



PLANNING COMMISSION REGULAR MEETING

550 E. Sixth Street, Beaumont, CA

Tuesday, February 22, 2022 - 6:00 PM

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packets are available for public inspection in the City Clerk's office at 550 E. 6th Street during normal business hours.

AGENDA

MEETING PARTICIPATION NOTICE

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming as well as open to public attendance subject to social distancing and applicable health orders. All City of Beaumont public meetings will be available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access.

beaumontca.gov/livestream

Public comments will be accepted using the following options.

1. Written comments will be accepted via email and will be read aloud during the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Comments can be submitted anytime prior to the meeting as well as during the meeting up until the end of the corresponding item. Please submit your comments to: nicolew@beaumontca.gov
2. Phone-in comments will be accepted by joining a conference line prior to the corresponding item of the meeting. Public comments shall not exceed three (3) minutes unless otherwise authorized by City Council. Please use the following phone number to join the call **(951) 922 - 4845**.
3. In person comments subject to the adherence of the applicable health orders and social distancing requirements.

In compliance with the American Disabilities Act, if you require special assistance to participate in this meeting, please contact the City Clerk's office using the above email or call **(951) 572 - 3196**. Notification 48 hours prior to a meeting will ensure the best reasonable accommodation arrangements.

REGULAR SESSION

6:00 PM

1. Swearing In - Commissioner Sedrick Bedolla

CALL TO ORDER

Chairman Nathan Smith, Vice Chair Anthony Colindres, Commissioner Jessica Black, Commissioner Sedrick Bedolla, Commissioner Patrick Stephens

Pledge of Allegiance

Adjustments to Agenda

Conflict of Interest Disclosure

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

Any one person may address the Committee on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the Committee Chair or Secretary. There is a three (3) minute limit on public comments. There will be no sharing or passing of time to another person. State Law prohibits the Committee from discussing or taking actions brought up by your comments.

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

Approval of all Ordinances and Resolutions to be read by title only.

1. Approval of Minutes

Recommended Action:

Approve Minutes dated January 11, 2022.

2. SP2022-0007, Specific Plan Amendment to the Four Seasons Specific Plan

Recommended Action:

Hold a public hearing; and

Forward to the City Council a recommendation of approval of specific plan amendment SP2022-0007 to the Four Seasons Specific Plan.

3. Discussion and Direction on Design Guidelines or Standards for the Downtown Area Plan

Recommended Action:

Hold discussion and provide direction to City staff on downtown design guidelines and standards.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

ADJOURNMENT

The next regular meeting of the Beaumont Planning Commission is scheduled for Tuesday, March 8, 2022, at 6:00 p.m. or thereafter as noted on the posted Agenda at City Hall

Beaumont City Hall – Online www.BeaumontCa.gov

PLANNING COMMISSION REGULAR MEETING

550 E. Sixth Street, Beaumont, CA

Tuesday, January 11, 2022 - 6:00 PM

MINUTES

REGULAR SESSION

6:00 PM

CALL TO ORDER at 6:01 p.m.

Present: Chairman Patrick Stephens, Vice Chair Nathan Smith, Commissioner Paul St. Martin, Commissioner Anthony Colindres, Commissioner Jessica Black

Pledge of Allegiance

Adjustments to Agenda: **None**

Conflict of Interest Disclosure: **None**

PUBLIC COMMENT PERIOD (ITEMS NOT ON THE AGENDA):

Any one person may address the Committee on any matter not on this agenda. If you wish to speak, please fill out a "Public Comment Form" provided at the back table and give it to the Committee Chair or Secretary. There is a three (3) minute limit on public comments. There will be no sharing or passing of time to another person. State Law prohibits the Committee from discussing or taking actions brought up by your comments.

No comments.

ACTION ITEMS / PUBLIC HEARINGS / REQUESTS

Approval of all Ordinances and Resolutions to be read by title only.

1. Reorganization of the Planning Commission

Motion by Commissioner Black

Second by Commissioner Stephens

To appoint Nathan Smith as Chair and Anthony Colindres as Vice Chair.

Approved by a unanimous vote.

2. Approval of Minutes

Motion by Commissioner Black

Second by Commissioner Stephens

To approve Minutes dated December 14, 2021.

Approved by a unanimous vote.

3. Plot Plan (PP2020-0317) and Environmental (ENV 2021-0015) For the Construction and Operation of a 16,823 Square Foot Industrial Building with Three (3) Suites Located on the North Side of First Street Between Veile and Grace Avenues (APN: 417-150-015) in the Manufacturing (M) zone.

Public Comment opened at 6:13 p.m.

J. McClure – *Answered questions of the committee*

J. Dykes – *Answered questions and clarified conditions of approval statuses*

Public Comment closed at 6:21 p.m.

Motion by Commissioner St. Martin

Second by Commissioner Stephens

To Adopt Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and approve Plot Plan PP2020-0317, subject to the attached Conditions of Approval and direct staff to prepare a Notice of Determination for the applicant to file with the Riverside County Clerk Recorder.

Approved by a unanimous vote.

4. Conduct a Continued Public Hearing and Consideration for a Conditional Use Permit (CUP2021-0058) for a Request to Allow a Headstone Manufacturing and Retail Shop Located at 506 Wellwood Avenue (APN 417-062-001) in the Commercial Neighborhood Zone

Continued Public Hearing closed at 6:23

Consensus to continue CUP2021-0058 off calendar.

COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

Recognition of Commissioner Paul St. Martin

Notice of closure of City Hall to the public, and an upcoming Planning Commission Conference.

ADJOURNMENT at 6:33 p.m.



Staff Report

TO: Planning Commissioners

FROM: Christina Taylor, Community Development Director

DATE: February 22, 2022

SUBJECT: **SP2022-0007, Specific Plan Amendment to the Four Seasons Specific Plan**

APPLICANT: City of Beaumont

Background and Analysis:

The Four Seasons Specific Plan, originally known as the Hovchild Specific Plan was approved in 1989. The Plan was later amended to be called the Four Seasons Specific Plan. The entire project was approved as an “active adult” community, restricted to persons of 55 years of age or older.

The Four Seasons community is located west of Highland Springs Avenue and south of Potrero Boulevard. Surrounding land uses include the Sun Lakes residential community in Banning to the east; the Seneca Springs residential community to the west; the Loma Linda Medical Center to the north; and vacant lands and the Potrero Creek open space preserve to the south.

The Four Seasons Specific Plan is now built out. There are a variety of lots ranging in size from a minimum of 2,600 square feet to greater than 6,300 square feet. The minimum front yard setbacks range from a minimum 7 feet to a minimum of 20 feet. Many of the homes built earlier in the development are on large lots with greater setbacks. The newer homes have been constructed on smaller lots with much smaller setbacks.

Throughout the years, City staff and the Four Seasons Home Owners Association Board have worked with many home owners on tree removal issues. Typical issues requiring tree removals are roots affecting pipes and trees causing roof damage. Due to many of the affected sites having no alternative location for planting a replacement tree without incurring similar damage again in the future, City staff is recommending a change to the front yard landscaping requirements in the Four Seasons Specific Plan.

Citywide, landscape regulations vary based on area, however, a minimum of two trees in the front yard of a single-family residence is a municipal code requirement. Specific plans tend to have unique front yard landscaping requirements. Page IV-66 in the specific plan read as follows:

11. Front Yard Landscaping

a. The Developer/Builder will provide full front yard landscaping and automatic irrigation systems for all homes subject to City approval. Front yard landscape design and installation in the Sundance Specific Plan shall be subject to the Landscaping Standards as set forth in Title 17 of the Beaumont Municipal Code, or pursuant to subsequent requirements, as deemed applicable by the City of Beaumont.

b. Landscape areas shall be automatically irrigated and planted in an appropriate manner, which meets or exceeds industry standards, and shall comply with the design intent and minimum set forth in these guidelines.

c. All lots shall provide for a minimum of one 15-gallon front yard tree and one 15-gallon accent tree.

Staff is recommending the following changes:

11. Front Yard Landscaping

a. The Developer/Builder will provide full front yard landscaping and automatic irrigation systems for all homes subject to City approval. Front yard landscape design and installation in the **Sundance Four Seasons** Specific Plan shall be subject to the Landscaping Standards as set forth in Title 17 of the Beaumont Municipal Code, or pursuant to subsequent requirements, as deemed applicable by the City of Beaumont.

b. Landscape areas shall be automatically irrigated and planted in an appropriate manner, which meets or exceeds industry standards, and shall comply with the design intent and minimum set forth in these guidelines.

c. All lots shall provide for a minimum of one 15-gallon front yard tree and one 15-gallon accent tree. **The requirement for maintaining two trees may be waived if one of the following conditions are met:**

- 1. The tree(s) has been removed due to property maintenance issues; or**
- 2. The front yard depth is less than 20 feet**

The proposed changes to the specific plan are a result of staff working with representatives of the Home Owners Association Board. The proposed change, not requiring trees to be replaced, given certain requirements, will reduce some of the challenges home owners face regarding property maintenance.

Recommended Action:

Hold a public hearing; and
Forward to the City Council a recommendation of approval of specific plan amendment SP2022-0007 to the Four Seasons Specific Plan.

Attachments:

- A. Four Seasons Specific Plan page IV-66 redline
- B. Ordinance
- C. Legal Advertisement

10. Common Drive Lanes

Common drive lanes will have intermittent landscape areas located outside of the 25' right-of-way as part of individual lot landscaping or common area landscaping.

11. Front Yard Landscaping

- a. The Developer/Builder will provide full front yard landscaping and automatic irrigation systems for all homes subject to City approval. Front yard landscape design and installation in the ~~Sundance~~ **Four Seasons** Specific Plan shall be subject to the Landscaping Standards as set forth in Title 17 of the Beaumont Municipal Code, or pursuant to subsequent requirements, as deemed applicable by the City of Beaumont.
- b. Landscape areas shall be automatically irrigated and planted in an appropriate manner, which meets or exceeds industry standards, and shall comply with the design intent and minimum set forth in these guidelines.

All lots shall provide for a minimum of one 15 gallon front yard tree and one 15 gallon accent tree. **The requirement for maintaining two trees may be waived if one of the following conditions are met:**

- 1. **The tree(s) has been removed due to property maintenance issues; or**
- 2. **The front yard depth is less than 20 feet**

F. WALLS AND FENCES

1. The wall and fence design criteria is intended to provide variety and privacy for each lot while providing continuity of design within Four Seasons at Beaumont. Refer to the Architectural Guidelines section for all allowable materials. All wall and fence heights are measured from the highest-grade elevation on either side of the wall or fence.

- Front Yard: Fencing and walls may not exceed 42 inches in height when located within the required front yard setback except as otherwise allowed in the Specific Plan Development Regulations (Section V). Fencing and walls between the edge of the setback and a dwelling unit shall not exceed six (6) feet in height and may be solid or transparent.
- Side Yard: Solid fencing is permitted to a maximum height of six (6) feet between the front yard setback and rear yard property line.
- Rear Yard: Fencing along rear yards and top of slope shall be a maximum of six (6) feet in height.
- Sound Attenuation: When required for sound attenuation, solid walls in side and rear yards may exceed six (6) feet in height.

ORDINANCE NO.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
BEAUMONT, CALIFORNIA, ADOPTING AN AMENDMENT TO THE
FOUR SEASONS SPECIFIC PLAN (SP2022-0007)**

WHEREAS, the City Council adopted the Four Seasons Specific Plan in 1989; and

WHEREAS, the City has proposed an amendment to the Four Seasons Specific Plan in order to reduce some of the challenges home owners in the age restricted, senior community face regarding property maintenance; and

WHEREAS, duly noticed public hearings were conducted on this matter as required by law by the Planning Commission on February 22, 2022, and the City Council on March 1, 2022; and

WHEREAS, the Planning Commission recommends that the City Council approve the proposed amendment to the Four Seasons Specific Plan; and

WHEREAS, following the Planning Commission's recommendation, the City Council has amended the text of the Four Seasons Specific Plan area to allow a change in the landscape requirements; and

WHEREAS, the City Council of the City of Beaumont has reviewed the reasons for the recommendation of approval by the Planning Commission as described above;

**THEREFORE, THE CITY COUNCIL OF THE CITY OF BEAUMONT DOES HEREBY
ORDAIN AS FOLLOWS:**

SECTION 1: The City Council hereby finds that the amendment to the Four Seasons Specific Plan is consistent with the General Plan of the City of Beaumont.

SECTION 2: The amendment to the Four Seasons Specific Plan, attached hereto as Exhibit "A", is hereby approved.

SECTION 3: The City Council hereby finds that the Environmental Impact Report, certified by the City Council in 1989, complies with the California Environmental Quality Act and this change poses no impact upon the environment.

SECTION 4: This Ordinance shall take effect thirty (30) days after its final passage and within fifteen (15) days after its passage the City Clerk shall cause a summary to be published in a newspaper of general circulation, printed and published in the City of Beaumont, in a manner prescribed by law for publishing of ordinances of said City.

MOVED AND PASSED upon first reading this 1st day of March, 2022, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

MOVED, PASSED AND ADOPTED this 15th day of March, 2022, upon second reading by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Lloyd White, Mayor

Attest:

Nicole Wheelwright, Deputy City Clerk

Approved as to form:

John Pinkney, City Attorney

LEGAL ADVERTISEMENT

NOTICE IS HEREBY GIVEN, that the City of Beaumont will conduct public hearings to consider the matter described below. The Planning Commission's public hearing will be held at 6:00 p.m. on Tuesday, February 22, 2022 and the City Council's public hearing will held at 6:00 p.m. on Tuesday, March 1, 2022 at 550 East Sixth Street, Beaumont, California.

SPECIFIC PLAN AMENDMENT 2022-0007 (FOUR SEASONS SPECIFIC PLAN), Conduct a public hearing and consideration of a City initiated request to amend the front yard landscape requirements to reduce the number of required front yard trees from two to one within the Four Seasons Specific. The proposed change is consistent with the Final Environmental Impact Report (FEIR) that was adopted for the project.

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[BeaumontCa.gov/Livestream](https://www.beaumontca.gov/Livestream)

The applicant for this project is **City of Beaumont**

Public comments can be made in person with adherence to the current COVID-19 safety protocols, using the public comment phone line or by written email. Phone-in comments will be accepted by calling the designated public comment phone line (951) 922-4845 prior to the corresponding item. Public comments shall not exceed three minutes unless otherwise authorized by Planning Commission. Written comments can be emailed to NicoleW@BeaumontCa.gov Public comments accepted via email will be read aloud during the corresponding item of the meeting. Comments can be submitted any time prior to the meeting as well as during the meeting until the end of the corresponding item.

