

## Exhibit A

### Uptown Temecula Specific Plan Amendments

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## Chapter 2 Plan Administration

### C. Plan Applicability

The regulations of this plan shall not apply to any application for a conditional use permit on a property within the Uptown Temecula Specific Plan area that was submitted to and deemed complete by the City's Community Development Department on or before April 28, 2015, but not yet approved, denied or conditionally approved by the City Council following a recommendation from the Planning Commission on or before the effective date of Ordinance No. 2015-13 approving this plan. In considering such an application, the City Council may impose reasonable conditions on the conditional use permit in order to mitigate the impact of the project that would otherwise be compatible with the allowable uses and development standards under the Plan, including, without limitation, the duration of the incompatible use and architectural design of the project.

### E. Legal Non-Conformities

#### 2. Legal Non-Conforming Land Uses

Any use of land that was lawfully established and in compliance with all applicable ordinances and laws at the time the use was established; however, due to a subsequently enacted ordinance or law, no longer complies with the applicable regulations or standards of the zone in which the use is located shall be considered a legal non-conforming use. Legal non-conforming uses that were legally established prior to the adoption of this specific plan are allowed to continue as they were, prior to the date of adoption of the specific plan.

For an individual parcel with a multi-tenant building, or an individual parcel with multiple buildings, where a legal non-conforming use exists on site, the property owner may lease a vacant suite or building to like non-conforming uses, as permitted under the previous zoning, until such time that the building or buildings on site are occupied by only legally permitted uses as allowed under the Uptown Temecula Specific Plan for a period of twenty-four months or more.

## I. Specific Plan Phased Compliance

The Uptown Temecula Specific Plan area is expected to redevelop incrementally over a 20-year horizon as new development becomes economically feasible. As such, flexible development standards have been established based upon the scope of the proposed project as outlined in table 2-2.

| Table 2.2: Uptown Temecula Specific Plan - Phased Compliance Matrix  |   |   |
|--|---|---|
| Scope of Development Proposal  | Corresponding Planning Application Type                                 | Specific Plan Compliance Required   |
| Any project that proposes the adaptive reuse of an existing building.  | Adaptive Reuse Application  | Adaptive Reuse Standards  |
| A proposed change or modification to the exterior of an existing building without the addition of new square footage. <sup>1</sup>   | Sign Permit<br>Sign Program<br>Minor Modification<br>Major Modification | Architectural Design Guidelines   |
| Building additions totaling 10% or less of the existing square footage on a project site in existence prior to the adoption of the Uptown Temecula Specific Plan.  | Minor Modification<br>Major Modification                                | <b><u>Relative to the new addition only:</u></b> <ul style="list-style-type: none"> <li>Architectural Design Guidelines</li> <li>Signage Standards</li> </ul>   |
| Building additions greater than 10% and up to 50% of the existing square footage on a project site in existence prior to the adoption of the Uptown Temecula Specific Plan.  | Major Modification  | <b><u>Relative to the new addition only:</u></b> <ul style="list-style-type: none"> <li>Architectural Design Guidelines</li> <li>Signage Standards</li> <li>Building Type Standards</li> <li>Frontage Type Standards</li> <li>Building Placement Standards</li> <li>Maximum Building Height Standards</li> <li>Parking Placement Standards</li> <li>Minimum Parking Space Requirements</li> </ul> |
| Building additions greater than 50% of the existing square footage on a project site in existence prior to the adoption of the Uptown Temecula Specific Plan, or proposed additions which exceed 50% of the current market value of the existing structure (s) on a project site (as determined by an appraisal certification) | Major Modification  | All specific plan requirements apply ( <a href="#">including land uses</a> )  |
| New development proposals  | Development Plan  | All specific plan requirements apply ( <a href="#">including land uses</a> )  |

<sup>1</sup>Examples include: paint color changes, patio additions, addition of awnings, material changes, relocation of window and door, etc.

