

SYRINGA VALLEY SPECIFIC PLAN NARRATIVE

Introduction

With this application, Pleasant Valley South LLC (“Pleasant Valley”) seeks the City of Boise’s approval of a new Specific Plan Ordinance to be added to Chapter 11-013 of the Boise City Code. This new Ordinance will cover land that Pleasant Valley controls in the Southwest Boise Reserve Planned Community Area. The Specific Plan Ordinance, authorized by Boise City Code Chapter 11-05-08, provides a means for creating new zoning regulations for unique areas and developments, such as mixed use districts and planned developments, where conventional zoning mechanisms are inadequate.

The application package addresses specific aspects of the project’s development and the associated requirements of the Specific Plan Ordinance. This narrative provides a summary of the key issues and requirements, along with an overview of the proposed development.

Project Overview

The Syringa Valley Development proposed in this application will effectively implement the City of Boise Comprehensive Plan for Southwest Boise’s Reserve Planned Community. The Comprehensive Plan describes the Reserve Planned Community as generally bounded by the New York Canal and S. Cole Road on the west, extension of S. Orchard Road on the east, and the extension of South Latigo Road on the north and Columbia Road on the south. The Syringa Valley Specific Plan will cover 601.32 acres of this Reserve Planned Community Area.

Both the Syringa Valley Specific Plan and Reserve Planned Community center on the extension of Lake Hazel Road from S. Cole Road over the New York Canal to the extension of S. Orchard Road. The Reserve is intended to establish a mixed-use development with a range of residential housing types and densities, neighborhood commercial centers and a business campus. The Reserve is split into two Specific Plan areas, Lake Hazel North and Lake Hazel South.

The Syringa Valley Specific Plan includes two planning areas: Eagle View, which is located north of Lake Hazel Road, and Falcon Valley, which is located south of Lake Hazel Road. Both of these areas are also described in the Comprehensive Plan as North of Lake Hazel Road Area and South Lake Hazel Road Area.

Both Eagle View and Falcon Valley planning areas are described in detail below.

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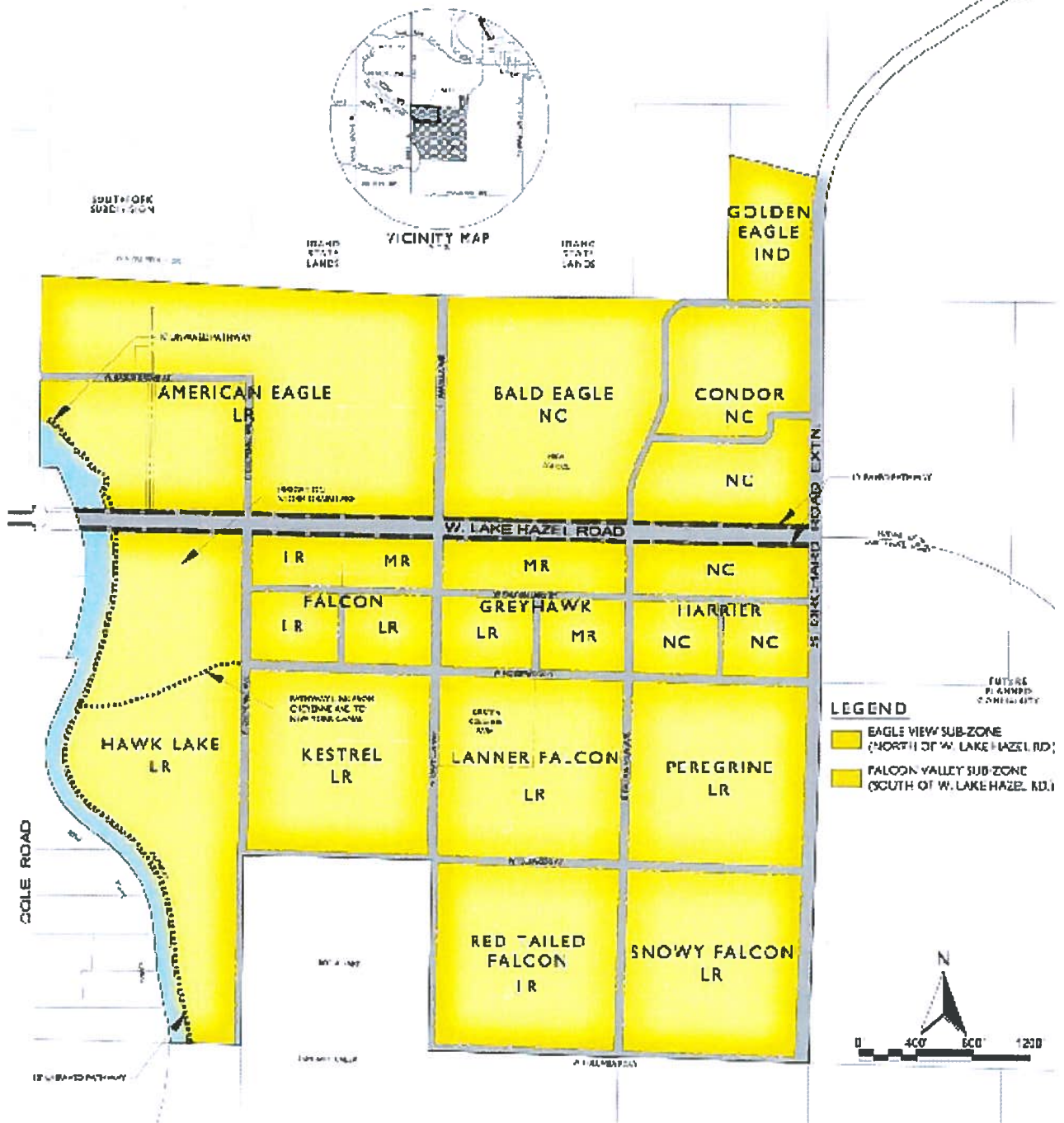
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SYRINGA VALLEY

OVERALL AREA MAP



EAGLE VIEW

Eagle View is split into four (4) different planning areas: American Eagle, Bald Eagle, Condor and Golden Eagle.

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**GOLDEN
EAGLE**

AMERICAN EAGLE
LR

BALD EAGLE
NC

CONDOR
NC

NC

W. LAKE HAZEL ROAD

S. ORCHARD ROAD EXT.

SYNOPSIS

$$\frac{167}{100} \times \frac{100}{100} = 1.67$$

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QUESTIONS

USER SPACE



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American Eagle is approximately 100 acres located on the western half of the overall Eagle View planning area. American Eagle is also the Kirsten Subdivision, a quality low-density residential neighborhood. The design promotes a friendly pedestrian walking environment with the use of detached sidewalks and tree lined streets. There is easy access to the rest of Syringa Valley with the ten (10) foot wide pathway along the north side of W. Lake Hazel Road and along the east side of the New York Canal, as well as other paths that link the neighborhood together. The American Eagle planning area has a designation of (LR) Low Density Residential Sub-Zoning District.

