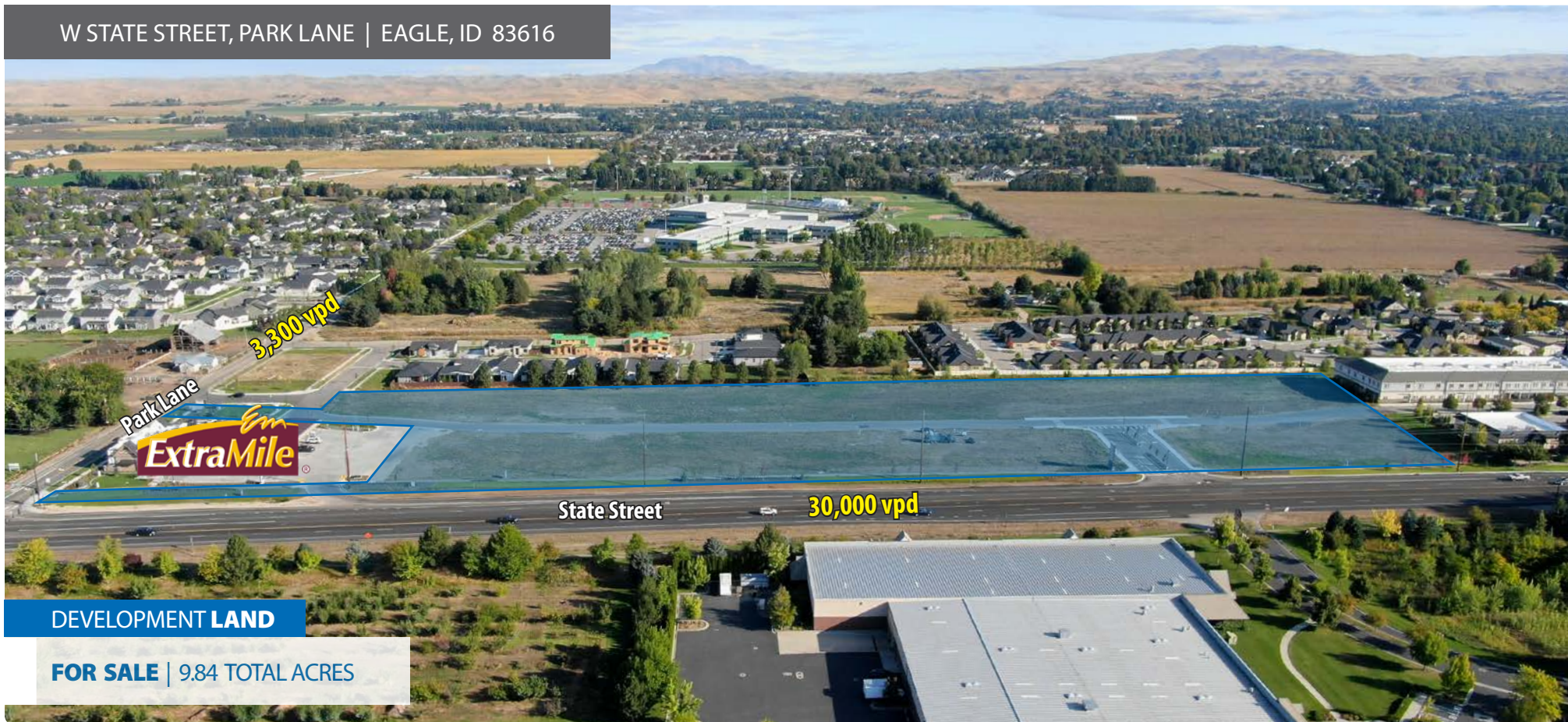


DEVELOPMENT LAND FOR SALE **MUSTANG CROSSING**

W STATE STREET, PARK LANE | EAGLE, ID 83616



DEVELOPMENT LAND

FOR SALE | 9.84 TOTAL ACRES

CONTACT:

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Sam McCaskill

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LISTING COMMENTS:

Prime commercial development site

All utilities to site

Full access from Hwy 44 and Park Lane

Cross access through Eagle Island Crossing

Development plan and site layout to assist development

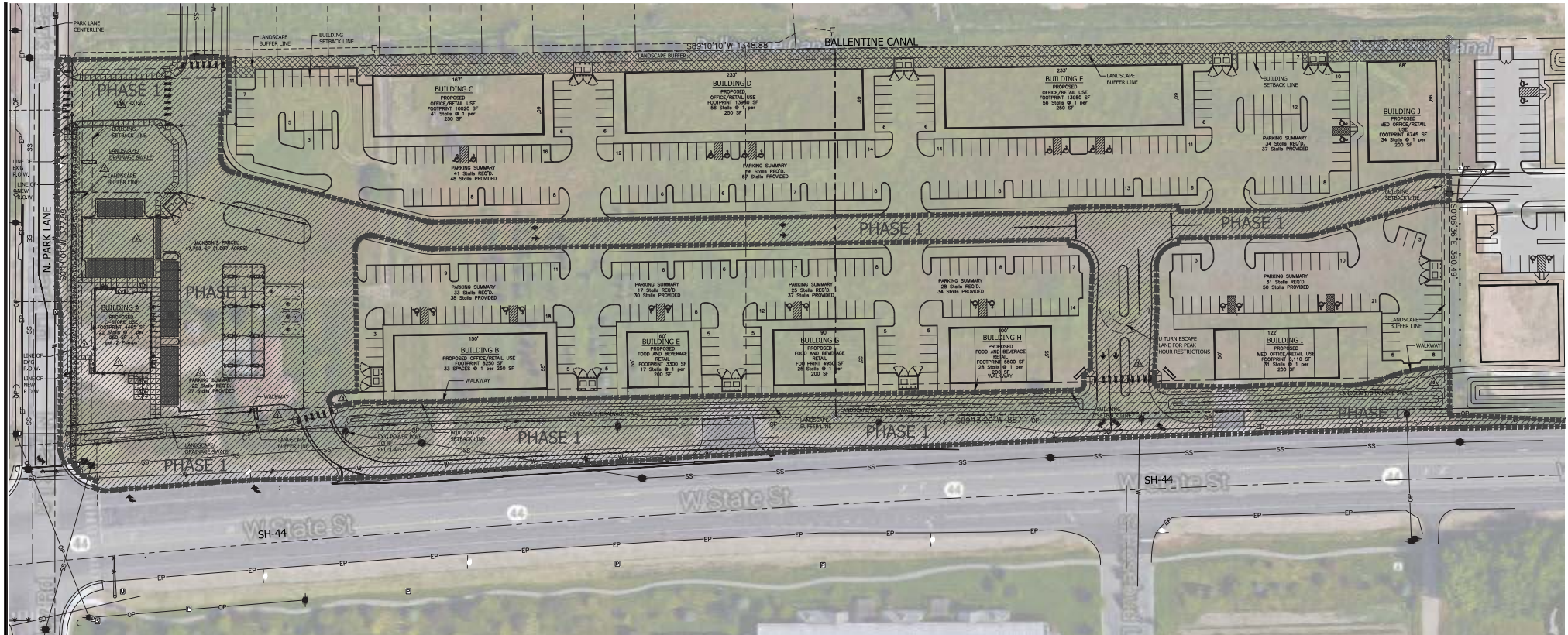
Landscaping and access in place

PROPERTY INFORMATION:

Submarket:	Eagle
Zoning:	City of Eagle Mixed Use
Size:	9.84 Total Acres
Price:	\$2,750,000
Price/SF:	\$6.42

