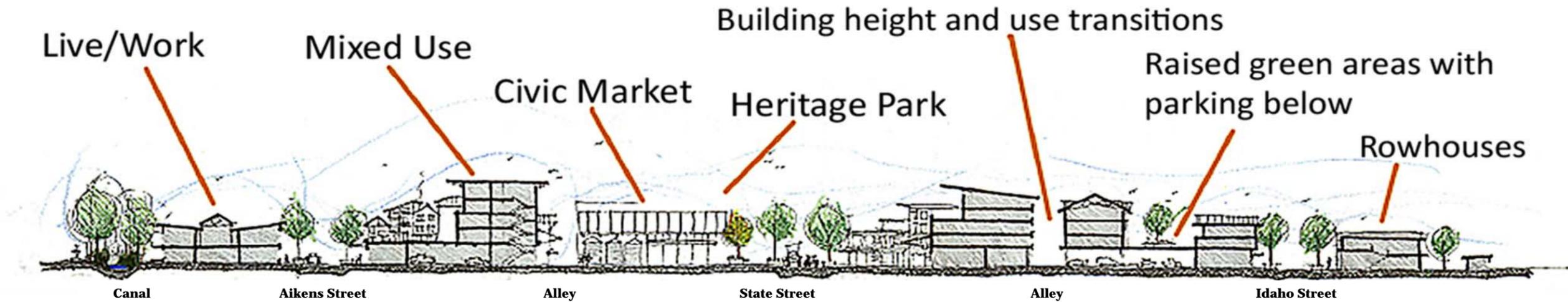
- k. Require residential uses in Old Towne to have dedicated parking areas.
- l. Work with the Eagle Urban Renewal Agency to identify, construct, and manage structured parking locations within the Old Towne area.

Figure OT9: Terraced/Stepped back Vertical Mixed Use



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Figure OT10: 1st Street Building Height & Use Transition-North/South along 1st Street between Aikens Street & Idaho Street



Live/Work:

3 story buildings, resident owned commercial on the first floor with living above. Will customarily have service entries in the back.



Commercial:

3 story structures with dominant street-level windows. Retail and office consume a majority of the building space. Building will normally include rear or structured off-site parking.



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.



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.



Multi-Family:

2-3 story buildings with multiple living units within a single building. Design features may include separate entries, interior courtyards, and varying architectural details throughout.



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OT9: Diversity of Housing Choices: 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.

- a. Encourage a variety of dwelling types within Old Towne such as: row houses, live/work units, lofts, and apartments (See Figure OT11).
- b. Preserve the integrity of the existing residential neighborhoods surrounding the Downtown Eagle area. The scale and character of these neighborhoods help establish the *home town feel* that is highly desired by the community and home buyers.
- c. Ensure that new residential development adds to the appeal of the Old Towne area as a great place to live and visit.
- d. Update development regulations, as needed, to specify physical outcomes, including building types and disposition, block and street pattern, public open space, architectural character and identity.
- e. Work with utility providers and the Eagle Urban Renewal Agency to focus capital improvement investments on creating an attractive environment for the development of, and investment in, urban housing.
- f. Create an attractive urban environment to attract those seeking urban housing to locate in Eagle.

Figure OT11: Housing Options in Old Town:



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.

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FOUR CORNERS:

FC 1: Four Corners Area is located at the intersection of State Street and Eagle Road (See Map 5). Though located in Old 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 Old 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 FC5 Four Corners Land Use Matrix, Pg. 21).

FC 2: Mix of Land Uses: The mixture of uses at the Four Corners should be similar to the uses in the Old Towne incorporating retail, commercial, and office on the first two floors with residential above.

- All buildings located at the intersection of State Street and Eagle Road should be designed to have corner entries with increased setbacks so buildings open up to the intersection and establish the intersection as a place of significance in the City.
- 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 Old Towne.
- 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.
- 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 FC1).

FC 3: Walkability: Walkability in the Four Corners should be consistent with the policies of the Old Towne with the following:

- 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. Ideas for the design of the intersection have included:
 - A roundabout;
 - Using Aikens Street and Idaho Street as quadrant roads to remove the left turns from the intersection;
 - The continued use of the signalized intersection, with the addition of stamped concrete to establish a large community gathering area that can be shut down during a community event.

Map 5:

Four Corners Planning Area

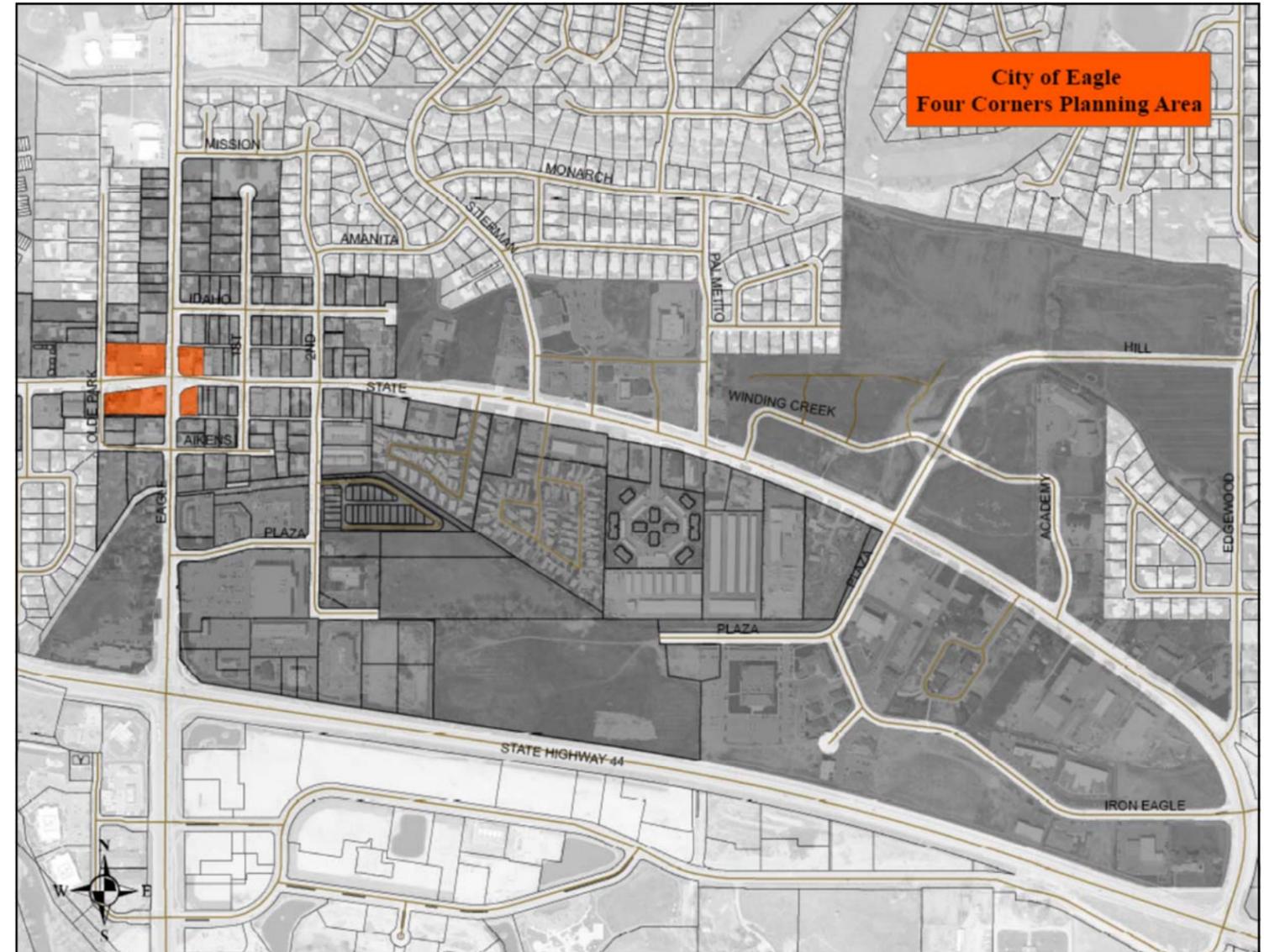


Figure FC1 & FC2:

Left: terraced & corner building massing Right: Community gathering along streets



6.8.13 - Downtown Eagle Plan

FC 4: Active Streets: Active Streets in the Four Corners should be consistent with the policies of the Old Towne and with the following:

- a. Special consideration should be given to the incorporation of public art and place making at the intersection of State Street and Eagle Road. Considerations include but are not limited to:
 - Stamped concrete or decorative brick;
 - Arches;
 - Uniform tree & container plantings;
 - Use of community open space; and
 - Public Art
- b. Corner building entries and increased corner setbacks should be used at the intersection of State and Eagle 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, (See Figure FC3).

FC 5: Civic and Community Center: 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), (See Figure FC2, Pg. 18).

FC 6: Historical Significance: The Four Corners area, unlike the Old Towne, does not have historical structures. The area is under developed and in need of significant investment.

- a. Encourage innovative responses and designs that complement the setting in which it is being placed as opposed to strict architectural adherence to a specific architectural style.
- b. Use the design criteria for the Old 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 Old Towne through the development of landmark buildings.
- c. Development of the Four Corners should not distract or overwhelm other areas of the downtown.

FC 7: Infill Development: Encourage high density and intensity development to locate in Downtown Eagle create 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 off-setting the high cost of land and creating a more convenient place to live and work.

- a. Infill development should be consistent with the policies of the Old Towne and with the policies below.