Bald Eagle is located near the center of the overall Eagle View planning area. It is a 50 acre site for a high school east of S. Umatilla Avenue. The layout design for the high school building and parking lot places the high school near the northeast corner of South Umatilla Avenue and West Lake Hazel Road. There will be extension of the ten (10) foot wide pathway along the north side of W. Lake Hazel Road. The Bald Eagle planning area has a designation of (NC) Neighborhood Commercial Sub-Zoning District.

Condor No. _____ is approximately 52 acres located at the northwest corner of South Orchard Road and West Lake Hazel Road. The Condor planning area is a mixture of commercial office, commercial retail, and residential uses in the (neighborhood commercial) Sub-Zoning District. Condor allows for a mixture of small-scale commercial and professional offices with medium density residential development located near the high school site. There is a ten (10) foot wide paved pathway along the north side of W. Lake Hazel Road to provide pedestrian accessibility to this neighborhood center.

Golden Eagle is located on the west side of South Orchard Road in the Airport influence area "B". Golden Eagle has a designation of (IND) Industrial Sub-Zoning District, 12+- acres in size and is the only area of the entire Specific Plan for Syringa Valley that is located in the airport influence area B.

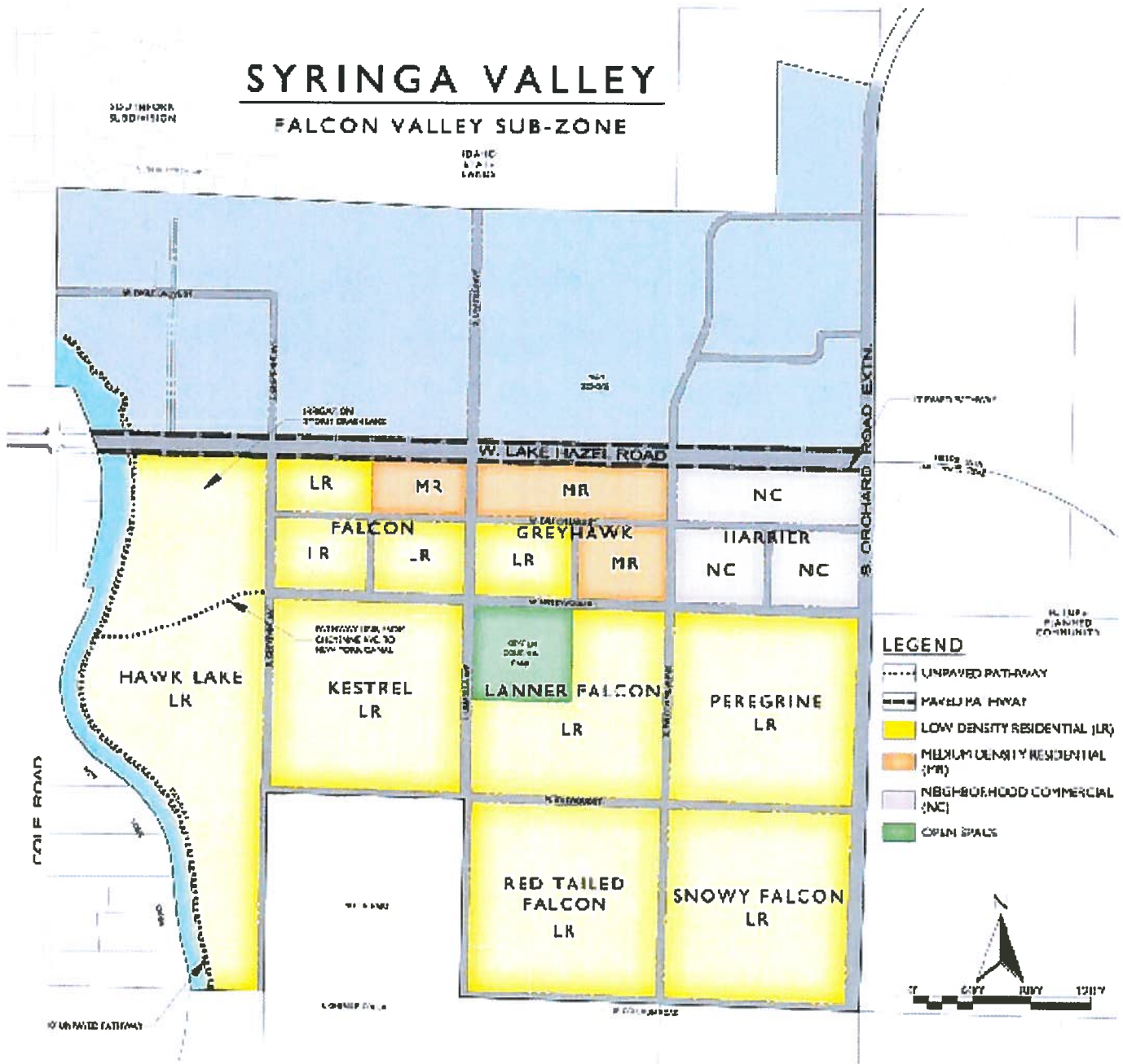
Falcon Valley

The Falcon Valley planning area has three (3) Sub-Zoning Districts. These Sub-Zoning Districts are the (LR) Low Density Residential Sub-Zoning District, the (MR) Medium Density Residential Sub-Zoning District, and the (NC) Neighborhood Commercial Sub-Zoning District. Through the use of a grid of circulation streets, the Falcon Valley area is split into nine (9) subsections. The Kirsten Coughlin Park has been located as close the center of Falcon Valley as possible. This provides all the residents walkable access to this City Park. Other noteworthy features are the ten (10) foot wide unpaved pathway along the New York Canal easement and the ten (10) foot paved pathway along the southern side of W. Lake Hazel Road. Both these pathways provide for pedestrian connection throughout the development.

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Hawk Lake is located along the New York Canal and is the largest planning area in Falcon Valley. Hawk Lake is a low-density residential neighborhood and is designated with a Sub-Zoning District of (LR) Low Density Residential. It is designed to promote walkability, with detached sidewalks and tree lined streets. Hawk Lake has two major pedestrian connections: a 10 wide paved pathway along the south side of W. Lake Hazel Road and 10-foot wide unpaved pathway along the east side of the New York Canal. Hawk Lake will have an irrigation pond and storm water pond located near the southern side of W. Lake Hazel Road to provide irrigation water and storm water storage for a portion of the Syringa Valley. This pond also provides an amenity to the surrounding development.