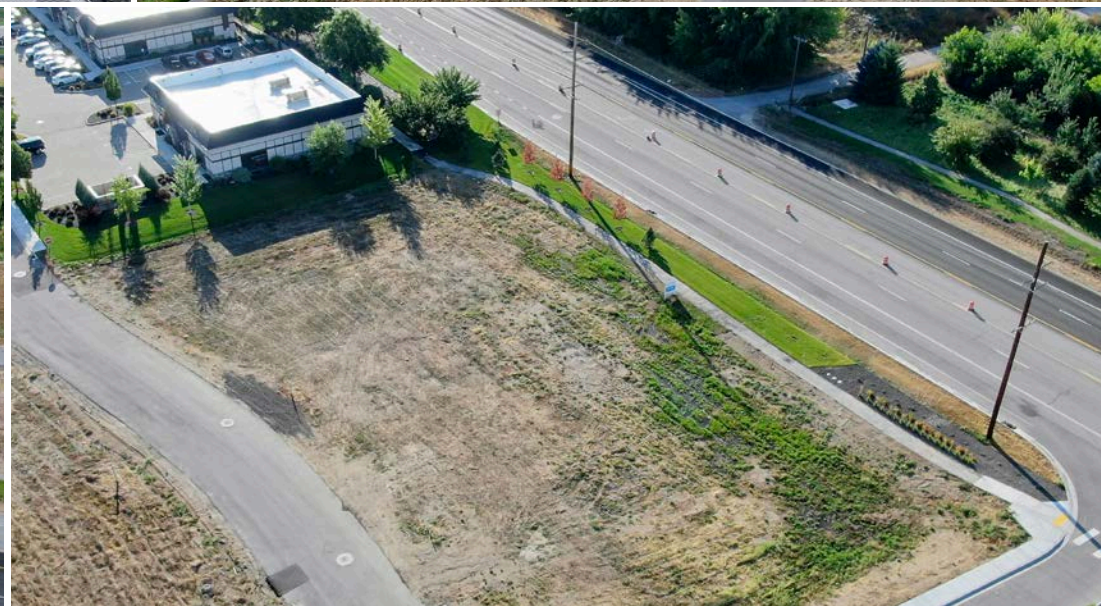
CONCEPTUAL SITE PLAN

JANUARY 5, 2018



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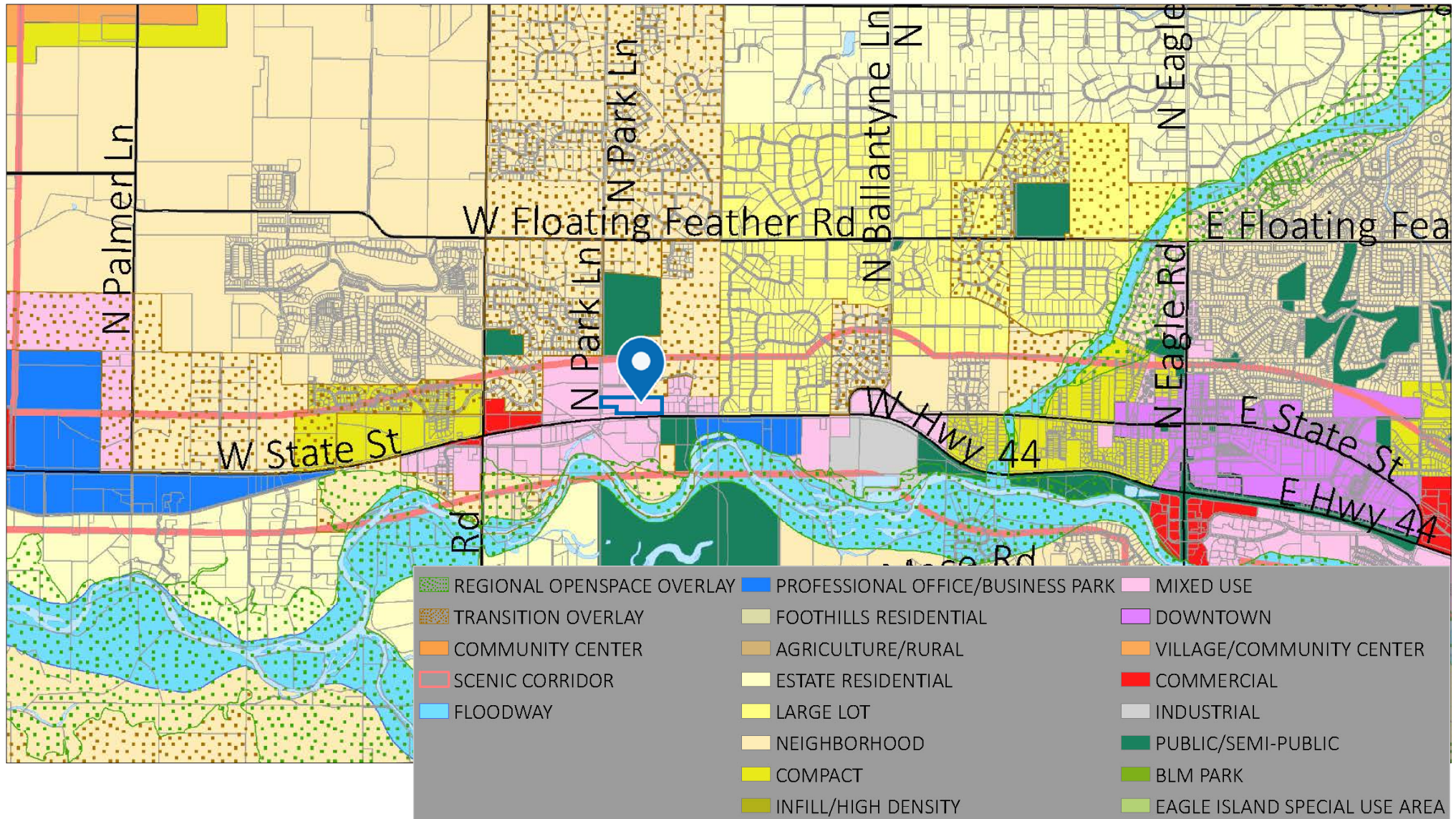
PROPERTY PHOTOS



