SECTION 2 PLAN ELEMENTS

This section of the Rancho San Gorgonio (RSG) Specific Plan discusses the elements of the Specific Plan such as land use, circulation, grading, drainage, water and sewer utilities, parks and open space, and public services. Each of these components is discussed in further detail below.

2.1 SPECIFIC PLAN VISION

OVERALL PLAN VISION

The RSG Specific Plan presents a new master planned community located in the City of Banning that provides a mix of residential, commercial, open space and recreational opportunities organized and connected by the natural character of the land. Nestled between the majestic San Bernardino Mountains, including Mount San Gorgonio, and the San Jacinto Mountains, the Specific Plan provides a human experience with design concepts that respond to the physical, social and emotional needs of its residents. Needed infrastructure improvements including roadways, drainage, and other improvements have been identified and sensitively incorporated into an urban design concept that celebrates open space and the public realm.

RSG is a collection of distinct walkable neighborhoods. A variety of housing choices have been organized around open space and recreational features. Authentically, drawing upon the site's natural landforms, RSG is designed to avoid harsh grading practices while providing opportunities for visual and physical connectivity throughout the community. The project focuses on the public realm and the pedestrian experience utilizing the Village Paseo, the RSG Community Park, neighborhood parks, and Pershing and Smith Creek/linear park as the framework for integration and walkability. The Paseo and creek/linear park will provide east/west connections while providing a safe and enjoyable experience for pedestrians, equestrians, and bicyclists.

Enhanced gateways off of Westward Avenue at 8th Street and 22nd Street will be the start points for the new Rancho San Gorgonio Parkway that will loop through the Specific Plan area. The entry gateways will serve as attractive physical connections to the rest of Banning to the north and provide a sense of arrival and identity for the RSG community. The primary loop road through the community will provide view windows for the public to enjoy distant view opportunities or views into community open space features such as the Paseo. The intent is to embrace the open space setting, avoid a "walled-community" feeling and provide safe, "eyes on the street" view opportunities.

A 9.3 acre commercial center at the corner of 22nd and Westward offers opportunities for neighborhood services for the nearby community college campus and adjacent residential neighborhoods. Walkability and connectivity to neighborhood serving uses is promoted. The community offers multi-generational diversity with residential uses ranging from age-qualified neighborhoods to equestrian residential lots. Higher densities are oriented around the community cores radiating out to very low density equestrian lots that blend into the surrounding context on

the south side of Pershing Creek. The plan includes a 14 acre school site to provide elementary education under the jurisdiction of the Banning Unified School District.

The overall vision for RSG has been established to create a safe and enjoyable location for residents to live with convenient amenities in the City of Banning.

Section 3.2, *General Community Design Guidelines*; of this Specific Plan provide a further discussion of the community design principles that were used as part of the vision in crafting this master plan, including the concepts of Placemaking, Livable Streets, Multi-Modal Circulation Networks, and Neighborhood Crafting.

VILLAGE CONCEPT

The RSG Specific Plan has been organized into seven villages. Exhibit 2-1, *Village Concept Plan,* illustrates and identifies each village. Each of the Specific Plan villages have been named after a historically prominent Banning family or individual to connect the RSG project with Banning's history and growth:

1. Jost Village has been located near the northeastern community entrance at South 8th Street and Westward Avenue and is the village closest to Banning High School. This village includes Planning Areas 3-C, 4-D, 5-E, 5-F, 6-D, 7B, 12 (park), 13 (park), 14-C&D (Paseo), 16-A, and 16-C (School site). This village is named after Christopher Jost (pronounced Joe) who settled in the area from Nova Scotia in the late 1870s. After managing Banning's first general store, Jost became a bee keeper and held much of the agricultural land southwest of Banning High School. His fields were the landing site of the first transcontinental flight by pilot Cal Rodgers in 1911.

2. Moore Village has been located south of the proposed Rancho San Gorgonio Parkway and north of Pershing and Smith Creeks as the creeks (PA 15-A&B) are preserved through the Specific Plan area. This village includes Planning Areas 2-C, 3-A, 4-A, 5-D, 6-C, and 11 (park). This village is named after Ransom Moore, one of the early settlers of the area in the 1870s who was involved in local land holdings, flume building and owned many water rights that were important to the development of the town. Before Banning became known as "Banning" the area was called "Moore City", after Ransom Moore.

3. Gilman Village has been located in the center of the RSG Specific Plan area and includes Planning Areas 3-B, 4-B, 5-C, 6B, and 14-B (Paseo). James Marshall Gilman settled in Banning after arriving in San Bernardino in 1869 and established the Gilman Ranch which portions of still exists today as a park and museum in Banning. The Gilman agricultural and livestock Ranch, located off Wilson Street, became an important stage stop in early San Gorgonio Pass history between the Whitewater and Smith stations.

4. Coombs Village has been located in the southwest portion of the Specific Plan, south of the preserved Pershing Creek, and includes Planning Areas 1, 2-A, 2-B, 5-A, 5-B, 8-B, and 8-C. Robert H. Coombs, a cattleman, arrived in Banning from England in the 1890s and bought the Carpenter and Hamilton livery stable in early downtown Banning. Coombs also became manager of the Almond Growers Association and his wife, Susan

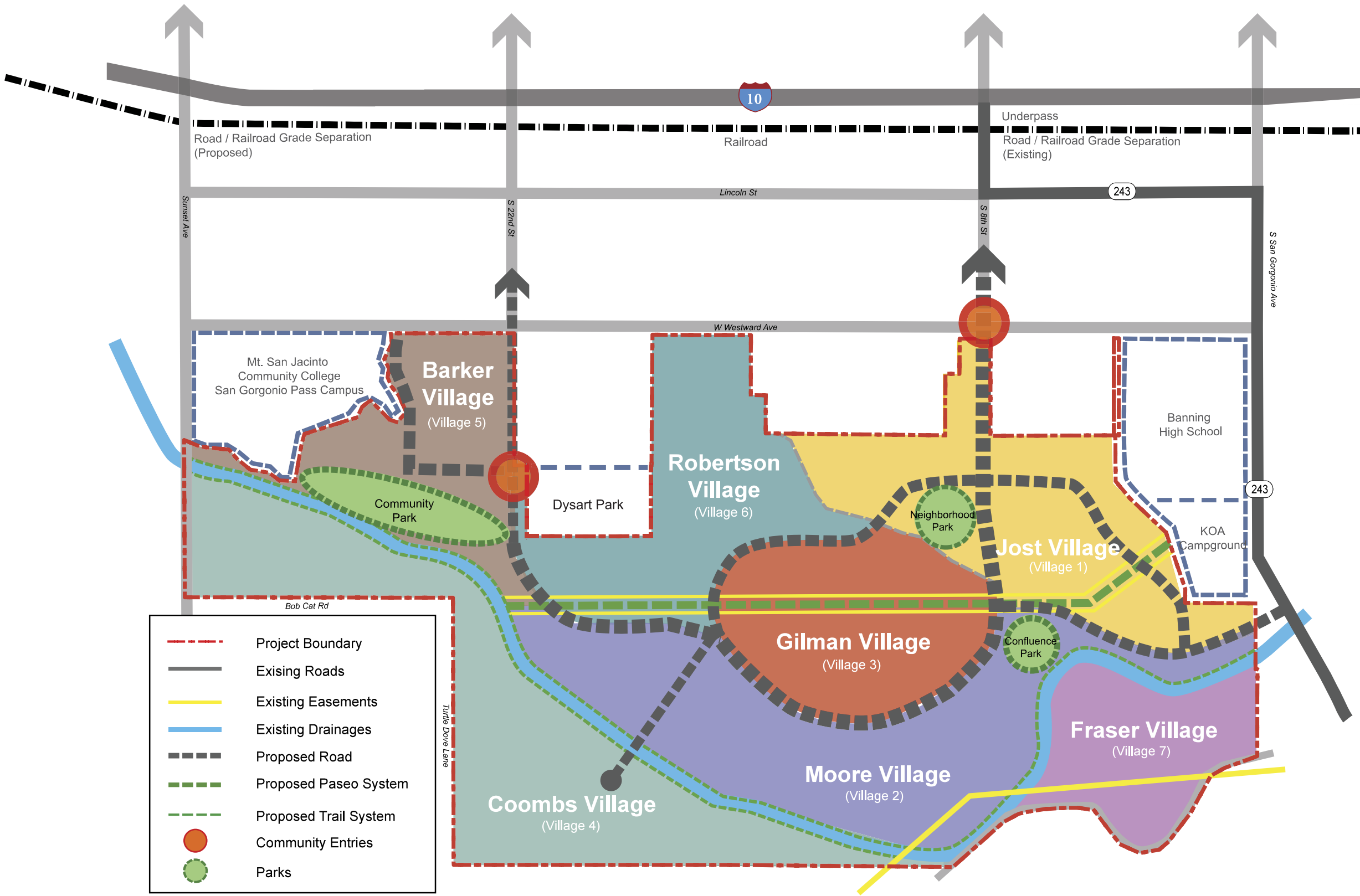
B. Coombs, was an influential educator and was an inspirational teacher for decades. Susan B. Coombs Middle School on Wilson Street is named in her honor.

5. Barker Village is located in the northwestern portion of the Specific Plan area adjacent to the Mt. San Jacinto Community College and includes Planning Areas 8-A, 8-D, 9 (commercial), and 10 (RSG Community Park). B.O. Barker arrived in Banning from Illinois in 1884 and became Banning's second schoolteacher. Later, while managing the Banning Land and Water Company, he obtained irrigation rights for Banning and purchased property on the Banning Bench. One of his ranch headquarters was located on the site of present-day Mt. San Jacinto College satellite campus. His sons Omar Jr. and George continued their father's work and managed the Banning Cannery, were members of civic organizations, and were involved in agriculture.

6. Robertson Village is located in the northern central portion of the Specific Plan area including Planning Areas 6-A, 7-A, and 14-A (Paseo). E.L. Robertson was an early agriculturalist and the first president of the Banning Cannery. Robertson was business partners with C.O. Barker and also owned land within the Specific Plan area. His son Lewis became a successful real estate businessman in Banning and was an active citizen serving in several community service organizations, the City Council, and the School Board. Lewis Robertson was Banning's oldest native when he passed away in 2011.

7. Fraser Village is located in the southeastern portion of the specific plan area south of Smith Creek and includes Planning Areas 3-D and 17 (open space). Captain and Floretta Fraser arrived in Banning in 1888 after a career in the designing and construction of observatories in California. After the construction of an observatory in San Jose in the 1880s, the couple moved to Banning where they owned property in the Specific Plan area and purchased the Bryant House (early name for the San Gorgonio Inn).

RANCHO SAN GORGONIO
SPECIFIC PLAN



Source: KTGY Architecture + Planning

Michael Baker INTERNATIONAL

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Village Concept Plan

EXHIBIT 2-1

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2.2 LAND USE PLAN

The Rancho San Gorgonio (RSG) Specific Plan Land Use Plan creates a community where a diversified mix of housing and recreational open spaces are to be developed cohesively to provide a place to live and provide amenities for residents of the planned community and the City of Banning. The Plan is organized into 44 planning areas (PAs)[1] that include a variety of residential densities, lot types and housing types, common open spaces, and a commercial area. Parks and paseos are incorporated throughout the community and buffer the converging creeks while providing (non-motorized) access throughout the planned community.

The *Land Use Plan* of the Specific Plan identifies a series of land use mixes throughout the Specific Plan area and this section further describes those land uses, the plan, anticipated dwelling unit counts, commercial use, public facility use, park space and open space acreages within the Specific Plan. Exhibit 2-2A and 2-2B, *Land Use Plan,* and Table 2-1, *General Land Use Summary*, summarize how these uses and dwelling units are allocated throughout the Specific Plan. Table 2-2, *Planning Areas Statistical Summary*, provides planning areas listings and statistical summary by planning area.

2.2.1 RESIDENTIAL USES

The Land Use Plan incorporates four residential land use categories including Very Low Density, Low Density, Medium Density, and Medium-High Density uses, including a Medium Density - Age-Qualified use. The lower density residential areas are located in the easterly and southerly portions of the Specific Plan area closer to the southerly Banning City limits and along the Pershing and Smith Creek open spaces for the most part. The medium and medium-high density residential uses are located in the westerly and northerly portions of the Specific Plan area closer to existing developed portions of Banning, including existing and planned commercial use and service areas, including the existing Mt. San Jacinto Community College San Gorgonio Pass Campus to the northwest.

Twenty-eight planning areas reflected on Exhibit 2-2A and 2-2B are allotted for the specific development of residential uses within the project, totaling approximately 516 acres and 62% of the Specific Plan's total land area. Within the project area, one planning area is designated Very Low Density Residential, 21 planning areas are designated Low Density Residential, 2 planning areas are designated Medium Density Residential – Age Qualified, and 4 planning areas are designated Medium-High Density Residential. Planning Area 9 has a Neighborhood Commercial land use designation and an alternative overlay designation of Medium-High Density Residential (MHDR). If PA 9 does not develop as Neighborhood Commercial, it will be allowed to develop under its residential overlay designation at 9.3 acres. Planning Area 16-C has a public School use designation and an alternative overlay designation of Low Density Residential (LDR). If the

[1] The Specific Plan Planning Areas are numbered 1 through 18 and some PAs include alpha character subsets of the same number; therefore, the total number of separate Planning Areas is 44.

Beaumont Unified School District determines not to acquire PA 16-C and does not develop it with a school, it will be allowed to develop under its residential overlay designation at 14 acres. These alternative residential uses on PAs 9 and 16-C if they were to occur would allow up to 540 acres within the Specific Plan to be used for residential. The Specific Plan EIR analyzes the more significant impacts of either commercial or residential use as proposed on PA 9 and school or residential use as proposed on PA 16-C.

The proposed residential density within the Very Low Density Residential designation is up to 2.5 DU/AC; within the Low Density Residential designation the density ranges from 2.6 – 6.0 DU/AC; within the Medium Density Residential – Age Qualified designation the density ranges from 6.1 – 12.0 DU/AC; and within the Medium High Density Residential designation the density ranges from 12.1 – 18.0 DU/AC. The low end of the density range for each residential land use designation is a guideline only. Lower density development is allowed in any residential land use designation subject to the development regulations of the specific lower density residential land use applicable to the development proposed. The high end of a density range for any specific residential land use is the maximum density allowed for that designation.

Table 2-1: General Land Use Summary					
Land Use	2013 Rancho San Gorgonio Specific Plan				
	Gross Acres	% of Area	Dwelling Units	% of Dwelling Units	Average Gross Density (du/ac)
Residential					
Very Low Density (VLDR) (0-2.5 du/ac)	47.1	5.7%	94	2.8%	2.0
Low Density (LDR) (2.6-6.0 du/ac)	301.8	36.3%	1,355	40.0%	4.5
Medium Density (MDR) Age Qualified (6.1-12.0 du/ac)	115.9	14%	754	22.3%	6.5
Medium-High Density (MHDR) (12.1-18.0 du/ac)	51.7	6.2%	930	27.4%	18.0
Residential Totals	**516.5**	**62.2%**	**3,133**	**92.5%**	**6**
Parks/Open Space					
RSG Community Park	26	3.2%			
Confluence Park	10.2	1.2%			
Neighborhood Park	12.7	1.5%			
Entry Park	1.1	0.1%			
Village Paseos	12.6	1.5%			
Creeks/Creek Edge Linear Parks	122	14.7%			
Natural Open Space	25.7	3.1%			
Open Space Subtotals	**210.3**	**25.2%**			
Other					
Neighborhood Commercial	9.3	1.1%	168*	5.0%*	18.0*
Public Facility	2.6	0.3%			
School	14	1.7%	84**	2.5%**	6.0**
Backbone Roadways Right-of-Way	77	9.3%			
Storm Drain Easement	1.1	0.1%			
Other Subtotals	**104**	**12.5%**			
SPECIFIC PLAN TOTALS	**830.8**	**100%**	**3,385*** **	**100%**	**4.0**

Notes:
* A Residential Overlay alternative of Medium-High Density Residential (MHDR, 12.1-18.0 du/ac) is allowed on Planning Area 9 in lieu of the Neighborhood Commercial designation, if PA 9 does not develop as commercial.
** A Residential Overlay alternative of Low Density Residential (LDR, 2.6-6.0 du/ac) is allowed on Planning Area 16-C in lieu of the School use designation, if the Banning Unified School District does not to acquire PA 16-C and the site is not developed with a school use.
*** The maximum number of dwelling units to be allowed in the Specific Plan is 3,385.

Table 2-2: Planning Areas Statistical Summary						
Planning Area	Land Use[1]	Target Minimum Lot Size (sq ft)	Allowed Density Range (du/ac)	Target Density (du/ac)	Gross Acres	Target Dwelling Units (DU)
PA 1	Very Low Density Residential	20,000	0-2.5	2.0	47.0	94
PA 2-A	Low Density Residential	7,000	2.6-6.0	3.4	15.5	53
PA 2-B	Low Density Residential	7,000	2.6-6.0	3.4	17.6	60
PA 2-C	Low Density Residential	7,000	2.6-6.0	3.4	16.3	56
PA 3-A	Low Density Residential	6,000	2.6-6.0	3.8	14.0	53
PA 3-B	Low Density Residential	6,000	2.6-6.0	3.8	23.8	90
PA 3-C	Low Density Residential	6,000	2.6-6.0	3.8	10.6	40
PA 3-D	Low Density Residential	6,000	2.6-6.0	3.8	24.0	91
PA 4-A	Low Density Residential	5,500	2.6-6.0	4.4	23.2	102
PA 4-B	Low Density Residential	5,500	2.6-6.0	4.4	23.1	102
PA 4-C	Low Density Residential	5,500	2.6-6.0	4.4	17.7	78
PA 4-D	Low Density Residential	5,500	2.6-6.0	4.4	12.3	54
PA 5-A	Low Density Residential	5,000	2.6-6.0	5.2	5.9	31
PA 5-B	Low Density Residential	5,000	2.6-6.0	5.2	6.5	34
PA 5-C	Low Density Residential	5,000	2.6-6.0	5.2	12.6	66
PA 5-D	Low Density Residential	5,000	2.6-6.0	5.2	16.4	85
PA 5-E	Low Density Residential	5,000	2.6-6.0	5.2	10.4	54
PA 5-F	Low Density Residential	5,000	2.6-6.0	5.2	5.9	31
PA 6-A	Low Density Residential	4,500	2.6-6.0	6.0	7.3	44
PA 6-B	Low Density Residential	4,500	2.6-6.0	6.0	16.8	101
PA 6-C	Low Density Residential	4,500	2.6-6.0	6.0	11.7	70
PA 6-D	Low Density Residential	4,500	2.6-6.0	6.0	10.0	60
PA 7-A	Medium Density Residential – Age Qualified	variable	6.1-12.0	6.5	85.4	555
PA 7-B	Medium Density Residential – Age Qualified	variable	6.1-12.0	6.5	30.6	199
PA 8-A	Medium-High Density Residential	variable	12.1-18.0	18.0	18.5	333
PA 8-B	Medium-High Density Residential	variable	12.1-18.0	18.0	12.9	232
PA 8-C	Medium-High Density Residential	variable	12.1-18.0	18.0	11.7	211
PA 8-D	Medium-High Density Residential	variable	12.1-18.0	18.0	8.6	154
PA 9	Neighborhood Commercial (0.25 FAR)				9.3	
PA 9	Residential Overlay Alternative[2]	variable	12.1-18.0	18.0	(9.3)[2]	168
PA 10	RSG Community Park (includes fire station site)				26.0	
PA 11	Confluence Park				10.2	
PA 12	Neighborhood Park				12.7	
PA 13	Entry Park				1.1	
PA 14-A	Village Paseo				3.3	
PA 14-B	Village Paseo				6.0	
PA 14-C	Village Paseo				2.3	
PA 14-D	Village Paseo				1.0	
PA 15-A	Creeks / Creek Edge Linear Parks				54.8	
PA 15-B	Creeks / Creek Edge Linear Parks				67.2	

Table 2-2: Planning Areas Statistical Summary (cont.)						
Planning Area	Land Use[1]	Target Minimum Lot Size (sq.ft.)	Allowed Density Range (du/ac)	Target Density (du/ac)	Gross Acres	Target Dwelling Units (DU)
PA 16-A	Public Facility				2.4	
PA 16-B	Electrical Sub-station				0.2	
PA 16-C	School				14	
PA 16-C	Residential Overlay Alternative[3]	4,500	2.6-6.0	6.0	(14)[3]	84
PA 17	Natural Open Space				25.7	
PA 18	Storm Drain Easement				1.1	
	Backbone Roadways Right-of-Way[4]				77.1	
	TOTAL (Maximum Dwelling Units Allowed)				**830.8**	**3,385**

Notes:

[1] Very Low Density Residential (VLDR) and Low Density Residential (LDR) = detached single-family units only; Medium Density Residential (MDR) - Age Qualified includes detached or attached single-family units; Medium-High Density Residential (MHDR) includes detached or attached single-family and multi-family units.

[2] A Residential Overlay alternative of Medium-High Density Residential (MHDR, 12.1-18.0 du/ac) is allowed on Planning Area 9 in lieu of the Neighborhood Commercial designation, if PA 9 does not develop as commercial, and the maximum number of residential units in the Specific Plan does not exceed 3,385.

[3] A Residential Overlay alternative of Low Density Residential (LDR, 2.6 – 6.0 du/ac) is allowed on Planning Area 16-C in lieu of the School use designation, if the Banning Unified School District does not to acquire PA 16-C and the site is not developed with a school use, and the maximum number of residential units in the Specific Plan does not exceed 3,385.

[4] Backbone Roadways Right-of-Way includes adjacent landscaped parkway corridors.

VERY LOW DENSITY RESIDENTIAL (0-2.5 DU/AC)

The Very Low Density Residential (VLDR) land use designation within the RSG Specific Plan area is planned at approximately 47 acres (5.7%) of the Specific Plan area as depicted in Exhibit 2-2A and 2-2B. This density category is represented by Planning Area (PA) 1. A total of 94 dwelling units are anticipated in this planning area at a gross density of 2.0 dwelling units per acre. The minimum lot size required in this designation is 20,000 square feet in the planning areas designated as such. This land use designation shall include conventional single-family detached housing products that are typically set back from the street and have private rear and side yards.

LOW DENSITY RESIDENTIAL (2.6-6.0 DU/AC)

The Low Density Residential (LDR) land use designation within the RSG Specific Plan area is planned at approximately 302 acres (36%) of the Specific Plan area as depicted in Exhibit 2-2A and 2-2B. This density category is represented by Planning Areas (PAs) 2-A, 2-B, 2-C, 3-A, 3-B, 3-C, 3-D, 4-A, 4-B, 4-C, 4-D, 5-A, 5-B, 5-C, 5-D, 5-E, 5-F, 6-A, 6-B, 6-C and 6-D. A total of 1,355 dwelling units are anticipated in these planning areas at an average gross density of 4.5 dwelling units per acre. The targeted minimum lot sizes for the various planning areas designated within this residential land use are listed in Table 2-2, *Planning Areas Statistical Summary*. The LDR residential use shall include conventional single-family detached housing products with street front orientation where primary entries and walks face the street. LDR may also include single-family detached alley loaded products with street front orientation where primary entries and walks face

the street and automobile access to rear facing garages is provided via a common private alley at the rear of a lot. Automobile access may be via public or private streets.

MEDIUM DENSITY RESIDENTIAL - AGE-QUALIFIED RESIDENTIAL- (6.1-12.0 DU/AC)

The Medium Density Residential (MDR) land use designation within the RSG Specific Plan area includes approximately 116 acres (14%) of the Specific Plan area as depicted in Exhibit 2-2A and 2-2B. This density category is represented by Planning Areas (PAs) 7-A and 7-B. A total of 754 dwelling units are anticipated in these planning areas at an average gross density of 6.5 dwelling units per acre. This land use designation may include conventional single-family detached, single-family detached alley loaded, detached cluster, duplex, and attached cluster housing products. Planning Areas 7-A and 7-B in this land use designation are intended to be for age-qualified housing designed for residents 55+ in age; however, non-age-qualified residential developments in these planning areas are also acceptable pursuant to the MDR land use development standards and density.