This meeting will be conducted utilizing teleconference communications and will be recorded for live streaming. All City of Beaumont public meetings will be made available via live streaming and made available on the City's official YouTube webpage. Please use the following link during the meeting for live stream access: [BeaumontCa.gov/Livestream](https://www.beaumontca.gov/Livestream)

Christina Taylor
Community Development Director



Staff Report

TO: Planning Commissioners

FROM: Christina Taylor, Community Development Director

DATE: February 22, 2022

SUBJECT: Discussion and Direction on Design Guidelines or Standards for the Downtown Area Plan

APPLICANT: N/A

Background and Analysis:

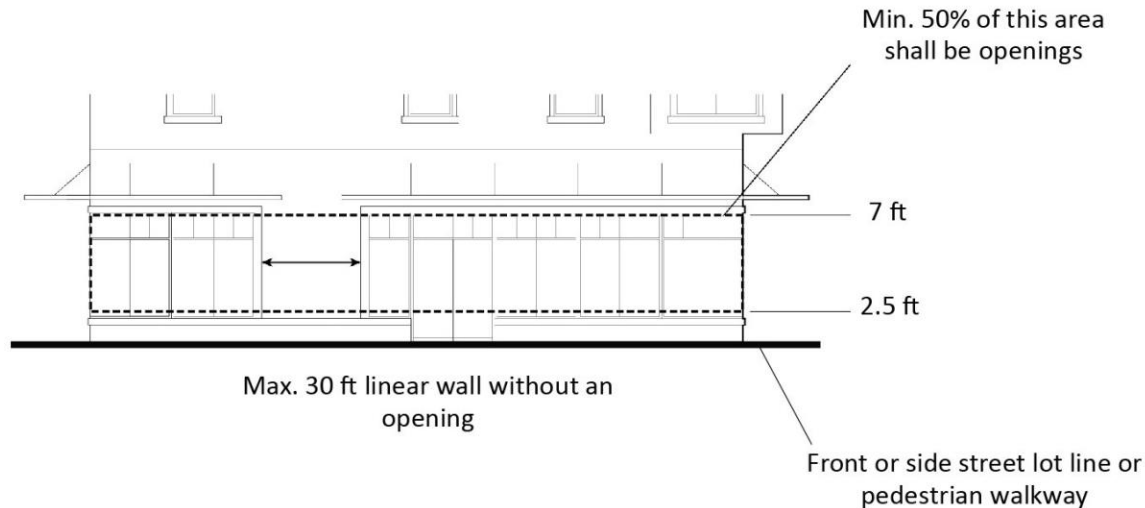
The Downtown Area Plan was adopted as part of the City's General Plan Update which took effect in January 2021. The Downtown Area Plan generally includes the area from Egan Avenue on the west to Highland Springs Avenue on the East bounded by the south side of Eighth Street on the north and Fifth Street on the south. The Plan also includes Beaumont Avenue and a block east and west from Fifth Street on the south up to the south side of Oak Valley Parkway on the north. A map of the Downtown Area Plan is included as Attachment A.

City Council has expressed the desire to implement the Downtown Area Plan. Part of those discussions have been focused on design standards for various aspects of the plan area. The Downtown Area Plan included in the General Plan lays out the overall vision and intent for the downtown. It provides aesthetic guides through pictures but no standards. The Beaumont Municipal Code Chapter 17.19 Downtown Zone Districts establishes site development standards for how structures should be built on the site and how a site should be laid out. Chapter 17.19.040 (J) provides a few additional design requirements such as:

- *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line
- *Building Transparency/Required Openings.* Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the

sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening.

Figure 17.19-3. Building Transparency/Required Openings Exhibit



- *Building Orientation.* Building frontages shall be generally parallel to streets and pedestrian walkways.
- *Building Entrances.* The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.
- *Wall Plane Modulation.* All street-facing façades shall have at least one horizontal or vertical projection or recess at least two feet in width and depth, for every 50 horizontal feet of wall.
- Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials. Walkway widths may be reduced to three feet wide for small lot development (Section 17.11.030.D).

Beyond what is established in the code as shown above, there are no guidelines or requirements regulating aesthetics in the downtown such as color schemes or signage. Staff is seeking input from the Planning Commission on the existing standards as well as any additional standards that should be considered.

Recommended Action:

Hold discussion and provide direction to City staff on downtown design guidelines and standards.

Attachments:

- A. Downtown Area Plan
- B. Beaumont Municipal Code Chapter 17.19 Downtown Zone Districts

Chapter 11:

DOWNTOWN AREA PLAN

The Downtown Plan provides a detailed vision, guiding principles, and goals and policies for Downtown Beaumont. The city currently lacks a defined, recognizable downtown area, but maintains the historic development pattern of a California railroad town. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, the City is planning for its revitalization in the proposed Downtown Area Plan.

This chapter provides the foundation for the future revitalization and redevelopment of the Downtown core of the community and for guiding future public and private development decisions. Topics addressed include land use and development policies, streetscape improvements, transportation and parking guidance.

This is a stand-alone chapter of the General Plan and the goals and policies located herein shall be consistent with the General Plan's other Elements.

STATUTORY REQUIREMENTS

This chapter is not required by law, but addresses the vision for Downtown, which is the economic, civic, and retail hub of the community.

RELEVANT PLANS AND DOCUMENTS

Title 17 Zoning of the City of Beaumont Municipal Code provides the implementing zones and associated development regulations for the Downtown Area Plan. When completed, the parking study for the Downtown Area will provide guidance on parking requirements.

SETTING THE SCENE

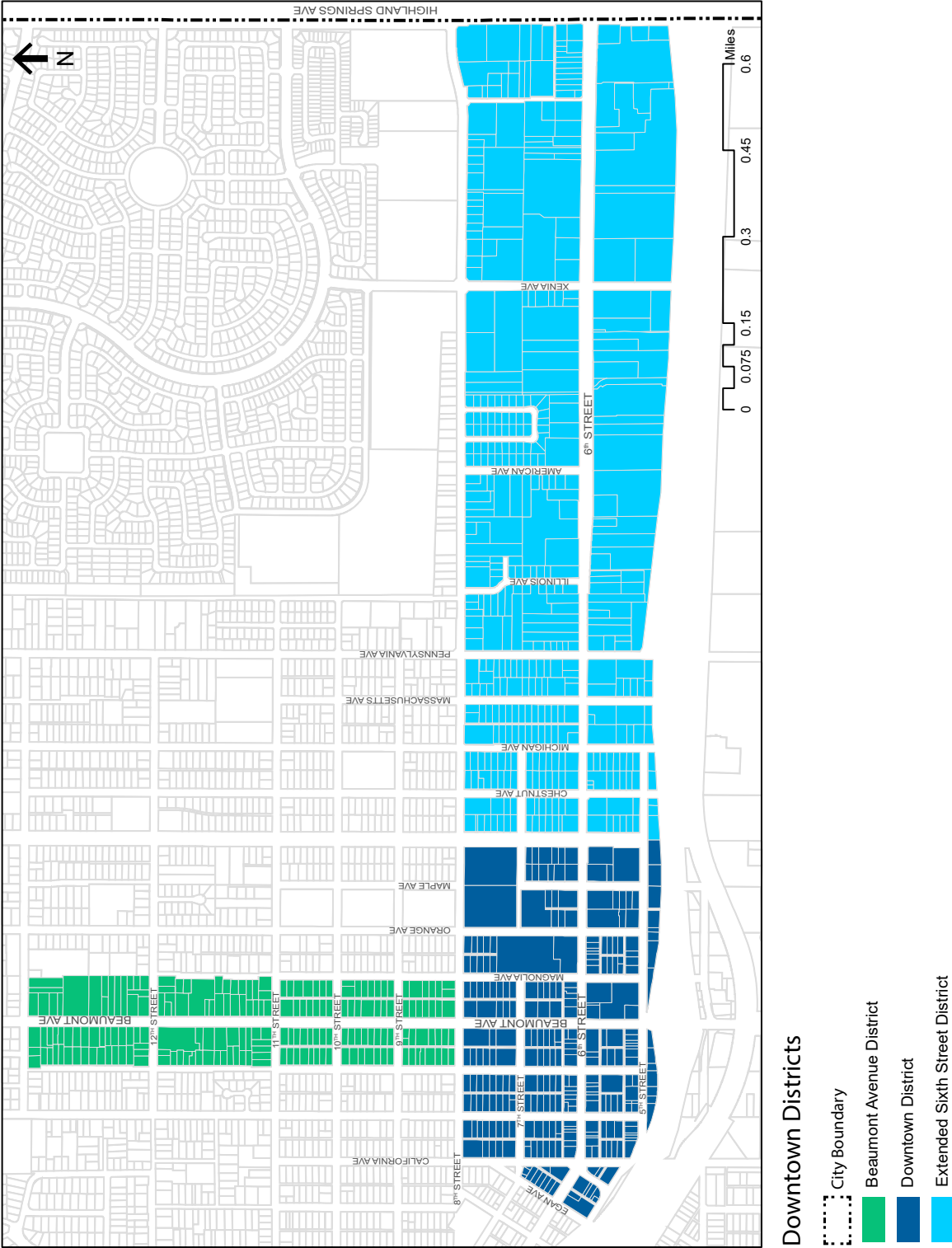
GEOGRAPHY

Beaumont is located in the San Geronio Pass between the Los Angeles/Riverside/San Bernardino area and the Coachella Valley. The San Geronio Pass is the level plain located between the towering San Geronio Mountain and San Jacinto Peak. This area was the historic stagecoach and railroad route into the Los Angeles area from the east. The area was originally called Summit, was later renamed San Geronio, and finally named Beaumont in the late 1800's. Its early development was based on its position along the major east-west stagecoach and rail corridor into southern California.

The Beaumont Downtown Area is located adjacent to Interstate 10, along 6th Street and Beaumont Avenue. The area contains a well-defined grid street system based around east-west numbered streets (5th, 6th, 7th, and 8th) and the north-south named avenues. The boundaries of the Beaumont Downtown Area Plan are generally Egan Avenue on the west, 8th and 13th Street on the north, Highland Springs Avenue on the east, and Interstate 10 on the south. Direct access to Interstate 10 is provided via the interchange at Beaumont Avenue in the middle of the Plan Area and Highland Springs Avenue to the east.

The Downtown Area Plan has three distinct districts: Downtown Core, Extended 6th Street, and Beaumont Avenue. These districts support a vibrant mix of residential, retail, and commercial uses with connectivity within and to Downtown. The Downtown Area Plan boundaries and its districts are shown on Figure 11-1.

Figure 11.1 Downtown Area Plan and Boundary



EXISTING LAND USE

As described in Chapter 3, the Downtown Area has a different mix of uses than the rest of the City. Downtown developed along the Southern Pacific railroad route in the second half of the 19th century. Today, Downtown Beaumont is the location for the Civic Center, commercial uses, a mix of housing and vacant land. Existing land uses by district are as follows:

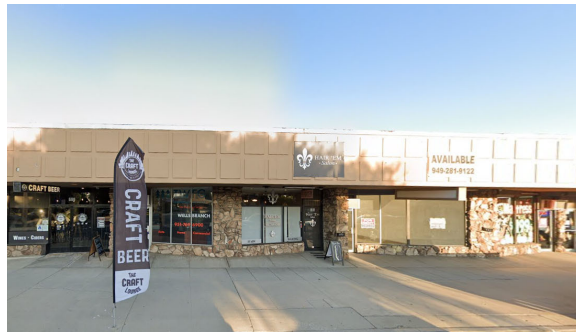
DOWNTOWN CORE/SIXTH STREET CORRIDOR. The Downtown Core is bounded by 8th Street on the north, the I-10 Freeway on the south, Palm Avenue to the east, and the I-10 and Egan Avenue on the west. Civic and commercial uses located along the Sixth Street frontage are the predominant land uses within this district. Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. A mix of single-family homes and multifamily apartments are also found in the district, north of the Sixth Street frontage.

SIXTH STREET CORRIDOR EXTENDED. This district is a continuation of the Sixth Street Corridor and is bounded by 8th Street on the north, the I-10 Freeway on the south, Highland Springs Avenue on the east, and Palm Avenue to the west. Existing uses in this district are predominantly multi-family, commercial, and undeveloped land. A few neighborhood-supportive uses and medical office uses are located along Highland Springs Avenue and provide compatible uses close to San Geronio Hospital, located in the City of Banning.

BEAUMONT AVENUE. The Beaumont Avenue District extends one block on both sides of Beaumont Avenue between 8th Street and 13th Street. The current uses are a mix of commercial buildings, single family homes and vacant land along Beaumont Avenue. Single family homes are primarily located along Euclid Avenue and Magnolia Avenue. These homes are part of the larger older residential neighborhood identified as the Town Center subarea, as described in Chapter 3.



Downtown District commercial businesses.



6th Street Extended District Auto uses



Beaumont Avenue District neighborhoods

TRANSPORTATION AND PARKING

The Downtown area for the City of Beaumont is located adjacent to Interstate 10 and contains a well-defined grid street system based around east-west numbered streets (5th, 6th, 7th and 8th) and the north-south named avenues. The classifications for the General Plan roadways in and around the Downtown Area Plan are shown in Figure 4-2, Roadway Classification. There are several categories of General Plan roadways within the boundary of the Downtown Area Plan.

PARKING

In Downtown Beaumont, most parking is provided in surface parking lots on a development by development basis. Some on-street parking is also available. City-owned parking is available adjacent to the Civic Center.

PARKS AND PUBLIC FACILITIES

As noted earlier, Beaumont Civic Center with City Hall, Police department and other City offices are located on Sixth Street between Magnolia and Maple Avenues. Stewart Park is partially located within Downtown Beaumont on the southeast corner of E 8th Street and Orange Avenue, adjacent to the Palm Innovation Academy, an elementary school in the Beaumont Unified School District.



