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MAPS

LAND USE MAP

TRANSPORTATION/PATHWAY NETWORK MAP #1 OF 2

TRANSPORTATION/PATHWAY NETWORK MAP #2 OF 2

CHAPTER 1 - OVERVIEW

1.1 City of Eagle Statement of Purpose

The purpose of the Eagle Comprehensive Plan is to promote the health, safety, and general welfare of the people of the City of Eagle and its Impact Area as follows:

- 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 Impact Area are protected and enhanced.
- d. To ensure that the important environmental features of the City and its Impact Area 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 Plan Format

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.



1.3 The City of Eagle Vision Statement



In 1999, City of Eagle citizens envision their future town as a well-planned community that encourages diversified living and housing opportunities, economic vitality that offers jobs for residents, and 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 many of the rural elements of its heritage with growth;
- 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.



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 well. 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 ensures that private property, whether it be land or intangible property rights, 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 planning and zoning land use policies do not result in a taking of private property without just compensation by utilizing, among other things, a takings checklist generated by the Idaho Attorney General 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, avoiding 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.
- c. The Comprehensive Plan and implementing ordinances should strive for stable and consistent policies regarding development densities and requirements.



CHAPTER 3 - POPULATION

3.1 Background

Past and current population patterns of Eagle, Ada County, and Idaho help in understanding the anticipated demands on the community's resources for the next 20 years.

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 has escalated 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%.

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.

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 plays 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 effect the community. Service providers currently include:

- The City of Eagle provides administrative services, library services, and limited water service.
- The Eagle Sewer District 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.
- The Meridian and Boise School Districts provide K-12 education.
- United Water, Eagle Water Company, and the City provide water to Eagle residents. Some private water systems and wells are also used.
- Ada County Sheriff's Department provides police services on a contract basis.
- The Eagle Fire District provides fire and emergency services.
- Private canal companies and drainage districts provide irrigation water and drainage water management.



4.2 Inventory of Schools, Public Services And Utilities

4.2.1 Schools - Existing Conditions

Eagle students attend the following schools in the Meridian and Boise School Districts as of May 1999:

Meridian School District

- Eagle High School
- Eagle Academy
- Eagle Middle School
- Eagle Elementary
- Eagle Hills Elementary
- Seven Oaks Elementary
- Cecil D. Andrus Elementary
- Lowell Scott Middle School
- Centennial High School

Boise School District

- Shadow Hills Elementary
- River Glen Jr. High
- Capital High School

4.2.2 Police - Existing Conditions

Demographic and economic conditions will have tremendous influence on the demand for police services. A growing population, additional recreational facilities, increased traffic volumes, expanded City limits, and new businesses all increase the importance of maintaining and supporting law enforcement services.

Ada County Sheriff's Department currently provides contract police services to Eagle.

New "community policing" has recently been successfully instituted by Ada County Sheriff's office to provide neighborhood and community oriented policing and school resource officers in Eagle schools.

While maintaining law and order, the Ada County Sheriff is also active in sponsoring and participating in community involvement programs.



4.2.3 Fire Protection - Existing and Future Conditions

The Eagle Fire District provides fire protection for 54 square miles including the City, Impact Area and county areas. The District is staffed by volunteers and paid firefighters and provides fire protection to over 12,000 residents.

The district provides an ongoing training program.

Facilities include a main station on State Street and a second fire station built in 1996 on the East End of Floating Feather Road.

The District desires to have the standard of one career fireman and three volunteers for every 1,000 population and to meet the needs of the community.

4.2.4 Library - Existing and Future Conditions

The Eagle City Library, completed in 1999, is expected to serve the community for a number of years. Study rooms, a community meeting room and separate children and adult reading areas are included. Word processing and internet access are available. The library is within walking distance of local schools and adjacent to future community facilities.

4.2.5 Domestic Water - Existing and Future Conditions

Eagle Water Company, United Water Idaho (UWID) and the City of Eagle are the major domestic water providers. Some residential subdivisions have their own water systems and individual wells are used in some areas of the City.

In 1998, the Eagle City Council approved a 15-year contract with United Water that enables the company to run water through a portion of the City of Eagle's water system. The Council also accepted a 15-year water service contract with EM2 to operate and manage the City of Eagle's domestic water system. EM2, a subsidiary of United Water Idaho, has managed the City of Eagle's municipal water system since 1992.

4.2.6 Sewer - Existing and Future Conditions

The Eagle Sewer District, formed in 1963, is a separate entity currently serving over 3,500 homes within the sewer service area. In addition to central sewer, many homes within the district's service area have septic systems and drainfields.

A long-term agreement between Eagle Sewer District and City of Boise was the final step in implementing sewer service for district patrons.



4.2.7 Other Services and Utilities

Electricity

Idaho Power Company (IPC) provides electrical services throughout the City and Area of Impact. IPC is a public service company regulated by the Idaho Public Utility Commission (IPUC).

The “Eagle Area Idaho Power Facilities Map”, provided by IPC, designates the general location of electric utility facilities of a nominal voltage of 55,000 volts or greater. Map designations showing the general location of proposed electric facilities apply to a general utility corridor area rather than to a specific site. The City should periodically consult with IPC to obtain up-to-date information.

Appropriate placement of electric utility facilities on public rights-of-way is encouraged. Public streets and road rights-of-way typically serve as corridors for electric facilities. Transmission lines are usually located on easements that IPC acquires from private property owners. The joint use of utility corridors is also encouraged, provided that such joint use is consistent with limitations as may be prescribed by applicable law and prudent utility practice for existing and proposed utility facilities.

Additions and improvements to electric utility facilities that enhance the capacity and reliability of regional resources, particularly when multi-jurisdictional benefits within the region can be achieved, should be accommodated.

The City should provide IPC with periodic updates of population, employment, and development projections. The City and IPC should seek to jointly evaluate actual patterns and rates of growth and compare such patterns and rates to electrical demand forecasts.

Pressure Irrigation

The City of Eagle currently requires the installation of pressurized irrigation systems for the irrigation of landscaping when new development is within an irrigation district and water rights are available.

Solid Waste

A private contractor currently provides household and business trash collection and recycling services to Eagle residents.



Gas

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

Telephone and Telecommunications

Local telephone service is currently provided by US West 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.

4.2.8 Urban Services Planning Area

An Urban Services Planning Area map depicting individual service area boundaries should be determined by the City Council after consultation with service providers and the Planning and Zoning Commission.

4.3 Goal

To meet the expected demands of the City and its Impact area:

- a. Encourage the provision of public utilities, services, and schools.
- b. Support the enhancement of the public educational system with emphasis on promoting quality school facilities.
- c. Maintain a sense of personal safety and security for all residents.
- d. Strive to prevent and extinguish fires and aid in other emergencies dealing with the protection of life or property.
- e. Provide quality library services.

4.4 Objectives

- a. To encourage the reduction of overlapping service areas and/or illogical service boundaries. Strive for continued cooperation between service and utility providers and the City.
- b. To support school district efforts to provide school sites and facilities that accommodate student enrollment.
- c. To strive to prevent criminal activity and reduce the incidence of crime.
- d. To encourage a high standard of fire protection and emergency services.



- e. To encourage library services that meet community needs.

4.5 Implementation Strategies

- a. Encourage school districts to develop and report current projections to assess the impact of new development on school enrollment and facilities.
- b. 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.
- c. The City and school district(s) should coordinate school site selection to ensure the availability of public services.
- d. Encourage land use development to reduce street hazards by developing access to elementary and secondary schools on local streets and/or pathways.
- e. 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.
- f. The city should strive to maintain a high standard for the delivery of law enforcement services and evaluate the quality of police service and programs on a periodic basis.
- g. Encourage foothills and riverside development to provide emergency access points.
- h. Encourage reciprocal agreements with other libraries.
- i. The City should periodically review the costs and benefits of the City water system.
- j. The City and the Eagle Sewer District should continue to work together to coordinate urban development based upon the Land Use component of the Comprehensive Plan and the Eagle Sewer District's master plan.
- k. Recognize the need for electric utility facilities that are sufficient to support economic development.
- l. Encourage Idaho Power to make additions to and improvements of electric utility facilities that provide adequate capacity for projected growth.
- m. Provide Idaho Power with periodic updates of population, employment, and development projections. The City and Idaho Power should seek to jointly evaluate actual patterns and rates of growth and compare such patterns and rates to electrical demand forecasts.



CHAPTER 5 – ECONOMIC DEVELOPMENT

5.1 Background

The economic development component of the Comprehensive Plan discusses 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 Impact Area employment is divided among retail trade, services, construction, government and agriculture.

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 Goal

Encourage an economic base complementary to Eagle's rural identity

5.4 Objective

To preserve the economic integrity of the Central Business District (CBD) and to encourage business and industry that have minimal environmental impact.

5.5 Implementation Strategies

- a. Encourage signage promoting the Central Business District.
- b. Expand the existing historic style lighting and beautification efforts throughout the Central Business District.
- c. Encourage a diversity of uses in the Central Business District.
- d. Provide adequate parking for downtown.
- e. Encourage the interconnection of pedestrian/bikeway systems between the Central Business District and Boise River Greenbelt.



- f. New commercial development outside of the Central Business District should complement the Central Business District and Eagle's rural residential identity.
- g. Encourage commercial growth adjacent to the Central Business District 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. Excessively large single entity businesses that would jeopardize the competitive business environment should be discouraged.



CHAPTER 6 – LAND USE

6.1 Background and Existing Conditions

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 Impact Area are given land use designations which are depicted on the Comprehensive Plan Land Use Map, hereinafter referred to as the “Land Use Map”.