## Chapter 3 Land Use & Development Standards

### B. Land Use Regulations

| Table 3-1: Land Use Matrix   |    |     |    |    |                    |    |                    |        |
|--|----|-----|----|----|--------------------|----|--------------------|--------|
| List of Uses   | UC | UHT | US | UA | WH-RO <sup>6</sup> | CV | CV-CO <sup>6</sup> | MCR-OS |
| Day care/preschool (commercial) <sup>2</sup>   | P  | P   | P  | P  | <del>C</del> P     | C  | <del>P</del> C     | -      |
| Residential care facilities (six or fewer) <sup>2</sup>  | -  | -   | -  | -  | P                  | -  | -                  | -      |
| Residential care facilities (seven to twelve) <sup>2</sup>   | -  | -   | -  | -  | C                  | -  | -                  | -      |
| Residential care facilities for the elderly (six or fewer) <sup>2</sup>  | -  | -   | -  | -  | P                  | -  | -                  | -      |
| Residential care facilities for the elderly (seven to twelve) <sup>2</sup>   | -  | -   | -  | -  | C                  | -  | -                  | -      |
| FOOTNOTES:<br><sup>1</sup> Subject to the Standards for Specific Uses outlined in Section 3. <del>H</del> C.<br><sup>6</sup> All new development on a vacant parcel or redevelopment of a parcel within an Overlay area shall conform to the allowable uses of the Overlay as specified. Additionally, until such time that a parcel within an Overlay area is redeveloped by adding more than 50% of the existing square footage on the project site, or by proposed addition which exceeds 50% of the current market value of the existing structure(s) on site, (as specified in Table 2-2 of the UTSP), land uses within a legal non-conforming building may be those uses that are allowed within the underlying District, as specified in Table 3-1. |    |     |    |    |                    |    |                    |        |

### F. Building and Parking Placement Standards

The standards for building and parking placement are the same for all districts within the specific plan; however, the standards may vary depending on adjacent streets, freeway frontage and creek frontage.

New buildings constructed in the Uptown Temecula Specific Plan area are required to be placed on a build-to line, adjacent to the street, to create a pedestrian scaled environment and facilitate a building's relationship to the public realm. [The placement of buildings on the build-to-line may vary depending on the existing Right-of-Way and street cross section as specified in Chapter 3.H Sidewalk Standards.](#)

Parking and Loading Facilities shall be placed on a site in accordance with the following requirements.

~~Exhibit 3-18~~ Exhibits 3-9 through 3-12 identifies the building and parking placement requirements for lots based on the geographic location within the Uptown Temecula Specific Plan areas as follows:

**1. Lots Fronting a New and/or Existing Street**

| Table 3-10: Building and Parking Placement Standards for Lots Fronting a New or Existing Street  |   |   |   |
|--|---|---|---|
|  |   | Building Placement  | Parking Placement<br>Surface, tuck under, alley loaded, garage, and podium <sup>2,3</sup>                           |
| A  | Property Line to Build-to Line  | 10 ft. from property line   | N/A   |
| B  | <del>Rear or</del> Interior Side Yard Setback <del>(with or without an alley)</del> | 0 ft. from property line  | 0 ft. from property line  |
| <u>B</u>   | <u>Rear Yard Setback</u>  | <u>With Alley – 0 ft. from property line</u><br><u>Without Alley – 5 ft. from property line</u> | <u>0 ft. from property line</u>   |
| C  | Street Frontage Setback <sup>1</sup>  | 10 ft. behind the property line on the build-to line  | 50 ft. from the build-to line<br>(recommended) <sup>4</sup><br>20 ft. from the build-to line (minimum) <sup>4</sup> |
| <sup>1</sup> Parking setbacks apply to all stories of the building, except the rooftop deck of a parking structure.<br><sup>2</sup> When individual detached garages are provided for any building type they shall be located at the rear 25 percent of the site and screened from the street.<br><sup>3</sup> Podium level parking must meet the required parking setback and may not front the street.<br><sup>4</sup> At least one street frontage shall be required to have a 50' minimum parking setback. |   |   |   |

| Table 3-11: Building and Parking Placement Standards for Lots Fronting I-15 |  |                    |   |
|---|--|--------------------|---|
|   |  | Building Placement | Parking Placement<br>Surface, tuck under, alley loaded, garage, and podium <sup>2,3</sup> |