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FUTURE MIXED USE DEVELOPMENT

CITY OF EAGLE



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COMPREHENSIVE PLAN

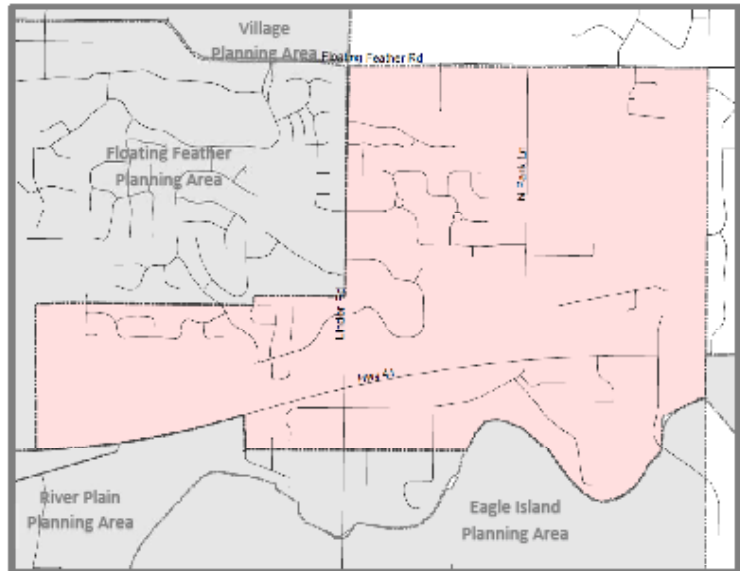
CITY OF EAGLE - CHAPTER 6.5

6.5

PARK LANE PLANNING AREA

The Park Lane Planning Area is designated as mixed use combining community commercial, professional office, and a variety of residential densities. The vision for the area is to formalize an activity center by Eagle High School and the existing residential

development in the area. The goal is to establish a neighborhood center/node with pedestrian scale design and access to the future transit along State Highway 44. The following land use and development policies are specific to the Park Lane Planning Area.



Map 6.3:

Park Lane
Planning Area

30,000 square feet) and office uses. The properties abutting State Street should be reviewed and conditioned by the City through the use of a development agreement at the time of rezone.

