



Staff Report

TO: City Council
FROM: Christina Taylor, Deputy City Manager
DATE: June 4, 2024
SUBJECT: Second Reading of an Ordinance Approving a Development Agreement and Related Entitlements for Beaumont Pointe Specific Plan

Description This item was approved at the May 21, 2024, City Council meeting. It is a request to annex 541.2 acres of unincorporated Riverside County properties within the Sphere of Influence of the City of Beaumont into the City accompanied by a Plan of Services; a pre-zone to establish a specific plan zone; amend the General Plan land use designation from Rural Residential (1 acre lots) to Industrial (I), General Commercial (GC), and Open Space (OS); a Specific Plan to allow up to 4,995,000 square feet of industrial uses within five (5) buildings plus a 35,000 square foot self-storage building, up to 246,000 square feet of general commercial uses, a 125 room hotel (approximately 90,000 square feet), for a total of approximately 5,331,000 square feet, 124.7 acres of open space and 152.4 acres of open space conservation; a development agreement between the City of Beaumont and Beaumont Pointe Partners, LLC; and a Vesting Tentative Parcel Map to subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30 acre remainder parcel; a comprehensive sign program and the consideration of the Final Environmental Impact Report (FEIR) including the Draft Environmental Impact Report (DEIR) and Statement of Overriding Considerations for 539.9 acres located on the south side of the 60 Freeway, west of Jack Rabbit Trail and north of the proposed extension of Fourth Street (APNs: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011).

Background and Analysis:

The applicant is requesting adoption/approval of several applications that have been submitted over a period of four (4) years. The individual requests are broken down below:

Annexation (PLAN2023-0931) was entered into the system on March 7, 2023. The project proposes to annex approximately 540 acres of land from unincorporated Riverside County, within the City of Beaumont Sphere of Influence, into the Beaumont

City limits. A Sphere of Influence is a planning tool adopted and used by the Local Agency Formation Commission (LAFCO) to designate future boundary and service area for a City or special district. The proposal also includes a request to annex into the Beaumont Cherry Valley Water District (BCVWD). Prior to LAFCO consideration of an annexation, the City will have to certify the Environmental Impact Report (EIR) for the proposed project in addition to the pre-zoning.

Plan of Service (PLAN 2023-0932) provides the City, LAFCO, affected property owners, and other interested persons with information regarding existing and proposed local government services for the project services. The Plan of Service (POS) is a requirement for the annexation request and is provided in Attachment K.

General Plan Amendment (PLAN2019-0284) was submitted on April 11, 2019, and is required by the Beaumont Municipal Code per Section 17.02.090 and California Government Code Section 65358 to allow for the amendment of the City of Beaumont General Plan. The project is proposing to amend the 2040 Beaumont General Plan land use designation from Rural Residential – 1 Acre Minimum on 539.9 acres to Industrial on 226.3 acres, General Commercial on 28.8 acres, 269.4 acres to Open Space, and 15.4 acres of public roads. The existing General Plan Land Use Designation Map is provided as Attachment A to this staff and the proposed amendment is provided as Attachment B. The County of Riverside General Plan land use designations for the subject properties include Open Space/Rural and Rural Mountainous.

Pre-Zone (PLAN2019-0283) was submitted on April 11, 2019, and is required per Beaumont Municipal Code, Section 17.02.080.A any person who is able to demonstrate a legal vested interest in the proposed application may initiate applications for a change of zone or zoning ordinance text amendment. The proposed application is requesting to pre-zone the subject properties to Specific Plan (Beaumont Pointe). The subject properties are currently zoned W-2-20 (Controlled Development Areas) by the County of Riverside. Riverside County Ordinance 348.4997, Article XV, Section 15.1 establishes planning and zoning regulations for the W-2 zone and allows for one-family dwellings, farming operations and animal keeping.

Specific Plan (SP2019-0003) was submitted on April 11, 2019. A specific plan is defined as a planning document that contains detailed development standards and implementation measures to which future projects located within a geographic area must adhere. Government Code 65453(a) states that a “specific plan shall be prepared, adopted, and amended in the same manner as a general plan, except that a specific plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.

The proposed project is requesting a specific plan on 539.9-acres to include four (4) land uses as shown in the table below:

Land Use Designation	Acreage	Maximum Building Sq. Ft.
General Commercial	30.2	246,000 ¹
Industrial	232.6	4,995,000
Open Space	124.7	N/A
Open Space – Conservation	152.4	N/A

Note 1: The General Commercial area (PA 1 & 2 is anticipated to include a 125-room limited-service hotel at approximately 90,000 square feet. The hotel square footage is not counted as part of the General Commercial's square footage.

The draft Beaumont Pointe Specific Plan is provided as Attachment L to this staff report and covers the project introduction, development plan, development standards, design guidelines, and the implementation plan.

Vesting Tentative Parcel Map No. 38161 (PM2022-0012) is required by the Beaumont Municipal Code per Section 16.04.010 that all land divisions in the incorporated area of the City, as defined in this title, are subject to all of the applicable provisions of the Subdivision Map Act and the Beaumont Municipal Code. The tentative parcel map proposes to subdivide the property as follows: 622.50 gross acres into 13 numbered lots with a range of 1.66 to 70.43 acres, 10 lettered lots with a range of 0.03 to 54.50 acres and one (1) 81.30-acre remainder parcel (APNs: 422-060-002, -005, -009, -010, -016 thru -018, -021, -022, 422-170-005, -007 thru -011 (see Attachment M)).

Development Agreement (PLAN2023-0932) Government Code, Section 65864-65869.5 authorizes cities to enter into binding development agreements with the person having legal or equitable interests in real property for the development of such property. The City of Beaumont Resolution No. 1987-34 establishes procedures for consideration of applications for such agreements.

A development agreement is proposed for this project (see Attachment J). The development agreement lays out certain parameters and assurances for both the City and the developer. Key points of the proposed development agreement include:

- an initial ten (10) year term with one five (5) year extension available
- completed application for annexation of the Property to the City and LAFCO within twelve (12) months of the Effective Date
- no fees are waived or locked in
- Prior to the issuance of a Certificate of Occupancy for any building within the Project, the commercial parcel (Planning Area 1) shall be improved

- a requirement that the developer must participate in formation of a Community Facilities District (CFD) or annex the project into an existing CFD to pay for the cost of infrastructure and services.
- a community benefit contribution in the amount of one dollar (\$1.00) per square foot of industrial building square footage with \$3M paid upfront within ninety (90) days of annexation

Sign Program (PLAN2022-0856) The Municipal Code of the City of Beaumont Section 17.07.030.L allows sign programs for specific developments, as well as special sign districts or special sign overlay zones, or in specific plans of land uses, when approved as required by applicable law, may modify the rules stated as to sign size, height, illumination, spacing, orientation or other non-communicative aspects of signs, but may not override or modify any of the basic policies. The proposed sign program is provided as Attachment O to this staff report.

