



marketplace  
**BEAUMONT**

SPECIFIC PLAN AMENDMENT  
MARCH 2022



Marketplace Beaumont  
Specific Plan Amendment  
March 2022

**Prepared for:**

The City of Beaumont  
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- Appendix A: Legal Description
- Appendix B: Shared Parking Analysis Report

## ACKNOWLEDGMENTS

The majority of drawings and graphics contained within the Marketplace Beaumont Specific Plan were created by Bundy-Finkel Architects. The sign drawings were created by Sign Rescue. The illustrative landscape site plan was created by LandShapes. Several drawings, graphics, and associated captions have been modified by RRM Design Group to reflect changes associated with the Specific Plan amendment.

# **SECTION 1: PLAN OVERVIEW**

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## **1.1 - INTRODUCTION**

The Marketplace Beaumont Specific Plan provides for the development of 187,851 square feet of commercial and related uses on 17.35 acres located northwesterly of the intersection of Second Street and Highland Springs Avenue, immediately southwesterly of the Interstate 10 (I-10)/Highland Springs Avenue interchange. The Specific Plan is designed to regulate development within the Project site, while allowing for a creative project design that relates to the surrounding context of the site.

As of December 2020, the Project site is designated by the General Plan Land Use Element for General Commercial uses and has been zoned Specific Plan since 2006. The General Commercial land use designation reflects the City's long-range vision for development and use of the affected properties. The Marketplace Beaumont Specific Plan is consistent with the General Commercial land use designation, and the Specific Plan represents a compatible continuation of commercial projects in the vicinity.

Within the framework of the General Plan, the Marketplace Beaumont Specific Plan provides development regulations and design guidelines that allow for the comprehensive development of the site in a creative manner that is compatible with surrounding existing and proposed development.

## **1.2 – AMENDMENT PURPOSE**

On September 19, 2006, the Beaumont City Council approved the Marketplace Beaumont Specific Plan, allowing the development of 194,569 square feet of commercial and retail uses with associated parking on the 17-acre Project site. A majority of the commercial uses were constructed on the Project site in accordance with the 2006 Specific Plan. However, due to various market and economic factors, several of the planned uses were developed at commercial intensities less than what was initially programmed in the Marketplace Beaumont Specific Plan or not constructed at all.

The purpose of this document is to amend the 2006 Marketplace Beaumont Specific Plan document to reflect the current intensity of commercial development on the Project site. These changes include modifications to building sizes and adjustments to corresponding development standards such as lot area, building setbacks, and vehicle parking. In addition, the existing Marketplace Beaumont site is currently developed as a single parcel. This Specific Plan amendment has been prepared in conjunction with a subdivision map dividing the existing single parcel into four (4) separate legal lots for financial purposes with a Reciprocal Easement Agreement to address common lot maintenance, reciprocal assess, utilities, parking, etc. The subdivision map has been prepared in accordance with state and local subdivision requirements.

### 1.3 - PROJECT LOCATION

The 17.35-acre Project site is located in the City of Beaumont, County of Riverside. More specifically, the site is located northwesterly of the intersection of Second Street and Highland Springs Avenue, immediately southwesterly of the Interstate 10 (I-10)/ Highland Springs Avenue interchange. The legal description for the Project site is contained in Appendix A.

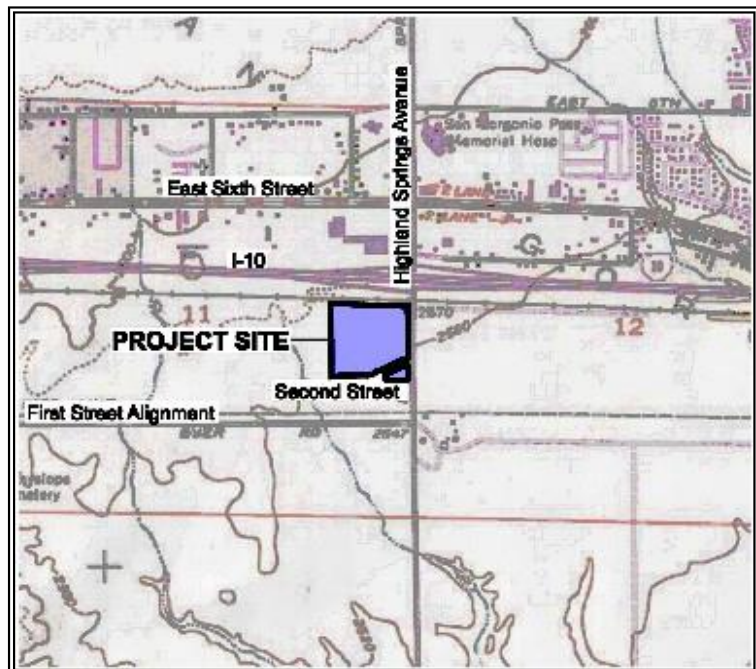


Figure 1-1 Specific Plan Location

### 1.4 - PROJECT SETTING AND SITE FEATURES

#### Previous Development

The Project site previously accommodated the Western Service Center for Wyle Laboratories. The site has since been cleared and rough graded. Pursuant to California Department of Health Services requirements and procedures, the Wyle Laboratories



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Western Service Center has been successfully decommissioned, and the subject site has been successfully remediated of any potential hazards or hazardous materials associated with previous uses and occupancies.

### **Surrounding Land Uses**

The Project site is bounded to the north by the Union Pacific Railroad and Interstate 10, and the future realignment of Second Street to the south. Northerly of the Project site, across the Union Pacific Railroad and Interstate 10 (I-10), are developed areas of the City of Beaumont. Properties just north of the I-10 are developed typically with community/highway-oriented commercial uses. South of the Project site, across Second Street, are California Highway Patrol facilities. Farther to the south are currently undeveloped and residential properties developed consistent with an approved Specific Plan.

Highlands Springs Avenue comprises the easterly boundary of the subject site. In the vicinity of the Project site, Highland Springs Avenue also defines the easterly limits of the City of Beaumont and is the corporate boundary between the City of Beaumont and the City of Banning. Easterly of the Project site, across Highland Springs Avenue, are commercial/retail properties located within the City of Banning. Wal-Mart and Home Depot retail centers are located immediately west of the Project site.

### **1.5 - RELATIONSHIP TO THE GENERAL PLAN AND ZONING ORDINANCE**

The Project site is designated by the General Plan Land Use Element for General Commercial uses and is zoned Specific Plan. The General Commercial Land Use designation reflects the City's long-range vision for development and use of the affected properties and recognizes commercial projects (Wal-Mart and Home Depot) within the affected area. The Marketplace Beaumont Specific Plan is consistent with the General Commercial Land Use designation, and the Project represents a compatible continuation of commercial projects in the affected area.

Because an adopted specific plan must be consistent with the City General Plan, all future projects that are found to be consistent with this Specific Plan are deemed consistent with

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the General Plan.

The Marketplace Beaumont Specific Plan works in concert with the City of Beaumont Development Code, but provides additional zoning, development standards and guidelines that are customized to achieve the specific vision for the project area. The City's zoning standards are utilized for certain aspects, while the Specific Plan provides other standards that are tailored to the Marketplace Beaumont Specific Plan. Development projects and new uses shall be subject to the review procedures, findings and provisions of the City of Beaumont Development Code and the provisions of this Specific Plan. Related and/or subsequent approvals, such as Master or Plot Plan, Site Plan, and Subdivision Map, must be consistent with both the guidelines of the Specific Plan and the Development Code.

Where development regulations in this Specific Plan differ from those established in the City Code, the provisions of the Marketplace Beaumont Specific Plan shall prevail. Where this Specific Plan is silent on a development regulation, the City Code shall prevail.

## **1.6 - PROJECT OBJECTIVES**

The following Objectives have been established for the Specific Plan:

- Update the previously approved 2006 Marketplace Beaumont Specific Plan based on changes of circumstances and existing conditions
- Augment the City's economic base by providing a variety of tax generating uses
- Allow for the development of the site in a manner which will provide a productive mix of commercial opportunities
- Ensure development of the site in accordance with established functional and aesthetic standards
- Establish a well-balanced mix of specialized and general retail outlets which can take advantage of the site's established accessibility

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- Create employment-generating opportunities for the citizens of Beaumont and surrounding communities
  - Expand the retail and service options for local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment
  - Provide for a pedestrian-friendly development that creates architectural interest through the placement of buildings and landscape design
  - Implement the vision of the Elevate Beaumont 2040 General Plan Update

### **1.7 - COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT**

Adoption or amendment of a Specific Plan constitutes a project under the California Environmental Quality Act (CEQA). A Mitigated Negative Declaration (MND) was prepared in accordance with the CEQA Guidelines, to analyze the environmental impacts of the originally approved Marketplace Beaumont Specific Plan in 2006. As this amendment to the Marketplace Beaumont Specific Plan proposes no new development or construction and represents an overall reduction of commercial intensity than the originally approved 2006 Specific Plan, thus remaining consistent with previously approved MND, the City of Beaumont has determined the Project to be categorically exempt from CEQA.

## **SECTION 2: LAND USE**

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# SECTION 2: LAND USE

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## 2.1 - LAND USE PLAN

The project area is 17.35 acres in size and is located northwesterly of the intersection of East Second Street and Highland Springs Avenue, immediately southwesterly of the Interstate 10 (I-10)/ Highland Springs Avenue interchange. A general description of uses proposed within the Specific Plan is provided below.



Figure 2-1 Specific Plan Illustrative Site Plan

## 2.2 - LAND USE SUMMARY

The Project includes 187,851 square feet of mixed commercial/retail uses on an approximately 17-acre site. For descriptive purposes, the site is divided into Property 1, the area located north of Second Street, and Property 2, the area located south of Second Street.

Architectural concepts for the Project depict a well-connected, pedestrian-oriented development, with an emphasis on wide, landscaped sidewalks, outdoor seating areas and dining areas. Workers and visitors to the Project site can avail themselves of retail and dining options without the need for multiple trips.

The Specific Plan provides various points of visual interest such as enhanced accent paving, trellises with climbing vines, fountains, and/or urban gardens. Building mass and placement is used to create interesting spaces and views for both pedestrians and motorists.

Table 2-1 presents a summary of land uses.

**Table 2-1  
Marketplace Beaumont Specific Plan - Land Uses**

Building/Area	Commercial/Retail Uses	Size - (GLA)
<b>Property 1</b>		
A	Retail	15,000 s.f.
B	Retail	20,390 s.f.
C	Retail	25,000 s.f.
D	Retail	30,187 s.f.
E	Retail	30,000 s.f.
F	Fast Food	3,000 s.f.
G	Retail/Food Court	16,902 s.f.

**Table 2-1  
Marketplace Beaumont Specific Plan - Land Uses**

Building/Area	Commercial/Retail Uses	Size - (GLA)
H	Bank	5,405 s.f.
I	Restaurant	2,750 s.f.
J	Fast Food	1,750 s.f.
K	Retail/Food Court	32,467 s.f.
<b>Total</b>		<b>182,851 s.f.</b>
<b>Property 2</b>		
L	Bank	5,000 s.f.
<b>Total Specific Plan</b>		<b>187,851 s.f.</b>

The following discussions describe the general development concept, indicating approximate building sizes, arrangements, and orientations.

**Property 1**

**Buildings A through E**

Major retail uses within the Specific Plan are located within buildings A through E, and range in size from 15,000 square feet to 30,000 square feet.



*Figure 2-2 Perspective of Major Tenants, Buildings A through E*

These buildings contain the major tenants of the development and are situated along the northern border of the Project site, facing south. Retail tenants include Petco, Aldi, Bed, Bath & Beyond, Ross, and Best Buy.

### Building F



Figure 2-3 Building F

This 3,000-square foot fast-food use is located along the Highland Springs Avenue frontage, immediately south of the secondary driveway. The building has been designed to accommodate a fast-food restaurant that will provide drive-thru service and offer an outdoor patio.

### Building G

Building G is located at the southeast corner of Property 1 and contains 16,902 square feet of retail uses and a food court. The food court will contain a number of different types of quick-serve restaurants surrounding a common dining area. The food court area will also provide an outdoor seating patio featuring lush landscaping and accent paving. This structure is oriented towards the interior of the site. Given the proximity of this building to the site's Highlands Springs Avenue and Second Street frontages, the building will offer 360-degree architecture to ensure equal design interest to visitors as well as passing motorists.



Figure 2-4 Building G, as viewed from parking lot area within the site



### Buildings H and I

These buildings are located along Second Street, on either side of the site’s primary driveway. The architectural detail, design, and thematic landscaping of these uses aid in identifying this driveway as the main gateway to the Marketplace Beaumont.



Figure 2-5 Buildings H and I, Primary Project Entry

Building H, located on the east side of the driveway, contains a 5,405-square foot bank, offering walk-up, as well as drive-thru, banking services. Building I, located on the west side of the driveway, contains a 2,750-square foot drive-thru/sit-down restaurant with an outdoor dining area.