- b. Promote the Four Corners as the top priority for development in Downtown Eagle.
- c. Encourage the use of terraced (stepped back) vertical mixed use that allows for office, commercial, retail, and residential within a single building while reducing/avoiding a monolithic building wall along the streets and sidewalk plane.
- d. Provide a streamlined process for the design, approval, and construction of projects at the Four Corners, establishing this as a priority for development.
- e. Take advantage of the existing infrastructure (sewer, water, and roads) to increase the intensity at the Four Corners designing a unique pedestrian environment within and adjacent to the existing rights of way (wide sidewalks, café seating, trees, and public art).
- f. Consider establishing an exempt parking district for non-residential uses at the Four Corners.
- g. Promote the use of parking structures, rear/alley loaded parking, and on-street parking to discourage large surface lots within the Four Corners.
- h. Whenever possible 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 or conflicts or disrupt the livability of the area.

Figure FC3— Example Corner Entry Buildings



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FC 5: Diversity of Housing Choices: Promote a broad range of housing types and price levels that can bring people of diverse ages and incomes into daily interaction, strengthening the personal and civic bonds to the community (See Figure FC4).

- a. 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.
- b. 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:
 - c. Dedicated parking for residences;
 - d. Compatible design with non-residential uses;
 - e. Meaningful open space (terraced gardens, balconies, and verandas);
- f. 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.
- g. Revise development regulations to specify physical outcomes, including building types and disposition, block and street pattern, public open space, architectural character, and identity.
- h. 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.
- i. Create an attractive urban environment necessary to compel those seeking urban housing to locate in Eagle.

Figure FC4: Housing Options in Four Corners



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.



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.

Figure FC5: Four Corners Land Use Matrix

Four Corners Land Use Mixture



The highlighted uses above represent the combined uses that are appropriate in the Old Towne Area. Specific applicability will be dependent on the mixture of uses identified in the subarea text of this plan. The partial inclusion of a land use indicates a limited potential or opportunity for that land use in the subarea.

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PLAZA:

PZ 1: Plaza Area, while immediately east and south of Old Towne, will have characteristics that are distinct from but compatible with that of Old Towne (See Map 5). 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 Old Towne, form the Downtown core of the city.

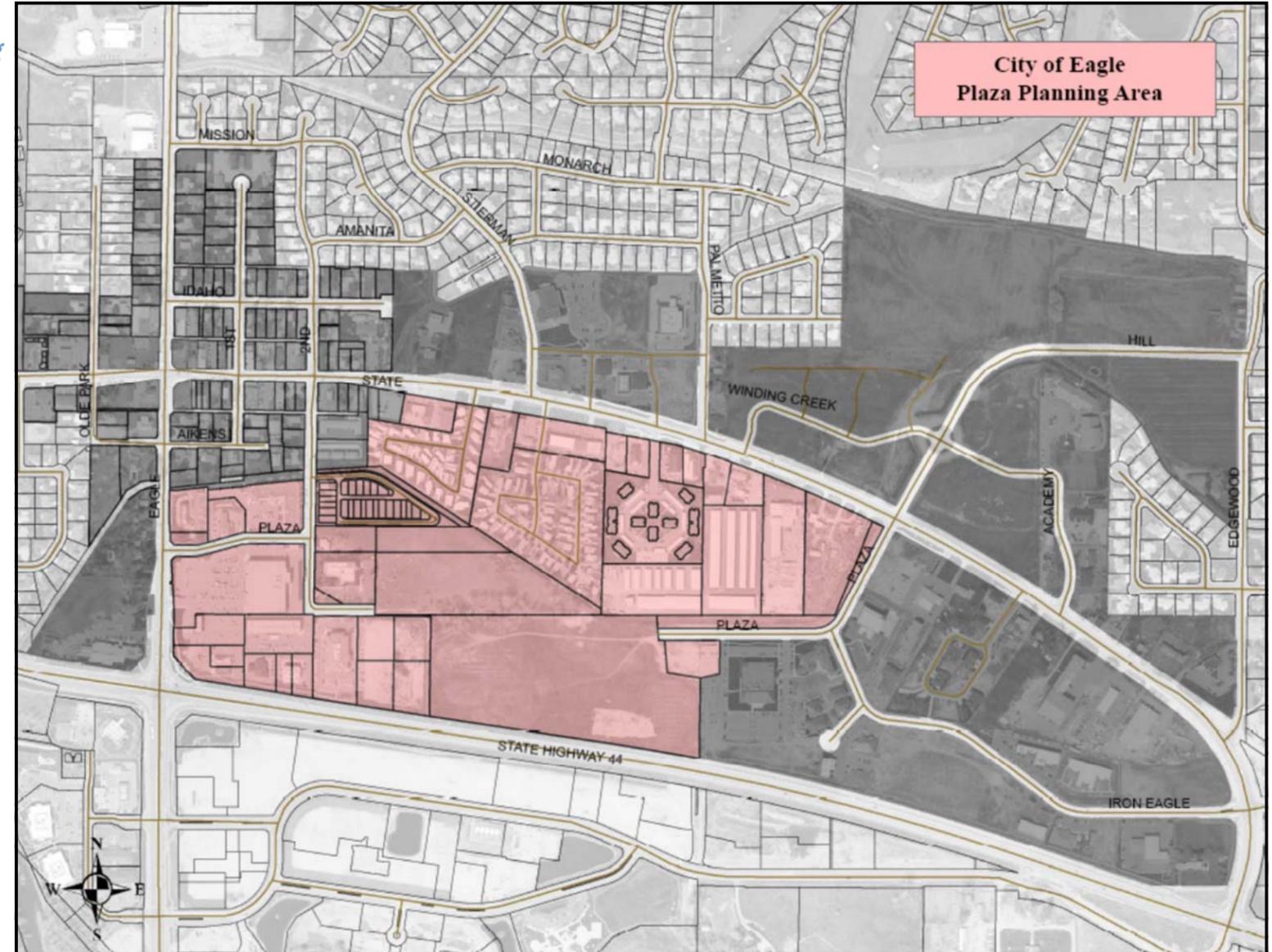
The southern portion of Plaza Area, unlike other portions of Downtown Eagle, is largely under-developed with large unplatted single-ownerships with high visibility to State Highway 44 but with no existing access to State Highway 44. Land uses in the northern portion of the planning area is a mixture 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:

- a. **Greenfield Development**—The development of undeveloped property with limited constraints on the physical land to impede design and construction; and
- b. **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 PZ1 & PZ2). 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.

**Map 5:
Plaza Planning
Area**



**Figure PZ1 &
PZ2:
TRD Center
Concept**



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PZ 2: TRD neighborhoods include the following design features:

- a. Street facilities for walking and biking;
- b. High-density development within a 10-minute walk radius of the transit ready development center;
- c. Street connectivity and traffic calming features to control vehicle traffic speeds;
- d. Mixed-use development that includes schools, retail uses, shopping, and various housing types; and
- e. Parking management to reduce the land devoted to parking.

PZ 3: 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 be repositioned as an urban living choice to promote:

- a. A variety of compact housing options for a range of income levels;
- b. A range of entertainment and retail/restaurant offerings in an amenity-rich pedestrian environment;
- c. The establishment of a new civic/employment district within walking distance of downtown housing and Old Towne Eagle;
- d. The expansion of culture, arts, and educational opportunities; and
- e. 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.

PZ 4: Mix of Land Uses 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
 - Limited/Light Manufacturing/Production
- a. Plaza Area land use 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 PZ8, Plaza Land Use Matrix, pg 28).

b. 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

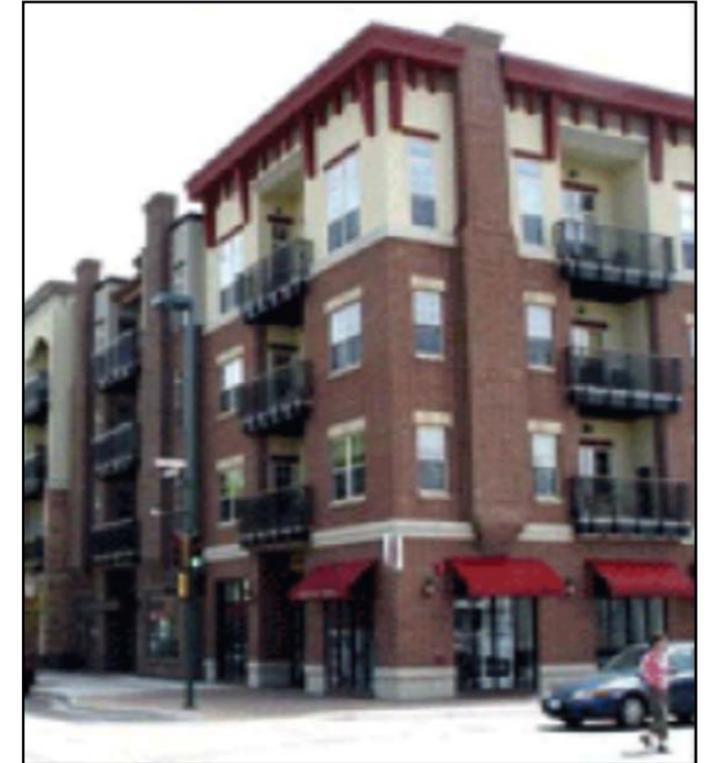


Figure PZ3:

A diversity of uses – such as retail, housing, offices, civic and entertainment within the TOD – creates a destination magnet for transit users and TOD neighbors. A transit stop should be the focus of the most wide-ranging mix of land uses; an arrangement that allows transit patrons to do errands near the stop.



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PZ 4: Mix of Land Uses Continued

- c. 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 Old 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 Old Towne.
- d. Areas east of 2nd Street and west 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.
- e. 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)
- f. Land uses at the northeast intersection of State Highway 44 and Eagle Road should continue to be developed as a community commercial center.