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Falcon is located along the south side of W. Lake Hazel Road between S. Cheyenne Avenue and S. Umatilla Avenue. The Falcon planning area has both (LR) Low Density Residential Sub-Zoning District and (MR) Medium Density Residential Sub-Zoning District, which encourages a mixture of both residential and commercial uses. The Falcon planning section is divided into three subsections. The largest subsection is located between West Falcon Lake Street and West Lake Hazel Road. West Lake Hazel Road will be restricted from any future access; therefore West Falcon Lake Street will be only point of access for the residential and commercial uses in this long block. West Falcon Lake Street also provides an opportunity for a village type of environment along both sides of West Falcon Lake Street, an environment where the mixture of both commercial and residential uses could be used to create an urban look and feel. The two sub-planning sections south of West Falcon Lake Street will become more residential as they approach W. Mossywood Street.

Greyhawk is located along the south side of W. Lake Hazel Road between S. Falcon View Avenue and S. Umatilla Avenue. The Greyhawk planning area has both (LR) Low Density Residential Sub-Zoning District and (MR) Medium Density Residential Sub-Zoning District, which encourages a mixture of both residential and commercial uses. The Greyhawk Planning Section is divided into three subsections. The largest subsection is located between West Falcon Lake Street and West Lake Hazel Road. West Lake Hazel Road will be restricted from any future access; therefore West Falcon Lake Street will be only point of access for the residential and commercial uses in this long block. West Falcon Lake Street also provides an opportunity for a village type environment along both sides of West Falcon Lake Street, an environment where the mixture of both commercial and residential uses could be used to create an urban look and feel. The two sub-planning sections south of West Falcon Lake Street will become more residential as they approach W. Mossywood Street.

Harrier is located along the south side of W. Lake Hazel Road between South Falcon View Avenue and South Orchard Road. The Harrier planning area is a neighborhood commercial center. Harrier's NC Sub-Zoning District allows for mixture of small-scale commercial and professional offices with medium density residential development located closer to West Mossywood Street. The Harrier Planning Section is divided into three subsections. The largest subsection is located between West Falcon Lake Street and West Lake Hazel Road. West Lake Hazel Road will be restricted from any future access; therefore West Falcon Lake Street will be the only point of access for the residential and commercial uses in this long block. West Falcon Lake Street also provides an opportunity for a village type environment along both sides of West Falcon Lake Street, an environment where the mixture of both commercial and residential uses could be used to create an urban look and feel. The two sub-planning sections south of West Falcon Lake Street will become more residential as they approach W. Mossywood Street.

Kestrel is located between West Mossywood Street and West Idlewood Street and between South Cheyenne Avenue and South Umatilla Avenue. The Kestrel planning area another is quality low-density residential neighborhood designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. Increased density of residential housing is encouraged along the west side of South Umatilla Avenue near the Kirsten Coughlin Park. The Kestrel planning section has a Sub-Zoning District of (LR) Low Density Residential.

Lanner Falcon is located between West Mossywood Street and West Idlewood Street and between South Umatilla Avenue and South Falcon View Avenue. Lanner Falcon has the Kirsten Coughlin Park in the

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northwest quarter of the planning area and a future elementary school next to it. The remaining 20 plus acres is low-density residential neighborhood. Its Design promotes walkability throughout the community with detached sidewalks and tree lined streets and with easy access to the rest of Syringa Valley. Increased density residential housing is encouraged near the Kirsten Coughlin Park and along the west side of South Falcon View Avenue. The Lanner Falcon planning area has Sub-Zoning District of (LR) Low Density Residential.

Peregrine is located between West Mossywood Street and West Idlewood Street and between South Orchard Avenue and South Falcon View Avenue. It is another quality low-density residential neighborhood, designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. Increased density residential housing is encouraged near the Krasten Coughlin Park and along the west side of South Falcon View Avenue. The Peregrine planning area has Sub-Zoning District of (LR) Low Density Residential.

Red Tailed Hawk is located between West Columbia Road and West Idlewood Street and between South Umatilla Avenue and South Falcon View Avenue. Red Tailed Hawk is another quality low-density residential neighborhood designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. The Red Tailed Hawk planning area has Sub-Zoning District of (LR) Low Density Residential.

Snowy Falcon is located between West Columbia Road and West Idlewood Street and between South Falcon View Avenue and South Orchard Road. Snowy Falcon is another quality low-density residential neighborhood designed to promote walkability throughout the community with detached sidewalks and tree lined streets, with easy access to the rest of Syringa Valley. The Snowy Falcon planning area has Sub-Zoning District of (LR) Low Density Residential.

Land Uses and Zoning Standards

The Syringa Valley Zoning Map, Land Use Sub-Zoning District Map, and Concept Drawings are all included in _____. The Syringa Valley Specific Plan Zoning Ordinance describes the land use sub-districts proposed for the Syringa Valley project, along with the allowed uses and densities, for each Sub-Zoning district. The Zoning Ordinance also describes a review, approval, and amendment process.

Eagle View Planning Area:

Eagle View Land Use Planning Goals:

American Eagle is in the (LR) Low-Density Residential Sub-District which through the design of Kirsten Subdivision, provides diverse urban housing products. Along with the single family residential uses, American Eagle includes a multi-family element near the corner of S. Umatilla Avenue and W. Lake Hazel Road.

Bald Eagle is in the (NC) Neighborhood Commercial Sub-District which has been reserved for a high school site. The future high school building and parking lot will be located near the northeast corner of S. Umatilla Avenue and W. Lake Hazel Road a controlled intersection.

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Condor is the property located at the northwest corner of S. Orchard Road and W. Lake Hazel Road both of which are planned to be five (5) lane Arterial Roadways. Condor is neighborhood center in a (NC) Neighborhood Commercial Sub-District to accommodate both residential uses and commercial uses.

Golden Eagle is in the (IND) Industrial Sub-District, which plans for industrial uses along the westside of S. Orchard Road.

Falcon Valley Planning Area:

Falcon Valley Land Use Planning Goals:

Sections of Hawk Lake, Falcon, Greyhawk, Kestrel, Lanner Falcon, Peregrine, Red Tailed Falcon and Snowy Falcon are all in the **(LR) Low-Density Residential Sub-District**, which is designed to provide diverse urban housing products. Along with the single family residential uses, these planning sections offer a multi-family element near the circulation roads, and multi-family elements are encouraged near the Kirsten Coughlin Park located in the Lanner Falcon Planning Area.

Falcon and Greyhawk contain areas in the **(MR) Medium-Density Residential Sub-District**, which is designed to (a) accommodate medium density residential uses; (b) provide an orderly transition from more intensive uses to less intensive, lower density uses; and (c) allow apartments and a variety of residential uses, ranging from row houses and townhouses to office and commercial uses.