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.

6.2 Land Use Issues

Residents of Eagle and its Impact Area have a strong desire to maintain the rural “feel” of the community.

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

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 ~~as follows:~~ on the Land Use Designation Matrix, Table 6-1, and the Zoning Compatibility Matrix, Table 6-2

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.”



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.

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.

Residential One

Suitable primarily for single family residential development within areas that are rural in character.

Residential Two

Suitable primarily for single family residential development within areas that are rural in character.

Residential Three

Suitable primarily for single family residential development within an urbanized setting.

Residential Four

Suitable primarily for single family residential development within an urbanized setting.

Mixed Use

Suitable primarily for a variety of uses such as limited office, limited commercial, and residential developments. Uses should complement uses within the Central Business District (CBD). Development within this land use designation should be required to proceed through the PUD and/or Development Agreement process.

Commercial

Suitable primarily for the development of a wide range of commercial activities including offices, retail and service establishments. Uses should complement uses within the Central Business District (CBD).



Central Business District

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 requires a CBD zoning designation upon any rezone.

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.

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.

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.***

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 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.

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, and shall be excluded from the gross land area for calculating residential densities permitted.~~ 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 show 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.

6.5 Goal

To preserve the rural transitional identity.

6.6 Objectives

- a. To encourage the preservation of open spaces.



- b. To encourage development with decreasing density radiating out from the CBD as shown on the Land Use Map.
- c. To discourage lot splits in approved platted subdivisions.

6.7 Implementation Strategies

- a. Preserve 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. Encourage the development of technical park/research and development facilities, offices and office complexes, and limited manufacturing activities.
- f. Higher density residential development should be located closest to the Central Business District (CBD) as shown on the Comprehensive Plan Land Use Map.
- g. The mixed use area shown along both sides of Eagle Road between Ranch Drive and Floating Feather Road is 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.
- h. Residential subdivisions outside the City limits but within the Impact Area should 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.
- i. Cluster development shall only be allowed once properties are annexed into the city.
- j. The City shall provide a PUD ordinance to facilitate and regulate cluster development.
- k. 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.
- l. Farm related uses and activities should be protected from land use conflicts or interference created by residential,



- commercial, or industrial development. The Idaho Right To Farm Act should be promoted.
- m. Promote commercial service and retail development within the Central Business District that contributes to pedestrian friendly environment.
 - n. Preclude industrial developments that may overburden public services and facilities causing increased public expenditures.
 - o. Encourage the development of technical park/research and development facilities, offices and office complexes, and limited manufacturing activities.
 - p. Support City of Eagle flood and storm drainage regulations to achieve protection of property rights, environmental protection and flood damage reduction for community residents.
 - q. From time to time the City should consider annexing any parcels of land allowed to be annexed by Idaho Code 50-222.
 - r. Encourage a variety of housing through such mechanisms as PUD's in subdivisions including large lot subdivisions.
 - q. If the existing intersections of State Highway 44 and Ballantyne Lane and State Highway 44 and State Street are eliminated and a new intersection is constructed approximately 800-feet west of the existing State Highway 44/Ballantyne Lane intersection 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 will be controlled by the City with a Development Agreement upon rezoning. High density residential units will be encouraged in this area (up to 20 dwelling units per acre). 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.



Subject to change before and during the hearing process

Table 6-1

Eagle City Zoning Compatibility Matrix¹								
Land Use Designations								
City Zones	Residential Rural	Residential Estates	Residential One	Residential Two	Residential Three	Residential Four	Mixed Use	Commerical ²
Agricultural (A)	X	X	X	X	X	X		
Agricultural Residential (A-R)	X	X	X	X	X	X		
Residential Estate (R-E)		X	X	X	X	X		
Residential Districts			X	X	X	X		
R-1			X	X	X	X		
R-2				X	X	X		
R-3					X	X		
R-4						X		
R-5								
R-6 to R-25							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
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	
Low Density residential (R2)				X	X	X		
Medium Low Density Residential (R4)						X		
Medium Density Residential (R6)							X	
Medium High Density Residential (R8)							X	
High Density Residential (R12)							X	
Very High Density Residential (R20)							X	

NOTE:

1: See Land Use policies for further clarification of these uses

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.

Subject to change before and during the hearing process

City Zones	Central Business	Business Park ²	Industrial ²	Public/Semi Public	Eagle Island ¹
Agricultural (A)					X
Agricultural Residential (A-R)					
Residential Estate (R-E)					
Residential Districts					
R-1					
R-2					
R-3					
R-4					
R-5					
R-6 to R-25					
Limited Office (L-O)		X			
Commercial Airport (C-A)			X		
Neighborhood Business (C-1)					
General Business (C-2)					
Highway Business (C-3)					
Central Business (CBD)	X				
Light Industrial (M-1)			X		
Industrial Park (M-1A)		X	X		
Heavy Industrial (M-2)		X	X		
Extractive Industrial (M-3)			X		
Public/Semi-Public (PS)				X	
Mixed Use (MU)					
County Zones					
Rural Preservation					X
RUT Standard	X	X	X	X	
RUT Cluster ³					
Estate Residential (R1)					
Low Density residential (R2)					
Medium Low Density Residential (R4)					
Medium Density Residential (R6)					
Medium High Density Residential (R8)					
High Density Residential (R12)					
Very High Density Residential (R20)					

NOTE:

1: See Land Use policies for further clarification of the

2: May require annexation prior to development

3: Prohibited under Title 8 of ACC

4: *May develop in the R1 zone with development a to be a minimum of 1.8 acres. If municipal service alternative sewer treatment may be allowed if app District Health Department.*

Subject to change before and during hearing process

**Table 6-2
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.
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.
Central Business	A variety of use intended to provide expansion and renewal of the central business 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 object ional elements.
Industrial	Standard industrial land uses.	Includes heavy and light manufacturing, mini-storage, open storage, warehousing and extraction.
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.

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 elevational 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 elevational 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

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 townsite.

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.

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 Wildlife

An important part of the City and Impact Area is within the Boise River and Dry Creek floodplains. This area contains important natural resources including wildlife, fish, water and deer.

7.8 Hazard Areas

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

Areas of flooding consists 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 Goal

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.



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 system needed to serve future growth and development. As the City continues to experience growth, population will increase and the number of vehicles using the transportation system will increase. 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.

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 City of Eagle Transportation/Pathway Network Maps #1 and #2, illustrates various proposed classifications of roadways which are included in the Eagle City limits and Eagle Area of Impact.

The Ada Planning Association (APA) Functional Street Classification Map illustrates the various classifications of roadways which are included in the Ada County roadway system. The Eagle section of the APA Functional Street Classification Map and Regional Transportation Plan should consider the City of Eagle Transportation/Pathway Network Maps #1 and #2.



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.

Access Function:

Access from other roadways is controlled and subordinate to traffic on the principal arterial street. Direct lot access is typically prohibited or severely restricted.

Right-of-Way:

As shall be determined by the Highway District having jurisdiction with recommendations by the City seriously considered by the Highway District.

8.2.2 **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 APA.

Access Function:

Access to other roadways is less restrictive than principal arterials. Direct lot access is typically severely restricted.

Right-of-Way:

As shall be determined by the Highway District having jurisdiction with recommendations by the City seriously considered by the Highway District.



8.2.3 Rural Arterial

Mobility Function:

The primary function of a rural arterial is to provide major circulation and movement within rural low density areas (i.e.: one unit per two acre and lower) and to connect with major activity centers and principle arterials. A rural arterial may serve motorized and non-motorized transportation needs and may include up to three vehicular traffic lanes with center turn lanes only at driveways and/or street intersections that are expected to generate a minimum of 1000 vehicle trips per day, or where determined to be necessary for safety by ACHD.

Access Function:

Access to other roadways is less restrictive than principal arterials. Direct lot access is restricted.

Right-of-Way:

As shall be determined by the Highway District having jurisdiction with recommendations by the City seriously 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 Long Range Transportation Plan of APA.

Access Function:

To provide limited and controlled access to commercial and industrial areas and to residential neighborhoods.

Right-of-Way

As shall be determined by the Highway District having jurisdiction with recommendations by the City 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.

Access Function:

To provide limited and controlled access to residential neighborhoods.

Right-of-Way

As shall be determined by the Highway District having jurisdiction with recommendations by the City 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 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 seriously considered by the Highway District.

All roadways not classified as arterials or collectors are considered local roadways.

8.3.0 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 #1 and #2 illustrates the various classifications and locations which are included in the pathway system and described as follows:



8.3.1 Paths

Function:

To provide for recreation and alternative transportation; important to provide safe continuous thoroughfares with minimal cross flow of vehicular traffic.

Location:

Paths could be located on corridors separate from roadways such as utility easements, irrigation canals, or adjacent to rivers or creeks. 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.

8.3.2 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.

8.4 Goal

Plan a transportation system to serve the planned land use of the City of Eagle and its Area of Impact.

8.5 Objective

Encourage alternative transportation forms such as walking and biking.

8.6 Implementation Strategies

- a. Work in conjunction with the Ada County Highway District (ACHD), Idaho Transportation Department (ITD), and Ada Planning Association (APA) to classify roadways on the City of Eagle Transportation/Pathway Network Maps #1 and #2 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 Ada Planning Association for input into the Ada Planning Association's Functional Street Classification Map and Regional Transportation Plan.
- b. Integrate all modes of travel to support air quality improvement measures.
- c. Encourage roadway design standards that are consistent with the Idaho Transportation



Department (ITD), Ada County Highway District (ACHD), Ada Planning Association (APA), and other agencies that may be responsible for roadway planning and design.