The Beaumont Pointe Specific Plan Sign Program proposes four (4) 50' freeway-oriented pylon sign; 10 secondary project and tenant monumentation with 55.25 square feet of identification panels, 120.75 square feet of mural area with total dimensions of 8' by 22'; and one primary monumentation sign with 90 square feet of identification area, 132 square feet of mural area with total dimensions of 6' by 27'.

Environmental Impact Report (ENV2019-0008) (SCH#2020099007) due to the scope of the project, the City of Beaumont has determined that an Environmental Impact Report (EIR) is required for this project and no initial study is required pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15063(a).

Accordingly, and in conformance with CEQA Guidelines Section 15121(a), the purposes of this EIR are to:

1. Disclose information by informing public agency decision-makers and the public generally of the significant environmental effects associated with all phases of the project.
2. Identify possible ways to minimize or avoid those significant effects.
3. To describe a reasonable range of alternatives to the project that would feasibly attain most of the basic project objectives but would avoid or substantially lessen its significant environmental effects.

Please see the Environmental Documentation section in this staff report for more information or the following attachments:

- Attachment F – Draft Environmental Impact Report
- Attachment G – Final Environmental Impact

- Attachment H – Draft Findings of Facts of Overriding Considerations
- Attachment I – Draft Mitigation Monitoring and Reporting Program

Project Setting:

The 539.9-acre project site is currently vacant and is located on 15 parcels (APNs: 422-060-002, -005, -009, -010, -016 through -018, -021, -022, 422-170-005, -007 through -011). This site is largely unimproved with overhead power lines and Jack Rabbit Trail, that is in poor condition. The parcels to the west and south are vacant land with the exception of Hoy Ranch located south of the subject properties. To the east is the newly construct Amazon facility and the United Legwear facility that is currently under construction. Highway 60 is located to the north, and heading further north is open space land and the Olivewood Community (Heartland Specific Plan).

The project setting can also be seen in the following materials attached to this staff report:

- Existing General Plan Land Use Map (Attachment A)
- County Zoning Map (Attachment C)
- Aerial Photograph (Attachment E)

The land uses, zoning, and General Plan land use designations of the project site and surrounding area are shown in the following Table.

	LAND USE	GENERAL PLAN	ZONING
PROJECT SITE	Vacant Land	Rural Residential – 1 AC/Minimum	County of Riverside
NORTH	Highway 60 and Open Space adjacent to the Olivewood Community	County of Riverside W-2-10	Specific Plan (Heartland referred to as Olivewood)
SOUTH	Vacant Land and Hoy Ranch	County of Riverside	County of Riverside
EAST	Amazon and United Legwear Facilities	Industrial	Specific Plan (Hidden Canyon)

WEST	Vacant Land	County of Riverside	County of Riverside
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Specific Plan:

The Specific Plan is broken down into five (5) chapters that include the introduction, development plan, development standards, design guidelines and the implementation plan (see Attachment M). The Specific Plan also includes 34 figures and 8 tables to illustrate the project as it stands today and as it proposed.

Chapter 1 – Introduction

This chapter establishes the goals and purposes of the Specific Plan, its physical context, its relationship to other regulations and planning documents, and its development goals. The sections included in this chapter include:

- 1.1 Project Vision
- 1.2 Project Summary
- 1.3 Project Location
- 1.4 Surrounding Land Uses & Development
- 1.5 Document Purpose
- 1.6 Specific Plan Format
- 1.7 Planning Approach
- 1.8 Specific Plan Goals
- 1.9 Discretionary Actions and Approvals

Chapter 2 – Development Plan

Chapter two (2) provides descriptions of the Beaumont Pointe Land Use Plan, the circulation system, and the plans for infrastructure including, but not limited to potable water, reclaimed water, sewer, drainage, grading, and fire protection. The Beaumont Pointe Specific Plan establishes a mixture of Industrial, General Commercial, Open Space, and Open Space - Conservation Land Uses on 539.9 acres, providing approximately 5,331,000-square feet of industrial and light manufacturing, as well as hospitality, restaurants, retail, office and recreation uses, and other employment opportunities.

The Industrial Land Use Designation encompasses a total of 232.6 acres of the Specific Plan, with a total maximum of up to 4,995,000-square feet of industrial and light

manufacturing space permitted across six Planning Areas. Buildings in Planning Areas 3-8 are envisioned to range in size from approximately 35,000-square feet up to approximately 1,379,000-square feet and accommodate users such as industrial incubators, light manufacturing, parcel hub, warehouse/storage, fulfillment center, high cube warehouse, cold storage warehouse, and e-commerce operations.

The Specific Plan also establishes the 30.2-acre General Commercial designated area in Planning Areas 1 and 2, named “The Experience at Beaumont Pointe”. Envisioned as a premier, state-of-the-art recreation, restaurant, and hospitality destination within the City of Beaumont.

The project provides for 277.1 acres of open space, which is comprised of 124.7 acres designated “Open Space” to accommodate manufactured slopes and fuel modification areas which buffer the development area from the approximately 152.4 acres of the site designated “Open Space - Conservation”. This area will be conveyed to the Western Riverside County Regional Conservation Authority (RCA), to contribute to the Multiple Species Habitat Conservation Plan (MSHCP) preserve within the Badlands.

Table 2-1 of the Beaumont Pointe Specific Plan (see Attachment M), *Land Use Plan Statistical Summary*, lists each Planning Area and its respective General Plan Land Use Designation, acreage, and overall development intensity (Maximum Building Square Footage) by General Plan Land Use Designations. The Specific Plan General Development Criteria, Development Standards, and Planning Area Standards provided in Chapter 3 are applicable to each Planning Area. The physical arrangement of General Plan Land Uses, acreages, Planning Areas, and the major roadways within and abutting the Beaumont Pointe Specific Plan are depicted by Figure 2-1, *Conceptual Land Use Plan*.

PA	LAND USE DESIGNATION	ACRES	BUILDING SQUARE FOOTAGE (GROSS FLOOR AREA OF A BUILDING)
1	General Commercial	26.0	246,000 ¹
2	General Commercial	4.2	
General Commercial Subtotal		30.2	246,000 ¹
3	Industrial	1.8	35,000
4	Industrial	67.3	1,379,000
5	Industrial	52.2	981,000
6	Industrial	33.6	700,000
7	Industrial	30.2	600,000
8	Industrial	47.5	1,300,00
Industrial Subtotal		232.6	4,995,000
9	Open Space	124.7	N/A
10	Open Space – Conservation	152.4	N/A
Open Space Subtotal		277.1	N/A
--	Project Total	539.9	5,241,000 ¹

Note:
¹ Planning Area 2 is anticipated to also include a 125-room limited-service hotel (approximately 90,000 square feet). The approximately 90,000 square feet of hotel use is not counted as part of the General Commercial's 246,000 Maximum Building Square Footage because the project's traffic analysis for the commercial site estimates General Commercial traffic based on square footage, while the hotels are analyzed based on the number of rooms. This 90,000 sf is counted towards the project total square footage of 5,331,000.

