CITY OF BANNING
PLANNING COMMISSION AGENDA

REGULAR MEETING: Wednesday, December 6, 2017 @ 6:30 PM
City Council Chambers, 99 E. Ramsey Street
Banning, CA 92220

I. CALL TO ORDER: Chairman Shaw

- Pledge of Allegiance: Commissioner Price
- Roll Call: Commissioners Ellis, Krick, Price, Schuler, Chairman Shaw

II. PUBLIC COMMENTS - On Items Not on the Agenda

A five-minute limitation shall apply to each member of the public who wishes to address the Chairman and Commissioners for items not on the agenda. No member of the public shall be permitted to “share” his/her five minutes with any other member of the public. (Items received under this heading may be referred to staff or future study, research, completion and/or future Commissioner Action.) PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD.

III. CONSENT CALENDAR ITEMS:

Note: All items listed on the Consent Calendar may be enacted by a single motion without separate discussion. If a discussion or a separate vote on any item is desired by a Planning Commissioner, that item may be removed from the Consent Calendar and considered separately. All remaining items not removed from the Consent Calendar by a Planning Commissioner shall be voted on prior to discussion of the item(s) requested to be pulled.

Minutes of November 1, 2017 Regular Planning Commission meeting…………..Page 1

IV. PUBLIC HEARING:

DISCUSS AND CONSIDER STREET VACATION REQUEST PH#17-9508: A REQUEST BY CRUZ INDUSTRIAL TRUCK, INC. OF BANNING, CALIFORNIA TO VACATE 25 FEET OF PUBLIC RIGHT-OF-WAY FRONTING 1233 EAST RAMSEY STREET

Staff Report – Art Vela………………………………………………………………………..Page 6
Order of Procedure:
1. Staff report presentation
2. Planning Commission questions for Staff
3. Open public comments
4. Close public comments
5. Planning Commission discussion
6. Motion and Second
7. Planning Commission discussion on motion
8. Call the question (Roll call vote)

Recommendation:

That the Planning Commission adopt Resolution 2017-19:

I. Recommending to the City Council approval to vacate 25 feet of public right-of-way fronting 1233 E. Ramsey Street.

II. Adopt a Categorical Exemption pursuant to CEQA Section 153061(b)(3) and direct Staff to file a Notice of Exemption with County Recorder.

V. REVIEW AND DISCUSSION ITEMS:

I. Highland Home Road I-10 Interchange

Staff Report – Patty Nevins

NO ACTION IS RECOMMENDED

VI. PLANNING COMMISSIONER COMMENTS:

VII. COMMUNITY DEVELOPMENT DIRECTOR’S COMMENTS:

VIII. ADJOURNMENT:

The City of Banning Planning Commission is hereby adjourned to the regular Planning Commission meeting of January 3, 2018 starting at 6:30 p.m. in the City Council Chambers.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division (951) 922-3125. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting [28 CFR 35.102-35.104 ADA title II].
City of Banning

REGULAR PLANNING COMMISSION MEETING MINUTES

November 1, 2017

A regular meeting of the City of Banning Planning Commission was held on Wednesday, November 1, 2017 at 6:30 p.m., in the Council Chambers, City Hall, 99 East Ramsey Street, Banning, CA, 92220.

Commissioners Present: Chairman Shaw
Vice-Chairman Krick
Commissioner Ellis
Commissioner Price
Commissioner Schuler

Staff Present: Community Development Director, Patty Nevins
Assistant City Attorney, Serita R. Young
Contract Planner, Marie Gilliam
Recording Secretary, Sandra Calderon

I. CALL TO ORDER:

The meeting was called to order at 6:30 p.m. by Chairman Shaw.

II. PUBLIC COMMENTS:

Frank Burgess, resident of Banning, asked the Planning Commission to ask the City Council to reinstate the Highland Home Road overpass in the General Plan. He mentioned the importance of the Planning Commission decisions to bring forth projects that will affect the future of the City. He also said that it is very important to open up the land on the south side for future Commercial sites and reject the Joshua Palmer activities that are taking place; he feels that the proposal of extending a 300 foot road and installing a signal light won’t solve anything and it will waste tax payer money.

III. CONSENT CALENDAR ITEMS:


ACTION: Motion/Second (ELLIS/PRICE) to approve the October 4, 2017 Planning Commission meeting minutes. (Motion Carried 5 -0)

IV. PUBLIC HEARING:

1. DISCUSS AND CONSIDER TENTATIVE TRACT MAP NO. 37298. PROPOSAL TO SUBDIVIDE APPROXIMATELY 199 GROSS ACRES OF VACANT LAND FOR PURPOSES OF CREATING 360 SINGLE FAMILY LOTS, 1 LOT FOR FUTURE MEDIUM DENSITY RESIDENTIAL DEVELOPMENT, 2 COMMERCIAL LOTS, 2
LOTS FOR PARKS, 14 OPEN SPACE (1 NUMBERED AND 13 LETTERED) LOTS, 1 SCHOOL LOT, AND PUBLIC STREETS, ALL WITHIN THE BUTTERFIELD SPECIFIC PLAN AREA

Director Nevins presented the staff report. She said the Tentative Tract Map No. 37298 proposal to subdivide property is for the purpose of creating single family lots, future Medium Density Residential Development, Commercial Lots, Open Space etc. Many Conditions of Approval were prepared, but the applicant wanted additional review time and they have requested a continuance.

Commissioner Schuler said she would like to have a meeting to review the Conditions of Approval.

Director Nevins said, she intends to provide them to the Commissioners well in advance for review.

Commissioner Krick recused himself from discussion for this project due to a conflict of interest.

Commissioner Shaw opened public comment.

Tyler Denson, resident of Beaumont wanted to know what mitigations are present on Highland Springs Avenue before the approval of the tract to make room for the additional traffic that will be created at the Highland Springs freeway ramps. The addition of these houses will make bigger problems.

Commissioner Shaw said there are conditions that will be placed on the developer with regards to Highland Springs, traffic lights and traffic mitigation. These conditions will be brought to us at a future meeting. He added that the Commission is aware of a future realignment to Joshua Palmer Way.

Assistant City Attorney Young said public comment will remain open and suggested entertaining a motion to continue the item to the December 6th meeting.

Commissioner Schuler said she had a copy of the settlement agreement that was filed in the Superior Court on December 24, 2014. She read paragraphs number 7. Non-Potable Project-Related Water Infrastructure and 8. Availability of Non-Potable Water. She said these need to be considered before any additional discussion is made. To date, non-potable water was able to use Chromium-6 contaminated wells on the City of Beaumont side, but due to the change in Sacramento, the formerly non-potable water has now become potable.

Commissioner Schuler said she wouldn’t like to see the City become the subject of litigation and motioned to “table item” until the non-potable water issue has been resolved.

ACTION: Motion/Second (SCHULER/ELLIS) to table consideration of the Tentative Tract Map No. 37298 until the availability of non-potable water is available.

(Motion Carried 3-0)

Commissioner Schuler said she understands the settlement that was imposed on Pardee, was that they had to supply non-potable water.
Director Nevins said in order for Pardee to receive their approval, conditions that are part of the settlement agreement will be included.

Assistant City Attorney Young said she had a conversation with the Developer’s Attorney, and they are aware of all the agreements that are in play. The timing was an issue for the Developers in requesting the extension, but they also wanted to make sure that all the conditions conform to the various requirements in the Development & Settlement Agreements.

Director Nevins said the conditions of approval will be provided to the Commission ahead of time and the project will be re-noticed.

V. REVIEW AND DISCUSSION ITEMS:

I. PLANNED UNIT DEVELOPMENTS

Director Nevins said that this was requested as a discussion item at the previous meeting. She said Zone Text amendments are brought to the Planning Commission periodically, and would be happy to receive any possible recommendations to make Ordinance changes for consideration by the Planning Commission and City Council.

Commissioner Ellis said he believes the previous project that came before Planning Commission had fifteen variances which were allowed by the PUD and he also said that it was discussed that Developers will look for cities that allow them. He made a motion to remove the PUD from the Municipal Code, re-write it and present it to the City Council.

Director Nevins said the application that came before Planning Commission is still active. Assistant City Attorney Young suggested that Planning Commission direct Staff to prepare a Zoning Code Amendment that would remove the PUD regulations and Staff would bring that item back Planning Commission.

Commissioner Ellis said he feels is that the PUD section is outdated, and the City should look at what the neighboring Cites are doing, make corrections, and not have issues in the future. He asked to amend his motion to direct Staff to initiate a Zoning Code Amendment.

Assistant City Attorney Young said the motion should be to ask Staff to come back for a second discussion, by bringing back examples of what other cities are doing regarding their development regulations and at that meeting, the Planning Commission can make a recommendation to City Council to initiate a Zoning Code Amendment and make specific recommendations as to what should change, perhaps in a workshop format.

Commissioner Schuler said her main concern was that this proposed project will be impacting the surrounding community and perhaps use other successful projects that we have in the surrounding community and use those as a template for requirements that we would like to see.

Assistant City Attorney Young said language can be included as part of the Ordinance that would exempt projects that are currently under review by the effective date.
Commissioner Krick asked for a list of items that should be discussed for the next meeting.

A consensus was reached to give Staff time to put together a package with samples.

Commissioner Ellis made an amendment to his last motion to bring back no sooner than January 2018 the following items:

1. Research additional PUD regulations within the surrounding Cities.
2. Bring those regulations back to the Commission for review and comparison.
3. Continue discussion and give additional feedback to Staff concerning specific changes to the City’s PUD Ordinance.

**ACTION: Motion/Second (ELLIS/PRICE)**
(Motion Carried 5-0)

## II. HOUSING POLICY OVERVIEW

Director Nevins said that at the previous Planning Commission meeting, the topic of housing was requested as a future discussion item. She stated that there are policies in the General Plan and Ordinances within our Zoning Code and in addition the State has regulations for housing.

She gave some examples of how the City of Banning regulates housing, some of which come from direction from the State.

Commissioner Ellis said he was looking for the type of information that was provided tonight.

Director Nevins said she would be happy to bring back any future updates.

## VI. PLANNING COMMISSIONER COMMENTS:

Chairman Shaw introduced Assistant City Attorney Serita Young to the Planning Commission.

Commissioner Krick made a recommendation for Staff to research why the Highland Home overpass was removed from the General Plan Amendment and bring back information for discussion at the December meeting.

Commissioner Ellis made a recommendation for Staff to bring back AB52 for information and discussion at the January or February meeting.

## VII. COMMUNITY DEVELOPMENT DIRECTOR’S COMMENTS:

No comments

## VIII. ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:31 p.m.
Respectfully submitted,

__________________________
Sandra Calderon
Recording Secretary

THE ACTION MINUTES SUMMARIZE ACTIONS TAKEN BY THE PLANNING COMMISSION. A COPY OF THE MEETING IN ITS ENTIRETY IS AVAILABLE IN DVD FORMAT AND CAN BE REQUESTED IN WRITING FROM THE CITY CLERK’S OFFICE.
CITY OF BANNING
Planning Commission Report

MEETING DATE: December 6, 2017

TO: Planning Commission

FROM: Patty Nevins, Community Development Director

PREPARED BY: Art Vela, Public Works Director/City Engineer

SUBJECT: STREET VACATION REQUEST PH#17-9508: A REQUEST BY CRUZ INDUSTRIAL TRUCK, INC. OF BANNING, CALIFORNIA TO VACATE 25 FEET OF PUBLIC RIGHT-OF-WAY FRONTING 1233 EAST RAMSEY STREET

APPLICANT’S REQUEST:

The applicant, Cruz Industrial Truck, Inc., is requesting that the City vacate 25 feet of public right-of-way fronting 1233 East Ramsey Street.

APPLICANT INFORMATION:

Project Location: 1233 E. Ramsey Street

APN Information: 541-170-002

Project Applicant: Cruz Industrial Truck Inc.
1300 E. Ramsey Street
Banning, CA 92220

Property Owner: Krystal Perez-Cruz
1233 E. Ramsey Street
Banning, CA 92220
RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2017-19 (Attachment No. 1) recommending that the City Council approve the request from Cruz Industrial Truck, Inc. to vacate 25 feet of public right-of-way fronting 1233 East Ramsey Street.

PROJECT BACKGROUND AND DESCRIPTION:

On December 7, 2016, the Planning Commission approved Conditional Use Permit 16-8003 for the establishment of a truck repair and service facility at 1233 E. Ramsey Street. The project site is a 1.23-acre rectangular-shaped parcel and is the former location of Ramsey Recycling, which ceased operation in 2015. The site is located in the Business Park (BP) zoning district, which allows light industrial and office/warehouse buildings. The street vacation is sought pursuant to the requirements of Condition of Approval No. 21 of Planning Commission Resolution No. 2016-07 approving the project. Condition No. 21 requires the property owner to vacate 25 feet of public right-of-way prior to any installation of public improvements and the start of business operations. The proposed partial street vacation would result in the abandonment or termination of the public right to use the subject portion of Ramsey Street for vehicular purposes.

The General Plan identifies the full width right-of-way of Ramsey Street (an arterial highway) to be 110 feet, which is 55 feet (half-width) from the centerline to the edge of the street. The current half-width of the right-of-way from the centerline to the edge of Ramsey Street fronting the property is 80 feet. Therefore, 25 feet of the current half-width of the right-of-way is being requested to be vacated in conformity with the General Plan.

The effect of a vacation of a street varies depending on whether a city owns an easement or the title to the underlying property. If a city owns the title, then title will revert to the city. It is staff's understanding that the City of Banning owns title to Ramsey Street. As a result, once the portion of Ramsey Street is vacated, it will revert to the City and a separate transfer of that vacated area will be required to subsequently convey the property to the abutting property owner, Krystal Perez Cruz.

The Public Streets, Highways, and Service Easements Vacation Law (Sts. & Hy. Code, § 8300 et seq.) (the “Law”) requires that where a city's general plan covers the area in which the street to be vacated exists, then it cannot proceed to vacate the street until the location, purpose, and extent of the vacation has been submitted to the City's Planning Commission for consideration of consistency with the General Plan (Sts. & Hy. Code, § 8313(b); Gov. Code, § 65402). The Planning Commission must make a report regarding the conformity of the proposed street vacation with the City's General Plan within 40 days of submittal to the Planning Commission (Gov. Code, § 65402).
The proposed partial street vacation is more particularly described in Exhibit A (legal description), and Exhibit B (plat map). If approved, the subject vacated area will be available to be used as part of the truck repair and service use approved under Conditional Use Permit No. 16-8003 by Planning Commission.

ENVIRONMENTAL DETERMINATION:

The City has analyzed the proposed street vacation and has determined that it is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines, because the proposed vacation is covered by the general rule that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Because staff has determined that it can be seen with certainty that there is no possibility that the proposed street vacation may have a significant effect on the environment, the activity is not subject to CEQA.

PUBLIC COMMUNICATION:

An advertisement regarding this street vacation proposal was placed in the Record Gazette Newspaper on Friday, November 10, 2017 and again on Friday, November 24, 2017. Additionally, on November 9, 2017 notices were posted along Ramsey Street fronting the area of the proposed partial street vacation. No comments have been received for, or against, the proposal by staff.

ATTACHMENTS:

1. Resolution No. 2017-19
2. Exhibit A – Legal Description & Exhibit B – Legal Description Plat
3. Public Hearing Notice
4. Site Plan/Location Map

Prepared By:  
Reviewed and Recommended By:

[Signatures]

Art Vela, P.E.  
Public Works Director/City Engineer  
Patty Nevins,  
Community Development Director
ATTACHMENT 1
Resolution No. 2017-19
RESOLUTION NO. 2017-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BANNING, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT A RESOLUTION APPROVING STREET VACATION REQUEST PH#17-9508 TO VACATE 25 FEET OF PUBLIC RIGHT-OF-WAY FRONTING 1233 EAST RAMSEY STREET AND MAKE A DETERMINATION OF EXEMPTION PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3)

WHEREAS, Cruz Industrial Truck, Inc. has requested the vacation of 25 feet of public right-of-way fronting 1233 East Ramsey Street, situated in the City of Banning, County of Riverside, State of California, and described as follows: That portion of Lot "A" of the “Westerfield Subdivision of Lot 171” of Banning Colony Lands as per Map of said subdivision recorded in Map Book 17 Page 48 of Maps, in the Office of the County Recorder of said County, Described as follows:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 1 OF SAID SUBDIVISION MAP, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT “A” OF SAID SUBDIVISION MAP;
THENCE ALONG THE NORTH LINE OF SAID LOT “A” S 89D29M30S E A DISTANCE OF 271.22 FEET TO THE SOUTHEAST CORNER OF LOT 4;
THENCE S 00D30M30S E A DISTANCE OF 25.00 FEET TO A POINT 55.00 FEET NORTH OF THE CENTERLINE OF RAMSEY STREET;
THENCE N 89D29M30S W A DISTANCE OF 270.87 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT “A”;
THENCE N 00D17M00S W ALONG THE WESTERLY LINE OF LOT “A” A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

WHEREAS, pursuant to California Streets and Highways Code Section 8300 et seq. and California Government Code Section 65402, before vacating a street or a portion of a street, the City Council must consider the City’s General Plan and submit the matter of the proposed vacation to the Planning Commission according to the procedures established in Government Code Section 65402 and Streets and Highways Code Section 8313, and the Planning Commission must make a report regarding the conformity of the proposed street vacation with the City’s General Plan within 40 days; and

WHEREAS, on November 10, 2017, the City gave public notice as required under Chapter 17.68 of the Zoning Ordinance by advertising in the Record Gazette newspaper the holding of public hearing at which the proposed Street Vacation Request PH#17-9508 would be considered; and
WHEREAS, on December 6, 2017, the Planning Commission held the noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed Street Vacation PH#17-9508; and

WHEREAS, City staff has analyzed the proposed partial street vacation and has determined that it is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines because the proposed vacation is covered by the general rule that CEQA only applies to projects that have the potential for causing a significant effect on the environment and it can be seen with certainty that there is no possibility that the proposed partial street vacation may have a significant effect on the environment.

NOW, THEREFORE, the Planning Commission of the City of Banning does Resolve, Determine, Find and Order as follows:

SECTION 1: ENVIRONMENTAL DETERMINATION.

The Planning Commission recommends that the City Council determine that the proposed partial street vacation is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines, because the proposed vacation is covered by the general rule that CEQA only applies to projects that have the potential for causing a significant effect on the environment and it can be seen with certainty that there is no possibility that the proposed partial street vacation may have a significant effect on the environment.

SECTION 2: FINDINGS.

The Planning Commission, in light of the whole record before it, including but not limited to, the City’s General Plan, the recommendation of the Community Development Director, and documents incorporated herein by reference, and any other evidence within the record or provided at or prior to the public hearing of this matter, hereby finds and determines as follows:
1. The vacation of 25 feet of public right-of-way fronting 1233 East Ramsey Street, as shown in Exhibits A and B attached hereto and made a part by this Resolution by this reference, is consistent with the City’s General Plan and in particular with the Circulation Element of the General Plan.

2. The vacation of 25 feet of public right-of-way fronting 1233 East Ramsey Street, as shown in Exhibits A and B, will benefit the City by providing an area to use for development. The location of the proposed partial vacation is situated in the City of Banning, County of Riverside, State of California, and described as follows: That portion of Lot “A” of the “Westerfield Subdivision of Lot 171” of Banning Colony Lands as per Map of said subdivision recorded in Map Book 17 Page 48 of Maps, in the Office of the County Recorder of said County, Described as follows:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 1 OF SAID SUBDIVISION MAP, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT “A” OF SAID SUBDIVISION MAP; THENCE ALONG THE NORTH LINE OF SAID LOT “A” S 89D29M30S E A DISTANCE OF 271.22 FEET TO THE SOUTHEAST CORNER OF LOT 4; THENCE S 00D30M30S E A DISTANCE OF 25.00 FEET TO A POINT 55.00 FEET NORTH OF THE CENTERLINE OF RAMSEY STREET; THENCE N 89D29M30S W A DISTANCE OF 270.87 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT “A”; THENCE N 00D17M00S W ALONG THE WESTERLY LINE OF LOT “A” A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

SECTION 3. PLANNING COMMISSION ACTIONS.

The Planning Commission hereby takes the following actions:

1. **Notice of Exemption.** In accordance with Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062 the Planning Commission hereby recommends the City Council’s determination of a categorical exemption for the project under CEQA Guidelines Section 15061(b)(3) and that the City Council direct the Community Development Director to prepare and file a Notice of Exemption with the Clerk for the County of Riverside.

2. **Recommend Approval of Street Vacation Request PH#17-9508.** The Planning Commission hereby recommends that the City Council approve Street Vacation PH#17-9508, as described and depicted in Exhibits A & B, respectively.

PASSED, APPROVED AND ADOPTED this 6th day of December, 2017.

_____________________________________________
Eric Shaw, Chairman
Banning Planning Commission
CERTIFICATION:

I, Sandra Calderon, Recording Secretary of the Planning Commission of the City of Banning, California, do hereby certify that the foregoing Resolution, No. 2017-19, was duly adopted by the Planning Commission of the City of Banning, California, at a regular meeting thereof held on the 6th day of December 2017, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sandra Calderon, Recording Secretary
City of Banning, California
ATTACHMENT 2
Exhibit “A” (Legal Description) & Exhibit “B” (Legal Description Plat)
LEGAL DESCRIPTION  
EXHIBIT "A"  
RAMSEY STREET VACATION  
APN 542-170-002, APN 541-170-0056 & APN 541-170-006

THE LAND DESCRIBED HEREIN BELOW IS SITUATED IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND DESCRIBED AS FOLLOWS:
THAT PORTION OF LOT "A" OF THE "WESTERFIELD SUBDIVISION OF LOT 171 OF BANNING COLONY LANDS AS PER MAP OF SAID SUBDIVISION RECORDED IN MAP BOOK 17 PAGE 48 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 1 OF SAID SUBDIVISION MAP, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT "A" OF SAID SUBDIVISION MAP;
THENCE ALONG THE NORTH LINE OF SAID LOT "A" S 89°29'30" E A DISTANCE OF 271.22 FEET TO THE SOUTHEAST CORNER OF LOT 4;
THENCE S 00°30'30" W A DISTANCE OF 25.00 FEET TO A POINT 55.00 FEET NORTH OF THE CENTERLINE OF RAMSEY STREET;
THENCE N 89°29'30"W A DISTANCE OF 270.87 FEET TO THE A POINT ON THE WESTERLY LINE OF SAID LOT "A";
THENCE N 00°17'00" W ALONG THE WESTERLY LINE OF LOT "A" A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING.

THIS PARCEL DESCRIPTION CONTAINS 6,876 S.F. / 0.15 ACRES MORE OR LESS

PREPARED BY: Harvey D. Marcell
Harvey D. Marcell, P.E.
Marcell & Associates

DATE: 11-29-2017
STREET VACATION

WESTERFIELD SUBDIVISION OF LOT 171
MB 17/48

LOT 1
S.W. COR LOT 1
P.O.B.

LOT 2
EXISTING R.O.W.
S89°29'30"E 271.22'
(65.00')

LOT 3

LOT 4

LOT 5

N89°29'30"W 270.87'

STREET VACATION AREA

R.O.W.

NOTES
1. (XX.XX') INDICATES RECORD DISTANCE PER WESTERFIELD SUBDIVISION OF LOT 171 MB 17/48
2. THE AREA OF VACATION IS 6,676 S.F.

SCALE: 1" = 50'

IN THE CITY OF BANNING
LEGAL DESCRIPTION PLAT

EXHIBIT "B"

MARCELL ASSOCIATES
P.O. Box 371
Banning, CA 92220
(951) 662-7460

KRYSTAL PÉREZ CRUZ
1233 E. RAMSEY ST.
BANNING, CA 92220

NOV. 29, 2017
SHT. 1
FOR: CRUZ
OF 1
JOB NO. 1602
SHEETS

11-29-2017

SIGNED PROFESSIONAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
NO. 23099
STATE OF CALIFORNIA
CIVIL
EXP. 12-31-17

R. D. MARCELL
PURSUANT TO LAW, NOTICE IS HEREBY GIVEN of a Public Hearing before the Planning Commission of the City of Banning, to be held on Wednesday, December 6, 2017, at 6:30 p.m. in the Council Chambers, City Hall, 99 East Ramsey Street, Banning, California, to consider the following:

STREET VACATION REQUEST PH#17-9508: A REQUEST BY CRUZ INDUSTRIAL TRUCK, INC. OF BANNING, CALIFORNIA TO VACANT 25’ OF PROPERTY FRONTING 1233 EAST RAMSEY STREET (APN 541-170-002)

Information regarding the foregoing can be obtained by contacting the City's Public Works Department at (951) 922-3130, or by visiting City Hall located at 99 East Ramsey Street, Banning, California.

All parties interested in speaking either in support of or in opposition of this item are invited to attend said hearing, or to send their written comments to the Public Works Department of the City of Banning at P.O. Box 998, Banning, California, 92220.

If you challenge any decision regarding the above proposal in court, you may be limited to raising only those issues you or someone else raised in written correspondence delivered to the Public Works Director at, or prior to, the time the Planning Commission makes its decision on the proposal; or, you or someone else raised at the public hearing or in written correspondence delivered to the hearing body at, or prior to, the hearing (California Government Code, Section 65009).

BY ORDER OF THE PUBLIC WORKS DIRECTOR OF THE CITY OF BANNING, CALIFORNIA

Art Vela
Public Works Director

Dated: November 3, 2017

Publish: November 10, 2017
November 24, 2017
CITY OF BANNING
Planning Commission Staff Report

MEETING DATE: December 6, 2017

TO: Planning Commission

FROM: Patty Nevins, Community Development Director

SUBJECT: Highland Home Road I-10 Interchange

STAFF RECOMMENDATIONS:

This item is for information and discussion only; there is no recommended action.

BACKGROUND:

At the November 1, 2017 Planning Commission meeting, it was requested that the topic of a Highland Home Road interchange on the I-10 freeway be agendized for discussion.

On March 26, 2013, the City Council approved Resolution 2013-34 approving General Plan Amendment (GPA) 13-2501, amending the City’s General Plan Circulation Element to modify an existing level of service standard and to remove the Highland Home Road interchange at the I-10 from the General Plan Circulation Element. The City Council staff report states that “As part of the Planning Commission’s recommendation, staff is requesting that the General Plan Circulation Element be amended to show that there is no interchange or overcrossing at Highland Home Road and I-10 location due to the costs and impact that the interchange and overcrossing have on the environment.”

Attachments:

1. City Council Resolution 2013-034
2. City Council Staff Report for GPA 13-2501 dated March 26, 2013

Prepared By:

Patty Nevins
Community Development Director
ATTACHMENT 1

City Council Resolution 2013-034
RESOLUTION NO. 2013-34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) (STATE CLEARING HOUSE NO. 2012011008) AND GENERAL PLAN AMENDMENT (GPA 13-2501) AMENDING THE CIRCULATION ELEMENT

WHEREAS, California state law requires that each city and county adopt a general plan to guide development in their city and land outside its boundaries that has relation to its city planning (Govt. Code §65300); and

WHEREAS, the City undertook a comprehensive update to the General Plan and Zoning Ordinance which were adopted by the City Council on January 31, 2006; and

WHEREAS, the City is taking a pro-active step in implementing the goals and policies of the General Plan; and

WHEREAS, on September 11, 2011 the City Council of the City of Banning adopted a Strategic Plan for 2011-2016; and

WHEREAS, Goal #3, Item A-3 of the 2011-2016 Strategic Plan includes implementation action for an amendment to the Circulation Element to change the roadway level-of-service from C to D with the removal of Highland Home Road interchange at the I-10 from the General Plan Circulation Element; and

WHEREAS, the City of Banning desires to amend the General Plan Circulation Element to change the roadway level-of-service from C to D and to remove Highland Home Road interchange at I-10 from the General Plan Circulation Element; and

WHEREAS, the City determined that based on the Initial Study prepared in compliance with Section 15063 of the California Environmental Quality Act (CEQA), the amendment to the General Plan Circulation Element could potentially have significant impacts on the environmental; therefore a Draft and Final Environmental Impact Report was prepared pursuant to Section 15378 (Public Resources Code Section 21065) of the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the City of Banning is the lead agency for the preparation and consideration of environmental documents for the Project, as defined by CEQA Sections 15051 and 15367; and

WHEREAS, consistent with Section 15083 of CEQA and prior to completing the draft EIR, the City held an early consultation or scoping meeting regarding the environmental issue areas to be considered in the EIR. The City published the Notice of Preparation (NOP) including the Scoping Meeting in the Record Gazette and on the City’s website. As part of the City’s early consultation, the City held a public scoping meeting on January 17, 2012 from 6:00 – 7:30 p.m.; and
WHEREAS, an EIR (SCH No. 20122011008) was prepared in accordance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City of Banning Environmental Review Guidelines. Consistent with Section 15086 of CEQA, the City published the Notice of Availability (NOA) of the Draft EIR and it was made available for a 45-day public review period from September 21, 2012 to November 5, 2012. The NOA was published in Record Gazette and the City’s website. The City also mailed the NOA to the State Clearinghouse for distribution to State Agencies; and

WHEREAS, prior to the close of the comment period, the City held a public workshop on October 10, 2012 to provide information and answer questions from interested members of the public regarding the project and the Draft EIR; and

WHEREAS, prior to the close of the comment period on the DEIR, the City received four (4) comment letters from public agencies/organizations as follows: Native American Heritage Commission, South Coast Air Quality Management District, City of Calimesa, and County of Riverside Transportation Department; and

WHEREAS, after the close of the comment period on the DEIR, the City received two (2) comment letters from the following: State of California Department of Transportation and State Clearinghouse; and

WHEREAS, consistent with Section 15088 of CEQA, the City evaluated the comments received from public agencies/organizations referenced herein and prepared written responses which is culminated in a Final EIR for the project and as referenced herein. The Final EIR was made available for public review on Friday, February 22, 2013. The Final EIR was made available at City Hall Community Development Counter, the Banning Public Library, and the City’s website; and

WHEREAS, on March 6, 2013, the Planning Commission held a noticed public hearing at which time the staff report and public testimonies were considered which were followed by the recommendation of approval to the City Council; and

WHEREAS, on March 15, 2013, the City gave public notice by advertisement in the Record Gazette newspaper of a public hearing concerning the project, which included the Final EIR and General Plan Amendment No. 13-2501; and,

WHEREAS, on March 26, 2013, the City Council held the noticed public hearing at which time interested persons had an opportunity to testify in support of, or opposition to, the project and at which the City Council considered the Final EIR and General Plan Amendment No. 13-2501.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. ENVIRONMENTAL FINDINGS.
The Recitals prefacing this Resolution are hereby incorporated herein by this reference and in factual support of all findings. The City Council, in light of the whole record before it, including but not limited to, the Final EIR (the Mitigation Monitoring and Reporting Program, Statement of Findings of Fact attached hereto, Statement of Overriding Considerations attached hereto, Technical Appendices, Written Comments and Responses regarding the Draft, and Draft EIR Errata Sheet), all documents are incorporated by reference herein, and other substantial evidence (within the meaning of Public Resources Code Section 21080(e) and 21082.2), hereby recommends the City Council make the following findings:

**Finding No. 1**
That an Environmental Impact Report for the project was prepared in compliance with the California Environmental Quality Act Sections 15000-15387 (Title 14, Chapter 3 of California Code of Regulations), and the local CEQA Guidelines and Thresholds of Significance adopted by the City of Banning.

Finding of Fact: The City of Banning prepared a Notice of Preparation (NOP) in accordance with Section 15082 of CEQA in that:

1. The NOP as incorporated herein by reference included: (a) detailed description of the project; (b) location of the project; and, (c) probable environmental effects of the project.

2. The NOP was distributed to the State Clearinghouse on January 6 and January 9, 2012. The State Clearinghouse issued a state identification number SCH No. 2012011008 indicating that an EIR was being prepared. The City circulated the NOP to responsible and trustee state agencies, and local organizations which are hereby incorporated by reference.

**Finding No. 2**
The City held an early public consultation pursuant to Section 15085 of the CEQA Guidelines.

Finding of Fact: The City held an early consultation or scoping meeting regarding the environmental issue areas to be considered in the EIR. The City published the Notice of Preparation (NOP) including the Scoping meeting in the Record Gazette and on the City's website. The City also mailed the NOP to the State Clearinghouse and public agencies. As part of early consultation, the City held one (1) public scoping meeting on January 17, 2012 from 6 p.m. to 8 p.m.

**Finding No. 3**
The City has complied with CEQA Guidelines Sections 15085, 15086, 15087, and 15105 by providing a Notice of Completion of the Draft EIR to the State Clearinghouse and a Notice of Availability to responsible and trustee agencies and other persons and agencies as required.
Upon completion of the Draft EIR, the City filed a Notice of Availability as hereby incorporated by reference (NOA) with State Clearinghouse. The Notice of Availability includes: (1) a brief description of the project; (2) the location of the project and address where copies of the EIR are available, and comment period for the Draft EIR. Additionally, the City provided copies of the Draft EIR to the State Clearinghouse for distribution to the responsible and trustee agencies for a 45-day public review. The Notice of Availability also was posted on the City’s website at www.ci.banning.ca.us.

The City also published a Notice of Availability of the Draft EIR in Record Gazette and made the DEIR available on the City’s website, at City Hall Community Development Department Counter, and at the Banning Public Library.

Prior to the close of the comment period, the City held a public workshop on October 10, 2012 to provide information and answer questions from interested members of the public regarding the project and the Draft EIR.

Comments that were received on the NOP were addressed during the preparation of the Draft EIR and incorporated into the Draft EIR document. Copies of the comment letters are included in Appendix A of the Draft EIR.

Finding No. 4

The City has evaluated and responded to all written comments received during the public review period and included both comments and responses as part of the Final EIR pursuant to CEQA Guidelines Section 15088.

Finding of Fact:

The City provided written response to comments received from the commenting agencies/organizations pursuant to CEQA Guidelines Section 15088. The Responses to Comments document includes a list of those commenting, the verbatim comments received on the Draft EIR, and the City’s response to the significant environmental points raised in the review and consultation process. The Final EIR for the project consists of the Draft EIR (incorporated by reference and hereinafter referred to as the “EIR”), the Responses to Comments document, and changes to the EIR which clarify, supplement, or update the information provided in the EIR. None of the changes or supplemental information in the Final EIR constitutes significant new information as defined by CEQA Guidelines Section 15088.5. Therefore, CEQA does not require recirculation of the EIR.
Finding No. 5
That the Final EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations to the project and imposition of mitigation measures and further finds that changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project. These changes, alterations, and mitigation measures will avoid the significant environmental effects identified in the Final EIR or lessen their impact to the maximum extent feasible. These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the project as proposed or they have been imposed as conditions of approval on the project. The Final EIR also identifies significant unavoidable effects even after mitigation and project changes.

Finding of Fact: The Final EIR identified various intersection improvements that reduces the project impacts to less than significant levels and is hereby incorporated by reference. Because the impacts were reduced to less than significant, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations are not required.

Finding No. 6
The Final EIR reflects the independent judgment and analysis of the City.

Finding of Fact: Prior to taking action on the project, the City was presented with, heard, reviewed and considered all of the information and data in the administrative record including, but not limited to, the Final EIR, and all oral and written testimony presented to it during meetings and hearings. The City contracted with LSA & Associates to prepare the Draft and Final EIR. City staff peer reviewed the draft EIR and final EIR prior to its release for public review. The Final EIR reflects the independent judgment of the City and is deemed adequate for purposes of making decisions on the merits of the Project and its related actions.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is a policy change to the City’s General Plan Circulation Element and does not have a direct or foreseeable indirect impact to physical environment. This is a policy change that would impact the thresholds for analysis of future projects.

SECTION 3. REQUIRED FINDINGS FOR GENERAL PLAN AMENDMENT NO. 13-2501.

Finding No. 1: The proposed General Plan Amendment is internally consistent with the General Plan.
Findings of Fact: The current General Plan was adopted in January 2006 and it includes various policies that guide development of the City, including roadways and their level-of-service. The City of Banning City staff has reviewed the proposed General Plan Amendment (No. 13-2501) to change the roadway level-of-service from C to D and to remove Highland Home Road interchange from the General Plan Circulation Element and compared the change to the rest of the General Plan elements for internal consistency within all of the General Plan elements' text, diagrams, and maps and concluded that the proposed General Plan Amendment will not create any conflicts among the various General Plan elements goals, policies, and objectives, including the maps and diagrams of all the elements in the General Plan.

Finding No. 2: The proposed General Plan Amendment and Zone Change would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.

Finding of Facts: The proposed General Plan Amendment (No. 13-2501) when approved will change the roadway level-of-service from C to D and will remove the Highland Home Road interchange from the General Plan Circulation Element which will not be detrimental to the public interest, health, safety, convenience, or welfare of the community in that it will reduce the amount and costs of the rights-of-way needed to accommodate a narrower rights-of-way and therefore reduce the construction and maintenance costs for future roadways. Furthermore, the City has prepared a Draft EIR. The Draft EIR (Exhibit G) was prepared and circulated for a 45-day public review from September 21, 2012 to November 5, 2012. Copies of the Draft EIR were made available for public review at the Community Development Department at City Hall, the Banning Public Library, and on the City's website. Based on the findings in the Draft EIR, the proposed General Plan amendment was determined to have no impacts or less than significant impacts, including the alternative that shows no Highland Home Road connection at the 1-10. No mitigation measures or Mitigation Monitoring Program are required.

Finding No. 3: The proposed General Plan Amendment would maintain the appropriate balance of land uses within the City.

Findings of Fact: The proposed amendment would maintain the appropriate balance of land uses within the City in that it is maintaining the current land use designations. The proposed change to the roadway level-of-service and removal of Highland Home Road from the General Plan Circulation Element will reduce impact of rights-of-ways acquisition on land owned by existing residents and businesses.
Finding No. 4: With regard to the General Plan Amendment to the General Plan Land Use, the subject property is physically suitable for the requested land use designation(s) and the anticipated land use development(s).

Finding of Fact: The proposed General Plan amendment relates to the change in level-of-service for roadways from LOS C to D and removal of Highland Home Road interchange at I-10 from the City’s General Plan Circulation Element. The proposed amendment does not request a change in land use designation or anticipated land use development. The Project would not physically divide an established community since the Highland Home Road interchange at I-10 will be removed from the Circulation Element and the interchange will not have to be constructed in the future.

SECTION 4. CITY COUNCIL ACTION.

The City Council hereby takes the following action:

Adopt City Council Resolution No. 2013-34 certifying the Final Environmental Impact Report (FEIR) and General Plan Amendment (GPA 13-2501) amending the Circulation Element.

PASSED, APPROVED AND ADOPTED this 26th day of March, 2013.

Deborah Franklin, Mayor
City of Banning

ATTEST:

Marie A. Calderon, City Clerk
City of Banning

APPROVED AS TO FORM
AND LEGAL CONTENT:

David J. Aleshire, City Attorney
Aleshire & Wynder, LLP
CERTIFICATION:

I, Marie A. Calderon, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 2013-34 was duly adopted by the City Council of the City of Banning at a regular meeting thereof held on the 26th day of March, 2013, by the following vote, to wit:

AYES: Councilmembers Botts, Miller, Peterson, Welch, Mayor Franklin

NOES: None

ABSENT: None

ABSTAIN: None

[Signature]

Marie A. Calderon, City Clerk
City of Banning, California
Exhibit “A”

Proposed Amendment to the General Plan Circulation Element
CIRCULATION ELEMENT

PURPOSE

The purpose of the Circulation Element is to provide goals, policies, programs and standards that correlate the City's transportation system with the types, intensities and locations of land uses within the City. It addresses those segments of the local transportation system that interface with and serve as extensions of the regional system connecting the City of Banning with the broader Pass Region and other communities in Southern California. The Circulation Element also serves as the blueprint for future land use policy decisions and social and economic development efforts.