- d. Require that safety design systems be integrated into all school sites and recreation areas, including such items as signalization, sidewalks, pathways, and alternate traffic patterns for secondary access.
- e. Encourage new development to provide for pedestrian, equestrian, and bicycle circulation in accordance with the City of Eagle Transportation/Pathway Network Maps #1 and #2, 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.
- f. Evaluate the impact to the City of all roadway improvements and roadway extensions.
- g. The City should be involved in regional or long range transportation planning that impacts the City.
- 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. Encourage street lighting to increase roadway and neighborhood safety while preserving a rural environment free of any unnecessary lighting.
- j. Encourage off-street parking sites and facilities on all arterial streets and discourage all on-street parking on all arterial streets, with the exception of existing on-street parking on segments of State Street.
- k. Encourage shared driveways on all arterial collector streets and streets in the Central Business District.
- l. If the Highway District or ITD do not require traffic impact studies for new development, the City of Eagle may require a traffic impact study to 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, and bus stops. In addition, the traffic impact study should address parking and pedestrian traffic.
- m. Establish and require minimum setbacks between developments and roadways and to encourage installation of berms and landscaping for all developments to enhance safety and to enrich the roadway and community appearance.
- n. Encourage arterial and collector center turn lanes only at driveways and/or street



intersections that are expected to generate a minimum of 1000 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 and would require a license agreement with the highway district having jurisdiction.

- o. 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) (see list of roadways below). Such designs should include the following:
 1. Vertical Curbs should not be permitted, except where may be required by ACHD. Where curbs are needed, flat or rolled curbs should be encouraged.
 2. 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 is to be located outside of the right-of-way.
 3. 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 1000 vehicle trips per day, or where determined to be necessary for safety by ACHD. Any portion of a center turn lane which is not used for such a driveway or intersection should be landscaped. Such landscaped medians would need to be maintained by the City and would require a license agreement with the highway district having jurisdiction.
 4. The roadways should be constructed to provide a bike lane on both sides of the roadway.
 5. A minimum building setback ordinance resulting in a setback of approximately 125-feet from the roadway centerline should be considered to be adopted by the City.

For purposes of this section [8.6 (o)], roadways should include, but are not limited to:

- Homer Road
- Beacon Light Road
- Floating Feather Road (from Eagle Road east to the Impact Area boundary)
- Park Lane
- Meridian Road
- Ballantyne Road
- Eagle Road (from Floating Feather Road north to the Impact Area boundary)



- p. 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 where space permits. A planter strip of sufficient width for street trees between the sidewalk and roadway should be required to provide a canopy effect over the roadways. The type of street trees used should be those which have root systems that have proven to not cause sidewalk or curb damage when in close proximity to such improvements.
- q. Design and/or align roads to preserve existing trees wherever possible; safety shall not be compromised.
- r. Encourage planning of local roadway systems which 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.
- s. Encourage park and ride lots within the City and Impact Area. Impacts to existing or planned neighborhoods should be considered.
- t. Encourage the provision of 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.
- u. Accelerate the development of the extension of Highway 55 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 Ada Planning Association Destination 2015 Regional Transportation Plan.
- v. A Master Plan for the Highway Districts having jurisdiction to consider regarding the reconstruction 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 if approved by the City Council).



If the Master Plan is approved by the Highway Districts the phasing of construction should be as follows:

1. 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.
2. 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.
3. Financial obligations for the above referenced right-of-way acquisition and roadway improvements should be determined by the Highway Districts having jurisdiction.



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.

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 three (3) small developed parks and the Eagle Parks Committee is refining plans for the 21-acre Reid Merrill Sr. Park expected to be completed in 2000. 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. City of Eagle park sites total six acres currently, with the 21-acre Reid Merrill Sr. park expected to be built in the near future. 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 #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	.50 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**

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. 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 established parks and land acquired for parks in perpetuity.
- 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. City will 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 nonmotorized 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

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 pathway corridors in public and private lands within the Eagle foothills for nonmotorized multi-use.
- d. Continue to revise and update the Eagle Transportation and Pathway Network Maps #1 and #2 including defining pathway uses.



- e. All development should 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. Provide adequate parking and public facilities along greenbelts and pathway systems.
- k. Link existing isolated pathway segments (e.g., North Channel Center and by-pass path).
- l. Provide public information on safety, current location, nearest public facility location, and emergency telephone system along greenbelts and pathway systems (i.e., milepost markers).
- m. Work to involve Ada County in implementation process of greenbelts and pathway systems.
- n. Provide separate and safe pathway crossings for Highways 55 and 44 at key pathway intersections.
- o. Preserve Dry Creek Floodway Corridor to secure greenbelt and pathway easements , and initiate pathway construction.
- p. Consider multiple use of canal corridors for incorporation into pathway system.
- q. Work with the BLM, state, and private landowners to preserve a pathway corridor within the Eagle Foothills.
- r. 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.
- 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. Eagle City Council is encouraged 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

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. When deemed necessary the City should require density transfers where urban development parcels lie partly in areas that are unsuitable for development such as flood plains, flood ways, hazard areas, steep slopes, unstable soils, or where it is desirable that there be provisions made for open space with public access that is adjacent to urban development.~~
- b. 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.
- e. 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. The City should develop a comprehensive beautification plan that includes but is not limited to open space such as road right-of-ways, abandoned road segments, and City entryways.
- f. The City should 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.



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 verity 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

Encourage a variety of housing so that all residents can choose sound, affordable homes that meet individual needs.

10.3 Implementation Strategies

- a. A wide diversity of housing types and choice between ownership and rental dwelling units will be encouraged for all income groups.
- b. The location of all housing should be coordinated with provisions for adequate public facilities and services.
- c. Development of housing for all income groups close to employment and business centers should be encouraged.
- 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 is in accordance with local building codes and provides for energy-saving design.
- g. The use of materials and techniques that will maintain a high level of quality while lowering cost and speeding construction shall be encouraged.



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 recognized qualities which render them distinctly unique.

The Boise River Floodplain, the Head of Eagle Island, the Dry Creek Floodplain, and the North Foothills 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 historically significant buildings, that lend character to Eagle, are protected, they may be subject to insensitive 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, 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 and intervening and immediately adjacent areas 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 Impact Area.

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 Impact Area 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.

Central Business District (CBD)

The Central Business District is recognized as a special area due to its historical and architectural significance. It is recognized as the commercial hub of the community. The Central Business District is depicted on the Comprehensive Plan Land Use Map.

Emphasis should be given to encouraging new housing in and adjacent to the CBD. Use of existing houses within the CBD 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

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 the CBD such as strengthening cultural activities for Eagle.



- d. Consider development of a community center to support multiple uses as well as encouraging special events and gatherings that focus activity in the CBD.
- e. Expand the existing historic style lighting & beautification efforts throughout the CBD
- f. Create a vibrant CBD 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. The City may require developers to prepare and submit an environmental assessment 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 located within a special Area or Site that is proposed for the extraction of sand, gravel, rock, or other mineral resource.



CHAPTER 12 - COMMUNITY DESIGN

12.1 Background and Vision

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 which crisscross the community.

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 Goal

Strive to create an aesthetically pleasing community and protect the unique natural beauty and small town character of the City.

12.3 Entry Corridors

Entryway corridors are arterial roadways that introduce both visitors and residents to Eagle. City entryways include State Highways 44 (State Street and Alternate Route) and 55 (Eagle Road). These entrances with their landscaping (or lack thereof), commercial signage and building character provide the first, and oftentimes the most lasting impressions of the entire community. The City of Eagle has the responsibility to guide development and redevelopment that occurs along these entryway 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 afford the opportunity 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 berms built adjacent to the Banbury and Lexington Hills Subdivisions.



12.4 Implementation Strategies

- a. Establish and maintain a development pattern and design criteria in keeping with the rural transitional identity of Eagle. This includes growth within the Impact Area that discourages or precludes the establishment of other City centers.
- b. The City limits shall be that area as defined by ordinance of the City of Eagle.
- c. The floodway shall be reserved as a natural state such as a greenbelt, wildlife habitat, and open space recreational area and for agricultural uses.
- d. The City Design Review Ordinance shall set forth 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.
- e. Developments that would establish or tend to establish another City center outside of the Central Business District should not be approved.
- f. Excessively large single entity businesses that would jeopardize the competitive business environment should be discouraged.
- g. New residential, commercial, and industrial development shall be required to meet minimum design standards as specified by City Ordinances.
- h. The integration of historic structures should be encouraged within new developments.
- i. Buffer and transition zones should be developed between conflicting types of land use.
- j. The Urban Service Planning Area, as defined by ordinance, should be established as the prime urban development area of the City and Impact Area. 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.
- k. Encourage the preservation of natural resources such as creeks, drainages, steep slopes, and ridgelines as visual amenities.
- l. Encourage the development of pathways and open-space corridors throughout the City.
- m. Encourage the development of a strong community identity through urban design standards, downtown revitalization, cultural activities, and visual gateways to the City.
- n. 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.

- o. Encourage the planting and preservation of trees that will create beauty and add to the healthy environment of downtown (see Eagle Tree Plan below).
- p. 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.
- q. Maintain the rural residential character and open space environment in and around the City.
- r. 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.

12.5 Eagle Tree Plan

12.5.1 Goal

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 and 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. Establish a guideline of 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 our City parks and along residential streets. The plan should be implemented in several phases over a period of time.



CHAPTER 13 – IMPLEMENTATION

13.0 Implementation

Implementation is the phase of the planning process which makes the goals, objectives, and policies, as stated in the Comprehensive Plan become realities.