MEDIUM-HIGH DENSITY RESIDENTIAL (12.1-18.0 DU/AC)

The Medium-High Density Residential (MHDR) land use designation within the RSG Specific Plan area includes approximately 52 acres (6.2%) of the Specific Plan area as depicted in Exhibit 2-2A and 2-2B. This density category is represented on the Land Use Plan by Planning Areas (PAs) 8-A, 8-B, 8-C and 8-D. A maximum total of 930 dwelling units are allowed in these planning areas at a maximum gross density of 18 dwelling units per acre. Planning Area 9 has a Neighborhood Commercial land use designation and an alternative overlay designation of Medium-High Density Residential. If PA 9 does not develop as Neighborhood Commercial, it will be allowed to develop under its residential overlay designation. The PA 9 MHDR residential overlay is planned at approximately 9.3 acres (1.1%) of the Specific Plan area. A maximum total of 168 dwelling units would be allowed in PA 9 at a maximum gross density of 18.0 dwelling units per acre if it develops as residential. The MHDR residential use may include duplex, row townhome, attached cluster, and multi-family flat products.

2.2.2 NEIGHBORHOOD COMMERCIAL USE

The RSG Specific Plan has planned approximately 9.3 acres (1.1%) of Neighborhood Commercial land use within the Specific Plan area as depicted in Exhibit 2-2A and 2-2B. This neighborhood commercial area is proposed in PA 9, located on the northwestern corner of the Specific Plan area on the southwest corner of the intersection of Westward Avenue and 22nd Street and proposed Rancho San Gorgonio Parkway, adjacent to the Mt. San Jacinto Community College San Gorgonio Pass Campus. The Neighborhood Commercial (NC) land use provides locations for businesses that meet day-to-day shopping and service needs of the residential use. NC uses are typically anchored by a grocery store but may also provide an array of retail and service commercial uses, such as pharmacies, cleaners, etc. If eventual market factors indicate that all or a portion of the neighborhood commercial designated area is not needed or viable for commercial

use, it is intended that alternate MHDR residential use would be allowed. Refer to Section 2.2.1, *Medium-High Density Residential*, above.

2.2.3 PARKS AND OPEN SPACE

Approximately 210 acres (25%) of the Specific Plan area are designated for Open Space uses. Several types of parks and open space areas are planned: RSG Community Park (which includes a fire station site) as PA 10, Confluence Park as PA 11, Neighborhood Park as PA 12, Entry Park as PA 13, Village Paseos as PAs 14-A, B, C and D, Creek/Creeks Edge Linear Parks as PAs 15-A and B, and natural open space as PA 17. The parks vary from open space and trails to sports fields and gathering places. The open space areas are described in detail in Section 2.8, *Parks, Recreation, and Open Space Plan*.

2.2.4 PUBLIC FACILITY USE

Planning Areas 16-A and 16-B is set aside and planned for Public Facility land uses. PA 16-A could include a potential pump station sites for potable water, recycled water, or wastewater, wastewater treatment and recycle facility, or similar public facility use. Planning Area 16-B is set aside and planned for a City electrical sub-station use. Planning Area 10, which is designated for Park use as the RSG Community Park site, includes a proposed fire station facility on the southeast corner of that site.

2.2.5 SCHOOL FACILITY

Planning Area 16-C is set aside and planned for a 14 acre elementary school site and use. The school site would be acquired by Banning Unified School District (BUSD). The PA 16-C school site is located in the northeast portion of the RSG Specific Plan at a location and size requested by BUSD and shares a property line with Banning High School. The appropriate State agencies will have to approve this location for a school site as required, prior to transfer to BUSD. The RSG Specific Plan master developer would provide mass graded pad, street access and utility connection stubs for the school site. The Banning Unified School District would be offered the site based on market value acquisition. BUSD would develop the school facility and operate the school. Should PA 16-C not be acquired by BUSD and not be developed as a school facility, a Residential Overlay alternative of Low Density Residential (LDR, 2.6-6.0 du/ac) shall be allowed.

2.2.6 LAND USE FLEXIBILITY

Land use flexibility is a beneficial component for implementation of the RSG Specific Plan. Due to ever changing market conditions, it is important that the Specific Plan be used as a flexible tool to anticipate a variety of conditions and minimize amendments. See additional discussion in Section 5, *Administration and Implementation*, including Section 5.1.5, *Substantial Conformance and Minor Modifications/Technical Adjustments*, and Section 5.3 *Unit Transfers*.

2.2.7 LAND USE STANDARDS

To ensure the orderly and coordinated development of land uses planned in the RSG Specific Plan, development objectives have been established for implementation of the Specific Plan Land Use Plan, as discussed below. In addition to these general guidelines, specific development standards for each land use are detailed in Section 4, *Development Regulations*.

1. The Specific Plan shall be developed with a range of uses including residential, commercial, parks, and open space pursuant to Exhibit 2-2, *Land Use Plan*.

2. The Specific Plan can be developed with a maximum total of 3,385 dwelling units in the residential planning areas covering approximately 516 acres and within PA 9 and PA 16-C, if it developed with the residential overlay, as designated and specified herein.

3. Uses and development standards will be in accordance with this Specific Plan and the City of Banning Zoning Ordinance. Such uses and standards will be applied in future residential subdivision maps, design review, site plans, and/or conditional use permits.

4. The project shall provide adequate areas for collection and loading of recyclable materials in accordance with state law. Such areas shall be provided within the residential areas where solid waste is collected and loaded. The proposed Low Density and Medium Density Residential homes on individual lots will have individual trash pickup. The Medium Density Residential Cluster homes may have central solid waste collection and pick up areas which serve four or more units.

5. The project shall satisfy applicable criteria within Title 24, Chapter 2-71, of the California Administrative Code ensuring accessibility for persons with disabilities, where applicable.

6. Development activities to entitle, prepare and develop the site shall conform to City of Banning ordinances and applicable state laws.

7. Prior to obtaining subsequent development permit approvals from the City of Banning, the applicant shall document that all pertinent conditions relating to the site under development have been satisfied.

8. Common areas identified in the Specific Plan shall be owned and maintained as follows:

    a. Permanent homeowners associations shall be established for the Specific Plan area, to assume ownership and maintenance responsibility for all common areas, private streets/drives, recreation areas, open space, and landscaped areas not dedicated to the City/public. Merger with or creation of an area-wide or local Landscape Maintenance District (LMD) shall be acceptable for any area dedicated to the City for public use

provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. Private neighborhood associations may be established for each residential development, where required and such associations may assume ownership and maintenance responsibility for neighborhood common areas.

b. Unless otherwise provided for in these standards, common areas shall be conveyed to the maintenance organizations upon approval of implementing development applications or upon recordation of any appropriate conveyance subdivision.

c. The maintenance organizations shall be established prior to, or concurrent with, recordation of land division maps or issuance of the building permits for construction within that land division. The proposed ownership and maintenance responsibility shall be identified for each open space, common area, or public use lot upon submittal of final tract maps for approval and recordation, which would create the subject open space lot for dedication as such.

9. All project lighting plans shall be in accordance with applicable City of Banning standards.

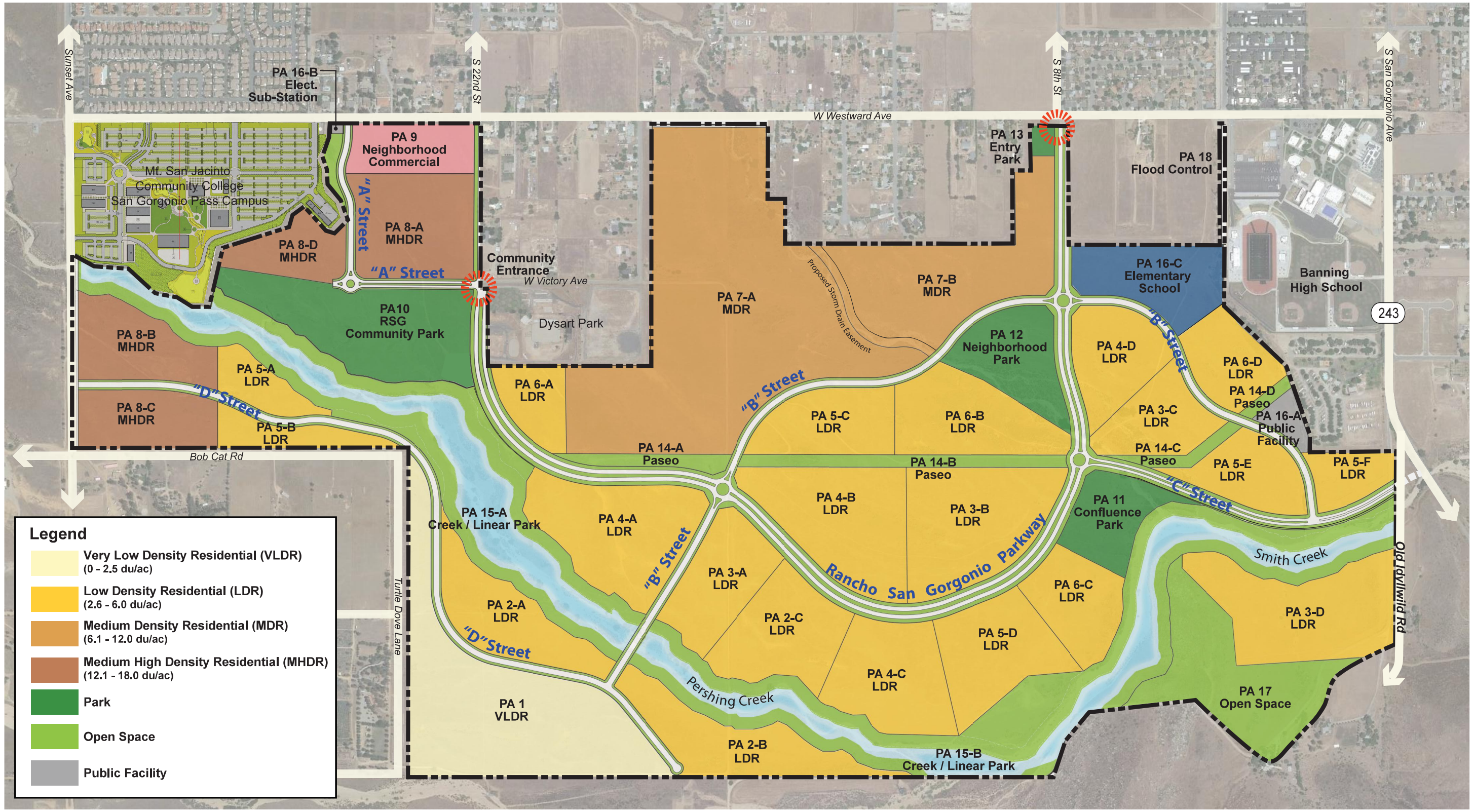
10. Electric vehicle charging and compressed natural gas vehicle filling facilities or stations shall be considered permitted uses in all residential and commercial use areas of the Specific plan, subject to all applicable State and local regulations for such uses. Electric service size increases would have to be considered with any electric vehicle charging stations. It would be best to include vehicle charging stations early in the electric utility design due to the increase in demand. Commercial charging stations will not be permitted if the resale rate is higher than the utilities rates.

11. Roof mounted panels for solar generation of electricity or water heating shall be considered permitted uses in all residential and commercial use areas of the Specific plan, subject to all applicable State and local regulations for such uses. Residential solar generation installed by the developer would have to meet the electric utility general solar requirements. An Application and Interconnection Agreement would have to be completed and signed. The Application and Interconnection Agreement would have to be transferred to the new owner when the title of property changes.

12. A maintenance easement shall be recorded over areas designated as required fuel modification zones within private lots adjacent to wildland fire hazard areas that would allow the master homeowners association or maintenance district to enter the property to ensure adequate and uniform maintenance of fuel modification zones. A fuel modification zone maintenance easement within a private lot will allow only non-flammable structures in the easement area and will place required

landscape and irrigation use limitations within the easement area. Private lots with such easements proposed may be required to be larger than typical to allow for adequate private use areas as well as easement areas. See *Fuel Modification Interface Areas* in Section 3.3.5 of this Specific Plan.

RANCHO SAN GORGONIO
SPECIFIC PLAN



Source: KTGY Archiecture + Planning

Michael Baker INTERNATIONAL

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Date: 1/8/2015 JN: 133222

Land Use Plan (Color)

EXHIBIT 2-2A

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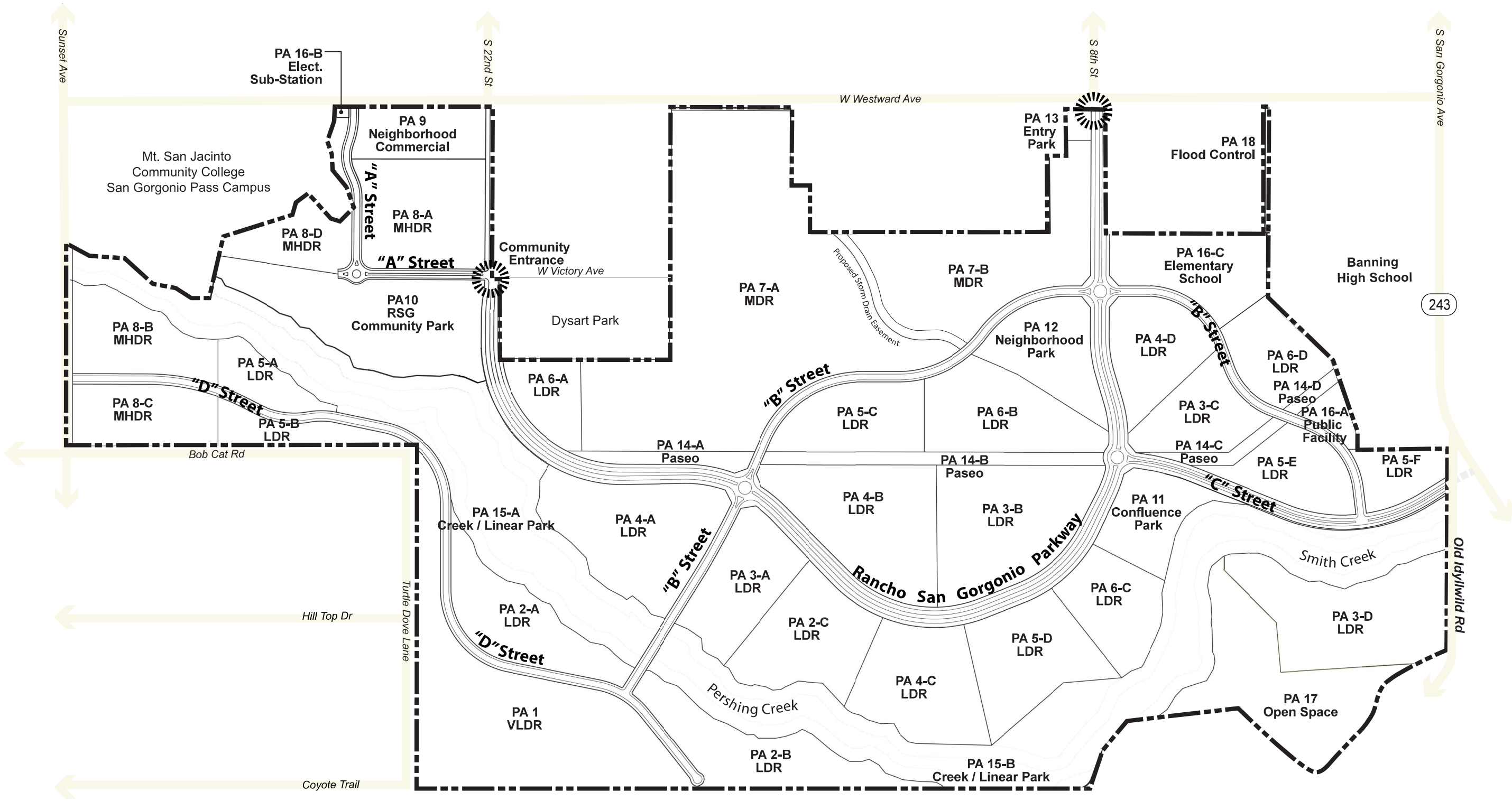
RANCHO SAN GORGONIO
SPECIFIC PLAN



Source: KTGY Archiecture + Planning

Michael Baker INTERNATIONAL

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Date: 1/8/2015 JN: 133222

Land Use Plan (Black and White)

EXHIBIT 2-2B

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2.3 CIRCULATION PLAN

The Circulation Plan of the Rancho San Gorgonio (RSG) Specific Plan establishes the general layout and design standards for the major vehicular roadways and non-vehicular paths within the project area. The main objectives of the Circulation Plan area are to provide direct and convenient access throughout the project area and to substantially implement the Circulation Element of the City of Banning General Plan and achieve its goals and policies as it relates to the RSG Specific Plan area. The Circulation Plan meets these objectives by extending existing circulation and creating efficient new circulation routes throughout the project site.

Exhibit 2-3, *Vehicular Circulation Plan*, identifies the location and classification of roads, which have been organized under the categories of Modified Arterial, Modified Major, Modified Divided Collector, and Modified Collector. Roadway cross-sections are provided on Exhibits 2-4A, 2-4B, 2-4C, *Roadway Cross-Sections,* which show right-of-way dimensions, travel lane dimensions, sidewalk and parkway widths, and other roadway specific details. Exhibits 2-5A and 2-5C, *Typical Arterial and Collector Roundabouts,* provides a dimensioned illustration of the typical roundabouts proposed along Rancho San Gorgonio Parkway as part of proposed traffic calming, and Exhibits 2-5B and 2-5D, *Arterial and Collector Roundabout Landscape Design Concepts,* provide proposed conceptual designs for these features if used in the RSG Specific Plan; see Section 2.3.4. Exhibit 2-6, *Non-Motorized Circulation Plan*, and Section 2.3.3, establishes the plan for pathways and trails for non-motorized circulation, including pedestrian, bicycle and equestrian travel, throughout the Specific Plan and adjoining areas.

The Specific Plan roadway circulation system, including roadway right-of-way and adjoining landscape corridors, consists of approximately 77 acres of land dedicated to the major backbone roadway network necessary to serve the proposed project. In addition to this, a network of local streets, multi-use trails (paseos), bikeways, and pathways are incorporated within the project, to provide residents with additional mobility options throughout the development.

2.3.1 ROADWAY SYSTEM

The Circulation Plan provides regional access to Interstate 10 to the north through Sunset Avenue, 22nd Street, and 8th Street, in addition, access is proposed to State Route 243 or San Gorgonio Avenue on the east. These existing roadways link the project area to the rest of the City of Banning, and Downtown Banning, located north of the freeway. Internal backbone circulation includes arterial, major and collector roadways that connect with the regional access points.

SPECIFIC PLAN SYSTEM

The vehicular circulation network for the RSG Specific Plan includes the following elements, discussed according to relative roadway classification.

Arterial and Major Roadways

The City of Banning General Plan defines Arterial Highway and Major Highways, as those roadways primarily for through traffic with limited access. These roadways are planned

for 4 lanes in width at buildout. According to the City, arterials should connect residential, shopping, employment, and recreational activities. The following provides descriptions of the Arterial roadway sections proposed in the RSG Specific Plan. These proposed sections are modifications of the Banning General Plan roadway sections to allow for expanded parkways for landscaping, multi-purpose trails and water quality drainage features along the roadway sides, as well as expanded median landscaping, in order to achieve a better community design within the context of this master planned development.

Rancho San Gorgonio Parkway

The Arterial/Major Roadway that is proposed to provide access to the RSG Specific Plan area is proposed to be named Rancho San Gorgonio Parkway. This planned roadway is proposed to "loop" through the project site from the intersection of S. 22nd Street and Westward Avenue, south towards Pershing Creek then head north to the intersection of South 8th Street and Westward Avenue. This discussion describes Rancho San Gorgonio Parkway in three segments: north of proposed A Street to Westward Avenue (modified Major Roadway), "A" Street to "C" Street (modified Arterial Roadway), and north of proposed "C" Street to Westward Avenue (modified Arterial Roadway). Refer to Exhibits 2-4A-C for roadway cross sections and Exhibit 2-3 for an overview of the vehicular circulation plan.

Rancho San Gorgonio Parkway, north of "A" Street to Westward Avenue, is proposed to provide an ultimate 116' of right-of-way, to include a 12' painted median, two travel lanes on each side (12' lanes), 6' bike lanes on each side, a 32' landscaped parkway area on the proposed westerly right-of-way side, which will include a minimum 10' wide multi-purpose foot trail of decomposed granite. The east side of this section of roadway, previously designated the southerly extension of S. 22nd Avenue, is fronted by existing homes and residential property outside the Specific Plan area. Ultimate improvement of the east side of this proposed section of Rancho San Gorgonio Parkway will not require any additional right-of-way on the east side and will be coordinated with the future development of these properties by others.

Proposed Rancho San Gorgonio Parkway extending approximately 650 feet south of the "A" Street/Victory Avenue intersection is adjacent to existing Dysart Park on the east side of the roadway. The City of Banning, which owns Dysart Park, will need to provide approximately 76' feet of right-of-way from the west side of Dysart Park to complete the proposed improvements on the east side of Rancho San Gorgonio Parkway in this area. The parkway on the east side of Rancho San Gorgonio parkway adjacent to Dysart Park is proposed to be only 12' in width to reduce the amount of area needed for the right-of-way.

The remainder of Rancho San Gorgonio Parkway from proposed "A" Street to "C" Street is fronted on both sides by the Specific Plan area and is proposed to provide 146'/156' of right-of-way, varying in width based on the width of the raised median. The right-of-way is proposed to provide a 20'/30' raised median, two travel lanes on each side (13' travel lane on each side adjacent to the median and 12' outside travel lanes on each side), and 8' dual low speed electric vehicle and bike lanes per side (see Section 2.3.2 of this

Specific Plan for further information on dual bike/LSV lanes). The northerly right-of-way is proposed to provide a 28′ parkway which includes landscaping and a 5′ wide concrete sidewalk to meet ADA requirements. The southerly right-of-way is proposed to provide a 32′ parkway including landscaping area and a minimum 10′ multi-purpose trail of decomposed granite.

Rancho San Gorgonio Parkway, north of proposed "C" Street to Westward Avenue, is proposed to provide 146′ of right-of-way, to include a 20′ raised median, two travel lanes on each side (13′ travel lane on each side adjacent to the median and 12′ outside travel lanes each side), and 8′ dual low speed electric vehicle and bike lanes per side. The proposed easterly right-of-way is to provide a 28′ parkway which includes landscaping and 5′ concrete sidewalk to meet ADA requirements. The proposed westerly right-of-way is to provide a 32′ parkway including landscaping area and a minimum 10′ multi-purpose trail of decomposed granite. The east side of this roadway segment from Westward Ave. south approximately 900 feet is fronted by residential property outside the Specific Plan area and owned by others. Ultimate improvement of the east side of this proposed 900 feet segment of Rancho San Gorgonio Parkway will not require additional right-of-way on the east side and will be coordinated with the future development of these adjoining properties by others. The remainder of this segment of proposed Rancho San Gorgonio Parkway is wholly within the Specific Plan area.

The RSG Specific Plan proposes to modify and amend the City of Banning General Plan Circulation Element. Specifically, the General Plan Circulation Element currently indicates the extension of Porter Road as a Secondary Highway creating an east-west connection from San Gorgonio Avenue to Sunset Avenue through the RSG Specific Plan. The projected General Plan Build-out traffic volumes indicate less than 5,000 daily trips on this future segment of Porter Road.