BACKGROUND

Due to its close interrelatedness, the Circulation Element is an outgrowth of City and regional land use planning. In addition to its effects on the physical, social and economic environment of the City, the Circulation Element also has a direct relationship with the Housing, Open Space, Noise and Air Quality elements. Being integrally tied to the Land Use Element, the Circulation Element is predictably influenced by the types, intensities and distribution of land uses within the community and surrounding area.

Local and regional air quality issues are closely related to the efficiency of the local and regional transportation system. As the City of Banning and the Pass Region continue to grow, vehicle miles will increase, and travel speeds will be reduced, resulting in higher emissions per mile traveled. The policies and programs established by the Circulation Element can play an important role in maintaining and enhancing the flow of traffic and preserving air quality in the community.

The Circulation Element has been developed to serve as a comprehensive transportation management strategy for vehicular traffic and other modes of transportation important to the City such as: air traffic and the Banning Municipal Airport; rail traffic; public transportation; and alternative transportation.

California Government Code sets forth the information and data analysis requirements of the Circulation Element. Government Code Section 65302(b) requires that the element describe major thoroughfares and that their planned development be closely coordinated with the Land Use Element of the General Plan.

It is also required that the Circulation Element include development or improvement standards that are responsive to changes in demand for capacity created by implementation of the Plan. Government Code Sections 65103(f) and 65080, et seq., require that the City coordinate Circulation Element provisions with applicable regional and state transportation plans. In the Banning General Plan Planning Area, the following agencies are responsible for preparing these transportation plans: County of Riverside, Morongo Band of Mission Indians, Southern California Association of Governments (SCAG) and California Department of Transportation.
(CalTrans). The state is also required to coordinate its planning efforts with those of local jurisdictions (§65080(a)), with the federal government being under a similar mandate (§134, Title 23 of the U.S. Code).

**Average Daily Traffic Volumes**

Average Daily Trips (ADT) is the total number of vehicles that travel a defined segment of roadway over a twenty-four hour period. ADT is a useful benchmark number for determining various roadway configurations and design aspects. The peak hour ADT, which is the highest volume of traffic to pass over a segment of roadway during an hour period, is also a useful means of determining a roadway's capacity and level-of-service. Traffic counts at intersections can provide an even more detailed picture of existing and future operating conditions at intersections.

Roadways are generally classified in a hierarchical manner, according to the number of vehicle lanes provided. Table III-15, below, lists the various roadway types/cross-sections found in the planning area and the maximum daily traffic volumes each type of roadway can accommodate at various levels-of-service. For example, for a Major Highway to operate at LOS D, it should accommodate no more than 34,200 vehicle trips per day, with a design capacity of 27,000 vehicle trips per day. These roadway capacities are “rule-of-thumb” estimates, which may vary depending upon site-specific factors, such as the number and configurations of intersections, roadway grades, sight distance, percentage of truck and bus traffic, and degree of access control.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Maximum Two-Way Average Daily Traffic Volume Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Lanes</td>
</tr>
<tr>
<td>Collector</td>
<td>60</td>
</tr>
<tr>
<td>Secondary Highway</td>
<td>80</td>
</tr>
<tr>
<td>Major Highway</td>
<td>100</td>
</tr>
<tr>
<td>Major Highway</td>
<td>110</td>
</tr>
<tr>
<td>Major Highway</td>
<td>134</td>
</tr>
</tbody>
</table>

*Source: City of Banning General Plan Update Traffic Study 2005*
GENERAL PLAN CIRCULATION ELEMENT STREET CLASSIFICATION AND CROSS SECTIONS

The City of Banning and other communities in the pass region form a continuous and interconnected suburban development pattern, tied together by U.S. Interstate-10 and a network of arterial roadways. A variety of physical influences and constraints, including the geography of the city and the region, and the existing roadway network, affect traffic flows and the impacts of development on local roadways. The City has facilitated the construction and maintenance of a variety of major roadways of local importance. These roadways have been built along a north-south grid that interconnects with major arterials, some of which also pass through adjacent jurisdictions, primarily to the west.

The roadway system in Banning is defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. The General Plan Circulation Element street classifications are listed below and the street cross-sections are shown in Exhibit III-4.

**Collector:** 66 feet of right of way, with a 44-foot street section from curb to curb. This represents two lanes of traffic, with parking lanes on each side, and a parkway on each side.

**Divided Collector:** 78 feet of right of way, with a 66-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Secondary Highway:** 88 feet of right of way, with a 64-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, and a parkway on each side.

**Major Highway:** 100 feet of right of way, with a 76-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Arterial Highway:** 110 feet of right of way, with an 86-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Urban Arterial Highway:** 134 feet of right of way, with a 110-foot street section from curb to curb. This represents six travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Local Streets** (those streets not shown on the General Plan Recommended Street System): 60 feet of right of way, with a 40-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, and a parkway on each side. Local street standards may vary as described in the Policies and Programs of this Element.

The roadway classifications are also depicted on exhibit III-5, General Plan Circulation Element street system.
### Table III-16
#### Roadway Classifications

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Arterial Highway</strong> (6 lanes with left turn pockets)</td>
<td>Highland Springs from Cherry Valley to Potrero Blvd.</td>
</tr>
<tr>
<td><strong>Major or Arterial Highway</strong> (4 lanes with left turn pockets)</td>
<td>Highland Home from Cherry Valley Blvd. To Sun Lakes Blvd.</td>
</tr>
<tr>
<td></td>
<td>Highland Springs from Cherry Valley Blvd. to Wilson Street</td>
</tr>
<tr>
<td></td>
<td>Hathaway from Morongo St. to I-10</td>
</tr>
<tr>
<td></td>
<td>Sunset from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>8th Street from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Lincoln to south City Limit</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Wilson from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td></td>
<td>Ramsey from Highland Springs to Malki Rd.</td>
</tr>
<tr>
<td></td>
<td>Sun Lakes/Lincoln from Highland Springs to Cottonwood (North – South)</td>
</tr>
</tbody>
</table>

| **Secondary Highway** (4 lanes without left turn pockets) | Porter from Sunset to Cottonwood (North – South)                        |
|                                                           | Sunset from Wilson to Mesa                                              |
|                                                           | Sunset from Lincoln to Porter                                            |
|                                                           | 22nd Street from Ramsey to south of Lincoln                             |
|                                                           | 8th Street from Wilson to Ramsey                                        |
|                                                           | 8th Street from Lincoln to Porter                                       |
|                                                           | 4th Street from Wilson to Ramsey                                        |
|                                                           | San Gorgonio from Wilson to Lincoln                                     |
|                                                           | Hargrave from Wilson to Porter                                          |
|                                                           | Hathaway from Ramsey to Porter                                          |
|                                                           | Cottonwood (North – South) from Ramsey northward                        |
|                                                           | Cottonwood (North – South) from Porter southward                        |
|                                                           | Malki Road from end to end                                              |
INDICATORS OF ROADWAY EFFICIENCY
The efficient movement of vehicular and non-vehicular traffic on local and regional roadways is critical to the normal day-to-day functioning of a community. Consequences resulting from obstructions in traffic flow may include economic loss due to delays in transporting goods, increased psychological stress for the traveling public, and increased risk for motor vehicle accidents. The efficiency of a particular roadway can be determined by assessing the roadway’s capacity, level-of-service, and average daily traffic volume, each of which is described below.

Level-of-Service
Roadway capacity is defined as the number of vehicles that may pass over a section of roadway in a given time period under prevailing conditions. Roadway capacity is most restricted by intersection design and operation. The capacity of a roadway and the degree to which that capacity is being utilized is typically described as the roadway’s “Level-of-Service” (LOS). Level-of-Service is a qualitative measure of the efficiency of traffic flow and is defined by alphabetical connotations, ranging from “A” through “F,” that characterize roadway operating conditions.

LOS A represents an optimum or free-flowing condition, and LOS F indicates extremely slow speeds and system failure. Levels-of-Service are represented as volume-to-capacity (V/C) ratios, or vehicle demand divided by roadway capacity. V/C ratios smaller than 1.00 imply better operational characteristics and levels-of-service. V/C ratios that exceed 1.00 imply worse operating conditions and LOS F, where traffic demand exceeds roadway capacity. The table below defines the various LOS classifications.
Table III-14

Roadway Level Of Service Description

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Quality of Traffic Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Primarily free-flow operations at average travel speeds usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.Stopped delay at signalised intersections is minimal.</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably unimpeded operations at average travel speeds usually about 70% of the free-flow speed of the arterial classification. Ability to maneuver within the traffic stream is only slightly restricted.Stopped delays are not bothersome, and drivers generally are not subject to appreciable tension.</td>
</tr>
<tr>
<td>C</td>
<td>Traffic operations are stable. However, mid-block maneuverability may be more restricted than in LOS B. Longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the average free-flow speed for the arterial classification. Motorists will experience some appreciable tension while driving.</td>
</tr>
<tr>
<td>D</td>
<td>Borders on a range where small increases in flow may cause substantial increases in approach delay and decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40% of the free-flow speed. For planning purposes, this level-of-service is the lowest that is considered acceptable.</td>
</tr>
<tr>
<td>E</td>
<td>Characterized by significant approach delays and average travel speeds of one-third or less of the free-flow speed. Typically caused by some combination of adverse progression, high signal density (more than two signalised intersections per mile), high volumes, extensive queuing, delays at critical intersections, and/or inappropriate signal timing.</td>
</tr>
<tr>
<td>F</td>
<td>Arterial flow at extremely slow speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalised intersections, with high approach delays and extensive queuing. Adverse progression is frequently a contributor to this condition.</td>
</tr>
</tbody>
</table>


Traffic engineers and transportation planners are involved in on-going efforts to strike a balance between providing ideal roadway operating conditions and controlling the costs of infrastructure and right-of-way needed to assure those conditions. For General Plan purposes, LOS D is assumed to be the "acceptable" level-of-service for all General Plan roadways and intersections within the City and at Freeway interchanges.
ALL WEATHER CROSSINGS
All weather crossings include bridges and culverted streets that allow natural drainages to flow under the roadway during major storms. All weather crossings in the City are described in the following Table.

Table III-18
Buildout Bridges

<table>
<thead>
<tr>
<th>Location</th>
<th>Needed Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunset Ave. at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>8th Street at Montgomery Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wilson Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Sun Lakes Boulevard at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Westward Avenue at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wesley Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Pershing Channel, and in two locations at Montgomery Creek</td>
<td>3 Bridges</td>
</tr>
<tr>
<td>Ramsey Street at Smith Creek and Pershing Channel</td>
<td>2 Bridges</td>
</tr>
<tr>
<td>Lincoln Avenue at east fork of Smith Creek, at west fork of Smith Creek</td>
<td>4 Bridges</td>
</tr>
</tbody>
</table>

These facilities are needed both to allow the smooth flow of traffic in these areas, and to assure public safety in emergency situations. Construction of these facilities is particularly critical to the development of the south side of the City.

Transportation Demand Management
The continued urbanization and growth of the Pass Region will necessitate transportation demand and systems management to preserve and increase available roadway capacity. Transportation Demand Management (TDM) requires the development and implementation of policies, plans and programs that result in the use of a wider range of transportation alternatives, including public transit and bicycles.

TDM can include alternative travel modes, such as carpooling, van pooling and mass transit. In addition, employee flex-time work schedules that reduce peak hour travel and associated traffic congestion may also be considered. The Riverside County Transportation Commission (RCTC), in response to state mandates, has prepared a regional Congestion Management Program. This program required the City of Banning and other cities to prepare TDM ordinances or risk the loss of federal transportation funds. The City has adopted a TDM ordinance.

Traffic Calming
Traffic calming is a useful tool available to the City to slow traffic in residential neighborhoods, and discourage shortcuts through these neighborhoods. The advantages of traffic calming must always be balanced, however, with the requirements of emergency vehicles.
Traffic calming can include such design features as curvilinear streets, speed humps and raised intersections, traffic circles or roundabouts, stop signs on through streets, and narrowed intersections. Using these design features improves safety by slowing traffic to 30 miles per hour or less. The restriction or blocking of turning movements can also be used effectively in traffic calming, particularly to reduce cut-through, or short cut traffic in neighborhoods.

**ALTERNATIVE TRANSPORTATION**

**Pedestrian, Equestrian, Bicycle and Golf Cart Circulation**

The General Plan and associated documents support planning that allows and enhances access to commercial services and places of employment and recreation without the essential use of motorized vehicles. In this regard, master planning sidewalks, bike lanes, off-street trails and golf cart routes is especially important along major roadways in the community.

**Pedestrian and Equestrian Trails and Bike Paths**

The City's adopted Parks and Recreation Master Plan includes a proposed trails system that would provide access from parks, city streets, and the surrounding community via urban, foothill and wash/hill trails. Two short, minimally developed urban trail segments currently exist in the City and are associated with the proposed trail system. The City has also approved, or is currently reviewing, several equestrian trails within and adjacent to private subdivisions.

There are currently no bikeways within the planning area. Several Class II and III bikeways have been proposed along City streets. However, development of a network of bikeways is constrained by the existing condition of street right-of-ways. Future bike routes should be planned to provide safe routes for intra-City bicycle traffic and should be clearly marked and striped. Where possible, they should be designed as one-way bike routes, which flow in the same direction as adjacent automobile traffic. Combination sidewalks/bikeways require an eight-foot width. These multi-use lanes will also serve as links to recreational facilities throughout the community. Policies and programs specifically addressing the need for trails and bicycle lanes are included in the Parks and Recreation Element.

**Sidewalks**

Within some portions of the City, sidewalks are non-existent or discontinuous, limiting their usefulness as safe alternatives to vehicle travel. As previously noted, rights-of-way along City roadways are inconsistent, limiting the potential for bikeway development. When considering future development, pedestrian and bicycle accommodation and safety should be given emphasis equal to that currently given to automobile access. This is particular true of collector and arterial roadways, where more traffic increases the hazards to pedestrians.

Another area where sidewalks are an important asset is in the historic Downtown of the City (between the I-10 right of way and Williams, and between 8th Street and Alessandro). Pedestrian access in this area is a function of economic development for this area, and should be considered in all future development and redevelopment plans.

Conversely, sidewalks on local, neighborhood roadways may not be necessary, particularly in established neighborhoods where roadways have been developed to their ultimate right-of-way,
and the addition of sidewalks would impact front yards and affect the character of the neighborhood.

Finally, sidewalks in proximity to schools provide children with a safe route to school. They are not currently available at all City schools.

Golf Cart Facilities
Golf cart use on public rights of way is controlled by state regulations, and provides a convenient, low impact alternative to access convenient commercial development, as well as parks and public services. Golf carts to be used on the public golf cart routes must meet specific physical requirements set forth in the City golf cart plan, must be certified as “road ready” by the City and carry an appropriate permit sticker. Golf cart operators must carry a valid California Driver’s license, have proof of insurance, be equipped with seatbelts and appropriate child safety equipment, and be properly maintained. In order to implement a golf cart route system, the City is required to prepare and adopt a Golf Cart Plan and associated implementing ordinances.

Currently there are no existing golf cart facilities in the planning area, outside of private golf development in the Sun Lakes Country Club. Issues related to development of golf cart facilities are similar to those for trail and bikeway development, in that existing facilities that would accommodate development of cart paths do not exist or are discontinuous in some areas.

Public Transportation

Banning Transit Services
In 2004 the Banning Municipal Transit System provides fixed route bus service along three routes, two of which are in Banning and one east to Cabazon. There are five City-owned vehicles, three of which are in revenue service and two of which are in reserve. All are powered by compressed natural gas (CNG), and are equipped with bicycle racks. All are ADA compliant, with wheelchair lifts and tie-down stations.

The transit system also operates a Dial-A-Ride service that provides elderly and disabled persons in Banning with curb-to-curb transit services. In addition, Dial-A-Ride is the ADA complementary para-transit provider for the City's fixed route bus service. The Dial-A-Ride program operates two vehicles in revenue service, and one in reserve, all gasoline powered. All Dial-A-Ride vehicles are ADA compliant, with wheelchair lifts and tie-down stations.

In May 2002, the Banning City Council approved the final Pass Area Transit Plan. The Transit Plan establishes the Pass Transit System, which consists of two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System. The Plan provides for a coordinated service area including the cities of Banning and Beaumont, the unincorporated areas of Cabazon and Cherry Valley, and the commercial area of the Morongo Band of Mission Indians Reservation. The Plan provides fixed route and dial-a-ride services.

The transit-needs study conducted for the Plan identified service related issues associated with the existing transit systems. It also identified areas not addressed in the Transit Plan requiring additional study or resources. These needs will be addressed in future transit plans, and include
service for non-traditional work shifts in the region, students, elimination of one-way loops to reduce ride time on local routes, adjusting route schedules to provide timed transfers between routes, relocation of transfer points and development of a transit center.

Regional bus service is provided by the Riverside Transit Agency (RTA), which provides services to Hemet/San Jacinto (Route 31), Moreno Valley (Route 35), and Calimesa/Redlands (Route 36), from the bus stop at Kmart on Highland Springs.

Railroad

Rail service facilities through the Pass area, and the City of Banning, can carry approximately 60 trains per day, most of which are freight. Regional freight transfer facilities are located in West Colton. Local facilities carry approximately 60 trains per day, most of which are freight. Trains average approximately 7,000 feet in length and generally travel up to 60 miles per hour (mph) in the planning area. UPRR is expanding rail facilities between Los Angeles and Houston, Texas to facilitate increases in rail traffic. Rail lines in the planning area are designated Centralized Track Control (CTC).

There are currently no passenger services available in Banning, although a passenger rail station did operate in the past.

There are four at-grade railroad crossings in the City. These occur at Hargrave Street, San Gorgonio Avenue, 22nd Street, and Sunset Avenue. Grade separated crossings occur at 8th Street and Highland Springs Avenue. The City should explore federal, state, City and UPRR cost sharing arrangements for grade separation of at-grade crossings in conjunction with the California Public Utilities Commission.

Construction of drill spurs is possible to provide rail access to adjoining passenger or industrial uses. Sidings, switches, and additional track linkage would also be required to provide this access. Additional costs would also be associated with any special engineering requirements and potential engineering constraints.

Banning Municipal Airport

The Banning Municipal Airport is classified by the National Plan of Integrated Airport Systems (NPIAS) as a General Aviation airport. The airport includes 65 hangars and 32 tie downs, with a 5,200 foot runway.

The airport is capable of accommodating most private single-engine and corporate jet aircraft, as well as helicopters. It averages approximately 10 to 15 takeoffs and landings daily and about 12,000 operations per year. Air traffic is primarily comprised of private, two-engine fixed-wing aircraft. There is no control tower at the airport, so all operations operate under Visual Flight Rules (VFR). Unicom service is provided from 8 a.m. to 5 p.m., every day. Fueling service is also available.

An approximately $750,000 improvement asphalt overlay project is planned, and will be funded from Federal Aviation Administration grant monies.
Major Utility Corridors
Major corridors and easements for the transport of natural gas, electricity, communications, domestic water and sewage, and storm drainage are also important components of the Circulation Element. Generally, the need for utility corridors is met through the provision of easements in or adjacent to City streets and along common lot lines.

A major electric corridor occurs immediately south of the Banning Bench. The right of way for the two 220 kV transmission lines in this area is approximately 500 feet in width. Additional 115 kV transmission lines occur in the southern end of the City, and along the San Bernardino Mountains.

Two major high-pressure natural gas pipelines traverse the City, and transport natural gas far beyond the City’s boundaries. A 30 inch line occurs under Lincoln Street through the City. Another 30-inch pipeline transects the City in a northwesterly direction from Hargrave and Wilson to Highland Springs Avenue. Two crude oil (16") or petroleum (12") lines occur on the south side of the City, from the airport southwesterly to Wesley, then westerly to the western City limits. Please see Exhibit V-11, Natural Gas and Fuel Lines.

Future land use planning, including the development of subdivisions and the processing of development applications, will require coordination between the City, developers, utility companies, and other service providers to assure the availability and provision of easements and rights of way for the extension of roads, utility lines, and public services.

FUTURE DIRECTIONS

Special Issues
In the development of the 2005 traffic study for the General Plan, six issues were identified which required particular attention. These are individually described below.

State Route 243
The City’s 1994 Circulation Element included a connection from 8th Street to State Route (SR) 243. This connection does not currently (2004) exist, but was proposed as a future roadway. 8th Street from Interstate 10 to SR 243 was required to be a Major Highway. The current connection between I-10 and SR 243 is south on 8th Street from I-10 to Lincoln, east on Lincoln to San Gorgonio, and south on San Gorgonio to SR 243. Current volumes on SR 243 are approximately 4,000 vehicles per day. At buildout, it is expected that SR 243 will carry approximately 8,000 trips per day. The buildout trips, although double the current trips generated by SR 243, will not impact the City’s street system, and can be absorbed on the streets currently used to make this connection, as described above. It was therefore determined that 8th Street south of I-10 was required to be a Secondary Highway, not a Major Highway, at buildout of the General Plan, and that the connection to SR 243 was not required for traffic flow.

A direct connection from a State Highway to an Interstate Highway is always preferred by CalTrans. In consultation with CalTrans (California Department of Transportation), the City has considered alternative alignments for SR 243, which are included in the General Plan traffic study. Should CalTrans or the City wish to change the current on-street connection to a direct
connection, a potential alignment has been depicted on Exhibit III-6, Proposed General Plan Street System. However, since the impacts to the City’s streets from SR 243 traffic is not considered to significantly impact City roadways, realignment should be considered a low priority.

Additional Freeway Interchange Capacity
The traffic analysis for this General Plan showed unacceptable levels of service during the peak hour at several I-10 ramp intersections, as discussed above. The study considered the potential of expanding existing interchange capacity, however, right of way is severely constrained, the under-crossings existing at 8th Street and Hargrave are undersized and would be extremely costly to widen.

As a result, the City will require an additional freeway interchange at Cottonwood Road (North-South) on the east end of the City. The added interchange at Cottonwood will alleviate congestion at 8th Street and Hargrave interchanges.

CalTrans plans to widen I-10 in the future, by adding one lane in each direction. Given the costs associated with this widening, and the cost of the interchanges, a coordinated construction program of widening and interchange additions would likely be most cost effective.

Highland Home Road/Cherry Valley Boulevard/Brookside/18th Street/Highland Springs
The General Plan roadway system has shown Highland Home connecting to Cherry Valley Boulevard in the City of Beaumont. The extension of Highland Home however, could connect to the west at Brookside Avenue in Beaumont. Further, Highland Springs is planned to extend to the northeast to Bluff Street, to provide access to the Black Bench area, and a second connection from the Banning Bench to the City. This connection could also be made through the extension of 18th Street to the northeast.

In all cases, traffic flow will not be significantly affected, insofar as traffic volumes on these streets in this area are not expected to be high. The Recommended General Plan Street System shows these streets in their currently envisioned configuration. However, as development occurs and the feasibility of the extensions is considered, flexibility is included in this General Plan to allow changes to the street system in the future.

At Grade Railroad Crossings
The City has two grade separated railroad crossings at streets with I-10 interchanges. The other four existing or planned interchanges must also be improved to include grade separations, in order to maintain acceptable levels of service. A grade separation is included in the Transportation Uniform Mitigation Fee (TUMF) program for the Sunset Avenue interchange. The others are not in the TUMF program.

The City will need to aggressively pursue grade separations for the railroad tracks at all interchanges. This should include the preparation of feasibility studies, the securing of all available funding, and the cooperation of the development community. Although construction of these facilities may not occur in the near term, the planning must be initiated immediately, in order for the City to be able to implement the construction in the future.
Lincoln Street and Westward avenue west of Sunset Avenue
The 1994 Circulation Element included the extension of both Lincoln and Westward from Highland Home to Sunset. Both these roadways occur currently east of Sunset. West of Highland Home, only one roadway, Sun Lakes Boulevard, currently occurs. The traffic study for this General Plan considered the traffic volumes generated south of I-10 on Sunset, and the potential volumes for Lincoln and Westward east of Sunset. The study found that Westward will have sufficiently low volumes so as to require a 2 lane collector east of Sunset. Lincoln is projected as a Major Highway from Highland Home easterly, as is Sun Lakes Boulevard. Traffic volumes will result in LOS C or better for both Lincoln and Westward in this area. Therefore, the elimination of Westward west of Sunset will not have a negative effect on east-west traffic south of I-10.

Level of Service Policy
The traffic study for the 2013 General Plan Amendment to revise the city-wide LOS standards, Amendment found that the City will be able to maintain LOS D on City streets. LOS D does not represent a significant degradation in traffic flow. When balancing the need for an efficient traffic system and the widening of streets to accommodate peak hour traffic, it appears that changing the City’s requirement from LOS C to LOS D will not result in a significant negative effect.

Alternative Transportation
As cited above, existing rights-of-way on City streets are not adequate to allow for development of non-motorized transportation. The City has generally been able to secure right-of-way from new development as it occurs to provide full-width mid-block roadway improvements, but the process can be time consuming and costly.

New development should be required to provide separate paths for bicycles and/or equestrians, pedestrians and golf carts to assure safety and avoid conflicts. Equestrian trails should be included in projects developed south of the railroad right-of-way, as well as a connection to the San Bernardino and San Jacinto mountains.

Bicycle and golf cart parking facilities should be integrated into the design of commercial office and public land uses. Connectivity should also be a primary goal of residential design and should emphasize easy accessibility within and between neighborhood and commercial services to maximize the opportunities for pedestrian, bicycle, equestrian and golf cart access by short and direct trips. This planning focus will also help to shorten vehicle trips for residents who must use their automobiles.

Public transport out of the City is limited, particularly into the Inland Empire communities to the west. As development occurs in the City, and increased pressure is brought to provide service and lower vehicular trips on a regional level, additional public transportation will become necessary.
GOALS, POLICIES, AND PROGRAMS

Goal
A safe and efficient transportation system.

Policy 1
The City’s Recommended General Plan Street System shall be strictly implemented.

Program 1.A
Street rights of way shall be 134 feet for Urban Arterial Highways, 110 feet for Arterial Highways, 100 feet for Major Highways, 88 feet for Secondary Highways, 78 feet for Divided Collectors, 66 feet for Collectors, and 60 feet for Local Streets. Local street standards can be amended as described in Policy 2.

Responsible Agency: Community Development Department, Public Works Department, Planning Commission, City Council
Schedule: Ongoing

Program 1.B
The City’s Public Works roadway standards shall be amended to match the standards contained in this General Plan.

Responsible Agency: Public Works Department
Schedule: Ongoing

Program 1.C
Minimum lane width for all City streets shall be designed at 12 feet.

Policy 2
Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Program 2.A
The design of new local streets can vary from the City’s standard of 60 foot right-of-way, 40 foot paved width, under the following conditions:

1. The minimum travel lane width shall be 12 feet.
2. Parking shall be provided on at least one side of any public street. Parking lanes shall be a minimum of 8 feet in width.
3. Parking may be eliminated on private streets, if provisions are made in Conditions, Covenants and Restrictions (CC&R’s) for enforcement by the Homeowners’ Association.
4. Landscaped traffic circles, chokers, and center islands are encouraged, but must meet the requirements of the Fire Department.
5. The minimum parkway width shall be 10 feet.
6. Linear sidewalks are discouraged. Meandering sidewalks, which provide landscaping and street trees adjacent to the curb, shall be included in local street design.
The design of local streets varying from the City's standard, shall be included in the Tentative Tract Map application, and shall be reviewed by the Planning Commission and approved by the City Council.

**Responsible Agency:** Community Development Department, Public Works Department, Planning Commission, City Council

**Schedule:** Ongoing

**Program 2.B**
Existing local streets will be inventoried, and a master plan of potential improvements designed to improve their aesthetic and safety, including landscaped medians, sidewalks and traffic calming devices, shall be developed, cost engineered, and implemented.

**Responsible Agencies:** Public Works Department, Planning Commission, City Council

**Schedule:** Ongoing

**Policy 3**
The City shall establish and maintain a 5-Year Capital Improvement Program for streets.

**Program 3.A**
The Public Works Department shall establish a Capital Improvement Program for 5 years, and update it annually.

**Responsible Agency:** Public Works Department

**Schedule:** Ongoing

**Policy 4**
Proactively participate in regional transportation planning.

**Program 4.A**
Maintain active relationships with the City of Beaumont, the County of Riverside, the Western Riverside County Council of Governments, the California Department of Transportation and the Morongo Band of Mission Indians to share information and promote comprehensive transportation planning in the region.

**Responsible Agency:** Public Works Department, City Manager’s Office, City Council, City of Beaumont, County of Riverside, WRCOG, CalTrans, Tribe

**Schedule:** Ongoing

**Program 4.B**
Aggressively pursue Banning projects in the Transportation Uniform Mitigation Fee (TUMF) program, particularly the addition of projects to the TUMF project list, including grade separated road crossings.

**Responsible Agency:** Public Works Department

**Schedule:** Ongoing
Program 4.C
Aggressively pursue the design and development of interchange at Cottonwood Road (North - South), including all sources of funding, and the coordination of I-10 widening with the installation.

Responsible Agency: Public Works Department, City Manager’s Office, City Council, CalTrans, Railroad

Schedule: Ongoing

Policy 5
Consider amendments to the Highland Home/Highland Springs/18th Street/Brookside street configurations based on public safety, design feasibility and area needs.

Policy 6
The City shall maintain peak hour Level of Service D or better on all local roadways and intersections.

Program 6.A
Periodically review current traffic volumes and the actual pattern of development to coordinate, program and, as necessary, revise road improvements.

Policy 7
New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations and traffic signals.

Policy 8
Traffic calming devices shall be integrated into all City streets to the greatest extent possible and all new streets shall be designed to achieve desired speeds.

Policy 9
Street trees within the City right of way shall be preserved, unless a danger to the public health and safety or if the tree is diseased.

Program 9.A
Sidewalks in areas with street trees shall be designed to “wrap around” the tree if they are added to an existing neighborhood.

Responsible Agency: Public Works Department

Schedule: Ongoing

Policy 10
Sidewalks shall be provided on all roadways 66 feet wide or wider. In Rural Residential land use designation pathways shall be provided.
Program 10.A
The Public Works Department shall prepare an inventory of discontinuous sidewalks on all qualifying roadways, and fund individual projects through the Capital Improvement Program annually.

Responsible Agency: Public Works Department, City Council
Schedule: Ongoing

Program 10.B
All new development proposals located adjacent to qualifying roadways shall be required to install curb, gutter and sidewalk concurrent with construction.

Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Program 10.C
The City shall develop procedures to address neighborhood sidewalk needs as they are requested by that neighborhood.

Responsible Agency: Public Works Department
Schedule: Ongoing

Program 10.D
Work with the School District to develop safe routes to school.

Responsible Agency: Public Works Department
Schedule: Ongoing

Policy 11
Sidewalks or other pedestrian walkways shall be required on all streets within all new subdivisions.

Policy 12
In the absence of a vehicular grade separation, the City shall aggressively pursue a grade separated pedestrian access across San Gorgonio, to assure that high school students do not have to cross the railroad tracks on their way to and from school.

Policy 13
Pedestrian access in the Downtown Commercial designation shall be preserved and enhanced.

Program 13.A
All development and redevelopment proposals for the Downtown area shall include enhanced sidewalk, pedestrian walkway, lighting and landscaping designs and assure connections to existing and planned sidewalks.

Responsible Agency: Public Works Department, Planning Department
Schedule: As development proposals are presented

Policy 14
The City shall aggressively pursue the construction of all-weather crossings over General Plan roadways.
Program 14.A
The Public Works Department shall prioritize the need for bridges listed in this Element, develop preliminary cost estimates, identify and pursue sources of funding, including developer funding, for each facility.
Responsible Agency: Public Works Department, City Council
Schedule: Ongoing

Program 14.B
All new development proposals shall pay their fair share of bridge construction needed to serve their project.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Policy 15
The City shall develop a Golf Cart Plan compliant with state requirements.

Program 15.A
The City shall develop a golf cart plan and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, City Council
Schedule: As budget allows

Policy 16
Golf cart paths and facilities shall be funded, to the greatest extent possible, by new development.

Program 16.A
The routing and facilities required in the Golf Cart Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.
Responsible Agency: Public Works Department
Schedule: As opportunity arise

Program 16.B
Golf cart facilities shall be incorporated into new project plans located on golf cart routes.
Responsible Agency: Planning Department, Public Works Department, Planning Commission, City Council
Schedule: Ongoing

Policy 17
Encourage the expansion of an integrated Pass transit system.

Program 17.A
The City will explore the potential for either bus or rail connection to the Metrolink transit system.
Responsible Agency: City Manager’s Office, Community Services Department
Schedule: Ongoing
Policy 18
The City shall review its transit service to major regional attractions, and intra-City recreational locations in future planning efforts, based on need.

Policy 19
Bus pullouts shall be designed into all new projects on arterial roadways, to allow buses to leave the flow of traffic and reduce congestion.

Program 19.A
Bus pullouts will be retrofitted on built-out streets, wherever possible.
Responsible Agency: Public Works Department, City Council
Schedule: Ongoing

Policy 20
Promote the location of a passenger rail station for long distance and commuter rail service.

Policy 21
Update the Airport Master Plan every five years to meet the needs of the general aviation, business and tourism segments of the community.

Program 21.A
Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.
Responsible Agency: Planning Commission, City Council
Schedule: Ongoing

Program 21.B
Work with the Chamber of Commerce, the Morongo Band of Mission Indians, and other interested parties to provide services which meet the needs of passenger and freight transport.
Responsible Agency: Airport Management, Economic Development staff, Chamber of Commerce, Morongo Band of Mission Indians, City Council
Schedule: Ongoing

Policy 22
Maintain an accurate mapping of all utility corridors.

Program 22.A
The Building Department shall inventory and map transmission utility easements on the Land Use Map (including electric, fiber optics, natural gas and petroleum).
Responsible Agency: Building Department, Planning Department
Schedule: As budget allows

Policy 23
The City shall purchase and/or replace its fleet of vehicles with alternate fuel vehicles when available to the greatest extent possible, and shall encourage other agencies to do the same.
Policy 24
Public alleys throughout the City shall be maintained to be useful and safe at all times.

Program 24.A
The City shall create a downtown alley master plan and where appropriate pave, light and otherwise improve alleys.
Responsible Agency: Public Works Department
Schedule: Ongoing

Program 24.B
The Public Works Department shall inventory all public alleys, determine which are necessary, and vacate those that are not.
Responsible Agency: Public Works Department, City Council
Schedule: As budget allows

Policy 25
The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.

Program 25.A
The City shall inventory all streets for potential Class I, Class II and Class III bikeways, and shall program their installation in its Capital Improvement Program.
Responsible Agency: Planning Department; Engineering Division; Public Works Department; Planning Commission; City Council
Schedule: As budget allows

Program 25.B
Class I bikeways and sidewalks should be installed on both sides of Wilson Street, Ramsey Street, and Lincoln Street, and other major streets where sufficient right-of-way is available.
Responsible Agency: Engineering Division; Public Works Department
Schedule: Ongoing

Program 25.C
Class II bikeways and sidewalks should be designated on all existing arterial streets that have sufficient width to safely accommodate bicycle travel lanes.
Responsible Agency: Planning Department; Engineering Division; Public Works Department
Schedule: As budget allows

Program 25.D
The City should designate Class III bikeways only where Class I and Class II facilities are not feasible.
Responsible Agency: Planning Department; Public Works Department
Schedule: As budget allows
Policy 26
The City should continue to work with the Morongo Band of Mission Indians and neighboring cities and communities to create a regional bicycle and trail network.

Policy 27
The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 27.A
Evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose.
Responsible Agency: Planning Department
Schedule: As opportunity arise

Program 27.B
Evaluate the practicality of developing a multi-use trails system along the Banning Bench adjacent to and extending into San Bernardino National Forest lands, where environmental and safety issues can be accommodated, and negotiate inter-agency agreements with the U.S. Forest Service for this purpose.
Responsible Agency: Planning Department, U.S. Forest Service/San Bernardino National Forest
Schedule: As opportunity arise

Program 27.C
Establish a multi-purpose trail between Dysart Park and Smith Creek Park, suitable for equestrian, bicycle and pedestrian use.
Responsible Agency: Community Services Department; Public Works Department; Parks and Recreation Advisory Committee
Schedule: Ongoing as development occurs

Policy 28
Motorized vehicles shall be prohibited on City trails.

Program 28.A
The City shall develop a non-motorized trail system and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, Planning Commission, City Council
Schedule: As budget allows

Program 28.B
The non-motorized trail system shall be funded, to the greatest extent possible, by new development.
Responsible Agency: Public Works Department
Schedule: As development opportunity arises
Program 28.C
The routing and facilities required in the non-motorized trail system Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.

Responsible Agency: Public Works Department

Schedule: As opportunity arises
CERTIFICATION:

I, Marie A. Calderon, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 2013-32 was duly adopted by the City Council of the City of Banning at a regular meeting thereof held on the 26th day of March, 2013, by the following vote, to wit

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Marie A. Calderon, City Clerk
City of Banning, California
Exhibit "B"

Existing General Plan Circulation Element
CIRCULATION ELEMENT

PURPOSE

The purpose of the Circulation Element is to provide goals, policies, programs and standards that correlate the City's transportation system with the types, intensities and locations of land uses within the City. It addresses those segments of the local transportation system that interface with and serve as extensions of the regional system connecting the City of Banning with the broader Pass Region and other communities in Southern California. The Circulation Element also serves as the blueprint for future land use policy decisions and social and economic development efforts.

BACKGROUND

Due to its close interrelatedness, the Circulation Element is an outgrowth of City and regional land use planning. In addition to its effects on the physical, social and economic environment of the City, the Circulation Element also has a direct relationship with the Housing, Open Space, Noise and Air Quality elements. Being integrally tied to the Land Use Element, the Circulation Element is predictably influenced by the types, intensities and distribution of land uses within the community and surrounding area.

Local and regional air quality issues are closely related to the efficiency of the local and regional transportation system. As the City of Banning and the Pass Region continue to grow, vehicle miles will increase, and travel speeds will be reduced, resulting in higher emissions per mile traveled. The policies and programs established by the Circulation Element can play an important role in maintaining and enhancing the flow of traffic and preserving air quality in the community.

The Circulation Element has been developed to serve as a comprehensive transportation management strategy, incorporating analysis of existing conditions within the City, as well as projected future development based on the buildout of the General Plan Land Use Map (see Land Use Element). It sets forth specific goals, policies and programs, which are based upon an engineering and computer modeling analysis of existing and projected future traffic conditions. Future traffic conditions have been forecasted utilizing the Pass Area Model (PAM), anticipated buildout land use patterns and intensities, projected regional growth expected to impact City streets and roadways, and a wide range of socioeconomic data and assumptions.

In addition to vehicular traffic, other modes of transportation important to the City are included in the Circulation Element: air traffic and the Banning Municipal Airport; rail traffic; public transportation; and alternative transportation.

California Government Code sets forth the information and data analysis requirements of the Circulation Element. Government Code Section 65302(b) requires that the element describe
major thoroughfares and that their planned development be closely coordinated with the Land Use Element of the General Plan.

It is also required that the Circulation Element include development or improvement standards that are responsive to changes in demand for capacity created by implementation of the Plan. Government Code Sections 65103 (f) and 65080, et seq., require that the City coordinate Circulation Element provisions with applicable regional and state transportation plans. In the Banning General Plan Planning Area, the following agencies are responsible for preparing these transportation plans: County of Riverside, Morongo Band of Mission Indians, Southern California Association of Governments (SCAG) and California Department of Transportation (CalTrans). The state is also required to coordinate its planning efforts with those of local jurisdictions (§65080(a)), with the federal government being under a similar mandate (§134, Title 23 of the U.S. Code).

Indicators Of Roadway Efficiency
The efficient movement of vehicular and non-vehicular traffic on local and regional roadways is critical to the normal day-to-day functioning of a community. Consequences resulting from obstructions in traffic flow may include economic loss due to delays in transporting goods, increased psychological stress for the traveling public, and increased risk for motor vehicle accidents. The efficiency of a particular roadway can be determined by assessing the roadway’s capacity, level-of-service, and average daily traffic volume, each of which is described below.

