

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

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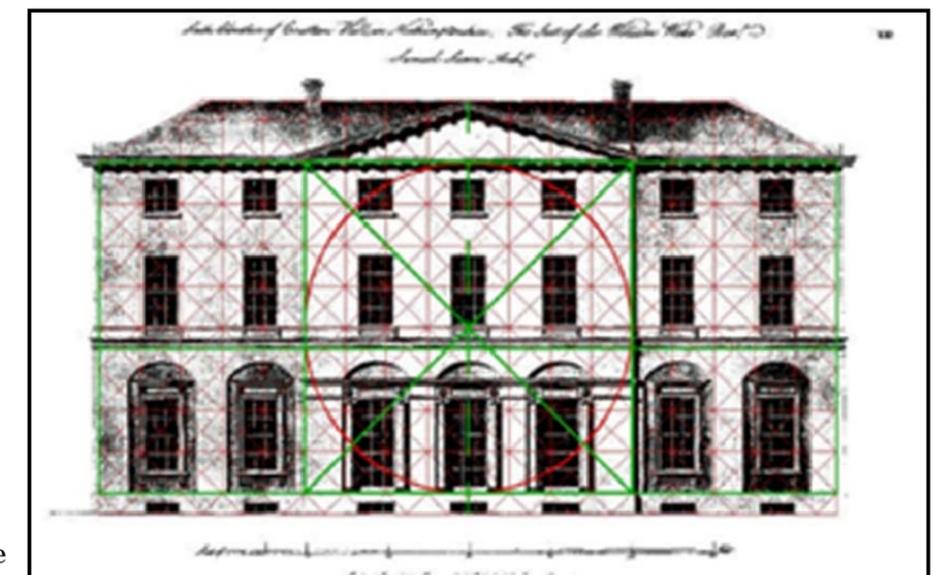
of the sidewalk.

- 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 Revival, Colonial Revival, 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



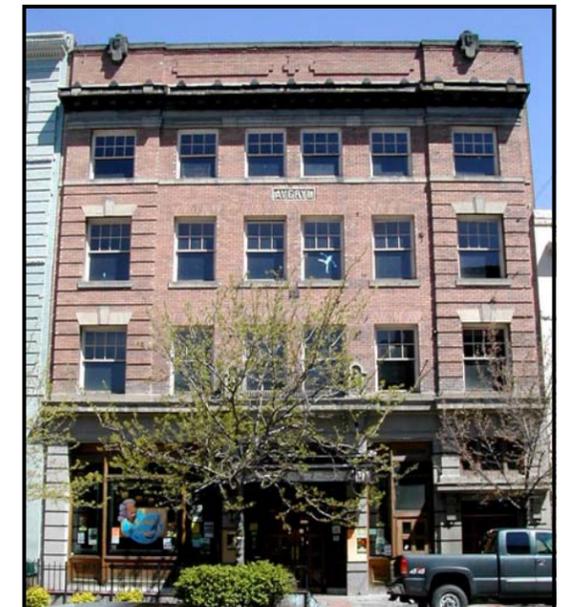
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Figure Arch2: Tripartite Façade



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.

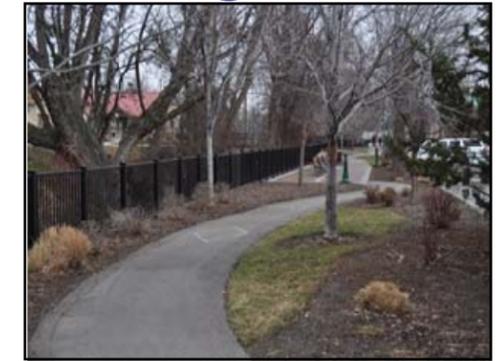


Figure OS2: Canal/river open space areas

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.