|          |  |   |   |
|----------|--|---|---|
| <b>A</b> | <b>Property Line to Build-to Line</b>  | 10 ft. from property line   | N/A   |
| <b>B</b> | <del>Rear-of</del> <u>Interior</u> Side Yard Setback <del>(with or without an alley)</del> | 0 ft. from property line  | 0 ft. from property line  |
| <b>B</b> | <u>Rear Yard Setback</u>   | <u>With Alley – 0 ft. from property line</u><br><u>Without Alley – 5 ft. from property line</u> | <u>0 ft. from property line</u>   |
| <b>C</b> | <b>Freeway Frontage</b>  | 0 ft. from property line  | 0 ft. from property line  |
| <b>D</b> | <b>Street Frontage Setback</b><br><sup>1</sup>   | 10 ft. behind the property line on the build-to line  | 50 ft. from the build-to line<br>(recommended) <sup>4</sup><br>20 ft. from the build-to line (minimum) <sup>4</sup> |

<sup>1</sup> Parking setbacks apply to all stories of the building, except the rooftop deck of a parking structure.

<sup>2</sup> When individual detached garages are provided for any building type they shall be located at the rear 25 percent of the site and screened from the street.

<sup>3</sup> Podium level parking must meet the required parking setback and may not front the street.

<sup>4</sup> At least one street frontage shall be required to have a 50' minimum parking setback.

**Table 3-12: Building and Parking Placement Standards for Lots Fronting Murrieta Creek**

|          |  | <b>Building Placement</b>   | <b>Parking Placement</b><br>Surface, tuck under, alley loaded, garage, and podium <sup>2,3</sup> |
|----------|--|---|--|
| <b>A</b> | <b>Property Line to Build-to Line</b>  | 10 ft. from property line   | N/A  |
| <b>B</b> | <del>Rear-of</del> <u>Interior</u> Side Yard Setback <del>(with or without an alley)</del> | 0 ft. from property line  | 0 ft. from property line   |
| <b>B</b> | <u>Rear Yard Setback</u>   | <u>With Alley – 0 ft. from property line</u><br><u>Without Alley – 5 ft. from property line</u> | <u>0 ft. from property line</u>  |
| <b>C</b> | <b>Murrieta Creek Frontage</b>   | 20 ft. from property line   | 0 20 ft. from property line  |

|          |   |  |  |
|----------|---|--|--|
| <b>D</b> | <b>Street Frontage Setback <sup>1</sup></b> | 10 ft. behind the property line on the build-to line | 50 ft. from the build-to line (recommended) <sup>4</sup><br>20 ft. from the build-to line (minimum) <sup>4</sup> |
|----------|---|--|--|

<sup>1</sup> Parking setbacks apply to all stories of the building, except the rooftop deck of a parking structure.

<sup>2</sup> When individual detached garages are provided for any building type they shall be located at the rear 25 percent of the site and screened from the street.

<sup>3</sup> Podium level parking must meet the required parking setback and may not front the street.

<sup>4</sup> At least one street frontage shall be required to have a 50' minimum parking setback.

| <b>Table 3-13: Building and Parking Placement Standards for Lots Fronting Santa Gertrudis Creek</b> |   |   |  |
|---|---|---|--|
|   |   | <b>Building Placement</b>   | <b>Parking Placement</b><br>Surface, tuck under, alley loaded, garage, and podium <sup>2,3</sup>                 |
| <b>A</b>  | <b>Property Line to Build-to Line</b>   | 10 ft. from property line   | N/A  |
| <b>B</b>  | <del>Rear-of</del> <b>Interior Side Yard Setback (with or without an alley)</b> | 0 ft. from property line  | 0 ft. from property line   |
| <b>B</b>  | <b>Rear Yard Setback</b>  | <u>With Alley – 0 ft. from property line</u><br><u>Without Alley – 5 ft. from property line</u> | <u>0 ft. from property line</u>  |
| <b>C</b>  | <b>Santa Gertrudis Creek Frontage</b>   | 20 ft. from property line   | 0 20ft. from property line   |
| <b>D</b>  | <b>Street Frontage Setback <sup>1</sup></b>                                     | 10 ft. behind the property line on the build-to line  | 50 ft. from the build-to line (recommended) <sup>4</sup><br>20 ft. from the build-to line (minimum) <sup>4</sup> |

<sup>1</sup> Parking setbacks apply to all stories of the building, except the rooftop deck of a parking structure.