PZ 5: Walkability Walkability in the Plaza Area should focus on both internal and regional connectivity.

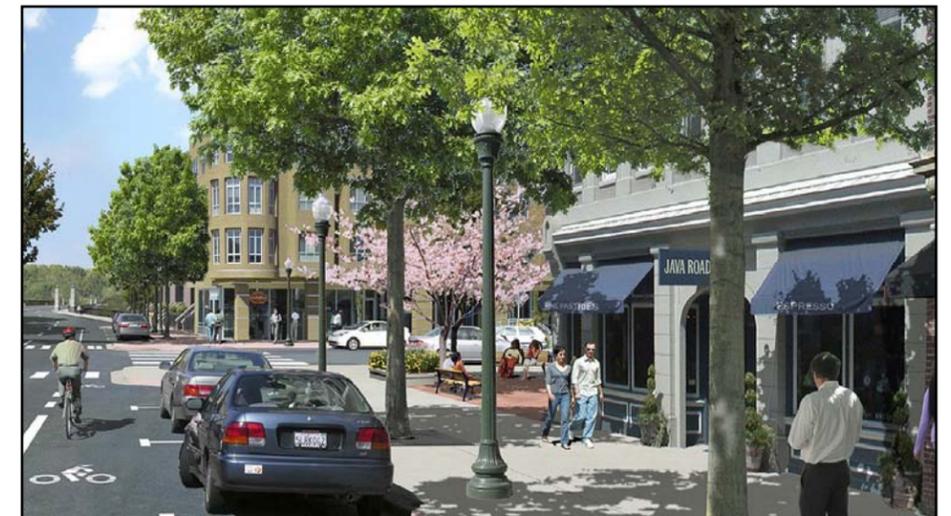
- a. **Internal Connectivity:** all uses within the Plaza Area should be designed with pedestrian movement as a priority. Establish a system of sidewalks, trails, pathways, and green spaces that allow residents and visitors to move easily through the area while limiting pedestrian/auto conflicts.
 - All streets (alleys and cross access excluded) should include sidewalks and pedestrian crossing bulb-outs.
 - Attached sidewalks should be encouraged in areas where retail and commercial is located on the first floor.
 - 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.

- b. The regional network should focus on north/south connections between the future transit center on State Highway 44 and State Street as well as east/west connections between the TRD area and Old Towne.
- c. Work with the canal/drainage companies/districts and landowners to establish policies for the design of a canal greenway system connecting the Plaza Area to Old Towne.
 - Consider options for widening and expanding current drainage easements or providing open space dedications along canals and drains to include pedestrian and trail uses.
 - Look at options to make canal greenways active areas by promoting patios, plazas, and yards to focus community activities on the drains similar to those found in the San Antonio River Walk.
 - 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.
- d. 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.
- e. Emphasize the importance of new north/south connections (pedestrian and vehicular) into the Plaza Area from State Street and State Highway 44.

PZ 6: Active Streets 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.

- a. Local residents and citizens will have a unique social experience that cannot be found in other parts of the City and region.
- b. 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 PZ4)
- c. 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.
- d. Streets in the Plaza Area should include the following elements:
 - **Tenant Zone:** A businesses *front yard*, an area for merchandise displays, café seating, and tenant identification.

- **Walkable Zones:** 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.



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PZ 7: Civic and Community Center Civic and Community uses should be an integrated part of the Plaza Area using structured open space as livable public spaces that connecting State Street and Old Town to the TRD development and across the SH 44 bypass.

- Work with land owners, developers, the URA, and ACHD to design construct and maintain a wide boulevard plaza/village commons that will serve as a community gathering area.
- 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).
- Work with canal and drain companies to design development to compliment the existing system and look for options to enhance and maintain these systems without piping/tiling drains and canals.

PZ 8: Historical Significance Like the Four Corners, there is nothing of historic significance in this area. The Plaza Area is a combination of old highway oriented commercial buildings, manufactured homes, and undeveloped properties. The area is under-developed and in need of significant investment and redevelopment. As part of the Downtown this area should receive its architectural direction and cues from the Old Towne and Four Corners Areas. However, this area should be allowed to establish a unique style that is compatible with Old Towne and the Four Corners but is identifiable solely as the Plaza Area.

- 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.
- Establish unique design criteria for the Old Towne and the Plaza Areas that complement each other without distracting or overpowering each other.
- 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.

PZ 9: Infill Development Encourage high density and intensity development to locate in Downtown Eagle to create 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 off-setting the high cost of land and creating a more convenient place to live and work.



**Figure PZ5:
Median Open
Space**

Example of Medians
serving as open space in
an urban environment.

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PZ 9: Infill Development Continued

- a. 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 (peoples 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.
- b. 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.
- 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 the Plaza Area (increase employment and housing) while designing a unique pedestrian environment within and adjacent to the existing rights of way (wide sidewalks, trees, public art and café seating).
- e. Avoid conventional development single use zoning that compartmentalizes housing, shopping, and business users 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 the Plaza Area.

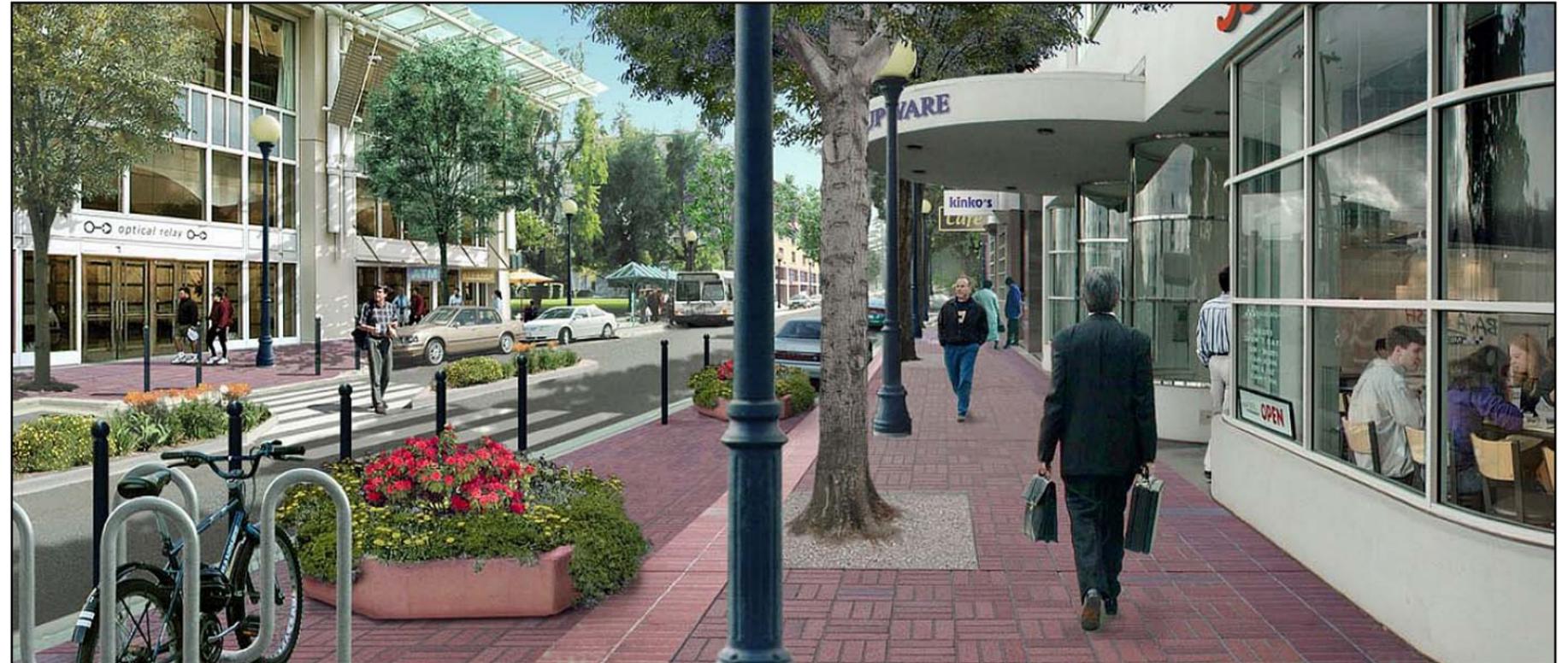


Figure PZ6: Plaza Streetscape

Example of a Streetscape in a Mixed Use Business Area that incorporates office, retail, and commercial

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PZ 10: Diversity of Housing Choices Promote a range of housing types and price levels that can bring people of diverse ages and incomes into daily interaction, strengthening the personal and civic bonds and attachments to the community.

- a. The Plaza Area should include the broadest range of housing options in Downtown Eagle.
- b. Housing options should include bungalow courts, row houses, live work units, multifamily, and lofts/condominiums in vertical mixed use structures.
- c. Housing in the Plaza Area should be compatible in form and function to the non-residential uses proposed for the area.
- d. 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.
- e. 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.
- f. All housing options within the Plaza Area should be designed with prominent pedestrian connection to the TRD center and access to future transit.
- g. 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.
- h. Revise development regulations to specify physical outcomes, including building types and disposition, block and street pattern, public open space, architectural character, and identity.
- i. 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.
- j. Create an attractive urban environment necessary to compel those seeking urban housing to locate in Eagle.

Figure Pz7—Housing Options in Plaza:



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.



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.



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.