If implemented, this extension would bisect the project site with no regard for the natural land forms such as Pershing Creek. The proposed roadway network within the RSG Specific Plan respects the existence of Pershing Creek and responds to the village organization of the land plan. East-west travel through the RSG Specific Plan will be possible, but the horizontal alignment of the proposed internal roadway network has been designed to discourage cut-through traffic and will primarily provide circulation for trips generated by the land uses within the RSG Specific Plan. Without the Porter Road extension through the RSG Specific Plan, the future traffic that had been projected to utilize Porter Road between San Gorgonio Avenue and Sunset Avenue would be redistributed to parallel routes, primarily Westward Avenue and Lincoln Avenue.

The future traffic conditions analyzed in the Rancho San Gorgonio Specific Plan Traffic Impact Analysis have accounted for the redistribution of traffic caused by removing the future Porter Road extension. With the improvements identified in the Rancho San Gorgonio Specific Plan Traffic Impact Analysis, future traffic conditions were determined to be adequate with the roadway network proposed by the RSG Specific Plan. The effects of not constructing the Porter Road extension from San Gorgonio Avenue to Sunset Avenue are minimal and have been mitigated.

Collector Roadways

The City of Banning General Plan defines Collector Streets as planned 2 lane roads. Provided below are descriptions of the Collector roadway sections proposed in the RSG Specific Plan. The proposed sections are modifications of the Banning General Plan roadway sections to allow for expanded parkways for landscaping, multi-purpose trails and water quality drainage features along the roadway sides, as well as expanded median landscaping, in order to achieve a better community design within the context of this master planned development.

In addition to Rancho San Gorgonio Parkway, the Specific Plan provides three additional project entry streets that provide access between Sunset Avenue, Westward Avenue and, San Gorgonio Avenue/State Route 243 (SR-243) and the project's proposed interior streets.

"A" Street

The north-south segment of "A" Street from Westward Avenue to the proposed roundabout located at the proposed Rancho San Gorgonio Community Park (PA 10) is proposed to be constructed within the standards of a modified collector street. This street is proposed to provide 80' of right-of-way to include one travel lane in each direction (12' lanes), and 10' shoulder lanes adjacent to the travel lanes which may be designated as a dual low speed electric vehicle and bike lane. The easterly right-of-way is proposed to provide a 16' parkway including landscaping and a 5' concrete sidewalk to meet ADA requirements. The westerly right-of-way is proposed to provide a 20' parkway, including landscaping and a minimum 10' multi-purpose trail of decomposed granite. The multipurpose trail is adjacent to the proposed expanded Mt. San Jacinto Community College campus site.

The east-west segment of "A" Street from the proposed roundabout and extending adjacent to and along the proposed Rancho San Gorgonio Community Park to Rancho San Gorgonio Parkway is proposed to be constructed within the standards of a modified divided collector street. This street is proposed to provide 80' of right-of-way to include a 14' raised median, one travel lane in each direction (13' lanes), and 8' shoulder lanes adjacent to the travel lanes which may be designated as a dual low speed electric vehicle and bike lane. The northerly right-of-way is proposed to provide a 12' parkway including landscaping and a 5' concrete sidewalk to meet ADA requirements. The southerly right-of-way is proposed to provide 12' parkway of landscaping adjacent to the proposed Rancho San Gorgonio Community Park. The proposed multi-purpose trail adjacent to "A" Street to the north is proposed to meander through Community Park instead of staying adjacent to "A" Street in this area.

"B" Street & "D" Street

"B" and "D" Streets are proposed be constructed within the standards of a modified collector street. These streets are proposed to provide 80' of right-of-way to include one travel lane in each direction (12' lanes), and 10' shoulder lanes adjacent to the travel lanes which may be designated as a dual low speed electric vehicle and bike lane. The

southerly right-of-way is proposed to provide a 16' parkway including landscaping and a 5' concrete sidewalk to meet ADA requirements. The northerly right-of-way is proposed to provide a 20' parkway, including landscaping and a minimum 10' multi-purpose trail of decomposed granite. "B" Street will include a bridge over Pershing Creek. A conceptual design for this bridge is depicted Exhibit 2-4D, *Bridge Design Concepts*, in this Specific Plan.

"C" Street

"C" Street is proposed be constructed within the standards of a modified divided collector street. This street is proposed to provide 116' of right-of-way to include a 14' raised median, one travel lane in each direction (13' lanes), and 8' shoulder lanes adjacent to the travel lanes which may be designated as a dual low speed electric vehicle and bike lane. The northerly right-of-way is proposed to provide a 28' parkway, including landscaping and a 5' concrete sidewalk to meet ADA requirements and 16' of landscaping. The southerly right-of-way is proposed to provide 32' parkway, including landscaping and a minimum 10' multi-purpose trail of decomposed granite. "C" Street is proposed to provide a connection to San Gorgonio Avenue/Hwy 243 on the easterly border of the Specific Plan area.

Local Streets (Public and Private)

Local streets provide direct access to and from residential lots in the residential land use areas. A 56' right-of-way is proposed for a standard modified local street, which shall accommodate one 10' travel lane in each direction and 8' parking lanes on each side in a 36' curb to curb width. A 10' parkway, including landscaping and a 4' concrete sidewalk to meet ADA requirements will be provided on both sides of all streets where homes occur on both sides of the street. Sidewalks on local streets shall be set off from the curbs, separated by a landscape strip. Additionally, a 3' public utility easement may be on both sides of the road right-of-way.

The Specific Plan proposes the modified Local Street section at 56' right-of-way instead of 60' right-of-way used in the General Plan. The 56' right-of-way as proposed in the RSG Specific Plan is viewed as a superior design in the context of this planned community as it provides for less pavement, less impervious surface, less drainage water runoff from street, less heat generation, and may provide traffic calming (narrower streets have been found to be conducive to lower traffic speeds). The 56' street section still provides adequate emergency access. The County of Riverside, including the County Fire Dept. accepts the 56' section.

Local streets may be public or private. Private common drives used for residential access may have a reduced width that eliminates parking on one side or both sides if sufficient parking is provided elsewhere. Private drives may eliminate sidewalks on the sides, such as in gated communities if deemed appropriate.

Perimeter Roadways

Westward Avenue

Westward Avenue is an existing street and is classified as a Collector street in the City of Banning *General Plan*. Westward Avenue is an east-west roadway forming the northernmost border of the Specific Plan area in several instances. Additionally, the two main community entrances proposed to be located at the intersections of Westward Avenue and S. 22nd Street and 8th Street. "A" Street is proposed to connect to Westward Avenue between Sunset Avenue and S. 22nd Street, adjacent to the proposed Mt. San Jacinto Community College San Gorgonio Pass Campus. At a minimum, Westward Ave. along the Specific Plan boundaries shall be improved at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Sunset Avenue

Sunset Avenue is classified as a Secondary Highway and Collector street in the City of Banning *General Plan*. Sunset Avenue is a north-south roadway forming the westernmost boundary of the Specific Plan area. "D" Street, a proposed modified collector, would provide access to and from Sunset Avenue. At a minimum, Sunset Avenue along the Specific Plan boundaries shall be improved at its ultimate half-section width including landscaping and parkway improvements in conjunction with development. Sunset Avenue will require a bridge and culvert over Pershing Creek. A conceptual design for this bridge is depicted in Exhibit 2-4D, *Bridge Design Concepts*, in this Specific Plan.

Lovell Street

Lovell Street is an existing north-south local street, south of Westward Avenue and north of Victory Avenue. Lovell Street provides access to the existing residential properties on its west side. At a minimum, Lovell St. along the Specific Plan boundaries shall be improved at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Old Idyllwild Road

Old Idyllwild Road currently exists an unpaved roadway on the southeast boundary of the Specific Plan area and connects with San Gorgonio Avenue. This roadway has an existing concrete bridge and culvert over Smith Creek. This road provides access to existing rural residences located south of the Specific Plan Area. This roadway is proposed to be used for access to Planning Area 3-D in the Specific Plan. At a minimum, Old Idyllwild Road along the Specific Plan boundaries extended to the PA 3-D entry points shall be improved at its ultimate half-section width including landscaping and parkway improvements in conjunction with development.

Bridges

Roadway bridges are proposed at the Sunset Avenue and "B" Street crossings of Pershing Creek. A concrete culvert bridge crossing currently exists over Smith Creek for Old

Idyllwild Road. Refer to Exhibit 2-4D, *Bridge Design Concepts*, for concept illustrations of the proposed Sunset Avenue and "B" Street bridges.

2.3.2 LOW SPEED VEHICLES (LSV/NEV)

The intent of the Rancho San Gorgonio Plan is to allow electric Low Speed Vehicles (LSV's) on all internal project streets with appropriate review and approval. Section 385.5 of the California Vehicle Code (CVC) defines a Low Speed Vehicle (LSV) as a motor vehicle that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour. LSV's must meet minimum State safety standards. Drivers of LSV's must possess a valid California Driver License. LSV's must be registered and licensed with the State Dept. of Motor Vehicles. CVC Section 21260 allows LSV's to travel in the standard vehicle travel lanes of any street with a posted speed limit of 35 miles per hour or less. Because only electric powered LSV's are predominantly sold in California they are more commonly referred to as Neighborhood Electric Vehicles (NEV's).

The Rancho San Gorgonio Specific Plan Vehicular Circulation Plan and proposed Roadway Cross Sections allow for striped dual NEV and bike lanes on the side shoulder lanes of all proposed arterial and collector roadways in the plan area. NEV's are allowed to cross streets with posted speed limits of greater than 35 miles per hour. NEV use will be allowed in all local streets within the SP area within the standard vehicle travel lanes.

The use of dual use bike/NEV lanes in the Specific Plan will require the City of Banning to adopt an ordinance pursuant to Section 1962-1962.8, *Riverside County NEV Plan*, in the California State Streets and Highway Code. The State adopted this legislation in 2011 to allow any city in Riverside County to adopt such an ordinance. A few other cities in Riverside County have done so. The city's ordinance, in addition to other items per the State Code, would have to include signage requirements, including for dual bike/NEV lanes. The Class II shoulder lanes on proposed roadways in the RSG Specific Plan at 8' or greater in width are considered wide enough for a dual bike/NEV lane if the City adopts an ordinance allowing it. Below are examples of dual Bike/NEV lane signage adopted and used in other California cities.

NEV lanes approved in the RSG Specific Plan shall not connect or allow access to Westward Avenue, Sunset Avenue, San Gorgonio Avenue, 8th Street or 22nd Street, unless the City of Banning approves NEV use on those existing streets. Signage, both freestanding and painted within NEV lanes in the RSG Specific Plan area, shall indicate NEV access is prohibited onto existing city streets.

2.3.3 NON-MOTORIZED CIRCULATION (BICYCLE, PEDESTRIAN, EQUESTRIAN)

The Circulation Plan also includes a non-motorized or non-vehicular walkway and trail network within the Specific Plan. The non-motorized circulation master plan for the Specific Plan identifies proposed walkways, paseos, multi-purpose trails, equestrian trails, trail heads, and bike lanes. Please see Exhibit 2-6, *Non-Motorized Circulation Plan*. The purpose of each trail network feature can be summarized as follows:

On-Street Bicycle Lanes: The Specific Plan proposes on-street bicycle lanes along all the major backbone project roadways, on both sides of the street, of modified collector classification or higher. These bicycle lanes will assist in providing connections between the proposed residential villages and neighborhoods within the Specific Plan, as well as connections to regional and local facilities in and outside the Specific Plan area. The on-street bike lanes will be accommodated within the roadway right-of-way and will be a minimum 6' wide as indicated above in Section 2.3.1. On-street bike lanes may be a shared dual use with LSV or NEV vehicles as noted above in Section 2.3.2; however, the dual use lane should be a minimum of 8' wide as indicated in Section 2.3.1.

Sidewalks: The Specific Plan proposes landscaped pedestrian walkways along all project roadways. All sidewalks within the Specific Plan area are proposed to provide landscaping and a 5' concrete sidewalks, or 4' for Modified Local Streets, to meet ADA requirements. Sidewalks along the major roadways will be separated from the street with a landscaped parkway to provide a more friendly and safe pedestrian experience.

Multi-Purpose Trails, Paseos, and Linear Parks: The Specific Plan proposes minimum 10' wide community multi-purpose trails along major roadways and Pershing Creek/Smith Creek within the Specific Plan area. These trails will assist in providing connections between the proposed residential villages and neighborhoods within the Specific Plan, as well as connections to regional and local facilities in and outside the Specific Plan area, including park areas and other open space. A village paseo with community multi-purpose trail and pedestrian walkways is proposed through the center of the Specific Plan area along an existing utility easement. The multi-purpose trails are proposed for hiking, jogging, off-road bicycle use, as well as potential equestrian use. An improved dedicated equestrian trail, consistent with the City's goals in its *Banning Parks and Recreation Master Plan*, is proposed along the northern edge of Pershing Creek/Smith Creek with connections to the proposed Rancho San Gorgonio Community Park (PA 10) and the proposed Confluence Park (PA 11), and to exterior trails and equestrian facilities at Dysart Park. An equestrian crossing shall be provided across Rancho San Gorgonio Parkway at or near the proposed intersection with "A" Street and Victory Avenue so that equestrians can cross between Dysart Park and the proposed trail facilities on the east side of the PA 10 Community Park and access the proposed Pershing Creek trail. Proposed multi-

purpose trails and pedestrian sidewalks and bikeways connect to the City's master planned urban trail system proposed along W. Westward Avenue.

In addition to showing the location of trails on Exhibit 2-6, *Non-Motorized Circulation Plan*, Sections 3.3.4, 3.3.6 and 3.3.7 in the *Design Guidelines* of the Specific Plan further describe the proposed project trail system and depict the proposed concepts in Exhibits 3-8, 3-10, 3-14 and 3-16.

2.3.4 TRAFFIC CALMING

The Specific Plan Circulation Plan allows for the following design specific traffic calming principals and concepts:

ROUNDABOUTS

One-way roundabouts require traffic to circulate counterclockwise around a center island at roadway intersections without the need for traffic signals or stop signs necessarily. Roundabouts are proposed in the Specific Plan area at certain intersections along Rancho San Gorgonio Parkway, a proposed modified arterial, and on "A" Street, a proposed modified collector street. See Exhibit 2-3, *Vehicular Circulation* Plan, for locations of these proposed roundabouts. Roundabouts can be used primarily on arterial and collector roadways, often substituting for traffic signals or all-way stop signs. They typically have raised islands to channel approaching traffic to the right. Roundabouts may be considered and used on other street intersections in the Specific Plan.

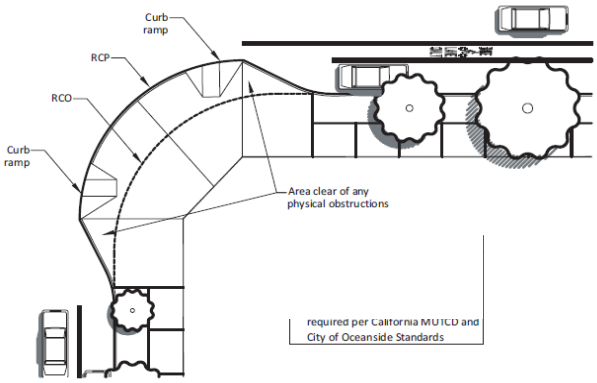
With modern roundabouts, approaching traffic must wait for a gap in the traffic flow before entering the intersection and always requires yield-at-entry (yield-to-left). Since they involve deflection at the entry points and counterclockwise circulation around the center-island, these devices will limit speed and calm traffic.

Exhibit 2-5A, *Typical Arterial Roundabout*, illustrates a dimensioned schematic design for typical roundabouts along Rancho San Gorgonio Parkway within the Specific Plan area at the intersection of major roadways. These proposed roundabouts as shown join an arterial or major roadway with a collector street. Exhibit 2-5C, *Typical Collector Roundabout*, illustrates a dimensioned schematic design for the proposed roundabout on "A" Street. Roundabouts may be permitted at other street intersections within the RSG Specific Plan after further review. Pedestrian crossings are to be clearly marked on the pavement at roundabouts with approved signage alerting motorists to the presence of the crossings. Specific design of these features shall be included in street

improvement plans and site plan review submittals for any subdivision which intends to utilize this feature. Exhibits 2-5B and 2-5D, *Arterial and Collector Roundabout Landscape Design Concepts*, provide proposed conceptual designs for these features if used in the RSG Specific Plan.

GENERAL MEASURES

The Specific Plan Circulation Plan also allows for the following additional general traffic calming principals and concepts where applicable and if desired:



- Provide narrower residential streets with adequate Fire Department access and to potentially allow neck-downs ("bulb-outs") to reduce vehicle speeds, and reduce pavement;
- Provide a connected pattern of "interconnected" streets and mix of street types, as much as feasible with the existing topography. In residential subdivisions local streets should provide connections to the trails on adjacent collectors wherever possible;
- Provide street trees, on-street parking and front yard setbacks to create the feeling of a more enclosed street space, or "outdoor room";
- Provide connected streets with short blocks when possible to disperse traffic and provide multiple routes for vehicles and pedestrians;
- Provide intersections with smaller turning radii to reduce vehicle speeds in residential subdivisions;
- Design on-street parking to slow traffic and shield pedestrians;
- Design paving treatments as approved by the City at selected points to beautify the streetscape and to create the appearance of narrower traffic lanes;
- Design planting strips and trees in planted medians (where provided) and in curbside buffer areas to slow traffic;
- Design well-marked crosswalks, and raised crosswalks, with medians on wider streets; and
- Design for emergency vehicles with multiple access routes, with interconnected streets and drives.

2.3.5 PUBLIC TRANSPORTATION

Public transit service in Banning is provided by Pass Transit. Route 6 serves the southern portion of the City of Banning and the project area along Westward Avenue from Sunset Avenue to S. San Gorgonio Avenue/SR-243.

The RSG Specific Plan presents an opportunity for extension of existing Pass Transit bus routes along Rancho San Gorgonio Parkway and looping within the project area. An extension of the existing Pass Transit bus routes will allow for public transit connection of the residential uses and parks with the schools and commercial uses within the existing community. Bus turnouts will be provided on Specific Plan roadways based on the recommendations received from the City of Banning and the Pass Transit Agency.

2.3.6 CIRCULATION PLAN STANDARDS

1. The proposed RSG Specific Plan circulation development standards are to be further defined based on the project traffic impact analysis report. On-site roadway improvements, as illustrated in the cross-sections, will be developed in accordance with this plan. Intersection geometry and control will be identified and modified as warranted within the traffic study.

2. If necessary, additional traffic analyses shall be undertaken as required by the City of Banning, as more detailed development plans are completed to identify specific design parameters, phasing details, and additional mitigation strategies.

3. Improvement Phasing Plans shall be developed and implemented based on the Rancho San Gorgonio Specific Plan Traffic Impact Analysis to ensure the circulation improvements are completed consistent with the Specific Plan standards and EIR mitigation requirements.

4. For streets designated as Major, Arterial or Collector roadways, adequate provision must be made for safe and convenient pedestrian crossings. Special consideration shall be made to accommodate pedestrian traffic to and from schools and parks.

5. Roadway improvements may be implemented through an assessment district (i.e. CFD) or similar financing mechanism.

6. On-street parking shall be prohibited within areas identified for on-street bike or NEV/LSV lanes.

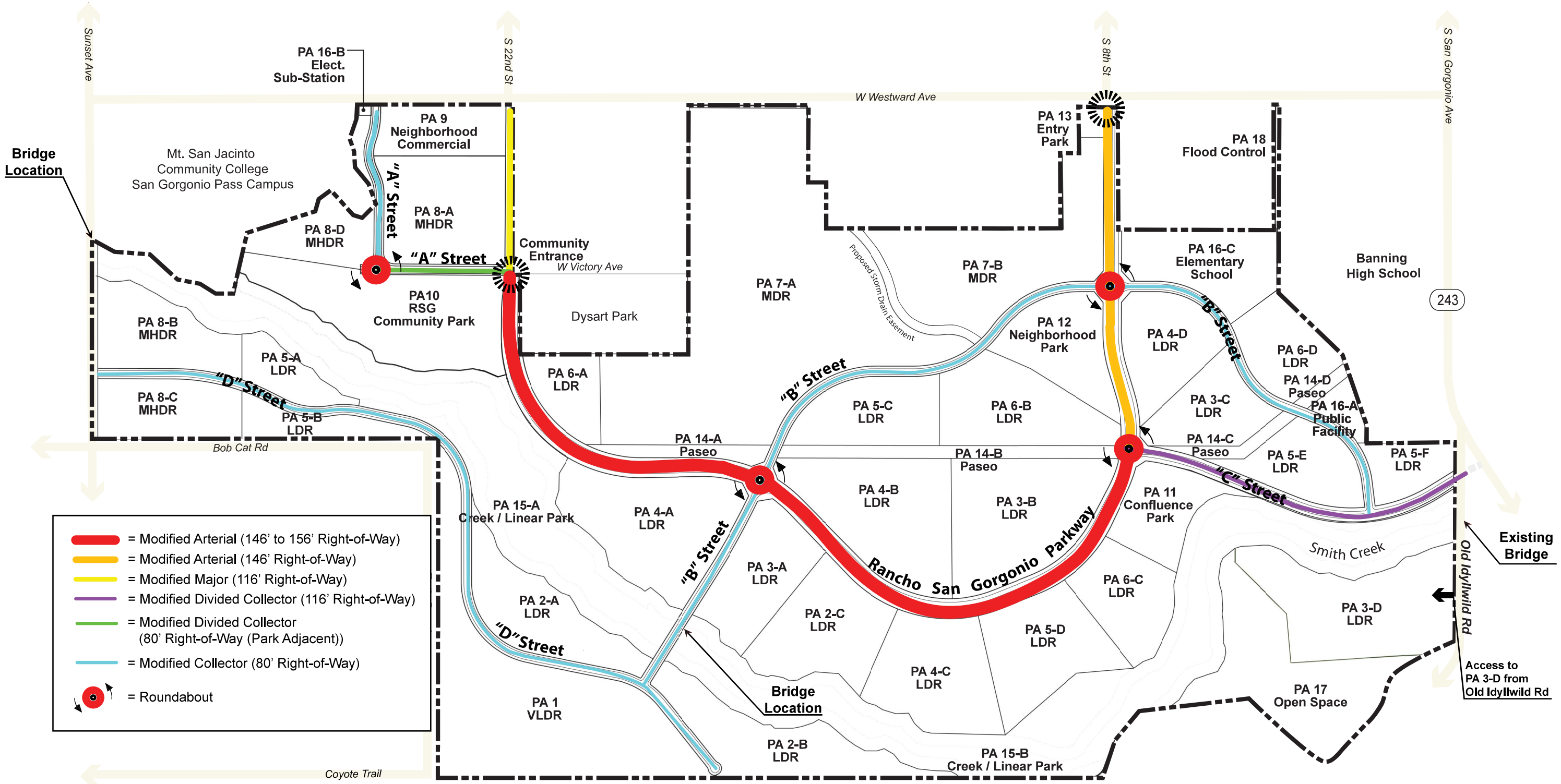
7. City of Banning Pass Transit system and Riverside County Transit Agencies shall be consulted with in conjunction with project development to coordinate with existing and expand scheduled bus service, to implement long-term public transportation projects and to develop vanpools and subscription bus service.

8. All streets shall have a maximum grade of 15 percent or less. Wherever feasible, street grades should be kept to 10 percent or less.

9. Street Lights designed and located pursuant to accepted dark sky principals may be given consideration subject to the review and approval of the City Public Works Director or City Engineer and the City's code regulations.