Circulation

Vehicular circulation is comprised of external (public) roadways and internal circulation. The intent of the circulation plan is to ensure safe and efficient movement throughout the project, within the site to individual tenant areas, as well as to public places within the site. The site is approximately 2.5 miles west of the junction of CA-60 Freeway and Interstate 10, 3 miles from the westbound on-ramp of the Interstate 10 Freeway at Oak Valley Parkway, and 14 miles east of Interstate 215.

Primary access to the project site will be provided from the future extension of Fourth Street. Fourth Street was recently extended (as an industrial collector with a 78-foot right-of-way and 56-foot curb-to-curb) from Potrero Boulevard (just south of the Potrero/SR 60 interchange) through the Hidden Canyon Industrial Park which now terminates just east of the project site.

Fourth Street will be extended as part of this project as a 2-lane modified secondary street with a 78' right-of-way and 56' curb-to-curb. All traffic including commercial, industrial and truck traffic will access the site via the Fourth Street extension.

Jack Rabbit Trail is an existing unmaintained road. Half-width realignment and improvements will be provided as part of the project and will be required in the Vesting Tentative Parcel Map conditions of approval, see Attachment O. Jack Rabbit Trail is identified as a 2-lane Modified Industrial Collector with a 78' right-of-way, 56' of paving, 11' wide parkway on the easterly side, and 6' wide curb adjacent sidewalk and 5' of landscaping along the west side.

At the intersection with Entertainment Way, Jack Rabbit Trail will transition to its ultimate full-width as a Modified Industrial Collector (78-foot right-of-way) and continue

south until it connects with the extension of Fourth Street; this section of Jack Rabbit Trail (between Entertainment Way and Fourth Street) will be open to the public and will provide general Project circulation and direct access to PA 1 and PA 2. Jack Rabbit Trail also connects Entertainment Way to Fourth Street.

Jack Rabbit Trail is designed as a Modified Industrial Collector because there is no median and the sidewalk is only on one side of the street due to the industrial nature of the site.

Jack Rabbit Trail will be realigned within the project boundary from the Caltrans right of way to 4th Street; a new 20' wide graded dirt road connection will be constructed through Planning Area 9 to connect to the existing right of way and dirt road south of Planning Area 9. To the south of Planning Area 9, Jack Rabbit Trail remains an unmaintained Riverside County roadway.

Entertainment Way connects Jack Rabbit Trail and Fourth Street and separates the industrial uses of Planning Areas 3-9 from the recreation, leisure and entertainment uses. Entertainment Way is designated as a 2-lane private road, with 50' of paving and 6' sidewalk along the south side and 6' of landscaped parkway on the north side of the street, outside of the right-of-way.

Industrial Way creates a looped connection from Entertainment Way at the project's eastern boundary, to Fourth Street at Planning Area 8. This private road is intended to provide secondary access to each Planning Area. Industrial Way will have a 40' right-of-way and will include 40' of paving.

Interim Fire Access Loop. secondary access to each phase of development will provided by 40' wide "Interim Fire Access Loop Connection" roads connecting Industrial Way and Fourth Street. Each "Interim Fire Access Loop Connection" will be incorporated into the parking design for each subsequent phase as a dedicated drive aisle. For Phase 1, an Interim Fire Access Loop Connection will be constructed between Planning Areas 4 and 5 and will be incorporated into the Parking for Planning Area 5 during development of Phase 2. For Phase 2, an Interim Fire Access Loop Connection will be constructed between Planning Areas 6 and 7 and will be incorporated into the parking for Planning Area 7, during development of Phase 3. For Phase 3, Fourth Street and Industrial Way shall be connected at Planning Area 8 to create a system of permanent fire and emergency access circulation loops.

Water, Sewer and Drainage

The Beaumont - Cherry Valley District (BCVWD) provides potable water service to the project. At the time this Specific Plan was prepared (2021), an Annexation application to the Local Agency Formation Commission (LAFCO) is required for the Specific Plan area to be annexed into the Beaumont-Cherry Valley Water District's boundary.

The project will consist of general commercial/retail land uses and five (5) large industrial warehouse buildings totaling approximately 5.0 million square feet of floor space. The Project's potable water and fire flow demands are proposed to be serviced by the BCVWD's 2650 pressure zone, which currently serves the westerly part of the BCVWD service area. As part of on-going water conservation efforts and the Project's plan of service with the BCVWD, all outdoor irrigation demands will utilize non-potable water when available, distributed by the BCVWD.

The project utilizes gravity lines for wastewater collection, along with a force main and lift station to convey wastewater from within the Specific Plan to the City of Beaumont's existing sanitary sewer system located off-site, as described below. Due to the grading limitations and topography of the Specific Plan site, the project's sewer system utilizes 8" gravity sewer main lines, located within Industrial Way, to move wastewater flows from the project's high points (at PA 8 and PA 1), to the lift station constructed at the low point between PA 5 and 6. Flows from the lift station are then conveyed in dual 6" force main lines located within Industrial Way, Entertainment Way, Jack Rabbit Trail, and Fourth Street, to the point of connection at the existing 12" gravity main line at the manhole located at the eastern boundary of the site. The on-site lift station shall be designed to ultimate capacity with no interim condition except potential pump quantity.

The watershed from the developed areas of the property flows generally to the north, offsite into 16 culverts under the CA-60 freeway. The topography of the site features steep, eroded hillside grades and natural depressed grasslands at the entrances of the culverts, which provide natural detention and mitigation areas for the culverts before the runoff confluences with San Timoteo Creek on the northern side of the CA-60 Freeway.

The project maintains the 16 existing culverts under the CA-60 Freeway as the ultimate discharge locations for the property but the runoff from the proposed buildings, parking lots, and road improvements will be collected by a proposed drainage system. The most northwestern culvert is an existing 54" CMP and the most southeastern culvert is a double 48" CMP, adjacent to the CA-60 Freeway at Jack Rabbit Tail. The proposed drainage system will consist of catch basins, grated inlets, storm drainpipes with sizes varying from 18" to 48", and four (4) detention basins. The drainage system routes the runoff from the proposed impervious surfaces to four (4) proposed stormwater treatment and mitigation basins. Each basin provides stormwater treatment and peak flow mitigation for each of their respective tributaries to prevent the post development

flows from exceeding the pre-development flows. Basins will be maintained by the Master Property Owners' Association, through access and maintenance easements with owners of each property where basins are located.

