EXHIBIT 2

EXHIBIT

R-2

CITY OF EAGLE EXHIBIT NO. 2

2011 Eagle Comprehensive Plan

Adopted 2/3/2011
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CHAPTER 1 - OVERVIEW

1.1 City of Eagle Statement of Purpose

The purpose of the Eagle Comprehensive Plan is to develop a set of guidelines that the City will use to promote the health, safety, and general welfare of the residents who live in the City of Eagle and its Area of City Impact (AOI). To achieve that purpose, the City of Eagle will strive:

A. To protect property rights and enhance property values.

B. To ensure that adequate public facilities and services are provided to the people at reasonable cost.

C. To ensure that the economy of the City of Eagle and its AOI is protected and enhanced.

D. To ensure that the important environmental features of the City and its AOI are protected and enhanced.

E. To encourage urban and urban-type development within the incorporated city.

F. To avoid undue concentration of population and overcrowding of land.

G. To ensure that the development of land is commensurate with the physical characteristics of the land.

H. To protect life and property in areas subject to natural hazards and disasters.

I. To protect fish, wildlife, and recreation resources.

J. To encourage local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis.

1.2 Why Plan?

From the year 2000 to 2006, the population of the City of Eagle grew by over 50%, increasing the City's population by more than 1,000 residents per year. This rate of growth resulted in the development approvals for over 11,000 acres of land within the City and the area of city impact (AOI) in just 3 years.

Understanding the need for the City to look forward and plan for the next 20-years, City leaders began a review of the 2007 Comprehensive Plan and future development areas. The City realized that planning for additional growth to the west, south and east was limited by the existing City of Star, Meridian City limits and Boise City limits, respectively. The City began looking to the north into the area that was once considered severely constrained by the Boise Foothills and groundwater limitations.

As a part of the review of the Comprehensive Plan by the City of Eagle in 2004, the City completed a full scale review of the economic sustainability of the existing area of city impact and future growth areas for the city. This study found that the City of Eagle, though stable and solidified in its vision to develop a city with a uniquely

rural character, did not look at the long term sustainability of the city as it approached build out. To remedy this the City proposed a new mix of uses to help stabilize the City mix of uses, long-term tax funding, and encourage a more sustainable City.

Table 1.1 Distribution of Uses

Land Use	% of total
Commercial	4%
Mixed Use	7%
Mixed Use Village	5%
Business/Tech	3%
Industrial	1%
Residential	75%
Parks/open space	5%

From an extrapolation based upon the ten year annual average growth rate of 10.2% per year (significantly higher than COMPASS' estimate of 2.4% per year and the 4.5% uses during the Western Area Plan), the City will hit the build-out population by 2014 and will run out of vacant land approximately by 2018. A significant factor in determining the successful redevelopment of vacant land within the City is the cost availability of vacant land in adjacent cities and the county. Unless these land supplies are constrained, it is likely that high levels of redevelopment will not occur.

1.2.1 Idaho Code:

Understanding the constraints of the existing AOI, the City of Eagle began to look at the requirements for establishing an expanded area of city impact. Under Idaho Code §67- 6526(b), the following three factors are paramount in establishing an area of city impact:

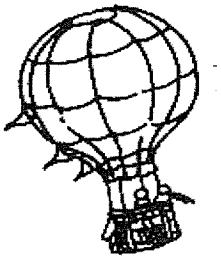
A. **Trade Area**: Trade area is the area that is needed to provide a city with an economic base that supports the city. This economic base comprises not only the city limits and the AOI but also includes the areas that surround a city and bring people into the city for services. Historically, the City of Eagle has been directly associated with a large trade area including properties extending north into Gem County and west into eastern Canyon County. Further, ACHD traffic counts and the existing transportation network support the claim of this area being within the City of Eagle's economic trade area.

B. **Geographic Boundaries:** The Idaho Transportation Department (ITD) has released plans to improve State Highway 16 from a two (2) lane roadway to at least a nine (9) lane system (including right-of-way) in excess of one quarter (1/4) mile wide. This creates an enormous and significant landmark or geographic boundary separating the properties east of State Highway 16 from those on the western side. This new transportation corridor will be a significant east-west barrier between Eagle and Star that will create an impediment for pedestrians, bicyclists, youth and the elderly or anyone unable to use motorized transportation. In addition, it is unlikely that property owners east of the new highway corridor will feel identified with a city center that is entirely cut off to the west. (See Map 1.1) Historically in Ada County, state highways have been used as area of impact boundaries. For example, State Highway 44 forms portions of the respective common boundaries between Boise and Garden City. State Highway 55 forms portions of the respective

common boundaries between Meridian and Boise as well as Boise and Eagle. State Highway 20/26 forms a boundary between Meridian and Eagle.

C. **Annexation in the Future:** At the time of this planning effort, the City of Eagle had received numerous requests for annexation from properties reaching to the State Highway 16 corridor and north into the Eagle Foothills. If these applications are approved, Eagle's city limits would be bordered to the West by State Highway 16, to the South by State Highway 20/26 and to the North into Boise and Gem County substantiating the City's ability to annex throughout this area.

1.3 The City of Eagle Vision Statement



In 1999, City of Eagle citizens envisioned their future town as a well-planned community that encourages diversified living and housing opportunities, fosters economic vitality that offers jobs for residents, and provides places for people to recreate and enjoy Eagle's natural beauty.

We envision that in the future Eagle will be:

A. known as a highly livable town that successfully balances growth with many of the rural elements of its heritage;

B. interconnected with user-friendly pathways and roadways;

C. economically strong with a distinct downtown economic center;

D. providing diversified employment and housing opportunities for all economic groups;

E. an environmentally aware community with distinctive open space, parks and outdoor recreation;

F. an economically strong city, that fosters local businesses and clean industry;

G. a community committed to its support for children and families; and

H. a unique community that maintains its rural residential feel in the midst of the Treasure Valley.

Similarly as in 1999, the 2004 Soaring 2025 plan, and the Foothills Plan: the City of Eagle outlined an extensive public visioning process to guide the plan. The visioning sessions discussed potential growth areas and goals to guide the long term development of the City. From these

visioning sessions, the following four broad goals were identified for the western AOI and the foothills:

A. Sustainability at build out: Ensure the ability for the city to continue to fund, improve and support itself, including infrastructure and parks, without the use of building permit fees, impact fees and zoning fees.

B. Identify "Activity Centers": Identify areas that, due to the nature of existing uses, future uses and/or transportation corridors, will lend themselves to increased activity and non-residential use to preserve larger areas as primarily residential neighborhoods and sensitive areas as open space.

C. Preserving Regional Transportation Corridors (State Highway 16 & 44): Preserve the function of regionally significant roadways through the City while ensuring compatibility with land uses and design standards of the City.

D. Increased Employment Opportunities: Identify areas that will provide significant employment opportunities to the residents of the City of Eagle thereby allowing the City to be a desirable place to live, work, and recreate.

These goals combined with the current growth rate and the factors set forth in Idaho Code§67-6526(b), have led the City of Eagle to establish an expanded planning area west of Linder Road to the centerline of State Highway 16, south of the Gem County Line, and north of the centerline of Chinden Boulevard/State Highway 20-26, Ord. 475. (See Map 1.2)

1.4 Plan Organization

The Comprehensive Plan is divided into chapters that generally correspond to the requirements of the Local Planning Act. It should be noted that the policies in the various chapters are interrelated and together create the City's policy framework for land use and development.

1.5 Relationship to the City of Eagle Zoning Ordinance

Idaho Code §67-6511 states that "zoning districts shall be in accordance with the adopted plan." In general this means that zoning must be "in keeping" with a comprehensive plan if one exists. Further, the Eagle City Zoning code requires consistency between the comprehensive plan and affected zones at the time of rezoning. Additional zoning classifications may be needed to ensure the accurate implementation of this sub-area plan.

1.6 Relationship to Ada County Planning

The goals and policies of this plan are intended to be applied within the Eagle City limits and the negotiated Eagle Area of City Impact. The City acknowledges that the county may not have all the tools and codes necessary to implement this plan and will, upon transmittal and review, recommend to the county which county codes and appropriate conditions should be implemented to best implement and meet the intent of the Eagle Comprehensive Plan. It is the desire of the City of Eagle to have all urban development that occurs in the Area of City Impact to be under the jurisdictional authority of the City and connected to municipal services.

CHAPTER 2 - PROPERTY RIGHTS

2.1 Background

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

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

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

2.2 Goal

All land use decisions made by the City of Eagle pursuant to this Comprehensive Plan shall protect fundamental private property rights.

2.3 Objectives

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

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

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

2.4 Implementation Strategies

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

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

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

D. All changes in the comprehensive plan and land use entitlement should be reviewed in compliance with this plan and the visioning plan for the western area. (Map 2.1)

CHAPTER 3 - POPULATION

3.1 Background

Past and current population patterns of Eagle, Ada County, and the State of Idaho help in understanding the anticipated demands on the community's resources through 2025.

3.2 Existing and Future Conditions

Since the incorporation of Eagle on February 26, 1971, the population of Eagle has more than tripled. From a small country agricultural village of 2,260 residents in 1980, the vigorous community had grown to approximately 7,500 residents in 1999.

Households are described as "occupied dwelling units." The number of households has a direct relationship to the number of persons in Eagle. While the population of Eagle increased by 27% from 1980 to 1990, the total number of households grew by 43%.

For purposes of the comprehensive plan the City of Eagle's growth rate is forecasted at 4% opposed to the 1.1% used for the long range transportation plan (Communities in Motion).

TABLE 3.1

Projected Households & Population at 2030

Year	2007	2010	2015	2020	2025
Households	7,909	8,897	10,824	13,169	16,022
Population	22,144	24,901	30,296	36,860	44,846

The Treasure Valley economy is expected to demand a greater labor force, thereby increasing the demand for housing throughout Ada and Canyon Counties, which will include the City of Eagle and its Area of City Impact.

Historic and projected households and population for the City of Eagle and the Eagle Planning Area can be obtained from the Ada Planning Association, U.S. Census and Idaho Power Company.

3.3 Goal

To promote a high quality of life and livability in the community.

3.4 Objective

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

3.5 Implementation Strategy

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

CHAPTER 4 - SCHOOLS, PUBLIC SERVICES AND UTILITIES

4.1 Background

Public utilities, facilities, and services are necessary for the overall welfare of the public and are generally available to Eagle residents. The City and special districts provide the basic services of water, sewer, school, police, fire and library to residents. With Eagle's growing population comes the need for increased public services and the necessity to improve existing service delivery systems.

Policies concerning the manner in which public utilities and services are expanded play an important role in the location and intensity of future housing, commercial and industrial development. Since the City of Eagle depends on outside providers, it must be involved in any plans that will affect the community. Service providers currently include:

A. The City of Eagle which provides administrative services, library services, and a portion of the water service.

B. The Eagle Sewer District which provides sewer service within a designated sewer service area. Larger lot homes have wells and septic systems and must comply with Central District Health Department requirements.

C. The Meridian and Boise School Districts which provide K-12 education.

D. United Water, Eagle Water Company, and the City which provide water to Eagle residents. Some private water systems and wells are also used.

E. Ada County Sheriff's Office which provides police services on a contract basis.

F. The Eagle Fire District which provides fire and emergency services.

G. Private canal companies and drainage districts which provide irrigation water and drainage water management.

4.2 Schools

4.2.1 Schools - Existing Conditions

Eagle students attend schools in both the Meridian and Boise School Districts.

4.2.2 School Goals

Support the safe maintenance and construction of the public school system emphasizing quality school facilities that serve as a focal point for family and community activities and that provide a healthy, pleasant environment where

students can concentrate on advancing their education and teachers are given the tools to help the students achieve that goal.

4.2.3 School Objectives

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

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

4.2.4 Schools Implementation Strategies:

A. Request that the school district prepare a future facilities map based on the City's Land Use Plan and include it in the Comprehensive Plan. (See Map 4.1) To accomplish this objective, the City should:

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

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

D. Locate elementary and middle schools in residential neighborhoods to facilitate walking and reduce busing costs for the district. Elementary and Middle schools may be located on collector roadways as defined by the Regional Functional Classification Map~~,~~. High Schools may be located on arterials.

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

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

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

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

I. Encourage regular communication and meetings between City and School District Officials.

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

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

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

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

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

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

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

4.3 Police Protection

4.3.1 Police - Existing Conditions

Ada County Sheriff's Office currently provides contract police services to Eagle. While maintaining law and order, the Ada County Sheriff is also active in sponsoring and participating in community involvement programs.

4.3.2 Police Goals

Demographic and economic conditions will have tremendous influence on the demand for police services. The primary goal of the City should be to maintain and support law enforcement services to accommodate the increasing demands imposed by a growing population, additional recreational facilities, increased traffic volumes, expanded City limits, and new businesses.

4.3.3 Police Objectives

Work with the City of Eagle police to implement the three pillars of their strategic Plan:

To prevent and solve crime
Create safe places and roads
Intelligently manage emergencies

4.3.4 Implementation Strategies

A. Locate and construct satellite police office as a function of the development process to ensure efficient and prompt response times.

B. Locate satellite police offices within neighborhood and community centers within the foothills.

C. Promote the co-location of civic and emergency service facilities within the foothills.

D. Strive to achieve and maintain a standard of one full time officer per 1,000 population.

E. Work to encourage and implement a community outreach and education program within the schools.

4.4 Fire Protection

4.4.1 Existing Conditions

The mission of the Eagle and Star Fire Protection Districts ("Districts") is to provide diversified emergency services in a competent and caring fashion with dedication through progressive thinking, training, technology, public education, and superior public service and to ensure a safe environment for the Eagle community of today and tomorrow.

4.4.2 Fire Protection Goals

Provide fire stations, equipment and trained fire and EMS personnel in geographic locations that minimize emergency services response time.

4.4.3 Fire Protection Objectives

Provide needed resources to respond to and mitigate all hazard risks to the community.

4.4.4 Fire Protection Strategies

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

B. Communicate with neighboring emergency service providers to coordinate locations of facilities to enhance each others capabilities.

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

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

E. Encourage and support ongoing employee training and education.

4.5 Library

4.5.1 Library – Existing and Future Conditions

The City of Eagle currently funds and operates a municipal library district serving the incorporated City Limits and, through an Open Access agreement, individual patrons living within the LYNX! Library Consortium of southwest Idaho. The Library is governed by a Library Board of Trustees and is guided by a five-year Strategic Plan. The Eagle Public Library has one of the highest per capita and per item circulations of any library in the State. This is due, in large part, to the lack of branch development by adjacent library systems. Over one-third of Eagle's library patronage is from outside of the City Limits. The City of Boise reimburses Eagle for the excess service it provides to Boise residents through an Open Access agreement negotiated biennially.

4.5.2 Library Goal

Maintain a library system of a full-service main library and full-service branches that offer safe, efficient, and attractive environments for individual, family, and community activities. "Full-service" is defined as providing collections and access to circulation, reference, technical lab, and programming services to all patron age groups during open hours.

4.5.3 Library Objective

A. Support the efforts of the Library to ensure that adequate facilities are provided to the citizenry of Eagle. "Adequate Facilities" is defined as a minimum of 1.0 square feet of library space per capita and 3.5 collection items per capita.

B. Develop a City library system in which no Eagle resident is more than a five-mile driving distance from a full-service library facility.

4.5.4 Library Implementation Strategies:

A. Ensure that new development funds necessary expansions of the municipal library.

B. Work to establish a system for developer funded expansions to the library system that would maintain adopted facilities standards. This may include: land donation, construction, or service fees.

C. Work with the development community to secure commercial space for "store-front" library facilities in developing planning units under 10,000 population.

D. Land acquisitions and siting standards should include:

1. A size sufficient to house a minimum stand-alone branch of 10,000 square feet;
2. A location within high-density commercial and service centers; and
3. Easy access to major transportation routes.

E. Branch sites for Planned Unit Developments projected to have build-out populations larger than 10,000 or more than 3,700 housing units should be of a size to accommodate facilities that will serve the build-out populations.

F. Seek opportunities to develop cooperative or joint use branch facilities in conjunction with other public service providers or neighboring libraries.

G. Encourage adjacent library systems to develop branches in locations that would mitigate excessive use of Eagle Public Library by outside residents. Negotiate individual reimbursement contracts with neighboring library jurisdictions under the terms of the LYNX! Consortium's Open Access agreement.

4.6 Domestic Water

4.6.1 Domestic Water - Existing and Future Conditions

Eagle Water Company (EWC), United Water Idaho (UWI) and the City of Eagle (City) are the major domestic water providers in and around the City. A few residential subdivisions own and operate their own water systems and individual domestic wells are also used in the City. UWI provides backup fire and emergency storage to the eastern portion of the City's service area through an agreement approved by the Public Utilities Commission.

In 2005, the City adopted a Water System Master Plan that defines existing and future service areas. The Master Plan identifies major infrastructure requirements in the service area including storage tanks and water transmission mains from Linder Road to Highway 16 and from Homer Road to Highway 20/26. The Master Plan called for the City to create a Public Works Department including hiring a Public Works Director. Subsequently, the City has undertaken efforts to budget for and hire staff to begin the process realizing that goal.

The City has also implemented other aspects of the Plan including applying for water rights and obtaining approval for wells for its western growth area. Construction of a one million gallon reservoir, a new city well and a SCADA control system will be completed in the fall of 2007.

4.6.2 Domestic Water Goals

A. Provide safe, reliable and cost-efficient water service to the residents of the City by constructing water supply, distribution system and storage facilities that will meet the water demands of current and future water customers who will be residing in the Area of City Impact as outlined in the Eagle Comprehensive Plan and any foothill plan adopted by the City.

B. Recognize the water needs within the Eagle Foothills will be different than those within the rest of the City and that a City managed/owned System may not be interconnected with the existing city system.

C. Develop groundwater supply, water transmission and water storage facilities to provide for domestic, emergency and fire flows that meet federal, state and local standards and the service demands of development.

D. Protect municipal wells through land use decisions and best management practices in keeping with the 2002 Source Water Assessment and the Wellhead Protection Plan.

E. Protect domestic wells through sound land use planning and best management practices.

F. Develop a long term groundwater monitoring system to accumulate historical data on the status of the groundwater supply.

G. Investigate the options and opportunities for developing surface water supplies to augment municipal groundwater supplies.

H. Develop water policies and plans for the foothill region that recognize the unique nature and challenges of foothill

development while preserving the ability to serve the valley from existing groundwater sources.

I. Develop a plan to provide fire protection to homes and businesses that are in the City limits and the Area of City Impact but are not served by a public water purveyor.

4.6.3 Domestic Water Objectives

A. Develop an interconnected water system owned and operated by the City of Eagle to create an efficient and safe water supply and delivery system as identified in the Water Master Plan. (See Map 4.2)

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

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

D. Ensure that municipal water facilities provide water pressure and flows that meet or exceed State and local requirements.

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

F. Require new developments to pay for new and upgraded water facilities to minimize impacts of growth on existing users.

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

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

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

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

4.6.4 Implementation Strategies

A. Update the Water Master Plan to delineate the requirements for trunk lines, booster stations, pressure reducing stations and storage tanks that include connections to the foothills for redundancy of storage and supply.

B. Acquire additional lands sufficient for the construction of two 1.5 million gallon water storage tanks for the western service area.

C. Develop well construction standards and guidelines to assist developers with cost-effective means of meeting water demands for individual systems.

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

E. Require a separate water system for use of non-potable water, where available, for irrigation and water amenities and to minimize reliance on groundwater for these uses.

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

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

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

I. Work with other water service providers to maintain a safe and sufficient water supply across jurisdictional boundaries.

J. Establish and maintain a Water Department and trained staff to meet the demands of water system operation in accordance with the State of Idaho Department of Environmental Quality requirements and applicable federal rules and regulations.

K. Protect current residents from paying for facilities that principally benefit new development.

L. Ensure that the administration of the water systems for all new development within the Western Planning Area (west of Linder Road) and any foothill areas annexed by the City be managed by the City of Eagle municipal water facilities, though this would not necessarily be a completely integrated system.

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

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

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

P. Provide public education on water conservation.

4.7 Sewer

4.7.1 Sewer Existing and Future Conditions

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

ESD serves all of the residential and commercial users in the City that are receiving central sewer service. In addition to users served by central sewer, many homes in the District's service area utilize individual septic tanks and drain fields for on-site wastewater treatment and disposal. The District currently treats the wastewater to secondary standards and discharges the treated effluent to the City of Boise wastewater treatment facilities for ultimate treatment and disposal under a long-term agreement between the District and the City of Boise. (See Map 4.3)

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

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

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

4.7.2 Sewer Goals

A. Ensure that Eagle Sewer District extends its wastewater collection system and expands and upgrades its wastewater treatment and disposal facilities to keep pace with new developments in the Area of City Impact & the Eagle Foothills.

B. Ensure that the ESD expands its sewerage and disposal facilities at a rate that will stay ahead of and thus not impede orderly development as envisioned in other sections of this Comprehensive Plan.

4.7.3 Sewer Objective

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

4.7.4 Sewer Implementation Strategies

The City of Eagle should:

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

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

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

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

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

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

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

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

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

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

4.8 Storm Drainage and Flood Control

4.8.1 Storm Drainage and Flood Control Existing Conditions

Storm Drainage: The increase in construction in the Area of City Impact will result in an increase in impermeable surfaces such as rooftops, asphalt streets and concrete drives. An increase in impermeable surface area increases the volume and alters the location of storm water which must be controlled and managed to protect public health and safety. In addition, many receiving streams have abundant fish and other aquatic life which must be protected from pollutants that the storm water may carry into the receiving stream. The City of Eagle has made significant progress in setting standards

for storm water discharge by developing standards for surface and subsurface discharge. The Standards are designed to protect receiving streams by requiring new developments to utilize onsite subsurface treatment facilities for storm water runoff.

Flood Control: River-front property provides a unique setting for homeowners and is an amenity that is highly sought after by Eagle residents. The construction of homes along the fragile and potentially dangerous river front presents challenges for the City. Continued development and infill of the floodplain decreases the river's response time and increases the duration and intensity of flood events to downstream residents. The City of Eagle has taken the lead in establishing a "no net loss" policy and set-back standards for protection of residents so that continued development in river front areas will not jeopardize the health and safety of property owners.

4.8.2 Storm Drainage and Flood Control Goals

A. Define efficient, cost effective and environmentally sound storm water, storm drain, and flood control measures to protect existing and future land uses, preserve public safety, protect surface and groundwater quality, and insure compliance with federal and state requirements.

B. Support and promote water quality standards for surface water and groundwater protection.

4.8.3 Storm Drainage and Flood Control Objectives

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

B. Ensure that adequate flood control facilities are provided and maintained to protect citizens from a 100-year storm event as defined by the National Flood Insurance Program.

C. Protect major investments in infrastructure by requiring that vulnerable assets such as roads and sewer facilities are constructed above the designated base flood elevation.

D. Ensure that the cost of improvements to storm drain and flood control facilities are borne by those who benefit from the improvements.

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

F. Work with landowners, the City's floodplain expert, FEMA, and the Army Corp of Engineers to accurately define floodways and floodplains within the City.

4.8.4 Storm Drainage and Flood Control Implementation Strategies

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

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

C. Routinely inspect constructed active and passive facilities for continued maintenance where such maintenance is vital for

the function of the facility. Pursue enforcement of protective covenants or jurisdictional responsibilities to insure that the responsible parties maintain their facilities.

D. Continue to support public education in matters of pollution control, sensitive habitat, and public safety along receiving streams.

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

4.9 Other Services and Utilities Existing Conditions:

A. Electricity: Idaho Power Company (IPC) provides electrical service throughout the City of Eagle and the Eagle AOI. IPC is a public service company regulated by the Idaho Public Utilities Commission (IPUC).

B. Pressure Irrigation: The City of Eagle currently requires developers to install pressurized irrigation systems for the irrigation of landscaping when new development is within an irrigation district and water rights are available.