10. NEV lanes, if approved in the RSG Specific Plan, shall not connect or allow access to Westward Avenue, Sunset Avenue, San Gorgonio Avenue, 8th Street or 22nd Street, unless the City of Banning approves NEV use on those existing streets. Signage, both freestanding and painted within NEV lanes in the RSG Specific Plan area, shall indicate NEV access is prohibited onto existing city streets.

RANCHO SAN GORGONIO
SPECIFIC PLAN



Source: Kunzman Associates, Inc.

Michael Baker INTERNATIONAL

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Date: 1/15/2015 JN: 133222

Vehicular Circulation Plan

EXHIBIT 2-3

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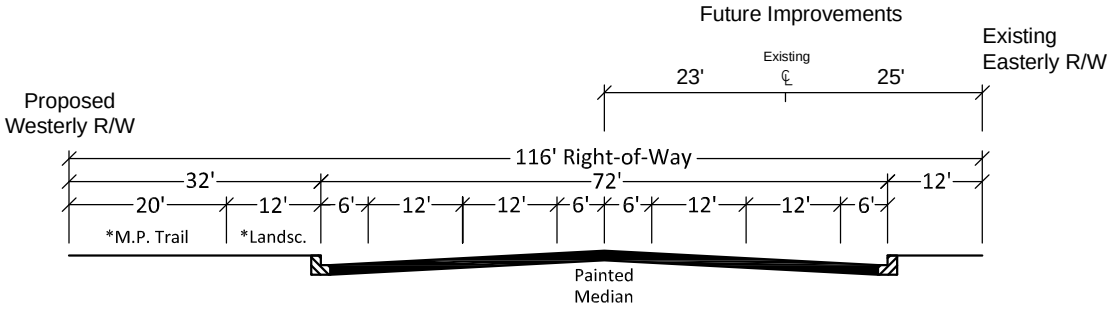
RANCHO SAN GORGONIO
SPECIFIC PLAN

Rancho San Gorgonio Parkway

(North of "A" Street to Westward Avenue)

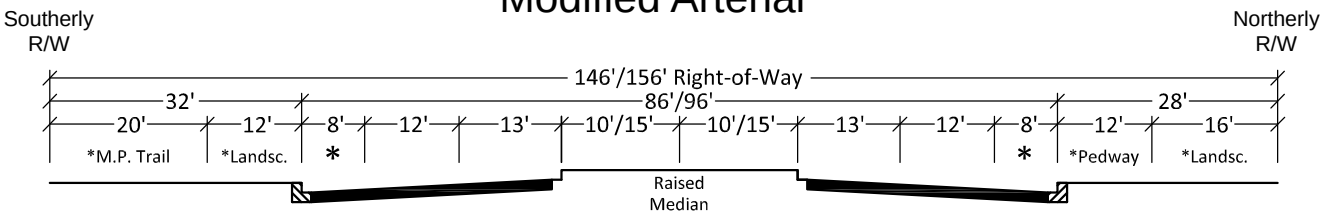
Modified Major



Rancho San Gorgonio Parkway

("A" Street to "C" Street)

Modified Arterial

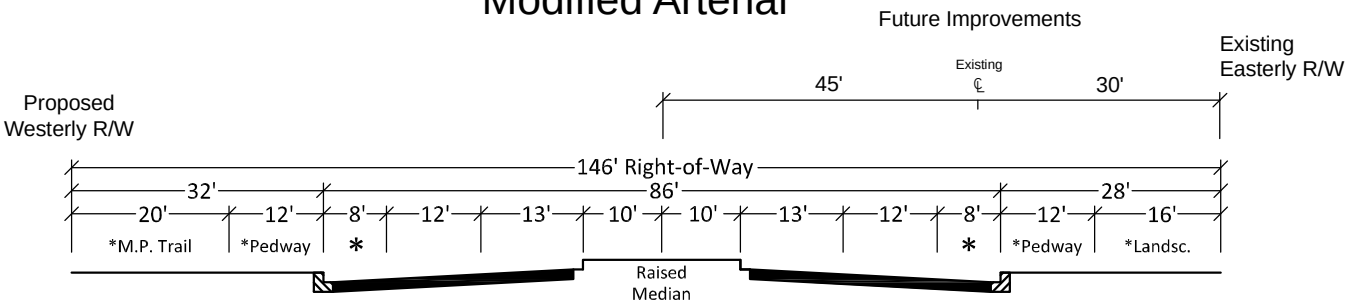


Rancho San Gorgonio Parkway

(North of "C" Street to Westward Ave.)

Note: The parkway on the east side of Rancho San Gorgonio Pkwy., extending approximately 650 ft south of "A" Street/Victory Ave., adjacent to Dysart Park, is proposed as only 12 ft wide.

Modified Arterial



Notes:

*M.P. Trail = Multi-Purpose Trail, includes landscaping and minimum 10 foot multi-purpose trail of decomposed granite.

*Pedway = Pedestrian Walkway, includes landscaping and 5 foot concrete sidewalk to meet ADA requirements.

*Landsc. = Landscaping

* = Project roadway shoulders that are 8 feet wide or greater may be designated as a dual low speed electric vehicle (LSV) and bike lane. Project roadway shoulders that are 6 feet wide or greater shall be designated as bike lanes. Project LSV or NEV lanes shall not connect or allow access to Westward Ave, Sunset Ave, San Gorgonio Ave, 8th St, or 22nd St. Signage, freestanding and in lanes, shall indicate LSV/NEV access is prohibited to these offsite streets.

Michael Baker INTERNATIONAL

Source: Kunzman Associates, Inc.

Roadway Cross Sections

Date: 1/15/2015 JN: 133222

EXHIBIT 2-4A

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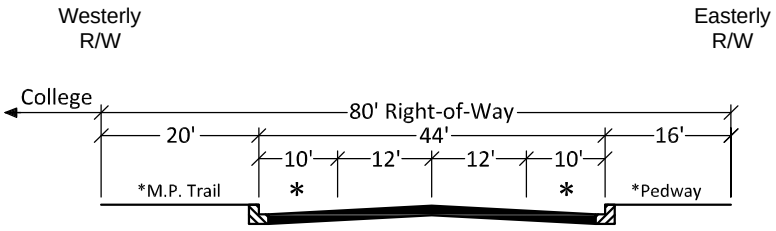
"A" Street

(Westward Ave. to RSG Community Park)

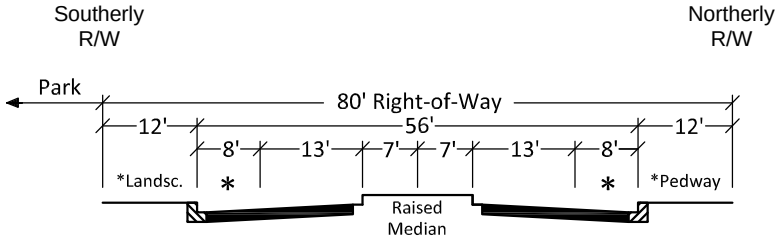
Modified Collector



"A" Street

(RSG Community Park to Rancho San Gorgonio Pkwy)

Modified Divided Collector



Notes:

*M.P. Trail = Multi-Purpose Trail, includes landscaping and minimum 10 foot multi-purpose trail of decomposed granite.

*Pedway = Pedestrian Walkway, includes landscaping and 5 foot concrete sidewalk to meet ADA requirements.

*Landsc. = Landscaping

* = Project roadway shoulders that are 8 feet wide or greater may be designated as a dual low speed electric vehicle (LSV) and bike lane. Project roadway shoulders that are 6 feet wide or greater shall be designated as bike lanes. Project LSV or NEV lanes shall not connect or allow access to Westward Ave, Sunset Ave, San Gorgonio Ave, 8th St, or 22nd St. Signage, freestanding and in lanes, shall indicate LSV/NEV access is prohibited to these offsite streets.

Source: Kunzman Associates, Inc.

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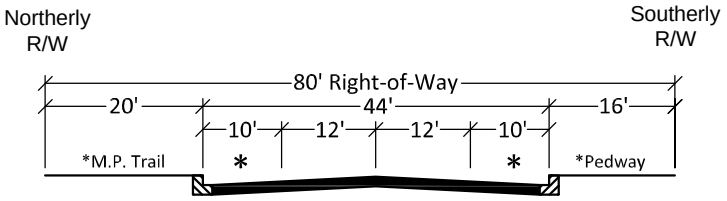
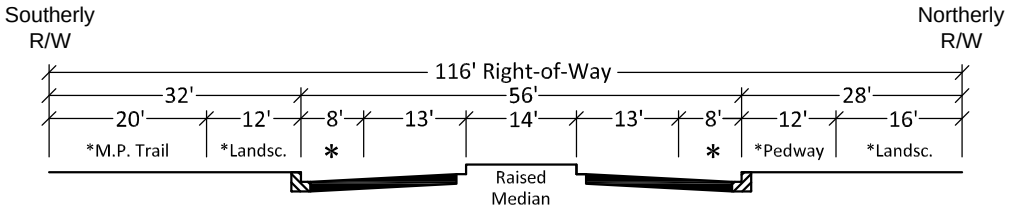
"B" Street & "D" Street

Modified Collector

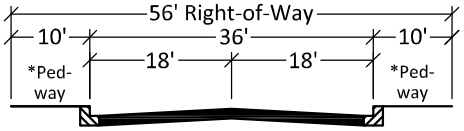


"C" Street

Modified Divided Collector



Modified Local



Notes:

*M.P. Trail = Multi-Purpose Trail, includes landscaping and minimum 10 foot multi-purpose trail of decomposed granite.
*Pedway = Pedestrian Walkway, includes landscaping and 5 foot concrete sidewalk (4 feet for Modified Local) to meet ADA requirements.
*Landsc. = Landscaping

* Project roadway shoulders that are 8 feet wide or greater may be designated as a dual low speed electric vehicle (LSV) and bike lane. Project roadway shoulders that are 6 feet wide or greater shall be designated as bike lanes. Project LSV or NEV lanes shall not connect or allow access to Westward Ave, Sunset Ave, San Gorgonio Ave, 8th St, or 22nd St. Signage, freestanding and in lanes, shall indicate LSV/NEV access is prohibited to these offsite streets.

- Low speed electric vehicles, as defined and allowed by the California Vehicle Code, may use the vehicle travel lanes of local residential roadways with a speed limit of 25 MPH or less and other roadways with a posted speed limit of 35 MPH or less.
- Private local roadways, streets, drives or alleys where on-street parking is not allowed may have a reduced width and private local streets may eliminate sidewalks.

Source: Kunzman Associates, Inc.

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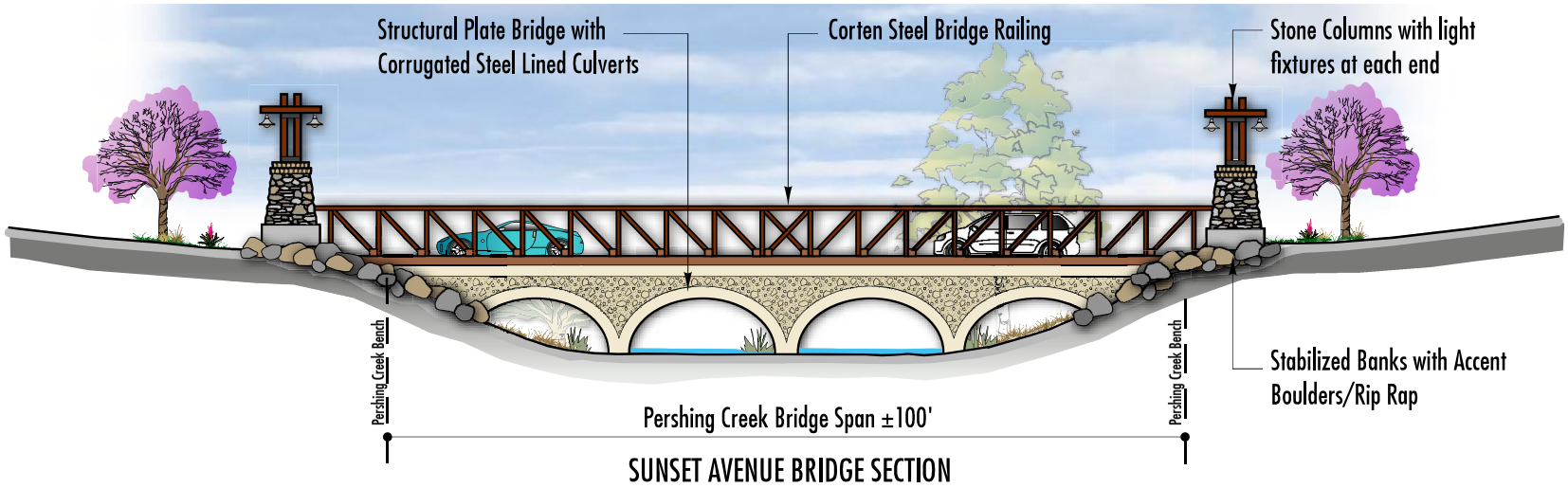

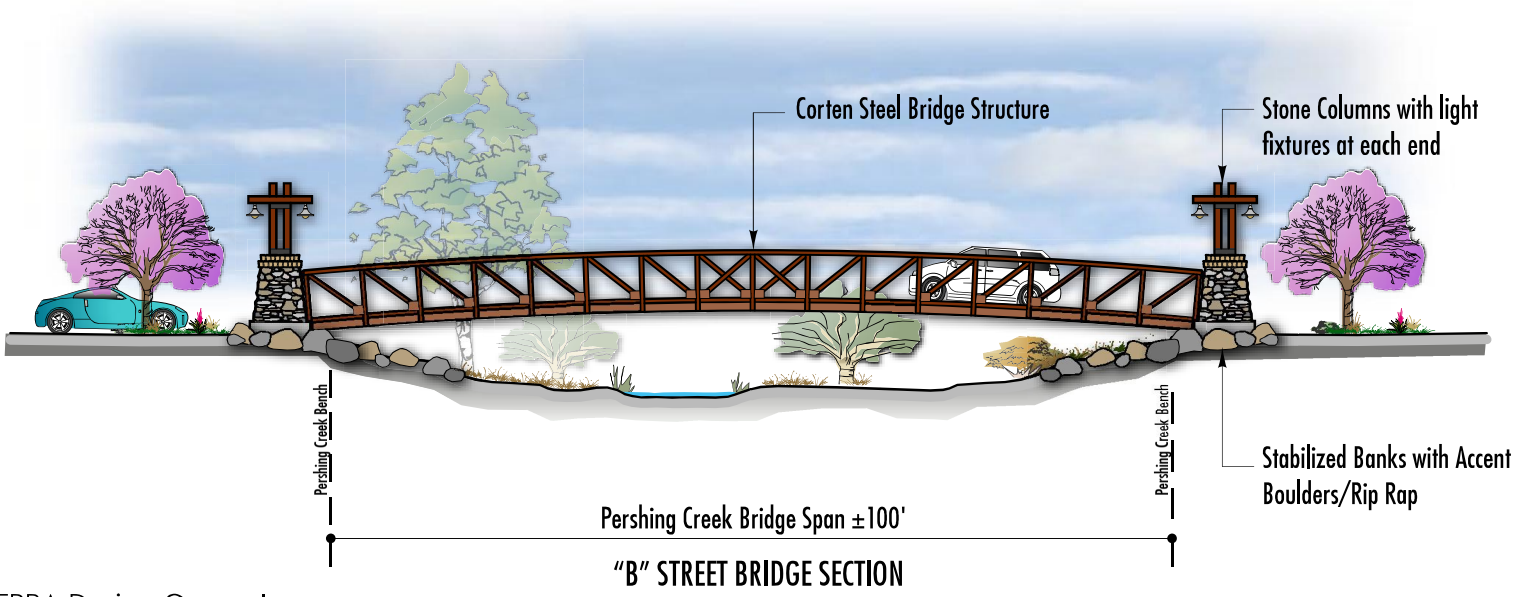

Source: ARCHITERRA Design Group, Inc.

Michael Baker INTERNATIONAL

Bridge Design Concepts

Date: 1/21/2015 JN: 133222

EXHIBIT 2-4D

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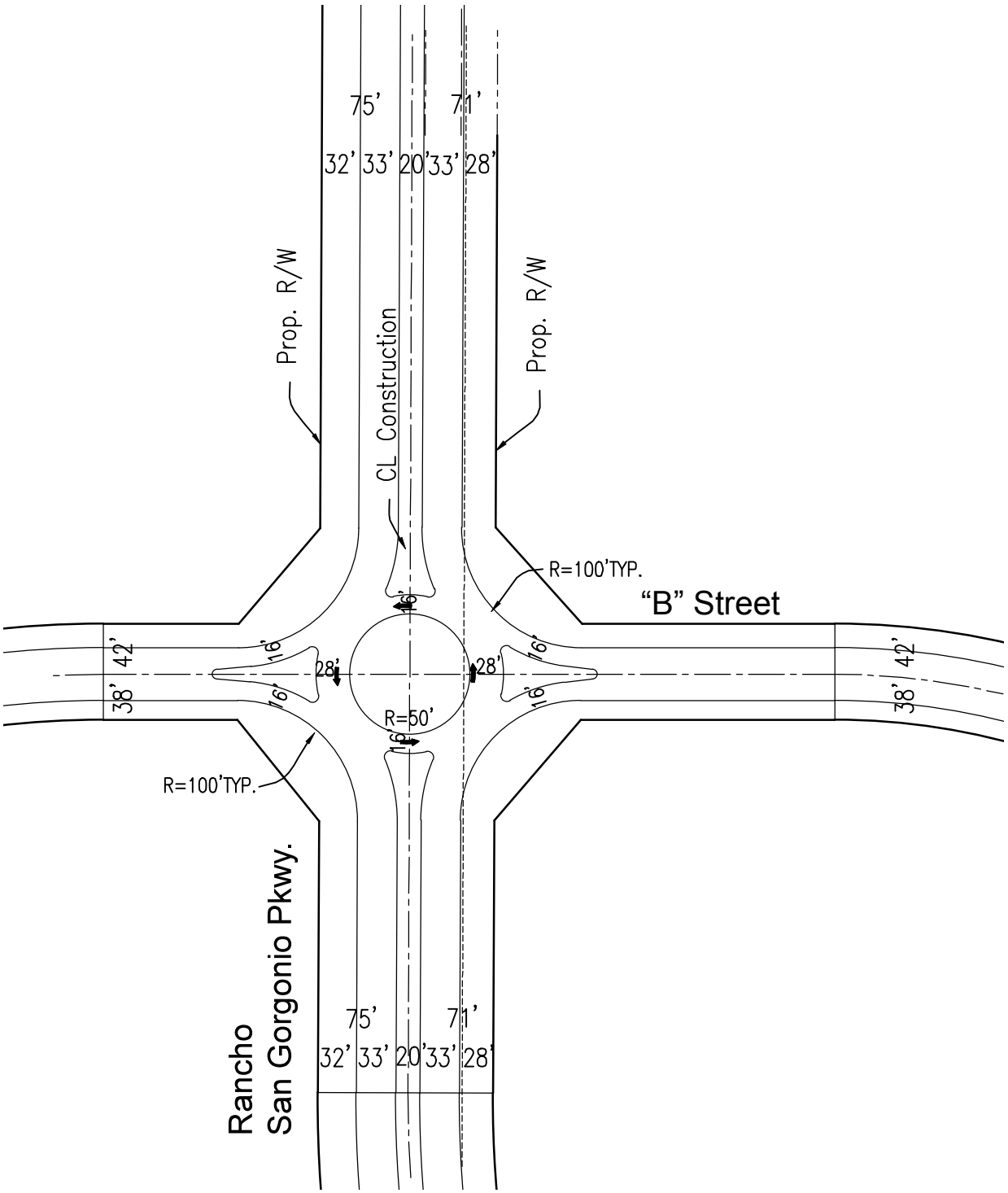

Source: Madole & Associates, Inc.

Michael Baker INTERNATIONAL

Typical Arterial Roundabout

Date: 1/21/2015 JN: 133222

EXHIBIT 2-5A

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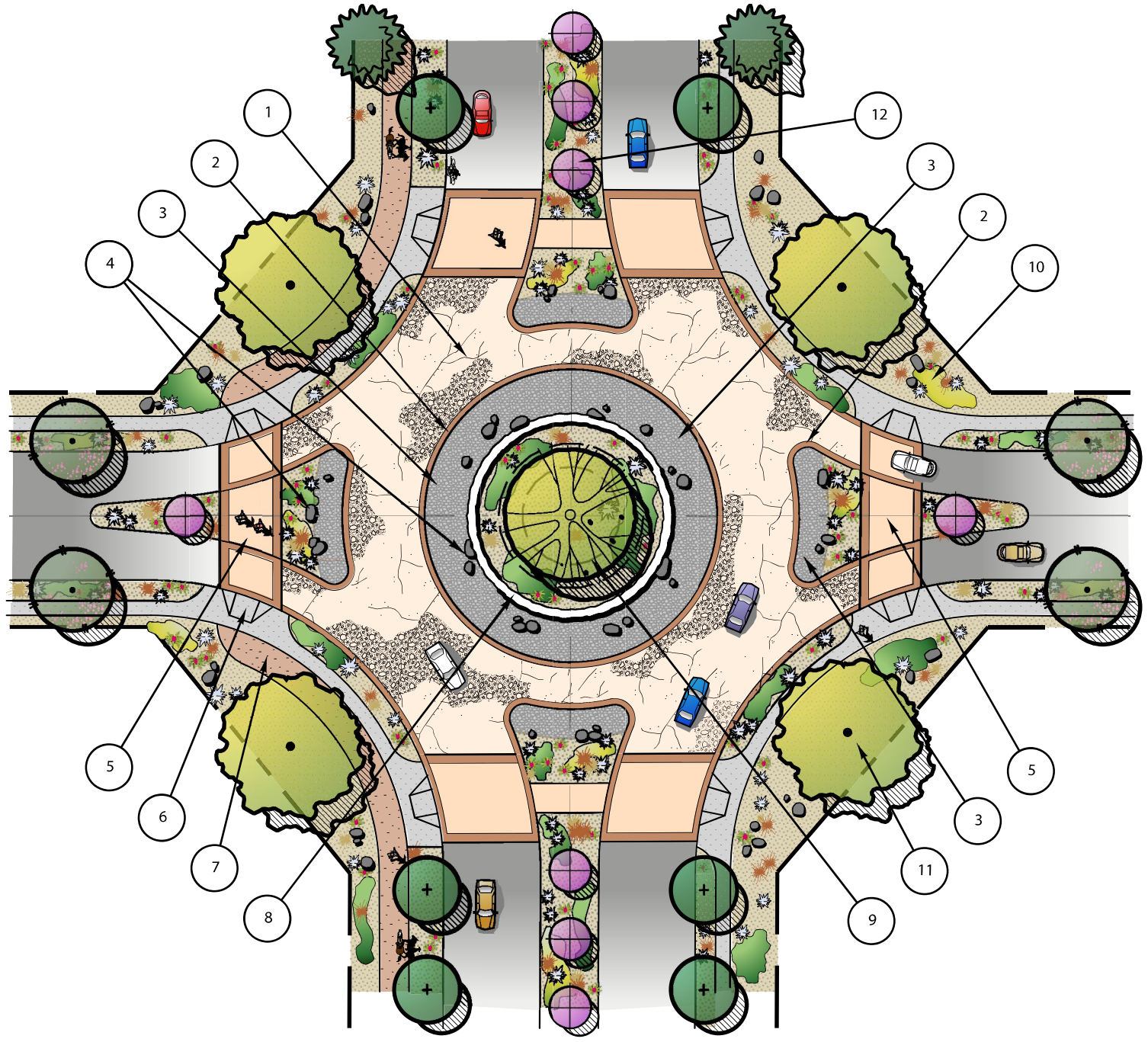

LEGEND

1. EHHANCED VEHICULAR PAVING USING "FRACTURED EARTH" TECHNIQUE
2. COLORED CONCRETE BANDING
3. COBBLE GROUTED PAVING AT RAISED CIRCULAR MEDIAN
4. ACCENT BOULDERS AT COBBLE AND SET INTO RAISED PLANTER GABION WALL
5. ENHANCED PAVING AT PEDESTRIAN CROSSWALKS
6. HANDICAP RAMP TO CONCRETE SIDEWALK
7. COMMUNITY MULTI-PURPOSE DECOMPOSED GRANITE TRAIL
8. GABION STONE CIRCULAR WALL FORMING A RAISED PLANTER AT CENTRAL MEDIAN ISLAND
9. ENHANCED ROUND-A-BOUT ISLAND WITH SPECIMEN TREE AND LANDSCAPING
10. ENHANCED LANDSCAPING AT ROUND-A-BOUT
11. LARGE SPECIMEN TREE AT CORNERS
12. SMALL FLOWERING ACCENT TREES AT MEDIAN ISLANDS

Source: ARCHITERRA Design Group, Inc.