Beaumont City Hall



Palm Avenue



Stewart Park

KEY ISSUES + OPPORTUNITIES

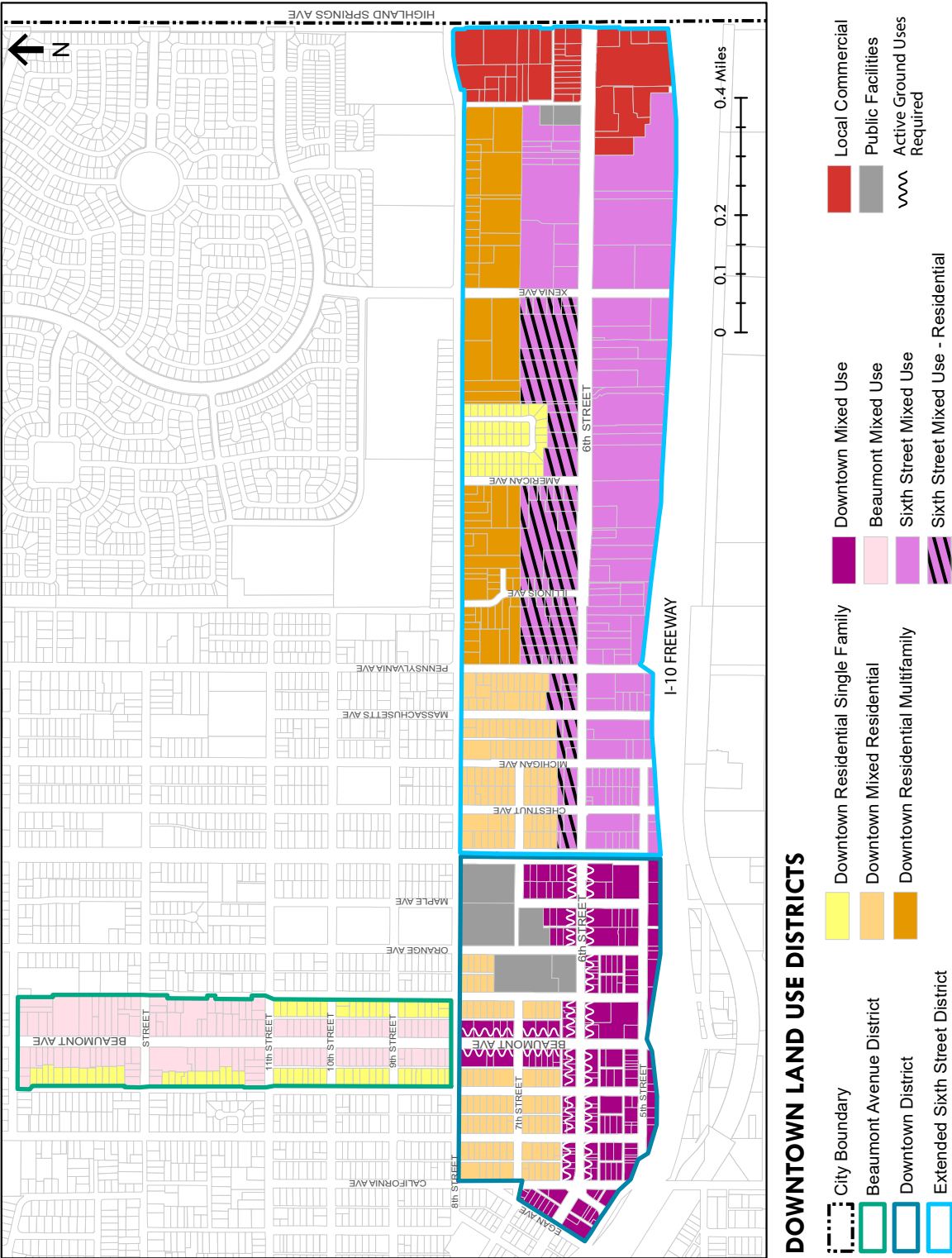
Downtown Beaumont along Sixth Street and Beaumont Avenue provides the potential for development as the City’s center. With the Civic Center as its anchor, the vision is to create a walkable, active, pedestrian-oriented retail core with a mix of supporting residential uses. Few cities have such great downtown potential and, with a rise in experiential retail and entertainment, Downtown is being reinvented as the civic, retail and entertainment center of Beaumont in a mixed-use setting.

DOWNTOWN VISION

Downtown Beaumont will be the heart of the City, providing an exciting diversity of economic, residential, and cultural opportunities. It will be a vibrant and dynamic place to work, live, shop, and gather for special events. It will also be a pedestrian-friendly environment with comfortable sidewalks and an inviting streetscape. The Downtown Area Plan will create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings and create a lively and dynamic environment. This Plan encourages opportunities for public gathering spaces and parks for civic and cultural events that are supported by a street network which meets the needs of pedestrians, bicyclists, and motor vehicles.



Figure 11.2 Downtown Area Plan Land Use



LAND USE RECOMMENDATIONS

Within Downtown, the three districts will have distinct character and intensities, as depicted in Figure 11-2. The land use designations are described in this section. The Zoning Ordinance establishes the zoning for the Downtown Area.

DOWNTOWN CORE

The Downtown Core district of the Downtown Beaumont Area Plan ranges from Egan Avenue on the west to Palm Avenue on the east. It is bordered by 8th Street on the north and Interstate 10 on the south.

As the name indicates, the Downtown Core district will be the cultural, civic, entertainment and social heart of the community and represents the main mixed-use area for the Downtown. This district will be the most active and the heart of Downtown Beaumont. It will provide a walkable, family-friendly, and pedestrian-oriented Downtown with active retail uses along Sixth Street and Beaumont. The Downtown Core is also anchored by the Civic Center.

The active pedestrian experience is emphasized with wide sidewalks, narrowed traffic lanes, and median parking. The median parking area is a flexible use space that can be used for public gatherings and events, creating opportunities for civic celebrations.



The land use designations within the Downtown Core are as follows:

DOWNTOWN MIXED USE

DESCRIPTION

The Downtown Mixed Use designation supports a lively, thriving Downtown area by accommodating up to 3 story, mixed-use buildings. Active and retail uses are required along the 6th Street and Beaumont Avenue street frontages to create a pedestrian-oriented and vibrant environment. This designation provides for vertical and horizontal mixed-use development.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 15 du/acre
- Maximum FAR: 0.35
- Maximum Building Height: Up to 3 stories
- Implementing Zone: Downtown Mixed Use (DMU)

DOWNTOWN MIXED RESIDENTIAL

DESCRIPTION

This designation corresponds to existing areas with a mix of single and multifamily residential uses. The corresponding zoning districts will reflect current densities.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 15 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 2 stories
- Implementing Zones: R-SF and R-TN

PUBLIC FACILITIES

DESCRIPTION

This designation includes the Civic Center, Police department, Stewart Park, Palm Innovation Academy.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum FAR: Up to 1.0

EXTENDED SIXTH STREET

The Extended Sixth Street district is located along Sixth Street east of the Downtown Core between 8th Street and Interstate 10. The eastern extent is Highland Springs Avenue and the city limits.

The Extended 6th Street district will provide a wide variety of existing residential and commercial uses and support additional housing and the expansion of neighborhood-serving retail and commercial uses. The future land use pattern in this area is expected to be commercial and mixed uses along Sixth Street. The intent of this district is to provide additional opportunities for multifamily residential development and commercial uses in a mixed-use setting. Residential uses are required north of Sixth Street and stand-alone commercial uses are permitted along the south side of Sixth Street. The residential population will also support retail and commercial uses in the Downtown Core. This district also includes Housing Element sites (see City of Beaumont Housing Element 6th Cycle 2013-2021)



The land use designations within the Extended Sixth Street district are as follows:

SIXTH STREET MIXED USE

DESCRIPTION

This designation provides for commercial uses and multifamily housing along the 6th Street Corridor east of Palm Avenue and has the highest densities in the Downtown, with nodes of commercial at key intersections. Stand-alone commercial or multifamily uses are permitted. The multi-family housing is supportive of the retail and commercial uses in downtown and is near the future transit station south on Pennsylvania. The typical development is larger than those envisioned in the DMU or BMU designations.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: 0.5
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Sixth Street Mixed Use (SSMU)

SIXTH STREET MIXED USE RESIDENTIAL

DESCRIPTION

This district provides for multifamily housing and commercial uses along the north side of the 6th Street Corridor, east of Palm Avenue, and allows higher densities, with nodes of commercial at key intersections. Multifamily uses are required. The multifamily housing is supportive of the retail and commercial uses in downtown and is near the future transit station south of Pennsylvania. Live/work units are permitted and encouraged. The typical development is larger than those envisioned in the DMU or BMU designations.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: 0.5
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Sixth Street Mixed Use- Residential (SSMU-R)

DOWNTOWN RESIDENTIAL MULTI FAMILY

DESCRIPTION

This designation creates walkable, transit-ready residential neighborhoods located near concentrated commercial, civic and recreational uses. Housing in these neighborhoods is primarily multifamily in a variety of housing types, such as townhomes, walkups, garden apartments and condominiums.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 22 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Downtown Multifamily (DMF)

DOWNTOWN RESIDENTIAL SINGLE FAMILY

DESCRIPTION

The Residential Single-Family zone corresponds to existing residential development within the Area Plan area consisting of single-family detached units.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 4 du/acre
- Maximum FAR: n/a
- Maximum Building Height: Up to 2 stories
- Implementing Zone: Residential Single Family (RSF)

EXTENDED SIXTH STREET CONTINUED

LOCAL COMMERCIAL

DESCRIPTION

The Local Commercial designation covers smaller commercial, retail and service-related activities found along Highland Springs Avenue (at the eastern end of the Sixth Street Corridor). This land use designation permits a range of neighborhood supportive retail and service-oriented land uses.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: n/a
- Maximum FAR: 0.7
- Maximum Building Height: Up to 4 stories
- Implementing Zone: Local Commercial (LC)

PUBLIC FACILITIES

See Downtown Core designations.

BEAUMONT AVENUE

The Beaumont Avenue district extends one block on either side of Beaumont Avenue between 8th Street and 13th Street. The Beaumont Avenue district will maintain existing single-family residential neighborhoods and low-intensity office and retail uses. The intent for this district is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development must be compatible with existing and future neighboring residential uses.



The land use designations within the Beaumont Avenue district are as follows:

BEAUMONT MIXED USE

DESCRIPTION

The intent of the properties along the segment of Beaumont Avenue, located between 8th Street (on the south) and 13th Street (on the north) is to facilitate the corridor's transition to a mixed-use district containing professional office, service, and limited commercial activities alongside residential uses. Future non-residential development shall be compatible with neighboring residential development.

PERMITTED DENSITIES AND INTENSITIES:

- Maximum density: 10 du/acre
- Maximum FAR: 0.35
- Maximum Building Height: Up to 2 stories
- Implementing Zone: Beaumont Mixed Use (BMU)

DOWNTOWN RESIDENTIAL SINGLE FAMILY

See Extended Sixth Street designations.

MOBILITY RECOMMENDATIONS

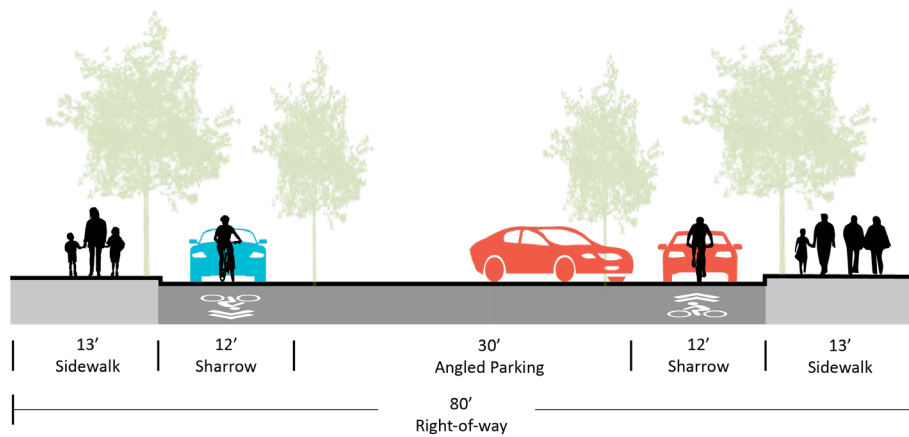
Downtown Beaumont will have a circulation system that provides a strong emphasis on “Complete Streets,” safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles. The major streets within the Downtown, namely Beaumont Avenue and Sixth Street are designated as “Downtown Streets” in the General Plan Mobility Element. Sixth Street and Beaumont Avenue are also both identified as Pedestrian and Bicycle Priority Streets.

Street cross-sections for these two corridors are provided in this section. Depending on the location, travel speeds will be appropriate to the pedestrian focus of the district. Bicycles and pedestrians shall be prioritized in these areas. On-street parking will be provided as identified. Pedestrian facilities will include wide sidewalks, pedestrian scale lighting, and street furniture.

SIXTH STREET

Sixth Street runs east-west through Downtown with the right-of-way ranging from 80 to 100 feet. The character of the development changes along its length. This section provides more detail regarding the design changes along the street. As the focus of the Downtown Core, the segment between Beaumont Avenue and Palm Avenue is the most important, and is described first.

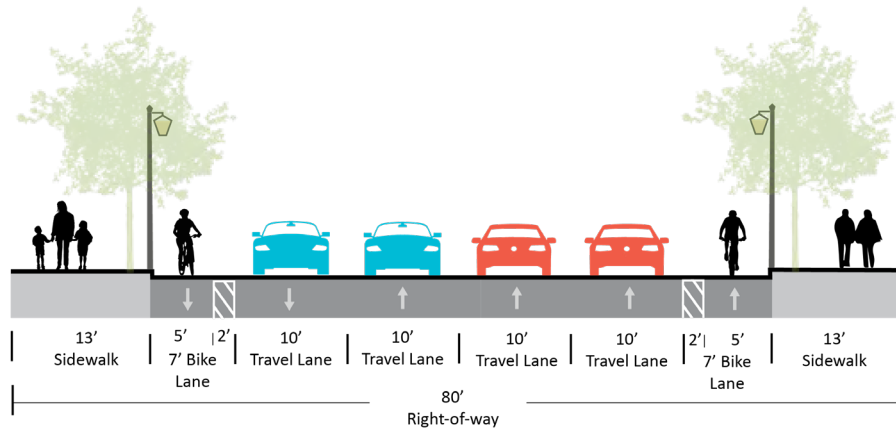
SIXTH STREET (BEAUMONT AVENUE TO PALM AVENUE). This segment of the Sixth Street corridor is intended to be unique, with a focus on pedestrians and creating opportunities for special events. This section is reduced to two-lanes, one in each direction, to make room for median parking, that can be used for special events, such as farmers markets and street fairs. The sidewalks are 13 feet in width to accommodate pedestrians as well allow opportunities for outdoor dining. Bicycles share the street with automobiles as speeds are lowered.



Beaumont Avenue to Palm Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

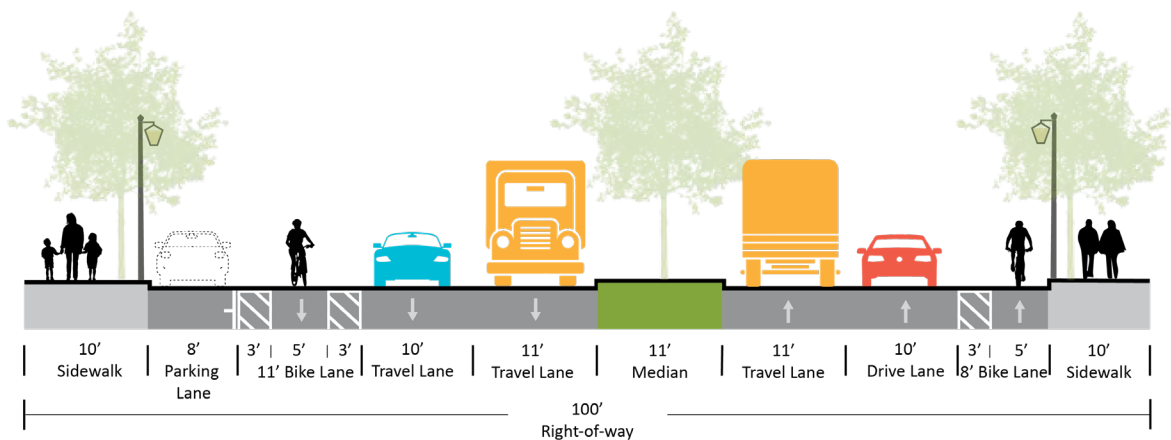
SIXTH STREET (PALM AVENUE TO PENNSYLVANIA AVENUE). This segment of the Sixth Street corridor transitions to four lanes and includes protected bicycle lanes. Pennsylvania Avenue is designated as a Major Highway (painted Median). Pennsylvania Avenue is one of the few streets that continues to the south across I-10 freeway and to the potential transit station near Second Street. An interchange is also planned at Pennsylvania Avenue.