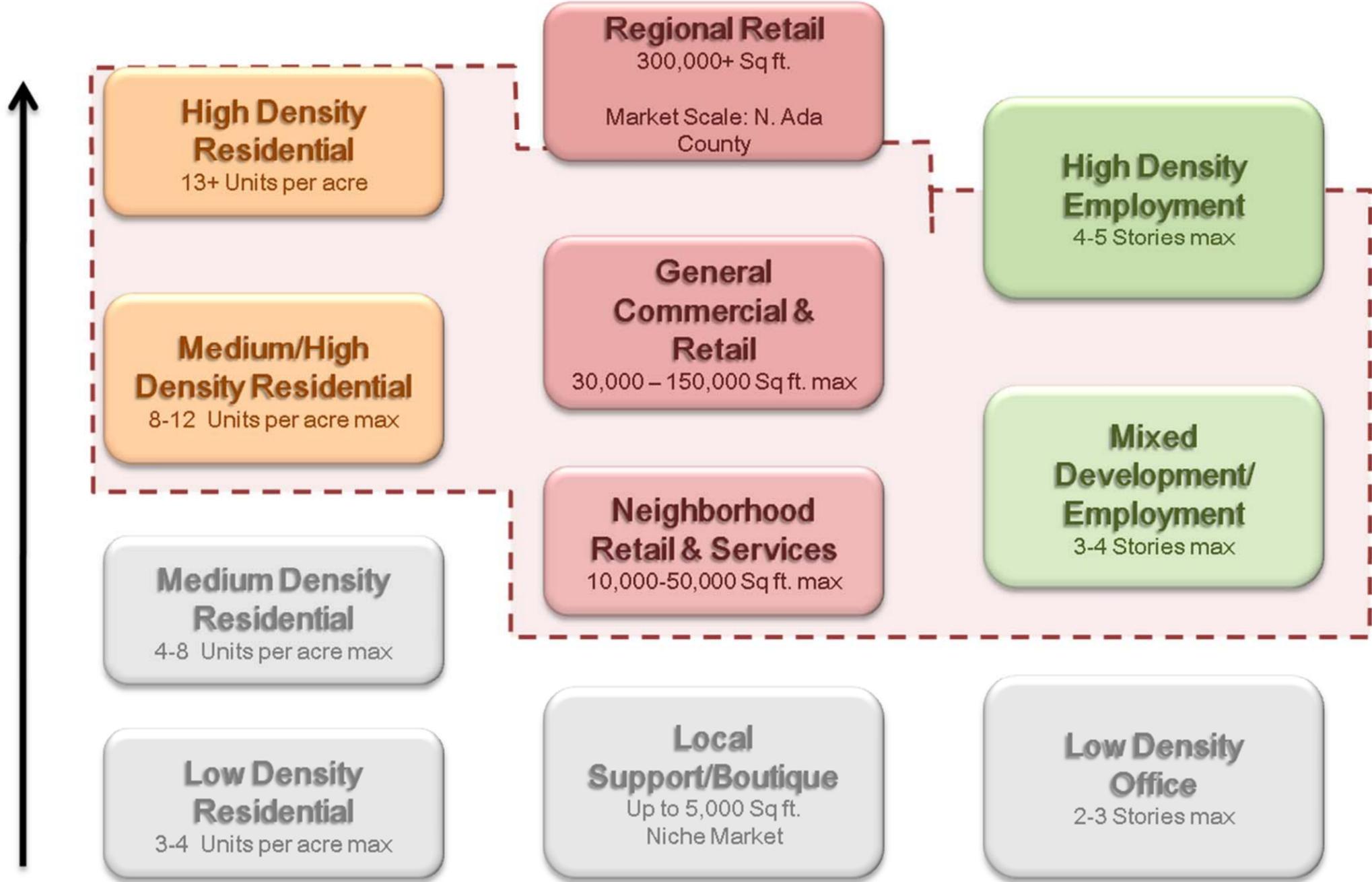
Live/Work:

3 story building, resident owned commercial on the first floor with living above. Will customarily have service entries in the back.



Figure PZ8: Plaza Land Use Matrix

Plaza Land Use Mixture



The highlighted uses above represent the combined uses that are appropriate in the Plaza Area. Specific applicability will be dependent on the mixture of uses identified in the subarea text of this plan. The partial inclusion of a land use indicates a limited potential or opportunity for that land use in the subarea.

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(Formally Plaza Drive Extension) - Extend Palmetto south into the Plaza Planning Area and across State Highway 44 to provide increased connectivity to Eagle River, Merrill Park, and the head of Eagle Island. Work cooperatively with ITD to connect Palmetto Street to State Highway 44.

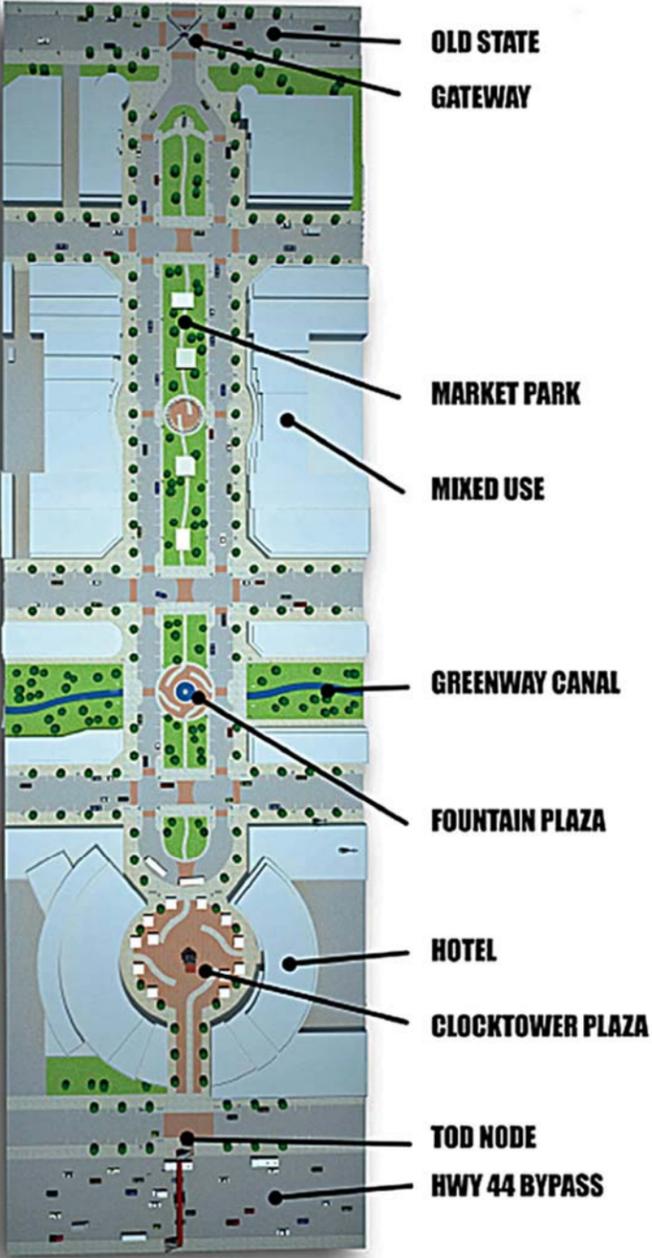


Figure T1: Parkway Median State Street to SH44

G. TRANSPORTATION & ACCESS

Access to Downtown Eagle takes many forms; an effective transportation system is key to the success of Downtown's numerous activities and functions. For Downtown Eagle to thrive and become a more livable place the transportation system must serve three principle roles:

1. Make living, working, and visiting Downtown Eagle as carefree as possible.
2. Support Downtown Eagle as a vibrant city center, the heart of Eagle.
3. Establish Downtown Eagle as a regional destination for housing, employment, education, community life, culture, and the arts.

Transportation planning within Downtown Eagle should focus on three key themes:

1. Emphasize and enhance Downtown Eagle as a destination area.
2. Give priority to pedestrians, bicyclists, and future transit, while reducing (without eliminating) automobile use, especially for multiple destinations/trips within the downtown.
3. Improve connectivity between Downtown Eagle and the rest of the city and surrounding area.

GOAL: 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.

T 1: Incorporate pedestrian, bicycle, vehicle, and public transit into the transportation plan for Downtown Eagle.

T 2: Encourage the development and expansion of interconnected streets that help disperse traffic rather than concentrating it on a few major roadways.

T 3: Seek to connect emergency services (police, fire, emergency medical care) across the State Highway 44 bypass mid-mile between Edgewood Lane and Eagle Road ensuring that all areas of the community have appropriate access to these facilities.

T 4: Identify and implement options and implement measures that increase access to downtown by pedestrians, bicyclists, and transit services.

T 5: Plan for a "complete street" and multi-modal system that incorporates pedestrian, bicycle and transit into the Downtown Eagle Street Network. Work to reduce auto/pedestrian conflicts and dependency on automobiles, while recognizing that automobiles will be an important transportation mode for the foreseeable future.

T 6: Encourage motorists to access Downtown using the most efficient point of entry possible.

T 7: Encourage through-traffic to use the State Highway System (SH55 & SH16) and arterials (Linder Road) to move north south through the community versus the local street network. Similarly encourage east/west through-traffic to use the state highway and arterial network (SH 44, US 20/26 and Beacon Light Road).

T 8: Modify streets to slow automobile traffic to speeds compatible with the function and character of each street and emphasize the needs and comfort of pedestrians and bicyclists.

T 9: Plan for speeds that accommodate the safe and efficient movement of pedestrians.

T 10: The City and ACHD should monitor traffic volumes in residential areas near the Downtown to ensure that the roads don't exceed acceptable residential street traffic volumes as adopted by ACHD.