C. Solid Waste: A private contractor currently provides household and business trash collection and recycling services to Eagle residents. The City of Eagle plans to continue using these services for the foreseeable future.

D. Natural Gas: Intermountain Gas currently provides natural gas services to the Eagle area.

E. Telephone and Telecommunications: Local telephone service is currently provided by Qwest to a majority of city residents. Computer networking, teleconferencing, telecommuting, internet and wireless communications are rapidly evolving. This trend is affecting how people make a living and where they work in the community.

F. Chevron Pipeline: The Chevron Pipeline is a portion of an interconnected bulk gasoline transport system that fans out across the United States from Alaska. A section of the pipeline crosses through the Area of City Impact from northwest to southeast (See Map 4.5) At the time that the pipeline was constructed, most of the Eagle area was rural and the pipe was installed at relatively shallow depths of less than 20 feet. As the area develops, it is important to identify the Chevron right-of-way, provide significant setbacks and buffers and encourage inspection of the line to ensure development is not encroaching on this facility.

4.9.2 Other Services and Utilities Goals

A. General
   1. Require developments to connect to existing public utilities wherever feasible.

B. **Electricity**:

1. Work to ensure that all utilities are under grounded at the time of development, up to 135KV. (See Map 4.4)

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

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

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

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

6. Work to encourage communication and cooperation on landscape, design and locating future facilities to limit visual impacts.

C. **Pressure Irrigation**: Utilize alternative water sources for irrigation and develop an infrastructure to provide pressure irrigation to existing and future development wherever possible and feasible.

D. **Solid Waste:** Continue the practice of using a private service for solid waste collection and disposal.

E. **Natural Gas:** Ensure that a sufficient quantity of natural gas is available to meet the needs of existing and future development in the AOI and the areas that are being proposed for development in the foothills.

F. **Telephone and Telecommunications**: Provide existing and future residents in the City of Eagle, the AOI and the foothills with uninterrupted access to up-to-date, state-of-the-art telephone and telecommunication service.

G. **Chevron Pipeline**: Protect the health and safety of residents in the vicinity of the pipeline.

4.9.3 Other Services and Utilities Objectives

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

B. Strive for continued cooperation between service providers, utility providers and the City of Eagle.

C. Ensure that access to services and utilities is readily available in the City, the AOI and the foothills so that access issues do not create conflicts with the overall goals and objectives of this Comprehensive Plan.

D. Review Idaho Power's long-range plan to ensure cooperation in future planned efforts.

4.9.4 Other Services and Utilities Implementation Strategies

A. General:

1. The City Council should consult with service providers and the Planning and Zoning Commission to develop an Urban Services Planning Area map depicting individual utility service area boundaries.

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

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

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

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

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

B. Electricity:

1. The City should encourage Idaho Power Company (IPC) to follow the relevant implementation strategies recommended in section 4.9.3.a above.

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

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

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

5. The City of Eagle should work with IPC to formulate, interpret and apply Eagle's electric utilities facilities plan in a manner consistent with and complementary to IPC's ability to meet its public service obligations. (See Map 4.4)

6. Designate the general location of electric utility facilities of a nominal voltage of 55,000 volts or greater by the Comprehensive Plan Map.

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

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

C. Pressure Irrigation:

1. Where applicable, the City should follow the relevant implementation strategies recommended in section 4.9.3.a above when exploring the creation of a pressure irrigation utility in the AOI.

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

D. Solid Waste:

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

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

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

E. Natural Gas:

1. The City should encourage Intermountain Gas to follow the relevant implementation strategies recommended in section 4.9.3.a above.

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

F. Telephone and Telecommunications:

1. The City should encourage telephone and telecommunications companies to follow the relevant implementation strategies recommended in section 4.9.3.a above.

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

3. Establish policies for the expansion of broadband services to the City.

G. Chevron Pipeline: The City should strive to remind developments and utilities of the presence of the Chevron Pipeline if the developments or utilities are planning work in the vicinity of the pipeline.

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CHAPTER 5 – ECONOMIC DEVELOPMENT

5.1 Background

The economic development component of the Comprehensive Plan presents a discussion of the economics and employment in Eagle. The city encourages appropriate economic development while retaining those attributes that give Eagle its special living and working environment.

5.2 Existing and Future Conditions

Eagle is home to a wide range of businesses. Within the City and Area of City Impact (AOI), employment is divided among retail trade, services, construction, government and agriculture.

The City of Eagle has taken great care in preserving Downtown Eagle as the economic hub of the city. The 2000 Eagle Comprehensive Plan designated 1930 acres (11%) of the AOI with commercial, mixed use, business or industrial uses. In 2002, Eagle had 0.57 jobs per household compared to Boise at 1.7 and Meridian at 1.2, as calculated by COMPASS.

Over the next 20 years, employment in Eagle is projected to grow at 65 percent, which is a higher rate than the population is projected to grow over the same period. The economic development goal is to promote the City of Eagle to grow beyond a bedroom community. The expansion of the AOI to State Highway 16 and north to the Planning Boundary Line provides additional opportunities to expand the employment options and capture the additional tax base associated with these uses. The distribution of land uses within the western impact area will shift the non-residential uses from 11% to 25% of the City's AOI and will provide additional land to promote employment options within the City.

Projected employment in Eagle is expected to continue to grow. Eagle's recent highway improvements (e.g. SH 44 and five lane Eagle Road) will encourage new development opportunities.

5.3 Economic Development Goals

A. Encourage an economic base complementary to Eagle's rural identity.

B. Ensure the ability for the City to continue to fund, improve and support itself, including infrastructure, without the use of building permit fees, impact fees and zoning fees.

C. Identify areas that will provide significant employment opportunities to the residents of the City of Eagle thereby allowing the City to be a desirable place to live, work, and recreate.

D. Identify areas that, due to the nature of existing uses, future uses and/or transportation corridors, will lend themselves to increased business activity and nonresidential use so as to preserve larger areas as primarily residential neighborhoods.

E. Increase available jobs within the City of Eagle to levels comparable with adjacent communities.

5.4 Economic Development Objectives

A. To preserve the economic integrity of Downtown Eagle and to encourage business and industry that has minimal environmental impact to move their operations into Eagle.

B. Provide additional economic sustainability to the City of Eagle by encouraging the location of stable employment based industries that bring a balance of residential, recreational and economic values to the City.

5.5 Economic Development Implementation Strategies

A. Encourage signage promoting Downtown Eagle.

B. Expand the existing historic style lighting and beautification efforts throughout the Downtown Eagle.

C. Encourage a diversity of uses in the Downtown Eagle.

D. Provide adequate parking for downtown businesses.

E. Encourage the interconnection of pedestrian/bikeway systems between the Downtown Eagle and Boise River Greenbelt.

F. Seek new commercial development that will complement Downtown Eagle and Eagle's rural residential identity to locate adjacent to but outside Downtown Eagle.

G. Encourage commercial growth adjacent to the Downtown Eagle and discourage isolated commercial development in outlying areas.

H. Promote additional employment opportunities and expand the economic base by:

    A. Encouraging growth and expansion of existing businesses and industry, and

    B. Attracting additional business and industry so residents will be provided with adequate commercial services and facilities.

I. Encourage the balancing of commercial uses throughout the City, the western planning area, and the Foothills to avoid overloading key intersections and individual planning areas.

J. Enforce the sizing and scaling of commercial and mixed use areas as specified in the land use chapter.

K. Encourage the interconnectivity of residential and nonresidential areas within the western planning area and the Foothills to Downtown Eagle and greenbelt system.

L. Discourage isolated or strip commercial uses.

M. Promote and recruit additional employment opportunities that allow Eagle residents to live and work within the City of Eagle.

N. Limit the development of excessively large single entity businesses that would jeopardize the competitive business environment of Downtown Eagle to areas within the regional commercial centers that are planned for the northeast corner of U.S. Highway 44 (State Street) and the future extension of State Highway 16, the northeast corner of State Highway 44 & State Highway 55, and Community Centers within the Foothills Planning Area.

O. Encourage the location of corporate and business uses to the Village Center and the Moon Valley & State, and Foothills Planning Areas.

P. Encourage context sensitive design of business and employment centers to complement Eagle's rural identity.

Q. Encourage Community Scale Commercial use to locate along State Highway 55 & 16 within the Foothills to promote trip capture along the regional roadway system.

R. Encourage Community Commercial areas within the Foothills to use grade separated interchanges and berming to provide a campus type feeling to the development.

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CHAPTER 6 – LAND USE

6.1 Background

Managing growth and channeling it into orderly community development is the key element of land use planning. Unplanned growth results in undesirable land use patterns. Areas within the City and within the City's planning areas are given land use designations which are depicted on the Comprehensive Plan Land Use Map, hereinafter referred to as the "Land Use Map".(See Map 6.1 & 6.2))

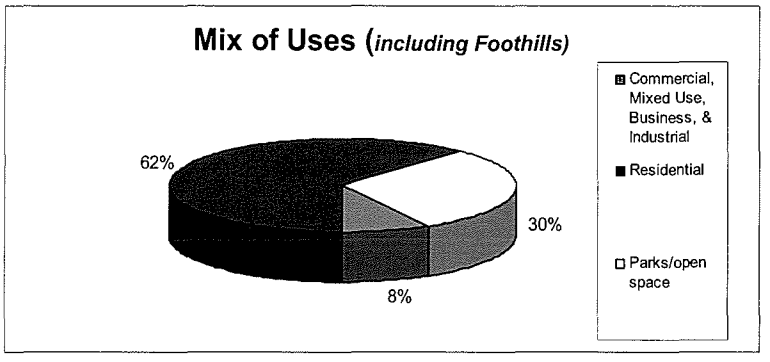
The Land Use Map is an integral part of the Comprehensive Plan. It serves as a planning policy document and planning tool that will assist the City in sustaining responsible growth and development to ensure that evolving land use patterns remain consistent with goals, objectives and strategies of the Plan.

Land use designations as reflected on the Land Use Map are based on the existing land use pattern, existing natural physical features such as the Boise River, Dry Creek and the foothills, floodplain areas, capacity of existing community facilities, projected population and economic growth, compatibility with other uses of the land, transportation systems, and the needs of local citizens.

As a part of the review of the 2000 Comprehensive Plan, the City completed a land capacity analysis of the economic sustainability of the existing AOI and future growth areas for the City. This study found that the City of Eagle, though stable and united in its vision to develop a city with a uniquely rural character, did wish to establish long term sustainability for the City as it approached build out.

The 2007 Comprehensive Plan detailed the following uses for the incorporated City and the AOI:

Table 6.1- Mixture of Land Uses



Nearly 90% of the City's 2000 AOI was designated for residential uses which, coupled with the third lowest tax levy rate in the State of Idaho, severely limits the long-term sustainability of the City of Eagle. The land capacity analysis further outlined that over 50% of the residential land within the existing AOI was developed to the density described in the 2000 Comprehensive Plan. The analysis also showed that only 20% of the land available for residential development is vacant and suitable for uncomplicated development. Understanding the current rate of development (300 acres per year), the city will run out of vacant land in approximately 6 years. However, residential build-out could be extended if underdeveloped property became available for redevelopment in the future. A significant factor in determining

the successful redevelopment of vacant land within the City is the cost and availability of vacant land in adjacent cities.

6.2 Future and Existing Land Use Conditions

Residents of Eagle and its AOI have a strong desire to maintain the rural "feel" of the community. The area of impact is primarily rural in nature; the majority of the area is currently divided into 10+ acre tracts and limited 1 acre lots developed within the County. The vision for the area focused on identifying activity centers and the regional transportation corridors while preserving the rural character of the City of Eagle. These areas are the final development area for the City as lands to the east, south and west begin to be incorporated into other municipalities. In order to ensure the quality of life that is desired by Eagle residents, it is necessary to maintain a tax base that is adequate for providing expected public services.

6.3 Land Use Designations

Development density shall be calculated by project. Unused density for undeveloped or underdeveloped land adjacent to or within the same land use designation will not be transferred or used to "balance" or "maximize" densities with in an area. Clustering will only be allowed as specified in the "Parks, Recreation, and Open Spaces" chapter of the Comprehensive Plan.

For the purposes of this comprehensive plan, the density shall be defined as the ratio of the total number of dwelling units within a project divided by the total project area. Should that number be a fraction, it shall be rounded up to the nearest whole number, except where the comprehensive plan details a fractional density, and then the density shall not exceed the number described in the comprehensive plan.

The land use designations on the Comprehensive Plan Land Use Map, and as may be referred to within the text of the Comprehensive Plan, are defined on the Land Use Designation Matrix, Table 6-1, and the Zoning Compatibility Matrix, Table 6-2, and are as follows:

6.3.1 Residential Rural

Suitable primarily for single family residential development on large acreages which may be in transition from agricultural to residential use or may combine small scale agricultural uses with residential uses. An allowable density of up to 1 unit per 5 acres.

6.3.2 Residential Estates

Suitable primarily for single family residential development on acreages may be in transition from agricultural to residential use or may combine small scale agricultural uses with residential uses. An allowable density of up to 1 unit per 2 acres.

6.3.3 Residential One

Suitable primarily for single family residential development within areas that are rural in character. An allowable density of up to 1 unit per 1 acre.

6.3.4 Residential Two

Suitable primarily for single family residential development within areas that are rural in character. An allowable density of up to 2 units per 1 acre.

6.3.5 Residential Three

Suitable primarily for single family residential development within an urbanized setting. An allowable density of up to 3 units per 1 acre.

6.3.6 Residential Four

Suitable primarily for single family residential development within an urbanized setting. An allowable density of up to 4 units per 1 acre.

6.3.7 Residential Six Plus

Suitable primarily for multi-family housing including apartments, town homes and duplexes within the urbanized setting adjacent to designated transit corridors. An allowable density of up to 10 units per 1 acre.

6.3.8 Residential Transition

Residential development that provides for a transition of density within the planning area while keeping in context the density, scaling and lot sizes of existing or proposed uses. Commonly requires changes in lot dimensions and scaling, see specific planning area text for a complete description.

6.3.9 Mixed Use

Suitable primarily for a variety of uses such as limited office, limited commercial, and residential developments. Uses should complement uses within Downtown Eagle. Development within this land use designation should be required to proceed through the PUD and/or Development Agreement process, see specific planning area text for a complete description. An allowable density of up to 10 units per 1 acre.

6.3.10 Commercial

Suitable primarily for the development of a wide range of commercial activities including offices, retail and service establishments. Uses should complement uses within Downtown Eagle.

6.3.11 Downtown

Suitable primarily for development that accommodates and encourages further expansion and renewal in the downtown core business area of the community. A variety of business, public, quasi-public, cultural, residential and other related uses are encouraged. The greatest possible concentration of retail sales and business is to occur in this land use designation. Pedestrian friendly uses and developments are encouraged. Land within this district is the only place to utilize the CBD zoning designation. Other zones within Downtown Eagle may include Mixed Use, Residential, Commercial and Professional Office.

6.3.12 Village Center

Suitable for development that accommodates the development of an employment center with supporting residential, commercial, quasi-public, and business uses. All uses should be within walking distance from the employment center and are intended to service the immediate area not to distract from the Downtown Eagle.

6.3.13 Professional Office

Suitable for professional office uses. Retail may be permitted as an ancillary use within the office project. Smaller medical uses such as dentist offices and other outpatient clinics are encouraged.

6.3.14 Business Park

Suitable primarily for the development of technical park/research and development facilities, offices and office complexes, and limited manufacturing activities, including small-scale production, distribution, and storage of goods. Support activities may also be permitted.

All development within this land use shall be designed to be within a landscaped setting and be free of hazardous or objectionable elements such as noise, odor, dust, smoke, or glare. Such development should be operated entirely within enclosed structures and generate minimal industrial traffic. Development within this land use designation should be required to proceed through the PUD process.

6.3.15 Industrial

Suitable primarily for heavy and light manufacturing, warehousing, mini-storage and open storage, multi-tenant industrial park and similar uses. Limited office and commercial uses may be permitted as ancillary uses.

All development within this land use shall be free of hazardous or objectionable elements such as noise, odor, dust, smoke, or glare.

6.3.16 Public/Semi Public

Suitable primarily for the development of such uses as golf courses, parks, recreation facilities, greenways, schools, cemeteries, and public service facilities such as government offices. Support activities may also be permitted.

All development within this land use is encouraged to be designed to accommodate the different needs, interests, and age levels of residents in matters concerning both recreation and civil activities.

The public/semi public land use designation is not a residential land use designation. When a project or development is designed that contains or is adjacent to land holding a public/semi public land use this land will not be included when calculating the allowable residential density. Projects that hold a residential designation that want to provide amenities similar to those allowed in the public/semi public designation may transfer density within the development only when using the standards established in the Planned Unit Development as defined in the comprehensive plan.

6.3.17 Head of Eagle Island – Special Use Area

The head of the Eagle Island possesses a recognized function as a wildlife habitat, floodway and scenic natural resource reflective of Eagle's rural character. This area is to remain open to the sky and to the mountains to protect the unique environmental and natural features, wildlife habitat and natural lay of the land. The development of streets, buildings and other covered structures within this area should be prohibited.

6.3.18 Floodway

Floodway areas are defined as specifically shown on the newest edition of the Federal Emergency Management Administration maps along the Boise River and Dry Creek (Generally shown on the Land Use Map which is a part of this Plan). These areas are to remain open space because of the nature of the floodway which can pose significant hazards during a flood event. Also, the floodway areas shall not be considered as a part of the minimum area of open space required (as required within the zoning ordinance) unless developed as noted within this paragraph. Floodway areas shall be excluded from being used for calculating permitted residential densities. Any portion of the floodway developed as a substantially improved wildlife habitat area open to the public, or useable public open space, such as a pathways, ball fields, parks, or similar amenities as may be approved by the City Council, may be credited toward the minimum open space required for a development.

When discrepancies exist between the floodway boundary shown on the Land Use Map and the floodway boundary shown on the Federal Emergency Management Administration maps such that the floodway area is smaller than that shown on the Land Use Map the adjacent land use designation shown shall be considered to abut the actual floodway boundary.

When new floodway boundaries are approved by FEMA and/or the City, the floodway area on the Comprehensive Plan Land Use Map should be revised to reflect any new floodway line.

6.3.19 Scenic Corridor

An Overlay designation that is intended to provide significant setbacks from major corridors and natural features through the city. These areas may require berming, enhanced landscaping, detached meandering pathways and appropriate signage controls.

This designation includes the Willow Creek Scenic Corridor that is to provide increase setbacks and buffering of development including natural vegetation and restoration, regional trail and connectivity.

6.3.20 Foothills Residential

A unique combination of land uses within the Eagle Foothills that strives to balance residential, non-residential, and open space (developed and natural) use to create unique hamlets of development that place urban development within the natural environment without overcrowding or significantly altering the natural features found on the site.

The overall density in the foothills should be approximately 1 unit per two acres. Residential densities should be calculated to be

commensurate with the existing land conditions. Priorities for open space areas should be lands with slopes of 25% or greater and important habitat areas. No residential density should be granted for areas located within the Floodway. Units should be arranged in accordance with the transect plan as described in the Foothills planning area.

Table 6-2

Eagle City Zoning Compatibility Matrix [1]

Land Use Designations								
City Zones	Residential Rural	Residential Estates	Residential One	Residential Two	Residential Three	Residential Four	Residential Six Plus	Residential Transition
Agricultural (A)	X	X	X	X	X	X	X	X
Agricultural Residential (A-R)	X	X	X	X	X	X	X	X
Residential Estate (R-E)		X	X	X	X	X	X	X
Residential Districts			X	X	X	X	X	X
R-1			X	X	X	X	X	X
R-2				X	X	X	X	X
R-3					X	X	X	X
R-4						X	X	X
R-5							X	X
R-6 to R-10							X	X
Limited Office (L-O)								
Commercial Airport (C-A)								
Neighborhood Business (C-1)								
General Business (C-2)								
Highway Business (C-3)								
Central Business (CBD)							X	
Light Industrial (M-1)								
Industrial Park (M-1A)								
Heavy Industrial (M-2)								
Extractive Industrial (M-3)								
Public/Semi-Public (PS)								
Mixed Use (MU)								X
County Zones								
Rural Preservation								
RUT Standard	X	X	X	X	X	X	X	X
RUT Cluster [3]								
Estate Residential (R1)		X[4]	X	X	X	X	X	X
Low Density residential (R2)				X	X	X	X	X
Medium Low Density Residential (R4)						X	X	X
Medium Density Residential (R6)							X	X
Medium High Density Residential (R8)							X	X
High Density Residential (R12)							x	x
Very High Density Residential (R20)							x	x

NOTE:

1: See Land Use policies for further clarification of these uses and potential need for development agreements

2: May require annexation prior to development

3: Prohibited under Title 8 of ACC

4: May develop in the R1 zone with development agreement requiring lots to be a minimum of 1.8 acres. If municipal services are not available alternative sewer treatment may be allowed if approved by the Central District Health Department.