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 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 for 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.

It is the responsibility of the Planning and Zoning Commission to review all new development proposals to insure compatibility with the zoning and development ordinances and the Comprehensive Plan. It is then the City Council's responsibility to conduct the same review, with benefit of the Commission's recommendations, and make 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

Capital improvements programming is a multi-year scheduling of public improvements based on studies of available fiscal resources and the choice of specific improvements. It 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**

Clustering is useful when trying to protect sensitive natural resources, and 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.

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.

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.

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.

- a. Coordinate all local plans with the planning efforts of area cities;
- b. Review, monitor and update land uses within the Area of City Impact;
- c. Update all development regulatory ordinances;
- d. Provide information regarding environmental problems or hazard areas to citizens;
- e. Review, monitor and analyze local and regional transportation systems;
- f. Support design review to promote quality land development;
- g. 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

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. Any person applying for a Comprehensive Plan amendment shall submit a justification letter for the amendment which 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 on infrastructure expected to occur by any proposed change.
8. Any other data and information required by the City for their evaluation of the request.



City of Eagle Land Use Map

Adopted November 9, 1999
Revised September 23, 2008

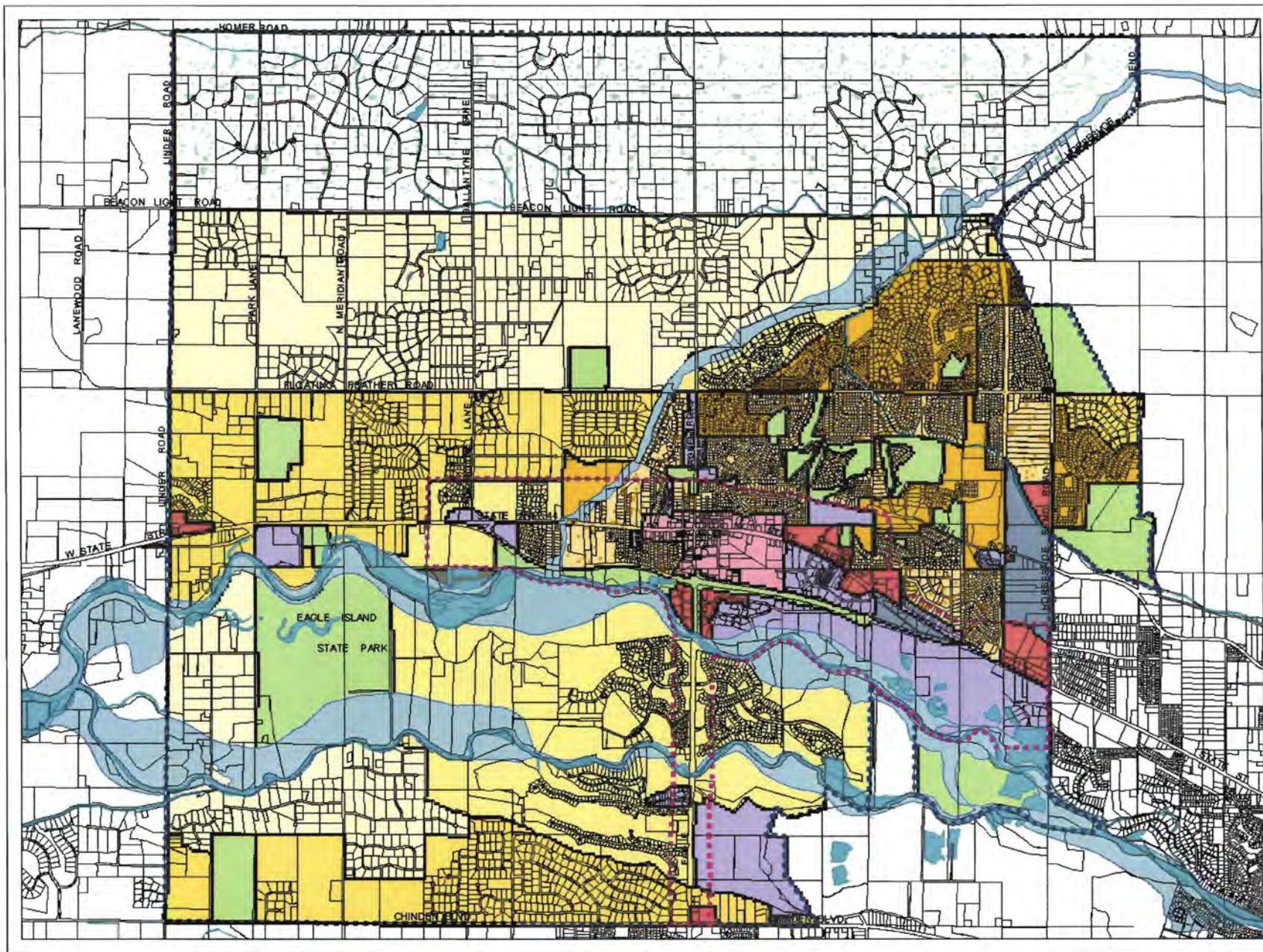
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1 inch equals 0.5 miles
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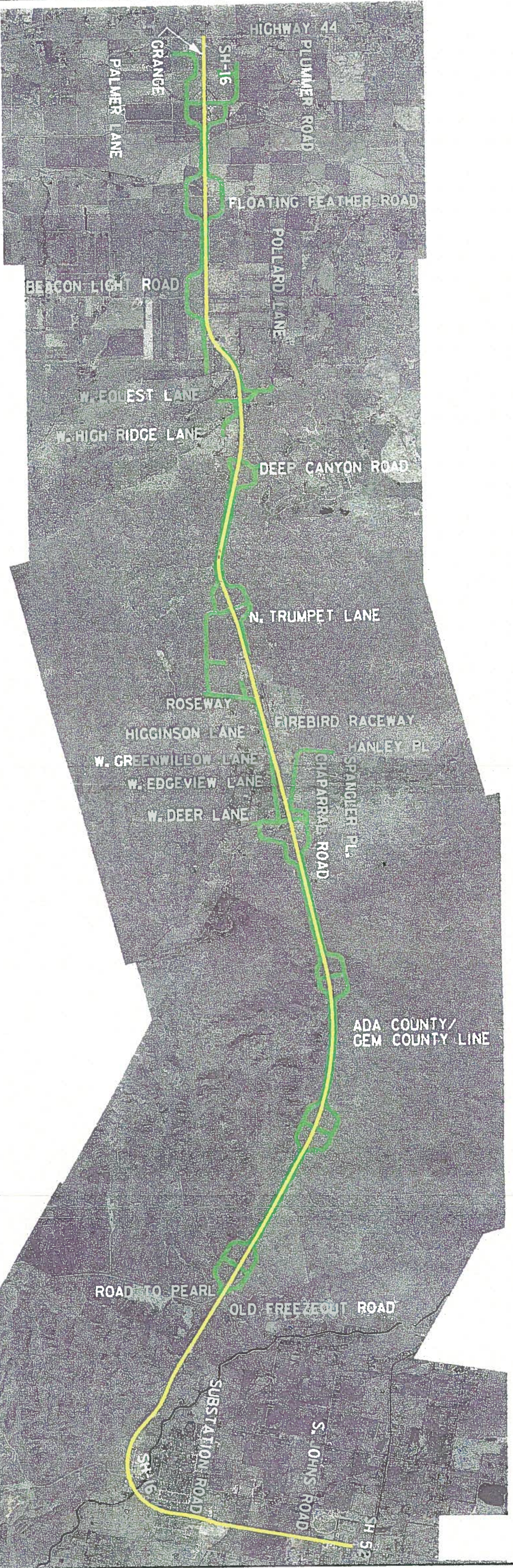


- Residential Rural
- Residential Estates
- Residential One
- Residential Two
- Residential Three
- Residential Four
- Mixed Use
- Commercial
- Central Business District
- Business Park
- Industrial
- Public/Semi-Public
- FEMA 2002 Floodway
- Proposed Area of Impact
- Scenic Corridor

