

6.8.13 - Downtown Eagle Plan

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.

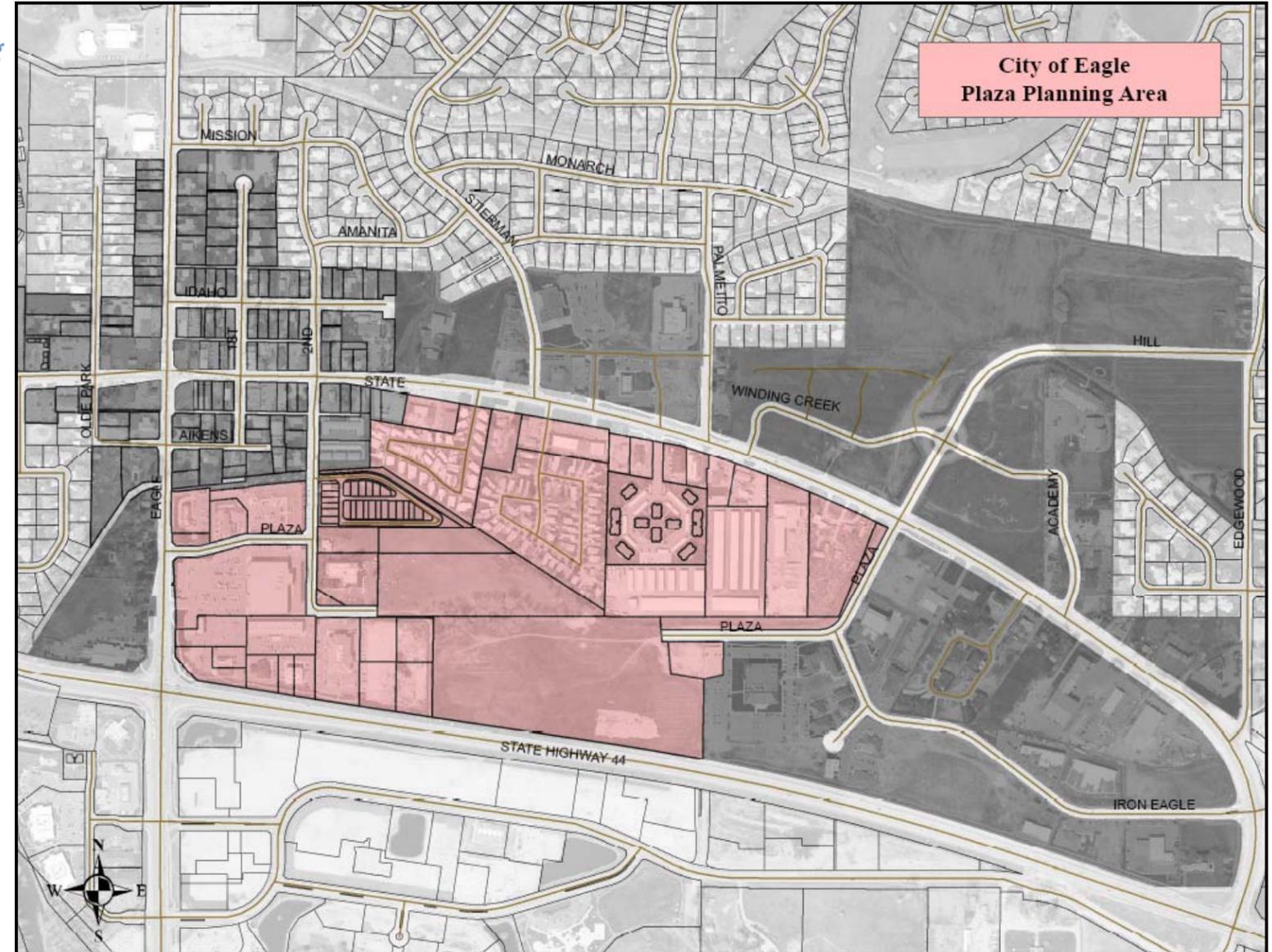
The southern portion of Plaza Area, unlike other portions of Downtown Eagle, is largely under-developed with large unplatted single-ownerships with high visibility to State Highway 44 but with no existing access to State Highway 44. Land uses in the northern portion of the planning area is a mixture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