Grading

The project is located west of Jack Rabbit Trail, which forms the eastern Project site boundary. Topographically, the post development of the site generally slopes from southwest to northeast, with post grading elevations within Planning Areas 1-9 ranging from a low point at approximately 2,271 feet above mean sea level (msl) the northeastern portion of the site in Planning Area 2, to a high point of approximately 2,480 feet above msl in the southern portion of the site in Planning Area 9. Planning Area 9 located in the southwestern portion of the Specific Plan is designated Open Space, which consists of manufactured slopes, fuel modification zones and natural open space to buffer Open Space - Conservation in Planning Area 10 from development impacts. The Limits of Disturbance Line forms the boundary between Planning Areas 9 and 10, and no grading or disturbance is permitted in Planning Area 10. The conceptual grading design provides for an overall balanced earthwork condition. Site grading will be done in conformance with the recommendations of a Geotechnical Engineer and the City of Beaumont.

Fire Protection Plan

The southern half of the project is located within the "Very High" Fire Hazard Severity Zone, with the northern half located within the "High" Fire Hazard Severity Zone. CAL FIRE has released an updated version of their fire hazard severity zone maps that, if adopted, would revise the fire hazard designation of the project site and its surroundings to all Very High rather than the current combination of Very High and High. Because of these designations, a Fire Protection Plan (FPP) has been prepared (Beaumont Pointe Specific Plan Fire Protection Plan, Dudek, May 2023) to ensure the protection of all development within the project site from fire hazards.

The project FPP provides this protection while at the same time creating a smooth visual transition from the natural vegetation which may be located to a building's front, side, and/or rear landscapes, to the modified fuel zones beyond. Adoption of CAL FIRE's new fire hazard zone maps would not change the findings in the FPP, which was planned and prepared for Beaumont Pointe as if it was entirely within the Very High Fire Hazard Severity Zone. After being annexed into the City of Beaumont, it is possible that the project site could be re-designated as Local Responsibility Area (LRA) in a future update of CAL FIRE's hazard severity zone maps, which would mean the City of Beaumont would have the primary responsibility for the prevention and suppression of wildland fires at the project site.

Fuel modification zones within the project site are provided adjacent to open space areas where these abut development areas. Fuel modification planting shall be in accordance with the Riverside County Fire Department (RCFD) standards and requirements and utilize appropriate plant materials and irrigation treatments. Lots within Planning Areas adjacent to open space will be developed in accordance with the FPP to provide adequate buffering and fuel modification zones consistent with RCFD standards. No Fuel Modification Zones shall be established within Planning Area 10. Fuel modification zones will be provided where the conditions outlined below exist, as per the RCFD standards.

The project Conceptual Circulation Plan (Figure 2-2 of the Specific Plan, shown in Attachment M) identifies a looped perimeter road system (Fourth Street & Industrial Way) along with a phased series of 40' wide Interim Fire Access Loop Connections, to ensure adequate fire-fighting and emergency access, during construction and operation of the site. During each phase of development, an Interim Fire Access Loop Connection will be constructed; for Phase 1, between Planning Areas 4 and 5; for Phase 2, between Planning Areas 6 and 7; for Phase 3, the permanent looped access will be completed with construction of the connection of Industrial Way with 4th Street at Planning Area 8. Upon development of each Planning Area, the Interim Access Loop connections shall be incorporated into the parking lot design as dedicated drive aisles to allow access from Fourth Street to Industrial Way.

For projects located within areas of "Very High" and "High" wildfire risk, measures designed to manage areas of "urban-wildland interface" are critical. In order to adequately protect structures adjacent to onsite and off-site open space areas, there must be sufficient "defensible space" between the structure and the fuel associated with the open land. A total of one-hundred feet of fuel modification treatment shall be required on all lots abutting native vegetation. In those areas where 100 feet of fuel modification zones cannot be achieved due to open space protection issues or property boundary limitation, special fire protection measures (discussed below in Section 2.9.2 (3)) will be implemented to help protect the structures from wildfire, subject to the review and approval of the Riverside County Fire Department.

Fuel Modification Area (FMA) – Irrigated/Paved zone (Property Owners' Association Maintained) is a 100-foot-wide irrigated zone surrounding the building pad and is measured from the edge of the developed pad and moving outward. FMA is applicable Specific Plan-wide for every perimeter structure. Most of the landscaped areas within Industrial and General Commercial Planning Areas meet FMA standards. All highly flammable native vegetation, as listed in Table 4-2, *Prohibited Plant Species*, shall be removed except for species approved by the Riverside County Fire Department. FMA is planted with drought-tolerant, less flammable plants, subject to Riverside County Fire

Department approval. A permanent, automatic irrigation system shall be installed in FMA to maintain hydrated plants.

Fuel Maintenance Zone (FMZ) – (Property Owner’s Association Maintained) reduces the fuel load of a wildland area adjacent to the FMA, and thereby, reduces heat and ember production from wildland fires, slows fire spread, and reduces fire intensity. FMZ consists of thinning treatment and removal of plants to ensure that areas in this zone are free of any dead and dying combustible vegetation and is measured from the end of FMA’s limits extending outwards 20 feet. Some areas within this zone may have irrigated vegetation on manufactured slopes, others may have native vegetation.

Special Fire Protection Features may be required for a few buildings located within the Industrial and General Commercial Planning Areas because they do not meet the minimum 100’ fuel treatment setback. These Special Fire Protection Features will be based on worst case scenarios (slope, wind, native vegetation, fuel moisture, humidity, etc.) and fire fuel modeling. Any building that is located less than 100’ of the setback may, subject to review and approval by the RCFD as part of the Plot Plan review project process, include Special Fire Protection Features.

Chapter 3 – Development Standards

The purpose of this section is to establish the general development criteria, permitted, conditional, and ancillary uses, development standards, and planning area standard for the project.

Planning Areas 1 & 2 – General Commercial

Planning Areas 1 & 2 consist of 30.2-acres and allow for development of a variety of commercial, recreation, and lodging uses. The permitted use table is provided in the Specific Plan, shown as Attachment M, as Table 3-1.

The development standards for the General Commercial area are provided in Table 3-2 of the Specific Plan. The table identifies that the project has no minimum lot area, width and a maximum floor area ratio (FAR) 0.75. The General Commercial Planning Area anticipates a 125-room limited-service hotel and shall not exceeded regardless of the FAR achieved throughout the entire specific plan.