Figure 2-6 Building J

### Building J

This 1,750-square use is located along the Second Street frontage. This structure is designed to architecturally complement the entire center and will contain a fast-food restaurant offering drive-thru service.

### Building K

Building K is located at the southwest corner of Property 1 and contains



Figure 2-7 South elevation of Building K, Second Street Frontage

32,467 square feet of food and retail uses offering sit-down and quick-serve restaurants. Similar to Building G, the building is designed with 360-degree architecture to ensure equal design interest. This building features accent paving and additional curb planters. These planters contain Crape Myrtles and complementary under plantings.

## Property 2

Located across Second Street, one additional building is proposed as part of this Specific Plan. This separate, but interrelated, pocket of development contains Building L, which is described below. This property has been designed in a manner that relates directly to the main property (Property 1). The use of complementary colors and materials, and common landscape treatments tie these separate pieces together in a unified fashion and offer an opportunity to identify the Marketplace Beaumont from both the north and south sides of Second Street.

## Building L

Building L contains a 5,000-square foot bank. The bank use provides walk-in and drive-thru service for its customers.



Figure 2-8 Property 2

# **SECTION 3: DEVELOPMENT REGULATIONS AND DESIGN GUIDELINES**

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# SECTION 3:

## DEVELOPMENT REGULATIONS AND DESIGN GUIDELINES

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### 3.1 - GENERAL PROVISIONS

The standards set forth in this section will ensure that future development proceeds in a manner consistent with City requirements and a defined design motif. The Marketplace Beaumont Specific Plan shall be the zoning document for the subject property, superseding other zoning designations and development standards of the City of Beaumont as described herein. If not specifically addressed in this Specific Plan as amended, the applicable provisions of the City of Beaumont Development Code shall apply.

### 3.2 - PERMITTED USES

Those uses specified below, excerpted from Chapter 17.03.120 of the City of Beaumont Development Code (C-C, Community Commercial District), shall apply. Other land uses have been added to the list of permitted uses to specifically address the mix of uses proposed within the Marketplace Beaumont Specific Plan. These additional uses have been identified by *italics*.

COMMERCIAL USES. Commercial uses in this zone include all uses which can be characterized as:

1. Providing any variety of goods and services to the surrounding community;

2. Providing adequate traffic circulation improvements and parking facilities for the customers of these commercial uses; and
3. Having operating hours which maximize - to the extent possible - the use by the residences in the area to these commercial uses.

Examples of such uses, but not limited to these uses are: clothing stores, grocery stores, hotels, appliance stores, general department stores. *Additional and similar uses could include restaurant uses, both sit-down and drive-thru (including patios and outdoor dining areas), banks and service-related commercial uses and those activities determined by the Community Development Director to be “substantially similar” to the listed examples and in complete accord to the goals and objectives of this zone.*

### 3.3 - DEVELOPMENT STANDARDS

Development within the project area shall comply with the applicable provisions of the City Code, except as expressly provided for below.

**Table 3-1  
Marketplace Beaumont Specific Plan - Development Standards**

1. Lot Area and Dimensions	Minimum lot size = 5,000 square feet Minimum average lot width/depth = 60 feet
2. Setbacks	All buildings must be located within the envelope defined by the following setback standards:
	<b>Street Setback:</b> A ten (10) foot minimum setback is required.
	<b>Interior Side Setback:</b> No setback is required from the interior side setback.
	<b>Rear Setback:</b> No setback is required from the rear property line.

**Table 3-1  
Development Standards**

3. Height Standards	A maximum height of fifty (50) feet from average finish grade of the structure's parcel, measuring to the top of parapet or ridge, shall be allowed. For every two feet of building height over thirty-five (35) feet, an additional two feet of front setback shall be added.
4. Parking Stalls	Standard parking stalls throughout the site shall be 9 feet wide by 19 feet in length.  Compact parking stalls throughout the site shall be 8 feet wide by 16 feet in length.
5. Outdoor Display	Seasonal or clearance merchandise can be displayed immediately outside of the store.
6. Signs	Pylon signs shall not exceed 75' in height or 18' in width. Monument signs shall not exceed 15' in height or 12' in width. Refer also to the Master Sign Program for the Marketplace Beaumont Specific Plan.

### 3.4 - GRADING CONCEPT

The existing topography of the site could be described as generally flat. The site naturally drains from a northwest to southwest direction.

The grading concept, presented in Figure 3-1, illustrates the minimal extent of grading required for the Project. This grading plan shows level building pads for the structures, and assure safe and adequate drainage patterns across the Project site. The site has been generally graded in a manner that allows onsite stormwater to flow into a catch basin and underground detention system, located on the southeastern portion of Property 1. Stormwater is then released into the City's storm drain system in a manner equal to or less than the flows that have historically been created from the site. The detention system has been designed not to introduce any increase in stormwater flows into the areawide drainage system.

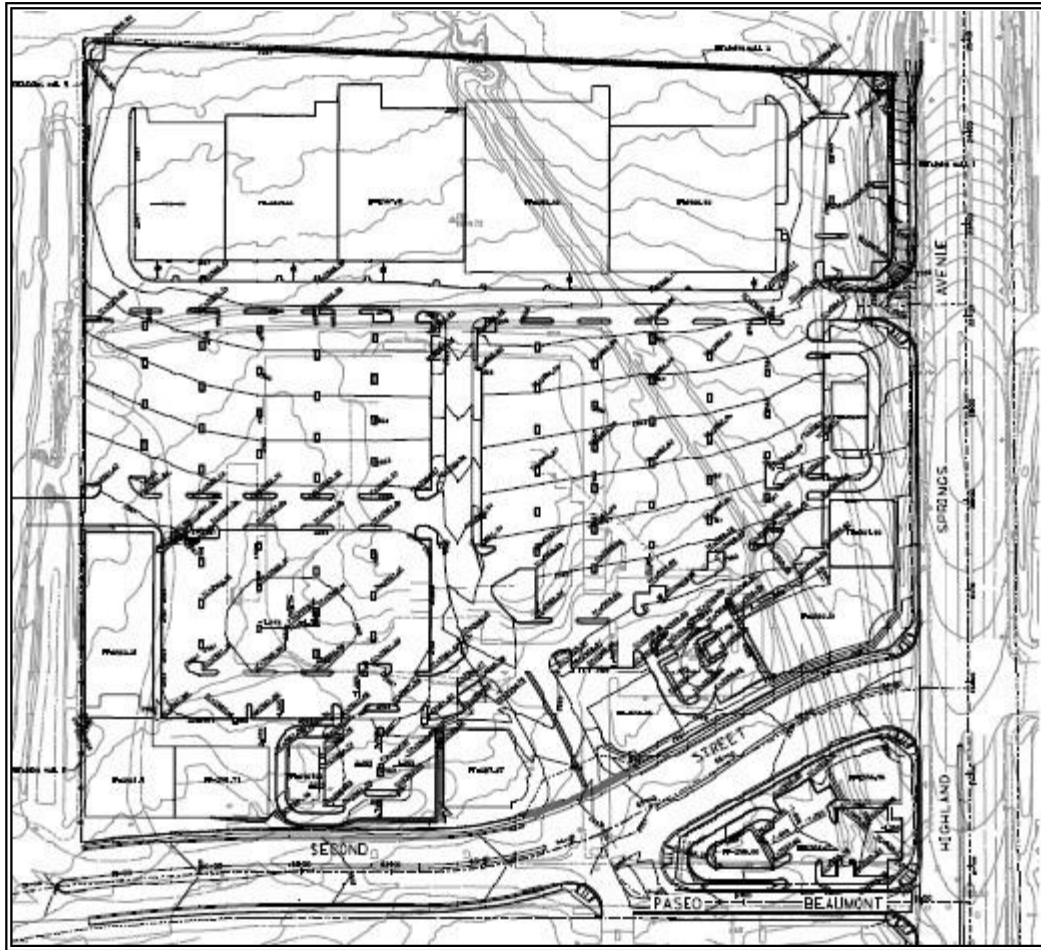


Figure 3-1 Grading Concept

### 3.5 - ARCHITECTURAL CONCEPT

The Marketplace Beaumont features contemporary architectural design with old-world touches. Tiled roofs, wood trellises, vibrant colors, enhanced pavement treatments, and abundant landscaping all contribute to create a pedestrian-friendly center designed to generate spaces to stroll, shop, relax, and dine in a pleasant environment.

In addition to sidewalks that meander through landscaped patio areas, under planted trellises and past shops and restaurants, special attention was paid to the streetscapes along

both Highland Springs Avenue and Second Street, where finely detailed building facades, landscaped walkways, trellised sitting areas and corner patios create attractive parkways.

The architectural style of the Marketplace Beaumont will conform to exterior materials, treatments and colors reflected in the Specific Plan design guidelines. Development within the Project area also complies with the design guidelines contained

within the adopted City Code. Except as provided herein, the design guidelines in the City Code shall apply to all improvements within the Project area including new



*Figure 3-2 Architectural Perspective*

construction, remodels, additions, landscaping, paving, signage, amenities, and related facilities. They are provided to guide developers, builders, architects, engineers, landscape architects, and others involved in the preparation of future development proposals to ensure a consistent level of quality throughout the Project area. The design guidelines will assist the City of Beaumont staff and decision-making authorities with criteria to evaluate future development proposals.

### **Architectural Design Objectives**

- To establish a comprehensively designed project that incorporates unity through the use of complementary colors, materials, and landscape themes.
- To design within the context of the local environs.
- To create a project that provides for efficient circulation for both vehicles and pedestrians.



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## **Architectural Design Guidelines**

These Architectural Design Guidelines are intended to provide an overall direction in the design of structures within the Specific Plan. No particular style is intended to dominate; however, architectural concepts shall be compatible with existing, surrounding uses. These Guidelines are meant to be flexible over time and correspond with changing conditions in lifestyles, the marketplace, and economic conditions.

### ***Building Mass, Form and Elements***

Building massing, scale and roof forms are the primary design components within the Marketplace Beaumont Specific Plan. Therefore, these require careful articulation. The rear and side elevations, as well as the front, should provide variation in massing, wall, and roof forms. Repetitive elements and modular materials are important elements and are encouraged.

### ***Building Materials***

Materials should be selected and detailed for compatibility throughout the site. Buildings should incorporate a mix of at least two of the prevalent materials including block veneer, plaster, wood, or tile. These materials shall be used in traditional combinations that yield an impression of permanence as well as respect for the surrounding environment.

### ***Color Palette***

The use of complementary neutral tones should be applied to building facades. The use of a neutral color palette and stone and/or tile accents that shall be repeated on multiple structures will act to unify the Specific Plan area. Company logos and colors shall be allowed on trims and accents.

Acceptable materials and colors are presented within Table 3-2.

**Table 3-2  
Material and Color Palette**

Use	Material / Color
Block	Angeles Block - "Harvest" Angeles Block - "Wine"
Plaster Colors	Dunn Edwards DE C795 - "Gray Pearl" or similar Dunn Edwards DE 6379 - "Looking Glass" or similar Dunn Edwards DE 6225 - "Fossil" or similar
Concrete Elements	Natural Concrete Color
Wood Trellis	Dunn Edwards DE 6370 - "Charcoal Smudge" or similar
Aluminum Storefront	Clear Anodized Aluminum - Clear Glazing
Plant Trellis	"GreenScreen" Planting System
Roofing	Monier Tile - "Mission Blend"

### 3.6 - LANDSCAPE CONCEPT

Landscaping and buffering elements are provided within the Project site and along the Project's perimeter, to include enhanced landscape treatments along the site's Second Street and Highland Springs Avenue frontages. Materials presented in Figure 3-3, "Landscape Conceptual Plan," are detailed in Table 3-3, "Plant Palette."