Level-of-Service
Roadway capacity is defined as the number of vehicles that may pass over a section of roadway in a given time period under prevailing conditions. Roadway capacity is most restricted by intersection design and operation. The capacity of a roadway and the degree to which that capacity is being utilized is typically described as the roadway’s “Level-of-Service” (LOS). Level-of-Service is a qualitative measure of the efficiency of traffic flow and is defined by alphabetical connotations, ranging from “A” through “F,” that characterize roadway operating conditions.

LOS A represents an optimum or free-flowing condition, and LOS F indicates extremely slow speeds and system failure. Levels-of-Service are represented as volume-to-capacity (V/C) ratios, or vehicle demand divided by roadway capacity. V/C ratios smaller than 1.00 imply better operational characteristics and levels-of-service. V/C ratios that exceed 1.00 imply worse operating conditions and LOS F, where traffic demand exceeds roadway capacity. The table below defines the various LOS classifications.
### Table III-14

**Roadway Level Of Service Description**

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Quality of Traffic Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Primarily free-flow operations at average travel speeds usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalised intersections is minimal.</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably unimpeded operations at average travel speeds usually about 70% of the free-flow speed of the arterial classification. Ability to maneuver within the traffic stream is only slightly restricted. Stopped delays are not bothersome, and drivers generally are not subject to appreciable tension.</td>
</tr>
<tr>
<td>C</td>
<td>Traffic operations are stable. However, mid-block maneuverability may be more restricted than in LOS B. Longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the average free-flow speed for the arterial classification. Motorists will experience some appreciable tension while driving.</td>
</tr>
<tr>
<td>D</td>
<td>Borders on a range where small increases in flow may cause substantial increases in approach delay and decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40% of the free-flow speed. For planning purposes, this level-of-service is the lowest that is considered acceptable.</td>
</tr>
<tr>
<td>E</td>
<td>Characterized by significant approach delays and average travel speeds of one-third or less of the free-flow speed. Typically caused by some combination of adverse progression, high signal density (more than two signalised intersections per mile), high volumes, extensive queuing, delays at critical intersections, and/or inappropriate signal timing.</td>
</tr>
<tr>
<td>F</td>
<td>Arterial flow at extremely slow speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalised intersections, with high approach delays and extensive queuing. Adverse progression is frequently a contributor to this condition.</td>
</tr>
</tbody>
</table>

NORMAL LOCATION OF UNDERGROUND UTILITIES  STD. NO. W730

COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.

MINIMUM PAVING THICKNESS TO BE 3" ASPHALT CONCRETE OVER 4" CLASS II BASE

TRANSVERSE SLOPE:
- MINIMUM - 1 1/2 %
- PREFERRED - 2 %
- MAXIMUM - 3 %

CROWN OF STREET TO BE AT CENTER LINE.
Traffic engineers and transportation planners are involved in on-going efforts to strike a balance between providing ideal roadway operating conditions and controlling the costs of infrastructure and right-of-way needed to assure those conditions. For General Plan purposes, LOS C is assumed to be the “acceptable” level-of-service for all General Plan roadways within the City, and LOS D at Freeway interchanges. CalTrans’ policy for State Highway 243 and Interstate 10 is that LOS D will be maintained.

Typically, capacity can be increased by adding travel or turning lanes, constructing raised medians, alternative means of transportation, and/or restricting vehicle access to a roadway. By reducing the number of vehicle conflict points, traffic flow on a roadway can be substantially improved, avoiding the loss of capacity caused by disruptions to traffic flow resulting from vehicles entering or leaving the roadway (see Section III-B-3, Draft General Plan EIR for more information about mitigating traffic impacts).

**Average Daily Traffic Volumes**

Average Daily Trips (ADT) is the total number of vehicles that travel a defined segment of roadway over a twenty-four hour period. ADT is a useful benchmark number for determining various roadway configurations and design aspects. The peak hour ADT, which is the highest volume of traffic to pass over a segment of roadway during an hour period, is also a useful means of determining a roadway’s capacity and level-of-service. Traffic counts at intersections can provide an even more detailed picture of existing and future operating conditions at intersections.

Roadways are generally classified in a hierarchical manner, according to the number of vehicle lanes provided. Table III-15, below, lists the various roadway types/cross-sections found in the planning area and the maximum daily traffic volumes each type of roadway can accommodate at various levels-of-service. For example, for a Major Highway to operate at LOS C, it should accommodate no more than 30,400 vehicle trips per day, with a design capacity of 24,000 vehicle trips per day. These roadway capacities are “rule-of-thumb” estimates, which may vary depending upon site-specific factors, such as the number and configurations of intersections, roadway grades, sight distance, percentage of truck and bus traffic, and degree of access control.
Table III-15
Level-of-Service Volumes/Capacity Values
For Various Roadway Classifications

<table>
<thead>
<tr>
<th>Classification</th>
<th>Roadway Width (Ft)</th>
<th>Number of Lanes</th>
<th>Maximum Two-Way Average Daily Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Level of Service</td>
</tr>
<tr>
<td>Collector</td>
<td>60</td>
<td>2</td>
<td>12,800 14,400 16,000</td>
</tr>
<tr>
<td>Secondary Highway</td>
<td>80</td>
<td>4</td>
<td>24,000 27,000 30,000</td>
</tr>
<tr>
<td>Major Highway</td>
<td>100</td>
<td>4</td>
<td>30,400 34,200 38,000</td>
</tr>
<tr>
<td>Major Highway</td>
<td>110</td>
<td>4</td>
<td>30,400 34,200 38,000</td>
</tr>
<tr>
<td>Major Highway</td>
<td>134</td>
<td>6</td>
<td>47,200 53,100 59,000</td>
</tr>
</tbody>
</table>

* Source: City of Banning General Plan Update Traffic Study 2004

CURRENT CONDITIONS

The City of Banning and other communities in the Pass Region form a continuous and interconnected suburban development pattern, tied together by U.S. Interstate-10 and a network of arterial roadways. A variety of physical influences and constraints, including the geography of the City and the region, and the existing roadway network, affect traffic flows and the impacts of development on local roadways. The existing roadway network is further described in the General Plan EIR and its traffic study.

Major Regional Roadways


U.S. Interstate-10

U.S. Interstate-10 is the major transportation route through the City of Banning. It is a critical part of the local road network, moving people and goods into and through the Pass region. Where it passes through the City, it is an eight-lane divided freeway. U.S. I-10 disrupts the internal circulation of the City as it bisects the City into distinct north and south communities. Currently, there are six access points to the City from I-10, via interchanges at the following streets (from east to west):
• Fields Road
• Ramsey Street
• Hargrave Street
• 8th Street
• 22nd Street
• Sunset Avenue
• Highland Springs Avenue

The eastern portion of the Highland Springs Avenue interchange is in the City limits; the western portion is in the City of Beaumont.

Although CalTrans is responsible for development and maintenance of this facility, I-10 has been designated as a component of the Riverside County Congestion Management Plan (CMP) System.

State Highway 243
The designated State Highway begins on 8th Street south of I-10 and runs south to Lincoln Street. It continues east on Lincoln Street to San Gorgonio Avenue to the City limits, where it becomes the Banning-Idyllwild Panoramic Highway. State Highway 243 is designated a State Scenic Highway from the Banning City limits to State Route 74, 28.2 miles south, near the community of Idyllwild.

Major Local Roadways
The City has facilitated the construction and maintenance of a variety of major roadways of local importance. These roadways have been built along a north-south grid that interconnects with major arterials, some of which also pass through adjacent jurisdictions, primarily to the west.

A variety of traffic data was collected to evaluate existing traffic conditions in the planning area, including traffic counts and estimations from studies conducted for the cities of Banning and Beaumont, CalTrans, and special site-specific traffic studies conducted for development projects in the planning area.

As defined in the City’s existing (1994) Circulation Element, the street system is projected to include the following roadways. It is important to note that the 1994 Circulation Element did not use the street classification system used in much of Riverside County today.

Major Highways
The General Plan defines Major Highways, or arterial streets, as those primarily for through traffic with limited access. These roadways are planned for 4 to 6 lanes in width at buildout. Arterials should connect residential, shopping, employment and recreational activities, but should not encroach upon neighborhoods. Roadways designated as arterial streets in the adopted General Plan include:

• Highland Springs Avenue - North and South of U.S. Interstate-10
• Highland Home Road - Cherry Valley Boulevard to southerly City limits
• Sunset Avenue - Gilman Avenue to Interstate 10
Secondary Highways
Secondary Highways are those that primarily receive traffic from arterials and distribute the movement within residential, commercial and industrial land use designations. These streets are planned for 4 lanes. The 1994 General Plan designates the following roadways as Secondary Highways:

- Sunset Avenue - Interstate 10 to Porter
- 8th Street - Wilson Street to Ramsey Street
- 4th Street - Wilson Street to Ramsey Street
- San Gorgonio Avenue - Wilson Street to Lincoln Street
- Hargrave Street - Wilson Street to Porter Road
- Cottonwood Road (North - South) – North of Ramsey to Porter Road
- Fields Road
- Porter Road – Sunset Avenue to Cottonwood Road (North - South)

Collector Streets
Finally, the General Plan identifies Collector streets. Collectors are planned as 2 lane roads. The 1994 General Plan Collector streets are:

- Highland Home Road – Westward Avenue to southern City limits
- Sunset Avenue – Wilson Street to Bluff Street
- Bluff Street – Northern City limits to San Gorgonio Avenue
- 22nd Street – Lincoln Street to Bobcat Road
- 8th Street – Bluff Street to Wilson Street
- San Gorgonio Avenue – Morongo Road to Wilson Street
- George Street – Sunset Avenue to Hathaway Street
- Nicolet Street - Sunset Avenue to Hathaway Street
- Williams Street - Sunset Avenue to Hathaway Street
- Westward Avenue - Sunset Avenue to Cottonwood Road (North - South)
- Barbour Street – 8th Street to Airport
- Wesley Street – 8th Street to Cottonwood Road (North - South)
- Porter Road – Highland Home Road to Sunset Avenue
- Bobcat Road – Highland Home Road to 22nd Street

The existing General Plan arterials are shown on Exhibit III-4, Existing General Plan Street System.
TRAFFIC AND CIRCULATION PLANNING FOR GENERAL PLAN BUILDOUT

In integral part of the General Plan is the City’s roadway system. In order to assure that traffic is efficiently transported through the City in the future, a traffic study and associated model were prepared to analyze the impacts of the land use map on the City’s street system. This traffic model identified deficiencies in the City’s network of roadways, and led the City’s traffic consultant to a series of recommendations for future improvements to assure the smooth flow of traffic. The traffic analysis summarized below is described fully in the General Plan EIR, and included in its entirety as an appendix to that document.

The traffic model utilized for this General Plan was a TRANPLAN model, which is utilized throughout the County for transportation planning. Since Banning is part of the Pass region, it was important to standardize the traffic analysis to conform to regional standards.

The traffic model divided the City into Traffic Analysis Zones (TAZs), which contained data on the land use in that zone, and the traffic which that land use would generate. It is important to note that some land uses are producers of traffic while others are attractors for traffic. For example, residential land uses produce traffic, while retail commercial land uses attract traffic. Once the traffic model TAZs were assigned and their land use trip generation calculated, the trips were distributed on the roadway system.

The traffic modeling considered two issues: street segment impacts, and intersection impacts. Street segments were analyzed for average daily trips (ADT), while intersection impacts were analyzed for morning and evening peak hours (the hour in the morning or evening when the highest concentration of trips occurs, primarily controlled by commuter trips). A total of 23 intersections were analyzed.

This led to conclusions on the needed size of streets, the areas where the street system would not function properly, and the types of improvements that would be necessary to make the street system work properly.

Street Cross Sections

As previously stated, the 1994 Circulation Element street classification system is not consistent with the street classification system used in Riverside County. Because of the interconnectedness of roadways, and the City’s location as one of a chain of cities in the County, the street cross sections described in this Circulation Element have been made consistent with County standards (see Exhibit III-5). In this way, the City can better integrate into regional transportation programs and plans, including the Transportation Uniform Mitigation Fee program and state and federal programs in the future. The new street classifications result in the following standards:
Source: Kunzman Associates
Collector: 66 feet of right of way, with a 44-foot street section from curb to curb. This represents two lanes of traffic, with parking lanes on each side, and a parkway on each side.

Divided Collector: 78 feet of right of way, with a 66-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Secondary Highway: 88 feet of right of way, with a 64-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, and a parkway on each side.

Major Highway: 100 feet of right of way, with a 76-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Arterial Highway: 110 feet of right of way, with an 86-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Urban Arterial Highway: 134 feet of right of way, with a 110-foot street section from curb to curb. This represents six travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Local Streets (those streets not shown on the General Plan Recommended Street System): 60 feet of right of way, with a 40-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, and a parkway on each side. Local street standards may vary as described in the Policies and Programs of this Element.
Future Traffic Volumes
The traffic model was used to estimate the number of trips which would be generated on the City's principal roadways. These estimates, and the current (2004) trips on these roadways are shown in Table III-16, below.

<table>
<thead>
<tr>
<th>Roadway Link</th>
<th>Existing ADT</th>
<th>General Plan Buildout (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>8th Street</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Wilson St.</td>
<td>7,494</td>
<td>7,494</td>
</tr>
<tr>
<td>S of Wilson St.</td>
<td>10,513</td>
<td>10,513</td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>16,320</td>
<td>16,320</td>
</tr>
<tr>
<td>S of Ramsey</td>
<td>23,321</td>
<td>34,566</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>21,232</td>
<td>34,566</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>16,561</td>
<td>28,612</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>17,261</td>
<td>28,612</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>12,097</td>
<td>24,740</td>
</tr>
<tr>
<td>N of Lincoln</td>
<td>12,016</td>
<td>23,042</td>
</tr>
<tr>
<td>S of Lincoln</td>
<td>4,315</td>
<td>8,452</td>
</tr>
<tr>
<td><strong>Hargrave St.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>10,823</td>
<td>19,930</td>
</tr>
<tr>
<td>S of Ramsey</td>
<td>15,046</td>
<td>43,562</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>14,564</td>
<td>43,562</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>10,433</td>
<td>34,038</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>10,214</td>
<td>34,038</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>5,325</td>
<td>39,082</td>
</tr>
<tr>
<td>N of Lincoln</td>
<td>5,325</td>
<td>36,487</td>
</tr>
<tr>
<td>S of Lincoln</td>
<td>3,214</td>
<td>36,487</td>
</tr>
<tr>
<td><strong>Lincoln St.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W of Hargrave</td>
<td>2,797</td>
<td>25,914</td>
</tr>
<tr>
<td>E of Hargrave</td>
<td>2,513</td>
<td>25,478</td>
</tr>
<tr>
<td>E. of 22nd St.</td>
<td>2,300</td>
<td></td>
</tr>
<tr>
<td>W. of 22nd St.</td>
<td>1,700</td>
<td></td>
</tr>
<tr>
<td>W of Sunset</td>
<td>--</td>
<td>25,290</td>
</tr>
<tr>
<td>E of Sunset</td>
<td>3,018</td>
<td>29,416</td>
</tr>
<tr>
<td>W of 8th</td>
<td>3,730</td>
<td>30,458</td>
</tr>
<tr>
<td>E of 8th</td>
<td>5,516</td>
<td>35,531</td>
</tr>
<tr>
<td><strong>Ramsey St.</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W of Hargrave</td>
<td>9,009</td>
<td>9,009</td>
</tr>
<tr>
<td>E of Hargrave</td>
<td>9,423</td>
<td>22,418</td>
</tr>
<tr>
<td>W of 8th</td>
<td>23,011</td>
<td>23,011</td>
</tr>
<tr>
<td>E of 8th</td>
<td>22,460</td>
<td>26,294</td>
</tr>
<tr>
<td>W of Sunset Avenue</td>
<td>16,378</td>
<td>25,650</td>
</tr>
<tr>
<td>E of Sunset Avenue</td>
<td>16,435</td>
<td>24,430</td>
</tr>
<tr>
<td>W of Highland Home</td>
<td>12,544</td>
<td>32,083</td>
</tr>
<tr>
<td>E of Highland Home</td>
<td>12,303</td>
<td>25,238</td>
</tr>
<tr>
<td>Street Type</td>
<td>West of Highland Springs Ave.</td>
<td>E of Highland Springs Ave.</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td></td>
<td>22,082</td>
<td>23,862</td>
</tr>
<tr>
<td></td>
<td>19,201</td>
<td>28,398</td>
</tr>
</tbody>
</table>

**Wilson St.**

- W. of Sunset Ave. 12,303 28,211
- E. of Sunset Ave. 10,915 22,350
- E of 8th 8,631 20,298
- W. of Highland Springs Ave. 6,427 12,489
- E. of Highland Springs Ave. 12,544 25,318

**Sunset Ave.**

- N of Wilson 677 22,452
- S of Wilson 7,345 19,637
- N of Ramsey 14,782 29,603
- S of Ramsey 16,171 34,204
- N of I-10 WB Ramps 16,022 34,204
- S of I-10 WB Ramps 11,190 29,346
- N of I-10 EB Ramps 11,454 29,346
- S of I-10 EB Ramps 3,896 36,375
- N of Lincoln 3,896 29,284
- S of Lincoln 2,984 10,696

**Highland Springs Ave.**

- N of Wilson 8,633 40,378
- S of Wilson 15,804 36,691
- N of Ramsey 19,740 43,593
- S of Ramsey 31,930 50,565
- N of I-10 WB Ramps 31,930 50,565
- S of I-10 WB Ramps 28,600 49,384
- N of I-10 EB Ramps 28,635 45,062
- S of I-10 EB Ramps 24,503 42,362
- N of Sun Lakes 24,503 25,210
- S of Sun Lakes 3,600 25,648

**Sun Lakes Blvd./First St.**

- W of Highland Springs -- 20,214

**Highland Home Rd.**

- N of Wilson -- 31,332
- S of Wilson -- 29,575
- N of I-10 WB Ramps -- 39,045
- S of I-10 WB Ramps -- 24,283
- N of I-10 EB Ramps -- 24,283
- S of I-10 EB Ramps -- 12,242

**Fields Road**

- N of I-10 WB Ramps 3,994 15,736
- S of I-10 WB Ramps 10,490 15,736

**Interstate 10 WB Ramps**

- W of Highland Springs 10,983 13,372
- E of Highland Springs 5,715 14,710
- W of Highland Home -- 11,475
- W of Sunset 3,982 15,832
- W of 8th 8,734 16,982
- E of Sunset 2,869 7,158
Based on the trips generated on the roadway, recommendations have been made on the street classifications for these streets, as shown in the following Table. The roadway classifications are also depicted on Exhibit III-6, Proposed General Plan Street System.
Legend

Collector Highway (66 foot highway with 2 lanes without left turn pockets)

Secondary Highway (86 foot highway with 4 lanes without left turn pockets)

Major Highway or Arterial Highway (100 or 110 foot highway with 4 lanes with left turn pockets)
(Build 100 foot Major Highway if there is insufficient space for 110 foot Arterial Highway)

Urban Arterial Highway (134 foot highway with 6 lanes with left turn pockets)

Intersection alignment is conceptual only. Please see Special Issues discussion.

Source: Kunzman Associates

TERRA NOVA®
Planning & Research, Inc.

Banning General Plan—Proposed General Plan Street System

Exhibit III-6

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### Table III-17
Buildout Roadway Classifications

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Arterial Highway</strong></td>
<td>Highland Springs from Cherry Valley to Potrero Blvd.</td>
</tr>
<tr>
<td>(6 lanes with left turn pockets)</td>
<td>Highland Home from Cherry Valley Blvd. to Sun Lakes Blvd.</td>
</tr>
<tr>
<td></td>
<td>Highland Springs from Cherry Valley Blvd. to Wilson Street</td>
</tr>
<tr>
<td></td>
<td>Hathaway from Morongo St. to I-10</td>
</tr>
<tr>
<td></td>
<td>Sunset from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>8th Street from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Lincoln to south City Limit</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Wilson from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td></td>
<td>Ramsey from Highland Springs to Fields Rd.</td>
</tr>
<tr>
<td></td>
<td>Sun Lakes/Lincoln from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td><strong>Secondary Highway</strong></td>
<td>Porter from Sunset to Cottonwood (North – South)</td>
</tr>
<tr>
<td>(4 lanes without left turn pockets)</td>
<td>Sunset from Wilson to Mesa</td>
</tr>
<tr>
<td></td>
<td>Sunset from Lincoln to Porter</td>
</tr>
<tr>
<td></td>
<td>22nd Street from Ramsey to south of Lincoln</td>
</tr>
<tr>
<td></td>
<td>8th Street from Wilson to Ramsey</td>
</tr>
<tr>
<td></td>
<td>8th Street from Lincoln to Porter</td>
</tr>
<tr>
<td></td>
<td>4th Street from Wilson to Ramsey</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Wilson to Porter</td>
</tr>
<tr>
<td></td>
<td>Hathaway from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey northward</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Porter southward</td>
</tr>
<tr>
<td></td>
<td>Fields Road from end to end</td>
</tr>
</tbody>
</table>
Intersection Analysis

Intersections are the most impacted component of the traffic system. If there are delays, they will occur at intersections, rather than in roadway segments, simply because traffic signals and stop signs increase delays, whereas roadway segments are always “green lights.” The City has strived for a level of service (LOS) of C at intersections. This standard, although desirable, is generally unattainable in most of southern California, especially during peak hours.

A total of 23 intersections in the City were analyzed to determine whether they would operate at LOS C during peak hours. The analysis found that all street intersections would operate at LOS C, except Highland Springs at Ramsey, Sunset at Ramsey and 8th Street at Ramsey, which would each operate at LOS D. At freeway ramp intersections, a LOS D condition would occur at General Plan buildout, except at 8th Street at I-10 westbound, which would operate at LOS E; and 8th Street at I-10 eastbound, Hargrave at I-10 westbound, and Hargrave at I-10 eastbound, which will operate at LOS F. In order to improve the level of service at these locations, additional interchanges with Interstate 10 are required, as discussed under “Special Issues,” below.

Traffic Signals

An analysis of the needed traffic signals for General Plan buildout was also conducted. The locations of traffic signal warrants at buildout are depicted on Exhibit III-7.
All Weather Crossings

All weather crossings include bridges and culverted streets that allow natural drainages to flow under the roadway during major storms. All weather crossings in the City are described in the following Table.

<table>
<thead>
<tr>
<th>Location</th>
<th>Needed Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunset Ave. at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>8th Street at Montgomery Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wilson Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Sun Lakes Boulevard at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Westward Avenue at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wesley Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Pershing Channel, and in two locations at Montgomery Creek</td>
<td>3 Bridges</td>
</tr>
<tr>
<td>Ramsey Street at Smith Creek and Pershing Channel</td>
<td>2 Bridges</td>
</tr>
<tr>
<td>Lincoln Avenue at east fork of Smith Creek, at west fork of Smith Creek, at Pershing Channel and at Montgomery Creek</td>
<td>4 Bridges</td>
</tr>
</tbody>
</table>

These facilities are needed both to allow the smooth flow of traffic in these areas, and to assure public safety in emergency situations. Construction of these facilities is particularly critical to the development of the south side of the City.

Transportation Demand Management

The continued urbanization and growth of the Pass Region will necessitate transportation demand and systems management to preserve and increase available roadway capacity. Transportation Demand Management (TDM) requires the development and implementation of policies, plans and programs that result in the use of a wider range of transportation alternatives, including public transit and bicycles.

TDM can include alternative travel modes, such as carpooling, van pooling and mass transit. In addition, employee flex-time work schedules that reduce peak hour travel and associated traffic congestion may also be considered. The Riverside County Transportation Commission (RCTC), in response to state mandates, has prepared a regional Congestion Management Program. This program required the City of Banning and other cities to prepared TDM ordinances or risk the loss of federal transportation funds. The City has adopted a TDM ordinance.

Traffic Calming

Traffic calming is a useful tool available to the City to slow traffic in residential neighborhoods, and discourage shortcuts through these neighborhoods. The advantages of traffic calming must always be balanced, however, with the requirements of emergency vehicles.
Traffic calming can include such design features as curvilinear streets, speed humps and raised intersections, traffic circles or roundabouts, stop signs on through streets, and narrowed intersections. Using these design features improves safety by slowing traffic to 30 miles per hour or less. The restriction or blocking of turning movements can also be used effectively in traffic calming, particularly to reduce cut-through, or short cut traffic in neighborhoods.

**ALTERNATIVE TRANSPORTATION**

**Pedestrian, Equestrian, Bicycle and Golf Cart Circulation**

The General Plan and associated documents support planning that allows and enhances access to commercial services and places of employment and recreation without the essential use of motorized vehicles. In this regard, master planning sidewalks, bike lanes, off-street trails and golf cart routes is especially important along major roadways in the community.

**Pedestrian and Equestrian Trails and Bike Paths**

The City's adopted Parks and Recreation Master Plan includes a proposed trails system that would provide access from parks, city streets, and the surrounding community via urban, foothill and wash/hill trails. Two short, minimally developed urban trail segments currently exist in the City and are associated with the proposed trail system. The City has also approved, or is currently reviewing, several equestrian trails within and adjacent to private subdivisions.

There are currently no bikeways within the planning area. Several Class II and III bikeways have been proposed along City streets. However, development of a network of bikeways is constrained by the existing condition of street right-of-ways. Future bike routes should be planned to provide safe routes for intra-City bicycle traffic and should be clearly marked and striped. Where possible, they should be designed as one-way bike routes, which flow in the same direction as adjacent automobile traffic. Combination sidewalks/bikeways require an eight-foot width. These multi-use lanes will also serve as links to recreational facilities throughout the community. Policies and programs specifically addressing the need for trails and bicycle lanes are included in the Parks and Recreation Element.

**Sidewalks**

Within some portions of the City, sidewalks are non-existent or discontinuous, limiting their usefulness as safe alternatives to vehicle travel. As previously noted, rights-of-way along City roadways are inconsistent, limiting the potential for bikeway development. When considering future development, pedestrian and bicycle accommodation and safety should be given emphasis equal to that currently given to automobile access. This is particular true of collector and arterial roadways, where more traffic increases the hazards to pedestrians.

Another area where sidewalks are an important asset is in the historic Downtown of the City (between the I-10 right of way and Williams, and between 8th Street and Alessandro). Pedestrian access in this area is a function of economic development for this area, and should be considered in all future development and redevelopment plans.

Conversely, sidewalks on local, neighborhood roadways may not be necessary, particularly in established neighborhoods where roadways have been developed to their ultimate right-of-way,
and the addition of sidewalks would impact front yards and affect the character of the neighborhood.

Finally, sidewalks in proximity to schools provide children with a safe route to school. They are not currently available at all City schools.

**Golf Cart Facilities**

Golf cart use on public rights of way is controlled by state regulations, and provides a convenient, low impact alternative to access convenient commercial development, as well as parks and public services. Golf carts to be used on the public golf cart routes must meet specific physical requirements set forth in the City golf cart plan, must be certified as "road ready" by the City and carry an appropriate permit sticker. Golf cart operators must carry a valid California Driver's license, have proof of insurance, be equipped with seatbelts and appropriate child safety equipment, and be properly maintained. In order to implement a golf cart route system, the City is required to prepare and adopt a Golf Cart Plan and associated implementing ordinances.

Currently there are no existing golf cart facilities in the planning area, outside of private golf development in the Sun Lakes Country Club. Issues related to development of golf cart facilities are similar to those for trail and bikeway development, in that existing facilities that would accommodate development of cart paths do not exist or are discontinuous in some areas.

**Public Transportation**

**Banning Transit Services**

Currently (2004) the Banning Municipal Transit System provides fixed route bus service along three routes, two of which are in Banning and one east to Cabazon. There are five City-owned vehicles, three of which are in revenue service and two of which are in reserve. All are powered by compressed natural gas (CNG), and are equipped with bicycle racks. All are ADA compliant, with wheelchair lifts and tie-down stations.

The transit system also operates a Dial-A-Ride service that provides elderly and disabled persons in Banning with curb-to-curb transit services. In addition, Dial-A-Ride is the ADA complementary para-transit provider for the City's fixed route bus service. The Dial-A-Ride program operates two vehicles in revenue service, and one in reserve, all gasoline powered. All Dial-A-Ride vehicles are ADA compliant, with wheelchair lifts and tie-down stations.

In May 2002, the Banning City Council approved the final Pass Area Transit Plan. The Transit Plan establishes the Pass Transit System, which consists of two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System. The Plan provides for a coordinated service area including the cities of Banning and Beaumont, the unincorporated areas of Cabazon and Cherry Valley, and the commercial area of the Morongo Band of Mission Indians Reservation. The Plan provides fixed route and dial-a-ride services.

The transit needs study conducted for the Plan identified service related issues associated with the existing transit systems. It also identified areas not addressed in the Transit Plan requiring additional study or resources. These needs will be addressed in future transit plans, and include...
service for non-traditional work shifts in the region, students, elimination of one-way loops to reduce ride time on local routes, adjusting route schedules to provide timed transfers between routes, relocation of transfer points and development of a transit center.

Regional bus service is provided by the Riverside Transit Agency (RTA), which provides services to Hemet/San Jacinto (Route 31), Moreno Valley (Route 35), and Calimesa/Redlands (Route 36), from the bus stop at Kmart on Highland Springs.

**Railroad**

Rail service facilities through the Pass area, and the City of Banning, can carry approximately 60 trains per day, most of which are freight. Regional freight transfer facilities are located in West Colton. Local facilities carry approximately 60 trains per day, most of which are freight. Trains average approximately 7,000 feet in length and generally travel up to 60 miles per hour (mph) in the planning area. UPRR is expanding rail facilities between Los Angeles and Houston, Texas to facilitate increases in rail traffic. Rail lines in the planning area are designated Centralized Track Control (CTC).

There are currently no passenger services available in Banning, although a passenger rail station did operate in the past.

There are currently (2004) four at-grade railroad crossings in the City. These occur at Hargrave Street, San Gorgonio Avenue, 22nd Street, and Sunset Avenue. Grade separated crossings occur at 8th Street and Highland Springs Avenue. The City should explore federal, state, City and UPRR cost sharing arrangements for grade separation of at-grade crossings in conjunction with the California Public Utilities Commission.

Construction of drill spurs is possible to provide rail access to adjoining passenger or industrial uses. Sidings, switches, and additional track linkage would also be required to provide this access. Additional costs would also be associated with any special engineering requirements and potential engineering constraints.

**Banning Municipal Airport**

The Banning Municipal Airport is classified by the National Plan of Integrated Airport Systems (NPIAS) as a General Aviation airport. The airport includes 65 hangars and 32 tie downs, with a 5,200 foot runway.

The airport is capable of accommodating most private single-engine and corporate jet aircraft, as well as helicopters. It averages approximately 10 to 15 takeoffs and landings daily and about 12,000 operations per year. Air traffic is primarily comprised of private, two-engine fixed-wing aircraft. There is no control tower at the airport, so all operations operate under Visual Flight Rules (VFR). Unicom service is provided from 8 a.m. to 5 p.m., every day. Fueling service is also available.

An approximately $750,000 improvement asphalt overlay project is planned, and will be funded from Federal Aviation Administration grant monies.
Major Utility Corridors

Major corridors and easements for the transport of natural gas, electricity, communications, domestic water and sewage, and storm drainage are also important components of the Circulation Element. Generally, the need for utility corridors is met through the provision of easements in or adjacent to City streets and along common lot lines.

A major electric corridor occurs immediately south of the Banning Bench. The right of way for the two 220 kV transmission lines in this area is approximately 500 feet in width. Additional 115 kV transmission lines occur in the southern end of the City, and along the San Bernardino Mountains.

Two major high-pressure natural gas pipelines traverse the City, and transport natural gas far beyond the City's boundaries. A 30 inch line occurs under Lincoln Street through the City. Another 30-inch pipeline transects the City in a northwesterly direction from Hargrave and Wilson to Highland Springs Avenue. Two crude oil (16") or petroleum (12") lines occur on the south side of the City, from the airport southwesterly to Wesley, then westerly to the western City limits. Please see Exhibit V-11, Natural Gas and Fuel Lines.

Future land use planning, including the development of subdivisions and the processing of development applications, will require coordination between the City, developers, utility companies, and other service providers to assure the availability and provision of easements and rights of way for the extension of roads, utility lines, and public services.

FUTURE DIRECTIONS

Special Issues

In the development of the traffic study for this General Plan, six issues were identified which required particular attention. These are individually described below.

State Route 243

The City's 1994 Circulation Element included a connection from 8th Street to State Route (SR) 243. This connection does not currently (2004) exist, but was proposed as a future roadway. 8th Street from Interstate 10 to SR 243 was required to be a Major Highway. The current connection between I-10 and SR 243 is south on 8th Street from I-10 to Lincoln, east on Lincoln to San Gorgonio, and south on San Gorgonio to SR 243. Current volumes on SR 243 are approximately 4,000 vehicles per day. At buildout, it is expected that SR 243 will carry approximately 8,000 trips per day. The buildout trips, although double the current trips generated by SR 243, will not impact the City's street system, and can be absorbed on the streets currently used to make this connection, as described above. It was therefore determined that 8th Street south of I-10 was required to be a Secondary Highway, not a Major Highway, at buildout of the General Plan, and that the connection to SR 243 was not required for traffic flow.

A direct connection from a State Highway to an Interstate Highway is always preferred by CalTrans. In consultation with CalTrans (California Department of Transportation), the City has considered alternative alignments for SR 243, which are included in the General Plan traffic...
study. Should CalTrans or the City wish to change the current on-street connection to a direct connection, a potential alignment has been depicted on Exhibit III-6, Proposed General Plan Street System. However, since the impacts to the City’s streets from SR 243 traffic is not considered to significantly impact City roadways, realignment should be considered a low priority.

Additional Freeway Interchange Capacity
The traffic analysis for this General Plan showed unacceptable levels of service during the peak hour at several I-10 ramp intersections, as discussed above. Exhibit III-8 shows the estimated volumes of traffic at interchanges at buildout of this General Plan. The study considered the potential of expanding existing interchange capacity, however, right of way is severely constrained, the under-crossings existing at 8th Street and Hargrave are undersized and would be extremely costly to widen.

As a result, the City will require two additional freeway interchanges: one at Highland Home Road on the west end of the City, and one at Cottonwood Road (North - South) on the east end of the City. The Highland Home interchange, which has been shown as a future interchange in the 1994 Circulation Element, will alleviate congestion at Highland Springs and Sunset interchanges. The added interchange at Cottonwood will alleviate congestion at 8th Street and Hargrave interchanges.

CalTrans plans to widen I-10 in the future, by adding one lane in each direction. Given the costs associated with this widening, and the cost of the interchanges, a coordinated construction program of widening and interchange additions would likely be most cost effective.
Hargrove Street Interchange

8th Street Interchange

Sunset Avenue / 22nd St. Interchange

Sunset Avenue Interchange

Future Highland Home Road Interchange

Highland Springs Avenue Interchange

Legend

Source: Kunzman Associates

Banning General Plan
Daily Traffic Volumes
at Build Out at Freeway Interchanges

TERRA NOVA®
Planning & Research, Inc.
Highland Home Road/Cherry Valley Boulevard/Brookside/18th Street/Highland Springs
The General Plan roadway system has shown Highland Home connecting to Cherry Valley Boulevard in the City of Beaumont. The extension of Highland Home however, could connect to the west at Brookside Avenue in Beaumont. Further, Highland Springs is planned to extend to the northeast to Bluff Street, to provide access to the Black Bench area, and a second connection from the Banning Bench to the City. This connection could also be made through the extension of 18th Street to the northeast.

In all cases, traffic flow will not be significantly affected, insofar as traffic volumes on these streets in this area are not expected to be high. The Recommended General Plan Street System shows these streets in their currently envisioned configuration. However, as development occurs and the feasibility of the extensions is considered, flexibility is included in this General Plan to allow changes to the street system in the future.

At Grade Railroad Crossings
The City has two grade separated railroad crossings at streets with I-10 interchanges. The other four existing or planned interchanges must also be improved to include grade separations, in order to maintain acceptable levels of service. A grade separation is included in the Transportation Uniform Mitigation Fee (TUMF) program for the Sunset Avenue interchange. The others are not in the TUMF program.

The City will need to aggressively pursue grade separations for the railroad tracks at all interchanges. This should include the preparation of feasibility studies, the securing of all available funding, and the cooperation of the development community. Although construction of these facilities may not occur in the near term, the planning must be initiated immediately, in order for the City to be able to implement the construction in the future.

Lincoln Street and Westward Avenue west of Sunset Avenue
The 1994 Circulation Element included the extension of both Lincoln and Westward from Highland Home to Sunset. Both these roadways occur currently east of Sunset. West of Highland Home, only one roadway, Sun Lakes Boulevard, currently occurs. The traffic study for this General Plan considered the traffic volumes generated south of I-10 on Sunset, and the potential volumes for Lincoln and Westward east of Sunset. The study found that Westward will have sufficiently low volumes so as to require a 2 lane collector east of Sunset. Lincoln is projected as a Major Highway from Highland Home easterly, as is Sun Lakes Boulevard. Traffic volumes will result in LOS C or better for both Lincoln and Westward in this area. Therefore, the elimination of Westward west of Sunset will not have a negative effect on east-west traffic south of I-10.

Level of Service Policy
The City has in the past enforced a LOS C policy for City streets, except at freeway interchanges, where a LOS D is considered acceptable. The traffic study for this General Plan found that the City will be able to maintain LOS C on most City streets, except Ramsey. In order to maintain LOS C on Ramsey Street, additional travel lanes would be required at its intersection with Highland Springs, Sunset, 8th Street and Hargrave. Some of these lanes would need to be on
Ramsey, some on the cross street. Without the additional lanes, intersections along Ramsey will operate at LOS D at General Plan buildout. As described at the beginning of this Element, LOS D does not represent a significant degradation in traffic flow. When balancing the need for an efficient traffic system and the widening of streets to accommodate peak hour traffic, it appears that a lowering of the City's requirement for Ramsey Street from LOS C to LOS D will not result in a significant negative effect.

**Alternative Transportation**

As cited above, existing rights-of-way on City streets are not adequate to allow for development of non-motorized transportation. The City has generally been able to secure right-of-way from new development as it occurs to provide full-width mid-block roadway improvements, but the process can be time consuming and costly.

New development should be required to provide separate paths for bicycles and/or equestrians, pedestrians and golf carts to assure safety and avoid conflicts. Equestrian trails should be included in projects developed south of the railroad right-of-way, as well as a connection to the San Bernardino and San Jacinto mountains.

Bicycle and golf cart parking facilities should be integrated into the design of commercial office and public land uses. Connectivity should also be a primary goal of residential design and should emphasize easy accessibility within and between neighborhood and commercial services to maximize the opportunities for pedestrian, bicycle, equestrian and golf cart access by short and direct trips. This planning focus will also help to shorten vehicle trips for residents who must use their automobiles.

Public transport out of the City is limited, particularly into the Inland Empire communities to the west. As development occurs in the City, and increased pressure is brought to provide service and lower vehicular trips on a regional level, additional public transportation will become necessary.
GOALS, POLICIES, AND PROGRAMS

Goal
A safe and efficient transportation system

Policy 1
The City’s Recommended General Plan Street System shall be strictly implemented.

Program 1.A
Street rights of-way shall be 134 feet for Urban Arterial Highways, 110 feet for Arterial Highways, 100 feet for Major Highways, 88 feet for Secondary Highways, 78 feet for Divided Collectors, 66 feet for Collectors, and 60 feet for Local Streets. Local street standards can be amended as described in Policy 2.

Responsible Agency: Planning Department, Public Works Department, Planning Commission, City Council
Schedule: 2005-2006, Ongoing

Program 1.B
The City’s Public Works roadway standards shall be amended to match the standards contained in this General Plan.