Palm Avenue to Pennsylvania Avenue

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

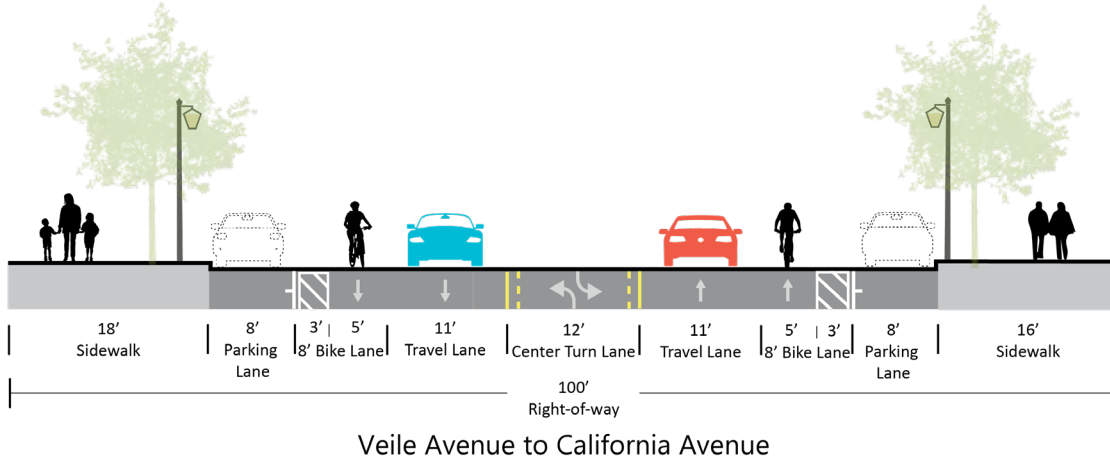
SIXTH STREET (PENNSYLVANIA AVENUE TO HIGHLAND SPRINGS AVENUE). This easternmost segment of the Sixth Street corridor has a wider right-of-way (100 feet) than the rest of the corridor and has an existing raised median starting at Illinois Avenue. The median will be widened to accommodate additional planting and provide pedestrian refuges for crossing. Four lanes (two in each direction) will be maintained. On-street parking will continue along the south side of the street where commercial uses are anticipated. Protected bicycle lanes along both sides of the street will connect to the larger bicycle network.



Pennsylvania Avenue to Highland Springs Avenue

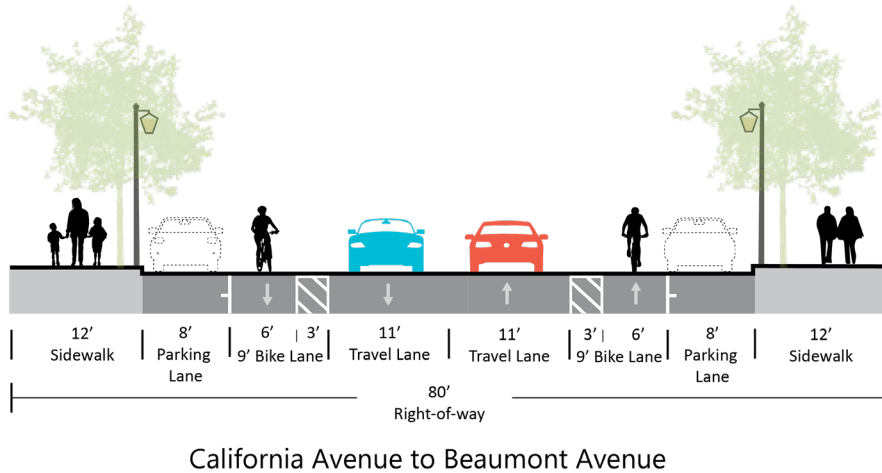
**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

SIXTH STREET (VEILE AVENUE TO CALIFORNIA AVENUE). This westernmost segment of the Sixth Street corridor also has a wider right-of-way (100 feet) and continues south of the freeway. Sixth Street in this segment will be two lanes with a center turn lane. Both sides of the street will contain parking and protected bicycle lanes. Veile Avenue is designated a bicycle priority street and as such is an important connection between the north and south portions of the city across the I-10 freeway.



**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

SIXTH STREET (CALIFORNIA AVENUE TO BEAUMONT AVENUE). This segment of Sixth Street has a narrower right-of-way (80 feet). Two lanes, one each way, on-street parking and protected bicycle lanes will be provided.

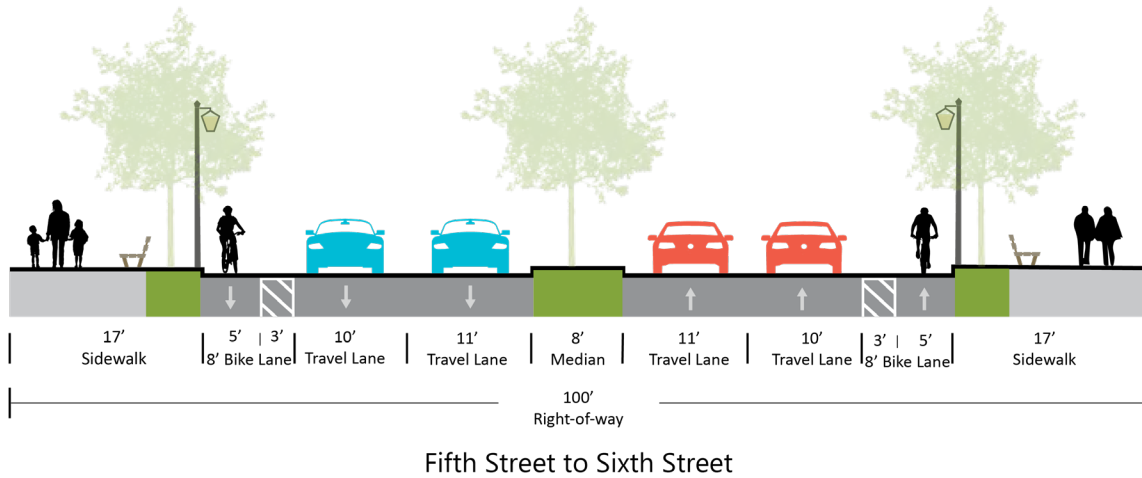


**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE

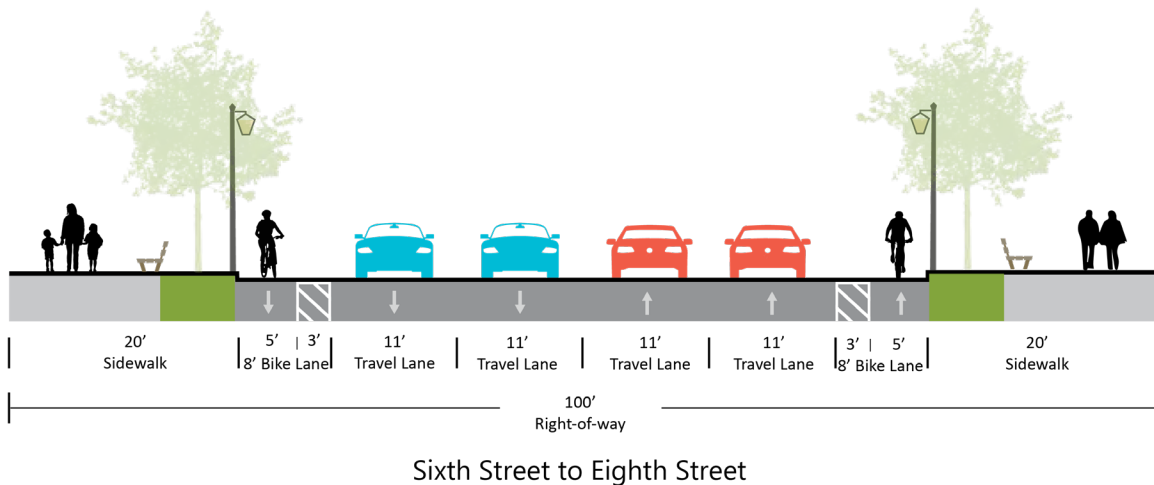
Beaumont Avenue is designated as State Route 79 south of the I-10 interchange. The General Plan designation is Urban Arterial Highway. North of the interchange, however, Beaumont Avenue transitions to a local street, with decreasing intensities of development going north. While the right-of-way width (100 feet) remains the same, the street design is modified to be compatible with the adjacent scale of development. The following sections further describe the street sections.

BEAUMONT AVENUE (FIFTH STREET TO SIXTH STREET). This section of Beaumont Avenue is the busiest segment as it transitions from a State Route to a local street. The divided street with two travel lanes in each direction includes protected bicycle lanes.



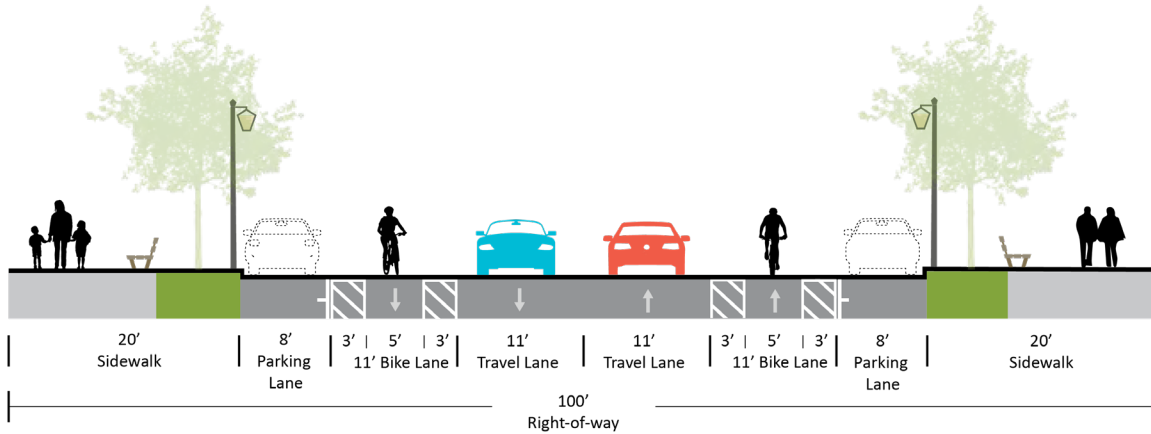
**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE (SIXTH STREET TO EIGHTH STREET). North of Sixth Street, the four lanes continue to Eighth Street. This portion of Beaumont Avenue is intended to have active, pedestrian frontages. Wide sidewalks will accommodate ample space for pedestrians with space for outdoor dining and other street amenities. Lush landscaping along the curb will offer a buffer from the traffic.



**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

BEAUMONT AVENUE (EIGHTH STREET TO TWELFTH STREET). This segment of Beaumont Avenue transitions to two lanes, one in each direction, with on-street parking. Development intensities are lower in this section.



Eighth Street to Twelfth Street

**Standard roadway cross-sections presented for information only and may be updated at the decision of the City Engineer.*

PARKING RECOMMENDATIONS

Too much or too little parking may impact Downtown redevelopment as too much parking spreads development across a wider area. This idea is important to note as the City is currently developing strategies in its Beaumont Downtown Area Plan to revitalize Downtown. Therefore, it is important to “right-size” and manage parking such that the requested parking spaces are balanced with the number of spaces needed. The City will continue to promote “right-sizing” of parking facilities, by applying the following techniques:

PARK ONCE

A strategy for the City’s Downtown is to enable visitors to “park once” and visit a series of destinations on foot. Park once strategies will work well in areas such as Downtown as it is well-connected by pedestrian and bicycle facilities. The creation of well-designed centralized parking areas supports this strategy.

SHARED PARKING

Shared parking allows for more efficient use of parking spaces that would otherwise might remain empty or unused. Land uses that have different parking demands at different times of the day can share the same parking facilities. A parking space can serve two or more individual land uses without conflict or encroachment. This is an effective way to minimize paved area, allow denser land use, provide for more landscaping and open space, and provide improved walkability within a mixed-use area. One example of shared parking is a restaurant and an office building as restaurant’s peak parking demand is in the evening after an office’s peak parking demand, which occurs during the daytime.

IN-LIEU PARKING FEES

Allowing developers to contribute fees toward the development of a common parking facility in lieu of providing on-site parking is an important tool to creating shared, park once locations. This strategy is recommended in Downtown (possibly near the City Hall). This can be an incentive for investment in Downtown.

PARKING MANAGEMENT STRATEGIES

The City may also manage high-demand parking locations and destinations through several different strategies, including demand pricing, time restrictions, and/or other techniques. Although not a key strategy now, it may be a key strategy in the future as the Downtown becomes more successful, TNCs like Uber and Lyft increase their mode share in the City, and autonomous vehicles (AVs) penetrate the vehicle fleet (depending on the economic structure of that fleet (e.g. shared fleet or private ownership fleet)).

PUBLIC-PRIVATE PARTNERSHIPS

The City, business owners, and developers collaborate to provide both private and public parking opportunities. Instances where this works well include parcels owned by the City, or private underutilized parking lots where a private entity develops, manages, and enforces parking in these public lots. Again, this strategy may not be required today, but may be needed as the Downtown becomes more successful.

REDUCED PARKING STANDARDS

Reducing parking standards in Downtown and other areas that are well-served by transit (such areas adjacent to the potential future commuter rail transit station), and providing parking cash out programs (i.e., through which employers pay employees to not drive a single occupancy vehicle to work) lower parking requirements and help to right-size onsite parking.

BIKING EQUALS BUSINESS PROGRAMS

Businesses may provide bicycle parking, bike lockers or corrals and may provide incentives to encourage their patrons and employees to ride rather than drive. For certain businesses, the City may reduce required onsite parking for vehicles if they provide a bike lockers or bicycle corrals that accommodates more cyclists.

GUIDING PRINCIPLES

The Downtown Area Plan is entirely consistent with the land use designations and street classifications contained in Beaumont 2040, the updated General Plan. As described in Chapter 3, the General Plan establishes a Downtown Mixed Use (DMX) designation for the area within the Beaumont Downtown Area Plan. The Guiding Principles listed below summarize the vision and direction for the future of Downtown Beaumont. Beaumont 2040 also contains citywide Vision and Guiding Principles and priorities that were developed with extensive community input. The priorities that are specific to Downtown include the following:

- **CREATE A VIBRANT DOWNTOWN.** Downtown is a vital anchor of the community, housing many civic and historical buildings and a diverse mix of uses. The City understands the importance of coordinating investments and land use planning decisions to support the redevelopment of Downtown. The City will implement strategies to reduce existing vacancies and promote a mix of active uses and a variety of retail and housing. Downtown development will encourage human scale design that supports pedestrian activity, including an improved pedestrian experience, multi-modal streets, and adequate density to create a sense of place.
- **IMPROVE RETAIL CORRIDORS.** Beaumont will explore opportunities to enhance development and redevelopment opportunities in the City’s retail corridors. The City will also encourage diversification of housing types and mix of uses along 6th Street and Beaumont Avenue. The City will support new retail corridors that capitalize on potential future growth that encourages mixed use centers and fosters opportunities for economic development.
- **PURSUE AN INFILL STRATEGY.** The City will strategically focus development within the City limits on vacant and underutilized lots to foster compact development patterns, create walkable communities, and preserve the natural environment and critical environmental areas. Within the Sphere of Influence, the City will also limit future development to areas immediately adjacent to existing development and along current and new transportation corridors.