Table 6-2

Eagle City Zoning Compatibility Matrix[1]

Land Use Designations											
City Zones	Residential Rural	Residential Estates	Residential One	Residential Two	Residential Three	Residential Four	Residential Six Plus	Residential Transition	Foothills Residential	Mixed Use[1]	Commerical[2]
Agricultural (A)	X	X	X	X	X	X	X	X	X		
Agricultural Residential (A-R)	X	X	X	X	X	X	X	X	X		
Residential Estate (R-E)		X	X	X	X	X	X	X	X		
Residential Districts			X	X	X	X	X	X	X		
R-1			X	X	X	X	X	X	X		
R-2				X	X	X	X	X	X		
R-3					X	X	X	X	X		
R-4						X	X	X	X		
R-5							X	X	X		
R-6 to R-10							X	X	X	X	
Limited Office (L-O)										X	X
Commercial Airport (C-A)											X
Neighborhood Business (C-1)											X
General Business (C-2)											X
Highway Business (C-3)											X
Central Business (CBD)											
Light Industrial (M-1)											
Industrial Park (M-1A)											
Heavy Industrial (M-2)											
Extractive Industrial (M-3)											
Public/Semi-Public (PS)											X
Mixed Use (MU)					X			X		X	X
County Zones											
Rural Preservation											
RUT Standard	X	X	X	X	X	X	X	X		X	X
RUT Cluster[3]											
Estate Residential (R1)		X[4]	X	X	X	X	X	X		X	
Low Density residential (R2)				X	X	X	X	X			
Medium Low Density Residential (R4)						X	X	X			
Medium Density Residential (R6)							X	X		X	
Medium High Density Residential (R8)							X	X		X	
High Density Residential (R12)											
Very High Density Residential (R20)											

NOTE:

1: See Land Use policies for further clarification of these uses and potential need for development agreements

2: May require annexation prior to development

3: Prohibited under Title 8 of ACC

4: May develop in the R1 zone with development agreement requiring lots to be a minimum of 1.8 acres. If municipal services are not available alternative sewer treatment may be allowed if approved by the Central District Health Department

Table 6-2

Eagle City Zoning Compatibility Mat

Land Use Designations

City Zones	Community Center	Neighborhood Center	Downtown	Village Center[1&2]	Professional Office	Business Park[2]	Industrial[2]	Public/Semi Public	Eagle Island[1]
Agricultural (A)				X					X
Agricultural Residential (A-R)				X					
Residential Estate (R-E)				X					
Residential Districts									
R-1				X	X				
R-2				X	X				
R-3				X	X				
R-4		X		X	X				
R-5		X		X	X				
R-6 to R-10	X	X	X	X	X				
Limited Office (L-O)	X	X		X	X	X			
Commercial Airport (C-A)							X		
Neighborhood Business (C-1)	X	X			X				
General Business (C-2)	X			X	X				
Highway Business (C-3)	X								
Central Business (CBD)			X		X				
Light Industrial (M-1)	X						X		
Industrial Park (M-1A)	X					X	X		
Heavy Industrial (M-2)	X					X	X		
Extractive Industrial (M-3)	X						X		
Public/Semi-Public (PS)	X	X		X	X			X	
Mixed Use (MU)	X	X		X	X				
County Zones									
Rural Preservation									X
RUT Standard			X	X		X	X	X	
RUT Cluster[3]									
Estate Residential (R1)				X					
Low Density residential (R2)				X					
Medium Low Density Residential (R4)				X					
Medium Density Residential (R6)				X					
Medium High Density Residential (R8)				X					
High Density Residential (R12)									
Very High Density Residential (R20)									

NOTE

1: See Land Use policies for further clarification of th

2: May require annexation prior to development

3: Prohibited under Title 8 of ACC

4: May develop is the R1 zone with development agr
a minimum of 1.8 acres. If municipal services are no
sewer treatment may be allowed if approved by the C
Department

Table 6-3

Definitions of Land Use Designations

Land Use	Description	Allow Uses and/or Limitations
Residential Rural	Transition from agricultural to rural residential uses may contain active agricultural uses.	4.7 acre lots, maximum density of one unit per five acres, mixture of large lot residential and agricultural uses with ancillary commercial uses.
Residential Estates	Slightly higher transitional density with limited agricultural uses.	1.8 acre lots, maximum density of one unit per two acres, mixture of large lot residential and agricultural uses. Some ancillary agricultural commercial is appropriate.
Residential One	Primarily single family development.	37,000 square foot lots, maximum density of 1 unit per acre, single family residential uses with clustering allowed through the Planned unit development process.
Residential Two	Transitional density from rural residential to urban areas, primarily single family residential.	17,000 square foot lots, maximum density of 2 units per acre, PUD's may allow higher densities on specific project within the city's jurisdiction.
Residential Three	Standard urban density, primarily applies to areas north and east of the central business district.	10,000 square foot lots, maximum density of 3 units per acre, PUD's may allow higher densities on specific project within the city's jurisdiction.
Residential Four	Moderately higher urban density primarily located north and east of the central business district.	8,000 square foot lots, maximum density of 4 units per acre, PUD's may allow higher densities on specific project within the city's jurisdiction.
Residential Six Plus	Suitable primarily for multi-family housing including, apartments, town homes, and duplexes within the urbanized setting adjacent to designated transit corridors/facilities.	Provide a mixture of housing options ranging in densities and lot dimensions that provide alternative housing options, open space and trails without negatively impacting neighboring and existing uses.
Residential Transition	Residential development that provides for a transition of density within the planning area. Commonly requires changes in lot dimensions and scaling, see specific planning area text for a complete description.	Provide a transition between uses and densities to ensure compatibility with existing development may require open space, compatible lot sizes or scaling.
Mixed Use	Suitable for a variety of uses that are implemented through the planned unit development code.	Provides a mixture of uses similar to the central business district with an increased residential presences that compliments the central business district.
Commercial	Standard retail commercial development.	A variety of retail and commercial development that compliments the central business district.
Downtown	A variety of use intended to provide expansion and renewal of the downtown district.	Variety of uses including business, governmental, office, retail, residential, and cultural that compliments and preserves the historic character of the district and promote pedestrian circulation.
Business Park	Variety of office and commercial uses.	Professional office uses that include technical and business uses that have limited hazardous and objectionable elements.
Industrial	Standard industrial land uses.	Includes heavy and light manufacturing, mini-storage, open storage, warehousing and extraction
Community/Village Center	Suitable for development that accommodates the development of an employment center with supporting residential, commercial, quasi-public, and business uses. All uses should be within walking distance from the employment center and are intended to service the immediate area not to distract from the central business district.	Allowed use include office, corporate park, commercial, hospitality, semi-public and residential uses. Scaling and intensity of uses must be compatible with section 6.8 of the plan.
Foothills Residential	Suitable for a mixture of development types clustered into small hamlets of development spatially separated from each other by open space, topography, and design. The most intensive uses should be located within the urban transects of the plan. The overall density should be approximately 1 unit per 2 acres.	Allowed uses should be primarily be residential but may include non-residential uses as identified in 6.8 of the plan.
Professional Office	Suitable for professional office uses. Retail may be permitted as an ancillary use within the office project. Smaller medical uses such as dentist offices and other outpatient clinics are encouraged.	Allowed uses include a variety of office use but does not include drive through and or vehicle oriented uses.
Public/Semi Public	Public service facilities including parks and Government offices.	Allowed uses include government offices/services, park and recreation facilities and golf courses.
Head of Eagle Island	Protection of wildlife habitat and recreational opportunities associated with Eagle Island.	Limited development. Structures and site obscuring development prohibited. Allowed use include parks, habitat and floodway protection.

6.4 Land Use Goals

A. Preserve the rural transitional identity of the City of Eagle.

B. Ensure the ability for the city to continue to fund, improve and support itself (including infrastructure) without the use of building permit fees, impact fees and zoning fees.

C. Identify areas that, due to the nature of existing uses, anticipated uses, and/or transportation corridors, will lend themselves to increased activity and non-residential use while preserving larger areas as residential neighborhoods.

D. Preserve the function of regionally significant roadways transecting the City while ensuring compatibility with land uses and design standards of the City.

E. Identify areas that will provide significant employment opportunities to the residents of the City of Eagle, thereby supporting the City as a desirable place to live, work, and recreate.

6.5 Land Use Objectives

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

B. To encourage development with decreasing density radiating out from Downtown Eagle as shown on the Land Use Map.

C. To discourage lot splits in approved platted subdivisions.

D. To establish the land use map and associated policies as the official guide for development in the City of Eagle

E. To implement the land use map and associated policies through the zoning and development review process.

6.6 Land Use Implementation Strategies

A. Conserve the natural features and resources of Eagle.

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

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

D. Discourage strip commercial type development.

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

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

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

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

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

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

K. Institute a PUD ordinance to facilitate and regulate cluster development.

L. Protect gravity flow irrigation systems including canals, laterals and ditches to assure continued delivery of irrigation water to all land serviced by such systems, to protect irrigation systems as a long range economical method for water delivery and to coordinate surface water drainage to be compatible with irrigation systems.

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

N. Promote commercial service and retail development within Downtown Eagle that contributes to a pedestrian friendly environment.

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

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

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

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

S. Encourage a variety of housing through such mechanisms as PUD's in subdivisions including large lot subdivisions.

T. Encourage development of high density residential units of up to 10 dwelling units per acre in the vicinity of the existing

intersections of State Highway 44 and Ballantyne Lane and State Highway 44 and State Street if the intersections are eliminated and a new intersection is constructed approximately 800–feet west of the existing State Highway 44/Ballantyne Lane intersection. If the relocation of the intersections occurs, then the mixed use area shown along the north side of State Highway 44 from Van Engelen Estates to the Mixed Use area's west boundary may be developed with uses which the City will rezone and control through the use of Development Agreements. High density residential units of up to 10 dwelling units per acre will be encouraged in this area. However, if the existing intersection modifications outlined above are not completed, the Mixed Use area referenced above shall be developed as residential with densities of up to a maximum of two dwelling units per acre.

U. Maintain a Vision Map that depicts opportunities for creating and enhancing activity centers and linkages between planning areas and the existing City. (See Map 2.1)

V. Maintain a Future Land Use Map that encourages higher densities around activity centers and transit routes but also provides for large residential areas that continue to promote the rural character of the City of Eagle. (See Map 6.1 & 6.2)

W. Use smaller planning areas to help guide development in the western planning area. (See Map 6.3)

X. Limit non-residential uses to designated areas, with scaling and intensity paramount to the approval of these uses.

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

Z. Subject all commercial and subdivision development within the City to Design Review.

AA. Discourage the creation of single use commercial and office districts.

BB. Encourage the development of districts that serve a variety of uses.

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

DD. Encourage high-tech and research and development uses to locate in the Moon Valley Planning Area.

EE. Encourage corporate and institutional uses to locate in the Village Planning Area.

FF. Work with the County and land owners to obtain dedications of a trail network from the Foothills and proposed Eagle Regional Park through the foothills and connecting south into the existing City to the Boise River.

GG. Encourage and request current residents and landowners in the Foothills to provide easements and/or right-of-way dedications for trail networks to tie into the Ridge to Rivers

trail system and connect downtown Eagle to the Foothills.

6.8 Land Use Sub Areas

6.8.1 Park Lane Planning Area

The Park Lane Planning Area is designated as mixed use combining community commercial, professional office, and a variety of residential densities. The vision for the area is to recognize the activity center created by Eagle High School and existing development approved by Ada County and to provide compatible land uses at densities that accommodate pedestrian scale design and future mass transit.

A. Uses

The land use and development policies specific to the Park Lane Planning Area include the following:

1. Parcel specific community commercial shall be allowed at the NE and SW corners of Linder Road and State Highway 44 as designated in the 2000 Comprehensive Plan.

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

3. Flint Drive shall be preserved primarily as a residential street while properties abutting State Street should include a mix of residential uses, commercial uses limited to lease spaces no larger than 30,000 square feet and office uses that promote trip capturing. The properties abutting State Street shall be reviewed and conditioned by the City through the use of a development agreement at the time of rezone.

4. The roadway network along State Street east of Park Lane should be designed to provide internal circulation with no individual lot access to State Street. A cross access agreement with limited access points at Park Lane and at State Street, in alignment with the future Eagle Island State Park entrance, is necessary to provide access to the retail uses.

5. The land use for the properties north of Flint Estates and extending to Floating Feather Road is Transitional Residential to ensure compatible residential lot sizing adjacent to the Colony Subdivision. Extending east to west, ensuring compatibility with the 1 acre lots in the Colony Subdivision, densities in the area will increase to a maximum of 3 units per acre near the high school.

6. The area located on the northwest corner of State Highway 44 and Park Lane is designated Mixed Use for the southern 17-acres, transitioning to residential, 3 units per acre for the northern portion of the property. The transition area between the mixed

use and the residential area shall be reviewed and conditioned by the City through the use of a development agreement at the time of rezone

7. The area located west of Linder Road and State Street shall provide for high density residential including apartments, town homes and patio homes, and transitioning northward to 1-2 units per acre. Internal circulation is essential to the development of this area; a loop/frontage road similar to Old Valley Road should be created. Uses should focus on this roadway (not State Street) with berming and wide setbacks to be used to buffer any residential use from the regional transportation network.

8. Residential Transition should be allowed south of the mixed use area along Old Valley Road and north of the Boise River

B. Design

1. Old Valley Road Area:

   a. The design of this area should capitalize on the existing Old Valley Road and bring activities and uses closer to the road, creating a pedestrian friendly area that encourages walking as well as servicing auto traffic.

   b. The Old Valley Road area should include street trees, benches and sidewalks.

   c. Common parking areas at the sides of buildings and joint parking agreements should be encouraged to minimize walking distances between buildings and provide a pedestrian scale to the area.

   d. On-street parking should be encouraged where sufficient right-of-way is available.

   e. Signage for non-residential uses should be incorporated as a master sign plan rather than individual signs located along State Highway 44/State Street.

2. Flint Estates Area:

   a. The Flint Estates area adjacent to State Highway 44 should be designed to provide commercial uses that encourage pedestrian circulation from the residential and high school areas, and to complement the existing mixed use areas at State Street and Park Lane (Camille Beckman) and planned new residential uses adjacent to the north.

   b. Street trees, benches and sidewalks are encouraged within the Park Lane Planning Area.

   c. Common parking areas at the sides of buildings and joint parking agreements should be encouraged so walking distances between buildings are minimized and provide a pedestrian scale to the area.

   d. Activity and building orientation should focus on internal circulation roads rather

than the regional transportation network. Flint Drive is to remain primarily a residential roadway.

e. On-street parking should be encouraged where sufficient right of way is available.

f. Signage should be done as a master sign plan rather than individual signs located along State Highway 44/State Street.

g. Transitional residential densities and design elements (berms, fences, etc.) should be used to provide buffering to residential areas to the east and north of the mixed use area.

C. Access

1. Access to and through should be limited to existing roads (Old Valley Road, Park Lane and Linder Road); no direct access from State Street/ Highway 44 shall be permitted unless a new access point is designated by the State of Idaho for Eagle Island State Park.

2. The area to the north of State Highway 44 should require the construction of a frontage road (similar to Old Valley Road) that removes individual property access to State Highway 44. This high density area shall provide internal circulation and connectivity to the residential areas to the north.

3. Cross-access agreements and shared service roads should be encouraged throughout the area.

4. Linkage roads through the area east of Eagle High School should provide connectivity to Floating Feather Road to the north, Park Lane to the west, and Breanna Drive to the east.

5. Right-of-way should be preserved for a future connection to State Highway 44 in alignment with the future State Highway 44 entrance to Eagle Island State Park.

D. Issues

1. If individual lot access is allowed to State Highway 44, the ability to function as a node, encouraging both pedestrian and vehicular traffic, will be lost. The city should establish phasing criteria for the north and south portions of the mixed use area to ensure that they are not over saturating the market before the supporting residential development occurs.

6.8.2 Village Planning Area

The Village Planning Area is designed to provide flexibility of design while also ensuring compatibility to existing large lot residential uses and transitional density as development approaches Homer Road and the Foothills. This area is not intended to be master planned but does require great care in planning to ensure that uses are compatible and that the Village Center serves as an anchor of the area and is not taken over by residential uses.

A. Uses/Design

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

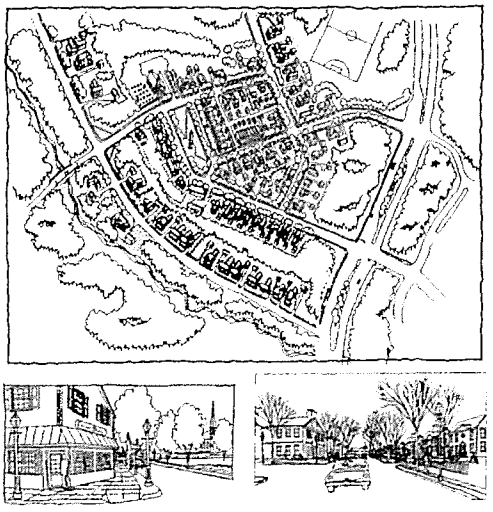
1. Village Center: The Village Center encompasses approximately 600-acres and is generally located along Beacon Light Road, bounded by Palmer Lane to the west and Lanewood Road to the east, and is more specifically described on the Future Land Use Map (Map 6.1). All Non-residential uses will be focused in the Village Center. This area is comprised of three key components:

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

    b. A village center providing ancillary retail commercial, hospitality and civic uses;

    c. A potential high school and/or middle school site located near the village center and higher density residential areas. This location allows for the transfer of density into an appropriate residential area which minimizes busing costs and the traffic concerns of placing schools in residential areas because the schools will be within walking distance to services that the students would typically use.

Illustration 6.2



Village Center Concept

2. Residential Areas:

    a. New developments that are proposed near the Village Center shall be encouraged to include apartments, town homes, condominiums, patio homes, bungalows and live/work units ranging in densities from 5 to 10 units per acre.

    b. Decreasing densities should be allowed as the area radiates out of the village center. The

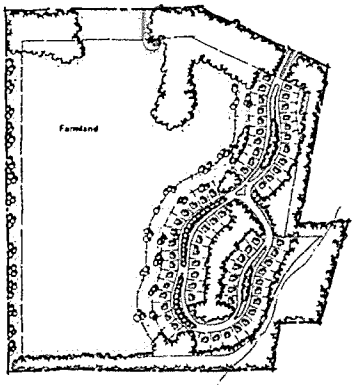
overall densities in the Village Planning Area outside of the village center shall average 1-2 units per acre to the south of Beacon Light Road. Residential densities north of Beacon Light should be 1-2 units per acre transitioning (feathering and clustering) to the north and east ensuring compatibility with existing residential and foothills development.

c. Lot sizing and compatibility will be paramount as residential development reaches the existing 2 and 5-acre lots in the area east of Linder Road and north of Floating Feather Road.

d. Special care should be given to the feathering and clustering of residential units as development reaches the foothills/ Farmers Union Canal. See Illustration 6.3

e. All Commercial use beyond Neighborhood Commercial should be directed to the commercial center at State Highway 16 & 44 or to the Village Center.

Illustration 6.3:



Farmland Cluster Example

B. Access

1. The Village Planning Area will promote the construction of an east/west boulevard that will include planted medians, sidewalks and limited signalization. This road design shall be similar to Harrison Boulevard and Park Center Boulevard in Boise.

2. This area will also include the extension of Homer Road from Linder Road to the village center and the realignment of Beacon Light Road to slow the flow of traffic between Hwy 16 and Hwy 55.

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

4. Access to the area from State Highway 16 should be limited to the mile between Beacon Light Road and Floating Feather.

5. Commercial and retail uses should be discouraged from fronting on State Highway 16. Non-residential

use should be focused internally to the Village Center and the residential uses and located along local/collector roads.

6. ITD should be discouraged from constructing frontage roads along the eastern side of Hwy 16 and landscape berms should be used to continue a gateway feeling to the city along the eastern side of Hwy 16.

7. The design of the area should incorporate non-motorized pathways linking residential areas to the village center, foothills and the existing Eagle Downtown.

6.8.3 Floating Feather Residential Area

The Floating Feather Residential Area is designated as residential with limited ancillary uses to be incorporated as allowed by the planned unit development standards. This area should provide trails, open space, and parks in conjunction with varied housing options. The overall density of the area is up to 1-2 units per acre.

A. Uses

The land use and development policies specific to the Floating Feather Residential Area include the following:

1. Integration of mixed residential lot sizes at an overall density of 1-2 units per acre;

2. Ancillary neighborhood commercial and retail uses that focus on serving the immediate Floating Feather Area;

3. Setbacks from streams, irrigation and drains for trails and open space;

4. Use of transitional lot sizes and clustering when new development abuts existing subdivisions, business and office use to the south;

5. Siting of schools in areas with higher densities to decrease busing concerns. Preference will be given to siting elementary schools in this area.

B. Access

1. Access to the area from Highway 16 shall be limited to Floating Feather Road and the ½ mile ring road to be located to the south of the area.

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

3. Floating Feather Road is identified as an urban collector from Highway 16 to Linder Road. Special consideration should be made for the improvement and realignment of Floating Feather Road. Design standards should include separated sidewalks and street trees similar to Old State Street west of Eagle Road.

4. The Highway 16 corridor should be designated as a scenic corridor requiring berming and landscaping within the City of Eagle.

5. At the western edge of this area, Linder Road will merge with the proposed east/west boulevard. The boulevard should be designed to include street trees, separated sidewalks and landscaped medians. Sufficient rights-of-way and setbacks should be preserved to facilitate the construction of this roadway.

C. Design

1. This area should be recognized as the signature residential area for the Western Planning Area. The integration of varying lot sizes and uses should be seamless with continuity of street design, open space, trails and housing throughout that area.

2. Floating Feather Road and State Highway 16 is designated as a minor gateway to the City of Eagle with appropriate landscaping, entry features and place-making features integrated into the design of the area.

3. Lot configuration and housing sizes should be mixed throughout the area to provide a variety of housing options within a single neighborhood or development.

D. Issues

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

6 8.4 River Plain Residential Area

The River Plain Residential Area is designated as residential and open space. This area should provide trails, open space, and parks in conjunction with transitional residential densities. The overall density of the area is up to 1-2 units per acre. The area of higher densities of up to 2-3 units per acre will be located north of the rim and will transition into clustered large lot residential use (1 acre lots) in the areas adjacent to the river.

A. Uses

The land use and development policies specific to the River Plain Residential Area include the following:

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

2. Higher densities (up to 2-3 units per acre) beneath the rim transitioning into clustered large lot residential use (up to 1 unit per 1-2 acres) adjacent to the river.

3. Open space and trail located adjacent to the river in conjunction with the continuation of the regional trail system;

4. Setbacks from streams, irrigation and drains for trails and open space;

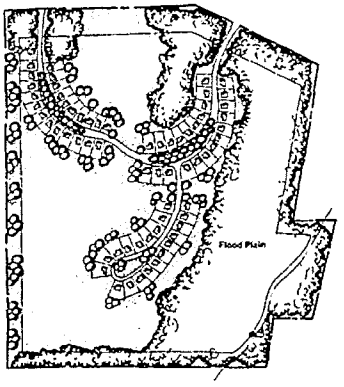
5. Use of transitional lot sizes and clustering when new development abuts existing subdivisions, business and office use to the north; (See Illustration 6.4)

6. Feathering of lots sizes as densities transition north from the rim to the river;

7. North of the Boise River the lot patterns shall be a continuation of the large lot clusters found in Moon Valley Ranch; up to 1 unit/2 acres.

8. Cluster subdivisions should provide permanent dedicated open space. (See Illustration 6.4)

Illustration 6.4 (From Rural by Design):



Floodplain Cluster Example

B. Access

1. Access to the area from Highway 16 shall be limited to 1 mile intervals with separated access points south of Moon Valley Road along the Highway 16 extension.

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

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

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

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

C. Design

1. The River Plain Residential Area should be recognized as uniquely "Eagle" residential area providing large lot residential uses (up to 1 unit per 1-2 acres) with views of the Boise River combined with moderate density residential areas (up to 2-3 units per acre) north of the rim.

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

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

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

D. Issues

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

2. This residential area should greatly limit commercial, retail and office uses.

3. Commercial, retail and office uses desiring to locate along the Highway 16 corridor should be located in the Moon Valley & State Planning Area.

4. Special concern shall be made for the floodway and floodplain to limit uses that are not consistent with the delicate nature of these areas.

6.8.5 Eagle Island Planning Area

The Eagle Island Planning Area is designated as open space, recreation and limited residential. This area should provide trails, open space, and parks in conjunction with limited residential densities of up to 1 unit per 1-2 acres. The visioning for this area is to complete a pathway and recreation connection across Eagle Island.

A. Uses

The land use and development policies specific to the Eagle Island Planning Area include the following:

1. Eagle Island State Park is under the jurisdictional authority of the State of Idaho and is not subject to this plan.
2. Clustered large lot residential use: An allowable density of up to 1 unit per 2 acres;
3. Open space and trail located adjacent to the river in conjunction with the continuation of the regional trail system;
4. Setbacks from streams, irrigation ditches and drains for trails and open space; and
5. Large regional park and recreational presence.

B. Access

1. The primary access to the Eagle Island Area is Linder Road. Future access may be available from State Highway 44 through Eagle Island State Park.
2. Linder Road will continue to be the western Boise River crossing for the area until the Highway 16 extension is completed. This area should look to designing consolidated access points along Linder Road to help limit the impacts to the Linder Road river crossing.
3. Alignment of east/west access points along Linder Road, especially with the Eagle Island State Park entrance, will help to preserve the efficient flow of traffic along Linder Road.
4. A pathway and trails network should be encouraged to provide pedestrian access along the Boise River corridor and from that corridor north into the Park Lane Planning Area and south into the South Linder Planning area.

C. Design

1. This area should be recognized as a uniquely "Eagle" residential area providing large lot residential uses (up to 1 unit per 1-2 acres) with views of the Boise River, combined with a high level of open space, trails and parks.
2. Design of lots and homes sites should take into consideration the scenic, wildlife, and river corridor, and provide sufficient setback and buffering to accommodate sensitive habitat and floodway areas.
3. The integration of lot sizes and densities should be seamless with continuity of street design, open space, trails and housing throughout the area.

D. Issues

1. The main concern in the development of this area is the ability of the City to obtain funding to acquire additional park land as designated on the visioning plan map. If the city is unable to obtain additional park land, the Eagle Island Planning Area

should be allowed to develop with similar densities as adjacent residential lands in the planning area.

2. The City plans to acquire park land west of Linder Road on Eagle Island if and when the land becomes available for acquisition either through purchase, donation or land swap.