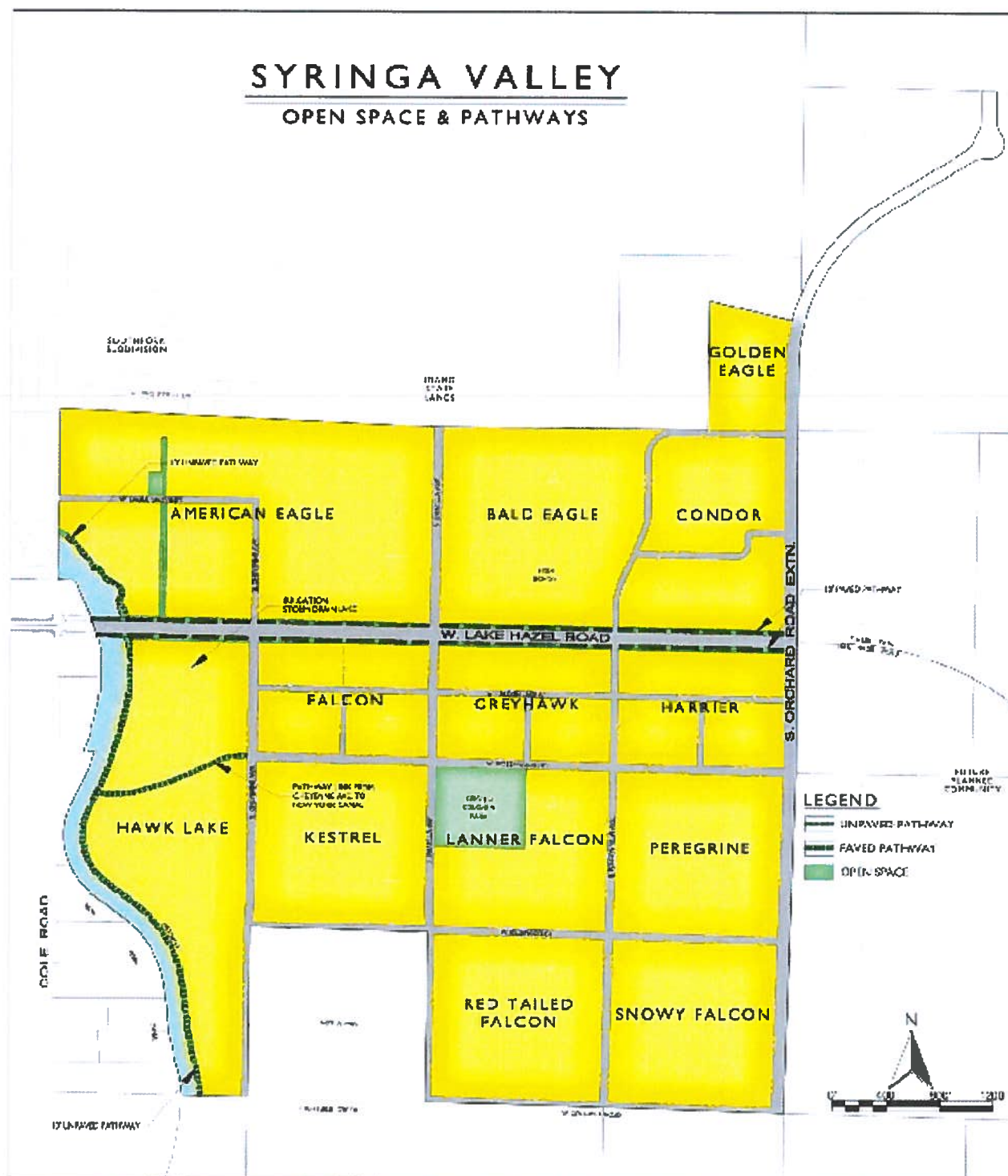
Harrier is the property located at the southwest corner of S. Orchard Road and W. Lake Hazel Road, both of which are planned to be five (5) lane Arterial Roadways. Harrier is neighborhood center in a (NC) **Neighborhood Commercial Sub-District** to accommodate both residential uses and commercial uses.

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OPEN SPACE & PATHWAYS



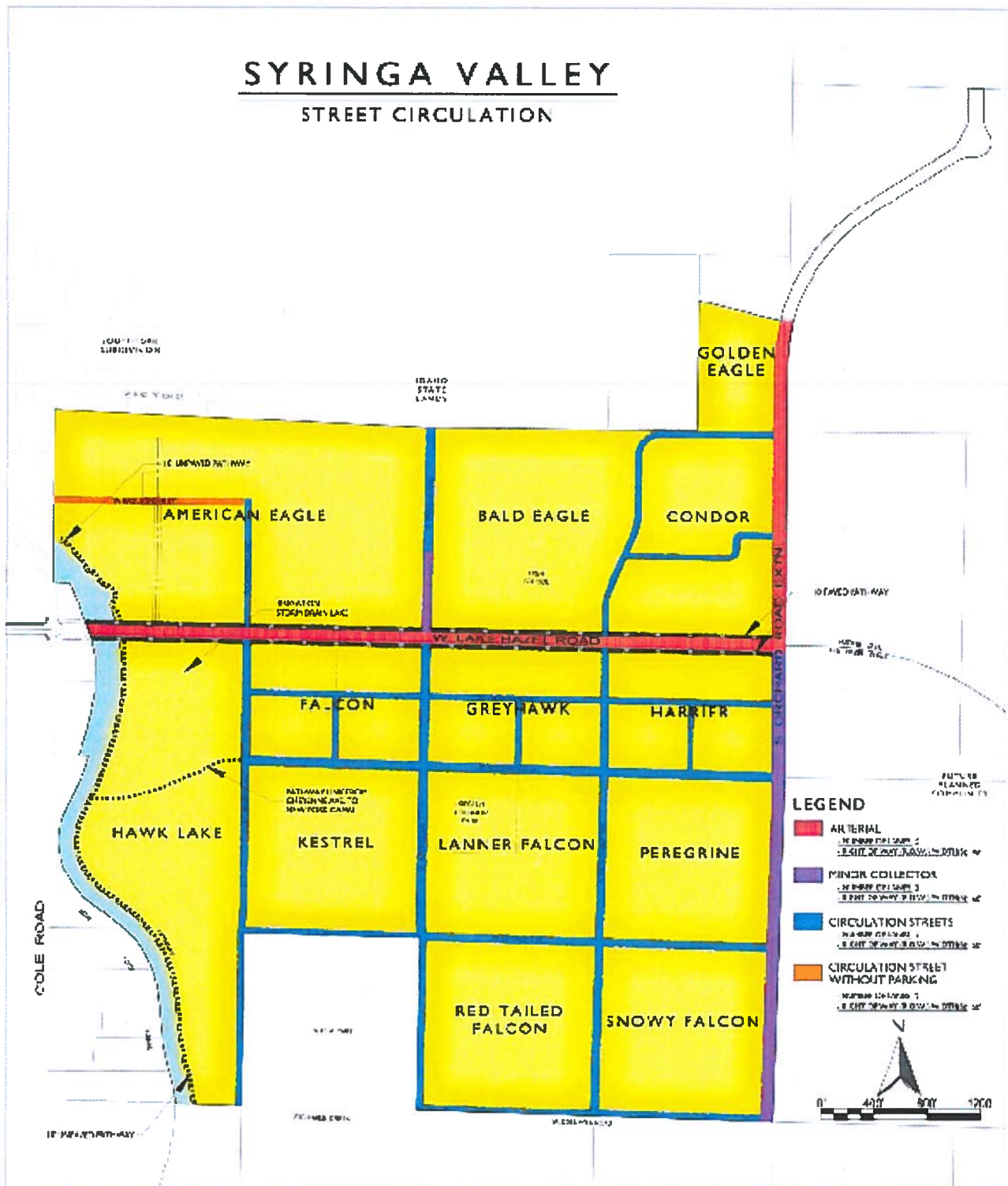
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SYRINGA VALLEY

STREET CIRCULATION



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Syringa Valley's Plan Consistency with Southwest Boise's Reserve Plan

The Syringa Valley Land Use Plan is consistent with the design goals of the Boise Comprehensive Plan, and more specifically the Southwest Boise Reserve Plan. The Southwest Boise Reserve Plan design goals are:

1. Establish a mixed use development with a range of residential housing types and densities, neighborhood commercial centers, and a business campus.

