

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.

## 6.8.13 - Downtown Eagle Plan

### 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.

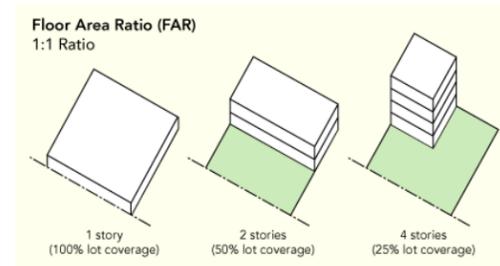
### Ecological integrity

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.

## 6.8.13 - Downtown Eagle Plan

### Land Use Mixture

Combination of land uses that maybe found in Downtown Eagle.

### LEED

**Leadership in Energy & Environmental Design** is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies intended to improve performance in metrics such as energy savings, water efficiency, CO<sub>2</sub> 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.

## 6.8.13 - Downtown Eagle Plan

### 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 base, 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.