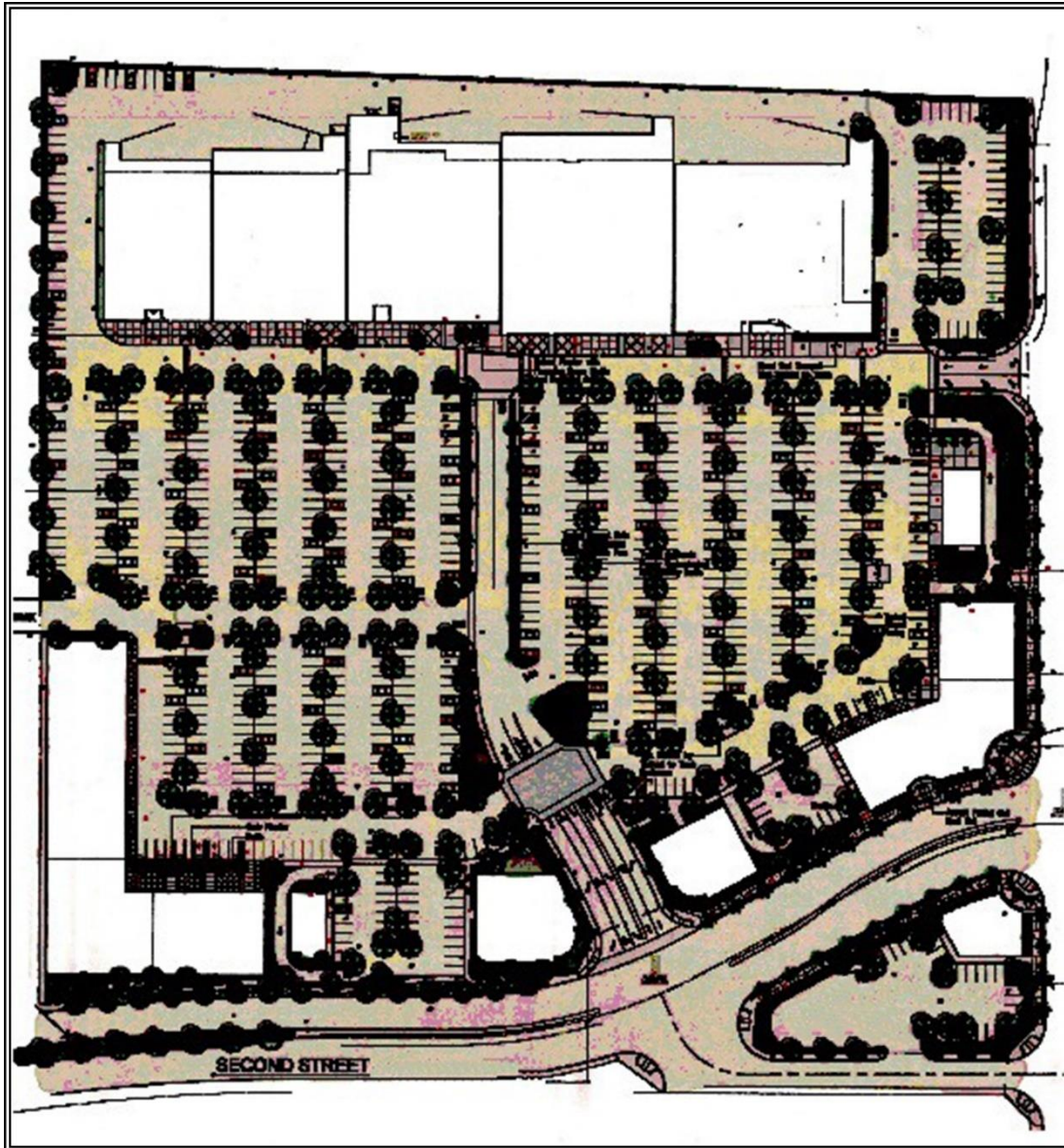










Figure 3-3 Landscape Conceptual Plan

## Plant Materials

The landscaping theme will enhance the overall Specific Plan’s character. All landscape areas within the site are planted with a combination of ground cover, shrubs and trees. Table 3-3 presents the plant palette.

**Table 3-3  
Plant Palette**

Symbol	Botanical Name	Common Name	Size
	Lagerstoemia indica	Crape Myrtle	36" box
	Quercus virginiana	Southern Live Oak	36" box
	Schinus molle	California Pepper	24" box
	Phoenix dactylifera	Date Palm	20' B.T.H.
	Cocos plumosa	Queen Palm	18' B.T.H.
	Washingtonia filifera	California Fan Palm	14' B.T.H.
	Dalbergia sissoo	Rosewood	24" box
	Podocarpus henkelii	Long Leafed Yellowwood	24" box
	Strelitzia reginae	Bird of Paradise	15 gallon

**Table 3-3  
Plant Palette**

Symbol	Botanical Name	Common Name	Size
■	Bignonia cherere	Blood Red Trumpet Vine	5 gallon
	Pittosporum tobira 'Wheeler's Dwarf'	-	5 gallon
	Callistemon viminalis 'Little John'	Dwarf Bottlebrush	5 gallon
	Anigozanthos hybrid	Kangaroo Paw	5 gallon
	Hemerocallis hybrid	Daylily	1 gallon
	Tulbaghia violacea	Society Garlic	1 gallon
	Parthenocissus tricuspidata	Boston Ivy	1 gallon
	Pelargonium peltatum 'Balcan'	Balcan Ivy Geranium	4" pots

Source: Conceptual Planting Plan, Bundy Finkel Architects, March 17,2006

**Streetscape**

The Project has been designed to create visual interest along the streetscape and to be pedestrian-friendly through the creation of paseos that merge architectural form with landscape design.

Figure 3-5 presents the relationship of Highland Springs Road to the fast-food restaurant proposed south of the secondary driveway. The sidewalk would be set back from the building by a 30-foot bermed landscaped planting area. The sidewalk and pedestrian experience is framed by specimen-sized trees that accentuate the paseo.

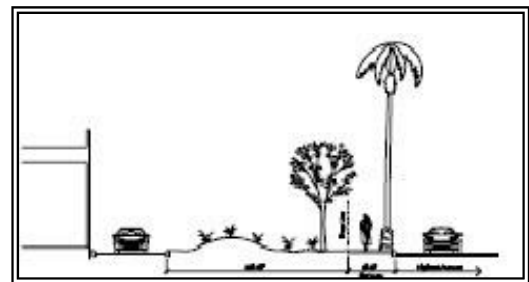


Figure 3-4 Highland Springs Avenue Paseo

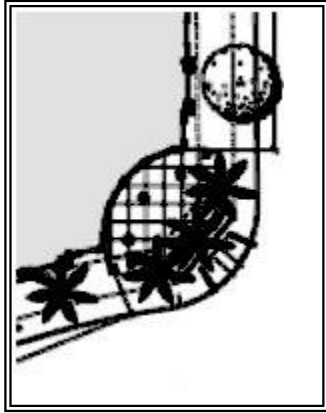


Figure 3-5 Plaza Area

Lushly landscaped plaza areas are designed to frame both the north and south sides of the intersection of Second Street and Highland Springs Avenue. Each plaza is framed by a garden wall identifying the Marketplace Beaumont and will feature 5-foot diameter pots planted with Bird of Paradise and perennial color. “Cut-outs” in the adjacent buildings further identify the plaza areas. Additional cut-outs, designed as pedestrian resting points, are also provided and feature seat walls and accent paving.

The Second Street frontage features a meandering sidewalk, separated from the buildings by a 12-foot landscaped setback.

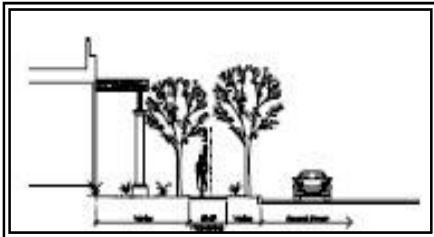


Figure 3-7 Second Street Paseo

Paseos will be framed by turf and specimen trees, located on either side. Trellises and other outdoor landscape treatments accent the paseos.

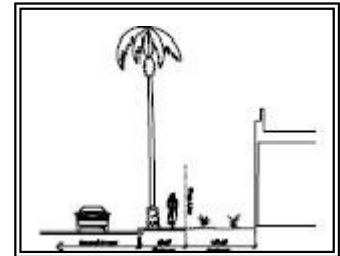


Figure 3-6 Second Street Paseo

### 3.7 - WALLS AND FENCES

The Marketplace Beaumont Specific Plan features a 6-foot wall along the northern boundary, adjacent to the rail right-of-way. The wall is designed to match the existing wall to the west of the site and screen views of the loading areas from the north.



Figure 3-8 Wall Locations

A retaining wall and cable rail is situated along a portion of the eastern site boundary. The retaining wall provides the necessary transition from the elevation of the railroad grade separation to the Highland Springs Avenue (secondary) driveway. The retaining wall is designed to support the parking adjacent to Highland Springs Avenue and will be capped with a black PVC cable rail. The design of this system is presented in Figures 3-9 and 3-10.

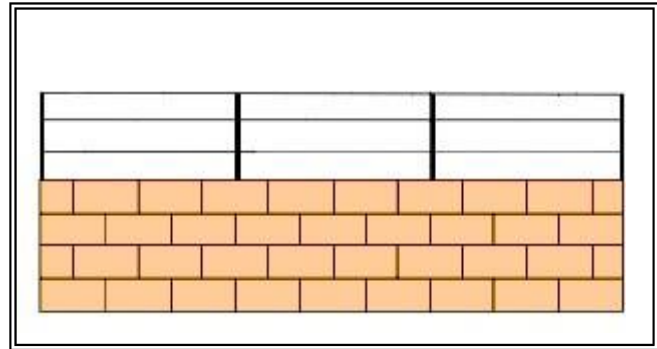


Figure 3-9 Typical Wall and Cable Rail Treatment

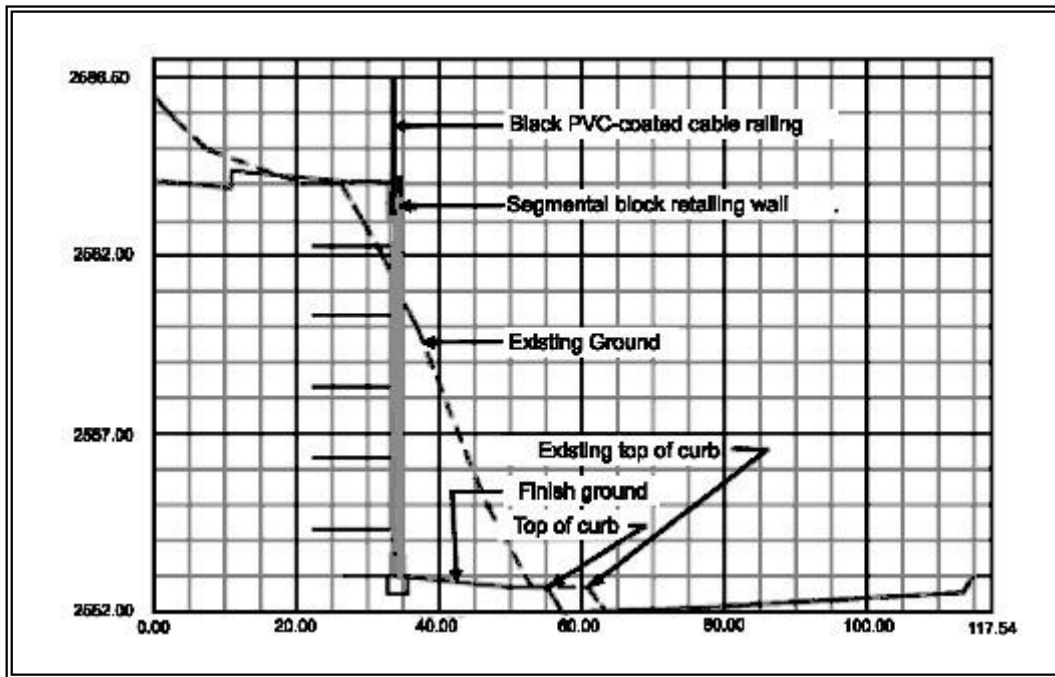


Figure 3-10 Wall and cable rail section

### 3.8 - SIGNAGE AND LIGHTING

#### 3.8.1 - Signage

Retail center and tenant identification signs are situated along the Project site's public frontages. Specifications, designs, and locations of all Project-related signs are subject to review and approval by the City. Sign locations are presented in Figure 3-11 and keyed to subsequent Figures 3-12 through 3-15. Project signage is also discussed further below.