Syringa Valley's zoning and design will encourage a mixture of housing types and densities with both neighborhood centers and a business campus.

2. Establish a business campus with a mixture of uses, such as auto repair and service, fabrication, self-storage, and medical and professional offices. Incorporate other uses as restaurants, health clubs and child care and convenience centers.

Syringa Valley's Condor and Golden Eagle planning areas will encourage a mixture of businesses from self storage to medical and professional offices with other supporting businesses like health clubs and child care.

3. Limit residential uses in the northwest corner of the site.

With the design of the Kirsten Subdivision located in the northwest, residential densities have been limited through the use of LR zoning.

4. Provide safe access to future schools for children to walk and cross Lake Hazel Road.

Syringa Valley's design has placed the future high school near a ten (10) foot wide pathway and near the Lake Hazel Road and Umatilla Avenue controlled intersection to provide safe access for future students. The future elementary school located near the Kirsten Coughlin Park is a short distance for all the students plus close to Umatilla Avenue, which provides a safe place to cross Lake Hazel Road.

5. Develop two neighborhood commercial centers which incorporate pedestrian friendly design to provide for easy pedestrian access.

Syringa Valley has two neighborhood commercial centers at the intersection of Orchard Road and Lake Hazel with design guidelines to promote pedestrian access.

6. Provide a variety of residential housing types and densities, including from traditional single family to townhouse, row houses, multi-family and patio homes. Allow for live/work and other accessory dwelling units.

Syringa Valley's Sub-Zoning districts encourage variety of residential housing types and sizes.

7. Encourage the mixture of residential and commercial development along W. Lake Hazel Road with increased densities up to 10-20 units per acre.

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Both the MR and NC Sub-Zoning districts encourage the mixture of residential and commercial uses with increased density.

8. Encourage residential housing types such as townhouse, multi-family and patio homes around City Park with increased densities.

Each of the surrounding planning areas near the Kirsten Coughlin Park have design goals to encourage residential housing types with increased densities.

9. Near Columbia Road encourage decreased density to five (5) units per acre.

Both the Red Tailed Falcon and Snowy Falcon planning areas have design guidelines to decrease densities near Columbia Road.

10. Overall plan shall have six units per acre density.

The Syringa Valley Specific Plan, and its design goals, planning areas, and Sub-Zoning districts, set an overall goal density of six units per acre, and are designed to encourage development to reach this goal, if consistent with market conditions.

11. Interconnect the residential areas with the use of streets and pathways and bike paths.

Syringa Valley creates an interconnected neighborhood through its circulation street network and pathways system.

12. Enhance pedestrian activity with the use of detached sidewalks, micro-paths and reasonable block lengths.

Syringa Valley's design requires all street sections to include detached sidewalks, and the circulation street pattern has limited the block lengths.

13. Establish open space and pathway along New York Canal and encourage dual use of drainage areas for open space.

Syringa Valley has a pathway outside of the New York Canal's easement for the residents to walk along.

14. Establish a co-location for elementary school and City Park. The park site shall have two sides along public streets with connections to the pathway along the New York Canal.

The Lanner Falcon planning area has both the Kirsten Coughlin Park and elementary school planned together in it.

15. Land uses shall comply with restrictions of the Airport Influence Areas.

Syringa Valley's design and zoning comply with all the restrictions of the Airport Influence

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Areas.

16. Development should include a back road to Lake Hazel Road.

Falcon Lake Street, on the south side of Lake Hazel Road, will provide access to all residential and commercial uses along Lake Hazel Road's limited access right of way.

17. Street network shall support development.

Access and traffic concerns in Syringa Valley are being addressed with the design of the circulation street network.

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Syringa Valley Specific Plan Design Guide

1. Introduction

This Design Guide has been created to support the Syringa Valley Specific Plan, and to ensure that the development evolves as proposed and approved through the Boise City Planning and Zoning process.

This Guide provides an overview of the Specific Plan, and breaks down of each of thirteen planning sections to provide an illustration as to how each of these individual planning sections interfaces with each other to reach the overall planning goals. The Design Guide is written as a timeless and flexible document with the understanding that the development will occur over an extended time period. The goal is to ensure the development is harmonious, resulting in complimentary imagery through appropriate uses and common site amenities. Amenities may include materials, as well as street sections, sidewalks, paths, and open space development. Overall design and implementation shall prevail as established by the Syringa Valley Specific Plan, and the City in response to the applicable building and planning codes.

All improvements within the Syringa Valley Specific Plan's two planning areas, Eagle View and Falcon Valley, will conform to the zoning and development criteria established under the Syringa Valley Specific Plan Ordinance as adopted by the City of Boise.

2. Intent

The objectives of the site development guidelines include:

- To support and amplify the goals of the Syringa Valley Specific Plan, and City of Boise Comprehensive Plan for Southwest Boise's Reserve Planned Community.
- To encourage development that is visually understandable and meaningful to the users.
- To encourage planning and buildings of a high quality and appropriate character with a variety of expression and creativity within all areas of the development.
- To promote pedestrian accessibility throughout the Syringa Valley Specific Plan and its connections with the neighborhood commercial center, Kirsten Coughlin City Park, and pathways.
- To create a pedestrian scale in the design of streets, spaces between buildings, and the buildings themselves.

3. Project Overview

The Syringa Valley Specific Plan comprises approximately 601 acres of land south and west of Boise Airport. Approximately 12 acres are located in Airport influence area B, and the remaining 589 acres are located in Airport influence area A. The areas within Airport influence area A include Eagle View and Falcon Valley.

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Eagle View

The planning area north of West Lake Hazel Road, more specifically shown on the provided maps.