Responsible Agency: Public Works Department
Schedule: 2005-2006

Program 1.C
Minimum lane width for all City streets shall be designed at 12 feet.

Policy 2
Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Program 2.A
The design of new local streets can vary from the City’s standard of 60 foot right-of-way, 40 foot paved width, under the following conditions:

1. The minimum travel lane width shall be 12 feet.
2. Parking shall be provided on at least one side of any public street. Parking lanes shall be a minimum of 8 feet in width.
3. Parking may be eliminated on private streets, if provisions are made in Conditions, Covenants and Restrictions (CC&R’s) for enforcement by the Homeowners’ Association.
4. Landscaped traffic circles, chokers, and center islands are encouraged, but must meet the requirements of the Fire Department.
5. The minimum parkway width shall be 10 feet.
6. Linear sidewalks are discouraged. Meandering sidewalks, which provide landscaping and street trees adjacent to the curb, shall be included in local street design.
The design of local streets varying from the City’s standard, shall be included in the Tentative Tract Map application, and shall be reviewed by the Planning Commission and approved by the City Council.

**Responsible Agency:** Planning Department, Public Works Department, Planning Commission, City Council

**Schedule:** 2005-2006, Ongoing

**Program 2.B**
Existing local streets will be inventoried, and a master plan of potential improvements designed to improve their aesthetic and safety, including landscaped medians, sidewalks and traffic calming devices, shall be developed, cost engineered, and implemented.

**Responsible Agencies:** Public Works Department, Planning Commission, City Council

**Schedule:** 2006-2007, Ongoing

**Policy 3**
The City shall establish and maintain a 5-Year Capital Improvement Program for streets.

**Program 3.A**
The Public Works Department shall establish a Capital Improvement Program for 5 years, and update it annually.

**Responsible Agency:** Public Works Department

**Schedule:** 2006-2007

**Policy 4**
Proactively participate in regional transportation planning.

**Program 4.A**
Maintain active relationships with the City of Beaumont, the County of Riverside, the Western Riverside County Council of Governments, the California Department of Transportation and the Morongo Band of Mission Indians to share information and promote comprehensive transportation planning in the region.

**Responsible Agency:** Public Works Department, City Manager’s Office, City Council, City of Beaumont, County of Riverside, WRCOG, CalTrans, Tribe

**Schedule:** 2005-2006

**Program 4.B**
Aggressively pursue Banning projects in the Transportation Uniform Mitigation Fee (TUMF) program, particularly the addition of projects to the TUMF project list, including grade separated road crossings.

**Responsible Agency:** Public Works Department

**Schedule:** 2005-2006
Program 4.C
Aggressively pursue the design and development of interchanges at Highland Home Road and Cottonwood Road (North - South), including all sources of funding, and the coordination of I-10 widening with their installation.

Responsible Agency: Public Works Department, City Manager’s Office, City Council, CalTrans, Railroad
Schedule: 2005-2006

Policy 5
Consider amendments to the Highland Home/Highland Springs/18th Street/Brookside street configurations based on public safety, design feasibility and area needs.

Policy 6
The City shall maintain peak hour Level of Service C or better on all local intersections, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained.

Program 6.A
Periodically review current traffic volumes and the actual pattern of development to coordinate, program and, as necessary, revise road improvements.

Policy 7
New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations and traffic signals.

Policy 8
Traffic calming devices shall be integrated into all City streets to the greatest extent possible and all new streets shall be designed to achieve desired speeds.

Policy 9
Street trees within the City right of way shall be preserved, unless a danger to the public health and safety or if the tree is diseased.

Program 9.A
Sidewalks in areas with street trees shall be designed to “wrap around” the tree if they are added to an existing neighborhood.

Responsible Agency: Public Works Department
Schedule: Ongoing

Policy 10
Sidewalks shall be provided on all roadways 66 feet wide or wider. In Rural Residential land use designation pathways shall be provided.
Program 10.A
The Public Works Department shall prepare an inventory of discontinuous sidewalks on all qualifying roadways, and fund individual projects through the Capital Improvement Program annually.
Responsible Agency: Public Works Department, City Council
Schedule: Inventory in 2006-2007, Annually thereafter

Program 10.B
All new development proposals located adjacent to qualifying roadways shall be required to install curb, gutter and sidewalk concurrent with construction.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Program 10.C
The City shall develop procedures to address neighborhood sidewalk needs as they are requested by that neighborhood.
Responsible Agency: Public Works Department
Schedule: 2005-2006, Ongoing

Program 10.D
Work with the School District to develop safe routes to school.
Responsible Agency: Public Works Department
Schedule: 2005-2006, Ongoing

Policy 11
Sidewalks or other pedestrian walkways shall be required on all streets within all new subdivisions.

Policy 12
In the absence of a vehicular grade separation, the City shall aggressively pursue a grade separated pedestrian access across San Gorgonio, to assure that high school students do not have to cross the railroad tracks on their way to and from school.

Policy 13
Pedestrian access in the Downtown Commercial designation shall be preserved and enhanced.

Program 13.A
All development and redevelopment proposals for the Downtown area shall include enhanced sidewalk, pedestrian walkway, lighting and landscaping designs and assure connections to existing and planned sidewalks.
Responsible Agency: Public Works Department, Planning Department
Schedule: As development proposals are presented

Policy 14
The City shall aggressively pursue the construction of all weather crossings over General Plan roadways.
Program 14.A
The Public Works Department shall prioritize the need for bridges listed in this Element, develop preliminary cost estimates, identify and pursue sources of funding, including developer funding, for each facility.
Responsible Agency: Public Works Department, City Council
Schedule: 2005-2006, Annually thereafter

Program 14.B
All new development proposals shall pay their fair share of bridge construction needed to serve their project.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Policy 15
The City shall develop a Golf Cart Plan compliant with state requirements.

Program 15.A
The City shall develop a golf cart plan and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, City Council
Schedule: 2006-2007

Policy 16
Golf cart paths and facilities shall be funded, to the greatest extent possible, by new development.

Program 16.A
The routing and facilities required in the Golf Cart Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.
Responsible Agency: Public Works Department
Schedule: 2006-2007

Program 16.B
Golf cart facilities shall be incorporated into new project plans located on golf cart routes.
Responsible Agency: Planning Department, Public Works Department, Planning Commission, City Council
Schedule: 2005-2006, Ongoing

Policy 17
Encourage the expansion of an integrated Pass transit system.
Program 17.A
The City will explore the potential for either bus or rail connection to the Metrolink transit system.

Responsible Agency: City Manager's Office, Community Services Department
Schedule: 2006-2007, Ongoing

Policy 18
The City shall review its transit service to major regional attractions, and intra-City recreational locations in future planning efforts, based on need.

Policy 19
Bus pullouts shall be designed into all new projects on arterial roadways, to allow buses to leave the flow of traffic and reduce congestion.

Program 19.A
Bus pullouts will be retrofitted on built-out streets, wherever possible.

Responsible Agency: Public Works Department, City Council
Schedule: 2006-2007, Ongoing

Policy 20
Promote the location of a passenger rail station for long distance and commuter rail service.

Policy 21
Update the Airport Master Plan every five years to meet the needs of the general aviation, business and tourism segments of the community.

Program 21.A
Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.

Responsible Agency: Planning Commission, City Council
Schedule: Ongoing

Program 21.B
Work with the Chamber of Commerce, the Morongo Band of Mission Indians, and other interested parties to provide services which meet the needs of passenger and freight transport.

Responsible Agency: Airport Management, Economic Development staff, Chamber of Commerce, Morongo Band of Mission Indians, City Council
Schedule: Ongoing

Policy 22
Maintain an accurate mapping of all utility corridors.

Program 22.A
The Building Department shall inventory and map transmission utility easements on the Land Use Map (including electric, fiber optics, natural gas and petroleum).

Responsible Agency: Building Department, Planning Department
Schedule: Inventory in 2005-2006, Annually thereafter
Policy 23
The City shall purchase and/or replace its fleet of vehicles with alternate fuel vehicles when available to the greatest extent possible, and shall encourage other agencies to do the same.

Policy 24
Public alleys throughout the City shall be maintained to be useful and safe at all times.

Program 24.A
The City shall create a downtown alley master plan and where appropriate pave, light and otherwise improve alleys.
Responsible Agency: Public Works Department
Schedule: Ongoing

Program 24.B
The Public Works Department shall inventory all public alleys, determine which are necessary, and vacate those that are not.
Responsible Agency: Public Works Department, City Council
Schedule: 2006-2007

Policy 25
The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.

Program 25.A
The City shall inventory all streets for potential Class I, Class II and Class III bikeways, and shall program their installation in its Capital Improvement Program.
Responsible Agency: Planning Department; Engineering Division; Public Works Department; Planning Commission; City Council
Schedule: 2005-2006

Program 25.B
Class I bikeways and sidewalks should be installed on both sides of Wilson Street, Ramsey Street, and Lincoln Street, and other major streets where sufficient right-of-way is available.
Responsible Agency: Engineering Division; Public Works Department
Schedule: 2005-2006, Ongoing

Program 25.C
Class II bikeways and sidewalks should be designated on all existing arterial streets that have sufficient width to safely accommodate bicycle travel lanes.
Responsible Agency: Planning Department; Engineering Division; Public Works Department

Program 25.D
The City should designate Class III bikeways only where Class I and Class II facilities are not feasible.
Responsible Agency: Planning Department; Public Works Department
Schedule: Continuous.
Policy 26
The City should continue to work with the Morongo Band of Mission Indians and neighboring cities and communities to create a regional bicycle and trail network.

Policy 27
The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 27.A
Evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose.
Responsible Agency: Planning Department

Program 27.B
Evaluate the practicality of developing a multi-use trails system along the Banning Bench adjacent to and extending into San Bernardino National Forest lands, where environmental and safety issues can be accommodated, and negotiate inter-agency agreements with the U.S. Forest Service for this purpose.
Responsible Agency: Planning Department, U.S. Forest Service/San Bernardino National Forest

Program 27.C
Establish a multi-purpose trail between Dysart Park and Smith Creek Park, suitable for equestrian, bicycle and pedestrian use.
Responsible Agency: Community Services Department; Public Works Department; Parks and Recreation Advisory Committee
Schedule: 2005-2006, ongoing as development occurs

Policy 28
Motorized vehicles shall be prohibited on City trails.

Program 28.A
The City shall develop a non-motorized trail system and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, Planning Commission, City Council
Schedule: 2006-2007

Program 28.B
The non-motorized trail system shall be funded, to the greatest extent possible, by new development.
Responsible Agency: Public Works Department
Schedule: 2006-2007
Program 28.C
The routing and facilities required in the non-motorized trail system Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.

Responsible Agency: Public Works Department
Schedule: 2006-2007
Exhibit “C”

City of Banning Strategic Plan 2011-2016
CITY OF BANNING

STRATEGIC PLAN
2011-2016
City Council

Barbara Hanna ................................................................. Mayor
John Machisic ................................................................. Mayor Pro Tem
Bob Botts ........................................................................... Council Member
Debbie Franklin ................................................................. Council Member/Housing Authority Chairperson
Don Robinson ................................................................. Council Member/Community Redevelopment Agency Chairman
John McQuown ............................................................... City Treasurer
Marie Calderon .................................................................. City Clerk

Executive Management Team

Andy Takata ................................................................. City Manager
June Overholt ................................................................. Administrative Services Director
Zai Abu Bakar ................................................................. Community Development Director
Heidi Meraz ................................................................. Community Services Director
Vacant ................................................................. Economic Development/Redevelopment Director
Fred Mason ................................................................. Electric Utilities Director
Jeff Stowells ................................................................. Fire Battalion Chief
Leonard Purvis ................................................................. Police Chief
Duane Burk ................................................................. Public Works Director
TAG LINE

“Proud History, Prosperous Tomorrow”

VISION STATEMENT

The City of Banning promotes and supports a high quality of life that ensures a safe and friendly environment, fosters new opportunities and provides responsive, fair treatment to all and is the pride of its citizens.

MISSION STATEMENT

Our Banning City Government is actively concerned with the quality of life offered to our citizens and is constantly striving to improve that quality by:

- Maintaining the highest level of police, fire and paramedic services possible.
- Maintaining well-planned and safe neighborhoods for a strong community.
- Creating a downtown where you can live, work, shop and play.
- Generating new business opportunities and support existing businesses that generate jobs and revenue.
- Fostering post-high school education and training opportunities.
- Reducing traffic congestion and maintaining streets and sidewalks.
- Beautifying and keeping the city clean with landscaped corridors and gateways along with reducing all areas of blight.
- Maintaining City parks, recreation services and facilities.
- Improving airport, rail, streets and highways, and public transit uses for the betterment of the Pass Area residents and businesses.
- Supporting growth and maintenance of utilities and infrastructure to allow for responsible city growth and sustainability.
- Improving and creating safe public schools.
- Partnering and communicating with local entities
- Celebrating the diversity that is the heritage of Banning’s past and future.
- Overseeing revenue and budget expenditures that best serve the citizens of Banning.
- Promoting transparency and accountability as a requirement to good, fiscally responsible government.
City of Banning
Historical Information

The City of Banning is strategically located in Riverside County along the route of U.S. Interstate 10 approximately 25 miles northwest of Palm Springs and 82 miles east of Los Angeles. Beautifully located in the San Gorgonio Pass between the two highest mountain peaks in Southern California, Banning is only minutes away from many desert and mountain resorts. One of Banning’s unique characteristics is that it provides the serenity of a rural setting yet has easy access to major metropolitan areas. Its unique location is at a relatively high altitude (2,350 feet) in the pass which provides a favorable year-round climate and air quality. Its municipal boundaries encompass 22.117 square miles.

Banning has a rich and colorful history. Its first permanent landmark, an adobe house, was built on a tract of land now known as the Gilman place, in 1854. The house was used as a stagecoach station and meal stop for many years. The Colorado Stage and Express Line included Banning on its route from Los Angeles to the Colorado River in 1862, where gold had been discovered. The railroad replaced the stagecoach in 1876.

Incorporated in 1913, Banning is a general law city with a council/manager type administration. The City has five elected council members, one of which is chosen mayor by the Council. The City Manager is the Chief Administrative Officer and is appointed by the City Council.

The City of Banning is a full service municipal government, which owns and operates its own electric and water utilities. It also offers its residents an airport, local police protection, municipal bus service, seven parks, a swimming complex, a seasonally operated play house bowl, as well as youth and leisure programs. Recreation opportunities are also abundant in nearby areas, which offer golfing, fishing, hiking, and equestrian trails.
City of Banning Goals

(Approved by the City Council on March 22, 2011)

Fiscal Stability - Achieve fiscal sustainability by managing city finances, services and assets to produce a balanced budget, to increase reserves and to maintain desired city services and facilities.

Public Safety - Provide police, fire and emergency services to maintain a safe and secure community.

Infrastructure and City Facilities - Provide infrastructure improvements needed to provide auto, bicycle and pedestrian mobility recreation opportunities, electricity, water and recycled water for the community.

Economic Development - Adopt and implement marketing, investment, and planning strategies to increase Banning's tax base, provide local jobs and increase shopping, restaurants and entertainment choices for residents and visitors (provide reasons for visitors to come to Banning).

Quality of Life - Build and maintain a high standard of community appearance, character and livability by effective planning and code enforcement, attention to long term vision and citizen involvement and recreation facilities and services.

Community Relations - Implement pro-active policies and programs which enhance resident-friendly service, responsiveness, two-way communication and transparency to achieve citizen trust of and respect of and involvement in the City.

Regional Cooperation and Partnerships - Advocate, create and participate in regional efforts, partnerships and cooperative arrangements to assist in achieving the City's goals.
EXECUTIVE SUMMARY

In January 2011, the City Council, City Manager and City Executive Management Team Members met in an open Strategic Planning Workshop to discuss the goals and direction of the City. At the conclusion of the workshop, the Council directed staff to begin working on a draft strategic plan. The goals identified in the workshop were brought back to council and approved on March 22, 2011.

In July 2011, the City Council, City Manager and City Executive Management Team met in an open Study Session to review the draft strategic plan and comment on any changes to the draft document. As a result of the Study Session, revisions were made to the draft plan and the final document has now been compiled and is incorporated herein as Exhibit “A”.

The document before you contains a number of policy initiatives identified by the City Council as well as specific goals and objectives that support these initiatives. Lastly, this document also contains milestones and information relative to progress of a certain goal and/or necessary resources needed to accomplish the same.

At this time, I would like to extend my personal gratitude to the Executive and Administrative staff whose dedication and input proved invaluable in the preparation and implementation of this plan.

Respectfully submitted,

Andy Takata
City Manager
City of Banning
City of Banning
Strategic Plan

Action Steps / Strategic Priority
### City of Banning

#### Strategic Plan

**2011-2016**

**Goal #1: FISCAL STABILITY** - Achieve fiscal sustainability by managing city finances, services and assets to produce a balanced budget, to increase reserves and to maintain desired city services and facilities.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/yr)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Balanced Budget</td>
<td></td>
<td>FY2013</td>
<td>Difficult to quantify. Desire is to be able to provide forecasting but not enough staffing bandwidth to accomplish.</td>
</tr>
<tr>
<td>B-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Revenues - Advocate against State Takeaways</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Elected Officials, City Manager = Time &amp; Travel Costs Lobbyist = Retainer</td>
</tr>
<tr>
<td>C-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Revenues - Increase revenue streams (address revenue leakage)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Hours = unknown; need dept. staff to create database and analyze contracts. Limited by staff reductions. Audit contracts to ensure City is collecting all $ per terms of contracts.</td>
</tr>
<tr>
<td>D-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Revenue - Increase revenue streams (existing revenues)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>No proactive action at this time due to lack of staffing. If dept. had a staff person, would be able to do analysis, question deviations and contact other agencies.</td>
</tr>
<tr>
<td>E-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Revenue - Increase revenue streams (NEW revenues)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>No staff available to evaluate options and ideas.</td>
</tr>
<tr>
<td>F-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Expenditures - Reduce costs (employee negotiations)</td>
<td>Fall 2011</td>
<td>+/-(City Atty., Admin Svcs, Director, Deputy Human Resources Director) = negotiations time.</td>
<td></td>
</tr>
<tr>
<td>G-1</td>
<td>Admin Svcs Finance</td>
<td>1</td>
<td>Expenditures - Reduce costs (other)</td>
<td></td>
<td></td>
<td>Hire Finance staff person (purchasing focus). Research deals/negotiate cost reductions.</td>
</tr>
<tr>
<td>H-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Revenues - Fee Review</td>
<td>Under review</td>
<td>Phased Approach</td>
<td>Depts. currently reviewing master list; need to define strategy for revisions vs. NEW fees. Phased approach goal: gain approval of escalator index by Dec 2011. No staff available; finance hours to complete = +/- 200 hrs. depending on who is involved and continuity of project. $ needed for consultant; OR current strategy is phased approach of utilizing an intern. Establish escalator index where allowed by Prop. 26.</td>
</tr>
</tbody>
</table>
**Goal #1: FISCAL STABILITY** - Achieve fiscal stability by managing city finances, services and assets to produce a balanced budget, to increase reserves and to maintain desired city services and facilities.

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<tr>
<td>I-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Revenues – Fee review</td>
<td>Nov-11 Review of Water Fees</td>
<td>Winter 2013 or Spring 2014</td>
<td>Possible increase in Winter 2013 or Spring 2014 – Rates for utilities (water, sewer, electric) not scheduled for update since they have been recently approved. However, review of the financials, compliance with bond covenants will continue. If needed, corrective action will be recommended. All other water fees will be reviewed during the budget.</td>
</tr>
<tr>
<td>J-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Reserves – Update policy</td>
<td>Complete</td>
<td>June 2011</td>
<td>40 to 80 hours for director to analyze changes required by GASB 54, prepare staff report, etc.</td>
</tr>
<tr>
<td>K-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Reserves – Increase</td>
<td>Unknown</td>
<td></td>
<td>Ability to increase reserves is subject to a balanced budget and excess revenues.</td>
</tr>
<tr>
<td>L-1</td>
<td>Admin Svcs Finance</td>
<td>3</td>
<td>Enterprise Resource Planning (ERP) Software</td>
<td>Unknown</td>
<td></td>
<td>Staff time and consultants to conduct business process review, project development, bid requests, proposal evaluations and implementation strategies. Achieving efficiencies and functionality for staff and citizens is a high priority which may be accomplished with the exiting software or through changing the software.</td>
</tr>
<tr>
<td>M-1</td>
<td>Electric</td>
<td>2</td>
<td>Ongoing Electric Rate Evaluation</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Utilize computer software tool developed by Navigant Consulting to determine Electric rate requirements. This evaluation is performed on a regular basis. Staff will keep Council informed of issues affecting the Electric Utility costs and potential rate impact.</td>
</tr>
<tr>
<td>N-1</td>
<td>Public Works</td>
<td>1</td>
<td>Submittal of Grant Applications</td>
<td>Ongoing</td>
<td></td>
<td>Utilize eCivs online grant management to locate information on all available grants.</td>
</tr>
</tbody>
</table>
### Goal #2: PUBLIC SAFETY - Provide police, fire and emergency services to maintain a safe and secure community.

<table>
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</thead>
<tbody>
<tr>
<td><strong>A-2</strong> Fire</td>
<td></td>
<td>2-1</td>
<td>Continue current staffing through contract with CalFire</td>
<td>1/1/2012</td>
<td>6/30/2012</td>
<td>Current agreement ends 2012 $780,000 currently shared between County and Beaumont</td>
</tr>
<tr>
<td><strong>B-2</strong> Fire</td>
<td></td>
<td>3-2</td>
<td>Fund inspector position</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C-2</strong> Fire</td>
<td></td>
<td>2-1</td>
<td>Increase staffing as city grows (FY1) (SQ = Paramedic Squad, E = Engine, 5 = 5 person staffing, 4 = 4 person staffing)</td>
<td>As growth happens</td>
<td></td>
<td>CFD for staffing, mitigation funds for equipment. Squad (SQ) = $809,400 for 5 person staffing; Engine (E) = $1,113,000; Squad (SQ) = $650,000 for 4 person staffing, 4 person increase staffing uses a person from the current engine staffing, but this will increase OT</td>
</tr>
<tr>
<td><strong>D-2</strong> Police</td>
<td></td>
<td>3-1</td>
<td>CFD’s = Impact based on level of need, development</td>
<td>Ongoing</td>
<td></td>
<td>Continue to seek federal grants</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rewarding of Grants through State and Federal Programs throughout the year</td>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E-2</strong> Police</td>
<td></td>
<td>3-1</td>
<td>Sign new contract with BUSD for High School SRO for FY2011:12</td>
<td>July-11</td>
<td>6/30/2010 (FY10-11)</td>
<td>School funded positions</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Continue to make our community the safest as possible. As the population grows, strive to keep the violent and property crimes down</td>
<td>Ongoing</td>
<td></td>
<td>Banning continues to be a safe place to live based on the annual reports of crime. Annual violent crime decreases since 2007. Annual property crime decreases since 2006.</td>
</tr>
<tr>
<td><strong>G-2</strong> Police</td>
<td></td>
<td>3-1</td>
<td>Morongo Agreement</td>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>H-2</strong> Police</td>
<td></td>
<td>3-2</td>
<td>Influence perceptions (increase awareness of low crime rates/interaction with Press to manage positive articles, etc.)</td>
<td>Ongoing</td>
<td></td>
<td>Police Admin Staff = Coordinate community meetings; CM/Police Chief/Admin Staff = Meet with Press to produce positive articles, etc.</td>
</tr>
<tr>
<td><strong>I-2</strong> Police</td>
<td></td>
<td>3-1</td>
<td></td>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Goal #3: INFRASTRUCTURE AND CITY FACILITIES - Provide infrastructure improvements needed to provide auto, bicycle and pedestrian mobility recreation opportunities, electricity, water and recycled water for the community.

<table>
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<tr>
<th>Strategic Priority</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Priority Action Steps</td>
<td></td>
<td>1-3 1-Highest; 3-Least Urgent</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-3</td>
<td>Comm Develop.</td>
<td>1</td>
<td>Amendment to the General Plan Circulation Element</td>
<td>Jul-11</td>
<td>Jul-12</td>
<td>$200,000 – Consultant costs; cost estimates to amend the Level of Service (LOS) standards and deletion of Highland Home Road from the Circulation Element. Overlap with Public Works.</td>
</tr>
<tr>
<td>B-3</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Amendment to the General Plan Parks and Recreation Element to correspond with the adoption of the current Parks Master Plan</td>
<td>Jul-11</td>
<td>Dec-11</td>
<td>Using internal staff which is already budgeted in the current and next fiscal year. Will need to take another General Plan Amendment to ensure that the City is keeping with the maximum 4 amendments per year.</td>
</tr>
<tr>
<td>C-3</td>
<td>Electric</td>
<td>2</td>
<td>Update Electric Utility 10-Year Master Plan</td>
<td>Jul-12</td>
<td>Dec-12</td>
<td>Consultant budget $120,000. Will also require assistance from Electric Utility personnel. The consultant cost estimate is based on the previous Master Plan, which was completed in 2004. Actual cost may be higher.</td>
</tr>
<tr>
<td>D-3</td>
<td>Fire</td>
<td>1</td>
<td>Retain Engine 20</td>
<td>Jul-11</td>
<td>Jan-12</td>
<td>$35,500; approximate annual cost.</td>
</tr>
<tr>
<td>E-3</td>
<td>Public Works</td>
<td>1</td>
<td>Restoration of the Whitewater Diversion Pipeline Flume</td>
<td>Dec-14</td>
<td>2015</td>
<td>10% of total costs of repairs (unknown)</td>
</tr>
<tr>
<td>F-3</td>
<td>Public Works</td>
<td>1</td>
<td>Irrigation Water System. Phase 1 of the recycled water system (Design only)</td>
<td>Dec-11</td>
<td>2012</td>
<td>Completed in 2011 for Phase 1 – Segment A.</td>
</tr>
<tr>
<td>G-3</td>
<td>Public Works</td>
<td>1</td>
<td>Improvements to the Existing Wastewater Treatment Plant</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>2011 Design complete and modification to scalping plant idea.</td>
</tr>
<tr>
<td>H-3</td>
<td>Public Works</td>
<td>1</td>
<td>Continual discussion regarding the Recycled Water Plant</td>
<td>Dec-12</td>
<td>Ongoing</td>
<td>2011 – Funding available Council approval needed.</td>
</tr>
<tr>
<td>I-3</td>
<td>Public Works</td>
<td>1</td>
<td>SB-821 Grant Submittal</td>
<td>Mar-11</td>
<td>Apr-11</td>
<td>30 hours; complete/pending results.</td>
</tr>
<tr>
<td>J-3</td>
<td>Public Works</td>
<td>1</td>
<td>Annual Street Overlay Project</td>
<td>Sep-11</td>
<td>Jan-12</td>
<td>Measure “A” (RAC Grant rubberized asphalt)</td>
</tr>
<tr>
<td>K-3</td>
<td>Public Works</td>
<td>1</td>
<td>Sunset Avenue Grade Separation</td>
<td>Dec-12</td>
<td>Dec-14</td>
<td>CFD/AD needed for add’l 10 mil. ($20 mil. in hand via grant)</td>
</tr>
<tr>
<td>L-3</td>
<td>Public Works</td>
<td>1</td>
<td>Courthouse Infrastructure</td>
<td>Sep-11</td>
<td>Feb-12</td>
<td>Project out to bid</td>
</tr>
<tr>
<td>M-3</td>
<td>Public Works</td>
<td>1</td>
<td>Joshua Palmer</td>
<td>Sep-11</td>
<td>Dec-12</td>
<td>Cooperation w/ other agencies required; private funding.</td>
</tr>
<tr>
<td>N-3</td>
<td>Public Works</td>
<td>2</td>
<td>Annual Waterline Replacement Program. Replacement of various waterlines within the City.</td>
<td>Jan-12</td>
<td>Ongoing</td>
<td>Completed 2011; new design would go out 2011-12.</td>
</tr>
</tbody>
</table>
Goal #3: INFRASTRUCTURE AND CITY FACILITIES - Provide infrastructure improvements needed to provide auto, bicycle and pedestrian mobility; recreation opportunities, electricity, water and recycled water for the community.

<table>
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<tr>
<th>Priority</th>
<th>Dept.</th>
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</thead>
<tbody>
<tr>
<td>O-3</td>
<td>Public Works</td>
<td>Supervisor Control Data Acquisition (SCADA) System. Replacement of existing system to manage water production and reliability</td>
<td>Jan-12</td>
<td>2014 Funding unknown; design.</td>
</tr>
<tr>
<td>Q-3</td>
<td>Public Works</td>
<td>Banning Water Canyon Replacement Phase 1. Replacement of transmission waterline which supplies the majority of the city’s water.</td>
<td>Jan-12</td>
<td>2015 Apply SRF</td>
</tr>
<tr>
<td>R-3</td>
<td>Public Works</td>
<td>Sun Lakes Blvd. (Extension to Westward)</td>
<td>Unknown</td>
<td>No Funding</td>
</tr>
<tr>
<td>S-3</td>
<td>Public Works</td>
<td>Pre-Amps at Signals (Highland Springs)</td>
<td>Unknown</td>
<td>No Funding</td>
</tr>
<tr>
<td>T-3</td>
<td>Public Works</td>
<td>Golf Carts</td>
<td>Unknown</td>
<td>No Funding (contingent upon right-of-way, vehicle code changes and funding).</td>
</tr>
</tbody>
</table>
**Goal #4: ECONOMIC DEVELOPMENT -** Adopt and implement marketing, investment, and planning strategies to increase Banning's tax base, provide local jobs and increase shopping, restaurants and entertainment choices for residents and visitors (provide reasons for visitors to come to Banning).

<table>
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<tr>
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<th>Dept.</th>
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</thead>
<tbody>
<tr>
<td>A-4</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Inventory of vacant commercial and industrial properties in the City and making it available on the City’s website.</td>
<td>Complete</td>
<td>May 2011 + semi-annual updates</td>
<td>.25 person/$15,000. The inventory is published on the City’s website. The cost relates to continuing updates and working with relators/brokers and property owners.</td>
</tr>
<tr>
<td>B-4</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Improvements to the City’s website for marketing purposes</td>
<td>Jul-11</td>
<td>Monthly Update</td>
<td>.25 person/$15,000. This includes initial redesign and ongoing updates.</td>
</tr>
<tr>
<td>C-4</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>Business Retention and Expansion Survey</td>
<td>May-11</td>
<td>Dec-11</td>
<td>Using Economic Development Committee to do initial contacts with businesses.</td>
</tr>
<tr>
<td>D-4</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>ICSC Membership for 2 attendees for attendance at 2 ICSC events</td>
<td>May/Sep</td>
<td>Same as milestone</td>
<td>TBD</td>
</tr>
<tr>
<td>E-4</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Economic Development Plan</td>
<td>TBD</td>
<td>TBD</td>
<td>New Director position to be filled – recruitment/interviews in progress. Action steps to be added at a later date as part of bringing a Strategic Plan update to City Council (every 6 months).</td>
</tr>
<tr>
<td>F-4</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Hire an Economic Development/Redevelopment Director</td>
<td>Jul-11</td>
<td>Dec-11</td>
<td>$216,246.20 annually; recruitment in progress.</td>
</tr>
<tr>
<td>G-4</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Economic Development Brochure and Marketing Packet</td>
<td>Apr-11</td>
<td>Complete</td>
<td>The Electric Utility implemented two new programs (Economic Dev. Rate Program and the Business Retention Rate Program) to attract new large commercial customers and retain existing customers.</td>
</tr>
</tbody>
</table>
**Goal #5: QUALITY OF LIFE - Build and maintain a high standard of community appearance, character and livability by effective planning and code enforcement, attention to long term vision and citizen involvement and recreation facilities and services.**

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<tr>
<td>A-5</td>
<td>Comm. Dev.</td>
<td>1</td>
<td>Continue to build attractive and walkable Downtown.</td>
<td>Ongoing as part of land development</td>
<td>Ongoing</td>
<td>Utilize existing staff; done as part of development review and verify during construction. Multi-tenant commercial development must have property management to ensure the ongoing maintenance of properties.</td>
</tr>
<tr>
<td>B-5</td>
<td>Comm. Dev.</td>
<td>2</td>
<td>Effective planning</td>
<td>Jan-12</td>
<td>Ongoing</td>
<td>$65,000 for an assistant planner; cost will be shown in the budget and is also indicated in the row labeled &quot;encourage new residential development&quot;. An additional planner is needed to provide and improve customer service to &quot;mom and pop&quot; developers who are not as familiar with development regulations, including state and environmental laws.</td>
</tr>
<tr>
<td>C-5</td>
<td>Comm. Dev.</td>
<td>2</td>
<td>Establish priorities for Code Enforcement (communicate with residents, be pro-active)</td>
<td>Jun-11</td>
<td>Ongoing</td>
<td>Use existing staff plus an additional officer = $70,000 (salary + benefits) for enhanced code enforcement; for pro-active code enforcement - need 1 more code officer.</td>
</tr>
<tr>
<td>D-5</td>
<td>Comm. Dev.</td>
<td>3</td>
<td>Art in Public Places</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Ongoing as part of land development. Due to budget constraints and reduced staffing, this item shall be limited to a Downtown only focus at this time. We cannot accomplish the full citywide implementation with our current staffing. Art in Public Places is required only in the Downtown Commercial District. Staff is to develop polices and standard criteria.</td>
</tr>
<tr>
<td>E-5</td>
<td>Comm. Dev.</td>
<td>3</td>
<td>Encourage new residential development</td>
<td>Jun-12</td>
<td>Ongoing</td>
<td>$65,000 (salary + benefits) for an assistant planner. Please Note: This is the same position as listed above (A-5 &amp; B-5).</td>
</tr>
<tr>
<td>F-5</td>
<td>Comm Svcs</td>
<td>3</td>
<td>Long term vision for Community Services Department (Involvement, Facilities and Programs)</td>
<td>Midyear Budget Review</td>
<td>FY12-13</td>
<td>$78,000 (Salary &amp; Benefits) – Annual cost for the creation of a Recreation Manager position. Staff and P&amp;R Commission can begin working on this using the updated master plan. Moved to priority level 3 – cannot recommend unless programs pay to fund this position. Staffing priorities and implementation to be reviewed.</td>
</tr>
<tr>
<td>G-5</td>
<td>Comm Svcs</td>
<td>2</td>
<td>Marketing &amp; Development of Programs</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>
Goal #5: QUALITY OF LIFE - Build and maintain a high standard of community appearance, character and livability by effective planning and code enforcement, attention to long term vision and citizen involvement and recreation facilities and services.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/yr)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-S</td>
<td>Electric</td>
<td>2</td>
<td>Downtown Electric Underground Project</td>
<td></td>
<td></td>
<td>Cost for this project is estimated at $2.8 mil. This project will help clean up the Downtown Corridor and make it more attractive to potential Commercial customers.</td>
</tr>
<tr>
<td>I-S</td>
<td>Fire</td>
<td>2</td>
<td>Fund Inspector (this is listed on Goal #2 but will also apply to Goal#5)</td>
<td></td>
<td></td>
<td>Listed in Goal#2 (to avoid duplication there is no cost shown w/ Goal#5). Inspecting all public buildings can improve this goal.</td>
</tr>
<tr>
<td>J-S</td>
<td>Public Works</td>
<td>2</td>
<td>City Monuments</td>
<td></td>
<td></td>
<td>No Funding.</td>
</tr>
<tr>
<td>K-S</td>
<td>Public Works</td>
<td>2</td>
<td>Repplier Park Bowl</td>
<td></td>
<td></td>
<td>.Grant Prop. 84 and CDBG application in process. Otherwise, no funding.</td>
</tr>
<tr>
<td>L-S</td>
<td>Public Works</td>
<td>3</td>
<td>Roosevelt Williams Park</td>
<td></td>
<td></td>
<td>No funding – dependent upon outcome of redevelopment elimination.</td>
</tr>
</tbody>
</table>
Goal #6: Implement pro-active policies and programs which enhance resident-friendly service, responsiveness, two-way communication and transparency to achieve citizen trust and respect of involvement in the City.

<table>
<thead>
<tr>
<th>Strategic Priority</th>
<th>Dept.</th>
<th>Action Steps</th>
<th>Priority</th>
<th>Project Name and Description</th>
<th>Milestone Targets (M/M/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-6</td>
<td>Comm.</td>
<td>A-6 Develop.</td>
<td>2</td>
<td>Community Forums and Meetings</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Utilize existing staff, this is to be done in conjunction with land development or general plan amendment of specific issues that are of citywide or neighborhood concern.</td>
</tr>
<tr>
<td>B-6</td>
<td>Electric</td>
<td>2</td>
<td>Utility Customer Service Software and Phone Systems</td>
<td>Ongoing</td>
<td>Dec 12</td>
<td>The Electric Utility will continue to work with the Finance Dept. to fully utilize the existing systems, while looking at the feasibility of implementing new, more effective systems.</td>
<td></td>
</tr>
<tr>
<td>C-6</td>
<td>Public Works</td>
<td>1</td>
<td>Effective Management of Waste Management</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Utilize existing staff/continual communications and coordination with Waste Management, etc.</td>
<td></td>
</tr>
</tbody>
</table>
**Goal #7: REGIONAL COOPERATION AND PARTNERSHIPS** - Advocate, create and participate in regional efforts, partnerships and cooperative agreements to assist in achieving the City's Goals.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/yr)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-7</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>SCAG – Activities</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>0.25 persons (or $20,000) to monitor SCAG activities. Cost sharing as part of an Assistant Planner position.</td>
</tr>
<tr>
<td>B-7</td>
<td>Electric</td>
<td>2</td>
<td>Participation in Electric industry organizations that benefit the City (SCPPA, CMUA, APPA, WUC, etc.)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Approximately 680 man-hours per year are spent participating in Electric industry organizations. The City obtains a tremendous ROI on our participation in the SCPPA and CMUA organizations. Staff will continue to maximize this benefit.</td>
</tr>
<tr>
<td>C-7</td>
<td>Fire</td>
<td>2</td>
<td>Regional Fire Costs</td>
<td>Jul-11</td>
<td>Jul-12</td>
<td>Pass Area Cities and County. Unknown cost – Banning is currently receiving funding from the County and Beaumont. Banning will be asked for funds under the regional concept.</td>
</tr>
<tr>
<td>D-7</td>
<td>Public Works</td>
<td>1</td>
<td>Member of Riverside Council of Governments Solid Waste Technical Committee</td>
<td>Bi-monthly Mtgs.</td>
<td>Bi-monthly Mtgs.</td>
<td>$3,900 annually – Funded.</td>
</tr>
<tr>
<td>E-7</td>
<td>Public Works</td>
<td>1</td>
<td>Member of the Western Riverside Council of Governments Public Works Committee (TAC TUMF participation)</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>Staff time to attend meetings.</td>
</tr>
<tr>
<td>F-7</td>
<td>Public Works</td>
<td>1</td>
<td>Imported Water Meeting, discussion of delivery in regards to State Project Water.</td>
<td>Monthly</td>
<td>Monthly</td>
<td>$5,400 Annually</td>
</tr>
<tr>
<td>G-7</td>
<td>Public Works</td>
<td>1</td>
<td>Watermaster, development of Beaumont management zone.</td>
<td>Qtrly Meetings</td>
<td>Qtrly Meetings</td>
<td>Staff time to attend meetings.</td>
</tr>
<tr>
<td>H-7</td>
<td>Public Works</td>
<td>2</td>
<td>Member of Western Riverside County Clean Cities Coalition</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>$6,000 annually – Funded.</td>
</tr>
<tr>
<td>I-7</td>
<td>Public Works</td>
<td>2</td>
<td>Desert Task Force, discussion on updates/revisions to the City’s Stormwater Discharge Permits.</td>
<td>Monthly</td>
<td>Monthly</td>
<td>$12,000 Annually; total = $24,000 annually for permit</td>
</tr>
<tr>
<td>J-7</td>
<td>Public Works</td>
<td>3</td>
<td>Inland County Water Agencies, discussion of water issues within the county and agencies.</td>
<td>Monthly</td>
<td>Monthly</td>
<td>$1,300 Annually</td>
</tr>
</tbody>
</table>
Exhibit "D"

Intersection Analyzed for the Change in LOS C to D
GP IMPROVEMENTS WITHOUT INTERCHANGE

Legend

Existing Geometries

- Signal
- LOS D Mitigation
- Step Sign
- Additional Mitigation for LOS C
- Free Right
Exhibit “E”

Intersection Analyzed for the removal of Highland Home Road Interchange at I-10
Exhibit “F”

Combined results of the improvements from the change in LOS from C to D and removal of Highland Home Road
Exhibit “G”

Draft Environmental Impact Report

(Submitted under separate cover)
Exhibit “H”

Final Environmental Impact Report

(Submitted under separate cover)
Exhibit "I"

Errata sheet responding to comments from SCAQMD
PAGE 4.6-8 OF THE DRAFT EIR

The text under the subsection entitled Southern California Association of Governments in Section 4.6, Transportation and Circulation of the Draft EIR was updated to state that the current conforming RTP is 2012 and not 2008. This change was made in response to comments received from SCAQMD. This change to the Draft EIR does not result in a significant impact and has no material effect on the findings of the EIR.