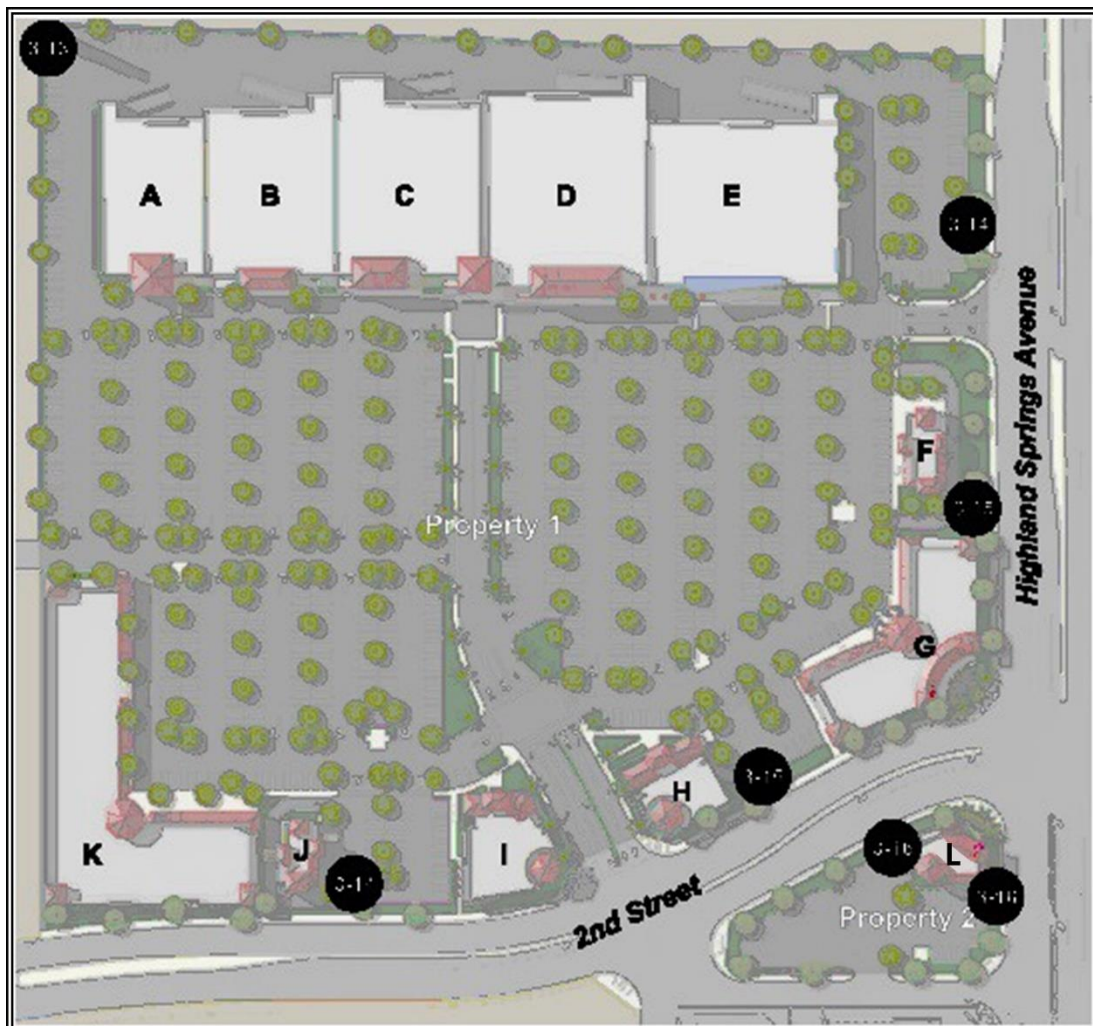


Figure 3-11 Sign Locations



A freeway-oriented pylon sign has been erected at the northwest corner of the Project site, adjacent to the Union Pacific Railroad right-of-way, as shown on Figure 3-12. This is the largest of all signs, measuring 75 feet tall and 18 feet wide. This sign identifies the Marketplace Beaumont as a whole, as well as provide major and minor tenant identification.

Separate monument signs are also provided for the major and minor tenants, as shown in Figures 3-14 and 3-15. Both double-sided monument signs will have a maximum height of 15 feet.

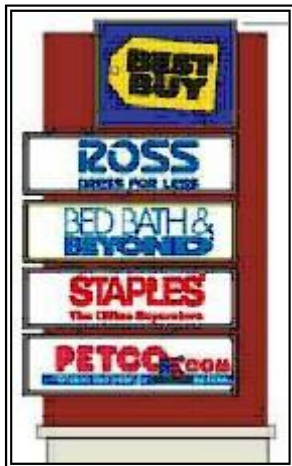


Figure 3-13 Major Tenant Monument Sign

Sign widths do not exceed 12 feet for the minor tenants, or 8 feet for the major tenant sign.

An additional monument sign is provided on Property 2 for identification of Building L. This sign is a double-sided and measures 5 feet tall and 7 feet wide.



Figure 3-14 Minor Tenant Monument Sign

All other proposed new signs within the Specific Plan area will be addressed through the provisions of the Marketplace Beaumont Sign Program, available under separate cover.



Figure 3-12 Pylon Sign



Figure 3-15 Property 2 Monument Sign

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### **3.8.2 - Lighting**

All outdoor lighting has been designed to complement the contemporary architectural theme of the Project. All lighting within the Specific Plan, including parking lot, security, landscape and ornamental lighting, has been installed and operates in conformance with Chapter 8.50 of the City of Beaumont Municipal Code, as well as the requisite portions of the Uniform Building and Electrical Codes.

# **SECTION 4: INFRASTRUCTURE, UTILITIES, AND PUBLIC SERVICES**

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## SECTION 4: INFRASTRUCTURE, UTILITIES, AND PUBLIC SERVICES

Infrastructure and services to support the Marketplace Beaumont Specific Plan area have been extended and improved in conjunction with the commercial development. Primary infrastructure facilities are described below.

### 4.1 - CIRCULATION

An integral component of the Specific Plan was the realignment of Second Street. The realignment was completed prior to the completion of the Project and created Property 2. The realignment also included the relocation/improvement of the existing traffic signal on Highland Springs Avenue. The realigned Second Street provides a four-way intersection with the existing shopping center located on the east side of Highland Springs Avenue in the City of Banning. The realignment provides full access to the Project site and other developments located to the west.

Access to the Project site is provided by a primary driveway located along Second Streets, located at the approximate midpoint of the southerly Project boundary. This primary driveway is signalized to provide for full access from Second Street. A secondary driveway is also provided, connecting easterly to Highland Springs Avenue. Easterly of the Project site, signalization of the Highland Springs Avenue/Second Street intersection is provided consistent with analysis and requirements of the previously approved Project Traffic Impact Analysis.

Based on the individual parking requirements of each of the commercial/retail land uses, the Marketplace Beaumont would require a total of 1,063 parking spaces to satisfy the requirements of the City Code (Table 4-1). Currently, there are 920 spaces provided to support the multiple commercial uses on Property 1. Property 2 contains 21 spaces to support the existing bank use. In all, the Marketplace Beaumont shopping center contains a total of 941 parking spaces. This total represents a 122-space (12 percent) shortfall in code-based required spaces (see Table 4-1).

**Table 4-1**  
**City of Beaumont Parking Code Requirements – Marketplace Beaumont**

Use	Quantity	Parking Rate	Required Parking Spaces
Banks/Financial Institutions	10,405 s.f.	1 per 200 s.f.	53
Retail	136,161 s.f.	1 per 200 s.f.	681
Professional Offices, other than medical	9,901 s.f.	1 per 200 s.f.	45
Medical and Dental Offices	5,561 s.f.	1 per 250 s.f.	23
Restaurants, Fast Food	19,308 s.f.	1 per 100 s.f.	193
Restaurants, Sit-Down	6,515 s.f.	1 per 100 s.f.	66
<b>Total</b>			<b>1,063</b>

As explained in the 2020 Shared Parking Analysis prepared by Urban Crossroad for the Specific Plan amendment (Appendix B), the current parking rates in the city code are considered higher than the average parking generation rates found within the Institute of Transportation Engineers (ITE) 2019 Parking Generation Manual. For example, when utilizing the city’s current parking rate for “Banks/Financial Institutions”, 25 spaces would be required to serve the 5,000 square foot bank use on Property 2. However, when utilizing the appropriate ITE 2019 Parking Generation Manual rate for “Drive-in Banks”, only 18 spaces are required to support the same bank facility on Property 2. The 2019 ITE Parking Generation Manual includes peak parking generation rates for the specific types of uses (e.g.: office, retail, restaurants, etc.) found within the Marketplace Beaumont center (Table 4-2). Utilizing current ITE rates, the Shared Parking Analysis

report concluded that the parking demand for the shopping center is 718 spaces, as summarized in Table 4-2.

**Table 4-2  
Marketplace Beaumont Parking Demand (with ITE Rates)**

Use	Quantity	Parking Rate	Parking Demand
Drive-in Banks (ITE Code 912)	10,405 s.f.	3.72 spaces per 1,000 s.f.	39
Health/Fitness Club (ITE Code 492)	6,200 s.f.	4.73 spaces per 1,000 s.f.	29
Shopping Center-Non December (ITE Code 710)	129,961 s.f.	2.61 spaces per 1,000 s.f.	339
General Office Building (ITE Code 710)	9,901 s.f.	2.39 spaces per 1,000 s.f.	24
Medical-Dental Office Building (ITE Code 720)	5,561 s.f.	3.23 spaces per 1,000 s.f.	18
Coffee/Donut Shop with Drive-Thru Window (ITE Code 937)	1,750 s.f.	5.22 spaces per 1,000 s.f.	9
Fast Food Restaurant without Drive-Thru Window (ITE Code 933)	12,808 s.f.	9.91 spaces per 1,000 s.f.	127
Fast Food Restaurant with Drive-Thru Window (ITE Code 934)	4,750 s.f.	12.41 spaces per 1,000 s.f.	59
High Turnover (Sit Down) Restaurant-Family (ITE Code 932)	6,515 s.f.	11.33 spaces per 1,000 s.f.	74
<b>Total</b>			<b>718</b>

In addition to studying parking demand under current ITE rates, the 2020 Shared Parking Analysis report also recognizes that Marketplace Beaumont includes a mix of complementary land uses that provide an opportunity to share parking spaces between land uses. To that end, the report utilizes the Urban Land Institute’s (ULI) Shared Parking Methodology to estimate peak parking demand by applying hourly adjustment factors. Based on the analysis, the combination of existing uses suggests a peak parking utilization of 96% or a shared parking reduction of approximately 4% of the peak parking demand. When applied to the peak demand of 718 spaces (when using current ITE rates), the shared parking reduction results in a peak demand of 689 spaces. As there are 941 existing parking spaces, the project will maintain a parking surplus of 252 spaces during peak demand periods.

The 2020 Shared Parking Analysis in its entirety is provided as Appendix B.

## 4.2 - UTILITIES

The on-site utility plan to serve the site is shown in Figure 4-1. The following provides a brief overview of how the services are provided to the Marketplace Beaumont.

### Water

The Beaumont Cherry Valley Water District has confirmed that adequate water supply and delivery systems are sufficiently serve the development.

The water system has been sized to utilize a 6-inch on-site domestic water main system that connects (via a loop system) to an existing 12-inch water line within Highland Springs Avenue and a 24-inch water line within Second Street. On-site water line laterals consist of ¾ inch to 2 ½ inch lines that tie to on-site uses.

### Wastewater

The City of Beaumont has verified that there is adequate capacity within the existing sewerage collection system to serve the development. The sewer system has been sized to employ 6-inch on-site laterals to serve the various on-site uses. These laterals connect to a 12-inch sewer line constructed along the property frontage and connect into the City's existing 12-inch sewer mains located within Second Street at Highland Springs Avenue.

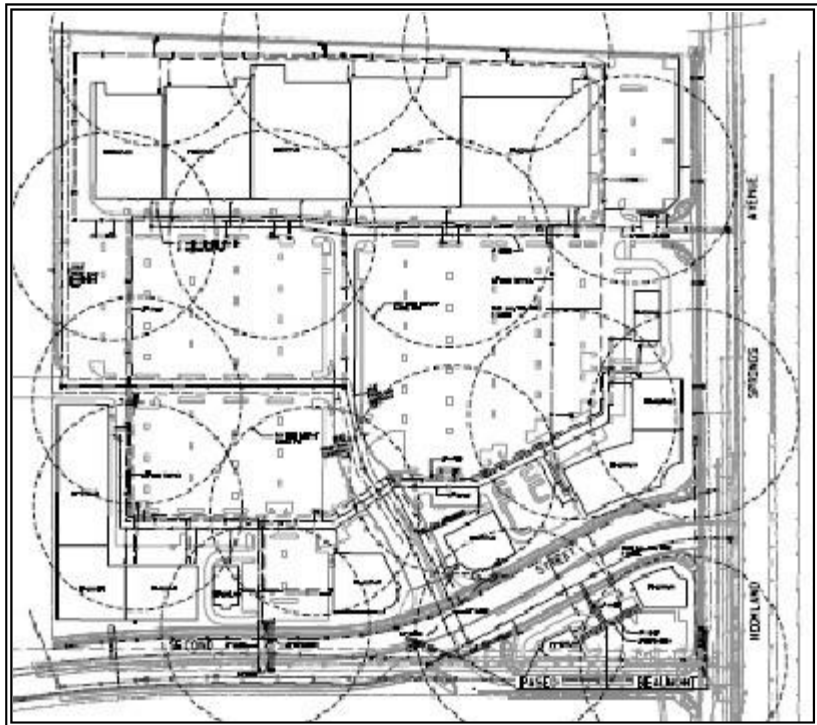


Figure 4-1 Utility Plan

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### **Storm Drain**

Separate 36-inch storm drains are constructed to collect on-site and off-site water runoff. Additionally, approximately 3-acre feet of stormwater is retained in a below-ground retention system located beneath the parking areas. The existing storm drain system ensures that runoff resulting from a 100-year storm level deluge will not exceed current outflow levels.