The Downtown Area Plan is also supportive of the General Plan goals and policies including the following in the Land Use + Community Design Element:

- **Policy 3.1.2** Re-establish the City’s pedestrian-oriented Downtown, along Sixth Street and Beaumont Avenue, as a community anchor with a local and regional-serving mix of civic, commercial, and residential uses.
- **Policy 3.1.5** Invest in existing residential neighborhoods adjacent to Downtown and promote connectivity to surrounding neighborhoods.
- **Policy 3.3.5** Incentivize infill housing development in the Downtown...

GOALS AND POLICIES

The following section includes goals and policies for the Beaumont Downtown Area Plan. Goals and policies are followed by implementation actions. Goals and policies for Downtown Beaumont are woven throughout the General Plan, including in the Land Use + Community Design, Mobility, and Health, Equity + Environmental Justice Elements, among others.

LAND USE

Goal 11.1: Create a balanced and integrated mix of residential, office, retail and civic land uses that generate daily activity in the daytime and evenings to create a lively and dynamic environment.

Policies

- 11.1.1** Focus retail activity in the Downtown Core district to create a critical retail mass.
- 11.1.2** Promote residential and office uses on the upper floors within the Downtown Core district.
- 11.1.3** Specify land uses along the eastern portion of 6th Street that complement the pedestrian-oriented atmosphere in the Downtown Core district.
- 11.1.4** Adopt zoning districts with appropriate development standards that create a walkable downtown.
- 11.1.5** Encourage high-density multifamily residential uses in the Extended 6th Street district.
- 11.1.6** Discourage or prohibit uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the downtown.
- 11.1.7** Promote compatible uses that leverage the proximity of medical facilities along Highland Springs Avenue.
- 11.1.8** Consider development patterns that create active transportation and transit opportunities and alternatives to the automobile.

Goal 11.2: Preserve existing housing stock and create opportunities for additional housing choices.

Policies

- 11.2.1** Preserve existing residential neighborhoods and provide connectivity with amenities and neighborhood commercial uses.
- 11.2.2** Provide regulations that encourage the preservation of existing housing, including development of new housing that accommodates households that are diverse in size, type and level of affordability.
- 11.2.3** Encourage a diversity of housing types in the Downtown such as large apartments, walk-up apartments, stacked flats, townhomes, live-work housing, fourplexes, triplexes and duplexes.
- 11.2.4** Encourage a diversity of small, medium, and large units for individuals, families,

seniors, students, and other demographics to encourage a diverse and vibrant population.

- 11.2.5** Encourage housing in Downtown to encompass a range of deeper affordability levels, including for those with moderate, low, very low, and extremely low incomes, as well as market rate housing.

COMMUNITY DESIGN + PUBLIC REALM

Goal 11.3: Promote public realm improvements that contribute towards the creation of a clear sense of identity and place in Downtown Beaumont.

Policies:

- 11.3.1** Create a street environment that is comfortable and inviting for pedestrians including wide sidewalks, landscaping, street furniture, streetlights, etc.
- 11.3.2** Provide additional street trees, landscaping and green space throughout the Downtown to improve the area's visual appeal and increase visitors' and residents' connection with nature.
- 11.3.3** Improve existing streets with a diversity of street furnishings including benches, directional signage, bollards, bicycle parking, and trash receptacles.
- 11.3.4** Design clearly identifiable entry points into the Downtown area and Downtown Core district that create a sense of arrival.
- 11.3.5** Provide public art opportunities in Downtown.
- 11.3.6** Encourage the placement of overhead utilities underground.

Goal 11.4: Develop design regulations that support a beautiful Downtown and a high-quality pedestrian environment.

- 11.4.1** Identify the desired intensity, massing, and height of buildings in the area.
- 11.4.2** Create development and design standards that produce a high-quality pedestrian oriented downtown and a sense of place, such as:
- a. Orient primary building facades and front entries toward the street. Reduce side yard and front yard setbacks along 6th Street to create a more dynamic and unified street environment.
 - b. Encourage buildings that enclose and frame the corners of major intersections to define and identify the street.
 - c. Prohibit building design in the Downtown Core district that does not contribute to a vibrant and lively downtown (e.g., storage areas, long blank walls, and parking lots in front of the buildings).
 - d. Place parking lots in courtyards, behind buildings, or in structures that have retail adjacent to the street.
- 11.4.3** Develop appropriate landscape standards that complement the vision of a pedestrian-oriented streetscape.
- 11.4.4** Develop appropriate signage standards that complement a pedestrian oriented environment.
- 11.4.5** Incentivize revitalization of existing building facades that are not consistent with the

Downtown Area Plan standards using incentive programs.

- 11.4.6** Create an incentive program to remove and replace legal non-conforming signs.
- 11.4.7** Encourage existing buildings to conduct small and large-scale renovations.

Goal 11.5: Create a pedestrian-scaled active commercial frontage in the Downtown Core district.

- 11.5.1** Require active commercial or retail uses on the first floor along 6th Street and Beaumont Avenue in the Downtown Core district.
- 11.5.2** Encourage regular pedestrian entries onto public space and transparent windows along the ground floor of new buildings, particularly in areas with ground-floor retail.
- 11.5.3** Require a minimum depth of 50 feet for the ground floor uses along Sixth Street and Beaumont Avenue in the Downtown Core district.
- 11.5.4** Allow restaurants and cafes to provide sidewalk dining to encourage activity.

Goal 11.6: Create a pedestrian-scaled frontage in the Extended Sixth Street district and Beaumont district.

- 11.6.1** Encourage new ground-floor residential uses with transparent windows, stoops, porches, and other façade treatments to engage the pedestrian environment, provide “eyes on the street,” and create sense of ownership and stewardship among residents.
- 11.6.2** Require all residential units facing Sixth Street and Beaumont Avenue in these two districts to front and be accessed from the street.
- 11.6.3** Encourage regular pedestrian entries onto public space and transparent windows along the ground floor of new buildings, particularly in areas with ground-floor retail.

Goal 11.7: Design buildings that are at a human-scale and create quality environments.

- 11.7.1** Limit the length of individual new buildings or building masses along the street frontage to create human-scaled buildings with access to fresh air and daylight.
- 11.7.2** Use articulation strategies for new development to reduce the visible bulk of buildings, add visual interest, and add pedestrian-oriented character and detail. These could include massing breaks as well as projections, minor step backs, architectural details, and variations in materials to distinguish between upper and ground floors.
- 11.7.3** Elevate new ground-floor residential space above the sidewalk level to provide privacy and ensure high-quality, usable residential spaces.
- 11.7.4** Whenever possible, locate parking and vehicle areas behind or under buildings. Do not locate parking on street corners.
- 11.7.5** Limit the number of new garage entries and driveway curb cuts along Sixth Street and Beaumont Avenue.
- 11.7.6** Ensure that loading docks and service entrances are screened from the right-of-way and adjacent properties; are accessed via alleys, side streets, or services access driveways; and are internal to the building envelope and equipped with closable doors to improve the aesthetics of the public realm and limit noise.

- 11.7.7** Locate visible utilities –including all “dry” utility access, above-ground equipment, trash containers, and utility boxes –behind or to the side of buildings, behind buildings, behind screening, and away from street corners.

CIRCULATION

Goal 11.8: Create a circulation system that provides a strong emphasis on “Complete Streets,” safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policies:

- 11.8.1** Protect the existing grid street system and implement Downtown Street designs.
- 11.8.2** Adopt traffic calming measures to improve the pedestrian environment.
- 11.8.3** Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.
- 11.8.4** Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.
- 11.8.5** Install bulb-outs to “choke” down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.
- 11.8.6** Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.
- 11.8.7** Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.
- 11.8.8** Enhance and protect the utility of the alley network in Downtown, especially in the Downtown Core district.
- 11.8.9** Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.
- 11.8.10** Create pedestrian linkages throughout the Downtown Core district (e.g. alleys, sidewalks, and paseos).
- 11.8.11** Implement a safe, complete, and well-connected bicycle network.
- 11.8.12** Ensure an adequate supply of parking in the Downtown Core district without compromising the vision for a walkable downtown.
- 11.8.13** Implement median parking on Sixth Street between Beaumont Avenue and Palm Avenue.
- 11.8.14** Establish standards for bicycle parking for all development.

OPEN SPACE + RECREATION

Goal 11.9: Create opportunities for public gathering spaces and parks for civic and cultural events.

Policies:

- 11.9.1** Establish regular event programming to hold events such as Farmers Markets, and festivals in the Sixth Street median parking area.

- 11.9.2** Improve Stewart Park to meet the needs of Downtown and Town Center residents.
- 11.9.3** Set up standards for new development to provide plazas, fountains, public art, courtyards, paseos, outdoor seating, public gathering spaces and public art, wherever possible and appropriate.

INFRASTRUCTURE AND UTILITIES

Goal 11.10: Ensure adequate infrastructure is available to support the vision for Downtown.

Policies:

- 11.10.1** Replace aging wet and dry infrastructure to ensure safe and reliable provision of services for new and existing residents.
- 11.10.2** Ensure that new development pays its fair share for infrastructure and utility improvements that it necessitates.

PUBLIC SAFETY

Goal 11.11: Create development that provides a safe setting for the Downtown residents.

Policies:

- 11.11.1** Eliminate nuisance uses and buildings that inhibit desired development patterns.
- 11.11.2** Design development in such a manner that places high consideration on the safety of citizens (e.g. “eyes on the street,” enhanced lighting, and high visibility from patrol cars). Create livelier and safer streets with front porches and windows on the street.
- 11.11.3** Protect the health of the citizens by careful consideration of uses eliminate or reduce odors, toxins, or other hazardous discharges.
- 11.11.4** Utilize graffiti resistant materials and landscaping to minimize graffiti programs. Develop a program to assist property owners in clearing or cleaning up “nuisance” properties.

SUSTAINABILITY

Goal 11.12: Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.

Policies:

- 11.12.1** Promote the use of energy and water conservation technologies and practices.
- 11.12.2** Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.
- 11.12.3** Consider sustainable development practices that reduce energy and water demand.
- 11.12.4** Ensure that new development does not result in wind and solar access impacts.
- 11.12.5** Avoid creating a “canyon effect” through sensitive design and attention to the massing and orientation of new buildings.

11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non- vehicular travel.

11.12.7 Consider changes to the building code that will increase energy efficiency.

IMPLEMENTATION

Goal 11.13: Provide for a mix of funding alternatives to include but not be limited to: Public Funds, Public/Private Funds, Special District Funds, and regional, State and Federal Grant Funds.

Policies:

11.13.1 Work in tandem with elected officials, Chamber of Commerce, Civic Organizations, and local business owners to gain public support for the Downtown Area Plan.

11.13.2 Establish a realistic timeframe and funding sources for implementing improvements in the Downtown Area Plan.

11.13.3 Explore grant opportunities for implementing the public realm improvements contained in this Plan.

IMPLEMENTATION

Table 11.1 Downtown Area Plan Implementation Programs

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
DEPARTMENTAL PROCESSES				
DAP1	Update Zoning. Modify zoning map and zoning standards to maintain consistency with the General Plan.	High	Short	Planning
DAP2	Prepare Design Standards and Guidelines. Prepare design guidelines to illustrate community character and complement development requirements.	Medium	Medium	Planning
DAP3	Development Review. Establish procedures that expedite permitting in Downtown.	Medium	Medium	Planning
DAP4	Pedestrian Improvements Funding. Pursue and prioritize funding for pedestrian improvements within the Downtown Area Plan area.	Medium	Medium	Planning, Public Works, Economic Development
RESIDENTIAL USES				
DAP5	Infill Housing Incentive Program. Establish an infill housing incentive program focused on Downtown. Potential incentives may include an expedited building permit process, impact fee waivers, or other incentives.	High	Ongoing	Planning, Public Works, Economic Development, Building and Safety
DAP6	Core Service Areas. Prioritize capital spending in Downtown to promote active transportation, mixed use support improvements and establish Downtown as a destination.	High	Ongoing	Planning, Public Works, Economic Development
NON-RESIDENTIAL USES				
DAP7	Mixed Use Development. Develop financial and regulatory incentives, such as permit fee reductions, tax abatements, expedited development approval processes, and providing density and building height or floor area bonuses, to promote new mixed- use development.	Medium	Medium	Planning, Public Works, Economic Development
DAP8	District Marketing. Create a branding and marketing strategy for Downtown.	High	Ongoing	Planning, Economic Development
DAP9	Façade Rehabilitation Programs. Use CDBG (or other) funds to provide grants or loans to existing businesses to improve their appearance.	Medium	Ongoing	Planning, Economic Development

	DESCRIPTION	PRIORITY	TIME FRAME	RESPONSIBILITY
COMMUNITY DESIGN + PUBLIC REALM				
DAP10	Wayfinding Program. Implement a wayfinding and signage program to establish Downtown identity and improve visibility to destinations in and around Downtown.	Medium	Medium	Planning, Economic Development
DAP11	Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installation in Downtown.	Medium	Medium	Planning, Public Works, Community Services
DAP12	Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).	Low	Long	Planning, Community Services

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17.19.010 - Purpose and authority.

The purpose of this Chapter 17.19 is to accomplish the following:

- To implement the Downtown Area Plan of the City of Beaumont General Plan and the Land Use Policy Map;
- To identify and describe the land use designations delineated on the City of Beaumont Official Zoning Map;
- To indicate the development standards for each of the Zone Districts; and
- To identify the range of uses permitted within each Zone District.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.020 - Establishment of zone districts.