Community Planning Association
of Sanborn Valley

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MAP 1.1

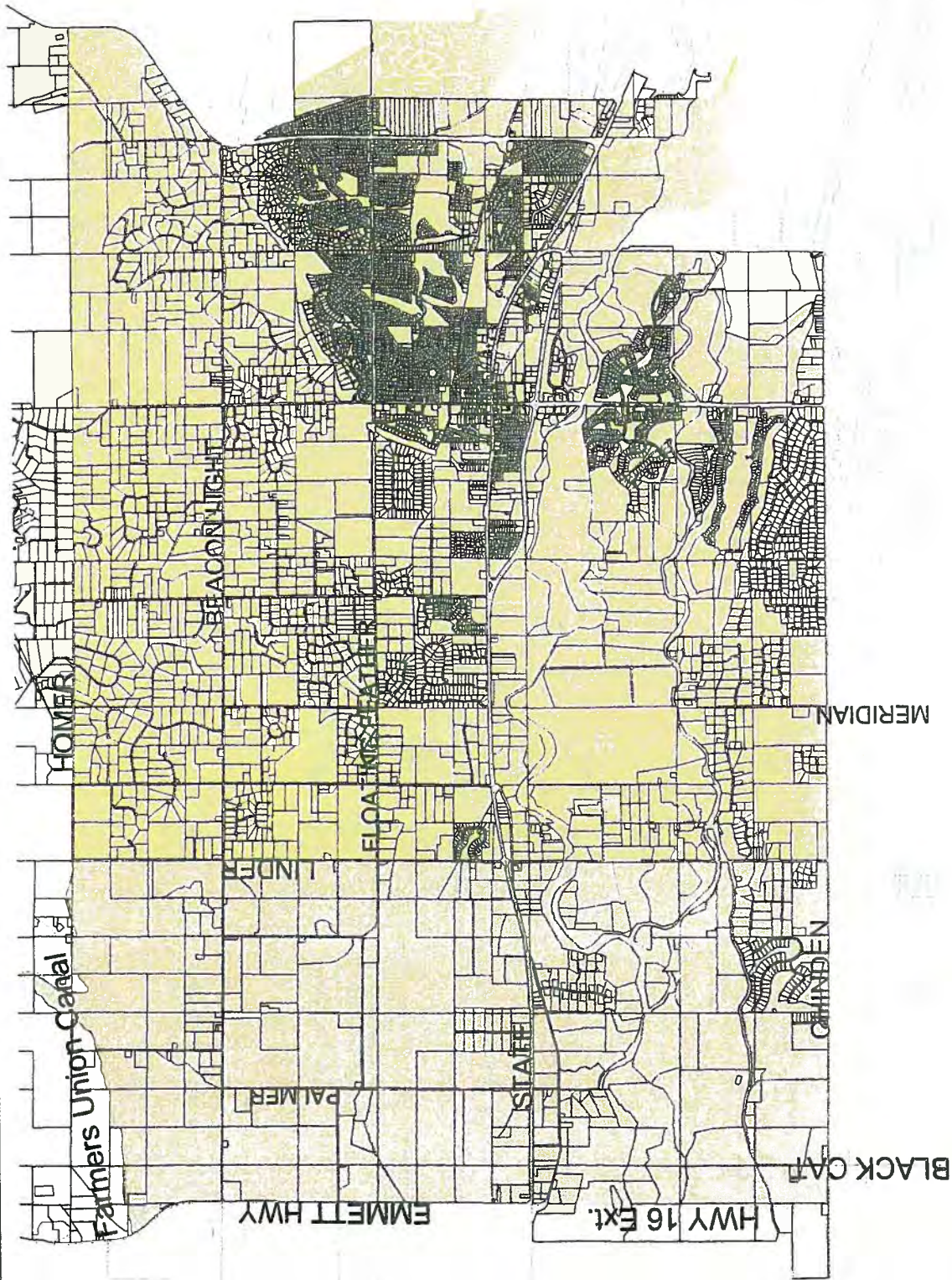
- LEGEND**
- IDAHO 16 ALIGNMENT
 - FRONTAGE ROAD DESIGN

Alternative 1 Option C
Updated Frontage Roads
 Improve Existing Idaho 16 Alignment



REVISIONS		DESIGNED		SCALES SHOWN		PROJECT NO.	UPDATED FRONTAGE ROADS	COUNTY	SHEET
NO.	DATE	BY	DESCRIPTION	ARE FOR 11" X 17" PRINTS ONLY	CADD FILE NAME				
						STP-CM-3330(105)	IDAHO 16 IMPROVEMENT STUDY	English	1 OF XXXX
								ADA/GEM	

PRELIMINARY
 NOT FOR CONSTRUCTION
 APPROVED BY: [Signature]
 ORIGINAL STORED AT: ITD, District 3, 8190 Chinden Boulevard, Boise, ID