The storm drain system ties into the storm drain system that currently exists south of Second Street and transects the CHP facility. This system ties into an open channel located west of Highland Springs Avenue where it is collected and transported easterly to a retention system located within Sun Lakes Country Club.

### **Dry Utilities**

Dry utilities, including gas, electric, telephone, and broadband are provided on-site, as required. Adequate capacity exists to serve the Specific Plan area and substantial upgrades are not anticipated.



## **SECTION 5:**

# **IMPLEMENTATION & ADMINISTRATION**

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# **SECTION 5:**

## **IMPLEMENTATION & ADMINISTRATION**

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### **5.1 - METHODS AND INTERPRETATION**

Development within the Project area shall be implemented through the City of Beaumont Specific Plan Review process as set forth in Section 17.03.140 of the City's Zoning Code. The implementation process described below provides for the mechanisms for review and approval of development projects within the Project area.

#### **5.1.1 - Applicability**

All development proposals within the Project area shall be subject to the implementation procedures established herein. Whenever the provisions and development standards contained herein conflict with those contained in the City Code, the provisions of this Specific Plan shall take precedence.

#### **5.1.2 - Interpretation**

Unless otherwise provided, any ambiguity concerning the content or application of the Marketplace Beaumont Specific Plan shall be resolved by the City of Beaumont Community Development Director in a manner consistent with the goals, policies, purpose, and intent established herein.

#### **5.1.3 - Implementation of Design Guidelines**

This Specific Plan includes the design guidelines contained in the City Code which shall be the sole design criteria by which development projects within the Project area will be reviewed during the Development Review process.

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## 5.2 - DEVELOPMENT REVIEW PROCESS

### 5.2.1 - Development Review

Development Review is required for the adoption of the Specific Plan and concurrent Master Plot Plan for the project. Submittal of a Development Review Permit application shall be of a form and content consistent with the City of Beaumont requirements. The City Council shall review and concurrently approve the Specific Plan and Master Plot Plan.

Subsequent changes to the size, location, design, and color themes of any uses or structures, as well as modifications to the landscape and plant palette including implementation of water-saving plant programs may be approved by the Community Development Director. Upon determination by the Community Development Director that the proposed revisions are in substantial conformance with the provisions of this Specific Plan, the revised plan shall be approved by the Community Development Director or the Director's designee.

## **APPENDIX A: LEGAL DESCRIPTION**

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## LEGAL DESCRIPTION

Real property in the City of Beaumont, County of Riverside, State of California, described as follows:

### PARCEL A:

THAT PORTION OF LOT 1 OF AMENDED MAP OF A PORTION OF THE SUBDIVISION OF SECTION 11, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF BEAUMONT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 23, PAGE 73 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL 3 OF RECORD OF SURVEY, AS PER MAP ON FILE IN BOOK 50, PAGES 18 AND 19 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID CORNER BEING ON THE SOUTHERLY LINE OF THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY, 200.00 FEET WIDE AS SHOWN ON SAID RECORD OF SURVEY AND THE

WESTERLY LINE OF HIGHLAND SPRINGS ROAD, 30.00 FEET WIDE AS SHOWN ON SAID AMENDED MAP; THENCE SOUTH 00° 31' 08" EAST ALONG THE EASTERLY LINE OF SAID PARCEL 3, ALSO BEING THE WESTERLY LINE OF SAID HIGHLAND SPRINGS ROAD, 53.73 FEET; THENCE SOUTH 00° 13' 08" WEST CONTINUING ALONG SAID LAST MENTIONED LINE, 829.52 FEET TO THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF PARCEL 4 AS SHOWN ON SAID RECORD OF SURVEY, SAID LINE ALSO BEING THE CENTERLINE OF SECOND STREET AS SHOWN ON SAID MAP; THENCE NORTH 89° 46' 18" WEST ALONG SAID MENTIONED LINE 967.67 FEET THENCE NORTH 00° 13' 08" EAST PARALLEL WITH SAID EASTERLY LINE OF PARCEL 3, ALSO BEING THE WESTERLY LINE OF SAID HIGHLAND SPRINGS ROAD, 917.43 FEET TO THE NORTHERLY LINE OF SAID PARCEL 3, ALSO BEING THE SOUTHERLY LINE OF SAID SOUTHERN PACIFIC RAILROAD RIGHT OF WAY; THENCE SOUTH 87° 44' 49" EAST ALONG SAID LAST MENTIONED LINE, 967.59 FEET TO THE POINT OF BEGINNING.

### PARCEL B:

AN EASEMENT FOR PARKING PURPOSES AS SHOWN IN THAT CERTAIN AGREEMENT AND GRANT OF EASEMENT (VEHICULAR AND PEDESTRIAN ACCESS), DATED SEPTEMBER 12, 2008 BY AND BETWEEN THE STATE OF

CALIFORNIA AND FREDERICK J. HANSHAW AND RECORDED MAY 14, 2021 AS  
INSTRUMENT NO. 2021-301651, OFFICIAL RECORDS OF RIVERSIDE.

APN: 419-260-078 (Affects: Portion of Said Land);  
419-260-079 (Affects: Portion of Said Land); and  
419-260-080 (Affects: Portion of Said Land)

THE ABOVE RECITED LEGAL DESCRIPTION IS TAKEN FROM THE PRELIMINARY  
TITLE REPORT PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY,  
ORDER NO. NCS-991625-SD, DATED DECEMBER 29, 2021.

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## **APPENDIX B: SHARED PARKING ANALYSIS**

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# **Marketplace Beaumont**

## **SHARED PARKING ANALYSIS**

### **CITY OF BEAUMONT**

PREPARED BY:

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DECEMBER 1, 2020



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## **APPENDICES**

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## EXECUTIVE SUMMARY

This Shared Parking Analysis provides a review of the parking requirements, the historical parking demands, and the current parking demands at Marketplace Beaumont (“Project”). The Project is located on the northwest corner of S. Highland Springs Avenue and 2<sup>nd</sup> Street in the City of Beaumont. Project consists of 187,851 square feet of mixed commercial/retail uses and a total of 941 parking spaces.

A review of the municipal code parking rates shows that the City of Beaumont parking requirements are higher than the average parking demand as determined by the parking generation rates based on the Institute of Transportation Engineers (ITE) *Parking Generation Manual* (5th Edition, 2019).

This Shared Parking Analysis suggests that Marketplace Beaumont provides a surplus of parking spaces relative to the average parking demands determined by the Institute of Transportation Engineers (ITE) *Parking Generation Manual* (5th Edition, 2019). The parking demand with ITE rates and shared parking utilization at Marketplace Beaumont is 689 spaces with 252 spaces of surplus. As such, the reduced gross leasable area within the shopping center as compared to the gross leasable area evaluated in the Paseo Beaumont Parking Demand Analysis (Applied Planning, Inc., March 1, 2006) can be supported by the current number of existing parking spaces.

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# 1 INTRODUCTION

This Shared Parking Analysis for Marketplace Beaumont describes the existing parking conditions and identifies the available parking supply. This analysis provides a review of the parking requirements, the historical parking demands as evaluated in the Paseo Beaumont Parking Demand Analysis (Applied Planning, Inc., March 1, 2006), and the current parking demands.

## 1.1 PROJECT LOCATION

Marketplace Beaumont (“Project”) is located on the northwest corner of S. Highland Springs Avenue and 2<sup>nd</sup> Street in the City of Beaumont as shown on Exhibit 1-A.

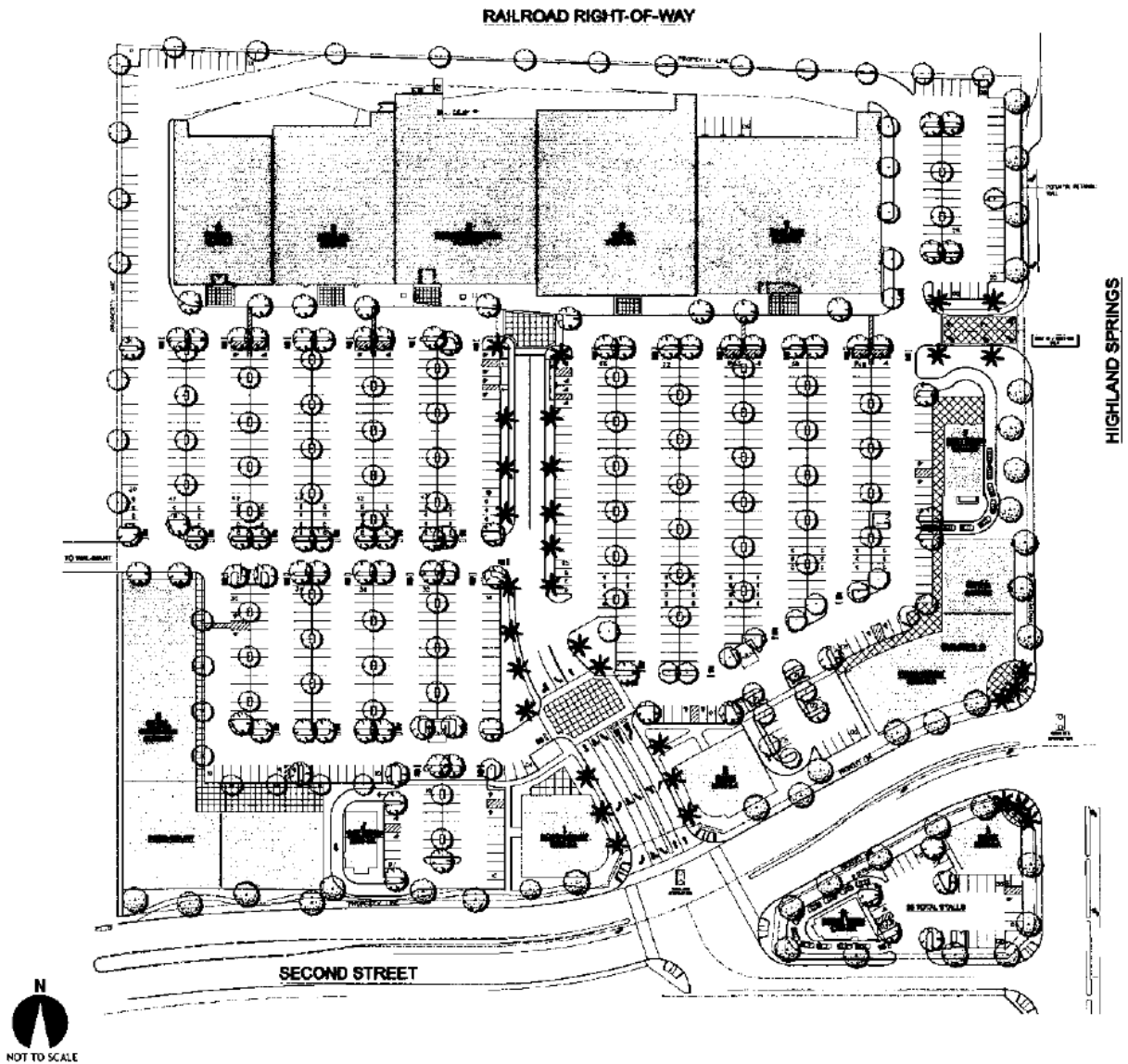
EXHIBIT 1-A: LOCATION MAP



## 1.2 PASEO BEAUMONT PARKING DEMAND ANALYSIS

The Paseo Beaumont Parking Demand Analysis (“2006 Study”) evaluated the site to contain 194,154 square feet of mixed commercial/retail uses on an approximately 17-acre site and a total of 977 parking spaces. The 2006 Study site plan is shown on Exhibit 1-B.