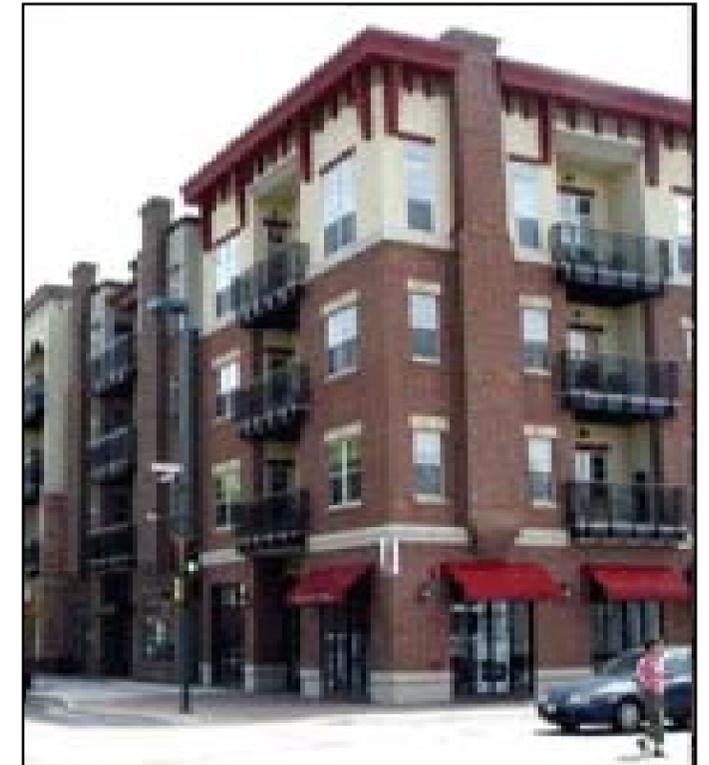


Figure PZ3:

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.

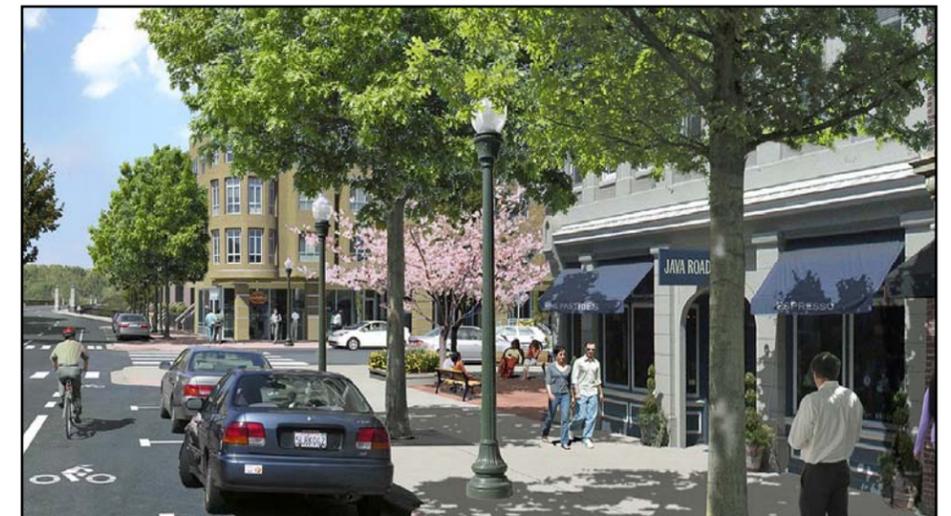
- a. **Internal Connectivity:** all uses within the Plaza Area should be designed with pedestrian movement as a priority. Establish a system of sidewalks, trails, pathways, and green spaces that allow residents and visitors to move easily through the area while limiting pedestrian/auto conflicts.
 - 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.