6.8.6 Moon Valley & State Planning Area

The focus of the Moon Valley & State Planning Area is to identify areas that by nature of the existing or proposed roadway and transportation network will support uses other than residential. The Moon Valley and State Planning area is at the crossroads of two State Highways (State Hwy 16 and State Hwy 44). The intensity of the use of these roads and the regional scale of the transportation patterns dictate that the area will include some community commercial and a possible employment center through the placement and scaling of a business and technical park.

A. Uses

The land use and development policies specific to the Moon Valley & State Planning Area include the following:

1. Community Commercial area at the NE intersection of State Street and the Emmett Highway, not to exceed 15-20 acres. This Community Commercial is intended to primarily serve the community of Eagle and the western planning area.

2. This area may allow for a limited square foot grocery or retail component but not a big box development. Regional commercial uses should be directed to the Chinden Road Planning area.

3. A business/technical park should be encouraged at the NE intersection of State Street and Highway 16, south and west of the proposed ½ mile ring road. This area should be designed to capitalize on the existing drainage and irrigation canals in the area as amenities by providing trails and open space throughout the park. For this reason, the city should discourage the piping of these waterways.

4. Along Moon Valley Road, south of State Street, a professional office use area should be established with a mixture of limited retail uses.

5. Along Moon Valley Road, uses should be designed to allow safe and efficient pedestrian and bicycle access in addition to vehicular circulation. These neighborhood uses should be scaled and designed to be compatible with the residential uses located south of Moon Valley Road in the River Plain Planning area.

B. Access

1. Access to the Moon Valley & State Planning Area will be limited to the existing access points at the intersection of Moon Valley and State Street, the ½ mile ring road at both State Street and Highway 16.

2. The business and commercial area to the north shall gain access from a ½ mile ring road connecting along State Street at Palmer Lane and looping north and west to connect with Highway 16 a ½ mile north of the intersection of Highway 16 and Highway 44. No other full access points should be allowed in the area without approval from ITD.

3. Internal circulation shall be used to move traffic within the area.

4. Access to the Moon Valley Area shall be at the intersection of Highway 16 and Moon Valley and at the intersection of State Street and Moon Valley Road, unless otherwise approved by the City, ACHD and ITD. All single parcel access points should be eliminated during the development process.

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

C. Design

1. Moon Valley Area:

   a. The design of the Moon Valley Area should capitalize on the existing Moon Valley Road and bring activity and uses to the road by creating a pedestrian friendly area that encourages walking in addition to serving auto traffic.

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

   c. Common parking areas to the sides of buildings with joint parking agreements should be encouraged to minimize walking distance and give a welcoming feel to pedestrians and bicyclists entering the area from the Boise River pathway.

   d. On-street parking should be encouraged where sufficient right-of-way is available. Signage should be done as a master sign rather than individual signs located along Highway 44/State Street.

2. State Highway 44 Business Area:

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

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

   c. Parking should be cooperative when possible but on-street parking should be avoided along the loop road.

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

e. Landscape berms should be required along the loop road to provide a transition to the residential uses to the north and east.

f. The intersection of Hwy 44 (State Street) and Hwy 16 should be identified as a gateway to Eagle with appropriate monuments and landscape designs.

D. Issues

1. One of the main concerns in developing this area for a variety of uses is the need to maintain a balance among the various employment opportunities that this type of mixed use affords. The goal is to create an environment where a broad range of employment opportunities is available. To achieve this goal, commercial development must not be allowed to overwhelm business/technical park development. To ensure the integrity of the plan, combined commercial uses in the area must be limited to 15-20 acres in size and all regional scale commercial uses should be directed to the Chinden Road Planning Area.

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

6.8.7 Rim View Planning Area

The Rim View Planning Area contains a large amount of existing residential uses that have been developed as one-acre and five-acre lots through the Ada County development process. The future land uses in the area are predicated on Linder Road being the only Eagle City river crossing between Eagle Road and Star Road, the need to buffer and preserve the existing residential developments, and the need to provide commercial opportunities along the regional transportation corridors south of the Boise River. Because of the alignment of the State Highway 16 crossing moving further to the west (to McDermott), no clear funding option or timeline for the SH 16 crossing, and recent changes in nearby city limit boundaries (Meridian), the previously planned regional commercial area at Black Cat no longer is a viable location for the City of Eagle.

A. Uses

The land use and development policies specific to the Rim View Planning Area include the following:

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

2. Areas designated as Transitional Residential should have an average residential density of up to 2 units per acre. Units should be clustered to provide for transitional lot sizes to ensure compatibility of new residential uses to existing residential uses and the

commercial and office uses located at Linder Road and Chinden.

3. Patio home styles and alternative lot sizes may be allowed in conjunction with exiting open space and recreation areas located in the Rim View Area. The patio homes and townhouses may be located near the commercial area.

B. Access

1. Access to the area should focus on new internal linkages that allow adjacent parcels to provide pedestrian and vehicle connectivity into the Rim View Planning Area.

2. Primary access should be on Linder Road with limited access onto Chinden Boulevard only in accordance with ITD's access management policies. All accesses should be designed to allow traffic to flow through the area connecting Meridian Road to Linder Road may provide the opportunity of future east/west residential collector linkage within the planning area. Cross-access and local stub streets should be used to allow the planning area to be interconnected without the need to access the arterial and state highway network.

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

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

C. Design

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

2. Design of this area should be compatible to the existing residential uses currently present in the area and future mixed uses.

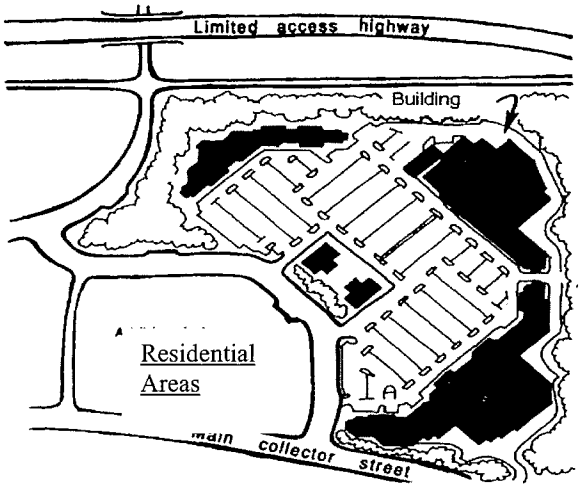
3. Design of commercial and office uses should be compatible with the existing residential uses and contain significant landscaped buffers to reduce impacts and appealing building design elements to promote a cohesive character. Commercial development should provide for indirect vehicle connections and for safe and efficient pedestrian linkages to the mixed use and residential areas adjacent to the site. (See Illustration 6.5)

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

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

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

Illustration 6.5: Regional Commercial Center Layout



C. Issues

1. One of the main concerns in the development of this area is the ability to properly balance and buffer the commercial uses with existing residential uses. New mixed use areas should be designed in a manner that provides a cohesive transition and connectivity between the commercial and residential uses, incorporating elements that will provide a common and complimentary identity between such uses.

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

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

6.8.8 Eagle Middle School Planning Area

During the public visioning process, the densities around the Eagle Middle School site were reviewed and an increase in

residential density was recommended. Though these changes are not contained within the Western Planning Area, the ultimate development densities in this area have long term impacts on the expansion of the city water system.

A. Uses

1. Land use designations in the Eagle Middle School Planning Area are Transitional Residential, allowing up to 3-units per acre adjacent to the school site and transitioning to compatible lot sizes and scaling adjacent to the large lots at the perimeter of the area.

B. Access

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

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

C. Design

1. Overall residential density of the area should be up to 1 unit per acre transitioning into clustered and/or compatible lots adjacent to the existing subdivisions at the perimeter.

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

3. Open space and trails should be developed throughout the development thus providing connectivity to the school site.

4. All uses should include setbacks from streams, irrigation ditches and drains for use as trails and open space;

5. Use of transitional lot sizes and clustering should be required when new development abuts existing subdivisions, business and office uses.

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

D. Issues

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

2. Further, the flow and provision of open space and trails through the area should be key elements in the

approval process for developments that are proposed in the area.

3. Special concern shall be made for the Dry Creek floodway and floodplain to limit uses that are not consistent with the delicate nature of these areas.

6.8.9 Chinden Terrace Planning Area

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

A. Uses

1. The Chinden Terrace Planning Area is designated for mixed use combining residential; office, limited retail and community commercial uses. Parcel specific commercial shall be located at the northeast corner of Eagle Road and Chinden Boulevard.

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

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

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

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

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

7. Master planning for the entire bench is encouraged and small lot re-zones should be discouraged unless the access and design issues are acceptable to the City and ITD.

B. Design

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

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

3. Parking should be cooperative, when possible, to achieve additional parking for patrons using the area and reduce the visual impact of individual parking lots.

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

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

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

C. Access

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

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

3. A frontage/backage road should be developed from Discovery Lane to Eagle Road to allow visibility from Highway 20/26 but direct access to the State system should be restricted.

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

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

D. Issues

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

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

3. The 2030 Long Range Transportation Plan identifies that the Chinden Boulevard (Highway 20/26) would be at capacity. Intensification of the development along this corridor could further congest this route.

6.8.10 North Eagle Foothills Planning Area

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

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

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

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

In late 2006, the City of Eagle entered into a scenario building process to look at the opportunities and constraints within the Foothills. During this scenario building process the City used existing data from public agencies and private groups to analyze the potential of the Foothills for development. During this review the City looked at land ownership, existing recreational uses, land cover, slope, hydrology resident and migratory big game and other wildlife habitat and potential migration paths, sensitive plant locations, and potential distribution visibility, landscape quality, distance zones, and overall visual sensitivity. The result of these maps was an overall constraints map (See Map 6.4).

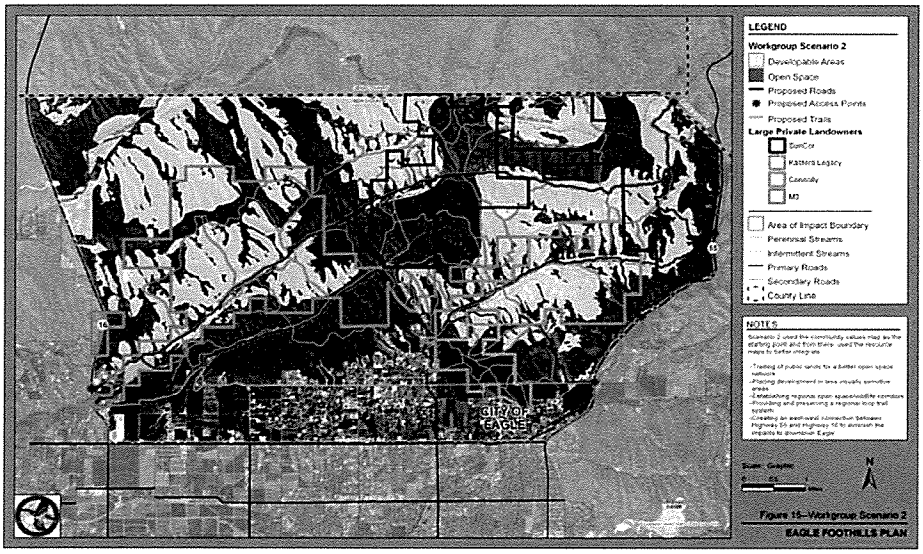
Table 6.4

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

Once the constraints mapping was completed the City worked with a work group comprised of local and state agencies, land owners, and citizens to discuss and model potential development scenarios. The final scenario balanced the natural features of the land with the following values (See Illustration 6.5):

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

Illustration 6.5 Regional Open Space Concept



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

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

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

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

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

All land is not equal. Overall, it is agreed that portions of the Eagle Foothills are more suitable for standard urban development due to the existing land uses, location to regional transportation corridors and overall site characteristics. Conversely, the foothills are not the flat irrigated farmlands that the City has historically developed. The complex fabric of existing constraints (topography, erosion potential, location of wetlands, existing sensitive plants and animal communities, riparian areas, and visual impacts) must be considered when urbanization is proposed (See Table 6.5). It is the vision of the community that development within the Eagle Foothills will be in a series of small hamlets providing areas of urbanized development nestled into the natural environment; establishing development areas that are unique and spatially separated by larger natural areas and open spaces. To create clusters of great living/urbanized that are connected to and contribute to a larger interconnected regional open space network. Land use designs should ensure that each development area fits into the natural systems of the Foothills (topography, habitat, and drainage) oppose to significantly altering the natural systems to allow for development. These principles are in keeping with the design styles of Randall Arendt in "Rural by Design".

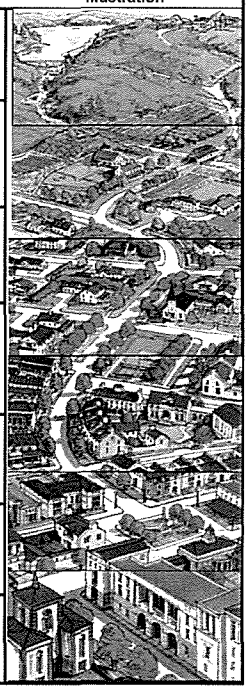
Table 6.5

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

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

Transects are a pre-described guideline or pattern for constructing the built environment. Transects help establish a flow from activity centers into natural open space areas. In transect planning density is anticipated to be high in activity centers and decrease as the distance from the centers increases. The mixture of land uses also change from mixed use areas including commercial, office and housing to more traditional homogeneous single family detached units on the fringe. Within the Eagle Foothills seven (7) transects have been developed to guide the overall development potential into a pattern that promotes regional open space connections and discreet community and neighborhood centers. (See Table 6.6)

Table 6.6

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

A. Goals

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

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

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

B. Uses

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

    a. The base residential density for all lands within the Foothills Planning Area should be 1 unit per 40 acres and 1 unit per 10 acres until annexed into the City of Eagle and the

provision of adequate public facilities is secured or demonstrated.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

    a. **Community Centers**: These are the highest intensity use areas in the foothills. They should act as density magnets to begin building the transects as described in

this section. These are areas for the clustering of densities from more rural and open space areas.

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

Community Centers are approximately 100-150 acres in size and are the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have uniform street tree planting and buildings set close to the frontages. No minimum lot sizes.

These centers are characterized by the following:

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

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

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

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

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

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

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

8. As a guideline for planning urban transition and suburban density patterns should be located with ½ to 1 mile of these centers. This standard allows for the implementation of the land use transect and ensure that the overall desired land use pattern of the foothills is implemented. (See Table 6.6 & Illustration 6.6)

b. **Neighborhood Centers**: These centers are approximately 40-60 acres in size and have higher density mixed-use building types that accommodate retail, offices, row houses and apartments. It has a tight network of streets, with wide sidewalks, uniform street tree planting and buildings set close to the frontages.

These centers, though not mapped, should be located in areas with the following characteristics:

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

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

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

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

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

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

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

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

9. Neighborhood centers are spatially separated from each other by rural residential uses and/or significant open space areas that allow for each neighborhood center to be independent and avoid the unintentional over-intensification of the neighborhood centers into Community Centers or something more intensive. (See Illustration 6.6)

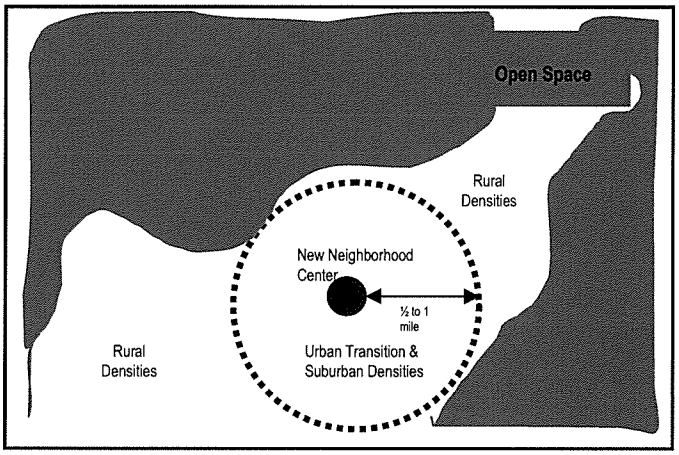
10. Neighborhood centers are normally open-air shopping areas, often sharing a central plaza.

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

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

13. As a guideline for planning urban transition and suburban land uses should be located with ½ to 1 mile of these centers or as topography allows. This standard allows for the implementation of the land use transect and ensure that the overall desired land use pattern of the foothills is implemented. (See Illustration 6.6)

Illustration 6.6



9. Create an overlay district to highlight a discreet geographic region within Eagle's Comprehensive Plan that showcases the emerging viticulture industry unfolding in this area.(See Map 6.5)

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

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

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

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

10. Due to the unique feature of the foothills and the Eagle Wine Region additional hospitality, resort and tourist uses may be developed in the foothills. These uses should be sited so not to

deteriorate prime habitat or environmentally sensitive area and should be exchanged for the underlying residential densities in the specific area.

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

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

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

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

15. Work with Ada, Gem, and Boise Counties to ensure that the intent of City of Eagle plans are understood by these jurisdictions.

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

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

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

C. Access

1. Design a Foothills transportation network that is sized appropriately for the demands of development in the foothills. (See Map 6.6)

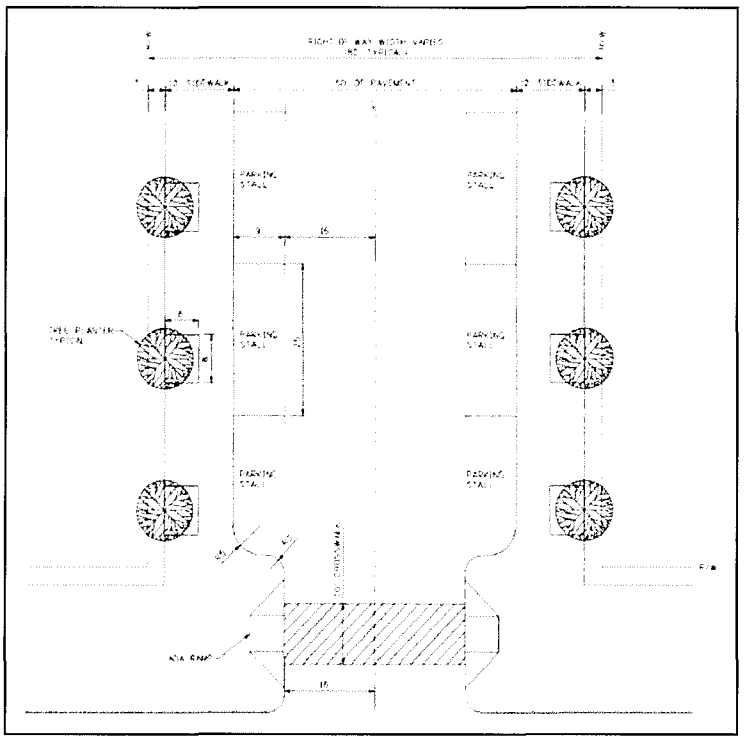
    a. Promote the use of roundabouts, multi-purpose trails and water efficient boulevard treatments throughout the area. (See ACHD's NW Foothills Transportation Plan)

    b. Promote the use of the unique road cross sections within the community and neighborhood centers within the foothills.(See Illustration 6.7)

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

        Willow Creek Road
        State Highway 16
        State Highway 55

Illustration 6.7



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

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

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

    c. Limit, when possible, road crossing across major open space areas.

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

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

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

    c. Work with the appropriate transportation agencies to establish an achievable means for the funding and construction of new rights of

way in a previously underserved area. Consideration may include extra-ordinary impact fees, concurrency ordinances, local improvement districts and latecomer's fees.

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

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

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

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

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

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

D. Design

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

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

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

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

            a. Moisture sensor

            b. Automatic controller capable of multiple start times/zones

            c. Limit spray heads to turf/flower beds only

d. Encourage the use of reclaimed water for irrigation

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

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

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

1. A plant list of recommended/prohibited plants

2. Encourage the use of drought resistant native plants

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

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

5. Encourage public education on progressive landscape principles

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

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

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

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

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

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

scale that relates to the Foothills landscape and topography.

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

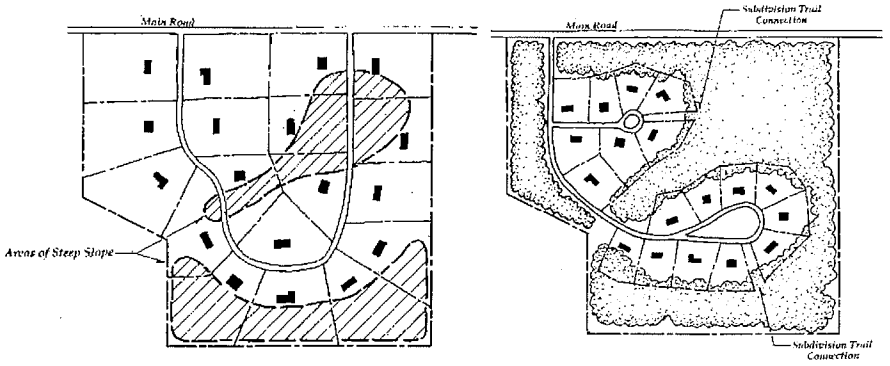
c. Develop standards that throughout this process promote efficient clustered varied and significant architectural projects.

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

d. **Site Planning Criteria:** Develop site development plans sensitive to existing foothills characteristics including visually sensitive area, open space and existing/sensitive land forms (See Map 6.7)

1. Encourage clustered development to ensure quality open space is provided. (See Illustration 6.8)

Illustration 6.8

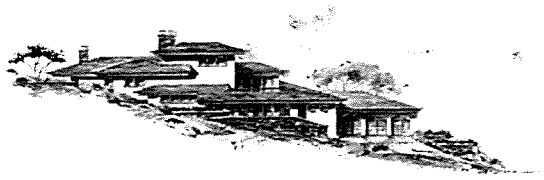


Standard Development **Cluster Development**

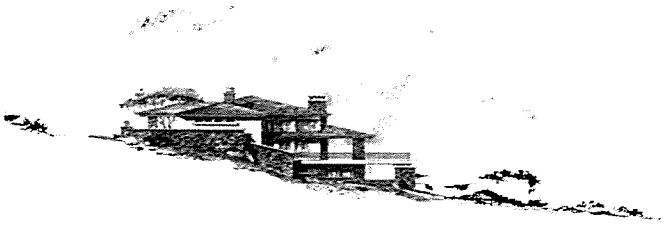
2. Establish policies for road design and building placement sensitive to topography and view sheds.

3. Establish policies for grade adaptive structure placement to mitigate the visual impact of development. (See Illustration 6.9)

Illustration 6.9



25% Up Slope Lot

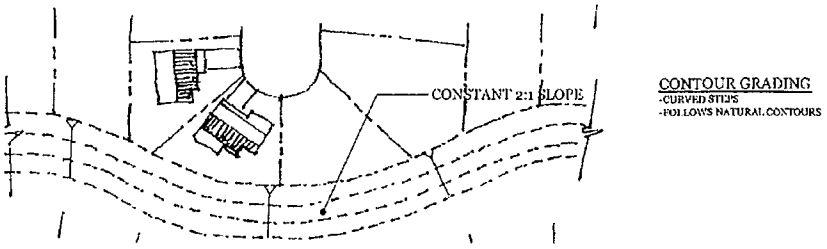


25% Down Slope Lot

Swale Condition

4. Encourage contour grading that blends with existing landforms. (See Illustration 6.10)

Illustration 6.10



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

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

E. Issues:

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

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

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

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

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

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

6.8.10.A Brookside Sub-Area

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

The Brookside Planning Area is designated for mixed use combining residential, office, limited retail and a community center as designated in the Foothills Sub-area Plan. Transitioning and buffering to the area immediately to the west of the planning will be paramount in the approval process for development in this planning area. The Brookside planning area is subject to both the policies of this sub-area and the policies of the Foothills sub-area. (See Map 6.8)

A. Uses

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

service the incorporated residential and neighboring residential uses.

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

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

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

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

6. Master planning for the individual lots along State Highway 55 is encouraged and small lot re-zones should be discouraged unless the access and design issues are acceptable to the City and ITD.

