

ARTICLE 14A URBAN CORRIDOR OVERLAY DISTRICT (UCO)

14A.01 PURPOSE

The purpose of the Urban Corridor Overlay district is to establish community design principals and standards along the major urban corridors of the City, and is deemed necessary to develop land use compatibility among the diverse zones along such corridors. These corridors are important to the City in projecting a positive image of the community while also enhancing the quality of life for the users and inhabitants thereof.

14A.02 BOUNDARIES

The Urban Corridor Overlay District is hereby established on all properties having frontage on State Street, all properties having frontage on San Jacinto Avenue between Seventh Avenue and Menlo Avenue, and all properties having frontage along Esplanade Avenue between Hewitt Street and State Street.

The boundaries of the Urban Corridor Overlay District may be amended from time to time after public notice and hearing by the Planning Commission and City Council as provided by Article 20 of the Zoning Ordinance of the City.

14A.03 APPLICABILITY

The provisions of this Article shall apply to all applications for Site Plan Review within the overlay district for new development, for the redevelopment of a site, or for major modifications of an existing site. Where there is a question as to the applicability of this Article, the Planning Director shall make the determination, which determination may be appealed to the Planning Commission upon forms provided by the Planning Department and the payment of the appropriate application fee.

Whenever there is a conflict between the provisions of this Article and those of the underlying zone, the provisions of this Article shall prevail.

14A.04 PERMITTED USES

The uses permitted within this District shall be those of the underlying unless modified herein, except that in the C-M, M-1, and M-I-P zones, hotels, motels, hospitals, convalescent hospitals and nursery schools shall not be permitted on the same lot as industrial uses without an approved Conditional Use Permit.

14A.05

SITE DEVELOPMENT PRINCIPALS AND STANDARDS

1. The Site Plan needs to take into consideration the buildings, uses and landscape elements of adjacent sites.
2. Buildings should face the street. At least 50% of the front ground level façade of the building must be located at the front setback line required by the underlying zone.
3. On sites with multiple uses and buildings, commercial uses should face the street with office-professional buildings or industrial buildings to the rear of the site. If the uses are office-professional and industrial, the office-professional use should face the street.
4. Where industrial uses adjoin property zoned for residential uses, there shall be no openings in the building facing the residentially zoned property.
5. Walkways should be provided from the public sidewalk to the building entrances. Pedestrian circulation and pedestrian amenities should be emphasized in all site plan proposals. Covered walkways along and between buildings may be utilized.
6. Corner properties should provide vehicular access from the adjacent street with the lesser traffic category and avoid driveway openings on the major street.
7. Shared driveways should be developed where possible to reduce the traffic conflict points on adjacent roadways. When no development exists on adjacent property, give consideration to its future disposition and how the two sites may develop common access and circulation.
8. Vehicular entry points to parking lots shall receive special paving accents where the drive crosses the public sidewalk.
9. Off-street parking should be located to the side or rear of the building(s); no parking shall be located between the front elevation of a building and a public street or in the required front or street side yard setback.
10. Parking should be used as a buffer between diverse land uses where possible, either on- or off-site.
11. All off-street parking areas visible from public streets shall be screened from view with a minimum 30-inch high solid wall or landscaped hedge. Said screens shall not exceed 42 inches in height within required front or side yard setbacks.

12. Landscaping shall be dispersed evenly throughout the parking area. Landscaped fingers a minimum of five feet (5') wide shall be located between every ten (10) parking stalls. The choice of trees should consider the goal of shading fifty percent (50%) of the paved surface.
13. Limit the amount and intensity of lighting to that necessary for safety and security, and to compliment architectural character. Site lighting should be designed in pedestrian scale.
14. All lighting should be directed and/or shielded so as not to interfere with adjacent uses, particularly residential uses.
15. Service areas should be screened from public view. Open service bays shall not be visible from the street.
16. Trash receptacles shall be screened from view with materials consistent with project design. In no case shall trash enclosures be located closer than fifty feet (50') to a residential property line.
17. Every effort should be made to locate utility structures such as transformers and detector check/backflow valves as inconspicuously as possible. Landscape screening may also be used.

