

B. Planning Area Land Use, Planning Standards, and Design Guidelines

1. Planning Areas Summary

The planning areas within the BSA Properties Specific Plan are grouped by land use and are presented in the following sections of the document in numerical order.

<i>Planning Area</i>	<i>Land Use</i>	<i>Page No.</i>
1	Retail Commercial	V-28
2	Retail Commercial	V-31
3	Retail Commercial	V-33
4	Resort Commercial	V-36
5	Resort Commercial	V-39
6	Open Space	V-41
7	Open Space	V-43
8	Open Space	V-46
9	Park	V-49
10	Medium Density Residential	V-51
11	Medium Density Residential	V-54
12	Low Density Residential	V-56
13	Estate Density Residential	V-58

2. Standards and Guidelines by Planning Area

PLANNING AREA 1 Commercial Retail

Overall Concept:

Planning Area 1 will function as a commercial district offering retail and/or resort commercial uses. Commercial uses adjacent to Highway 79 would cater to traffic along the highway and to visitors to the Diamond Valley Reservoir. The specific types of uses, such as tourist specialty goods, or dining and entertainment establishments, or general retail, or combinations of all of these will be determined based on market demand for specific use types. Retail commercial uses may extend throughout this planning area, or resort uses may extend from adjacent Planning Area 5. Development of this planning area can occur with or without continuing dairy operations, and will define the design image for the balance of the project. Special design treatment is required along Highway 79 to articulate interesting building elevations facing internally along access roadways and externally toward Highway 79.

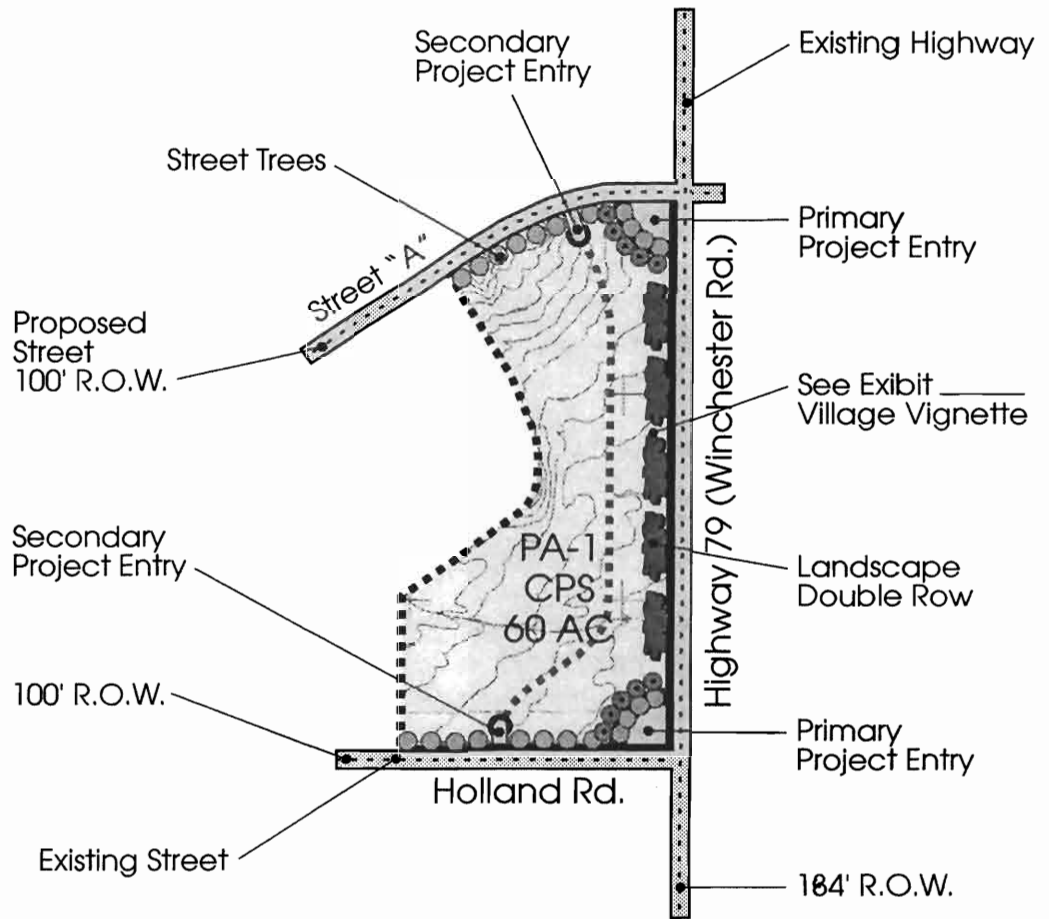
Figure 11 shows Planning Area 1 and its relationship to roads and adjacent planning areas. As shown, access to the planning area will be taken from Holland Road and "A" Street. Cross-access between Planning Area 1 and Planning Area 5 shall be allowed if individual project designs warrant.

- a. Planning Area 1 consists of about 60 acres and is located along the west side of Highway 79 just north of Holland Road. It is zoned for Commercial Retail (C-1) uses. Refer to Ordinance No. 348, Article IX, Section 9.1 and Specific Plan Zone, Section IV.2.a herein, for de-tailed zoning information.
- b. The minimum lot size for any proposed project within this planning area shall be determined at the time of development review.
- c. The Limits of Development for this planning area are proposed road rights of way as described in Section VA 3, above, for adjacent streets. The western limit of development will be the boundary between Planning Area 1 and Planning Area 5.
- d. Special Treatment Areas within this planning area include the Primary Project Entry zones at the intersections of Holland Road and Street "A" with Highway 79. Secondary Project Entry zones will be developed at the entrances to Planning Area 1 from Holland Road and "A" Street. The streetscape along all three of these roads will also be developed per the streetscape standards. Please refer to Section V.C, Design Guidelines, herein for specific guidelines for design of these areas. Depending on the uses developed within PA-1 and PA-5, there may or may not need to be special treatments or buffers between these two commercial planning areas.

Development within Planning Area 1 that is located adjacent to Highway 79 shall be designed in such a way as to present a “front door” image toward the highway as well as toward any roads internal to the planning area. This may include actual front doors of businesses or architectural treatments that are detailed in such a way as to present a finished image toward the roadway. Loading, storage and trash areas facing Highway 79 or any roads internal to the planning area shall be adequately screened. Internal streets shall be landscaped to complement structures within the Planning Area.

A bus turnout shall be provided adjacent to Highway 79 within Planning Area 1, or in a location determined by the transit agency at the time service is offered.

- e. Winchester Road (SR 79) is under consideration as an expressway corridor. The project must set aside necessary ROW to accommodate a 300 foot corridor (without frontage roads), or a 400 foot corridor (with frontage roads), or a transit corridor, as determined by the final selection process. No permanent construction shall be allowed within the potential ROW area until a final decision is made, or until three years after the approval of the Specific Plan, whichever is earlier. If selected as an expressway corridor, a specific plan amendment will be necessary to address access and design issues along the corridor.
- f. See above.
- g. Planning Area 1 is located completely within Assessor Parcel No. 466-360-020.



Not to scale

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Planning Area 1- Figure 11