EXHIBIT 1-B: PASEO BEAUMONT SITE PLAN

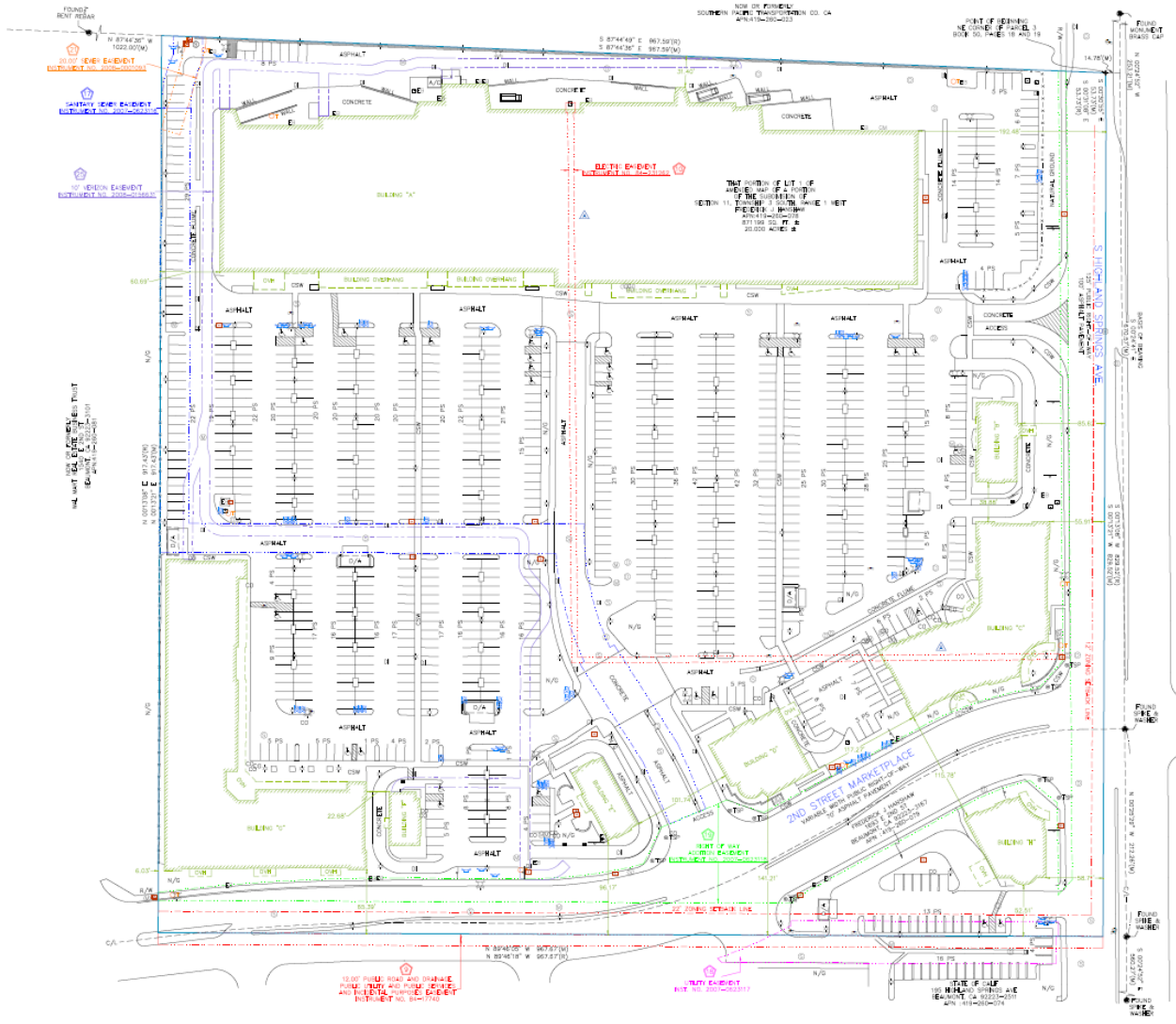


Source: Bundy Finkel Architects, February 2008

## 1.3 EXISTING PROJECT

The Project consists of 187,851 square feet of mixed commercial/retail uses and a total of 941 parking spaces, an overall reduction in the gross leasable area as evaluated in the 2006 Study. The site plan is shown on Exhibit 1-C.

EXHIBIT 1-C: MARKETPLACE BEAUMONT





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## 2 PARKING REQUIREMENTS

To ensure that adequate parking is provided to support the use, off-street parking rates by use have been established. This section outlines the adopted parking rate requirements.

### 2.1 CITY OF BEAUMONT MUNICIPAL CODE PARKING REQUIREMENTS

Section 17.05.040 of the City of Beaumont Municipal Code describes the off-street parking facilities required to meet the needs of uses within the City (see Appendix 2.1). The Code requires that all parking areas shall be designed to assure the provision and maintenance of safe, adequate and well-designed off-street parking facilities. It shall be the responsibility of the developer, owner or operator of a specific use to provide and maintain adequate off-street parking for that use. (1)

Table 2-1 provides a summary of the applicable City of Beaumont Municipal Code parking requirements.

**TABLE 2-1: CITY OF BEAUMONT MUNICIPAL CODE PARKING REQUIREMENTS**

Land Use	Spaces	Parking Rate
Banks/Financial Institutions	1 space per 200 sf gross floor area	1 per 200 sq. ft
Retail Uses	1 space per 200 sf gross floor	1 per 200 sq. ft
Professional Offices, other than medical	1 space per 200 sf gross floor area	1 per 200 sq. ft
Medical and Dental Offices	1 space per 250 sf gross floor area	1 per 250 sq. ft
Restaurants, Fast Food	1 space for every 100 sf of gross floor area, but not less than 10 spaces	1 per 100 sq. ft
Restaurants, Sit-Down	1 space for every 100 sf of gross floor area, but not less than 10 spaces	1 per 100 sq. ft

Based on the City of Beaumont Municipal Code Chapter 17.05.040 Parking Requirements.  
sq. ft: Square Feet

### 2.2 MARKETPLACE BEAUMONT PARKING REQUIREMENTS

According to the City of Beaumont parking requirements for the office, retail, and restaurant use, Marketplace Beaumont should provide approximately 1,063 spaces as shown on Table 2-2.

**TABLE 2-2: MARKETPLACE BEAUMONT PARKING REQUIREMENTS**

Use	Quantity	Parking Rate	Required Parking Spaces
Banks/Financial Institutions	10,405 sf	1 per 200 sq. ft	53
Retail Uses	136,161 sf	1 per 200 sq. ft	681
Professional Offices, other than medical	9,901 sf	1 per 200 sq. ft	45
Medical and Dental Offices	5,561 sf	1 per 250 sq. ft	23
Restaurants, Fast Food	19,308 sf	1 per 100 sq. ft	193
Restaurants, Sit-Down	6,515 sf	1 per 100 sq. ft	66
Totals:			1,063

Based on the City of Beaumont Municipal Code Chapter 17.05.040 Parking Requirements.  
DU: dwelling unit; sf: Square Feet

### 2.3 SHARED PARKING

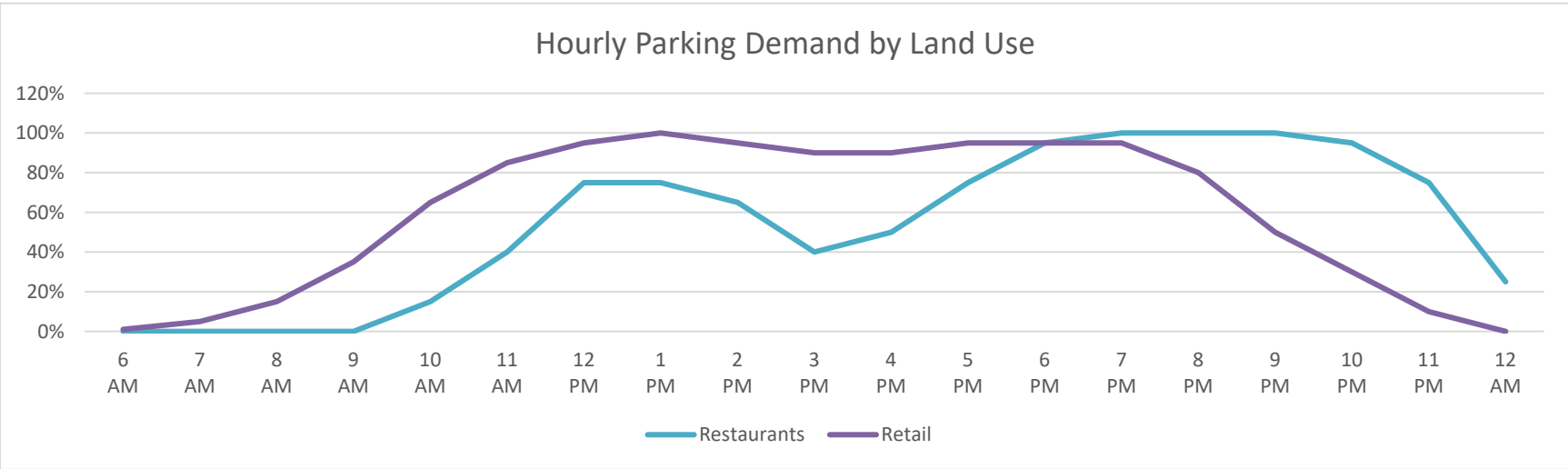
Recognizing the many uses have parking demands that peak during different times of the day, there is an opportunity for these uses to “share” parking with other proposed uses. The Urban Land Institute (ULI) shared parking methodology estimates peak parking demand by applying hourly adjustment factors. Marketplace Beaumont includes a mix of complementary land uses that provide an opportunity to share parking spaces between land uses. Shared parking is the use of a single parking space to serve two or more individual land uses without conflict or encroachment as described in ULI’s *Shared Parking*, 2nd Edition 2005. (2) For example, the parking supply needed for office uses during the morning and evening hours could be utilized by the retail use in the mid-day hours when office use demand is low. Table 2-3 presents the typical weekday parking utilization rates for Marketplace Beaumont land uses. Parking Utilization represents the number of parking spaces required (parking demand) expressed as a percentage of the number of parking spaces provided. According the *Shared Parking* report, the parking demand for Retail peaks during the daytime of 10:00 a.m. to 8:00 p.m., but rarely exceeds 35% all other hours of the day. The parking demand for restaurant use, suggests that 75% of the available parking spaces are typically occupied during normal lunch hours (12:00 p.m. to 1:00 p.m.) and fully occupied during the dinner hours (6:00 p.m. to 10:00 p.m.). Table 2-4 describes the shared parking utilization based on the existing City of Beaumont off-street parking requirements presented on Table 2-2. As shown on Table 2-4 the combination of existing uses suggests a peak parking utilization at 7:00 p.m. of 96%. This indicates a shared parking reduction of roughly 4%.

During full occupancy of the 941 existing parking spaces, based on the City’s municipal code parking rates, Table 2-3 shows that the peak parking demand at Marketplace Beaumont is 1,023 spaces with a deficiency of 82 spaces.

**TABLE 2-3: HOURLY WEEKDAY SHARED PARKING RATES**

Land use <sup>1</sup>	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
Restaurants	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%

<sup>1</sup> Based on parking utilization rates by land use type according to the Urban Land Institute (ULI) Shared Parking Second Edition.



**TABLE 2-4: HOURLY WEEKDAY SHARED PARKING DEMANDS AND UTILIZATION**

Land use	Required Spaces <sup>1</sup>	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Retail	805	9	41	121	282	524	685	765	805	765	725	725	765	765	765	644	403	242	81	0
Restaurants	258	0	0	0	0	39	104	194	194	168	104	129	194	246	258	258	258	246	194	65
<b>Parking Demand<sup>2</sup></b>		9	41	121	282	563	789	959	999	933	829	854	959	1,011	1,023	902	661	488	275	65
<b>Parking Utilization<sup>3</sup></b>		1%	4%	11%	27%	53%	74%	90%	94%	88%	78%	80%	90%	95%	96%	85%	62%	46%	26%	6%

<sup>1</sup> Based on the City of Beaumont Municipal Code Chapter 17.05.040 Parking Requirements. (Table 2-2)

<sup>2</sup> Estimated hourly parking demand by land use type according to Urban Land Institute (ULI) Shared Parking Second Edition.

<sup>3</sup> Estimated hourly parking utilization (percentage of spaces occupied).

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### 3 PARKING GENERATION

The parking requirements adopted by cities in the municipal code are largely based on parking generation rates published by the previous editions of Institute of Transportation Engineers (ITE).

#### 3.1 ITE PARKING GENERATION

ITE publishes a *Parking Generation* report describing the amount of parking demand for various land uses. Parking demand represents the accumulation of vehicles parked at a given site at any point in time. (3) Although the *Parking Generation* report provides estimates of parking demand by land use, it also contains information that can be easily misinterpreted without sound professional judgment. Since much of the data provided in the previous editions of the report are from the 1980's and 1990's, and it contains many broad land use terms which do not necessarily apply to current, more specific uses, it represents only the beginning point of information to be used in estimating parking demand. ITE recently published a 5<sup>th</sup> Edition of the *Parking Generation* in January 2019. The broad land uses from the previous editions have been separated into more specific land uses and have begun to include data from the 2000's and 2010's.

The *Parking Generation* report recognizes that additional information may be necessary to accurately determine local parking demand for a specific land use with unique site characteristics. Therefore, surveys of comparable local conditions and the nature of the specific use should *always* be considered as one of the best means to estimate parking demand to account for local factors. However, due to the currently ongoing COVID-19 pandemic, schools and businesses within the study area may be closed or operating at less than full capacity at the time this study was prepared. As such, the actual parking demand of the site may not be accurately determined at this time.

#### 3.2 PARKING REFORM

Minimum parking requirements generally reflect the communities desire to enjoy parking "*where they want it, when they want it and for free.*" (4) Municipal codes requiring excessively generous parking forces developers to provide more parking than they want, or to construct smaller buildings than the zoning allows. Minimum parking requirements, not building floor area ratios or height limits, are often the primary determinant of development intensity. (4) In addition, parking is an inefficient consumer of land that is rarely used for any other purpose. For many land uses, there will be as much or more square footage of parking as there is in a building that generates the need for parking. (5) Since many of the parking requirements are based on planning practice from the 1980's and 1990's the Parking Consultants Council (PCC) recommends updating parking ordinances to better reflect actual parking need and utilization. (5)

In addition, neither the ITE *Parking Generation* nor the City of Beaumont Municipal Code Parking requirements account for the potential reductions in parking demand associated with ride-sharing services.