Southern California Association of Governments. The 2012 RTP was adopted by SCAG on April 4, 2012, and is expected to be determined as conforming by the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA) by June 4, 2012. Therefore, the current conforming RTP adopted by SCAG remains the 2012 RTP. On May 8, 2008, the SCAG Regional Council adopted the 2008 Regional Transportation Plan (RTP). The 2012 RTP emphasizes the importance of system management, goods movement, and innovative transportation financing. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges. It also looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2012 RTP includes goals and policies applicable to transportation.

The 2012 Draft RTP identifies the transportation vision for the region through 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The plan is a balanced approach that focuses future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system. The 2012 Draft RTP includes goals and policies applicable to transportation. However, as stated above, the I-10/Highland Home Road interchange is not included in any long-range freeway planning studies by SCAG.

FIGURES 3.3 AND 4.6-1 OF THE DRAFT EIR

The graphics for Figures 3.3 and 4.6-1 were updated to include the most current circulation map for the City of Banning's General Plan, which was adopted by the City in January 2006. Changes in the 2006 General Plan circulation map are minor, were not used for the purposes of evaluating traffic impacts in this EIR, and do change any conditions therein. Therefore, these changes to the Draft EIR do not result in a significant impact and have no material effect on the findings of the EIR.
Legend

- Collector Highway (56 foot highway with 2 lanes without left turn pockets)
- Secondary Highway (68 foot highway with 4 lanes without left turn pockets)
- Major Highway or Arterial Highway (100 or 110 foot highway with 4 lanes with left turn pockets)
  (Build 100 foot Major Highway if there is insufficient space for 110 foot Arterial Highway)
- Urban Arterial Highway (134 foot highway with 6 lanes with left turn pockets)

Intersection alignment is conceptual only. Please see Special issues discussion.

City of Banning Circulation Element
General Plan Amendment

Existing General Plan Street System
Legend

- Collector Highway (66 foot highway with 2 lanes without left turn pockets)
- Secondary Highway (88 foot highway with 4 lanes without left turn pockets)
- Major Highway or Arterial Highway (100 or 110 foot highway with 4 lanes with left turn pockets)
  (Build 100 foot Major Highway if there is insufficient space for 110 foot Arterial Highway)
- Urban Arterial Highway (134 foot highway with 6 lanes with left turn pockets)

Intersection alignment is conceptual only. Please see Special Issues discussion.

City of Banning Circulation Element
General Plan Amendment
Existing General Plan Street System
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING REQUIREMENTS

PRC Section 21081.6 (enacted by the passage of Assembly Bill 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the Lead Agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

- The Lead Agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

- A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a draft environmental impact report (EIR) or mitigated negative declaration (MND), a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the Lead Agency, to approve,
condition, or deny projects as provided by this division or any other provision of law.

A Mitigation Monitoring and Reporting Program was not prepared for this project because no significant environmental impacts would result from implementation of the proposed project.
Exhibit "J"

March 15, 2013 Notice Published in the Record Gazette

Reso No 2013-34
CITY COUNCIL PUBLIC HEARING NOTICE

AND

NOTICE OF AVAILABILITY OF FINAL EIR

Notice is hereby given that the City of Banning City Council will consider the following item(s):

<table>
<thead>
<tr>
<th>CASE(S):</th>
<th>The City of Banning is proposing to amend the General Plan Circulation Element. The proposed General Plan Amendment (GPA) includes a change to the acceptable Level of Service (LOS) for roadway operating conditions from LOS C to LOS D. Additionally, the City is proposing to remove Highland Home Road Interchange from the City's Circulation Element.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT NAME:</td>
<td>City of Banning Circulation Element General Plan Amendment</td>
</tr>
<tr>
<td>APPLICANT:</td>
<td>City of Banning Community Development Dept. 99 East Ramsey Street Banning, CA 92220</td>
</tr>
</tbody>
</table>

The Final Environmental Impact Report (FEIR) on the above-indicated case has been completed and is available for public review. The potential environmental impacts associated with the project were evaluated in a Draft Environmental Impact Report (DEIR) (SCH No 2012011008), which was circulated for public review from September 21 to November 5, 2012. Comments received on the DEIR have been addressed in a FEIR, which is available for public review beginning on January 25, 2013. The complete FEIR consists of two volumes: the first volume is the DEIR and the second volume is the response to comments on the DEIR. An errata is provided in the second volume to address any changes warranted in the DEIR.

PROPOSAL: The City of Banning is proposing to amend the General Plan Circulation Element. The General Plan Amendment (GPA) would include two components: a policy change to the acceptable Level of Service (LOS) for roadway operating conditions from LOS C to LOS D throughout the City; and the removal of Highland Home Road Interchange from the City's Circulation Element.

LOCATION: The project is located in the City of Banning (City). The City is located in the San Gorgonio Pass area and is served by Interstate 10 (I-10) as well as a network of arterial roadways and local streets. I-10 is an eight-lane divided freeway that runs through Banning, bisecting it into south and north communities. Malki Road (formerly Fields Road), Ramsey Street, Hargrave Street, 8th Street, 22nd Street, Sunset Avenue, and Highland Springs Avenue are the access streets that provide interchange access to I-10.

DOCUMENT REVIEW: The Final EIR may be reviewed at the City of Banning Community Development Department's website http://www.ci.banning.ca.us.

PUBLIC HEARING: The FEIR and the proposed project will be considered during the City of Banning City Council hearing scheduled on March 26, 2013 at 5:00 p.m. at which time the City Council may make recommendation to the City Council for its action. Any person affected or concerned by this application may submit written comments to the Office of the City Clerk before the City Council hearing. At the time of the public hearing, any person may appear and be heard in support of or opposition to the project.

Any person challenging this project in court, may be limited to raising only those issues identified at the public hearing described in this notice or in writing delivered to the City of Banning Community Development Department prior to the public hearing.

City of Banning
City Council Meeting

COUNCIL CHAMBERS
CITY HALL
99 East Ramsey Street
Banning, California 92220

Date & Time. March 26, 2013 at 5:00 p.m.
Project Manager. Zat Abu Bakar
Phone. (951) 922-3131

Si necesita un intérprete por favor llamenos al (951) 922-3131
ATTACHMENT 2

City Council Staff Report for GPA 13-2501 dated March 26, 2013
DATE: March 26, 2013
TO: City Council
FROM: Zai Abu Bakar, Community Development Director
SUBJECT: General Plan Amendment (GPA 13-2501) – Amendment to the General Plan Circulation Element

RECOMMENDATIONS: Adopt Resolution No. 2013-34:

I. Certifying the Final Environmental Impact Report (FEIR) prepared by LSA Associated, Inc. (State Clearing House No. 2012011008).

II. Approving the General Plan Amendment (GPA 13-2501) amending the Circulation Element.

PLANNING COMMISSION REVIEW: On March 6, 2013 the Planning Commission adopted Resolution No. 2013-06 recommending to the City Council the certification of the Final Environmental Impact Report (EIR) and approval of General Plan Amendment (GPA 13-2501). Prior to its adoption, questions were addressed including the difference of level-of-services and impacts to the existing intersections. Staff identified that these changes would increase wait times by approximately 25 seconds; however the need to amend the Circulation Element is based on design issues. It was determined that the existing Level-of-Service (LOS) C is not practical due to the necessary right-of-ways that would be required. Additionally, the existing LOS C does not match Beaumont and does not enable the City to remain competitive with Beaumont in attracting and retaining businesses.

BACKGROUND: The proposed General Plan Amendment is to change the citywide policy for roadway or Level-of-Service (LOS) from C to D, as well as, remove Highland Home Road interchange from the City’s General Plan. The proposed amendment is listed in the Strategic Plan for 2011-2016 which was adopted by the City Council on September 13, 2011. See Goal #3, Item A-3 of the Strategic Plan in Exhibit “C”.

On January 8, 2013, the Planning Commission and the City Council held a Joint Study Session to review the traffic analysis for the Circulation Element amendment. The City’s consultant from LSA & Associates, as well as, City staff including the Director of Public Works and Community Development Director provided the presentation. In addition to the presentation, concerns and questions of the City Council and Commission were addressed at the study session.

ANALYSIS:

I. Changing Citywide Policy for Roadway from Level-of-Service (LOS) from C to D:

The County of Riverside and the majority of cities in the County including the City of Beaumont maintain a Level-of-Service D as the standard for roadway performance and adequacy. The City of
Banning in its General Plan establishes two (2) level-of-services (LOS). All intersections along Ramsey Street including all I-10 interchange intersections are classified as LOS D which is one level of service. The second LOS is classified as LOS C which includes the remaining intersections throughout the City. LOS C is a higher standard for road performance and efficiency and requires that the road be wider than the road for LOS D. Additional rights-of-way/land is required to accommodate a wider road.

In consideration of LOS, Highland Springs Avenue is located in the cities of Banning and Beaumont. The City of Banning maintains a LOS C on Highland Springs Avenue. The City of Beaumont maintains a LOS D on its side of Highland Springs Avenue. Since there are two different level-of-services, intersection design and configurations are conflicting between the cities. Wider right-of-ways are needed to improve intersections in Banning and would require additional right-of-way acquisitions in and around areas that are already developed with businesses. Maintaining a LOS C in Banning will impact lot sizes, parking lot and landscaping improvements within these developed areas and in some cases would require a re-design of on-site and off-site traffic circulation. The acquisition of properties is a long, extensive process especially when multiple owners are involved which could be costly to the City.

**Benefits of Having LOS D:**
The following are the benefits of changing the citywide LOS from C to D:

1. The City’s LOS will be consistent with the City of Beaumont and the County of Riverside LOS, which based on traffic impact evaluations and improvements are consistent among various jurisdictions in surrounding areas. The intersection configurations especially on Highland Springs Avenue will be consistent between the cities of Beaumont and Banning. Drivers will experience consistent LOS when traveling between Banning and Beaumont and across jurisdictions in the County.

2. The amount of right-of-ways required to meet the LOS D is less than the right-of-ways needed for LOS C, thereby reducing the capital improvement and maintenance costs and the need for right-of-way acquisitions.

3. The reduction in the capital improvement costs will result in competitive incentives for developers to develop in the City of Banning.

**II. Removal of Highland Home Road Interchange from the City’s Circulation Element:**

The future interchange at Highland Home Road and I-10 is currently included in the City’s General Plan Circulation. The I-10/Highland Home Road interchange is currently not included in the State Transportation Improvement Plan. Furthermore, this interchange is not included or recommended in the 2010 Caltrans study titled the “Pass Area Regional Transportation Needs Assessment Report (PARTNAR)”. According to PARTNAR, the I-10/Highland Home Road interchange does not meet the interstate spacing criteria; therefore, it is not included in any long-range freeway planning studies for the various agencies that have jurisdictions in transportation which include County of Riverside, the Southern California Association of Governments, or Caltrans.
In 2008, the City of Banning conducted a feasibility study to determine if the interchange could be built at Highland Home Road and I-10 to alleviate traffic congestion either at Highland Springs Avenue/I-10 or Sunset/I-10 interchanges. The study analyzed various viable built alternatives which all require new right-of-ways. The construction costs (alone) for each of the alternative range from $60.5 million to $69 million. These costs do not include preliminary design and engineering, right-of-way acquisition, and construction administration.

III. Road and Bridge Thoroughfare Fees:

Once the City Council adopts the proposed policies and road standards, staff will be developing road and bridge thoroughfare fees to fund improvements. Additionally, the fee will be charged to future development which would help mitigate the traffic impacts.

DRAFT AND FINAL ENVIRONMENTAL IMPACT REPORT (EIR):

Pursuant to the Public Resources Code Section 12000 et seq, a Draft and Final EIR are required to be prepared per the California Environmental Quality Act (CEQA). The purpose of the EIR is to inform decision makers and the general public of any significant adverse environmental impacts associated with the policy change to the items below:

1. Change the citywide policy for the performance and adequacy of roadway or Level-of-Service (LOS) from C to D.
2. Remove Highland Home Road interchange at I-10 from the City's General Plan.

A traffic study was completed as part of the Draft EIR. The traffic study analyzed the various intersections shown in Exhibits “D” and “E” for the change in the LOS and removal of the Highland Home Road interchange from the General Plan Circulation Element. With regard to the removal of the Highland Home Road interchange, the Draft EIR analyzed not only the removal of the interchange but also alternatives for overcrossing and no road connection at all at the I-10 and Highland Home Road location. As part of the Planning Commission’s recommendation, staff is requesting that the General Plan Circulation Element be amended to show that there is no interchange or overcrossing at Highland Home Road and I-10 location due to the costs and impact that the interchange and the overcrossing have on the environment.

Based on the findings in the Draft EIR, the proposed General Plan amendment was determined to have no impacts or less than significant impacts, including the alternative that shows no Highland Home Road connection at the I-10. No mitigation measures or Mitigation Monitoring Program are required. The combined results of the improvements from the change in the LOS from C to D and removal of Highland Home Road is shown in Exhibit “F”.

The Draft EIR (Exhibit “G”) was prepared and circulated for a 45-day public review from September 21, 2012 to November 5, 2012. Copies of the Draft EIR were made available for public review at the Community Development Department at Banning City Hall, the Banning Public Library, and on the City’s website. The City received six (6) comments from the following agencies/organizations:

- Native American Heritage Commission
- State of California Department of Transportation (Caltrans District 8)
- State Clearinghouse
• South Coast Air Quality Management District
• City of Calimesa
• County of Riverside Department of Transportation

Comments from these agencies and organizations were responded to and are attached in Exhibit “H” (Final EIR). An errata sheet addressing the comments is attached in Exhibit “I”.

PUBLIC HEARING NOTICE: The Notice of Availability and public hearing notice regarding the Final Environmental Impact Report (FEIR) and Circulation Element amendment was published in the Record Gazette on March 15, 2013. As of the writing of this staff report, City staff has not received any comments from the public.

FISCAL DATA: There is no fiscal impact at this time; however the need for future right-of-way acquisitions will be eliminated with this amendment reducing potential expenditures.

PREPARED BY:  
Zai Abu Bakar  
Community Development Director

REVIEWED BY:  
Duane Burk  
Director of Public Works

APPROVED BY:  
Andrew J. Takata  
City Manager

Attachments:
1. Resolution No. 2013-34
2. Exhibit “A” – Proposed Amendment to the Text, Map, and Diagram of the Circulation Element
3. Exhibit “B” – Redlined text and maps of the existing Circulation Element
4. Exhibit “C” – 2011-2016 Strategic Plan adopted by the City Council
5. Exhibit “D” – Intersection Analyzed for the Change in LOS C to D
6. Exhibit “E” – Intersection Analyzed for the removal of Highland Home Road interchange at I-10
7. Exhibit “F” – Combined results of the improvements from the change in the LOS from C to D and removal of Highland Home Road
8. Exhibit “G” – Draft EIR (submitted under separate cover)
9. Exhibit “H” – Final EIR (submitted under separate cover)
10. Exhibit “I” – Errata sheet responding to comments from SCAQMD
11. Exhibit “J” – Record Gazette Proof of Publication of the Public Hearing Notice & Notice of Availability of the Final EIR
RESOLUTION NO. 2013-34

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (FEIR) (STATE CLEARING HOUSE NO. 2012011008) AND GENERAL PLAN AMENDMENT (GPA 13-2501) AMENDING THE CIRCULATION ELEMENT

WHEREAS, California state law requires that each city and county adopt a general plan to guide development in their city and land outside its boundaries that has relation to its city planning (Govt. Code §65300); and

WHEREAS, the City undertook a comprehensive update to the General Plan and Zoning Ordinance which were adopted by the City Council on January 31, 2006; and

WHEREAS, the City is taking a pro-active step in implementing the goals and policies of the General Plan; and

WHEREAS, on September 11, 2011 the City Council of the City of Banning adopted a Strategic Plan for 2011-2016; and

WHEREAS, Goal #3, Item A-3 of the 2011-2016 Strategic Plan includes implementation action for an amendment to the Circulation Element to change the roadway level-of-service from C to D with the removal of Highland Home Road interchange at the I-10 from the General Plan Circulation Element; and

WHEREAS, the City of Banning desires to amend the General Plan Circulation Element to change the roadway level-of-service from C to D and to remove Highland Home Road interchange at I-10 from the General Plan Circulation Element; and

WHEREAS, the City determined that based on the Initial Study prepared in compliance with Section 15063 of the California Environmental Quality Act (CEQA), the amendment to the General Plan Circulation Element could potentially have significant impacts on the environmental; therefore a Draft and Final Environmental Impact Report was prepared pursuant to Section 15378 (Public Resources Code Section 21065) of the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the City of Banning is the lead agency for the preparation and consideration of environmental documents for the Project, as defined by CEQA Sections 15051 and 15367; and

WHEREAS, consistent with Section 15083 of CEQA and prior to completing the draft EIR, the City held an early consultation or scoping meeting regarding the environmental issue areas to be considered in the EIR. The City published the Notice of Preparation (NOP) including the Scoping Meeting in the Record Gazette and on the City’s website. As part of the City’s early consultation, the City held a public scoping meeting on January 17, 2012 from 6:00 – 7:30 p.m.; and
WHEREAS, an EIR (SCH No. 20122011008) was prepared in accordance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City of Banning Environmental Review Guidelines. Consistent with Section 15086 of CEQA, the City published the Notice of Availability (NOA) of the Draft EIR and it was made available for a 45-day public review period from September 21, 2012 to November 5, 2012. The NOA was published in Record Gazette and the City’s website. The City also mailed the NOA to the State Clearinghouse for distribution to State Agencies; and

WHEREAS, prior to the close of the comment period, the City held a public workshop on October 10, 2012 to provide information and answer questions from interested members of the public regarding the project and the Draft EIR; and

WHEREAS, prior to the close of the comment period on the DEIR, the City received four (4) comment letters from public agencies/organizations as follows: Native American Heritage Commission, South Coast Air Quality Management District, City of Calimesa, and County of Riverside Transportation Department; and

WHEREAS, after the close of the comment period on the DEIR, the City received two (2) comment letters from the following: State of California Department of Transportation and State Clearinghouse; and

WHEREAS, consistent with Section 15088 of CEQA, the City evaluated the comments received from public agencies/organizations referenced herein and prepared written responses which is culminated in a Final EIR for the project and as referenced herein. The Final EIR was made available for public review on Friday, February 22, 2013. The Final EIR was made available at City Hall Community Development Counter, the Banning Public Library, and the City’s website; and

WHEREAS, on March 6, 2013, the Planning Commission held a noticed public hearing at which time the staff report and public testimonies were considered which were followed by the recommendation of approval to the City Council; and

WHEREAS, on March 15, 2013, the City gave public notice by advertisement in the Record Gazette newspaper of a public hearing concerning the project, which included the Final EIR and General Plan Amendment No. 13-2501; and,

WHEREAS, on March 26, 2013, the City Council held the noticed public hearing at which time interested persons had an opportunity to testify in support of, or opposition to, the project and at which the City Council considered the Final EIR and General Plan Amendment No. 13-2501.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. ENVIRONMENTAL FINDINGS.
The Recitals prefacing this Resolution are hereby incorporated herein by this reference and in factual support of all findings. The City Council, in light of the whole record before it, including but not limited to, the Final EIR (the Mitigation Monitoring and Reporting Program, Statement of Findings of Fact attached hereto, Statement of Overriding Considerations attached hereto, Technical Appendices, Written Comments and Responses regarding the Draft, and Draft EIR Errata Sheet), all documents are incorporated by reference herein, and other substantial evidence (within the meaning of Public Resources Code Section 21080(c) and 21082.2), hereby recommends the City Council make the following findings:

**Finding No. 1**

That an Environmental Impact Report for the project was prepared in compliance with the California Environmental Quality Act Sections 15000-15387 (Title 14, Chapter 3 of California Code of Regulations), and the local CEQA Guidelines and Thresholds of Significance adopted by the City of Banning.

Finding of Fact:

The City of Banning prepared a Notice of Preparation (NOP) in accordance with Section 15082 of CEQA in that:

1. The NOP as incorporated herein by reference included: (a) detailed description of the project; (b) location of the project; and, (c) probable environmental effects of the project.

2. The NOP was distributed to the State Clearinghouse on January 6 and January 9, 2012. The State Clearinghouse issued a state identification number SCH No. 2012011008 indicating that an EIR was being prepared. The City circulated the NOP to responsible and trustee state agencies, and local organizations which are hereby incorporated by reference.

**Finding No. 2**

The City held an early public consultation pursuant to Section 15085 of the CEQA Guidelines.

Finding of Fact:

The City held an early consultation or scoping meeting regarding the environmental issue areas to be considered in the EIR. The City published the Notice of Preparation (NOP) including the Scoping meeting in the Record Gazette and on the City’s website. The City also mailed the NOP to the State Clearinghouse and public agencies. As part of early consultation, the City held one (1) public scoping meeting on January 17, 2012 from 6 p.m. to 8 p.m.

**Finding No. 3**

The City has complied with CEQA Guidelines Sections 15085, 15086, 15087, and 15105 by providing a Notice of Completion of the Draft EIR to the State Clearinghouse and a Notice of Availability to responsible and trustee agencies and other persons and agencies as required.
Upon completion of the Draft EIR, the City filed a Notice of Availability as hereby incorporated by reference (NOA) with State Clearinghouse. The Notice of Availability includes: (1) a brief description of the project; (2) the location of the project and address where copies of the EIR are available, and comment period for the Draft EIR. Additionally, the City provided copies of the Draft EIR to the State Clearinghouse for distribution to the responsible and trustee agencies for a 45-day public review. The Notice of Availability also was posted on the City’s website at www.ci.banning.ca.us.

The City also published a Notice of Availability of the Draft EIR in Record Gazette and made the DEIR available on the City’s website, at City Hall Community Development Department Counter, and at the Banning Public Library.

Prior to the close of the comment period, the City held a public workshop on October 10, 2012 to provide information and answer questions from interested members of the public regarding the project and the Draft EIR.

Comments that were received on the NOP were addressed during the preparation of the Draft EIR and incorporated into the Draft EIR document. Copies of the comment letters are included in Appendix A of the Draft EIR.

The City has evaluated and responded to all written comments received during the public review period and included both comments and responses as part of the Final EIR pursuant to CEQA Guidelines Section 15088.

The City provided written response to comments received from the commenting agencies/organizations pursuant to CEQA Guidelines Section 15088. The Responses to Comments document includes a list of those commenting, the verbatim comments received on the Draft EIR, and the City’s response to the significant environmental points raised in the review and consultation process. The Final EIR for the project consists of the Draft EIR (incorporated by reference and hereinafter referred to as the “EIR”), the Responses to Comments document, and changes to the EIR which clarify, supplement, or update the information provided in the EIR. None of the changes or supplemental information in the Final EIR constitutes significant new information as defined by CEQA Guidelines Section 15088.5. Therefore, CEQA does not require recirculation of the EIR.
Finding No. 5

That the Final EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations to the project and imposition of mitigation measures and further finds that changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project. These changes, alterations, and mitigation measures will avoid the significant environmental effects identified in the Final EIR or lessen their impact to the maximum extent feasible. These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the project as proposed or they have been imposed as conditions of approval on the project. The Final EIR also identifies significant unavoidable effects even after mitigation and project changes.

Finding of Fact:
The Final EIR identified various intersection improvements that reduces the project impacts to less than significant levels and is hereby incorporated by reference. Because the impacts were reduced to less than significant, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations are not required.

Finding No. 6

The Final EIR reflects the independent judgment and analysis of the City.

Finding of Fact:

Prior to taking action on the project, the City was presented with, heard, reviewed and considered all of the information and data in the administrative record including, but not limited to, the Final EIR, and all oral and written testimony presented to it during meetings and hearings. The City contracted with LSA & Associates to prepare the Draft and Final EIR. City staff peer reviewed the draft EIR and final EIR prior to its release for public review. The Final EIR reflects the independent judgment of the City and is deemed adequate for purposes of making decisions on the merits of the Project and its related actions.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is a policy change to the City’s General Plan Circulation Element and does not have a direct or foreseeable indirect impact to physical environment. This is a policy change that would impact the thresholds for analysis of future projects.

SECTION 3. REQUIRED FINDINGS FOR GENERAL PLAN AMENDMENT NO. 13-2501.

Finding No. 1:
The proposed General Plan Amendment is internally consistent with the General Plan.
Findings of Fact: The current General Plan was adopted in January 2006 and it includes various policies that guide development of the City, including roadways and their level-of-service. The City of Banning City staff has reviewed the proposed General Plan Amendment (No. 13-2501) to change the roadway level-of-service from C to D and to remove Highland Home Road interchange from the General Plan Circulation Element and compared the change to the rest of the General Plan elements for internal consistency within all of the General Plan elements’ text, diagrams, and maps and concluded that the proposed General Plan Amendment will not create any conflicts among the various General Plan elements goals, policies, and objectives, including the maps and diagrams of all the elements in the General Plan.

Finding No. 2: The proposed General Plan Amendment and Zone Change would not be detrimental to the public interest, health, safety, convenience, or welfare of the community.

Finding of Facts: The proposed General Plan Amendment (No. 13-2501) when approved will change the roadway level-of-service from C to D and will remove the Highland Home Road interchange from the General Plan Circulation Element which will not be detrimental to the public interest, health, safety, convenience, or welfare of the community in that it will reduce the amount and costs of the rights-of-way needed to accommodate a narrower rights-of-way and therefore reduce the construction and maintenance costs for future roadways. Furthermore, the City has prepared a Draft EIR. The Draft EIR (Exhibit G) was prepared and circulated for a 45-day public review from September 21, 2012 to November 5, 2012. Copies of the Draft EIR were made available for public review at the Community Development Department at City Hall, the Banning Public Library, and on the City’s website. Based on the findings in the Draft EIR, the proposed General Plan amendment was determined to have no impacts or less than significant impacts, including the alternative that shows no Highland Home Road connection at the 1-10. No mitigation measures or Mitigation Monitoring Program are required.

Finding No. 3: The proposed General Plan Amendment would maintain the appropriate balance of land uses within the City.

Findings of Fact: The proposed amendment would maintain the appropriate balance of land uses within the City in that it is maintaining the current land use designations. The proposed change to the roadway level-of-service and removal of Highland Home Road from the General Plan Circulation Element will reduce impact of rights-of-ways acquisition on land owned by existing residents and businesses.
Finding No. 4: With regard to the General Plan Amendment to the General Plan Land Use, the subject property is physically suitable for the requested land use designation(s) and the anticipated land use development(s).

Finding of Fact: The proposed General Plan amendment relates to the change in level-of-service for roadways from LOS C to D and removal of Highland Home Road interchange at I-10 from the City’s General Plan Circulation Element. The proposed amendment does not request a change in land use designation or anticipated land use development. The Project would not physically divide an established community since the Highland Home Road interchange at I-10 will be removed from the Circulation Element and the interchange will not have to be constructed in the future.

SECTION 4. CITY COUNCIL ACTION.

The City Council hereby takes the following action:

Adopt City Council Resolution No. 2013-34 certifying the Final Environmental Impact Report (FEIR) and General Plan Amendment (GPA 13-2501) amending the Circulation Element.

PASSED, APPROVED AND ADOPTED this 26th day of March, 2013.

Deborah Franklin, Mayor
City of Banning

ATTEST:

Marie A. Calderon, City Clerk
City of Banning

APPROVED AS TO FORM AND LEGAL CONTENT:

David J. Aleshir, City Attorney
Aleshire & Wynder, LLP
CERTIFICATION:

I, Marie A. Calderon, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 2013-34 was duly adopted by the City Council of the City of Banning at a regular meeting thereof held on the 26th day of March, 2013, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

______________________________
Marie A. Calderon, City Clerk
City of Banning, California
Exhibit "A"

Proposed Amendment to the General Plan Circulation Element
CIRCULATION ELEMENT

PURPOSE

The purpose of the Circulation Element is to provide goals, policies, programs and standards that correlate the City’s transportation system with the types, intensities and locations of land uses within the City. It addresses those segments of the local transportation system that interface with and serve as extensions of the regional system connecting the City of Banning with the broader Pass Region and other communities in Southern California. The Circulation Element also serves as the blueprint for future land use policy decisions and social and economic development efforts.

BACKGROUND

Due to its close interrelatedness, the Circulation Element is an outgrowth of City and regional land use planning. In addition to its effects on the physical, social and economic environment of the City, the Circulation Element also has a direct relationship with the Housing, Open Space, Noise and Air Quality elements. Being integrally tied to the Land Use Element, the Circulation Element is predictably influenced by the types, intensities and distribution of land uses within the community and surrounding area.

Local and regional air quality issues are closely related to the efficiency of the local and regional transportation system. As the City of Banning and the Pass Region continue to grow, vehicle miles will increase, and travel speeds will be reduced, resulting in higher emissions per mile traveled. The policies and programs established by the Circulation Element can play an important role in maintaining and enhancing the flow of traffic and preserving air quality in the community.

The Circulation Element has been developed to serve as a comprehensive transportation management strategy for vehicular traffic and other modes of transportation important to the City such as: air traffic and the Banning Municipal Airport; rail traffic; public transportation; and alternative transportation.

California Government Code sets forth the information and data analysis requirements of the Circulation Element. Government Code Section 65302(b) requires that the element describe major thoroughfares and that their planned development be closely coordinated with the Land Use Element of the General Plan.

It is also required that the Circulation Element include development or improvement standards that are responsive to changes in demand for capacity created by implementation of the Plan. Government Code Sections 65103 (f) and 65080, et seq., require that the City coordinate Circulation Element provisions with applicable regional and state transportation plans. In the Banning General Plan Planning Area, the following agencies are responsible for preparing these transportation plans: County of Riverside, Morongo Band of Mission Indians, Southern California Association of Governments (SCAG) and California Department of Transportation.
Average Daily Traffic Volumes

Average Daily Trips (ADT) is the total number of vehicles that travel a defined segment of roadway over a twenty-four hour period. ADT is a useful benchmark number for determining various roadway configurations and design aspects. The peak hour ADT, which is the highest volume of traffic to pass over a segment of roadway during an hour period, is also a useful means of determining a roadway's capacity and level-of-service. Traffic counts at intersections can provide an even more detailed picture of existing and future operating conditions at intersections.

Roadways are generally classified in a hierarchical manner, according to the number of vehicle lanes provided. Table III-15, below, lists the various roadway types/cross-sections found in the planning area and the maximum daily traffic volumes each type of roadway can accommodate at various levels-of-service. For example, for a Major Highway to operate at LOS D, it should accommodate no more than 34,200 vehicle trips per day, with a design capacity of 27,000 vehicle trips per day. These roadway capacities are "rule-of-thumb" estimates, which may vary depending upon site-specific factors, such as the number and configurations of intersections, roadway grades, sight distance, percentage of truck and bus traffic, and degree of access control.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Roadway Width (Ft.)</th>
<th>Number of Lanes</th>
<th>Maximum Two-Way Average Daily Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Level of Service</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
</tr>
<tr>
<td>Collector</td>
<td>60</td>
<td>2</td>
<td>12,800</td>
</tr>
<tr>
<td>Secondary Highway</td>
<td>80</td>
<td>4</td>
<td>24,000</td>
</tr>
<tr>
<td>Major Highway</td>
<td>100</td>
<td>4</td>
<td>30,400</td>
</tr>
<tr>
<td>Major Highway</td>
<td>110</td>
<td>4</td>
<td>30,400</td>
</tr>
<tr>
<td>Major Highway</td>
<td>134</td>
<td>6</td>
<td>47,200</td>
</tr>
</tbody>
</table>

Source: City of Banning General Plan Update Traffic Study 2005
GENERAL PLAN CIRCULATION ELEMENT STREET CLASSIFICATION AND CROSS SECTIONS

The City of Banning and other communities in the pass region form a continuous and interconnected suburban development pattern, tied together by U.S. Interstate-10 and a network of arterial roadways. A variety of physical influences and constraints, including the geography of the city and the region, and the existing roadway network, affect traffic flows and the impacts of development on local roadways. The City has facilitated the construction and maintenance of a variety of major roadways of local importance. These roadways have been built along a north-south grid that interconnects with major arterials, some of which also pass through adjacent jurisdictions, primarily to the west.

The roadway system in Banning is defined using a classification system that describes a hierarchy of roadway types. The categories of roadways included in this classification system differentiate the size, function, and capacity of each type of roadway. The General Plan Circulation Element street classifications are listed below and the street cross-sections are shown in Exhibit III-4.

**Collector:** 66 feet of right of way, with a 44-foot street section from curb to curb. This represents two lanes of traffic, with parking lanes on each side, and a parkway on each side.

**Divided Collector:** 78 feet of right of way, with a 66-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Secondary Highway:** 88 feet of right of way, with a 64-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, and a parkway on each side.

**Major Highway:** 100 feet of right of way, with a 76-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Arterial Highway:** 110 feet of right of way, with an 86-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Urban Arterial Highway:** 134 feet of right of way, with a 110-foot street section from curb to curb. This represents six travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

**Local Streets** (those streets not shown on the General Plan Recommended Street System): 60 feet of right of way, with a 40-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, and a parkway on each side. Local street standards may vary as described in the Policies and Programs of this Element.

The roadway classifications are also depicted on exhibit III-5, General Plan Circulation Element street system.
Exhibit "A"
to Resolution No. 2013-06

City of Banning
General Plan

Source: Kurzman Associates

TERRA NOVA®
Planning & Research, Inc.

Banning General Plan
Street Cross Sections

Exhibit III-4

Community Development
III-4
EXHIBIT III-5

General Plan Street System

LEGEND

Collector Highway (66 foot highway with 2 lanes, without left turn pockets)
Secondary Highway (88 foot highway with 4 lanes, without left turn pockets)
Major Highway or Arterial Highway (100 or 110 foot highway with 4 lanes, with left turn pockets)
(Build 110 foot Major Highway if there is insufficient space for 110 foot Arterial Highway)
Urban Arterial Highway (134 foot highway with 6 lanes, with left turn pockets)

Intersection alignment is conceptual only. Please see Special Issues discussion.

SOURCE: Khoury Associates

EXHIBIT III-5

General Plan Street System
<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Arterial Highway</strong></td>
<td>Highland Springs from Cherry Valley to Potrero Blvd.</td>
</tr>
<tr>
<td>(6 lanes with left turn pockets)</td>
<td>Highland Home from Cherry Valley Blvd. to Sun Lakes Blvd.</td>
</tr>
<tr>
<td><strong>Major or Arterial Highway</strong></td>
<td>Highland Springs from Cherry Valley Blvd to Wilson Street</td>
</tr>
<tr>
<td>(4 lanes with left turn pockets)</td>
<td>Hathaway from Morongo St. to I-10</td>
</tr>
<tr>
<td></td>
<td>Sunset from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>8th Street from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Lincoln to south City Limit</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Wilson from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td></td>
<td>Ramsey from Highland Springs to Malki Rd.</td>
</tr>
<tr>
<td></td>
<td>Sun Lakes/Lincoln from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td><strong>Secondary Highway</strong></td>
<td>Porter from Sunset to Cottonwood (North – South)</td>
</tr>
<tr>
<td>(4 lanes without left turn pockets)</td>
<td>Sunset from Wilson to Mesa</td>
</tr>
<tr>
<td></td>
<td>Sunset from Lincoln to Porter</td>
</tr>
<tr>
<td></td>
<td>22nd Street from Ramsey to south of Lincoln</td>
</tr>
<tr>
<td></td>
<td>8th Street from Wilson to Ramsey</td>
</tr>
<tr>
<td></td>
<td>8th Street from Lincoln to Porter</td>
</tr>
<tr>
<td></td>
<td>4th Street from Wilson to Ramsey</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Wilson to Porter</td>
</tr>
<tr>
<td></td>
<td>Hathaway from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey northward</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Porter southward</td>
</tr>
<tr>
<td></td>
<td>Malki Road from end to end</td>
</tr>
</tbody>
</table>
INDICATORS OF ROADWAY EFFICIENCY

The efficient movement of vehicular and non-vehicular traffic on local and regional roadways is critical to the normal day-to-day functioning of a community. Consequences resulting from obstructions in traffic flow may include economic loss due to delays in transporting goods, increased psychological stress for the traveling public, and increased risk for motor vehicle accidents. The efficiency of a particular roadway can be determined by assessing the roadway’s capacity, level-of-service, and average daily traffic volume, each of which is described below.

Level-of-Service

Roadway capacity is defined as the number of vehicles that may pass over a section of roadway in a given time period under prevailing conditions. Roadway capacity is most restricted by intersection design and operation. The capacity of a roadway and the degree to which that capacity is being utilized is typically described as the roadway’s “Level-of-Service” (LOS). Level-of-Service is a qualitative measure of the efficiency of traffic flow and is defined by alphabetical connotations, ranging from “A” through “F,” that characterize roadway operating conditions.

LOS A represents an optimum or free-flowing condition, and LOS F indicates extremely slow speeds and system failure. Levels-of-Service are represented as volume-to-capacity (V/C) ratios, or vehicle demand divided by roadway capacity. V/C ratios smaller than 1.00 imply better operational characteristics and levels-of-service. V/C ratios that exceed 1.00 imply worse operating conditions and LOS F, where traffic demand exceeds roadway capacity. The table below defines the various LOS classifications.
### Table III-14

**Roadway Level Of Service Description**

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Quality of Traffic Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Primarily free-flow operations at average travel speeds usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalised intersections is minimal.</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably unimpeded operations at average travel speeds usually about 70% of the free-flow speed of the arterial classification. Ability to maneuver within the traffic stream is only slightly restricted. Stopped delays are not bothersome, and drivers generally are not subject to appreciable tension.</td>
</tr>
<tr>
<td>C</td>
<td>Traffic operations are stable. However, mid-block maneuverability may be more restricted than in LOS B. Longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the average free-flow speed for the arterial classification. Motorists will experience some appreciable tension while driving.</td>
</tr>
<tr>
<td>D</td>
<td>Borders on a range where small increases in flow may cause substantial increases in approach delay and decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40% of the free-flow speed. For planning purposes, this level-of-service is the lowest that is considered acceptable.</td>
</tr>
<tr>
<td>E</td>
<td>Characterized by significant approach delays and average travel speeds of one-third or less of the free-flow speed. Typically caused by some combination of adverse progression, high signal density (more than two signalised intersections per mile), high volumes, extensive queuing, delays at critical intersections, and/or inappropriate signal timing.</td>
</tr>
<tr>
<td>F</td>
<td>Arterial flow at extremely slow speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalised intersections, with high approach delays and extensive queuing. Adverse progression is frequently a contributor to this condition.</td>
</tr>
</tbody>
</table>


Traffic engineers and transportation planners are involved in on-going efforts to strike a balance between providing ideal roadway operating conditions and controlling the costs of infrastructure and right-of-way needed to assure those conditions. For General Plan purposes, LOS D is assumed to be the “acceptable” level-of-service for all General Plan roadways and intersections within the City and at Freeway interchanges.
ALL WEATHER CROSSINGS
All weather crossings include bridges and culverted streets that allow natural drainages to flow under the roadway during major storms. All weather crossings in the City are described in the following Table.