Michael Baker INTERNATIONAL

Date: 1/21/2015 JN: 133222

Arterial Roundabout Landscape Design Concept

EXHIBIT 2-5B

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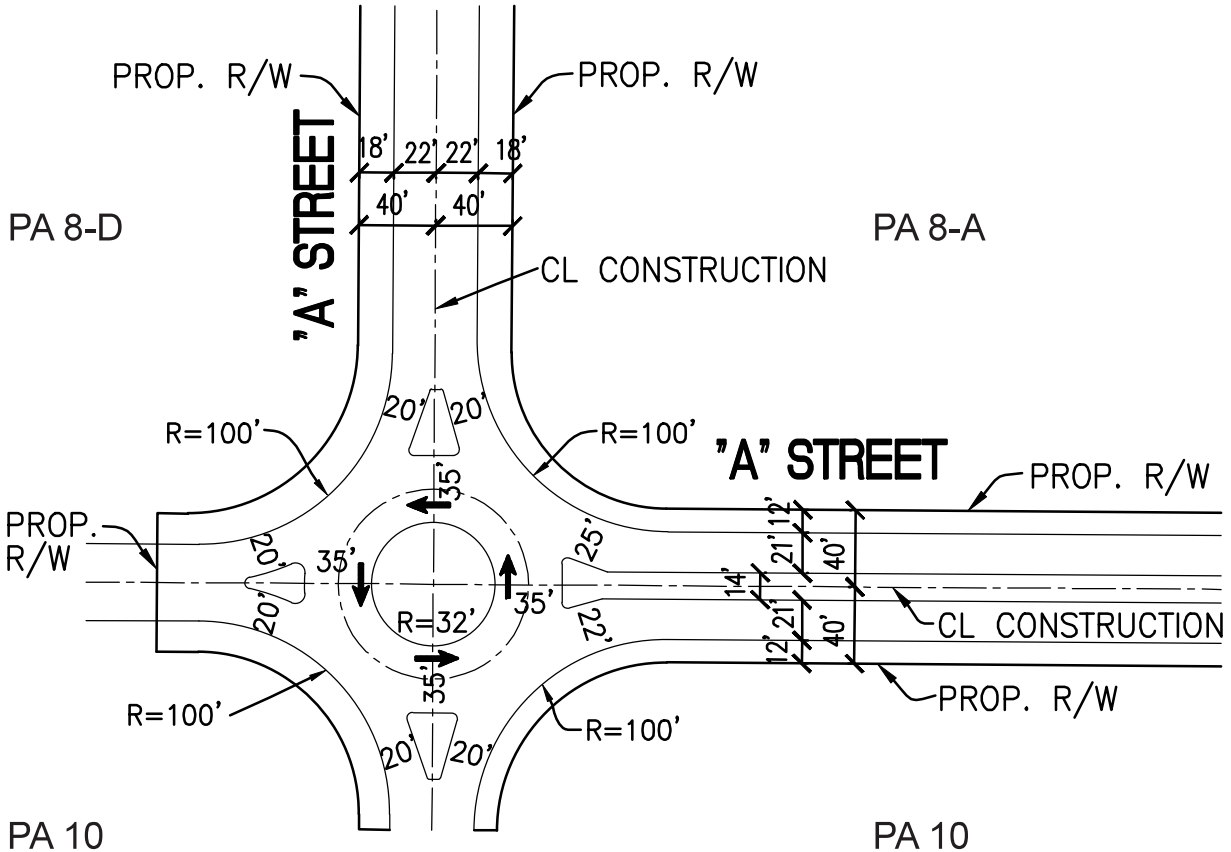

Source: Madole & Associates, Inc.

Michael Baker INTERNATIONAL

Typical Collector Roundabout

Date: 1/22/2015 JN: 133222

EXHIBIT 2-5C

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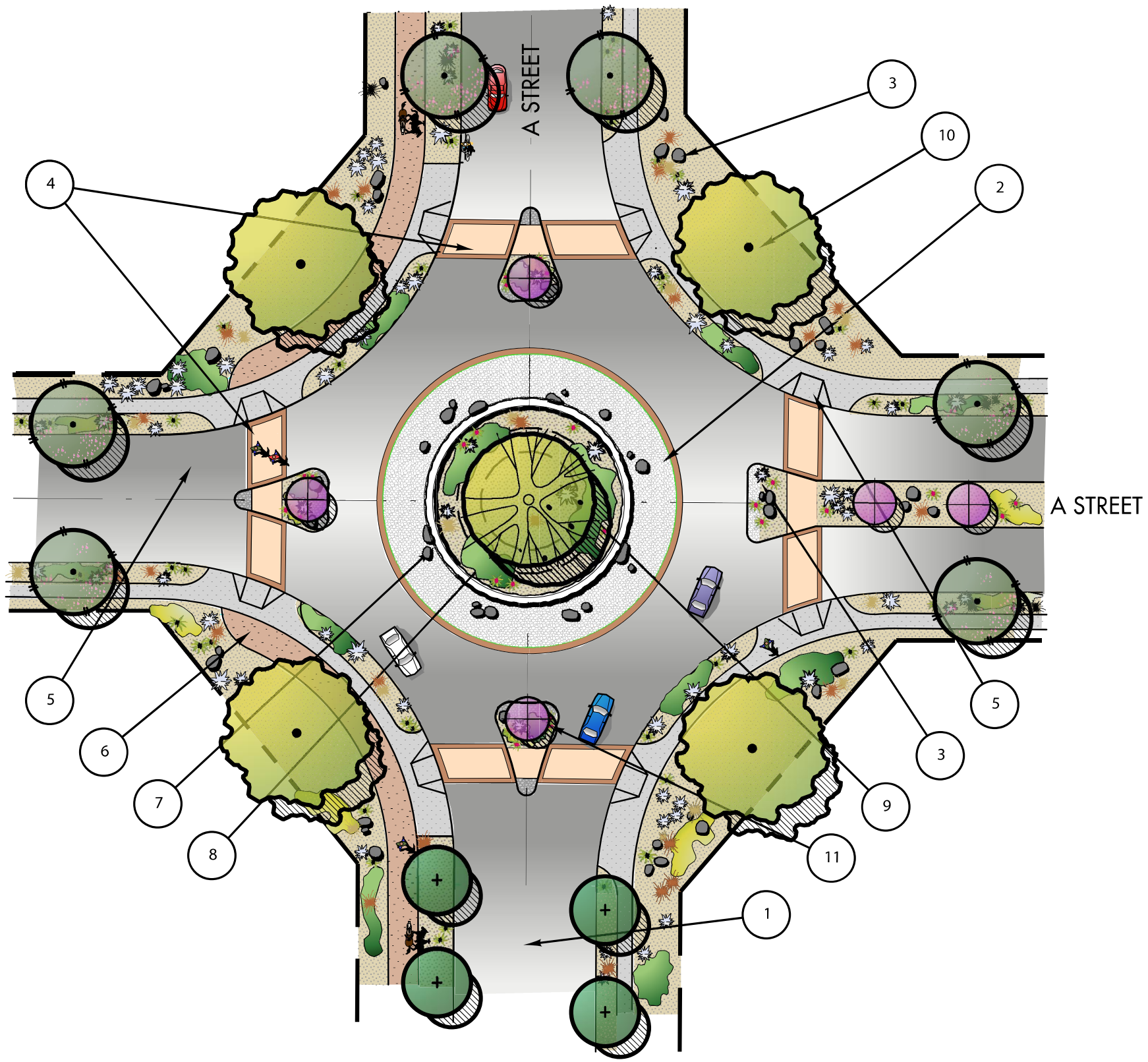

LEGEND

1. ENTRY INTO COMMUNITY PARK
2. COBBLE GROUTED PAVING AT RAISED CIRCULAR MEDIAN
3. ACCENT BOULDERS AT COBBLE AND SET INTO RAISED PLANTER GABION WALL
4. ENHANCED PAVING AT PEDESTRIAN CROSSWALKS
5. HANDICAP RAMP TO CONCRETE SIDEWALK
6. COMMUNITY MULTI-PURPOSE DECOMPOSED GRANITE TRAIL
7. GABION STONE CIRCULAR WALL FORMING A RAISED PLANTER AT CENTRAL MEDIAN ISLAND
8. ENHANCED ROUND-A-BOUT ISLAND WITH SPECIMEN TREE AND LANDSCAPING
9. ENHANCED LANDSCAPING AT ROUND-A-BOUT
10. LARGE SPECIMEN TREE AT CORNERS
11. SMALL FLOWERING ACCENT TREES AT MEDIAN ISLANDS

Source: ARCHITERRA Design Group, Inc.

Michael Baker INTERNATIONAL

Date: 1/26/2015 JN: 133222

Collector Roundabout Landscape Design Concept

EXHIBIT 2-5D

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RANCHO SAN GORGONIO
SPECIFIC PLAN

Sunset Ave
S 22nd St
S 8th St
W Westward Ave
Lovell Street
Bridge Location
Mt. San Jacinto Community College San Grogonio Pass Campus
PA 16-B
PA 9
"A" Street
PA 8-A
PA 8-D
COMMUNITY ENTRANCE
W Victory Ave
"A" Street
Dysart Park
PA 10 RSG COMMUNITY PARK
PA 8-B
"D" Street
PA 5-A
PA 8-C
PA 5-B
Bob Cat Rd
PA 6-A
PA 7-A
PA 13 NEIGHBORHOOD ENTRY PARK
PA 18
PA 7-B
PA 16-C ELEMENTARY SCHOOL
"B" Street
PA 12 NEIGHBORHOOD PARK
PA 4-D
PA 6-D
PA 14-D
PA 16-A
243
"B" Street
PA 5-C
PA 6-B
PA 3-C
PA 14-A
Rancho San Gorgonio Pkwy
PA 14-B
PA 14-C
PA 5-E
PA 5-F
"C" Street
PA 15-A
PA 4-A
PA 4-B
PA 3-B
PA 11 CONFLUENCE PARK
PERSHING
"B" Street
PA 3-A
PA 6-C
CREEK
Old Idyllwild Road
PA 2-A
PA 2-C
PA 3-D
"D" Street
PA 4-C
PA 5-D
CREEK
SMITH
PA 17
PA 1
PA 2-B
PA 15-B
Turtle Dove Ln

EQUESTRIAN PICNIC AREA
TRAILHEAD
SPECIAL EQUESTRIAN CROSSING TO DYSART PARK
MULTI-PURPOSE TRAIL
PEDESTRIAN SIDEWALK AND BIKEWAY
EQUESTRIAN TRAIL (CITY OF BANNING MASTER PLAN)
URBAN TRAIL (CITY OF BANNING MASTER PLAN)

Source: ARCHITERRA Design Group, Inc.

Michael Baker INTERNATIONAL

0' 400' 800' 1600'

Date: 1/20/2015 JN: 133222

Non-Motorized Circulation Plan (Pedestrian/Bicycle/Equestrian Trails)

EXHIBIT 2-6

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2.4 CONCEPT GRADING PLAN

This section describes the proposed overall mass grading concept for the Rancho San Gorgonio (RSG) Specific Plan. The Specific Plan mass grading plan is designed to provide for the proposed development as contemplated in the Specific Plan and to take in to account the existing topography of the project site.

2.4.1 CONCEPT GRADING PLAN DESCRIPTION

Mass grading of the Specific Plan area is proposed with an emphasis on establishing building envelopes to site the major backbone roadways, drainage ways, future housing tract areas, master development pads, commercial site, and park areas. The site grading is not expected to significantly raise or lower the overall elevation of the site from current conditions. The preliminary estimated volume of basic mass grading for the entire Rancho San Gorgonio project is approximately 4,200,000 cubic yards of cut earthwork and approximately 4,230,000 cubic yards of fill earthwork. The grading will also include over excavation as anticipated, and remedial grading (alluvium and colluvium removal and recompaction). The project grading design will continue to be refined so that the grading will balance between cut and fill and remedial grading. It is anticipated that there will not be any need for off-site export or import as part of the basic project grading operations. There will be a relatively limited amount of import of special material (sands, gravels, clays) to the site for construction of portions of the road beds.

RMA GeoScience performed Geotechnical Investigations for the RSG Specific Plan project in 2012 and prepared a report of their findings titled as such dated November 8, 2012. The geotechnical investigation found that the site is not located within the boundaries of an Earthquake Fault Zone for fault-rupture hazards as defined by the Alquist-Priolo Earthquake Fault Zoning Act or as identified on Exhibit V-3, Faults and Fault Zones in the Study Area, contained in the City of Banning General Plan. The nearest Earthquake Fault Hazard Zone is located more than one mile to the north along the San Gorgonio Pass fault. In addition, RMA GeoScience found two faults have been mapped through the site, The McMullen fault and the Central Banning Barrier fault. However, within the site these postulated faults have no surface expression and are buried by thick alluvial deposits. The McMullen and Central Banning Barrier faults are not included within the limits of City, County or State fault rupture hazard zones. Please see the RMA GeoScience November 8, 2012 report for further information.

The Rancho San Gorgonio land use plan incorporates open space planning areas within and along the existing Pershing and Smith Creeks in the southern portion of the project site. The Pershing and Smith Creeks' drainage ways will receive only limited grading along either side to create more stable banks in limited locations, including at roadway crossings, which include Sunset Avenue and proposed "B" Street only. Otherwise the drainage ways within the creek areas will remain in existing conditions and relatively ungraded. Provisions to further protect the streambed would be assessed during final design. The creek open spaces include 100 feet setback areas on both sides where the creek banks, trails/linear parks, as well as fuel modification will take place (i.e. control of

combustible vegetation within 100 feet of structures). The fuel modification zones provide a fire protection and transition area to provide a buffer for protection against wildfires and a setback from the more wildland areas. In addition, existing hill landforms and rock outcroppings in Planning Area 17 in the southeast portion of the Specific Plan area are not proposed for grading and will be preserved as natural open space.

The design of the plan reflects sensitivity to onsite natural landforms and the implementation of grading and drainage Best Management Practices (BMP's). Refer to Exhibit 2-7A, Conceptual *Mass Grading Plan*, and Exhibit 2-7B, *Mass Grading Cut and Fill Concept Plan*. The proposed graded edge conditions of the conceptual mass grading plan were also developed to be consistent with the existing topography of the neighboring property edge conditions. The site will be graded to allow the current surface drainage pattern to continue. The majority of the RSG Specific Plan area contributes drainage flows to Pershing Creek and Smith Creek; which will continue to be the case after grading.

The grading of the Specific Plan area will be phased to the extent practical to keep impacts from grading to a minimum at any one time. Mass grading is proposed to be done generally from north to south. Exhibits 2-7A and 2-7B reflect three main areas of grading separated by physical features, which are mainly Pershing and Smith Creeks. Each of these main grading areas is intended to achieve basic grading balance in their own areas through continued refinement of the grading design. Rough grading and fine grading of areas will occur as development takes place in those areas. All necessary permits will be obtained from appropriate resource agencies for impacts to jurisdictional waterways.

2.4.2 Grading Plan Standards

1. All other provisions of this Specific Plan notwithstanding, all grading shall conform to the California Building Code and all other applicable laws, rules and regulations governing grading in the City of Banning, including Banning Ordinance No. 1388, Grading Manual and Ordinance No. 1415, and the City's Storm Water Code.

2. All grading activities shall be in substantial conformance with the Conceptual Mass Grading Plan as determined by the City Engineer and Community Development Director, and shall implement any grading-related mitigation measures outlined in the CEQA documentation.

3. All streets shall have a maximum grade of 15 percent or less. Wherever feasible street grades should be kept to 10 percent or less.

4. Graded slopes shall be oriented to minimize visual impacts to surrounding areas.

5. The overall slope, height and grade of any cut and fill slope shall be developed in concert with the existing natural contours and scale of the natural terrain of a particular site.

6. The toes and tops of all slopes higher than ten feet should be rounded, where possible, with curve radii designed in proportion to the total height of the slope, where drainage and stability permit such rounding.

7. Cut or fill slopes exceeding 100 feet in horizontal length, if any, shall be graded to meander at the toe and top of the slope.

8. Slopes exceeding three feet in vertical height shall be protected per City standards prior to the beginning of the wet season (October to March), or as otherwise provided per the approved Erosion Control Plan.

9. Prior to initial grading activities, a soils report and geotechnical study shall be performed with further analyses of on-site soil conditions and appropriate measures to control erosion and dust.

10. Detailed grading plans shall be prepared and approved by the City prior to any on-site grading for each project or group of projects.

11. The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations become the responsibility of individual homeowners or the homeowners association.

12. Angular forms shall be discouraged. The graded form shall reflect natural terrain, where possible and shall be reviewed by the City Engineer.

13. Grading work shall be balanced on-site, wherever possible. If export is required as a result of the final grading plan, then measures will be taken to be in compliance with the applicable City of Banning Ordinances at time of final grading plan approval. Export of graded material from the site will not be permitted for commercial purposes.

14. Graded, but undeveloped, land shall be maintained weed-free and planted or protected with acceptable plant material and interim erosion control measures within 45 days of completion of grading, unless building permits are obtained. All graded slopes, pad areas and road beds shall be continuously maintained by the Developer or the homeowners association.

15. A grading permit shall be obtained from the City of Banning, as required by the City grading ordinance, prior to grading.

16. If any historic or prehistoric remains are discovered during grading, a qualified archaeologist and paleontologist shall be consulted to ascertain their significance.

17. If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5. The city of Banning Planning Department shall also be contacted.

18. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease

and a qualified archaeologist meeting Secretary of the Interior standards, and approved by the City of Banning, shall be hired to assess the find. Work on the overall project may continue during this assessment period.

19. If significant Native American cultural resources are discovered, and a Treatment Plan is recommended by the archaeologist, the developer or the archaeologist shall contact the Morongo Band of Mission Indians ("Tribe"). If requested by the Tribe, the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc). The results of the consultation and disposition shall be forwarded to the City of Banning for retention in the project file.

20. Soil stabilizers and other best management practices shall be used to control dust as required by current SCAQMD and City requirements.

21. Property lines shall be located at the tops of slopes, in rear and sideyard areas when feasible.

22. Maintain moderate grades at a gradient not exceeding 2:1 on new slopes to reduce risk of erosion.

23. Appropriate erosion control measures shall be considered, as determined by the City Engineer as part of the comprehensive grading and drainage plan to reduce erosion.

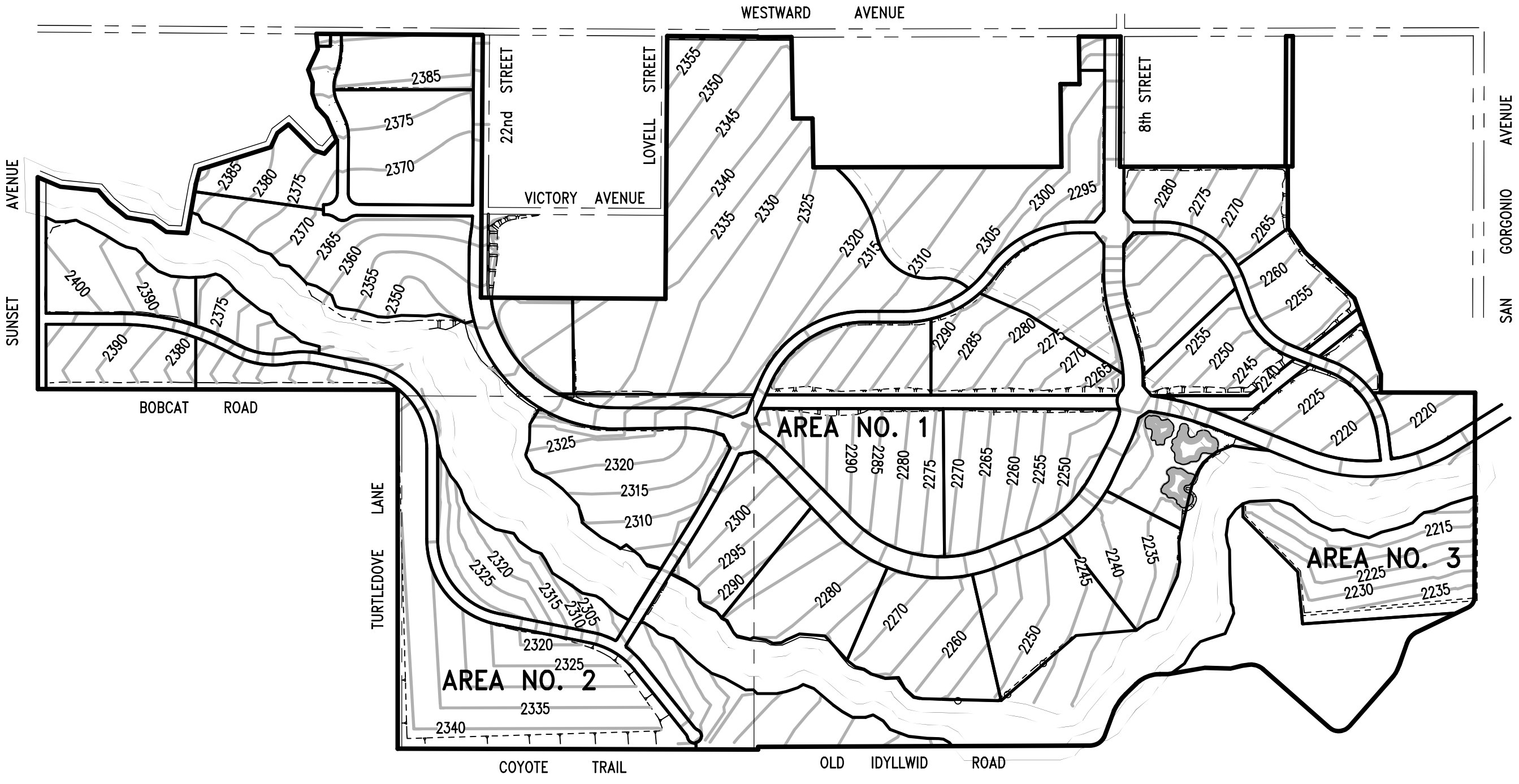
24. Adequate provisions shall be determined by the City Engineer to prevent surface waters from damaging or interfering with construction activities, public or private property, and cut and fill slopes during and after construction.

25. All project sites shall meet NPDES requirements for urban runoff and erosion control. All sites shall employ Best Management Practices (BMP's) and meet City of Banning and County of Riverside Standards.

26. Concrete terrace drains, v-ditches, and brow ditches shall use colored concrete that is intended to blend with their surroundings. The design of these facilities shall consider minimization of their view impacts.

27. The height of grading dirt stockpiles shall be minimized and promptly removed as grading allows. Such stockpiles shall be setback from the boundaries of the Specific Plan area a minimum of 150 feet.

28. Conceptual grading as proposed, as well as slope easements, including for maintenance purposes, shall be shown on tentative tract maps when applicable.