14A.06 ARCHITECTURAL GUIDELINES

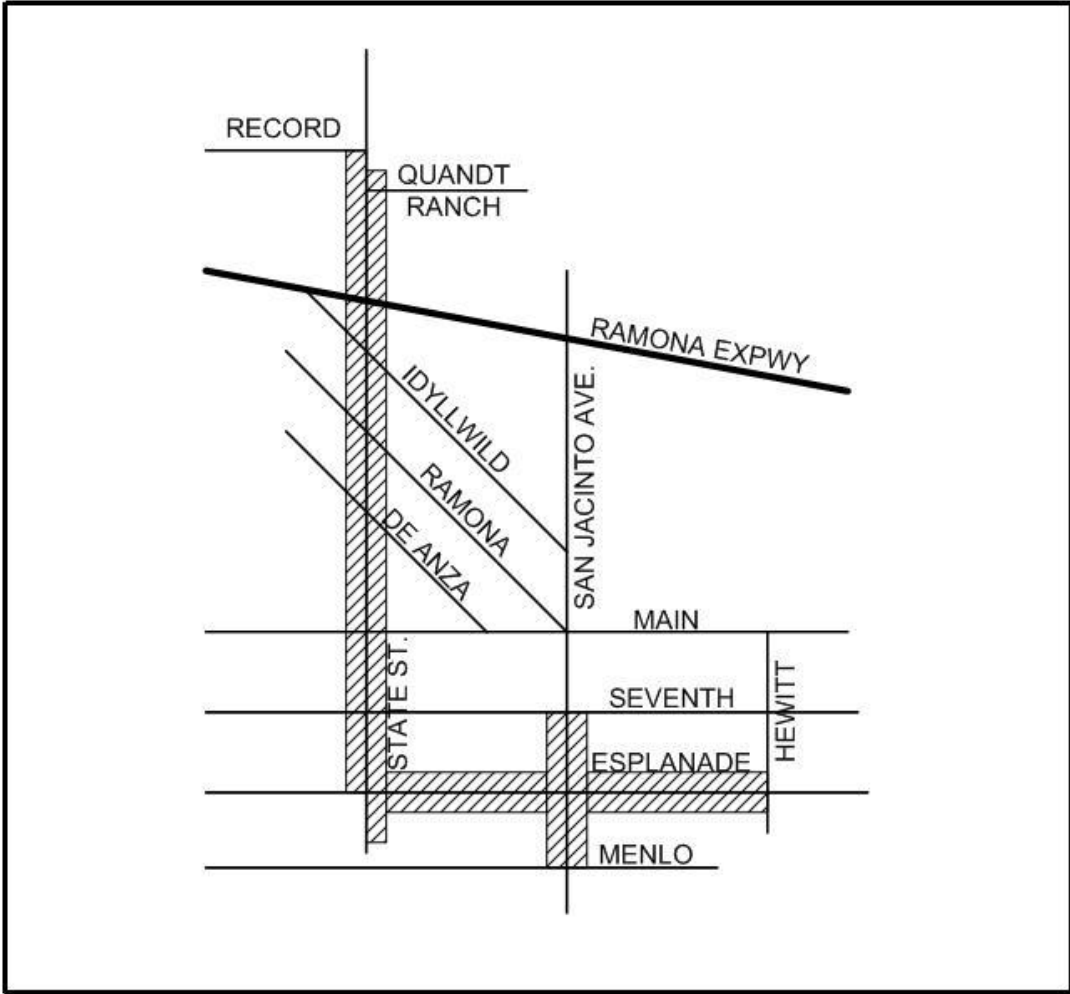
1. The City of San Jacinto is the oldest incorporated community in Riverside County, and has a rich heritage. Building design along its major urban corridors, which are the windows of the community, should respect this heritage.
2. Where appropriate, efforts to coordinate the architecture and the height of adjacent structures are encouraged, particularly where buildings are located very close together. Similar design linkages can be achieved by placing window lines, belt courses, or other horizontal elements in a pattern that reflects the same elements in neighboring buildings.
3. Architectural treatment is expected on all faces of the building.
4. Buildings over two stories in height should step back their upper story street-facing facades to reduce apparent height and bulk. The step-back should normally be at least 10 feet in depth.

5. Buildings over 50 feet wide should divide their elevations into smaller parts by utilizing a change of plane, projection or recess. Large or long continuous wall planes should be avoided.
6. Commercial and professional buildings with long frontages should provide frequent building entrances along the street when possible. Entrances from parking areas should always be accompanied by a front street-facing entrance.
7. Entries should be emphasized by the use of canopies, arches, columns, a change in roofline or other architectural feature.
8. Buildings should provide generous openings at ground level to allow views of display windows by pedestrians and passing traffic, as well as visual access for emergency personnel. Opaque and reflecting glass should not be used.
9. Corner buildings may provide vertical elements such as towers.
10. Mechanical equipment shall be screened from view. The screening should be architecturally integrated with the building design.

14A.07. SIGNS

Projects designed for multiple tenants and/or multiple buildings shall submit a sign program conforming to the requirements of Section 16.05 of this zoning ordinance. Signs should be integrated with the architecture of the building and otherwise conform to the sign guidelines of Article 16.

ORDINANCE NO. 1098-02-05, ADOPTED 5/2/02



Urban Corridor Overlay District

Zoning Ordinance Amendment 1-02 and Zone Change 1-02

City of San Jacinto

Community Development Department