Minimum setbacks when abutting a public or private street are 25’ for buildings under 35’ or over 35’ that apply to front, rear and side yards. Minimum setbacks at interior

side yards are five (5) feet for buildings, drive aisles and passenger and truck parking. The interior side yard setback for screened loading and storage yards is zero (0).

Planning Areas 3 through 8 – Industrial

The industrial areas of the specific plan include six (6) planning areas with buildings that range in size from 35,000 to 1,379,000 square feet, and lots size ranging from 1.8 to 67.3-acres. The permitted uses in these planning areas include distribution, warehouses, general warehouses, and e-commerce fulfillment centers for chilled, cooled, or frozen goods. The complete list of permitted, conditional, and ancillary uses are provided in Table 3-1 of the specific plan, that is provided as Attachment M to this staff report.

The development standards for the Industrial area are provided in Table 3-3 of the Specific Plan. The table identifies that the project has no minimum lot area, width and a maximum floor area ratio (FAR) 0.75. The FAR shall be calculated for each Planning Area or Parcel. The overall maximum building square footage for industrial uses within the project area shall not exceed 4,995,000 square feet regardless of the FAR achieved throughout the entire specific plan.

Minimum front setbacks when abutting a public or private street are 25' with 10' of landscaping and are zero (0) for rear and side setbacks. Minimum setbacks at interior side yards are five (5) feet for buildings, drive aisles and passenger and truck parking. The interior side yard setback for screened loading and storage yards is zero (0).

Planning Area 9 – Open Space

Planning Area 9 consists of 124.7-acres of open space in the southern, western, and northern portions of the specific plan. This Planning Area is intended to contain a combination of landscaped manufactured slopes, fuel modifications areas, freeway-oriented pylon signs, wildlife fencing, natural open space, and an optional 1.2-million-gallon water tank (and booster station).

Planning Area 10 – Open Space Conservation

Located along the southern and western boundary of the specific plan, Planning Area is designated as 152.4-acres of Open Space Conservation. This area is intended to be conveyed to the Western Riverside County Regional Conservation Authority (RCA) contributing to the MSHCP preserve within the Badlands.

Chapter 4 – Design Guidelines

The design guidelines establish the concepts and features envisioned for the specific plan. The design guidelines are utilized in conjunction with the development standards when reviewing the development. The design guidelines are oriented around two main elements: landscape and architecture.

The Architectural Design Guidelines describe the intended architectural themes and styles for buildings permitted within the Specific Plan area and provide a basis for decisions regarding the aesthetic elements of the built environment. The Landscape Guidelines describe general landscaping requirements, including streetscape design, entry treatments, water quality features, walls and fencing, and lighting.

Development within the Specific Plan will be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel utilizing appropriate wayfinding measures visible to pedestrians and all vehicles, including large truck traffic.

Design guidelines within the specific plan recognize buildings should be oriented so loading areas are screened from view from streets and public areas. Long, horizontal stretches of buildings or walls should be broken up through a change in materials or other elements to provide visual interest and deter vandalism. Materials and colors utilized throughout the development should be consistent.

Chapter 5 – Implementation Plan

The specific plan and related entitlements are administered and implemented by the City's Planning Department in conjunction with other City departments and external agencies. The Community Development Director or Deputy City Manager is the absence of a Community Development Director shall be responsible for administering, interpreting, and enforcing all development standards of the specific plan, including acceptance and processing of all land use permit applications.

The Community Development Director is also the approval authority for substantial conformance determinations, plot plans – administrative reviews, and amendments to the fire hazard severity zone designation or adoption into the Local Responsibility Area (LRA) to conform to approved changes to CAL Fire's fire hazard severity zones.

The Planning Commission is the approval authority for the following applications:

- Sign Programs
- Modification to Sign Programs
- Variances

- Plot Plan – Planning Commission public hearing required
- Conditional Use Permit

A substantial conformance determination may be used to approve minor modifications to the specific plan text and graphics and shall be reviewed by and may be approved by the Community Development Director administratively and without a public hearing.

1. Modifications to the Specific Plan text and graphics which do not substantially change the character or intent of Specific Plan.
2. Expansion or reduction of the net acreage and/or development intensity (square footage) of Planning Area 1 through 8 of 15% provided that the overall maximum square footage for Industrial uses and for General Commercial uses within this Specific Plan is not exceeded.
3. The increase of building intensity/density or building square footage, provided that it does not exceed 0.75 FAR for any Planning Area (as the acreage of the PA may be modified consistent with the Specific Plan) and provided that the overall maximum square footage for Industrial uses and for General Commercial uses within this Specific Plan is not exceeded.
4. Construction of buildings across Planning Area boundaries with the same Land Use Designation, which cross over into abutting Planning Areas, subject to all of the applicable Implementation Regulations and Design Guidelines of this Specific Plan. Buildings constructed across Planning Area boundaries shall not, by themselves, trigger the requirement for a Specific Plan Amendment provided that the subject Planning Areas are under the same ownership prior to the issuance of a Certificate of Occupancy or Lot Line Adjustment.
5. Reductions of an approved Plot Plan or Conditional Use Permit's square footage by less than 25% of that stated within the approved Plot Plan or Conditional Use Permit.
6. Modifications to landscape coverage of less than 15% of that stated within the Specific Plan.
7. Decrease in parking requirements by a maximum of 10% with a parking study reviewed and approved by the Community Development Director.
8. Changes to the proposed land use for a Planning Area from that analyzed in the EIR to another land use permitted in Table 3-1; provided that each Planning Area shall comply with on-site and off-site street improvement recommendations and mitigation measures outlined in the Traffic Study (as modified by Section 5.2.8) and the MMRP.
9. Other minor changes, deviations or modifications of a similar nature to those listed above or which are deemed minor by the Community Development Director, including (i) minor changes, deviations or modifications to landscape materials, wall materials, wall alignment, wall height, entry design and

streetscape design, and (ii) minor modifications to the Implementation Regulations (except for the Permitted, Conditionally Permitted, and Ancillary Uses) and Design Guidelines set forth in this Specific Plan provided such changes, deviations or modifications are consistent with the intent of the Implementation Regulations and Design Guidelines and with the character and intent of the Specific Plan, and in conformance with the City of Beaumont General Plan.

The implementation chapter of the specific plan also outlines maintenance responsibilities for areas within the project. Maintenance of private parking area aisles, parking area circulation, and common landscape areas will be the responsibility of a commercial association to be formed within the Specific Plan area. The maintenance association(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, Best Management Practices (BMPs), and other responsibilities as necessary. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by property owners or a maintenance district.

