



## City of Eagle

P.O. Box 1520  
Eagle, Idaho 83616  
208-939-6813

Mayor  
James D. Reynolds

Council Members  
John Grasser  
Michael Huffaker  
Norm Semanko  
Al Shoushtarian

Carol A. McKee  
Chairman  
COMPASS  
700 NE 2<sup>nd</sup> Street  
Meridian, ID 83642

RE: Communities in Motion 2040 Scenario Selection

Dear Ms. McKee,

After reviewing the four proposed growth scenarios with the City's Transportation Committee, Planning and Zoning Commission, and City Council the City of Eagle would like to provide the following comments for use by COMPASS staff and the Board.

The City of Eagle recommends the Town and Country Scenario for the following reasons:

- The Town & Country Scenario more closely mirrors the City's established development patterns from the City's comprehensive plan most specifically the SH44 corridor; and
- It maximizes the population in Eagle thus providing the strongest case for increased federal funding of regional infrastructure within the City (see growth chart under #5 below).
- It is the role of City (not COMPASS) to identify the future course of action that maximizes the benefit to Eagle residents, if COMPASS is to move forward with the scenario selection process without regard to the City's adopted comprehensive plan, the Town and Country Scenario best positions our community on the regional level;

With the understanding that the scenario above is selected out of duty to the process and that it does **NOT** represent the City's preferred alternative, the Council provides the following comments and concerns about the scenario selection process:

1. It is not the role of COMPASS or any other jurisdiction to dictate the future land use patterns for the City of Eagle. This is the role and responsibility of the City of Eagle and individual land owners. The City will not abdicate this authority to anyone.
2. The City does not support the use of a regional land use scenario that is in conflict with (and at a minimum does not evaluate) the locally adopted land use plans as required under Idaho Code 67-6509. The use of conflicting land use plans will create confusion at:
  - The Local Level: For citizens who bought homes and land based on the City's comprehensive plan and now see a "regional" land use plan that is not consistent with their adopted vision for their community;

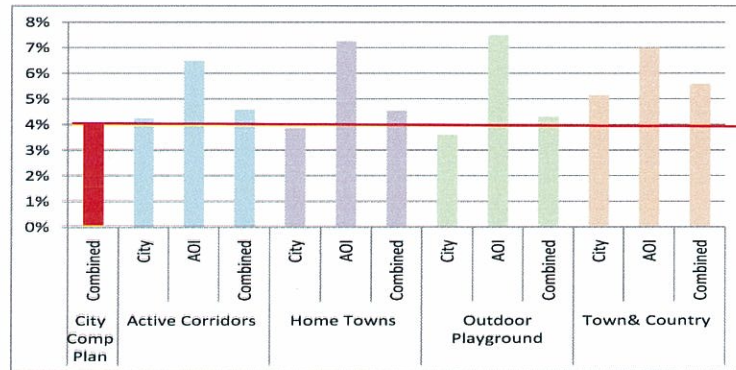
- The Regional Level: Between the City, COMPASS, ACHD and other service providers in determining what is “planned growth”- Do you use the City’s plan or the “regional” plan to determine capacity and need?; and
  - The Federal Level: When/if transportation projects (using federal funding) are prioritized/designed to meet the regional vision they will not meet the local vision and/or the actual needs of the City, our citizens, and development patterns actually occurring in the City.
3. Without having the preliminary performance measures completed for the City’s comprehensive plan it is very difficult to provide a meaningful evaluation of the scenarios. How do the individual City’s plans when stitched together and limited in growth and employment compare to the 4 scenarios? COMPASS should provide this analysis before adopting a preferred alternative or hybrid scenario. How far are the existing plans from the regions vision? Do we know that the existing comprehensive plans do not meet the regional goals and vision?
4. The City understands that the scenarios were intended to provide a unique land use pattern based on specific goals and indicators. Through the City’s review it has become apparent that the scenarios do not meet their identified goals. For example:
- One of the goals of the Hometown Scenario is reach a Job/Housing Balance of 1.0- All the scenarios decrease the City’s jobs housing balance not increase it.
  - The Hometown Scenario calls for shorter commutes but it models as having increase miles travelled from the Trend Scenario.
  - The goal of the Outdoor Playground Scenario is to increase accessibility to parks but the scenario decrease the population near parks and schools within the City of Eagle.