For the purpose of providing a uniform basis for this Zoning Ordinance, the following zone classifications may be applied to those parcels located within the City of Beaumont Downtown boundaries:

Downtown Mixed Use Zone (DMU Zone)

Beaumont Mixed Use Zone (BMU Zone)

Sixth Street Mixed Use Zone (SSMU Zone)

Sixth Street Mixed Use - Residential Zone (SSMU-R Zone)

Local Commercial Zone (LC Zone)

Downtown Residential Multifamily Zone (DMF Zone)

Other zone classifications that apply to Downtown, which are governed by Chapter 17.03, are as follows:

Residential, Single Family Zone (R-SF Zone)

Residential, Traditional Neighborhood Zone (R-TN Zone)

Public Facilities Zone (P-F Zone)

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

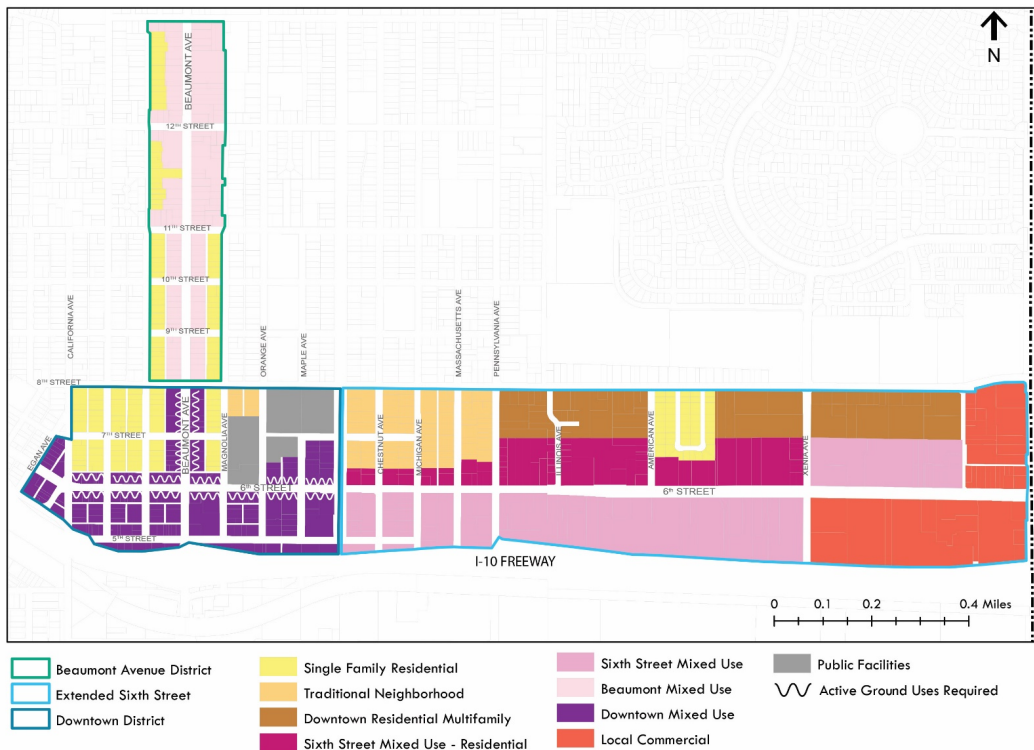
17.19.030 - Zoning map.

The location and boundaries of the various zones within Downtown are delineated on the zoning map of the City of Beaumont. Figure 17.19-1 illustrates the zone districts for Downtown. All property within the Downtown, public and private, is assigned a specific Zone designation and its location and extent is noted on the official zoning map. The use of all property must be in accordance with the Zoning designations delineated on the zoning map and pursuant to the provisions of this Zoning Code.

- A. *Use of Zoning Map and Classifications.* The requirements that are applicable to each Zone classification is specifically set forth in subsequent articles of this ordinance.
- B. *Uncertainty in Cartography.* Where uncertainty exists as to the boundaries of any zone, the following rules shall apply:
 1. *Cartography.* Where boundaries are indicated as approximately following street lines, alley lines, or lot lines, such lines shall be construed to be such boundaries.

2. *Easements and Rights-of-Way.* Dedicated streets, alleys, freeways, or railroad rights-of-way shall be deemed
3. *Vacated or Abandoned Property.* If any public street, alley or other right-of-way is vacated or abandoned, the land formerly in such street, alley or right-of-way shall be included within the Zoning of the adjoining property on each side.
4. *Amendments to the Official Zoning Map.* Changes in boundaries of Zones shall be made by ordinance (as described in Section 17.02). All amendments to the zoning map shall be noted on the Map with the date of the amendment and references to the amending ordinance.

Figure 17.19-1. Downtown Zones



(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.040 - Downtown Mixed Use Zone (DMU Zone).

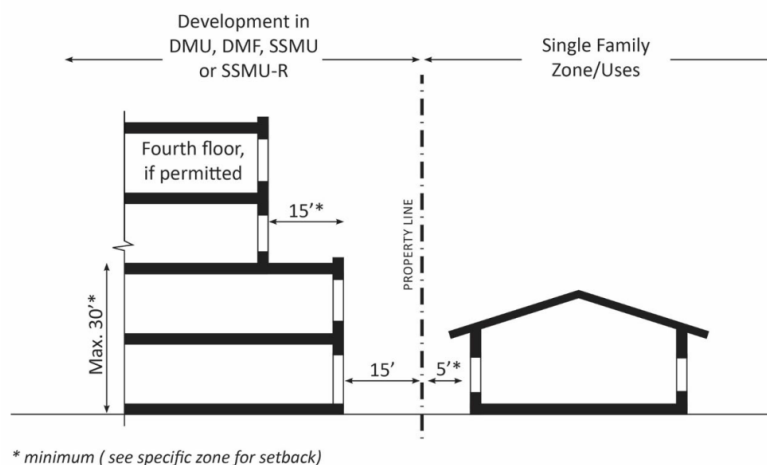
The Downtown Mixed Use (DMU) Zone is intended to provide for a rich and diverse mixture of office, retail, commercial, civic, entertainment, and cultural activities in a lively, thriving, high-quality pedestrian environment which incorporates mixed use development. Active and retail uses are required along the Sixth Street (between California and Palm Avenues) and Beaumont Avenue (between 5th and 8th Street) street frontages to create a walkable, pedestrian-oriented and vibrant environment. This Zone is also intended to allow for residential uses on the upper floors (residential uses are not permitted on the first floor along Sixth Street and Beaumont Avenue to ensure that the Downtown character is maintained).

- A. *Downtown Mixed Use Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.
- B. *Downtown Mixed Use Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.
- C. *Downtown Mixed Use Zone, Development Standards.* The following standards shall apply to the Downtown Mixed Use Zone (DMU Zone):
 1. *Lot Area and Dimensions.* No minimum requirement.
 2. *Setbacks and Yards.* The following setback requirements are applicable to the Downtown Mixed Use Zone (DMU Zone):

Zone):

- a. *Front Yard Setbacks.* No front yard setback is required for commercial uses; five-foot maximum setback for residential development.
 - b. *Rear Yard Setbacks.* No rear yard setback is required, except when adjacent to single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
 - c. *Side Yard Setbacks.* No side yard setback is required, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
 - d. *Freeway Setbacks for Residential Uses.* Residential uses shall have a minimum setback of 500 feet from Interstate 10.
3. *Density.* The maximum density shall be 15 units per acre.
 4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.35. The floor area ratio standard applies to non-residential uses only.
 5. *Building Height.* In the Downtown Mixed Use Zone (DMU Zone), the maximum height of any building shall not exceed 3 stories or 45 feet.
 6. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.

Figure 17.19-2. Step Back from Adjacent Residential Uses



- D. *Downtown Mixed Use Zone, Off street Parking.* Automobile storage space shall be provided as indicated in [Chapter 17.05](#).
- E. *Downtown Mixed Use, Landscaping.* The provisions of [Chapter 17.06](#) of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).
- F. *Downtown Mixed Use Zone, Signs.* The provisions of [Chapter 17.07](#) of this ordinance shall apply.
- G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the DMU Zone and State law.
- H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in [Section 17.06.110](#) (Street trees).
- I. *Adjacency to Interstate 10.* The following standards apply to development that are within 500 feet of Interstate 10 as measured from its right-of-way:
 1. Locate occupied open space areas (play areas, courtyards, patios, balconies, etc.) as far from the freeway as

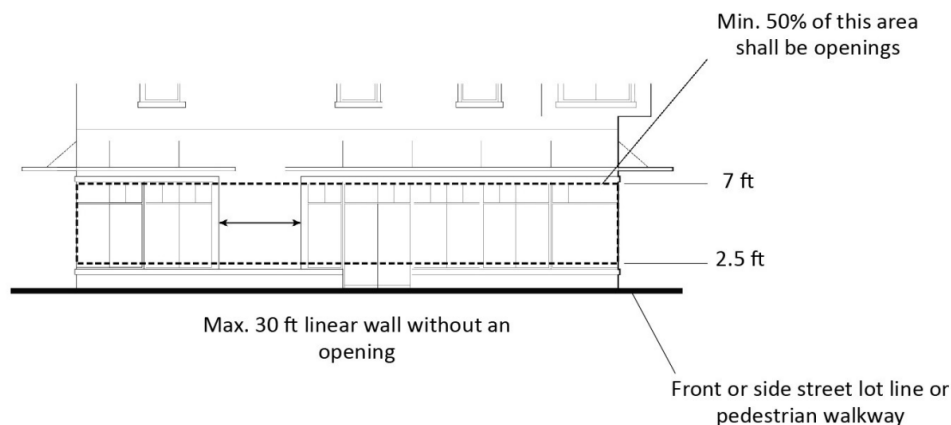
possible when the size of the site permits.

2. Prioritize the location of non-habitable uses, such as parking structures and building areas not calculated in floor area, nearest the freeway.
3. Screen the project site with substantial vegetation and/or a wall barrier.
4. Provide special noise mitigation for residential uses in this zoning district that are within 500 feet of Interstate 10.

J. *Supplemental Standards.* These Supplemental Standards apply to development within DMU Zone:

1. *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line unless the Director makes the following findings:
 - a. The site is small and/or constrained such that underground parking or surface parking located more than 40 feet from the street is not feasible; and
 - b. The parking area located within 40 feet of the street is landscaped along the street with a hedge, trellis, and/or landscaping consistent with Chapter 17.06.
2. *Building Transparency/Required Openings.* Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening.
 - a. *Design of openings.* Openings fulfilling this requirement shall have transparent glazing and provide views into display areas, sales areas, work areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
 - b. *Exceptions.* The following are exempt from this requirement:
 1. Residential uses; and
 2. Multi-level garages.
 - c. *Reductions.* This requirement may be reduced or waived if the Director makes the following findings:
 1. The proposed use has unique operational characteristics with which providing the required transparency and openings is incompatible; and
 2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping to create visual interest at the pedestrian level.

Figure 17.19-3. Building Transparency/Required Openings Exhibit



3. *Building Orientation.* Building frontages shall be generally parallel to streets and pedestrian walkways.
4. *Building Entrances.* The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.

5. *Wall Plane Modulation.* All street-facing façades shall have at least one horizontal or vertical projection or recess in width and depth, for every 50 horizontal feet of wall.
6. *Pedestrian Access.* On-site pedestrian circulation and access shall be provided consistent with the following standards.
 - a. *Internal connections.* A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
 - b. *To circulation network.* Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
 - c. *To neighbors.* Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
 - d. *To transit.* Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.
 - e. *Pedestrian walkway design.*
 1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials. Walkway widths may be reduced to three feet wide for small lot development (Section 17.11.030.D).
 2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.
 3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or another physical barrier.
7. *Public Open Space Requirement.* Developments with 50,000 square feet or more of non-residential floor area on sites of five acres or larger shall provide open space consistent with the following:
 - a. Forty square feet of open space shall be provided for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of non-residential floor area, plus 20 square feet of open space for every 1,000 square feet of non-residential floor area over 100,000 square feet.
 - b. Such open space shall be visible and accessible from a public street, or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count towards the open space requirement.
 - c. Such open space shall have a minimum dimension of 40 feet.
 - d. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including trees, landscaping, shade structures, seating (e.g., fixed seating, planter ledges, etc.), lighting, drinking fountains, public art, or performance areas.
 - e. The surface of the open space shall allow for convenient outdoor activity, recreation, and/or gathering. Such surface may be plant or hardscape material, or a combination thereof.
8. Additional standards listed in Section 17.03.065.J apply to multiple family developments, multiple family residential components of mixed-use developments, and attached single unit developments, in the DMU Zone.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.050 - Beaumont Mixed Use Zone (BMU Zone).

The Beaumont Mixed Use Zone is intended to facilitate Beaumont Avenue corridor's transition to a mixed-use district with professional office, limited commercial uses and residential uses that are compatible with the abutting single-family residences to the east and west. Development is intended to be less intense than the DMU zoning district in keeping with the scale of surrounding development.

- A. *Beaumont Mixed Use Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.
- B. *Beaumont Mixed Use Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.
- C. *Beaumont Mixed Use Zone, Development Standards.* The following standards shall apply to the Beaumont Mixed Use Zone (BMU Zone):
 1. *Lot Area and Dimensions.* No minimum lot size required.
 2. *Setbacks and Yards.* The following setback requirements are applicable to the Beaumont Mixed Use Zone (BMU Zone):
 - a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet and the maximum front yard setback is 20 feet. In no event shall a residence be situated in such a manner as to result in a distance of less than 20 feet between the back of a sidewalk and the face of a garage door.
 - b. *Rear Yard Setbacks.* The minimum rear yard setback is 10 feet, except when adjacent to a single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
 - c. *Side Yard Setbacks.* The minimum side yard setback is 5 feet, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
 3. *Density.* The maximum density shall be 10 units per acre.
 4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.35. The floor area ratio standard applies to non-residential uses only.
 5. *Building Height.* In the Beaumont Mixed Use Zone (BMU Zone), the maximum height of any building shall not exceed 2 stories or 35 feet.
- D. *Beaumont Mixed Use Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.
- E. *Beaumont Mixed Use, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone.
- F. *Beaumont Mixed Use Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.
- G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the BMU Zone and State law.
- H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.060 - Sixth Street Mixed Use Zone (SSMU Zone).

The Sixth Street Mixed Use Zone is intended to provide for commercial and multifamily residential uses along Sixth Street, east of Palm Avenue either as stand alone or in a mixed use setting. The permitted uses and development standards are intended to be conducive to a compact, mixed use, and walkable environment and supportive of the Downtown retail environment west of Palm Avenue.

- A. *Sixth Street Mixed Use Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.
- B. *Sixth Street Mixed Use Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.
- C. *Sixth Street Mixed Use Zone, Development Standards.* The following standards shall apply to the Sixth Street Mixed Use Zone (SSMU Zone):
1. *Lot Area and Dimensions.* Lot sizes for the Sixth Street Mixed Use Zone (SSMU Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 80 feet.
 2. *Setbacks and Yards.* The following setback requirements are applicable to the Sixth Street Mixed Use Zone (SSMU Zone):
 - a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet and the maximum front yard setback is 10 feet.
 - b. *Rear Yard Setbacks.* The minimum rear yard setback is 10 feet, except when adjacent to a single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
 - c. *Side Yard Setbacks.* The minimum side yard setback is 5 feet, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
 - d. *Freeway Setbacks for Residential Uses.* Residential uses shall have a minimum setback of 500 feet from Interstate 10.
 3. *Density.* The maximum density shall be 22 units per acre.
 4. *Floor Area Requirements.* The maximum permitted floor area ratio is 0.5. The floor area ratio standard applies to non-residential uses only.
 5. *Building Height.* In the Sixth Street Mixed Use Zone (SSMU Zone), the maximum height of any building shall not exceed 4 stories or 60 feet, except as noted below.
 6. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.
- D. *Sixth Street Mixed Use Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.
- E. *Sixth Street Mixed Use, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).
- F. *Sixth Street Mixed Use Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.
- G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the SSMU Zone and State law.
- H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).
- I. *Adjacency to Interstate 10.* The following standards apply to development that are within 500 feet of Interstate 10 as measured from its right-of-way:
1. Locate occupied open space areas (play areas, courtyards, patios, balconies, etc.) as far from the freeway as possible when the size of the site permits.
 2. Prioritize the location of non-habitable uses, such as parking structures and building areas not calculated in floor area, nearest the freeway.
 3. Screen the project site with substantial vegetation and/or a wall barrier.

4. Provide special noise mitigation for residential uses in this zoning district that are within 500 feet of Intersecting

J. *Supplemental Standards*. Additional standards listed in Section 17.19.040.J apply in the SSMU Zone.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.070 - Sixth Street Mixed Use—Residential Zone (SSMU-R Zone).