- a. 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.
- b. 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).
- c. 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.

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

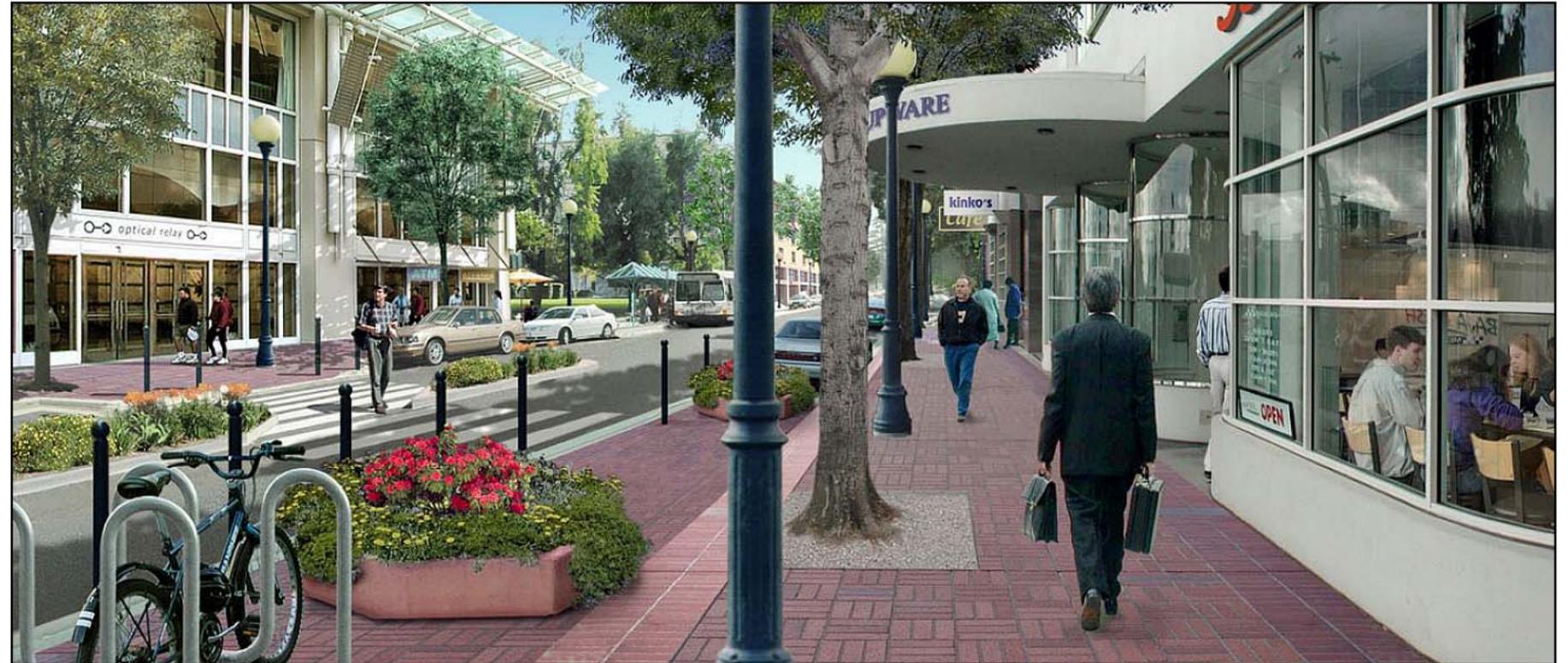


Figure PZ6: Plaza Streetscape

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.