B. Design

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

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

3. Parking should be cooperative, when possible, to achieve additional parking for patrons using the area and reduce the visual impact of individual parking lots.

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

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

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

7. The design of the Brookside planning area should capitalize on Dry Creek providing significant open

space and place making ability within the planning area.

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

C. Access

1. The future land uses in the Brookside Lane Planning Area are contingent on working with ITD, ACHD and the City of Eagle to resolve access limitations to the State Highway 55 and the future need for an interchange at this location. Changes of use for a single unit/lot should be discouraged. Due to the transportation constraints it is unlikely a single parcel will be able to achieve alternative access alone. (See Map 6.8-Brookside Planning Area)

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

3. A frontage/backage road should be developed from the northern intersection of Brookside Lane and Highway 55 to the new intersection of Brookside Lane and Beacon light.

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

5. A grade separated interchange should be encouraged at the northern intersection of Brookside Lane and State Highway 55.

D. Issues

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

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

3. The 2030 Long Range Transportation Plan identifies that Highway 55 would be at capacity. Intensification of the development along this corridor could further congest this route.

6.8.11 SH-44 and Ballantyne Planning Area

The SH-44 and Ballantyne Planning Area is located south of SH-44 between the planned intersection of SH-44 and Ballantyne Road and the planned intersection at SH-44 and Eagle Island State Park. The planning area is designated as Business Park to accommodate a growing technical industry within the City and valley, to provide employment options for City residents, and as a recognition of the impacts of the regional transportation network and neighboring land uses (sewage treatment plant and state park) in the area.

A. Uses

The land use and development policies specific to the SH-44 and Ballantyne Planning Area include the following:

1. The area is to be developed as a business/technical park with limited ancillary uses.

2. The area should be designed to capitalize on the Boise River by providing trails and open space throughout the area and ensuring public access to the river.

3. The area should be designed to provide sufficient space for corporate headquarters and emerging technical uses in a park-like setting.

4. This area is intended to serve as a unique location for business and technical uses within the City of Eagle to encourage the location of clean industry into the City while buffering between the Eagle Sewer District Sewer Treatment facility to the east and Eagle Island State Park to the west.

5. Small Neighborhood Commercial/Limited Service Commercial uses may be considered as an ancillary uses which should not to exceed 10% of the buildable acres. Ancillary uses are intended to be secondary and complimentary to the business and technical uses and intended to provide support services to the planning area.

6. The area north of the Boise River should be improved with pathways and other amenities to encourage active recreation and passive enjoyment of the river and riparian area.

7. All uses in the planning area should be designed with consistent architecture, design, and signage as well as community design and art elements to create a campus feel throughout the area.

8. Temporary/Corporate housing should be considered as a complementary ancillary use in this area and should be scaled and designed to be consistent with the needs of the primary uses in the planning area.

9. Public access should be maintained to provide residents, business park employees and guests' access to the greenbelt and river, similar to the access provided in the Eagle River Area.

B. Access

1. Access to the SH-44 and Ballantyne Planning Area will be from the signalized intersections of SH-44 at Ballantyne Road and Eagle Island State Park.

2. All access should be reviewed for compliance with the State Street/ SH44 corridor management plan.

3. A new internal collector parallel to SH-44 should be built at the time of development to move traffic within the area. All single-parcel access points to the

State Highway should be eliminated/consolidated during the development process.

4. A pathway and trails network should be encouraged to provide pedestrian access along the Boise River connecting the SH-44 and Ballantyne Planning Area to the existing City pathway system.

C. Design

1. All uses in the planning area should be designed to fit into a park-like setting appropriate for corporate headquarters and the emerging technical industry with consistent and complimentary architecture, design, and signage.

2. The planning area should be designed to be internally focused, providing the ability to capture or collect trips for the larger planning area with some limited trip capturing from SH-44 and adjacent residential areas.

3. Parking should be cooperative and joint parking agreements should be encouraged. Due to the intensity of use (need for semi-truck access) on-street parking should be avoided in this area. Parking should be grouped between buildings on the site so not to locate large parking lots adjacent to the Boise River view shed or SH44.

4. Signage should be uniform and should be focused to the interior of the development along the parallel collector to ensure that the highway rights-of-way are not cluttered with individual and monument signs. The planning area should include a single monument entry sign at the signalized intersections to establish place making reference. Consistent design elements should be repeated throughout the area to establish and maintain identity. Tall landscape berms should be avoided along SH-44 to prevent business park buildings from being obscured but a landscaping buffer should be significant enough to separate the uses from the State Highway and instill a park-like atmosphere.

D. Issues

1. One of the main concerns in developing this area for a variety of uses is the need to maintain a balance among the various employment opportunities that the Business Park designation affords. The goal is to create an environment where a broad range of employment opportunities are available. To achieve this goal, commercial development must be limited to uses intended to services the business use and should be limited to 10% of the total planning area; big box uses should be prohibited.

2. Due to the electrical demands of the many business and technical park uses, the planning area should identify a site for an electrical substation. If a substation is not sited early in the development of the area, it is likely the intent of this planning area to function as a technical park will be limited.

3. To achieve this goal, commercial development must consist of larger corporate/employment uses, with ancillary support uses comprising no more than 10% of the total planning area; big boxes should be prohibited.

6.8.13 Downtown Eagle Planning Area-

See Addendum A

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CHAPTER 7 – NATURAL RESOURCES AND HAZARD AREAS

7.1 Topography

The City of Eagle is located approximately 8 miles northwest of downtown Boise. The City rests upon the relatively flat fluvial floodplain of the Boise River, at an elevation of 2,555 feet above mean sea level. The topography of the Eagle impact area is one of slight elevation differences across the valley floor. From a point two miles south of Eagle near Highway 20 to another point one mile north of Eagle along Dry Creek, the land's elevation varies by only 45 feet. The northeastern corner of the impact area skirts the lower reaches of the Boise Front foothills where more pronounced topographical differences can be noted.

The valley floor immediately south of Eagle is dissected by both the north and south channels of the Boise River. Approximately 3/4 of a mile to the north of the river is a bench that rises about 40 feet above the valley floor. This bench divides the City of Eagle into two distinctive physical units. The land below the Bench consists of low lying floodplain sediments with a tabletop elevation form. The lands upon the bench are representative of older, more dissected deposits from the Boise Front. These lands have a more rolling topographic appearance.

Because of the Boise River channels and Dry Creek, several flood plain areas exist.

7.2 Soils

The soils of the region consist of at least nine (9) major series with numerous subsidiaries of each soil type as defined by the U.S. Soil Conservation Service. While numerous minerals are lacking, there are deposits of sand and gravel.

7.3 Climate

Precipitation in the Eagle area averages between 8-12 inches per year. December and January are typically the months of maximum fog or low stratus cloud conditions.

7.4 Geology

The primary geology of the Eagle area consists of material from the Idaho Batholith. The City of Eagle is situated within the defined Broadway Terrace, thus making Eagle one of the prime locations for sand and gravel extraction.

7.5 Water Resources

7.5.1 Surface Water:

The Boise River carries water for irrigation and provides fishing, water-fowl hunting (not permitted in city limits), and recreation.

Dry Creek is an intermittent stream which joins the Boise River immediately west of the Eagle town site.

The Eagle planning area is crossed by eight irrigation systems: the Farmers Union Canal, New Dry Creek Canal, New Union Ditch, Breshears Lateral, Ballantyne Canal, the Mason Catline Canal, Capital View Canal and the Boise Valley Canal.

7.5.2 Groundwater:

In the area north of the Boise River, the flow is generally in a southwest direction towards the Boise River.

The City of Eagle is heavily dependent on groundwater and its recharge for drinking water and for industrial purposes.

7.6 Air Quality

The Treasure Valley area, where Eagle is located, is the most highly populated area in Idaho and may experience significant emissions from automobiles. During certain times of severe inversions and fires, some reduction in air quality may be experienced.

7.7 Plants and Wildlife

A wide variety of plant and animal species lives in the City and Area of City Impact (AOI) ranging from big game, game birds, large and small mammals, birds, reptiles, amphibians and fish. Of these, some are of special concern to federal and state agencies, either due to game management considerations or to risks to the species locally or regionally. The people in Idaho actively participate in outdoor related recreation on a regular basis (US Department of the Interior, Fish and Wildlife Service and US Department of Commerce, US Census Bureau. 2001 National Survey of Fishing, Hunting and, and Wildlife-Associated Recreation.). These numbers demonstrate the importance of wildlife to Idaho residents.

Idaho Participation in Wildlife Related Activities in 2001, from the *2001 National Survey of Fishing, Hunting and, and Wildlife-Associated Recreation.*

Table 7.1

type of activity	participation (# people involved)	dollars spent on activity
hunting	151,000	$153,175,000
fishing	261,000	$218,485,000
wildlife watching	388,000	$137,857,000

Plant and wildlife populations must be considered during planning processes to comply with federal and state laws, and:

1. To ensure that the important environmental features of the City and its AOI are protected and enhanced.

2. To protect plant, fish, wildlife, and recreation resources. (Eagle CP p.3)

Species of concern include plants, as well as game and non-game species. Some of the game animals found within the City of Eagle or the Area of City Impact (AOI) include mule deer, elk, California quail, chukar, Hungarian partridge, and the ring-necked pheasant. A number of species have been identified by federal, state and local agencies as being of special concern due to decreasing numbers or loss of habitat. Non-game species of concern that may occur within the City of Eagle or the AOI include:

- Two amphibians: the northern leopard frog, and Woodhouse's toad;
- Two snakes: the ground snake, and longnose snake;
- Five raptors: the bald eagle, peregrine falcon, ferruginous hawk, merlin and western burrowing owl;
- Four other birds: the mountain quail, long-billed curlew, loggerhead shrike, and lesser goldfinch;
- Four bats: the long-legged myotis, pallid bat, Townsend's big-eared bat, and western small-footed myotis;
- Two other mammals: the southern Idaho ground squirrel and Merriam's shrew, and
- Two plant species: slick spot peppergrass (*Lepidium papilliferum*) and Aase's Onion (*Allium aasea*).

(None of these species have Federal protection, and only one, the southern Idaho ground squirrel, is a candidate for Threatened and Endangered Species classification)

Wildlife in the City of Eagle and the AOI also include the more common and much watched animals typically observed while living, working and recreating here. These include diverse songbirds, waterfowl, ospreys, foxes, coyotes, badgers, raccoons, beaver, otters and muskrats. Watching the activities of these animals deepens the daily and recreational experiences in Eagle.

7.7.1 Wildlife Habitat

Plant and wildlife populations rely on available habitat for the requirements of life, i.e. food, shelter, water, and space/ territory. In Southwest Idaho, a region of limited moisture, these species have either adapted to low water conditions or are found in areas with available water. There are two primary types of native habitat present within and adjacent to the City and AOI of Eagle, riparian/wetland habitats and upland habitats. However, existing habitat in the area has generally been altered over time and exhibits limited pre-European conditions. Alteration of habitat in the area has generally been associated with historic human uses, such as residential and commercial development, farming, grazing, and recreation. These activities have resulted in the establishment and expansion of exotic non-native species and increased wildfire frequency. Changes in vegetation over time have adversely affected the overall diversity of native species present, as well as their populations.

Riparian communities generally make up the smallest percent of the area, but support the greatest diversity of plant and wildlife species. Since water is a limited commodity in the Treasure Valley, these areas are very important to consider for protection as Eagle development progresses. In contrast, uplands make up the largest amount of area, but with fewer dependent species. However, this does not mean it is unimportant, because the animals using these lands are highly adapted to the native conditions and most thrive best within these communities. In addition, these areas are required for migratory paths and connectivity between riparian communities. Upland habitat is crucial for big game winter range, as well as the unique species that utilize the sagebrush/grasslands native to this area.

Riparian vegetation consists of the plants (grasses, sedges, rushes, forbs, shrubs and trees) found along perennial and ephemeral bodies of water. Typically these species include black cottonwood, choke cherry, willow species, red-osier dogwood, golden currant, Wood's rose, and numerous grasses, sedges, rushes, and herbs. This vegetation provides habitat for songbirds, otters, beaver, foxes, raccoons, big game, various amphibian species, insects, and numerous other wildlife species. Osprey, bald eagles, hawks, and other raptors use these areas for nesting and foraging. Riparian areas are currently found within the Boise River and Dry Creek floodplains, with a patchwork of smaller, fragmented riparian communities found in unnamed drainages throughout the area. In addition to these areas, degraded creek and drainage areas that currently do not support riparian vegetation may be appropriate for habitat improvement, and should not be disregarded.

Native upland vegetation in the City of Eagle and the AOI consists of the plant communities generally associated with higher elevation shrub steppe/grassland communities throughout the Snake River Plains. Typically the canopy of these communities include some combination of mountain, Wyoming or Great Basin big sagebrush, green or gray rabbit brush, or antelope bitterbrush. Species composition is generally dependent on site conditions and historic use of the area. Grasses found in these communities include bottlebrush squirrel tail, Idaho fescue, basin wild rye, bluebunch wheatgrass, Sandberg's bluegrass, needle and thread, three-awn, sand dropseed, Indian rice grass, prairie June grass, and others.

However, most of the habitat found in this area has been degraded over time, resulting in wide-spread changes in the composition and structure of the communities. These communities are generally dominated by invasive and noxious weed species, including cheatgrass, medusa head wild rye, crested wheat grass, intermediate wheatgrass, witch grass, fox-tail barley, purple loosestrife, whitetop, Canada thistle, poison hemlock, puncture vine, rush skeletonweed and other invasive and noxious weed species. The establishment of these species generally results in the reduction or elimination of native species unless strong rehabilitation measures are taken. Such measures include mechanical, chemical, or biological treatments to potentially control/manage the establishment of new populations and spread of existing populations. The use of seeding and planting native grasses, forbs and shrubs can also be used to control invasive and noxious weed species by increasing the community's resiliency after a disturbance, such as fire, and to resist the establishment of invasive species.

Therefore, areas with residual native communities are extremely valuable for native seed sources and wildlife species. However, even those areas with significant disturbance, dominated by invasive non-natives can still provide habitat for wildlife. The native areas in the Boise Foothills, particularly in the eastern part of the AOI, are important foraging areas for resident mule deer herds, as well as residual migratory populations of pronghorn antelope, mule deer, and elk. In the winter these areas are critical to the survival of these species when snow covers the mountains and foothills to the north.

Rare plants are also of concern in the City of Eagle and the AOI. Populations of two rare species found in the Foothills are Aase's onion and Slickspot peppergrass. Neither, currently has federal protection on private lands, but development is encouraged to protect these species for if conservation measures are not undertaken to protect these populations, listing as threatened species may occur.

Connectivity between areas of habitat is critical to maintain healthy populations. Many wildlife populations in the AOI rely on the ability to move from one area to another in order to take advantage of different habitat requirements. For example, deer and elk summer in the mountains northeast of the City of Eagle, but require low elevation habitat to forage in when snows cover the high ground.

Wildlife populations also move between patches of habitat for dispersal, as when conditions become adverse in one patch of habitat, or when young animals are leaving their birth area. This is best achieved by establishing small concentrated areas of human impact, gradually decreasing in concentration the further from the center, to the periphery which should be surrounded by large contiguous stands of undeveloped open space. Undeveloped open space can include wildlands and agricultural fields in some instances. However, manicured parks and golf courses provide limited habitat for only a few species. Therefore, these types of communities should not be considered as a method of connectivity for wildlife.

7.8 Hazard Areas

The Floodplains of the Boise River and Dry Creek constitute the only hazard areas within the Eagle AOI. Future areas may be added to the Comprehensive Plan when deemed necessary.

Areas of flooding consist of two parts: (1) the floodway which is the most severe area of flooding characterized by deep and fast moving water; and (2) the floodplain which is less severe than the floodway and is characterized by shallower and slower moving waters at the time of flooding.

The Dry Creek floodplain has a potential for flash flooding while the Boise River would probably flood due to seasonal weather conditions.

A natural state, such as a greenbelt, a wildlife habitat, an agricultural area, an open space area, a recreational area and/or a nature area, may be encouraged in the 100-year floodplain of the Boise River and Dry Creek.

The floodway is shown as a generalized area only on the Land Use Map. The Federal Emergency Management Administration (FEMA) maps show specifically where the floodway and floodplain boundaries are located. (Also, see Eagle City Code for definitions of terms relating to the floodplain areas.)

7.9 Goals

A. Special concern and attention should be given to the preservation of fish, wildlife, water resources, air quality, agriculture, open space and recreation/nature areas when implementing planning and zoning decisions.

B. To provide special concern and attention to the preservation of native wildlife, fish and plants, water resources, air quality, agriculture, open space and recreation/natural areas when implementing planning and zoning decisions.

C. Recognize the importance of wildlife habitat, and plan development to maintain and enhance native wildlife.

7.9.1 Objectives

A. To provide and protect riparian habitat that provide crucial food, shelter and water for resident and migratory wildlife by protecting existing and rehabilitating degraded riparian corridors.

B. To provide upland wildlife with adequate open space to minimize the disturbance of human actions.

C. To provide large areas of connectivity between areas of wildlife usage for the seasonal migration and dispersion of big game, migrating birds, and other species.

D. To protect unique and important features such as rare plant populations, colonial wildlife features, rare species, springs and high quality native plant communities.

E. To integrate development into the landscape in order to avoid destruction of habitat.

7.9.2 Policies

A. Encourage development with a small footprint on the land, leaving large contiguous areas of open space in perpetuity.

B. Link protected habitat areas with each other using areas of limited development.

C. Encourage the City to develop working relationships with Idaho Department of Fish and Game.

D. Consider wildlife issues when developing housing and transportation corridors.

E. Encourage water conservation and wildlife habitat through the use of native vegetation in developments and transportation corridors.

F. Encourage innovative water resource protections; use gray water for landscape and limit uses of fertilizer and pesticides.

G. Encourage control of invasive and noxious weed species throughout AOI.

7.9.2 Implementation Strategies

A. Establish a detailed environmental review process and approval process that recognizes the importance of plant and wildlife habitat, including the following features:

1. Emphasizes connectivity between areas;

2. Development of a rapid environmental review template for use in all foothill areas;

3. Clear description of additional assessments needed if there are issues of concern, such as the presence of rare plants or a raptor nest;

4. Process to provide all species inventory information to the Idaho Conservation Data Center (CDC);

5. Process to consult with State and Federal Wildlife Agencies on big game impacts for all Foothills development;

6. Process to develop a community recreation plan in conjunction with a regional plan; and

7. A process to design and incorporate an integrated pest management plan for the AOI and each individual development.

B. Require developers to complete an environmental assessment and mitigation plans prior to final plan submittal. This will include a species inventory and report on any species of concern, and will incorporate wildlife habitat in transportation considerations.

C. Require developers in sensitive areas (Foothills or riparian areas) to retain at least 40% of the gross acreage as open space in large contiguous blocks.

D. Require developers to demonstrate funding for long term habitat mitigation projects, including habitat rehabilitation, resident education, weed control, water project development, and others as necessary.

E. Establish a process to review transportation corridors for wildlife impacts; traffic speeds may be limited in areas adjacent to riparian corridors, in seasons of high wildlife use, or at night to avoid collision. This avoids the necessity of faunal crossings; these bridges or tunnels provide access across the roadway to all species. Of particular problems are fences and barricades. These should be avoided if possible.

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CHAPTER 8 - TRANSPORTATION

8.1 Background

Transportation planning and land use planning should be compatible with Eagle's transportation system and should take into account projected land use as depicted on the Eagle Land Use Map.

The City's existing network of roadways represents only a portion of the transportation system needed to serve future growth and development. The Western Planning Area and the North Foothills Planning Area contain very few local or collector roads and rely on section line roads for the primarily agricultural uses and rural residential uses. As the City continues to experience growth, population will increase and the number of vehicles using the transportation system will increase. A viable public transit system and a dedicated pathway system are parts of the overall transportation system development.

In addition to adding new streets and roadways, modifications and extensions to the existing routes will be necessary in order to create a fully integrated, modern, efficient transportation system that will effectively serve the residents of the City, the business community and the traveling public.

The City of Eagle Transportation/Pathway Network Maps #1, #2, and #3, illustrate various proposed classifications of roadways that are included in the Eagle City limits and Eagle Area of Impact. Network Map #4 depicts the proposed Pathway Plan. Map #5 illustrates the Foothills Planning Area.

8.2 Street Classifications

A roadway system must include a number of streets, each of which are designated to handle a particular type and amount of traffic. The Community Planning Association (COMPASS) Functional Street Classification Map illustrates the various classifications of roadways that are included in the Ada County roadway system. The Eagle section of the COMPASS Functional Street Classification Map and Regional Transportation Plan should consider the City of Eagle Transportation/Pathway Network Maps #1 and #2.

In general, there are several types of streets in the street hierarchy.

- **Principal arterials** provide major circulation and movement through urban areas and to connect with major activity centers and freeways outside the City of Eagle. Principal arterials are regional roadways and provide travel routes for longer trips. On-street parking is prohibited.
- **Minor arterials** are similar to principal arterials but serve to carry through traffic by connecting with and augmenting the principal arterial system. Minor arterials are typically section line roads. On-street parking is prohibited.
- **Foothills arterials** are another type of arterial that provides primary circulation and movement within rural low-density areas (i.e.: one unit per two-acre and lower). They connect with major activity centers within the Foothills regions and provide access routes to the principal arterials. Foothills arterials vary from other arterials by the specific design standards and not by their function. On-street parking is prohibited.
- **Collector streets** intercept traffic from local streets and carry the traffic to the nearest arterial street. Collector

streets may extend for one or more miles and serve to connect the developed areas within a section to the arterial roadway network. Collectors may provide access to larger parcels or developments with high trip generation. On-street parking is typically prohibited.

- **Residential collector** streets intercept traffic from local streets and minor numbers of abutting parcels and carry the traffic to a standard collector or arterial street. Residential collectors typically extend less than one-half mile in length. Residential collectors may provide access to local streets, multi-family developments or planned unit developments. On-street parking may be permitted under special circumstances.
- **Local streets** serve to provide direct access to the abutting properties, individual homes or small traffic generators. On-street parking is typically permitted.

8.2.1 Principal Arterial

Mobility Function:
The primary function of a principal arterial is to provide major circulation and movement through urban areas and to connect with major activity centers and freeways. A principal arterial may serve motorized and non-motorized transportation needs and may include up to seven vehicular traffic lanes. On-street parking is prohibited.

Access Function:
Access from other roadways is controlled and subordinate to traffic on the principal arterial street. Direct lot access is prohibited or severely restricted. Combined access points are encouraged. The City's Access Management Plan should be the final determination of any site access plan.

Right-of-Way:
As shall be determined by the Highway District having jurisdiction with recommendations by the City and seriously considered by the Highway District.

8.2.2 Foothills Principal Arterial

Foothills Principal Arterials is similar to other principal arterials with specific design standards unique to the Foothills region.

Mobility Function:
The primary function of the Foothills arterials is to provide major circulation and movement within developing areas of the Foothills region. The Foothills arterials will connect with major activity centers and existing and proposed principal arterials.

Special design characteristics may be considered for Foothills arterials as a means to mitigate topographic, environmental, noise and lighting impacts. A rural/foothills arterial may serve motorized and non-motorized transportation with center turn lanes only at driveways and/or street intersections that are expected to generate a minimum of 500 vehicle trips per day, or where determined to be necessary for safety by ACHD. On-street parking is typically prohibited.

Access Function:
Access to Foothills arterials is typically less restrictive than principal arterials. Direct lot access is typically restricted. Direct lots access may be considered in Foothills regions with large lots and topographic constraints. Combined access points are normally combined. The City's

Access Management Plan should be the final determination of any site access plan.

Right-of-Way:
The Highway District having jurisdiction shall determine the minimum right-of-way. The City may establish a larger right-of-way based consideration for topography, visual impacts, the planned pathway system and other design considerations. Any special right-of-way requirements shall be communicated and considered by the Highway District.