<table>
<thead>
<tr>
<th>Location</th>
<th>Needed Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunset Ave. at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>8th Street at Montgomery Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wilson Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Sun Lakes Boulevard at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Westward Avenue at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wesley Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Pershing Channel, and in two locations at Montgomery Creek</td>
<td>3 Bridges</td>
</tr>
<tr>
<td>Ramsey Street at Smith Creek and Pershing Channel</td>
<td>2 Bridges</td>
</tr>
<tr>
<td>Lincoln Avenue at east fork of Smith Creek, at west fork of Smith Creek, at Pershing Channel and at Montgomery Creek</td>
<td>4 Bridges</td>
</tr>
</tbody>
</table>

These facilities are needed both to allow the smooth flow of traffic in these areas, and to assure public safety in emergency situations. Construction of these facilities is particularly critical to the development of the south side of the City.

Transportation Demand Management
The continued urbanization and growth of the Pass Region will necessitate transportation demand and systems management to preserve and increase available roadway capacity. Transportation Demand Management (TDM) requires the development and implementation of policies, plans and programs that result in the use of a wider range of transportation alternatives, including public transit and bicycles.

TDM can include alternative travel modes, such as carpooling, van pooling and mass transit. In addition, employee flex-time work schedules that reduce peak hour travel and associated traffic congestion may also be considered. The Riverside County Transportation Commission (RCTC), in response to state mandates, has prepared a regional Congestion Management Program. This program required the City of Banning and other cities to prepared TDM ordinances or risk the loss of federal transportation funds. The City has adopted a TDM ordinance.

Traffic Calming
Traffic calming is a useful tool available to the City to slow traffic in residential neighborhoods, and discourage shortcuts through these neighborhoods. The advantages of traffic calming must always be balanced, however, with the requirements of emergency vehicles.
Traffic calming can include such design features as curvilinear streets, speed humps and raised intersections, traffic circles or roundabouts, stop signs on through streets, and narrowed intersections. Using these design features improves safety by slowing traffic to 30 miles per hour or less. The restriction or blocking of turning movements can also be used effectively in traffic calming, particularly to reduce cut-through, or short cut traffic in neighborhoods.

**ALTERNATIVE TRANSPORTATION**

**Pedestrian, Equestrian, Bicycle and Golf Cart Circulation**

The General Plan and associated documents support planning that allows and enhances access to commercial services and places of employment and recreation without the essential use of motorized vehicles. In this regard, master planning sidewalks, bike lanes, off-street trails and golf cart routes is especially important along major roadways in the community.

**Pedestrian and Equestrian Trails and Bike Paths**

The City’s adopted Parks and Recreation Master Plan includes a proposed trails system that would provide access from parks, city streets, and the surrounding community via urban, foothill and wash/hill trails. Two short, minimally developed urban trail segments currently exist in the City and are associated with the proposed trail system. The City has also approved, or is currently reviewing, several equestrian trails within and adjacent to private subdivisions.

There are currently no bikeways within the planning area. Several Class II and III bikeways have been proposed along City streets. However, development of a network of bikeways is constrained by the existing condition of street right-of-ways. Future bike routes should be planned to provide safe routes for intra-City bicycle traffic and should be clearly marked and striped. Where possible, they should be designed as one-way bike routes, which flow in the same direction as adjacent automobile traffic. Combination sidewalks/bikeways require an eight-foot width. These multi-use lanes will also serve as links to recreational facilities throughout the community. Policies and programs specifically addressing the need for trails and bicycle lanes are included in the Parks and Recreation Element.

**Sidewalks**

Within some portions of the City, sidewalks are non-existent or discontinuous, limiting their usefulness as safe alternatives to vehicle travel. As previously noted, rights-of-way along City roadways are inconsistent, limiting the potential for bikeway development. When considering future development, pedestrian and bicycle accommodation and safety should be given emphasis equal to that currently given to automobile access. This is particularly true of collector and arterial roadways, where more traffic increases the hazards to pedestrians.

Another area where sidewalks are an important asset is in the historic Downtown of the City (between the I-10 right of way and Williams, and between 8th Street and Alessandro). Pedestrian access in this area is a function of economic development for this area, and should be considered in all future development and redevelopment plans.

Conversely, sidewalks on local, neighborhood roadways may not be necessary, particularly in established neighborhoods where roadways have been developed to their ultimate right-of-way,
and the addition of sidewalks would impact front yards and affect the character of the neighborhood.

Finally, sidewalks in proximity to schools provide children with a safe route to school. They are not currently available at all City schools.

Golf Cart Facilities
Golf cart use on public rights of way is controlled by state regulations, and provides a convenient, low impact alternative to access convenient commercial development, as well as parks and public services. Golf carts to be used on the public golf cart routes must meet specific physical requirements set forth in the City golf cart plan, must be certified as “road ready” by the City and carry an appropriate permit sticker. Golf cart operators must carry a valid California Driver’s license, have proof of insurance, be equipped with seatbelts and appropriate child safety equipment, and be properly maintained. In order to implement a golf cart route system, the City is required to prepare and adopt a Golf Cart Plan and associated implementing ordinances.

Currently there are no existing golf cart facilities in the planning area, outside of private golf development in the Sun Lakes Country Club. Issues related to development of golf cart facilities are similar to those for trail and bikeway development, in that existing facilities that would accommodate development of cart paths do not exist or are discontinuous in some areas.

Public Transportation

Banning Transit Services
In 2004 the Banning Municipal Transit System provides fixed route bus service along three routes, two of which are in Banning and one east to Cabazon. There are five City-owned vehicles, three of which are in revenue service and two of which are in reserve. All are powered by compressed natural gas (CNG), and are equipped with bicycle racks. All are ADA compliant, with wheelchair lifts and tie-down stations.

The transit system also operates a Dial-A-Ride service that provides elderly and disabled persons in Banning with curb-to-curb transit services. In addition, Dial-A-Ride is the ADA complementary para-transit provider for the City’s fixed route bus service. The Dial-A-Ride program operates two vehicles in revenue service, and one in reserve, all gasoline powered. All Dial-A-Ride vehicles are ADA compliant, with wheelchair lifts and tie-down stations.

In May 2002, the Banning City Council approved the final Pass Area Transit Plan. The Transit Plan establishes the Pass Transit System, which consists of two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System. The Plan provides for a coordinated service area including the cities of Banning and Beaumont, the unincorporated areas of Cabazon and Cherry Valley, and the commercial area of the Morongo Band of Mission Indians Reservation. The Plan provides fixed route and dial-a-ride services.

The transit-needs study conducted for the Plan identified service related issues associated with the existing transit systems. It also identified areas not addressed in the Transit Plan requiring additional study or resources. These needs will be addressed in future transit plans, and include
service for non-traditional work shifts in the region, students, elimination of one-way loops to reduce ride time on local routes, adjusting route schedules to provide timed transfers between routes, relocation of transfer points and development of a transit center.

Regional bus service is provided by the Riverside Transit Agency (RTA), which provides services to Hemet/San Jacinto (Route 31), Moreno Valley (Route 35), and Calimesa/Redlands (Route 36), from the bus stop at Kmart on Highland Springs.

Railroad
Rail service facilities through the Pass area, and the City of Banning, can carry approximately 60 trains per day, most of which are freight. Regional freight transfer facilities are located in West Colton. Local facilities carry approximately 60 trains per day, most of which are freight. Trains average approximately 7,000 feet in length and generally travel up to 60 miles per hour (mph) in the planning area. UPRR is expanding rail facilities between Los Angeles and Houston, Texas to facilitate increases in rail traffic. Rail lines in the planning area are designated Centralized Track Control (CTC).

There are currently no passenger services available in Banning, although a passenger rail station did operate in the past.

There are four at-grade railroad crossings in the City. These occur at Hargrave Street, San Gorgonio Avenue, 22nd Street, and Sunset Avenue. Grade separated crossings occur at 8th Street and Highland Springs Avenue. The City should explore federal, state, City and UPRR cost sharing arrangements for grade separation of at-grade crossings in conjunction with the California Public Utilities Commission.

Construction of drill spurs is possible to provide rail access to adjoining passenger or industrial uses. Sidings, switches, and additional track linkage would also be required to provide this access. Additional costs would also be associated with any special engineering requirements and potential engineering constraints.

Banning Municipal Airport
The Banning Municipal Airport is classified by the National Plan of Integrated Airport Systems (NPIAS) as a General Aviation airport. The airport includes 65 hangars and 32 tie downs, with a 5,200 foot runway.

The airport is capable of accommodating most private single-engine and corporate jet aircraft, as well as helicopters. It averages approximately 10 to 15 takeoffs and landings daily and about 12,000 operations per year. Air traffic is primarily comprised of private, two-engine fixed-wing aircraft. There is no control tower at the airport, so all operations operate under Visual Flight Rules (VFR). Unicom service is provided from 8 a.m. to 5 p.m., every day. Fueling service is also available.

An approximately $750,000 improvement asphalt overlay project is planned, and will be funded from Federal Aviation Administration grant monies.
Major Utility Corridors

Major corridors and easements for the transport of natural gas, electricity, communications, domestic water and sewage, and storm drainage are also important components of the Circulation Element. Generally, the need for utility corridors is met through the provision of easements in or adjacent to City streets and along common lot lines.

A major electric corridor occurs immediately south of the Banning Bench. The right of way for the two 220 kV transmission lines in this area is approximately 500 feet in width. Additional 115 kV transmission lines occur in the southern end of the City, and along the San Bernardino Mountains.

Two major high-pressure natural gas pipelines traverse the City, and transport natural gas far beyond the City’s boundaries. A 30 inch line occurs under Lincoln Street through the City. Another 30-inch pipeline transects the City in a northwesterly direction from Hargrave and Wilson to Highland Springs Avenue. Two crude oil (16”) or petroleum (12”) lines occur on the south side of the City, from the airport southwesterly to Wesley, then westerly to the western City limits. Please see Exhibit V-11, Natural Gas and Fuel Lines.

Future land use planning, including the development of subdivisions and the processing of development applications, will require coordination between the City, developers, utility companies, and other service providers to assure the availability and provision of easements and rights of way for the extension of roads, utility lines, and public services.

FUTURE DIRECTIONS

Special Issues

In the development of the 2005 traffic study for the General Plan, six issues were identified which required particular attention. These are individually described below.

State Route 243

The City’s 1994 Circulation Element included a connection from 8th Street to State Route (SR) 243. This connection does not currently (2004) exist, but was proposed as a future roadway. 8th Street from Interstate 10 to SR 243 was required to be a Major Highway. The current connection between I-10 and SR 243 is south on 8th Street from I-10 to Lincoln, east on Lincoln to San Gorgonio, and south on San Gorgonio to SR 243. Current volumes on SR 243 are approximately 4,000 vehicles per day. At buildout, it is expected that SR 243 will carry approximately 8,000 trips per day. The buildout trips, although double the current trips generated by SR 243, will not impact the City’s street system, and can be absorbed on the streets currently used to make this connection, as described above. It was therefore determined that 8th Street south of I-10 was required to be a Secondary Highway, not a Major Highway, at buildout of the General Plan, and that the connection to SR 243 was not required for traffic flow.

A direct connection from a State Highway to an Interstate Highway is always preferred by CalTrans. In consultation with CalTrans (California Department of Transportation), the City has considered alternative alignments for SR 243, which are included in the General Plan traffic study. Should CalTrans or the City wish to change the current on-street connection to a direct...
connection, a potential alignment has been depicted on Exhibit III-6, Proposed General Plan Street System. However, since the impacts to the City's streets from SR 243 traffic is not considered to significantly impact City roadways, realignment should be considered a low priority.

Additional Freeway Interchange Capacity
The traffic analysis for this General Plan showed unacceptable levels of service during the peak hour at several I-10 ramp intersections, as discussed above. The study considered the potential of expanding existing interchange capacity, however, right of way is severely constrained, the under-crossings existing at 8th Street and Hargrave are undersized and would be extremely costly to widen.

As a result, the City will require an additional freeway interchange at Cottonwood Road (North-South) on the east end of the City. The added interchange at Cottonwood will alleviate congestion at 8th Street and Hargrave interchanges.

CalTrans plans to widen I-10 in the future, by adding one lane in each direction. Given the costs associated with this widening, and the cost of the interchanges, a coordinated construction program of widening and interchange additions would likely be most cost effective.

Highland Home Road/Cherry Valley Boulevard/Brookside/18th Street/Highland Springs
The General Plan roadway system has shown Highland Home connecting to Cherry Valley Boulevard in the City of Beaumont. The extension of Highland Home however, could connect to the west at Brookside Avenue in Beaumont. Further, Highland Springs is planned to extend to the northeast to Bluff Street, to provide access to the Black Bench area, and a second connection from the Banning Bench to the City. This connection could also be made through the extension of 18th Street to the northeast.

In all cases, traffic flow will not be significantly affected, insofar as traffic volumes on these streets in this area are not expected to be high. The Recommended General Plan Street System shows these streets in their currently envisioned configuration. However, as development occurs and the feasibility of the extensions is considered, flexibility is included in this General Plan to allow changes to the street system in the future.

At Grade Railroad Crossings
The City has two grade separated railroad crossings at streets with I-10 interchanges. The other four existing or planned interchanges must also be improved to include grade separations, in order to maintain acceptable levels of service. A grade separation is included in the Transportation Uniform Mitigation Fee (TUMF) program for the Sunset Avenue interchange. The others are not in the TUMF program.

The City will need to aggressively pursue grade separations for the railroad tracks at all interchanges. This should include the preparation of feasibility studies, the securing of all available funding, and the cooperation of the development community. Although construction of these facilities may not occur in the near term, the planning must be initiated immediately, in order for the City to be able to implement the construction in the future.
Lincoln Street and Westward avenue west of Sunset Avenue
The 1994 Circulation Element included the extension of both Lincoln and Westward from Highland Home to Sunset. Both these roadways occur currently east of Sunset. West of Highland Home, only one roadway, Sun Lakes Boulevard, currently occurs. The traffic study for this General Plan considered the traffic volumes generated south of I-10 on Sunset, and the potential volumes for Lincoln and Westward east of Sunset. The study found that Westward will have sufficiently low volumes so as to require a 2 lane collector east of Sunset. Lincoln is projected as a Major Highway from Highland Home easterly, as is Sun Lakes Boulevard. Traffic volumes will result in LOS C or better for both Lincoln and Westward in this area. Therefore, the elimination of Westward west of Sunset will not have a negative effect on east-west traffic south of I-10.

Level of Service Policy
The traffic study for the 2013 General Plan Amendment to revise the city-wide LOS standards, Amendment found that the City will be able to maintain LOS D on City streets. LOS D does not represent a significant degradation in traffic flow. When balancing the need for an efficient traffic system and the widening of streets to accommodate peak hour traffic, it appears that changing the City’s requirement from LOS C to LOS D will not result in a significant negative effect.

Alternative Transportation
As cited above, existing rights-of-way on City streets are not adequate to allow for development of non-motorized transportation. The City has generally been able to secure right-of-way from new development as it occurs to provide full-width mid-block roadway improvements, but the process can be time consuming and costly.

New development should be required to provide separate paths for bicycles and/or equestrians, pedestrians and golf carts to assure safety and avoid conflicts. Equestrian trails should be included in projects developed south of the railroad right-of-way, as well as a connection to the San Bernardino and San Jacinto mountains.

Bicycle and golf cart parking facilities should be integrated into the design of commercial office and public land uses. Connectivity should also be a primary goal of residential design and should emphasize easy accessibility within and between neighborhood and commercial services to maximize the opportunities for pedestrian, bicycle, equestrian and golf cart access by short and direct trips. This planning focus will also help to shorten vehicle trips for residents who must use their automobiles.

Public transport out of the City is limited, particularly into the Inland Empire communities to the west. As development occurs in the City, and increased pressure is brought to provide service and lower vehicular trips on a regional level, additional public transportation will become necessary.
GOALS, POLICIES, AND PROGRAMS

Goal
A safe and efficient transportation system.

Policy 1
The City’s Recommended General Plan Street System shall be strictly implemented.

Program 1.A
Street rights of way shall be 134 feet for Urban Arterial Highways, 110 feet for Arterial Highways, 100 feet for Major Highways, 88 feet for Secondary Highways, 78 feet for Divided Collectors, 66 feet for Collectors, and 60 feet for Local Streets. Local street standards can be amended as described in Policy 2.

Responsible Agency: Community Development Department, Public Works Department, Planning Commission, City Council
Schedule: Ongoing

Program 1.B
The City’s Public Works roadway standards shall be amended to match the standards contained in this General Plan.

Responsible Agency: Public Works Department
Schedule: Ongoing

Program 1.C
Minimum lane width for all City streets shall be designed at 12 feet.

Policy 2
Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Program 2.A
The design of new local streets can vary from the City’s standard of 60 foot right-of-way, 40 foot paved width, under the following conditions:

1. The minimum travel lane width shall be 12 feet.
2. Parking shall be provided on at least one side of any public street. Parking lanes shall be a minimum of 8 feet in width.
3. Parking may be eliminated on private streets, if provisions are made in Conditions, Covenants and Restrictions (CC&R’s) for enforcement by the Homeowners’ Association.
4. Landscaped traffic circles, chokers, and center islands are encouraged, but must meet the requirements of the Fire Department.
5. The minimum parkway width shall be 10 feet.
6. Linear sidewalks are discouraged. Meandering sidewalks, which provide landscaping and street trees adjacent to the curb, shall be included in local street design.
The design of local streets varying from the City’s standard, shall be included in the Tentative Tract Map application, and shall be reviewed by the Planning Commission and approved by the City Council.

**Responsible Agency:** Community Development Department, Public Works Department, Planning Commission, City Council

**Schedule:** Ongoing

**Program 2.B**
Existing local streets will be inventoried, and a master plan of potential improvements designed to improve their aesthetic and safety, including landscaped medians, sidewalks and traffic calming devices, shall be developed, cost engineered, and implemented.

**Responsible Agencies:** Public Works Department, Planning Commission, City Council

**Schedule:** Ongoing

**Policy 3**
The City shall establish and maintain a 5-Year Capital Improvement Program for streets.

**Program 3.A**
The Public Works Department shall establish a Capital Improvement Program for 5 years, and update it annually.

**Responsible Agency:** Public Works Department

**Schedule:** Ongoing

**Policy 4**
Proactively participate in regional transportation planning.

**Program 4.A**
Maintain active relationships with the City of Beaumont, the County of Riverside, the Western Riverside County Council of Governments, the California Department of Transportation and the Morongo Band of Mission Indians to share information and promote comprehensive transportation planning in the region.

**Responsible Agency:** Public Works Department, City Manager’s Office, City Council, City of Beaumont, County of Riverside, WRCOG, CalTrans, Tribe

**Schedule:** Ongoing

**Program 4.B**
Aggressively pursue Banning projects in the Transportation Uniform Mitigation Fee (TUMF) program, particularly the addition of projects to the TUMF project list, including grade separated road crossings.

**Responsible Agency:** Public Works Department

**Schedule:** Ongoing
Program 4.C
Aggressively pursue the design and development of interchange at Cottonwood Road (North - South), including all sources of funding, and the coordination of I-10 widening with the installation.

Responsible Agency: Public Works Department, City Manager’s Office, City Council, CalTrans, Railroad
Schedule: Ongoing

Policy 5
Consider amendments to the Highland Home/Highland Springs/18th Street/Brookside street configurations based on public safety, design feasibility and area needs.

Policy 6
The City shall maintain peak hour Level of Service D or better on all local roadways and intersections.

Program 6.A
Periodically review current traffic volumes and the actual pattern of development to coordinate, program and, as necessary, revise road improvements.

Policy 7
New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations and traffic signals.

Policy 8
Traffic calming devices shall be integrated into all City streets to the greatest extent possible and all new streets shall be designed to achieve desired speeds.

Policy 9
Street trees within the City right of way shall be preserved, unless a danger to the public health and safety or if the tree is diseased.

Program 9.A
Sidewalks in areas with street trees shall be designed to “wrap around” the tree if they are added to an existing neighborhood.

Responsible Agency: Public Works Department
Schedule: Ongoing

Policy 10
Sidewalks shall be provided on all roadways 66 feet wide or wider. In Rural Residential land use designation pathways shall be provided.
Program 10.A
The Public Works Department shall prepare an inventory of discontinuous sidewalks on all qualifying roadways, and fund individual projects through the Capital Improvement Program annually.
Responsible Agency: Public Works Department, City Council
Schedule: Ongoing

Program 10.B
All new development proposals located adjacent to qualifying roadways shall be required to install curb, gutter and sidewalk concurrent with construction.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Program 10.C
The City shall develop procedures to address neighborhood sidewalk needs as they are requested by that neighborhood.
Responsible Agency: Public Works Department
Schedule: Ongoing

Program 10.D
Work with the School District to develop safe routes to school.
Responsible Agency: Public Works Department
Schedule: Ongoing

Policy 11
Sidewalks or other pedestrian walkways shall be required on all streets within all new subdivisions.

Policy 12
In the absence of a vehicular grade separation, the City shall aggressively pursue a grade separated pedestrian access across San Gorgonio, to assure that high school students do not have to cross the railroad tracks on their way to and from school.

Policy 13
Pedestrian access in the Downtown Commercial designation shall be preserved and enhanced.

Program 13.A
All development and redevelopment proposals for the Downtown area shall include enhanced sidewalk, pedestrian walkway, lighting and landscaping designs and assure connections to existing and planned sidewalks.
Responsible Agency: Public Works Department, Planning Department
Schedule: As development proposals are presented

Policy 14
The City shall aggressively pursue the construction of all-weather crossings over General Plan roadways.
Program 14.A
The Public Works Department shall prioritize the need for bridges listed in this Element, develop preliminary cost estimates, identify and pursue sources of funding, including developer funding, for each facility.
Responsible Agency: Public Works Department, City Council
Schedule: Ongoing

Program 14.B
All new development proposals shall pay their fair share of bridge construction needed to serve their project.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Policy 15
The City shall develop a Golf Cart Plan compliant with state requirements.

Program 15.A
The City shall develop a golf cart plan and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, City Council
Schedule: As budget allows

Policy 16
Golf cart paths and facilities shall be funded, to the greatest extent possible, by new development.

Program 16.A
The routing and facilities required in the Golf Cart Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.
Responsible Agency: Public Works Department
Schedule: As opportunity arise

Program 16.B
Golf cart facilities shall be incorporated into new project plans located on golf cart routes.
Responsible Agency: Planning Department, Public Works Department, Planning Commission, City Council
Schedule: Ongoing

Policy 17
Encourage the expansion of an integrated Pass transit system.

Program 17.A
The City will explore the potential for either bus or rail connection to the Metrolink transit system.
Responsible Agency: City Manager’s Office, Community Services Department
Schedule: Ongoing
Policy 18
The City shall review its transit service to major regional attractions, and intra-City recreational locations in future planning efforts, based on need.

Policy 19
Bus pullouts shall be designed into all new projects on arterial roadways, to allow buses to leave the flow of traffic and reduce congestion.

Program 19.A
Bus pullouts will be retrofitted on built-out streets, wherever possible.

**Responsible Agency:** Public Works Department, City Council

**Schedule:** Ongoing

Policy 20
Promote the location of a passenger rail station for long distance and commuter rail service.

Policy 21
Update the Airport Master Plan every five years to meet the needs of the general aviation, business and tourism segments of the community.

Program 21.A
Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.

**Responsible Agency:** Planning Commission, City Council

**Schedule:** Ongoing

Program 21.B
Work with the Chamber of Commerce, the Morongo Band of Mission Indians, and other interested parties to provide services which meet the needs of passenger and freight transport.

**Responsible Agency:** Airport Management, Economic Development staff, Chamber of Commerce, Morongo Band of Mission Indians, City Council

**Schedule:** Ongoing

Policy 22
Maintain an accurate mapping of all utility corridors.

Program 22.A
The Building Department shall inventory and map transmission utility easements on the Land Use Map (including electric, fiber optics, natural gas and petroleum).

**Responsible Agency:** Building Department, Planning Department

**Schedule:** As budget allows

Policy 23
The City shall purchase and/or replace its fleet of vehicles with alternate fuel vehicles when available to the greatest extent possible, and shall encourage other agencies to do the same.
Policy 24
Public alleys throughout the City shall be maintained to be useful and safe at all times.

Program 24.A
The City shall create a downtown alley master plan and where appropriate pave, light and otherwise improve alleys.
Responsible Agency: Public Works Department
Schedule: Ongoing

Program 24.B
The Public Works Department shall inventory all public alleys, determine which are necessary, and vacate those that are not.
Responsible Agency: Public Works Department, City Council
Schedule: As budget allows

Policy 25
The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.

Program 25.A
The City shall inventory all streets for potential Class I, Class II and Class III bikeways, and shall program their installation in its Capital Improvement Program.
Responsible Agency: Planning Department; Engineering Division; Public Works Department; Planning Commission; City Council
Schedule: As budget allows

Program 25.B
Class I bikeways and sidewalks should be installed on both sides of Wilson Street, Ramsey Street, and Lincoln Street, and other major streets where sufficient right-of-way is available.
Responsible Agency: Engineering Division; Public Works Department
Schedule: Ongoing

Program 25.C
Class II bikeways and sidewalks should be designated on all existing arterial streets that have sufficient width to safely accommodate bicycle travel lanes.
Responsible Agency: Planning Department; Engineering Division; Public Works Department
Schedule: As budget allows

Program 25.D
The City should designate Class III bikeways only where Class I and Class II facilities are not feasible.
Responsible Agency: Planning Department; Public Works Department
Schedule: As budget allows
Policy 26
The City should continue to work with the Morongo Band of Mission Indians and neighboring cities and communities to create a regional bicycle and trail network.

Policy 27
The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 27.A
Evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose.
Responsible Agency: Planning Department
Schedule: As opportunity arise

Program 27.B
Evaluate the practicality of developing a multi-use trails system along the Banning Bench adjacent to and extending into San Bernardino National Forest lands, where environmental and safety issues can be accommodated, and negotiate inter-agency agreements with the U.S. Forest Service for this purpose.
Responsible Agency: Planning Department, U.S. Forest Service/San Bernardino National Forest
Schedule: As opportunity arise

Program 27.C
Establish a multi-purpose trail between Dysart Park and Smith Creek Park, suitable for equestrian, bicycle and pedestrian use.
Responsible Agency: Community Services Department; Public Works Department; Parks and Recreation Advisory Committee
Schedule: Ongoing as development occurs

Policy 28
Motorized vehicles shall be prohibited on City trails.

Program 28.A
The City shall develop a non-motorized trail system and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, Planning Commission, City Council
Schedule: As budget allows

Program 28.B
The non-motorized trail system shall be funded, to the greatest extent possible, by new development.
Responsible Agency: Public Works Department
Schedule: As development opportunity arises
Program 28.C
The routing and facilities required in the non-motorized trail system Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.

Responsible Agency: Public Works Department
Schedule: As opportunity arises
Exhibit “B”

Existing General Plan Circulation Element
CIRCULATION ELEMENT

PURPOSE

The purpose of the Circulation Element is to provide goals, policies, programs and standards that correlate the City's transportation system with the types, intensities and locations of land uses within the City. It addresses those segments of the local transportation system that interface with and serve as extensions of the regional system connecting the City of Banning with the broader Pass Region and other communities in Southern California. The Circulation Element also serves as the blueprint for future land use policy decisions and social and economic development efforts.

BACKGROUND

Due to its close interrelatedness, the Circulation Element is an outgrowth of City and regional land use planning. In addition to its effects on the physical, social and economic environment of the City, the Circulation Element also has a direct relationship with the Housing, Open Space, Noise and Air Quality elements. Being integrally tied to the Land Use Element, the Circulation Element is predictably influenced by the types, intensities and distribution of land uses within the community and surrounding area.

Local and regional air quality issues are closely related to the efficiency of the local and regional transportation system. As the City of Banning and the Pass Region continue to grow, vehicle miles will increase, and travel speeds will be reduced, resulting in higher emissions per mile traveled. The policies and programs established by the Circulation Element can play an important role in maintaining and enhancing the flow of traffic and preserving air quality in the community.

The Circulation Element has been developed to serve as a comprehensive transportation management strategy, incorporating analysis of existing conditions within the City, as well as projected future development based on the buildout of the General Plan Land Use Map (see Land Use Element). It sets forth specific goals, policies and programs, which are based upon an engineering and computer modeling analysis of existing and projected future traffic conditions. Future traffic conditions have been forecasted utilizing the Pass Area Model (PAM), anticipated buildout land use patterns and intensities, projected regional growth expected to impact City streets and roadways, and a wide range of socioeconomic data and assumptions.

In addition to vehicular traffic, other modes of transportation important to the City are included in the Circulation Element: air traffic and the Banning Municipal Airport; rail traffic; public transportation; and alternative transportation.

California Government Code sets forth the information and data analysis requirements of the Circulation Element. Government Code Section 65302(b) requires that the element describe
major thoroughfares and that their planned development be closely coordinated with the Land Use Element of the General Plan.

It is also required that the Circulation Element include development or improvement standards that are responsive to changes in demand for capacity created by implementation of the Plan. Government Code Sections 65103 (f) and 65080, et seq., require that the City coordinate Circulation Element provisions with applicable regional and state transportation plans. In the Banning General Plan Planning Area, the following agencies are responsible for preparing these transportation plans: County of Riverside, Morongo Band of Mission Indians, Southern California Association of Governments (SCAG) and California Department of Transportation (CalTrans). The state is also required to coordinate its planning efforts with those of local jurisdictions (§65080(a)), with the federal government being under a similar mandate (§134, Title 23 of the U.S. Code).

Indicators Of Roadway Efficiency
The efficient movement of vehicular and non-vehicular traffic on local and regional roadways is critical to the normal day-to-day functioning of a community. Consequences resulting from obstructions in traffic flow may include economic loss due to delays in transporting goods, increased psychological stress for the traveling public, and increased risk for motor vehicle accidents. The efficiency of a particular roadway can be determined by assessing the roadway’s capacity, level-of-service, and average daily traffic volume, each of which is described below.

Level-of-Service
Roadway capacity is defined as the number of vehicles that may pass over a section of roadway in a given time period under prevailing conditions. Roadway capacity is most restricted by intersection design and operation. The capacity of a roadway and the degree to which that capacity is being utilized is typically described as the roadway’s “Level-of-Service” (LOS). Level-of-Service is a qualitative measure of the efficiency of traffic flow and is defined by alphabetical connotations, ranging from “A” through “F,” that characterize roadway operating conditions.

LOS A represents an optimum or free-flowing condition, and LOS F indicates extremely slow speeds and system failure. Levels-of-Service are represented as volume-to-capacity (V/C) ratios, or vehicle demand divided by roadway capacity. V/C ratios smaller than 1.00 imply better operational characteristics and levels-of-service. V/C ratios that exceed 1.00 imply worse operating conditions and LOS F, where traffic demand exceeds roadway capacity. The table below defines the various LOS classifications.
Table III-14
Roadway Level Of Service Description

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Quality of Traffic Flow</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Primarily free-flow operations at average travel speeds usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeided in their ability to maneuver within the traffic stream. Stopped delay at signalised intersections is minimal.</td>
</tr>
<tr>
<td>B</td>
<td>Reasonably unimpeided operations at average travel speeds usually about 70% of the free-flow speed of the arterial classification. Ability to maneuver within the traffic stream is only slightly restricted. Stopped delays are not bothersome, and drivers generally are not subject to appreciable tension.</td>
</tr>
<tr>
<td>C</td>
<td>Traffic operations are stable. However, mid-block maneuverability may be more restricted than in LOS B. Longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50% of the average free-flow speed for the arterial classification. Motorists will experience some appreciable tension while driving.</td>
</tr>
<tr>
<td>D</td>
<td>Borders on a range where small increases in flow may cause substantial increases in approach delay and decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40% of the free-flow speed. For planning purposes, this level-of-service is the lowest that is considered acceptable.</td>
</tr>
<tr>
<td>E</td>
<td>Characterized by significant approach delays and average travel speeds of one-third or less of the free-flow speed. Typically caused by some combination of adverse progression, high signal density (more than two signalised intersections per mile), high volumes, extensive queuing, delays at critical intersections, and/or inappropriate signal timing.</td>
</tr>
<tr>
<td>F</td>
<td>Arterial flow at extremely slow speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalised intersections, with high approach delays and extensive queuing. Adverse progression is frequently a contributor to this condition.</td>
</tr>
</tbody>
</table>

NORMAL LOCATION OF UNDERGROUND UTILITIES Std. No. W 730

COMBINED THICKNESS OF BASE AND SURFACE TO BE DETERMINED BY SOIL TEST.

MINIMUM PAVING THICKNESS TO BE 3" ASPHALT CONCRETE OVER 4" CLASS I BASE

TRANSVERSE SLOPE:
- MINIMUM = 1 1/2 %
- PREFERRED = 2 %
- MAXIMUM = 3 %

CROWN OF STREET TO BE AT CENTER LINE.
Traffic engineers and transportation planners are involved in on-going efforts to strike a balance between providing ideal roadway operating conditions and controlling the costs of infrastructure and right-of-way needed to assure those conditions. For General Plan purposes, LOS C is assumed to be the "acceptable" level-of-service for all General Plan roadways within the City, and LOS D at Freeway interchanges. CalTrans' policy for State Highway 243 and Interstate 10 is that LOS D will be maintained.

Typically, capacity can be increased by adding travel or turning lanes, constructing raised medians, alternative means of transportation, and/or restricting vehicle access to a roadway. By reducing the number of vehicle conflict points, traffic flow on a roadway can be substantially improved, avoiding the loss of capacity caused by disruptions to traffic flow resulting from vehicles entering or leaving the roadway (see Section III-B-3, Draft General Plan EIR for more information about mitigating traffic impacts).

**Average Daily Traffic Volumes**

Average Daily Trips (ADT) is the total number of vehicles that travel a defined segment of roadway over a twenty-four hour period. ADT is a useful benchmark number for determining various roadway configurations and design aspects. The peak hour ADT, which is the highest volume of traffic to pass over a segment of roadway during an hour period, is also a useful means of determining a roadway's capacity and level-of-service. Traffic counts at intersections can provide an even more detailed picture of existing and future operating conditions at intersections.

Roadways are generally classified in a hierarchical manner, according to the number of vehicle lanes provided. Table III-15, below, lists the various roadway types/cross-sections found in the planning area and the maximum daily traffic volumes each type of roadway can accommodate at various levels-of-service. For example, for a Major Highway to operate at LOS C, it should accommodate no more than 30,400 vehicle trips per day, with a design capacity of 24,000 vehicle trips per day. These roadway capacities are "rule-of-thumb" estimates, which may vary depending upon site-specific factors, such as the number and configurations of intersections, roadway grades, sight distance, percentage of truck and bus traffic, and degree of access control.
Table III-15
Level-of-Service Volumes/Capacity Values
For Various Roadway Classifications

<table>
<thead>
<tr>
<th>Classification</th>
<th>Roadway Width (Ft.)</th>
<th>Number of Lanes</th>
<th>Maximum Two-Way Average Daily Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Level of Service</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
</tr>
<tr>
<td>Collector</td>
<td>60</td>
<td>2</td>
<td>12,800</td>
</tr>
<tr>
<td>Secondary Highway</td>
<td>80</td>
<td>4</td>
<td>24,000</td>
</tr>
<tr>
<td>Major Highway</td>
<td>100</td>
<td>4</td>
<td>30,400</td>
</tr>
<tr>
<td>Major Highway</td>
<td>110</td>
<td>4</td>
<td>30,400</td>
</tr>
<tr>
<td>Major Highway</td>
<td>134</td>
<td>6</td>
<td>47,200</td>
</tr>
</tbody>
</table>

*Source: City of Banning General Plan Update Traffic Study 2004*

**CURRENT CONDITIONS**

The City of Banning and other communities in the Pass Region form a continuous and interconnected suburban development pattern, tied together by U.S. Interstate-10 and a network of arterial roadways. A variety of physical influences and constraints, including the geography of the City and the region, and the existing roadway network, affect traffic flows and the impacts of development on local roadways. The existing roadway network is further described in the General Plan EIR and its traffic study.

**Major Regional Roadways**


**U.S. Interstate-10**

U.S. Interstate-10 is the major transportation route through the City of Banning. It is a critical part of the local road network, moving people and goods into and through the Pass region. Where it passes through the City, it is an eight-lane divided freeway. U.S. I-10 disrupts the internal circulation of the City as it bisects the City into distinct north and south communities. Currently, there are six access points to the City from I-10, via interchanges at the following streets (from east to west):
The eastern portion of the Highland Springs Avenue interchange is in the City limits; the western portion is in the City of Beaumont.

Although CalTrans is responsible for development and maintenance of this facility, I-10 has been designated as a component of the Riverside County Congestion Management Plan (CMP) System.

State Highway 243
The designated State Highway begins on 8th Street south of I-10 and runs south to Lincoln Street. It continues east on Lincoln Street to San Gorgonio Avenue to the City limits, where it becomes the Banning-Idyllwild Panoramic Highway. State Highway 243 is designated a State Scenic Highway from the Banning City limits to State Route 74, 28.2 miles south, near the community of Idyllwild.

Major Local Roadways
The City has facilitated the construction and maintenance of a variety of major roadways of local importance. These roadways have been built along a north-south grid that interconnects with major arterials, some of which also pass through adjacent jurisdictions, primarily to the west.

A variety of traffic data was collected to evaluate existing traffic conditions in the planning area, including traffic counts and estimations from studies conducted for the cities of Banning and Beaumont, CalTrans, and special site-specific traffic studies conducted for development projects in the planning area.

As defined in the City’s existing (1994) Circulation Element, the street system is projected to include the following roadways. It is important to note that the 1994 Circulation Element did not use the street classification system used in much of Riverside County today.

Major Highways
The General Plan defines Major Highways, or arterial streets, as those primarily for through traffic with limited access. These roadways are planned for 4 to 6 lanes in width at buildout. Arterials should connect residential, shopping, employment and recreational activities, but should not encroach upon neighborhoods. Roadways designated as arterial streets in the adopted General Plan include:

- Highland Springs Avenue - North and South of U.S. Interstate-10
- Highland Home Road - Cherry Valley Boulevard to southerly City limits
- Sunset Avenue - Gilman Avenue to Interstate 10
Secondary Highways
Secondary Highways are those that primarily receive traffic from arterials and distribute the movement within residential, commercial and industrial land use designations. These streets are planned for 4 lanes. The 1994 General Plan designates the following roadways as Secondary Highways:

- Sunset Avenue – Interstate 10 to Porter
- 8th Street – Wilson Street to Ramsey Street
- 4th Street – Wilson Street to Ramsey Street
- San Gorgonio Avenue – Wilson Street to Lincoln Street
- Hargrave Street – Wilson Street to Porter Road
- Cottonwood Road (North - South) – North of Ramsey to Porter Road
- Fields Road
- Porter Road – Sunset Avenue to Cottonwood Road (North - South)

Collector Streets
Finally, the General Plan identifies Collector streets. Collectors are planned as 2 lane roads. The 1994 General Plan Collector streets are:

- Highland Home Road – Westward Avenue to southern City limits
- Sunset Avenue – Wilson Street to Bluff Street
- Bluff Street – Northern City limits to San Gorgonio Avenue
- 22nd Street – Lincoln Street to Bobcat Road
- 8th Street – Bluff Street to Wilson Street
- San Gorgonio Avenue – Morongo Road to Wilson Street
- George Street – Sunset Avenue to Hathaway Street
- Nicolet Street – Sunset Avenue to Hathaway Street
- Williams Street – Sunset Avenue to Hathaway Street
- Westward Avenue – Sunset Avenue to Cottonwood Road (North - South)
- Barbour Street – 8th Street to Airport
- Wesley Street – 8th Street to Cottonwood Road (North - South)
- Porter Road – Highland Home Road to Sunset Avenue
- Bobcat Road – Highland Home Road to 22nd Street

The existing General Plan arterials are shown on Exhibit III-4, Existing General Plan Street System.
TRAFFIC AND CIRCULATION PLANNING FOR GENERAL PLAN BUILDOUT

In integral part of the General Plan is the City's roadway system. In order to assure that traffic is efficiently transported through the City in the future, a traffic study and associated model were prepared to analyze the impacts of the land use map on the City's street system. This traffic model identified deficiencies in the City's network of roadways, and led the City's traffic consultant to a series of recommendations for future improvements to assure the smooth flow of traffic. The traffic analysis summarized below is described fully in the General Plan EIR, and included in its entirety as an appendix to that document.