- C. The roadway network along State Street east of Park Lane should be designed to provide internal circulation with access only from the signal at Eagle Island Crossing/Fisher Parkway.
- D. The land use for the properties north of Flint Drive and extending north to Floating Feather Road, east of Eagle High School, is Neighborhood Residential with a Residential Transition Overlay. Development in this area should be designed to ensure compatible residential lot sizing (1-acre lots) adjacent to the Colony Subdivision and transition to a density of up to 3 per acre near the high school. The overall density of the area should not exceed 2 units per acre.
- F. The area located on the northwest corner of State Highway 44 and Park Lane is designated Mixed Use for the southern 17-acres, transitioning to neighborhood residential, up to 3 units per acre, for the northern portion of the property. The transition area between the mixed use and the residential area shall be reviewed and conditioned by the City through the use of a development agreement at the time of rezone.
- G. The area located northwest of Linder Road and State Street intersection is designated as compact residential to provide for apartments, town homes and patio homes, and transitioning northward to neighborhood residential (up to 1-2 units per acre). Internal circulation is essential to the development of this area; a frontage road (Escalante Drive) should be extended from Linder Road west to the intersection of Moon Valley Road and State Highway 44. Uses should focus on Escalante Drive (not State Street) with buffering and wide setbacks to be used to buffer the residential uses from State Highway 44. Escalante Drive should not be allowed to have front on housing.
- H. Large lot residential with a transitional overlay should be encouraged south of the mixed-use area along Old Valley Road and north of the Boise River. Lots may be clustered to encourage separation and protection of wetlands, floodways, and habitat areas as open space. The area should be designed to provide formalized river access.

6.5.1

PARK LANE USES

- A. The area located along Old Valley Road should be a mixture of residential and Professional Office with Limited Service Commercial. All uses along Old Valley Road should be designed to be oriented to take access from Old Valley Road and to encourage pedestrian movement through the area.
- B. Flint Drive shall be preserved primarily as a residential street.
- C. All properties within the Park Lane Planning Area abutting State Street should be designed to promote trip capture by including a mix of residential uses, commercial uses (limited to lease spaces no larger than

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COMPREHENSIVE PLAN, con't

CITY OF EAGLE

6.5.2 PARK LANE DESIGN

- A. Old Valley Road Area
 - 1. The development of this area should be designed to focus on the existing Old Valley Road and bring activities and uses closer to the road, creating a pedestrian friendly area that encourages walking as well as auto traffic.
 - 2. The Old Valley Road area should include pedestrian amenities such as street trees, benches and sidewalks.
 - 3. Common parking areas at the side of buildings and joint parking agreements should be encouraged to minimize walking distances between buildings and provide a pedestrian scale to the area.
 - 4. On-street parking should be encouraged where sufficient right-of-way is available.
 - 5. Formalized river access should be encouraged providing access to the river and the extension of the Boise River Greenbelt.
- B. Flint Estates Area

6.5.3 PARK LANE ACCESS/CONNECTIVITY

- A. Access to and through the area should be limited to existing roadways (Old Valley Road, Fisher Parkway, Park Lane, and Linder Road); direct access from State Street/Highway 44 should not be permitted.
- B. The compact residential area located on the northeast corner of State Highway 44 and Linder Road shall be designed with internal circulation and connectivity to the residential areas to the north and extend Escalante Drive west to the intersection of State Highway 44 and Moon Valley Road.
- C. Cross-access agreements and shared service roads should be encouraged throughout the area and should be a requirement for all non-residential development.
- D. New residential roads in the area east of Eagle High School should provide connectivity to Floating Feather Road to the north, Park Lane to the west, and Breanna Drive to the east.

6.5.4 ISSUES OF CONCERN

- A. If individual lot access is allowed to State Highway 44, the ability of the area to function as a node, will be a challenge and may not be fully achieved.
- B. The development of non-residential uses in the in the mixed-use area should be limited so as to ensure that the area is not over saturated by drive through and auto oriented businesses without supporting residential.
- C. Access limitations should be encouraged to increase the function of State Highway 44 as a regional transportation route and future transit corridor.
- D. Residential development along the north side of the north channel of the Boise River should be designed to support and protect the habitat and ecosystem of the river. The area should be developed to establish and enhance habitat areas and wetlands as part of the open space and storm water filtration systems.

STATE STREET CORRIDOR



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