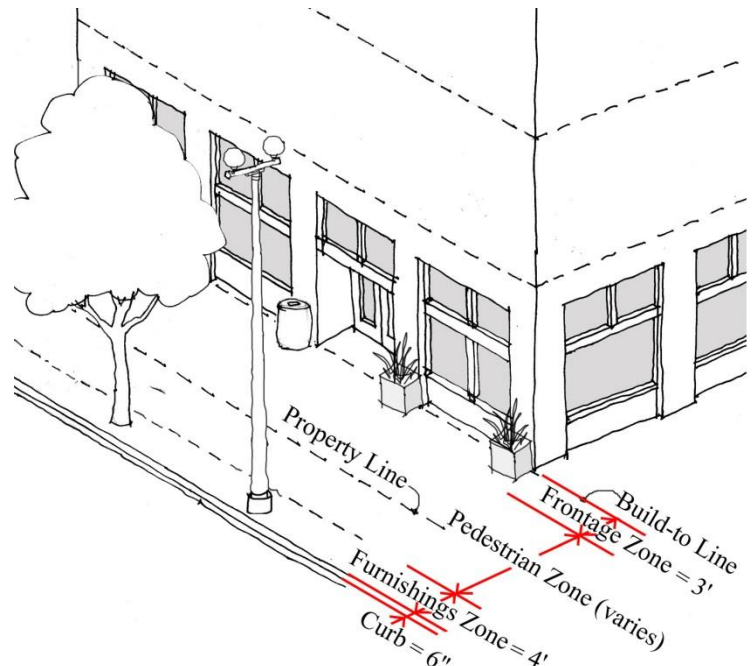
<sup>2</sup> When individual detached garages are provided for any building type they shall be located at the rear 25 percent of the site and screened from the street.

<sup>3</sup> Podium level parking must meet the required parking setback and may not front the street.

<sup>4</sup> At least one street frontage shall be required to have a 50' minimum parking setback.

## H. Sidewalk Standards

The sidewalks are intended to establish the pedestrian as the priority from curb to storefront. The functionality of a walkable district is achieved through logical streetscape design and compliance with uniform sidewalk standards. The sidewalk design standards emphasize the importance of the placement of buildings in relation to the sidewalk, street and public realm. Consequently, the sidewalk design standards take a two-pronged approach to sidewalk design: 1) they outline requirements for the property located within the public right-of-way, and 2) they provide requirements for the space located on private property between the property line and build-to line. In order to achieve adequate sidewalk width to accommodate pedestrian movement, all development projects shall be required to comply with the sidewalk cross sections show in Exhibit 3-15.



Several of the street cross sections are shown having more than 10 feet within the Right-of-way. In these circumstances, if the building is placed ten feet behind the property line (or on the “Build-to Line”) as required is Chapter 3, Section F, the full sidewalk width would be greater than 20 feet. Due to the approved street cross sections and existing Right-of-Way, the placement of the buildings may vary in order to achieve a 20-foot sidewalk.

Example: The Jefferson Avenue Cross Section Area 2-B (Section 3-H) shows the sidewalk area within the Right-of-Way as 12 feet. A developer that is required to build the sidewalk between the face of the building and the Right-of-Way may be allowed to place the building at eight feet behind the property line, in order to comply with the intent of the Specific Plan for having 20-foot sidewalks.

## I. Street Cross Section Standards

The existing streets within the Uptown Temecula Specific Plan include Jefferson Avenue, Winchester Road, Enterprise Circle North, Enterprise Circle South, Commerce Center Drive, Overland Drive, Del Rio Road, Calle Cortez, Las Haciendas, Via Montezuma, Ryder Way, Beuking Road, Sanborn Avenue, Madison Avenue and McCabe Court.

Cross section standards have been developed for the existing streets to transform them into more complete streets with on-street parking, bike lanes, and wider sidewalks. The following cross

section standards were designed to fit within the existing right-of way and curb-to-curb widths of the above mentioned streets, eliminating the need to widen streets and relocate utilities. These cross sections are to be used when the City prepares its Capital Improvement Program for re-striping and when a developer is required, as part of a development project, to construct the remaining improvements as a condition of approval.