8.2.3 Minor Arterial

Mobility Function:
The primary function of a minor arterial is to carry through traffic by connecting with and augmenting the principal arterial system. A minor arterial may serve motorized and non-motorized transportation needs, be designed with the minimum street section needed to accommodate projected traffic volume, and in conformance with the Long Range Transportation Plan of COMPASS. On-street parking is prohibited.

Access Function:
Access to other roadways is less restrictive than principal arterials. Direct lot access is restricted prohibited or severely restricted. Combined access points are encouraged. The City's Access Management Plan should be the final determination of any site access plan.

Right-of-Way:
As shall be determined by the Highway District having jurisdiction with recommendations by the City and seriously considered by the Highway District.

8.2.3 Foothills Minor Arterials

Foothills Minor Arterials are similar to other minor arterials with specific design standards unique to the Foothills region.

Mobility Function:
The primary function of the Foothills arterials is to provide major circulation and movement within developing areas of the Foothills region. The Foothills arterials will connect with major activity centers and existing and proposed principal arterials.

Special design characteristics may be considered for Foothills arterials as a means to mitigate topographic, environmental, noise and lighting impacts. A rural/foothills arterial may serve motorized and non-motorized transportation with center turn lanes only at driveways and/or street intersections that are expected to generate a minimum of 500 vehicle trips per day, or where determined to be necessary for safety by ACHD. On-street parking is prohibited.

Access Function:
Access to Foothills arterials is typically less restrictive than principal arterials. Direct lot access is typically restricted. Direct lots access may be considered in Foothills regions with large lots and topographic constraints. Combined access points are normally combined. The City's Access Management Plan should be the final determination of any site access plan.

Right-of-Way:
The Highway District having jurisdiction shall determine the minimum right-of-way. The City may establish a larger right-of-way based consideration for topography, visual impacts, the planned pathway system and other design considerations. Any special right-of-way requirements shall be communicated and considered by the Highway District.

8.2.4 Collectors

Mobility Function:
The primary function of a collector street is to intercept traffic from local streets and carry the traffic to the nearest arterial street. A secondary function is to service abutting property. The collector street may serve motorized and non-motorized transportation needs, and be designed with the minimum street section to accommodate the projected vehicle volume and in conformance with the current Long Range Transportation Plan of COMPASS. On-street parking is typically prohibited.

Access Function:
To provide limited and controlled access to commercial and industrial areas and to residential neighborhoods. Direct lot access is typically restricted. The City's Access Management Plan should be the final determination of any site access plan.

Right-of-Way
As shall be determined by the Highway District having jurisdiction with recommendations by the City and seriously considered by the Highway District.

8.2.5 Residential Collectors

Mobility Function:
The primary function of a residential collector street is to intercept traffic from local streets and minor numbers of abutting parcels and carry the traffic to a collector or arterial street. A secondary function is to service abutting property. The ACHD allowed length and number of vehicle trips per day on residential collectors is less than collectors. The residential collector street may serve motorized and non-motorized transportation needs, and be designed with the minimum street section to accommodate the projected vehicle volume. On-street parking may be prohibited.

Access Function:
To provide limited and controlled access to residential neighborhoods. Direct lot access is typically restricted.

Right-of-Way:
As shall be determined by the Highway District having jurisdiction with recommendations by the City and seriously considered by the Highway District.

8.2.6 Local Roadways

Mobility Function:
The primary function of a local street is to serve abutting property. Local streets are to be designed to allow on-street parking and discourage continuous or
unobstructed flow of traffic through residential neighborhoods.

Access Function:
To normally provide abutting properties with unrestricted access to the local street unless the street is a local commercial street, in which case access restrictions may apply.

Right-of-Way:
As shall be determined by the Highway District having jurisdiction with recommendations by the City and seriously considered by the Highway District.

All roadways not classified as arterials or collectors are considered local roadways.

8.3 City of Eagle Functional Pathway Classifications

An effective pathway system should include a combination of Paths and Lanes. The City of Eagle Transportation/Pathway Network Maps (See Maps 8.1, 8.2, 6.6, & 8.3) illustrate the various classifications and locations that are included in the pathway system and described as follows:

8.3.1 Bike Lanes

Function:
Primarily used as a lane for bicycles and other non-motorized uses.

Location:
Bike Lanes usually exist on the same pavement surface as motorized lanes. Arterials and collectors should be provided with bike lanes on each side of the roadway. Bike lanes may be required on rural and Foothills arterials if no parallel pathway is available.

8.3.2 Paths

Function:
To provide for recreation and alternative transportation; important to provide safe continuous thoroughfares with minimal cross flow of vehicular traffic.

Location:
Unlike the bike lanes that are part of roadways, Paths are routes that are not directly part of an established roadway. Paths could be located on their own corridors and separated from roadways. This could include utility easements, irrigation canals, adjacent to rivers or creeks, or on established recreational routes. Paths could also be located along roadway right-of-ways and would usually be separated from vehicle travel lanes and the paved section of the roadway by a median or sidewalk.

8.4 Goals

A. Roadway System Goals

1. Develop a transportation system to serve the planned land uses of the City of Eagle and its Area of Impact. The transportation system should provide regional connectivity to neighboring cities and regions.

2. Maintain the functional and connectivity of the street system for current users, emergency response efforts, and for use by future generations.

3. Using sound land use and transportation relationships, develop alternate routes or corridors for ACHD planners to evaluate that best emphasize the needs of developing areas while lessening the potential for congestion. This is typically implemented through the development review process.

4. Protect and buffer homes, businesses, sidewalks and pathways, parks and opens spaces from the adverse impacts of roadways and traffic. Reasonable design measures should include narrower street sections, medians, alleys, landscaping, pathways and trails, and the design of bridges and other structures.

5. Develop an access management plan for the arterial, collector and local street system. Communicate the access management plan to the ITD, the ACHD and the local development community.

6. Work regionally to develop a new east-west principal arterial in the Foothills region north of the SH-44 Corridor. The goal of this new arterial is to improve east-west connectivity between northern Canyon County and the Downtown Boise region. This route may involve more than one County Government. This route would complement the current planning efforts by COMPASS and ACHD to enhance the Beacon Light Road/Purple Sage Road and Hill Road corridors. Other east-west routes are becoming increasingly congested.

7. Work regionally to support a new east-west connection between SH-16 and SH-55 within the Foothills region. This route would complement the current planning efforts by COMPASS and ACHD to enhance the Beacon Light Road/Purple Sage Road and Hill Road corridors.

8. Develop transportation strategies for the North Foothills area. The plan should be consistent with the balanced, long-term goals of the existing street system within the City of Eagle.

9. Develop a citywide plan and policy on measuring and implementing a means of concurrently improving the transportation and public transit systems with the approval of new developments. Create a concurrency ordinance to ensure the adequate funding of transportation and transit system improvements at the time of development.

10. Protect and support the existing and planned roadway system connecting the City of Eagle to the area south of the Boise River. Protect the operational integrity of the existing river crossings at Eagle Road and Linder Road. Support the current regional plans to develop two new river crossings in the SH-55 and SH-16 alignments.

11. To the extent possible, roadway and pathway designs shall conform to the natural terrain and contours of the land.

12. Protect community identity and values of important roads from unnecessary expansion by adopting

specific designs and cross sections for these roads (ie: North Eagle Road).

B. Public Transit Goals

1. Encourage the development of a local and regional public transit system. The public transit system is to provide basic mobility for some, alternative transportation for others, and a non-drive alone mode for everyone.

2. Optimize the effectiveness of public transit through supporting land use decisions.

3. Promote land use changes and redevelopment plans in key areas that provide densities and activities that promote the use and efficiency of a public transit system.

4. Work regionally with COMPASS and Valleyride to plan for the potential of a regional rail or bus rapid transit system. The SH-44, SH-16, SH-55 and US 20-26 corridors have the greatest potential.

5. Evaluate concepts to fund the operation and expansion of the regional public transit system and facilities.

6. Coordinate with the Land Use Elements of the Comprehensive Plan to establish potential transit nodes in the future transit corridors.

C. Pathway System Goals

1. Encourage the development of a local and regional pathway system. The design of the pathway system should be coordinated with other elements of the City's Comprehensive Plan. The pathway system is to provide basic mobility for some and a non-drive alone mode for everyone.

2. Work regionally to integrate the pathway system with the ongoing planning and design efforts for the SH-44, SH-16, SH-55 and US 20-26 corridors

3. Support the concept and goals of demand management strategies, such as telecommuting, ride-sharing, park-and-ride facilities, etc. to reduce overall travel demand.

8.5 Objectives

A. Encourage completion of the existing street system and creation of new links, within reasonable constraints, as the transportation system develops.

B. Encourage the preservation of right-of-way for future grade-separated intersections where appropriate within the SH-44, SH-55, US 20-26 and SH-16 corridors.

C. Maintain a land use decision-making process that is supportive of the operational characteristics identified in the most recent Regional Transportation Plan for Ada County of record, and which is protective of living environments along streets. Balance the regional need for connectivity with the local needs of accessibility.

D. Ensure that corridor planning, roadway route selection and other transportation system development consider the impact on the development potential of adjacent and under-developed lands.

E. Promote land use policies that limit access as necessary to maintain safe and efficient operation of the existing street system while allowing reasonable access to individual development parcels.

F. Maintain safe and comfortable neighborhoods by minimizing speeding and cut-through traffic while avoiding cul-de-sac streets that isolate individual neighborhoods.

G. Coordinate with the Community Planning Association (COMPASS), Ada County Highway District (ACHD), Valley Regional Transit (VRT), and the Idaho Transportation Department (ITD) to ensure consistency between transportation system improvements and the land use plans and decisions of the City of Eagle and surrounding city and county governments.

H. Develop transportation strategies for the North Foothills area. The Foothills Area Plan should consider the follow planning elements:

1. Coordinate the land use plans and the roadway system to ensure that build out traffic levels conform to the established levels of service determined with an Adequate Public Facilities Plan.

2. Consider the traffic impacts generated by traffic and buffer any new developments within the North Foothills Area on the developed areas of Eagle.

3. Develop typical street cross sections for local collector, arterial and limited access roadways. The City shall work with ACHD and ITD to ensure that the approved street sections are implemented in projects in the North Foothills area.

4. Integrate roadway design measures to mitigate or buffer the abutting land uses from the adverse impacts of roadways and traffic volumes and noise.

5. Balance the design needs of the expanded regional roadway system with the potential impacts on the new developments and the redevelopment of surrounding lands.

6. Review development standards and planning goals by acknowledging that roadway systems and development and increased traffic volumes affect traffic operations.

7. Adapt the roadway and pathway plans to the natural terrain and contours of the abutting lands.

8. Assess the feasibility of a transit system expansion based upon allowed development densities, development phasing, and available financing.

9. Integrate a pathway system for appropriate pedestrian, bicycle and equestrian access to neighborhoods, activity centers, public facilities, existing pathways and the Ridge To Rivers Pathway Plan.

I. Provide the opportunity for transportation system design alternatives in the Foothills as a means to minimize environmental impacts and foster the unique characteristics of the Foothills.

J. Encourage alternative transportation forms such as walking, biking, and carpooling. Create opportunities for walking and biking between neighborhoods. Provide pedestrian and bicycle routes to all elementary and middle schools. Develop and maintain a safe-route-to school program.

K. Promote alternative forms of transportation to minimize travel demand, reduce congestion, maintain accessibility and promote health and fitness.

8.6 Implementation Strategies

8.6.1 Roadway Strategies

A. Work in conjunction with the Ada County Highway District (ACHD), Idaho Transportation Department (ITD), and Community Planning Association (COMPASS) to classify roadways on the City of Eagle Transportation/Pathway Network Maps #1, #2, #3 incorporated into this Comprehensive Plan by reference. The Maps are to assure conformity to designations as delineated on the Land Use Map. The maps shall be provided to the Community Planning Association for input into the Community Planning Association's Functional Street Classification Map and Regional Transportation Plan.

B. Continue to participate in regional transportation planning (as is currently done through the Community Planning Association) to develop and update long-range transportation plans and provide a foundation for major project selection by ACHD and ITD in the City of Eagle and Ada County.

C. The most recently adopted Regional Transportation Plan for Ada County of record is adopted by reference as part of the City of Eagle Comprehensive Plan.

D. The City should participate in regional or long-range transportation and public transit planning efforts that impact the City.

E. Periodically review the street classification system and work with ACHD and the Community Planning Association to amend the street classification system as needed. Any street reclassifications shall be contingent upon an analysis of existing street configuration, existing land uses, lotting patterns, location of structures, impact on neighborhoods and area-wide transportation needs. Upgrading of residential streets to collector and arterial status shall be discouraged and shall only occur where a significant community-wide need can be identified as part of the adopted Regional Transportation Plan.

F. Integrate all modes of travel to reduce travel and support air quality improvement measures.

G. Encourage roadway design standards and roadway classifications that are consistent with the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), Community Planning Association COMPASS, and other agencies that may be responsible for roadway planning and design.

H. Review the City's transportation priorities including roadway widening, signalization and other improvements in concert with the Transportation Improvement Program (TIP) within the City limits and Impact Area.

I. Evaluate the impact to the City of all roadway improvements and roadway extensions.

J. Accelerate the development of the extension of Highway 55 and State Highway 16 across the east end of Eagle Island to Chinden Boulevard generally as shown on the City of Eagle Transportation/Pathway Network Map #1 and within the Community Planning Association long range transportation plan.

K. Work regionally to integrate the pathway system with the ongoing planning and design efforts for the SH-44, SH-16, SH-55 and US 20-26 corridors.

8.6.2 Specific Design Strategies

A. Encourage sidewalks that are separated from the curb on all streets, except for areas where Eagle City Code requires sidewalks to abut the curb and where existing buildings, inordinate environmental impacts, or other impacts make setting the sidewalk back infeasible. Meandering sidewalks should be required if permitted under the Americans With Disabilities Act (ADA) and where space permits. A planter strip of sufficient width for street trees between the sidewalk and roadway should be required. Where adequate facilities exist, efforts should be made to provide a canopy effect over the roadways. The type of street trees used should be those that have root systems that have proven to not cause sidewalk or curb damage when in close proximity to such improvements. Root barriers should be required.

B. Design and/or align roads to preserve significant existing trees wherever practical; safety shall not be compromised.

C. Support the access restriction policies of the Ada County Highway District and the Idaho Transportation Department at a minimum. The access restrictions shall be based upon the most stringent future use of the roadway. Temporary accesses may be considered in areas with a developing regional roadway network.

D. Limit access to all arterial streets.

E. Discourage direct lot access to parcels abutting arterial and collector streets.

F. Encourage shared driveways on collector streets and streets in Downtown Eagle.

G. Develop methods, such as cross-access agreements, frontage and backage roads, to reduce the number of existing access points onto arterial streets.

H. Work with adjacent jurisdictions to develop more restrictive access limitations than presently exist for arterials and highways of regional transportation importance.

I. "Cut-through" traffic or "traffic routed through" a neighborhood on local streets from arterial streets shall be discouraged through the development review process, through

the provision of an adequate arterial and collector system and through the use of appropriate traffic calming and traffic control strategies. Avoiding cul-de-sac streets that isolate individual neighborhoods.

J. Encourage planning of local roadway systems that will provide for intra-neighborhood connectivity. The connecting roadways should be designed to not become collectors and to discourage traffic from cutting through neighborhoods to go from a collector or arterial to another collector or arterial. Such intra-neighborhood connectivity is for emergency and delivery vehicles and for local intra-neighborhood access.

K. Encourage traffic calming in a way that minimizes adverse effects on adjacent streets.

L. Work with Ada County Highway District, local developers and neighborhoods in the operation of a local traffic-calming policy that balances the needs of the roadway, the drivers, pedestrians, bicyclists, and the traveling public.

M. A collector street system shall be pursued within each square mile of development adequate to serve the density of development. Special requirements may be considered in the rural and Foothills development areas or other places where topographic constraints or low traffic volumes limit the need for the mid-mile collector road system. Suggestions shall be forwarded to ACHD for long range planning purposes.

N. Develop grid systems at commercially zoned arterial intersections, where feasible, in order to support increased traffic.

O. Encourage arterial and collector center turn lanes only at driveways and/or street intersections that are expected to generate a minimum of 500 vehicle trips per day, or where determined to be necessary by ACHD or ITD, and to encourage landscaping within any portion of a center turn lane which is not used for such a driveway or intersection. Such landscaped medians would need to be maintained by the City, homeowners' association, or another responsible entity and would require a license agreement with the highway district having jurisdiction.

P. A Master Plan for the Highway Districts having jurisdiction to consider regarding the re-construction of the intersections of State Highway 44 and Ballantyne Lane and State Highway 44 and State Street is incorporated herein by reference (See Ballantyne/Hwy 44/State Street Master Plan dated March 2, 2000, or updated version as approved by the Eagle City Council, the Idaho Transportation Department and the Ada County Highway District.).

1. If the Master Plan is approved by the Highway Districts the phasing of construction should be as follows:
    a. Upon development of the land abutting Ballantyne Lane to the west, right-of-way should be provided for and the roadway should be constructed to the west generally as shown as Item #1 on the Master Plan. The unimproved right-of-way (connecting State Street to Ballantyne Lane) should be improved as shown as Item #2 on the Master Plan. The intersections of State Highway 44 and Ballantyne Lane and State Highway 44 and State Street should be eliminated as shown as Items #3 and #4 respectively on the Master Plan.

    b. The section of roadway as shown as Item #5

shall not be improved and right-of-way shall not be acquired unless development is proposed for that site. If development is proposed right-of-way should be obtained and the roadway should be constructed generally as shown as Item #5 on the Master Plan. At that time the roadway shown as Item #2 on the Master Plan should be eliminated.

Q. Preserve North Eagle Road as a three lane road north of Floating Feather Road.

R. The ability to fund the above referenced right-of-way acquisition will determine roadway improvements.

S. Encourage arterial and collector roadway design criteria consistent with the rural nature of planned and existing developments generally within the areas designated on the Land Use Map as Residential Rural (one dwelling unit per five acres maximum) and Residential Estates (one dwelling unit per two acres maximum). For purposes of this section, rural nature roadways should include, but are not limited to:

- Homer Road
- Beacon Light Road
- Park Lane
- Meridian Road
- Ballantyne Road
- Eagle Road (from Floating Feather Road north to the Impact Area boundary),
- Linder Road (from Beacon Light Road north to the Impact Area boundary),
- Palmer/Hartley Road,
- New arterial and collector roadways within the Foothills region that have forecast daily traffic volumes of less than 18,000 vehicles.

T. Rural Nature Road designs should include the following:
   1. ADA (Americans With Disabilities Act) permitting, sidewalks and/or pathways should meander and be separated from any roadway edge or curb to allow for added pedestrian safety. Topography, trees, ditches and/or similar features may limit the distance between sidewalks and/or pathways and the roadway edge. Easements may be needed if portions of the sidewalk and/or pathway are to be located outside of the right-of-way.
   2. Unless otherwise determined by ACHD to be necessary for public safety, roadways should be a maximum of two lanes with a center turn lane only at driveways and/or street intersections that are expected to generate a minimum of 500 vehicle trips per day, or where determined to be necessary for safety by ACHD. Any portion of a center turn lane that is not used for such a driveway or intersection should contain a landscaped median. Such landscaped medians would need to be maintained by the City, homeowners' association or other responsible entity and would require a license agreement with the highway district having jurisdiction.
   3. The roadways should be constructed with a bike lane on both sides of the roadway. Special designs may be considered in Foothills regions, along principal arterials, and in roadway corridors with parallel pathway systems.

8.6.3 Transit Strategies

A. Encourage park and ride lots within the City and Impact Area as development occurs or as part of a major corridor plan. The SH-44, SH-16, SH-55 and US 20-26 corridors have the greatest potential. Impacts to existing or planned neighborhoods should be considered.

B. Coordinate with ACHD and the regional transit authority to encourage the development of transit system amenities (shelters, bus turnouts, etc.) within the major activity centers along major arterial corridors and in others areas as the need develops.

C. Encourage the development of transit system amenities (shelters, bus turnouts, etc.) within the Village Center, along major arterial corridors and in others areas as the need develops.

D. Support alternative funding methods, including the concept of a local options sales tax, as a means of funding the expansion of the regional public transit system and facilities.

E. Develop transit supportive corridors along SH-44, SH-16, SH-55 and US 20-26.

8.6.4 Pathway Strategies

A. Encourage new development to provide for pedestrian, equestrian, and bicycle circulation in accordance with the City of Eagle Transportation/Pathway Network Maps #, #2, #3, adopted local and regional pathway plans, as may be needed for intra-neighborhood connectivity and to ensure that bike and pedestrian traffic is not unnecessarily pushed out onto arterials and collectors.

B. Encourage the provision of equestrian, pedestrian and bicycle safety and comfort with enhanced pedestrian crossings of the State Highways (Highway 44 and Highway 55). Pedestrian/bicycle overpass or underpass crossings should be considered. Also, at grade intersection enhancements, such as landscaping, crosswalk pavers and signage, for pedestrian/bicycle safety and comfort, should be considered.

8.6.5 Land Use and Parking Strategies

A. The City of Eagle may require a traffic study even if the Highway District or ITD do not require traffic impact studies for new development. The traffic impact study shall include, but not limited to, potential impacts to existing traffic patterns, suggested roadway widths, access to existing and proposed roadways, signalization, location and need for intersections, turn lanes, bus stops, on-street parking and pedestrian facilities.

B. The City shall work with ACHD and COMPASS to establish legally defensible standards relating to traffic impacts of new development on existing residential streets.

C. Encourage off-street parking sites and facilities on arterial streets and discourage on-street parking on arterial streets, with the exception of existing on-street parking on segments of State Street.

D. Alley abandonment shall be discouraged.

E. Establish and require minimum setbacks between developments and roadways and encourage the installation of

berms and landscaping for all developments to enhance safety, provide noise attenuation and to enrich the roadway or community appearance. Special considerations may be required for Foothills developments.

F. Establish a system to review the cumulative effect of the impacts to the transportation system from development.

G. When reviewing land use amendments, zone changes, master plans, conditional uses and other significant entitlement requests, take into consideration the impact of the project on street levels of service. The City's preferred standards shall be those identified for new streets in ACHD's Development Policy manual, or its successor. Service level impacts shall be minimized through project modifications, traffic management plans, street improvement plans or other means.

H. Historic district streets shall be managed in such a manner that the flavor and character of the historic districts are preserved and enhanced while maintaining the livability of these neighborhoods and preserving the functionality of the street system. The use of traffic management strategies as described above shall be given priority over street widening, land additions and removal of on-street parking as a means of resolving traffic flow problems.

I. Implement, in conjunction with ACHD and the City of Eagle Fire Department, alternative street standards related to specific design features within the City. Allow use of these standards in conjunction with specific design standards described in the Community Quality Chapter and the land use sub-areas.

J. Motorized traffic may have to experience some inconvenience in order to preserve neighborhoods.

K. All new developments shall be reviewed for appropriate opportunities to connect to local roads and collectors in adjacent developments.

L. New developments shall be required to stub access to adjacent underdeveloped parcels, where appropriate.

8.6.6 Multi-purpose Strategies

A. Ensure that transportation and regional transit improvements are constructed or funded in coordination with land developments. This may be accomplished with direct funding, extraordinary impact fees, local option sales tax and other funding arrangements.

B. Require that safety systems be integrated into all school sites and recreation areas, including such items as signalization, sidewalks, pathways, and alternate traffic patterns for secondary access.

C. Encourage street lighting design and layout that provides for roadway and neighborhood safety while preserving a rural environment free of any unnecessary lighting and supporting the City's existing dark-sky standards.

D. The City will take the lead responsibility for design and installation of sidewalks. The City will continue to work with ACHD and ITD to resolve issues concerning sidewalks within the City of Eagle.