Maintenance responsibilities are identified in Table 5-1 in the specific plan, as shown in Attachment M. Maintenance responsibilities are broken down as follows, with the Beaumont responsibilities specifically called out:

- Master Property Owners' Association
- Property Owner or Occupant
- City of Beaumont
 - Public Roadways – Pavement and Curbs
 - Sidewalks
 - Traffic Signals
 - Streetlights within the Public Right-of-Way
 - Sanitary Sewer Mainlines Facilities/Infrastructure
- Beaumont Cherry Valley Water District
- Other Maintenance Entity

Multi-Species Habitat Conservation Plan (MSHCP):

The project is found to be consistent with the MSHCP per the Western Riverside County Regional Conservation Authority (RCA) Joint Project Review (JPR 23-03-15-01). On July 3, 2023, the RCA determined that the project is consistent with both the Criteria and other Plan requirements. The project's 539.87 acres include 152.41 acres of on-site conservation located in MSHCP Criteria Cells 933, 936, 1030, 1032 and 1125. The

project is also proposing 78.40 acres of off-site conservation located in the County of Riverside's jurisdiction.

Criteria is defined as descriptions provided for individual Cells or Cell Groups within the Criteria Area to guide assembly of the Additional Reserve Lands. Criteria Area is the area comprised of Cells depicted on Figure 3-1 of the MSHCP, Volume I.

Criteria Refinement is described in the MSHCP as the process through which changes to the Criteria may be made, where the refined Criteria result in the same or greater Conservation value and acreage to the MSHCP Conservation Area as determined through an equivalency analysis provided in support of the refinement.

Development Review Committee (DRC):

The Development Review Committee reviewed the project for design on April 22, 2021, September 9, 2021, December 9, 2021, May 26, 2022, December 15, 2022, and March 30, 2023. Staff from the various City departments provided written comments that have been incorporated into the proposed conditions of approval.

Consistency with Adopted Goals, Plans and Programs:

General Plan Consistency:

The subject site is currently located in the City of Beaumont's Sphere of Influence as identified in the 2040 Beaumont General Plan on the Land Use Map (Figure 3.5) with a current land use designation of Rural Residential – one (1) acre minimum (see Attachment A). The land use designation Table 3.3 describes Rural Residential - one (1) acre minimum as single-family detached homes on one (1) acre lots in a hillside setting.

Chapter 3 Land Use and Community Design in the 2040 General Plan identifies the subject area as the Jack Rabbit subarea as shown in Figure 3.3 of the General Plan.

This subarea includes the mountainous range known as the San Timoteo Badlands. This area is undeveloped and contains the western extent of SR-60 in Beaumont. The area north of SR-60 is protected open space and part of the Western Riverside County MSHCP. San Timoteo Creek runs through this site. The area to the south of SR-60 is currently undeveloped and has topographical constraints. Access is limited to the eastern end of the subarea from Jack Rabbit Trail. This subarea is entirely in the Sphere of Influence, and thus, is governed by the County of Riverside General Plan.

The designation for the area north of SR-60 is Open Space and south of SR-60 is Rural Residential (1 acre lots).

The subarea strategies include preserving San Timoteo Creek and its 100-year flood plain as an open space resource, and to work with property owners of the southern portion of the subarea to development plans compliant with the Western Riverside County MSHCP. A specific plan is encouraged.

The proposed use is in conformance with the General Plan for the City of Beaumont. The proposed development is consistent with the General Plan Policy 3.1.6 that preserves and protects natural open space areas in south and southwest Beaumont and its sphere of influence, as defined by the Land Use Element contained in the General Plan; Policy 3.4.7 to encourage the continued expansion of the City's industrial districts to accommodate economic development and growth; and Policy 3.11.8 to work with Riverside County and adjacent cities, landowners, and conservation organizations to preserve, protect, and enhance open space and natural resources consistent with the MSHCP.

Zoning Consistency:

The subject properties are currently located in unincorporated Riverside County and have no zoning designation in the City. As part of the project proposal, the applicant is requesting that the property be pre-zoned to specific plan that is accompanied by the Beaumont Pointe Specific Plan (Attachment M).

The Beaumont Pointe Specific Plan will function as the zoning document for the project area and establishes the land use plan, planning areas, permitted, conditional and ancillary uses, development standards, design guidelines and implementation requirements that guide the future development of the site.

SB330 No Net Loss

On October 9, 2019, the California Legislature adopted Senate Bill 330 (SB330) which, among other things, adopted Government Code Section 66300, declared a housing crisis in the State of California and imposed certain requirements designed to streamline the construction of new housing, and prevent the loss of existing housing and land available for future residential use, unless replaced in other areas of the affected jurisdiction to ensure no net loss in residential capacity. SB330 became effective on January 1, 2020.

In an effort to comply with SB330 the City established a No Net Loss Program in August of 2021. This program provides, concurrent with the approval of any change in zone from a residential use to a less intensive or non-residential use, a density bonus will become available to project applicants seeking to develop property for residential use within the City. In doing so, the Program will ensure that there is no net loss of residential capacity within the City as required by SB330.

The proposed project is requesting a change in land use designation from Rural Residential (1 acre min.) to Industrial, General Commercial and Open Space. The current County of Riverside zoning is W-2 (Controlled Development) with a one (1) acre minimum lot size to a non-residential specific plan. However, the proposed change is not subject to SB330 and is not required to comply with the program as it is outside of the City's jurisdiction and outside of the urbanized area. Additionally, Government Code Section 66300(f)(4) provides that no net loss provisions do not apply in Very High Fire Hazard Severity Zones (VHFHSZ). More than half of the proposed project is located within the VHFHSZ.

Environmental Impact Report (EIR)

A Draft Environmental Impact Report (DEIR) (see Attachment A) has been prepared to examine the potential environmental effects of the proposed projects and its alternatives. The proposed Annexation, General Plan Amendment, Pre-Zone, Specific Plan, Tentative Parcel Map and FEIR have now been completed and the formal public review and hearing process has commenced. The DEIR was circulated for a 45-day public review and comment period on December 22, 2022. The conclusion of the review period occurred on February 8, 2022.

The environmental consultant prepared responses to any comments made during the public review of the DEIR. The responses to the comments and any associated changes or additions to the DEIR will then be compiled into a final EIR (see Attachment B) for the City Council's consideration along with the Mitigation Monitoring Plan, Findings of Fact (see Attachment J), and Statement of Overriding Considerations (see Attachment I).

The DEIR addresses several potential issues associated with the project, including aesthetics, agricultural resources, air quality, greenhouse gas emissions, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise, public service, traffic and utilities. Mitigation measures proposed for many of the impacts are summarized in Section 1 (Executive Summary) of the DEIR (see Attachment G). All impacts of the Project can be mitigated to less than significant levels with the exception of air quality, greenhouse gas emissions, noise, and transportation.