T 11: Identify and implement street modifications to improve pedestrian safety and comfort such as: sidewalk bulb-outs, traffic circles, textured concrete, and on-street bike lanes, consistent with the ACHD's Livable Streets Guidelines.

T 1:2 Detail and expand the street network to include pedestrian and bicycle facilities.

T 13: Create a network of designated bicycle lanes and routes in Downtown consistent with the ACHD Ped/Bike Plan.

T 14: Expand bicycle facilities and amenities to encourage the use of bicycles for transportation and recreation. Increase the supply of bicycle racks and lockers and explore the use of bicycle corrals in Downtown to expand end-of-trip facilities for bicyclists.

T 15: Create a pedestrian friendly downtown network that includes wider sidewalks, canal pathways, and trails.

T 16: Identify and adopt the appropriate street improvements and classification for new roads within the area (*Identified on Map 6 Downtown Street Improvements, pg. 31*) including:

(A) Plaza Drive Extension - Extend Plaza Drive south of State Street to create a parallel east/west connection through downtown thus reducing the impact on State Street.

(B) Parkway Median - Within the Plaza Planning Area, south of State Street, promote the creation of a parkway that provides usable open space within a median and serves as the center of the TOD connecting the transit elements along State Highway 44 with the commercial/residential areas to the north (*See Figure T1*).

(C) Palmetto Extension across State Highway 44

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(D) Idaho Street Extension - Extend Idaho Street east and west providing a parallel route north of State Street.

(E) 1st Street Pedestrian Mall - Establish 1st street as a meandering pedestrian mall (similar to the Basque block) that can be shut down for community events and gatherings. Encourage the use of planters and a rolled curb to allow the area to flow from store front to store front (See Figure T2).

Figure T2: 1st Street Pedestrian Mall



(F) Promote the creation/preservation of an urban grid
Within the Plaza Planning Area, work to create an urban grid that includes local road and collectors as well as service drives, alleys, and cross access easements to promote a pedestrian oriented environment at the front of the buildings and service areas (loading, garbage, employee parking and deliveries) at the rear. Within the Old Towne area re-enforce and protect the urban grid with some minor expansions as feasible without sacrificing livability (See Figure T3).

(G) Aikens Street Extension - Connect Aikens Street east to Second Street.

T 17: Design all streets for the appropriate context and setting. Ensure that all streets are designed to serve both the pedestrian and vehicular uses. Work with ACHD to implement the Transportation Land Use Integration Plan and the Livable Streets Design Guidelines.

T 18: Work with the Urban Renewal Agency and other stake holders to design and implement pedestrian and bicyclist improvements as part of the development approval process.

T 19: Promote the use of public/private partnerships to create unique places and provide amenities that are beyond the scope of a single-land owner or project within the downtown area.



Figure T3: Plaza Area Urban Grid System

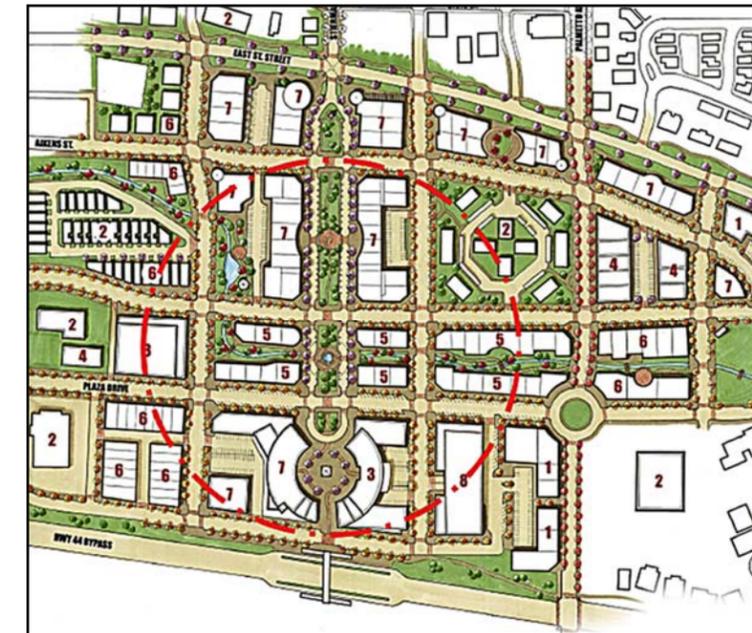
T 20: Encourage City officials, merchants, property owners, the Chamber of Commerce, developers, and the URA to emphasize downtown as a shared destination with appropriate amenities for pedestrians and bicyclists (benches, bike racks, and water fountains).

T 21: Encourage the public to access downtown using alternative modes of transportation (biking, walking, and transit).

T 22: Work with land owners and transit authorities (RTA) to encourage the design and development of a transit ready development (TRD) within the Plaza Planning area including:

- Adopt and support the implementation of the State Street TOD Master Plan.
- The construction of park and ride facilities (surface lots that can transition into parking structures).

**Figure T4:
Employment Location within the TRD**



- Locate a bus pullout along State Highway 44 to facilitate regional bus connectivity (See transit pull out on diagram above).
- Encourage employment uses to be located within a ¼ mile of the transit stop to allow employees to live and work within the area without the need for single occupancy vehicles while retaining regional mobility (See Figure T4).

**Figure T5:
Conceptual Pedestrian Crossing at SH44**



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T 23: Establish a pedestrian and vehicular facility across the State Highway 44 bypass connecting Eagle River Development and the Plaza Planning Area (See Figure T6).

Figure T6: TRD Central Plaza & Services Area



T 24: Work with developers to incorporate public gathering areas and services that will serve the transit users (See Figure T5).

T 25: Work with regional transit authorities, the Eagle Chamber, Eagle Senior Center, and Meridian Joint School District No. 2 to explore the option of a Downtown circulator bus system.

T 26: Encourage the development of live/work unit environments within the Plaza Planning Area.

T 27: Promote a vibrant mixture of land uses and housing options within the Plaza Planning Area that will encourage multiple generations, income levels, and ethnicities to live and work within the area.

T 28: Establish and promote a non-motorized transportation system through the Downtown.

T 29: Cooperatively plan for the use of the right-of-way along drains and canals through the Downtown for non-motorized pathways and gathering areas (See Figure T7 and figures OS1 & OS2, pg. 34).

T 30: Provide developers meaningful incentives for the creation of trails and pathways connecting residential and non-residential areas (e.g. increased densities, FAR, and setbacks variations).

T 31: Balance reasonable access and alternative access to reduce vehicular/pedestrian conflicts.

T 32: Preserve existing alleys and look at options for the expansion of alleys and service drives within the Downtown.

T 33: Discourage direct lot vehicular access on arterials and major collectors. Instead, consider on-street parking options that do not require the vehicle to cross the pedestrian zone.

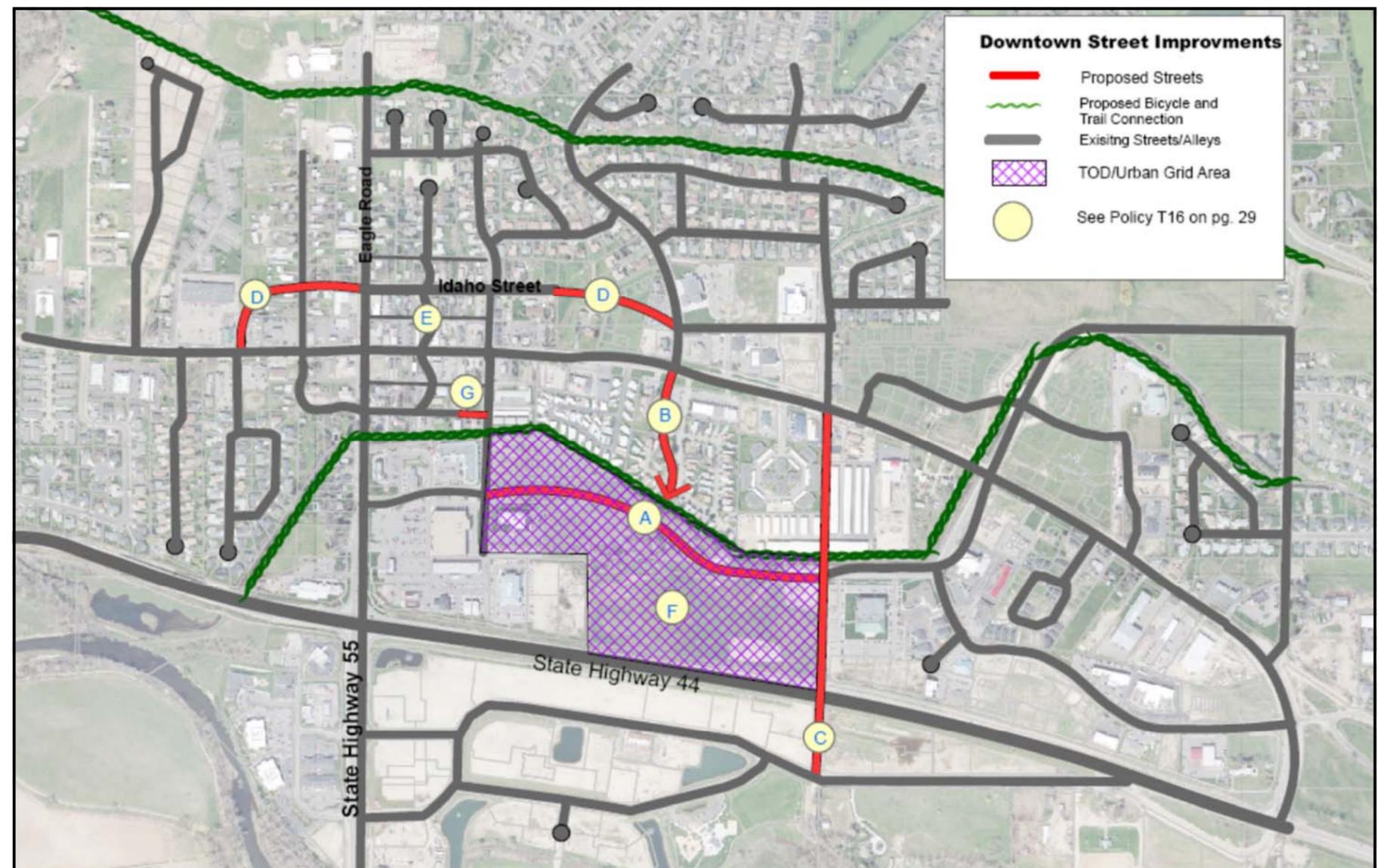
T 34: Encourage the construction of centralized parking garages within the downtown.