| Scenarios          | Goals   | Metric   | Met / Unmet |         |
|--------------------|---|--|-------------|---------|
| Active Corridors   | Minimize Congestions                            | Vehicle Miles Traveled Trend: 7.8 mil<br>Vehicle Miles Traveled AC: 9.8 mil      |             | 50% Met |
|                    | Increase Transportation + Housing Affordability | NOT MEASURED   |             |         |
| Home Town          | Shorter Commutes                                | Vehicle Miles Traveled Trend: 7.8 mil<br>Vehicle Miles Traveled HT: 10.2 mil     |             | 20% met |
|                    | Jobs Housing Balance                            | 2010: .62 jobs per household<br>HT 2040: .45 jobs per household                  |             |         |
|                    | Lower infrastructure                            | New Solid waste: Trend 96.5 K<br>New Solid waste HT 2040: 97.2K                  |             |         |
|                    |   | New Water Trend: 5595.8 mil<br>New water HT 2040: 5507.9 mil                     |             |         |
|                    |   | New Sewer Trend: 5401.4 mil<br>New Sewer HT 2040: 54455.8 mil                    |             |         |
| Outdoor Playground | Better access to Parks                          | Eagle 2010: 10.6% near parks<br>OP 2040: 4.5%                                    |             | 50% met |
|                    |   | Trend Park space/ capita: 9.65 acres/ 1000<br>OP 2040: 8.4 Acres/ 1000           |             |         |
|                    | Maintain Environmental Resources                | Eagle Today: 100%<br>OP 2040: 82%  |             |         |
| Town & country     | Maintaining Agricultural Land                   | Eagle Today: 100%<br>TC 2040: 45.8%  |             | 60% met |
|                    | Walkability                                     | Trend population in very high to mod walkable areas: 606,204<br>TC 2040: 678,771 |             |         |
|                    |   | Eagle 2010 Population near parks: 10.6%<br>TC 2040: 4.3%                         |             |         |
|                    |   | Eagle 2010 Population near Schools: 9.7%<br>TC 2040: 3.6%                        |             |         |
|                    | Access to Mixed Use                             | 2010 Eagle Mixed use Score: .27<br>TC 2040 Mixed use Score: .35                  |             |         |

While it is recognized these are regional goals if they are not actualized at the local level they have a

detrimental effect on the local jurisdictions. The City of Eagle is not willing to diminish the quality of life for its citizens for a regional vision. The City's comprehensive plan encourages land use patterns that increase job/housing balance and livability factors like increasing populations near parks and schools.

5. The City supports the population forecast/allocations for the City of Eagle. The City's comprehensive plan calls for a 4% annual average growth rate (recognizing some years will be less and others will be more). All four of the scenarios are reasonably consistent with the City's adopted growth rate. A comparison of the four proposed scenario growth rates to the City's adopted rate are shown on the table below:



6. The City recommends the use of the City's comprehensive plan as the guide for allocating growth within specific areas of the City. The proposed scenarios, while regionally established, do not reflect the opinions and desires of the citizens of the City of Eagle. While great effort was made to select 170 regional participants to draft the scenarios, the 170 regional participants (few of which are from the City of Eagle) pale in comparison to the thousands of residents that have participated in the drafting, reviewing, and the public hearing processes that has resulted in the City's adopted comprehensive plan. Some of the most notable comments include:


- a. The scenarios ignore the 5-acres rural area north of Beacon Light Road (City demographic area A). The rural tier of the City is a unique and Eagle specific land use pattern that has been woven in to the fabric of the community and has given rise to the colloquialism "Rurban" meaning rural in an urban setting that is part of the City adopted comprehensive plan;
- b. The scenarios allocate only 3% to 37% of the 7,000 units that were entitled to M3 within the City's demographic area K. IDWR recently approved a water right application and growth scenario showing M3 developed out by 2041. At a minimum, the scenarios should address the currently entitled developments within the City including M3;
- c. Three of the scenarios allocate 192% to 637% more population than the City's comprehensive plan within the Boise River Floodplain and on Eagle Island (City demographic areas O and G). These areas are identified as special and sensitive areas within the City's comprehensive plan. Any scenario that allocates increasing density in these areas should not be considered;
- d. City supports increasing jobs/employment and housing in the downtown area to be consistent with the City's recently adopted Downtown Eagle Plan (the City demographic areas R and T);

7. Without an understanding of the roadway and transit system investments within each scenario it is hard to compare the scenarios. COMPASS should provide each jurisdiction this analysis before adopting a preferred alternative or hybrid scenario.

8. The City supports the demographic allocations and increased transportation investments along State Street consistent with State Street Traffic and Transit Operations Plan (TTOP) adopted by the City of Eagle in 2011. The TTOP demographic allocations and development patterns are consistent with the City's adopted Comprehensive Plan.
9. The City supports the expansion of State Highway 16 from State Highway 44 to I-84 but is unclear which scenario includes this improvement.