E. Work with the development community, ACHD and COMPASS to construct the following roadway projects:

1. **State Highway 16 Extension**: An extension of State Highway 16 across the Boise River aligning with McDermott and Chinden. This extension will provide access to the Chinden (US 20-26) Planning Area and the River Plain Planning Area. This route would complement the current planning efforts by COMPASS and ACHD to enhance the Beacon Light Road/Purple Sage Road and Hill Road corridors and the extension of State Highway 55 across the Boise River.

2. Work regionally to develop **a new east-west principal arterial in the Foothills region** north of the SH-44 Corridor. This route would complement the current planning efforts by COMPASS and ACHD to enhance the Beacon Light Road/Purple Sage Road and Hill Road corridors. The goal of this new arterial is to improve east-west connectivity between northern Canyon County and the Downtown Boise region. This is a developer built road that provides internal circulation for high density residential uses located north of State Street. The intent is to direct this traffic to Linder Road; a signalized intersection or an alignment with Moon Valley Road oppose to creating a new high impact access point along State Street.

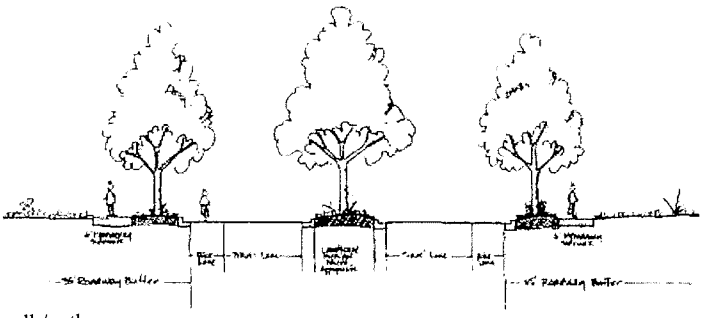
3. **State Highway 44 & State Highway 16 Ring Road**: A new access road to primarily serve the commercial and business park use proposed at the intersection of State Highway 16 and State Highway 44. Transitional residential uses to the north and east of this road will also access from this road. This road provides an alternative to the frontage roads proposed by ITD along Hwy 16. This road should include significant landscaping and a detached meandering pathway.

4. **Beacon Light**: Proposed realignment of Beacon Light Road through the Village Center. During our visioning and outreach great concerns from residents were expressed about the intensity of traffic moving along Beacon Light Road through the existing residential development east of Linder Road. This was a proposal to reduce this through traffic. Further, a desire was expressed to provide a "greener" feel to this road way through the city. The proposed cross section includes planting strips and a detached meandering trail.

5. **Floating Feather**: This is a proposal to smooth out the alignment of Floating Feather at Palmer Road. The city has heard from developers south of this intersection looking to abandon Palmer Road south of Floating Feather that may help facilitate this realignment. Similarly to Beacon Light Road, a desire was expressed to provide a "greener" feel to this road way through the city. The proposed cross section includes planting strips and a detached meandering trail.

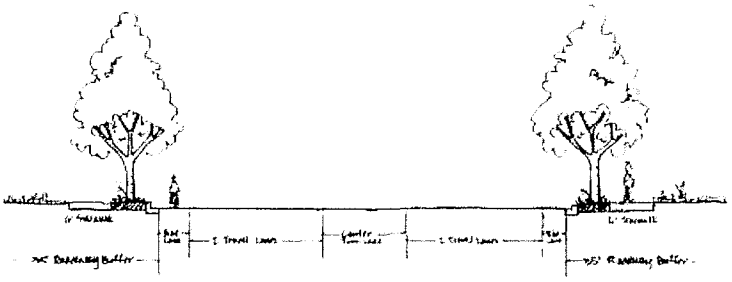
Illustration 8.1
Proposed Collector and Arterial Roads

Two Lane Roadway:



6 to 10-ft sidewalk/pathway
8 to 10-ft planter strip
1 travel lane
center turn lane (where appropriate) or a landscaped median
1 travel lane
8 to 10-ft planter strip
6 to 10-ft sidewalk/pathway

Four Lane Roadway:



6 to 10-ft sidewalk/pathway
8 to 10-ft planter strip
2 travel lanes
center turn lane (where appropriate) or a landscaped median
2 travel lanes
8 to 10-ft planter strip
6 to 10-ft sidewalk/pathway

CHAPTER 9 – PARKS, RECREATION AND OPEN SPACES

9.1 Background

As a relatively young City, Eagle's public park facilities are just beginning to be planned and built. Strong community support exists for pathways and parks of varying sizes, design, and function to meet the needs of the community. The recently completed Heritage Park adds recreation opportunities and an activity center for the downtown. Other park projects are in the design stage and a network of safe and accessible pathways connecting neighborhoods to parks and open space are proposed. Eagle's natural features, the foothills, floodplains of the Boise River, Dry Creek and other natural areas are treasured by the community and require protection. These natural open-space features help buffer floods, purify air and water, provide recreational and educational opportunities and reinforce the distinctive character of the community.

Due to the complexity of the Eagle Foothills additional discussion and policies are contained in section 9.7 of this chapter.

9.2 Existing Conditions

In the Eagle area, public and private organizations play a role in providing recreational opportunities. Recreation providers include City, County, and State agencies as well as educational institutions. The City of Eagle has six (6) developed parks and the Eagle Parks Committee is refining plans for the 80+ acre Boise/Eagle Park expected to be completed in 2008. Ada County, in cooperation with the City of Eagle, is working on developing an 85-acre community park. The Idaho Department of Parks and Recreation operates Eagle Island Park, a 535-acre regional park designed primarily for wildlife appreciation and swimming. Playground equipment and picnic facilities can be found at the small neighborhood parks and various public school sites. A private recreation center offers swimming, basketball and day care. Public recreation programs are limited, as the City does not have a recreation department. The Boise River and the foothills are major recreation and open-space assets for the City.

9.3 Future Conditions

The National Recreation and Park Association (NRPA) has developed standards for communities to use for planning, developing and acquiring park and recreation lands (see Table 1 below).

TABLE 9.1

NRPA Recommended Standards for Recreational Areas

	Mini-Parks	Neighborhood Parks	Community Parks	Regional Parks
STANDARDS				
Optimum Size	1 Acre or Less	3 – 15 Acres	10 – 25 Acres	125 + Acres
Radius Served	0.25 Miles	0.5 Miles	2 Miles	5.0 Miles
GUIDELINES				
Acres/1,000 Population	0.25 – 0.5 Acres	1 – 1 Acres	5 – 8 Acres	5 – 10 Acres

As the City of Eagle grows, new parks and facilities will be needed to meet the recreation needs of the community. There will be a demand for more parkland including pathways, practice fields and ball fields as well as a skateboard park. The completion of Reid Merrill Sr. Park, Ada County Sports Park and the new entrance to Eagle Island State Park may meet current needs. Land acquisition for future park sites and pathways is vital in order to develop land for pathways and neighborhood parks. There will also be a need for indoor facilities and recreation programs. One cost effective method available to the City is to pursue joint venture development and use opportunities with the school district. The City of Eagle values its river, creeks, canals, and foothills. Opportunities for the City include maintaining drainage and canal corridors and rights-of-way to establish a pathway system. New development projects will provide for pathway circulation in accordance with adopted local and regional pathway plans. A Pathways Committee would review development proposals to ensure pathway continuity. Maintaining these corridors will add community identity and ensure the quality of recreation in Eagle. These areas are the habitat of a variety of species (e.g., fish, eagle, etc.) and play an important role in the community's ecology.

Expansion of the City's park system may dictate the need for a City Parks Department to operate and maintain the park system. The system could be guided by the Eagle Parks Committee. A mechanism requiring all users of the City recreation facilities to help pay for these facilities should be considered to assist the City in maintaining and developing a recreation system that is satisfying to all. Options include, but are not limited to, charging impact fees and/or a fee schedule and reservation system for users of all parks.

9.4 PARKS

9.4.1 Goal

A. To create ample areas and facilities for our residents' diverse indoor and outdoor park and recreational interests.

9.4.2 Objectives

A. To develop parks and recreational programs which meet the different needs, interests, and age levels of our residents in both the rural and urban areas.

B. To plan and design parks for sustainability and conservation of natural resources.

C. To provide a system of neighborhood parks where safe and convenient access is available to residents.

D. Provide a system of interconnected parks, trails and open spaces throughout the City.

E. To dedicate and develop areas for parks in new residential developments.

9.4.3 Policies

A. Acquire land for future parks in neighborhood and community settings at a rate that meets or exceeds the national standards.

B. Seek innovative funding sources for acquisition, planning, design, construction, and maintenance of parks.

C. Ensure all City parks are managed and maintained in a cost effective manner for the enjoyment of the public.

D. Encourage City to develop working relationships with other agencies/entities to develop parks and recreational opportunities within the community.

E. Involve public in park planning and development.

F. Utilize and support existing council-approved park development committee.

9.4.4 Implementation Strategies

A. Develop policy to preserve, in perpetuity, established parks and land acquired for parks.

B. Develop parks maintenance and recreational programming budget.

C. Develop parks system management plan which includes recreational programming as well as maintenance.

D. Aggressively follow the Capital Improvement Plan to acquire system improvements to provide the level of service adopted in the Eagle development impact fee ordinance.

E. Aggressively explore public/private or intergovernmental agreements to assist in park acquisition, development, and recreational opportunities.

F. Identify dedicated funding source for park maintenance (e.g., utility franchise fee, etc).

G. Create an ordinance that requires developers to dedicate and establish parks in new developments.

9.5 PATHWAYS AND GREENBELTS

Pathways are non motorized multi-use paths that are separate features from bicycle and pedestrian lanes constructed as a part of a roadway.

Greenbelts are typically land areas that border scenic features or hazard areas (i.e. the Boise River and Dry Creek) and are designed to prevent undesirable encroachment. Greenbelts may include pathways and/or bike lanes.

9.5.1 Goal

A. To create a pathway system that provides interconnectivity of schools, neighborhoods, public buildings, businesses, and parks and special sites.

9.5.2 Objectives

A. To create a pathway system that reflects desire to have a pedestrian and bicycle friendly community.

B. To provide a network of central and neighborhood paths where residents are able to safely access and utilize pathways for alternative forms of transportation.

C. To create and preserve non-motorized, multi-use pathway corridors in public and private lands within the Eagle foothills.

D. Continue to revise and update the Eagle Transportation and Pathway Network Maps #1 and #2 including defining pathway uses.

E. Require all development to provide developed pathways for connection to Eagle's public pathway system and/or adjoining development's public pathway system.

F. Seek innovative funding sources for planning/design/construction of pathway system.

G. Improve/provide access to greenbelt/pathway east of Eagle Road on the south side of the North Channel of the Boise River.

H. Acquire pathway easements on the north side of the North Channel.

I. Consider the pathway easements along drainage ditches.

J. Identify connections between trail sections and existing and future parks and open spaces.

K. Provide adequate parking and public facilities along greenbelts and pathway systems.

L. Link existing isolated pathway segments (e.g., North Channel Center and by-pass path).

M. Provide public information on safety, current location, nearest public facility location, and emergency telephone system along greenbelts and pathway systems (i.e., milepost markers).

N. Work to involve Ada County in implementation process of greenbelts and pathway systems.

O. Provide separate and safe pathway crossings for Highways 55 and 44 at key pathway intersections.

P. Preserve Dry Creek Floodway Corridor to secure greenbelt and pathway easements, and initiate pathway construction.

Q. Consider multiple use of canal corridors for incorporation into pathway system.

R. Work with the BLM, state, developers and private landowners to preserve a pathway corridor within the Eagle Foothills.

S. Work with ACHD to provide a detached pathway on North Eagle Road to connect the Dry Creek Pathway Corridor with the Eagle Foothills Pathway Corridor.

9.5.3 Implementation Strategies

A. Create ordinances that require developments to provide improved pathway systems with links to adjoining pathway systems, parks, and open spaces.

B. Secure the services of a professional grant writing consultant to assist with funding.

C. Identify dedicated funding source for greenbelt and pathway maintenance (e.g., utility franchise fee, etc.).

D. Construct bridges to provide access to existing and future greenbelt and pathway system easements.

E. Consider overlay pathway easements for section of canal system in urbanized segment of canal corridor for cooperative multi-use (e.g., section of Farmer's Union Canal between Horseshoe Bend Road and Floating Feather).

F. Prioritize greenbelt and pathway development: 1) greenbelt/pathway system along the Boise River; 2) greenbelt/pathway system along the Dry Creek; 3) corridor preservation along future planned pathways and irrigation features; and 4) road crossings.

G. Encourage Eagle City Council to expand the Impact Area boundary and annex land to control development and pathway implementation within the Eagle Foothills.

9.6 OPEN SPACE

Open space is land which is not used for buildings or structures and offers opportunities for parks, recreation, water amenities, greenbelts, river trails and pathways, tourism, leisure activities, viewpoints, and wildlife habitat.

9.6.1 Goal

A. To provide wherever possible open space and natural features such as natural river frontage, greenbelts, river trails and pathways, creeks, flood plains and flood ways, drainage ways and canals, development buffers, wooded areas, grasslands, foothills, and viewpoints for public use and enjoyment.

9.6.2 Objectives

A. To establish open space to protect the finite resource base of Eagle's natural environment - air, ground water, surface water, soil, forested areas, plant and wildlife habitats, agricultural lands, and aquifer recharge, watersheds, and wetlands.

B. To provide an open space setting for active and passive recreation for all age groups throughout the community.

C. To protect against hazards that are inherent to flood plains, flood ways, steep slopes, and areas of geological instability.

D. To protect the natural lay of the land (e.g., minimize land disturbance).

E. To protect such unique environmental areas as historical, geological, and archaeological sites and monuments, natural areas, and wildlife habitat.

F. To protect important views, vistas, and panoramas of the community's natural setting and environment.

9.6.3 Policies

A. To encourage cluster development within the City limits so as to retain open space in perpetuity. Cluster developments located outside the City limits but within the Impact Area shall be prohibited.

B. To encourage the City to develop working relationships with other agencies/entities to establish and protect open space.

9.6.4 Implementation Strategies

A. Require developers to utilize open space for above-ground, on-site storm water management (i.e., grassy swales, constructed wetlands, and water features).

B. Explore public/private or intergovernmental agreements to set aside and protect open space (i.e., land trusts, conservation easements, and memorandums of understanding).

C. Create an ordinance that requires developers to include set asides for open space.

D. Establish guidelines for open space set asides.

E. Develop a comprehensive beautification plan that includes but is not limited to open space such as road rights-of-way, abandoned road segments, and City entryways.

F. Develop a storm water management plan to include utilization of onsite open space for storm water management features.

G. Create an ordinance that requires developers to dedicate and establish open space/parks in new developments. Encourage developers to identify and preserve wildlife mitigation corridors.

9.7 FOOTHILLS TRAILS AND OPEN SPACE

9.7.1 Existing Conditions

Open Space enhances our quality of life, allowing us to escape from the hectic pace of urban living and provides balance in our lives. For that reason it is critical to preserve opportunities for current and future generations to experience and connect with habitat, natural open spaces, recreation opportunities, parks, trails and open spaces of all types.

Within the Foothills there are two forms of open space, natural and developed, that should be pursued to achieve the goals of the Eagle Foothills sub area:

Natural open space should be viewed as a spectrum that manages human involvement based upon the specific use, habitat quality, and sensitivity. Habitat sensitivity is unique to each circumstance and must be weighed to ensure that irreparable damage is not done. Highly sensitive habitats should be protected from damage, while lower sensitivity habitats allow for greater human involvement and interaction.

Natural open space lands are preserved, enhanced and managed in a manner that improves the ecological integrity of the landscape. Management activities are based on sound sustainable ecological functions, considering the needs of the native biological community and soils at each site in concert with recreation access and use.

Developed Open Space is designated for a wide variety of recreational activities and is normally contained within a plat or approved development.

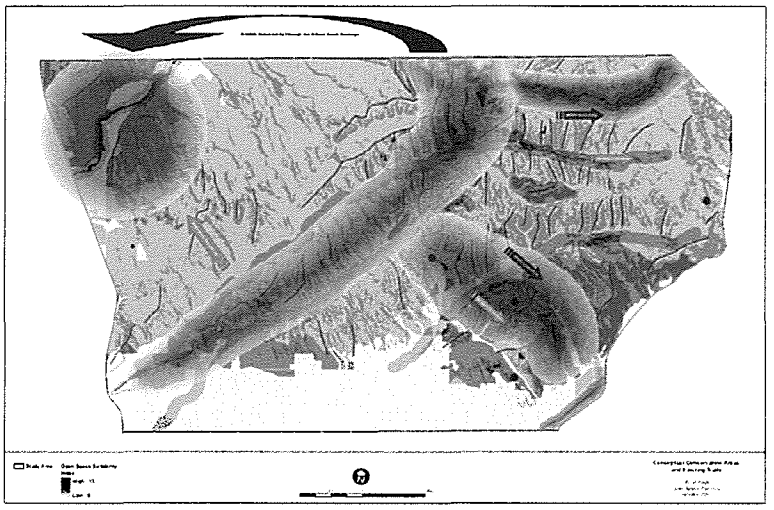
Natural Open Space: Land primarily left in its native or wild state in perpetuity, and is generally ungroomed and unirrigated. This may include wetlands; wildlife habitat; stream corridors; unique, rare or sensitive native plant species; scenic ridgelines; and unique geologic features. Steep hillsides may be included in this definition just by virtue of the sensitivity and erosion potential. Not included are golf courses, drainage basins that do not provide other open space values, boulevards and planting strips.

Natural Open Space (Habitat): These areas may contain sensitive habitats, and emphasize habitat protection for plant and animal species. They typically have a lower concentration of human use and are separated from development, and management goals should be habitat improvement. The development of facilities and associated infrastructure should be limited. The use of these areas for recreation should be limited due to the overall habitat sensitivity.

Natural Open Space (Recreation): These areas emphasize 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. Management actions should emphasize education with more passive enforcement.

Priority areas for natural open space are delineated below:

Illustration 9.1



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. They may be groomed and irrigated and may include developed recreational areas such as parks, sports fields, and golf courses, and other non-natural open spaces such as agricultural fields, sod farms, and vineyards. This land may provide some habitat requirements for some wildlife species, but habitat quality is often low. These areas are either publicly owned lands permanently designated as some type of open space, or private lands with deed restrictions or conservation easements providing permanent protection of the open space qualities. Developed Open Space is typically open to the general public.

Potential Open Space: Unoccupied lands which have no permanent protection of open space qualities. They may be cultivated or natural, and may provide wildlife habitat, recreational opportunities, and scenic vistas. These areas may be in public or private ownership, and may be converted to some other type of land use over time. These areas may or may not be open to the public without permission. Infrastructure is typically limited. These areas may be considered for conversion to permanent Developed or Natural Open Space by some protective mechanism based on special habitat criteria, special recreational opportunities, or the desire of the landowner to maintain the existing land use over time. Consideration should be given to feasibility of restoration potentials of degraded natural areas prior to purchase as Natural Open Space.

The Foothills planning area consists of a mix of public and private land. The vision for the open space within the foothills is to retain significant open space areas and provide connectivity to ensure that exiting habitat continues to function and prospers within the foothills as development occurs. The intent of the foothills plan is to place development into the unconstrained areas of the foothills and allow constrained areas (slopes in excess of 25%, floodways and key habitat areas to be retained. The vision for the Eagle Foothills Trails system is that it would be located primarily, but not exclusively, within natural open space areas.

The starting point for the open space areas will be the public lands identified by the City of Eagle as an open space preserve. Other public lands will need to be assessed for their potential of adding to the regional open space system. Certain State Lands could greatly add to the open space system by implementing potential land exchanges or land acquisition efforts. It is hoped that private lands that have high public or natural resource values could be added to the open space system by landowners/developers using a variety of tools and techniques as part of the development process or through voluntary exchange, acquisition or donation

There are several historic roads and routes within the planning area. Goodale's Cutoff is the most well-known (part of Oregon Trail) and is an important cultural and historical feature of the planning area. Throughout the Eagle Foothills, most of the Goodale's Cutoff and portions of the 1870 Bayse Lumber Haul Road are still visible. While its location is known, the extent to which the remnants of the trail itself are evident, primarily in the form of ruts, varies from non-existent to near pristine. Because of this landowners are encouraged to provide appropriate recognition of its existence. Recognition will vary depending on the nature of the private land use and the condition of the trail but may include simple marking of the location, or providing signs, kiosks or similar features giving public recognition of and information on the history of the trail. Preservation of the more pristine sections of the trail and adjacent view sheds will be encouraged on all lands.

The Foothills Future Land Use Map includes the Conceptual open space and habitat connectivity overlay which is intended to include the importance naturals areas, as identified above, as well as the potential developed open space that may occur through the development or platting of property within the Foothills Sub-area creating a regional open space network of both natural and development open space that will convert through the development process from potential open space into a permanent regional open space network.

9.7.2 Trails Goals

A. Create an environmentally sensitive, perpetually dedicated public trail system designed for non-motorized uses such as hiking, bicycling and horse-back riding; (See Map 8.3)

B. Utilize best management practices for trail system design, management and maintenance;

C. Provide a "stacked loop" system that allows for various types of distances and experiences allowing departure from a point, and return to the same point without significant repeat of the trail used;

D. Work with developers and the City to establish trail heads varying in size, in the level of improvements and facilities provided.

a. Primary Trail Heads- Provide designated parking for eight cars or more as well as up to 35 horse trailers. The number of parking facilities will vary depending on the type and level of anticipated use. May include restroom facilities, signs and map information, and garbage receptacles. May be landscaped.

b. Secondary Trail Heads May not have dedicated off-street parking areas. Have limited facilities including information signs and garbage receptacles.

E. Connect trails regionally (beyond the impact area, similar to the Boise Ridge to River Trail system)

providing access to neighborhoods, public lands and open spaces;

F. Incorporate trail heads that allow direct public access to the regional trail system from multiple locations throughout the Eagle foothills.

G. Provides the foundational north/south and east/west linkages and loops through the planning area.

H. Provide protection and interpretation of culturally important historic trails as well as a natural buffer or view shed on each side of a preserved historic trail segment.

I. Develop and adopt a city wide trails plan that includes connections to the existing city for bicycle, equestrians, and pedestrians focusing on connecting the Boise Rive and the Foothills and establish standards for different trails.

J. Work with ITD and ACHD to identify and establish standards for road and trail crossings.

1. **Core Trail System**: The foundation to the system is referred to as the Core Trail System. The vision for this "core" system of trails would:
    a. Allow multidirectional travel through the planning area
    b. Provide connections from the planning area to other trail systems and regional attractions (Stack Rock, Dry Creek, Prospect Peak and Montour Wildlife Management Area, etc)
    c. Establish the start of north/south and east/west linkage.
    d. Become the foundation for the Expanded Stacked Loop Trail System envisioned in the second part of the trail system within the planning area.
    e. Provide "non-paved" trails suitable to hiking, mountain biking and equestrian users.

2. **Stacked Loop Trails System**: The second part of the trail system is the "Expanded Stacked Loop Trail System". It is anticipated that future development will see the value to their communities and to the overall community, and expand the trail system with a network of stacked loop trails that provide connectivity to the core system and to a broader range of experiences within the planning area. These stacked loops will be located both in protected open space and within planned developments and will provide a variety of distances and experiences for various non-motorized users allowing departure from a point, and return to the same point without significant repeat of the trail used.

    An example of the Expanded Trails is shown in pink on the Conceptual Trail System Map to depict how this system might be located. The pink trail locations are not intended to be inclusive of the entire planning area rather is an example covering an area that is popular today. These loops follow existing trail locations and are illustrative of the type of system we visualize. While these trails are only an example, they are a starting point for further assessment and provide a broad foundation for potential trail connectivity.