Source: Madole & Associates, Inc.

Michael Baker INTERNATIONAL

0' 400' 800' 1600'

Date: 1/22/2015 JN: 133222

Conceptual Mass Grading Plan

EXHIBIT 2-7A

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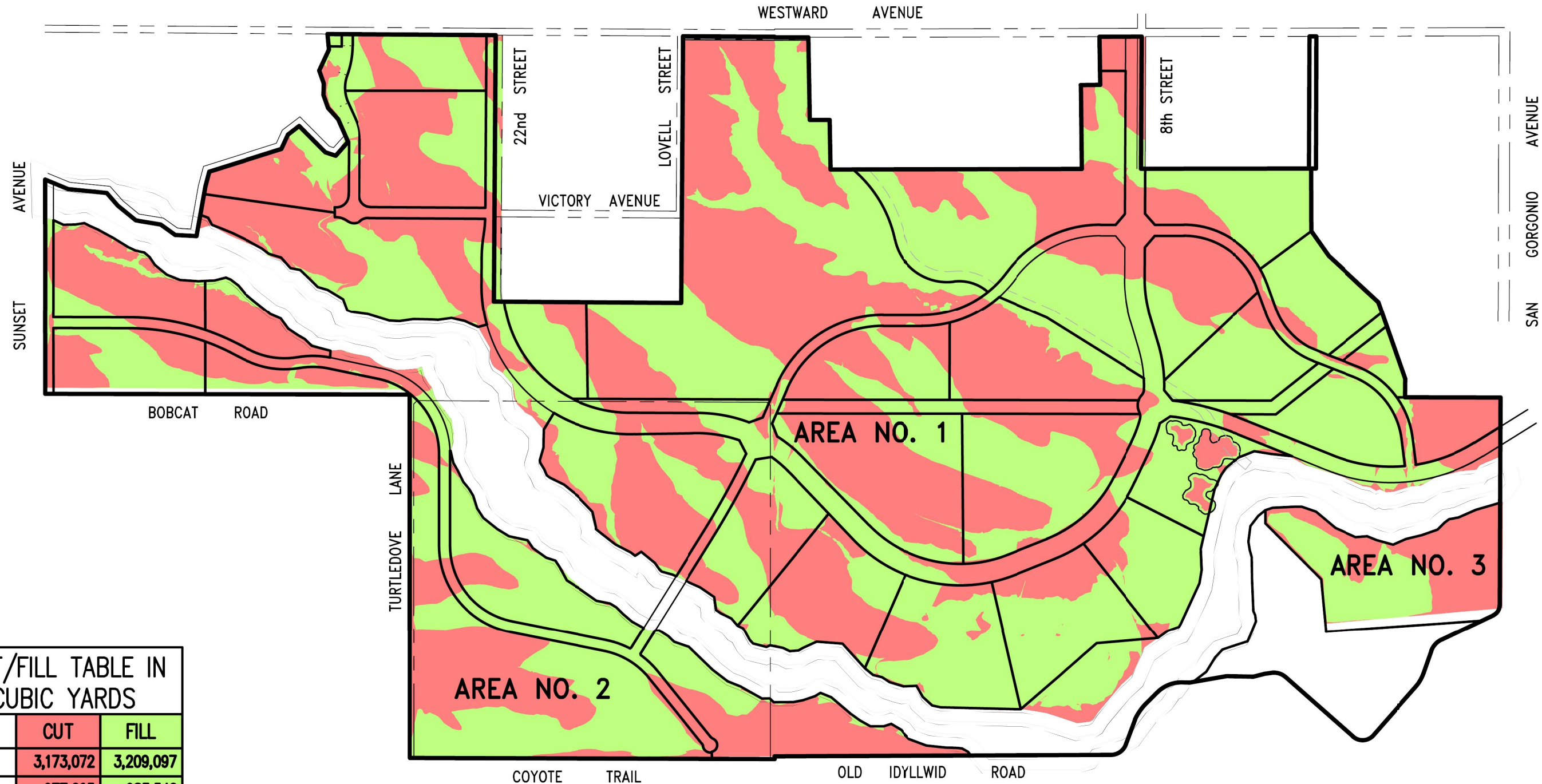
RANCHO SAN GORGONIO
SPECIFIC PLAN



CUT/FILL TABLE IN CUBIC YARDS		
AREA	CUT	FILL
1	3,173,072	3,209,097
2	977,095	983,546
3	47,753	38,201

Source: Madole & Associates, Inc.

Michael Baker INTERNATIONAL

0' 400' 800' 1600'

Date: 1/22/2015 JN: 133222

Mass Grading Cut and Fill Concept Plan

EXHIBIT 2-7B

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2.5 DRAINAGE MASTER PLAN

This section describes the existing onsite drainage characteristics and improvements proposed within this Specific Plan. Following this description, drainage plan development standards have been created to address drainage improvements proposed by this Specific Plan and to ensure conformance with the City of Banning, County of Riverside, NPDES, and other responsible agency requirements. The *Master Plan of Drainage*, dated January 26, 2015, prepared for the Rancho San Gorgonio Specific Plan by Madole & Associates and Encompass Associates, provides further information on the proposed drainage plan for the project.

2.5.1 REGIONAL DRAINAGE

The tributary watershed encompasses approximately 22 square miles via Smith Creek, Pershing Creek, Montgomery Creek, and Gilman Home Channel. The upper reaches of the watershed are about 7 miles north of Interstate 10, in the foothills above Banning. By the time the major streams cross into the RSG Specific Plan area, the tributary areas are over 12 square miles for Smith Creek, over 2.5 square miles for Pershing Creek, almost 2.5 square miles for Montgomery Creek, and over 4 square miles for Gilman Home Channel. The remaining area, about 1 square mile, is tributary directly to Smith Creek from the foothills extending south of the property. (The total area is about 24 square miles, including the site, which is 1.25 square miles).

Numerous water courses historically crisscross the site, which is located in the Smith Creek watershed, tributary to the San Gorgonio River, ultimately flowing to the Whitewater River and the Salton Sea. Pershing Creek and Smith Creek, the most significant drainage features in the site vicinity, currently exist as natural earthen channels that convey drainage mainly across the southern portion of the site where they converge. Pershing Creek consist of a sandy bottom with soil sidewalls. Pershing Creek crosses diagonally through the site, from Sunset Avenue to Smith Creek. Smith Creek consist of a sandy bottom with soil sidewalls. Smith Creek comprises a portion of the southerly project boundary.

A third drainage, Montgomery Creek, also cuts diagonally from Westward Avenue down to Smith Creek. The drainage also consists of a sandy bottom with soil sidewalls.

The final major water course is Gilman Home Channel, which is along the east side, from Westward Avenue flowing southerly adjacent to Banning High School and the KOA campground, ultimately discharging in Smith Creek toward the easterly edge of the site. The channel also consists of a sandy bottom with soil sidewalls. There are a few other minor water courses, generally discharging small existing drainages that are draining from north of Westward Avenue.

FEMA FLOOD ZONES

The areas within the creeks are the only areas within the project site that are situated within a designated Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Special Flood Hazard Zone. Exhibit 3-6 in the RSG Specific Plan

Master Plan of Drainage depicts the limits of the existing FEMA Flood Zones within the project area. A letter of map revision (LOMR) would need to be processed through FEMA in order to remove the flood limits as related to Montgomery Creek and a portion of Gilman Home Creek, as it is proposed to place those flows in pipes. The LOMR may also need to address minor changes to Smith Creek as related to grading and proposed improvements.

2.5.2 Backbone Drainage System Concept

The RSG Specific Plan proposes a backbone system of drainage improvements utilizing the capacity of the existing creek watersheds to transport surface flows from and through the project site in its developed condition. The project also proposes the utilization of combination retention-detention basins in each planning area as needed, and in the proposed creek setback areas serving as linear park areas, as well as within parkways adjacent to proposed street improvements throughout the project. Retention basins capture and infiltrate runoff, while detention basins release runoff downstream at a lower rate than is generated upstream. This concept further functions to reduce peak runoff.

Proposed developed site drainage would include conventional means of conveyance for 100-year peak flows. Residential lots would surface drain to adjacent streets, with catch basins located at critical locations and low points. Underground storm drains would convey runoff from catch basins to one of two forms of storm detention, in order to decrease higher developed peak flows down to a level at or below the existing condition.

Both forms of detention would be of a joint-use type, combining park uses with infiltration for storm water quality with a detention basin for peak runoff mitigation. The difference between the forms of detention would be based on location: linear basins would be constructed along the banks of the natural streams, and more rectangular basins where applicable in larger park areas. Within park areas or areas accessible to the public, the basins themselves will be protected from public entry as needed. Low-impact development (LID) techniques would be employed to address storm water quality concerns. These are anticipated to include pervious pavements, increased landscaping (parks, green belts), and infiltration basins (joint use park/infiltration/detention basin). Refer to Exhibit 2-8, *Drainage Master Plan,* for conceptual locations of retention-detention basins and storm drain alignments, which are subject further detailed engineering design.

Conceptual Storm Drain System

Mitigated flows from planning areas directly adjacent to one of the creeks would generally drain to that creek. Planning areas not situated next to a creek would discharge flows to one of the master planned storm drain lines. Additionally, there are various points of concentrated flows from off-site, upstream, areas which would require conveyance through the project. The amount of downstream runoff in the developed condition is not expected to be more than the existing condition.

STORM DRAIN ALIGNMENTS

The following are descriptions of proposed storm drain alignments. Also refer the Exhibit 2-8, *Drainage Master Plan*.

Line A

Line A is primarily a small stretch of Gilman Home Channel, situated at the easterly end of the project. It would serve the adjacent planning areas, as well as convey flows from Gilman Home Channel, to Smith Creek.

Line B

Line B would convey flows from Montgomery Creek through the project. Line B would also pick up additional off-site flows from an existing storm drain in April Lane, along with adjacent planning area runoff. Line B-1 would pass through PA 6-B for the benefit of PA 5-C as well. Line B-2 would extend up Rancho San Gorgonio Parkway toward 8th Street, and would convey offsite runoff from the open area east of 12th Street. Line B-3 would capture runoff from the dead-end condition of 12th Street off-site. All of these flows would be conveyed to the basins in Confluence Park, prior to discharge into Smith Creek.

Line C

Line C would capture runoff from PA 4-B and PA 3-B and would be connected to one of the basins in Confluence Park.

Line D

Along with serving a portion of PA 7-A, Line D would be extended up to Dysart Park to capture the roughly 60 acres of area tributary off-site flows. Line D would drain to Pershing Creek.

Line E

Approximately 70 acres of off-site area is tributary to PAs 1 and 2-A along Turtle Dove Lane. Line E serves as a means to convey those off-site flows through PA 1 to Pershing Creek.

Line F

A large area of developed and undeveloped area currently discharges from storm drains and overland onto the future Mt. San Jacinto Community College campus at the southeast corner of Westward Avenue and Sunset Avenue. These flows, in addition to flows from the campus property as well, are picked up in Line F. It is assumed off-site property that is currently undeveloped would be required to mitigate flows down to the existing condition, including for the campus as well. Line F-1 extends up Rancho San Gorgonio Parkway toward 22nd Street to serve

PAs 9, 8-A and 8-D. It is possible that a more efficient alignment can be located across the park, PA 10, depending on final design factors.

Line G

Sunset Avenue adjacent to PA 8-B has a high point that would not allow some of the off-site tributary area to drain freely back to Pershing Creek. Line G is designed to capture those flows and convey them to Pershing Creek. An alternative would be to extend Line E, or allow those flows to surface drain in D Street to Line E or directly to Pershing Creek west of PA 8-B.

2.5.3 Retention/Detention/Water Quality Basins

Retention-detention basins placed throughout the site would range in size from roughly 0.5 acre to 3 acres in surface area. Typical retention-detention basins would have 3 feet of retention storage depth with a spillway outlet established at that elevation, sized to pass the mitigated 100-year 6-hour storm within an additional foot of depth. One foot of freeboard is then assumed, for an overall depth of 5 feet. The conceptual basin footprint size is established using a 4:1 side slope, as defined by the storm water quality requirements. Spillway outlets would connect to the on-site storm drain system or discharge to the applicable adjacent creek depending on the location and configuration of the basin. Basin footprints are dependent on the assumed infiltration rate of 1 inch per hour per the storm water quality requirements. Should infiltration rate tests conducted for final design determine the infiltrate rate to be less than 1 inch per hour, it is possible that the basins would need to be increased to provide sufficient surface area for infiltration. Existing creeks are to remain as natural as possible. The detention-retention basins improve water quality by keeping pollution from runoff out of the natural creeks.

Montgomery Creek

Smith Creek, Pershing Creek, and Gilman Home Channel are generally to be left in the existing condition. Montgomery Creek, however, would be captured at Westward Avenue and conveyed through the project in an underground storm drain pipe, master plan Line B. Conceptually, planning areas adjacent to Line B would discharge to it, with all flows ultimately ending up in the proposed Confluence Park Basins, and on to Smith Creek.

Confluence Park Basins

Due to the "undergrounding" of Montgomery Creek, a large portion of the project is no longer adjacent to a creek, and therefore flows would be more concentrated in this area, which would have the potential to increase erosion damage to Smith Creek downstream. Therefore, the idea of basin areas within the Confluence Park, PA 11 was established to mitigate the impact of piping the Montgomery Creek flows. Three interconnected retention-detention basins would constitute a portion of the park. The retention component would insure smaller storm events, as well as daily nuisance flows and other sources, do not modify Smith Creek downstream at a faster rate than occurs in the existing condition (note this benefit applies to all of the retention-detention basins

throughout the project). The basins in Confluence Park are anticipated to be deeper than the distributed planning area basins, approximately 10 to 20 feet deep, depending on the ultimate park design. Within park areas or areas accessible to the public, the basins themselves will be protected from public entry as required.

2.5.4 Water Quality Management

Water Quality

The aforementioned retention-detention basins are proposed to enhance storm water runoff quality and maintaining the creeks in their natural state. Montgomery Creek will be collected and conveyed via a storm drain system through the project, but will discharge into a large detention/infiltration basin prior to converging with Smith Creek. An extensive network of parks and greenways are proposed which will receive runoff from lots and roadways. Pervious pavement will be used to the extent feasible in common areas and parking areas. Prior to site runoff discharging to the existing natural creeks, runoff will be routed through infiltration basins that will be designed to promote percolation of runoff into the regional groundwater basin. The *Conceptual Water Quality Management Plan*, dated October 31, 2013, prepared for the Rancho San Gorgonio Specific Plan by Madole & Associates and Encompass Associates, provides further information on the proposed drainage water quality plan for the project.

Streambed Protection

A 100-foot setback for infrastructure and residential improvements would be maintained to address streambed protection for the majority of Smith Creek and Pershing Creek. These setback areas are proposed to include a linear trail system, native and drought-tolerant landscaping, and some of the retention-detention basin facilities. Bridge encroachments into this setback area would occur at two locations along Pershing Creek, one being the crossing at Sunset Avenue, and the other the crossing at B Street. Provisions to protect the streambed, bridge and culvert improvements at these locations would be assessed during final design.

Preliminary Creek Crossing Concepts

The Pershing Creek crossing at B Street is anticipated to be a steel bridge, generally with a rustic design representative of the city's history and consistent with the project design theme. The crossing at Sunset Avenue is proposed to be a series of culverts across the streambed, with a road way established above the culverts, elevated such that the full 100-year storm would be conveyed through the culverts, leaving Sunset Avenue passable during a storm. Refer to Exhibit 2-4D, *Bridge Design Concepts*, in Section 2.3, *Circulation Plan*, of this Specific Plan for concept illustrations of the proposed Sunset Avenue and "B" Street bridges.

2.5.5 DRAINAGE PLAN STANDARDS

In order to ensure orderly development, the Drainage Plan described above shall be subject to general principles and standards as follows:

1. The Project shall be subject to the requirements indicated in the Riverside County Flood Control District and Water Conservation District (RCFCWD) Hydrology Manual and the City of Banning flood control standards, including the following provisions:

    a. All building pads shall be free from flood hazard for the 100-year frequency storm by elevating finished floor elevations one foot above the 100-year level of flood protection; and

    b. Depths of flow in the streets shall not exceed top of curb elevations for the 10-year frequency.

2. The potential for the conveyance of debris from off-site watersheds shall be taken into account into the design of the proposed facilities.

3. Prior to site development, the proposed interior road infrastructure and grading design shall be coordinated to ensure that there is not any major diversion of drainage areas between watersheds.

4. The design of all interior storm drain conveyances and local storm drain facilities shall be in accordance with the criteria of the RCFCWCD guidelines and shall reviewed by the RCFCWCD as directed by the City. Flood flows used in the design of waterways, channels, and closed conduits shall have minimum average recurrence intervals as follows:

    a. Storm drain systems shall be designed and based on a minimum 10-year frequency.

    b. For sump conditions, a 25-year frequency shall be applied, and a connected system shall be designed to completely convey 100-year runoff, with a secondary outlet to assure the water surface is one foot below the proposed pad elevations.

5. On-site public drainage facilities located outside of the road right-of-way shall be contained in drainage easements.

6. Streets shall be oriented to maximum potential conveyance of regional flooding during significant storms to expedite the flow through the development.

7. The Specific Plan shall be phased such that 100-year flood protection is ensured in all areas of the development. Interim improvements shall be provided as phasing of the development progresses.

8. New development shall be required to prepare a master flood utility plan for storm drainage conveyance.

9. All projects shall be required to retain any increased drainage onsite until such time as a viable drainage plan is implemented. Development proposed following implementation of such a drainage plan shall be implemented in accordance with the approved drainage master plan.

10. Best Management Practices (BMPs) shall be implemented to enhance pollutant removal during storms and to improve the quality of stormwater runoff. Project Water Quality Management Plans (WQMP's) shall be prepared for project phases as required by the State Water Resource Control Board.

11. Prior to development of upstream areas, the potential for the conveyance of debris by the offsite watershed shall be accounted for in design of onsite drainage facilities in order to avoid abrasive erosion in certain drainage facilities and maintenance problems for facilities located within the floodplain.

12. Inspection and maintenance of public storm drain systems shall be performed by City of Banning.

13. Construction of each phase shall include an assessment of the size and flow patterns of the adjacent undeveloped areas on the Specific Plan area.

14. Each phase shall prepare an erosion control plan that provides the developed phases with the required flood protection. Flood protection shall be determined by the size of the undeveloped areas and the flow patterns.

15. Temporary basins shall be constructed to meet detention requirements and earthen channels/berms shall be used to divert and convey flows during construction phases.

16. Within park areas or areas accessible to the public, detention/retention basins will be protected from public entry as required.

17. Impacts to jurisdictional streams, creeks and drainages shall be reviewed and approved by the appropriate regulatory agencies with jurisdiction in this area and will require the appropriate required permits issued. Long term regular maintenance and operation of drainage improvements, such as detention basins, shall be included in the initial regulatory permitting applications.

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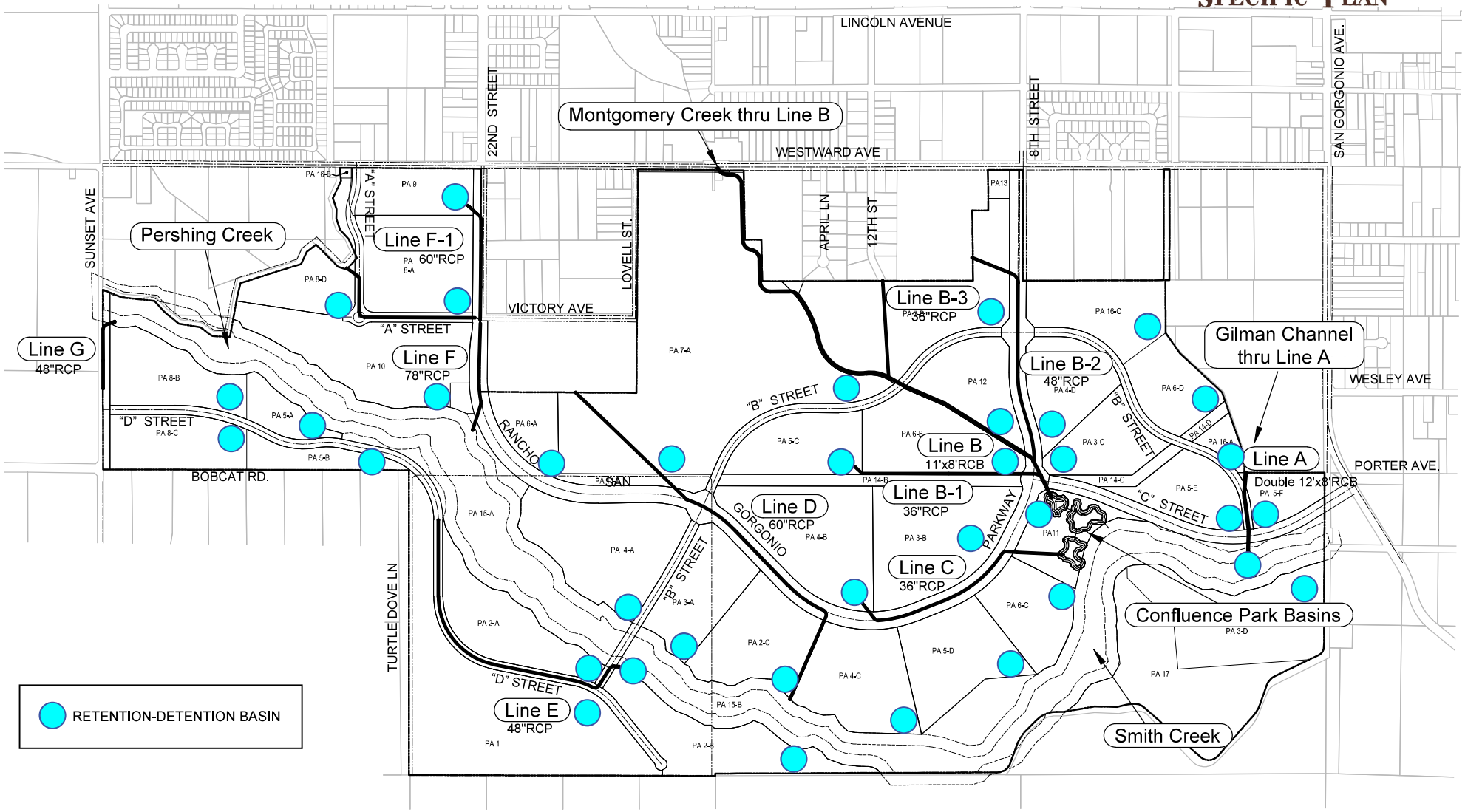

Source: Encompass Associates, Inc.

Michael Baker INTERNATIONAL

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Drainage Master Plan

Date: 1/21/2015 JN: 133222

EXHIBIT 2-8

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2.6 WATER MASTER PLAN

This section provides a summary of the water demands estimated for the development proposed in the Rancho San Gorgonio (RSG) Specific Plan and the infrastructure improvements proposed to serve the development. Included with this summary are general Water Master Plan development standards for this project. The *Master Plan of Water* and the *Water Supply Assessment*, both dated January 26, 2015, prepared for the Rancho San Gorgonio Specific Plan by Madole & Associates and Encompass Associates, provide further information and technical analysis on the proposed master water needs and facilities.

2.6.1 BANNING WATER SYSTEM

The proposed project site is within the City of Banning's Water Utility Department service area that provides water and sewer services throughout the City, including areas outside the City limits, within the City's sphere of influence. All water used in the City is pumped from the various underground water basins via a network of wells within the City and additional wells in the San Gorgonio Pass area, including Banning, Beaumont, and Cabazon areas. The City owns and operates wells, reservoirs, and water distribution lines within the City limits, as well as limited facilities outside the City.