Zoning: (LR) Low Density Residential planning area for **American Eagle**
(NC) Neighborhood Commercial planning area for **Condor** and **Bald Eagle**
(IND) Industrial planning area for **Golden Eagle**

Airport Influence

Zones: (A Zone) planning areas for **American Eagle**, **Bald Eagle**, and **Condor**
(B Zone) planning for **Golden Eagle**

Special Features: *Open space and pathway:* New York Canal pathway, north side Lake Hazel Road pathway.
Commercial Neighborhood Center: **Condor**
Schools: High school site in **Bald Eagle**

Sub-Zones in Eagle View

American Eagle

Zoning: (LR) Low Density Residential Sub-Zoning District

Allow uses: Per Low Sub-Zoning district requirements

Special Features: ten (10) foot wide unpaved pathway along the eastside of the New York Canal ten (10) foot wide paved pathway along the north side of W. Lake Hazel Road.

Section Design: Pedestrian friendly design through the use of detached sidewalks

Bald Eagle

Zoning: (NC) Neighborhood Commercial Sub-Zoning District

Allow uses: Per NC Sub-Zoning district requirements

Special Features: ten (10) foot wide paved pathway along the northside of W. Lake Hazel Road.

Section Design: High School building and student parking shall be located near the northeast corner of W. Lake Hazel Road and S. Umatilla Avenue.

Condor

Zoning: (NC) Neighborhood Commercial Sub-Zoning District

Allow uses: Per NC Sub-Zoning district requirements

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Special Features: ten (10) foot wide paved pathway along the northside of W. Lake Hazel Road.

Section Design: This north Neighborhood Commercial center shall be designed per pedestrian friendly guidelines. (See exhibit _____.)

Golden Eagle
Zoning: (IND) Industrial Sub-Zoning District

Allow uses: Per IND Sub-Zoning district requirements

Special Features: This section is located in Airport Influence zone “B” and will be required to comply with all the requirements of the Airport Influence zone “B”.

Falcon Valley

The planning area south of West Lake Hazel Road, more specifically shown on the provided maps.

Zoning: (LR) Low Density Residential planning areas for **Kestrel, Lanner Falcon, Peregrine, Red Tailed Falcon, Snowy Falcon, Hawk Lake**, and parts of **Falcon and Greyhawk**
(MR) Medium Density Residential planning areas for parts of **Falcon and Greyhawk**
(NC) Neighborhood Commercial planning area for **Harrier**

Airport Influence
Zones: (A Zone) planning areas for **Hawk Lake, Falcon, Greyhawk, Harrier, Kestrel, Lanner Falcon, Peregrine, Red Tailed Falcon**, and **Snowy Falcon**

Special Features: *Open space and pathway:* New York Canal pathway, South side Lake Hazel Road pathway and Kirsten Coughlin Park and Hawk Lake.
Commercial Neighborhood Center: **Harrier Schools:** Elementary School site
Lanner Falcon

Sub-Zones in Falcon Valley

Hawk Lake

Zoning: (LR) Low Density Residential Sub-Zoning District

Allow uses: Per Low Sub-Zoning district requirements

Special Features: Multi-purpose pond or lake located in the northern portion of the section.
ten (10) foot wide unpaved pathway along the eastside of the New York Canal. ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road.

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ten (10) foot wide pave pathway from canal pathway to S. Cheyenne Avenue.

Section Design: Pedestrian friendly design through the use of detached sidewalks

Falcon

Zoning: (LR) Low Density Residential Sub-Zoning District
(MR) Medium Density Residential Sub-Zoning District

Allow uses: Per Medium Sub-Zoning district requirements

Special Features: ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road with connections to the south into the commercial and residential uses along W. Lake Hazel Road.

Section Design: Mixture of commercial, and offices and multi-family uses between W. Falcon Lake Street and W. Lake Hazel Road.
Increased use residential housing between W. Falcon Lake Street and W.
Use of townhouses, row housing and multi-family residential housing along W. Mossywood Street near Kirsten Coughlin Park.

Greyhawk

Zoning: (LR) Low Density Residential Sub-Zoning District
(MR) Medium Density Residential Sub-Zoning District

Allow uses: Per Medium Sub-Zoning district requirements

Special Features: ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road with connections to the south into the commercial and residential uses along W. Lake Hazel Road.
Encourage Village style commercial and residential uses along both sides of W. Falcon Lake Street.

Section Design: Mixture of commercial, and offices and multi-family uses between W. Falcon Lake Street and W. Lake Hazel Road.
Increased use residential housing between W. Falcon Lake Street and W.

Harrier

Zoning: (NC) Neighborhood Commercial Sub-Zoning District

Allow uses: Per NC Sub-Zoning district requirements

Special Features: ten (10) foot wide paved pathway along the southside of W. Lake Hazel Road.

Section Design: This south Neighborhood Commercial center shall be designed per

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pedestrian friendly guidelines. (See exhibit .)

Kestrel

Zoning: (LR) Low Density Residential Sub-Zoning District

Allow uses: Per Low Sub-Zoning district requirements

Special Features: Use of townhouses, row housing and multi-family residential housing along S. Umatilla Avenue near Kirsten Coughlin Park

Section Design: Pedestrian friendly design through the use of detached sidewalks reasonable block lengths, no cul-de-sacs

Lanner Falcon

Zoning: (LR) Low Density Residential Sub-Zoning District

Allow uses: Per Low Sub-Zoning district requirements

Special Features: Kirsten Coughlin Park shall have frontage on S. Umatilla Avenue and W. Mossywood street.
Elementary School and City Park both located in Section.

Section Design: Pedestrian friendly design through the use of detached sidewalks, reasonable block lengths, no cul-de-sacs

Peregrine

Zoning: (LR) Low Density Residential Sub-Zoning District

Allow uses: Per Low Sub-Zoning district requirements

Section Design: Pedestrian friendly design through the use of detached sidewalks, reasonable block lengths, no cul-de-sacs.

Red Tailed Falcon

Zoning: (LR) Low Density Residential Sub-Zoning District

Allow uses: Per Low Sub-Zoning district requirements

Section Design: Pedestrian friendly design through the use of detached sidewalks reasonable block lengths, no cul-de-sacs.

Snowy Falcon

Zoning: (LR) Low Density Residential Sub-Zoning District

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Allow uses: Per low Sub-Zoning district requirements