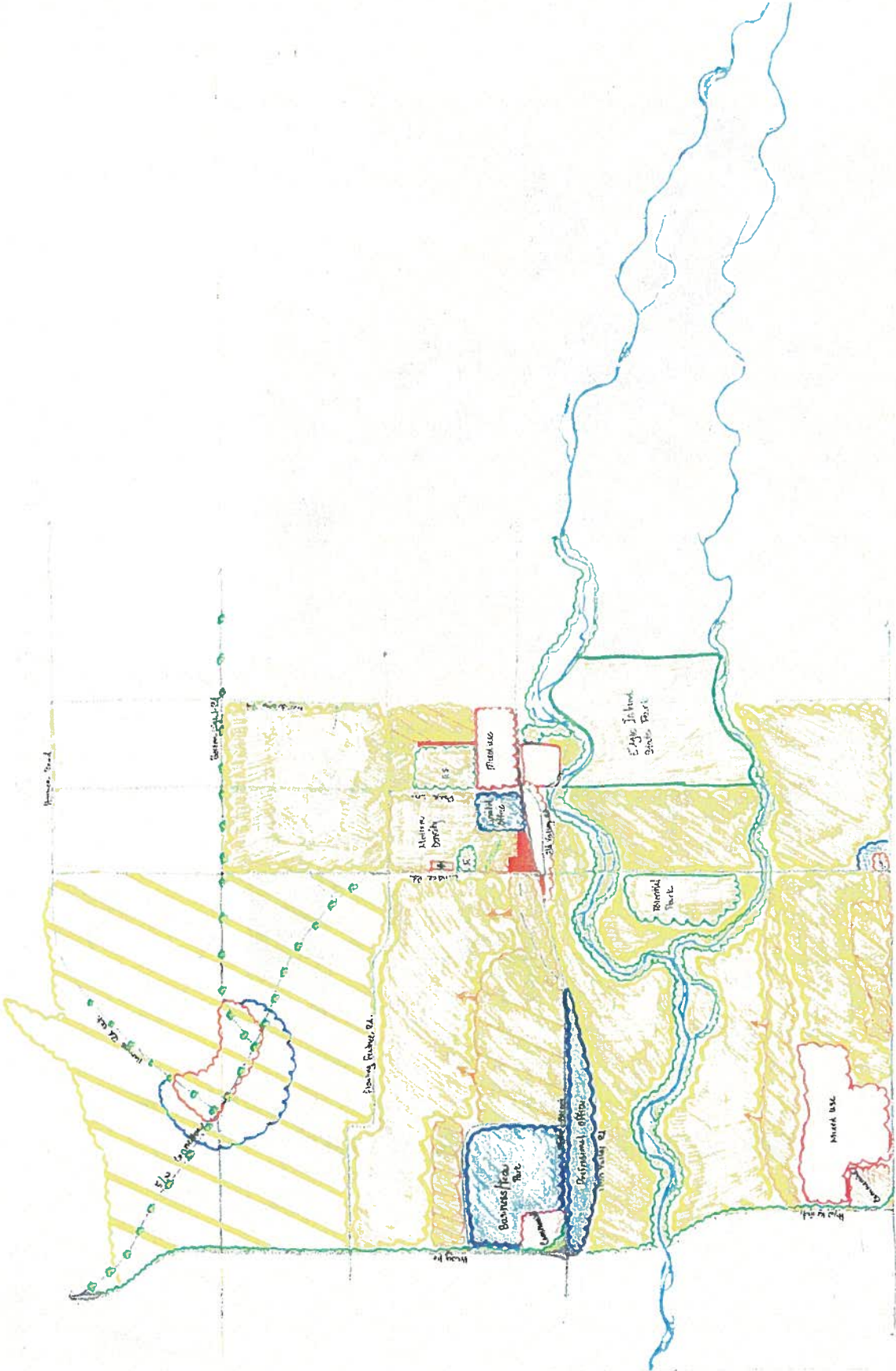
Legend

- Roads
- Existing AOI
- Expanded AOI

Eagle Area of City Impact
Ordinance 475
Effective July 8, 2004

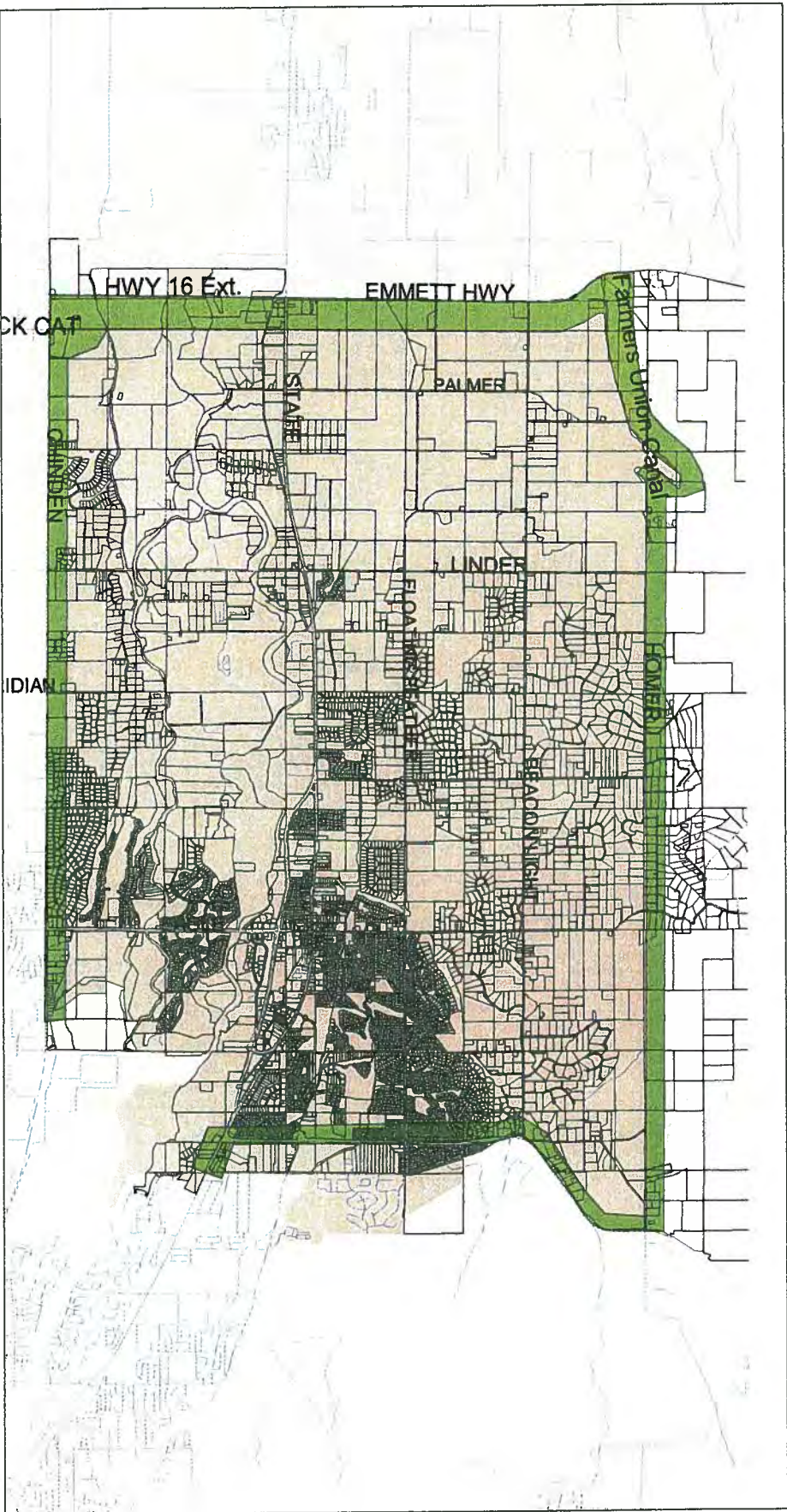
Eagle, Idaho

Parcel Features



Vision Map

MAP 2.1







Above Ground Utility Transmission Corridor

CITY OF EAGLE, IDAHO

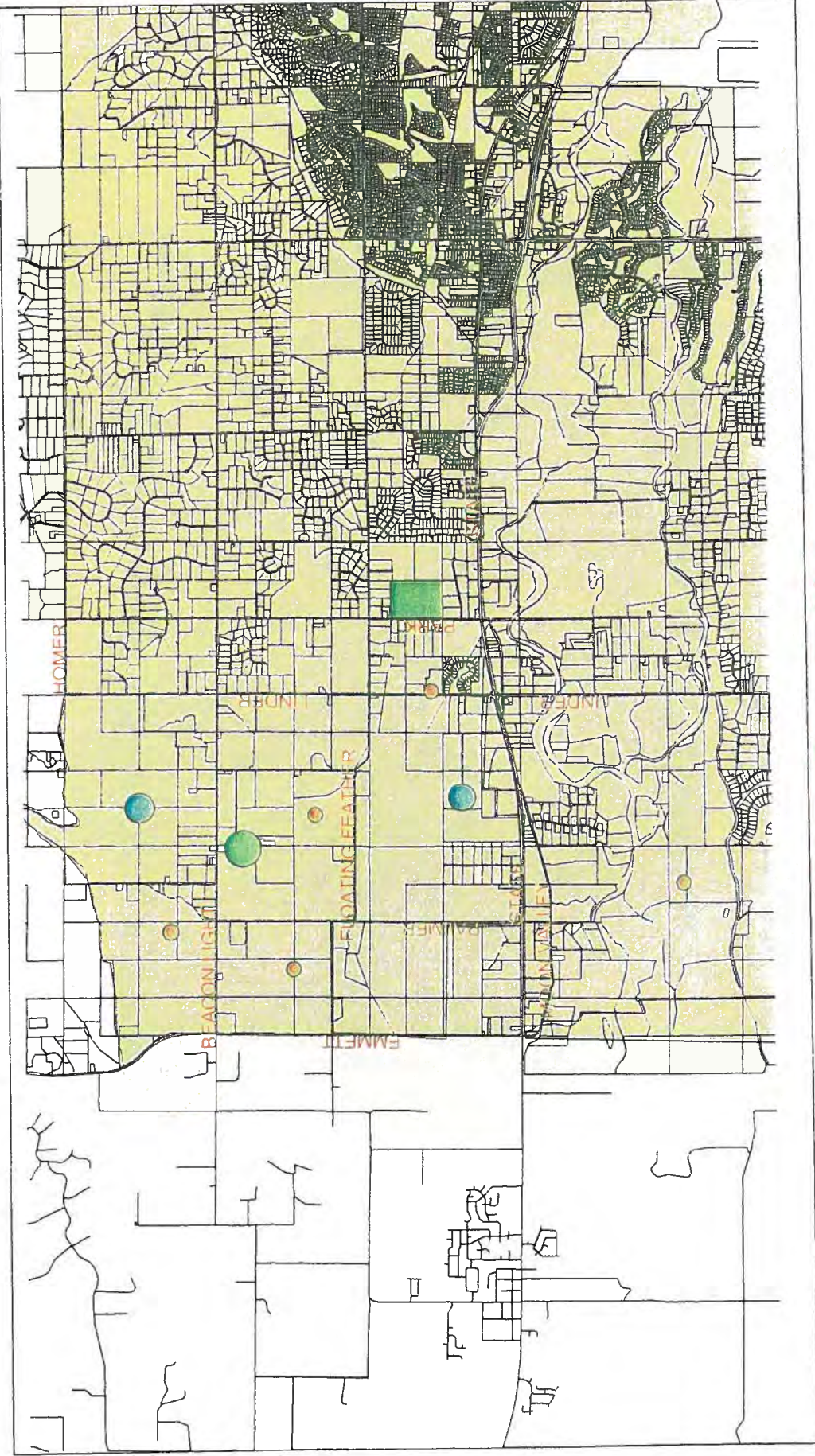
August 2004








Legend

	1/2 mile Utility
	Eagle Area of Impact
	Roads
	Transmission Corridor

NOT TO SCALE





-  Proposed Elementary
-  Proposed Middle Schools
-  Proposed High School
-  Existing High School
-  Roads
-  Parcels
-  Area of City Impact



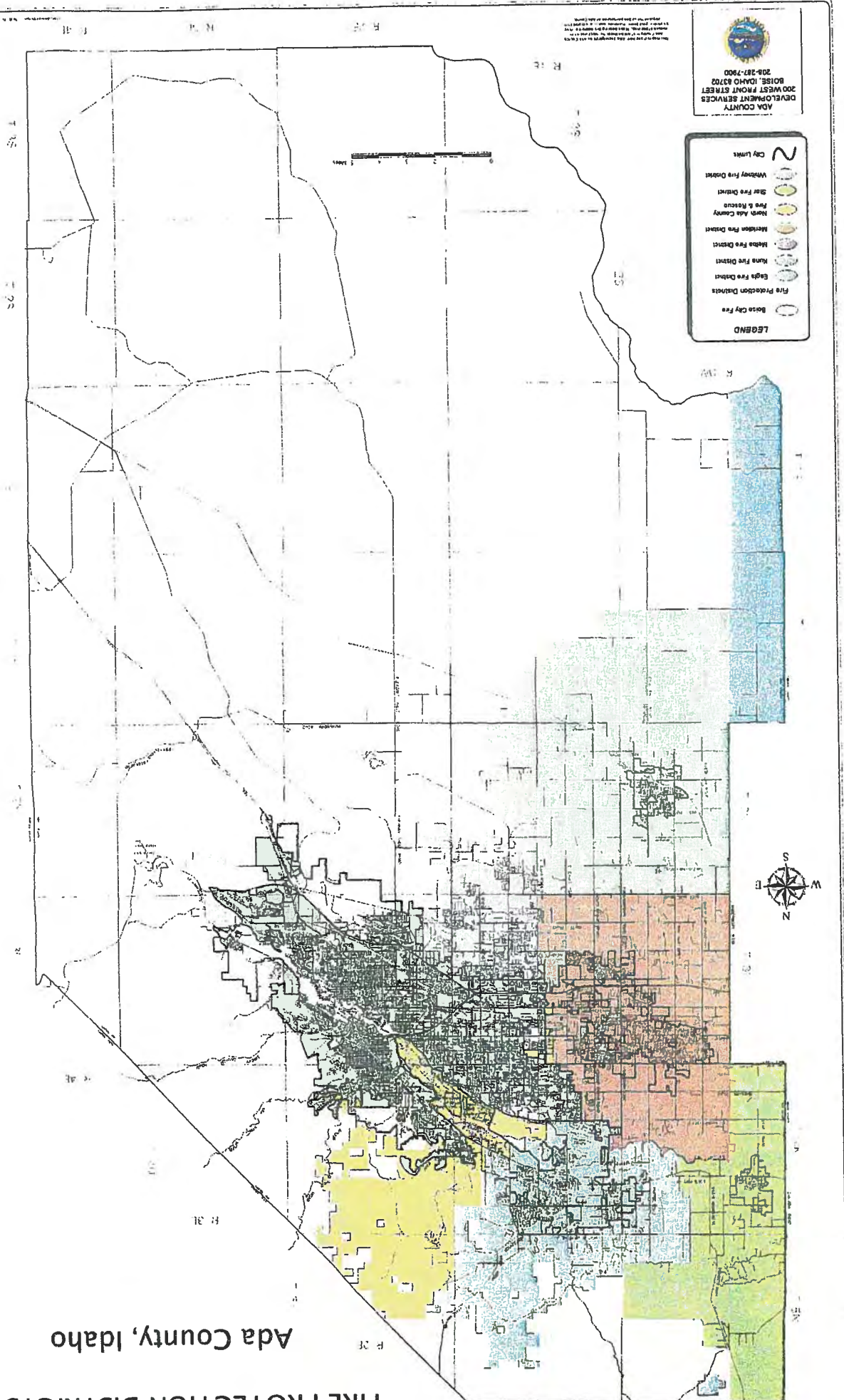
School Facilities Map Meridian Joint School District September 2004

NOTES
All school locations are conceptual and subject to review and relocation by the City of Eagle and the Meridian Joint School District

NOT TO SCALE

FIRE PROTECTION DISTRICTS

Ada County, Idaho



ADA COUNTY
DEVELOPMENT SERVICES
200 WEST FRONT STREET
BOISE, IDAHO 83702
208-287-7900

LEGEND

- City Limits
- Whiskey Fire District
- Star Fire District
- Star Fire District
- North Ada County Fire & Rescue
- Madison Fire District
- Ten Fire District
- Nine Fire District
- Eight Fire District
- Fire Protection Districts
- Boise City Fire



MAP 4.