All ground water basins are geologic formations that collect and retain water that percolates into the ground. The groundwater basins are replenished through natural percolation during rainfall events, snow melt from the mountains, and urban sources called "return flows", such as excess irrigation runoff. The City also purchases State Water Project (SWP) water through the San Gorgonio Pass Water Agency (SGPWA) for the sole purpose of recharging the groundwater basins. A pipeline system connects these wells and tank reservoirs together, separated naturally by actual elevation differences and with pressure regulating devices into four pressure zones in order to serve all parts of the City.

The City, and future residents and businesses in Rancho San Gorgonio, it is anticipated will continue to rely on the City's available groundwater supply. New sources of potable water supply have not been indicated as needed for this project as there is a projected sufficient water supply sources, including an ongoing water account balance within the underground water basin. Additional storage capacity is master planned for the City to improve service and water pressure within the City. The City also has plans to utilize recycled water for non-potable irrigation demands which will reduce the demand on potable water supplies for this proposed project.

2.6.2 POTABLE WATER SYSTEM

RSG Specific Plan's projected potable water average demand for non-irrigation purposes in the project at buildout are approximately 1,599 acre-feet per year (1.427 million gallons per day (mgd)) as estimated in the *Master Plan of Water* prepared for the Specific Plan. This figure assumes the development of 3,385 dwelling units, and in which PA 9 is developed according to its primary development designation, neighborhood commercial.

This potable water quantity would be expected to decrease if ultimately fewer dwelling units are built, or if a lower number of persons/residents per dwelling unit occurs, such as with age qualified housing or retirement communities. The City of Banning's *Urban Water Management Plan* has previously anticipated a certain amount of water demand from future development on the property included in the Specific plan area less than the proposed estimated current demand.

The City of Banning requires developments to provide two points for water main connection tie-ins. It is anticipated that the RSG Specific Plan area will connect to the City's "Main" pressure zone along Westward Avenue at Sunset Avenue, 22nd Street, and 8th Street. The main transmission system will serve local waterlines distributed throughout the various planning areas. Phasing of the project may necessitate additional intermediate connections, which will be determined later as needed. Exhibit 2-9A, *Conceptual Potable Water Master Plan* depicts the proposed backbone on-site water transmission lines.

WATER TRANSMISSION

The backbone potable water transmission infrastructure is proposed to be a hydraulically efficient looped system of 8-inch diameter cement-lined steel pipes; however, in limited segments, for fire flow conditions, 12-inch pipelines may be required. It is anticipated that a pressure reducing valve will be required on connections to the "Main" pressure zones in order to safely and efficiently serve the project. No off-site pipeline improvements are anticipated, except in the instance of connection to off-site reservoir if required.

WATER STORAGE

Water storage is needed for operations, emergency shortage, and fire protection. The Specific Plan will require storage of 2.48 MG of potable water for project buildout alone. A reservoir at surface elevation of 2,470 feet is required to serve the project based upon an analysis of pressure zones and elevation. An acceptable on-site location with a sufficient elevation for the reservoir does not exist. An offsite city owned reservoir site will need to be identified by the city where adequate water storage can be provided for the project.

2.6.3 RECYCLED WATER SYSTEM

CITY OF BANNING WASTEWATER TREATMENT PLANT

The City of Banning Wastewater Treatment Plant (WWTP) is located in the southeast section of the City, 1.5 miles east of the RSG Specific Plan area, and currently has the capacity to treat 3.6 mgd of wastewater to secondary standards. The wastewater is treated and the effluent is discharged to percolation ponds that overlie the Cabazon groundwater storage unit. The Wastewater Treatment Plant currently has headworks designed for an ultimate capacity of 7.8 mgd.

The City has planned the expansion and upgrade (Phase I Upgrade) of the main Wastewater Treatment Plant (WWTP); however, construction has not been started. The upgrade would provide treatment of up to 1.5 mgd of wastewater to tertiary standards, which would allow for the production of approximately 1,680 acre-ft/yr of recycled water. In addition, pursuant to a September 2006 draft Recycled Water Master Plan prepared for the City of Banning by Carollo Engineers, the City owned R-1 well located near to the WWTP can be another direct source of water suitable for use in the City's recycled water system. The Phase I WWTP upgrade project includes potential retrofitting the R-1 well and proposed recycled water distribution pipelines south of the I-10 Freeway. Environmental review (CEQA compliance) has been completed on the City's Phase I project. The Banning 2006 Recycled Water Master Plan also projects recycled water demands in the City could total approximately 5.0 mgd in the future, requiring further expansions of the City's wastewater treatment capabilities.

PROJECT RECYCLED WATER SUPPLY AND DEMAND

The RSG Specific Plan is required by the City of Banning to utilize recycled water for all common area irrigation demands when available. This includes median and parkway landscape areas along the major streets within the project, as well as at the various parks throughout the master planned community. Landscaping on private property at residences will be irrigated with domestic, potable water. The project's total average irrigation water demand to serve all common areas is approximately 218 acre-feet per year (or 194,356 gallons per day) at project buildout for a total irrigated area of approximately 78 acres.

The project is estimated to generate an increase of approximately 0.84 MGD of average sewer flow in the City's sewer system. This amount equates to an average increased generation of 470 acre-feet per year in recycled water, if an operable system is in place for treating wastewater to recycled water standards and being able to deliver it for landscape irrigation use. Storage capacity could be required to accommodate peak irrigation needs. Alternatives to storage of recycled water could include supplementing recycled water with potable water as needed.

RECYCLED WATER CONVEYANCE

Off-site recycled water transmission pipelines are under construction along Westward Avenue, Sunset Avenue, and Lincoln Avenue connecting to the City's main wastewater treatment plant. In order to supply the RSG Specific Plan area with recycled water from the City's main plant, when made available by the City, the project site would need to connect to these off-site recycled water transmission lines currently under construction. Connections could be made at the intersection of Westward Avenue and Sunset Avenue, or through Lincoln Avenue via 8th Street or 22nd Street. Approximately 1,350 feet of offsite recycled water mainline will need to be constructed to serve the project. The irrigation network can be served by a network of 8-inch pipeline. The project proponent would pay a fair share contribution towards construction or would construct the entire offsite improvement in return for cost reimbursement or project fee credits. See Exhibit 2-9B, *Conceptual Recycled Water Master Plan*.

An alternative source of recycled water for the project could include a satellite package plant located within the project site on Planning Area 16-A.

2.6.4 WATER MASTER PLAN STANDARDS

1. All water and recycled water lines shall be placed underground.
2. Design and installation of water and recycled water facilities shall be in accordance with the requirements and specifications of the State Department of Health Services, Riverside County Environmental Health, and the City of Banning.
3. An assessment district or other similar financing mechanism may be developed to manage the development of required infrastructure.
4. Recycled water will be used for irrigation within project parks, common open space areas, and within the paseos as it is available from the City.
5. Above ground water tanks/reservoirs constructed in conjunction with the Specific Plan development shall be buffered from view and nearby residences by berms and/or landscaping. The tanks will be finished with a colored, matte finish intended to allow the tanks to blend into the surrounding hillsides and environment. Access to the tanks will be provided by easements extending from local roads.
6. In addition to potable water infrastructure, the City requires a recycled water system for irrigation purposes. Recycled (non-potable) water lines will follow the same alignments as those for potable water as appropriate.

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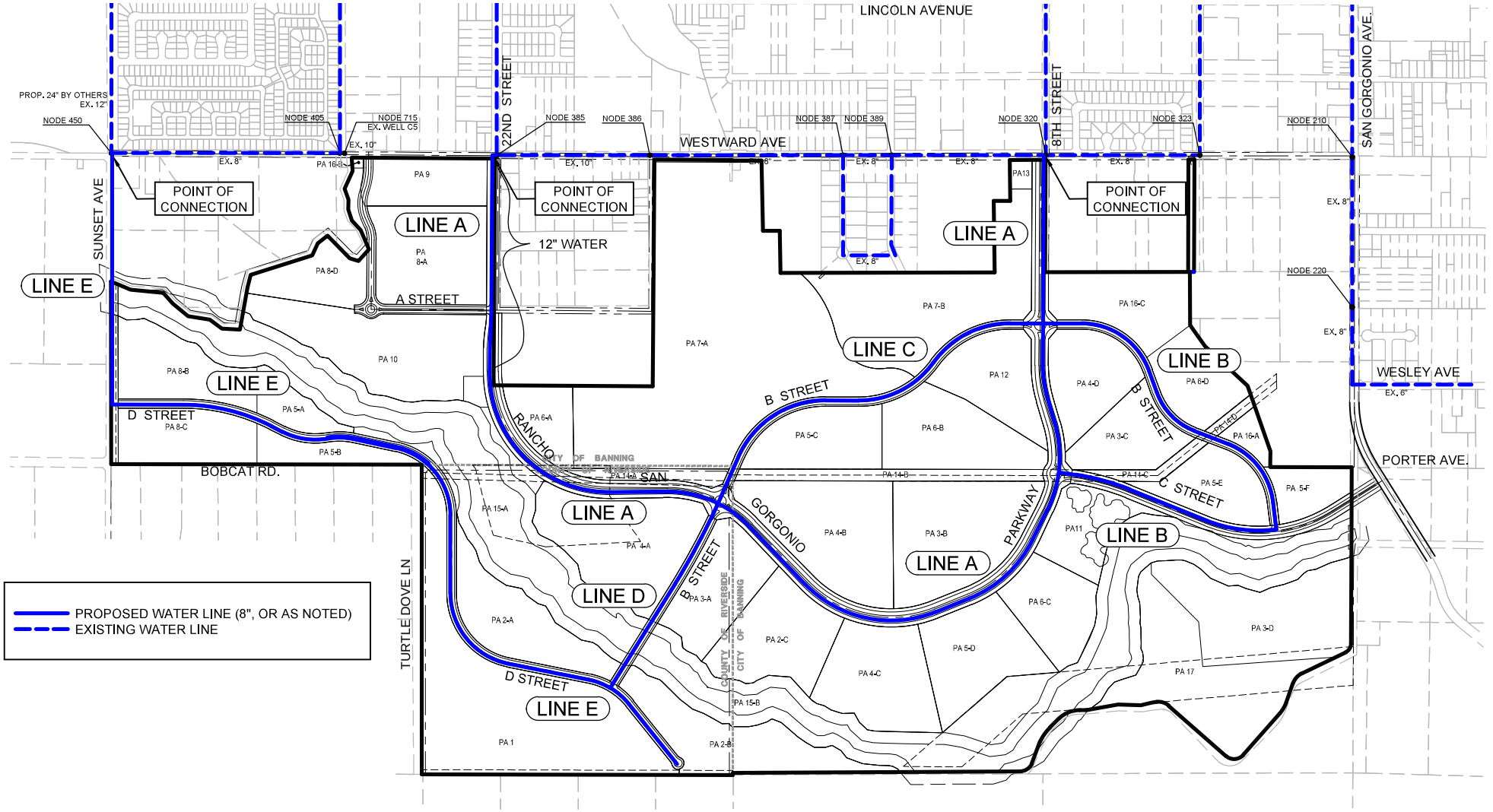

Source: Encompass Associates, Inc. / Madole & Associates, Inc.

Michael Baker INTERNATIONAL

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Conceptual Potable Water Master Plan

Date: 1/21/2015 JN: 133222

EXHIBIT 2-9A

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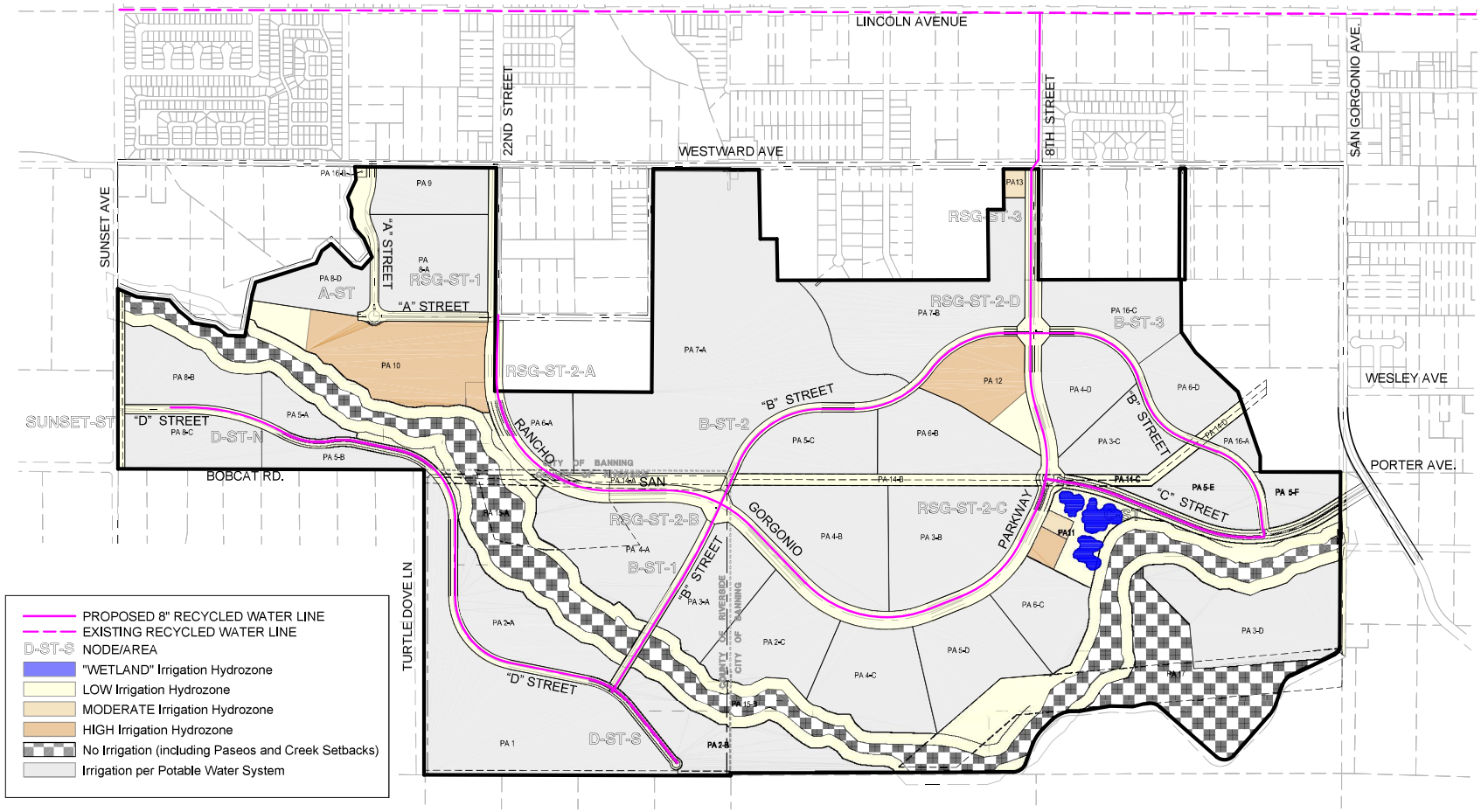

Source: Encompass Associates, Inc. / Madole & Associates, Inc.

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Conceptual Recycled Water Master Plan

Date: 1/22/2015 JN: 133222

EXHIBIT 2-9B

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2.7 SEWER MASTER PLAN

This section provides a summary of the sewer and the infrastructure improvements proposed to serve the development proposed in the Rancho San Gorgonio (RSG) Specific Plan. Included with this summary are general Sewer Master Plan development standards for this project. The *Master Plan of Sewer*, dated January 26, 2015, prepared for the Rancho San Gorgonio Specific Plan by Madole & Associates and Encompass Associates, provides further information and technical analysis on the proposed master sewer needs and facilities.

2.7.1 SEWER MASTER PLAN DESCRIPTION

The increase in total average sewer (wastewater) flows in the City's sewer system at buildout, based on the Rancho San Gorgonio Specific proposed development, is projected to be approximately 0.84 million gallons/day as analyzed in the project study. This figure assumes the development of 3,385 dwelling units. These wastewater flows would be expected to decrease if ultimately fewer dwelling units are built or if a lower number of persons/residents per dwelling unit occur, such as with age qualified housing or retirement communities.

The site will be served by the City of Banning's Wastewater Utility Division. The Wastewater Division provides sanitary wastewater (sewer) services to the City. The City of Banning's Wastewater Treatment Plant is located at 2242 East Charles Street, 1.5 miles east of the Specific Plan area, and currently has a secondary treatment capacity of 3.6 million gallons per day and has headworks designed to accommodate a future capacity of 7.8 million gallons per day. Currently, the wastewater treatment plant's average daily flow is approximately 2.4 million gallons per day. Improvements to the City's main wastewater treatment plant, both to expand treatment capacity by 1.5 mgd as well as to upgrade to tertiary treatment of wastewater, are planned by the City. These plant improvements have been designed by the City and are part of their capital improvement programing. Environmental review (CEQA compliance) has been completed on the City's Phase I project. The City of Banning's November 2006 Sewer System Study prepared by Carollo Engineers indicates future expansion of the Wastewater Treatment Plant to 5.0 mgd of capacity.

The project has been compared to the City of Banning Sewer Master Plan (SMP), prepared March 1994, to determine the impact of the proposed project on the existing sewer system. The Rancho San Gorgonio project proposes a higher intensity of development in the project area than analyzed in the 1994 SMP. The project would connect to the existing 21" sewer trunk line located south of Wesley Street, east of San Gorgonio Avenue, in the projection of Porter Street, near the correctional institution. Per the existing Sewer System Management Plan (SSMP), July 2009, the WWTP design capacity is 3.6 MGD and received an average daily flow of 2.4 MGD.

A Sewer System Study (SSS) was completed in November 2006 in response to the completion of Sun Lakes and numerous proposed planned communities. Per the SSS, the WWTP received an average daily flow of 2.8 MGD through 2005. In regards of BOD5

concentrations, without chemical treatment, the capacity of the WWTP is 2.8 MGD. Therefore, the project would need to contribute to the expansion of the existing WWTP treatment capacity to the peak flow of 0.75283 MGD.

The existing sewer main that the project will connect to has been determined to be adequate to accommodate the proposed development. A system of main pipelines would be installed throughout the project with larger lines serving as the backbone infrastructure, serving smaller local sewer lines distributed throughout the various planning areas. Exhibit 2-10, *Conceptual Sewer Master Plan* depicts the on-site backbone sewer transmission lines. This exhibit does not show every potential segment of sewer pipeline service for the Rancho San Gorgonio project. The point of connection for the project sewer, as shown on Exhibit 2-10, is an existing 21-inch sewer main located approximately 450 feet south of Wesley Street, and about 600 feet east of San Gorgonio Avenue.

The existing Sewers Master Plan (SMP) includes the Deutsch Trunk Line, proposed to pass through the Rancho San Gorgonio project site. The Rancho San Gorgonio project sewer system would be required to be included the projected capacity of the Deutsch Trunk Line if it is built and the Development Agreement would include an offset in sewer impact fees reflective of the cost of the sewer main upsizing. Future developments would pay their fair-share costs as a reimbursement agreement.

An alternative for wastewater treatment for the project could include a satellite package plant developed within the project site by the developer on Planning Area 16-A, which would then be owned and operated by the City.

2.7.2 SEWER PLAN STANDARDS

1. All water and sewer lines shall be placed underground.

2. Design and installation of water and sewer disposal facilities shall be in accordance with the requirements and specifications of the State Department of Health Services, Riverside County Environmental Health, and the City of Banning.

3. An assessment district or other similar financing mechanism may be developed to manage the development of required infrastructure.

4. Potential optional onsite satellite wastewater treatment plant sites, if used on or off-site, shall be adequately screened on all sides using an appropriate combination of landscape screening and decorative masonry walls. All treatment processes would be contained within an enclosed structure(s) that incorporates residential design features, including roofing materials. The storage reservoir on the treatment plant site would not exceed 26 feet in height and would have a matte, earth-tone exterior finish to allow the reservoir to blend into the surrounding neighborhood. All other structures on the site shall not exceed 35 feet in height, similar to the maximum height allowed for residential structures. The City Public Works Director and Community Development Director shall approve all final plans.

5. Potential optional sewer lift station sites, if needed on or off-site, shall be adequately screened on all sides using an appropriate combination of landscape screening and decorative masonry walls. The City Public Works Director and Community Development Director shall approve all final plans.

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RANCHO SAN GORGONIO
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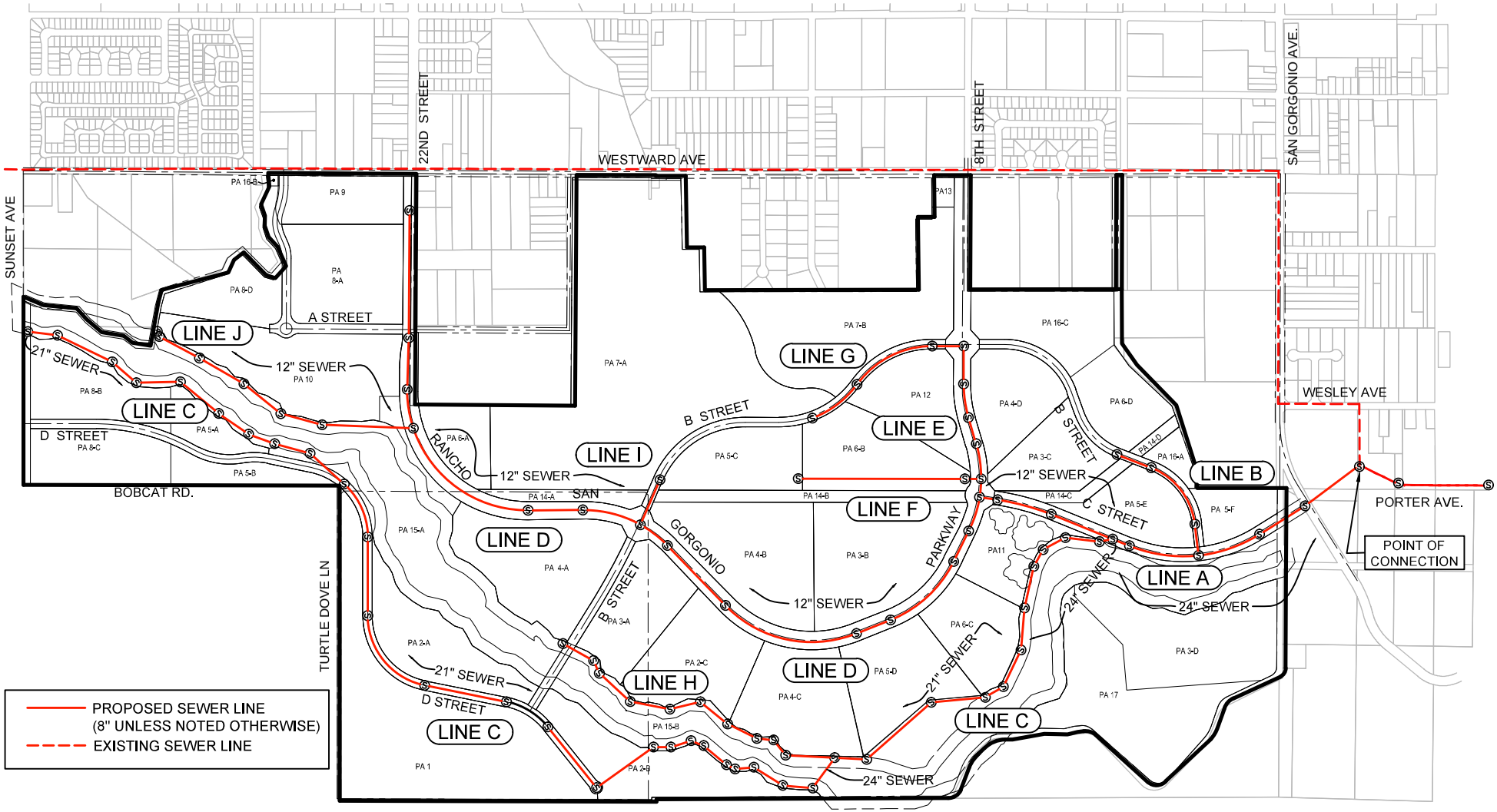

Source: Encompass Associates, Inc. / Madole & Associates, Inc.