Prior to the preparation of the DEIR, the City circulated a Notice of Preparation (NOP) from September 7, 2022, to October 6, 2022, and a public scoping meeting was held during the 30-day public review period, on September 17, 2022, at 6:00 PM at the Beaumont Civic Center.

In addition to the proposed project, the DEIR analyzed five (5) project alternatives: Section 6.2.1 No Project/No Development, Section 6.2.2 Existing City General Plan Alternative, Section 6.2.3 Reduced Development Area and Intensity Alternative, Section 6.2.4 Reduced Intensity Alternative, and Section 6.2.5 Truck Storage Yard Alternative. Each of these alternatives are discussed in detail in Section 6 of the DEIR (see Attachment G).

Despite a number of project design features and mitigation measures that serve to reduce the environmental impact of the project to less than significant, the DEIR has found that there will be impacts to the environment concerning air quality, greenhouse gas, noise and transportation that cannot be mitigated to a level of less than significant.

Air Quality

The project would conflict with or obstruct implementation of the applicable air quality plan and has been found to be inconsistent with:

- Threshold A - Consistency Criterion No.1 identifies that the project's regional construction-source emissions would exceed the applicable regional threshold for emissions of VOC's and NOx.
- Threshold A - Consistency Criterion No. 2 states that the 2016 Air Quality Management Plan (AQMP) does not reflect the proposed land use designation and there is a potential for the project to exceed air quality impact assumptions in the AQMP or increments based on the years of project build-out phase. Mitigation Measures would be required and are identified as MM 4.3-1 through MM 4.3-17, as shown in Attachment J.
- Threshold B – The project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.
- The project would result in cumulatively considerable air quality impacts for construction (NOx) and operational regional emissions for VOC, NOx, CO, PM₁₀ and PM_{2.5}.

Greenhouse Gas (GHG) Emissions

Threshold A of the Green House Emissions section of the Findings of Fact and Statement of Overriding Considerations states that the project would generate GHG

emissions, either directly or indirectly, that would have a significant impact on the environment (see Attachment I).

- Project GHG emissions will result in a total of approximately 63,911.07 MT CO_{2e} per year, which would exceed the 3,000 MTCO_{2e} per year threshold.
- The Project applicant proposes the Project Design Features (PDFs) 8-1 through PDF 8-5 and Mitigation Measures MM 4.3-3 through MM 4.3-17 and MM 4.8-1 (see Attachment J) that would reduce the emissions to 60,638.09 MT CO_{2e} per year.

Threshold B states that the project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

- The project's long-term operational GHG emissions would exceed the City's significance threshold of 3,000 MTCO_{2e} per year. A significant GHG impact would occur as a result of the proposed Project. The Project is required to comply with Mitigation Measures MM 4.3-3 through 4.3-17 and MM 4.8-1, which would reduce impacts to the extent feasible, however, impacts would remain significant and unavoidable (see Attachment J).

Cumulative impacts would result in a cumulatively considerable impact related to GHG emissions.

Noise

Threshold A of the Noise section of the Findings of Fact and Statement of Overriding Considerations state that the project would generate a substantial permanent increase in ambient noise levels from off-site traffic-related noise in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The Project would result in a significant impact from off-site traffic-related noise at four roadway segments (#1, #4, #5, and #6) due to the added Project traffic. Therefore, the project-related off-site traffic noise level increases at adjacent noise-sensitive land uses are considered a significant impact.

The project's contribution to off-site traffic noise would result in a substantial permanent increase in ambient noise levels and Project-related impacts on the following road segments would be significant:

- Potrero Boulevard south of Oak Valley Parkway (Segment #1).
 - Project Increment Increase of 1.6 dBA, which is over the threshold of 1.0 dBA.
- 4th Street east of Potrero Boulevard. (Segment #4).

- Project Increment of 5.8 dBA, which is over the threshold of 1.0 dBA
- 4th Street east of Veile Avenue (Segment #5).
 - Project Increment of 6.5 dBA, which is over the threshold of 1.0 dBA
- 4th Street west of Potrero Boulevard. (Segment #6).
 - Project Increment of 21.2 dBA, which is over the threshold of 0.0 dBA (DEIR pp. 4.13-29 to 4.13-34)

The project would generate a substantial permanent increase in ambient noise levels from off-site traffic-related noise in the vicinity of the Project in excess of standards under cumulative conditions. No feasible mitigation measures exist to reduce or eliminate Project traffic noise impact and impacts would remain significant and unavoidable.

Transportation

Threshold B indicates that the project would conflict with CEQA Guidelines Section 15064.3, subdivision (b). The Project would result in a significant VMT impact. The Project is required to comply with Mitigation Measure MM 4.17-1, which would reduce impacts to the extent feasible; however, impacts would remain significant and unavoidable.

The Project would result in a significant project generated VMT impact if the following condition is met:

- Baseline project generated VMT per service population (SP) exceeds 3% below the City of Beaumont current average VMT per service population. The City's current average VMT per service population is 27.87.

The project would result in a cumulative VMT impact since the Project was found to have a significant and unavoidable impact at the project level. The Project's baseline VMT per SP is 39.19, which would exceed the City's current VMT per service population by 45%.

The Project would be required to implement Mitigation Measure MM 4.17-1 to reduce VMT, including car/vanpool program with preferred parking; bike lockers and secure bike racks; preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; and installation of electric vehicle charging stations. However, for the reasons set for in Section 5.4.1, even with implementation of all feasible mitigation measures, impacts would not be substantially lessened and would remain significant and unavoidable.

With the adoption of Senate Bill (SB) 743, the State of California changed the method of traffic analysis required through the California Environmental Quality Act (CEQA) for publicly and privately initiated projects. The law changed the way local jurisdictions analyze transportation impacts from development projects and identify mitigation measures to reduce those impacts. SB 743 became effective on July 1, 2020. The previous practice of evaluating traffic transportation impacts used road congestion and delay or level of service (LOS) to determine mitigation measures. SB 743 requires the amount of driving and length of trips – as measured by "vehicle miles traveled" or VMT – be used to assess transportation impacts on the environment for CEQA review. These impacts will be reduced or "mitigated" by options such as Transportation Demand Management (TDM), increasing transit options, or providing for active transportation such as walking and biking. Due to the changes in analysis required by SB743, there are no mitigation measures required through the CEQA process.

The City of Beaumont realized the change to VMT analysis as part of CEQA would greatly reduce the City's ability to require mitigation for traffic impacts. So, as part of the General Plan Update, the City retained the right to analyze Level of Service (LOS) in addition to VMT, and to require mitigation accordingly.

General Plan Goal 4.1.2: Maintain LOS D on all auto-priority streets in Beaumont. LOS E is considered acceptable on non-auto-priority streets: Through payment of fair share fees and construction of improvements, the project is consistent with GP Goal 4.1.2.