9.7.3 Open Space Goals:

Natural open space should be viewed as a spectrum that manages human involvement based upon the specific use, habitat quality, and sensitivity. Habitat sensitivity is unique to each circumstance and must be weighed to ensure that irreparable damage is not done. Highly sensitive habitats should be protected from damage, while lower

sensitivity habitats allow for greater human involvement and interaction.

Natural open space lands are preserved, enhanced and managed in a manner that improves the ecological integrity of the landscape. Management activities are based on sound sustainable ecological functions, considering the needs of the native biological community and soils at each site in concert with recreation access and use.

A. Developed Open Space is designated for a wide variety of recreational activities.

1. Open Spaces within the Eagle Foothills should include both natural and developed open space.

2. Work with developers and land owners to shift densities within the Foothills and specific projects to achieve a minimum of 40% open space with natural open space being the highest priority for preservation.

3. A portion of the required open space should be located as separators between developments and should be primarily natural open space with the potential of a regional trial.

4. Work with developers to identify key natural areas prior to beginning the lotting and platting process so that the most important areas are preserved.

   a. Encourage the use of Randall Arendt's "Conservation Subdivision Design" or "Rural by Design" books as a guide for foothill development.

   b. Work with developers to ensure permanent preservation of open space areas.

   c. Work with developers to provide long-term funding of the operations and maintenance of regional open space through the uses of transfer fees, endowments or other mechanisms.

   d. Work with developers to include areas of visual sensitivity, as established by the Foothills Visual Analysis, into the natural open space areas.

5. Establish standards that require a minimum of 10% of the site be "developed open space".

   a. Work with developers to ensure that "developed Open Space is maintained by homeowners associations.

   b. Ensure that developed open space address both active (ball fields, pathways and tot lots) and passive areas (entry areas, ponds, and development separators).

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CHAPTER 10 – HOUSING

10.1 Background

The Eagle area is transitioning from primarily agricultural land uses to residential and commercial land uses. Eagle's quiet charm and agricultural roots have made the community a mecca for those seeking larger lots for open space and gentleman farming. Over the last years much of the agricultural land has been divided into a variety of parcel sizes which are highly sought after by many urban residents. Density options that reconcile quality of life and costs of services issues must be balanced and will require compromise by all parties.

10.2 Goal

A. Encourage a variety of housing so that all residents can choose sound, affordable homes that meet individual needs.

10.3 Implementation Strategies

A. Encourage a wide diversity of housing types and choice between ownership and rental dwelling units so that adequate, affordable housing is available for all income groups.

B. Coordinate the location of all housing with the ability to be served by adequate public facilities and services.

C. Encourage residential development near employment and business centers so that all income groups can afford to live close to the places where they engage in business and do business.

D. Explore incentives that will encourage the private sector to provide affordable housing.

E. Encourage compliance with federal fair housing laws and discourage all forms of discrimination.

F. Encourage housing which complies with local building codes and provides for energy-saving design.

G. Encourage the use of materials and techniques that will maintain a high level of quality while lowering cost and speeding construction.

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CHAPTER 11 – SPECIAL AREAS AND SITES

11.1 Background and Vision

"Special Areas and Sites" are defined as areas, sites or structures of historical, archaeological, architectural, ecological, or scenic significance. Special areas or sites should be analyzed according to their defined function. Whenever possible, these sites should be preserved and conserved as open spaces or for educational and cultural centers. Development of Special Areas or Sites should take place in a manner that reflects harmony with their natural environment and recognizes qualities which render them distinctly unique.

The Boise River Floodplain, the Head of Eagle Island, the Dry Creek Floodplain, and the North Foothills each possess a recognized function as a wildlife habitat, floodway and scenic natural resource reflective of Eagle's rural character.

Eagle has a rich architectural heritage. This legacy is evident in many of the City's downtown buildings and homes. The purpose of this chapter in part is to identify unique areas or sites for conservation or protection. It is a vision of the Comprehensive Plan to sustain those elements of the City's heritage and culture which contribute to the appeal of the City for both residents and visitors.

Much of the character of Eagle lies with its historic buildings. These buildings enhance the quality of life and help make Eagle unique. It is important to continue to re-use these buildings to maintain a sense of historic continuity and link with the past. Unless the City takes steps to protect historically significant buildings~~,~~ that lend character to Eagle, the buildings may be subject to insensitive, renovation, restoration or demolition.

These special areas will require comprehensive and specific planning to ensure that such topographical, hydrological, ecological, architectural and scenic concerns have been thoroughly addressed and incorporated into any engineering and development plans. The special review process should include, but not be limited to the following:

- Area wide drainage including hillsides, foothills and gulches
- Water quality
- Sanitation
- Area-wide traffic plans
- Pathways and trail access
- Wetlands issues
- Fish and wildlife habitat
- Existing trees and natural features
- River and creek greenbelt areas
- Potential for permanent open space and natural preserves including steep hillside terrain, rock outcroppings and foothill gulches.

11.2 Recognized Special Areas and Sites

Boise River Floodplain

The Boise River Floodplain is designated as a special area due to its ecological and scenic significance. The area comprises the two channels of the Boise River, the island formed by the two channels and the land immediately adjacent to the channels as generally depicted on the Comprehensive Plan Land Use Map.

Dry Creek Floodplain

The Dry Creek Floodplain is designated as a special area due to its ecological and scenic significance. This area comprises the length of the Dry Creek Floodplain through the Area of City Impact.

North Foothills

The North Foothills area is designated as a special area due to topographic, ecological and scenic significance. This area comprises all of the planning areas north of Beacon Light Road as depicted on the Comprehensive Plan Land Use Map.

Eagle Island State Park

The Eagle Island State Park is designated as a special area due to its ecological, historical, recreational and scenic significance. The park is further reviewed in the parks and recreation section.

Head of Eagle Island

The head of the Eagle Island possesses a recognized function as a wildlife habitat, floodway and scenic natural resource reflective of Eagle's rural character. It is a vision of the Comprehensive Plan to sustain these elements, which contribute to a distinctly unique area that appeals to both residents and visitors of the City.

Drainages and Canals

Special natural and manmade features of Eagle are the drainages and canals. The main purpose of the canals and drainage ditches is that of distributing and moving water.

Downtown Eagle

Downtown Eagle is recognized as a special area due to its historical and architectural significance. It is recognized as the commercial hub of the community. Downtown Eagle is depicted on the Comprehensive Plan Land Use Map.

Emphasis should be given to encouraging new housing in and adjacent to Downtown Eagle. Use of existing houses within the Olde Town portion of Downtown Eagle for both residential and commercial purposes should be encouraged.

State Street/Eagle Road Corridor:

The State Street/Eagle Road Corridor is designated as a Special Area due to its historical, architectural and scenic significance. This area is depicted on the Comprehensive Plan Land Use Map.

11.3 Goal

A. To promote the conservation and efficient management of all Special Areas and Sites.

11.4 Implementation and Strategies

A. Protect and improve natural and man-made waterways.

B. Continue to develop and improve City design guidelines to encourage preservation of Eagle's historic buildings and guide new development to reinforce the town's special quality and "turn of the century" character.

C. Research other opportunities to enhance the viability of Downtown Eagle such as strengthening cultural activities for Eagle.

D. Consider development of a community center to support multiple uses as well as to encourage special events and gatherings that focus activity in Downtown Eagle.

E. Expand the existing historic style lighting and beautification efforts throughout Downtown Eagle.

F. Create a vibrant Downtown and encourage the preservation of downtown Eagle as a special and unique place.

G. Preserve existing trees and establish appropriate landscaping as a part of new developments.

H. Encourage the preservation of habitat areas which provide for fish and wildlife.

I. Establish ordinances requiring developers to prepare and submit environmental assessments and any such additional reports as the City may from time to time require, for any development on land within an area designated as a Special Area or Site or for any development impacting a designated Special Area or Site.

J. Require a plan for the restoration of land which shall be made available to the Planning and Zoning Commission and City Council for each parcel of land that is located within a special Area or Site and that is proposed for the extraction of sand, gravel, rock, or other mineral resource.

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CHAPTER 12 - COMMUNITY DESIGN

12.1 Background and Vision

As a part of the review of the 2004 Comprehensive Plan, the City of Eagle held three public visioning sessions during which City Council and staff asked the public to evaluate the "Built City" concept and to tell the City what they, the public, were doing to help manage and guide development as envisioned in the 2000 AOI. This study found that the City of Eagle, though stable and solidified in its vision to develop a city with a uniquely rural character, did not look to integrate alternative housing options within the AOI. This Chapter will present a discussion of the goals, objectives and implementation strategies related to Community Design, Neighborhoods and housing options.

Over the next 20 years, the City of Eagle is forecasted to experience high growth rates that without proper management and planning will impact the quality of life and housing options available to its residents. Rather than ignore the growth pressures that are currently shaping most Treasure Valley communities, the City of Eagle is looking at options that will embrace housing alternatives and transit density but will also preserve the rural nature of the City.

Community design is the organized fashion in which a community is developed in order that a general mood or theme is established and maintained. Elements of the Eagle community design include: (a) a rural transitional community with a shopping district functioning as the hub of the community; (b) the Boise River and its floodplain with wildlife, trees, and recreation opportunities; (c) the rolling hills north of the river; and, (d) a network of canals and natural waterways which crisscross the community.

Entryway corridors are arterial roadways that introduce both visitors and residents to Eagle. City entryways include State Highways 44 (State Street and Alternate Route), State Highway 16, and 55 (Eagle Road). The landscaping (or lack thereof), commercial signage and building character of these entrances provide the first, and often the most lasting, impressions of the entire community. The City of Eagle has the opportunity to improve the appearance of the entryways by establishing guidelines for development and redevelopment that occurs along these entryway corridors.

Development will occur in the downtown as well as along arterials. City growth and increased traffic levels on Highway 44 and Highway 55 will stimulate demand for new development along these entrances. These same corridors have great potential for more intensive mixed-use development.

12.2 Goals

A. Protecting the City's character: Strive to create an aesthetically pleasing community and protect the unique natural beauty and small town character of the City.

B. Maintaining a functioning City at build out: Ensure that the City can continue to fund, improve and support itself, including its infrastructure and parks, at build-out when building permit fees, impact fees and zoning fees are no longer available.

C. Preserving Regional Transportation Corridors (State Highway 55, 20/26, 16 & 44): Preserve the

function of regionally significant roadways through the City while ensuring compatibility with land uses and design standards of the City.

D. Identifying "Activity Centers": Identify areas that, due to the nature of existing uses, future uses and/or transportation corridors, will lend themselves to increased activity and non-residential use and will therefore allow the City to preserve larger areas as primarily residential neighborhoods.

12.3 Objectives

A. Enhance the appearance of the City's entry corridors. Design review procedures should guide future development and redevelopment of existing uses. Depending on land uses and buildings, more extensive landscaping and fewer points of access may be required. The design review process will enable the City to address the special features of each property and facility in a manner that will best address the overall intent of enhancing Eagle's entryways. Eagle's entrance corridors may take on the look of landscaped berms like those built adjacent to the Banbury and Lexington Hills Subdivisions.

B. Work to accommodate the projected Eagle Planning Area population and the Northwest Rural Demographic population, located in the Eagle AOI, by 2025.

C. Provide residents of the City of Eagle and the Area of City impact with opportunities to seek housing in a neighborhood of their choice.

D. Create a clearly identifiable community.

12.4 Implementation Strategies

A. Establish and maintain development patterns and design criteria in keeping with the rural transitional identity of Eagle.

B. Discourage or preclude the establishment of other City centers with the Area of City Impact.

C. The City limits shall be that area as defined by ordinance of the City of Eagle.

D. Preserve the floodway in its natural state for such uses as greenbelt, wildlife habitat, recreational open space agriculture.

E. Update the Eagle Architecture and Site Design book and establish landscape and review standards for development in the Eagle Foothills.

F. Implement a residential design review requirement for residential uses within visually sensitive areas within the Eagle Foothills as detailed by the City's visual impact analysis.

G. Include in the City Design Review Ordinance criteria for building design, landscaping, signage and other aesthetic standards. Development along State Street within the Impact Area and outside the City limits shall be encouraged to comply with the Design Review Ordinance.

H. Reject any development that would establish or tend to establish another City center outside of the Downtown Eagle.

I. Discourage excessively large single entity businesses that would jeopardize the competitive business environment.

J. Require new residential, commercial, and industrial development to meet minimum design standards as specified by City Ordinances.

K. Encourage the integration of historic structures within new developments.

L. Develop buffer and transition zones between conflicting types of land use.

M. Develop ordinances that will establish the Urban Service Planning Area as the prime urban development area of the City and Area of City Impact. Development should be allowed in the area on the condition that sewer and domestic water facilities would be provided to such development as described by the Water Supply and Sewer Policies of the Public Services Facilities and Utilities section of this Comprehensive Plan.

N. Encourage the preservation of natural resources such as creeks, drainages, steep slopes, and ridgelines as visual amenities.

O. Encourage the use of native and drought tolerant plants and landscaping within the Eagle Foothills.

P. Work to establish and water reuse system to irrigate public and common areas within the Eagle Foothills.

Q. Encourage the development of pathways and open-space corridors throughout the City.

R. Encourage the development of a strong community identity through urban design standards, downtown revitalization, cultural activities, and visual gateways to the City.

S. Prepare and adopt design guidelines and development standards to be the basis for design review of architectural, landscaping, signage and other visual impacts of development projects.

T. Encourage the planting and preservation of trees that will create beauty and add to the healthy environment of downtown (see Eagle Tree Plan below).

U. Protect and enhance the small town character of the City by requiring signage which is creative and distinctive, compatible with its surroundings, and an integral component of the style and character of the building to which it relates.

V. Maintain the rural residential character and open space environment in and around the City.

W. Consider development of an ordinance or other suitable measures to stimulate redevelopment in areas determined by the City Council to be in need of renewal.

X. Provide increased residential density along the State Highway 44 and State Highway 20/26 corridors when accompanied by alternative access plans.

Y. Focus Community Centers to the State Highways (16 &55) so to capture trips along these regional routes and to diminish the siting of high intensity use within the more residential areas of the foothills.

Z. Maintain a Vision Map that encapsulates the intent and opportunities contained in the Comprehensive Plan. (See Map 2.1)

AA. Provide housing opportunities within walking distance of future transit corridors.

BB. Create a City composed of neighborhoods in which basic amenities (schools, utilities, parks, and services) are accessible, visually pleasing, and properly integrated to encourage walking and cycling.

CC. Ensure that all commercial uses are designed to be compatible with, and context sensitive to, residential uses and environmentally sensitive areas.

DD. Encourage the preservation and public access to open space through developments and as a rural design element of urbanizing areas.

EE. Ensure that commercial development is scaled appropriately to the intended regional, community and neighborhood use.

FF. Limit non-residential uses to designated areas and make scaling and intensity of use paramount criteria during the review and approval process.

GG. Ensure that gateways are properly delineated and incorporated into development through the use of approved landscaping, entry markers and place making features.

HH. Provide a variety of housing opportunities ranging from large lot residential to multi-family apartment uses.

II. State Highway 44, State Highway 55, State Highway 20/26, State Highway 16 and the proposed east west collector are designed as scenic corridors requiring landscaped setback and separated meanderings sidewalks, modified standards may be necessary within the Eagle Foothills.

Illustration 12.1

Berming along Scenic Corridors (Eagle Road)

JJ. Require that private and public open space be included in new multi-family developments and that they are large enough to be used by all residents.

KK. Recognize the following gateways:

1. State Street and State Highway 16
2. Chinden Boulevard and the future State Highway 16 extension
3. State Highway 16 and the proposed east/west collector
4. State Highway 16 and the gem County line
5. State Highway 55 and the Boise County line
6. Chinden Boulevard and Linder Road

LL. Locate elementary and middle schools in residential neighborhood to facilitate walking and reduce busing costs for the district. Elementary and Middle schools may be located on collector roadways as defined by the Regional Functional Classification Map; High Schools may be located on arterials.

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

NN. Establish a policy requiring annexation or a consent to annexation by the City of Eagle prior to development within the Eagle area of city impact.

OO. Identify a utility transmission corridor for all above ground utility transmission lines in the City of Eagle. (See Map 4.4)

PP. Require all non-transmission utility distribution within the City of Eagle to be installed underground.

QQ. Require that all urban development shall occur under the jurisdictional authority of the City and shall be connected to municipal services.

Illustration 12.2

Gateway Markers

12.5 Eagle Tree Plan

12.5.1 Goal

A. To establish and enhance areas of tree growth that will create beauty, add to a healthy environment and increase economic stability.

12.5.2 Objectives

A. To create an urban forest that will help reduce air and noise pollution, conserve water, reduce soil erosion, assist in modifying the local climate, increase property values, and improve Eagle's economy by providing a pleasant and more comfortable place to shop and live.

B. To encourage economic growth by establishing a more inviting atmosphere for locations of business.

C. To establish a Parks Committee with at least one City official to perpetuate the plan.

D. To adopt an ordinance to provide for the future care and maintenance of the trees and the potential use of bonding for tree replacement within new development.

E. To establish guidelines for types and sizes of trees to be planted.

12.5.3 Implementation Strategies

A. Establish an inventory plan to keep track of tree location, age, and desirable planting locations.

B. Establish a recommended maintenance program.

C. Provide a plan to plant 300 or more trees over the years in the downtown core area, in City parks and along residential streets. The plan should be implemented in several phases over a specified timetable.

CHAPTER 13 – IMPLEMENTATION

13.0 Implementation

Implementation is the phase of the planning process which the goals, objectives, and policies that are presented in this Comprehensive Plan.

There are several important planning tools which help implement this Comprehensive Plan.

13.1 Zoning and Subdivision Ordinance and Zoning Map

The policies of the Comprehensive Plan establish a framework for the zoning and subdivision ordinances and for the zoning map. Idaho State law requires that all zoning districts be in accordance with the adopted Comprehensive Plan. Existing zoning may be able to adequately implement the Comprehensive Plan. New zoning categories need to be considered in areas where the City's existing zoning is inadequate. The ordinances establish the conditions under which land may be used and future land use development patterns may change in the City of Eagle. Existing uses of land and buildings are permitted to continue even if they are not in conformance with the Plan policies and the associated land use ordinances.

The Planning and Zoning Commission is responsible for reviewing all new development proposals to insure compatibility with the zoning and development ordinances and the Comprehensive Plan and for forwarding recommendations to the City Council. The City Council is then responsible for conducting the same review, with benefit of the Commission's recommendations, and for making the final decision on a particular development issue.

Subdivision regulations establish various standards for the subdivision of property in conformance with the Comprehensive Plan.

13.2 Capital Improvement Plan

A Capital Improvement Plan is a multi-year schedule for the construction of public improvements. The schedule is based on studies of available fiscal resources and the choice of specific capital improvements. The Plan is enacted as a guideline for spending and each year a capital improvements budget may be authorized by ordinance.

13.3 Special Implementation Techniques for Development within the City Limits

A. Clustering is useful when trying to protect sensitive natural resources, avoid hazardous areas or preserve natural sites. Clustering involves assessing the natural characteristics of a site and grouping the buildings or lots through the on-site transfer of density rather than distributing them evenly throughout the project as in a conventional subdivision. Not only do cluster developments help preserve open space, they also tend to minimize the visual impacts associated with development, reduce costs of building and maintaining public roads, and decrease grading in environmentally sensitive areas.

B. Development Agreements allow the City to enter into a contract with a developer upon rezoning. The Development Agreement may provide the City and the developer with certain assurances regarding the proposed development upon rezoning.

C. A Planned Unit Development Ordinance (PUD) is one of many devices used to implement a comprehensive plan. A developer of a PUD may be allowed variations in development requirements, if it is in the City's interest to encourage such a development.

D. PUD regulations are intended to encourage innovations in land development techniques so that the growing demands of the community may be met with greater flexibility and variety in type, design, and layout of sites and buildings and by the conservation and more efficient use of open spaces and of other natural environmental features which enhance the quality of life.

13.4 Community Involvement

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

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

13.5 Comprehensive Plan Amendments

From time to time, changing conditions will result in a need for comprehensive plan amendments.

The Land Use Planning Act provides for amendment to the Comprehensive Plan. The City Council or any group or person may petition the City Planning and Zoning Commission for a plan amendment at any time. On its own initiative, the City Planning and Zoning Commission may also originate an amendment to the Comprehensive Plan. However, the City Planning and Zoning Commission may recommend amendments to the Comprehensive Plan to the City Council not more frequently than every six (6) months; however text amendments may be recommended at any time.

13.6 Goal

A. The Eagle Comprehensive Plan and related ordinances are working documents used by citizens and City leaders to shape the future of Eagle.

13.7 Implementation Strategies

A. Update the zoning and subdivision ordinances to be in conformance with the adopted Comprehensive Plan as required by state law.

B. Charge the Planning and Zoning Commission to be responsible to review the status of the implementation actions and critique the relevance of the Comprehensive Plan, including recommending any amendments to City Council on an as-needed basis.

C. Require any person applying for a Comprehensive Plan amendment to submit a justification letter for the amendment which letter shall include the following:

1. A specific description of the change being requested.

2. Specific information on any property involved.

3. A description of the condition or situation which warrants a change being made in the Plan.

4. A description of the public benefit(s) that would occur from such a change in the Plan and an explanation of why the public would need any such benefit(s).

5. An explanation of why no other solutions to the condition or situation which warrants a change in the Plan are possible or reasonable under the current policies of the Plan.

6. A proposed development plan for any land involved if a specific development is planned at the time the request for the amendment is being made.

7. An analysis showing the estimated impact that the proposed change is expected to have on existing and planned infrastructure.

8. Any other data and information required by the City for their evaluation of the request.

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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 that 25 acres.

COMPASS The Community Planning Association of Southwest Idaho. The Treasure Valley's Metropolitan Planning Association as required by the Federal Highway Administration.

Complete Streets Policy
Ada County Highway District policy that aims to balance the needs of all users along and across all County roads, with specific directives for both urban and more rural areas. ACHD will also coordinate with transit agencies to ensure that planned transit services and facilities are accommodated within the street network.

Comprehensive Plan A document, or series of documents, that serve as a guide for making land use changes, preparation of capital improvement programs, and the rate, timing, and location of future growth. It is based upon establishing long-term goals and objectives to guide the future growth of the City and complies with Idaho Code Chapter 67 Section 65, The Local Land Use Planning Act.

Constrained Lands Constrained lands area within the Eagle Comprehensive Plan lands that area impacts by floodways, key habitat as identified by state and

federal agencies, have slopes 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.

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

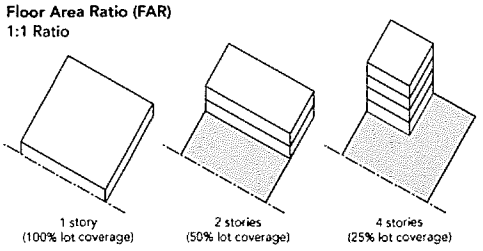
EURA Eagle Urban Renewal Agency

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.

Land Use Mixture Combination of land uses that maybe found in Downtown Eagle.

LEED **Leadership in Energy & Environmental Design** is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies intended to improve performance in metrics such as energy savings, water efficiency, CO_2 emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts.

Limited Service Commercial
Uses that accommodate retail sales and services for the daily self sufficiency of local communities, ensuring that the intensity of limited commercial development is compatible with the character of the area with special concern to adjacent residential uses.

Limited Retail Establishments providing retail services, occupying facilities of 10,000 square feet or less. Typical establishments provide for specialty retailing or retailing oriented to the surrounding vicinity.

Live/Work Housing that is based on the traditional downtown living arrangement — shopkeepers operated their businesses on the lower levels of a building while living in apartments above. Best for destination businesses or for offices with modest numbers of visitors such as: salons, insurance agencies, and other professional services.

Livable Streets Design Guidelines
ACHD Policy establishing the design parameters for streets and roads in Ada County helping to define how the transportation system fits into the communities which it is built to serve.

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.

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 sin clued 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 around the structure so to disguise the parking garage.