### 3.3 RIDE-SHARING

Ride-sharing services such as Uber and Lyft allow people to leave their cars at home and instead rely on a point-to-point transportation services that do not require dedicated parking spaces. As demand for ride sharing services increases over time it is reasonable to expect a reduction in traditional parking demands. Ride-sharing is changing transportation habits and it is having a material impact on parking demand across communities throughout the country. (6)

According to a recent article titled *The Future of Parking in Era of Car-Sharing*, “These car-sharing services have the potential to change all of our assumptions about how parking works. Yes, people want and need convenient and immediate access to cars at any time. But the traditional approach to parking supposes that what people want is convenient and immediate access to one car that they own. Car-sharing services operate under the theory that it doesn’t matter which car people travel in, so long as one is available immediately. And because most people travel only intermittently, then the same car, with or without a driver, can be used over and over again to transport people around. That’s how car-sharing services make money, by keeping cars on the road rather than in a parking lot.” (7)

This ride-shared parking demand reduction is supported by Ace Parking CEO John Baumgardener, suggesting that parking demand at hotels in San Diego have dropped by 5 to 10%, while restaurant valet demand is down 25%. The biggest drop, unsurprisingly, has been at nightclubs, where demand for valet parking has dropped by 50%. (8)

While this Shared Parking Analysis recognizes the potential parking demand reductions associated with ride-sharing services, no specific reductions in parking demands have been included in this analysis. Therefore, any existing or future parking demand reductions due to ride-sharing activities will only further reduce the number of parking spaces needed to support Marketplace Beaumont.



## 4 PARKING DEMAND

The ITE *Parking Generation Manual* (5th Edition, 2019) includes peak parking generation for specific types of uses (i.e., office, retail, restaurants, etc.). The following parking generation rates are used for this analysis:

- Health/Fitness Club (ITE LU Code 492)
- General Office Building (ITE LU Code 710)
- Medical-Dental Office Building (ITE LU Code 720)
- Shopping Center – Non-December (ITE LU Code 820)
- Drive-in Bank (ITE LU Code 912)
- High-Turnover (Sit-Down) Restaurant – Family (ITE LU Code 932)
- Fast-Food Restaurant without Drive-Through Window (ITE LU Code 933)
- Fast-Food Restaurant with Drive-Through Window (ITE LU Code 934)
- Coffee/Donut Shop with Drive-Through Window (ITE LU Code 937)

For the purposes of this analysis, the parking rates for weekday conditions were utilized in order to account for peak office and retail use. In order to present a conservative analysis, all leasable building area was assumed to be fully occupied. Table 4-1 suggests that the parking demand with ITE rates at Marketplace Beaumont is 689 spaces with 252 spaces of surplus.

**TABLE 4-1: PARKING DEMAND (WITH ITE RATES)**

Use	Quantity <sup>1</sup>	Parking Rate <sup>2</sup>	Parking Demand <sup>3</sup>	Parking Supply <sup>4</sup>	Parking Surplus <sup>5</sup>
Drive-in Bank (ITE LU Code 912)	10,405 sf	3.72 spaces per 1,000 sf	39		
Health/Fitness Club (ITE LU Code 492)	6,200 sf	4.73 spaces per 1,000 sf	29		
Shopping Center - Non-December (ITE LU Code 820)	129,961 sf	2.61 spaces per 1,000 sf	339		
General Office Building (ITE LU Code 710)	9,901 sf	2.39 spaces per 1,000 sf	24		
Medical-Dental Office Building (ITE LU Code 720)	5,561 sf	3.23 spaces per 1,000 sf	18		
Coffee/Donut Shop with Drive-Through Window (ITE LU Code 937)	1,750 sf	5.22 spaces per 1,000 sf	9		
Fast-Food Restaurant without Drive-Through Window (ITE LU Code 933)	12,808 sf	9.91 spaces per 1,000 sf	127		
Fast-Food Restaurant with Drive-Through Window (ITE LU Code 934)	4,750 sf	12.41 spaces per 1,000 sf	59		
High-Turnover (Sit Down) Restaurant - Family (ITE LU Code 932)	6,515 sf	11.33 spaces per 1,000 sf	74		
Totals:			718		
<b>Totals (with shared parking utilization):</b>			<b>689</b>	<b>941</b>	<b>252</b>

<sup>1</sup> DU: dwelling unit; sf: Square Feet.<sup>2</sup> Calculated based on ITE Parking Generation Manual (5<sup>th</sup> Edition, 2019)<sup>3</sup> Estimated parking park requirements based on existing parking rates (Total SF x Parking Rates).<sup>4</sup> Total parking supply available on-site.<sup>5</sup> Parking surplus based on the difference between parking supply and estimated parking demand.

## 5 REFERENCES

1. **Municipal Code.** *Section 17.05.040 - Parking Requirements for land uses.* Beaumont : s.n.
2. **Urban Land Institute.** *Shared Parking 2nd Edition.* 2005.
3. **Institute of Transportation Engineers.** *Parking Generation 5th Edition.* 2019.
4. **Wilson, Richard W.** *Parking Reform Made Easy.* s.l. : Island Press, 2013.
5. **National Parking Association.** *Parking Space Design: Guidelines for Parking Geometrics, Sixth Edition.* 2017.
6. **Walker Consultants.** Ride-Hailing Impacts on Parking. [Online] [Cited: 12 10, 2018.] <https://walkerconsultants.com/wp-content/uploads/2017/12/TNC-Impacts.pdf>.
7. **Fulton, William.** The Future of Parking in an Era of Car-Sharing. [Online] April 1, 2015. <http://www.govtech.com/transportation/The-Future-of-Parking-in-an-Era-of-Car-Sharing.html>.
8. **Fortune.** Yes, Uber Really is Killing the Parking Business. [Online] <http://fortune.com/2018/02/24/yes-uber-really-is-killing-the-parking-business/>.

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**APPENDIX 2.1:**

**CITY OF BEAUMONT MUNICIPAL CODE PARKING REQUIREMENTS**

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## Beaumont, CA Code of Ordinances

### CODE OF ORDINANCES CITY OF BEAUMONT, CA

#### SUPPLEMENT HISTORY TABLE modified

- TITLE 1 - GENERAL PROVISIONS
- TITLE 2 - ADMINISTRATION AND PERSONNEL
- TITLE 3 - REVENUE AND FINANCE
- TITLE 5 - BUSINESS TAXES, LICENSES AND REGULATIONS
- TITLE 6 - ANIMALS
- TITLE 8 - HEALTH AND SAFETY
- TITLE 9 - PUBLIC PEACE, MORALS AND WELFARE
- TITLE 10 - VEHICLES AND TRAFFIC
- TITLE 12 - STREETS, SIDEWALKS AND PUBLIC PLACES
- TITLE 13 - PUBLIC SERVICES
- TITLE 15 - BUILDINGS AND CONSTRUCTION
- TITLE 16 - SUBDIVISIONS
- ✓ TITLE 17 - ZONING
  - Chapter 17.01 - INTRODUCTION
  - Chapter 17.02 - ADMINISTRATION AND ENFORCEMENT
  - Chapter 17.03 - ZONING MAP AND ZONE DISTRICTS
  - Chapter 17.04 - PERFORMANCE STANDARDS
  - ✓ Chapter 17.05 - OFF-STREET PARKING AND LOADING STANDARDS
    - 17.05.010 - Purpose and authority.

17.05.030 - General provisions.

17.05.040 - Parking requirements for land uses.

17.05.050 - Access requirements.

17.05.060 - Parking facility standards and dimensions.

17.05.070 - Parking required improvements.

17.05.080 - Shared and remote parking.

- Chapter 17.06 - LANDSCAPING STANDARDS
- Chapter 17.07 - SIGNS
- Chapter 17.08 - NONCONFORMING USES
- Chapter 17.09 - ANIMAL KEEPING
- Chapter 17.10 - AFFORDABLE HOUSING INCENTIVES/DENSITY BONUS PROVISIONS
- Chapter 17.11 - GENERAL DEVELOPMENT STANDARDS
- Chapter 17.12 - ADULT ENTERTAINMENT
- Chapter 17.13 - UNLICENSED GROUP HOMES
- Chapter 17.14 - DEFINITIONS
- Chapter 17.16 - SINGLE ROOM OCCUPANCY FACILITIES
- Chapter 17.17 - PAROLEE/PROBATIONER HOME
- Chapter 17.18 - WIRELESS TELECOMMUNICATION FACILITIES

STATUTORY REFERENCES modified

ORDINANCE LIST AND DISPOSITION TABLE

CODE COMPARATIVE TABLE modified



### 17.05.010 - Purpose and authority.

The purpose of the this section is to ensure that all land use and development in the City of Beaumont have sufficient parking in order to prevent or alleviate congestion. Parking and loading areas shall be provided in accordance with this section when a building or structure is constructed or a new use is established. Additional off-street parking shall be provided in accordance with this section if an existing building is altered, or dwelling units, apartments or guest rooms are added, or a use is intensified by the addition of floor space or seating capacity, or there is a change of use, at the time of such alteration, addition, intensification or change of use. The number of parking spaces and loading berths shall be in proportion to the need for such facilities created by the particular type of use. Off-street parking and loading areas shall be laid out in a manner that will protect the public safety and ensure their usefulness. Provide adequate off-street parking facilities, loading areas, and vehicle movement area associated with a use.

(Ord. 920 §2, 9/2007)

### 17.05.020 - Applicability.

The minimum standards of this [Chapter 17.05](#) shall apply to all new construction, expansion, renovation, conversion, and alteration of existing uses or structures in all zone districts. Off-street parking spaces shall be provided at the time of commencement of the use of the land or construction of the building, or at the time of renovation, conversion, alteration, or expansion by adding floor area, dwelling units, rooms, beds, or seats to a structure or to changes in occupancy or the enlargement of a commercial or industrial building.

(Ord. 920 §2, 9/2007)

### 17.05.030 - General provisions.

This Section outlines the general requirements for parking in the City of Beaumont. The following parking regulations will be applicable to all development in the City.

- A. *Maintenance of Parking Areas.* All covered or uncovered off-street parking and loading facilities required by [Chapter 17.05](#) shall be permanently reserved for parking and loading purposes. All parking facilities, including but not limited to curbs, directional markings, handicapped symbols, landscaping, pavement, signs, striping and wheel stops, etc., shall be permanently maintained by the property owner/tenant in good repair, free of litter and debris, potholes, obstructions and stored material.
- B. *Restrictions Regarding Use of Parking Areas.* Required parking spaces and areas shall not be used for the sale or display of goods and services, nor for the sale, display, repair or dismantling of motor vehicles, nor for the storage of inoperable or unlicensed vehicles,

- C. *Truck Parking Prohibited in Residential Zones.* The parking of commercial vehicles weighing 6,000 pounds or more shall be prohibited in all residential zones (R-SF and R-MF). This restriction shall apply to both on-street and off-street parking.
- D. *Temporary Parking.* Parking areas in any zone may be used for temporary, special events with authorization from the owner or operator of the parking area and the Planning Director. The Planning Director may impose conditions to mitigate any adverse effect on surrounding properties. Provisions outlined in [17.03](#) (Temporary Use Permits and Special Events) shall govern the procedures and conditions for the application and approval of a temporary use/special event permit.

(Ord. 920 §2, 9/2007)

### 17.05.040 - Parking requirements for land uses. ⋮

Each land use shall provide the minimum number of off-street parking spaces required by this section, except where a greater number of spaces are required through conditional use permit conditions of approval.

- A. *Off-street Parking Requirements.* Off-street parking and loading spaces with adequate ingress and egress must be provided for any new structure and for any new use established; for any addition to or enlargement of an existing structure or use; or for any change in the occupancy of any structure or the manner in which any use is conducted that would result in additional parking or loading spaces to be required. For any addition or any enlargement of an existing structure or use, or for any change of occupancy or manner of operation that would increase the number of parking or loading spaces required, the additional parking or loading shall be required only for such addition, enlargement, or change and not for the entire structure or use. Table 17.05-1 specifies the number of off-street parking spaces required for permitted land uses.