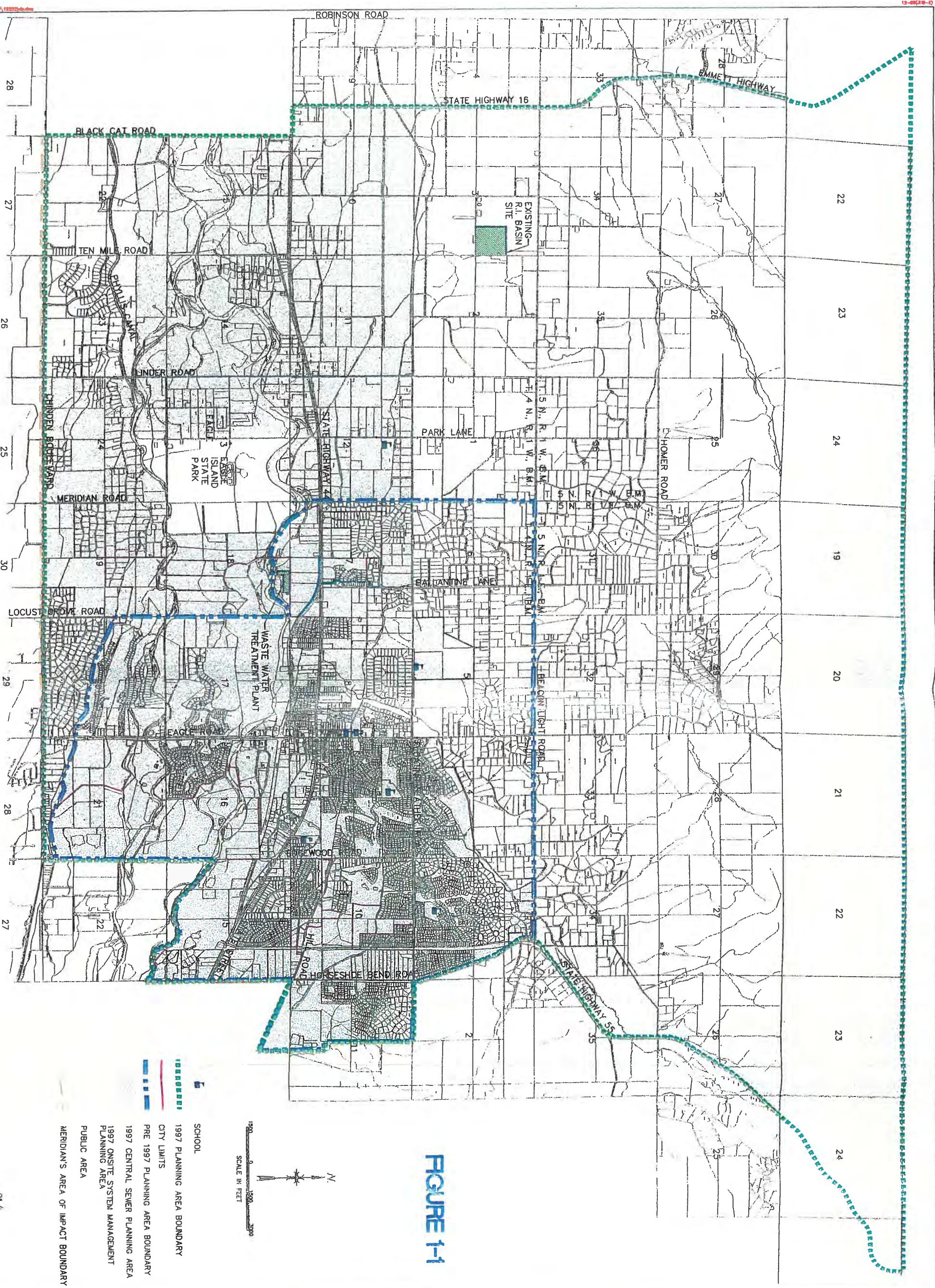


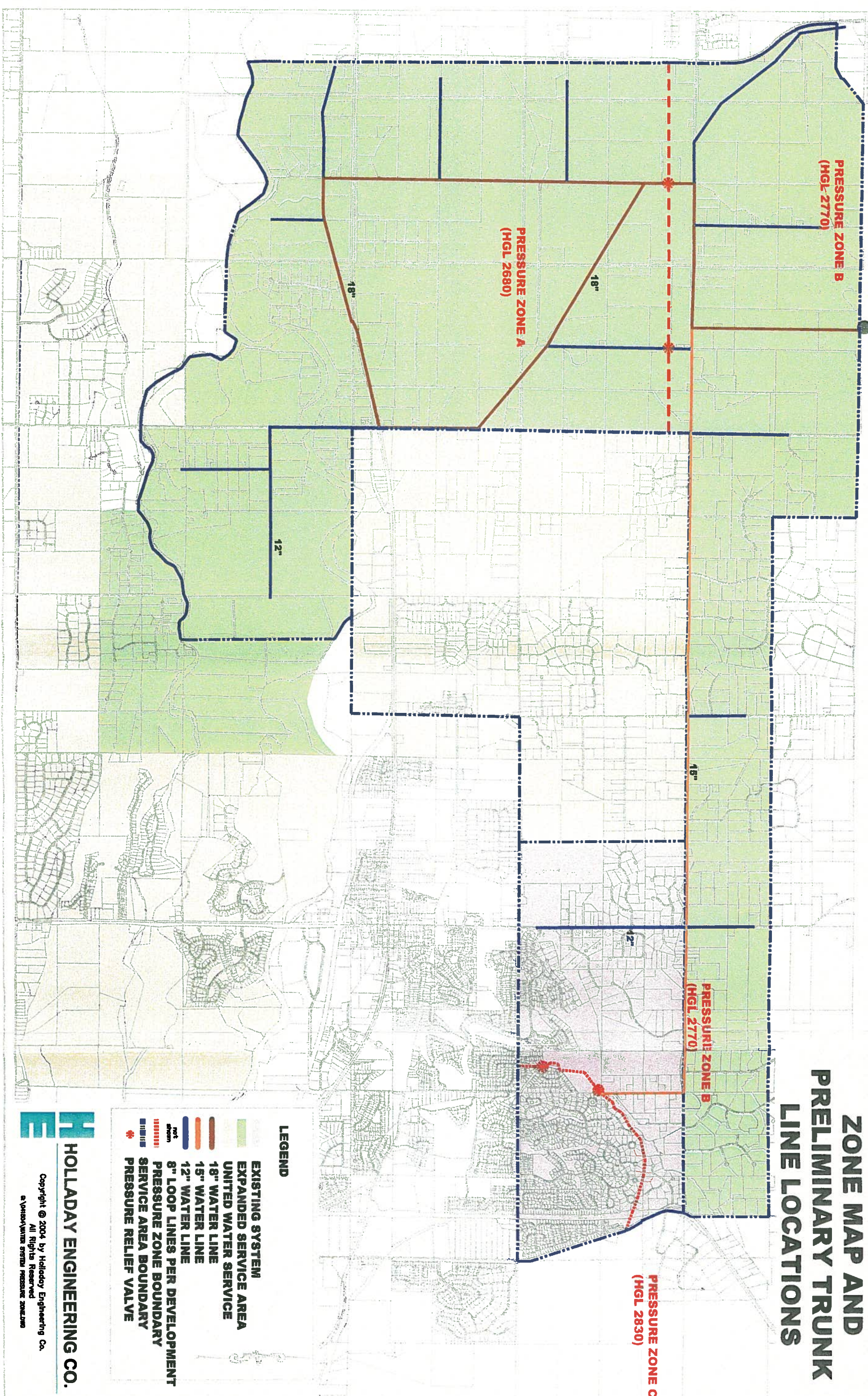
FIGURE 1-1

<p>MAP 4.4</p> <p>01/</p>	<p>EAGLE SEWER DISTRICT</p> <p>PLANNING BOUNDARIES</p>	<p>J-U-B ENGINEERS, Inc.</p> <p>250 SOUTH BEECHWOOD AVENUE SUITE 201 BOISE, IDAHO 83709-0944 PHONE: 208-376-9550 FAX: 208-375-9556</p>
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<p>DATE: 11/11/04 PROJECT NO: 11116-04 SCALE: 1" = 1500'</p>	<p>REUSE OF DRAWINGS</p> <p>THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF J-U-B ENGINEERS, INC. AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE EXPRESS WRITTEN AUTHORIZATION OF J-U-B ENGINEERS, INC.</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>APP.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DESCRIPTION	BY	APP.	DATE						<p> </p>
NO.	DESCRIPTION	BY	APP.	DATE								