T 35: Encourage surface parking lots to be located at the rear and sides of buildings so that they do not dominate the streetscape or create a disconnected or unfriendly pedestrian system.



Figure T7: Canal Pathways within the Plaza Area

Map 6: Downtown Street Improvements



H. DESIGN & CHARACTER

The City of Eagle is well known in the region and state for their attention to design and the importance of place-making in the community. The community's design and character is most commonly identified and realized in the physical form that development takes when constructing. This section will focus on policies pertaining to the design of the Downtown Area and its subareas.

GOAL: 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.

CULTURAL DEVELOPMENT:

Maintain Downtown Eagle as the cultural center of the City and expand Eagle's regional presence.

CD1: Develop, support, and expand a wide variety of cultural, educational, and community uses in Downtown Eagle.

- a. Promote the expansion of programs such as Eagle Performing Arts Center, the Landing Community Center, and Eagle Elementary.
- b. Retain Downtown as a location of choice for community-wide cultural celebrations and events.
 - Work with the Chamber of Commerce to continue to promote and locate Eagle Fun Days and Eagle Country Christmas in Downtown.
 - Work with the Eagle Arts Commission to support and expand the Eagle Farmers Market.
- c. Encourage efforts by cultural organizations, foundations, private businesses, and public agencies to sustain an on-going calendar of cultural events, artist-in-residence programs, lecture series, and continuing education classes in Downtown.
 - Use Eagle Community Foundation grants to encourage the programming of year-round events in Downtown Eagle.
- d. Design public spaces so they are suitable for cultural events and make them available for cultural activities.
- e. Incorporate arts, culture, education and/or history into Downtown events such as Eagle Fun Days, Country Christmas and the Eagle

Farmers Market.

- Promote an active involvement by the Eagle Arts Commission, Eagle Historical Museum, and Eagle Elementary in City and Community Events.
- f. Explore ways to provide housing and studio spaces for people engaged in creative pursuits in Downtown.
 - Research the development of a *Live, Work, & Create District* in Downtown Eagle.

ARCHITECTURE:

In 2004, the City adopted the Eagle Architecture and Site Design (EASD) Book which established nine (9) acceptable architectural styles for multi-family and non-residential development in the City of Eagle.

During the community visioning and downtown charette process significant concern was voiced about the number of architectural styles within the City and the need to establish a more narrowly defined architectural style for specific sections of Downtown Eagle.

Promote attractive, interesting, complimentary, and compatible architecture and make quality design a priority for the construction and maintenance of all property in Downtown Eagle.

ARCH 1: Establish design criterion that promote the incorporation of historical architectural elements into new buildings to complement the historic charter of the area (See *Figure Arch1*). These elements include :

- Separated by horizontal articulation and element changes
- System of proportions opens up possibilities to new designs, but maintains cohesiveness
- Separated horizontal articulation and material changes
- Tripartite façade (See *Figure Arch2*)
- 20' high commercial lower band

ARCH 2: Look at tripartite design to emphasize the use of body elements on structures to provide consistency among the Downtown planning areas.

ARCH 3: Encourage full public frontage coverage (meaning the buildings generally occupy the full area of the street frontage with no setbacks from the property line). This results in:

- a. Continuous rows of storefronts located immediately adjacent to the edge

6.8.13 - Downtown Eagle Plan

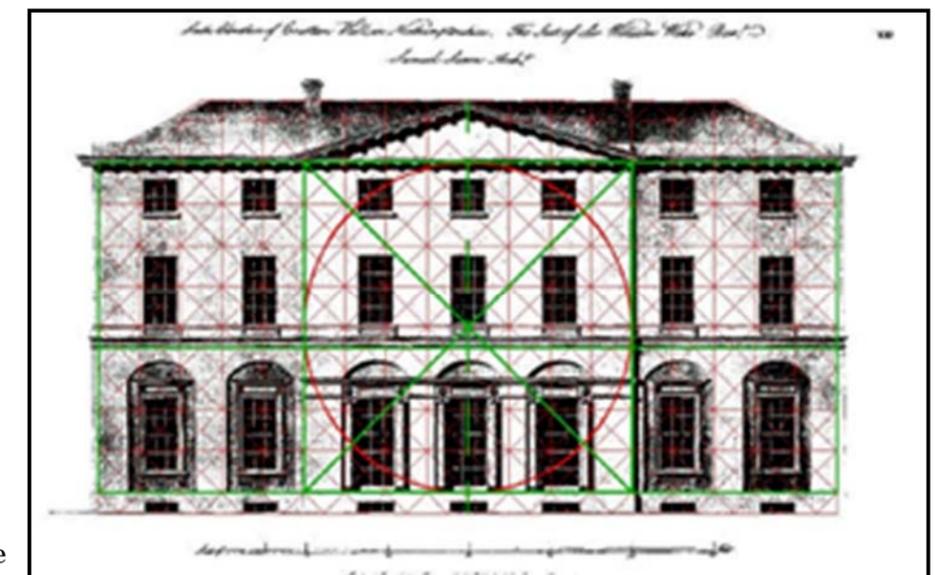
of the sidewalk.

- b. Blank inside walls between parcels characterized by no fenestration, openings, or decorative features.
- c. Corner buildings should be generally designed so one of the two facing facades is secondary with contrast to the front façade.
- d. Store front dimensions should vary between 20' to 90' wide and average about 30' to 40'. Wide.
- e. Buildings should have a rectangular plan with relatively flat facades and sidewalls. Some may have angled or recessed facades.
- f. Upper levels should be clearly distinguishable from lower, street level floors in differing use of materials. Opaque and solid materials should dominate upper floors while lower floors should be composed of predominately transparent glazing.

ARCH 4: Update the Eagle Architecture and Site Design Book as it applies to Downtown to promote and encourage the use of Italianate, Romanesque Rival, Colonial Rival, and Mediterranean Architectural elements within Downtown Eagle (See *Figure Arch 3*).

ARCH 5: Update the Eagle Tree Preservation Standards to allow for the removal of trees that will limit and or become an obstacle to achieving full lot/frontage coverage in Downtown Eagle.

Figure Arch1:
Example of historical architecture scale



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Figure Arch2: Tripartite Façade



Figure Arch3: Compatible Architectural Styles:

The two main architectural styles that provide guidance to the development of Old Town design standards are Romanesque Revival and Italianate



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OPEN SPACE:

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.

Os 1: Work with land owners, canal and drain companies, and districts to pursue opportunities to establish a “Riverwalk” type of community open space, creating walkway and gathering area along the Spoils-Bank Canal/Eagle Drain connecting Old Towne to the Plaza Area. (See Figure OS1 & OS2)

Os 2: Use pathways and open spaces as pedestrian connections between subareas in the downtown.

Os 3: Work with ACHD, landowners, developers, and the URA to design, construct, and maintain a pedestrian greenway/park area as the median of a boulevard connecting the TRD to State Street.

Os 4: 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.

Os 5: 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 OS3).

Os 6: Development surrounding the park should be designed to capitalize and incorporate the scenic qualities of the park.

Os 7: Pursue developer investment in public open space in the Old Towne in order to expand open spaces.

Os 8: Consider earmarking park impact fees from development in Downtown Eagle for use in Downtown Eagle.

Os 9: 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 OS4)

Os 10: The City and ACHD 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.

Os 11: Landscaping along 1st Street should be designed to avoid creating a barrier between the street and the store fronts.

Figure OS1: City of Eagle existing Canal Open Space

Located along the Eagle Drain/Spoils Bank Canal the City has worked with developers to install a trail and bridge crossing.

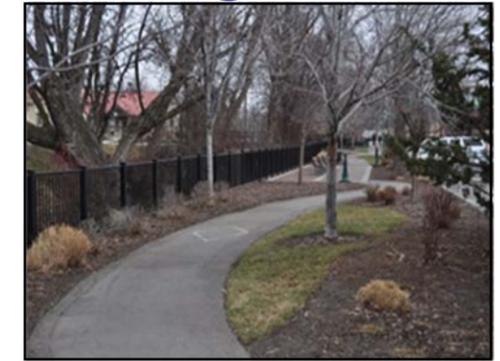


Figure OS2: Canal/river open space areas

Top to Bottom: Estes Park-Estes Park Colorado, Vail, Colorado & Indian Creek, Caldwell, Idaho



Figure OS3: Conceptual Market Building

Saturday/Farmer's Market building for Heritage Park Expansion

Figure OS4: Boise's Basque Block

Similar design to the conceptual plan for 1st Street



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STREETSCAPES:

Establish a system of streets, pathways and open space networks that strengthen connections into and through Downtown Eagle.