 EXPAND

<i>Table 17.05-1 Off Street Parking Requirements</i>		
<i>Land Use</i>	<i>Parking Required</i>	<i>Compact/Truck Parking</i>
Residential		

**Off Street Parking Requirements**

<b>Land Use</b>	<b>Parking Required</b>	<b>Compact/Truck Parking</b>
Single-Family Residential Units	2 enclosed spaces/unit (accessory units that are rentals must provide 2 spaces, of which one shall be enclosed)	Not Applicable
Attached Single Family and Duplex Units	2 enclosed spaces/unit	Not Applicable
Multi-Family (efficiency/1-bedroom units)	1.25 spaces per unit (spaces may be uncovered)	Not Applicable
Multiple-Family (2 or more bedrooms/unit)	2.5 spaces per unit. (at least 1 space must be covered)	Not Applicable
Motels/Boarding Houses	1 space for each sleeping unit. 1 space per guest room or unit; plus other spaces as required for auxiliary uses such as banquet facilities, bars, and restaurants	Not Applicable
<b>Commercial</b>		
Assembly Use	1 space per 4 permanent seats. Where temporary seats are used, 1 space per 20 sf of assembly area.	Compact: Maximum 10% where 20+ spaces are provided.
Banks/Financial Institutions	1 space per 200 sf gross floor area	Compact: Maximum 10% where 20+ spaces are provided.
Bars and Nightclubs	1 space per 75 sf gross floor area; plus 1 space per 2 employees on the largest shift	Compact: Maximum 10% where 20+ spaces are provided.

**Off Street Parking Requirements**

<b>Land Use</b>	<b>Parking Required</b>	<b>Compact/Truck Parking</b>
Churches and Other Religious Institutions	1 space per 3 fixed seats. Where no fixed seats are provided, 1 per 20 square feet of assembly area.	Compact: Maximum 10% where 20+ spaces are provided.
Cinema	1 space per 3 seats.	Compact: Maximum 10% where 20+ spaces are provided. Compact: Not permitted.
Day Care • Day care center	1 space for every 7 children	Compact: Not permitted.
Gasoline Service Stations	1 space per 200 sf gross floor area; plus 1 space per service bay; plus any additional spaces, required for accessory uses such as retail or food service	Compact: Not permitted, Truck: 1 space per vehicle operated from site.
Retail Uses	1 space per 200 sf gross floor	Compact: Maximum 10% where 20+ spaces are provided. Truck: As required for service and delivery vehicles.
Professional Offices, other than medical	1 space per 200 sf gross floor area	Compact: Maximum 10% where 20+ spaces are provided. Truck: 1 space per vehicle operated from site.
Medical and Dental Offices	1 space per 250 sf gross floor area	Compact: Maximum 10% where 20+ spaces are provided.
Restaurants, Fast Food <sup>1</sup>	1 space for every 100 sf of gross floor area, but not less than 10 spaces	Compact: Maximum 10% where 20+ spaces are provided.

**Off Street Parking Requirements**

<b>Land Use</b>	<b>Parking Required</b>	<b>Compact/Truck Parking</b>
Restaurants, Sit-Down	1 space for every 100 sf of gross floor area, but not less than 10 spaces	Compact: Maximum 25% where 20+ spaces are provided.
Trade or business school	1 space per 50 sf of gross classroom area	
<b>Manufacturing</b>		
General Manufacturing	1 space per 500 sf gross floor area.	Compact: Maximum 10% where 20+ spaces are provided. Truck: 1 space per vehicle operated from site.
Office, accessory to manufacturing use	1 space per 250 sf gross floor area of office space.	Compact: Maximum 10% where 20+ spaces are provided.
Trucking and Truck Terminals	1 space per 1,000 sf gross floor area within any building.	Truck: Per loading requirements.
Warehousing	1 space per 1,000 sf gross floor area.	Compact: Maximum 10% where 20+ spaces are provided. Truck: 1 space per vehicle operated from site.

<sup>1</sup> Minimum standard vehicle stacking capacity in a drive-through lane is eight vehicles.

*Fractional Spaces.* All fractional spaces shall be rounded up to the next highest whole number.

*Combined Uses.* When two or more uses are combined on a given site, the required parking shall be calculated as the combined total required for each individual use. Where two or more uses exist within a single building, parking shall be calculated based on the percentage of floor area devoted to each use.

Code of Ordinances *Compact and Handicap Parking.* The calculation of the number of compact and handicap parking spaces to be provided shall be based on the total number of spaces required. Handicapped (accessible) parking shall comply with standards set forth in Chapter 11 of the Uniform Building Code.

- B. *Unspecified Land Use.* If a land use is not specifically listed in Table 17.05-1, the Planning Director shall decide which standard most closely reflects the demand for parking that will be generated by the proposed project. For uses not specifically mentioned, the requirements for off-street parking spaces shall be the same as for similar-mentioned uses and the Planning Director shall determine in writing the parking requirements for the proposed project. In the event the determination of the Planning Director shall be deemed unsatisfactory or unreasonable, the applicant may present the matter to the Planning Commission in writing for posting on the agenda of a regularly scheduled Commission meeting, for determination.
- C. *Reduction of Spaces.* No reduction of required parking spaces shall be allowed, except through approval of a variance in accordance with the provisions of this [Title 17.05](#).

(Ord. 979, 12/07/2010)

### **17.05.050 - Access requirements.**

Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows.

- A. *General Requirements.* All lots shall have adequate vehicular access from a dedicated and improved street or service road to permit unimpeded movement of goods and people. Visibility on streets and intersections shall not be blocked by signs, trees, hedges, fences, walls, or structures. Directional signs and graphics may be used to promote public safety and convenience.
- B. *Driveways.* The following requirements are applicable to driveways:
  - 1. Driveways shall not be located where they would impede traffic on streets or through intersections.
  - 2. Driveways and aisles shall be maintained unobstructed at all times.
  - 3. The minimum driveway width shall be 12 feet per lane for a one-way driveway and 25 feet for a two-way driveway.
- C. *Aprons.* Each garage shall have an adequate paved area in front of the garage (apron) for maneuvering. The minimum paved apron width shall be 24 feet.

(Ord. 920 §2, 9/2007)

### **17.05.060 - Parking facility standards and dimensions.**

Code of Ordinances Off-street parking areas shall be provided on the subject site, outside of any public right-of-way, in compliance with this section.

- A. *Parking Stall Design.* Parking facilities shall be designed to conform to the following minimum guidelines and standards:
1. Parking spaces shall be located on the same lot as the use to which they serve, unless remote parking is permitted by the Planning Director pursuant to the provisions of Section 17.05.80 (Remote Parking).
  2. Access to parking stalls shall not be taken directly from a public or private street or alley.
  3. The entrance to a private garage or carport shall be located a minimum of 24 feet from the street which the garage or driveway faces.
  4. A 15-foot vertical clearance shall be maintained over all parking areas, driveways, and access points.
  5. Driveways serving a parking area with 20 or more spaces shall be designed with either one-way circulation or a double driveway system.
  6. No parking area shall be designed so that vehicles back into a street, except for single-family dwelling units.
  7. No parking space shall be located within 20 feet of the access driveway, except within the R-SF and R-MF zones.
  8. All carpooling parking spaces and bicycle racks shall be located near the main entrance of the facility they are intended to serve.
- B. *Parking Space Dimensions.* Table 17.05-2 identifies the minimum required dimensions for parking stalls and aisles for standard, compact, and truck parking spaces. No more than a six-inch vehicle overhang into a landscaped area is permitted only when curb stops are not provided.

 EXPAND

<b>Table 17.05-2 Parking Space Dimensions</b>					
<b>Type of Parking</b>	<b>Angle</b>	<b>Stall Depth (Y)</b>	<b>Drive Aisle Width</b>	<b>Stall Width (X)</b>	<b>Section Width</b>
Standard Parking Spaces	0°	9 feet	10 feet	24 feet	28 feet

Table 1705.2 Parking Space Dimensions					
Type of Parking	Angle	Stall Depth (Y)	Drive Aisle Width	Stall Width (X)	Section Width
	45°	19 feet <sup>(a)</sup>	14 feet	12 feet 9 inches	52 feet <sup>(b)</sup>
	90°	19 feet	26 feet	9 feet	64 feet
Compact Parking Spaces	0°	9 feet	10 feet	20 feet	25 feet
	45°	16 feet	14 feet	8 feet	43 feet
	90°	16 feet	26 feet	8 feet	64 feet
Truck Parking Spaces	0°	12 feet	24 feet	50 feet	52 feet
	45°	44 feet	32 feet	17 feet	120 feet
	50°	50 feet	46 feet	14 feet	145 feet
	90°	50 feet	60 feet	12 feet	160 feet

## Notes:

(a) 15'-10" for overlapped or herringbone layout

(b) 45'-9" for overlapped or herringbone layout

- C. *Emergency Access.* Dedicated fire lanes to serve as access for fire vehicles and emergency apparatus from a public street shall be provided as set forth below and shall be posted as a fire lane:
1. If any structure is 50 feet from a right-of-way and more than 30 feet high; or
  2. If any structure is 150 feet from a right-of-way and 30 feet high or less; or
  3. If the structure or use is commonly associated with a fire or explosion hazard; or
  4. If the structure or use attracts a large congregation of people, as determined by the Fire Department.



Code of Ordinances 5. Fire lanes must be at least 25 feet wide. An alley can serve as a fire lane if it meets the requirements. Likewise, an appropriately designed buffer strip unobstructed by landscaping or structures as a fire lane.

6. Projects with other characteristics, such as distance from the nearest fire hydrant, site design, etc., which inhibit fire control may require provision of a fire lane at the discretion of the Planning Director.
7. Alternative means of fire control may be provided, subject to the approval of the Fire Department.

(Ord. 920 §2, 9/2007)

### **17.05.070 - Parking required improvements.**

Off-street parking areas shall be improved in compliance with this section.

- A. *Covering Materials.* All parking spaces, maneuvering areas, turnarounds, and driveways shall be paved with asphaltic concrete or Portland cement in accordance with standards set by the City Engineer/Director of Public Works.
- B. *Parking Stall Designations.* All parking spaces except those in garages or carports shall be marked with paint or other distinguishable material. Compact and handicap parking spaces shall be identified to preclude use by other vehicles.
- C. *Directional Signage.* Directional signs shall mark one-way entrances and aisles and shall be visible to drivers of vehicles using the facility.
- D. *Wheel Stops.* Bumper guards and wheel stops shall be provided as needed to protect buildings, structures, landscaping, and other vehicles.
- E. *Parking Area Lighting.* The lighting of parking areas shall be designed in accordance with the standards for light and glare in [Section 17.05.080](#) of this Title.
- F. *Buffers.* Parking areas provided for commercial and industrial uses shall be separated from any adjoining residential zone, church, school, or park by a six foot high masonry wall.
- G. *Headlight Glare.* Where parking for any non-residential use is provided on any area of a lot whereby parking spaces or vehicle maneuvering areas will result in vehicle lights shining onto a public street, a wall or dense planting of shrubs or similar landscape material shall be provided as a buffer between the parking/maneuvering area and the street. The height of the wall or landscaping shall not be lower than three feet.

(Ord. 920 §2, 9/2007)

### **17.05.080 - Shared and remote parking.**

Code of Ordinances

Certain types of developments or combinations of land use within a specific development may be eligible for a parking reduction if it can be demonstrated that such development may benefit from shared-parking. This section indicates the procedures applicable to development applications requesting either shared-parking or remote parking.

- A. *Special Study Required for Shared Parking.* Two or more uses may share parking facilities, subject to the approval of the Planning Director and the provisions of this section. A parking demand analysis for the uses proposed to share parking facilities shall be prepared. The parking demand analysis shall be prepared by a registered traffic engineer. When such analysis demonstrates, to the satisfaction of the Director, that the uses have different peak parking requirements, then the parking space requirement may be reduced by the Director. In no event, however, shall the parking requirement be reduced below the highest peak parking requirement of the use demanding the most parking.
- B. *Conditions and Requirements for Shared Parking.* The following conditions must apply for shared parking to be permitted.
  1. The uses sharing the parking facilities shall be located on the same lot or contiguous lots.
  2. A legal agreement shall be signed by all parties sharing parking facilities. Such agreement shall be approved by the City Attorney and Planning Director, shall be recorded with the County Recorder's Office, and shall continue to be valid upon change of ownership of any property subject to the agreement or any lawfully existing building or structure on said properties.
  3. Shared parking arrangements must be authorized by any discretionary permit issued for the use for which the parking is provided. Where no discretionary permit is required, such shared parking arrangements shall meet all other requirements of this Subsection B.
- C. *Remote Parking.* The following conditions must apply for remote parking.
  1. Remote parking may be permitted for multi-family structures and commercial and industrial uses, provided such parking facilities are located no more than 300 feet from the use they are intended to serve.
  2. A covenant for use of the lot for parking shall be required between the owner of the lot supporting the proposed use and the owner of the lot to be used for remote parking. The covenant for remote parking shall be prepared by the City and recorded with the County Recorder of the County. The covenant may not be revoked, modified, or canceled without the consent of the City.
  3. Such agreements for remote parking shall be authorized by any required discretionary permit issued for the proposed multi-family structure or commercial or industrial use.
  4. Where no other application is involved, a conditional use permit shall be required to