**STORAGE
RESEVOIR SITE**
Applied for 7-15-04

**CITY OF EAGLE WATER
SYSTEM PRESSURE
ZONE MAP AND
PRELIMINARY TRUNK
LINE LOCATIONS**



- LEGEND**
- EXISTING SYSTEM
 - EXPANDED SERVICE AREA
 - UNITED WATER SERVICE
 - 18" WATER LINE
 - 15" WATER LINE
 - 12" WATER LINE
 - 8" LOOP LINES PER DEVELOPMENT
 - PRESSURE ZONE BOUNDARY
 - SERVICE AREA BOUNDARY
 - PRESSURE RELIEF VALVE

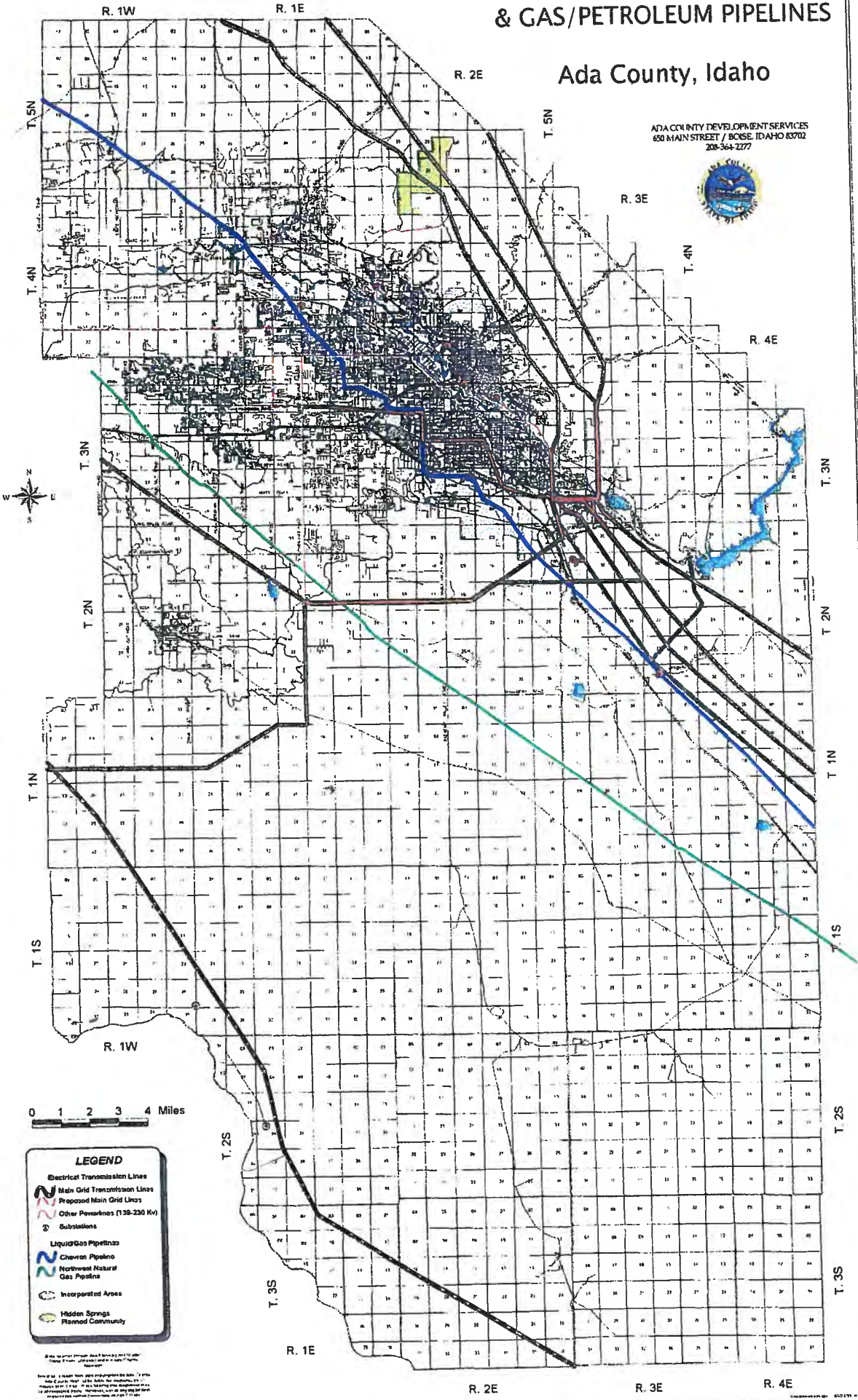
HOLLADAY ENGINEERING CO.

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e:\projects\water system pressure zone\map

ELECTRICAL POWERLINES & GAS/PETROLEUM PIPELINES

Ada County, Idaho

ADA COUNTY DEVELOPMENT SERVICES
650 MAIN STREET / BOISE, IDAHO 83702
208-364-2277



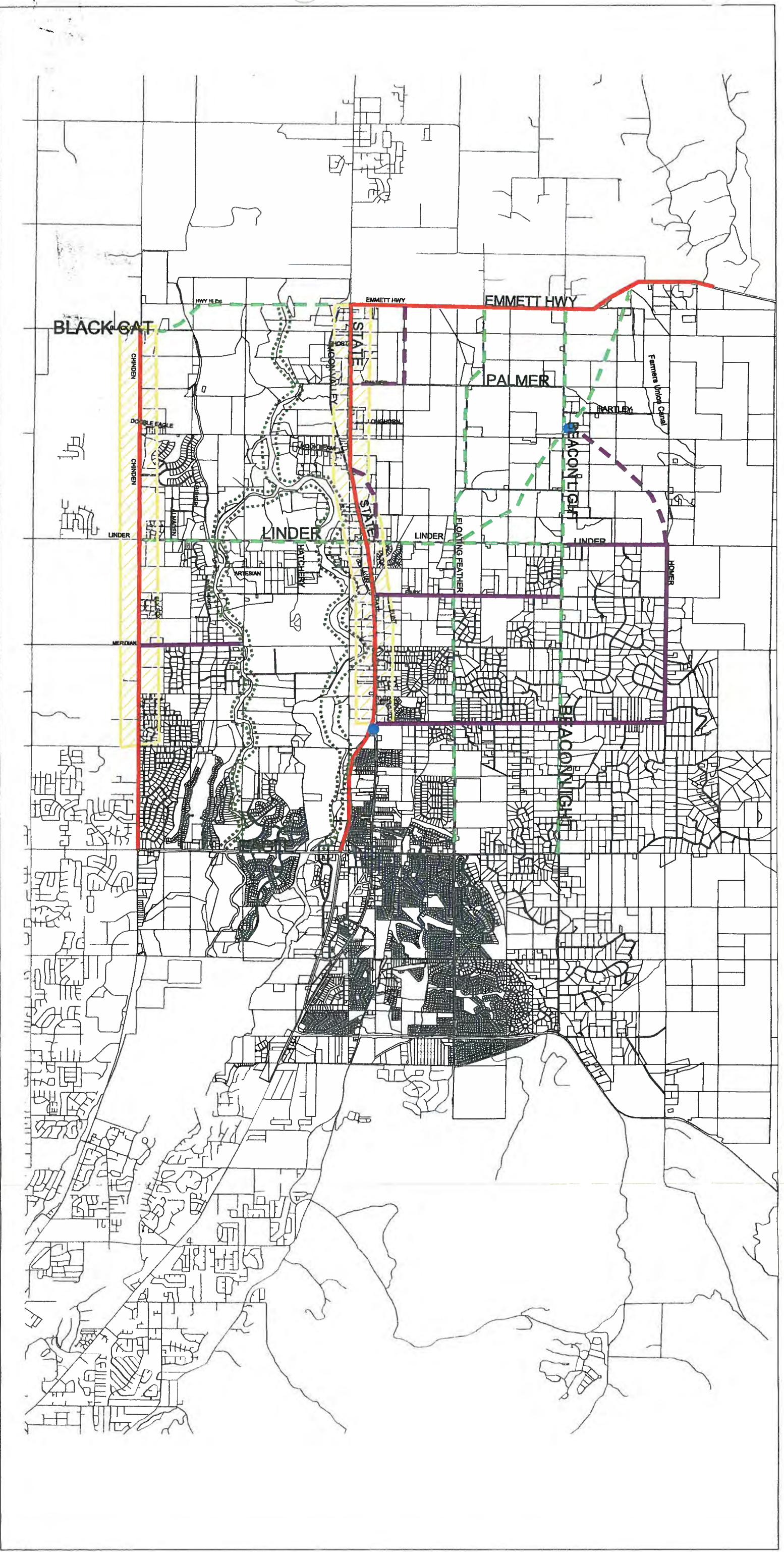
0 1 2 3 4 Miles

LEGEND

- Electrical Transmission Lines
- Main Grid Transmission Lines
- Proposed Main Grid Lines
- Other Powerlines (138-230 Kv)
- Substations
- Liquid Gas Pipelines
- Chevron Pipeline
- Northwest Natural Gas Pipeline
- Incorporated Areas
- Hidden Springs Planned Community

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MAP 4.5



Legend

- Park & Ride Lot
- Proposed Pathways
- Proposed Collector
- Urban Collector
- Principal Arterial
- Transit Corridor
- Minor Arterial
- Roads
- Parcels

**Transportation/Pathway Network
Western Planning Area**

CITY OF EAGLE, IDAHO
September 2004

NOTES:
-This map is subject to revisions please contact the City for current status.
- Proposed streets illustrate generalized alignment
- For road crosssections reference the plan

MAP 5.1