The Sixth Street Mixed Use—Residential Zone (SSMU-R Zone) is intended to provide for multifamily residential and commercial uses along the north side of Sixth Street, east of Palm Avenue. Multifamily residential uses are required, either as stand alone or in a mixed use setting. The permitted uses and development standards are intended to be conducive to a compact, mixed use, and walkable environment and supportive of the Downtown retail environment west of Palm Avenue.

- A. *Sixth Street Mixed Use—Residential Zone, Permitted Uses*. The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.
- B. *Sixth Street Use—Residential Zone, Conditional Uses*. The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.
- C. *Sixth Street Mixed Use—Residential Zone, Development Standards*. The following standards shall apply to the Sixth Street Mixed Use—Residential Zone (SSMU-R Zone):
1. *Lot Area and Dimensions*. Lot sizes for the Sixth Street Mixed Use—Residential Zone (SSMU-R Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 80 feet.
 2. *Setbacks and Yards*. The following setback requirements are applicable to the Sixth Street Mixed Use—Residential Zone (SSMU-R Zone):
 - a. *Front Yard Setbacks*. The minimum front yard setback is 5 feet and the maximum front yard setback is 10 feet.
 - b. *Rear Yard Setbacks*. The minimum rear yard setback is 10 feet, except when adjacent to a single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
 - c. *Side Yard Setbacks*. The minimum side yard setback is 5 feet, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
 3. *Density*. The maximum density shall be 22 units per acre.
 4. *Floor Area Requirements*. The maximum permitted floor area ratio is 0.5. The floor area ratio standard applies to non-residential uses only.
 5. *Building Height*. In the Sixth Street Mixed Use—Residential Zone (SSMU-R Zone), the maximum height of any building shall not exceed 4 stories or 60 feet.
 6. *Step back from Adjacent Residential*. New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.
- D. *Sixth Street Mixed Use—Residential Zone, Off street Parking*. Automobile storage space shall be provided as indicated in Chapter 17.05.
- E. *Sixth Street Mixed Use—Residential Zone, Landscaping*. The provisions of Chapter 17.06 of this ordinance shall apply, except where they conflict with standards allowed in this Zone (e.g., no front yard setback).
- F. *Sixth Street Mixed Use—Residential Zone, Signs*. The provisions of Chapter 17.07 of this ordinance shall apply.
- G. *Accessory Dwelling Units*. Accessory dwelling units are allowed consistent with the standards applicable to the SSMU-R Zone and State law.

H. *Street Trees*. A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall conform to applicable standards in Section 17.06.110 (Street trees).

I. *Supplemental Standards*. Additional standards listed in Section 17.19.040.J apply in the SSMU Zone.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.080 - Downtown Residential Multifamily Zone (DMF Zone).

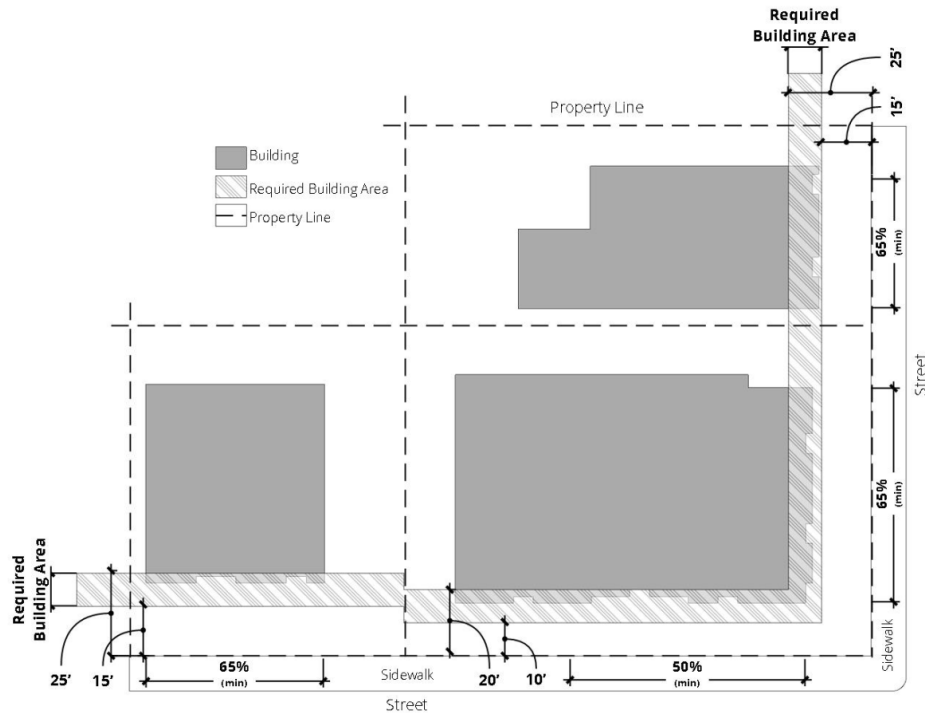
The Downtown Residential Multifamily Zone (DMF Zone) is intended to encourage walkable, transit ready residential development in the proximity to Downtown, and to facilitate further development of this land use type. This includes higher density housing that includes condominiums, townhomes, duplexes, patio apartments, senior housing and supporting ancillary facilities.

- A. *Downtown Residential Multifamily Zone, Permitted Uses*. The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.
- B. *Downtown Residential Multifamily Zone, Conditional Uses*. The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.
- C. *Downtown Residential Multifamily Zone, Development Standards*. The following standards shall apply to the Downtown Residential Multifamily Zone (DMF Zone):
1. *Lot Area and Dimensions*. Lot sizes for the Downtown Residential Multifamily Zone (DMF Zone) shall not be less than 6,000 square feet with an average lot width of 60 feet and a minimum average lot depth of 100 feet. Smaller lots may be allowed consistent with 17.11.030.D (Small Lot Development).
 2. *Setbacks and Yards*. The following setback requirements are applicable to the Downtown Residential Multifamily Zone (DMF Zone):
 - a. *Front Yard Setbacks*.
 1. The minimum front yard setback is 10 feet.
 2. The maximum front yard setback is 20 feet. The maximum setback requirement may be waived if the Director finds:
 - a. Common plazas, courtyards, or outdoor amenity areas are located between the street and the building(s);
 - b. The building(s) incorporates an entrance design that creates a welcoming entry feature facing the street; or
 - c. A larger area is required to preserve existing mature trees or natural features.
 - b. *Rear Yard Setbacks*. The minimum rear yard setback is 15 feet, except a minimum rear yard setback of 20 feet is required when adjacent to a single family residential use.
 - c. *Side Yard Setbacks*.
 1. The minimum interior side yard setback is five feet, except corner lots shall have a minimum street side yard setback of 10 feet. The minimum interior side yard setback is increased to 15 feet if adjacent to a single family residential use and to 20 feet for a three-story building.
 2. The maximum street side yard setback is 20 feet. The maximum setback requirement may be waived if the Director makes the findings listed in subparagraph 17.19.080.C.2.a.2.
 3. *Building Placement Requirements*.
 - a. Building façade(s) shall extend a minimum of 65 percent of the street frontage for the area between the minimum and maximum front yard setbacks. For example, if a lot is 100 feet wide, 65 linear feet of the lot parallel to the street must be occupied by a building(s) that adheres to the maximum setback requirement.

- b. In the area between the minimum and maximum street side yard setback, 50 percent of the linear distance shall be occupied by a building façade(s).

Item 3.

Figure 17.19-4. Building Placement Requirements, DMF Zone



4. *Density.* The density shall not exceed 22 units per acre.
 5. *Useable Yard Area (Open Space) Requirements.* The following minimum useable open space standards are applicable to development within the Downtown Residential Multifamily Zone (DMF Zone):
 - a. For multifamily developments of fewer than 20 units, each unit shall have a minimum of 100 square feet of useable open space.
 - b. For multifamily developments of 20 or more units, each unit shall have a minimum of 200 square feet of useable open space.
 - c. The definition of useable open space and the method of computation is provided in [Chapter 17.14](#) (see "Open Space, Useable").
 6. *Building Height.* In the Downtown Residential Multifamily Zone (DMF Zone), the maximum height of any building shall not exceed 35 feet.
 7. *Step back from Adjacent Residential.* New development when sited next to single-family uses shall step back upper floors (third and higher) an additional 15 feet to maintain solar access and privacy for adjacent single family residential uses. See Figure 17.19-2.
- D. *Downtown Residential Multifamily Zone, Off street Parking.*
1. Parking shall not be located in the front setback unless the Director makes the following findings:
 - a. Buildings comply with the maximum front setback requirement;
 - b. The parking area located within the front setback is landscaped along the street with a hedge, trellis, and/or landscaping consistent with [Chapter 17.06](#); and
 - c. Requirements in [Chapter 17.05](#) are complied with.
 2. Automobile storage space shall be provided as indicated in [Chapter 17.05](#).
- E. *Downtown Residential Multifamily Zone, Landscaping.* The provisions of [Chapter 17.06](#) of this ordinance shall apply

- F. *Downtown Residential Multifamily Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply. Item 3.
- G. *Accessory Dwelling Units.* Accessory dwelling units are allowed consistent with the standards applicable to the DMF Zone and State law.
- H. *Street Trees.* A minimum of one tree shall be located along every 40 feet of street frontage. Street trees shall comply with applicable standards in Section 17.06.110 (Street trees).
- I. *Supplemental Multiple Family Development Standards.* Additional standards listed in Section 17.03.065.J apply to multiple family developments, multiple family residential components of mixed-use developments, and attached single unit developments, in the DMF Zone.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.090 - Local Commercial Zone (LC Zone).

The Local Commercial Zone (LC Zone) is intended to permit development that provides for a range of commercial service and retail land uses that are in proximity to residential neighborhoods consistent with the General Plan.

- A. *Local Commercial Zone, Permitted Uses.* The uses permitted under this Zone District are identified in Table 17.19-1 of this Section.
- B. *Local Commercial Zone, Conditional Uses.* The uses conditionally permitted under this Zone District are identified in Table 17.19-1 of this Section. Such uses require the approval of a conditional use permit.
- C. *Local Commercial Zone, Development Standards.* The following standards shall apply to the Local Commercial Zone (LC Zone):
1. *Lot Area and Dimension.* Lots sizes for the Local Commercial Zone (LC Zone) shall not be less than 10,000 square feet with a minimum average lot depth of 100 feet and a minimum average lot width of 100 feet.
 2. *Setbacks and Yards.* The following setback requirements are applicable to the Local Commercial Zone (LC Zone):
 - a. *Front Yard Setbacks.* The minimum front yard setback is 5 feet.
 - b. *Rear Yard Setbacks.* No rear yard setback is required, except when adjacent to single family residential use. The rear yard setback is 20 feet when adjacent to single family residential use.
 - c. *Side Yard Setbacks.* No side yard setback is required, except when adjacent to single family residential use. The side yard setback is 15 feet when adjacent to single family residential use.
 3. *Lot Area Requirements.* The area occupied by all structures shall not exceed 50 percent of the lot area and the maximum permitted floor area ratio is 0.7.
 4. *Building Height.* In the Local Commercial Zone (LC Zone), the maximum height of any building shall not exceed 60 feet.
- D. *Local Commercial Zone, Off street Parking.* Automobile storage space shall be provided as indicated in Chapter 17.05.
- E. *Local Commercial Zone, Landscaping.* The provisions of Chapter 17.06 of this ordinance shall apply.
- F. *Local Commercial Zone, Signs.* The provisions of Chapter 17.07 of this ordinance shall apply.
- G. *Supplemental Standards.*
1. *Limitations on Location of Parking.* Above ground parking shall not be located within 40 feet of a street facing property line unless the Director makes the following findings:
 - a. The site is small and/or constrained such that underground parking or surface parking located more than 40 feet from the street is not feasible; or
 - b. The design incorporates habitable space built close to the public sidewalk; and

- c. The parking area located within 40 feet of the street is landscaped along the street with a hedge, trellis consistent with Chapter 17.06.
2. *Building Transparency/Required Openings*. Exterior walls facing and within 20 feet of a front or street side property line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between two and one-half and seven feet above the level of the sidewalk. Such walls may run in a continuous plane for no more than 30 feet without an opening. (Figure 17.19-3).
- a. *Design of openings*. Openings fulfilling this requirement shall have transparent glazing and provide views into display areas, sales areas, work areas, lobbies, or similar active spaces, or into window displays that are at least three feet deep.
- b. *Exceptions for parking garages*. Multi-level garages are exempt from this requirement.
- c. *Reductions*. This requirement may be reduced or waived if the Director makes the following findings:
1. The proposed use has unique operational characteristics with which providing the required transparency and openings is incompatible; and
 2. Street-facing building walls will exhibit architectural relief and detail and will be enhanced with landscaping to create visual interest at the pedestrian level.
3. *Building Orientation*. Building frontages shall be generally parallel to streets and pedestrian walkways.
4. *Building Entrances*. The primary building entrance shall face a public sidewalk. Buildings located in the interior of a site shall have the primary entrance face a pedestrian walkway that is connected to a public sidewalk.
5. *Wall Plane Modulation*. All street-facing façades shall have at least one horizontal or vertical projection or recess at least two feet in depth, for every 50 horizontal feet of wall.
6. *Pedestrian Access*. On-site pedestrian circulation and access shall be provided consistent with the following standards.
- a. *Internal connections*. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
- b. *To circulation network*. Regular connections between on-site walkways and the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
- c. *To neighbors*. Direct and convenient access shall be provided to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
- d. *To transit*. Safe and convenient pedestrian connections shall be provided from transit stops to building entrances.
- e. *Pedestrian walkway design*.
1. Walkways shall be a minimum of six feet wide, shall be hard-surfaced, and paved with permeable materials.
 2. Where a required walkway crosses a driveway, parking area, or loading area, it must be clearly identified using a raised crosswalk, a different paving material, or a similar method.
 3. Where a required walkway is parallel and adjacent to an auto travel lane, it shall be raised or separated from the auto travel lane by a raised curb at least four inches high, bollards, or another physical barrier.
7. *Public Open Space Requirement*. Developments with 50,000 square feet or more of non-residential floor area on sites of two acres or larger shall provide open space consistent with the following:
- a. Forty square feet of open space shall be provided for every 1,000 square feet of nonresidential floor area for the first 100,000 square feet of non-residential floor area, plus 20 square feet of open space for every 1,000

square feet of non-residential floor area over 100,000 square feet.

- b. Such open space shall be visible and accessible from a public street, or from on-site areas normally frequented by customers and shall be accessible during business hours. Areas within required setbacks may count towards the open space requirement.
- c. Such open space shall have a minimum dimension of 40 feet.
- d. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including trees, landscaping, shade structures, seating (e.g., fixed seating, planter ledges, etc.), lighting, drinking fountains, public art, or performance areas.
- e. The surface of the open space shall allow for convenient outdoor activity, recreation, and/or gathering. Such surface may be plant or hardscape material, or a combination thereof.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020)

17.19.120 - Permitted uses for Downtown Base Zone Districts.

The permitted uses for the Base Zone Districts (identified in Section 17.19.040 through 17.19.090) are listed in Table 17.19-1.