The traffic model utilized for this General Plan was a TRANPLAN model, which is utilized throughout the County for transportation planning. Since Banning is part of the Pass region, it was important to standardize the traffic analysis to conform to regional standards.

The traffic model divided the City into Traffic Analysis Zones (TAZs), which contained data on the land use in that zone, and the traffic which that land use would generate. It is important to note that some land uses are producers of traffic, while others are attractors for traffic. For example, residential land uses produce traffic, while retail commercial land uses attract traffic. Once the traffic model TAZs were assigned and their land use trip generation calculated, the trips were distributed on the roadway system.

The traffic modeling considered two issues: street segment impacts, and intersection impacts. Street segments were analyzed for average daily trips (ADT), while intersection impacts were analyzed for morning and evening peak hours (the hour in the morning or evening when the highest concentration of trips occurs, primarily controlled by commuter trips). A total of 23 intersections were analyzed.

This led to conclusions on the needed size of streets, the areas where the street system would not function properly, and the types of improvements that would be necessary to make the street system work properly.

Street Cross Sections

As previously stated, the 1994 Circulation Element street classification system is not consistent with the street classification system used in Riverside County. Because of the interconnectedness of roadways, and the City's location as one of a chain of cities in the County, the street cross sections described in this Circulation Element have been made consistent with County standards (see Exhibit III-5). In this way, the City can better integrate into regional transportation programs and plans, including the Transportation Uniform Mitigation Fee program and state and federal programs in the future. The new street classifications result in the following standards:
Collector: 66 feet of right of way, with a 44-foot street section from curb to curb. This represents two lanes of traffic, with parking lanes on each side, and a parkway on each side.

Divided Collector: 78 feet of right of way, with a 66-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Secondary Highway: 88 feet of right of way, with a 64-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, and a parkway on each side.

Major Highway: 100 feet of right of way, with a 76-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Arterial Highway: 110 feet of right of way, with an 86-foot street section from curb to curb. This represents four travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Urban Arterial Highway: 134 feet of right of way, with a 110-foot street section from curb to curb. This represents six travel lanes, with parking lanes on each side, a center median, and a parkway on each side.

Local Streets (those streets not shown on the General Plan Recommended Street System): 60 feet of right of way, with a 40-foot street section from curb to curb. This represents two travel lanes, with parking lanes on each side, and a parkway on each side. Local street standards may vary as described in the Policies and Programs of this Element.
Future Traffic Volumes
The traffic model was used to estimate the number of trips which would be generated on the City's principal roadways. These estimates, and the current (2004) trips on these roadways are shown in Table III-16, below.

Table III-16
Existing Conditions Summary for Major Roadways in the Planning Area

<table>
<thead>
<tr>
<th>Roadway Link</th>
<th>Existing ADT</th>
<th>General Plan Buildout (ADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8th Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Wilson St.</td>
<td>7,494</td>
<td>7,494</td>
</tr>
<tr>
<td>S of Wilson St.</td>
<td>10,513</td>
<td>10,513</td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>16,320</td>
<td>16,320</td>
</tr>
<tr>
<td>S of Ramsey</td>
<td>23,321</td>
<td>34,566</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>21,232</td>
<td>34,566</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>16,561</td>
<td>28,612</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>17,261</td>
<td>28,612</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>12,097</td>
<td>24,740</td>
</tr>
<tr>
<td>N of Lincoln</td>
<td>12,016</td>
<td>23,042</td>
</tr>
<tr>
<td>S of Lincoln</td>
<td>4,315</td>
<td>8,452</td>
</tr>
<tr>
<td>Hargrave St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>10,823</td>
<td>19,930</td>
</tr>
<tr>
<td>S of Ramsey</td>
<td>15,046</td>
<td>43,562</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>14,564</td>
<td>43,562</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>10,433</td>
<td>34,038</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>10,214</td>
<td>34,038</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>5,325</td>
<td>39,082</td>
</tr>
<tr>
<td>N of Lincoln</td>
<td>5,325</td>
<td>36,487</td>
</tr>
<tr>
<td>S of Lincoln</td>
<td>3,214</td>
<td>36,487</td>
</tr>
<tr>
<td>Lincoln St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W of Hargrave</td>
<td>2,797</td>
<td>25,914</td>
</tr>
<tr>
<td>E of Hargrave</td>
<td>2,513</td>
<td>25,478</td>
</tr>
<tr>
<td>E. of 22nd St.</td>
<td>2,300</td>
<td>25,478</td>
</tr>
<tr>
<td>W. of 22nd St.</td>
<td>1,700</td>
<td>--</td>
</tr>
<tr>
<td>W of Sunset</td>
<td></td>
<td>25,290</td>
</tr>
<tr>
<td>E of Sunset</td>
<td>3,018</td>
<td>29,416</td>
</tr>
<tr>
<td>W of 8th</td>
<td>3,730</td>
<td>30,458</td>
</tr>
<tr>
<td>E of 8th</td>
<td>5,516</td>
<td>35,531</td>
</tr>
<tr>
<td>Ramsey St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W of Hargrave</td>
<td>9,009</td>
<td>9,009</td>
</tr>
<tr>
<td>E of Hargrave</td>
<td>9,423</td>
<td>22,418</td>
</tr>
<tr>
<td>W of 8th</td>
<td>23,011</td>
<td>23,011</td>
</tr>
<tr>
<td>E of 8th</td>
<td>22,460</td>
<td>26,294</td>
</tr>
<tr>
<td>W of Sunset Avenue</td>
<td>16,378</td>
<td>25,650</td>
</tr>
<tr>
<td>E of Sunset Avenue</td>
<td>16,435</td>
<td>24,430</td>
</tr>
<tr>
<td>W of Highland Home</td>
<td>12,544</td>
<td>32,083</td>
</tr>
<tr>
<td>E of Highland Home</td>
<td>12,303</td>
<td>25,238</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>------------</td>
<td>------------</td>
</tr>
<tr>
<td>W of Highland Springs Ave.</td>
<td>22,082</td>
<td>23,862</td>
</tr>
<tr>
<td>E of Highland Springs Ave.</td>
<td>19,201</td>
<td>28,398</td>
</tr>
<tr>
<td>Wilson St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. of Sunset Ave.</td>
<td>12,303</td>
<td>28,211</td>
</tr>
<tr>
<td>E. of Sunset Ave.</td>
<td>10,915</td>
<td>22,350</td>
</tr>
<tr>
<td>E of 8th</td>
<td>8,631</td>
<td>20,298</td>
</tr>
<tr>
<td>W. of Highland Springs Ave.</td>
<td>6,427</td>
<td>12,489</td>
</tr>
<tr>
<td>E. of Highland Springs Ave.</td>
<td>12,544</td>
<td>25,318</td>
</tr>
<tr>
<td>Sunset Ave.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Wilson</td>
<td>677</td>
<td>22,452</td>
</tr>
<tr>
<td>S of Wilson</td>
<td>7,345</td>
<td>19,637</td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>14,782</td>
<td>29,603</td>
</tr>
<tr>
<td>S of Ramsey</td>
<td>16,171</td>
<td>34,204</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>16,022</td>
<td>34,204</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>11,190</td>
<td>29,346</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>11,454</td>
<td>29,346</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>3,896</td>
<td>36,375</td>
</tr>
<tr>
<td>N of Lincoln</td>
<td>3,896</td>
<td>29,284</td>
</tr>
<tr>
<td>S of Lincoln</td>
<td>2,984</td>
<td>10,696</td>
</tr>
<tr>
<td>Highland Springs Ave.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Wilson</td>
<td>8,633</td>
<td>40,378</td>
</tr>
<tr>
<td>S of Wilson</td>
<td>15,804</td>
<td>36,691</td>
</tr>
<tr>
<td>N of Ramsey</td>
<td>19,740</td>
<td>43,593</td>
</tr>
<tr>
<td>S of Ramsey</td>
<td>31,930</td>
<td>50,565</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>31,930</td>
<td>50,565</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>28,600</td>
<td>49,384</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>28,635</td>
<td>45,062</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>24,503</td>
<td>42,362</td>
</tr>
<tr>
<td>N of Sun Lakes</td>
<td>24,503</td>
<td>25,210</td>
</tr>
<tr>
<td>S of Sun Lakes</td>
<td>3,600</td>
<td>25,648</td>
</tr>
<tr>
<td>Sun Lakes Blvd./First St.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W of Highland Springs</td>
<td>--</td>
<td>20,214</td>
</tr>
<tr>
<td>Highland Home Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of Wilson</td>
<td>--</td>
<td>31,332</td>
</tr>
<tr>
<td>S of Wilson</td>
<td>--</td>
<td>29,575</td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>--</td>
<td>39,045</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>--</td>
<td>24,283</td>
</tr>
<tr>
<td>N of I-10 EB Ramps</td>
<td>--</td>
<td>24,283</td>
</tr>
<tr>
<td>S of I-10 EB Ramps</td>
<td>--</td>
<td>12,242</td>
</tr>
<tr>
<td>Fields Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>N of I-10 WB Ramps</td>
<td>3,994</td>
<td>15,736</td>
</tr>
<tr>
<td>S of I-10 WB Ramps</td>
<td>10,490</td>
<td>15,736</td>
</tr>
<tr>
<td>Interstate 10 WB Ramps</td>
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<td></td>
</tr>
<tr>
<td>W of Highland Springs</td>
<td>10,983</td>
<td>13,372</td>
</tr>
<tr>
<td>E of Highland Springs</td>
<td>5,715</td>
<td>14,710</td>
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<tr>
<td>W of Highland Home</td>
<td>--</td>
<td>11,475</td>
</tr>
<tr>
<td>W of Sunset</td>
<td>3,982</td>
<td>15,832</td>
</tr>
<tr>
<td>W of 8th</td>
<td>8,734</td>
<td>16,982</td>
</tr>
<tr>
<td>E of Sunset</td>
<td>2,869</td>
<td>7,158</td>
</tr>
</tbody>
</table>
Based on the trips generated on the roadway, recommendations have been made on the street classifications for these streets, as shown in the following Table. The roadway classifications are also depicted on Exhibit III-6, Proposed General Plan Street System.

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E of 8th</td>
<td>2,709</td>
<td>10,511</td>
</tr>
<tr>
<td>W of Hargrave</td>
<td>6,450</td>
<td>24,614</td>
</tr>
<tr>
<td>E of Hargrave</td>
<td>2,066</td>
<td>10,847</td>
</tr>
<tr>
<td>W of Fields</td>
<td>57</td>
<td>13,138</td>
</tr>
<tr>
<td>E of Fields</td>
<td>11,397</td>
<td>11,397</td>
</tr>
</tbody>
</table>

**Interstate 10 EB Ramps**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>W of Highland Springs</td>
<td>10,972</td>
<td>12,951</td>
</tr>
<tr>
<td>E of Highland Springs</td>
<td>--</td>
<td>8,304</td>
</tr>
<tr>
<td>W of Highland Home</td>
<td>--</td>
<td>9,622</td>
</tr>
<tr>
<td>W of Sunset</td>
<td>4,832</td>
<td>20,859</td>
</tr>
<tr>
<td>E of Sunset</td>
<td>2,995</td>
<td>6,034</td>
</tr>
<tr>
<td>W of 8th</td>
<td>7,758</td>
<td>15,873</td>
</tr>
<tr>
<td>E of 8th</td>
<td>2,525</td>
<td>9,006</td>
</tr>
<tr>
<td>W of Hargrave</td>
<td>5,153</td>
<td>24,451</td>
</tr>
<tr>
<td>E of Hargrave</td>
<td>2,582</td>
<td>14,725</td>
</tr>
</tbody>
</table>
### Table III-17
Buildout Roadway Classifications

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Arterial Highway</strong></td>
<td>Highland Springs from Cherry Valley to Potrero Blvd.</td>
</tr>
<tr>
<td>(6 lanes with left turn pockets)</td>
<td>Highland Home from Cherry Valley Blvd. to Sun Lakes Blvd.</td>
</tr>
<tr>
<td></td>
<td>Highland Springs from Cherry Valley Blvd. to Wilson Street</td>
</tr>
<tr>
<td></td>
<td>Hathaway from Morongo St. to I-10</td>
</tr>
<tr>
<td></td>
<td>Sunset from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>8&lt;sup&gt;th&lt;/sup&gt; Street from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Lincoln to south City Limit</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Ramsey to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Wilson from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td></td>
<td>Ramsey from Highland Springs to Fields Rd.</td>
</tr>
<tr>
<td></td>
<td>Sun Lakes/Lincoln from Highland Springs to Cottonwood (North – South)</td>
</tr>
<tr>
<td><strong>Major or Arterial Highway</strong></td>
<td>Porter from Sunset to Cottonwood (North – South)</td>
</tr>
<tr>
<td>(4 lanes with left turn pockets)</td>
<td>Sunset from Wilson to Mesa</td>
</tr>
<tr>
<td></td>
<td>Sunset from Lincoln to Porter</td>
</tr>
<tr>
<td></td>
<td>22&lt;sup&gt;nd&lt;/sup&gt; Street from Ramsey to south of Lincoln</td>
</tr>
<tr>
<td></td>
<td>8&lt;sup&gt;th&lt;/sup&gt; Street from Wilson to Ramsey</td>
</tr>
<tr>
<td></td>
<td>8&lt;sup&gt;th&lt;/sup&gt; Street from Lincoln to Porter</td>
</tr>
<tr>
<td></td>
<td>4&lt;sup&gt;th&lt;/sup&gt; Street from Wilson to Ramsey</td>
</tr>
<tr>
<td></td>
<td>San Gorgonio from Wilson to Lincoln</td>
</tr>
<tr>
<td></td>
<td>Hargrave from Wilson to Porter</td>
</tr>
<tr>
<td></td>
<td>Hathaway from Ramsey to Porter</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Ramsey northward</td>
</tr>
<tr>
<td></td>
<td>Cottonwood (North – South) from Porter southward</td>
</tr>
<tr>
<td><strong>Secondary Highway</strong></td>
<td>Fields Road from end to end</td>
</tr>
<tr>
<td>(4 lanes without left turn pockets)</td>
<td></td>
</tr>
</tbody>
</table>
Intersection Analysis

Intersections are the most impacted component of the traffic system. If there are delays, they will occur at intersections, rather than in roadway segments, simply because traffic signals and stop signs increase delays, whereas roadway segments are always “green lights.” The City has strived for a level of service (LOS) of C at intersections. This standard, although desirable, is generally unattainable in most of southern California, especially during peak hours.

A total of 23 intersections in the City were analyzed to determine whether they would operate at LOS C during peak hours. The analysis found that all street intersections would operate at LOS C, except Highland Springs at Ramsey, Sunset at Ramsey and 8th Street at Ramsey, which would each operate at LOS D. At freeway ramp intersections, a LOS D condition would occur at General Plan buildout, except at 8th Street at I-10 westbound, which would operate at LOS E; and 8th Street at I-10 eastbound, Hargrave at I-10 westbound, and Hargrave at I-10 eastbound, which will operate at LOS F. In order to improve the level of service at these locations, additional interchanges with Interstate 10 are required, as discussed under “Special Issues,” below.

Traffic Signals
An analysis of the needed traffic signals for General Plan buildout was also conducted. The locations of traffic signal warrants at buildout are depicted on Exhibit III-7.
Legend

Intersection w/ Traffic Signal

Source: Knappman, Associates

TERRA NOVA®
Planning & Research, Inc.

Banning General Plan
Traffic Signal Warrants at Buildout

Exhibit III-7

185
All Weather Crossings
All weather crossings include bridges and culverted streets that allow natural drainages to flow under the roadway during major storms. All weather crossings in the City are described in the following Table.

<table>
<thead>
<tr>
<th>Location</th>
<th>Needed Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunset Ave. at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>8th Street at Montgomery Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wilson Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Sun Lakes Boulevard at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Westward Avenue at Pershing Channel</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Wesley Street at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Smith Creek</td>
<td>1 Bridge</td>
</tr>
<tr>
<td>Porter Road at Pershing Channel, and in two locations at Montgomery Creek</td>
<td>3 Bridges</td>
</tr>
<tr>
<td>Ramsey Street at Smith Creek and Pershing Channel</td>
<td>2 Bridges</td>
</tr>
<tr>
<td>Lincoln Avenue at east fork of Smith Creek, at west fork of Smith Creek, at Pershing Channel and at Montgomery Creek</td>
<td>4 Bridges</td>
</tr>
</tbody>
</table>

These facilities are needed both to allow the smooth flow of traffic in these areas, and to assure public safety in emergency situations. Construction of these facilities is particularly critical to the development of the south side of the City.

Transportation Demand Management
The continued urbanization and growth of the Pass Region will necessitate transportation demand and systems management to preserve and increase available roadway capacity. Transportation Demand Management (TDM) requires the development and implementation of policies, plans and programs that result in the use of a wider range of transportation alternatives, including public transit and bicycles.

TDM can include alternative travel modes, such as carpooling, van pooling and mass transit. In addition, employee flex-time work schedules that reduce peak hour travel and associated traffic congestion may also be considered. The Riverside County Transportation Commission (RCTC), in response to state mandates, has prepared a regional Congestion Management Program. This program required the City of Banning and other cities to prepare TDM ordinances or risk the loss of federal transportation funds. The City has adopted a TDM ordinance.

Traffic Calming
Traffic calming is a useful tool available to the City to slow traffic in residential neighborhoods, and discourage shortcuts through these neighborhoods. The advantages of traffic calming must always be balanced, however, with the requirements of emergency vehicles.
Traffic calming can include such design features as curvilinear streets, speed humps and raised intersections, traffic circles or roundabouts, stop signs on through streets, and narrowed intersections. Using these design features improves safety by slowing traffic to 30 miles per hour or less. The restriction or blocking of turning movements can also be used effectively in traffic calming, particularly to reduce cut-through, or short cut traffic in neighborhoods.

ALTERNATIVE TRANSPORTATION

Pedestrian, Equestrian, Bicycle and Golf Cart Circulation
The General Plan and associated documents support planning that allows and enhances access to commercial services and places of employment and recreation without the essential-use of motorized vehicles. In this regard, master planning sidewalks, bike lanes, off-street trails and golf cart routes is especially important along major roadways in the community.

Pedestrian and Equestrian Trails and Bike Paths
The City’s adopted Parks and Recreation Master Plan includes a proposed trails system that would provide access from parks, city streets, and the surrounding community via urban, foothill and wash/hill trails. Two short, minimally developed urban trail segments currently exist in the City and are associated with the proposed trail system. The City has also approved, or is currently reviewing, several equestrian trails within and adjacent to private subdivisions.

There are currently no bikeways within the planning area. Several Class II and III bikeways have been proposed along City streets. However, development of a network of bikeways is constrained by the existing condition of street right-of-ways. Future bike routes should be planned to provide safe routes for intra-City bicycle traffic and should be clearly marked and striped. Where possible, they should be designed as one-way bike routes, which flow in the same direction as adjacent automobile traffic. Combination sidewalks/bikeways require an eight-foot width. These multi-use lanes will also serve as links to recreational facilities throughout the community. Policies and programs specifically addressing the need for trails and bicycle lanes are included in the Parks and Recreation Element.

Sidewalks
Within some portions of the City, sidewalks are non-existent or discontinuous, limiting their usefulness as safe alternatives to vehicle travel. As previously noted, rights-of-way along City roadways are inconsistent, limiting the potential for bikeway development. When considering future development, pedestrian and bicycle accommodation and safety should be given emphasis equal to that currently given to automobile access. This is particular true of collector and arterial roadways, where more traffic increases the hazards to pedestrians.

Another area where sidewalks are an important asset is in the historic Downtown of the City (between the I-10 right of way and Williams, and between 8th Street and Alessandro). Pedestrian access in this area is a function of economic development for this area, and should be considered in all future development and redevelopment plans.

Conversely, sidewalks on local, neighborhood roadways may not be necessary, particularly in established neighborhoods where roadways have been developed to their ultimate right-of-way,
and the addition of sidewalks would impact front yards and affect the character of the neighborhood.

Finally, sidewalks in proximity to schools provide children with a safe route to school. They are not currently available at all City schools.

**Golf Cart Facilities**

Golf cart use on public rights of way is controlled by state regulations, and provides a convenient, low impact alternative to access convenient commercial development, as well as parks and public services. Golf carts to be used on the public golf cart routes must meet specific physical requirements set forth in the City golf cart plan, must be certified as “road ready” by the City and carry an appropriate permit sticker. Golf cart operators must carry a valid California Driver’s license, have proof of insurance, be equipped with seatbelts and appropriate child safety equipment, and be properly maintained. In order to implement a golf cart route system, the City is required to prepare and adopt a Golf Cart Plan and associated implementing ordinances.

Currently there are no existing golf cart facilities in the planning area, outside of private golf development in the Sun Lakes Country Club. Issues related to development of golf cart facilities are similar to those for trail and bikeway development, in that existing facilities that would accommodate development of cart paths do not exist or are discontinuous in some areas.

**Public Transportation**

**Banning Transit Services**

Currently (2004) the Banning Municipal Transit System provides fixed route bus service along three routes, two of which are in Banning and one east to Cabazon. There are five City-owned vehicles, three of which are in revenue service and two of which are in reserve. All are powered by compressed natural gas (CNG), and are equipped with bicycle racks. All are ADA compliant, with wheelchair lifts and tie-down stations.

The transit system also operates a Dial-A-Ride service that provides elderly and disabled persons in Banning with curb-to-curb transit services. In addition, Dial-A-Ride is the ADA complementary para-transit provider for the City’s fixed route bus service. The Dial-A-Ride program operates two vehicles in revenue service, and one in reserve, all gasoline powered. All Dial-A-Ride vehicles are ADA compliant, with wheelchair lifts and tie-down stations.

In May 2002, the Banning City Council approved the final Pass Area Transit Plan. The Transit Plan establishes the Pass Transit System, which consists of two independent transit systems, the Banning Municipal Transit System and the Beaumont Municipal Transit System. The Plan provides for a coordinated service area including the cities of Banning and Beaumont, the unincorporated areas of Cabazon and Cherry Valley, and the commercial area of the Morongo Band of Mission Indians Reservation. The Plan provides fixed route and dial-a-ride services.

The transit-needs study conducted for the Plan identified service related issues associated with the existing transit systems. It also identified areas not addressed in the Transit Plan requiring additional study or resources. These needs will be addressed in future transit plans, and include...
service for non-traditional work shifts in the region, students, elimination of one-way loops to reduce ride time on local routes, adjusting route schedules to provide timed transfers between routes, relocation of transfer points and development of a transit center.

Regional bus service is provided by the Riverside Transit Agency (RTA), which provides services to Hemet/San Jacinto (Route 31), Moreno Valley (Route 35), and Calimesa/Redlands (Route 36), from the bus stop at Kmart on Highland Springs.

Railroad
Rail service facilities through the Pass area, and the City of Banning, can carry approximately 60 trains per day, most of which are freight. Regional freight transfer facilities are located in West Colton. Local facilities carry approximately 60 trains per day, most of which are freight. Trains average approximately 7,000 feet in length and generally travel up to 60 miles per hour (mph) in the planning area. UPRR is expanding rail facilities between Los Angeles and Houston, Texas to facilitate increases in rail traffic. Rail lines in the planning area are designated Centralized Track Control (CTC).

There are currently no passenger services available in Banning, although a passenger rail station did operate in the past.

There are currently (2004) four at-grade railroad crossings in the City. These occur at Hargrave Street, San Gorgonio Avenue, 22nd Street, and Sunset Avenue. Grade separated crossings occur at 8th Street and Highland Springs Avenue. The City should explore federal, state, City and UPRR cost sharing arrangements for grade separation of at-grade crossings in conjunction with the California Public Utilities Commission.

Construction of drill spurs is possible to provide rail access to adjoining passenger or industrial uses. Sidings, switches, and additional track linkage would also be required to provide this access. Additional costs would also be associated with any special engineering requirements and potential engineering constraints.

Banning Municipal Airport
The Banning Municipal Airport is classified by the National Plan of Integrated Airport Systems (NPIAS) as a General Aviation airport. The airport includes 65 hangars and 32 tie downs, with a 5,200 foot runway.

The airport is capable of accommodating most private single-engine and corporate jet aircraft, as well as helicopters. It averages approximately 10 to 15 takeoffs and landings daily and about 12,000 operations per year. Air traffic is primarily comprised of private, two-engine fixed-wing aircraft. There is no control tower at the airport, so all operations operate under Visual Flight Rules (VFR). Unicom service is provided from 8 a.m. to 5 p.m., every day. Fueling service is also available.

An approximately $750,000 improvement asphalt overlay project is planned, and will be funded from Federal Aviation Administration grant monies.
Major Utility Corridors
Major corridors and easements for the transport of natural gas, electricity, communications, domestic water and sewage, and storm drainage are also important components of the Circulation Element. Generally, the need for utility corridors is met through the provision of easements in or adjacent to City streets and along common lot lines.

A major electric corridor occurs immediately south of the Banning Bench. The right of way for the two 220 kV transmission lines in this area is approximately 500 feet in width. Additional 115 kV transmission lines occur in the southern end of the City, and along the San Bernardino Mountains.

Two major high-pressure natural gas pipelines traverse the City, and transport natural gas far beyond the City’s boundaries. A 30 inch line occurs under Lincoln Street through the City. Another 30-inch pipeline transects the City in a northwesterly direction from Hargrave and Wilson to Highland Springs Avenue. Two crude oil (16") or petroleum (12") lines occur on the south side of the City, from the airport southwesterly to Wesley, then westerly to the western City limits. Please see Exhibit V-11, Natural Gas and Fuel Lines.

Future land use planning, including the development of subdivisions and the processing of development applications, will require coordination between the City, developers, utility companies, and other service providers to assure the availability and provision of easements and rights of way for the extension of roads, utility lines, and public services.

FUTURE DIRECTIONS

Special Issues
In the development of the traffic study for this General Plan, six issues were identified which required particular attention. These are individually described below.

State Route 243
The City’s 1994 Circulation Element included a connection from 8th Street to State Route (SR) 243. This connection does not currently (2004) exist, but was proposed as a future roadway. 8th Street from Interstate 10 to SR 243 was required to be a Major Highway. The current connection between I-10 and SR 243 is south on 8th Street from I-10 to Lincoln, east on Lincoln to San Gorgonio, and south on San Gorgonia to SR 243. Current volumes on SR 243 are approximately 4,000 vehicles per day. At buildout, it is expected that SR 243 will carry approximately 8,000 trips per day. The buildout trips, although double the current trips generated by SR 243, will not impact the City’s street system, and can be absorbed on the streets currently used to make this connection, as described above. It was therefore determined that 8th Street south of I-10 was required to be a Secondary Highway, not a Major Highway, at buildout of the General Plan, and that the connection to SR 243 was not required for traffic flow.

A direct connection from a State Highway to an Interstate Highway is always preferred by CalTrans. In consultation with CalTrans (California Department of Transportation), the City has considered alternative alignments for SR 243, which are included in the General Plan traffic

Community Development
III-68
study. Should CalTrans or the City wish to change the current on-street connection to a direct connection, a potential alignment has been depicted on Exhibit III-6, Proposed General Plan Street System. However, since the impacts to the City’s streets from SR 243 traffic is not considered to significantly impact City roadways, realignment should be considered a low priority.

**Additional Freeway Interchange Capacity**

The traffic analysis for this General Plan showed unacceptable levels of service during the peak hour at several I-10 ramp intersections, as discussed above. Exhibit III-8 shows the estimated volumes of traffic at interchanges at buildout of this General Plan. The study considered the potential of expanding existing interchange capacity, however, right of way is severely constrained, the under-crossings existing at 8th Street and Hargrave are undersized and would be extremely costly to widen.

As a result, the City will require two additional freeway interchanges: one at Highland Home Road on the west end of the City, and one at Cottonwood Road (North - South) on the east end of the City. The Highland Home interchange, which has been shown as a future interchange in the 1994 Circulation Element, will alleviate congestion at Highland Springs and Sunset interchanges. The added interchange at Cottonwood will alleviate congestion at 8th Street and Hargrave interchanges.

CalTrans plans to widen I-10 in the future, by adding one lane in each direction. Given the costs associated with this widening, and the cost of the interchanges, a coordinated construction program of widening and interchange additions would likely be most cost effective.
Hargrove Street Interchange

8th Street Interchange

Sunrise Avenue / 22nd St. Interchange

Sunset Avenue Interchange

Future Highland Home Road Interchange

Highland Springs Avenue Interchange

Freeway under crossing size now is 2 lanes with left turn pockets (48 feet curb to curb)

Freeway under crossing size now is 2 lanes with left turn pockets (48 feet curb to curb)

Freeway under crossing size now is 4 lanes with left turn pockets (64 feet curb to curb)

Freeway under crossing size now is 4 lanes with left turn pockets (64 feet curb to curb)

Future freeway over crossing size will be 6 lanes with left turn pockets (88 feet or more curb to curb)

Freeway under crossing size now is 4 lanes with left turn pockets (64 feet curb to curb)

Legend

- 7 = Daily Traffic
  Volume in 1000's

Source: Kunzman Associates

Banning General Plan
Daily Traffic Volumes
at Build Out at Freeway Interchanges

Exhibit III-8
Highland Home Road/Cherry Valley Boulevard/Brookside/18th Street/Highland Springs

The General Plan roadway system has shown Highland Home connecting to Cherry Valley Boulevard in the City of Beaumont. The extension of Highland Home however, could connect to the west at Brookside Avenue in Beaumont. Further, Highland Springs is planned to extend to the northeast to Bluff Street, to provide access to the Black Bench area, and a second connection from the Banning Bench to the City. This connection could also be made through the extension of 18th Street to the northeast.

In all cases, traffic flow will not be significantly affected, insofar as traffic volumes on these streets in this area are not expected to be high. The Recommended General Plan Street System shows these streets in their currently envisioned configuration. However, as development occurs and the feasibility of the extensions is considered, flexibility is included in this General Plan to allow changes to the street system in the future.

At Grade Railroad Crossings

The City has two grade separated railroad crossings at streets with I-10 interchanges. The other four existing or planned interchanges must also be improved to include grade separations, in order to maintain acceptable levels of service. A grade separation is included in the Transportation Uniform Mitigation Fee (TUMF) program for the Sunset Avenue interchange. The others are not in the TUMF program.

The City will need to aggressively pursue grade separations for the railroad tracks at all interchanges. This should include the preparation of feasibility studies, the securing of all available funding, and the cooperation of the development community. Although construction of these facilities may not occur in the near term, the planning must be initiated immediately, in order for the City to be able to implement the construction in the future.

Lincoln Street and Westward Avenue west of Sunset Avenue

The 1994 Circulation Element included the extension of both Lincoln and Westward from Highland Home to Sunset. Both these roadways occur currently east of Sunset. West of Highland Home, only one roadway, Sun Lakes Boulevard, currently occurs. The traffic study for this General Plan considered the traffic volumes generated south of I-10 on Sunset, and the potential volumes for Lincoln and Westward east of Sunset. The study found that Westward will have sufficiently low volumes so as to require a 2 lane collector east of Sunset. Lincoln is projected as a Major Highway from Highland Home easterly, as is Sun Lakes Boulevard. Traffic volumes will result in LOS C or better for both Lincoln and Westward in this area. Therefore, the elimination of Westward west of Sunset will not have a negative effect on east-west traffic south of I-10.

Level of Service Policy

The City has in the past enforced a LOS C policy for City streets, except at freeway interchanges, where a LOS D is considered acceptable. The traffic study for this General Plan found that the City will be able to maintain LOS C on most City streets, except Ramsey. In order to maintain LOS C on Ramsey Street, additional travel lanes would be required at its intersection with Highland Springs, Sunset, 8th Street and Hargrave. Some of these lanes would need to be on
Ramsey, some on the cross street. Without the additional lanes, intersections along Ramsey will operate at LOS D at General Plan buildout. As described at the beginning of this Element, LOS D does not represent a significant degradation in traffic flow. When balancing the need for an efficient traffic system and the widening of streets to accommodate peak hour traffic, it appears that a lowering of the City’s requirement for Ramsey Street from LOS C to LOS D will not result in a significant negative effect.

**Alternative Transportation**

As cited above, existing rights-of-way on City streets are not adequate to allow for development of non-motorized transportation. The City has generally been able to secure right-of-way from new development as it occurs to provide full-width mid-block roadway improvements, but the process can be time consuming and costly.

New development should be required to provide separate paths for bicycles and/or equestrians, pedestrians and golf carts to assure safety and avoid conflicts. Equestrian trails should be included in projects developed south of the railroad right-of-way, as well as a connection to the San Bernardino and San Jacinto mountains.

Bicycle and golf cart parking facilities should be integrated into the design of commercial office and public land uses. Connectivity should also be a primary goal of residential design and should emphasize easy accessibility within and between neighborhood and commercial services to maximize the opportunities for pedestrian, bicycle, equestrian and golf cart access by short and direct trips. This planning focus will also help to shorten vehicle trips for residents who must use their automobiles.

Public transport out of the City is limited, particularly into the Inland Empire communities to the west. As development occurs in the City, and increased pressure is brought to provide service and lower vehicular trips on a regional level, additional public transportation will become necessary.
GOALS, POLICIES, AND PROGRAMS

Goal
A safe and efficient transportation system.

Policy 1
The City’s Recommended General Plan Street System shall be strictly implemented.

Program 1.A
Street rights of way shall be 134 feet for Urban Arterial Highways, 110 feet for Arterial Highways, 100 feet for Major Highways, 88 feet for Secondary Highways, 78 feet for Divided Collectors, 66 feet for Collectors, and 60 feet for Local Streets. Local street standards can be amended as described in Policy 2.

Responsible Agency: Planning Department, Public Works Department, Planning Commission, City Council
Schedule: 2005-2006, Ongoing

Program 1.B
The City's Public Works roadway standards shall be amended to match the standards contained in this General Plan.

Responsible Agency: Public Works Department
Schedule: 2005-2006

Program 1.C
Minimum lane width for all City streets shall be designed at 12 feet.

Policy 2
Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Program 2.A
The design of new local streets can vary from the City’s standard of 60 foot right-of-way, 40 foot paved width, under the following conditions:

1. The minimum travel lane width shall be 12 feet.
2. Parking shall be provided on at least one side of any public street. Parking lanes shall be a minimum of 8 feet in width.
3. Parking may be eliminated on private streets, if provisions are made in Conditions, Covenants and Restrictions (CC&R’s) for enforcement by the Homeowners’ Association.
4. Landscaped traffic circles, chokers, and center islands are encouraged, but must meet the requirements of the Fire Department.
5. The minimum Parkway width shall be 10 feet.
6. Linear sidewalks are discouraged. Meandering sidewalks, which provide landscaping and street trees adjacent to the curb, shall be included in local street design.
The design of local streets varying from the City’s standard, shall be included in the Tentative Tract Map application, and shall be reviewed by the Planning Commission and approved by the City Council.

**Responsible Agency:** Planning Department, Public Works Department, Planning Commission, City Council

**Schedule:** 2005-2006, Ongoing

**Program 2.B**
Existing local streets will be inventoried, and a master plan of potential improvements designed to improve their aesthetic and safety, including landscaped medians, sidewalks and traffic calming devices, shall be developed, cost engineered, and implemented.

**Responsible Agencies:** Public Works Department, Planning Commission, City Council

**Schedule:** 2006-2007, Ongoing

**Policy 3**
The City shall establish and maintain a 5-Year Capital Improvement Program for streets.

**Program 3.A**
The Public Works Department shall establish a Capital Improvement Program for 5 years, and update it annually.

**Responsible Agency:** Public Works Department

**Schedule:** 2006-2007

**Policy 4**
Proactively participate in regional transportation planning.

**Program 4.A**
Maintain active relationships with the City of Beaumont, the County of Riverside, the Western Riverside County Council of Governments, the California Department of Transportation and the Morongo Band of Mission Indians to share information and promote comprehensive transportation planning in the region.

**Responsible Agency:** Public Works Department, City Manager’s Office, City Council, City of Beaumont, County of Riverside, WRCOG, CalTrans, Tribe

**Schedule:** 2005-2006

**Program 4.B**
Aggressively pursue Banning projects in the Transportation Uniform Mitigation Fee (TUMF) program, particularly the addition of projects to the TUMF project list, including grade separated road crossings.

**Responsible Agency:** Public Works Department

**Schedule:** 2005-2006
Program 4.C
Aggressively pursue the design and development of interchanges at Highland Home Road and Cottonwood Road (North - South), including all sources of funding, and the coordination of I-10 widening with their installation.
Responsible Agency: Public Works Department, City Manager's Office, City Council, CalTrans, Railroad
Schedule: 2005-2006

Policy 5
Consider amendments to the Highland Home/Highland Springs/18th Street/Brookside street configurations based on public safety, design feasibility and area needs.

Policy 6
The City shall maintain peak hour Level of Service C or better on all local intersections, except those on Ramsey Street and at I-10 interchanges, where Level of Service D or better shall be maintained.

Program 6.A
Periodically review current traffic volumes and the actual pattern of development to coordinate, program and, as necessary, revise road improvements.

Policy 7
New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, grade separations and traffic signals.

Policy 8
Traffic calming devices shall be integrated into all City streets to the greatest extent possible and all new streets shall be designed to achieve desired speeds.

Policy 9
Street trees within the City right of way shall be preserved, unless a danger to the public health and safety or if the tree is diseased.

Program 9.A
Sidewalks in areas with street trees shall be designed to “wrap around” the tree if they are added to an existing neighborhood.
Responsible Agency: Public Works Department
Schedule: Ongoing

Policy 10
Sidewalks shall be provided on all roadways 66 feet wide or wider. In Rural Residential land use designation pathways shall be provided.
Program 10.A
The Public Works Department shall prepare an inventory of discontinuous sidewalks on all qualifying roadways, and fund individual projects through the Capital Improvement Program annually.
Responsible Agency: Public Works Department, City Council
Schedule: Inventory in 2006-2007, Annually thereafter

Program 10.B
All new development proposals located adjacent to qualifying roadways shall be required to install curb, gutter and sidewalk concurrent with construction.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Program 10.C
The City shall develop procedures to address neighborhood sidewalk needs as they are requested by that neighborhood.
Responsible Agency: Public Works Department
Schedule: 2005-2006, Ongoing

Program 10.D
Work with the School District to develop safe routes to school.
Responsible Agency: Public Works Department
Schedule: 2005-2006, Ongoing

Policy 11
Sidewalks or other pedestrian walkways shall be required on all streets within all new subdivisions.

Policy 12
In the absence of a vehicular grade separation, the City shall aggressively pursue a grade separated pedestrian access across San Gorgonio, to assure that high school students do not have to cross the railroad tracks on their way to and from school.

Policy 13
Pedestrian access in the Downtown Commercial designation shall be preserved and enhanced.