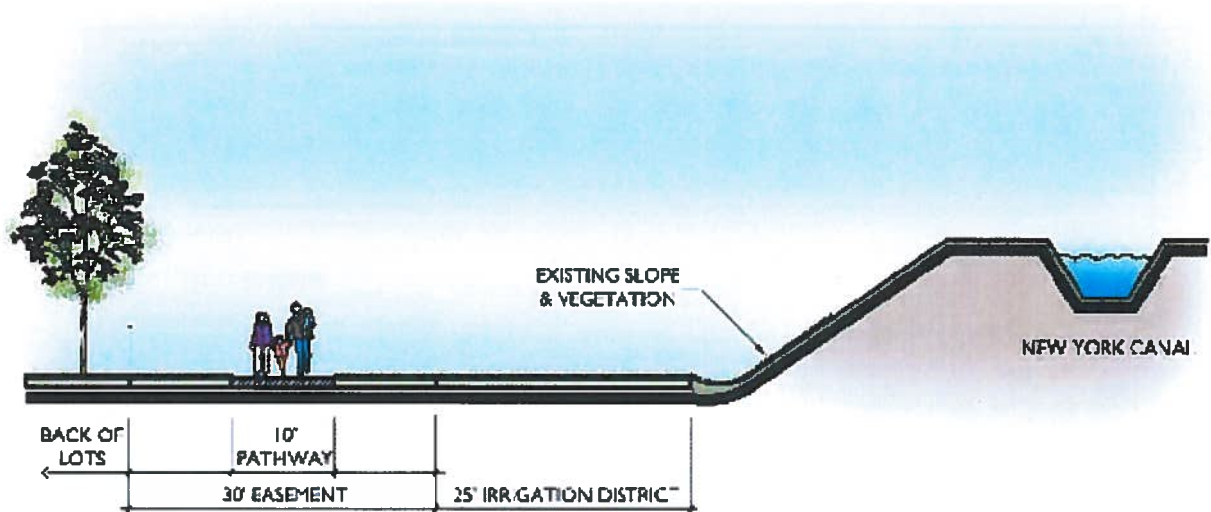
Section Design: Pedestrian friendly design through the use of detached sidewalks reasonable block lengths, no cul-de-sacs.

Site Development

The site development of Syringa Valley Specific Plan provides a visually distinctive network of gridded streets and tree lined streets. This overall method of development provides for friendly walking experience for the residents in Syringa Valley and relieves demands on irrigation systems. The overall concept for the site planning is the use of a network of street sidewalks and micro paths to interconnect the Syringa Valley Community, and to encourage reduction in street widths and location of houses close to the street system as ordering elements between structures. Site development is the framework associated with the placement of structures and related improvements throughout the Syringa Valley Specific Plan areas including individual parcels within the specific planning areas.

New York Canal

Development adjacent to the New York Canal should primarily reflect the natural character of this riparian area by the use of native shrubs, trees and grasses. Large expanses of manicured lawn or ornamental planter beds should be avoided. Maintenance may be kept to a minimum to encourage a semi-natural appearance in these areas that provides a transition from the built environment to the riparian environment.



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Urban Guide

The Planning Sections of Falcon, Greyhawk, Harrier and Condor are intended to provide an urban core for the entire development. This urban core is to provide a mixture of both commercial and residential uses along West Lake Hazel Road. The Urban Guide exhibit below helps provide a visual concept as to how these uses might logical be implemented. It is not intend to be the only way these Planning Sections might be developed. The following design principles are to be used to help guide the development of these Planning Sections:

OBJECTIVES:

- Locate the more intense uses closer to West Lake Hazel Road and South Orchard Road.
- Where possible orient buildings toward the streets and open spaces.
- Encourage a village type atmosphere along both side of West Falcon Lake Street. Where the uses are of smaller scale buildings close to the street create a village atmosphere.
- Encourage pedestrian friendly environment with the use of sidewalks, pathways, courtyards and plazas to interconnect the buildings.
- Where possible development should connect to the ten (10) foot pathway along West Lake Hazel Road.
- Provision of one or more walkways that directly links the pedestrian entrances of businesses within the retail and office development to the public pathways.
- Develop a mixture of commercial, service and residential developments that encourages walking.
- Provide opportunity for a wide diversity of housing types that offer a choice between ownership and rental dwelling units and encourage the development of housing for all income groups.
- Concentrate appropriate commercial and office development onto relatively small amounts of land, in close proximity to Lake Hazel Road
- Encourage diverse developments that provide a mix of housing types and products and where possible, an assortment of amenities within walking distance of residential development.

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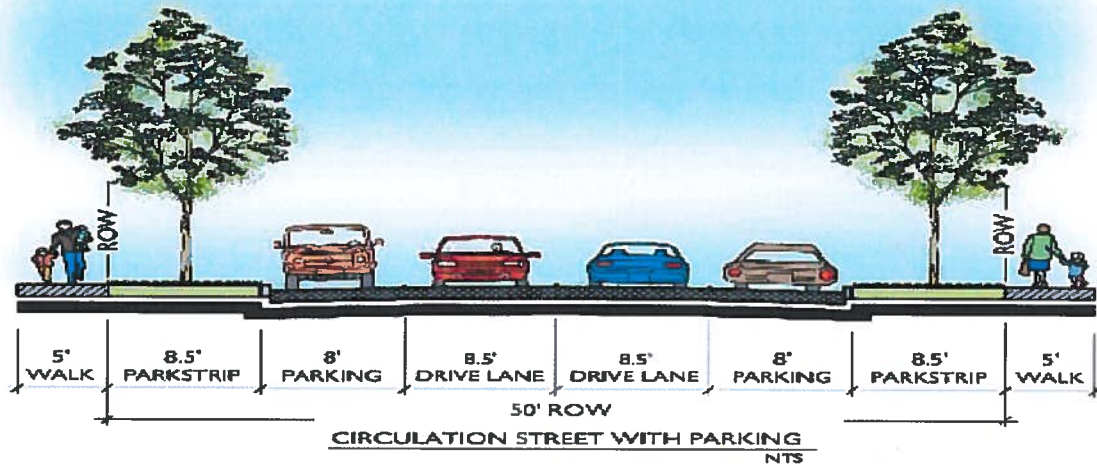
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SYRINGA VALLEY Street Standards

Section A: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1

Circulation Street with Parking

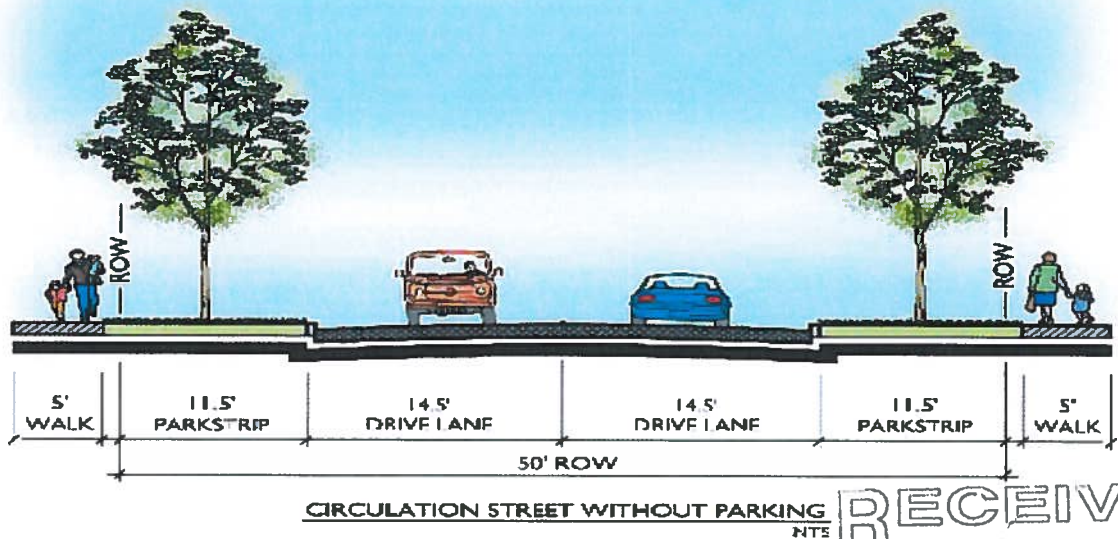
- Circulation Street with parking is a 50' right of way with two 8.5' wide travel lanes, and two 8' wide parking landscape strip and 5' wide detached sidewalk, see Street Circulation Map section.