The City strenuously objects to the use of public funds for this COMPASS effort as it attempts to usurp the jurisdictional comprehensive plans adopted pursuant to the Local Land Use Planning Act. The City Council feels that this is a misuse of public funds and will be seriously considering their future involvement and financial support of COMPASS in the upcoming budget cycle.

Sincerely,



James D. Reynolds  
Mayor

Enclosures (4)

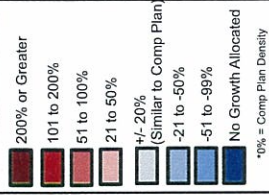
Cc: City Council  
Planning Department  
Liisa Itkonen, COMPASS

**City of Eagle**  
 Communities in Motion  
 Outdoor Playground

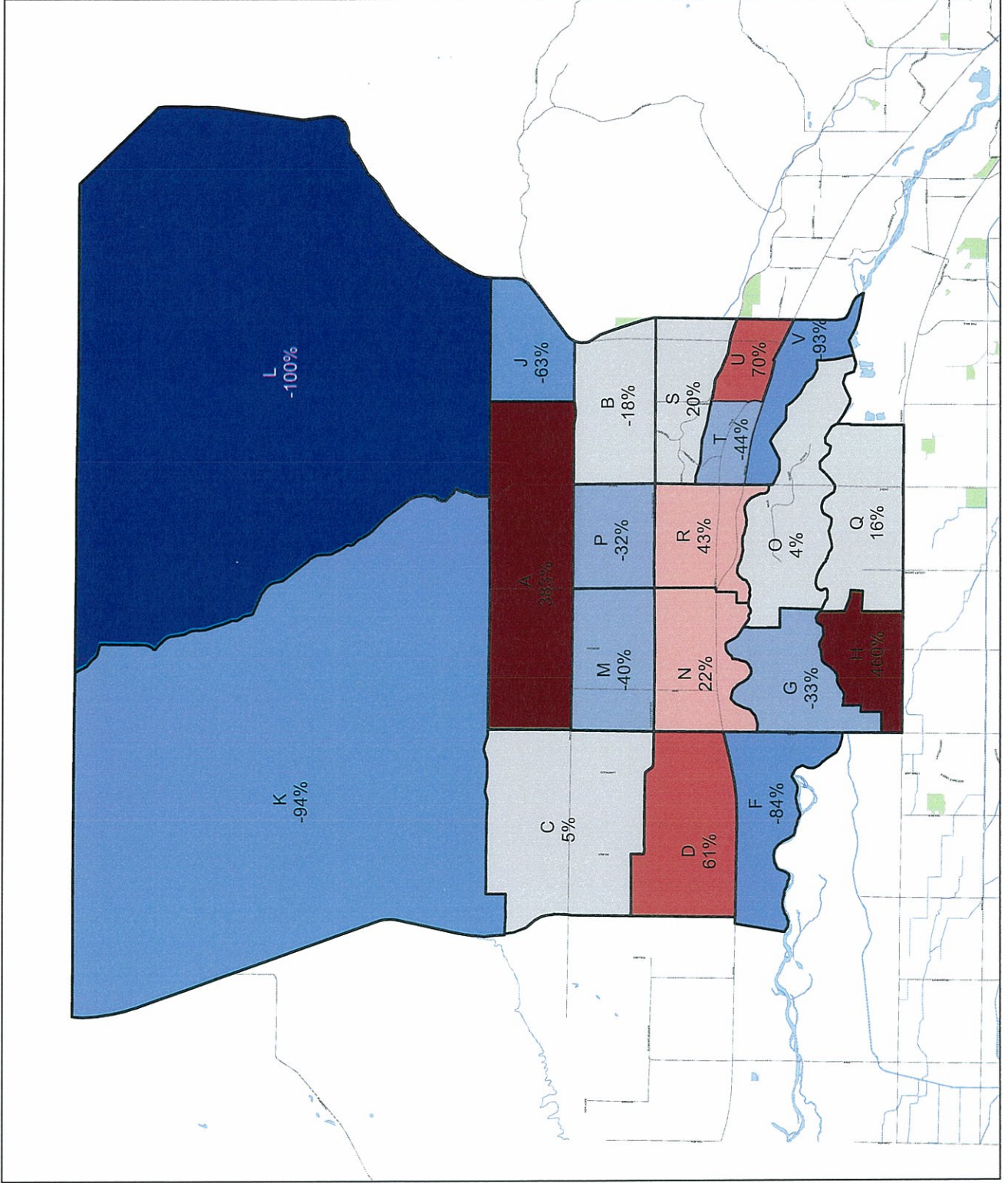
Date: 6/8/2012



**Scale to City's  
 2011 Comprehensive Plan.**



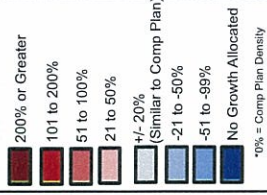
FILE: 6/10/12 10:05:00 AM Eagle Outdoor Playground.dwg