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Conceptual Sewer Master Plan

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EXHIBIT 2-10

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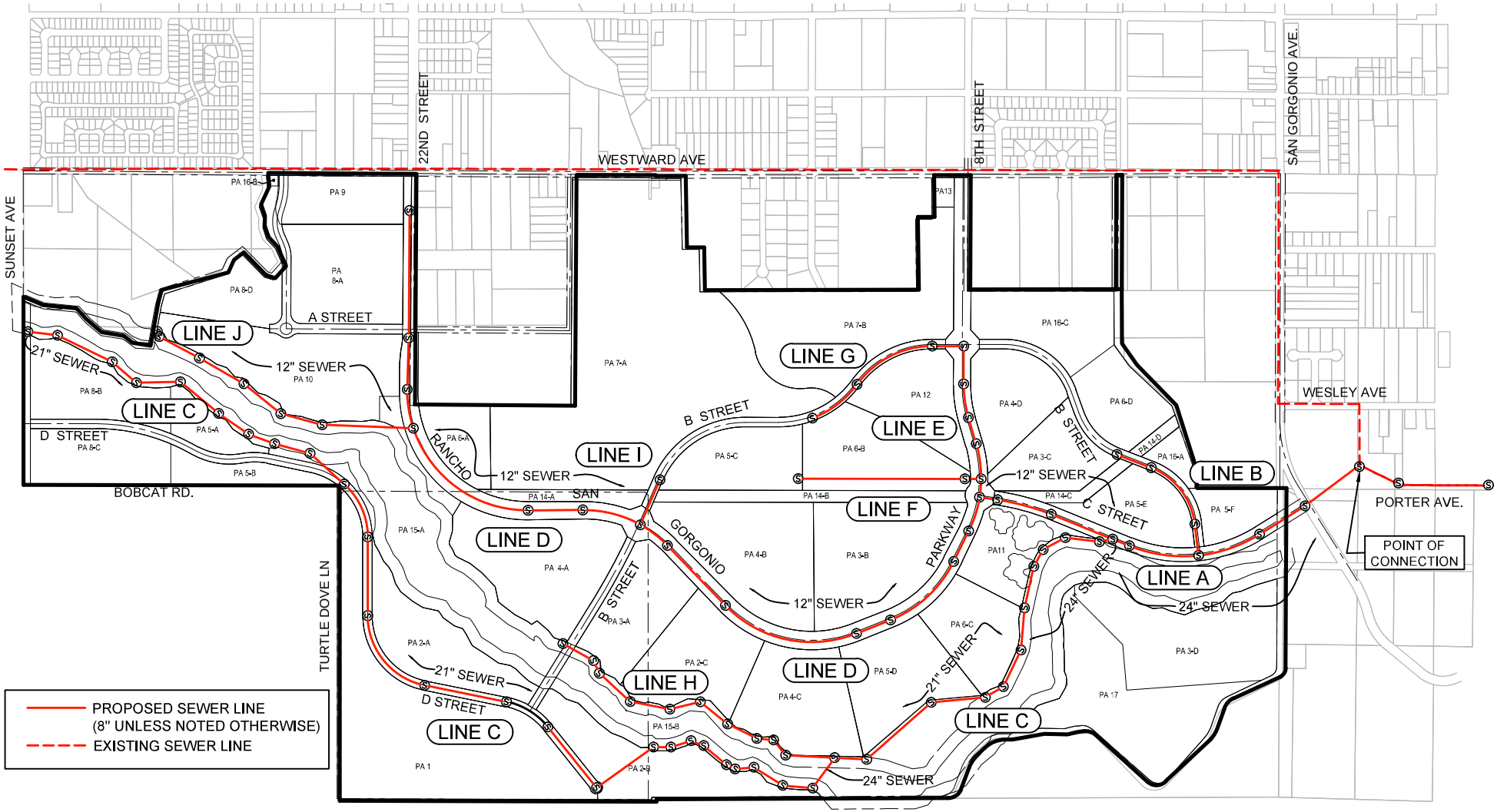

Source: Encompass Associates, Inc. / Madole & Associates, Inc.

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Conceptual Sewer Master Plan

Date: 1/21/2015 JN: 133222

EXHIBIT 2-10

2.8 PARKS, RECREATION, AND OPEN SPACE PLAN

The Rancho San Gorgonio (RSG) Specific Plan includes over 210 acres of parks and open space, not including parkway area adjacent to the main roadways. Parks and open space represent over 25% of the Specific Plan area. These parks and open space features may be seen highlighted in Exhibit 2-11, *Parks, Recreation, and Open Space*. Table 2-3 below provides a brief summary of the main parks and open space acreages provided in the Specific Plan.

Table 2-3: Basic Parks and Open Space Summary

Park and Open Space Use	Gross Acres
RSG Community Park – PA 10	26
Confluence Park – PA 11	10.2
Neighborhood Park – PA 12	12.7
Neighborhood Entry Park – PA 13	1.1
Village Paseos – PA 14	12.6
Creeks/Creek Edgy Linear Parks – PA 15	122
Natural Open Space – PA 17	25.7
Park and Open Space Total	**210.3**

2.8.1 Parks and Recreation

The Specific Plan provides approximately 50 acres of parkland, approximately 6% of the Specific Plan area. This includes four main planned parks in Planning Areas 10, 11, 12, and 13. In addition, the planned Village Paseos in Planning Areas 14-A-D provide 12.6 acres of additional linear recreational trail area, and the planned liner park areas within 100-feet wide setback areas along both sides/edges of the existing Pershing and Smith Creeks in Planning Areas 15-A and 15-B provide additional recreation area within the overall total of 122 acres for the preserved creek area.

RANCHO SAN GORGONIO COMMUNITY PARK

Planning Area 10 is planned as an approximately 26-acre community park space. It is located adjacent to the off-site existing and proposed Community College campus at the northwest corner of the Specific Plan area. The park will incorporate active use sports fields, basketball courts, tot lots, exercise stations, picnic areas, covered shelters, village green, equestrian rest area, community center, and parking areas. Additionally, the park will border the Pershing Creek open-space and creek edge linear park, providing connections to the open-space trail amenities. A 1-acre fire station facility is planned in the southeast corner of the park adjacent to RSG Parkway. Refer to Section 3.3.8, *Parks and Recreation Areas*, and Exhibit 3-18, *Community Park Concept,* of this Specific Plan for further information on planned amenity concepts.

CONFLUENCE PARK

Planning Area 11 is planned as an approximately 10.2-acre mixed-use park with a focus on passive nature oriented recreation activities. It is located near where the "confluence" of Pershing Creek and Smith Creek join and at the southeast corner of the intersection of Rancho San Gorgonio Parkway and 'C' Street. An important aspect of the park will be the integration of water quality basins in a portion of it that will assist with groundwater recharge and improve the quality of water draining from the Rancho San Gorgonio site before it flows into the Smith Creek watercourse. Access to the basins from within the park will be controlled with barriers for public safety purposes as needed. Long term regular maintenance and operation of the basins shall be included in the initial regulatory permitting applications. The park will border the Smith Creek open-space area and creek edge linear park, providing connections to the open-space trail amenities. Refer to Section 3.3.8, *Parks and Recreation Areas*, and Exhibit 3-19, *Confluence Park Concept,* for further information on planned amenity concepts.

NEIGHBORHOOD PARK

Planning Area 12 is planned as an approximately 12.7-acre Neighborhood Park within the RSG Specific Plan. This park will be an active use neighborhood park with the incorporation of sports fields, tot lot, picnic areas, and other potential active uses. It is centrally located within the residential Villages at the intersection of Rancho San Gorgonio Parkway and 'B' Street providing high visibility and easy neighborhood access. Refer to Section 3.3.8, *Parks and Recreation Areas*, and Exhibit 3-20, *Neighborhood Park Concept,* for further information on planned amenity concepts.

NEIGHBORHOOD ENTRY PARK

Planning Area 13 is planned as an approximate 1.1-acre passive neighborhood park acting as an equestrian trailhead and backdrop to the primary project entry monument. Off-street parking facilities are not anticipated. It is located at the intersection of Rancho San Gorgonio Parkway and Westward Avenue. Refer to Section 3.3.8, *Parks and Recreation Areas*, and Exhibit 3-21, *Neighborhood Entry Park Concept,* for further information on planned amenity concepts.

VILLAGE PASEOS

Planning Areas 14-A, B, C and D at approximately a total of 12.6 acres within the Specific Plan area are designated as a 100 foot wide linear open space including a Village Paseo, which is intended to provide recreational trails, seating, and landscaping/shade trees to provide a unifying feature that connects the residential, open space, and park/recreational areas within the Specific Plan area and to outside uses. This open space encompasses the existing utility (overhead power transmission lines and buried gas lines) easements running east-west through the central portion of the Specific Plan area. Refer to Section 3.3.6, *Village Paseo/Easements*, and Exhibits 3-13 and 3-

14A-D, *Village Paseo Plan and Concepts,* for further information on planned amenity concepts.

CREEK/CREEK EDGE LINEAR PARKS

Planning Areas 15-A and B of the Specific Plan include planned linear parks along both sides/edges of the converging Pershing and Smith Creeks where applicable within the Specific Plan area. The total area in PAs 15-A and B, including the preserved natural creek open space is approximately 122 acres. The purpose of the Creek Edge Linear Parks is to create a 100 feet wide open space setbacks on each side of the creeks for multi-purpose and equestrian trails and further connect village areas, park spaces, circulation routes, and unique features throughout the Specific Plan area. Refer to Section 3.3.7, *Creek/Creek Edge Linear Parks*, and Exhibits 3-15 and 3-16A and B, *Creek Edge Linear Parks Plan and Concepts,* for further information on planned amenity concepts.

2.8.2 Open Space

Planning Area 17 in the southeast corner of the Specific Plan area, south of Smith Creek will remain as natural open space. This area is a finger of the rocky hills to the south that extends into the Specific Plan area. No grading or development is proposed in PA 17. Open space areas will also include the preserved natural Smith Creek and Pershing Creek drainages within the RSG Specific Plan. These areas will include 100' wide linear park and landscape setback areas from the edges of the existing natural streambeds as noted above in the *Creek/Creek Edge Linear Parks* discussion. The 2006 Banning General Plan as originally adopted includes approximately 89 acres of Open Space-Resources in the RSG Specific Plan area. The Specific Plan sets aside over 160 acres of open space within PAs 17, 14 (Paseo) and 15 (creeks), 70 acres more than what the General Plan anticipated.

2.8.3 Parks Master Plan Standards

1. Credit against park facility fees shall be granted by the City for all park and open space improvements provided by the developer. The City's General Plan establishes a population/acreage ratio standard for parkland within the City of 5 acres per thousand residents.

2. In order to discharge maintenance responsibilities for the parks, trails, and open space areas within the RSG Specific Plan as proposed pursuant to Section 5.5, *Project Financing and Maintenance Responsibility,* of this Specific Plan, maintenance services for public parks and open spaces shall be provided through a Landscape Maintenance District to be established and administered through the City that will contract with a qualified maintenance services provider.

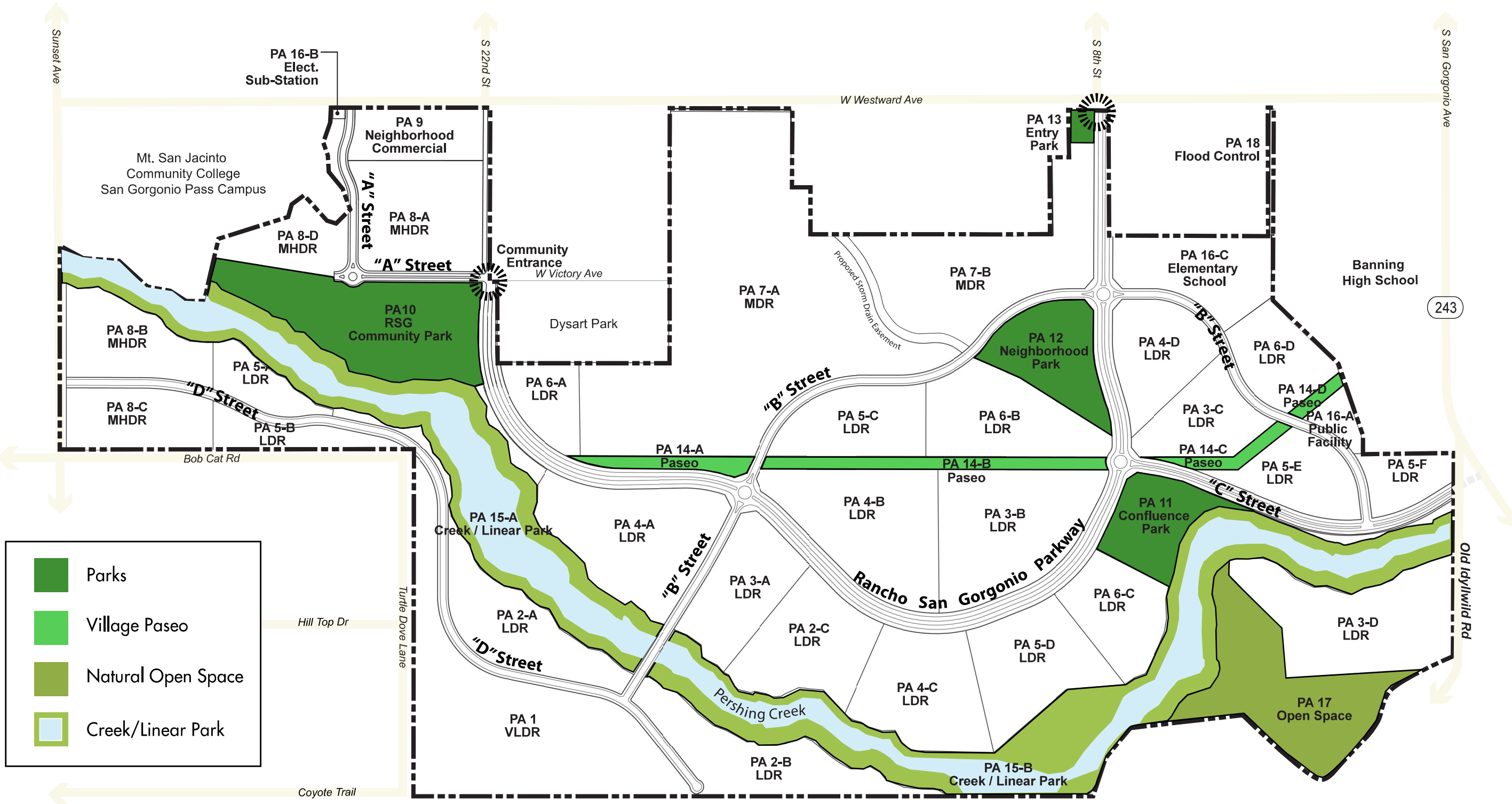
3. The Rancho San Gorgonio development shall comply with City of Banning Parks and Recreation Master Plan and other related regulations and ordinances regarding local parks facilities. A Development Agreement shall be entered into with the City that shall address park lands to be dedicated within the Specific Plan.

4. Landscaping of parks and open space areas within Rancho San Gorgonio shall comply with the general standards of Section 3.3, *Landscape Design Guidelines*, and Section 4.0, *Development Regulations*, of this RSG Specific Plan document.

5. Water quality basin areas shall be protected from public entry within park and open space areas otherwise open to the public.

6. Subsequent more detailed development plans, when prepared and involving areas in and immediately adjacent to the PA 14-A through D easement areas within the Specific Plan area, shall be reviewed by the easement holders as part of the review process with the City.

RANCHO SAN GORGONIO
SPECIFIC PLAN



Source: KTGY Archiecture + Planning

Michael Baker INTERNATIONAL

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Date: 1/13/2015 JN: 133222

Parks, Recreation and Open Space Plan

EXHIBIT 2-11

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2.9 PUBLIC SERVICES

2.9.1 FIRE SERVICES

Fire protection services are provided to the City through a contractual agreement with the Riverside County Fire Department, which in turn contracts with the California Department of Forestry and Fire Protection (CAL FIRE). Through the contract the City of Banning has its own Fire Marshall. The contract provides various fire related services, including emergency medical services, fire prevention and suppression, disaster preparedness, fire safety inspections, hazardous materials response and business plan programs, and development plan reviews. Currently there is one fire station and two fire engines staffed for emergency response in Banning. The downtown station, Station 89, is located at 172 N. Murray St. This station houses the staffed Engine 89, Rescue 89 and Engine OES 240. The second staffed engine is currently housed at Station 20, 1550 E. 6th St. in Beaumont. Each engine is staffed with three personnel. The Rancho San Gorgonio (RSG) Specific Plan project provides for a site for a new fire station and the station facility within Planning Area 10, the Community Park site. The new fire station facility is proposed to front on Rancho San Gorgonio Parkway at the east side of PA 10.

2.9.2 POLICE SERVICES

Police protection services within City limits are provided by the Banning Police Department. The City Police Department is headquartered at its central station located at 125 E. Ramsey Street, which was recently completed in 2010. Currently, the City maintains a ratio of approximately 1.0 sworn officer for every 1,000 residents.

2.9.3 SCHOOL FACILITIES

The Banning Unified School District (Banning USD) provides kindergarten through 12th grade public education services to most of the City of Banning, including the RSG Specific Plan area. In 2012, Banning USD schools enrolled an average of 5,000 students in eight schools and an independent study home schooling program. There are four elementary schools, one intermediate school, one middle school, one comprehensive high school, one continuation high school, and one independent study school in the District. Private educational facilities are provided by Calvary Christian School and Precious Blood Catholic School. Mt. San Jacinto College, San Gorgonio Pass Campus, and Banning High School are adjacent to the Specific Plan area.

The schools sites are considered a permitted use in the residential planning areas within the Specific Plan. Planning Area 16-C is set aside and planned for a 14 acre elementary school site and use. The school site would be acquired by Banning Unified School District (BUSD). The PA 16-C school site is located in the northeast portion of the RSG Specific Plan at a location and size requested by BUSD and shares a property line with Banning High School. The appropriate State agencies will have to approve this location for a school site as required, prior to transfer to BUSD. The RSG Specific Plan master developer would provide mass graded pad, fully developed street access, including sidewalks, and

utility connection stubs for the school site. The Banning Unified School District would be offered the site based on market value acquisition. BUSD would develop the school facility and operate the school.

LIBRARY SERVICES

Banning Public Library is located at 21 W. Nicolet Street and is approximately 9,573 square-feet. The library participates in the Inland Library System, a-nineteen member cooperative of independent public libraries in Riverside, San Bernardino and Inyo Counties. The library provides internet access, ESL and adult literacy classes, and a range of children's services and materials. The main branch has an extensive collection of historical documents and photographs.

2.9.4 SOLID WASTE SERVICES

The waste hauler currently serving the City of Banning is Waste Management of the Inland Empire through a contract with the City of Banning. Waste Management of the Inland Empire will collect and transport the waste from city areas, including the Specific Plan area, to a County landfill. The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79), south of Interstate 10 and north of Highway 74. The landfill is owned and operated by Riverside County. The landfill property encompasses approximately 1,189 acres, of which 580.5 acres encompass the current landfill permit area. Of the 580.5-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive 5,000 tons of refuse per day and had an estimated total disposal capacity of approximately 15.646 million tons. As of January 1, 2013, the landfill had a total remaining capacity of approximately 7.616 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2021. During 2012, the Lamb Canyon Landfill accepted a daily average volume of 1,638 tons and a period total of approximately 504,388 tons. Landfill expansion potential exists at the Lamb Canyon Landfill site.[1] Development within the Specific Plan must comply with City requirements for recycling waste.

[1] Information obtained from e-mail communication with Ryan Ross, Riverside County Waste Management, on May 1st, 2014. Mr. Ryan provided this information as it refers to the following documents:
Government Accounting Standards Board (GASB) Summary Statement 18 – Engineering Estimate for Total Landfill Capacity, Riverside County Waste Management, 2012.
GASB Summary Statement 18 - Site Information, 2012.
Lamb Canyon Joint Technical Document, Addendum No. 13 – Updated Report of Disposal Site Information, January 2009.

2.9.5 UTILITIES

WATER SERVICE

The City of Banning Water Utility Department provides domestic water services to the City and the Specific Plan area. The various storage units of the San Gorgonio Pass groundwater basins serve as the main water source for the City of Banning. The City owns and operates wells, reservoirs, and a distribution line system to deliver domestic water in the service area. The City is developing a recycled water system that the RSG Specific Plan area will be part of. See Section 2.6, *Water Master Plan*, of this Specific Plan.

SEWER SERVICE

Sanitary wastewater (sewer) services are provided by the City of Banning Wastewater Utility Department. The City contracts with United Waters Services for the operation and maintenance of the City's water reclamation treatment plant, located east of the Specific Plan area in the City. The plant receives an average flow of approximately 2.3-2.4 million gallons-per-day. The plant has an existing secondary treatment capacity design to 3.6 million gallons-per-day. An alternative for wastewater treatment for the project could include a satellite package plant developed within the project site by the developer on Planning Area 16-A, which would then be owned and operated by the City. See Section 2.7, *Sewer Master Plan*, of this Specific Plan.

Collected wastewater is transported by underground sewer main lines of 8, 10, 15, and 18 inches in diameter, which are connected to trunk lines. The trunk lines, ranging from 24 to 30 inches in diameter, convey wastewater to the plant. Trunk lines are located within the City major public right-of-ways. Sewer services are provided to the City and also to the unincorporated Riverside County lands surrounding the southeastern portion of the City of Banning.

ELECTRICITY

The City of Banning Electric Utility Department provides electric services and facilities to the City. SCE maintains two easements within the Specific Plan area. One of these easements is 50-feet in width running east/west through the middle of the site, which contains what is believed to be overhead 115kV power utility lines and towers. The other easement is in the southeast corner of the Specific Plan area, through PA 17 and partially through PA 15-B. This easement is 300-feet in width with overhead power lines and towers. The City of Banning Electric Utility Department procures the majority of its electricity through contracts with the Southern California Public Power Authority. The Department has a combined total of 27.4 megawatts of capacity, which covers the bulk of its power requirements. All new permanent distribution and transmission lines serving the RSG Specific Plan project shall be placed underground throughout the project.

NATURAL GAS

Natural gas services and facilities are supplied to the City by the Southern California Gas Company. Natural gas supplies originate from out of state, imported from Texas, and transported by major east-west trending gas lines through the City. A 36-inch diameter gas line runs underground east/west within a 50-foot in width easement through the middle of the Specific Plan area.

TELEPHONE

The project area is within the service area of Verizon. Verizon maintains telephone service to the City of Banning. No service is currently provided to the site in its current undeveloped condition.

CABLE

Time Warner Cable serves the project area for cable television services and can provide internet and telephone services via its cable system.

HEALTH SERVICES

San Gorgonio Memorial Hospital, located at 600 North Highland Springs Avenue, provides medical services to the City of Banning. The non-profit hospital, which opened in 1951, has been growing throughout the years and is now licensed for 77 beds. It provides general medical-surgical case, intensive care, emergency care, obstetrics, in and outpatient surgery, and a range of ambulatory services including physical therapy and cardiac rehabilitation. The state-of-the-art Women's Center that provides birthing, diagnostic, surgical and preventative medicine services, and Intensive Care Unit (ICU) opened in 2003 and a helicopter pad was added in 2008. Staffing includes the only round-the-clock board certified emergency physicians in the Banning area. The single-story hospital acute care facilities currently meet State-mandated hospital seismic safety requirements.