A new street that is proposed or required as part of a new development project shall be connected to another new or existing street and/or alley. ~~When a new street is proposed, the new street design shall be compatible with the connecting street design and the proposed right-of-way width, lane width, location of bike lanes or sharrows, curb bulb-outs and on-street parking facilities shall be consistent with one of the specific plan's street cross-section standards for existing streets, and is subject to the review and approval of the City's Traffic Engineer and Director of Public Works.~~ When a new street is proposed, the new street cross section shall be 1) one of the approved cross sections from this Plan, 2) compatible with the connecting street design, and 3) subject to the review and approval of the City's Traffic Engineer and Director of Public Works.

## Chapter 5 Design Guidelines

### E. Utility Guidelines

#### 1. Existing and New Water Service Design Considerations:

- i. Underground water plans ~~should~~ shall be provided to the City to allow Community Development staff to verify the proper placement of transformer(s) and double detector check (DDCs) prior to final agreement with the utility companies.
- ii. Double detector check valves ~~should~~ shall be placed above ground to meet Rancho California Water District's Standard Drawing RW-20. Double detector checks ~~should~~ shall be installed in a location that is internal to the project site at locations not visible from the public right-of-way, or placed in a manner that is architecturally integrated into the building design.
- iii. The placement of DDCs and other water related utilities in alleyways, parking lots, or within a building "notch out" (internal to the project site) is encouraged to better integrate the utility equipment into the building's architectural design.
- iv. DDCs and other water related utilities ~~should~~ shall not be placed adjacent to the sidewalk along the building facades that face the street. This will ensure safe and comfortable pedestrian path of travel along the sidewalks.
- v. Compact, vertical DDC's should be used whenever feasible.
- vi. Landscape construction drawings ~~should~~ shall show and label all utilities and provide appropriate screening. A three-foot clear zone should be provided around fire double



detector checks as required by the Riverside County Fire Department. Utility equipment should be grouped together in order to reduce intrusion. Screening of utilities is not to look like an afterthought.

- vii. DDCs and other water utility equipment ~~should~~ shall be placed on private property and not within the right of way. Easements should be obtained for DDCs and other water utility equipment when they are placed on private property.
- viii. Fire Department connections shall be wall mounted on the street side of the building.

## 2. Existing and New Electrical Service Design Considerations:

- i. As required by City of Temecula Ordinance No. 04-02, all new electrical lines up to 34 Kv shall be under-grounded.
- ii. All utility equipment shall be located out of the pedestrian path of travel. All electrical utility equipment, electrical meters, and junction boxes ~~are encouraged to~~ shall be placed within a utility room. If a utility room is not feasible or appropriate, ~~ensure that~~ then all utility equipment ~~is~~ shall be purposefully and aesthetically designed as an integral part of the building, placed adjacent to alleyways, within parking areas, or within rear or side yards and screened from public view.
- ~~iii. Purposeful and aesthetically integrated placement of electrical meters, junction boxes and other utility equipment shall be achieved by encouraging that all equipment be placed adjacent to alleyways, within parking areas, within rear or side yards, or in a building "notch out." All utility equipment should be located out of the pedestrian path of travel.~~
- iv. Early coordination with Southern California Edison should occur in order to ensure that transformers are placed in a manner that makes the least aesthetic impact, and to ensure that transformers are well screened and in compliance with utility provider's standards.

## 3. Existing and New Natural Gas Service Design Considerations:

- i. Ensure safe ingress and egress to gas meters for maintenance, meter reading, and service while simultaneously encouraging the placement of equipment that makes the least aesthetic impact to the built environment.
- ~~ii.~~ All utility equipment shall be located out of the pedestrian path of travel. All utility equipment shall be purposefully and aesthetically placed adjacent to alleyways, within parking areas, rear or side yards, or within building "notch outs" and screened from public view. ~~Purposeful and aesthetically integrated placement of gas meters and other utility equipment should be achieved by encouraging that all equipment be placed adjacent to alleyways, within parking areas, rear or side yards, or within building "notch outs." All utility equipment should be located out of the pedestrian path of travel.~~

- iii. Gas meters ~~should~~shall be well screened and in compliance with utility provider's standards. A 3-foot wide minimum clearance should be provided when landscaping is utilized as the screening method.
- iv. When appropriate, gas meters ~~should~~shall be painted to blend into the built environment.
- v. Consultation with Southern California Gas regarding meter cabinet design guidelines and appropriate screening methods should occur early in the project design process.