Section B: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1

Circulation Street without Parking

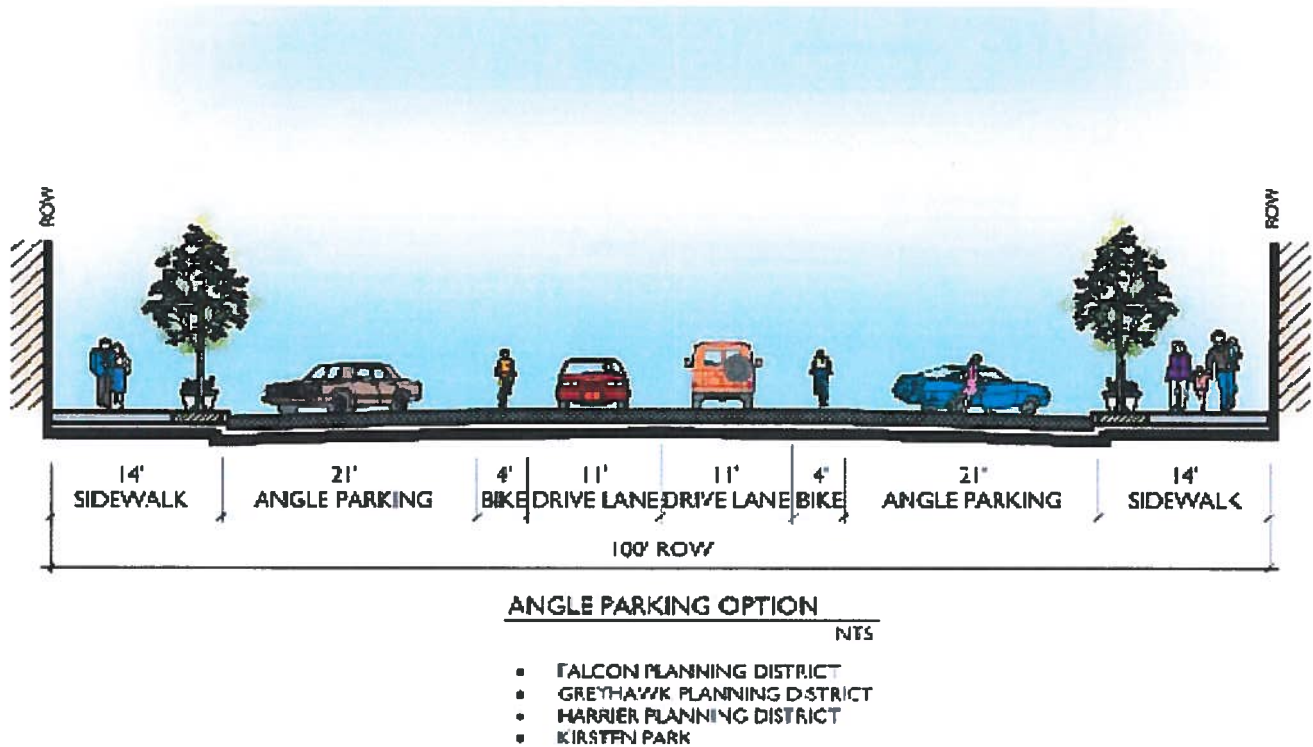
- Circulation Street without parking is a 50' right of way with two 14.5' wide travel lanes, and two 11.5' landscape strip and 5' wide detached sidewalk, see Street Circulation Map



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Section C: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1



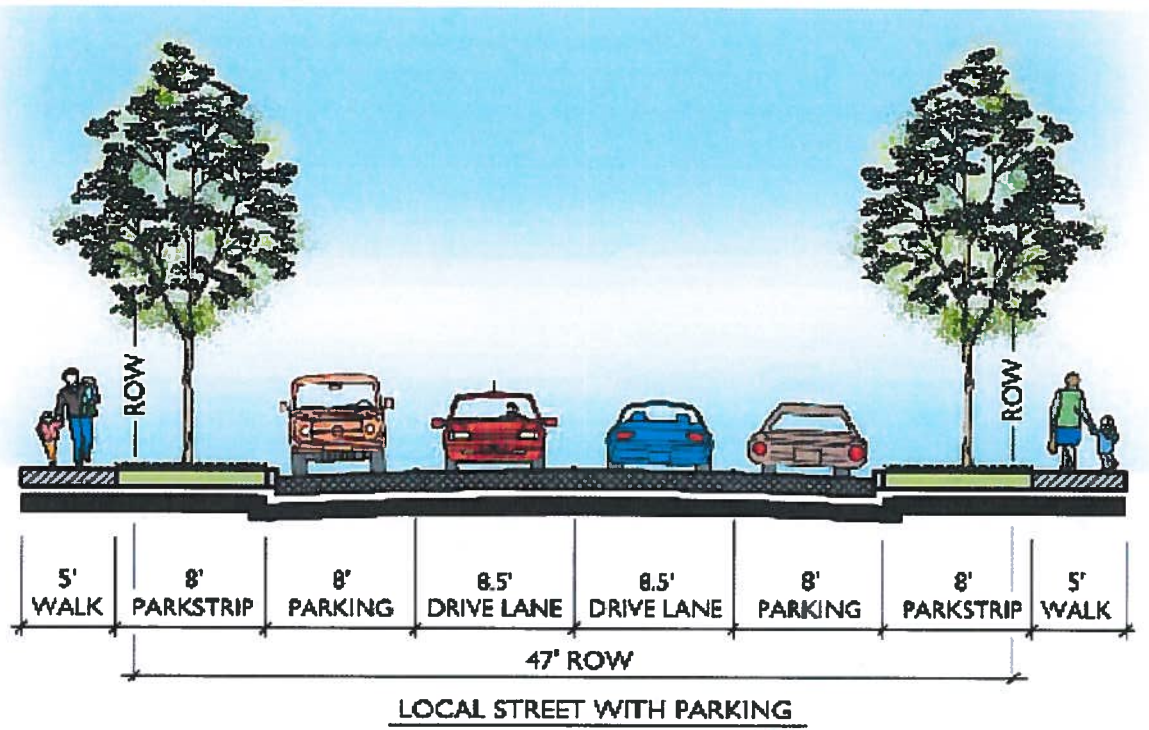
Local Street

Section D: see Section 3, Conceptual Street and Lot Pattern, 11-22-06C – Map 1

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