Program 13.A
All development and redevelopment proposals for the Downtown area shall include enhanced sidewalk, pedestrian walkway, lighting and landscaping designs and assure connections to existing and planned sidewalks.
Responsible Agency: Public Works Department, Planning Department
Schedule: As development proposals are presented

Policy 14
The City shall aggressively pursue the construction of all weather crossings over General Plan roadways.
Program 14.A
The Public Works Department shall prioritize the need for bridges listed in this Element, develop preliminary cost estimates, identify and pursue sources of funding, including developer funding, for each facility.
Responsible Agency: Public Works Department, City Council
Schedule: 2005-2006, Annually thereafter

Program 14.B
All new development proposals shall pay their fair share of bridge construction needed to serve their project.
Responsible Agency: Public Works Department, Planning Department
Schedule: Ongoing

Policy 15
The City shall develop a Golf Cart Plan compliant with state requirements.

Policy 16
Golf cart paths and facilities shall be funded, to the greatest extent possible, by new development.

Program 16.A
The routing and facilities required in the Golf Cart Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.
Responsible Agency: Public Works Department
Schedule: 2006-2007

Program 16.B
Golf cart facilities shall be incorporated into new project plans located on golf cart routes.
Responsible Agency: Planning Department, Public Works Department, Planning Commission, City Council
Schedule: 2005-2006, Ongoing

Policy 17
Encourage the expansion of an integrated Pass transit system.
Program 17.A
The City will explore the potential for either bus or rail connection to the Metrolink transit system.

**Responsible Agency:** City Manager’s Office, Community Services Department  
**Schedule:** 2006-2007, Ongoing

**Policy 18**
The City shall review its transit service to major regional attractions, and intra-City recreational locations in future planning efforts, based on need.

**Policy 19**
Bus pullouts shall be designed into all new projects on arterial roadways, to allow buses to leave the flow of traffic and reduce congestion.

**Program 19.A**
Bus pullouts will be retrofitted on built-out streets, wherever possible.  
**Responsible Agency:** Public Works Department, City Council  
**Schedule:** 2006-2007, Ongoing

**Policy 20**
Promote the location of a passenger rail station for long distance and commuter rail service.

**Policy 21**
Update the Airport Master Plan every five years to meet the needs of the general aviation, business and tourism segments of the community.

**Program 21.A**
Land use designation decisions within the area of influence of the airport shall be specifically reviewed to assure compatibility.

**Responsible Agency:** Planning Commission, City Council  
**Schedule:** Ongoing

**Program 21.B**
Work with the Chamber of Commerce, the Morongo Band of Mission Indians, and other interested parties to provide services which meet the needs of passenger and freight transport.

**Responsible Agency:** Airport Management, Economic Development staff, Chamber of Commerce, Morongo Band of Mission Indians, City Council  
**Schedule:** Ongoing

**Policy 22**
Maintain an accurate mapping of all utility corridors.

**Program 22.A**
The Building Department shall inventory and map transmission utility easements on the Land Use Map (including electric, fiber optics, natural gas and petroleum).

**Responsible Agency:** Building Department, Planning Department  
**Schedule:** Inventory in 2005-2006, Annually thereafter
Policy 23
The City shall purchase and/or replace its fleet of vehicles with alternate fuel vehicles when available to the greatest extent possible, and shall encourage other agencies to do the same.

Policy 24
Public alleys throughout the City shall be maintained to be useful and safe at all times.

Program 24.A
The City shall create a downtown alley master plan and where appropriate pave, light and otherwise improve alleys.
**Responsible Agency:** Public Works Department
**Schedule:** Ongoing

Program 24.B
The Public Works Department shall inventory all public alleys, determine which are necessary, and vacate those that are not.
**Responsible Agency:** Public Works Department, City Council
**Schedule:** 2006-2007

Policy 25
The City shall develop and implement plans for a coordinated and connected bicycle lane network in the community that allows for safe use of bicycles on City streets.

Program 25.A
The City shall inventory all streets for potential Class I, Class II and Class III bikeways, and shall program their installation in its Capital Improvement Program.
**Responsible Agency:** Planning Department; Engineering Division; Public Works Department; Planning Commission; City Council
**Schedule:** 2005-2006.

Program 25.B
Class I bikeways and sidewalks should be installed on both sides of Wilson Street, Ramsey Street, and Lincoln Street, and other major streets where sufficient right-of-way is available.
**Responsible Agency:** Engineering Division; Public Works Department
**Schedule:** 2005-2006, Ongoing

Program 25.C
Class II bikeways and sidewalks should be designated on all existing arterial streets that have sufficient width to safely accommodate bicycle travel lanes.
**Responsible Agency:** Planning Department; Engineering Division; Public Works Department
**Schedule:** 2005-2006.

Program 25.D
The City should designate Class III bikeways only where Class I and Class II facilities are not feasible.
**Responsible Agency:** Planning Department; Public Works Department
**Schedule:** Continuous.
Policy 26
The City should continue to work with the Morongo Band of Mission Indians and neighboring cities and communities to create a regional bicycle and trail network.

Policy 27
The City shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Program 27.A
Evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose. 
Responsible Agency: Planning Department

Program 27.B
Evaluate the practicality of developing a multi-use trails system along the Banning Bench adjacent to and extending into San Bernardino National Forest lands, where environmental and safety issues can be accommodated, and negotiate inter-agency agreements with the U.S. Forest Service for this purpose.
Responsible Agency: Planning Department, U.S. Forest Service/San Bernardinio National Forest

Program 27.C
Establish a multi-purpose trail between Dysart Park and Smith Creek Park, suitable for equestrian, bicycle and pedestrian use.
Responsible Agency: Community Services Department; Public Works Department; Parks and Recreation Advisory Committee
Schedule: 2005-2006, ongoing as development occurs

Policy 28
Motorized vehicles shall be prohibited on City trails.

Program 28.A
The City shall develop a non-motorized trail system and associated ordinances and other required implementation programs.
Responsible Agency: Public Works Department, Planning Commission, City Council
Schedule: 2006-2007

Program 28.B
The non-motorized trail system shall be funded, to the greatest extent possible, by new development.
Responsible Agency: Public Works Department
Schedule: 2006-2007
Program 28.C
The routing and facilities required in the non-motorized trail system Plan shall be incorporated into the Development Impact Fee when the Plan is adopted.

Responsible Agency: Public Works Department
Schedule: 2006-2007
Exhibit “C”

City of Banning Strategic Plan 2011-2016
City Council

Barbara Hanna ................................................................. Mayor
John Machisic ............................................................... Mayor Pro Tem
Bob Botts ................................................................. Council Member
Debbie Franklin .................................................. Council Member/Housing Authority Chairperson
Don Robinson ............. Council Member/Community Redevelopment Agency Chairman
John McQuown .......................................................... City Treasurer
Marie Calderon .............................................................. City Clerk

Executive Management Team

Andy Takata .............................................................. City Manager
June Overholt ........................................................ Administrative Services Director
Zai Abu Bakar ........................................................ Community Development Director
Heidi Meraz ........................................................ Community Services Director
Vacant ........................................................... Economic Development/Redevelopment Director
Fred Mason ........................................................ Electric Utilities Director
Jeff Stowells ........................................................ Fire Battalion Chief
Leonard Purvis ........................................................ Police Chief
Duane Burk ........................................................... Public Works Director
TAG LINE

"Proud History, Prosperous Tomorrow"

VISION STATEMENT

The City of Banning promotes and supports a high quality of life that ensures a safe and friendly environment, fosters new opportunities and provides responsive, fair treatment to all and is the pride of its citizens.

MISSION STATEMENT

Our Banning City Government is actively concerned with the quality of life offered to our citizens and is constantly striving to improve that quality by:

- Maintaining the highest level of police, fire and paramedic services possible.
- Maintaining well-planned and safe neighborhoods for a strong community.
- Creating a downtown where you can live, work, shop and play.
- Generating new business opportunities and support existing businesses that generate jobs and revenue.
- Fostering post-high school education and training opportunities.
- Reducing traffic congestion and maintaining streets and sidewalks.
- Beautifying and keeping the city clean with landscaped corridors and gateways along with reducing all areas of blight.
- Maintaining City parks, recreation services and facilities.
- Improving airport, rail, streets and highways, and public transit uses for the betterment of the Pass Area residents and businesses.
- Supporting growth and maintenance of utilities and infrastructure to allow for responsible city growth and sustainability.
- Improving and creating safe public schools.
- Partnering and communicating with local entities.
- Celebrating the diversity that is the heritage of Banning's past and future.
- Overseeing revenue and budget expenditures that best serve the citizens of Banning.
- Promoting transparency and accountability as a requirement to good, fiscally responsible government.
The City of Banning is strategically located in Riverside County along the route of U.S. Interstate 10 approximately 25 miles northwest of Palm Springs and 82 miles east of Los Angeles. Beautifully located in the San Gorgonio Pass between the two highest mountain peaks in Southern California, Banning is only minutes away from many desert and mountain resorts. One of Banning's unique characteristics is that it provides the serenity of a rural setting yet has easy access to major metropolitan areas. Its unique location is at a relatively high altitude (2,350 feet) in the pass which provides a favorable year-round climate and air quality. Its municipal boundaries encompass 22.117 square miles.

Banning has a rich and colorful history. Its first permanent landmark, an adobe house, was built on a tract of land now known as the Gilman place, in 1854. The house was used as a stagecoach station and meal stop for many years. The Colorado Stage and Express Line included Banning on its route from Los Angeles to the Colorado River in 1862, where gold had been discovered. The railroad replaced the stagecoach in 1876.

Incorporated in 1913, Banning is a general law city with a council/manager type administration. The City has five elected council members, one of which is chosen mayor by the Council. The City Manager is the Chief Administrative Officer and is appointed by the City Council.

The City of Banning is a full service municipal government, which owns and operates its own electric and water utilities. It also offers its residents an airport, local police protection, municipal bus service, seven parks, a swimming complex, a seasonally operated play house bowl, as well as youth and leisure programs. Recreation opportunities are also abundant in nearby areas, which offer golfing, fishing, hiking, and equestrian trails.
City of Banning Goals

(Appeared by the City Council on March 22, 2011)

Fiscal Stability - Achieve fiscal sustainability by managing city finances, services and assets to produce a balanced budget, to increase reserves and to maintain desired city services and facilities.

Public Safety - Provide police, fire and emergency services to maintain a safe and secure community.

Infrastructure and City Facilities - Provide infrastructure improvements needed to provide auto, bicycle and pedestrian mobility recreation opportunities, electricity, water and recycled water for the community.

Economic Development - Adopt and implement marketing, investment, and planning strategies to increase Banning’s tax base, provide local jobs and increase shopping, restaurants and entertainment choices for residents and visitors (provide reasons for visitors to come to Banning).

Quality of Life - Build and maintain a high standard of community appearance, character and livability by effective planning and code enforcement, attention to long term vision and citizen involvement and recreation facilities and services.

Community Relations - Implement pro-active policies and programs which enhance resident-friendly service, responsiveness, two-way communication and transparency to achieve citizen trust of and respect of and involvement in the City.

Regional Cooperation and Partnerships - Advocate, create and participate in regional efforts, partnerships and cooperative arrangements to assist in achieving the City’s goals.
EXECUTIVE SUMMARY

In January 2011, the City Council, City Manager and City Executive Management Team Members met in an open Strategic Planning Workshop to discuss the goals and direction of the City. At the conclusion of the workshop, the Council directed staff to begin working on a draft strategic plan. The goals identified in the workshop were brought back to council and approved on March 22, 2011.

In July 2011, the City Council, City Manager and City Executive Management Team met in an open Study Session to review the draft strategic plan and comment on any changes to the draft document. As a result of the Study Session, revisions were made to the draft plan and the final document has now been compiled and is incorporated herein as Exhibit “A”.

The document before you contains a number of policy initiatives identified by the City Council as well as specific goals and objectives that support these initiatives. Lastly, this document also contains milestones and information relative to progress of a certain goal and/or necessary resources needed to accomplish the same.

At this time, I would like to extend my personal gratitude to the Executive and Administrative staff whose dedication and input proved invaluable in the preparation and implementation of this plan.

Respectfully submitted,

Andy Takata
City Manager
City of Banning
City of Banning
Strategic Plan

Action Steps / Strategic Priority
# CITY OF BANNING

## STRATEGIC PLAN

2011-2016

**Goal #1: FISCAL STABILITY** - Achieve fiscal sustainability by managing city finances, services and assets to produce a balanced budget, to increase reserves and to maintain desired city services and facilities.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Balanced Budget</td>
<td></td>
<td>FY2013</td>
<td>Difficult to quantify. Desire is to be able to provide forecasting but not enough staffing bandwidth to accomplish.</td>
</tr>
<tr>
<td>B-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Revenues – Advocate against State Takeaways</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Elected Officials; City Manager = Time &amp; Travel Costs Lobbyist = Retainer</td>
</tr>
<tr>
<td>C-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Revenues – Increase revenue streams (address revenue leakage)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Hours = unknown; need dept. staff to create database and analyze contracts. Limited by staff reductions. Audit contracts to ensure City is collecting all $ per terms of contracts.</td>
</tr>
<tr>
<td>D-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Revenue – Increase revenue streams (existing revenues)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>No proactive action at this time due to lack of staffing. If dept. had a staff person, would be able to do analysis, question deviations and contact other agencies.</td>
</tr>
<tr>
<td>E-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Revenue – Increase revenue streams (NEW revenues)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>No staff available to evaluate options and ideas.</td>
</tr>
<tr>
<td>F-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Expenditures – Reduce costs (employee negotiations)</td>
<td>Fall 2011</td>
<td>+/-</td>
<td>+/- (City Atty., Admin Svcs., Director, Deputy Human Resources Director) = negotiations time.</td>
</tr>
<tr>
<td>G-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>1</td>
<td>Expenditures – Reduce costs (other)</td>
<td></td>
<td></td>
<td>Hire Finance staff person (purchasing focus). Research deals/negotiate cost reductions.</td>
</tr>
<tr>
<td>H-1</td>
<td>Admin Svcs Finance &amp; Finance</td>
<td>2</td>
<td>Revenues – Fee Review</td>
<td>Under review</td>
<td>Phased Approach</td>
<td>Depts. currently reviewing master list; need to define strategy for revisions vs. NEW fees. Phased approach goal - gain approval of escalator index by Dec 2011. No staff available; finance hours to complete = +/- 200 hrs. depending on who is involved and continuity of project. $ needed for consultant; OR current strategy is phased approach of utilizing an intern. Establish escalator index where allowed by Prop. 26.</td>
</tr>
</tbody>
</table>
Goal #1: **FISCAL STABILITY** - Achieve fiscal stability by managing city finances, services and assets to produce a balanced budget, to increase reserves and to maintain desired city services and facilities.

<table>
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<th>Strategic Priority Action Steps</th>
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</thead>
<tbody>
<tr>
<td>I-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Revenues – Fee review</td>
<td>Nov-11 Review of Water Fees</td>
<td>Winter 2013 or Spring 2014</td>
<td>Possible increase in Winter 2013 or Spring 2014 – Rates for utilities (water, sewer, electric) not scheduled for update since they have been recently approved. However, review of the financials, compliance with bond covenants will continue. If needed, corrective action will be recommended. All other water fees will be reviewed during the budget.</td>
</tr>
<tr>
<td>J-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Reserves – Update policy</td>
<td>Complete June 2011</td>
<td></td>
<td>40 to 80 hours for director to analyze changes required by GASB 54, prepare staff report, etc.</td>
</tr>
<tr>
<td>K-1</td>
<td>Admin Svcs Finance</td>
<td>2</td>
<td>Reserves – Increase</td>
<td>Unknown</td>
<td></td>
<td>Ability to increase reserves is subject to a balanced budget and excess revenues.</td>
</tr>
<tr>
<td>L-1</td>
<td>Admin Svcs Finance</td>
<td>3</td>
<td>Enterprise Resource Planning (ERP) Software</td>
<td>Unknown</td>
<td></td>
<td>Staff time and consultants to conduct business process review, project development, bid requests, proposal evaluations and implementation strategies. Achieving efficiencies and functionality for staff and citizens is a high priority which may be accomplished with the exiting software or through changing the software.</td>
</tr>
<tr>
<td>M-1</td>
<td>Electric</td>
<td>2</td>
<td>Ongoing Electric Rate Evaluation</td>
<td>Ongoing</td>
<td></td>
<td>Utilize computer software tool developed by Navigant Consulting to determine Electric rate requirements. This evaluation is performed on a regular basis. Staff will keep Council informed of issues affecting the Electric Utility costs and potential rate impact.</td>
</tr>
<tr>
<td>N-1</td>
<td>Public Works</td>
<td>1</td>
<td>Submittal of Grant Applications</td>
<td>Ongoing</td>
<td></td>
<td>Utilize eCivis online grant management to locate information on all available grants.</td>
</tr>
</tbody>
</table>
### City of Banning

**STRATEGIC PLAN**
**2011-2016**

**Goal #2: PUBLIC SAFETY** - Provide police, fire and emergency services to maintain a safe and secure community.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YY)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-2</td>
<td>Fire</td>
<td>1</td>
<td>Continue current staffing through contract with CalFire</td>
<td>1/1/2012</td>
<td>6/30/2012</td>
<td>Current agreement ends 2012. $780,000 currently shared between County and Beaumont.</td>
</tr>
<tr>
<td>B-2</td>
<td>Fire</td>
<td>2</td>
<td>Fund inspector position</td>
<td>Jul-11</td>
<td>Jan-12</td>
<td>$106,000</td>
</tr>
<tr>
<td>C-2</td>
<td>Fire</td>
<td>2</td>
<td>Increase staffing as city grows FYI: SQ = Paramedic Squad E = Engine 5 = 5 person staffing 4 = 4 person staffing</td>
<td>As growth happens</td>
<td>As growth happens</td>
<td>CFD for staffing; mitigation funds for equipment. Squad (SQ) = $809,400 for 5 person staffing; Engine (E) = $1,113,000; Squad (SQ) = $650,000 for 4 person staffing; 4 person increase staffing uses a person from the current engine staffing, but this will increase OT.</td>
</tr>
<tr>
<td>D-2</td>
<td>Police</td>
<td>1</td>
<td>CFD's – Impact based on level of new developments.</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>E-2</td>
<td>Police</td>
<td>1</td>
<td>Rewarding of Grants through State and Federal Programs throughout the year.</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Continue to seek federal grants.</td>
</tr>
<tr>
<td>F-2</td>
<td>Police</td>
<td>1</td>
<td>Sign new contract with BUSD for High School SRO for FY2011-12</td>
<td>July-11</td>
<td>6/30/2010 (FY10-11)</td>
<td>School funded positions</td>
</tr>
<tr>
<td>G-2</td>
<td>Police</td>
<td>1</td>
<td>Continue to make our community the safest as possible. As the population grows, strive to keep the violent and property crimes down.</td>
<td>Ongoing Annually</td>
<td>Ongoing</td>
<td>Banning continues to be a safe play to live based on the annual reports of crime. Annual violent crime decreases since 2007. Annual property crime decreases since 2006.</td>
</tr>
<tr>
<td>H-2</td>
<td>Police</td>
<td>2</td>
<td>Morongo Agreement</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td></td>
</tr>
<tr>
<td>I-2</td>
<td>Police</td>
<td>3</td>
<td>Influence perceptions (increase awareness of low crime rates/interaction with Press to manage positive articles, etc.)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Police Admin Staff – Coordinate community meetings. CM/POLICE Chief/Admin Staff – Meet with Press to produce positive articles, etc.</td>
</tr>
</tbody>
</table>
**Goal #3: INFRASTRUCTURE AND CITY FACILITIES** - Provide infrastructure improvements needed to provide auto, bicycle and pedestrian mobility, recreation opportunities, electricity, water and recycled water for the community.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-3</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Amendment to the General Plan Circulation Element</td>
<td>Jul-11</td>
<td>Jul-12</td>
<td>$200,000 – Consultant costs; cost estimates to amend the Level of Service (LOS) standards and deletion of Highland Home Road from the Circulation Element. Overlap with Public Works.</td>
</tr>
<tr>
<td>B-3</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Amendment to the General Plan Parks and Recreation Element to correspond with the adoption of the current Parks Master Plan.</td>
<td>Jul-11</td>
<td>Dec-11</td>
<td>Using internal staff which is already budgeted in the current and next fiscal year. Will need to take another General Plan Amendment to ensure that the City is keeping with the maximum 4 amendments per year.</td>
</tr>
<tr>
<td>C-3</td>
<td>Electric</td>
<td>2</td>
<td>Update Electric Utility 10-Year Master Plan</td>
<td>Jul-12</td>
<td>Dec-12</td>
<td>Consultant budget $120,000. Will also require assistance from Electric Utility personnel. The consultant cost estimate is based on the previous Master Plan, which was completed in 2004. Actual cost may be higher.</td>
</tr>
<tr>
<td>D-3</td>
<td>Fire</td>
<td>1</td>
<td>Retain Engine 20</td>
<td>Jun-11</td>
<td>Jan-12</td>
<td>$35,500; approximate annual cost.</td>
</tr>
<tr>
<td>E-3</td>
<td>Public Works</td>
<td>1</td>
<td>Restoration of the Whitewater Diversion Pipeline Flume</td>
<td>Dec-14</td>
<td>2015</td>
<td>10% of total costs of repairs (unknown)</td>
</tr>
<tr>
<td>F-3</td>
<td>Public Works</td>
<td>1</td>
<td>Irrigation Water System. Phase 1 of the recycled water system (Design only)</td>
<td>Dec-11</td>
<td>2012</td>
<td>Completed in 2011 for Phase 1 – Segment A.</td>
</tr>
<tr>
<td>G-3</td>
<td>Public Works</td>
<td>1</td>
<td>Improvements to the Existing Wastewater Treatment Plant</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>2011 Design complete and modification to scalping plant idea.</td>
</tr>
<tr>
<td>H-3</td>
<td>Public Works</td>
<td>1</td>
<td>Continual discussion regarding the Recycled Water Plant</td>
<td>Dec-12</td>
<td>Ongoing</td>
<td>2011 – Funding available Council approval needed.</td>
</tr>
<tr>
<td>I-3</td>
<td>Public Works</td>
<td>1</td>
<td>SB-821 Grant Submittal</td>
<td>Mar-11</td>
<td>Apr-11</td>
<td>30 hours; complete/pending results.</td>
</tr>
<tr>
<td>J-3</td>
<td>Public Works</td>
<td>1</td>
<td>Annual Street Overlay Project</td>
<td>Sep-11</td>
<td>Jan-12</td>
<td>Measure “A” (RAC Grant rubberized asphalt)</td>
</tr>
<tr>
<td>K-3</td>
<td>Public Works</td>
<td>1</td>
<td>Sunset Avenue Grade Separation</td>
<td>Dec-12</td>
<td>Dec-14</td>
<td>CFD/AD needed for add’l. 10 mil. ($20 mil. in hand via grant)</td>
</tr>
<tr>
<td>L-3</td>
<td>Public Works</td>
<td>1</td>
<td>Courthouse Infrastructure</td>
<td>Sep-11</td>
<td>Feb-12</td>
<td>Project out to bid</td>
</tr>
<tr>
<td>M-3</td>
<td>Public Works</td>
<td>1</td>
<td>Joshua Palmer</td>
<td>Sep-11</td>
<td>Dec-12</td>
<td>Cooperation w/ other agencies required; private funding.</td>
</tr>
<tr>
<td>N-3</td>
<td>Public Works</td>
<td>2</td>
<td>Annual Waterline Replacement Program. Replacement of various waterlines within the City.</td>
<td>Jan-12</td>
<td>Ongoing</td>
<td>Completed 2011; new design would go out 2011-12.</td>
</tr>
</tbody>
</table>
Goal #3: INFRASTRUCTURE AND CITY FACILITIES - Provide infrastructure improvements needed to provide auto, bicycle and pedestrian mobility recreation opportunities, electricity, water and recycled water for the community.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>O-3</td>
<td>Public Works</td>
<td>2</td>
<td>Supervisor Control Data Acquisition (SCADA) System. Replacement of existing system to manage water production and reliability.</td>
<td>Jan-12</td>
<td>2014</td>
<td>Funding unknown; design.</td>
</tr>
<tr>
<td>P-3</td>
<td>Public Works</td>
<td>2</td>
<td>Airport</td>
<td>June-11</td>
<td>June-11</td>
<td>2011 AWOS System complete; 2011-12 Taxi-way modifications awaiting FAA approval.</td>
</tr>
<tr>
<td>Q-3</td>
<td>Public Works</td>
<td>2</td>
<td>Banning Water Canyon Replacement Phase 1. Replacement of transmission waterline which supplies the majority of the City's water.</td>
<td>Jan-12</td>
<td>2015</td>
<td>Apply SRF</td>
</tr>
<tr>
<td>R-3</td>
<td>Public Works</td>
<td>3</td>
<td>Sun Lakes Blvd. (Extension to Westward)</td>
<td>Unknown</td>
<td>Unknown</td>
<td>No Funding</td>
</tr>
<tr>
<td>S-3</td>
<td>Public Works</td>
<td>3</td>
<td>Pre-Amps at Signals (Highland Springs)</td>
<td>Unknown</td>
<td>Unknown</td>
<td>No Funding</td>
</tr>
<tr>
<td>T-3</td>
<td>Public Works</td>
<td>3</td>
<td>Golf Carts</td>
<td>Unknown</td>
<td>Unknown</td>
<td>No Funding (contingent upon right-of-way, vehicle code changes and funding).</td>
</tr>
</tbody>
</table>
## Goal #4: ECONOMIC DEVELOPMENT
- **Goal:** Adopt and implement marketing, investment, and planning strategies to increase Banning’s tax base, provide local jobs and increase shopping, restaurants and entertainment choices for residents and visitors (provide reasons for visitors to come to Banning).

### Strategic Plan 2011-2016

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-4</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Inventory of vacant commercial and industrial properties in the City and making it available on the City’s website.</td>
<td>Complete</td>
<td>May 2011 + semi-annual updates</td>
<td>.25 person/$15,000. The inventory is published on the City's website. The cost relates to continuing updates and working with relators/brokers and property owners.</td>
</tr>
<tr>
<td>B-4</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Improvements to the City's website for marketing purposes.</td>
<td>Jul-11</td>
<td>Monthly Update</td>
<td>.25 person/$15,000. This includes initial redesign and ongoing updates.</td>
</tr>
<tr>
<td>C-4</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>Business Retention and Expansion Survey</td>
<td>May-11</td>
<td>Dec-11</td>
<td>Using Economic Development Committee to do initial contacts with businesses.</td>
</tr>
<tr>
<td>D-4</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>ICSC Membership for 2 attendees for attendance at 2 ICSC events.</td>
<td>May/Sept Annually</td>
<td>Same as milestone</td>
<td>TBD</td>
</tr>
<tr>
<td>E-4</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Economic Development Plan</td>
<td>TBD</td>
<td>TBD</td>
<td>New Director position to be filled — recruitment/interviews in progress. Action steps to be added at a later date as part of bringing a Strategic Plan update to City Council (every 6 months).</td>
</tr>
<tr>
<td>F-4</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Hire an Economic Development/Redevelopment Director</td>
<td>Jul-11</td>
<td>Dec-11</td>
<td>$216,246.20 annually; recruitment in progress.</td>
</tr>
<tr>
<td>G-4</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Economic Development Brochure and Marketing Packet</td>
<td>Apr-11</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>H-4</td>
<td>Electric</td>
<td>1</td>
<td>Promote Electric Utility Incentives for Large Commercial customers and Existing Large Commercial customers that expand their business.</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>The Electric Utility implemented two new programs (Economic Dev. Rate Program and the Business Retention Rate Program) to attract new large commercial customers and retain existing customers.</td>
</tr>
</tbody>
</table>
CITY OF BANNING

STRATEGIC PLAN
2011-2016

Goal #5: QUALITY OF LIFE - Build and maintain a high standard of community appearance, character and livability by effective planning and code enforcement, attention to long term vision and citizen involvement and recreation facilities and services.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 1-Highest; 3-Least Urgent</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-5</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Continue to build attractive and walkable Downtown.</td>
<td>Ongoing as part of land develop.</td>
<td>Ongoing</td>
<td>Utilize existing staff; done as part of development review and verify during construction. Multi-tenant commercial development must have property management to ensure the ongoing maintenance of properties.</td>
</tr>
<tr>
<td>B-5</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Effective planning</td>
<td>Jan-12</td>
<td>Ongoing</td>
<td>$65,000 for an assistant planner; cost will be shown in the budget and is also indicated in the row labeled “encourage new residential development”. An additional planner is needed to provide and improve customer service to “mom and pop” developers who are not as familiar with development regulations, including state and environmental laws.</td>
</tr>
<tr>
<td>C-5</td>
<td>Comm. Develop.</td>
<td>1</td>
<td>Establish priorities for Code Enforcement (communicate with residents, be pro-active)</td>
<td>Jun-11</td>
<td>Ongoing</td>
<td>Use existing staff plus an additional officer = $70,000 (salary + benefits) for enhanced code enforcement; for pro-active code enforcement - need 1 more code officer.</td>
</tr>
<tr>
<td>D-5</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>Art in Public Places</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Ongoing as part of land development - Due to budget constraints and reduced staffing, this item shall be limited to a Downtown only focus at this time. We cannot accomplish the full citywide implementation with our current staffing. Art in Public Places is required only in the Downtown Commercial District. Staff is to develop policies and standard criteria.</td>
</tr>
<tr>
<td>E-5</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>Encourage new residential development</td>
<td>Jun-12</td>
<td>Ongoing</td>
<td>$65,000 (salary + benefits) for an assistant planner. Please Note: This is the same position as listed above (A-5 &amp; B-5).</td>
</tr>
<tr>
<td>F-5</td>
<td>Comm. Svcs.</td>
<td>3</td>
<td>Long term vision for Community Services Department (Involvement, Facilities and Programs).</td>
<td>Midyear Budget Review</td>
<td>FY12-13</td>
<td>$78,000 (Salary &amp; Benefits) – Annual cost for the creation of a Recreation Manager position. Staff and P&amp;R Commission can begin working on this using the updated master plan. Moved to priority level 3 – cannot recommend unless programs pay to fund this position. Staffing priorities and implementation to be reviewed.</td>
</tr>
<tr>
<td>G-5</td>
<td>Comm. Svcs.</td>
<td>2</td>
<td>Marketing &amp; Development of Programs</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

(E-S)
GOAL #5: QUALITY OF LIFE - Build and maintain a high standard of community appearance, character and livability by effective planning and code enforcement, attention to long term vision and citizen involvement and recreation facilities and services.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-5</td>
<td>Electric</td>
<td>2</td>
<td>Downtown Electric Underground Project</td>
<td>Jun-11</td>
<td>Dec-13</td>
<td>Cost for this project is estimated at $2.8 mil. This project will help clean up the Downtown Corridor and make it more attractive to potential Commercial customers.</td>
</tr>
<tr>
<td>I-5</td>
<td>Fire</td>
<td>2</td>
<td>Fund Inspector (this is listed on Goal #2 but will also apply to Goal #5)</td>
<td></td>
<td></td>
<td>Listed in Goal #2 (to avoid duplication there is no cost shown w/ Goal #5). Inspecting all public buildings can improve this goal.</td>
</tr>
<tr>
<td>J-5</td>
<td>Public Works</td>
<td>2</td>
<td>City Monuments</td>
<td>2012</td>
<td>2012</td>
<td>No Funding</td>
</tr>
<tr>
<td>K-5</td>
<td>Public Works</td>
<td>2</td>
<td>Replier Park Bowl</td>
<td>Jun-11</td>
<td>Jun-11</td>
<td>Grant Prop. 84 and CDBG application in process. Otherwise, no funding.</td>
</tr>
<tr>
<td>L-5</td>
<td>Public Works</td>
<td>3</td>
<td>Roosevelt Williams Park</td>
<td>2011</td>
<td>2012</td>
<td>No funding – dependent upon outcome of redevelopment elimination.</td>
</tr>
</tbody>
</table>
Goal #6: Implement pro-active policies and programs which enhance resident-friendly service, responsiveness, two-way communication and transparency to achieve citizen trust and respect of involvement in the City.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-6</td>
<td>Comm. Develop.</td>
<td>2</td>
<td>Community Forums and Meetings</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Utilize existing staff; this is to be done in conjunction with land development or general plan amendment of specific issues that are of citywide or of neighborhood concern.</td>
</tr>
<tr>
<td>B-6</td>
<td>Electric</td>
<td>2</td>
<td>Utility Customer Service Software and Phone Systems.</td>
<td>Ongoing</td>
<td>Dec-12</td>
<td>The Electric Utility will continue to work with the Finance Dept. to fully utilize the existing systems, while looking at the feasibility of implementing new more effective systems.</td>
</tr>
<tr>
<td>C-6</td>
<td>Public Works</td>
<td>1</td>
<td>Effective Management of Waste Management</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Utilize existing staff/continual communications and coordination with Waste Management, etc.</td>
</tr>
</tbody>
</table>
## Goal #7: REGIONAL COOPERATION AND PARTNERSHIPS

Advocate, create and participate in regional efforts, partnerships and cooperative agreements to assist in achieving the City's Goals.

<table>
<thead>
<tr>
<th>Strategic Priority Action Steps</th>
<th>Dept.</th>
<th>Priority 1-3 (1-Highest; 3-Least Urgent)</th>
<th>Project Name and Description</th>
<th>Milestone Targets (MM/YR)</th>
<th>Completion Date</th>
<th>Necessary Resources/Additional Costs/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-7</td>
<td>Comm. Develop.</td>
<td>3</td>
<td>SCAG – Activities</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>0.25 persons (or $20,000) to monitor SCAG activities. Cost sharing as part of an Assistant Planner position.</td>
</tr>
<tr>
<td>B-7</td>
<td>Electric</td>
<td>2</td>
<td>Participation in Electric Industry organizations that benefit the City (SCPPA, CMUA, APPA, WUC, etc.)</td>
<td>Ongoing</td>
<td>Ongoing</td>
<td>Approximately 680 man-hours per year are spent participating in Electric industry organizations. The City obtains a tremendous ROI on our participation in the SCPPA and CMUA organizations. Staff will continue to maximize this benefit.</td>
</tr>
<tr>
<td>C-7</td>
<td>Fire</td>
<td>2</td>
<td>Regional Fire Costs</td>
<td>Jul-11</td>
<td>Jul-12</td>
<td>Pass Area Cities and County. Unknown cost – Banning is currently receiving funding from the County and Beaumont. Banning will be asked for funds under the regional concept.</td>
</tr>
<tr>
<td>D-7</td>
<td>Public Works</td>
<td>1</td>
<td>Member of Riverside Council of Governments Solid Waste Technical Committee</td>
<td>Bi-monthly Mtgs.</td>
<td>Bi-monthly Mtgs.</td>
<td>$3,900 annually – Funded.</td>
</tr>
<tr>
<td>E-7</td>
<td>Public Works</td>
<td>1</td>
<td>Member of the Western Riverside Council of Governments Public Works Committee (TAC TUF participation)</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>Staff time to attend meetings.</td>
</tr>
<tr>
<td>F-7</td>
<td>Public Works</td>
<td>1</td>
<td>Imported Water Meeting, discussion of delivery in regards to State Project Water.</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>$5,400 Annually</td>
</tr>
<tr>
<td>G-7</td>
<td>Public Works</td>
<td>1</td>
<td>Watermaster, development of Beaumont management zone.</td>
<td>Qtrly. Meetings</td>
<td>Qtrly. Meetings</td>
<td>Staff time to attend meetings.</td>
</tr>
<tr>
<td>H-7</td>
<td>Public Works</td>
<td>2</td>
<td>Member of Western Riverside County Clean Cities Coalition</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>$6,000 annually – Funded.</td>
</tr>
<tr>
<td>I-7</td>
<td>Public Works</td>
<td>2</td>
<td>Desert Task Force, discussion on updates/revisions to the City's Stormwater Discharge Permits.</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>$12,000 Annually; total = $24,000 annually for permit.</td>
</tr>
<tr>
<td>J-7</td>
<td>Public Works</td>
<td>3</td>
<td>Inland County Water Agencies, discussion of water issues within the county and agencies.</td>
<td>Monthly Meetings</td>
<td>Monthly Meetings</td>
<td>$1,300 Annually</td>
</tr>
</tbody>
</table>
Exhibit "D"

Intersection Analyzed for the Change in LOS C to D
GP IMPROVEMENTS WITHOUT INTERCHANGE
Exhibit "E"

Intersection Analyzed for the removal of Highland Home Road Interchange at I-10
STUDY AREA INTERSECTIONS FOR GPA REMOVAL OF I-10/HIGHLAND HOME ROAD INTERCHANGE
Exhibit “F”

Combined results of the improvements from the change in LOS from C to D and removal of Highland Home Road
Exhibit "G"

Draft Environmental Impact Report

(Submitted under separate cover)
Exhibit "H"

Final Environmental Impact Report

(Submitted under separate cover)
Exhibit “I”

Errata sheet responding to comments from SCAQMD
PAGE 4.6-8 OF THE DRAFT EIR

The text under the subsection entitled Southern California Association of Governments in Section 4.6, Transportation and Circulation of the Draft EIR was updated to state that the current conforming RTP is 2012 and not 2008. This change was made in response to comments received from SCAQMD. This change to the Draft EIR does not result in a significant impact and has no material effect on the findings of the EIR.

Southern California Association of Governments. The 2012 RTP was adopted by SCAG on April 4, 2012, and is expected to be determined as conforming by the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA) by June 4, 2012. Therefore, the current conforming RTP adopted by SCAG remains the 2012 RTP. On May 8, 2008, the SCAG Regional Council adopted the 2008 Regional Transportation Plan (RTP). The 2012 RTP emphasizes the importance of system management, goods movement, and innovative transportation financing. The 2012 RTP strives to provide a regional investment framework to address the region's transportation and related challenges. It also looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. The 2012 RTP includes goals and policies applicable to transportation.

The 2012 Draft-RTP identifies the transportation vision for the region through 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The plan is a balanced approach that focuses future investments on the best-performing projects and strategies that seek to preserve, maintain, and optimize the performance of the existing system. The 2012 Draft RTP includes goals and policies applicable to transportation. However, as stated above, the I-10/Highland Home Road interchange is not included in any long-range freeway planning studies by SCAG.

FIGURES 3.3 AND 4.6-1 OF THE DRAFT EIR

The graphic for Figures 3.3 and 4.6-1 were updated to include the most current circulation map for the City of Banning’s General Plan, which was adopted by the City in January 2006. Changes in the 2006 General Plan circulation map are minor, were not used for the purposes of evaluating traffic impacts in this EIR, and do change any conditions therein. Therefore, these changes to the Draft EIR do not result in a significant impact and have no material effect on the findings of the EIR.
Legend

- Collector Highway (66 foot highway with 2 lanes without left turn pockets)
- Secondary Highway (88 foot highway with 4 lanes without left turn pockets)
- Major Highway or Arterial Highway (100 or 110 foot highway with 4 lanes with left turn pockets)
  (Build 100 foot Major Highway if there is insufficient space for 110 foot Arterial Highway)
- Urban Arterial Highway (134 foot highway with 6 lanes with left turn pockets)

Intersection alignment is conceptual only. Please see Special Issues discussion.

FIGURE 3.3

City of Banning Circulation Element
General Plan Amendment
Existing General Plan Street System
City of Banning Circulation Element
General Plan Amendment
Existing General Plan Street System
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING REQUIREMENTS

PRC Section 21081.6 (enacted by the passage of Assembly Bill 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the Lead Agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

- The Lead Agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

- A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a draft environmental impact report (EIR) or mitigated negative declaration (MND), a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit that authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the Lead Agency, to approve,
condition, or deny projects as provided by this division or any other provision of law.

A Mitigation Monitoring and Reporting Program was not prepared for this project because no significant environmental impacts would result from implementation of the proposed project.