SS 1: Use Streetscapes to give downtown Eagle a unique and distinctive identity and sense of place, making a serene environment where citizens will feel safe and want to walk.

SS 2: As much as possible promote and maintain a traditional street grid and block pattern (260 feet X 300 feet).

SS 3: Where the traditional grid has not been developed or vacant land exists downtown, work with land owners and developers to establish a street grid similar to the system in Old Towne.

SS 4: Avoid the allowance of mega structures (buildings consuming more than a single block) that would create barriers to pedestrian circulation and movement.

SS 5: Pursue funding options for the expansion of the sidewalk system in Downtown Eagle, filling gaps that have been created by deteriorating infrastructure or where development has not yet occurred.

SS 6: Streets in Downtown Eagle should include the following elements (See Figure SS1):

Tenant Zone: A businesses front yard an area for merchandise displays, café seating, and tenant identification.

Walkable Zone: An uncluttered area for the express purpose of pedestrian movements through the area.

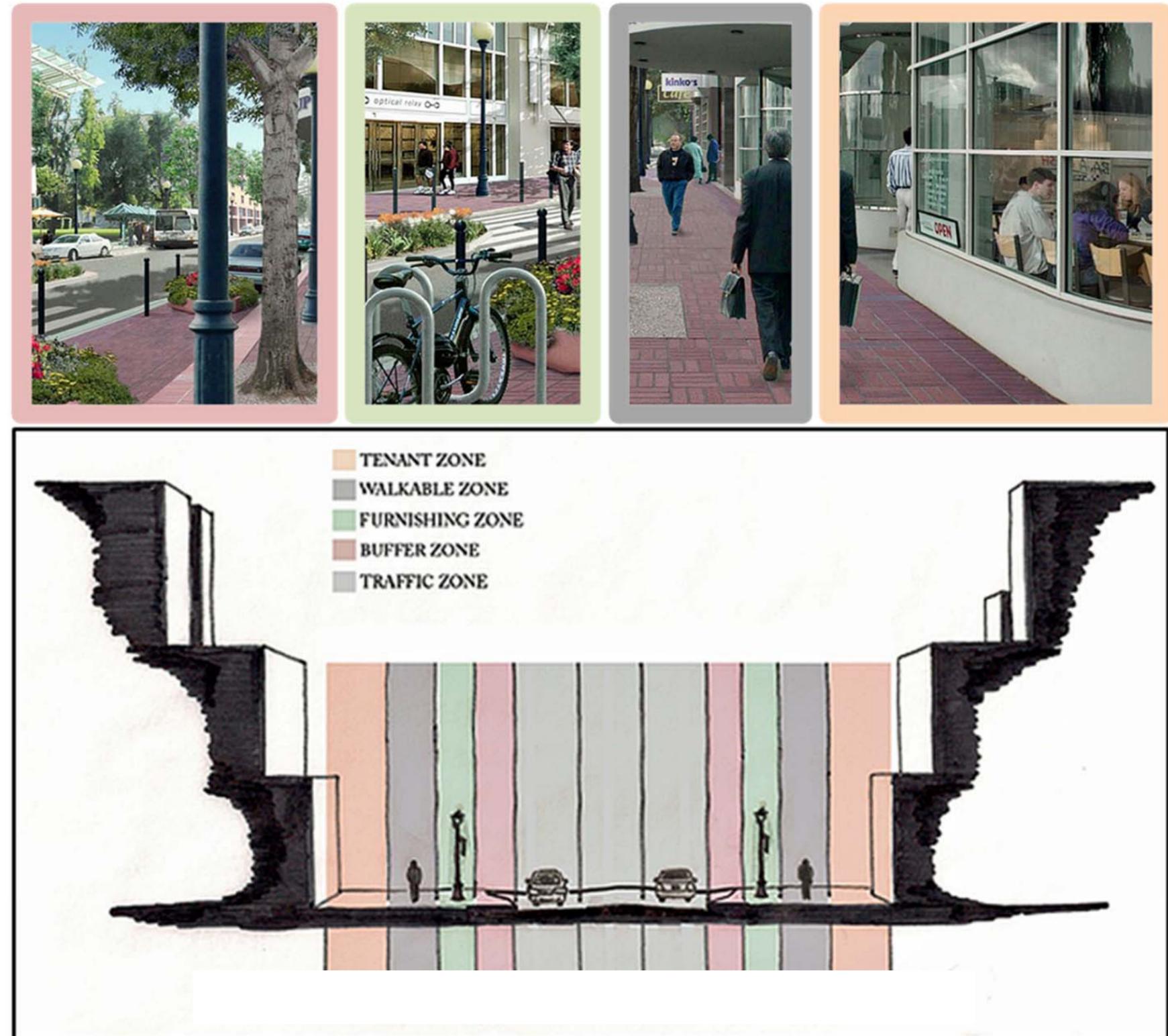
Furnishing Zone: An area for pedestrian amenities including streetlights, benches, bike racks, and public art.

Buffer Zone: An area that provides separation between pedestrian uses and vehicles. May include landscaping, street trees, or stamped/decorative concrete.

SS 7: Work with ACHD to adopt and implement the Transportation Land Use Integration Plan and the Livable Streets Design Guidelines within Downtown Eagle.

SS 8: Identify areas where attached sidewalks, detached sidewalks, and meandering pathways best serve with both the pedestrian and the business communities.

Figure SS1: Required Elements of a Downtown Streetscapes



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PARKING:

Over the years some questions have been raised about the availability of parking within Downtown Eagle as development and redevelopment occurs. In 2007, the City of Eagle conducted a parking survey to establish a baseline inventory for the Downtown Area. In that study it was identified that there was a moderate excess of parking spaces. As Downtown Eagle redevelops, it will be important to ensure that parking keeps pace with development without creating vast amounts of surface parking or a downtown where parking is unavailable.

GOAL: Implement a Downtown parking system that coordinates all parking resources.

PK1: Recognize that parking is important to the success of businesses in the Downtown.

PK2: Ensure appropriate parking facilities are provided in the downtown to reduce the demand on, or negative impacts to, neighboring residential areas.

PK3: Coordinate existing and potential parking resources in Downtown Eagle including on-street parking, public surface lots, private lots, and parking garages (See Map 7).

PK4: Recognize that the construction of parking garages allows for the redevelopment of land currently consumed by surface parking lots and frees up land to be developed for more valuable and productive uses.

PK5: Recognize that on street parking is important to the success of ground floor commercial and provides additional visibility to the businesses in these locations.

PK6: Continue to work with private land owners in the development of private/shared parking agreements.

PK7: Promote the “wrapping” of parking garages with commercial and retail uses to preserve the pedestrian environment.

PK8: Support the development of structured parking in the Old Towne and Plaza Planning Areas.

PK9: Identify ways and partners to supply parking facilities through public-private partnerships.

PK10: Reevaluate parking demand calculations within Downtown to ensure a balance between viable commercial square footage and available parking. Mechanisms may include maximum parking ratios and shared/joint parking agreements.

PK11: Recognizing Downtown uses typically have higher trip capture and linkages that create less parking demand than conventional single use development, the City should develop unique parking ratios for Downtown not currently found in the existing City zoning ordinance.

PK12: Consider parking reduction and exemption overlay districts as the Downtown public parking systems are expanded.

PK13: Establish a downtown parking plan that includes modification to the existing parking requirements and creates exempt parking areas, fee in-lieu, and structure parking standards.

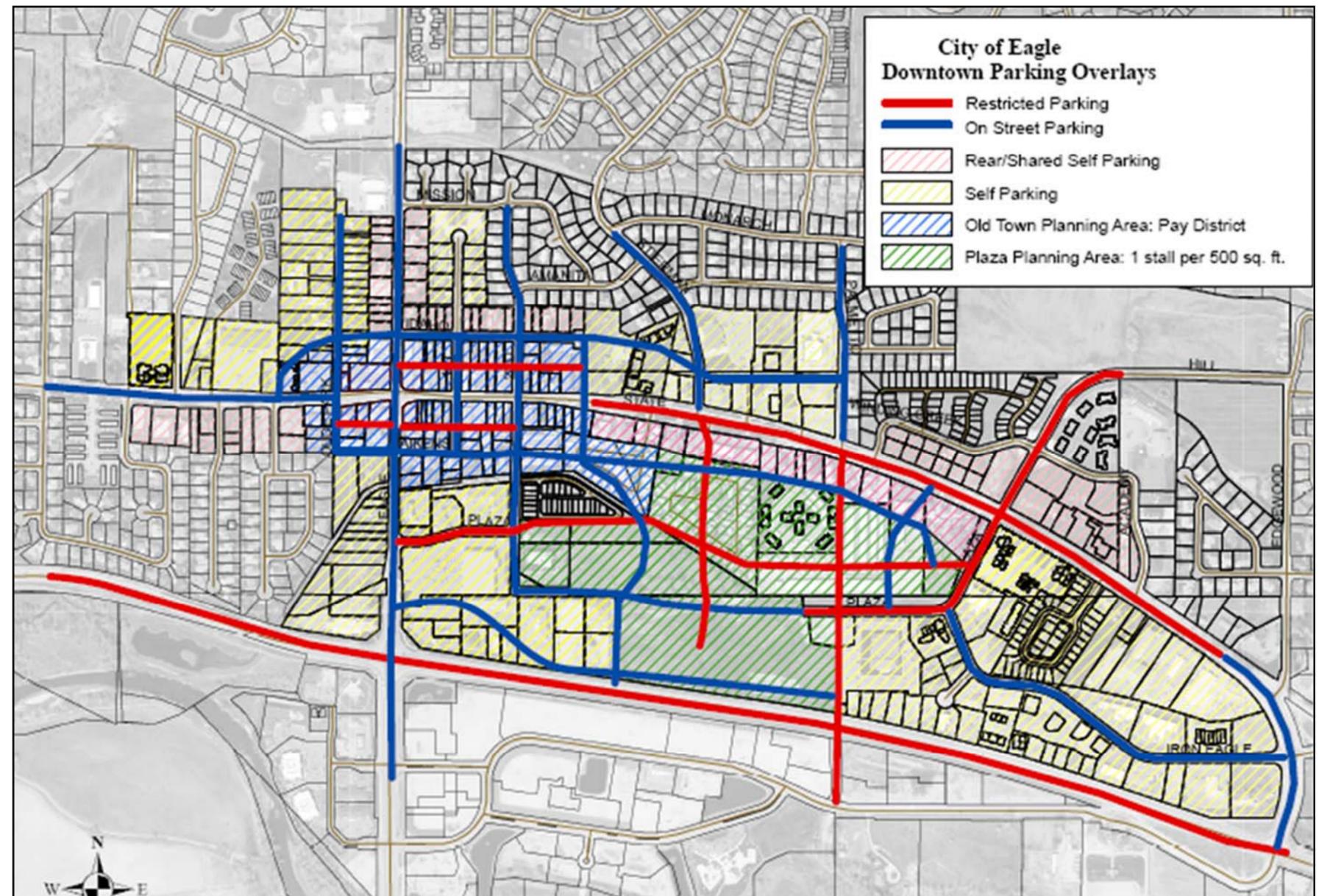
PK14: Consider joint use policies for the development of Downtown parking.