Table 17.19-1						
Permitted Land Uses for Base Zone Districts in Downtown						
	<i>DMU</i>	<i>BMU</i>	<i>SSMU</i>	<i>SSMU-R</i>	<i>LC</i>	<i>DMF</i>
Administrative Professional Services						
Administrative/Professional Offices	P ¹	P	P	P	P	N
Advertising Agencies	P ¹	P	P	P	P	N
Architectural/Engineering/Design Services	P ¹	P	P	P	P	N
Attorney/Legal Services	P ¹	P	P	P	P	N
Business Management Services	P ^{1,2}	P	P	P	P	N
Government Offices and Facilities	P ^{1,2}	P ³	P	P	P	N
Travel Agencies	P	P	P	P	P	N
Alcohol Service and Sales						
Bars or Cocktail Lounges ⁴	C	N	C	C	C	N
Liquor Stores ^{4,5}	C	C	C	C	C	N
Restaurants with Alcoholic Beverage Sales	C	C	C ⁶	C ⁶	C ⁶	N

Item 3.

Automotive Services

Automobile, Motorcycle, Truck, and Marine Craft Sales (New and Used)	N	N	P	C ⁶	P	N
Automobile Parking Facilities	C	N	C	N	P	N
Automobile Rental Agencies	N	N	C ⁶	N	P	N
Automobile Repair Facilities	N	N	C ⁶	N	C	N
Body and Paint Shops	N	N	N	N	C	N
Car Wash	N	N	C	N	C	N
Gas/Service Stations	N	N	C ⁶	C ⁶	C	N
Limousine Services	N	N	C	N	P	N
Recharging Stations	Allowed (P) in any area designed for the parking or loading of vehicles.					
Tire Repair	N	N	N	N	P	N
Tire Store	N	N	N	N	P	N
Towing Services—With Indoor Vehicle Service	N	N	N	N	C	N
Towing Services—With Outdoor Vehicle Storage	N	N	N	N	C	N
Truck/Trailer Rentals	N	N	N	N	C	N

Communications Facilities

Wireless Telecommunication Facility—Stealth	N	N	C	N	C	N
Radio and Television Broadcasting Studios	N	N	P ^{1,7}	P ^{1,7}	P	N
Recording and Sound Studios	C ^{1,7}	C ^{1,3}	P ^{1,7}	P ^{1,7}	P	N
Satellite Dishes (Non-Private)	P	P	P	P	P	N

Item 3.

Satellite Dishes (Private Use)	P	P	P	P	P	P
Ham Radio Antennae (Private Use)	P	P	P	P	P	P
Day Care Facilities						
Commercial Day Care Facilities (not in-home)	N	P	P	P	C	N
Day Care Centers, In Home—Small Family with 1 to 6 Children (as an accessory use in a residential unit)	P ¹	P	P	P	P	P
Day Care Centers, In Home—Large Family with 7 to 12 Children (as an accessory use in a residential unit)	C ¹	C	C	C	C	C
Educational Establishments						
Elementary, Junior, and High Schools/Private & Charter	C ²	C	C	C	C	C
Elementary, Junior, and High Schools/Public	C ²	C	P	C	C	C
Colleges or University	P ²	N	P ^{1,6}	N	P	N
Tutoring & Testing	P ^{1,7}	P ³	P ⁷	P ⁷	P	N
Vocational and Trade Schools	C ^{1,7}	C ^{1,3}	N	N	P	N
Food and Beverage Sales						
Bakeries	P ⁷	P ³	P ⁷	N	P	N
Catering Businesses	P	P ³	P	P	P	N
Convenience Markets	P	P ³	P	P	P	N
Grocery Stores/Supermarkets	P	P ³	P	P	P	N
Grocery Stores, Alcohol Sales	P	N	P	C	P	N
General Merchandise and Trade						

Antique Sales	P ⁷	P ³	P ⁷	P	P	N	<i>Item 3.</i>
Appliances Sales	P ⁷	P ³	P ⁷	N	P	N	
Art Galleries, Studios and Supplies	P	P ³	P	P	P	N	
Beauty Supplies	P	P ³	P	P	P	N	
Book and Magazine Sales	P	P ³	P	P	P	N	
Building Materials with outdoor sales/storage	N	N	N	N	C	N	
Camera and Photographic Supplies	P	P ³	P	P	P	N	
Candy Stores	P	P ³	P	P	P	N	
Cigar/Cigarette Shops ⁴	P	P ³	P	P	P	N	
Clothing Stores	P	P ³	P	P	P	N	
Department Stores	P ^{8,9}	N	P	P	P	N	
Discount Stores	N	N	N	N	P	N	
Electronic Equipment Sales	P	P ³	P	P	P	N	
Equipment Sales and Rentals (indoor storage only)	N	N	P	N	P	N	
Equipment Sales and Rentals (outdoor storage)	N	N	C	N	C	N	
Florists	P	P ³	P	P	P	N	
Freight Forwarding Services	N	N	N	N	P	N	
Furniture and Home Furnishings	P	N	C	C	P	N	
Garden Supply	P ⁷	P ³	P ⁷	P ⁷	P	N	
Gifts, Crafts, and Novelties	P	P	P	P	P	N	
Guns and Ammunition	C	N	C	N	P	N	

Item 3.

Hardware Stores	P ⁷	P ³	P ⁷	P ⁷	P	N
Hobby, Toy and Game Stores	P	P ³	P	P	P	N
Indoor Swap Meets	N	N	C ⁵	C ⁵	C	N
Jewelry Sales and Repair	P	P	P	P	P	N
Leather Goods	P	P	P	P	P	N
Luggage Sales	P	P	P	P	P	N
Office Equipment, Furniture and Supplies Sales	P ⁷	P ³	P ⁷	P ⁷	P	N
Pet Sales and Supplies	P ⁷	N	P ⁷	P ⁷	P	N
Records, Tapes, and Videos	P ⁷	P ³	P	P	P	N
Retail, Other Specialty	P ⁷	P ³	P	P	P	N
Sporting Goods and Equipment	P ⁷	P ³	P ⁷	P ⁷	P	N
Surplus Stores	P ⁷	P ³	P	P	P	N
Thrift and Second-Hand Stores with donation drop off	C	C	C	C	C	N
Thrift and Second-Hand Stores without donation drop off	P ⁷	P ³	P ⁷	P ⁷	P ⁷	N
Variety Stores	P ⁷	P ³	P ⁷	P ⁷	P	N
Wholesale Establishments	N	N	C	C	P	N
Lodging						
Bed and Breakfast Facilities	P ¹	C	C	C	P	C
Emergency Shelters	N	N	C	C	P	N
Hotels and Motels	P ¹	N	P	P	P	N
Residence Inns	P ¹	N	P	P	P	N

Item 3.

Single-Room Occupant (SRO) Facilities	P ¹	C	P	P	N	N
Trailer Parks and Campsites	N	N	N	N	N	N
Transitional Housing	P ¹	C	P	P	N	N
Medical/Health Care						
Ambulance Services	N	N	N	N	P	N
Animal Hospitals/Veterinaries	P ^{2, 7, 9}	N	P	P	P	N
Clinics	P	P	P	P	P	N
Convalescent Homes	N	N	C	C	P	N
Chemical Dependency Clinics	N	N	N	N	C	N
Hospitals	N	N	N	N	P	N
Medical/Dental Offices	P ¹	P	P	P	P	N
Pharmacies	P ⁷	P ³	P	P ⁷	P	N
Pharmacies with Drive-Through	N	N	C	C	P	N
Personal Services						
Banking, Credit Unions, Financial Services	P	P ³	P	P	P	N
Barbers and Beauty Parlors	P	P	P	P	P	N
Check Cashing Services	P	N	P	P	P	N
Commercial Pet Grooming Services	P	N	P	N	P	N
Dry Cleaners	P	P	P	P	P	N
Funeral Parlors, Mortuaries	C ²	N	N	C	P	N
Laundries, Laundromats	N	N	C	C ⁶	P	N
Locksmith and Key Shops	P	P	P	P	P	N
Massage Establishments	P ¹	P	P	P	P	N

Item 3.

Pawnbrokers	C	N	C	C	C	N
Photocopying and Photo Developing Services	P ⁷	P ³	P ⁷	P ⁷	P	N
Photography Studios	P	P	P	P	P	N
Shoe Repair Shops	P	P	P	P	P	N
Tailors	P	P	P	P	P	N
Tattoo/Body Piercing Services	N	N	C	C	C	N
Public and Quasi-Public Uses						
Community Recreation Centers	P	C	P	P	P	P
Cultural Facilities	P	C	P	P	P	N
Libraries	P	P	P	P	P	N
Museums	P	C	C	C	P	N
Parks	P	P	P	P	P	P
Public Safety Facilities	P	P	P	P	P	P
Senior Citizen Activity Centers	P	P	P	P	P	P
Recreation and Entertainment						
Adult-Oriented Businesses	N	N	N	N	N	N
Amusement Parks	N	N	N	N	N	N
Athletic Fields	N	N	N	N	N	N
Batting Cages, Indoor	C ^{2,8}	N	C	C ^{6,8}	C	N
Batting Cages, Outdoor	N	N	N	N	C	N
Billiard and Pool Halls	C	N	C	N	C	N
Bowling Alleys	C ²	N	C	C	P	N

Item 3.

Commercial Sports Facilities	N	N	C	C	C	N
Dance Studios	C	N	C	N	C	N
Golf Driving Ranges	N	N	N	N	N	N
Health Clubs and Gymnasiums	C ⁷	C ³	C ^{6,7}	C ^{6,7}	C	N
Miniature Golf Courses	N	N	N	N	C	N
Off-Road Mini-Bike and Motocross Courses	N	N	N	N	N	N
Public Auditorium/Auditoriums	C	N	C	C	C	N
Shooting Ranges (indoor)	N	N	C	N	N	N
Skating Rinks	N	N	C	C	P	N
Video Arcades	C	C	N	N	C	N
Recycling						
Collection Facilities	N	N	N	N	C	N
Processing Facilities	N	N	N	N	C	N
Religious Institutions						
Churches	C	C	P	P	C	C
Monasteries, Convents, or Similar Religious Quarters	C	C	P	P	C	C
Repair Services						
Electrical and Household Appliances Repair	N	N	C	C	P	N
Furniture Refinishing	N	N	N	N	P	N
Furniture Reupholstering	N	N	N	N	P	N
Lawnmower Repair/Sales Shops	N	N	C	N	P	N
Machine Shops	N	N	N	N	C	N

Welding Shops	N	N	N	N	C	N	Item 3.
Residential Uses							
Accessory Guest Houses	P	P	P	P	N	P	
Accessory Dwelling Units	P	P	P	P	N	P	
Boarding or Rooming Houses	C	N	C	C	N	C	
Caretaker's Unit	P	P	P	P	P	P	
Congregate Care Facilities	N	N	C	C	P	C	
Day Care Centers, Small Family—1 to 8 Children	P ¹	P	P	P	N	P	
Day Care Centers, Large Family—7 to 14 Children	P ¹	P	P	P	N	P	
Duplexes	P	P	P	P	N	P	
Group or Community Care Facilities—6 or fewer persons	P ¹	P	P	P	P	P	
Group or Community Care Facilities—7 or more persons	C ¹	C	C	C	C	C	
Home Occupation Businesses	P	P	P	P	N	P	
Mobile Home Parks	N	N	N	N	C	N	
Mobile Home or Manufactured Housing Units Single Lot	N	P	N	N	N	P	
Multiple-Family, Apartments & Condominiums	P ^{1,10}	N	P ¹⁰	P ¹⁰	N	P ¹⁰	
Planned Residential Developments	P	P	P	P	N	P	
Senior Housing Developments	P	P	P	P	N	P	
Single-Family Dwellings	N	P ¹⁰	N	N	N	P ¹⁰	

Item 3.

Restaurants						
Delicatessens	P	P	P	P	P	N
Fast-Food Restaurants—Without a Drive-Through ^{4, 11}	P	P	P	P	P	N
Fast-Food Restaurants—With a Drive-Through ^{4, 11}	N	N	C	C	P	N
Sit-Down Restaurants	P	C	P ⁵	P ⁵	P	N
Sit-Down Restaurant with live entertainment	C	C	C ⁵	C ⁵	C ⁵	N
Restaurant, serving alcohol	See Alcohol Sales, Restaurants with Alcoholic Beverage Sales					
Philanthropic and Charitable Institutions	P	C	P	P	P	N
Service Organizations	P	C	P	P	P	N
Temporary Uses						
Street/Craft Fairs and Farmers' Markets—Ongoing	C ¹²	C ¹²	C ¹²	C ¹²	C ¹²	N
Temporary Structures (Subdivision sales Office)	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	N
Christmas Tree/Pumpkin Lots, and Similar, Not Exceeding 30 Days	P ¹²	P ¹²	P ¹²	P ¹²	P ¹²	N
Outdoor Displays	C	C	C	C	C	N
Parking Lot Sales	P	P	P	P	P	N
Amusement Enterprises	C ¹²	C ¹²	C ¹²	C ¹²	C ¹²	N
Transportation Facilities						
Bus Passenger Terminals	N	N	C	N	C	N
Charter Bus Companies	N	N	C	N	C	N
Motor Vehicle Transportation (Taxi/Shuttle)	N	N	C	C	C	N

Truck Stops and Terminals	N	N	N	N	C	N	<i>Item 3.</i>
Utilities							
Public Utility/Service Structures	N	N	N	N	N	N	
Sewage Disposal Facilities/Waste Transfer	N	N	N	N	N	N	
Utility Company Offices	P ^{1,7}	P ^{1,3}	P ^{1,7}	P ^{1,7}	P	N	
Water Storage, Distribution, and Collection Facilities	N	N	N	N	N	N	
Public Storage Facilities	N	N	N	N	N	N	
Wind Energy Conversion Systems	See <u>17.11.140</u>						

N = Not Permitted

P = Permitted

C = Conditionally Permitted

A = Permitted as an Accessory Use

Footnotes:

- ¹ Use is allowed only on upper floor locations on parcels fronting 6th Street and Beaumont Avenue. Limited lobby or entry areas are allowed on the ground floor.
- ² Use is not allowed on parcels fronting 6th Street and Beaumont Avenue.
- ³ Use is limited to 2,500 square feet.
- ⁴ These uses shall not be located on any parcel which is located within 1,000 feet of any school providing instruction in 12th grade or below, day care center, or youth center.
- ⁵ New liquor stores shall not be located within 1,000 feet of another liquor store.
- ⁶ Must comply with step back standards (Figure 17.19-2) and setbacks per zone if adjacent to single family residential use. Performance standards per Chapter 17.04 apply.
- ⁷ Use is limited to 5,000 square feet.
- ⁸ Use is limited to 10,000 square feet.
- ⁹ CUP required if proposed use is larger than 10,000 square feet.
- ¹⁰ A Live/work unit is only permitted in the primary structure.
- ¹¹ New fast food restaurants should not be located within 1,000 feet of another fast food restaurant.

¹² Temporary Use Permit required.

Item 3.

(Ord. No. 1128, § 2(Exh. B), 12-1-2020; Ord. No. 1141, § 5(Exh. A), 10-5-2021)