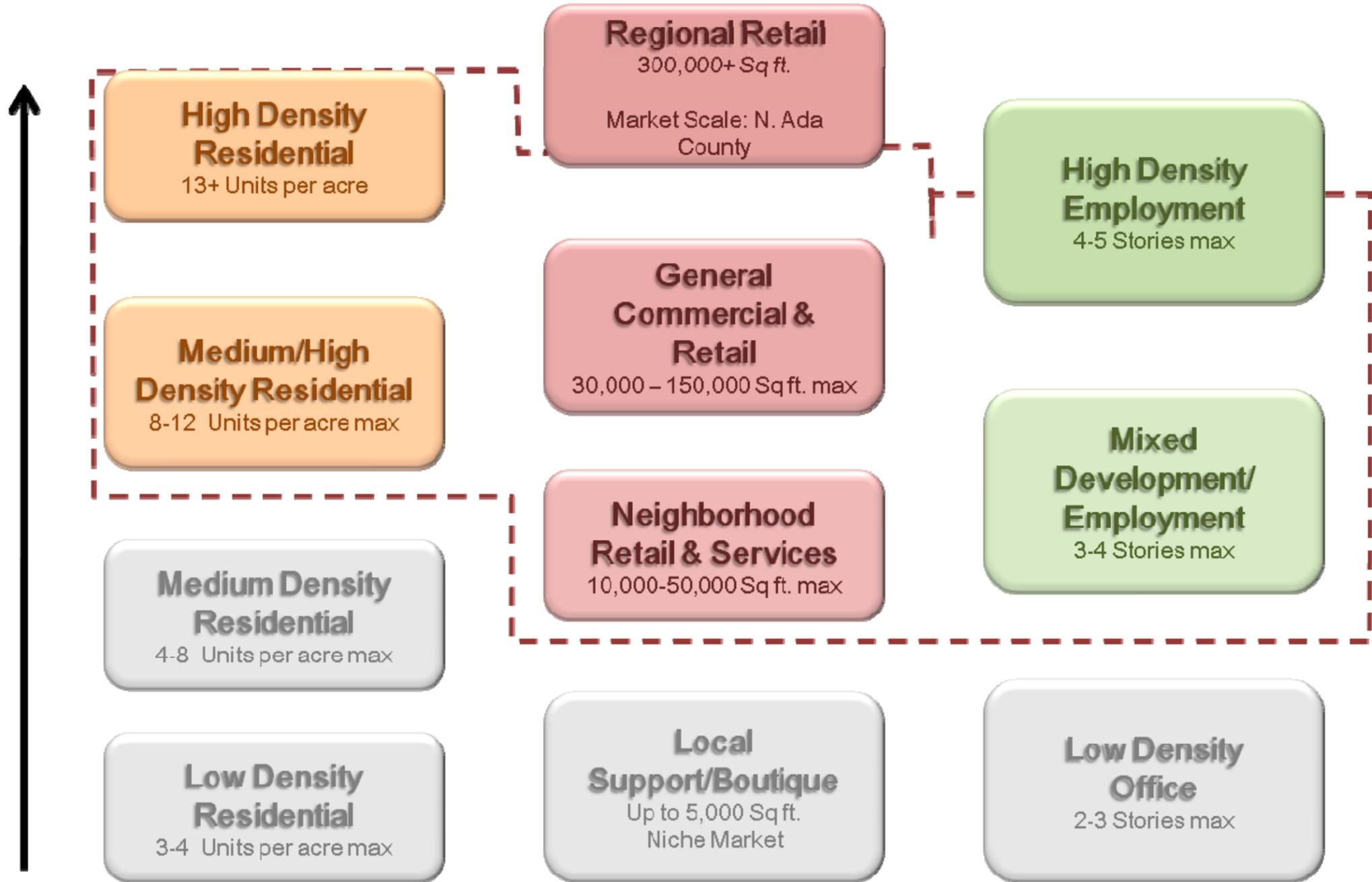
Live/Work:

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.