PK15: Ensure that Downtown residential uses have dedicated parking.

PK16: Consider allowing on-street parking to count toward the total parking demand of a project.

PK17: Establish a long term review process to ensure that parking demand and supply are balanced.

Map 7: Conceptual Parking Plan



I. ECONOMIC DEVELOPMENT

#

Both problems and opportunities appear from social and demographic change from within and outside a community. By understanding both the concerns and prospects, sound and informed decision making can be made to improve the social and economic well-being of citizens.

Sustainable economic development is a long-term approach, requiring significant planning, explicit community vision, and coordination among multiple agencies and private organizations. Being responsive to market changes will attract and support new economic development opportunities.

GOAL: Increase the capacity of citizens, community groups, and city leaders to understand and respond to external and internal influences that affect the economic vitality of the City.

ED 1: One of the major obstacles facing a community is often the organization required to accomplish a community “vision”. The City should be the leader in implementing a strategic planning process by teaming with organized citizen groups, elected officials, other planning agencies, and stakeholders to offer assistance and guidance to each other. The advantages of such a coalition would:

- a. Enable and engage community members to learn about and understand community issues, along with the economic, social, environmental, and political impacts that may result from a particular decision and/or course of action.
- b. Incorporate the diverse interests and cultures of the community in the development process to educate others about these interests as well as diminish efforts that may adversely affect the disadvantaged members of a community.
- c. Enhance the knowledge and understanding of leadership in order to make more informed decisions about matters prevalent within the community.
- d. Allow community members to be open to a range of action strategies that, in the long term, will work toward the sustainability and well being of the community.
- e. Organize development strategies to promote key local economic strengths and remedy identified weaknesses.

ED 2: In order to achieve a sustainable, vibrant, and sought-after community, the following strategies should be employed:

- a. Simplify the development process with clear purpose and flexible approaches to ensure predictability, accountability, and performance.
- b. Establish an “enterprise” zone that offers incentives to businesses that locate within the zone, create employment and housing opportunities for community members, utilize and improve existing infrastructure, and employ sustainability practices.
- c. Actively recruit employment and industries to the City. Promote the City’s vision to potential employers, developers, and businesses.
- d. Work with land owners, residents and the Chamber of Commerce to promote Eagle as being *Open for Business*.
- e. Use the Eagle City Website, the Eagle Chamber of Commerce, the Boise Valley Economic Partnership and the Idaho Department of Commerce to promote the *Eagle is Open for Business* campaign.
 - Formalize and mobilize the Eagle Economic Development Committee.
 - Develop and promote an employment recruitment program for the City of Eagle, including identification of target markets, potential employers, and emerging industries.
 - Get the word out - Work with local groups including the URA, Eagle Chamber, Kiwanis, Lions, and other community groups to share the vision and promote Eagle.
 - Look for options to beautify Downtown.
 - Consider Public Art projects.
 - Consider expanding the Saturday Market.
 - Prioritize street and sidewalk improvements.
 - Consider place making and way finding efforts.
- f. Work with community members, Eagle Star Emmett Tech Corridor, the Eagle Viticulture Center, and the State of Idaho to identify emerging industries/employment opportunities which would want to capitalize on the Eagle work force and lifestyle.
- g. Look at options for the development of business incubators in the City of Eagle.
- h. Develop and promote the scenic and recreation opportunities in close proximity to Downtown Eagle, including:
 - Eagle Island State Park
 - Eagle Bicycle Park
 - Boise River
 - Eagle Foothills

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J. IMPLEMENTATION

GOAL: Seek, promote, and encourage the use of development incentives in the Downtown. Make it easier to develop in Downtown Eagle than anywhere else in the City and region.

IM 1: Expedite the development approval process to create a competitive development environment when compared to neighboring jurisdictions. Look at zoning and design review processes to ensure that development that *fits* the City's vision for the Downtown is easily approved.

- a. Take a critical look at the timing and processing of applications to ensure that development can move smoothly through the process.
- b. Consider a staff level review process for design review applications including buildings and signs.
- c. Consider proactively zoning important areas of the Downtown.
- d. Review and, if necessary, update zoning, subdivision and design review codes to ensure they clearly implement the vision of Downtown Eagle.
- e. Consider revising the Eagle Architecture and Site Design Book for the Downtown areas to limit the number of architectural styles.
- f. Consider using consistent architecture elements within the Downtown to ensure compatibility of design throughout the area.
- g. Consider implementing a form based code for the Downtown Eagle area.
- h. Encourage the development of urban tree lined streets instead of strict tree preservation standards.
- i. Use development agreements to scale and establish the proper mixture of uses within Downtown Eagle.
- j. Let density happen. Allow for, promote, and require Downtown Eagle to have the highest density of housing (a minimum of 10 units per acre), employment, and commercial use in the City.
- k. Consider establishing a list of community projects that could be completed in-lieu of standard subdivision open space requirements.

- l. Pursue a master agreement with canal and drainage companies and districts as appropriate to help clarify allowances and standards during the development process.

IM 2: Work with the Eagle Urban Renewal Agency to identify projects that will enhance the development potential in Downtown Eagle.

- a. Establish a joint capital improvements plan with the URA and the City to establish priority projects in Downtown Eagle.
- b. Consider joint/partner applications to the Idaho Department of Commerce for Downtown revitalization dollars.
- c. Look for opportunities for the City to provide support (zoning, design review approval, and fee waivers) to URA projects that comply with this plan.

IM 3: Encourage and provide incentives for 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 building practice, water reuse, alternative energy sources, and rooftop gardens.

- a. Work with the Eagle Building department to identify strategies for LEED building practices.
- b. Seek grants and other funding options for the promotion of energy efficiency.
- c. Review landscape and planting materials that reduce water consumption and maintenance costs.
- d. Consider an incentive program for developers and builders that have experience in and use sustainable building practices.
- e. Streamlined the review process.
- f. Reduce fees.
- g. Prioritize inspections.
- h. Counter permits.

IM 4: Pursue state and federal dollars for the redevelopment of Downtown Eagle.

- a. Develop a list of community supported projects that could be competitive in the pursuit of:
 - Complete Streets Funding from the U.S. Department of Transportation.
 - Community Development Block Grants.

- Downtown Reinvestment Grants.
- Economic Development Administration Grants.
- Industrial Revenue Bonds.
- Tax Increment Financing.
- Resort/Destination Tax.
- General Revenue Bonds.
- Community Infrastructure District.

K. GLOSSARY

ACHD Ada County Highway District

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.

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)

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

CLOMAR/LOMAR

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.

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.

Centers Design

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.

Clustering

A provision under the planned unit development standards to allow reduced lot sizes in exchange for open space, floodway protection 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. 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 in excess of 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.

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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

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.

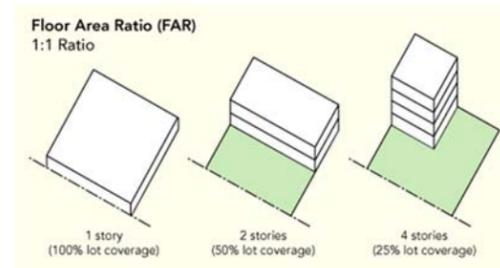
Ecological integrity

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

FEMA

Federal Emergency Management Agency

Feathering

The process of transitioning density within a development while providing compatible lots sizes and lot boundaries.

Gateway

A major corridor or entry into the City of Eagle that will tend to create 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.

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

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.

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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, CO₂ 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.

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.

OT Old Towne 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: 1-3 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.

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

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.

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Regional Transportation Corridors

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

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 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.

Subarea Plan

A subsection of the City's comprehensive plan that have specific policies for a distinct geographic region of the City.

Terraced Building

A building that has increased setbacks by story creating a stepped back between stories in the same building.

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.

TLIP

Ada County Highway District's Transportation and Land Use Integration Plan

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 included Italianate and Romanesque Revival but elements can be found in various other architectural styles.

Urban Residential

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 Area.

Wrapped Parking

When parking structures are designed so active uses wrapped round the structure so to disguise the parking garage.