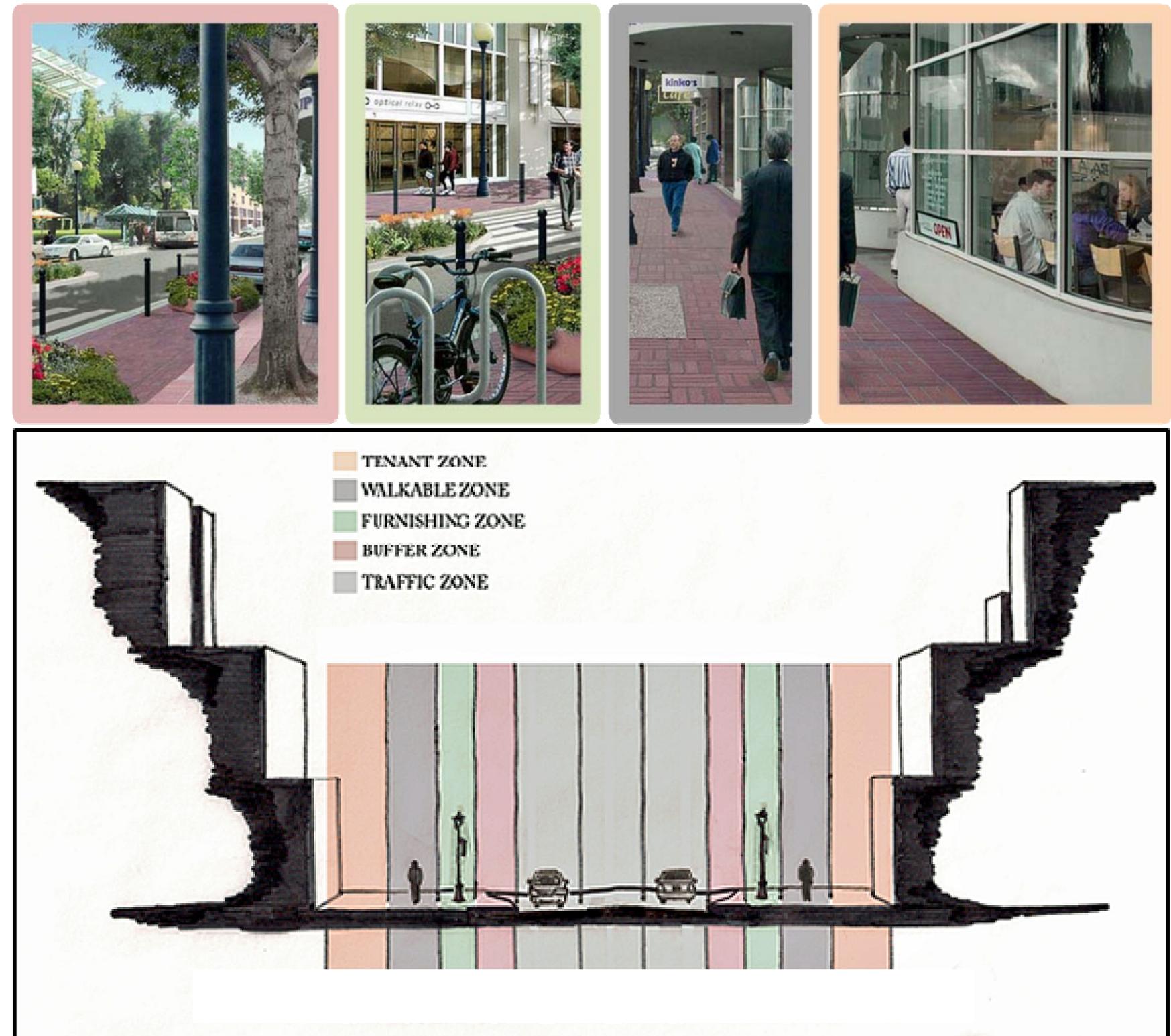
Furnishing Zone: An area for pedestrian amenities including streetlights, benches, bike racks, and public art.

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