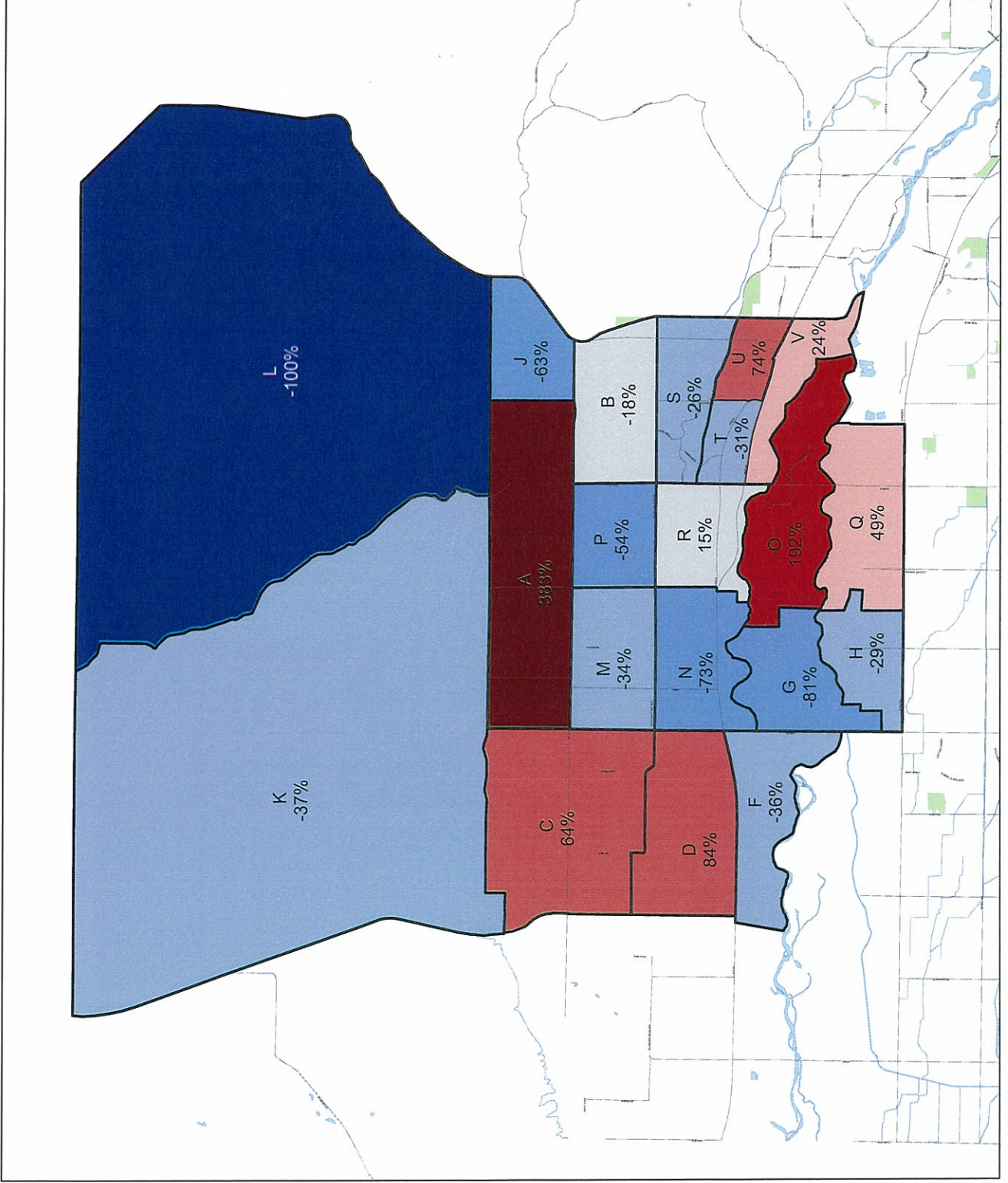
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Scale to City's  
2011 Comprehensive Plan