General Plan Goal 4.6.1: Prioritize goods movement along specific routes in the city, consistent with the adopted layered network, to foster efficient freight logistics: The project will utilize the truck priority network for accessing regional routes to and from the City. GP Implementation Strategy M3 specifies TDM Plan Requirements which will be required as part of the plot plan review process.

General Plan Goal 4.6.2: Minimize or restrict heavy vehicle traffic near sensitive areas such as schools, parks, and neighborhoods: The project is constructed in an area which is industrial in nature, with a minimum of 1,000ft from the nearest sensitive receptors. Utilizing the truck priority network will restrict heavy vehicles from driving through neighborhoods or other near areas containing sensitive receptors.

The project will also be responsible for paying its fair share for other necessary area-wide traffic improvements by paying the City's Development Impact Fees (DIF) and the Riverside County Transportation Uniform Mitigation Fees (TUMF).

The complete list of mitigation measures for Air Quality, Greenhouse Gas, Noise and Transportation along with the other sections analyzed in the DEIR can be found in the Mitigation Monitoring Reporting Program as an Attachment J.

The City will need to adopt a Statement of Overriding Considerations on these specific air quality, greenhouse gas, noise and transportation impacts identified in the DEIR in order to certify the final EIR. Responses to the public comments on the DEIR are provided in the Final EIR (see Attachment H).

During the DEIR 45-day public review and comment period beginning December 22, 2022, and ending February 8, 2023, the City received numerous comments from area residents, public agencies and private firms for a total of 13 letters. Copies of all correspondence and responses related to the 45-day public review have been provided were provided to the Planning Commission in the Final Environmental Impact Report, shown as Attachment G to this staff report.

At the January 10, 2024, Planning Commission meeting, a public hearing was held and testimony taken. The Planning Commission, on a 4-1 vote, forwarded a recommendation of approval to the City Council.

Public Communications Received:

At the March 19, 2024, Council meeting, a total of seventeen (17) public comments were received (in person and in writing). Comments received prior to the City Council meeting on March 19, 2024, are included as Attachment Q. Comments received since the first meeting are included as Attachment Q(a).

Findings:

General Plan Amendment

Beaumont Municipal Code, Section 17.02.090.I requires that prior to approving a General Plan amendment, the City Council shall make the following findings:

1. The proposed amendment is in the public interest, and there will be a community benefit resulting from the amendment.
2. The proposed amendment is consistent with the other goals, policies, and objectives of the General Plan.
3. That the proposed amendment will not conflict with provisions of the zoning ordinance or subdivision regulations.
4. In the event that the proposed amendment is a change to the land use policy map, the amendment will not adversely affect surrounding properties.

Zone Change (Specific Plan)

Beaumont Municipal Code, Section 17.02.080.I requires the City Council to make the following findings of fact before approving a change of zone or zoning ordinance amendment.

1. That the proposed change of zone or zoning ordinance text amendment is consistent with the goals, policies, and objectives of the General Plan.
2. That the proposed change of zone or zoning ordinance text amendment will not adversely affect surrounding properties.
3. That the proposed change of zone or zoning ordinance text amendment promotes public health, safety, and general welfare and serves the goals and purposes of this Zoning Ordinance.

Development Agreement

1. Is consistent with the objectives, policies, general land uses and programs specified in the general plan and any applicable specific plan.
2. Is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located.
3. Is in conformity with public convenience, general welfare and good land use practice.
4. Will not be detrimental to the health, safety and general welfare.
5. Will not adversely affect the orderly development of property or the preservation of property values.

Fiscal Impact:

The cost to prepare this staff report and related materials is approximately \$2,000. The cost to review and process the application was covered through required applications deposits. The long-term fiscal impact to the City results in a General Fund Surplus of approximately \$1.5M annually at buildout and the 20-year projection at buildout is an accumulated net revenue to the City of \$24M.

Recommended Action:

Waive the full reading and adopt by title only, A Resolution of the City Council of the City of Beaumont, California, Certifying the Final Environmental Impact Report for the Beaumont Pointe Project, Including the Beaumont Pointe Specific Plan and General Plan Amendment; Pre-Zoning and Annexation; Adopting Environmental Findings Pursuant to the California Environmental Quality Act; and Adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program”

Waive the full reading and adopt by title only, “A Resolution of the City Council of the City of Beaumont, California, Approving a Plan of Service and Annexation Request and Requesting the Riverside Local Agency Formation Commission to Favorably Consider Annexation of the Subject Property” and

Waive the Second Reading and Adopt by Title only, “An Ordinance of the City Council of the City of Beaumont Approving Development Agreement by and between the City of Beaumont and Beaumont Pointe Partners LLC”

Attachments:

- A. Existing General Plan Land Use Designation Map
- B. Amended General Plan Land Use Map
- C. County of Riverside Zoning Map
- D. Beaumont Pointe Land Use Map
- E. Aerial Photograph
- F. Draft Environmental Impact Report (without appendices)
- G. Final Environmental Impact Report
 - a. Supplemental CEQA Memo
- H. Draft Findings of Fact of Overriding Considerations
- I. Draft Mitigation Monitoring and Reporting Program (MMRP)
- J. Development Agreement Redlines
 - a. Development Agreement Clean Version
- K. Plan of Services
 - a. Beaumont Cherry Valley Water District Plan of Service
 - b. City Fiscal Impact Analysis
 - c. County Fiscal Impact Analysis
- L. Draft Beaumont Pointe Specific Plan
- M. Vesting Tentative Parcel Map No. 38161 (PM2022-0012)
- N. Draft Conditions of Approval – TPM 38161
- O. Beaumont Pointe Sign Program
- P. Proof of Publication
- Q. Comment Letters/Emails following the Public Hearing Notice for Planning Commission
 - a. Comments since 3.19.24
 - b. Response to Comments Sierra Club

- R. General Plan Consistency Table
- S. Resolution of Adoption
- T. Resolution Annexation
- U. Ordinance Development Agreement

Incorporated herein by Reference:

City of Beaumont 2040 General Plan

City of Beaumont Zoning Ordinance

Project Site's Riverside Conservation Authority Multi-Species Habitat Conservation Plan Informational Map

Western Riverside County Regional Conservation Authority JPR23-03-15-01

Contents of City of Beaumont Planning Department Project File Annexation PLAN2023-0931, Plan of Service (PLAN2023-0932), Pre-Zone (PLAN2019-0283), Specific Plan (SP2019-0003), General Plan Amendment (PLAN2019-0284), Tentative Parcel Map 38161 (PM2022-0012), Development Agreement (PLAN2023-0932), AND Sign Program (PLAN2022-0856)

Resolution 1987-34