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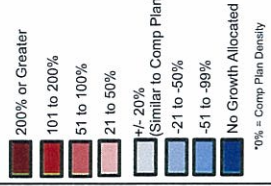


**City of Eagle**  
Communities in Motion  
Active Corridors

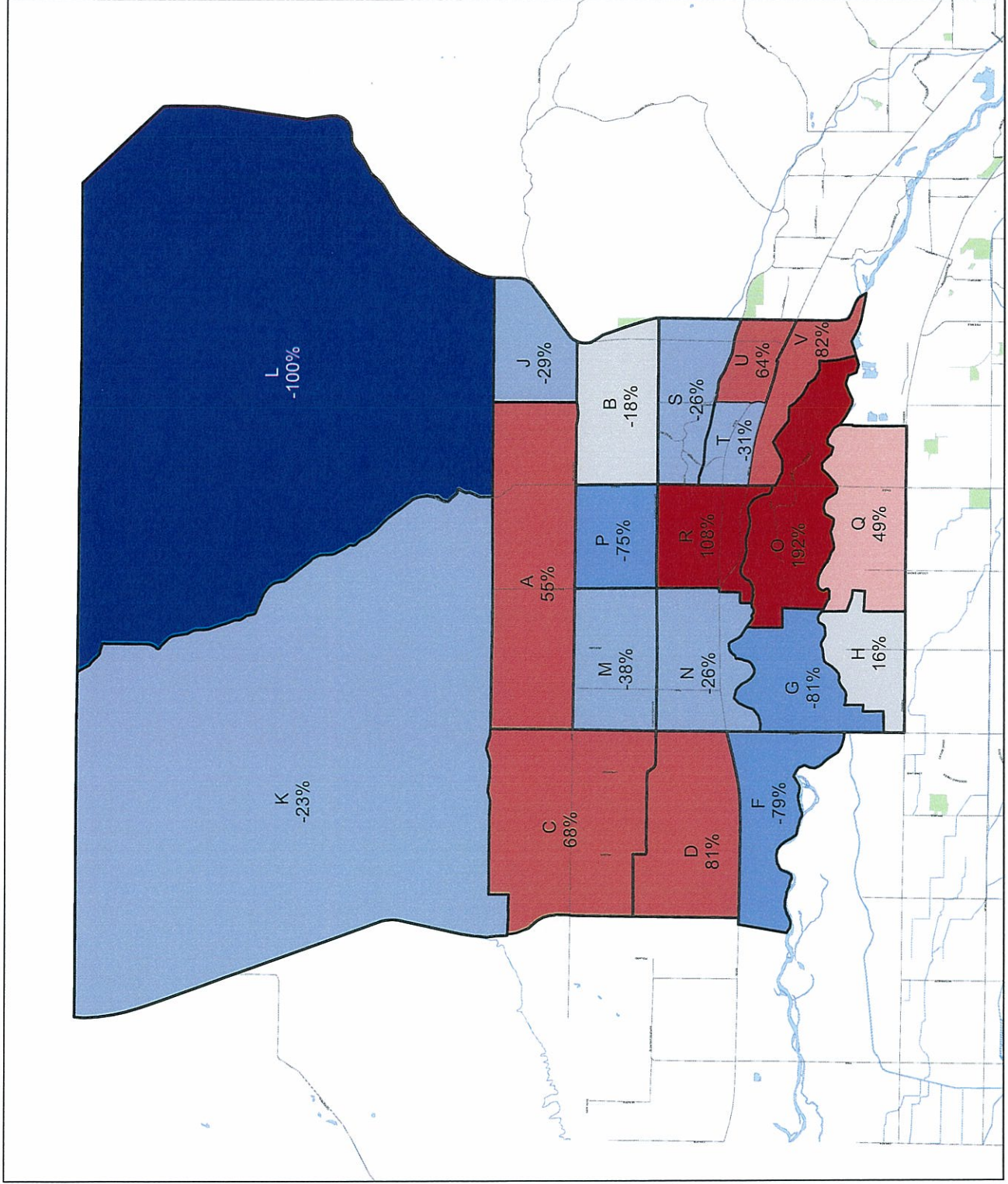
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**Scale to City's  
2011 Comprehensive Plan**

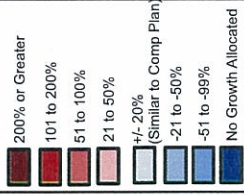


Plan ID: 10127484254\_Aerial\_09/2012





Scale to City's  
 2011 Comprehensive Plan



\*0% = Comp Plan Density

